



Aspen *Environmental Group*

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

To: Roosevelt Grant, CPUC
From: Vida Strong, Aspen Project Manager
Date: November 7, 2002
Subject: Weekly Report #7: October 28, 2002 – November 3, 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 shutdown until the Regional Water Quality Control Board (RWQCB) approves a dewatering plan.

Early in the subject week, the CPUC EM observed trenching and conduit installation along New Vineyard Road west of Station 42+00 to 45+50 (see Figure 1). Trench spoils were 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. At Station 42+28 a large spoils pile had been formed directly upslope from a drainage area leading to a retention basin. The CPUC EM also noticed garbage left along the trench line consisting of discarded soft drink cups, straws, and cans. This garbage was subsequently cleaned up. By the end of the subject week the trench had been backfilled between Stations 44+00 to 48+00. Trench and conduit installation had progressed to Station 52+40. 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. PG&E has supplemented the City installed sediment control devices to accommodate Tri-Valley Project construction. The CPUC EM observed that the sediment control devices for the PG&E Project were inadequate and reported this to the Essex Environmental Inspector (EI). Additional erosion control devices had been placed along this area. PG&E has also installed sediment fencing along the sensitive detention basin area from Station 51+00 to 60+00.

During the subject week, a landowner along New Vineyard Road raised concerns with the CPUC regarding the PG&E trench placement within the new road corridor, and also expressed concerns that the road built by the City of Pleasanton was wider than planned. PG&E has been trying to set a meeting between all interested parties (landowner, City of Pleasanton, CPUC/Aspen, and PG&E) to discuss the landowner concerns.

Trenching and conduit installation has been completed at the dry drainage at Station 160+00 along “Old” Vineyard Avenue (see Figure 2). Over the trench line along the west bank of the drainage, rock has been installed and contoured to facilitate sedimentation. In addition, concrete has been poured around the rock for stabilization.

The CPUC EM observed potholing at the intersection of Isabel Avenue and “Old” Vineyard Avenue in preparation for boring operations under the Isabel Avenue.

During the subject week, Buckland Vineyard Management continued the removal of grapevines along the project right-of-way between Isabel Avenue and the Mueller Yard. Trenching and conduit installation started along ‘Old’ Vineyard Avenue west of Highway 84 from Stations 78+00 to 79+00. Spoils were being placed in a truck and along the trench line.

During the subject week, the CPUC EM toured the area extending from Highway 84 to Station 30+00 along the Zone 7 Access Road. The trenching and conduit installation is almost completed along this area. An issue occurred between Stations 65+00 and 68+00 where topsoil was not separated out during trenching; the Essex EI notified the contractor of the problem. 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. The proximity of the open trench to the publicly accessible road raised public safety concerns. On Friday, November 1, the City of Livermore senior building inspector David Dyer contacted the CPUC EM. Mr. Dyer had conducted a site inspection on Monday, October 28. Pertaining to the public safety concerns along the Zone 7 Access Road, Mr. Dyer stated that enough shoulder was left along the road to prohibit concern of trench collapse caused by passing traffic. He also stated that due to the very little traffic occurring along the road, the temporary barriers around the trench should be sufficient.

In response to the heritage Sycamore tree impact issues raised October 24, the Essex EI reported that on November 1 he had met with two City of Livermore representatives from the Planning and the Parks and Recreation Departments. Damage to the heritage Sycamore tree at Station 58+00 was assessed. It was determined that the tree would not be harmed and the City directed the Essex EI to have crews cut the effected tree roots greater than two inches in diameter flush with the trench walls.

Environmental Compliance:

Some erosion control issues along New Vineyard Avenue had been raised and later rectified during the subject week. Safety concerns along the Zone 7 Access Road and impact concerns to the heritage Sycamore tree roots at Station 58+00 were also resolved during the subject week. All other 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 occurred on October 30th to discuss pre-construction compliance for NTP #3. The NTP #3 submittal is planned for mid-November.

Variance Requests:

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

Agency Personnel Contacts:

November 1: David Dyer, City of Livermore Senior Inspector.



Figure 1
Trenching and conduit installation along New Vineyard Road.



Figure 2
Post installation restoration at the dry drainage at Station 160+00.