



Aspen *Environmental Group*

PROJECT MEMORANDUM PG&E – TRI-VALLEY 2002 CAPACITY INCREASE PROJECT

To: Roosevelt Grant, CPUC
From: Vida Strong, Aspen Project Manager
Date: November 14, 2002
Subject: Weekly Report #8: November 4, 2002 – November 10, 2002
CPUC Environmental Monitor (EM): Anne Sweet

Summary of Activity:

A large storm event occurred toward the end of the subject week with intense rainfall at times. The CPUC EM paid close attention to erosion control devices along the entire right-of-way. Due to the weather conditions, the crew Foreman decided to send production crews home Friday, November 8th. A skeleton crew was left on site to address erosion control issues and necessary installation and repairs. Megan Bracker, Essex Project Manager (PM), called to report that the Regional Water Quality Control Board (RWQCB) had approved the overland discharge of rainwater from the trench line and bore pits; however, all encountered groundwater must be discharged to a local sanitary water district until appropriate groundwater discharge permits are in place.

During the subject week, no work occurred on the Arroyo Del Valle bore. Both the north bore pit and the south bore pit were fenced and locked. Erosion control features were in place and functioning properly. The bore had been shutdown until the RWQCB approves a dewatering plan. As stated above, the RWQCB will allow groundwater discharge to a local sanitary water district until appropriate groundwater discharge permits are in place. Work is planned to begin again soon; however, the California Department of Fish and Game (CDFG) Streambed Alteration Agreement for the bore expires November 15th. PG&E plans to request a day-to-day extension of the permit until the bore is completed.

Early in the subject week, the CPUC EM observed trenching and conduit installation along New Vineyard Road west of Station 49+00. On Wednesday, November 6th, crews started trenching under the storm drain located between Stations 50+50 to 51+00. On Friday, November 8th, the CPUC EM toured the trench and conduit installation along this area and discovered that the road was flooded (see Figure 1). The CPUC EM met with the City of Pleasanton Public Works Inspector, Jim Gotcher, who was on-site investigating the flooded area. Mr. Gotcher believes that the storm drain was impacted by the PG&E work, thus contributing to the flooding. Crews were on site working to correct the problem. On Saturday, November 9th, the CPUC EM toured the previously flooded area along New Vineyard Road where the water had since dissipated.

During the subject week, Buckland Vineyard Management continued the removal of grapevines along the project right-of-way between Isabel Avenue and the Mueller Yard. Trenching and conduit installation continued west of the dry drainage between Stations 167+00 to 169+00, and along 'Old' Vineyard Avenue west of Highway 84 from Stations 79+00 to 88+00. Topsoil spoils are being placed along the trench line and subsoil spoils are being placed in a truck and hauled off site.

During the subject week, the CPUC EM toured the area extending from Highway 84 up to and including the Transition Station site. Toward the beginning of the subject week, the CPUC EM raised potential erosion control concerns with the Essex Environmental Inspector (EI) regarding two large spoils piles on site. Both piles are on a sloped area above a creek located below the site. Secured silt fence is already installed around the entire station area; however, secondary containment was discussed. On Tuesday,

November 5th, a visquene tarp weighted with sandbags had been placed over the lower spoils pile. Silt fence had also been installed around the down slope of this pile. On Friday, November 8th, subsequent to the heavy rainfall, the CPUC EM observed that most of the construction fencing placed along the trench has been blown down by the storm event. The visquene tarp weighted with sandbags that had been placed over the lower large spoils pile had also blown off to a large extent. Underground channels were created from the rainfall at the base of the silt fence installed around the Transition Station site (see Figures 2 and 3). A steady trickle of sediment-laden water was carried from the Transmission Site to the nearby creek down slope. Crews were called in to place hay bales over the area to stop the flow. Access to the Transmission Station site has been via vineyard dirt roadways, including the road along which the trench line occurs. However, due to the rainfall, these roads became extremely muddy and a contractor truck got caught in the mud. A backhoe was brought to the site. Access to the Transmission Station site was very difficult. An extension of the Zone 7 Access Road runs parallel to this area; however, it is gated and locked. The contractor has access to the road, but did not have a key to the locked gate. The restricted access made repairs to the erosion control at the Transmission Station site difficult. On Friday, November 8th, the CPUC EM received verbal confirmation from the Essex EI that the necessary repairs to erosion control measures had been made. On Saturday, November 9th, the CPUC EM toured the Transition Station site with the Essex EI. The visquene tarp weighted with sandbags, which had been placed over the lower large spoils pile, had been repaired. Hay bales had also been placed to block underground flow from channels along the silt fence surrounding the Transmission Station site (see Figure 4). The site appeared secure.

Environmental Compliance:

All construction activities were in compliance with mitigation measures adopted in the EIR and other permitting requirements.

Notices to Proceed (NTP):

No NTPs were issued during the subject week.

Variance Requests:

No Variance Requests were submitted for review during the subject week.

Agency Personnel Contacts:

November 8: Jim Gotcher, City of Pleasanton Public Works Inspector.



Figure 1
New Vineyard Road Flooding on November 8th.



Figure 2
Erosion control breach at the Transition Station site.



Figure 3
Erosion control breach at the Transition Station site,
where channels were created underneath the installed silt fence.



Figure 4
Added erosion control device installation at the Transition Station site.