

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: November 29, 2006

Inspector: Katie Bednaz

Location: Fairfield/Westport Town Line to Westport Avenue in Norwalk

Rain Event: Approximately 1.91” of rain were recorded since the previous inspection in 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.	None.	NA
Vault Openings and Trench Construction Westport	Trenching activities have ceased on Rt. 1 from Buckley Ave. to Westfair Dr. 11/29/06	None. 11/29/06	NA
	Trenching activities have ceased from Church St. to Wakenor Rd. 11/29/06	None. 11/29/06	NA
	Trenching activities have commenced on Rt. 1 between Hillspoint Rd. and Long Lots Rd. 11/29/06	None. 11/29/06	Catch basins are protected (proactively).
Erosion and Sediment Controls Westport	Filter fabric or filter socks are installed in catch basins adjacent to the construction activities. 11/29/06	Continue place a gutter buddy (or similar) in any catch basins with a curb/gutter drop inlet to prevent sediment from entering basin. 11/29/06	Catch basins were protected.(Proactively)
	Attempts were made to sweep the slurry created by sawcutting activities, but an accumulated layer was noted in the gutters	Clean gutters by hand as necessary. Attending to slurry immediately when it is created may help the situation in the future.	Needs attention when feasible.

Areas of Inspection	Observation	Recommended Action	Corrected Action
<p>Kings Highway Lay-down Yard (Off Kings Highway, near Rt. 1 rotary) -</p> <p>(Currently being used for Segment 4a and 4b operations.)</p>	<p>where the sweeper could not reach. 11/29/06</p> <p>While the majority of the perimeter silt fence was maintained around the yard, a small gap was noted along the fence near the resource area. 11/15-11/29/06. Another section of fence here is down. 11/29/06</p> <p>Materials were piled on the perimeter silt fence, compromising the integrity of the controls. 11/20-11/29/06</p> <p>Another concrete washout area was constructed. The capacity of the basin is limited and it is not lined. The basin is near capacity and does not appear to contain washout adequately. 11/29/06</p>	<p>11/29/06</p> <p>Maintain the integrity and stability of the perimeter controls in the yards. 11/15-11/29/06</p> <p>Remove materials from silt fence and stabilize controls as necessary. 11/20-11/29/06</p> <p>Maintain a functioning lined concrete washout basin. All washout remains within the yard at this time. 11/29/06</p>	<p>Needs attention.</p> <p>Needs attention.</p> <p>Needs 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. 11/29/06</p>	<p>See erosion control section. 11/29/06</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. 11/29/06</p>	<p>See erosion control section. 11/29/06</p>	<p>NA</p>
<p>Soils</p>	<p>Soils are exposed as part of the excavation for trench, vault, and utility work. 11/29/06</p> <p>No soils were being excavated during inspection. 11/29/06</p>	<p>All exposed soils are located within the trench located within the paved roadway. No stabilization required at this time. 11/29/06</p> <p>None. 11/29/06</p>	<p>NA</p> <p>NA</p>

Areas of Inspection	Observation	Recommended Action	Corrected Action
State species of concern, threatened and endangered species.	According to the D&M plan, state-listed species are not located in this work area. 11/29/06	None 11/29/06	NA
Vegetative clearing (including trees to save or danger trees noted) or stabilization	No vegetative clearing has been conducted to date. All work is located within paved areas. 11/29/06	None 11/29/06	NA
Dewatering	No dewatering activities were noted at the time of inspection. 11/29/06	None. 11/29/06	NA
Blasting	No blasting has been proposed. 11/29/06	None 11/29/06	NA
Spills and Material Storage	The equipment attachment containment area located along the western boundary of the King's Highway laydown yard was not fully enclosed with controls. 11/08- 11/29/06	Continue to improve and enclose the containment area. 11/8- 11/29/06	Needs attention when feasible.
Additional Observations	None 11/29/06	None 11/29/06	NA

Next likely scheduled inspection: Wednesday December 6, 2006

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: Katie Bednaz, BSC Group

Reviewer: Diana Walden, BSC Group



**Both photos taken on Rt. 1 between Hillspoint Rd. and Long Lots Rd.
Trenching activities continue and all catch basins have been protected as necessary.**



Photo taken on Rt. 1 between Hillspoint Rd. and Long Lots Rd. Attempts were made to sweep up slurry created during sawcutting. However, an accumulated layer remains in the gutter which likely needs to be removed by hand. Attending slurry immediately during the work may help this situation.

King's Highway Laydown Yard



Photo shows a portion of the perimeter silt fence on the side of the yard adjacent to the sensitive area that is in need of repair.



The construction entrance is well maintained and no evidence of sediment tracking was observed.



Attachment containment area in western side of the yard is not fully enclosed with controls.



Photo of the concrete washout basin. The basin is not lined to isolate the concrete washout from underlying soils, and it appears to be inadequately sized for storage.