



# **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 20, 2002  
**Subject:** Weekly Report #9: November 11, 2002 – November 17, 2002  
**CPUC Environmental Monitor (EM):** Anne Sweet

### **Summary of Activity:**

Weather during the subject week was clear and dry. As described in Weekly Report #8, 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 earth moving work occurred on the Arroyo del Valle bore, however crews dewatered both bore pits of accumulated rainwater. The CPUC EM noted that rainwater from the Arroyo Bore pits was being discharged along New Vineyard Road. The bore is 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. PG&E plans to sample and test groundwater at the Arroyo site; and then present the findings along with a dewatering plan to the RWQCB. The California Department of Fish and Game (CDFG) Streambed Alteration Agreement for the bore expired November 15<sup>th</sup>. PG&E plans to request a day-to-day extension of the permit until the bore is completed.

During the subject week, crews began trenching and conduit installation between the Arroyo del Valle bore and the Vineyard Substation between Stations 306+00 and 314+00; portions of this right-of-way were graded as well. On Thursday, November 14<sup>th</sup>, the Essex Environmental Inspector (EI) called and informed the CPUC EM that a truck driver had dumped approximately two quarts of anti-freeze within this vegetated area at Station 308+25. Upon investigation, the CPUC EM determined that the spill had been adequately cleaned up and that the contaminated dirt had been taken to the Mueller Yard and placed in a hazardous material storage container. The truck driver had been environmentally trained prior to the incident, but claimed that he didn't know that he should not dump anti-freeze on-site. The truck driver was given a second environmental training by the Essex EI. Essex noted the incident as a minor problem. On November 14<sup>th</sup>, the Essex EI asked about a section of land near Station 307+50 to be used as a TEWS for site access. The CPUC EM requested that an E-mail be provided presenting the site dimensions, verification of biological and cultural resource clearances, and land owner approval. On Friday, November 15<sup>th</sup> the CPUC EM observed that the area, which the Essex EI had requested at Station 307+50 to be used as a TEWS for site access, was already in use. Verification of biological and cultural resource clearances and land owner approval had not been supplied to the CPUC prior usage. When the CPUC EM brought this up to the Essex EI, he stated that Buck Jones of PG&E had cleared the site for use. The CPUC EM notified the Essex EI that PG&E and its representatives are required to provide the necessary TEWS documentation to the CPUC EM for review prior to using the site. While on-site the CPUC noticed that truck drivers were traveling outside of the right-of-way and using the Alameda County Flood Control District levee road adjacent to the Arroyo del Valle Creek to turn around. The Essex EI was notified of the problem.

During the subject week, the CPUC EM toured the trench and conduit installation along New Vineyard Road. At Station 54+08, the duct bank is being split for engineering purposes where the trench line is being dug to a depth of 16 feet. The trench line is deep to allow installation underneath a storm drain (see Figure 1). The contractor finished excavating and concrete was poured over the installed conduit. Because of this large excavation, a large spoils pile was stored along the trench line. However, the location of the pile was in a depression on the opposite side of site resources, thus providing resource protection from run-off. Crews completed backfilling the trench by the end of the week.

During the subject week, Buckland Vineyard Management continued the reinstallation of end-row posts for the grapevines removed along the project right-of-way between Isabel Avenue and the Mueller Yard. Trenching and conduit installation continued west of the dry drainage to Station 173+50, and along 'Old' Vineyard Avenue west of Highway 84 from Stations 88+00 to 109+00. Topsoil spoils are being placed along the trench line and subsoil spoils are being placed in a truck and hauled off site. On Wednesday, November 13<sup>th</sup> the CPUC observed dirt from construction activities being tracked by construction vehicles onto 'Old' Vineyard Ave. The Essex EI was notified of the problem (see Figure 2). The Essex EI has been working with the contractor to stop this problem and the tracking of dirt into the roadway has lessened. Trenching and conduit installation has progressed along 'Old' Vineyard Avenue to Station 109+00 over a flood control channel within an 18 inch culvert. PG&E had gotten permission from the City of Livermore and applicable jurisdictions to re-route two storm drains to release into the channel along the east side of the trench line along Vineyard Avenue. Drains were re-routed into the riprap on the east side of the creek (see Figures 3 and 4).

During the subject week, the CPUC EM toured the area along the Zone 7 Access Road. Trenching, conduit installation, and back filling have been completed except for small sections of the trench line which have been left for vault tie-ins and or other work to be completed. Around these locations construction fencing has been placed. The CPUC EM noticed that the fencing was either down or in need of repair. The Essex EI was notified and the repairs were made. The CPUC EM toured the Transition Station site. The visquene tarp weighted with sand bags is still in place over the lower large spoils pile. Additional erosion control including hay bales have been added to the silt fence installed around the site.

**Environmental Compliance:**

Dirt from construction activities were tracked into adjacent roadways. Essex EI continues working on the problem. On November 14<sup>th</sup> a truck driver dumped antifreeze along the right-of way at Station 308+25. Essex handled the issue as a minor problem because this was a first offense and no resource damage occurred. Truck drivers have been traveling outside of the right-of-way and using the Alameda County Flood Control District levee road to turn around, the Essex EI was notified of the problem. All other 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:**

No agency contacts were made during the subject week.



Figure 1  
Deep trench and conduit installation around a storm drain within New Vineyard Road.



Figure 2  
Dirt tracked onto 'Old' Vineyard Avenue by construction vehicles.



Figure 3

Trench over a flood control channel at Station 109+00 along 'Old' Vineyard Avenue. One of the re-routed storms drains appears at the lower middle of the photo.



Figure 4

Trench over a flood control channel at Station 109+00 along 'Old' Vineyard Avenue.