

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 4b Underground Line

Date: January 11, 2008

Inspector: Margaret Washburn

Location: Westport Avenue to the Norwalk Substation in the City of Norwalk

Rain Event: 0.14” of precipitation was reported since the previous inspection, with 0.09” of the total recorded on 1/1. Rain was occurring the day of inspection (Bridgeport, CT NOAA data).

Areas of Inspection	Observation	Recommended Action	Corrected Action
Access Roads and Adjacent Roadways	<p>All work is within existing paved roadways at this time. 1/11/08</p> <p>Sediment has been tracked from the shoulder to the access road of the Sherwood Island yard. On the date of the inspection, stormwater was washing sediment down to the main entrance road to Sherwood Island State Park where it was reaching an unprotected catch basin. The CT DOT has ordered all gutter buddies removed from catch basins on state roads for the winter. 1/11/08</p>	<p>None. See erosion control section for details on sediment tracking. 1/11/08</p> <p>Since controls are not allowed in the catch basins on this roadway, attend to all sediment at the source and stabilize exposed soils as quickly as possible. Continue to sweep the roadway and monitor and maintain controls as necessary. 1/11/08</p>	<p>NA (Not applicable)</p> <p>Needs regular attention.</p>
Vault Openings and Trench Construction Westport/Norwalk	<p>Steel road plates were observed at the time of the inspection along the shoulder/sidewalk areas near sta. Vault 8, #81, #145-148, #184-185, #200-201 (vault tie-in),</p>	<p>See erosion and sediment control sections of this report for additional details. 1/11/08</p>	<p>NA</p>

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	<p>#261-262, and #432-433. A curb was installed near sta. #381-383. 1/11/08</p>		
<p>Erosion and Sediment Controls</p> <p>Westport/Norwalk</p>	<p>Controls had to be removed from catch basins on Rte. 1 per request of ConnDOT to improve drainage during winter conditions. 1/11/08</p> <p>Silt fence remains between the road and the brook off Imperial Ave. at sta. #260. Active work is not occurring here at this time. 1/11/08</p> <p>Erosion controls remain in place between the hard-pack material and Stony Brook at sta. #217. 1/11/08</p> <p>Silt fence near sta #81 (vault #5) has been removed either due to construction or snow plowing. Portions of the area were mulched. Minor sediment accumulation was observed along the roadway. 12/21-1/11/08</p> <p>Backfilled soil near sta. #129-131 had been mulched with hay. A bituminous curb was installed and the lot has been temporarily paved. The pavement has settled and created a minor depression in the parking lot area. 12/31-1/11/08</p> <p>Near sta. #146 (vault #9). Hay mulch has been spread on exposed soils. Steel plates cover the work</p>	<p>Since controls are not allowed in the catch basins on this roadway, attend to all sediment at the source and stabilize exposed soils as quickly as possible. 1/11/08</p> <p>Ensure that the silt fence is in good condition when work resumes at this location. 1/11/08</p> <p>Continue to monitor and maintain controls as necessary. See Inland Wetlands section for more details. 1/11/08</p> <p>Continue to stabilize exposed soils sufficiently for the winter. Replace and maintain the silt fence and sweep the roadway. Also consider installing temporary curbing downgradient if this will help. 1/11/08</p> <p>Sweep area if necessary and continue to monitor for stabilization. Evaluate any safety issues and take necessary precautions. Repair temporary pavement in parking lot area. 12/31-1/11/08</p> <p>Monitor and maintain erosion/sediment controls as needed. 1/11/08</p>	<p>Needs regular attention.</p> <p>NA at this time</p> <p>NA at this time.</p> <p>The area was partially mulched but still needs attention.</p> <p>Needs attention.</p> <p>Mulch was applied and controls were in the catch basin.</p>

Areas of Inspection	Observation	Recommended Action	Corrected Action
<p>Kings Highway Lay-down Yard (Fairfield) (Currently being used for Segment 4a and 4b operations.)</p> <p>Sherwood Island lay-down yard</p>	<p>zone and controls are present in the catch basin. 1/11/08</p>		
	<p>Sediment tracking and heavy rutting was observed in the island near sta. #316-318. Hay mulch was previously applied to stabilize the exposed soils, but ruts and tracking continue (since 11/21). Electrical contractor has needed access here but temporarily stabilization in some areas would be advantageous. 1/11/08</p>	<p>Remove the sediment accumulated along the gutter and sweep the roadway as necessary. Even though access and active work are needed at the vault, the remainder of this area needs to be sufficiently stabilized for the winter months. 12/31-1/11/08</p>	<p>Needs attention.</p>
	<p>Temporary bituminous curbs are in place near sta. #382 (vault #23), to replace sections of deteriorated curb. The area remains backfilled w/ hard-pack and stabilized with hay mulch. 1/11/08</p>	<p>Sweep roadway as necessary. Improve restoration/ stabilization efforts and monitor until area is permanently stabilized. 11/15/07-1/11/08</p>	<p>NA at this time.</p>
	<p>Vehicles continue to park on the previously seeded areas/ exposed soils near sta. #334 (vault #20). Vehicles ruts were noted. 11/15-1/11/08</p>	<p>Apply additional mulch in the area so that there is cover sufficient for the winter months. Work out the parking situation with the landowner. Install bituminous curbing. 11/21/07-1/11/08</p>	<p>Contractor is currently working with the landowner to resolve the parking situation.</p>
	<p>Perimeter controls remain in place. In past weeks, minor sediment tracking was observed near the entrance to the yard. Stone previously spread throughout the yard has been plowed into piles near the perimeter controls, during snow removal activities. 12/31-1/11/08</p>	<p>Continue to monitor and maintain controls and sweep the roadway as necessary. Re-spread the crushed stone throughout the yard to reduce the potential for tracking and to limit the amount of material piled near controls. 12/31-1/11/08</p>	<p>Needs attention when feasible.</p>
	<p>Perimeter controls remain in place. Dust migration was not an issue. The large pile of debris is</p>	<p>Sweep roadways and access drives. Continue spreading crushed stone where equipment is being</p>	<p>Crushed stone was applied to a portion of the disturbed soil. Needs regular</p>

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	<p>gradually being processed and removed from the lay-down yard. A small portion of the rutted, exposed soil on the shoulder of the access road has been stabilized with crushed stone. 1/11/08</p> <p>Minor tracking from exposed areas is leading to turbid run-off to unprotected catch basins. 1/11/08</p> <p>Heavy equipment was parked outside the fenced limits of the yard on rutted, exposed soil. 1/11/08</p>	<p>stored to reduce tracking 1/11/08</p> <p>Continue to sweep the roadway and stabilize at the source. See the access road section for more details. 1/11/08</p> <p>The contractor has previously stated that the vehicles are stored within an area covered under the lease. Continue spreading crushed stone where equipment is being stored to reduce tracking. Full restoration will be needed when access needs are complete. 1/11/08</p>	<p>attention.</p> <p>Needs regular attention.</p> <p>Needs evaluation and attention.</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. 1/11/08</p> <p>Construction activities appear to be complete at Stony Brook. Flow has been returned to original channel. Area has been seeded but not mulched. Some grass cover is present. 9/11/07-1/11/08</p>	<p>See erosion control section. 1/11/08</p> <p>Continue restoration/stabilization efforts and monitor until vegetation is fully restored. See erosion control section for additional details. Ensure that cover is sufficient for winter months. 1/11/08</p>	<p>NA</p> <p>Continue restoration efforts.</p>
<p>Staging Storage, and Parking Areas</p>	<p>A contractor lay-down yard is located within Sherwood Island State Park. 1/11/08</p> <p>A contractor lay-down</p>	<p>See the erosion control section for more detail and spills and material storage sections for more detail 1/11/08</p> <p>See erosion control</p>	<p>NA</p> <p>NA</p>

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	yard is located off of Kings Highway near the Rt. 1 rotary. This is being used for both 4a and 4b activities. 1/11/08	section for more detail. 1/11/08	
Soils	Exposed soils were noted due to excavation for trench, vault, and utility work. 1/11/08	Soils appear to have been handled appropriately. 1/11/08	NA
State species of concern, threatened and endangered species.	According to the D&M plan, state-listed species are not located in this work area. 1/11/08	None. 1/11/08	NA
Vegetative clearing (including trees to save or danger trees noted) or stabilization	<p>Minor amounts of soil have been exposed as part of the vault #6, #8, #9, #11, #12, #13, #19, #23, and #26 construction and tie-in activities. Portions of the exposed soil near the vaults remain stabilized with hard-pack material or mulch. 3/15/07-1/11/08</p> <p>Vault #12 work area is temporarily stabilized with hard-pack and hay mulch. Trees were previously removed to accommodate work. 1/11/08</p> <p>Some areas near vault #20 are approximately 75% vegetated, while others have failed to vegetate due to vehicles parking in these areas from the adjacent businesses. 11/08/07-1/11/08</p> <p>Two trees have previously been removed near sta. #145 per the D&M plan. 1/11/08</p> <p>Heavy ruts and sediment</p>	<p>If exposed soils are not to be worked within 21 days, they should be stabilized within 7 days of the last activity. Where work has been completed, sufficient mulch should be applied to the topsoil for winter stabilization and readdressed during the growing season. 1/11/08</p> <p>Cleared trees have been approved for removal in accordance with the D&M plan. Restore as required by the D&M plan when feasible. 1/11/08</p> <p>Areas can be considered stable once it has reached 75% cover. See erosion control section. Work on solutions with the landowner and apply sufficient mulch for the winter. 1/11/08</p> <p>Cleared trees have been removed in accordance with the D&M plan. Restore as required by the D&M plan when feasible. 1/11/08</p> <p>See the erosion control</p>	<p>Continue to restore the areas.</p> <p>NA</p> <p>Needs attention when feasible.</p> <p>NA</p> <p>Needs attention.</p>

Areas of Inspection	Observation	Recommended Action	Corrected Action
	accumulation remains in the area of sta. #316-318 and #374 (vaults #19 and #20). 11/28/07-1/11/08	section. The area needs sufficient stabilization for the winter. 11/28/07-1/11/08	
Dewatering	Dewatering activities were not observed at the time of the inspection. 1/11/08	Appropriately contain and/or filter discharge water. When dewatering stormwater from contained and completed vaults, connect hoses to discharge the water directly into a catch basin rather than allowing flow over exposed soils and roadways. 1/11/08	NA
Spills and Material Storage	Spill cleanup materials/kits were observed in the storage yard. 1/11/08 A light post and associated concrete footings were being stored at sta. #148. Materials appear to be project related. 10/4/07-1/11/08	Ensure that spill kits are also present with each vehicle during active construction. 1/11/08 Remove or attend to materials when feasible. 10/4/07-1/11/08	NA Needs attention when feasible
Additional Observations	None 1/11/08	None 1/11/08	NA

Next likely scheduled inspection: Friday, January 18, 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: Margaret Washburn, BSC Group

Reviewer: Diana Walden, BSC Group



Solutions are being evaluated by the contractors for ruts and sediment issues near station #81. A curb should be considered on the downgradient side along Route 1, or silt fence should be regularly maintained. Continue to stabilize and sweep roadway.



Heavy rutting continues within the median near sta. #316-318. Sediment accumulation was observed along the shoulder of the roadway. Remove sediment on a regular basis and temporarily stabilize inactive areas.



Crushed stone has been installed over a small portion of the exposed soil on one side of the entrance road to the Sherwood Island laydown yard.



Despite the stone, there are still large areas of exposed soil adjacent to the entrance road of the Sherwood Island laydown yard. Minor sediment tracking was occurring with turbid runoff reaching an unprotected catch basin on the main entrance road to Sherwood Island State Park.