



**Connecticut
Light & Power**

The Northeast Utilities System

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December 5, 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 November 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
NOVEMBER 2014**

1. MODIFICATIONS TO SUBSTATIONS AND SWITCHING STATIONS

During November 2014, CL&P's station contractor (E.S. Boulos [ESB]) continued to perform work at Lake Road Switching Station. This work included electrical equipment installation and testing, within the substation and inside the station control house.

All 2014 scheduled Project work at Card Street Substation was completed in October, and ESB completed demobilization from this station in early November. The portion of the CL&P owned property at 154 Card Street that was temporarily used for parking and was subsequently restored (gravel removed, re-graded, seeded, mulched) is being monitored until revegetation is successful.

All Project work at Killingly Substation is complete, with the exception of a cable installation, which is scheduled for December 2014 – early 2015.

Table 1 (attached) summarizes the status of work at each of the three stations as of November 30, 2014.

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

In November, transmission line construction activities were performed along the right-of-way (ROW) in nine of the 11 Project towns. No substantive work occurred in the towns of Pomfret or Lebanon. In Lebanon, conductor and OPGW installation was completed by the end of October.

Primary construction activities performed in November included vegetation clearing, installation of roads and pads, installation of both drilled shaft and direct embed foundations, structure installation, restoration, and conductor and OPGW installation in the towns of Coventry and Mansfield (generally along the ROW segments between Structures 28 and 83).

All major Project vegetation clearing was substantially complete as of the end of November. Certain focused vegetation removal activities (such as side-trimming of trees along the edge of the managed ROW) are continuing.

Monitoring is being conducted of the portions of the ROW that have been restored to date, including on the federally-owned lands in Mansfield Hollow. In Mansfield Hollow, all portions of the ROW in the Town of Chaplin have been restored and, in the Town of Mansfield, all but a portion of the ROW near Structures 82-83 has been restored. In the Town of Coventry, the ROW near Structure 25 (south of U.S. Route, near the Hop River) also was restored.

Contractor staging yards were used in the towns of Windham and Pomfret.

Table 2 (attached) summarizes the construction progress on the transmission line portion of the Project reported as of November 30, 2014.

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

During November, two minor D&M Plan Changes were identified, one involving an on-ROW access road shift and one entailing an amendment to the Project's Snow Removal and De-icing Procedures (D&M Plan, Volume 2, Attachment D). Each of these minor D&M Plan Changes is described below.

a. On-ROW Access Road Shift near Structure 302, Fox Road, Town of Pomfret. To avoid an existing wood pole that is located along Fox Road at the intersection with the proposed on ROW access road leading to Structure 302 (D&M Plan Volume 3 mapsheet No. 60, Town of Putnam. Line List #31062 / Gatheru), CL&P proposes to shift the on-ROW access road entrance approximately 50 feet to the northwest. This minor shift will avoid the wood pole, will provide safer construction access to the ROW, and will not affect any environmental resources. Further, the access road will remain on the ROW, within the approved limits of clearing for construction.

b. Amendment to Snow Removal and De-icing Procedures

In preparation for the upcoming winter season, CL&P's contractor, PAR Electrical Contractors, Inc., requested modifications to the Project D&M Plan, Volume 2, Attachment D, *Snow Removal and De-Icing Procedures*.

The topography of the IRP right-of-way (ROW) is characterized by hilly areas interspersed with numerous wetlands and streams. In accordance with the Project schedule, various construction activities (principally drilling, structure installation, and conductor /OPGW installation) must occur during the winter months.

To keep active construction areas cleared of snow / ice in order to maintain a safe work environment for Project personnel during the winter months, CL&P plans to allow its construction contractors to use sand, salt, or sand/salt mix along access roads and work pads. These traction and de-icing agents will be applied (after first removing snow) only as needed, in areas of the ROW where construction activities are or will be ongoing under winter weather conditions. Other areas of the Project ROW will not be plowed or treated with de-icers and traction agents.

Where timber mats are located along access roads or as part of work pads in wetlands, CL&P's contractor will use the minimum amount of sand, salt, or sand/salt mix necessary to maintain safe working conditions when frozen precipitation represents a safety hazard for construction activities. To clear snow from timber mats placed in wetlands, for any event that results in greater than 4 inches of snow, CL&P's contractor will push or blow clean snow off the timber mats, down to 3 inches. This clean snow will be windrowed along either side of the timber mat access road. The bottom 3 inches of snow will be carefully removed from the timber mats and transported to an upland area.

For any event resulting in 4 inches of snow or less, all snow will be scraped off the mats and moved to upland areas.

All snow disposal mounds will be within uplands, in locations where snowmelt will not cause sedimentation into water resources.

During extreme weather events, this protocol may be amended as needed to address immediate worker safety issues or to prevent significant damage to property.

CL&P consulted with the Connecticut Department of Energy and Environmental Protection (CT DEEP) regarding these proposed modifications to the *Snow Removal and De-Icing Procedures*. CT DEEP concurred with the proposed changes, which have been used successfully on other CL&P transmission line projects in the recent past.

**Table 1
Interstate Reliability Project - Connecticut
Substation / Switching Station Construction Progress Report
(As of November 30, 2014)**

Station	Activity			
	Construction Start Date	Site Preparation	Equipment Installation	Testing
Card Street	4/7/2014	100%	95%	95%
Lake Road	4/7/2014	100%	94%	94%
Killingly	4/7/2014	100%	99%*	N/A
Summary: All Stations	4/7/2014	100%	95%	94%

*Note: 2014 scheduled Project work at Card Street Substation is complete. Remaining scope will be completed in 2015. The area used temporarily for parking on CL&P-owned property at 154 Card Street has been restored, seeded, and mulched. 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 December 2014 or early 2015.

Table 2



Interstate Reliability Project-Connecticut
 Construction Progress Report
 Current as of 11/30/2014

Overhead Transmission											
Town	ROW Clearing (% Complete)	Work Area Preparation AR/Work Pads (% Complete)	Foundation Installation				Structure Installation			Wire Stringing	Restoration
			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)	(% Complete)	
Lebanon	100%	100%	3	3	100%	6	6	100%	100%	0%	
Columbia	100%	100%	8	8	100%	19	19	100%	100%	6%	
Coventry	100%	100%	1	1	100%	10	10	100%	100%	11%	
Mansfield	100%	100%	17	17	100%	58	58	100%	39%	17%	
Chaplin	100%	100%	6	6	100%	31	25	81%	56%	28%	
Hampton	100%	100%	0	0	N/A	38	4	11%	0%	0%	
Brooklyn	100%	100%	12	12	100%	62	0	0%	0%	0%	
Pomfret	100%	100%	3	0	0%	16	0	0%	0%	0%	
Killingly	91%	87%	8	4	50%	24	6	25%	21%	8%	
Putnam	100%	63%	18	4	22%	54	2	4%	4%	0%	
Thompson	100%	69%	3	0	0%	19	0	0%	0%	0%	
Total Project	99%	92%	79	55	70%	337	130	39%	24%	10%	

