



Aspen *Environmental Group*

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

To: Jensen Uchida, CPUC
From: Vida Strong, Aspen Project Manager
Date: July 5, 2006
Subject: Weekly Report #114: June 25, 2006 – July 1, 2006
CPUC Environmental Monitor (EM): Anne Sweet Coronado

Construction of the PG&E Tri-Valley Project includes the Phase Three portion of the project, including construction of the overhead transmission line, underground alignment, North Dublin Substation, and Transition Station; all roadway and vault pad grading; and preparation of the 0.33-acre and 0.94-acre mitigation areas. Opus Environmental is providing the Environmental Inspectors for PG&E (PG&E EIs). Opus is providing environmental, as well as biological monitoring and oversight, including conducting environmental training of all new crew personnel. Road improvement and installation were conducted by Granite Construction. The tower work was conducted by PG&E. The underground construction was engineered by Wilson Construction and was completed by Ranger Construction; cable pulling and splicing are underway with crane work subcontracted to Sheedy Crane. In addition, Jensen PreCast crews have been racking at the vault locations. The substation work is being engineered by Black and Veatch who has subcontracted earthwork to Granite Construction. Atlas wire crews are conducting overhead wire testing and switch gear testing. Vitale and Sons are installing irrigation line and landscaping outside and around the Substation wall. Ranger and PG&E have contracted with North Valley Construction (NVC) to ensure that adequate erosion and sediment controls are installed and maintained.

Summary of Phase Three Activity:

Weather was warm and dry throughout the subject week. The CPUC EM conducted tours of the construction site on June 26th and June 30th.

On June 27, Opus reported that a killdeer nest had been stepped on, resulting in the damage of three eggs during construction related scaffolding installation at the Cayetano Substation. This marks the second occurrence of nest destruction by project related activities in three weeks. On June 9th a nest was disturbed by movement of conduit at the Wilson Yard; hatchlings were taken to the Lindsay Wildlife museum and were rehabilitated. They were later identified to be European Starlings. In both cases crews immediately notified the PG&E environmental staff and CPUC EM, and reporting was made to agency representatives. Care was also taken to salvage nest remains and hatchlings. However, in both cases the areas and and/or stored materials were not cleared for nests prior to crews entering and working/moving equipment and materials in the area. A Project Memorandum was issued on June 29.

This is currently the bird nesting season. In correspondence submitted by Opus on June 27 and 28, both CDFG and USFW representatives expressed the necessity for all areas to be surveyed and cleared prior to the start of work. Project mitigation measures also require pre-construction surveys as well as checking of conduit for wildlife prior to movement.

On Thursday, June 22, during transmission cable pulling operations at Vaults 2, 3 and 4, a fatal accident occurred. While transferring a cable reel (approximately 50,000 pounds), the crane tipped and rolled crushing the operator. The boom of the crane fell across North Livermore Boulevard and across existing energized power lines which follow the street. The lines were snapped creating an additional hazard. California Highway Patrol closed North Livermore Blvd. Police and OSHA investigated the accident. The crane and

boom were moved from the street, but remained at the Vault 3 location as well as the fallen transmission reel into the subject week (see Figure 1). Underground line pulling work was suspended. A safety meeting was held on Monday, June 26, and line pulling work started up again. Sheedy Crane brought a much larger crane to the vault location (see Figure 2). In addition, they requested more work space than what exists under the project easements and right of way agreements. Opus submitted a Temporary Extra Work Space (TEWS) request on Monday June 26, which requested a 50-ft by 300-ft area adjacent to Vaults 2 and 3 along North Livermore Boulevard. No sensitive resources occur in the areas. Mowing of the areas for fire suppression will be allowed; however, no grading or earth disturbance will be permitted. The CPUC EM approved the request after the areas were reviewed in the field on June 26th. On June 26th Opus also submitted a Variance Request #20 asking for additional permanent space at the Vaults 2, 3, 4 and 5 areas for safety reasons. Vaults 4 and 5 both lie within 800 feet of potential CRLF and CTS breeding habitat. Vault 5 lies adjacent to a drainage area considered potential habitat. The request was reviewed in the field on June 26 and approved by the CPUC on June 29. Mowing of the area for fire suppression will be allowed; however, no grading or earth disturbance will be permitted. A 30 buffer outside of the drainage area will be adhered to from May 1 to October 31 and a 200-foot buffer will be adhered to November 1 through April 30. A monitor will accompany the construction at Vault 4 and Vault 5, and will survey all areas prior to mowing and movement of equipment.

Jensen PreCast crews continued racking at Vaults 7 and 8 (see Figure 3).

On Monday, May 15th, Wilson Construction re-erected the beam structure at the Transition Station. Per Opus, a “high-frequency line” was installed with the structure in an effort to prevent the beam movement previously caused by wind and resonance. No issues have been reported.

The CPUC EM had noted previously that slumping of cut slope areas above Road 6 had occurred. During previous weeks, Granite and CH2MHill managers toured the area to assess work requirements. No information has been submitted on when work will be conducted now that the rain has stopped and the soil has dried. As noted previously in the Opus Weekly Report:

“PG&E is working on the engineering designs for permanent solutions to the v-ditches and culvert inlets along Moller Road and Road 6, in addition to the soil slumping on the cut slope above Road 6. Work in these areas is delayed due to the wet conditions.”

Along Road 6, two burrowing owls have been repeatedly spotted in nearby burrows. Opus notified Marcia Grefsrud, CDFG, via e-mail on May 9th. Opus requested permission to use Road 6 for movement of materials and equipment to the Transition Station and the associated vault area (equipment will include a crane as well as a flat bed truck hauling spools of transmission line, etc.). Per the Opus e-mail “the burrowing owl has been favoring a burrow less than 10 feet from Road 6.” However, no work will occur within 1000 feet of the burrow and a biological monitor will accompany all crews in this area. On May 10th, Marcia Grefsrud agreed to the proposal to use Road 6; however, she stated that “...if there is any sign of nest disturbance, PG&E may have to stop using the Roads.” Opus reported that the owls were observed again during the subject week. Opus continues escorting crews past the burrow (see Figure 4).

Along Moller Road, the CPUC EM had previously noted that the area upslope from the Tassajara Creek bank stabilization area showed poor grass growth and that the installed jute netting was ripped and had pulled away from the slope, possibly preventing further vegetative growth. The CPUC EM also noted that soil had slumped down the slope. NVC had fenced the area to prevent pasturing cows from degrading areas of reinstalled jute netting. Now that the soils have dried, restoration may commence; however, a schedule for the work has not been submitted. Granite and CH2MHill reviewed this site during previous weeks. During the subject week, Granite started filling in a depressed area along Moller Road outside of the North Dublin Substation which had ponded and held water during the past rainy season (see Figure 5).

On February 16th, a pair of red-tailed hawks were observed near a nest structure adjacent to Moller Road at Station 14+50. On February 23rd, PG&E had established a 250-ft buffer extending from each side of the nest where project parking and stopping are prohibited. A portion of Moller Road lies within 250 feet of the nest. Moller Road is currently being used for project ingress and egress. CDFG was contacted and concurred that travel could continue along Moller Road at the current level. The three previously identified hatchlings are no longer observed in the nest and have fledged. The birds have been sited returning to the nest tree.

On June 26, the CPUC EM witnessed a Granite Construction truck traveling above the project speed requirements on Moller Road heading out of the project site. Dry season speed limits are 15 miles per hour. Posted along the entire length of Moller Road are signs reminding crews to watch out for frogs and salamanders and to keep speeds at 10 miles per hour. The CPUC EM first saw the speeding truck and then pulled her vehicle to the side of the narrow road fearful that the truck may not see her in time to avoid a collision. Upon turning a bend on the road the Granite truck did see the CPUC EM's vehicle and decelerated rapidly. Because vehicle escorts are not required during this time of year, it is imperative that speed limits are adhered to. A Project Memorandum was issued. Granite gathered all crew members and made a call into the off site office to remind crew members to adhere to project speed limits.

The engineered pond at the mitigation site still contains water. If the water remains later in the season, it may be drained in order to discourage bull frog populations. Opus has been in communication with Mary Hammer of USFWS to gain clarifications on larval CTS and CRLF monitoring, as well as bull frog eradication protocols covered in the project Biological Opinion. Previously, a close inspection of the pond was conducted and numerous tadpoles were noted.

Black and Veatch have been overseeing work at the North Dublin Substation. Granite Construction continued grading and paving preparations at the substation site. On June 30, the CPUC EM observed that crews were parked off the road leading to the Substation (see Figure 6). The location is a restored and revegetated area which lies within a swale which leads to culverts out letting to Tassajara Creek. The Black and Veatch Foreman was informed that the area is not approved for parking. The vehicles were immediately moved. Previously, on January 25th, crews filled the transformer with mineral oil. The Spill Prevention Control Countermeasure (SPCC) pond and drainage network has not been completed. An earthen berm with a plastic cover was placed around the transformer in case an oil spill occurs prior to completion of the pond. The secondary containment will continue to be maintained until the constructed SPCC pond is functional. Granite worked on trenching for plumbing hookups to the SPCC pond during the subject week. Atlas wire crews conducted overhead wire testing and switch gear testing.

During the subject week, Vitale and Sons continued trenching outside and around the substation wall to install the irrigation line. The trenches were checked and did contain escape ramps for potentially entrapped wildlife.

The project Biological Opinion (BO) conditions and requirements, resulting from continued correspondence with USFWS, had directed that biologists escort crews within 200 feet of known and potential California red-legged frog (CRLF) and California tiger salamander (CTS) habitat between October 31st and April 30th. Biologists are no longer escorting vehicles along Road 5 or Moller Road; however these areas continue to be swept by a Biologist through out the day. Crews will continue to be escorted through bird nest buffer zones as approved by CDFG.

ENVIRONMENTAL COMPLIANCE:

On June 26, the CPUC EM witnessed a Granite Construction truck traveling above the project speed requirements on Moller Road heading out of the project site. A Project Memorandum was issued. Granite gathered all crew members and made a call into the off site office to remind crew members to adhere to project speed limits.

On June 27, Opus reported that a killdeer nest had been stepped on, resulting in the damage of three eggs during construction related activities at the Cayetano Substation. This marks the second occurrence of nest destruction by project related activities in three weeks. On June 9th a nest was disturbed by movement of conduit at the Wilson Yard; hatchlings were taken to the Lindsay Wildlife museum and were rehabilitated. They were later identified to be European Starlings. In both cases crews immediately notified the PG&E environmental staff and CPUC EM, and reporting was made to agency representatives. Care was also taken to salvage nest remains and hatchlings. However, in both cases the areas and and/or stored materials were not cleared for nests prior to crews entering and working/moving equipment and materials in the area. A Project Memorandum was issued on June 29.

On June 30, the CPUC EM observed that crews were parked off the road leading to the Substation. The location is a restored and re-vegetated area which lies within a swale which leads to culverts out letting to Tassajara Creek. The Black and Veatch Foreman was informed that the area is not approved for parking. The vehicles were immediately moved.

The CPUC EM observed that all other Phase Three construction activities were in compliance with mitigation measures adopted in the EIR and other permit requirements.

Seven NCRs and eight Project Memoranda have been issued for the Phase Three portion of the project to date (see Table 1).

TABLE 1
ENVIRONMENTAL COMPLIANCE STATUS
(Updated 7-5-06)

Project Memo or NCR	Date Issued	Description	Follow-Up Activities
PHASE THREE			
Project Memorandum	7/20/05	Crews have installed exclusion fencing as well as sediment fencing in areas with potential for spoils to slide in to sensitive areas. Numerous gaps were left in the fencing to allow moving cows. However, no exclusion signs have been installed in the gaps after repeated requests. In addition, the CTS exclusion zone was toured and no sensitive resource or exclusion signs to notify crews of the resource have been installed. Notifications were made to the PG&E EI. On July 14th, an operator was not aware of the 500-foot CTS exclusion zone and a 400-foot by 20-foot area was scraped within the zone coming within 100 feet of the CTS burrow. The site Foreman when he realized what was occurring immediately stopped the operator. Opus notified Mary Hammer of the USFWS in an e-mail.	
NCR	7/26/05	A drainage off Manning Road was bridged by steel plates and the area extending upslope from the bridge had been graded up to and possibly within the drainage without an approved CDFG Streambed Alteration Agreement.	CDFG notification required
NCR	7/26/05	Construction at Pole location 9, 10, 11, and 12 and use of associated access roads were started prior to the CPUC EM verifying that proper flagging and exclusion fencing had been installed as required by Project mitigation measures. Directly upslope of a CTS/CRLF breeding pond burrow clusters were not fenced off and the site was left unmonitored though construction was occurring within 200 feet of the pond. Crews were using new routes which were not previously surveyed or approved.	PG&E must properly flag and fence the work and access areas, and provide maps and survey results. Burrow clusters must be fenced for exclusion.

Project Memo or NCR	Date Issued	Description	Follow-Up Activities
PHASE THREE			
NCR	7/29/05	Crews graded the other side of the drainage referred to in an NCR issued 7/26/05. Note that a CDFG Streambed Alteration Agreement has not been issued for the site.	CDFG notification required
Project Memorandum	8/21/05	Crews placed a dumpster outside of the project area and did not move it for three days.	Dumpster was removed 8/19/05
Project Memorandum	11/1/05	During the tour of Moller road on November 1st, the CPUC EM noted that a spoil pile located adjacent to Tassajara Creek lacked adequate protection. PG&E had been notified of the problem twice previously.	November 2nd, wattles had been installed around the spoils pile and silt fencing extended to further protect the creek.
NCR	11/2/05	<p>During the field tour on November 2nd, 2005, the CPUC EM documented several related compliance problems regarding the lack of appropriate resource erosion protection as well as work within resource buffers outside of the appropriate time frames established in project agency permits.</p> <p>On November 2nd, at the Cayetano Creek crossing, ground disturbing activity had occurred within the 30-foot buffer established around potential California red-legged frog and California tiger salamander habitat which is prohibited after October 31st, as outlined in the project BO.</p> <p>At another area where the Ranger Construction crossed Cayetano Creek, just off of Road 5 the CPUC EM noted a lack of erosion protection. PG&E had been notified of the lack previously.</p> <p>At the Tassajara Creek bank stabilization area, the upslope erosion cloth installation as outlined in the USFWS Biological Opinion (BO) had not occurred by October 31st which is the deadline for the bank stabilization work in both the USFWS BO and the CDFG Streambed Alteration Agreement. PG&E had been repeatedly informed of the necessary erosion protection requirements as well as work deadlines.</p>	<p>PG&E EI was forthright that he unintentionally overlooked the BO buffer requirement. Opus took quick action and notified the USFWS of the work within the potential habitat buffer.</p> <p>Adequate erosion controls were installed by 11/4/05</p> <p>Opus Environmental notified CDFG that the installation had not met the required deadline. The installation was completed 11/4/04.</p>
Project Memorandum	11/4/05	During the site tour of Road 5 on November 4th, the CPUC EM witnessed that at the end of the work day, although the road had been swept 20 minutes earlier by an approved biologist, the Granite crew proceeded to exit the site via Road 5 without being walked out. The CPUC EM was informed that PG&E informed Granite that they could proceed because the road had just been swept. Project Memo documented that vehicles shall be walked through areas as outlined by the BO and given the verbal recommendations set forth by USFWS.	The USFWS has approved the use of ATVs to escort vehicles which should streamline the walkthrough process.
NCR	11/10/05	The Project Biological Opinion conditions and requirements resulting from continued correspondence with USFWS direct that biologist escorts are needed within and at some locations beyond 200 feet from known and potential CRLF and CTS habitat past October 31st and November 9th, a Granite truck entered Road 5 unescorted and that several Granite trucks had left the Substation site on Moller Road which also lies within 200 feet of sensitive habitat, unescorted. November 10th, when the Opus EM arrived on-site at 6:15 am a Granite operator had already entered the site via Road 5 unescorted. Please note that Opus has repeatedly notified Granite of the necessity for escorts through sensitive areas and has documented the unescorted vehicle movement as non-compliance issues.	Large signs have been posted along the road side in plain view directing all project vehicles and equipment to stop and wait for an escort. In addition radios were placed at the signs to enable contractors to call for an escort. PG&E representatives stayed at the Road 5 entrance and along Moller Road to ensure that all project personnel stopped and waited for biologist escorts.
NCR	11/15/05	Opus informed the CPUC EM that on the evening of November 14th and on November 15th two Granite employees decided to drive along Moller without the required escort. These mark repeated documented incidents of Granite personnel and/or Granite subcontractors traveling without the required escort.	Granite construction did not work 11/17 and 11/18. A meeting was held on 11/17. An additional training will be held. The two Granite personnel have been dismissed. PG&E has installed gates with locks and a monitor has been placed at the gate with sign-in sheets.

Project Memo or NCR	Date Issued	Description	Follow-Up Activities
PHASE THREE			
Project Memorandum	11/29/05	<p>Upon inspection of the Mitigation Site Access Road the CPUC EM noted that the installed erosion controls were in serious need of maintenance and repair. Rain was occurring and was forecasted to continue for the next four days. The CPUC EM notified the site EI about the problem. Upon returning to the location on the next day the CPUC EM documented that no repairs had been made.</p> <p>In a different area along Road 7, a build-up of sediment has occurred around erosion controls near the Vault installation, and maintenance is needed.</p> <p>In addition to the above issues, culverts installed on Road 6 looked as though they were collecting materials and showed potential to be clogged. Under this Memo, information is requested from PG&E regarding the effectiveness of the installation, how they plan to clear the materials, and how further build up will be prevented .</p>	Repairs to the MSA Road erosion controls had been made following issuing the memo.
NCR	12/15/05	<p>On December 14th, The CPUC EM discovered that monofilament erosion control matting had been installed along/adjacent to the Tassajara Creek tributary which runs through the Mitigation Site. The USFWS BO disallows use of such matting. The PG&E EI decided to take the installation in the presence of the CPUC EM. PG&E was contacted and the CPUC EM was informed that PG&E was aware of the issue and that the matting had been installed the day prior on Tuesday, December 13th. PG&E had informed the contractor that the matting had to be removed and plans were set to remove the matting on Thursday, December 15th.</p> <p>Within the NCR, information was requested from PG&E as to why the CPUC was not informed of the flawed installation. In addition, NCR information was requested to explain why was the matting removal was planned for two days after the discovery and not immediately.</p>	PG&E responded on December 15th, that at the time of the initial discovery on December 13th, it was one half hour before sunset and there was not enough time to conduct the removal and exit the site given the existing work hour regulations. The crew which installed the matting was previously scheduled to return on December 16th, so the removal was planned for that time.
Project Memorandum	12/20/05	An informational memo was issued on December 20th to document the findings of a project wide walkthrough conducted December 19th and 20th to review the installed erosion controls. A large storm event had occurred prior to the walkthrough thus erosion control functioning as well as well as maintenance needs were assessed. In most areas the controls worked well, however several areas had sediment build up and other areas were in need of repair.	By the end of the subject week, Granite and North Valley Construction repaired and maintained the erosion controls outlined in the memo.
Project Memorandum	6/26/06	On June 26 the CPUC EM witnessed a Granite Construction truck traveling above the project speed requirements on Moller Road heading out of the project site.	Granite gathered all crew members and made a call into the off site office to remind crew members to adhere to Project speed limits.
Project Memorandum	6/29/06	On June 27, a killdeer nest had been stepped on, resulting in the damage of three eggs during construction related activities at the Cayetano Substation. This marks the second occurrence of nest destruction by project related activities in three weeks. On June 9 th a nest was disturbed by movement of conduit at the Wilson Yard, hatchlings were taken to the Lindsay Wildlife Museum and were rehabilitated. They were later identified to be European Starlings. In both cases the areas and and/or stored materials were not cleared for nests prior to crews entering and working/moving equipment and materials in the area.	In both cases crews immediately notified the Project environmental staff and reporting was made to agency representatives. Care was also taken to salvage nest remains and hatchlings.

NOTICES TO PROCEED (NTP):

Table 2 presents the NTPs issued by the CPUC for the Tri-Valley Project to date. No additional NTPs are anticipated.

**TABLE 2
NOTICES TO PROCEED
(Updated 7/5/06)**

NTP #	Date Issued	Description
#1	September 12, 2002	Phase One: Construction on of six different sections of the underground portion of the Vineyard Segment, within the City of Pleasanton, City of Livermore, and unincorporated Alameda County.
#2	October 10, 2002	Phase One: Construction of six additional sections of the underground portion of the Vineyard Segment, within the Cities of Pleasanton, Livermore, and unincorporated Alameda County
#3	December 12, 2002	Phase One: Construct the final sections of the Phase One portion Tri-Valley 2002 Capacity Increase Project, within the City of Pleasanton.
#4	May 5, 2003	Phase Two: Construction of the new 5-acre Cayetano Substation located at the intersection of North Livermore Avenue and May School Road.
#5	July 14, 2003	Phase Two: Construction of 2.3 miles of underground transmission line installation extending from the Cayetano Substation to the North Livermore Transition Station to be constructed at the Contra Costa–Newark Transmission Line Corridor
UAD NTP		Phase Two: Allow construction within the exclusion boundary of the May School road cultural resource discovery area.
#6	June 29, 2005	Phase Three: Construction of the overhead transmission line, the transition station, all roadway and vault pad grading, and preparation of 0.33-acre mitigation area.
#7	August 4, 2005	Phase Three: Underground construction and preparation of the 0.94-acre mitigation area.
#8	August 18, 2005	Phase Three: North Dublin Substation.

VARIANCE REQUESTS:

On June 26th Opus submitted a Variance Request #20 for additional work space at Vaults 2, 3, 4 and 5 for safety reasons. Vaults 4 and 5 lie within 800 feet of potential CRLF and CTS breeding habitat. Vault 5 lies adjacent to a drainage area considered potential habitat. The request was reviewed in the field on June 26 and approved by the CPUC on June 29. Mowing of the area for fire suppression will be allowed; however, no grading or earth disturbance will be permitted. A 30-foot buffer outside of the drainage area will be adhered to from May 1 to October 31 and a 200-foot buffer will be adhered to November 1 through April 30. A monitor will accompany the construction at Vault 4 and Vault 5, and will survey all areas prior to mowing and movement of equipment. Table 3 presents the Phase Three Variance Requests reviewed to date.

**TABLE 3
VARIANCE REQUEST STATUS
(Updated 7/5/06)**

Variance Request #	Date Submitted	Description	Status	CPUC Approval Date
PHASE THREE				
11	7/7/05	Variance to allow travel through homestead archaeological site C-Livermore-1H.	Completed	7/8/05
12	7/15/05	Variance to allow the use of staging areas as outlined in road plan drawings along the Phase 3 alignment.	Completed	7/26/05

Variance Request #	Date Submitted	Description	Status	CPUC Approval Date
PHASE THREE				
13	7/29/05	Variance to use three staging areas. Two are located along the Moller Ranch Road. The last is located adjacent to the Cayetano Substation.	Incorporated into NTP #7	
14	8/12/05	Variance to use three access roads, and a lay-down area.	Completed	8/19/05
15	8/19/05	Variance to use two laydown areas and one access road near road 6.	Completed	8/26/05
16	9/15/05	Variance for use of a temporary overland access connector route to access two vault installation sites	Completed	9/19/05
17	10/25/05	Variance for installation of guard structures at Collier Canyon Road and grading a work space for a boom truck near the Dublin Substation.	Completed	11/4/05
18	11/3/05	On November 4, 2005, PG&E submitted Variance Request #18 requesting a variance to change the surface treatment of Moller Road from chip seal to asphalt concrete.	Completed	11/8/05
19	11/3/05	Variance Request #19 requesting a variance to resource buffer zones outlined in Applicant Proposed Measures 7.6 and 7.7, deferring to the Project's Agency permit conditions	Completed	11/8/05
20	6/26/06	Extra work space at Vault locations 2, 3, 4, and 5.	Completed	6/29/06

TEWS REQUESTS:

A Temporary Extra Work Space (TEWS) request was submitted on Monday, June 26, for a 50-ft by 300-ft area adjacent to Vaults 2 and 3 along North Livermore Boulevard. No sensitive resources occur in the areas. Mowing of the areas for fire suppression will be allowed; however, no grading or earth disturbance will be permitted. The CPUC EM approved the request after the on June 26th. Table 4 presents the Phase Three TEWS Requests reviewed to date.

TABLE 4
TEWS REQUEST STATUS
(Updated 7/5/06)

TEWS Request #	Date Submitted	Description	Status	CPUC Approval Dates
PHASE THREE				
1	6/26/05	50-ft by 300-ft area adjacent to Vaults 2 and 3 along North Livermore Blvd. No sensitive resources occur in the areas.	Approved	6/26/06 through 7/25/06

AGENCY PERSONNEL CONTACTS:

Opus continued agency notifications regarding resource sightings and updates.

On June 27, Opus notified Marcia Grefsrud, CDFG, that a Killdeer nest was crushed during scaffolding installation at the Cayetano Substation. The area was not surveyed prior to the installation. Mary Hammer, USFWS, was copied on the correspondence. On June 27 and 28, both CDFG and USFWF representatives expressed the necessity for all areas to be surveyed and cleared prior to the start of work. The USFWS Migratory Bird Treaty office was also notified.

Photographs



Figure 1 – Overturned cable reel and crane remain at the Vault 3 accident location.
June 26, 2006.



Figure 2 – New crane brought to the Vault 3 location.
June 26, 2006.



Figure 3 – Jensen PreCast crews conducting racking at Vault 7.
June 26, 2006.



Figure 4 – Opus Biologist escorting Jensen PreCast crews past the identified burrowing owl nest located along Road 6.
June 26, 2006.



Figure 5 – Dirt placed in a depression which had shown significant ponding along Moller Road. June 30, 2006.



Figure 6 – Crews parked on restored areas outside of the North Dublin Substation. June 30, 2006.