



Aspen *Environmental Group*

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

To: Roosevelt Grant, CPUC
From: Vida Strong, Aspen Project Manager
Date: May 15, 2003
Subject: Weekly Report #34: May 5, 2003 – May 11, 2003
CPUC Environmental Monitor (EM): Anne Sweet

Summary of Activity:

Weather was clear throughout the subject week. Erosion control was inspected project wide and repairs were made where needed. Wildlife spring breeding seasons are still occurring. The CPUC EM paid special attention to raptor habitat and possible nests, as well as ground surveys for burrowing owl habitat along the right-of-way. The Essex Environmental Inspector (EI) conducted an environmental training for a PG&E employee during the subject week. Crews will begin mobilizing to the Phase Two substation site the week of May 19; however, construction is not planned until the week of June 2. A supervisor Environmental Training Program for Phase 2 will be held on Wednesday, May 21.

The major build activities of the Phase One section of the Tri-Valley Project are now complete. All conduit and vaults are completely installed. Outstanding tasks include small sections of transmission line stringing, splicing, and proofing. Manufacturing defects have been found in portions of the cable. These sections were pulled from the installation and strung out along the right-of-way. Replacement cable is being installed. These items are scheduled to be complete by the Phase One line energization deadline of May 22. The Essex EI has reduced monitoring from full-time to twice-weekly spot checks. Mueller has reduced crews and continues with restoration activities. Due to the recent frequent rains, soils have been too moist to allow adequate compaction. As the soils continue to dry, crews will be able to finish backfilling the area South of the Arroyo del Valle. New Vineyard Road restoration work will continue as soils dry as well.

During the subject week, crews continued backfilling the installation south of the Arroyo del Valle. Cable pulling and fiber splicing at numerous vault locations was observed along portions of "Old" Vineyard Avenue. Crews also repaved over portions of the installation along "Old" Vineyard Road. Traffic Control Plans were implemented.

The CPUC EM conducted a site visit of the Mueller Contractor Yard. All vehicles and equipment were being kept within the yard and the extra workspace area adjacent to the yard approved for use per Variance #5.

At New Vineyard Road, boring of the CDFG jurisdictional tributary was completed on Thursday, April 24. All boring equipment and light and sound shielding barriers have been removed from the site. Crews have completed tie-ins to the bore and have backfilled the area. Crews have begun road restoration efforts.

Boring operations have been completed at the Highway 84 crossing. Crews were on-site proofing and stringing transmission line under the highway from Vault 5 to Vault 6.

For the area between Highway 84 and the Transition Station, crews continue to do restoration work, as well as re-installing vine rows (see Figure 1). On Saturday, May 10, the Essex EI contacted the CPUC EM with information that a diesel spill had occurred near the Vault 4 area. While crews were stringing line from the Vault location under a project truck, over un-paved right-of-way, a fuel line broke. The line

spread the spilled diesel approximately 800 feet. The quantity of diesel is unknown, but approximated at 20 gallons. When the spill was discovered, crews called and notified the Essex EI immediately, who then proceeded to the location and watched the clean-up activities. No resources were impacted. Crews removed the top layer of dirt and placed it in a dump truck for temporary storage at the Mueller yard. Most of the diesel was removed and crews are currently planning how to remove the remainder of the spill with the consultation of a hazardous materials remediation company.

The CPUC EM inspected the Red Tail Hawk's nest along the right-of-way along the Zone 7 Access Road east of Highway 84 at Station 61+00. The additional exclusion fencing installed in the area to prevent crewmembers from accidentally entering the exclusion zone remains intact.

Crews have finished the Transition Station foundation work, and have installed cyclone fencing around the station. Insulating jackets and other equipment were mounted to the cable and H-frame structure. Minor clean-up activities and grading also occurred during the subject week (see Figures 2 and 3). Erosion control devices were inspected and are being maintained. Crews have installed base rock for a gravel road along the right-of-way leading to the station.

Environmental Compliance:

For all operations, the CPUC EM observed that construction was in compliance with mitigation measures adopted in EIR and other permitting requirements.

Notices to Proceed (NTP):

The NTP for the Cayetano Substation, Phase Two, was issued by CPUC on May 6.

Variance Requests: None.

Agency Personnel Contacts: None

TABLE 1
VARIANCE REQUEST STATUS TABLE
 (Updated 05/15/03)

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.	Completed	1/6/03
3	01/29/03	Approximate 200' by 300' extra workspace area east of the Isabel Ave jack & bore.	Completed	2/18/03
4	01/29/03	Approximate 120' by 320' extra workspace area north of the Hwy 84 jack & bore, and an 80' by 200' area south of the Hwy 84 bore.	Completed	2/18/03
5	02/12/03	Approximate 2.6-acre expansion of the approved Mueller Contractor Yard, City of Pleasanton.	Completed	2/25/03



Figure 1 – Restoration work along the right-of-way. The area has been graded and new vine rows have been installed up to the underground installation.



Figure 2 – Far view of the Transition Station.



Figure 3 – Clean-up and grading activities at the Transition Station.