

# Third Party Inspection Form

This report is prepared by a Third Party Inspector to meet the requirements of the Third Party Inspector Condition attached as a Special Condition to the Department Order that was issued for the project identified below. The information in this report/form is not intended to serve as a determination of whether the project is in compliance with the Department permit or other applicable Department laws and rules. Only Department staff may make that determination.

TO: <b>Erle Townsend, Dawn Hallowell, Bill Goggin (CMP)</b>	FROM: <b>Steve Roberge</b>
PROJECT NAME/ LOCATION: <b>RoxWind Transmission Corridor</b>	DEP #: <b>L-27863-ES-A-N, L-27863-NJ-B-N, L-27863-TG-C-N</b>
DATE OF INSPECTION: <b>04-26-2021</b>	DATE OF REPORT: <b>04-26-2021</b>
WEATHER: <b>Clouds, 31 deg, Wind</b>	CONDITIONS: <b>Good</b>

**SITE CHARACTERISTICS:**

# ACRES OPEN: <b>0 acres</b>	# ACRES ACTIVE: <b>2 acres</b>	# ACRES INACTIVE: <b>0 acres</b>
LOCATION OF OPEN LAND: <b>Clearing completed</b>	LOCATION OF ACTIVE LAND: <b>Clearing lower corridor</b>	LOCATION OF INACTIVE LAND: <b>all</b>
OPEN SINCE: <b>04-12-2021</b>	OPEN SINCE: <b>04-12-2021</b>	OPEN SINCE: <b>NA</b>

**PROGRESS OF WORK:**

INSPECTION OF:	Satisfactory	Minor Deviation (corrective action required)	Unsatisfactory (include photos)
STORMWATER CONTROL (VEGETATIVE & STRUCTURAL BMP'S)	<b>Acceptable</b>		
EROSION & SEDIMENTATION CONTROL (TEMPORARY & PERMANENT BMP'S)	<b>Acceptable</b>		
OTHER: (PERMIT CONDITIONS, ENGINEERING DESIGN, ETC.)	<b>Acceptable</b>		

COMMENTS/CORRECTIVE ACTIONS TAKEN (attach additional sheets as necessary):

**See attached erosion control narrative for more detailed information....**

Photos (must be labeled with date, photographer and location): **Photos inserted into attached report**

# RoxWind LLC

## Transmission Corridor to RoxWind towers

**Date:** Monday, 04-26-2021

**Time:** 11:00 AM

**Report:** 3

**Inspected by:** Steve Roberge, PE

**Company/Agency:** SJR Engineering Inc.

**Weather Conditions:** 31 degrees, Clouds, Wind

**Owner Rep:** Palmer Management Corp (Sumul Shah)

**CMP:** Bill Goggin (CMP Environmental projects Manager)

**Construction Site/Project Manager:** Reed-Reed (Kate Doughty, Jake Hall)

**Engineer:** Sewall (Jody Dube-Oneal)

**Site Earthwork Contractor:**

**Clearing Contractor:** Comprehensive Land Technologies (CLT)

**Onsite Environmental Inspections:**

**Contact onsite today:** Owner Rep: NA, Reed/Reed: Kate Doughty (phone),

Sargent: Aaron, MD+B: NA CMP: NA TRC:

**Date of Last Inspection:** 04-21-2021

**Estimated # of days since last rainfall over  $\frac{1}{2}$ ":** 0.5" rainfall 03/28/2021

**Photographs taken:** 6 photos included in report

**Action item:** This report pertains to just the construction activities along the transmission corridor (including the SCADA building with driveway) from the substation to the connection point near Tower 1 of the RoxWind project. The items identified in the initial report are pending due to the mountain slope wetness (ie: no construction equipment on slope), and have been left in the action items narrative. The Contractor should consider the following comments from today's observations:

1. Pending - Some equipment travel ruts have been left within the transmission line corridor. The Contractor has placed some water bars (without outlet protection) along the cut line of the corridor. I recommend additional water bar diversions be placed to limit the amount of runoff that will flow down the mountain within the ruts. This has already become a source of erosion/sedimentation as things begin to thaw. The Contractor, CMP, and I agree that bringing equipment up the mountain at this time would cause more damage during this wet period of time/weather. It is recommended the Contractor perform hand erosion control repairs to capture sediments along the ROW from the one flow path discharging sediment into the stream until such time the equipment can traverse the slope.
2. Pending - Additional hay mulch should be applied to bare soil areas within the corridor. The Contractor, CMP, and I agree that bringing equipment up the mountain at this time would cause more damage during this wet period of time/weather. It is recommended the Contractor perform hand hay mulch

repair to cover the bare soil areas until such time the hay mulching equipment can traverse the slope.

3. The travel access road created by others (CMP Coutts?) last year within this same corridor is eroding. The Contractor, CMP, and I agree that bringing equipment up the mountain at this time would cause more damage during this wet period of time/weather. It is recommended the Contractor perform hand erosion control repairs to capture sediments along the ROW until such time the equipment can traverse the slope.

I have spoken with Bill Goggin of CMP and members of his CMP team concerning the erosion along the corridor. We all agree the mountain is too wet at this time to move equipment up the slope. Bill indicated it would be appropriate to do some hand labor erosion control repair particularly along the area where sediment is flowing offsite into the stream. This was reviewed/discussed. It was agreed the mountain is still too wet to get equipment up the mountain (even using smaller 4 by 4's carrying hay bales). It will be reviewed again next week to determine a timeline.

**Construction "Work in Progress" Narrative:** Sargent is onsite and has completed construction of the driveway to the SCADA building. Environmental controls have been installed. The site appears secure including riprap on fabric along the excavated slope face behind the SCADA building. The downslope drainage area (wetland) has clear water.

Pending (no changes) - Transmission line construction: CLT has completed cutting/clearing operations along the corridor. Mulch has been applied in several locations. Water bars have been cut into several areas of the cleared corridor. However, the bars do not have any outlet protection (ie silt fence, ECM ring, plunge pool, etc) to collect sediment onsite. These need to be installed to keep sediment onsite. There are areas of the cut line that are bare soils. These areas are eroding with sediment being transported to the other side of the corridor. A heavy hay mulch needs to be applied to bare soils. In at least one location, sediment from a bare area has combined with erosion/sediment occurring within the existing access road along the corridor. The existing access road was used last year by Coutts Brothers during work for CMP along the line. The existing road was partially mulched, but many areas left bare (or wind blew mulch off). The combined turbid runoff with sediment has washed offsite and into the adjacent stream (see photos).

Flagging of resources has been performed from the corridor to the substation. Matting and pole setting operations are set to begin in May.

**The following items were inspected:**

1. **Environmental flagging/signage:** Environmental resources have been flagged.
2. **Silt Fencing/ECM Berm:** Silt fencing has been installed and properly keyed into the ground.
3. **Stabilized Entrance:** The driveway for the SCADA building is completed. No construction entrance has been placed at this time. Roxbury Road pavement is clear of soil debris.
4. **Soil stockpile:** A stockpile of soil material has been placed along one side of the driveway. It has been trucked offsite as a "work in progress". The former area of the stockpile has been hay mulched.
5. **Mulching:** A heavy hay mulch has been placed along disturbed areas of the site (ditches). Mulch cover should be enough to cover the ground surface in order for the mulch to work effectively.
6. **Erosion Control Mix:** NA at this time.
7. **Dust Control:** NA at this time.
8. **Hay Bales:** Hay bales have been broken down and used as a mulch cover on exposed soils.
9. **Stone/ECM Check Dam:** Temporary stone check dams have been installed along both side ditches to the driveway.
10. **Culverts/Riprap:** An entrance culvert has been installed. No inlet outlet protection has been installed to date (work in progress).
11. **Level Spreader:** NA at this time
12. **Water Bars:** Pending: Water bars have been installed in some locations along the corridor. These will be enhanced and more of them installed once equipment can access the corridor. The distance between the water bars is based on the steepness of the slope. This will help to control washouts of the road during significant rain events. The water bar discharge area should be excavated and a ECM berm (and/or stone ring with ECM berm) established to capture sediment and filter turbid water.

Water bar installation along the access road of the transmission line is strongly encouraged prior to warmer weather and Spring rains/runoff. Ruts left along the corridor will be sources for erosion and sedimentation likely into environmental resources.

**13. Catch Basins/Stormdrain system:** NA at this time.

**14. Ditches/Swales:** Ditches for the SCADA driveway have been cut. Fabric and riprap will be placed this coming week.

**15. Retention/Sediment/Filter Ponds:** NA at this time.

**16. Cut/Fill Slope Protection:** Only the minimum amount of land has been disturbed for the driveway construction.

**18. Vegetative Cover:** NA at this time.

**19. Stream/Wetland/Bridge Crossings:** Hay mulch has been applied along the stream near the SS fencing.

**20. Spill Prevention:** The project has an identified spill prevention control plan. The Contractor has spill containment materials within construction vehicles and equipment.

**21. Winter Construction:** Winter construction guidelines (November 1 - April 15) are not active at this time.

**22. Utilities:** The Contractor has notified DIGSAFE of construction of the project.

**23. Areas currently under construction/disturbance:** The entire corridor area has been cut/cleared of trees. Due to the wetness of the mountain the project transmission line work remains in winter shutdown mode. All cleared areas have been cut/cleared/stacked.

**24. Estimate total area under construction/disturbance:** Transmission line cut/cleared.

## Progress photos taken by SJR 04-26-2021



Photo #1: The gravel base material has been installed for the SCADA building driveway. Ditches have been cut and sideslopes heavily hay mulched. Temporary stone check dams have been placed until the fabric/riprap lining on the ditches can be installed.



Photo #2: Sargent has completed excavation for the SCADA building and placed a gravel pad for forming the slab. Riprap on fabric was placed along the upslope face of excavation.

**Progress photos taken by SJR 04-26-2021**



Photo #3: Riprap on fabric protection needs to be installed at the inlet/outlet to the driveway culvert at the entrance to Roxbury Road.



Photo #4: The driveway culvert outlet has clear water as it discharges towards a downslope stream.

## Progress photos taken by SJR 04-26-2021



Photo #5: A downslope stream beyond the driveway has very clear water.



Photo #6: The view up the corridor as seen from Roxbury Road...No work has been performed along the corridor this construction season (too wet).

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Email PDF Copy to: Erle Townsend, Dawn Hallowell, Bill Goggin, Sumul Shah, Lindsay Deane-Mayer, Gordon Deane, Jodi Dube-Oneal, Kate Doughty, Jake Hall, Jason Tyler, Justin Fike, Nick Laskovski, Faye Wexler, Aaron Leighton