



**Connecticut
Light & Power**

The Northeast Utilities System

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July 3, 2014

Mr. Robert Stein, Chairman
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051

RE: Docket No. 424: Interstate Reliability Project
Monthly Construction Progress Report

Dear Chairman Stein:

Pursuant to RCSA Section 16-50j-62(b)(3) and as described in Volumes 1, Section 7, of the *Development and Management ("D&M") Plan for the Interstate Reliability Project ("Interstate"): Modifications to Card Street Substation, Lake Road Switching Station, and Killingly Substation and the Interstate D&M Plan for the Construction of New 345-kV Transmission Lines and Related Minor Modifications to Adjacent Lines*, The Connecticut Light and Power Company ("CL&P") hereby provides to the Connecticut Siting Council ("Council") this Construction Progress Report for the month of June 2014.

Should you or other Council members have any questions regarding this submission, please do not hesitate to contact me via e-mail at john.morissette@nu.com or telephone at (860) 728-4532.

Sincerely,

John R. Morissette
Project Manager – Transmission Siting

Enclosure

**INTERSTATE RELIABILITY PROJECT
MONTHLY CONSTRUCTION PROGRESS REPORT
JUNE 2014**

1. MODIFICATIONS TO SUBSTATIONS AND SWITCHING STATIONS

During June 2014, CL&P's station contractor (E.S. Boulos [ESB]) performed work at both Card Street Substation and Lake Road Switching Station. For the planned modifications at the Lake Road Switching Station, ESB continued construction activities, including excavation and foundation work and structure installation. Similarly, at Card Street Substation, work continued on foundations, breaker pads, and the cable trench; in addition, circuit breakers were installed. Extensive work was performed during the scheduled outage at the substation that occurred from June 18 through June 30. Table 1 (attached) summarizes the status of site preparation and equipment installation work at each of the three stations.

2. NEW 345-kV TRANSMISSION LINES AND RELATED MINOR MODIFICATIONS TO ADJACENT LINES

Transmission line construction activities were performed along the right-of-way (ROW) in the towns of Lebanon, Columbia, Coventry, Mansfield, Chaplin, Killingly, and Putnam. Activities included vegetation clearing, installation of roads and pads, installation of both drilled shaft and direct embed foundations, and structure installation. In addition, during the May 31 to June 6 outage, conductors were strung along the new transmission line structures between Lake Road Switching Station and Killingly Substation (Structures 267 through 272), and ROW restoration was performed from Structure 269 to Structure 270.

During the June 20-22 outage on the 330 Line, guy modifications were completed on certain existing 330 Line structures. In addition, CL&P's contractor (PAR Electrical Contractors, Inc.) installed foundations to accommodate the relocation of the portion of the 330 Line required to implement the Hawthorne Lane right-of-way shift.

Table 2 (attached) summarizes the construction progress on the transmission line portion of the Project in June. In addition,

3. MINOR DEVELOPMENT & MANAGMENT (D&M) PLAN CHANGES

Three minor D&M Plan Changes were identified during June. These minor changes all reflect updates to active agricultural lands as depicted on the February 2014 D&M Plan, Volume 3 maps, as follows:

- **Mapsheets 39.** In the August 2013 D&M Plan, CL&P proposed an off-ROW access road, extending from Brown Road, across an active agricultural area, to the ROW in the vicinity of Structure 204 (Town of Brooklyn, Line List #30339 [Ingalls]). Subsequently, CL&P determined that this off-ROW access road was not needed and it was removed from the D&M Plan maps (as updated in February 2014). However, a portion of the yellow highlighting and call-out for "active agricultural land" was not removed from the bottom of Mapsheet 39. CL&P proposes to remove this call-out to clearly indicate that there are no active agricultural lands along the ROW in this area.
- **Mapsheets 40.** CL&P initially identified the approved off-ROW access road (extending from Bartlett Hill Road to Structures 208 and 209) as within an active agricultural area. (Town of Brooklyn, Line List # 30340, Rosenberg). Based on further review and consultations with the landowner, this existing off-ROW access is not within an active agricultural area. CL&P proposes to modify Mapsheet 40 accordingly (i.e., to indicate that the off-ROW access road is not in an active agricultural area.

- Mapsheets 47, 47A, and 48. In the Town of Killingly (Line List #30390, Demers), CL&P initially proposed a long off-ROW access road extending from Cotton Bridge Road, through farmland, to the ROW in the vicinity of Structure 240 and a planned pull pad. This off-ROW access road was depicted on the August 2013 D&M Plan Volume 3 maps. Subsequently, CL&P determined that the off-ROW access road was not required in this area, and the road was removed from the updated (February 2014) D&M Plan maps. However, the yellow highlighting and call-outs depicting active agricultural land were not removed from portions of the on-ROW pulling pad and a nearby on-ROW access road. The landowner has indicated that these areas are not active agricultural lands. CL&P proposes to update Mapsheets 47, 47A, and 48 by removing these call-outs.

Table 1
Interstate Reliability Project - Connecticut
Substation Construction Progress Report
(As of June 30, 2014)

| Station | Activity | | | |
|------------------------|------------|------------------|------------------------|---------|
| | Start Date | Site Preparation | Equipment Installation | Testing |
| Card Street | 4/7/2014 | 20% | 5% | 0% |
| Lake Road | 4/7/2014 | 50% | 5% | 0% |
| Killingly* | 4/7/2014 | 100% | 99% | N/A |
| All Substations | 4/7/2014 | 38% | 14% | 0% |

*Note: At Killingly Substation, all major Project construction activities (terminal structure installation) are complete. The only work remaining involves approximately 70 feet of trenching and related work to install a cable to the control house for communications. This work is expected to be performed in 2015.



Interstate Reliability Project-Connecticut
 Construction Progress Report
 Current as of 6/29/2014

Table 2

| Town | ROW Clearing | | Work Area Preparation | | Foundation Installation | | | | Structure Installation | | | Wire Stringing | | Restoration |
|----------------------|---------------------------|---------------------------|---|-------------------------------------|--|----------------------------------|----------------------|-------------------------|------------------------|--------------------------|--|----------------|--|-------------|
| | ROW Clearing (% Complete) | AR/Work Pads (% Complete) | Total Drilled Shaft Foundations to be Installed | Drilled Shaft Foundations Installed | Drilled Shaft Foundations (% Complete) | Total Structures to be Installed | Structures Installed | Structures (% Complete) | Stringing (% Complete) | Restoration (% Complete) | | | | |
| Lebanon | 100% | 100% | 3 | 2 | 67% | 6 | 4 | 67% | 0% | 0% | | | | |
| Columbia | 100% | 96% | 8 | 0 | 0% | 19 | 2 | 11% | 0% | 0% | | | | |
| Coventry | 89% | 89% | 1 | 0 | 0% | 10 | 0 | 0% | 0% | 0% | | | | |
| Mansfield | 100% | 92% | 17 | 5 | 29% | 58 | 1 | 2% | 0% | 0% | | | | |
| Chaplin | 56% | 28% | 6 | 0 | 0% | 31 | 3 | 10% | 0% | 0% | | | | |
| Hampton | 0% | 0% | 0 | 0 | N/A | 38 | 0 | 0% | 0% | 0% | | | | |
| Brooklyn | 0% | 0% | 12 | 0 | 0% | 62 | 0 | 0% | 0% | 0% | | | | |
| Pomfret | 0% | 0% | 3 | 0 | 0% | 16 | 0 | 0% | 0% | 0% | | | | |
| Killingly | 32% | 32% | 8 | 4 | 50% | 24 | 4 | 17% | 17% | 8% | | | | |
| Putnam | 6% | 6% | 18 | 4 | 22% | 54 | 2 | 4% | 4% | 0% | | | | |
| Thompson | 0% | 0% | 3 | 0 | 0% | 19 | 0 | 0% | 0% | 0% | | | | |
| Total Project | 35% | 31% | 79 | 15 | 19% | 337 | 16 | 5% | 2% | 3% | | | | |

