



**Connecticut
Light & Power**
The Northeast Utilities System

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September 4, 2014

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

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CONNECTICUT
SITING COUNCIL

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 August 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
AUGUST 2014**

1. MODIFICATIONS TO SUBSTATIONS AND SWITCHING STATIONS

During August 2014, CL&P's station contractor (E.S. Boulos [ESB]) continued to perform work at both Card Street Substation and Lake Road Switching Station. With the exception of a lightning mast foundation at Card Street Substation, all excavation and foundation work for the new 345-kV line terminals has been completed, as has the additional ground grid outside the station fence line at Lake Road Switching Station. At both stations, work also included pulling, testing, and terminating the control cable, and testing breakers and equipment. Work also focused on activities required in advance of the outage, scheduled for September 17 – October 11. All Project work at Killingly Substation is complete, with the exception of a cable installation, which is scheduled for Spring 2015.

Table 1 (attached) summarizes the status of work at each of the three stations as of August 31, 2014.

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

In August, transmission line construction activities were performed along the right-of-way (ROW) in the towns of Columbia, Coventry, Mansfield, Chaplin, Hampton, Brooklyn, and Killingly. Activities included vegetation clearing, installation of roads and pads, installation of both drilled shaft and direct embed foundations, and structure installation. In addition, conductors and OPGW were pulled between Structures 83 and 111, in the towns of Mansfield and Chaplin (including along the ROW in most of the Mansfield Hollow area). Contractor staging yards were used in the towns of Windham and Pomfret. In addition, monitoring was conducted of the ROW that was restored in June near Killingly Substation, from Structure 269 to Structure 270.

Table 2 (attached) summarizes the construction progress on the transmission line portion of the Project reported as of August 29, 2014.

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

During August, four minor D&M Plan Changes were identified, all along the ROW within the Town of Hampton. Two pertain to the elimination of certain previously approved facilities that CL&P's contractor has now determined are not required to support construction, and the development instead of minor on-ROW access road spurs. The remaining two minor D&M Plan changes involve structure relocations within approved work pads. Each of these minor D&M Plan Changes is described below.

- a. **On-ROW Access Road Modification and Elimination of Potential Pulling Pad, Mapsheet 25, Town of Hampton.** CL&P's construction contractor determined that a potential pulling pad, as shown between Structures 131 and 132 on the February 2014 D&M Plan, Volume 3, Mapsheet 25, will not be necessary (Line List #s: 30243 and 30247). Instead, pulling operations will extend between Structures 124 and 143. The elimination of the pulling pad will minimize impacts to a portion of Lepidoptera host plant habitat and thus will have a positive environmental effect. With the elimination of the pulling pad, a short (approximately 50-foot long) access road "spur" will be built within the ROW from the existing on-ROW permanent access road (located between existing 330 Line Structure 9130 and 9131) to the work pad for Structure 132. The new access road is proposed to be permanent, pending the property owner's concurrence (Line List # 30247).

- b. On-ROW Access Road Modification to Structure 135, Mapsheet 26, Town of Hampton.** To avoid potential conflicts with the existing guy wires for 330 Line Structure 9134, CL&P proposes to shift the location of the approved access road “spur” between the existing, permanent, on-ROW access road and the work pad for Structure 135. The new access road spur to the Structure 135 work pad will be constructed approximately 50 feet to the east of the location shown on the February 2014 D&M Plan, Volume 3, Mapsheet 26, Line List # 30247. The new short access road spur to Structure 135, which will be located in an upland area, will be permanent pending the property owner’s concurrence.
- c. Structure 136 Shift within Work Pad, Mapsheet 26, Town of Hampton.** CL&P proposes to shift Structure 136 (refer to the February 2014 D&M Plan, Volume 3, Mapsheet 26, Line List # 30248) approximately 4 feet to the north to increase the distance between the structure leg and the bank of a small, un-named stream (Stream S20-34). In addition to avoiding the stream bank, the shift will place Structure 136 farther away from (north of) wetland W20-100. The structure shift will be contained within the approved work pad and will not affect vegetation clearing limits or any other environmental resources.
- d. Structure 143 Shift within Work Pad, Mapsheet 27, Town of Hampton.** CL&P proposes to shift Structure 143 approximately 8 feet to the west and 4 feet to the south to provide additional distance between the new structure and stream S20-38 (refer to the February 2014 D&M Plan, Volume 3, Mapsheet 27, Line List # 30256 [Bigelow Howard Fish and Game Club]). This shift will be within the approved work pad for Structure 143 and will not affect vegetation clearing limits or any other environmental resources.

Table 1
Interstate Reliability Project - Connecticut
Substation / Switching Station Construction Progress Report
(As of August 31, 2014)

Station	Activity			
	Construction Start Date	Site Preparation	Equipment Installation	Testing
Card Street	4/7/2014	95%*	60%	45%
Lake Road	4/7/2014	100%	70%	57%
Killingly	4/7/2014	100%	99%*	N/A
Summary: All Stations	4/7/2014	97%	67%	52%

*Note: Except for the excavation that will be required for the last lightning mast installation at Card Street Substation, foundation work at all stations is complete. 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 Spring 2015.

Table 2
Construction Progress Report: Transmission Line, as of August 29, 2014



Interstate
Reliability Project

Interstate Reliability Project-Connecticut
Construction Progress Report
Current as of 8/29/2014

Overhead Transmission											
Town	ROW Clearing (% Complete)	Work Area Preparation	Foundation Installation				Structure Installation			Wire Stringing	Restoration (% 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)		
Lebanon	100%	100%	3	3	100%	6	6	100%	0%	0%	
Columbia	100%	100%	8	8	100%	19	15	79%	0%	0%	
Coventry	100%	100%	1	0	0%	10	5	50%	0%	0%	
Mansfield	100%	100%	17	11	65%	58	9	16%	14%	0%	
Chaplin	100%	100%	6	6	100%	31	21	68%	0%	0%	
Hampton	100%	56%	0	0	N/A	38	0	0%	0%	0%	
Brooklyn	28%	5%	12	0	0%	62	0	0%	0%	0%	
Pomfret	0%	0%	3	0	0%	16	0	0%	0%	0%	
Killingly	32%	69%	8	4	50%	24	6	25%	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	56%	49%	79	36	46%	337	64	19%	4%	3%	