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 4c Underground Line

Date: November 28, 2007

Inspector: Gregory Sommer & Margaret Washburn

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

Rain Event: 0.91" of precipitation was reported since the previous inspection, with 0.78" of the total recorded on 11/26. (Bridgeport, CT NOAA data).

Areas of Inspection	Observation	Recommended Action	Corrected Action
Access Roads and Adjacent Roadways	All work is within existing paved roadways and parking lots at this time. 11/28/07	None. 11/28/07	NA (Not applicable)
	Ruts were noted in the shoulder near sta. #15-16 where crews were preparing for construction. Minor sediment tracking was noted on the roadway. 11/28/07	Sweep the roadway as needed and evaluate measures to reduce unnecessary soil disturbance. 11/28/07	Needs attention
Vault Openings and Trench Construction Norwalk	Construction/trenching activities and/or steel road plates were observed at the time of the inspection at sta.: #10-11 & #19. Trenching continues near sta. #6-10 and #17-18 along the shoulder of the roadway. Work was also noted at vault #0. Stakes were in place near sta. #15-16 in preparation for trenching. 11/28/07	None. 11/28/07	NA

Areas of Inspection	Observation	Recommended Action	Corrected Action
Erosion and Sediment Controls	As roadway work continues, place filter fabric or filter socks in catch basins that are down-gradient of/ adjacent to construction activities. 11/28/07	Continue to place a gutter buddy (or similar) in any catch basins with a curb/gutter drop inlet to prevent sediment from entering basin. 11/28/07	Needs regular, proactive attention
	Haybales remain along the slope downgradient near sta. #16-18. The area was recently backfilled and soils are exposed. 11/21-11/28/07	Continue to monitor the controls. See vegetation and stabilization section for more detail. 11/21-11/28/07	Needs restoration within timelines.
	A drainage inlet near sta. #9+50 was protected with sandbags and covered with plywood during trenching in the area, however sediment still accumulated in the inlet section. The structure was associated with a pre-construction drainage swale. Trench work has modified the grades in the area (removing the swale) and the inlet no longer appears to function, but was not identified on the D&M plan. 11/28/07	Remove accumulated sediment from the drainage inlet. Improve controls to prevent additional sediment from entering the pipe until the area upgradient is stabilized. Further evaluation is required here. Contractors must ensure that drainage meets pre-existing conditions and does not cause issues on the roadway. The drainage swale will likely require restoration. 11/28/07	Needs attention and further evaluation. *(See Norwalk 9S Phasing and Erosion Control Plan rev. 10/30/03 from the Bethel-Norwalk project as reference)*
	Trenching activities have been completed/ backfilled between sta. #6-10 leaving a large area of exposed soils along the shoulder of the Rt. 7 off-ramp. 11/28/07	Temporarily stabilize areas of exposed soils in a way that is sufficient for winter months. Attend to this within timelines approved by the D&M. 11/28/07	Needs attention.
Norwalk Norwalk lay-down yard	The yard does not appear to be fully active at this time. One side of the yard is lined with perimeter erosion controls (silt fence and haybales). The area adjacent to the Norwalk River is protected by an existing concrete dock. 11/28/07	Install barrier controls between the Norwalk River in locations that runoff may flow from the yard to the River before materials are brought to site. The existing concrete slab/dock provides a good barrier. 11/28/07	Continue to monitor.
	A small asphalt berm remains at the one tank	Continue to monitor to ensure run-off is fully	NA

Areas of Inspection	Observation	Recommended Action	Corrected Action
Inland Wetland and Watercourse encroachment and mitigation	The Norwalk storage yard is bound on the westerly side by the Norwalk River. The existing concrete dock provides good containment. 11/28/07	See erosion control section. 11/28/07	NA
Staging, Storage, and Parking Areas	A contractor lay-down yard is located at 6 Smith Street in Norwalk. An existing concrete slab and depression/pit provide good containment here. 11/28/07	Continue to properly isolate yard from Norwalk River to prevent any impacts to the watercourse. If any loose materials are stored on top of the slab, more controls will be needed. 11/28/07	Needs attention if working within exposed area
Soils	Soil is exposed during trenching, vault and utility installation during active work. A material stockpile was noted near sta #15-16. 11/21-11/28/07	None at this time. Ensure any material stockpiles are contained. 11/21-11/28/07	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.	None	NA
Vegetative clearing (including trees to save or danger trees noted) or stabilization	The work area at sta. #16-18 was recently backfilled (as of 11/21) and exposed soils are present. Backfilled and exposed soils are also present between #6-10. 11/28/07	Cleared trees/brush resulting from the M/N activities have been removed in accordance with the D&M plan. Stabilize within D&M approved timelines whenever work is complete in an area. 11/28/07	Needs attention within timelines.
Dewatering	Dewatering activities were not observed at this time. 11/28/07	Continue to appropriately contain and/or filter discharge water. 11/28/07	NA
Blasting	No blasting has been proposed. 11/28/07	None 11/28/07	NA
Spills and Material Storage	Spill cleanup materials/ kits should be brought from site to site with equipment. 11/28/07	Ensure that spill kits are present with each vehicle during active construction. 11/28/07	NA

Areas of Inspection	Observation	Recommended Action	Corrected Action
	Some materials were noted, temporarily stored beyond the construction fencing at sta# 16-18 and off the shoulder at #15. 11/28/07	Remove materials as construction progresses away from the area. 11/28/07	Needs regular attention
Additional Observations	None 11/28/07	None 11/28/07	NA

Next likely scheduled inspection: Wednesday, December 5, 2007

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 & Margaret Washburn, BSC Group*

Reviewer: *Diana Walden, BSC Group*

Construction stakes have been placed between sta. #15-16 in preparation for trench work. Some materials were also being stored here. Heavy rutting was observed along the shoulder with minor sediment tracking on the roadway.

Flowable fill has been placed in the trench near sta. #5

Existing drainage swale near sta. #5 (photo on left) appears to have run along the shoulder of the off ramp and drain into the inlet structure (photo on right). Trench work has altered the grades in this area and the drainage swale has not been reestablished. Inlet was protected, but sediment has still accumulated inside the structure. The drainage swale is not addressed in the D&M plan but efforts need to be made to ensure appropriate drainage. Exposed soils along the off-ramp have the potential to erode and need stabilization sufficient for winter months.