

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: May 10, 2007

Inspector: Katie Bednaz

Location: Singer Substation to Fairfield/Westport Town Line

Rain Event: Only a trace of precipitation was reported since the previous inspection. (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. 5/10/07	See erosion control section. 5/10/07	Not Applicable (NA)
	Near sta. #494, on the north side of Pequot Ave., the road was undermined by water, leaving a large hole under the pavement. 5/02 – 5/10/07	Evaluate and repair as necessary. 5/10/07	Needs evaluation and attention.
Vault Openings and Trench Construction Bridgeport	Trenching activities continue between sta. #683 to #687, #703 to #707, and at #725. 5/10/07	Continue to monitor and be proactive. Continue to mulch/ temporarily stabilize areas as they are completed. Continue to sweep roadways as soon as feasible. 5/10/07	Catch basins are protected (proactively)
	Work on vault #49 is complete. A hard pack cover was placed over the area. 5/10/07	None. 5/10/07	NA
Fairfield	Trenching activities continue on Rt. 1 near its intersection with Pequot Ave., and at sta. #458 to #464, #551, and #610 to #613. 5/10/07	Continue to monitor and be proactive. See erosion and sediment control and dewatering section. 5/10/07	NA
	Vault #34 activities	None. Continue to	NA

Areas of Inspection	Observation	Recommended Action	Corrected Action
	continue. Work at Vault #38 has also been initiated. 5/10/07	restore/stabilize exposed soil when feasible. 5/10/07	
Erosion and Sediment Controls All active areas	Filter fabric or filter socks are installed in catch basins adjacent the construction activities. 5/10/07	Continue place a gutter buddy (or similar) in any catch basins with a curb/gutter drop inlet to prevent sediment from entering basin. 5/10/07	Catch basins were protected. (Proactively)
	Any exposed soils have potential for airborne dust migration. Contractors are aware of the potential. Problems with dust were not observed this week. 5/10/07	Prevent dust migration by regularly watering down exposed soils and sweeping immediately. If exposed soils are not to be worked within 30 days, they should be stabilized within 7 days of the last activity. 5/10/07	Needs regular attention.
	Slurry from saw cutting activities has the potential to enter catch basins. Problems with slurry were not observed this week. 5/10/07	Prevent slurry from entering catch basins and sensitive areas, by quickly attending to it as it is generated during cutting. 5/10/07	NA
Fairfield	Work at vault #41 is largely complete. The portion of the silt fence in disrepair last week near the remaining exposed soils, has been repaired again. 5/10/07	Continue to maintain controls and continue to stabilize soil as feasible. 5/02/07	Silt fence has been repaired.
	A soil stockpile along Pequot Ave. remains covered with plastic and has adjacent silt fence. 5/10/07	Continue to monitor and maintain controls. 5/10/07	NA
Bridgeport	Sediment tracking is regularly observed at the Railroad and Myrtle Ave. intersection and was originating from a stockpile yard identified as being associated with the Glenbrook Cable project. This is not covered under this D&M	Noted for the record since contractors stated the sediment is not related to this project. 5/10/07	NA

Areas of Inspection	Observation	Recommended Action	Corrected Action
<p>Kings Highway Lay-down Yard (Off Kings Highway, near Rt. 1 rotary)</p>	<p>plan. 4/25 – 5/10/07</p> <p>Airborne dust migration was not noted within the Kings Highway lay-down yard at the time of inspection, but has been noted during past inspections. Calcium chloride has been applied to reduce the potential for dust migration. 5/10/07</p> <p>Concrete washout or slurry was deposited in an uncontained location. 5/10/07</p> <p>Silt fence has been overwhelmed by soil/materials in one location along the perimeter of the yard. 5/10/07</p>	<p>Continue to prevent dust migration by implementing the dust control specifications within the 2002 CT Guidelines for Soil Erosion and Sediment Control. 5/10/07</p> <p>Properly dispose of the observed material and provide containment for future washouts. 5/10/07</p> <p>Pull the material back into the yard and repair the compromised erosion controls. 5/10/07</p>	<p>Calcium chloride was applied proactively.</p> <p>Needs attention</p> <p>Needs 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. 5/10/07</p>	<p>See erosion control section. 5/10/07</p>	<p>NA</p>
<p>Staging, Storage, and Parking Areas</p>	<p>A contractor storage yard on Bostwick Ave. contains frac tanks, trailers, and available parking. Reserve spill kits are located in the equipment trailers. 5/10/07</p> <p>A contractor lay-down yard is located off of Kings Highway near the Rt. 1 rotary. Reserve spill kits are located in the equipment trailers. 5/10/07</p>	<p>Ensure that spill kits are also present with each vehicle during active construction, see Spills and Material Storage section for more detail. 5/10/07</p> <p>See erosion control section. 5/10/07</p>	<p>NA</p> <p>NA</p>
<p>Soils</p>	<p>Soils are exposed as part of the excavation for trench, vault, and utility</p>	<p>Most areas are temporarily stabilized. 5/10/07</p>	<p>NA</p>

Areas of Inspection	Observation	Recommended Action	Corrected Action
	<p>work. 5/10/07</p> <p>A small stockpile off Rt. 1 Pequot Ave. is contained and stable. 5/10/07</p>	See erosion control section. 5/10/07	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	<p>Work appears temporarily complete at Vault #36. 4/13-5/10/06</p> <p>The area near Vault #28 has been covered with a hard pack that is resistant to erosion. Piles of aggregate were noted in this area. 3/6 – 5/10/07</p> <p>Two trees were removed near sta. #462 in accordance with the D&M Plan the week of 3/27/07. 5/10/07</p> <p>The trench formerly located between Broad and Main St. was backfilled with a hard pack material on 4/13. The area appears to be stable but remains as a bare, exposed surface. 5/10/07</p> <p>The area near Vault #49 has been covered with a hard pack that is resistant to erosion. The area appears to be stable but remains as a bare, exposed surface. 5/10/07</p> <p>A portion of the trench work along Pequot has achieved final vegetative cover. 5/10/07</p>	<p>Stabilize/restore lawn area when appropriate. 5/10/07</p> <p>Continue to monitor and provide final stabilization if necessary. 5/10/07</p> <p>Vegetation should be restored as necessary upon completion of work in this area. 5/10/07</p> <p>Permanently stabilize area with final restoration measures when feasible. 5/10/07</p> <p>Permanently restore exposed area when feasible. 5/10/07</p> <p>Permanently restore remaining exposed area when feasible. 5/10/07</p>	<p>Needs attention when work is complete.</p> <p>NA.</p> <p>NA at this time.</p> <p>Needs attention when feasible.</p> <p>NA at this time</p> <p>Areas of past work are restoring.</p>

Areas of Inspection	Observation	Recommended Action	Corrected Action
Dewatering	Dewatering activities were observed at sta. #610 to # 613 during this week's inspection. 5/10/07	Discharge water appeared to be appropriately contained and/or filtered. 5/10/07	NA
Blasting	No blasting has been proposed. 5/10/07	None 5/10/07	NA
Spills and Material Storage	Spill cleanup materials/kits were observed in the storage yards. 5/10/07	Ensure that spill kits are also present with each vehicle during active construction 5/10/07	NA
	Fluid filled equipment in the King's Highway yard continue to be proactively stored on liners or similar containment. 5/10/07	Continue to monitor. Good proactive controls are being used even though leaks were not observed. 5/10/07	NA
	Fluid filled equipment was stored acceptably at vault #34 on top of poly liners. 5/10/07	Continue to monitor. Good proactive controls are being used even though leaks were not observed. 5/10/07	Good proactive controls were observed.
Additional Observations	None 5/10/07	None 5/10/07	NA

Next likely scheduled inspection: Thursday May 17, 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 Inspectors: Katie Bednaz, BSC Group

Reviewer: Diana Walden, BSC Group

King's Highway Lay-down Yard



Fluid filled equipment is being adequately and proactively stored in a lined containment area.



Slurry or concrete washout was deposited in an uncontained location within the yard. Concrete washout should occur in a proper containment area.



Material is overwhelming the perimeter controls in one location. Pull the soil back and restore the controls.



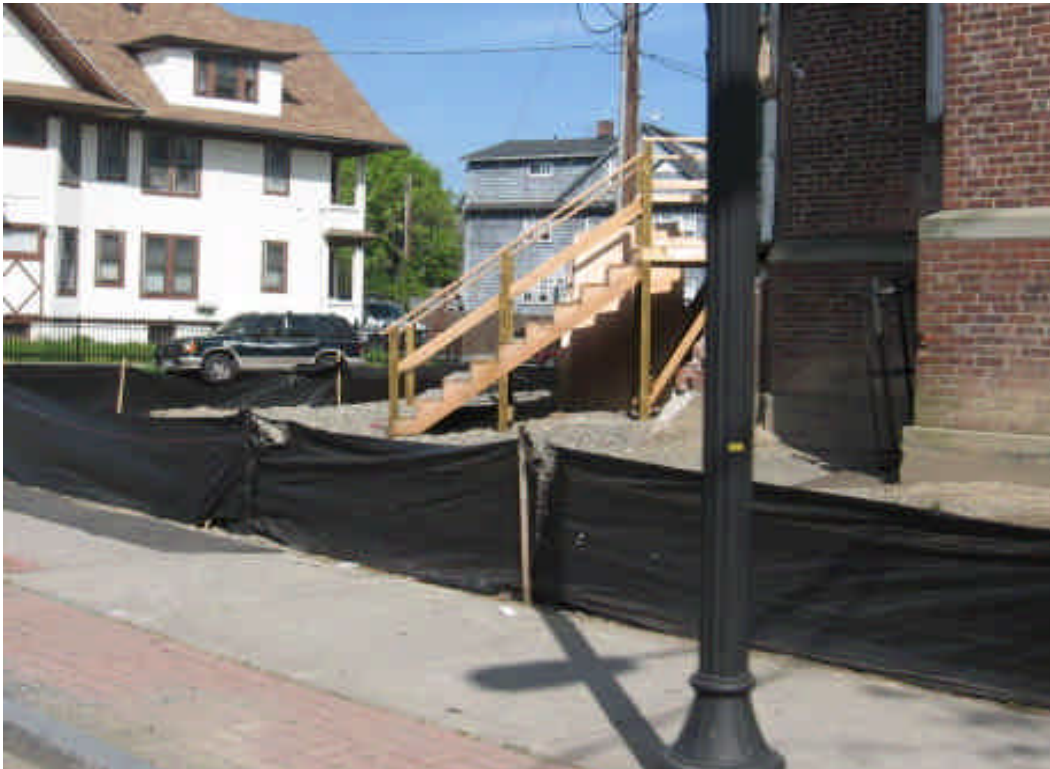
Calcium chloride has been applied to the yard in an effort to prevent dust migration proactively.



Photo of the vault #49 location. A hard pack material has been applied as a surface layer. Final stabilization/restoration measures should be implemented when feasible.



Photo of Railroad Ave. at its intersection with Myrtle Ave. Sediment tracking is regularly noted at this location but is due to a storage yard for a project not covered under this D&M plan.



The perimeter erosion controls at vault #41 have been repaired.