- Restore wetlands temporarily affected by construction activities. As the final phase of transmission line construction, restore wetlands to approximate pre-construction contours and configurations to the extent practicable; replace topsoil and/or organic soils disturbed by construction (as appropriate); stabilize with temporary seeding; and allow native vegetation to recolonize.

To compensate for the effects to wetlands that would occur as a result of the Project, CL&P would consult with the CT DEEP, the USACE, and other appropriate regulatory agencies to assess mitigation options. The extent of compensatory wetland mitigation required would depend on the final Project design and the amount of direct permanent and temporary effects and secondary and cumulative wetland effects. Compensatory wetland mitigation options for the Project, which would be specifically evaluated as part of the CT DEEP and USACE regulatory review processes, may consist of wetlands restoration and/or enhancement (on or off the ROWs) including invasive species control; wetlands creation; wetlands preservation; and/or conservation restrictions to preserve wetlands and associated uplands.

6.1.2.3 Groundwater Resources and Public and Private Water Supplies

The construction and operation of the 345-kV transmission lines would not adversely affect groundwater resources, including Aquifer Protection Areas, public water supplies, or private groundwater wells.

As identified in Section 5.1.2.3, no public wells would be traversed by or are located in the vicinity of the Project. Private wells provide drinking water to the majority of the Project region. The Proposed Route would cross the eastern edge of one Level A Aquifer Protection Area (No. 112) mapped by the CT DEEP and located in the Town of Putnam. Approximately 3.3 acres of this aquifer protection area are within the CL&P ROW. However, no new transmission line structures would be placed within the Aquifer Protection Area; three new structures (Nos. 283, 284, and 285) would be located adjacent to the east edge of the Aquifer Protection Area.

Additionally, the Town of Brooklyn has an Aquifer Protection Area (No. 68) located 1.7 miles southeast of the Proposed Route, whereas the Town of Killingly currently has three Aquifer Protection Areas (Nos.

68, 69, and 71), the closest of which (No. 69) is located 1.8 miles south of the Proposed Route. None of these aquifer protection areas would be affected by the proposed Project.

The excavations required for the installation of the overhead transmission line structures are not expected to be above any aquifers used for potable water supply. Groundwater may be encountered in low areas (wetlands, floodplains, etc.) where excavation for some structure foundations is necessary. However, it is unlikely the excavation or limited blasting (if any) associated with the installation of certain structure foundations would affect groundwater used for water supply.

If shallow groundwater is encountered during excavation for structure foundations, dewatering would be performed in accordance with applicable permit conditions and best management practices. Such practices may include pumping the water into temporary settling/dewatering basins or dewatering bags, followed by discharge (via filter materials) back onto the ground to allow for infiltration, into catch basins (if permitted by the CT DEEP, and/or the municipality), or into a tank truck and then transported off-site to a suitable disposal location.

During construction, CL&P would require its contractors to adhere to its best management practices and any Project-specific permit requirements regarding the storage and handling of any hazardous materials used during the work. Proper storage, secondary containment, and handling of potentially hazardous materials such as diesel fuel, motor oil, grease and other lubricants, would be required. Furthermore, CL&P would require its contractors to adhere to a SPCC Plan, which would be developed to incorporate the standard hazardous materials storage, handling, and response procedures, as applicable to the Project.

Construction staging areas and contractor yards would be identified during the preparation of the D&M Plans, or thereafter, by the Project contractor(s). These areas would typically be located at existing developed areas (parking lots, existing storage yards, etc.). Where the storage of construction materials and equipment, including fuels and lubricants, is necessary in mapped aquifer protection areas, CL&P