From: Horner, Trina

Sent: 11/9/2011 5:22:34 PM

To: 'Halligan, Julie (julie.halligan@cpuc.ca.gov)' (julie.halligan@cpuc.ca.gov); 'Cooke, Michelle (michelle.cooke@cpuc.ca.gov)' (michelle.cooke@cpuc.ca.gov)

Cc:

Bcc:

Subject: RE: T-30 Photo of Corrosion pit found

Evening update:

T-30

The sleeve was welded on this morning completing the repair. The leak site on Page Mill was plated following the repair and will be restored following the test.

The pipe is currently being watered back up. It should be full by about 11:00 P.M. this evening. The Hydrotest will resume tomorrow morning 11/10 with the target of reaching the 75% hold pressure point at 9:00 A.M. following the morning commute. Following the 75% hold, the Ramp test will begin.

T-31

Excavation continues. Approximately 40' at the rupture and to the south has been fully excavated. Excavation to the north is now proceeding and will be complete this evening. We expect to cut out approximately 70' of the existing pipe for replacement. The media is currently on site with our rep getting some video of the damaged section. Construction plans to have the new piece of pipe installed by mid day tomorrow. Currently the plan to re test has been scheduled for Saturday 11/12. PG&E staff are handling the chain of custody documentation for the damaged piece. Site restoration has been arranged for the Redacted to prevent any further erosion that forecast rains may cause.

Here is some more information regarding the T-30 "pinhole/pit" leak:

The pipe at original install is from 1947: 24.00-inch outside diameter x 0.281" wall thickness, GR B (45000 psi SMYS), seamless.

The pipe was tested with an ultra sonic thickness tester immediately adjacent to the pit and found to be 0.279" wall thickness, which is within the variance range of the original install. The pit depth is thru wall (0.279")

The sleeve repair is basically two half-cylinder shaped pieces of steel welded together over the corrosion pit to fully encircle the pipe. The repair bands are about 18" wide. The ends of the sleeve are then filet welded to the pipe completing the pressure seal.

Past inspections at the T-30 leak location:

Line 132, including the pipeline at this location, last had an ECDA in 2009. ECDAs are used to detect indications of possible problems with cathodic protection that could lead to external corrosion issues. PG&E performed eight confirmation digs associated with the ECDA and only one location, which was in

San Francisco, had external corrosion. At that location, the corrosion was investigated, determined to be minor and is being monitored. The ECDA indirect inspection testing did not show indications near Redacted of potential pipeline coating issues in 2009.

Line 132 near Redacted was last leak surveyed in April 2011 and no leaks were found on the pipeline. It was also leak surveyed in September/October 2010 and 2 leaks were found on valves which required greasing the valve to eliminate the leak, but no leaks were found on the pipeline at that time. Further, this line is patrolled weekly.

During the hydrotest, no leak appeared during the ramp and hold process. The leak appeared for the first time during the pressure test at a pressure (525 psig) well above the current operating pressure of 300 psig, and also well above the pipeline's MAOP of 400 psig.

From: Horner, Trina
Sent: Wednesday, November 09, 2011 9:34 AM
To: Cooke, Michelle (michelle.cooke@cpuc.ca.gov); Halligan, Julie (julie.halligan@cpuc.ca.gov)
Subject: FW: T-30 Photo of Corrosion pit found

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