



**Northeast  
Utilities**

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John R. Morissette  
Project Manager – Transmission Siting

May 23, 2013

**ORIGINAL**

**RECEIVED**  
MAY 23 2013

Melanie Bachman, Acting Executive Director  
Connecticut Siting Council  
Ten Franklin Square  
New Britain, CT 06051

CONNECTICUT  
SITING COUNCIL

Re: Docket No. 435: The Connecticut Light & Power Company Application for a Certificate of Environmental Compatibility and Public Need for the Stamford Reliability Cable Project – Supplemental Filing II

Dear Ms. Bachman:

In connection with the above-referenced matter, The Connecticut Light and Power Company (“CL&P”) is providing a Supplemental Filing II to the Connecticut Siting Council. This Supplemental Filing II presents a route refinement underneath the South End Substation from Pacific Street and is designated the “Preferred Route With Canal Street Option (Updated)”.

This route refinement resulted from CL&P’s more detailed engineering analyses. It entirely avoids Manhattan Street and substantially decreases the path on Pacific Street and is the shortest route of the routes considered for this Project. The City of Stamford and ConnDOT have been informed of this route refinement they each support it.

Please find enclosed an original and fifteen (15) copies of the Supplemental Filing II.

Sincerely,

John R. Morissette

Attachment: Supplemental Filing II

cc: Service List



Docket No. 435: STAMFORD RELIABILITY CABLE PROJECT  
PREFERRED ROUTE WITH CANAL STREET OPTION (UPDATED)  
CSC Supplemental Filing II

**Background**

The Connecticut Light and Power Company (“CL&P”) filed an Application for a Certificate of Environmental Compatibility and Public Need (“Application”) for the Stamford Reliability Cable Project (Docket No. 435) on January 18, 2013. The Application included three potential underground transmission line routes for a new 115-kilovolt (“kV”) underground transmission circuit extending between CL&P’s Glenbrook and South End Substations in Stamford, Connecticut. The three routes are referred as the Preferred Route, the Preferred Route With Variation and the Alternate Route. On March 15, 2013, CL&P filed a Supplemental Filing that proposed the use of Canal Street to avoid the Atlantic Street underpass, as requested by ConnDOT. Since that time, CL&P has undertaken more detailed engineering analyses and discovered that the use of Manhattan Street could be avoided all together and the use of Pacific Street could be substantially decreased by installing the underground circuit on CL&P-owned land directly beneath the South End Substation along the northwest property line.

This route option is a refinement of the Preferred Route With Canal Street Option and is designated the “Preferred Route With Canal Street Option (Updated)”. See Drawing CS-PR-Updated attached hereto. Accordingly, CL&P is now submitting the Preferred Route With Canal Street Option (Updated) to the Council for its consideration. CL&P presented it to the City of Stamford; the City prefers this refinement because it substantially reduces the construction on two local streets. CL&P also notified ConnDOT.

**Route Analysis**

In Table CS-1 of the Supplemental Filing (CL&P 4), CL&P presented a summary of its route analysis as to the four routes considered. CL&P conducted a similar analysis for the Preferred Route With Canal Street Option (Updated). The first four columns from Table CS-1 are reprinted below in Table CS-1-Updated with the analysis for the Preferred Route With Canal Street Option (Updated) added as the fifth column.

**Table CS-1-Updated: Route Analysis Summary**

Key Factors	Preferred Route	Preferred Route With Variation	Alternate Route	Preferred Route With Canal Street Option	Preferred Route With Canal Street Option (Updated)
Route Length	8,000 feet	8,080 feet	8,800 feet	7,565 feet	7,410 feet
Impact to ConnDOT Property - Route 1 - Atlantic Street	<u>275 Feet</u> 175 feet 100 feet	<u>1,150 feet</u> 1,050 feet 100 feet	<u>395 feet</u> 45 feet 350 feet	<u>175 Feet</u> 175 feet 0 feet	<u>175 Feet</u> 175 feet 0 feet
ConnDOT Encroachment Agreement Required	No	Yes	No	No	No
Railroad Crossing Agreement Required	Yes	No	Yes	Yes	Yes
Impact to City Projects (SUT)	0 feet	700 feet	0 feet	130 feet	130 feet
Underground Utilities Congestion	Least	Greatest	Moderate	Least	Least
Property Easement Required	2	0	3	4	4
Schools/Day cares within 600 feet	0	0	2 (Day cares)	0	0

**Route Description**

The Preferred Route With Canal Street Option (Updated) consists of nine underground segments through the City of Stamford. Only Segment 9 differs from the Preferred Route With Canal Street Option. Segment 9 would run straight across Pacific Street to the entrance point at CL&P’s South End Substation property and extend 375 feet along such property. Pacific Street is a lightly travelled road located within a generally industrial area.

The general land uses in the vicinity of Segment 9 of the Preferred Route With Canal Street Option (Updated) include commercial and industrial uses, specifically a CL&P substation, MNRR, and commercial buildings.



## **Advantages**

In its analysis of the Preferred Route With Canal Street Option (Updated), CL&P identified the following advantages:

1. **Length** - At 7,410 feet, this route is the shortest of all of the routes, and 155 feet shorter than the Preferred Route With Canal Street Option (7,565 feet). This route reflects a total reduction of 590 feet as compared with the length of the Preferred Route. Shorter length typically translates into a shorter construction window due to less excavation and trenching.
2. **Fewer Construction Complexities** – CL&P will avoid all underground utilities in Manhattan Street and avoid the underground utilities in Pacific Street, except for those located within a very short segment of Pacific Street extending to the entrance to the South End Substation property.
3. **Cost** – A shorter route would result in lower material and construction costs due to less cable, less excavation and less material handling.
4. **Environmental** – The Preferred Route With Canal Street Option (Updated) presents a shorter overall route and less soil disturbance. In addition, the reduced overall route length allows for a shorter construction period, which results in general environmental benefits.

In contrast, CL&P did not identify any disadvantages.

## **Council's Application Guidelines**

Further, CL&P reviewed the Preferred Route With Canal Street Option (Updated) in the context of the Council's Application Guidelines. Significantly, the Preferred Route With Canal Street Option (Updated) presents no new environmental effects. CL&P's review is noted below.

## **Construction Procedures**

The construction procedures set forth in Section E of the Application apply equally to the Preferred Route With Canal Street Option (Updated).

### **Environmental Effects**

There are no new environmental effects associated with the Preferred Route With Canal Street Option (Updated). As noted above, environmental effects would be reduced with less soil disturbance.

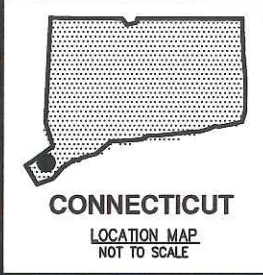
### **Electric and Magnetic Fields**

Electric fields would be essentially unchanged as a result of the Preferred Route With Canal Street Option (Updated).

### **Conclusion**

The Preferred Route With Canal Street Option (Updated) has an overall shorter route than any of the routes considered, fewer construction complexities, and reduces the use of local streets. In addition, this route does not add any new abutters; in fact, it would avoid the two abutters on Manhattan Street that were part of the Preferred Route With Canal Street Option. Furthermore, the City of Stamford supports this route.





PREFERRED ROUTE WITH CANAL STREET OPTION (UPDATED) 60± LINEAR FEET ACROSS METRO NORTH RAILROAD PROPERTY.

PREFERRED ROUTE WITH CANAL STREET OPTION (UPDATED) 130± LINEAR FEET ACROSS STAMFORD URBAN TRANSITWAY PHASE 1

STAMFORD URBAN TRANSITWAY PHASE 1

PERMANENT EASEMENT TO BE ACQUIRED FROM DOCK STREET HOLDINGS, LLC  
AREA = 6,745± SQ.FT.  
= 0.15± ACRES

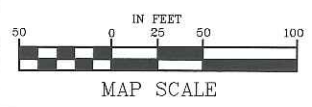
TEMPORARY EASEMENT TO BE ACQUIRED FROM SEATEK COMPANY, INC.  
AREA = 1,406± SQ.FT.  
= 0.03± ACRES

PERMANENT EASEMENT TO BE ACQUIRED FROM SEATEK COMPANY, INC.  
AREA = 1,180± SQ.FT.  
= 0.03± ACRES

TEMPORARY EASEMENT TO BE ACQUIRED FROM DOCK STREET HOLDINGS, LLC  
AREA = 7,480± SQ.FT.  
= 0.17± ACRES

**LEGEND**

- CL&P PROPERTY
- EASEMENT LINE TO BE ACQUIRED
- CL&P RIGHT OF WAY
- TEMPORARY EASEMENT LINE TO BE ACQUIRED
- PARCEL LINES
- PREFERRED ROUTE
- PREFERRED ROUTE WITH CANAL STREET OPTION (UPDATED)
- PREFERRED ROUTE WITH CANAL STREET OPTION
- EASEMENT AREA TO BE ACQUIRED
- TEMPORARY EASEMENT AREA TO BE ACQUIRED



--- ATTENTION ---  
THIS MAP IS FOR PLANNING PURPOSES ONLY. LINEWORK AND DIMENSIONS SHALL BE CONSIDERED APPROXIMATE.

NOTE:  
NUMBER OF AFFECTED PRIVATE PROPERTY OWNERS = 2

TOTAL PERMANENT EASEMENT TO BE ACQUIRED  
AREA = 7,925± SQ.FT.  
= 0.18± ACRES

TOTAL TEMPORARY EASEMENT TO BE ACQUIRED  
AREA = 8,886± SQ.FT.  
= 0.20± ACRES

**Northeast Utilities Service Co.**  
FOR THE CONNECTICUT LIGHT & POWER COMPANY

TITLE STAMFORD RELIABILITY CABLE PROJECT PREFERRED ROUTE WITH CANAL STREET OPTION (UPDATED) STAMFORD, CT					
BY	TAL	CHKD	SAS	APP	APP
DATE	2/22/2013	DATE	2/22/2013	DATE	DATE
H-SCALE	1"=100'	SIZE	ANSI B	SURVEY JOB #	S20355
V-SCALE		V.S.	Z-1-2	R.E.DWG.	23389
R.E. PROJ. NUMBER	135-09.135		NUSCO		



