



# **Aspen** *Environmental Group*

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

**To:** Roosevelt Grant, CPUC  
**From:** Vida Strong, Aspen Project Manager  
**Date:** December 23, 2002  
**Subject:** Weekly Report #14: December 16, 2002 – December 22, 2002  
**CPUC Environmental Monitor (EM):** Anne Sweet

### **Summary of Activity:**

Weather during the subject week was mostly overcast with heavy rains off and on. A significant storm hit the area during the weekend prior to the subject week. The Essex Environmental Inspector (EI) installed a rain meter at the site and over the weekend measured approximately six inches of rain. Special attention was paid to assessment of erosion control integrity and any storm impacts. The Essex EI and crews have done a good job dealing with storm impacts and in fixing and adding erosion control where needed.

Operations at the Arroyo del Valle bore continue. As reported in Weekly Report 13, on Thursday, December 12, the Essex EI and contractor personnel noticed an oily sheen on the water surface in the Baker tank of the southern bore pit. Dewatering from the tank was immediately stopped. Water samples were collected and sent out to be analyzed. By December 18, water had been tested and results came in compliant with RWQCB discharge standards; therefore, discharge from the tank was started up again. Boring operations are planned to continue through the holidays. PG&E has requested permission from the City of Pleasanton to operate the bore 24-hours a day. Prior to approval, the City will require a sound wall to be constructed around the site. In order to construct the wall, extra workspace is needed. On December 19, PG&E submitted Variance Request 2. Forty feet of extra workspace is requested for sound barrier installation around the bore. The area had been surveyed and verbal concurrence was given to the Essex EI by the Alameda County Flood Control District to use the gravel road to the south of the north bore pit on Wednesday, December 18.

On Friday, December 20, the Essex EI noticed a small petroleum spill on the paved road adjacent to the northern bore pit. Brandon had requested crews to clean up the spill at 9:00 a.m.; however, by noon, crews had made no attempt to clean up the spill. The spill was being washed by rain flow toward the nearby storm drain. The drain had previously been surrounded with sand bags, which were effectively filtering the petroleum and keeping it from entering the drain. Brandon called crews again and documented the issue as a minor problem. Crews then came to the site and promptly cleaned up the area and disposed of the contaminated materials at the Mueller Yard in the hazardous materials waste location (see Figure 1).

Along New Vineyard Road, the contractor has completed conduit installation and backfilling. Work along New Vineyard Road is almost complete; only the vault construction and tie-ins remain outstanding. In preparation for the wet weather conditions, crews compacted and graded the road where work has been completed. Some gravel has also been laid down as cover. Excepting a few locations, the grading operations have restored the road to pre-existing conditions left by the City of Pleasanton. During the subject week, silt fencing and hay bales placed along the road to catch runoff were inspected. During the rain events, the erosion control devices were filtering runoff to a large extent. However, it is inevitable that the devices will not contain everything due to the unpaved road conditions.

During the subject week, boring operations continued from Stations 152+00 to 156+00 at the Ruby Hills entrance location. The contractor has excavated the bore pit on the western side of the roadway. Shoring has been placed within the pit. During the subject week, the contractor started excavating the exit pit on the eastern side of the roadway. On Tuesday, December 17, a crane, which had been brought on site, started leaking a very small amount of hydraulic fluid. The leak was fixed and a sheet of plastic was placed under the crane (see Figure 2). The contaminated material was taken to a hazardous storage container located at the Mueller Yard.

Between Stations 00+00 and 02+00 crews have temporarily stopped trenching across “Old” Vineyard Avenue. This trench connects the line between “Old” Vineyard Avenue and the New Vineyard Road. The City of Pleasanton determined that it is unsafe to close a lane of traffic during rain conditions; therefore, no trenching was occurring. The trench has been filled in with asphalt and will be completed after the holidays.

The CPUC EM toured the area along the Zone 7 Access Road between the Transition Station and Highway 84. Crews continued tie-in work to Vault 2A and 2B between Stations 18+00 and 19+00. Between Stations 36+00 and 38+00, the contractor continued installation, as well as tie-in work for Vaults 3A and 3B. Spoils were excavated and hauled off-site to a spoil storage area.

During the subject week, crews started construction of Vaults 4A and 4B between Stations 54+00 to 56+00. Crews lowered Vaults 4A and 4B into the excavated pits. Because of the very muddy conditions on site, a lot of mud was continually tracked into the Zone 7 Access Road (see Figure 3). Crews continually scraped and cleaned the roadway. The CPUC EM noticed a large amount of sediment-laden water accumulating in the vineyard adjacent to the construction. The CPUC EM contacted the Essex EI and informed him of the problem. It was reported that the sediment-laden water in the vineyard resulted from dewatering of the pits onto the right of way. The water release on site was stopped and hay bales were placed between construction activities and the vineyard area (see Figure 4).

The CPUC EM toured the Transition Station area. Over the weekend prior to the subject week, the visquene cover had blown off of the pad area. On the western edge of the site, mud and sediment had overtaken the silt fence and had run into the creek area below. To stop the breach, straw bales were placed to bolster the fence edge. The area of the breach was closely inspected and it appears that the sediment released did not travel to the creek, but was stopped by surrounding vegetation (see Figure 5). By the end of the subject week, visquene had been replaced on the pad area and weighted with many sand bags. Erosion control was inspected and appeared to be containing run-off; however, down near the creek, some sediment appeared to be entering the water. It is suspected that run-off is flowing through underground channels leading from the site down to the creek area. Every effort to contain flow is being made.

### **Environmental Compliance:**

On Thursday December 12, a dump truck driver ran over three grapevines outside of the approved work area near Station 38+00. The EI documented the incident as a non-compliance due to several recent incidents of off- right-of-way travel. To resolve the non-compliance issue, a meeting regarding right-of-way limits was held on Wednesday, December 18, attendees included Brandon Liddell (Essex), Buck Jones (PG&E), Bill Herwig (Mueller) and Tom Graham (Mueller), as well as Reliable Trucking Company drivers.

On Tuesday, December 17, a crane, which had been brought to the Ruby Hills bore location, started leaking a very small amount of hydraulic fluid. The leak was fixed, contaminated materials were

removed, and a sheet of plastic was placed under the crane. The contaminated material was then taken to a hazardous storage container located at the Mueller Yard.

On Friday, December 20, a spill adjacent to the Arroyo del Valle northern bore pit was not cleaned up promptly. The Essex EI identified the issue as a minor problem and the site was cleaned within four hours of the spill. The contaminated material was then taken to a hazardous storage container located at the Mueller Yard.

For all other operations, CPUC monitor observed that construction was in compliance with mitigation measures adopted in EIR.

**Notices to Proceed (NTP):**

NTP #3 was approved by the CPUC and distributed on December 12. This NTP completes the Phase One portion of the Tri-Valley Project.

**Variance Requests:**

Variance Request 02 was submitted for review on December 19.

**TABLE 1  
VARIANCE REQUEST STATUS TABLE  
(Updated 10-23-02)**

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. It has been reported by PG&E/Essex that the City of Pleasanton is requiring the sound wall for 24-hour construction; however, no approval yet granted.	The CPUC EM reviewed the request and inspected the area in the field. The City of Pleasanton and CDFG are being contacted regarding the request.	



Figure 1  
Petroleum clean-up near a storm drain adjacent the Arroyo northern bore pit.



Figure 2  
Ruby Hills west bore pit. The crane pictured had been leaking hydraulic fluid; the material was cleaned up and plastic was placed underneath the equipment.



Figure 3  
Vault 4A and 4B construction adjacent to the Zone 7 Access Road. Note the large amount of dirt and mud tracked into the road.



Figure 4

Vault 4A and 4B construction adjacent to the Zone 7 Access Road. Note the large amount of sediment laden water in the vineyard resulting from dewatering of the vault pits.



Figure 5

Transition Station site. The area beyond the hay bales is where the breach occurred.