



Aspen *Environmental Group*

PROJECT MEMORANDUM PG&E – TRI-VALLEY 2002 CAPACITY INCREASE PROJECT

To: Roosevelt Grant, CPUC
From: Vida Strong, Aspen Project Manager
Date: May 8, 2003
Subject: Weekly Report #33: April 28, 2003 – May 4, 2003
CPUC Environmental Monitor (EM): Anne Sweet

Summary of Activity:

Overcast skies with scattered heavy rains continued throughout the subject week. Erosion control was inspected project wide and repairs were made where needed. Wildlife spring breeding seasons are still occurring. The CPUC EM paid special attention to raptor habitat and possible nests, as well as ground surveys for burrowing owl habitat along the right-of-way.

This week marks the end of the major build activities of the Phase One section of the Tri-Valley Project. All conduit and vaults now are completely installed. Outstanding tasks include small sections of transmission line stringing, splicing, and proofing. These items are scheduled to be complete by the Phase One line energization deadline of May 22. The Essex Environmental Inspector (EI) has reduced monitoring from full-time to twice-weekly spot checks. Mueller has reduced crews and continues with restoration activities. Due to the recent frequent rains, soils remain too moist to allow adequate compaction. Once the soils dry, crews will be able to finish backfilling the area South of the Arroyo del Valle. New Vineyard Road restoration work will commence when soils dry as well. The CPUC EM spoke with the City of Pleasanton Public Works Inspector Jim Gotcher, who is overseeing project restoration efforts within the City of Pleasanton. In brief, outstanding items include repaving, curb and gutter replacement, storm drain relocation, grading and seeding along “Old” Vineyard Avenue; completely re-grading and re-staking New Vineyard Road; and continued attention to settlement issues over the installation. It is estimated that the restoration work could be completed by the end of June.

During the subject week, crews continued backfilling the installation south of the Arroyo del Valle; however, progress has been slow since crews are waiting for the soil to dry enough for proper compaction. Cable pulling and fiber splicing at numerous vault locations was observed along portions of “Old” Vineyard Avenue. Traffic Control Plans were implemented.

The CPUC EM conducted a site visit of the Mueller Contractor Yard. All vehicles and equipment were being kept within the yard and the extra workspace area adjacent to the yard approved for use per Variance #5.

At New Vineyard Road, boring of the CDFG jurisdictional tributary was completed on Thursday, April 24. All boring equipment and light and sound shielding barriers have been removed from the site. Crews have completed tie-ins to the bore (see Figure 1). Crews pulled line from the Vault 12 location under the tributary to the Vault 11 location (see Figure 2). While on-site the CPUC EM noticed a volume (approximately 300 gallons) of fine sediment laden mud located within 10 feet of the CDFG jurisdictional tributary (see Figure 3). A large storm event was forecasted and the CPUC EM was concerned that the mud could breach the erosion control at the site and impact the resource. The Mueller foreman arrived on-site and stated that the mud would be completely removed by the end of the day. The CPUC EM later re-toured the area and confirmed that the mud was being removed and taken to the dirt enclosure area at the Mueller yard.

Boring operations have been completed at the Highway 84 crossing, crews continue removing equipment from the area. Crews were on-site proofing and stringing transmission line from Vault 5 to Vault 6.

For the area between Highway 84 and the Transition Station, crews continue to do restoration work, as well as re-installing vine rows.

The CPUC EM inspected the Red Tail Hawk's nest along the right-of-way along the Zone 7 Access Road east of Highway 84 at Station 61+00. On April 17, the CPUC observed that a project truck was parked directly within the resource exclusion boundaries. A Project Memorandum was written by the CPUC documenting the issue. Additional exclusion posts and red tape were installed in the area to prevent crewmembers from accidentally entering the exclusion zone. On Monday April 28, the Essex EI called with information that the Red Tail Hawk's nest 250-foot buffer exclusion zone was again breached. A project subcontractor had removed the posts and exclusion tape in order to back a project vehicle into the exclusion zone. The truck breached the line by 25-feet. This incident marks a repeated and willful direct violation of project Applicant Proposed Mitigation Measure 7.4 which states if occupied habitat is detected a construction free buffer of at least 250-foot around the nest will be maintained to protect the breeding birds. Essex identified the problem and reported the incident as a project non-compliance. Essex held an additional tailgate environmental training of all subcontractor personnel on Tuesday April 29, to reiterate environmental regulations. Note that all site personnel and sub-contractors are environmentally trained prior to working on the project. The additional exclusion fencing installed in the area to prevent crewmembers from accidentally entering the exclusion zone had been re-installed and additional no parking-sensitive resource area signs have been put up (see Figure 4).

Crews have finished the Transition Station foundation work, and have installed cyclone fencing around the station. Minor work concerning station grounding occurred. Minor clean-up activities and grading also occurred during the subject week. Erosion control devices were inspected and are being maintained. While on-site conditions were very muddy, travel into and out of the site was hindered.

Environmental Compliance:

On April 28, the 250-foot buffer for the Red Tail Hawk's nest at Station 61+00 was breached by a project truck driver who willfully removed the excluding posts and tape. This action was in violation of applicant-proposed Mitigation Measure 7.4 regarding activity in a resource exclusion area. Essex documented the issue as a non-compliance and environmentally re-trained all subcontractors on April 29.

For all other operations, the CPUC EM observed that construction was in compliance with mitigation measures adopted in EIR and other permitting requirements.

Notices to Proceed (NTP):

On Friday May 2, non time sensitive biological surveys were provided to CPUC/Aspen as pre-construction compliance submittals for the Phase Two portion of the Tri-Valley Project. PG&E requested that the next NTP cover only the construction of the Cayetano Substation component of Phase Two plans. CPUC/Aspen reviewed the survey reports and conditioned the recommended NTP for outstanding requirements. The NTP for the Cayetano Substation was issued by CPUC on May 6.

Variance Requests: None.

Agency Personnel Contacts:

Jim Gotcher, City of Pleasanton Public Works Inspector.

TABLE 1
VARIANCE REQUEST STATUS TABLE
(Updated 05/08/03)

Variance Request #	Date Submitted	Description	Status	CPUC Approval Date
1	10/3/02	Temporary storage of bore pit spoils on the north side of the Arroyo del Valle bore crossing Stations 304+00 to 306+00.	Completed	10/17/02
2	12/19/02	40 feet of extra work space was requested on the south, east and west sides of the north bore pit associated with the Arroyo Del Valle jack and bore to install a sound barrier around boring operations, so that 24-hour construction could occur.	Completed	1/6/03
3	01/29/03	Approximate 200' by 300' extra workspace area east of the Isabel Ave jack & bore.	Completed	2/18/03
4	01/29/03	Approximate 120' by 320' extra workspace area north of the Hwy 84 jack & bore, and an 80' by 200' area south of the Hwy 84 bore.	Completed	2/18/03
5	02/12/03	Approximate 2.6-acre expansion of the approved Mueller Contractor Yard, City of Pleasanton.	Completed	2/25/03



Figure 1 - New Vineyard Road Tributary tie-in work, the HDPE casings and conduit have been poured in concrete.



Figure 2 - Transmission line pull from Vault 12 to Vault 11 through HDPE casings installed in the New Vineyard Road Tributary Bore.



Figure 3 - New Vineyard Road Tributary tie-in work.
Note the large mud pile to the right of the photo.



Figure 4 – Fencing and additional signs installed at the
Red Tail Hawk's nest exclusion boundaries.