

# 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</b> PROJECT NAME/ LOCATION: <b>RoxWind Transmission Corridor</b> DATE OF INSPECTION: <b>05-17-2021</b> WEATHER: <b>Sun, 50 deg</b>	FROM: <b>Steve Roberge</b> DEP #: <b>L-27863-ES-A-N, L-27863-NJ-B-N, L-27863-TG-C-N</b> DATE OF REPORT: <b>05-18-2021</b> CONDITIONS: <b>Good</b>
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**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>Pole Installation</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>Unacceptable</b>	<b>Water bars, mulch cover, material on mats</b>	<b>Attached in report</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 SCADA building to towers

**Date:** Monday, 05-17-2021

**Time:** 10:30 AM

**Report:** 5

**Inspected by:** Steve Roberge, PE

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

**Weather Conditions:** 60 degrees, Sun

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

**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: NA MD+B: NA TRC:

**Date of Last Inspection:** 05-10-2021

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

**Photographs taken:** 10 photos included in report

**Action item:** This report pertains to just the construction activities along the transmission corridor from the SCADA building with driveway 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. Items along the upper half of the mountain are RoxWind responsibilities. Items along the lower half of the corridor are RoxWind and CMP responsibilities from previous construction (identified as Pending below). The Contractor should consider the following comments from today's observations:

1. Flagging of environmental resources needs to occur as there are no identified wetland/stream flags along the corridor from top to bottom of the mountain.
2. Matting along the corridor needs to be coordinated/adjusted to the plan delineation for streams and wetlands. The plans have 4 delineated potential stream crossings that have not been matted. Equipment has been used to travel through these areas.
3. Water bars with stabilized outlets are necessary for construction of the transmission line access road. They are to be placed a specified distance apart based on the slope of the access road.
4. Hay mulch needs to be placed along disturbed areas of the site.
5. 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 site seems to have dried out and re-stabilization of the eroded areas can occur. 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.

6. Pending - Additional hay mulch should be applied to bare soil areas within the corridor. The site seems to have dried out and re-stabilization of the eroded areas can occur. 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.
7. Pending-The travel access road created by others (CMP Coutts?) last year within this same corridor is eroding. The site seems to have dried out and re-stabilization of the eroded areas can occur. 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.
8. There are two structures with anchors that have been laid-out that fall within the active stream (or significant drainage swale) centerlines. The designer has reportedly reviewed these locations and indicates the approved locations are final. Structure 137-7 has been installed and Structure 137-3 is currently being installed.

I have spoken with Bill Goggin of CMP concerning the erosion along the corridor (items identified as pending). It is my understanding that CMP crews will be onsite this week to repair the pending items.

**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.

Construction continues along the corridor with access roads being created and structures installed from the top of mountain down to approximately half way point. The contractor has several issues that need to be corrected according to CMP's Erosion Control manual for transmission guidelines identified above.

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).

**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 have not been installed to date.

**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. The access road and pole installation are ongoing from the top of mountain down approximately  $\frac{1}{2}$  of the corridor. All cleared areas have been cut/cleared/stacked/removed.

**24. Estimate total area under construction/disturbance:** Transmission line cut/cleared. Access road and pole installation matting have been installed from the top of mountain to approximately  $\frac{1}{2}$  of the corridor.



## Progress photos taken by SJR 05-17-2021



Photo #1: Roxbury Road pavement is clear of soil debris at the intersection with the SCADA building driveway.



Photo #2: Riprap on fabric protection needs to be installed at the inlet/outlet to the driveway culvert at the entrance to Roxbury Road.



## Progress photos taken by SJR 05-17-2021



Photo #3: Clear water flows along the stream just downslope from the SCADA building driveway.



Photo #4: The upper portion of the transmission corridor access road coming into the RoxWind Towers portion of the project has been constructed and structures set. Mats have been installed in wetland areas. A stream is shown on the plans flowing through the matted area. Mats need to be reinstalled to allow unimpeded stream flows.



## Progress photos taken by SJR 05-17-2021



Photo #5: The access road and structures have been installed approximately half way down the corridor (near existing structure Section 52/pole 10). There is significant open area that should be covered with hay mulch. Water bars with stabilized outlets need to be created along the access road. They are to be constructed according to the steepness of the slope.



Photo #6: Access roads are being created through stream/wetland areas without matting. There are at least 4 stream crossings shown on the plans along the access road that should have raised matting over the stream channel.



## Progress photos taken by SJR 05-17-2021



Photo #7: Another view of the same stream crossing.



Photo #8: Crews have created access road and installed structures just past existing Section 52 pole 10. Disturbed areas should have hay mulch applied. Access road should have water bars with stabilized outlets.



## Progress photos taken by SJR 05-17-2021



Photo #9: It appears this location adjacent to structure 28 may have been a stream crossing that has been disturbed (not matted).



Photo #10: Mulch should be applied to all disturbed soils including pole placement soil haunches.

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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