

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 27, 2008

Inspector: Gregory Sommer

Location: Singer Substation to Fairfield/Westport Town Line

Rain Event: 0.50" of precipitation was reported since the previous inspection, with the largest event of 0.42" recorded on 6/20 (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. 6/27/08	See erosion control section for details on sediment tracking. 6/27/08	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), #462-465, #502, #512, #513-515, #520, #630-631, #643-647, #717, & #719. 6/27/08	Continue to monitor areas. Mulch/ temporarily stabilize areas as they are completed. Continue to sweep roadways as soon as feasible. 6/27/08	Needs regular attention.
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. 6/27/08 Slurry from saw cutting activities has the potential to enter catch basins.	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. 6/27/08 Prevent slurry from entering catch basins and sensitive areas by quickly	Needs regular attention. Needs regular attention.

Areas of Inspection	Observation	Recommended Action	Corrected Action
Fairfield	<p>6/27/08</p> <p>Any exposed soils have potential for airborne dust migration. Contractors are aware of the potential. 6/27/08</p>	<p>attending to it as it is generated during cutting 6/27/08</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. 6/27/08</p>	<p>NA</p>
	<p>Temporary pavement and bituminous and/or crushed stone curbing remains near sta. #462-464 and #502-503. 6/27/08</p>	<p>Continue to monitor the area. Sweep roadways as necessary to minimize tracking. 6/27/08</p>	<p>NA at this time.</p>
	<p>Trenching continues near sta. #464-465. The pavement was recently saw cut and residual slurry material was being swept. The run-off issue noted the last few weeks were not observed. 6/27/08</p>	<p>Continue to sweep roadways as necessary to minimize tracking. Install erosion controls measures as necessary. Continue to monitor the area. Clean the catch basin due to observed run-off from previous weeks. 6/27/08</p>	<p>Catch basin will need attention.</p>
Bridgeport	<p>A minor amount of gravel and sediment was again observed along the curb line near sta. #647. Crews were observed sweeping the area later. 6/27/08</p>	<p>Sweep roadway to remove material. Continue to monitor the area and proactively sweep the roadway as necessary. 6/27/08</p>	<p>Roadway was swept following the observation.</p>
	<p>The work area near the intersection of Railroad Ave and Fairfield Ave (sta #719-720) has been backfilled with process material. Cones remain in place to prevent vehicles from pulling off road and creating ruts. However, minor tracking was newly observed near the edge of the trench. 6/20-6/27/08</p>	<p>Continue to monitor and provide final cover/restoration within timelines. Sweep roadway as necessary to remove sediment from the roadway. 6/27/08</p>	<p>Needs attention. <i>The city of Bridgeport is concerned about any areas of tracking along Railroad Ave and crews should be sweeping this area.</i></p>
	<p>Some ruts were observed along the shoulder of</p>	<p>Refresh/add gravel or hard-pack along the shoulders of the roadway</p>	<p><i>The city of Bridgeport is concerned about the condition here and</i></p>

Areas of Inspection	Observation	Recommended Action	Corrected Action
<p>Kings Highway Lay-down Yard (Off Kings Highway, near Rt. 1 rotary)</p>	<p>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. 2/7-6/27/08</p> <p>Perimeter controls remain in place in most areas. 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 needs to be restored. 6/6-6/27/08</p> <p>Crushed stone has been spread in several areas throughout the yard to reduce tracking. However, sediment tracking was still a minor issue. Dust issues were not an issue at the time of the inspection. 6/27/08</p>	<p>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- 6/27/08</p> <p>Continue to monitor and maintain controls as necessary. Remove encroaching materials from the perimeter controls and restore silt fence in all areas. 6/6-6/27/08</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. Apply water or calcium chloride over the surface of the yard as necessary to control dust migration. 6/27/08</p>	<p><i>crews were being requested to evaluate this area.</i></p> <p>Some portions of the controls still need attention.</p> <p>Needs regular attention.</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. 6/27/08</p>	<p>See Erosion and Sediment Controls section. 6/27/08</p>	<p>NA</p>
<p>Staging, Storage, and Parking Areas</p>	<p>A contractor lay-down yard is located off of Kings Highway near the Rt. 1 rotary. This is being used for both 4a and 4b activities. Reserve spill kits are located near the equipment trailers. Additional soil and debris material has been mixed with the previously sorted</p>	<p>See Erosion and Sediment Controls section for more information. Watch encroachment of materials beyond the perimeter controls in the yard. 6/27/08</p>	<p>See erosion control section.</p>

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	railroad tie debris. A tarp remains over this stockpile. 6/27/08		
Soils	<p>Soils are exposed as part of the excavation for trench, vault, and utility work. 6/27/08</p> <p>An area of exposed soil remains near sta. #596 (vault #36) near the new sidewalk and parking lot. 3/13-6/27/08</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. 6/27/08</p>	<p>Most areas are temporarily stabilized. Soils appear to be handled appropriately. 6/27/08</p> <p>Re-grade and appropriately restore the area. 3/13-6/27/08</p> <p>Work is complete in this area. Stabilize and seed the area when feasible. 6/20-6/27/08</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.	According to the D&M plan, state-listed species are not located in this work area. 6/27/08	None. 6/27/08	NA
Vegetative clearing (including trees to save or danger trees noted) or stabilization	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). 6/27/08	Vegetation should be restored as necessary upon completion of work in these areas. 6/27/08	NA
Dewatering	Dewatering was not observed during this week's inspection. The small amount of turbid run-off was no longer noted near #463. 6/27/08	Continue to properly contain and/or filter discharge water when dewatering is required. Consider proactive controls in adjacent catch basins when dewatering is scheduled. 6/27/08	NA
Spills and Material Storage	Spill cleanup materials/kits were observed in the storage yards. 6/27/08	Ensure that spill kits are also present with each vehicle during active construction 6/27/08	NA
Additional Observations	None. 6/27/08	None. 6/27/08	NA

**Next likely scheduled
inspection:**

Wednesday July 2, 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



Gravel and sediment has accumulated along the curb line near sta. #647. Crews were later observed sweeping the area.



The area near sta. #719 has been partially backfilled. Minor tracking was observed along the edge of the trench.



Minor tracking was observed near the entrance to the Kings Highway laydown yard. Sweep as needed.



The work area near the intersection of Railroad Ave and Fairfield Ave (sta #719-720) has been backfilled with process material. Cones remain in place to prevent vehicle from pulling off road and creating ruts. Minor tracking was observed near the edge of the trench. Sweep as needed.