

# Comment Set F



COUNTY OF ALAMEDA  
**PUBLIC WORKS AGENCY**  
 DEVELOPMENT SERVICES DEPARTMENT  
 951 Turner Court, Room 100  
 Hayward, CA 94545-2698  
 (510) 670-6601  
 FAX (510) 670-5269

November 27, 2000

Zone 6, General

Brad Wetstone  
 CPUC  
 c/o Aspen Environmental Group  
 235 Montgomery Street, Suite 800  
 San Francisco, CA 94104

Dear Mr. Wetstone:

Subject: Proposed Northeast San Jose Transmission Reinforcement Project  
 Supplemental Draft EIR

Reference is made to the Notice of Release of a Supplemental Draft EIR for the proposed Northeast San Jose Transmission Reinforcement project. We have reviewed the latest alignments being evaluated for the project for impacts to Alameda County Flood Control and Water Conservation District facilities and our ability to maintain them.

Preliminary comments had been provided to PG&E over the past couple of years in regard to the various alignments being evaluated for the project. Attached for your information are copies of letters dated June 22, 1998, and September 1, 1999, addressed to Mr. E. Thomas Webb and Robert Bonderud, respectively. The comments contained in those letters are still applicable to the latest alignment alternatives.

Due to the lack of detailed information, we can offer only general comments at this time. More detailed comments will be provided upon the submittal of detailed construction drawings.

If you have any questions, please call me at (510) 670-6613.

Very truly yours,  
  
 Andrew Otsuka  
 Development Services Department

AO:  
 enc. Letters

c: Robert Bonderud, Pacific Gas & Electric Company, Mail Code N10A, PO Box 770000,  
 San Francisco CA 94177

TO SERVE AND PRESERVE OUR COMMUNITY



COUNTY OF ALAMEDA  
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September 1, 1999

Zone 6, General

Robert Bonderud  
 Pacific Gas and Electric Company  
 Mail Code N10A  
 P.O. Box 770000  
 San Francisco, CA 94177

Dear Mr. Bonderud:

Subject: Northeast San Jose Transmission Reinforcement Project

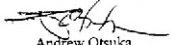
Reference is made to your transmittal of July 30, 1999, of a project summary and maps showing the current preferred route and alternatives for PG&E's Northeast San Jose Transmission Reinforcement Project. We have reviewed the submitted documents for impacts to District facilities and our ability to maintain them.

The District's concerns regarding the latest preferred route remains essentially the same as previously noted in our letter of June 22, 1998 (a copy is enclosed for reference).

Of more particular concern is the proposed "Interstate 880 230 kV Route Alternative," where the overhead lines would cross one additional flood control channel (Line F, located between the Fremont Boulevard and Mission Boulevard freeway interchanges) and would run parallel to another channel (Lines B, C and D, located adjacent to I-880, on the west side, south of the Mission Boulevard freeway interchange).

If the electric transmission lines and the channel are in close proximity to each other where they run parallel, there will be a need to raise the transmission lines to a higher elevation for the distance they are near one another, to provide clearance for operation of District maintenance equipment.

If you have any questions, please call me at (510) 670-6613.

Very truly yours,  
  
 Andrew Otsuka  
 Development Services Department

AO:  
 enc:  
 cc: Tom Hinderlie, Maintenance & Operations  
 John Fenstermacher, Real Estate Division

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COUNTY OF ALAMEDA  
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 DEVELOPMENT SERVICES DEPARTMENT  
 951 Turner Court, Room 100  
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June 22, 1998

Zone 6, General

E. Thomas Webb  
 Manager, Transmission Projects  
 Pacific Gas and Electric Project  
 Mail Code B23C  
 P.O. Box 770000  
 San Francisco, CA 94177

Attention: Bob Bonderud

Dear Mr. Webb:

Subject: Northeast San Jose Transmission Reinforcement Project  
 Draft Proponent's Environmental Assessment

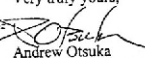
Reference is made to your transmittal of April 8, 1998, of the Draft Proponent's Environmental Assessment for the Northeast San Jose Transmission Reinforcement Project. We have reviewed the subject document for impacts to District facilities and our ability to maintain them.

The alignments of both the Preferred Route and the Easterly Route would each cross four open channel drainage facilities. The locations of these channels are noted on the attached map.

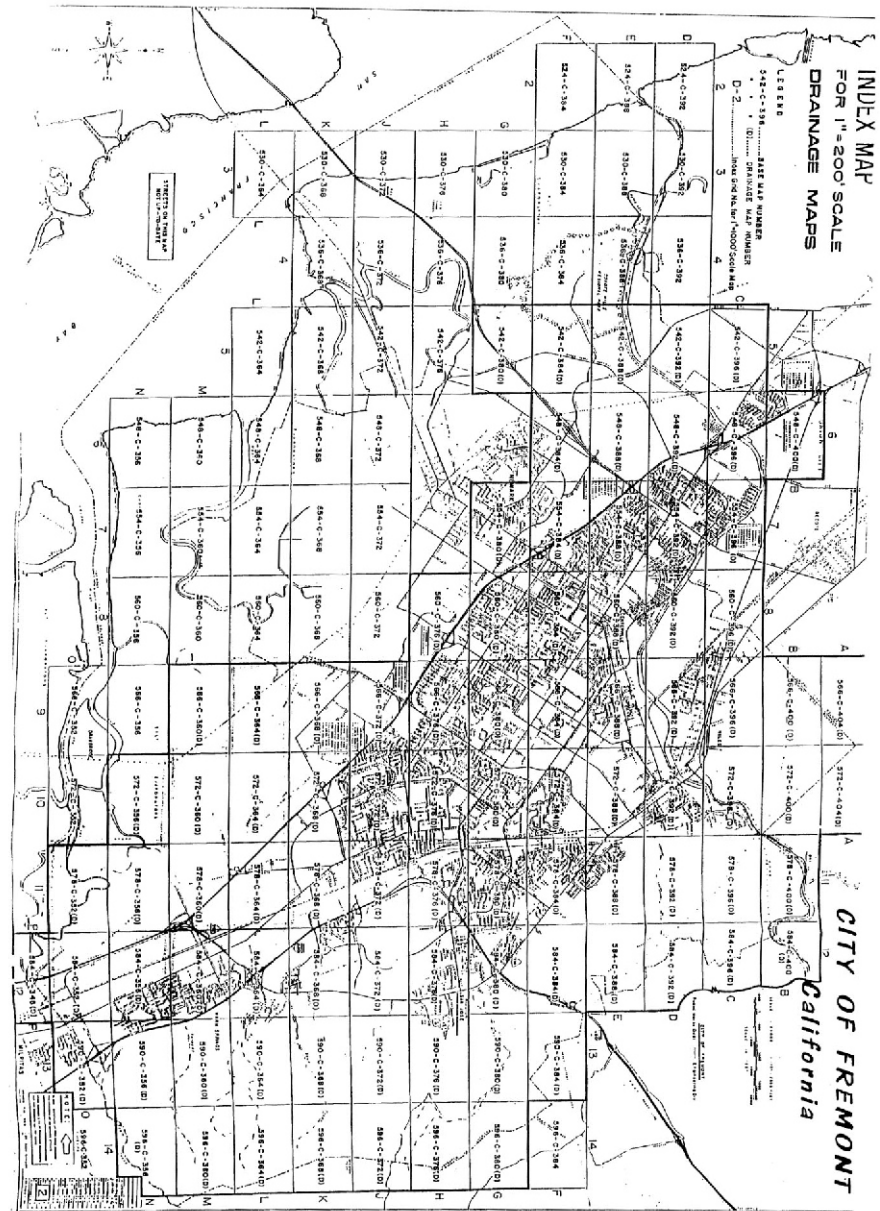
Of particular concern is the impact of the overhead wires on our ability to operate equipment while working on the channels. The District would typically use 40-foot boom cranes which could rise to a height 45 feet above the access road. In addition to that height, minimum required clearance should be added so that the boom would not come in contact with the lowest wire. The project designers should also be aware that the District's maintenance roads, which run along the tops of the channel banks, are generally on top of levees, which cause the roadway elevations to be higher than the surrounding ground. Therefore, the towers at the channel crossings may require additional height.

The new towers and appurtenances, including guy wires, need to be located outside District rights of way to avoid interfering with channel maintenance operations.

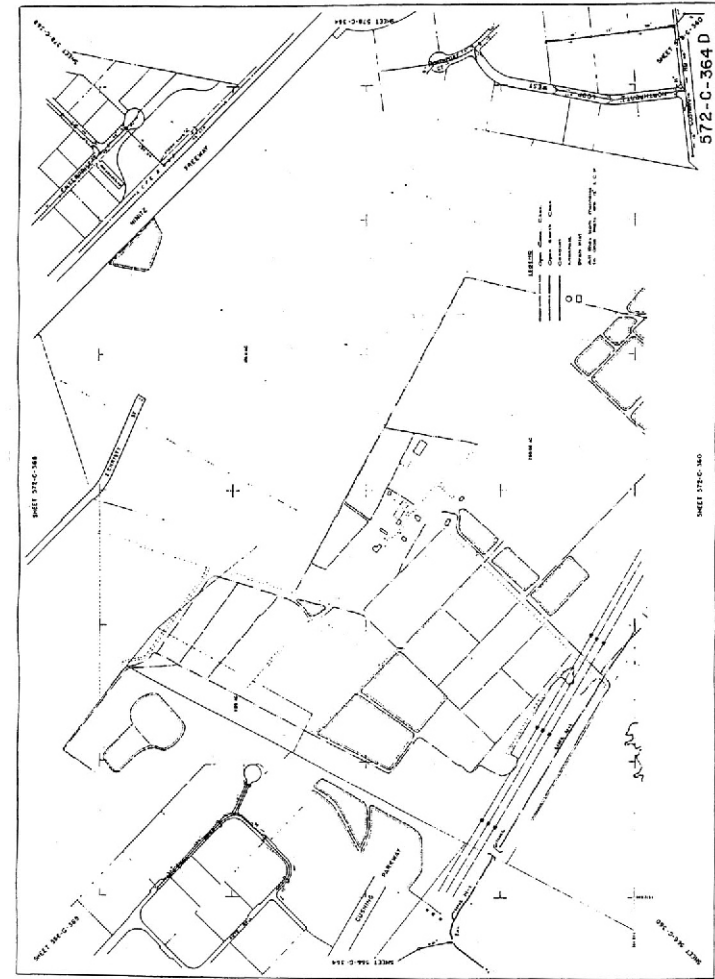
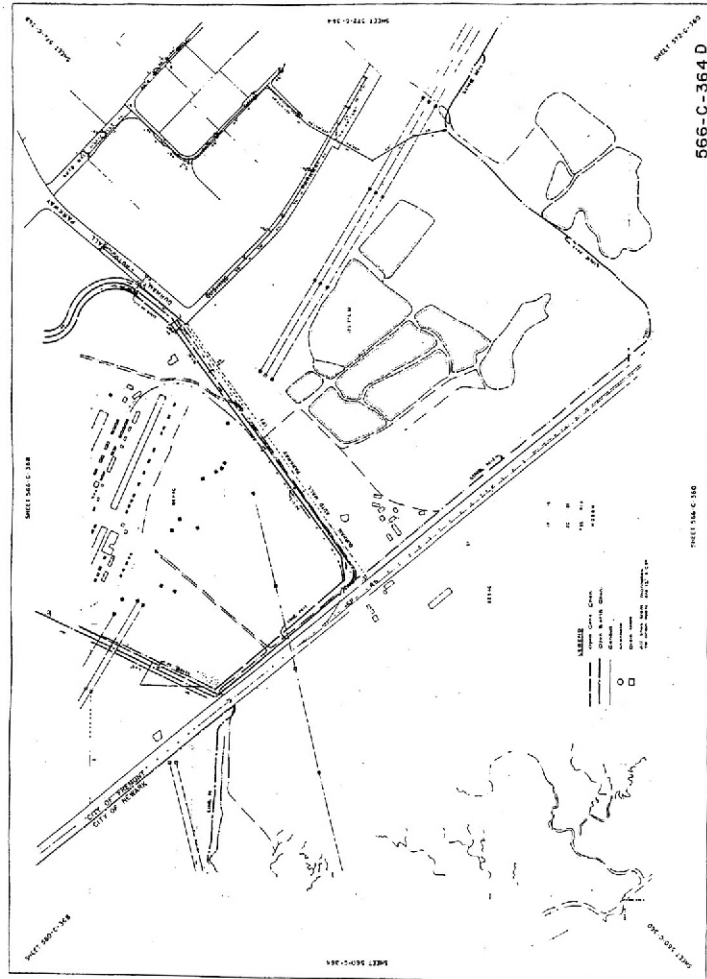
If you have any questions, please call me at (510) 670-6613.

Very truly yours,  
  
 Andrew Otsuka  
 Development Services Department

cc: Tom Hindertie, Maintenance & Operations  
 John Fenstermacher, Real Estate Division

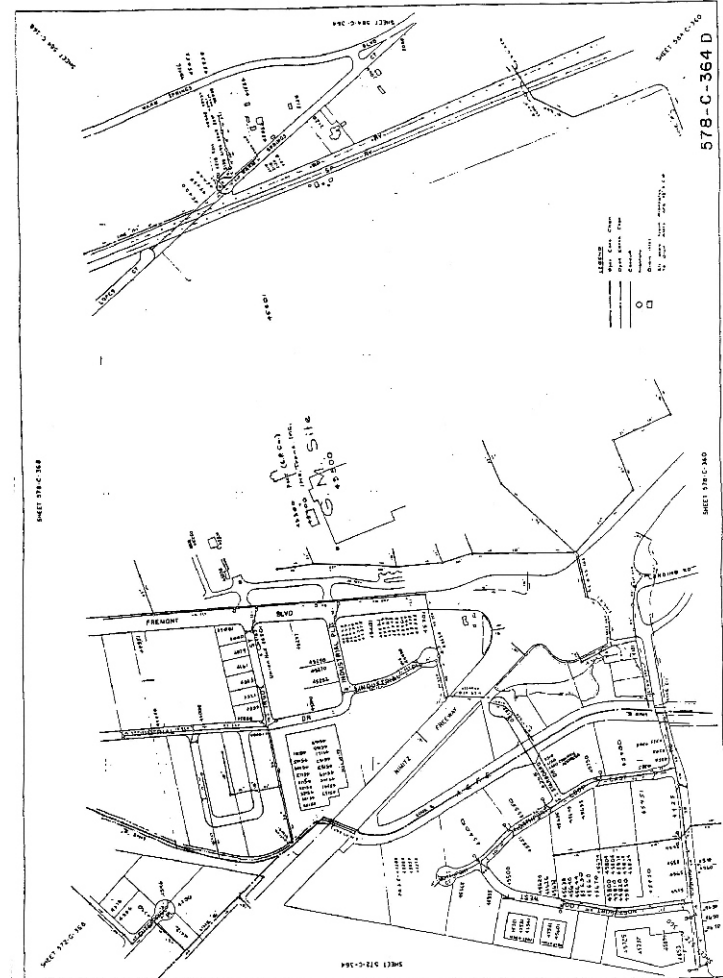
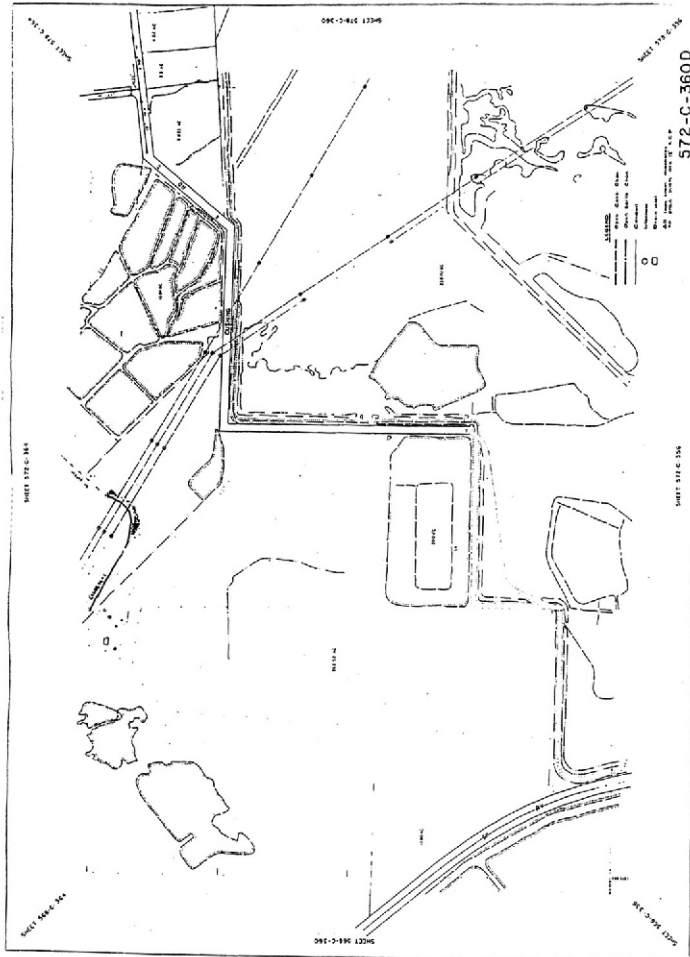


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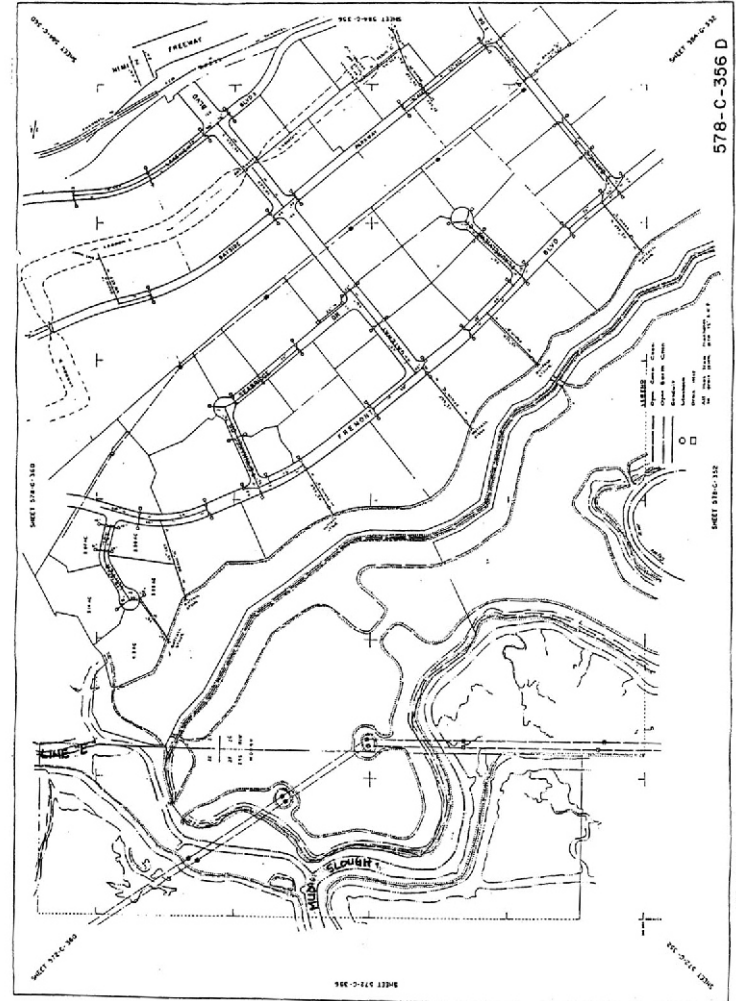
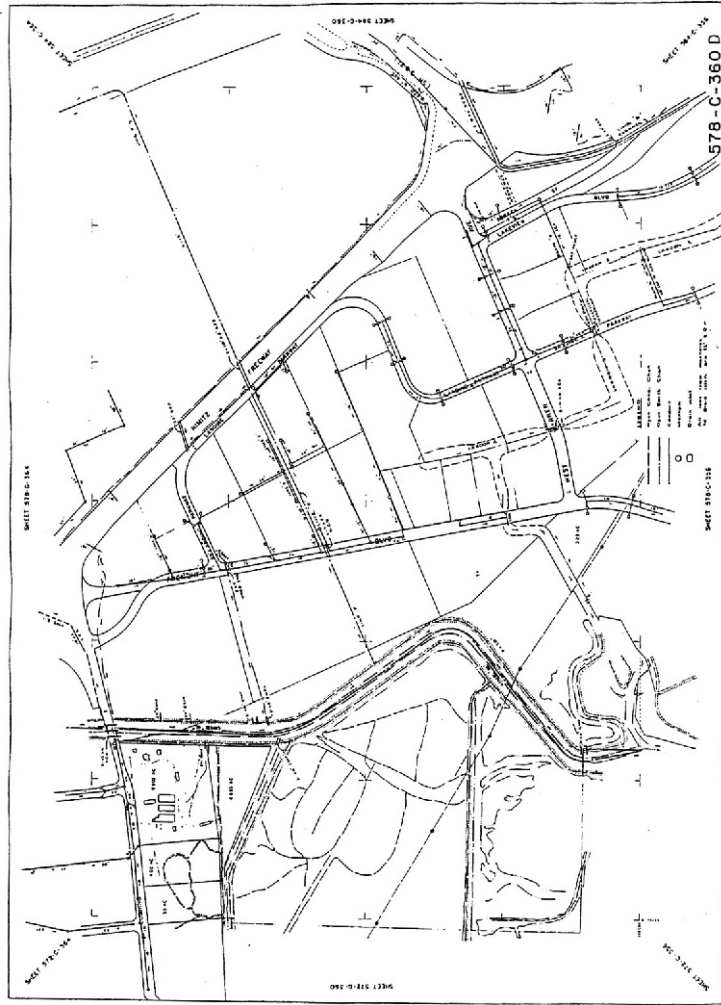




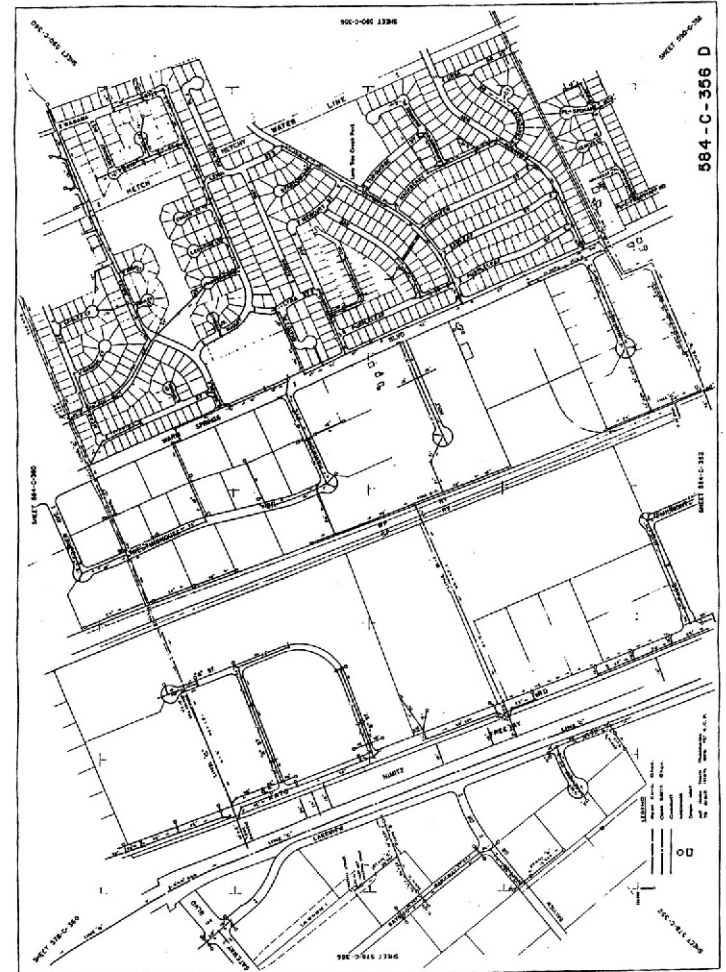
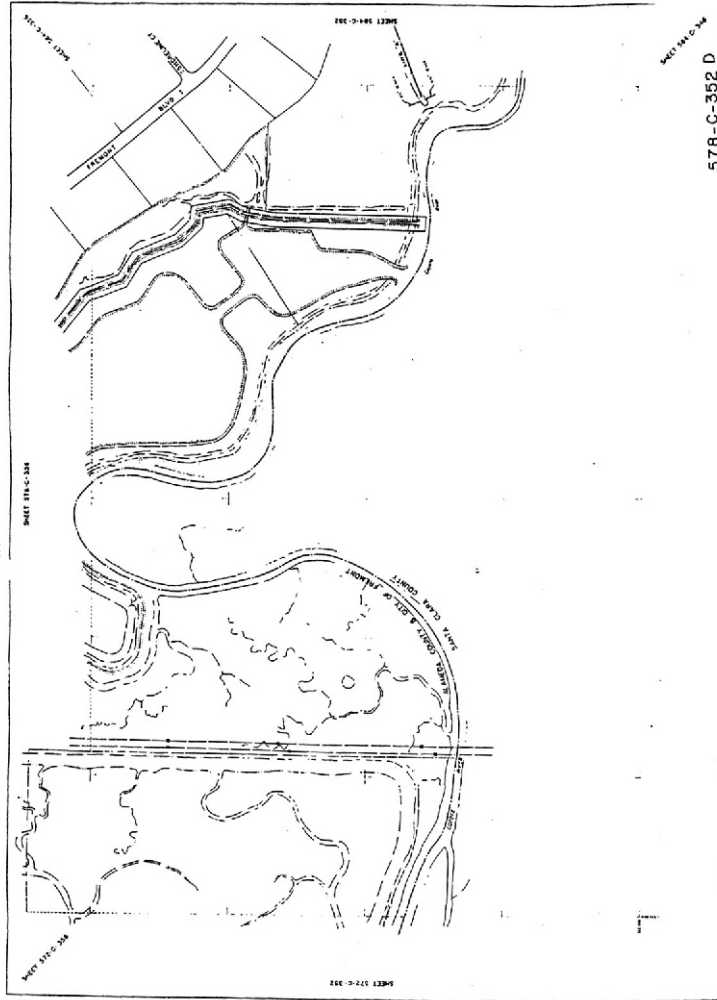
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