



# **Aspen** *Environmental Group*

## **PROJECT MEMORANDUM PG&E ATLANTIC-DEL MAR REINFORCEMENT PROJECT**

**To:** Jensen Uchida, CPUC  
**From:** Vida Strong, Aspen Project Manager  
**Date:** June 23, 2005  
**Subject:** Weekly Report #9: June 12, 2005 – June 18, 2005  
**CPUC Environmental Monitor (EM):** Anne Sweet

Aspen EM Anne Sweet was on site June 14<sup>th</sup> at the Atlantic-Del Mar Project location to monitor construction activities. The weather was clear and very warm; however, a rain shower occurred on June 16th. The PG&E Environmental Inspector (EI), Kevin Kilpatrick, was on-site June 14th to ensure compliance with the adopted Final Mitigated Negative Declaration and other permit requirements. Because the current work areas are not located within 250-feet of any vernal pool, raptor nest or other resources requiring full time biological monitoring, the EI was on-site only one day during the subject week. The PG&E EI also served as the project biologist conducting California tiger salamander (CTS) aestivation surveys, ongoing bird surveys, as well as installation of resource flagging and managing the installation of sediment controls.

### **OVERHEAD:**

#### **Summary of Activity:**

All overhead construction including pole, foundation, and line stringing work will be done by PG&E. The PG&E crews work Mondays through Thursdays.

On June 14th, the crew was on-site pouring concrete in the foundation hole at Pole 19. The CPUC EM, the PG&E EI, toured the Pole 19 location. Existing access roads do not extend to the site. Per approved Variance Request #2, overland travel is allowed between the location and the nearest access road. The approval requires that the overland travel path be marked and flagged, which has already been completed by the PG&E EI. During the tour the CPUC EM noted that the overland travel area looked disturbed, but the existing land contours remain (see Figure 1). While on-site, a concrete truck at the Pole 19 location was having trouble backing up in order to pour the foundation hole. At one point the truck was tilted and was sliding down slope on the loose soils. Antelope Creek lies directly beneath this area. The truck driver was able to finally make the turn and complete the pour (see Figure 2). During this process a small amount of concrete spilled around the construction area; however, the crews removed the dried concrete at the end of the day.

Two oak trees lie within the boundary of the Pole 19 location. They were both exclusion flagged at the drip line. Previously the CPUC EM asked the PG&E EI if bird surveys had been done. The PG&E EI said that no raptors have been spotted in or directly adjacent to the site; however, he did observe bushtits in the oak which lies within the Pole 19 pad. Per previous correspondence with the CDFG, consultation does not need to occur unless raptors, particularly Cooper's hawks, are identified near construction activities, or if birds listed under the Migratory Bird Treaty Act appear harmed or harassed by construction. The PG&E EI has continued to monitor the birds as construction proceeds and no problems have been reported.

The PG&E EI and Biologist reported that the Pole 19 and Pole 20 locations are vegetated with a variety of weeds. A water tractor with a pressure washer was brought on-site. All vehicles and equipment that entered the work area were washed off before traveling off-site to reduce the spread of noxious weeds.

Per the PG&E EI, laborers also scraped compacted soil out of the equipment tracks, and then all loose soil on the equipment was washed off with the power washer.

CTS survey findings for the Pole 12 and Pole 13 locations were submitted by email on June 14th, 2005, with no aestivation habitat identified.

The CPUC EM and PG&E EI toured the 12 and Pole 13 access areas. There exists an overgrown access road which leads to the Pole 12 location (please note that the numbering has been corrected from last week's report, what was called Pole 13 is actually Pole 12). The road lies adjacent to a drainage area which holds ponded water. The PG&E EI and the CPUC EM talked about the most appropriate erosion controls to protect the resource area. It was decided to stake in waddles along the entire drainage area instead of trench in sediment fencing. Installation of sediment fencing would create a lot of loose soils which could impact the drainage. In addition the road is narrow and heavy equipment will be traveling across it, digging might destabilize the side slope (see Figure 3). In preparation for work at the Pole 12 location, exclusion fencing was placed around the drip line of an oak tree near Pole 12 and around the 30-foot buffer of an elderberry bush which lies along the access road to Pole 12. As reported by the PG&E EI, all erosion controls were installed along the drainage area, the crew accessed the Pole 13 site, and completed foundation construction toward the end of the subject week.

Erosion controls remain in place at previous work areas near Poles 15, 18, 21, 22 and 23. Per the PG&E EI, these locations were evaluated during the week for maintenance needs.

**Environmental Compliance Activities:**

CTS aestivation habitat surveys were completed at the Pole 12 and Pole 13 locations.

In preparation for work at the Pole 12 location, exclusion fencing was placed around the drip line of an oak tree near Pole 12 and around the 30-foot buffer of an elderberry bush which lies along the access road to Pole 12.

The CPUC EM observed that all overhead construction activities were in compliance with mitigation measures adopted in the MND and other permit requirements. Erosion controls were in place around the construction areas.

**UNDERGROUND:**

**Summary of Activity:**

The underground work including trenching and conduit installation has been contracted to Wilson Construction. The horizontal bore work will be subcontracted. Construction will most likely start with the boring operation at Sunset Avenue, which is tentatively scheduled to start in July.

**Environmental Compliance Activities:**

None

**NOTICES TO PROCEED (NTP):**

Table 1 presents the NTPs issued by the CPUC for the Atlantic–Del Mar Project to date.

**TABLE 1**  
**NOTICES TO PROCEED**  
(Updated 6-23-05)

NTP #	Date Issued	Description
1	11-03-03	Mobilization within the Atlantic and Del Mar Substations, and overhead installation from the Del Mar Substation to the railroad right-of-way (northern 0.25 miles), City of Rocklin.
2	3-08-05	Construction of the remaining overhead portion (approximately 4 miles) and the underground portion (approximately 1.3 miles) of the Atlantic–Del Mar Reinforcement Project, within the Cities of Roseville and Rocklin in Placer County.

**ENVIRONMENTAL COMPLIANCE:**

No Non-Compliance Reports (NCRs) or Project Memorandums (PMs) have been issued for the project to date.

**VARIANCE REQUESTS:**

No Variance Requests were submitted during the subject week.

**TABLE 2**  
**VARIANCE REQUEST STATUS**  
(Updated 6-23-05)

Variance Request #	Date Submitted	Description	Status	CPUC Approval Date
1	4-19-05	Modify the implementation of Applicant Proposed Measure 7.2 at Wetlands #2 and #30 to allow the use of non-rubber tired vehicles and to allow discretionary re-fueling on the project right-of-way.	Approved	5-2-05
2	5-19-05	Allow overland travel from an existing access road to the Pole 3/19 site.	Approved	5-25-05

**UPCOMING ITEMS:**

None.

**AGENCY PERSONNEL CONTACTS:**

None.

## Photographs



**Figure 1** – Flagged overland access route, June 14, 2005.  
Note the disturbance to vegetation.



**Figure 2** – Concrete pour at the Pole 19 location, June 14, 2005.



**Figure 3** – Flowing/ponded drainage adjacent to the access road leading to Pole 12, June 14, 2005.