

Docket No. 272 – Development and Management Plan Inspection

The Connecticut Light and Power Company Certificate of Environmental Compatibility and Public Need for the construction of a new 345-kV electric transmission line and associated facilities between Scovill Rock Switching Station in Middletown and Norwalk Substation in Norwalk, Connecticut, including reconstruction of portions of existing 115-kV and 345-kV electric transmission line, the construction of Beseck Switching Station in Wallingford, East Devon Substation in Milford, (and Singer Substation in Bridgeport), modifications at Scovill Rock Switching Station and Norwalk Substation, and the reconfiguration of certain interconnections.

Segment 4a Underground Line

Date: September 5, 2008

Inspector: Gregory Sommer

Location: Singer Substation to Fairfield/Westport Town Line

Rain Event: 0.48” of precipitation was reported since the previous inspection, with the largest event of 0.39” recorded on 8/30 (Bridgeport, CT NOAA data).

Areas of Inspection	Observation	Recommended Action	Corrected Action
Access Roads and Adjacent Roadways	All work is within or adjacent to existing paved roadways at this time. 9/05/08	See erosion control section for details on sediment tracking. 9/05/08	Not Applicable (NA)
Vault Openings and Trench Construction	Final tie-in/restoration activities were observed at the time of the inspection, including at sta #471, #612, #648, #663-666, & #673. 9/05/08	Continue to monitor areas. Mulch/ temporarily stabilize areas as they are completed. Continue to sweep roadways as soon as feasible. 9/05/08	Needs regular attention.
Erosion and Sediment Controls All active areas	Controls were removed from catch basins on state routes per the request of ConnDOT to improve drainage during winter conditions. Contractor plans to discontinue use of controls for the duration of the project and clean basins as necessary. 9/05/08	Since controls are no longer in place in the catch basins, attend to all sediment at the source and stabilize exposed soils as quickly as possible. Clean catch basins as necessary. CB controls should still be considered when work is adjacent 9/05/08	Needs regular attention.
	Slurry from saw cutting activities has the potential to enter catch basins. 9/05/08	Prevent slurry from entering catch basins and sensitive areas by quickly attending to it as it is generated during cutting. 9/05/08	Needs regular attention.

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Fairfield	<p>Any exposed soils have potential for airborne dust migration. Contractors are aware of the potential. 8/129/08</p>	<p>Prevent dust migration by regularly watering down exposed soils and sweeping immediately. If exposed soils are not to be worked within 21 days, they should be stabilized within 7 days of the last activity. 9/05/08</p>	<p>NA</p>
	<p>Temporary pavement and bituminous and/or crushed stone curbing near sta. #462-464 has been partially restored. 9/05/08</p>	<p>Continue to monitor the area. Sweep roadways as necessary to minimize tracking. 9/05/08</p>	<p>NA at this time.</p>
	<p>Exposed soil remains along the base of the sloped area near the bridge abutment at sta. #465. Silt fence is starting to deteriorate. 8/14-9/05/08</p>	<p>Continue to monitor the area. Provide final stabilization. Clean the catch basin due to observed run-off from previous weeks. 8/14-9/05/08</p>	<p>Catch basin will also need attention.</p>
Bridgeport	<p>Cold mix/ granular material was previously observed along the roadway near sta. #511-514 (since 8/14). The material appears to have been removed. 9/05/08</p>	<p>Continue to monitor the area. Sweep roadways as necessary to minimize tracking. 8/29/08</p>	<p>Granular material has been swept/removed.</p>
	<p>The work area near the intersection of Railroad Ave and Fairfield Ave (sta. #719-720) remains backfilled with process material. A small stockpile of sandy material was observed in this area. Some of the material was beginning to wash away. This material may be related to utility pole relocation. The concrete washout from several weeks back appears to have been removed. 9/05/08</p>	<p>Continue to monitor and provide final cover/restoration as soon as feasible. Sweep roadway to remove sediment run-off. 9/05/08</p>	<p>Concrete washout was removed. Needs additional attention.</p> <p><i>The city of Bridgeport is concerned about the condition here and crews were being requested to evaluate this area.</i></p>
	<p>Some ruts were observed along the shoulder of</p>	<p>Refresh/add gravel or hard-pack along the</p>	<p><i>The city of Bridgeport is concerned about the</i></p>

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<p>Kings Highway Lay-down Yard (Off Kings Highway, near Rt. 1 rotary)</p>	<p>Railroad Ave between Hancock Ave. and Howard Ave. (sta #737) likely due to regular traffic, not construction vehicles. This area remains backfilled with hard-pack but may need to be refreshed. 2/7-9/05/08</p> <p>Perimeter controls around the yard were starting to deteriorate in places. Crushed stone remains throughout the yard to reduce tracking. Sediment tracking and dust migration issues were not observed at the time of the inspection. Equipment was being demobilized from the yard as work is nearing completion. 9/05/08</p>	<p>hard-pack along the shoulders of the roadway in this area to reduce the potential for rutting and tracking. Continue to monitor so crews can address specific problem areas as they arise. 1/31-9/05/08</p> <p>Continue to monitor and maintain controls as necessary. Maintain crushed stone throughout the yard to reduce the potential for tracking, dust migration, and limit the amount of material piled near controls. Apply water over the surface of the yard as necessary to control dust migration. 9/05/08</p>	<p><i>condition here and crews were being requested to evaluate this area.</i></p> <p>Needs regular attention.</p> <p>Continue to monitor. Maintain perimeter silt fence.</p>
<p>Inland Wetland and Watercourse encroachment and mitigation</p>	<p>The Kings Highway lay-down yard is located adjacent to potential resource areas and a concrete lined waterway. 9/05/08</p>	<p>See Erosion and Sediment Controls section. 9/05/08</p>	<p>NA</p>
<p>Staging, Storage, and Parking Areas</p>	<p>A contractor lay-down yard is located off of Kings Highway near the Rt. 1 rotary. This is being used for both 4a and 4b activities. Reserve spill kits are located near the equipment trailers. A tarp remains over the additional soil, debris and railroad tie stockpile. Frac tank washout water has been properly disposed. 9/05/08</p>	<p>See Erosion and Sediment Controls section for more information. Watch encroachment of materials beyond the perimeter controls in the yard. 9/05/08</p>	<p>NA</p>
<p>Soils</p>	<p>Soils are exposed as part of the excavation for trench, vault, and utility work. 9/05/08</p>	<p>Most areas are temporarily stabilized. Soils appear to be handled appropriately. 9/05/08</p>	<p>NA</p>

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	<p>Sidewalk restoration work was ongoing at sta. #535-537. Areas of exposed soil were not contained. Soil that had previously accumulated along the edge of the roadway appears to have been removed. 9/05/08</p> <p>An area of exposed soil near sta. #596 (vault #36) continues to naturally vegetate near the new sidewalk and parking lot. 9/05/08</p> <p>An area of exposed soil is adjacent to the work zone near sta. #649-650 (for several months). Sediment tracking was not observed this week. A temporary sidewalk is in place. 9/05/08</p>	<p>Sweep roadway. Provide erosion control measures as necessary to contain areas of exposed soils. 8/14-9/05/08</p> <p>Continue to monitor until the area has grass cover. 9/05/08</p> <p>Work is complete in this area. Stabilize and seed or provide final surfacing at the area as soon as feasible. 9/05/08</p>	<p>Accumulated soil along the edge of the roadway appears to have been removed.</p> <p>Exposed soil needs attention.</p> <p>Some vegetation was starting to grow.</p> <p>Needs attention/ final restoration.</p>
<p>State species of concern, threatened and endangered species.</p>	<p>According to the D&M plan, state-listed species are not located in this work area. 9/05/08</p>	<p>None. 9/05/08</p>	<p>NA</p>
<p>Vegetative clearing (including trees to save or danger trees noted) or stabilization</p>	<p>Two trees were removed near sta. #462 in accordance with the D&M Plan (3/27/07). One tree was removed near vault #42 (7/25/07). 9/05/08</p>	<p>Vegetation should be restored as necessary upon completion of work in these areas. 9/05/08</p>	<p>NA</p>
<p>Dewatering</p>	<p>Dewatering was observed during this week's inspection at vault #37. 9/05/08</p>	<p>Continue to properly contain and/or filter discharge water when dewatering is required. 9/05/08</p>	<p>NA</p>
<p>Spills and Material Storage</p>	<p>Spill cleanup materials/kits were observed in the storage yards. 9/05/08</p> <p>In general, stormwater is occasionally discharged</p>	<p>Ensure that spill kits are also present with each vehicle during active construction 9/05/08</p> <p>In general, ensure water is not turbid and discharge</p>	<p>NA</p> <p>NA at this time</p>

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	from vaults for electrical work. 9/05/08	clean stormwater directly to catch basins. 9/05/08	
Additional Observations	Various sections of Route 1 have been milled in preparation for final resurfacing/restoration. 9/05/08	None. 9/05/08	NA

Next likely scheduled inspection: Friday September 12, 2008

I have personally examined and am familiar with the information submitted in this document and all attachments and certify that based on reasonable investigation, including my inquiry of those individuals responsible for obtaining the information, the submitted information is true, accurate and complete to the best of my knowledge and belief, and I understand that any false statements made in this document or its attachments may be punishable as a criminal offense in accordance with Section 22a-6 under Section 53a-157 of the Connecticut General Statutes.

Field Inspector: Gregory Sommer, BSC Group

Reviewer: Diana Walden, BSC Group



The Kings Highway yard remains in use, but materials and equipment are beginning to demobilize. No issues were observed during this weeks inspection.



A concrete washout was observed near sta. #465, but may not be project related. The silt fence also needs repair. The slope needs stabilization as well.



Various portions of Post Road (US Route 1) have been milled in preparation for resurfacing as part of final restoration.



Curbing had been restored near sta. #502-503.