



Aspen *Environmental Group*

PROJECT MEMORANDUM

PG&E – TRI-VALLEY 2002 CAPACITY INCREASE PROJECT

To: Roosevelt Grant, CPUC

From: Vida Strong, Aspen Project Manager

Date: October 31, 2002

Subject: Weekly Report #6: October 21, 2002 – October 27, 2002

CPUC Environmental Monitor (EM): Anne Sweet

Summary of Activity:

During the subject week, no work occurred on the Arroyo Del Valle Bore. Both the north bore pit and the south bore pit were fenced and locked. The bore is shut down until RWQCB approves a dewatering plan.

The CPUC EM observed trenching and conduit installation along New Vineyard Road west of Station 29+00 to 39+00. Trench spoils are being stored along the trench line. Because the work is in an unpaved corridor, crews are utilizing dust suppression methods, including watering the trench and roadway, as well as keeping vehicle and equipment to speeds under 10 miles per hour. Along the entire New Vineyard Road corridor, the City of Pleasanton has installed sediment control devices such as straw waddles, as well as scattered loose straw. However, the CPUC EM observed that there were some gaps both underneath and in-between the waddles, thus diminishing the effectiveness of the devices. The Essex Environmental Inspector (EI) was informed of the problem.

After investigation by the PG&E Cultural Monitor and the CPUC Lead EM, it was determined that no further excavation was needed at the unanticipated cultural discovery site uncovered last week along New Vineyard Road adjacent to the PG&E right-of-way. However, exclusion fencing was placed around the site, and archeologists visited the site and collected all datable artifacts.

During the subject week, trenching had commenced at the dry drainage at Station 160+00 along “Old” Vineyard Avenue. A good job was done with sediment control installation; sandbags as well as a temporary culvert had been constructed in the event of water entering the drainage site. By the end of the week, conduit had been installed and concrete had been poured within the drainage extending a minimum of 25 feet on either side (see Figures 1 and 2).

During the subject week, Buckland Vineyard Management removed grapevines along the project right-of-way between Highway 84 and Isabel Avenue.

On October 22, the CPUC EM toured the area extending from Highway 84 to Station 30+00. Between Stations 49+00 and 52+00, the trench line is directly adjacent to the Zone 7 Access Road, with approximately a 10-foot width in-between (see Figure 3). The proximity of the open trench to the publicly accessible road raised public safety concerns. Concrete had recently been poured and the trench line left overnight with construction “snow” fencing placed around the area. The CPUC EM informed the Essex EI, Safety Inspector, and other project personnel of the safety concern. As documented in Weekly Report 3, dated 10/10/02: On September 30, “the Essex Environmental Inspector (EI) asked if construction ‘snow’ fencing could be used rather than plywood cover of all open trench left overnight. In coordination with the CPUC Lead EM, the Essex EI was informed that staked construction fencing could be used if Cal OSHA inspectors concurred with the decision.” As of October 24, Cal OSHA concurrence had not been provided to the CPUC EM. On October 24, the CPUC EM contacted Cal OSHA, who referred her to the City of Livermore building officials regarding the issue. In turn, Steve Kiefer,

Building Official with the City of Livermore stated that the City of Livermore was interested in the issue and that the City has very specific public safety regulations in place for trench greater than 30 inches in depth. Mr. Kiefer stated that he would send a building inspector to the site on Monday, October 28, 2002.

On October 24, CPUC EM toured the area along the Zone 7 access Road between Stations 49+00 and 59+00 and noted the work occurring adjacent to a group of Sycamore trees. The exclusion fencing placed around these trees had been taken down by the contractor and the excavating back hoe was placed up next to the trunk of one of the trees (See Figure 4). Upon investigation, a portion of the root system had been removed. CPUC EM contacted the Essex EI to report this finding and was told that PG&E will initiate consultation with the City of Livermore to identify any mitigation necessary for the impact to the root system of the heritage tree.

Environmental Compliance:

Aside for the removal of exclusion fencing around a group of Sycamore trees, construction activities were in compliance with mitigation measures adopted in the EIR and other permitting requirements.

Notices to Proceed (NTP):

No NTPs were issued during the subject week. A meeting with PG&E, Essex, and Aspen representatives is scheduled for October 30 to discuss pre-construction compliance for NTP #3.

Variance Requests:

No Variance Requests were submitted for review during the subject week.

Agency Personnel Contacts:

October 25: Wayne Hom, Cal OSHA.

October 25: Steve Kiefer, City of Livermore Building Official.



Figure 1
Trenching and conduit installation at the dry drainage at Station 160+00.



Figure 2
Sediment control devices and culvert at the dry drainage at Station 160+00.



Figure 3
Open trench line adjacent to Zone 7 Access Road.



Figure 4
Exclusion fence removal at Sycamore heritage trees.