

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 4a Underground Line

Date: June 6, 2008

Inspector: Gregory Sommer

Location: Singer Substation to Fairfield/Westport Town Line

Rain Event: 1.12” of precipitation was reported since the previous inspection, with 1.06” recorded on 6/4 (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. 6/6/08	See erosion control section for details on sediment tracking. 6/6/08	Not Applicable (NA)
Vault Openings and Trench Construction	Construction activities and/or steel road plates were observed at the time of the inspection near sta. #442-443 (Sasco Creek bridge crossing), #462-464, #512, #513, #517-519, #596, #630-631, #715, #716-718, & #719-720. 6/6/08 Electrical contractor was working at vault #47. 6/6/08	Continue to monitor areas. Mulch/ temporarily stabilize areas as they are completed. Continue to sweep roadways as soon as feasible. 6/6/08 None. 6/6/08	Needs regular attention. NA
Erosion and Sediment Controls All active areas	Controls were removed from catch basins on state routes per the request of ConnDOT to improve drainage during winter conditions. Contractor plans to discontinue use of controls for the duration of the project and clean basins as necessary. 6/6/08	Since controls are no longer in place in the catch basins, attend to all sediment at the source and stabilize exposed soils as quickly as possible. Clean catch basins as necessary. CB controls should still be considered- see below. 6/6/08	Needs regular attention.

Areas of Inspection	Observation	Recommended Action	Corrected Action
Fairfield	<p>Slurry from saw cutting activities has the potential to enter catch basins. 6/6/08</p>	<p>Prevent slurry from entering catch basins and sensitive areas by quickly attending to it as it is generated during cutting. 6/6/08</p>	<p>Needs regular attention.</p>
	<p>Any exposed soils have potential for airborne dust migration. Contractors are aware of the potential. 6/6/08</p>	<p>Prevent dust migration by regularly watering down exposed soils and sweeping immediately. If exposed soils are not to be worked within 21 days, they should be stabilized within 7 days of the last activity. 6/6/08</p>	<p>NA</p>
	<p>Temporary pavement and bituminous and/or crushed stone curbing remains near sta. # 462-464 and #502-503. 6/6/08</p>	<p>Continue to monitor the area. Sweep roadways as necessary to minimize tracking. 6/6/08</p>	<p>NA at this time.</p>
	<p>Crews were trenching near sta. #462-464 to realign the conduit. The site was very muddy but generally well contained. A minor amount of sediment was being tracked onto Old Post Road (Rte 1) from vehicles as they exited the median area. A minor amount of turbid runoff was flowing along the curblin and into the downstream catch basin. 6/6/08</p>	<p>Sweep roadways as necessary to minimize tracking. Install erosion controls measures to reduce the potential for sediment-laden runoff to enter the catch basin. Continue to monitor the area. 6/6/08</p>	<p>Needs attention</p>
Bridgeport	<p>A minor amount of gravel/ cold mix has accumulated in the area of the steel plates near sta. #716-718. 6/6/08</p>	<p>Sweep roadway to remove granular material from the roadway. 6/6/08</p>	<p>Needs attention.</p>
	<p>The work area near the intersection of Railroad Ave and Fairfield Ave (sta #719-720) has been backfilled with process material. Cones were</p>	<p>Continue to monitor and provide final cover/ restoration when feasible. 6/6/08</p>	<p>Temporary barriers were placed in efforts to prevent ruts here</p>

Areas of Inspection	Observation	Recommended Action	Corrected Action
<p>Kings Highway Lay-down Yard (Off Kings Highway, near Rt. 1 rotary)</p>	<p>placed to prevent vehicle from pulling off road and creating ruts (since 5/8) 6/6/08</p>	<p>Refresh/add gravel or hard-pack along the shoulders of the roadway in this area to reduce the potential for rutting and tracking. Continue to monitor so crews can address specific problem areas as they arise. 1/31- 6/6/08</p>	<p>Needs attention. Continue to monitor.</p> <p><i>The city of Bridgeport is concerned about the condition here and crews were being requested to evaluate this area..</i></p>
	<p>Some ruts were observed along the shoulder of Railroad Ave between Hancock Ave. and Howard Ave. (sta #737) likely due to regular traffic, not construction vehicles. This area remains backfilled with hard-pack but may need to be refreshed. 2/7- 6/6/08</p>	<p>Continue to monitor and maintain controls as necessary. Remove encroaching materials from the perimeter controls and restore silt fence in all areas. 6/6/08</p>	<p>Needs attention.</p>
	<p>Some sections of the perimeter silt fence are in need of repair in area where materials have been placed/spilled on the fence. The small stockpile that was dumped on top of the silt fence in one area near the NW corner of the yard has been removed but the silt fence still needs to be restored. 6/6/08</p>	<p>Maintain crushed stone throughout the yard to reduce the potential for tracking, dust migration, and limit the amount of material piled near controls. 6/6/08</p>	<p>Crushed stone was added but still needs regular attention.</p>
	<p>Crushed stone has been spread in several areas throughout the yard to reduce tracking. However, sediment tracking was still a minor issue. 6/6/08</p> <p>Spilled slurry material that was observed under a vac truck near the west side of the yard appears to have been cleaned. 6/6/08</p>	<p>None at this time. 6/6/08</p>	<p>The spilled slurry material appears to have been cleaned.</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. 6/6/08</p>	<p>See Erosion and Sediment Controls section. 6/6/08</p>	<p>NA</p>

Areas of Inspection	Observation	Recommended Action	Corrected Action
Staging, Storage, and Parking Areas	<p>A contractor lay-down yard is located off of Kings Highway near the Rt. 1 rotary. Reserve spill kits are located near the equipment trailers. A pile of old railroad ties stored within the yard was being sorted for disposal. Additional soil and debris material has been mixed with the previously sorted railroad tie debris. 6/6/08</p>	<p>See Erosion and Sediment Controls section for more information. 6/6/08 Watch encroachment of materials beyond the perimeter controls in the yard. 6/6/08</p>	<p>See erosion control section.</p>
Soils	<p>Soils are exposed as part of the excavation for trench, vault, and utility work. 6/6/08</p> <p>An area of exposed soil remains near sta. #596 (vault #36) near the new sidewalk and parking lot. 3/13-6/6/08</p> <p>An area of exposed soil is adjacent to the work zone near sta. #649-650. Sediment tracking was not observed this week. A temporary sidewalk is in place. 6/6/08</p>	<p>Most areas are temporarily stabilized. Soils appear to be handled appropriately. 6/6/08</p> <p>Re-grade and appropriately restore the area. 3/13-6/6/08</p> <p>Work is complete in this area. Stabilize and seed the area when feasible. 6/6/08</p>	<p>NA</p> <p>Needs attention.</p> <p>Needs attention when feasible Continue to monitor.</p>
State species of concern, threatened and endangered species.	<p>According to the D&M plan, state-listed species are not located in this work area. 6/6/08</p>	<p>None. 6/6/08</p>	<p>NA</p>
Vegetative clearing (including trees to save or danger trees noted) or stabilization	<p>Two trees were removed near sta. #462 in accordance with the D&M Plan (3/27/07). One tree was removed near vault #42 (7/25/07). 6/6/08</p>	<p>Vegetation should be restored as necessary upon completion of work in these areas. 6/6/08</p>	<p>NA</p>
Dewatering	<p>Dewatering was observed during this week's inspection at sta. #463. A small amount of turbid run-off is still reaching the catch basin in the roadway</p>	<p>Continue to properly contain and/or filter discharge water when dewatering is required. Consider proactive controls in adjacent catch</p>	<p>Continue to address this area.</p>

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	here. 6/6/08	basins when dewatering is scheduled. 5/29-6/6/08	
Spills and Material Storage	Spill cleanup materials/kits were observed in the storage yards. 6/6/08	Ensure that spill kits are also present with each vehicle during active construction 6/6/08	NA
Additional Observations	Sidewalk restoration was ongoing near sta. #500. 6/6/08	None. 6/6/08	NA

Next likely scheduled inspection:

Thursday June 12, 2008

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, BSC Group

Reviewer: Diana Walden, BSC Group



In the King's Highway lay-down yard soil and additional debris material has been mixed with the railroad tie debris which had been previously sorted for disposal. Conduit and other materials have been piled or spilled on the perimeter silt fence which needs repair in several areas.



Crews were trenching near sta. #462-464 to realign the conduit. Deawtering activities were ongoing. The site was very muddy but generally well contained. A minor amount of sediment was being tracked onto Old Post Road (Rte 1) from vehicles as they exited the median area. A small amount of turbid runoff was flowing along the curbline and into the downstream catch basin.