



# **Aspen** *Environmental Group*

## **PROJECT MEMORANDUM**

### **PG&E JEFFERSON-MARTIN 230KV TRANSMISSION PROJECT**

**To:** Billie Blanchard, CPUC  
**From:** Vida Strong, Aspen Project Manager  
**Date:** March 2, 2005  
**Subject:** Weekly Report #6: February 20, 2005 – February 26, 2005  
**CPUC Environmental Monitor (EM):** Jody Fessler

Aspen EM Jody Fessler was on site February 22, 23, and 25 along Segment 1, 2, and 5. Aspen EM Anne Sweet was on site February 24 along Segment 1 and 5. Monday, February 21, was a holiday and no work activities occurred.

#### **SEGMENT 1:**

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

Construction activities continued during the subject week with excavation of manholes, placement of vaults, excavation of trenches, and installation of conduit. The weather was partly cloudy and overcast at times throughout the week. PG&E Environmental Inspectors (EI) were on-site to ensure compliance with the adopted EIR, Storm Water Pollution Prevention Plan (SWPPP), and other permit requirements. At least three PG&E EIs were on-site during daytime activities to inspect environmental compliance at the work sites and six to ten biological monitors were located on the west side of Cañada Road (and the east side of the road near Manhole #1 and #2) to watch for frogs and snakes and to make sure these species did not enter the work site. The following activities occurred on Segment 1 during the subject week:

1. On February 22, crews started excavating at Manhole #1 (Station #4+63) and Manhole #2 (Station #19+80) on Cañada Road. The soil from the manhole pits was transported to Ox Mountain landfill in Half Moon Bay (Class 3 facility). Crews shored the pits on the first day of excavation. The manhole vault pits were dug to a level of approximately 12 to 13 feet. On Wednesday, a large crane was used to lower the vaults into the excavated pits (see Figure 1). Once the vaults were set, crews poured cement slurry around and over the manhole vaults. After a load of cement slurry was emptied, the trucks washed out in the vault pits. On Wednesday, manhole rings were set for both vaults. The cement slurry pour around the vaults was finished on Wednesday. On Thursday, the crew completed the asphalt paving on the road at Manhole #2 by 2:00 PM. On Friday, the crew completed the asphalt paving on the road at Manhole #1. All materials and traffic controls were removed from Manhole #2 on Thursday and from Manhole #1 at the end of the day Friday.
2. On Tuesday, trenching activities began between Station #112+15 to #118+05 on Cañada Road adjacent to the Filoli Estate (see Figure 2). Excavation of the trench went smoother and quicker this week. Crews were excavating the asphalt, then excavating the soil, shoring the trench, installing conduit, and pouring thermal cement slurry as they moved north. Crews paved over the trenched area on Friday and finished in the afternoon.
3. Construction in the Caltrans right-of-way on Cañada Road at the Highway 92 W exit off Highway 280 began early Tuesday morning (see Figure 3). Work hours at that location are from 9 PM to 6 AM. Early Wednesday morning, 41 feet of trench was opened and plated with recessed trench plates for daytime traffic. Construction was slow along this segment partly because of the narrow curved road as well as a new crew. On Friday morning at 12:15 AM, a traffic accident occurred between a public vehicle and a piece of construction equipment. No one was hurt during the accident and CHP was called to write up a report.

4. Traffic controls (signs, cones, and lights) were set up on Cañada Road. Traffic control flaggers were in place at either end of the construction areas along Cañada Road. Large vehicles were parked on either side of the manhole vaults to keep vehicles and people from entering the area. K-rails and traffic cones were left in place blocking off the eastern lane from the trenching area, and the western lane from Manhole #1 and #2. Bright lights were set up on either end of the project at night. On February 24, the CPUC EM was ushered by traffic control into the single lane where she encountered another car coming in the opposite direction. The CPUC EM reported the traffic incident to the EI. A small night crew stayed on-site at night and did some work. A biological monitor also stayed at the site at night to observe construction, watch for animals, and in case a crew member needed to move their vehicle.
5. On Friday, February 25, crews conducted cleanup activities along Cañada Road in preparation for the weekend.

### **Environmental Compliance Activities:**

On Tuesday, February 22, a nesting hummingbird was found near Manhole #2. Work stopped at the site and PG&E contacted Dave Johnston of CDFG to get instruction on how to proceed. He allowed them to continue to work at the site as long as vehicles and equipment were not parked on the side of the vault pit closest to the nest and required that they be out of the area by Thursday at 2:00 PM.

PG&E contacted Dave Johnston on Thursday, February 24, to discuss concerns raised by PG&E's Project Biologist about excess fence fabric from the Biological Exclusion Fence lying on the ground that may attract reptiles and amphibians as a place they could use as cover. Several California slender salamanders have been found under the excess fabric using it as cover. Dave agreed that it would be a good idea to roll up the excess fabric and staple it into the ground.

The CPUC EM observed birders at the site within the SFPUC lands on Friday. PG&E has still not received the permit for the birders to be on the SFPUC lands by themselves. At this point, they have to be accompanied by PG&E representatives.

Two small spills were reported to the CPUC EM this week on Segment 1. One spill occurred near Manhole #2 on February 22, and involved approximately 1 gallon of diesel fuel, which spill from a light station. The other spill occurred on February 24, and involved a discharge of slurry from the vacuum truck. The spill was immediately vacuumed and shoveled up and notifications made to the appropriate agencies.

Some minor vehicle and equipment leaks occurred this week and were cleaned up as soon as they were discovered with absorbent material.

The CPUC EM observed traffic controls were not being properly conducted on February 24, when she met an on-coming vehicle where there was only one lane.

The CPUC EM observed that all other Segment 1 construction activities were in compliance with mitigation measures adopted in the EIR and other permit requirements. Erosion controls were in place around the construction areas.

## **SEGMENT 2, UNDERGROUND & OVERHEAD**

### **Summary of Activity**

A Notice to Proceed has not been issued for the overhead component of Segment 2.

The CPUC EM conducted a site visit of the underground section a couple of times during the week. No work was observed along Segment 2.

### **Environmental Compliance Activities:**

PG&E continues to work with CDFG regarding woodrat removal activities that previously occurred without CDFG concurrence.

### **SEGMENT 5:**

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

Construction activities continued during the subject week with the excavation of a manhole, placement of a vault, installation of stub-outs on either side of the previously set manhole vault, and trenching activities. One of the PG&E EIs was on-site to ensure compliance with mitigation measures adopted in the EIR, Storm Water Pollution Prevention Plan (SWPPP), and other permit requirements. The following activities occurred on Segment 5 during the subject week:

1. Excavation of Manhole #69 vault pit began February 22 along Guadalupe Canyon Parkway on San Bruno Mountain (see Figure 4). Crews finished excavating the manhole to about 14 feet and shored the pit. The vault was installed on Thursday. Cement slurry was poured on Friday and final paving was completed on Saturday.
2. Excavation of approximately 50 feet east of Manhole #68 (Station #1271+45) began on Tuesday for the installation of conduit (see Figure 5). Crews were having problems with the trenching activities and did not get any conduit installed. They backfilled the trench and paved it over on Saturday.
3. Traffic controls (signs, cones, and lights) were set up on Guadalupe Canyon Parkway. Traffic control flaggers were in place at either end of the construction areas. Large vehicles were parked on either side of the manhole vault to keep vehicles and people from entering the area. Traffic cones were left in place blocking off the southern lane. Bright lights were set up on either end of the project at night. A small night crew stayed on-site at night and did some light work.
5. On February 24, the CPUC EM received a call from the PG&E EI requesting that porta-potties be placed approximately 90 feet from San Bruno Channel at the Variance #2 Staging Area, as long as there was silt fencing and straw wattles around the porta-potties and there would be no chance that waste could enter the stream. The CPUC EM approved this setup.
6. On Friday, February 25, and Saturday, February 26, crews conducted cleanup activities along Guadalupe Canyon Parkway in preparation for the weekend.

### **Environmental Compliance Activities:**

The CPUC EM observed that Segment 5 construction activities were in compliance with mitigation measures adopted in the EIR and other permit requirements. Erosion controls were in place around the construction areas.

### **NOTICES TO PROCEED (NTP):**

On January 10, 2005, NTP #1 was issued by CPUC to construct the Segment 1 (underground) and Segment 5 (unincorporated San Mateo County only) portions of the Jefferson-Martin 230 kV Transmission Project within San Mateo County. PG&E continues with the submittal of pre-construction compliance materials for other portions of the project. PG&E has noted that they are interested in receiving the next NTP for Segment 2 underground.

### **ENVIRONMENTAL COMPLIANCE:**

One Non-Compliance Report (NCR) and two Project Memorandums (PMs) have been issued for the project to date (see Table 1). A letter from the CPUC was issued on February 9 discussing the non-compliance issues and other unresolved issues. A multi-agency meeting was conducted with PG&E and their subcontractors on February 28 to discuss non-compliance issues.

**TABLE 1**  
**ENVIRONMENTAL COMPLIANCE STATUS**  
 (Updated 3-2-05)

Project Memo or NCR	Date Issued	Description	Follow-up Activities
NCR (Level 3)	2-01-05	Segment 2 – Dismantling and removal of woodrat nests along the overhead route without consulting with CDFG.	PG&E consulting with CDFG on how to proceed.
PM	2-09-05	Segment 1 - Breach of trenching activities into vegetated drainage on east side of Cañada Road between MH #7 and MH #8.	PG&E consulting with CDFG and USFWS on how to proceed.
PM	2-16-05	Segment 5 – Dewatering of Manhole #67 vault pit without consulting with RWQCB on handling of water	PG&E consulting with RWQCB on how to proceed with storm water and groundwater.

**VARIANCE REQUESTS:**

Variance Request #3 was submitted on February 22 to change the compliance timing for Mitigation Measure U-1c, corrosion, from pre-construction to during-construction. This request is under review.

**TABLE 2**  
**VARIANCE REQUEST STATUS**  
 (Updated 3-2-05)

Variance Request #	Date Submitted	Description	Status	CPUC Approval Date
1	1-14-05	40 Edwards Court, Burlingame – Paved parking lot that is fenced to be used as a staging yard.	Approved	1-18-05
2	2-04-05	Staging yard, Airport Boulevard & North Access Road., South San Francisco.	Approved	2-09-05
3	2-22-05	Change compliance timing for Mitigation Measure U-1c, corrosion, from pre-construction to during construction.	Under review.	

**UPCOMING ITEMS:**

PG&E holds weekly meetings to review issues and upcoming events for Segment 1 on Friday (12:00 pm, San Mateo BV office) and Tuesday (8:00 am, Hayward BV office), and a weekly meeting for Segment 5 on Tuesdays (9:00 am, Hayward BV office).

A CPUC sponsored meeting with CDFG, USFWS, RWQCB, and PG&E and their subcontractors to discuss non-compliance issues was conducted on February 28. Minutes for the meeting will be issued separately.

**AGENCY PERSONNEL CONTACTS:**

None.

## Photographs



**Figure 1** – Manhole #1 setting vault in pit with crane on Cañada Road, Segment 1, February 23, 2005



**Figure 2** – Excavated trench on Cañada Road, Segment 1, February 23, 2005



**Figure 3** – Trench plated recessed into pavement in Caltrans ROW on Skyline, Segment 1, February 23, 2005



**Figure 4** – Shoring Manhole #69 on Guadalupe Canyon Parkway, Segment 5, February 22, 2005



**Figure 5** – Crews trenching east of Manhole #68, Segment 5,  
February 25, 2005