



Aspen *Environmental Group*

PROJECT MEMORANDUM

PG&E – TRI-VALLEY 2002 CAPACITY INCREASE PROJECT

To: Roosevelt Grant, CPUC

From: Vida Strong, Aspen Project Manager

Date: September 4, 2003

Subject: Weekly Report #50: August 25, 2003 – August 31, 2003

CPUC Environmental Monitor (EM): Anne Sweet and Jenny Slaughter

Summary of Activity:

Weather was clear throughout the subject week. The Essex Environmental Inspector (EI) conducted several environmental trainings throughout the week for new substation and trench construction personnel (see Figure 1). The PG&E public hotline received a message from a local resident prior to the subject week concerning construction noise before 8:00 am on Saturday mornings. PG&E followed up on the complaint by informing the resident that most of the heavy equipment had been moved and that the Forman agreed not to move or operate down Bel Roma Road prior to 8:00 am on Saturday mornings.

Phase One:

The major build activities of the Phase One section of the Tri-Valley Project are now complete and the line was officially released to operations in early-July. The contractor has reduced crews and continues with restoration work concerning a land sinkage problem resulting from project construction activities near the Ruby Hills entrance location along Vineyard Avenue. The Essex Environmental Inspector (EI) continues to monitor periodically on a spot-check basis, and remains on-call.

Phase Two:

At the Cayetano Substation site, the contractor continued component structure installation. A transformer was brought to the site and mounted to the transformer pad. Work has also begun on the fence around the perimeter around the station. At the end of each workday all open holes are being covered by plywood to avoid entrapment of wildlife. The SPCC pond has been completed at the southwest corner of the substation. Within the depression, a ramp was installed and maintained throughout construction of the feature to prevent wildlife entrapment including the San Joaquin Kit Fox. On Wednesday, August 27, the CPUC EM witnessed an unleashed dog being ushered into a Klienfelder Truck at the Substation parking area. This is the second time a loose dog had been observed on-site and a warning had been issued prior. The CPUC EM notified the Essex EI and he responded that some of the Klienfelder contractors have not received environmental training. A Project Memorandum was issued sighting the loose dog, as well as the lack of training of some project contractors working on-site. The Klienfelder representative and his supervisor were also informed that pets are not allowed on the project site.

During the subject week, burrowing owls were not spotted in and around the PSD Yard, however the owls continue to occupy the nest located approximately 295-feet from the yard site. All seven young owls continue to forage in the area and have yet to fledge. The Essex EI has conducted additional tailgate trainings to remind the crew members and Foremen to inspect the yard and work areas on a daily basis and to inspect the inside of all conduit prior to movement of or passing materials through conduit.

Vault installation occurred at locations CC-6 and DC-25, CC-7 and DC-26. The contractor has excavated pits for Vaults CC-3 and DC-22 east of Dagnino Road. Conduit tie-ins to Vaults CC-6 and DC-25 were set in concrete. At the end of each workday a ramp was installed in the pits and crews backfilled all voids between the vault boxes and pit excavations to avoid the possible entrapment of wildlife.

Crews have completed trenching and conduit installation operations along May School Road and completed the road crossing of North Livermore Avenue. Crews continue trenching operations west of North Livermore Avenue. Traffic control plans and encroachment permit regulations were followed. Concrete was poured over completed installations. The trench was then backfilled with sub-soils up to base grade and then topped with the separated topsoils. Several locations along this segment have yet to be backfilled, which is expected to take place as the concrete cures. At the end of each workday, the contractor ramped the ends of the trench line and installed caps at the ends of each conduit.

Crews also continued trenching and conduit installation northbound along Dagnino Road and then across Dagnino Road (see Figure 2). On August 27, when the CPUC EM arrived at the Dagnino roadway trench, it was observed that a lane of traffic was closed. Two concrete trucks and a backhoe, as well as a crew working in the trench line were occupying the closed lane. However, no traffic control flaggers were on-site directing traffic. The Dagnino Road is a two-lane road and the view of the open lane of traffic was obstructed (see Figure 3). The EM asked the Inspector why traffic flaggers were not in place. The response was that they went to get some equipment. The Essex EI was immediately notified. Later, the area was again reviewed and proper traffic control was in place; however, after a few moments the flagger had left his post. The project foreman was notified and the flagger supervisor's employment was terminated for safety infractions.

Crews continue trenching east along the access road, which follows the alignment to the Transition Station (see Figure 4), part of which lies within a wetland exclusion buffer and future wetland mitigation site for the Dublin Ranch Development. Based on documentation submitted by PG&E stating that the seasonal wetland east of Dagnino Road did not provide suitable habitat for sensitive species and the subject area will be graded for the creation of the Dublin Ranch Development mitigation site, the required 100-foot buffer was reduced. However, exclusion fencing was installed to prevent any construction activity from entering the mitigation site and subject seasonal wetland area. As an added protection measure, sandbags were also placed around the site. On August 28, a kitten was rescued near active construction along the trench line. The Essex EI took the kitten off-site. Landowners were contacted about the lost cat and the kitten was adopted by a local resident.

Crews began pulling cable during the subject week between Vaults C-4 and C-5. During pulling operations, the contractor took extra precautions and laid down plastic sheeting under all of the equipment containing potential hazardous materials.

Crews completed grading and soil compaction operations at the new Transition Station. No new construction occurred at the Transition Station during the subject week. The contractor plans to begin foundation work early next week. Previously installed silt fence was inspected along the west and north sides of the station landing.

Environmental Compliance:

Wednesday, August 27, the CPUC EM witnessed an unleashed dog being ushered into a Klienfelder Truck at the Substation parking area. This is the second time a loose dog had been observed on-site and a warning had been issued prior. A Project Memorandum was issued sighting the loose dog, as well as the lack of training of some project contractors working on-site. The Klienfelder apprehensive and his supervisor were also informed that pets are not allowed on the project site.

Wednesday, August 27, crews were working in a closed lane along Dagnino road without adequate traffic control. After warnings, the problem persisted and consequently the crew supervisor's employment was terminated for safety infractions.

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

Notices to Proceed (NTP):

No new NTPs were issued during the subject week.

Variance Requests:

On August 11, Variance Request #9 was submitted to extend the PSD lay down yard, requesting an additional 82' by 270' area to the north of the yard, for parking and materials storage for the Phase Two portion of the project. A recommendation regarding the request was provided to CPUC on August 18.

Agency Personnel Contacts:

None.

TABLE 1
VARIANCE REQUEST STATUS TABLE
(Updated 09/04/03)

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
6	05/19/03	Approximate 2.5 acre lay down area adjacent to the north side of May School Road for equipment and materials storage and contractor staging for the Phase Two portion of the project.	Completed	5/23/03
6-Modification	06/06/03	Allow clearing and grading at the 2.5 acre lay down area adjacent to the north side of May School Road.	Completed	7/8/03
7	07/01/03	Variance of Mitigation Measure 7.3 trench cover requirements to protect the San Joaquin Kit Fox deferring to the protocol outlined in the USFWS Biological Opinion.	Completed	7/22/03
8	7/25/03	Variance of Mitigation 7.4 for adjustments to burrowing owl protection mitigation measures per site-specific recommendations made by CDFG.	Completed	8/4/03
9	8/11/03	Variance to extend the PSD lay down yard, requesting an additional 82' by 270' area to the north of the yard, for parking and materials storage for the Phase Two portion of the project.	8/15 – Revised bio-report submitted. 8/18 – Recommendation to CPUC.	



Figure 1 – Essex EI conducting an environmental training of new construction personnel at the Cayetano Substation, Phase Two.



Figure 2 – Trenching and conduit installation leading to and crossing Dagnino Road , Phase Two.



Figure 3 – Closed lane of traffic due to construction along Dagnino Road, Phase Two.
Note that no flaggers were on-site at the time of the photo.



Figure 4 – Construction along the access road between Dagnino Road and the
Transition Station, Phase Two.