

From: Singh, Sumeet
Sent: 11/2/2013 12:32:56 PM
To: sunil.shori@cpuc.ca.gov (sunil.shori@cpuc.ca.gov)
Cc: Yura, Jane (/O=PG&E/OU=CORPORATE/CN=RECIPIENTS/CN=JKY1); Redacted
Redacted; Doll, Laura
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Bcc:
Subject: Line 147 Follow-up Items (Week of October 28, 2013)

Sunil,

Per our discussions from earlier this week, below is a follow-up on the identified items for L-147:

1. Excavation at MP 2.5

The excavation schedule is as follows:

11/4: Set-up and excavation begins

11/5: Completed excavation

11/6: Sandblast coating off pipe

11/7: Inspect pipe

11/8: Restore pipe and site

Please let me know if you would like to perform a site visit during the excavation and inspection process.

2. Segment 100.3 and Valve 12

Please refer to the attached operating diagram that shows the Edgewood Station configuration before and after the rebuild including the replacement of the referenced segment 100.3 in GIS. Also, included are the pictures of Valve 12 in the station which is currently serving as the MAOP separation valve between L-147 and L-109/L-132. This is a new valve although it is manual as not all valves that are replaced are being automated.

3. MP 1.8

Attached is the geological erosion site assessment performed for this exposed section of the pipeline by a geologist. This is also addressed in section 9 (pg. 12) of the Kiefner & Associates “Current fitness for service of Line 147” letter. As discussed, at my request and as part of the Integrity Management program, we are moving to a more data driven approach which can be used as inputs for our risk algorithm; hence, we are conducting a site review to identify where we can install gauges to measure the actual land movement in this area which is expected to be minimal based on the attached site assessment due diligence.

4. Valve 173 at Station B41 (Bow Dr.)

Based on your site visit, you identified that you were uncertain if the inlet fire valve cover at district regulator station B41 is rated for full traffic load. Based on a follow-up site visit performed by our field technicians on October 31, it has been confirmed that the cover is rated for full traffic load. I will provide you with the associated documentation as it becomes available.

5. Regulator Station B43 (Edgewood Rd.)

Based on your site visit, you identified an aboveground district regulator station susceptible to potential vandalism as the valves were not locked and there was no fence around the station. Based on a follow-up site visit performed by our field technicians, we installed locks on all valves on 11/1 and a temporary fencing will be installed on 11/4. The installation of permanent fencing will require permitting from various environmental agencies; hence, taking

significantly longer to implement which we will continue to pursue. I will provide you with the associated documentation as it becomes available.

Please review each of the aforementioned items and let me know if you have any questions, require additional information or would like to discuss further.

Thank you.

Sumeet