

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: February 27, 2008

Inspector: Margaret Washburn

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

Rain Event: 1.03” of precipitation was reported since the previous inspection with 0.53” recorded on 2/22 and 0.49” recorded on 2/26 (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. 2/27/08	None: 2/27/08	NA (Not applicable)
	A temporary lane closure was set up near sta. #16-17 to facilitate trench-work. 2/21/08	None: 2/27/08	NA
Vault Openings and Trench Construction Norwalk	Trenching work continues near sta. #16-17 & the jack and bore pit is open at #25 for the railroad crossing. 2/27/08	Continue to monitor areas. Mulch/ temporarily stabilize areas as they are completed. Continue to sweep roadways as soon as feasible. 2/27/08	NA
Erosion and Sediment Controls	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 on all roadways during winter months. 2/27/08	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. 2/27/08	Needs regular attention.
	Although a small break in the silt fence at sta. #15-	Continue to monitor and reinforce controls as	NA at this time.

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	<p>16 was filled with a haybale, a minor amount of sediment had migrated beyond the barrier prior to the repair. 2/27/08</p> <p>The haybale and silt fence barrier remains in good shape between sta. #15-18 along the down gradient side of the slope. 2/27/08</p> <p>Trenching continues near sta. #16-17. A minor amount of sediment tracking was observed along the roadway within the lane closure. 2/21-2/27/08</p> <p>A drainage inlet near sta. #9+50 was protected with silt fence and hay bales, but accumulated sediment remains in the inlet. 12/5-2/27/08 Hay bales are deteriorating 1/11-2/27/08</p> <p>The inlet at #9+50 was associated with a pre-construction drainage swale. Trench work has modified the grades in the area (removing the swale). A portion of the swale has been temporarily re-established between sta. #4+50 to 6+50 and lined with crushed stone. 2/27/08</p> <p>A stone check dam has been added near sta. #8 to direct runoff away from the entrance gate. Crushed stone remains over some areas of the exposed soil between sta.</p>	<p>needed. Provide additional grading or stabilization along the slope as needed. 2/27/08</p> <p>Continue to monitor controls here and maintain as needed 2/27/08</p> <p>The construction supervisor planned to remove sediment from roadway by end of day. Continue to sweep as needed. 2/27/08</p> <p>Remove accumulated sediment from the drainage inlet. Continue to monitor controls and refresh as necessary. From past observations during the Bethel- Norwalk project, this inlet receives high velocity run-off. 12/5-2/27/08</p> <p>Contractors have stated they plan to restore the drainage swale to pre-construction conditions when work is complete. Continue to ensure that drainage does not cause issues on the roadway. When conditions allow, evaluate restoring vegetation in this area. 2/27/08</p> <p>Discuss options with CL&P on how to address the material that has previously eroded into the substation. Ensure that the berm does not cause sedimentation to the roadway instead.</p>	<p>NA</p> <p>Construction supervisor planned to remove sediment from roadway by end of day.</p> <p>Needs additional attention to remove accumulated sediment and refresh hay bales.</p> <p>Continue to monitor. (See Norwalk 9S Phasing and Erosion Control Plan rev. 10/30/03 from the Bethel-Norwalk project as reference)</p> <p>Discuss options with CL&P on clean-up efforts within substation.</p>

Areas of Inspection	Observation	Recommended Action	Corrected Action
<p>Norwalk Norwalk lay-down yard</p>	<p>#6-10 along the shoulder of the Rt. 7 off-ramp. Graded processed material remains in other areas. Tracking was not an issue. 2/27/08</p> <p>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. 2/27/08</p> <p>A small asphalt berm remains at the one tank located on the concrete slab in order to direct run-off towards the concrete pit. 2/27/08</p>	<p>2/27/08</p> <p>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. 2/27/08</p> <p>Continue to monitor to ensure run-off is fully contained. 2/27/08</p>	<p>Continue to monitor.</p> <p>NA</p>
<p>Inland Wetland and Watercourse encroachment and mitigation</p>	<p>The Norwalk storage yard is bound on the westerly side by the Norwalk River. The existing concrete dock provides good containment. 2/27/08</p> <p>A resource area appears to be located down gradient from the work near sta#15-18. 2/27/08</p>	<p>See erosion control section. 2/27/08</p> <p>See Erosion & Sediment Controls section for more details. 2/27/08</p>	<p>NA</p> <p>NA</p>
<p>Staging, Storage, and Parking Areas</p>	<p>A contractor lay-down yard is located at 6 Smith Street in Norwalk. An existing concrete slab and depression/pit provide good containment here. At present, only frac tanks are being stored in the yard. 2/27/08</p>	<p>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. 2/27/08</p>	<p>Needs attention if working within exposed area</p>
<p>Soils</p>	<p>Soil is exposed during trenching, vault and utility installation during active work. 2/27/08</p>	<p>Soils appear to be handled appropriately. Ensure any material stockpiles are contained. 2/27/08</p>	<p>NA</p>

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	Crushed stone has been spread over some areas of exposed soils along the Rt. 7 off-ramp. Processed material remains in other areas. 2/27/08	Stabilize areas of exposed soils when work is complete. Temporarily stabilize any areas where exposed soils are expected to remain inactive for more than 21 days. 2/27/08	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. 2/27/08	None. 2/27/08	NA
Vegetative clearing (including trees to save or danger trees noted) or stabilization	Multiple trees have been cleared between sta. #15-18. 2/27/08	When work is completed, restore the area as indicated in the D&M plan. 2/27/08	NA
Dewatering	No dewatering activities were observed during this week's inspection. 2/27/08	Continue to appropriately contain and/or filter discharge water. 2/27/08	NA
Spills and Material Storage	Spill cleanup materials/kits should be brought from site to site with equipment. 2/27/08	Ensure that spill kits are present with each vehicle during active construction. 2/27/08	NA
Additional Observations	None. 2/27/08	None. 2/27/08	NA

Next likely scheduled inspection:

Thursday, March 6, 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: Margaret Washburn, BSC Group

Reviewer: Diana Walden, BSC Group



View of the conduit and casing at the jack and bore pit near station #25, where the project crosses a railroad bed.



At stations #16-17, trenching and backfilling continue.