



Aspen *Environmental Group*

PROJECT MEMORANDUM PG&E ATLANTIC-DEL MAR REINFORCEMENT PROJECT

To: Jensen Uchida, CPUC
From: Vida Strong, Aspen Project Manager
Date: January 4, 2006
Subject: Weekly Report #36: December 18, 2005 – December 24, 2005
CPUC Environmental Monitor (EM): Heather Stiles

Aspen Environmental Monitor (EM), Heather Stiles, toured the Atlantic-Del Mar Project location on Friday, December 23. The PG&E Environmental Inspector (EI), Shannon Ceresola, was on vacation and was temporarily replaced by Madeline van der Heyden and Lincoln Allen to ensure compliance with the adopted Final Mitigated Negative Declaration and other permit requirements. The PG&E EI is conducting environmental trainings for all new crewmembers. The PG&E EI also serves as a project biologist conducting California tiger salamander (CTS) aestivation surveys, on-going bird surveys, as well as installation of resource flagging and managing the installation and maintenance of sediment controls.

OVERHEAD:

Summary of Activity:

All overhead construction including pole, foundation, and line stringing work is being done by PG&E. The only remaining pole areas where work has yet to occur are Transition Poles #9 and #10. The transition poles located at tower sites 9 and 10 will be installed in January, including foundation work and pole erection. All of the poles have been placed on the foundations with the exception of Towers #1, #2 and #3, located at the Del Mar side of the project. These poles will be erected when the adjacent lines at the Del Mar Substation are de-energized. The PG&E crew has completed all current work and has left the site. The PG&E EI inspected existing erosion controls including those near vernal pool areas. Per the PG&E EI, all inspected erosion controls remain in functional condition and do not require maintenance.

The PG&E crews have set a staging area and construction trailer within the fenced perimeter of the Atlantic Substation. The overhead crew completed stringing wire between the Atlantic Substation and Tower #18. Crews also completed the installation of insulators and other miscellaneous hardware from Tower #25 to Tower #18.

At approximately 3:45 p.m. on December 20, the crews were demobilizing between Towers #19 and #18 and a big rig crane got stuck in a two-track culvert access road next to a watery swale that likely drains into Antelope Creek. In an attempt to remove the crane, a wrecker was brought in and also got stuck in the process. A third vehicle was mobilized to pull the crane and the wrecker out of the soft mud. All vehicles were dislodged by 6:45 p.m. causing significant rutting to the two-track access road and some tire tracks were observed off of the two-track road on the embankment leading to Antelope Creek. A PG&E EI was on site and informed the crews to install silt fence parallel to the disturbed area, approximately 3.5-feet off of the two-track road on the down slope side, between Antelope Creek to prevent any potential erosion due to the rutting of the two-track road and disturbance of the embankment. Approximately 190-feet of silt fencing was installed prior to any received precipitation and no resources were damaged. Restoration of the embankment disturbance and re-grading of the rutting in the two-track road will be completed as soon as the area is not saturated. The subject area was inspected by the CPUC EM on December 23 and was determined to be adequately cleaned up and protected while the area is allowed to dry (see Figure 1).

Environmental Compliance Activities:

The CPUC EM observed the current overhead construction activities to be in compliance with mitigation measures adopted in the MND and other permit requirements. Erosion controls are inspected weekly and remain in place around sensitive resource areas adjacent to the construction areas.

UNDERGROUND:

Summary of Activity:

The underground work has been contracted to Wilson Construction. Wilson has subcontracted the ground construction work to Zayas Construction. The horizontal bore work has been subcontracted to Cherrington.

Crews were significantly impacted by precipitation and saturated soils throughout the right-of way and did not work on December 19 and 21.

A rock hammer was delivered to the north side of Rocklin Road on Railroad Avenue to aid in the excavation of Manhole 3. The rock hammer broke down and additional rock drilling was completed at Manhole 3 by the rock-drill to prepare for two blasts. Neil's Controlled Blasting completed these blasts on December 22 and 23. The spoil piles used as safety precautions during the blast were removed from Railroad Avenue and transferred to existing spoil piles located on Midas Avenue. Zayas Construction completed potholing in the intersection of Railroad Avenue and Rocklin Road. Two utilities were identified and reburied. The disturbed areas were cold patched and the roadway was reopened.

Maxim Crane was onsite to demobilize the crane used to set Vault #1. The crane was removed on December 19, 2005.

Crews attempted to dewater Wetland #2 and the excavation of Vault #1 onto the southern end of the right-of-way. Crews also dewatered the receiving pit of the HDD bore site. The dewatering process was completed in a controlled manner and the water was allowed to percolate slowly into the vegetated areas.

The crew stockpiled, covered, and contained with either silt fence or straw wattles all spoil piles along the right-of-way.

Horizontal directional boring (HDD) operations, which commenced on November 18, were completed in early-December. The HDD contractor has completed clean up at the entrance and exit sites of the bore pits. The area will be reclaimed and reseeded at the end of the project upon completion of the wire pull and energization of the line.

Far Western has been conducting the project cultural monitoring. The underground work encounters several culturally sensitive areas. A cultural monitor must be present for work in all culturally sensitive areas as specified in Mitigation Measure C-1 and the Cultural Resources Treatment Plan. Per the PG&E EI, during the subject week, no excavation work occurred in previously identified culturally sensitive areas and Far Western was not required to be on-site.

All open excavations, including trench line, are being covered with steel plates or chain link fence and topped with construction fencing at the end of the work day. Each morning, crews walk the excavations to check for trapped wildlife.

ENVIRONMENTAL COMPLIANCE SUMMARY

All new equipment is inspected for leaks as they are brought onto the site. A road sweeper was operated along Railroad Avenue between Pine Street and Oak, the turnaround at the Amtrak parking lot, Farron Street, and Pacific Avenue in order to keep the street clear of any mud deposited by construction vehicles and machinery.

A minor problem occurred on December 20, near Vault 1. Bert Wilson instructed two laborers to drain Wetland 2 into Wetland 1. The laborers dug a trench approximately 11 inches wide, 3-12 inches deep and 18 feet long in an east-west direction toward Pacific Avenue. The trench was outside the straw bales to the north of the HDD entrance site. The trench was crossing under the yellow exclusion rope (for 13 feet

of its entire length) demarcating work area. Upon notification by the PG&E EI, the trench was backfilled by hand. Crews were reminded that Wetland 2 cannot be directly dewatered into Wetland 1 and that the topsoil needs to be preserved when any excavation occurs. In addition, the project has permission to disturb only Wetland 2. Various alternatives to dewatering Wetland 2 were discussed as well as alternative dewatering methods (i.e. using filter bags or dewatering structures). The crew opted to dewater using approximately 200-feet of hose to dewater in a vegetated area south of Vault 1. Figure 2 depicts the amount of standing water present near Vault 1 and Wetland 2.

The CPUC EM observed that all other underground construction activities were in compliance with mitigation measures adopted in the MND and other permit requirements. The existing erosion control measures that have been installed at Seasonal Drainage #37, Seasonal Drainage #5, Seasonal Drainage #6, Seasonal Drainage #30, Ephemeral Drainage #007, Seasonal Drainage #12, Seasonal Drainage #30 from Station 55+60 to the end of the drainage and parallel to Seasonal Drainage #36 have been maintained and are in satisfactory condition.

As presented in Table 1, one NCR has been issued for the project to date.

TABLE 1
ENVIRONMENTAL COMPLIANCE STATUS
(Updated 01-04-06)

Project Memo or NCR	Date Issued	Description	Follow-Up Activities
NCR (Level 2)	6-23-05	PG&E contractors removed 22 large trees without notifying the project EI and without conducting avian nest surveys prior to removal, which is a violation of Mitigation Measure B-3 and APM 7-6. Additionally, the trees were removed outside of the allowable window of November 1 through February 15 as established in Mitigation Measure B-3 and overland travel was used instead of existing access roads.	PG&E has conducted post removal surveys at the tree removal sites and surrounding area, and supplied the CPUC with results on July 17, 2005. PG&E also notified CDFG.

NOTICES TO PROCEED (NTP):

Table 2 presents the NTPs issued by the CPUC for the Atlantic–Del Mar Project to date. No additional NTPs are anticipated.

TABLE 2
NOTICES TO PROCEED
(Updated 01-04-06)

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.

VARIANCE REQUESTS:

No new variance requests were submitted during the subject week. Table 3 presents the Variance Requests reviewed to date.

TABLE 3
VARIANCE REQUEST STATUS
(Updated 01-04-06)

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
3	6-28-05	Allow specific tree removals outside of the allowable window of November 1 to February 15 as outlined in Mitigation Measure B-3.	Approved	7-7-05
4	6-28-05	Allow movement of track and rubber tired equipment through approximately 15 feet by 100 feet of Cultural Resource site Y2.	Approved	7-7-05
5	9-2-05	Remove either a berm or oak tree to open up space needed for boring operations south of Sunset Ave. Use of an existing disturbed staging area. String and pull conduit through a delineated wetland area.	Approved	9-8-05

UPCOMING ITEMS:

None of note.

AGENCY PERSONNEL CONTACTS:

None

Photographs



Figure 1 – Rutted access road and erosion control measures,
December 29, 2005.



Figure 2 – Standing water near Vault 1 and Wetland 2,
December 23, 2005.