

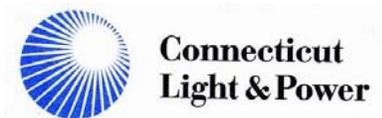


**Connecticut Siting Council
Docket No. 272**

**Development & Management Plan
for the
Middletown-Norwalk
345-kV Transmission Line Project
Segment 3 – East Devon Substation to
the Housatonic River Crossing**

Volume 1 of 3

January 2006



Development & Management Plan

for the

**Middletown-Norwalk
345-kV Transmission Line Project**

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the Housatonic River Crossing
Volume 1 of 3**

**Connecticut Siting Council
Docket No. 272**

**Submitted By:
The Connecticut Light and Power Company**

January 2006

**Prepared by:
Burns & McDonnell Engineering Company, Inc.**

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1-1
1.1	Project Description	1-2
1.1.1	Duct Bank Installation.....	1-2
1.1.1.1	Saw Cutting Pavement.....	1-2
1.1.1.2	Trench Excavation	1-3
1.1.1.3	Duct Placement	1-3
1.1.1.4	Backfilling	1-3
1.1.1.5	Temporary Pavement Restoration.....	1-3
1.1.2	Splice Vault Installation	1-3
1.1.3	Cable Pulling	1-4
1.1.4	Cable Splicing	1-4
1.1.5	Restoration	1-4
1.2	Conditions.....	1-4
1.3	Consultations	1-5
2.0	DRAWINGS AND SITE INFORMATION	2-1
2.1	Key Map	2-1
2.2	Plan Drawings.....	2-1
2.3	Land Ownership.....	2-1
2.4	Public Roads and Lands.....	2-4
2.5	Topography and Grading	2-4
2.6	Structure and Foundation Locations	2-4
2.7	Access Points for Construction.....	2-4
2.8	Vegetation and Clearing	2-5
2.9	Environmentally Sensitive Areas.....	2-5
2.10	Existing Underground Utilities	2-5
2.11	Staging Area and Construction Facilities	2-5
3.0	CONSTRUCTION INFORMATION	3-1
3.1	Timber and Snag Trees	3-1
3.2	Construction And Rehabilitation Procedures.....	3-1
3.2.1	Water Crossing Techniques.....	3-1
3.2.2	Sedimentation and Erosion Control Procedures.....	3-1
3.2.3	Precautions for Protected Species	3-1
3.2.4	Restoration of Hydrologic Features	3-1
3.2.5	Protection of Cultural Resources.....	3-1
3.2.6	Herbicide Use.....	3-1
3.2.7	Public Recreation Areas	3-2
3.2.8	Disposal and Maintenance Procedures	3-2
3.2.9	Blasting Procedures	3-2
3.2.10	Rehabilitation Plans.....	3-2
3.2.11	Independent Environmental Consultant	3-2
4.0	NOTICES AND REPORTS	4-1
4.1	Staging and Material Laydown Areas.....	4-1
4.2	Notices to the Council.....	4-1
4.2.1	Notice of Beginning	4-1

4.2.2	Notice of Changes to the D&M Plan.....	4-1
4.2.3	Notice of Completion	4-1
4.3	Notice to Municipalities.....	4-1
4.4	Notice to Landowners	4-1
4.5	Monthly Reports	4-1
4.6	Final Report	4-2
5.0	ADDITIONAL ELEMENTS PER COUNCIL ORDER.....	5-1
5.1	Decision and Order Checklist.....	5-1
5.2	Supplemental Plans and Information.....	5-2
6.0	PROJECT SCHEDULE	6-1

LIST OF FIGURES

FIGURE 2-1	Key Map	2-2
FIGURE 2-2	Typical Easement Layout	2-3

TABLE 2-1	Landowner Information for Parcels Requiring Acquisition of Easement	2-4
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APPENDICES

APPENDIX A – DOCKET No. 272, SELECTED PORTIONS OF DECISION AND ORDER

APPENDIX B – SEDIMENT AND EROSION CONTROL PLAN

APPENDIX C – D&M PLAN CHANGE APPROVAL PROCESS

1.0 INTRODUCTION

The Connecticut Light and Power Company (CL&P) hereby submits this Development and Management (D&M) Plan for the portion of the Middletown-Norwalk Project (the Project) for the portion of Segment 3 between the East Devon Substation and the Housatonic River crossing, in accordance with the Connecticut Siting Council (Council) Decision and Order for Docket No. 272 of April 7, 2005, and pursuant to Sections 16-50j-60 through 16-50j-62 of the Regulations of Connecticut State Agencies, *Requirements for a right-of-way development and management plan*. Segment 3 extends from the East Devon Substation to the first splice-vault west of the Housatonic River; the portion of Segment 3 from the Housatonic River to the first splice-vault west of the river will be covered in the watercourse and railroad crossing D&M Plan. The Middletown-Norwalk Project consists of approximately 69 miles of 345-kV transmission line from CL&P's existing Scovill Rock Switching Station (located in the City of Middletown in Middlesex County), through New Haven County to CL&P's existing Norwalk Substation (located in the City of Norwalk in Fairfield County). The Project will include approximately 45 miles of overhead transmission line construction and 24 miles of underground transmission line construction. The overhead portion of the Project will extend from the Scovill Rock Switching Station in the Town of Haddam to the East Devon Substation in the City of Milford. The underground portion will extend from the East Devon Substation to the Norwalk Substation in Norwalk. The Project will include the construction of two new electric substations (East Devon Substation in Milford and United Illuminating's Singer Substation in the City of Bridgeport) and one new switching station (Beseck in Wallingford), as well as modifications to the existing Norwalk Substation and Scovill Rock Switching Station. CL&P will own all overhead portions of the Project, as well as the underground portion from East Devon Substation to the first splice-vault west of the Housatonic River. CL&P ownership continues for the entire underground portion from the Singer Substation to the Norwalk Substation. United Illuminating Company will build and own the Singer Substation and from the Singer Substation to the first splice-vault, inclusive of the splice vault west of the Housatonic River, a distance of approximately 5.75 miles.

CL&P plans to submit twelve D&M plans for its portion of the Project. The D&M plans will be developed based on the type of construction and geographic location along the route, as follows:

Switching Stations and Substations (4 D&M plans)

- Scovill Rock (Middletown) – Approved by the Council on August 25, 2005
- Beseck (Wallingford) – Filed with the Council on December 21, 2005
- East Devon (Milford)
- Norwalk (Norwalk)

Overhead Lines (4 D&M plans)

- Segment 1a: Scovill Rock Switching Station to Chestnut Junction, Oxbow Junction to Beseck Switching Station, and Black Pond Junction to Beseck Switching Station (Middletown, Haddam, Durham, Middlefield, Meriden, Wallingford) –Filed with the Council on December 22, 2005
- Segment 1b: Royal Oak By-pass (Middletown)
- Segment 2a: Beseck Switching Station to Cheshire/Hamden Town line (Wallingford, Cheshire)
- Segment 2b: Cheshire/Hamden Town line to East Devon Substation (Hamden, Bethany, Woodbridge, West Haven, Orange, Milford)

Underground Lines (3 D&M plans)

- Segment 3: East Devon Substation to Housatonic River Crossing (Milford)
- Segment 4a: Singer Substation to Fairfield/Westport Town line (Bridgeport, Fairfield) – Filed with the Council on December 20, 2005
- Segment 4b: Fairfield/Westport Town line to Norwalk Substation (Westport, Norwalk)

Underground Watercourse and Railroad Crossings (1 D&M plan)

(Milford, Stratford, Bridgeport, Fairfield, Westport, Norwalk)

1.1 PROJECT DESCRIPTION

This D&M Plan covers the work associated with the installation of two (2) underground 345-kV cross-linked polyethelene (XLPE) transmission cable circuits and corresponding splice-vaults from the proposed East Devon Substation located in the City of Milford to the Housatonic River crossing. This D&M Plan does not include the crossing of the Housatonic River nor the Metro-North railroad crossing in Milford as they will be addressed in a separate D&M Plan that will address watercourse and rail crossings. This D&M Plan for Segment 3 is approximately 1.95 of the 24-mile underground portion of the Project. Volume 2 of this D&M Plan contains the Plan and Profile drawings. Volume 3 contains the Traffic Inventory Report.

The work in Segment 3 will include five separate construction activities that occur sequentially but not continuously. As described in greater detail below, these activities include the following:

- Duct-bank Installation;
- Splice-vault Installation;
- Cable Pulling;
- Cable Splicing;
- Restoration.

1.1.1 Duct-bank Installation

The typical duct-bank configuration includes the six 3000-kcmil copper XLPE transmission cables, associated communication fiber and grounding wires. At certain limited locations along the route (primarily river crossings) 3500-kcmil XLPE cables may be needed to meet system ampacity requirements. The duct-bank construction work zone will measure approximately 400 feet in length. The following activities will occur in the work zone:

- saw cutting pavement;
- trench excavation;
- duct placement;
- backfilling;
- temporary pavement restoration.

1.1.1.1 Saw Cutting Pavement

Roadway pavement will be saw cut on both sides of the planned excavation to a width slightly greater than that for the standard duct-bank configuration (See Volume 2). Alternate duct-bank configurations to avoid existing utilities will require slight variations in the width of pavement requiring saw cutting.

1.1.1.2 Trench Excavation

The standard duct-bank configuration requires excavation of a 4-foot wide trench to a minimum depth of 5-feet. This depth provides a minimum cover of 2.5 feet. As previously mentioned, at certain locations alternative duct-bank configurations will be required to avoid existing utilities, and these locations will require various trench depths. Typical cross sections are provided in Volume 2. Trenching is anticipated to proceed at a rate of 50 to 200 linear feet per day. Steel plating of the open trench will be utilized as allowed by the City of Milford to facilitate the construction process and open up travel lanes between restricted construction periods. A soil management plan is currently being produced by CL&P to handle spoil materials removed during excavation.

Subsurface utility engineering (SUE), including the locating of potential conflicts with existing utilities, has been performed. Results of this study are incorporated on the Plan drawings in Volume 2. Excavations for relocating existing utilities will be necessary at certain locations and this work will be performed prior to trenching for duct-bank installation. Utilities scheduled for relocation are noted in the profile view of the Plan and Profile drawings in Volume 2. Specific measures for the relocation of existing utilities will be determined by the Owner of the existing utilities.

1.1.1.3 Duct Placement

Schedule 40 Polyvinyl Chloride (PVC) ducts housing the XLPE cables, grounding cables and signal and control fibers will be placed into the excavated trench in a predefined arrangement. Six 8-inch ducts will house each of the three cables of each circuit. Two 4-inch ducts will house signal and control fiber optic cables and two 2-inch conduits will contain the coated copper grounding cables. The ducts will be supported by incrementally spaced duct spacers and, in certain locations, these ducts will be strapped together to prevent movement during backfilling operations. Spacing of the ducts is critical and is governed by system ampacity requirements that are negatively affected by mutual heating of the cables. Detailed information regarding spacing is provided in the duct-bank cross section drawings noted as construction details in Volume 2.

1.1.1.4 Backfilling

Backfilling will be performed incrementally with various materials. The ducts will be encased in 3000-psi concrete (earthen formed), then the trench will be backfilled with a 300-psi fluidized thermal backfill to a depth below the existing unbound layers or as specified by the City of Milford. Aggregate material will then be installed in multiple lifts with alternating compaction techniques.

1.1.1.5 Temporary Pavement Restoration

Temporary pavement restoration using hot patch will be used until final pavement restoration occurs. The temporary hot patch will be installed in the width of the saw cut trench and will match the existing roadway grade.

1.1.2 Splice-vault Installation

Splice vaults serve as the location where successive lengths of cable are connected. Each splice-vault will house three cable splices, one splice for each phase of a circuit. Pre-cast concrete splice-vaults with outside dimensions of 32 feet in length, 10 feet in width and 10 feet in height with an approximate 1-foot wall thickness will be installed at approximate intervals of 1650 feet along the underground route. Each splice-vault corresponds to a single circuit; therefore, each splice-vault location will have two splice-vaults. Splice-vault excavations will be to a minimal depth of 15 feet, thus having a minimum cover of 2.5 feet, with over excavations of two feet on each side for workspace. At each splice-vault location, one splice-vault will be installed and the excavation will be backfilled prior to excavation for the second

splice-vault. Each splice-vault will have two 36-inch entry man-holes. Specific details are provided on the Plan and Profile Drawings in Volume 2.

Typically two additional hand holes, each measuring 5 feet in length by 5 feet in width by 5 feet in depth, will be located close to splice-vault locations to provide access for equipment for monitoring cable-sheath voltage. Typical drawings of these hand holes in relation to the splice-vaults are included on Drawing number 01223-45003 pg001 of the Construction Detail drawings of Volume 2. Hand-hole installations will be performed simultaneously with splice-vault construction.

Depending on site-specific conditions such as overhead obstructions, proximity to existing structures and geotechnical conditions encountered, splice-vault installation will take approximately 7-14 days (assuming 12-hour shifts). Alternatively, installation could be completed in 2-4 days if 24-hour shifts were used. Handling and disposal of spoil materials will be included in the soil management plans.

CL&P has made extensive efforts to locate splice-vaults so as to minimize impacts to traffic, taking additional social factors into account. A temporary steel plating system may be utilized at the splice-vault locations located within roadways to maintain traffic flow during restricted work hours. Traffic control for each splice-vault location, a concern of Milford, is addressed in the Maintenance and Protection of Traffic (MPT) Plans that will be issued to the City of Milford.

1.1.3 Cable Pulling

The approximately 5-inch diameter XLPE transmission cable will be pulled into ducts between splice-vaults using reel carts located above splice-vaults and pulling machines situated at the adjacent set of splice-vaults along the alignment. Typical reels with 1800 feet of cable measure 12-14 feet in height and eight feet in width and weigh approximately 50,000 lbs. Due to the size of reel carts and clearance limitations along the route, an engineering review will be performed to designate shipping routes and approved travel routes from potential material staging areas. Pulling operations will take 6 days per set of splice-vaults. Specific traffic control measures for each splice-vault location will be included in the MPT plans.

1.1.4 Cable Splicing

Cable splicing within the splice-vaults requires controlled temperature and humidity, provided by splicing trailers parked on top of the splice-vault locations. Splicing operations will take 24 days per set of splice-vaults (12 days for each splice-vault) based on 12-hour shifts, as recommended by cable manufacturers.

1.1.5 Restoration

Pavement restoration will be performed to standards outlined by the City of Milford for locations within public roadway right-of-way (ROW). Restoration plans for splice-vault locations located outside of the public ROW will be site specific to each location. Restoration of Connecticut Department of Environmental Protection (ConnDEP) property in Milford will be discussed with and approved by the ConnDEP. For cases involving restoration other than pavement (i.e., landscaping), final restoration will occur after the pulling and splicing operations have been completed.

1.2 CONDITIONS

In addition to the *Requirements for a right-of-way development and management plan*, found in Sections 16-5-j-60 et seq. of the Regulations of Connecticut State Agencies, the Council stipulated certain

requirements for the D&M plans in its Decision and Order for the Middletown-Norwalk Project, in conditions 14-21. A copy of this portion of the Decision and Order is provided in Appendix A. Those requirements have been incorporated in this D&M Plan either directly or by reference. Construction procedures will also be described in the *Method and Manner to Construct* filing that will be submitted to the Connecticut Department of Public Utility Control pursuant to Connecticut General Statutes §16-243. No permits from the U.S. Army Corps of Engineers are required for the work proposed in this D&M Plan as watercourse crossings and associated wetlands will be handled in a separate D&M Plan.

1.3 CONSULTATIONS

As part of the preparation of this D&M Plan, CL&P consulted with the following representatives of the City of Milford on July 22, 2005:

- Bruce Kolwicz - Director of Public Works
- Lou LaVecchia - Fire Chief
- Mary Rose Palumbo - Inland Wetlands
- John Hangen - MIS/GIS
- Gerald Butler - Police
- Keith Mello - Police
- Marilyn Lipton - Law
- Jim Richetelli - Mayor
- John O'Connell - Engineer

During the meeting CL&P representatives outlined the D&M Plan process and reviewed the construction activities that would take place in Milford during the construction of Segment 3. The main concerns voiced by Milford representatives focused on the Council-approved route and splice-vault placement. The representatives gave many suggestions for alternate routes and mentioned the same had been supplied during the docket hearings. CL&P representatives explained that the Council's Decision and Order approved the proposed route along Naugatuck Ave. The City also wanted to know the latitude allowed in requesting splice-vault location adjustments. CL&P provided information regarding points of contact, with Mr. Dan Garstka from CL&P and Mr. Scott Newland from Burns & McDonnell being the designated contacts.

2.0 DRAWINGS AND SITE INFORMATION

Segment 3 extends from the East Devon Substation to the Housatonic River crossing, a distance of 2.3 miles. The Housatonic River and Metro-North Railroad crossings are covered by a separate D&M plan, as described in the Section 1.0. CL&P performed and reported on extensive research of environmental conditions and cultural resources as part of the Docket No. 272 application to the Council. The following narrative provides descriptive information regarding the existing conditions at the site and the modifications that will take place along Segment 3 as part of the Project. This information is shown graphically on the drawings described below.

2.1 KEY MAP

The location of Segment 3 is shown on the Key Map on Figure 2-1.

2.2 PLAN DRAWINGS

In addition to the Key Map, this D&M Plan contains drawings showing the Plan and Profile for the transmission line construction using a horizontal scale of 1" = 30'. The Plan and Profile drawings are located under separate cover in Volume 2 noted by municipal name and stationing. These drawings depict the engineering design for installation of the duct-bank, location of existing underground utilities, ROW boundary, adjacent property owners, public lands, splice-vault locations and access points other than municipal roadways.

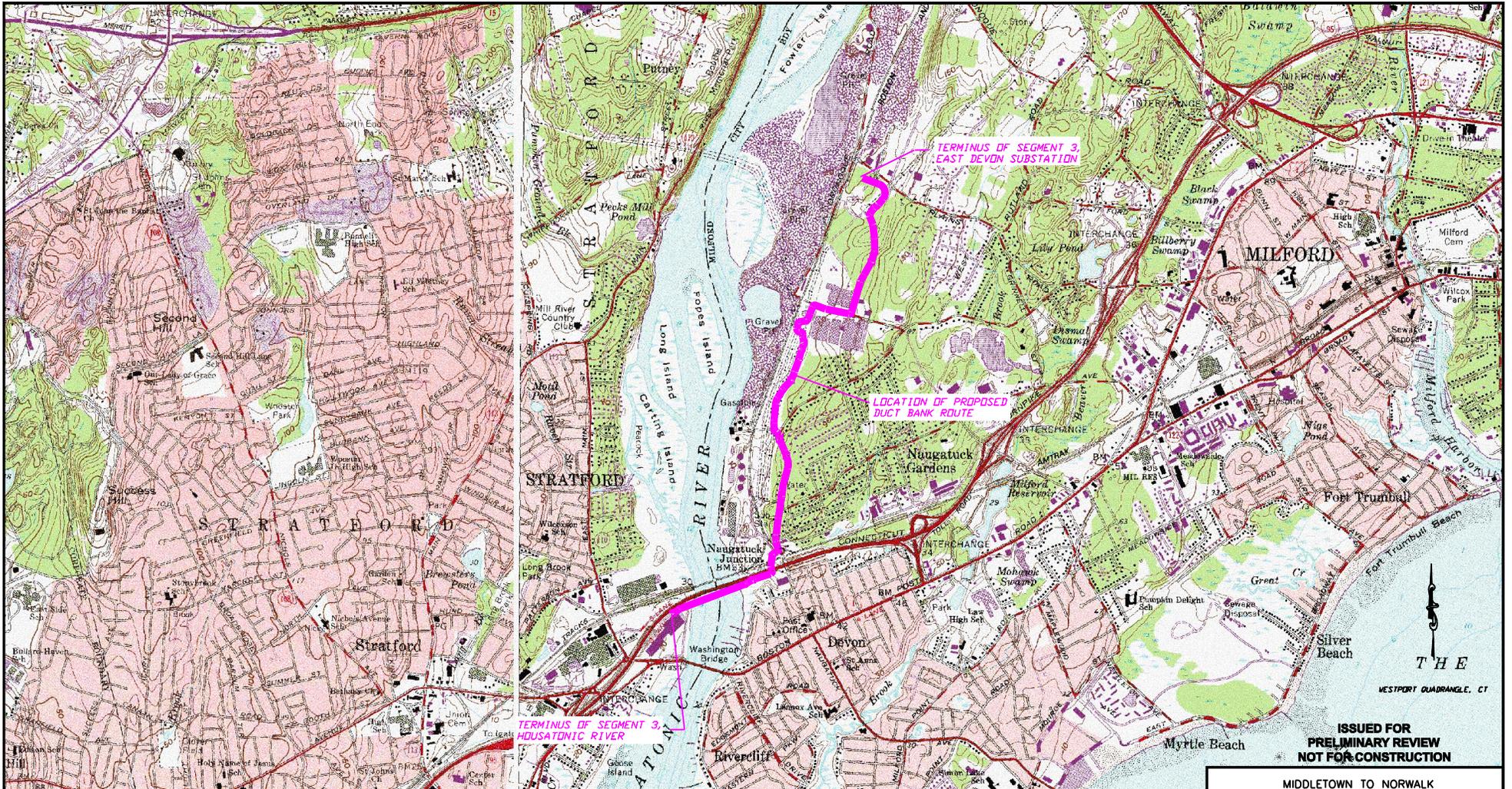
2.3 LAND OWNERSHIP

The underground cable system will be installed within existing public road ROW, CL&P properties, State ROW and private property.

Seven pairs (14 total) of splice-vaults will be located in Milford. Locations of the 7 pairs of splice-vaults are as follows:

- Two pairs are located in the Municipal ROW on Naugatuck Avenue;
- One pair is located on CL&P property;
- One pair is located on property owned by the State of Connecticut (DEP land);
- Two pairs are located beneath Shelland Street on Jordan Realty, LLC; and,
- One pair is located on Bic Consumer Products Manufacturing Company property.

A list of private property owners identified on the Plan drawings in Volume 2 from whom temporary and permanent easements will have to be acquired is provided in Table 2-1 below. Figure 2-2 depicts the typical temporary and permanent easement layout needed for splice-vault locations. This typical layout requires approximately 10,000 square feet of permanent easement area and 6,500 square feet of temporary easement area. Site-specific conditions, including but not limited to rock, existing utilities, available workspace, and overhead obstructions, will dictate the actual dimensions of the temporary and permanent easements at each location.



MAP SOURCE: ENVIRONMENTAL GIS DATA FOR CONNECTICUT TOPOGRAPHIC QUADRANGLE MAP FILES 2005

KEY MAP

SCALE
1" = 2,000'
1: 24,000



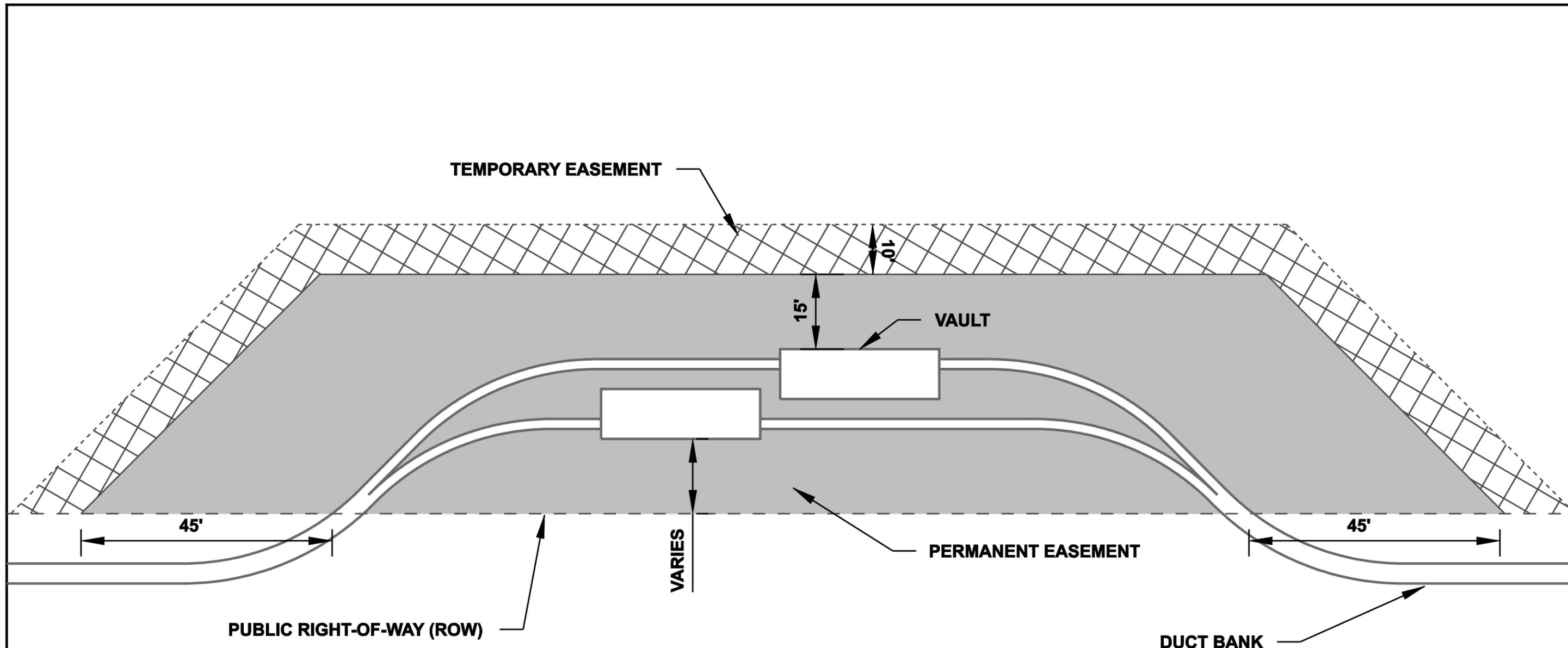
MIDDLETOWN TO NORWALK
345-kV TRANSMISSION PROJECT
PROPOSED DUCT BANK ROUTE
HOUSATONIC RIVER TO EAST DEVON SS

LOCATION: TOWN OF STRATFORD, CITY OF MILFORD
COUNTY: FAIRFIELD, NEW HAVEN STATE: CT

Connecticut Light & Power
The Northeast Utilities System

DATE: 10/11/05

FIGURE 2-1



TYPICAL EASEMENT LAYOUT



**ISSUED FOR
PRELIMINARY REVIEW
NOT FOR CONSTRUCTION**

MIDDLETOWN TO NORWALK
345-kV TRANSMISSION PROJECT
TYPICAL EASEMENT LAYOUT

Table 2-1. Landowner Information for Parcels Requiring Acquisition of Easement.

Owner	Street Address	City/State/ ZIP
State of Connecticut	DEP Boat Ramp adjacent to I-95	Milford, CT. 06460
Casey Brothers, LLC	744 Naugatuck Ave.	Milford, CT. 06460
Glenwood Condominiums	In Existing Overhead ROW Various Deeds-Volume 2 01223-10001 PG 010	Milford, CT. 06460
Bic Consumer Products Manufacturing Co., Inc.	455 Bic Dr.	Milford, CT. 06460
Jordan Realty, LLC	Multiple locations along and including Shelland St.	Milford, CT. 06460

2.4 PUBLIC ROADS AND LANDS

The Plan drawings in Volume 2 depict all of the roads crossed by the Project. The Project crosses 5 public roads, including I-95, all of which are in the City of Milford. The roads under which the duct bank will be located in Milford include the following:

- Shelland Street (currently a private road)
- Caswell Avenue (also known as Bic Drive)
- Naugatuck Avenue

The Segment 3 route also crosses the rights-of-way of the Metro North Railroad and Amtrak Metro North Railroad main line and spur north of the crossing under I-95. A separate D&M Plan will be filed for the railroad and river crossings.

Public land adjacent to the route includes the Connecticut DEP boat launch on the east side of the Housatonic River and ROW associated with I-95.

2.5 TOPOGRAPHY AND GRADING

All portions of the Project route will be returned to pre-existing topographic conditions. Therefore, there will be no change in grade for Segment 3.

2.6 STRUCTURE AND FOUNDATION LOCATIONS

Locations for duct bank and splice vaults are depicted in the Plan and Profile drawings provided in Volume 2.

2.7 ACCESS POINTS FOR CONSTRUCTION

Access to the Project will be via municipal and State road ROW, except for off-road splice-vault locations. Short access roads off municipal rights-of-way will be used to provide construction equipment ingress and egress to splice-vault locations. Rights of use for these short access roads will be negotiated with the property owners.

2.8 VEGETATION AND CLEARING

Tree removal will be minimal for this underground segment of the Project and will be limited to some of the off-road areas. Tree clearing is anticipated to be required near the proposed East Devon Substation, for approximately 500 linear feet of the route, at a small area where two splice-vaults will be located near Caswell Street, and at two small areas within the Metro North Railroad ROW. These locations are noted on the Plan and Profiles in Volume 2. Clearing will consist of cutting off trees or brush as close to the ground as possible, so as to not disturb the root zone. Trees or brush within the trench line or splice-vault locations will require stump removal. Stumps may be removed in areas where it is necessary to prepare and maintain a safe work area.

2.9 ENVIRONMENTALLY SENSITIVE AREAS

Construction areas outside the existing roadways that require Best Management Practice (BMP) measures necessary to protect natural resources are identified on the Plan Drawings in Volume 2. No areas were identified as having a high erosion potential nor were any vernal pools identified along Segment 3. Recommended BMPs for general construction activities are noted on the Plan and Profile Drawings.

No wetlands are crossed by the Project in Segment 3; however, two wetlands are adjacent to the ROW (See Page 9 in Volume 2). CL&P will employ BMPs to avoid or minimize adverse impacts associated with construction of the Project. CL&P will use 50-foot buffers around the wetlands adjacent to the ROW. In the buffer zone trees will be selectively cut and brush understory cover will be maximized to provide shading for the wetlands. Additionally, no fueling or storage of petroleum products will be allowed within 100 feet of the adjacent wetlands.

There is one known potential hazardous waste site occurring along the route. This site is in a known former leachate field associated with BIC Consumer Products Manufacturing Co., Inc. (Bic) and is labeled on page 12 of Volume 2 as an "Underground Detention System." CL&P is consulting with Bic to develop a plan for this site.

All major watercourse crossings will be presented in a separate D&M plan to be filed at a later date.

2.10 EXISTING UNDERGROUND UTILITIES

Subsurface utility engineering (SUE) has been performed for Segment 3. All utilities noted during this study are included in the Plan and Profile Drawings in Volume 2.

2.11 STAGING AREA AND CONSTRUCTION FACILITIES

The staging areas for materials and equipment for Segment 3 have yet to be determined. Municipal consultation with regards to available areas has commenced and final locations will be determined after consultation with the company selected as the civil contractor. Material staging areas proposed for use will be submitted to Council staff for review and approval prior to use through the Change Approval Process described in Appendix C of this plan.

3.0 CONSTRUCTION INFORMATION

This section contains information concerning construction practices and mitigation measures related to the construction and installation of the duct banks along Segment 3.

3.1 TIMBER AND SNAG TREES

None of the clearing referred to in Section 2.8 will involve marketable timber.

3.2 CONSTRUCTION AND REHABILITATION PROCEDURES

Construction procedures for water crossings, sedimentation and erosion control, protected species, hydrologic features and cultural resource properties are described below.

3.2.1 Water Crossing Techniques

As discussed in Sections 2.0, 2.4 and 2.9 above, all water crossings will be addressed in a separate D&M Plan.

3.2.2 Sedimentation and Erosion Control Procedures

The sediment and erosion control procedures are located in Appendix B. The procedures comply with the *2002 Connecticut Guidelines for Soil Erosion and Sediment Control*.

3.2.3 Precautions for Protected Species

Pursuant to consultation with the DEP Natural Diversity Database, there are no federal or state protected species located along the route in Segment 3.

3.2.4 Restoration of Hydrologic Features

Construction and installation of the duct bank along Segment 3 will not require any changes to hydrologic features.

3.2.5 Protection of Cultural Resources

CL&P contracted with Raber and Associates to perform a Cultural Resources Assessment Survey as part of the Application to the Council. Locations of sensitive, or potentially sensitive, cultural resources were identified during the Phase I survey. Further studies performed during Phase II Field Reconnaissance will be used to assess potential effects on these sensitive resources.

The protocol for the survey, as well as the results, will be coordinated with the Connecticut Department of Culture and Tourism, State Historic Preservation Office. Correspondence with the State Historic Preservation Officer (SHPO) will be provided to Council staff as it is available and prior to construction.

3.2.6 Herbicide Use

No herbicides will be used for installation and construction of the cable system along Segment 3.

3.2.7 Public Recreation Areas

There are no state or city parks located along Segment 3; however, a Connecticut DEP boat launch facility and associated parking lot is located near the crossing of the Housatonic River along the eastern side of the river and south of I-95.

3.2.8 Disposal and Maintenance Procedures

The Contractor will remove all construction debris and excess soil and dispose of it in accordance with local, state, and federal regulations. No burning will occur as a result of construction or installation of the duct bank.

All contaminated spoil removed and/or groundwater encountered from installation of the Project will be handled by CL&P in accordance with local, state, and federal laws and regulations.

CL&P has developed a draft soil and groundwater handling plan for the underground portion of the project to deal with collection, treatment and disposal of soil and groundwater designated polluted or contaminated as defined by the DEP. The results of the Phase II assessment by CL&P indicate that most, if not all, of the groundwater that will be encountered during underground construction of the Project will require treatment as polluted or contaminated water. The soil and groundwater handling plan will not be completed until a civil contractor has been selected and provides input into the site-specific planning of soil and groundwater handling based on the results of the Phase II assessment. A copy of the final soil and groundwater handling plan will be provided to Council staff.

3.2.9 Blasting Procedures

No blasting is required for construction and installation of the duct bank in Segment 3.

3.2.10 Rehabilitation Plans

Because the cable system will be installed primarily beneath existing roadways, it will be subject to a rigorous rehabilitation protocol reviewed and approved by the City of Milford. All roadways, curbs and other adjacent properties or structures impacted by construction and installation of the duct bank will be returned to a condition equivalent to pre-existing conditions.

Any landscaped vegetation will be replaced in-kind based on variety, number and size of plants. All grassed areas will be returned to pre-existing conditions, including variety and density.

3.2.11 Independent Environmental Consultant

CL&P will select and retain an independent environmental consultant, to be approved by the Council, to monitor construction of the Middletown-Norwalk Project. The consultant will report regularly to the Council.

4.0 NOTICES AND REPORTS

This section outlines requirements regarding notifications and reporting procedures per Section 16-50j-62 of the Regulations of Connecticut State Agencies.

4.1 STAGING AND MATERIAL LAYDOWN AREAS

The staging and laydown areas for this work are currently being identified, as described in Section 2.11. CL&P will notify the Council when areas are identified in accordance with Section 16-50j-62(a) of the Regulations of Connecticut State Agencies.

4.2 NOTICES TO THE COUNCIL

Three types of notices are required by the Council for construction. Each type is described below.

4.2.1 Notice of Beginning

CL&P will provide written notification to the Council a minimum of two weeks prior to the beginning of construction at the site.

4.2.2 Notice of Changes to the D&M Plan

For all segments of this Project, CL&P intends to utilize a uniform procedure for interfacing with the Council regarding any changes to approved D&M Plans, namely, the procedure that the Council has already approved in connection with the D&M Plan for Scovill Rock Switching Station. This model, which has also been successfully applied for the Bethel-Norwalk Project, is described and depicted in Appendix C.

4.2.3 Notice of Completion

CL&P will provide the Council written notification of the completion of construction and site rehabilitation for the Station.

4.3 NOTICE TO MUNICIPALITIES

CL&P will provide written notification to the Chief Elected Officials of Milford at least three weeks prior to the beginning of construction. CL&P will also notify the Chief Elected Officials when the work along Segment 3 is complete.

4.4 NOTICE TO LANDOWNERS

CL&P will provide written notification to adjacent landowners at a minimum of two weeks prior to the beginning of construction.

4.5 MONTHLY REPORTS

CL&P will provide the Council with written monthly progress reports which will include changes or deviations from the approved D&M Plan, if any.

4.6 FINAL REPORT

CL&P will provide a final report to the Council as required in Section 16-50j-62 of the Regulations of Connecticut State Agencies. The final report will contain the following information as prescribed in the regulations:

1. All agreements with abutters or other property owners regarding special maintenance precautions.
2. Significant changes to the D&M Plan that are required because of the property rights of underlying and adjoining owners or for other reasons.
3. Location of non-transmission materials which have been left in place.
4. Actual construction cost of the facility, including but not limited to the cost of the following:
 - Clearing and access
 - Construction
 - Rehabilitation.

5.0 ADDITIONAL ELEMENTS PER COUNCIL ORDER

The listing of additional elements identified in the Decision and Order for Docket No. 272 pertaining to D&M Plans is included in Appendix A. All applicable information is contained within the above portions of the plan and the related permits.

5.1 DECISION AND ORDER CHECKLIST

Following is a synopsis of the requirements for the D&M Plans for the Middletown-Norwalk Project as stated in the Decision and Order, followed by the location of the information in the Plan, or a statement if not applicable to this specific Plan for Segment 3.

ITEM FROM DECISION	LOCATION/APPLICABILITY
14. D&M Elements	
a. Detailed site plan showing access roads, foundations, staging areas for overhead route	Not Applicable (no overhead)
b. Detailed site plan showing splice-vaults and duct banks for underground route	Volume 2
c. Identification of HDD and Jack and Bore sites for underground	Not Applicable (Associated with water crossings to be handled in separate D&M Plan)
d. Erosion and Sediment Control Plan	Appendix B
e. Provisions for crossing wetlands and watercourses	Section 2.9 (no wetlands or watercourse crossings)
f. Vegetation Clearing Plan	Appendix C and Section 2.8
g. Wetland Restoration Plan	Section 2.9 (no impacts to wetlands through use of BMPs and avoidance)
h. Invasive Species Management Plan	Not Applicable (no vegetation)
i. Plan for Pre-Construction Survey for species of concern	Not Applicable (no species identified by USFWS or DEP)
j. Post-construction EMF Monitoring Plan	Please refer to Section 5.2 below
k. Fencing of vernal pools; buffer around wetlands	Section 2.9 (no vernal pools)
l. Inland Wetlands Restoration Plan	Section 2.9 (no impacts to wetlands through use of BMPs and avoidance)
m. Monitoring and Operations Plan for each water crossing	Not Applicable (water crossings to be handled in a separate D&M Plan)
n. Traffic Management Plan	Volume 3
o. Blasting Plan	Section 3.2.9 (no blasting anticipated)
p. Groundwater Best Management Practices	Section 3.2.8

q. Identification of staging areas	Section 2.11 and 4.1
r. May spread excavated material in uplands Stockpile excavated soil from wetlands	Section 3.2.2
s. Limit conductor installation sites to cleared ROW, not in wetlands	Not Applicable (no overhead conductors)
t. Plan to remove or adjust selected structures	Not Applicable (no structures for overhead lines to be removed or adjusted)
15. DEP Consultation (river crossings)	Not Applicable (water crossings to be handled in a separate D&M Plan)
16. Regional Water Authority (RWA) Conditions	Not Applicable (not on RWA property)
17. Documentation of DOT Encroachment Permit Process	Not Applicable (No ConnDOT Roadways)
18. Provide the Following Permits Prior to Construction (Public Health, OLISP, Water Crossings)	Not Applicable
19. Waste Management Permits	Section 3.2.8
20. Independent Environmental Consultant	Section 3.2.11
21. Phase II Archeological Reconnaissance Survey	Section 3.2.5

5.2 SUPPLEMENTAL PLANS AND INFORMATION

The Traffic Inventory Report, precursor to the Traffic Maintenance and Protection Plan, has been provided in Volume 3.

With regard to magnetic fields, item 12 of the Council’s Decision and Order states that, “[w]here the underground portions of the line are in the vicinity of facilities listed in Conn. Gen. Stat. § 16-50p(i), the Certificate Holders are directed to utilize measures necessary to ensure that public health and safety is protected no less than in the vicinity of statutory facilities adjacent to the approved overhead portions of the line.” The chosen option to minimize magnetic fields along the underground route is placement of the duct bank, where feasible, along the opposite side of the road at the location of statutory facilities listed in Conn. Gen. Stat. § 16-50p(i).

There are no private or public schools, public playgrounds, licensed child daycare facilities or licensed youth camps adjacent to the route in Segment 3. There are several individual residences along the portion of the route in Segment 3 on Naugatuck Avenue. CL&P attempted to place the duct bank in the center of the street, or opposite side of the street, when near residences. However, in most cases the existing utilities constrained the use of this mitigation method.

CL&P and UI intend to file a single electric and magnetic field monitoring plan for locations along the project route at a future date.

6.0 PROJECT SCHEDULE

The construction and installation of the duct bank, from survey to energizing, will take approximately 42 months for Segment 3. The following items summarize the projected schedule:

- Survey January, 2005 - February, 2006
- Engineering June, 2005 - June, 2006
- Procurement January, 2005 - March, 2007
- Fabrication/delivery of large equipment August, 2006 - March, 2008
- Civil work October, 2006 - March, 2008
- Landscaping August, 2007 - December, 2007
- Cable installation August, 2007 - March, 2008
- Testing March, 2008 - July, 2008.

Construction activities are expected to take place during municipally-approved hours.

APPENDICES

- A Selected Portions of Decision and Order**
- B Sediment and Erosion Control Plan**
- C D&M Plan Change Approval Process**

APPENDIX A

DOCKET 272

SELECTED PORTIONS OF DECISION AND ORDER

APPENDIX A

DOCKET 272

SELECTED PORTIONS OF DECISION AND ORDER

14. The Certificate Holders shall not commence construction of the overhead and underground electric transmission system until securing Council approval of a D&M Plan, consistent with the Regulations of Connecticut State Agencies Section 16-50j-60 through Section 16-50j-62 and which includes the following elements:
 - a. A detailed site plan showing the placement of the access roads, structure foundations, equipment and material staging area for the overhead route;
 - b. A detailed site plan showing the underground route, splice boxes, provisions for underground cable protection, and equipment and material staging area;
 - c. Identification of horizontal directional drill and jack and boring sites;
 - d. An erosion and sediment control plan, consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control as amended for both overhead and underground routes;
 - e. Provisions for crossing inland wetland and watercourses for both overhead and underground routes;
 - f. Vegetative clearing plan;
 - g. A wetland restoration plan;
 - h. Invasive species management plan;
 - i. A Plan for a pre-construction survey for all other endangered, threatened and species of special concern, flag areas of mudwort and bayonet grass, sweep areas for eastern box turtle and wood turtle prior to construction and abide to construction periods as outlined by the DEP Wildlife Division;
 - j. A post-construction electric and magnetic field monitoring plan;
 - k. A plan for installing construction fencing at vernal pools near construction activities and a buffer area be established around inland wetlands;
 - l. An inland wetlands restoration plan;
 - m. Monitoring and Operations Plan for each water body crossing;
 - n. A traffic control plan to include scheduling of construction hours during nights and/or weekends and mitigation of lighting and noise;
 - o. A blasting plan
 - p. Groundwater best management practices plan;
 - q. Identification of developed areas for staging and equipment lay down, field office trailers, sanitary facilities and parking before establishing a new area;
 - r. Excavated material in upland construction may be allowed to be graded in proximity to the structure and excavated soil in wetland construction shall be stockpiled in an upland area for use in wetland restoration;
 - s. Conductor installation sites shall be within the existing ROW, use of existing cleared areas, to the extent possible, and pulling sites will not be allowed in wetlands;
 - t. A plan for the following: structure #4010 may be eliminated; in Woodbridge, details on removal of structure #3920 and new poles may be eliminated in the area of wetland #133; a number of structures within wetland #70 adjacent to Tamarac Swamp in Wallingford may be reduced, especially structures #8769 and 8800; and a set of existing pole structures immediately adjacent to the Farmington Can Recreational Trail in Hamden could be removed.

15. The Certificate Holders are directed to consult with DEP on the following matters:
 - a. Concerning horizontal directional drill and the jack and bore crossing techniques;
 - b. Forging streams; and
 - c. Construction scheduling at the Milford boat launch and the line should be sited so as to not interfere unreasonably with any future maintenance needs.

16. The Certificate Holders shall abide to the following Regional Water Authority (RWA) conditions:
 - a. Shall provide all information necessary for the RWA to prepare a DPH Change in Use Application and Revocable License Agreement for the construction activities on RWA owned watershed land.
 - b. Shall prepare a Stormwater Pollution Prevention Plan (SWPPP) during the development of the Development and Management Plan (D&M Plan). The D&M Plan shall be prepared in accordance with the Connecticut Guidelines for Soil Erosion and Sediment Control.
 - c. Refueling of construction equipment on public water supply watershed and aquifer areas shall only be conducted over portable spill container areas. Absorbent spill response materials shall be readily available on-site. The RWA shall be immediately notified of any hazardous material spills or other water quality incidents on its public water supply watershed or aquifers.
 - d. Any fuel, oils, paints solvents, or other hazardous material stored on-site during the construction process shall be in a secure area with at least 100 percent secondary containment.
 - e. Submittal of an Integrated Pest Management Plan for long-term maintenance of right-of-ways and submittal of an annual summary of pesticide use and other maintenance activities on RWA property.
 - f. If blasting is required, pre-blast surveys of RWA facilities shall be done, recording seismographs shall be in place during blasting and copies of the survey and sand seismograph results shall be provided to the RWA.
 - g. Provision of reimbursement for reasonable costs incurred by the RWA regarding review and inspection of the Project, including costs for review by its special consultants, and costs associated with designing and relocating the RWA's facilities, if required.
 - h. Preliminary and final D&M Plans shall be provided to the RWA for its review comments. The RWA shall be allowed at least 30 days to review and comment.
 - i. The RWA shall receive between three and five days notice prior to commencement of construction activity on public water supply watershed or aquifers, or in the vicinity of RWA facilities.

17. The Certificate Holders shall use the DOT encroachment permit process developed for Docket No. 217 project as a template.

18. The Certificate Holders shall provide the following permits prior to the commencement of construction:
 - a. Department of Public Health change-in-use permit;
 - b. Office of Long Island Sound Programs (OLISP) coastal permits for the Singer and East Devon Substations; and
 - c. DEP water body crossing permits.

19. The Certificate Holders shall obtain necessary waste management permits for activity in any solid waster disposal areas and remove and dispose of contaminated soil per municipal, state and federal regulations.
20. The Certificate Holders shall hire an independent environmental consultant, subject to Council approval, to monitor and report on the installation of the overhead and underground transmission system.
21. The Certificate Holders shall conduct a Phase II Archeological Reconnaissance Survey in consultation with the Connecticut Historical Commission prior to construction.

APPENDIX B

SEDIMENT AND EROSION CONTROL PLAN

APPENDIX B

SEDIMENT AND EROSION CONTROL PLAN

CL&P's objective is to minimize the potential for erosion and sedimentation impact during construction and to effectively restore the work areas and other disturbed areas. CL&P will meet these objectives by implementing the erosion and sediment control measures contained in this section. These erosion and sediment control measures will serve as minimum standards during construction. In general, the measures are designed to minimize erosion and sedimentation by:

- Minimizing the quantity and duration of soil exposure;
- Protecting areas of critical concern during construction by redirecting and reducing the velocity of runoff;
- Installing and maintaining erosion and sediment control measures during construction;
- Establishing vegetation where required as soon as possible following final grading; and
- Inspecting the work areas and maintaining erosion and sediment controls as necessary until final stabilization has been achieved.

CL&P will be responsible for ensuring that all contractors implement and maintain erosion and sediment control measures during construction. This plan includes erosion and sediment control techniques that apply to all areas of construction, expands on the impact minimization associated with clearing, grading, ditching, installation, backfilling and restoration phases and discusses the use of construction safety precautions.

Construction and installation of an underground electric transmission line typically consists of several distinct phases: clearing, grading, ditching, installation, backfilling and restoration.

1.0 CLEARING

All clearing activities will conform to the methods dictated in this section. Public road ROW boundaries, transmission line ROW boundaries, and off ROW workspace limits will be clearly delineated in the field before commencement of clearing activities. The Environmental Inspector will ensure that no clearing occurs beyond these boundaries.

1.1 VEGETATION

Stemmed vegetation such as brush, shrubs and trees shall be removed at or near the ground surface to allow the root systems to remain intact. Trees and limbs will not be permitted to fall into watercourses.

The construction contractor will dispose of brush piles and/or tree stumps immediately. Trees and brush shall be disposed of in one or more of the following ways depending on applicable permit conditions and/or as designated by the Environmental Inspector:

- Brush Pile - All brush will be removed from wetland areas.
- Chipping
 - Chips may be left on the workspace with EI approval if placement does not inhibit revegetation.
- Off-site Disposal
 - Done when brush piles or chipping are not permitted.

- Taken to an approved landfill or other approved facility approved for disposal of construction debris.

1.2 STORM INLET PROTECTION

Before commencing any land disturbing or pavement removal, storm water inlets that receive runoff from the proposed work area will be protected. The temporary inlet protection will remain in place until construction activities have been completed, the street has been swept, and any exposed soils are stabilized. The utility is also responsible for removing any temporary inlet protection they installed. After all disturbed areas have been stabilized, temporary inlet protection will be removed. Temporary protection of the inlets will be accomplished by one or more of the following:

- Use of gravel bags to filter the sediment from any runoff.
- Use of sediment logs to filter the sediment from any runoff.
- Use of under-grate filter bags to filter the sediment from any runoff.

2.0 GRADING

When existing topography and/or terrain does not permit crews and equipment to operate safely and does not provide access or an efficient work area, grading may be required. The following general construction methods will be employed by CL&P during grading:

2.1 TEMPORARY EROSION CONTROL BARRIERS

Hay / straw bales and silt fences are herein interchangeable except where noted. Temporary erosion control barriers will be installed prior to initial disturbance of soil and maintained until final restoration is completed. Temporary erosion control barriers will be installed in, near or abutting the ROW in the following areas:

- along banks of waterbodies between the workspace and waterbody after clearing. They will also be installed downslope of any stockpiled soil in the vicinity of waterbodies and vegetated wetlands.
- between wetlands and adjacent disturbed upland areas and as necessary to prevent siltation of ponds, wetlands, or other waterbodies adjacent to/downslope of the work areas.
- at the edge of the construction workspace as needed to contain soil and sediment.

Silt fence will be installed as directed by manufacturer and applicable permit conditions. A sufficient supply of silt fence shall be stockpiled onsite for emergency use and maintenance. Hay bales will be installed using stakes, minimum 2-inch diameter with bindings horizontal to the surface of the ground as noted in the 2002 CT Guidelines for Soil Erosion and Sediment Control. Bales will be replaced as deemed necessary by the EI if damaged or if they are improperly installed. A sufficient supply of bales shall be maintained on site for emergency use. Bales bound with wire or plastic shall not be used.

Temporary erosion control barriers will be maintained throughout construction and remain in place until permanent soil stabilization has been judged successful, upon which they will be removed (hay bales may be left in place). They will be inspected on a daily basis in areas of active construction or equipment operation, on a weekly basis in areas with no construction or equipment operation and within 24 hours of a storm event that is 0.1 inches or greater.

2.2 ROCK DISPOSAL

CL&P will not dispose of excess rock or other excavated spoils on the ConnDOT ROW. Excess Rock, including blast rock, shall be used or disposed of by one or more of the following methods:

- Hauled to disturbed property per landowner agreement. As part of the agreement, the landowner will accept responsibility for the rock and not place it in a wetland area.
- Removed and disposed at an approved site that is traditionally used for rock debris disposal.
- Used as riprap for stream bank stabilization where allowed by applicable permits.
- Used to construct stonewalls or fences, if approved by CL&P per landowner agreement.

3.0 TRENCHING

During construction activities on impervious surfaces such as streets and parking lots, measures will be implemented to reduce or prevent off-site discharge of sediments from vehicle tracking or storm water runoff. Measures include the following:

- Care in loading trucks to minimize spillage onto pavements.
- Stockpiles of material, either excavated or new material brought to the site, will be kept to a minimum and covered for extended storage periods (more than seven days).
- Impervious areas that have been tracked with sediments, or have sediments spilled or eroded onto them, will be swept and the sediments removed within 24 hours.
- Temporary storage of street sweepings prior to reuse or disposal will be located in an area where the sweepings will not wash into wetlands or watercourses.

4.0 INSTALLATION / BACKFILLING

The proposed transmission line will be installed by the conventional bury method unless specialized construction techniques are specified. During excavation, excavated native soils will be transported, stored and/or disposed of properly.

4.1 TRENCH DEWATERING

Trench dewatering will occur when perched water tables are encountered, when there has been a significant precipitation event or as otherwise needed to remove accumulated water. Hose intakes will be elevated off the ditch bottom to prevent sediment intake. Secondary containment of pumps will be used to avoid fuel and contaminants from entering wetlands and waterbodies. All dewatering locations will be approved by the EI prior to discharge. Discharges will be greater than 100 feet from a wetland or stream bank and will be directed into a well-vegetated area. If discharges are less than 100' the discharge will be directed to a filter bag and/or erosion control barriers. Under no circumstances will trench water or other forms of turbid water be directly discharge onto exposed soil or into any wetland, waterbody or ConnDot drainage system.

4.2 BACKFILLING

Excavations within the roadway will be backfilled with fluidized thermal backfill in accordance with municipal codes or state codes. The fluidized thermal backfill will limit any settling and provide controlled thermal characteristics. A final inspection will be made prior to backfilling to ensure that all debris has been removed from the ditch and the line coating is undamaged. Settling will be minimized with the use of compaction equipment, or a crown of soil will be placed over the facility to compensate for future soil settling. If crowning is used, openings shall be installed at regular intervals in the crown to allow for lateral surface drainage. Excess or unsuitable material shall be disposed of in accordance with applicable regulations.

5.0 RESTORATION, REVEGETATION, AND PAVEMENT REHABILITATION

The final phase of construction is returning to the ROW to pre-existing conditions, or better. This will be accomplished using the following methodology.

5.1 RESTORATION

Restoration and revegetation of the work areas incorporates permanent erosion and sediment control measures. However, in the event that final restoration cannot occur in a timely manner due to weather or soil conditions, temporary erosion and sediment control measures will be maintained until the weather is suitable for final cleanup and revegetation. In no case shall final cleanup be delayed beyond the end of the next growing season.

Temporary restoration measures will be initiated as soon as practical on portions of the workspace where activities have ceased temporarily or permanently when:

- Initiation of stabilization measures are precluded by weather. Stabilization measures shall be initiated as soon as machinery is able to obtain access to the work areas.
- Activities will resume within 21 days. Stabilization measures will not need to be initiated by the fourteenth day following the cessation of activity.

If construction is completed more than 30 days before the perennial vegetation seeding season, wetlands areas and adjacent to waterbodies shall be mulched with straw or equivalent for a minimum of 100 feet on either side of the waterbody. Temporary plantings will be fertilized in accordance with the recommendations of the local NRCS office(s) or other soil conservation authority. Temporary sediment barriers will be removed when an area is successfully revegetated in compliance with applicable regulatory approvals.

Final grading will be completed immediately after backfilling, weather permitting. Construction debris shall be removed from the workspace, and the area will be graded so that the soil is left in the proper condition for mulching, seeding or natural revegetation.

5.2 REVEGETATION

Revegetation will be used to establish long-term control of releases of sediment and erosion. The establishment of vegetation is critical to successfully restoring the ROW to pre-existing conditions. The workspace will be seeded within seven working days of final grading, weather and soil conditions permitting, and planted in accordance with recommended seeding dates. The seedbed will be prepared to an average depth of 3 to 4 inches using appropriate equipment to provide a firm, smooth seedbed, free of debris. Slopes steeper than 3:1 shall be seeded immediately after final grading in accordance with recommended seeding dates, weather permitting. The seed shall be applied and covered uniformly in accordance with the 2002 Connecticut Guidelines for Erosion and Sedimentation Control Guidelines.

When broadcast or hydro-seeding is utilized, the seedbed will be scarified to ensure sites for seeds to lodge and germinate, will be firmed after seeding and will be mulched with hay or straw to prevent erosion. Broadcast or hydro-seeding, when used, will be performed at double the recommended seeding rates.

Turf, ornamental shrubs and other landscaping materials shall be restored in accordance with individual landowner agreements.

5.3 MULCHING

After seeding, mulch will be applied at a rate of approximately 2 tons per acre on the entire ROW except wetlands, lawns, agricultural (crop) areas and areas where hydro-mulch is used. Mulch will also be applied if construction or restoration activity is interrupted for extended periods (greater than 21 days). If mulching is performed prior to seeding, mulch application will be increased on all slopes within 100 feet of waterbodies and wetlands to a rate of 3 tons/acre at a 4-inch depth. Mulch will be anchored immediately after placement on steep slopes and stream banks. Mechanically anchoring mulch will utilize a mulch anchoring tool or tracked equipment to crimp the mulch to a depth of 2 to 3 inches. Liquid mulch binders will be applied using application rates recommended by the manufacturer. Liquid mulch binders will not be used within 100 feet of wetlands or water bodies.

Matting or netting will be applied to sensitive areas (i.e., steep slopes, banks of waterbodies, bar ditches, etc.) in accordance with permit requirements and will be anchored with pegs or staples.

6.0 MONITORING/REPORTING

Qualified personnel shall inspect disturbed areas of the construction site that have not been fully stabilized, structural control measures, areas used for storage of materials that are exposed to precipitation, and locations where vehicles enter or exit the site at least once every seven calendar days and within 24 hours of the end of a storm that is 0.1 inches or greater. Inspections for sites that have been temporarily or finally stabilized shall be conducted at least once every month for three months

Maintenance inspection reports shall be completed after each inspection and maintained with the Stormwater Pollution Control Plan (SPCP) for a period of three years after the date of inspection. Based on the results of the inspection, the description of pollution sources and prevention measures identified in the SPCP shall be revised as appropriate as soon as practicable after such inspection. Such modifications of any site changes shall be implemented within 24 hours and any changes to the SPCP shall be implemented within three calendar days following the inspection.

CL&P, or their authorized agent, will file quarterly activity reports with the appropriate authorities documenting problems, including those identified by landowners, and corrective actions take for 2 years following construction. Follow-up inspections will be performed after the first and second growing seasons after seeding to monitor the success of revegetation. Revegetation will be considered successful if vegetative cover is sufficient to prevent erosion of soils disturbed in the workspace. Typically, sufficient vegetation coverage is consistent with adjacent off ROW vegetation in both percent coverage and species present. If sufficient vegetative cover has not been achieved after two full growing seasons, additional restoration measures will be implemented. Erosion control devices will be removed upon successful stabilization and revegetation of disturbed areas.

APPENDIX C
D&M PLAN CHANGE APPROVAL PROCESS

APPENDIX C

DOCKET 272

D&M PLAN CHANGE APPROVAL PROCESS

Identification of Significant Changes:

Once CL&P identifies a required change to the D&M Plan, it must determine whether it is a “significant change,” because such changes require advance Council approval. CL&P proposes the following criteria for identifying significant changes: a “significant change” is a change to the Project that significantly reduces the amount of protection to the environment or significantly increases potential public concerns. To be “significant”, the change must have a meaningful impact to the environment, public, or other permits.

For the underground portion of the Project, once CL&P identifies a potential change, it will consult with a Connecticut Department of Transportation (CDOT) representative to reach an agreement as to whether the change is “significant.” Any changes to existing CDOT facilities or affecting planned projects of CDOT would be considered “significant.”

Procedure for Council Review of “Significant Changes” to D&M Plan:

“Urgent” Case: If the change is “urgent” (i.e., if having to wait until the next regularly scheduled meeting of the Council to obtain approval of the change would have a material impact on construction cost or scheduling), then CL&P will contact Council staff to determine if the Council chairman will grant oral permission for the change so as to allow construction to continue in accordance with the proposed change. If oral permission is granted, CL&P will continue construction in accordance with the change and will file documentation regarding the change within 24 hours. If oral permission is denied, CL&P will file the proposed D&M Plan Change with the Council for review and will hold construction impacted by the change pending the Council’s determination.

“Non-Urgent” Case: If the change is not “urgent,” then CL&P will file the proposed D&M Plan Change with the Council for review at its next meeting and will delay the construction impacted by the change pending the Council’s determination.

Procedure for Council Review of Other Types of Changes to the D&M Plan:

For purposes of reviewing and processing changes to an approved D&M Plan that are not deemed to be “significant”, CL&P will categorize the change as one of the following:

Non-significant change: a change to the Project that may reduce the amount of protection to the environment or may increase potential public concerns, but only in a minor or trivial manner.

Positive Change: A change to the Project that increases the amount of protection to the environment or decreases public concerns, having no negative aspects in this regard (that is, positive impacts may not be considered to offset any negative impacts).

Minor Change: A change to a design aspect of a drawing, where the design has no bearing on the environment or potential public concerns.

For “non-significant” and “positive” changes, CL&P will inform Council staff of the change by phone (or telephone message) and will file appropriate documentation with the Council within 24 hours. There will be no “hold” on construction for such non-significant and positive changes.

For “minor changes”, there will be no formal notification process prior to proceeding with construction incorporating the change, and the reporting of such changes will occur biweekly, as described below.

Biweekly Reporting of All Changes to D&M Plans

CL&P will document all D&M Plan changes - significant, non-significant, positive, and minor –in an attachment to the environmental inspector’s biweekly report.

**Middletown-Norwalk Transmission Project
D&M Plan Change Approval Process**

