

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 24, 2008

Inspector: Gregory Sommer

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

Rain Event: 0.34" of precipitation was reported since the previous inspection, all of which was recorded on 1/18 (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. 1/24/08</p> <p>Sediment tracking from the shoulder of the access road to the Sherwood Island yard onto the access road has been a recurring problem. During rain events, turbid run-off has been observed reaching catch basins. 1/11-1/24/08</p>	<p>None. See erosion control section for details on sediment tracking. 1/24/08</p> <p>Continue to sweep the roadway and monitor and maintain controls as necessary. Continue to install crushed stone to stabilize exposed soils. Also, see erosion control section. 1/24/08</p>	<p>NA (Not applicable)</p> <p>Needs regular attention.</p>
Vault Openings and Trench Construction Westport/Norwalk	<p>Active trenching and/or steel road plates were observed at the time of the inspection near sta #81, #130, #184-185, #260-262, & #316-318. 1/24/08</p>	<p>See Erosion and Sediment Controls section of this report for additional details. 1/24/08</p>	<p>NA</p>
Erosion and Sediment Controls	<p>Controls had to be removed from catch basins on Rte. 1 per request of ConnDOT to improve drainage during winter conditions.</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</p>	<p>Needs regular attention.</p>

Areas of Inspection	Observation	Recommended Action	Corrected Action
<p>Westport/Norwalk</p>	<p>1/24/08</p>	<p>as possible. 1/24/08</p>	
	<p>On non-state routes, filter fabric or filter socks are installed in most catch basins adjacent to the construction activities. 1/24/08</p>	<p>Continue to place a gutter buddy (or similar) in any catch basins with a curb/gutter drop inlet to prevent sediment from entering basin. 1/24/08</p>	<p>NA</p>
	<p>Silt fence remains between the road and the brook off Imperial Ave. at sta #260. Active work has returned here. 1/24/08</p>	<p>Properly maintain silt fence during active construction and remove when the area is stable. 1/24/08</p>	<p>NA at this time</p>
	<p>Erosion controls remain in place between the hard-pack material and Stony Brook at sta. #217. Some areas appear to have the potential to run-off. 1/24/08</p>	<p>Continue to monitor and maintain controls as necessary. Ensure that all gravel material remains contained. See Inland Wetlands section for more details. 1/24/08</p>	<p>Continue to monitor.</p>
	<p>Silt fence near sta. #81 (vault #5) has been re-installed but not properly toed-in. Some soil has eroded and migrated underneath the silt fence and has accumulated along the shoulder. Temporary curbing has been placed along Westport Ave. to minimize the potential for erosion but a gully has already formed. 1/24/08</p>	<p>Continue to stabilize exposed soils sufficiently for the winter. Properly toe-in the silt fence and sweep the roadway. 1/24/08</p>	<p>Temporary curbing was installed. Silt fence and area needs additional attention.</p>
<p>Backfilled soil near sta. #129-131 remains temporarily stabilized with mulch and a bituminous curb. The lot has been temporarily paved but the pavement has settled and created a minor depression. 12/31-1/24/08</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. 12/31-1/24/08</p>	<p>Pavement issue needs evaluation.</p>	
<p>Work appears to be almost complete near sta. #146 (vault #9). Hay mulch has remains over exposed soils.</p>	<p>Monitor and maintain erosion/sediment controls as needed. 1/24/08</p>	<p>Needs regular attention.</p>	

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<p>Kings Highway Lay-down Yard (Fairfield) (Currently being used for Segment 4a and 4b operations.)</p>	<p>1/24/08</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 contractors were set up here but temporarily stabilization in some areas would be advantageous. 1/11-1/24/08</p> <p>Bituminous curbing along the north side of the median is broken and missing in some areas. 1/24/08</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. 12/31-1/24/08</p> <p>Replace bituminous curbing when work is complete in this area. 1/24/08</p>	<p>Needs attention.</p>
	<p>Temporary bituminous curbs were in place near sta. #382 (vault #23), but construction activity is beginning to damage the curb again. The area remains backfilled w/ hard-pack and stabilized with hay mulch. The roadway appears to have been swept recently. 1/24/08</p>	<p>Sweep roadway as necessary. Improve restoration/ stabilization efforts and monitor until area is permanently stabilized. 11/15/07-1/24/08</p> <p>Replace damaged sections of temporary curb. 1/24/08</p>	<p>Curbs need attention again.</p>
	<p>Vehicles continue to park on the previously seeded areas/exposed soils near sta. #334 (vault #20) and ruts were noted (since 11/15). However ruts were not an issue this week. 1/24/08</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 11/21/07-1/24/08</p>	<p>Contractor is currently working with the landowner to resolve the parking situation.</p>
	<p>Perimeter controls remain in place. 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. 12/31-1/24/08</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. 12/31-1/24/08</p>	<p>Needs attention when feasible.</p>

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<p>Sherwood Island lay-down yard</p>	<p>Perimeter controls remain in place. Dust migration was not an issue. The large pile of debris is gradually being processed and removed from the lay-down yard. Tracking was not an issue this week, but vehicles and equipment continue to park in areas adjacent to the access road. Crushed stone is in place in some areas but remaining areas are still becoming heavily rutted and muddy. 1/24/08</p>	<p>Continue to sweep the roadway and monitor and maintain controls as necessary. Continue spreading crushed stone where equipment is being stored to reduce tracking. Full restoration (including stone removal) will be needed when access needs are complete. 1/24/08</p>	<p>Needs regular 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. 1/24/08</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. Grass cover is present in some areas while other areas adjacent to the walls are still bare/ gravel material. 9/11/07-1/24/08</p>	<p>See erosion control section. 1/24/08</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. 1/24/08</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. 1/24/08</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. 1/24/08</p>	<p>See the erosion control section for more detail. and spills and material storage sections for more detail 1/24/08</p> <p>See erosion control section for more detail. 1/24/08</p>	<p>NA</p> <p>NA</p>

Areas of Inspection	Observation	Recommended Action	Corrected Action
Soils	Exposed soils were noted due to excavation for trench, vault, and utility work. 1/24/08	Soils appear to have been handled appropriately. 1/24/08	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. 1/24/08	None. 1/24/08	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. 3/15/07-1/24/08</p> <p>Vault #12 work area is temporarily stabilized with hard-pack and hay mulch. Trees were previously removed to accommodate work. 1/24/08</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. 11/08/07-1/24/08</p> <p>Two trees have previously been removed near sta. #145 per the D&M plan. 1/24/08</p> <p>Heavy ruts and sediment accumulation remains in the area of sta. #316-318 and #374 (vaults #19 and #20). 11/28/07-1/24/08</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. 1/24/08</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. 1/24/08</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. 1/24/08</p> <p>Cleared trees have been removed in accordance with the D&M plan. Restore as required by the D&M plan when feasible. 1/24/08</p> <p>See the erosion control section. The area needs sufficient stabilization for the winter. 11/28/07-1/24/08</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
Dewatering	Dewatering activities were not observed at the time of the inspection. However, see the spill section regarding concrete truck washwater. 1/24/08	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. 1/24/08	NA
Spills and Material Storage	<p>Spill cleanup materials/kits were observed in the storage yard. 1/24/08</p> <p>A concrete truck was observed washing off on the side of the roadway near station #260-264. The slurry was flowing to a downgradient catch basin. 1/24/08</p> <p>A light post and associated concrete footings were being stored at sta. #148. Materials appear to be project related. 10/4/07-1/24/08</p>	<p>Ensure that spill kits are also present with each vehicle during active construction. 1/24/08</p> <p>Catch basin controls were in place but these only serve to remove sediment. Concrete washwater has high pH and should not be uncontrolled, especially in the vicinity of a brook. Remind truck drivers to use contained, designated areas for washing. 1/24/08</p> <p>Remove or attend to materials when feasible. 10/4/07-1/24/08</p>	<p>NA</p> <p>Needs attention</p> <p>Needs attention when feasible</p>
Additional Observations	None 1/24/08	None 1/24/08	NA

Next likely scheduled inspection:

Thursday, January 31, 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



A temporary bituminous curb has been installed along Westport Ave. near sta. #81 to control runoff. A gully has already formed and eroded a portion of the slope. A minor amount of sediment washed into the roadway.



Trenching and backfill work continues along Imperial Ave. near sta. #260-264. A concrete trucking was observed washing off along the side of the roadway and the slurry was flowing towards the catch basin downgradient. Although this inlet has controls for sediment, there are no controls for the high pH washwater.



Heavy rutting and tracking continue at sta. #316-318. Bituminous curbing along the north side of the median is broken and missing in some areas.



Vehicles and equipment continues to park in areas adjacent to the access road to the Sherwood Island yard. Stone has been placed in some areas, but others remain heavily rutted and muddy.