



STATE OF CONNECTICUT

POWER FACILITY EVALUATION COUNCIL
STATE OFFICE BUILDING HARTFORD, CONNECTICUT 06115
TEL (203) 566-5612

Petition No. 34 - Review

Newington - April 13, 1978

Duncan Reid and D.E.P.'s consultant Michael Lafor met Mr. Thompson, Mr. Perotti, and Mr. Biondi of Northeast Utilities in Newington for the six month review of Petition No. 34.

The top layer of wood slabs forming the corduroy road has been chipped and spread over the road surface. South of Route 175 the metal pieces of air strip have been removed. Also, a substantial amount of vegetation has been removed immediately adjacent to the railroad tracks by the railroad company. North of Route 175 the corduroy road has been removed from the obvious flow channels, thus restoring free flow within the marsh to some extent.

The corduroy road appears to be decomposing; however, it is a slow process. The vegetation growing on the roads may differ from the existing marsh vegetation, especially where cattails prevail. There is no evidence of wood slabs floating around the marsh and obstructing stream flow.

Duncan C. Reid
Environmentalist

April 27, 1978



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Petition No. 34 - Newington
Corduroy Road Review
October 11, 1978

Patricia Smith met Mr. Thompson of Northeast Utilities and Mr. Michael LaFor, DEP Consultant from University of Connecticut, to review the corduroy road placed on either side of Route 175 in Newington to provide access to 115 kV structures. The road was last reviewed in April, 1978.

At this time, highway construction to widen the railroad bridge is in progress with bypass and fill operations obliterating about half of the former corduroy road site on the north side of Route 175. Beyond the highway construction, the remains of the corduroy road were evident. In some parts a fairly firm road still exists with some $\frac{1}{2}$ inch slats of wood in place. In other places, rotting is well underway with disintegration of road components. In a few spots, the bog has broken through the former road with swamp vegetation re-establishing itself.

On the south side of Route 175, the construction has had less impact on the swamp. The access road along the railroad track was scarcely perceptible with swamp growth well established. Here the area is quite wet, and cattails have begun to grow. Small pieces of corduroy road elements remain, but most are well rotted in this area. Pole foundations are surrounded by treated trap rock, but remaining areas of former access road are decomposing well.

There is no indication that pieces of the road have floated into the swamp surrounding the site as a result of flooding. Only one small pile of chips was noted against some brush.

Submitted by,

Patricia M. Smith
Executive Director

October 11, 1978