Docket No. 217 – Development and Management Plan Inspection

Northeast Utilities Service Company Certificate of Environmental Compatibility and Public Need for the construction of a 345-kV electric transmission line and reconstruction of an existing 115-kV electric transmission line between Connecticut Light and Power Company's Plumtree Substation in Bethel, through the towns of Redding, Weston, and Wilton, and to the Norwalk Substation in Norwalk, Connecticut.

Date: November 2, 2005

Inspector: Lee Curtis

Location: Transition Stations: Hoyts Hill, Archers Lane, Norwalk Junction

Storm/ Rain Event: Only a trace of rain was reported since the last inspection as reported by NOAA.

Areas of Inspection	Observation	Recommended Action
Access Roads and Adjacent Roadways	- **Hoyts Hill:** Access is gained off Hoyts Hill Road which was previously repaved and curbed by the DPW. Sediment tracking was not noted. 11/02/05.	-Monitor any sediment tracking issues and determine if a pad may be necessary. 9/15-11/02/05.
	-**Archers Lane**: A blast along the access road had resulted in more material movement than anticipated and it had piled at the property line/stone wall. 9/15-11/02/05. - Boulders were beginning to be removed from the stockpile within the site boundaries along the access road. 11/02/05.	- Contractors were aware of the problem and the fact the material had crushed the silt fence here. Work is ongoing to remove the internal pile and will reach the offsite material in time and when contractors have evidence of permission. 10/27/05-11/02/05.
	- **Norwalk Junction**: A new access road has been constructed off of Route 7 with some stone in place. Sediment tracking was not noted. - Disturbed soil remains over most of the yard. 11/02/05.	-Monitor any potential sediment tracking issues. 11/02/05.
Foundation construction	- The Hoyts Hill station yard has been backfilled and brought to grade. Installation of a chain link fence was ongoing. 11/02/05.	-None at this time. 11/02/05.

Areas of Inspection	Observation	Recommended Action
Foundation construction continued	- Additional work may be necessary on the southern side outlet/dissipater pad as erosive gullies were noted. 11/02/05 -At Archers Lane, blasting is complete and boulders were being removed. Stone is being crushed for use in the construction of the station yard foundation. 11/02/05. -At Norwalk Junction, removal of the existing asphalt had occurred and grading had begun. The existing culvert pipe was not functioning and was likely to be removed within the next day or so. Structure installation had not begun yet. 11/02/05.	-The pad may need to be extended here based on the noted erosion issues. See erosion control section 11/02/05. -None at this time. See erosion control section. 9/15-11/02/05 -None at this time. See erosion control section. 11/02/05.
Erosion and Sediment Controls (includes inspection within 24 hours of a storm event)	-**Hoyts Hill**: The majority of the perimeter silt fence remains in good condition, but one small section near the northern dissipater pad is in need of repair. 10/19-11/02/05. A small amount of sediment has filtered through here as a result 11/2/05 - The slopes had been restored with hydroseed but the recent rains have caused rills and small erosive gullies to form. The gullies have caused sediment to deposit all along the base of slope. 10/27-11/02/05. -A larger erosive gully was noted reaching along the southern outlet pipe and dissipater pad. It may be necessary to extend the pad. 11/02/05. - **Archers Lane:** A portion of silt fence along the access road has been pushed down due to the wayward materials. The	- Continue to monitor the area and be proactive in maintenance of the erosion controls, especially in areas with wetland immediately adjacent. 11/02/05. - Gullies should be repaired and a stronger method of stabilization, such as erosion control mats, should be considered. 11/02/05. -Investigate whether extension of the stone pad would help the situation and restore the erosion caused here. The sediment in the catch basin has been cleaned out. 11/02/05. - Repair erosion controls when feasible. 11/02/05

Areas of Inspection	Observation	Recommended Action
	materials will be pulled back and the fence restored once crews work through the stockpiles to this point. 9/15-11/02/05 -The silt fence corner at the base of the access road slope was still intact but some sediment had accumulated. 10/12/05-11/02/05.	- Continue to monitor this area, especially after significant rain events. Sediment may need to pulled away after the rains and repairs may be necessary. 11/02/05.
Erosion and Sediment Controls continued	- **Norwalk Junction**: The perimeter erosion controls have been well restored for the around the edge of the disturbed site. 11/02/05. -Some brush was noted piled beyond the silt fence which may be a result of the115kV work. However, it should not be placed in wetland areas. 11/02/05 - Since the culvert pipe was no longer functioning and was scheduled for removal in the next day or so, no controls were in place. 11/02/05	-Maintain erosion controls as long as there is disturbed soil/work on site, especially due to the proximity of the river and wetlands. 11/02/05 - Dispose of brush piles if necessary. 11/02/05. -None at this time. 11/02/05.
Inland Wetland and Watercourse encroachment and mitigation	- **Hoyts Hill**: As part of the transition station, a small area of wetland was cleared and altered. The outer silt fence is still up as a work limit and the internal area was hydroseeded. 11/02/05. **-Archers Lane:** The low spot in the fence should be monitored although wetlands didn't appear to be immediately adjacent. 10/19-11/02/05. - **Norwalk Junction**: Wetlands associated with the Norwalk River are located immediately adjacent to the site but the standing water	-Continue to monitor. In general, keep all equipment and materials out of wetlands not to be disturbed and keep controls in good repair. 11/02/05. - Continue to maintain silt fence as needed. 11/02/05. - Maintain perimeter controls during transition station work. 11/02/05.

Areas of Inspection	Observation	Recommended Action
	here appeared to be clear with erosion controls well installed. Flooding may be an issue during extended periods of rain. 11/02/05.	
State species of concern, threatened and endangered species	- No species of concern are located in these areas of construction.	- N/A
Vegetative clearing limits (including trees to save or danger trees noted)	-**Hoyts Hill**: The slopes and areas surrounding the site have recently been hydroseeded for restoration but erosion is occurring. 11/02/05. **- Archers Lane:** Work continues in the previously cleared areas however some additional clearing had occurred near the intersection with the ROW as part of that work for the recently approved access road. 11/02/05. - **Norwalk Junction**: Clearing appears to be completed along the footprint of the station. Brush pile removal may be necessary along the wetland/ silt fence line. 11/02/05.	-Monitor for vegetative cover. It may be difficult to obtain growth due to the late time of year. An alternative method of stabilization, such as Erosion Control Mats should be considered. 11/02/05. -None at this time. 11/02/05. - Continue to attempt to preserve trees where possible if trimming is sufficient. 11/02/05.
Dewatering	-Dewatering was not necessary here but some erosion had resulted from the catch basin and outlet pipe flows. 11/02/05. - No dewatering has been necessary yet at Archers Lane. 11/02/05. - Booms remaining from the 115kV work were removed the work area, but remain on site. Dewatering has not yet occurred for the station work. 11/02/05.	-See Erosion control section. 11/02/05. - None at this time. 11/02/05 - Booms should be removed from site by 115kV contractors. 11/02/05.
Blasting	- As previously stated, a blast at Archers Lane did cause some wayward material to end up on /over the property line.	- Materials are mostly well contained and the extraneous rock/sediment will be moved appropriately as crews are

Areas of Inspection	Observation	Recommended Action
	9/15-11/02/05. All blasting is complete. 11/02/05.	working through the material stockpiled on site and waiting for permission. 11/02/05.
Spills and Material Storage	-No spills or leaks were noted at the stations. 11/02/05.	- Continue to keep all vehicles maintained well (i.e. no apparent fluid leaks) if they will be used or stored on site - Report spills immediately, even if they are being controlled. - Take care not to get carried away and to be vigilant when refueling. Avoid refueling in the areas near the wetlands. Se proper storage for all materials.
Additional Observations		

Next likely scheduled inspection: Thursday, November 10, 2005

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.

Inspector's Signature: *Diana Walden for Lee Curtis*

Hoyts Hill Transition Station: The photo on the left shows an overview of the station yard with the chain link fence being installed. Photo on the right shows the catch basin which has been cleaned of the sediment. 11/2/05

The photo on the left shows the rills and small gullies forming on the southern side of the station. Photo on the right shows the sediment deposits at the base of the slope as a result of the erosion. 11/2/05

The photo on the left shows the rills and gullies forming on the northern side of the station yard. Photo on the right shows the sediment which has deposited against the silt fence. 11/2/05

View of where the sediment from the slope has migrated through the silt fence. The fence has to be toed - in/maintained to eliminate this issue. 11/2/05

Photo on the left shows where boulders were being removed from the site. Photo on the right shows where boulders were being crushed and stockpiled for future use in the station yard. 11/2/05

View of the boulder breaking/crushing operation on site. 11/2/05

Photo on the left shows the overall view of the grading on the site. Photo on the right shows the new access road out to Rt. 7. 11/2/05

View of the existing culvert which is no longer operational and which will be removed from site soon. 11/2/05