GREENWICH SUBSTATION & LINE PROJECT
DEVELOPMENT & MANAGEMENT PLAN
115-kV Double Circuit Underground Transmission Lines

The Connecticut Light and Power Company doing business as Eversource Energy

Volume II – Part 1

Greenwich, Connecticut

October 2018

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A. Introduction

A.1 Project Overview and Purpose of the Plan

The Connecticut Light and Power Company doing business as Eversource Energy ("Eversource" or "the Company") has prepared this Development and Management Plan ("D&M Plan" or "Plan") as part of the Greenwich Substation & Line Project (the "Project"). The Project is needed to enhance the electric system in Greenwich, Connecticut. It includes the construction, operation, and maintenance of a new substation, one (1) new all-underground 115-kilovolt ("kV") double-circuit, cross-linked polyethylene ("XPLE") transmission line ("Transmission Line"), and improvements and modifications to the existing Cos Cob Substation. These Project improvements will consist of the following:

- Improvements and modifications to the existing Cos Cob Substation off Sound Shore Drive.
- A new open-air insulated substation ("AIS") located at 290 Railroad Avenue ("Greenwich Substation").
- Two new 2.3-mile underground 115-kV XPLE transmission lines (to be designated the 1020 and 1703 lines) with splice vaults to be located within road rights-of-way ("ROWs") to the extent that space is available, given the locations of existing underground utilities, or on property adjacent to road ROWs. Installation of the new 115-kV double circuit transmission line will require crossing beneath Interstate 95 ("I-95") and crossing Indian Harbor within Bruce Park.

In addition to the above, the Project will also require installation of underground distribution feeders to connect the new substation to the distribution system and some modifications to Prospect Substation.

Please refer to Figure A-1, Project Facilities Location Map.

On May 5, 2017, Eversource submitted to the Connecticut Siting Council ("Council" or "CSC") a Petition for Reconsideration ("Motion to Reopen") (Council Docket No. 461A). After public meetings, evidentiary hearings, and technical reviews, the Council approved the Project on November 9, 2017. Condition 3 of the Council's Decision and Order ("Decision") approving the Project requires that Eversource prepare two D&M Plans (one specific to the new Greenwich Substation and other substation improvements and one specific to the construction of the transmission lines), in compliance with Sections 16-50j-60 through 16-50j-62 of the Regulations of Connecticut State Agencies (RCSA: Requirements for a D&M Plan, Elements of a D&M Plan, Reporting Requirements). Accordingly, the D&M Plans will address all construction activities for the Project. This D&M Plan addresses construction activities associated with the installation of the transmission lines east and west of Indian Harbor. A copy of the Council's Decision and Order is provided as Appendix A.

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COS COB SUBSTATION

TRANSMISSION LINE TO BE PIPE-JACKED UNDERNEATH INTERSTATE-95

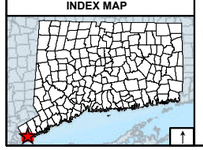
PROJECT MATERIAL STAGING AREA LOCATION

UNDERGROUND ROUTE

GREENWICH SUBSTATION LOCATION

INDIAN HARBOR CROSSING NORTH OF EXISTING DAVIS AVENUE BRIDGE

INDEX MAP



Legend

- Trenchless Crossing Underneath Interstate-95
- Underground Transmission-Line Duct (4' wide)
- Limits of Work for Indian Harbor Crossing Discussed in Development and Management Plan Volume 2 - Part 2

Base Map: ESRI USA Topographic Map

1:18,000

2,000 1,000 0 2,000 Feet

Figure A-1
Project Facilities Location Map

Greenwich Substation and Line Project
Greenwich, Connecticut

EVERSOURCE ENERGY

ALL-POINTS TECHNOLOGY CORPORATION

October 2018

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A.1.1 Modifications to the Approved Project

The number and locations of splice vaults have been modified as a result of additional field information and refined engineering design. Finding of Fact ("FOF") 223 identified six (6) pairs of splice vaults and two (2) pairs of pull through vaults. In the final design, Eversource has reduced the splice vaults to four (4) pairs of splice vaults and two (2) pairs of pull through vaults at the approximate following locations:

- Pull through vault pair located within the northeastern and northwestern portions of the existing Cos Cob Substation;
- Splice vault pair located within the central portion of the median between Sound Shore Drive and the I-95 southbound Exit 4 off-ramp;
- Splice vault pair located within the northern Woods Road ROW southwest of Bruce Park Drive;
- Splice vault pair located within the grass median of the Davis Avenue ROW (one-way north and south split) located northwest of the Davis Avenue Bridge;
- Splice vault pair located within west side of Steamboat Road/Arch Street intersection;
- Pull through vault pair located within the northern portion of the Railroad Avenue ROW just south of the Project Material Staging Area Location at 281 Railroad Avenue.

The term splice vault is used in this Volume to refer to both splice and pull vault installation. The construction and dimensions of the vaults, as well as the installation procedures, are identical.

A.2 Organization of the D&M Plan

The D&M Plan consists of two volumes with Volume I being submitted in three separate parts and Volume II being submitted in two separate parts, all with their own appendices:

- **Volume l – Part 1 – Cos Cob Substation[1] *(Under Separate Cover)*:** Addresses all construction activities for the modifications to the Cos Cob Substation;

- **Volume I – Part 2A – Demolition of Warehouse Building and Pre-Construction Site Preparation[2] (*Under Separate Cover*):** Addresses the demolition of the existing warehouse building formerly occupied by the Pet Pantry Super Discount Stores, LLC ("Pet Pantry") and the removal of existing pavement and subsurface utilities at 290 Railroad Avenue;

[1] Approved by the Council on April 12, 2018.

[2] Approved by the Council on June 21, 2018.

- **Volume I – Part 2B – Greenwich Substation (*Under Separate Cover*):** Addresses the construction of the new substation located at 290 Railroad Avenue; and
- **Volume II – Part 1 – 115-kV Double-Circuit Underground Transmission Line (*Herein Provided*):** Addresses construction activities for the 2.3-mile, 115-kV underground transmission line connecting Cos Cob Substation to the new Greenwich Substation at 290 Railroad Avenue exclusive of the Indian Harbor crossing within Bruce Park.
- **Volume II – Part 2 –Indian Harbor Crossing (*Under Separate Cover*):** Addresses construction activities for the 115-kV underground transmission line crossing of Indian Harbor within Bruce Park.

A.2.1 Volume II – Part 1 – 115-kV Double Underground Transmission Line D&M Plan

This volume provides information relevant to the final design and construction of the new 115-kV double-circuit underground transmission line ("Transmission Line") from Cos Cob Substation to the Bruce Park Drive and Davis Avenue intersection (east of Indian Harbor), and from Davis Avenue (west of Indian Harbor) to the new Greenwich Substation at 290 Railroad Avenue. This D&M Plan also includes information and procedures that are pertinent to construction activities for these transmission facilities, including regulatory requirements, general Project construction procedures and special plans, overall construction schedule, public outreach protocols, and processes for reporting Project activities to the Council, and notifying and requesting approval from the Council in the event changes to the D&M Plan are required.

Table A-1 herein summarizes each of the Council's D&M Plan requirements, pursuant to RCSA Sections 16-50j-60 through 16-50j-62, while Table A-2 identifies the requirements pertaining to the Project as contained in the Council's Decision and Order and Opinion. For each D&M Plan requirement, Tables A-1 and A-2 either identify the location in this D&M Plan where the requirement is addressed or state why the requirement is not relevant.

Specific to this Volume, all construction activities will take place within or near existing road ROWs, with the exception of the crossings of I-95. Please refer to the drawings in Appendices B, E and F.

A.3 Development and Management Plan Directory

Table A-1 presents the requirements for a D&M Plan pursuant to RCSA Section 16-50j-60 through 62, as amended, and indicates where within the D&M Plan the relevant information is located.

Table A-1, D&M Plan Directory
Volume II – Part 1 – New 115-kV Double Circuit Underground Transmission Lines
(Compliance with RCSA Sections 16-50j-60, -61 and -62, as amended through September 7, 2012)

R.C.S.A Section	Description	D&M Plan (Section Reference, as Applicable)
16-50j-60	**Requirements for a D&M Plan**	
(a)	**Purpose.** The Council may require the preparation of full or partial D&M Plans for proposed energy facilities, modifications to existing energy facilities, or where the preparation of such a Plan would help significantly in balancing the need for adequate and reliable utility services at the lowest reasonable cost to consumers with the need to protect the environment and the ecology of the state.	This D&M Plan (Volume II – Part 1) applies to the new 115-kV Double-Circuit Underground Transmission Line.
(b)	**When required.** A partial or full D&M Plan shall be prepared in accordance with this regulation and shall include the information described in RCSA Sections 16-50j-61 to 16-50j-62, inclusive, for any proposed energy facility for which the Council issues a certificate of environmental compatibility and public need, except where the Council provides otherwise at the time it issues the certificate. Relevant information in the Council's record may be referenced.	This D&M Plan (Volume II – Part 1) applies to the installation of the new 115-kV Double-Circuit Underground Transmission Line.
(c)	**Procedure for preparation**. The D&M Plan shall be prepared by the certificate holder or the owner or operator of the proposed facility or modification to an existing facility. The preparer may consult with the staff of the Council to prepare the D&M Plan.	This D&M Plan was prepared by Eversource.
(d)	**Timing of plan.** The D&M Plan shall be submitted to the Council in one or more sections, and the Council shall approve, modify, or disapprove each section of the Plan not later than 60 days after receipt of it. If the Council does not act to approve, modify or disapprove the Plan or a section thereof within 60 days after receipt of it, the Plan shall be deemed approved. Except as otherwise authorized by the Council, no clearing or construction shall begin prior to approval of applicable sections of the D&M Plan by the Council.	This Volume includes relevant information for the installation of the new 115-kV Double-Circuit Underground Transmission Line (except for the Indian Harbor Crossing) excluding a list of contractor personnel as specified in Section 16-50j-61(c)(8). Contact information for the prime contractor(s) for the Substation modification work will be provided to the Council in a supplemental submission, after contract award, prior to the commencement of construction.

R.C.S.A Section	Description	D&M Plan (Section Reference, as Applicable)
16-50j-61	**Elements of D&M Plan**	
(a)	**Key Map**, 1 inch=2,000 feet USGS topographic map	Volume II – Part 1, Figure A-1.
(b)	**Plan Drawings**, 1 inch=100 feet or larger, and supporting documents, which shall contain the following information:	Construction Drawings are included in Volume II – Part 1, Appendices B & F.
1.	Edges of the proposed site and any existing site contiguous to or crossing the site, portions of the site owned by the company in fee, and the identity of property owners of record of the portions of the site not owned by the company in fee.	Volume II – Part 1, Appendices B & F.
2.	Public roads and public land crossings or adjoining the site.	Volume II – Part 1, Appendices B & F.
3.	Approximate location of 50-foot contours along the site.	Volume II – Part 1, Appendices B & F.
4.	Probable location, type, and height of the proposed facility and components (including each new transmission structure, position of guys, description of foundations, and locations of any utility or other structures to remain on the site or to be removed).	Volume II – Part 1, Appendices B & F.
5.	Probable points of access to the site, and the route and likely nature of accessways, including alternatives.	Volume II – Part 1, Appendices B & F.
6.	Edges of existing and proposed clearing areas, the type of proposed clearing along each part of the site, and the location and species identification of vegetation that would remain for aesthetic and wildlife value.	Volume II – Part 1, Appendices B & F.
7.	Identification of sensitive areas and conditions within and adjoining the site, including but not limited to:	
	A. Wetland and watercourse areas regulated under CGS Chapter 440 and any locations where construction may create drainage problems.	Not Applicable to Volume II – Part 1.
	B. Areas of high erosion potential.	Not Applicable to Volume II – Part 1.
	C. Known critical habitats or areas identified as having rare, endangered, or threatened, or special concern plant or animal species listed by the state or federal government.	Not Applicable to Volume II – Part 1.
	D. Location of known underground utilities or resources agencies to be crossed (electric lines, fuel lines, drainage systems and natural or artificial public or private water resources)	Volume II – Part 1, Appendices B & F.
	E. Residences or businesses within or adjoining the site that may be disrupted during the construction process.	Volume II – Part 1, Section G, Appendix F.

R.C.S.A Section	Description	D&M Plan (Section Reference, as Applicable)
	F. Significant environmental, historic and ecological features (significantly large or old trees, buildings, monuments, stone walls or features of local interest)	Not Applicable to Volume II – Part 1.
(c)	**Supplemental Information**	
1.	Plans (if any) to salvage marketable timber, restore habitat and maintain snag trees within or adjoining the site	Not Applicable to Volume II – Part 1.
2.	All construction and rehabilitation procedures with reasonable mitigation measures that shall be taken to protect areas and conditions identified in 7 above, including but not limited to:	
	A. Construction techniques at wetland and watercourse crossings.	Not Applicable to Volume II – Part 1.
	B. E & S control and rehabilitation procedures, consistent with the CT Guidelines for Soil Erosion and Sediment Control, as updated and amended, for areas of high erosion potential.	Volume II – Part 1, Sections C.2.3; E.2; and Appendix D, Eversource's BMP Manual.
	C. Precautions and all reasonable mitigation measures to be taken in areas within or adjoining the site to minimize any adverse impacts of such actions or modifications endangered, threatened, or special concern plant or animal species listed by federal or state agencies and critical habitats that are in compliance with federal and state recommended standards and guidelines, as amended.	Not Applicable to Volume II – Part 1.
	D. Plans for modification and rehabilitation of surface, drainage, and other hydrologic features.	Volume II – Part 1, Section E.2.
	E. Plans for watercourse bank restoration in accordance with Chapter 440 of the C.G.S.	Not Applicable to Volume II – Part 1.
	F. Plans for the protection of historic and archaeological resources with review and comment from a state historic preservation officer of the CT Department of Economic and Community Development (DECD) or its successor agency.	Not Applicable to Volume II – Part 1.
3.	Plans for the method and type of vegetation clearing and maintenance to be used within or adjacent to the site.	Tree trimming and removal referenced in Volume II – Part 1, Section C.2.4; Appendices B & F.
4.	Location of public recreation areas or activities known to exist or being proposed in or adjacent to the site, together with copies of agreements between the company and public agencies authorizing the public recreation use of the site to the extent of the company's rights thereto.	Not Applicable to Volume II – Part 1.

R.C.S.A Section	Description	D&M Plan (Section Reference, as Applicable)
5.	Plans for ultimate disposal of excess excavated material, stump removal, and periodic maintenance of the site.	Volume II – Part 1, Sections C.2.4 and E.4.
6.	Locations of areas where blasting is anticipated.	Volume II – Part 1, Section C.2.6.1.
7.	Rehabilitation plans, including but not limited to reseeding and topsoil restoration.	Volume II – Part 1, Section C.6; Appendix E.
8.	Contact information for the personnel of the contractor assigned to the project.	Contact information for the 115-kV Double-Circuit Underground Transmission Line work will be provided to the Council in a supplemental submission, after contract award, prior to the commencement of construction.
9.	Such site-specific information as the CSC may require.	Refer to Table A-2: List of requirements per Docket 461A Decision and Order and Opinion.
(d)	**Notice.** A copy, or notice of the filing, of the D&M Plan, or a copy, or notice of the filing of any changes to the D&M Plan, or any section thereof, shall be provided to the service list and the property owner of record, if applicable, at the same time the plan, or any section thereof, is submitted to the CSC.	Volume II – Part 1, Sections F.1 and F.2.
(e)	**Changes to the Plan.** The CSC may order changes to the D&M plan, including but not limited to vegetative screening, paint color, or fence design at any time during the preparation of the plan.	As applicable; refer to Volume II – Part 1, Section F.2 Eversource's Change Notice process.
16-50j-62	**Supplemental Reporting Requirements**	
(a)	**Site Testing and Staging Areas.** The certificate holder, or facility owner or operator, shall provide the CSC with written notice of the location and size of all areas to be accessed or used for site testing or staging areas. If such an area is to be used prior to approval of the D&M plan, the CSC may approve such use on terms as it deems appropriate.	Volume II – Part 1, Section C.2.1. The locations of contractor yards and material staging areas will be identified by the contractor and submitted to the Council for review and approval prior to use, pursuant to the Change Notice process described in Section F.2.

R.C.S.A Section	Description	D&M Plan (Section Reference, as Applicable)
(b)	**Notice**	
1.	The certificate holder, or facility owner or operator, shall provide the CSC, in writing with a minimum of two weeks advance notice of the beginning of the construction of the new Greenwich Substation.	Volume II – Part 1, Section F.1.
2.	The certificate holder, or facility owner or operator, shall provide the CSC with advance written notice whenever a significant change of the approved D&M plan is necessary. If advance written notice is impractical, verbal notice shall be provided to the CSC immediately and shall be followed by written notice not later than 48 hours after the verbal notice. Significant changes to the approved D&M Plan shall include, but not be limited to, the following:	Volume II – Part 1, Sections F.1 and F.2.
	A. The location of wetland or watercourse crossing	
	B. The location of an accessway or structure in a regulated wetland or watercourse area.	
	C. The construction or placement of any temporary structures or equipment	
	D. A change in structure type or location including, but not limited to, towers, guy wires, associated equipment or other facility structures.	
	E. Utilization of additional mitigation measure, or elimination of mitigation measures. The CSC or its designee shall promptly review the changes and shall approve, modify, or disapprove the changes in accordance with subsection (d) of Section 16-50j-60 of the RCSA.	
3.	The certificate holder, or facility owner or operator, shall provide the CSC with a monthly construction progress report or a construction progress report at intervals determined by the CSC or its designee, indicating changes and deviations from the approved D&M Plan. The CSC may approve changes and deviations, request corrections, or require mitigation measures.	Volume II – Part 1, Table F-1.
4.	The certificate holder, or facility owner or operator, shall provide the CSC with written notice of completion of construction and site rehabilitation.	Volume II – Part 1, Section F.1.
(c)	**Final Report.** The certificate holder, or facility owner or operator, shall provide the CSC with a final report for the facility not later than 180 days after completion of all site construction and site rehabilitation. The report shall identify:	Volume II – Part 1, Section F.1.

R.C.S.A Section	Description	D&M Plan (Section Reference, as Applicable)
1.	All agreements with abutters or other property owners regarding special maintenance precautions.	
2.	Significant changes of the D&M Plan that were required because of property rights of underlying and adjoining owners for other reasons.	
3.	The location of construction materials which have been left in place including, but not limited to, culverts, erosion control structures along watercourses and steep slopes, and corduroy roads in regulated wetlands.	
4.	The location of areas where special planting and reseeding have been done.	
5.	The actual construction cost of the facility, including but not limited to the following costs:	
	A. Clearing and access	
	B. Construction of the facility and associated equipment	
	C. Rehabilitation; and	
	D. Property acquisition for the site or access to the site	
(d)	**Protective Order.** The certificate holder, or facility owner or operator, may file a motion for protective order pertaining to commercial or financial information related to the site or access to the site.	Not Applicable.

A.4 CSC Decision and Order Checklist

Table A-2 presents the Council's requirements for the Project as provided in the Docket No. 461A Decision and Order and indicates where within the D&M Plan the relevant information is located.

Table A-2, D&M Plan Directory of Docket No. 461A
Decision and Order Requirements Greenwich Substation and Transmission Line Project

Condition Number	Description	D&M Plan (Section Reference, as Applicable)
Condition Number	**Decision and Order**	
(1)	The Certificate Holder shall construct the proposed substation at 290 Railroad Avenue, enclosed by a perimeter brick wall. The brick wall shall be relocated south by approximately 10 feet to increase the setback distance between the brick wall and Railroad Avenue.	Not Applicable to this Volume. See *Volume I – Part 2B, Greenwich Substation D&M Plan*.
(2)	The Certificate Holder shall construct the proposed underground electric transmission line along the proposed route using a pipe jack crossing of I-95 and a trench/cofferdam crossing of Indian Harbor, and perform related Project improvements, as proposed, subject to modifications during final site design and approval of the Development and Management (D&M) Plan for the project.	Volume II – Part 1, 115 kV Double-Circuit Underground Transmission Line D&M Plan and Volume II – Part 2 115 kV Double-Circuit Underground Transmission Line Crossing of Indian Harbor D&M Plan.
(3)	The Certificate Holder shall prepare two D&M Plans for this Project; one specific to the proposed substation and other substation improvements, and one specific to the proposed construction of the new transmission line. Both D&M Plans shall be in compliance with Sections 16-50j-60 through 16-50j-62 of the Regulations of Connecticut State Agencies. The D&M Plans shall be served on the Town of Greenwich for comment, and all parties and intervenors as listed in the service list and submitted to and approved by the Council prior to the commencement of facility construction. The D&M Plans shall include:	Eversource is preparing separate D&M Plans for the project: Volume I – Part 1 for the Cos Cob Substation Modifications; Volume I – Part 2A for the demolition of existing warehouse building and pre-construction site preparation at 290 Railroad Avenue; Volume I – Part 2B for the construction of the new Greenwich Substation; and Volume II Part 1 and Part 2 for construction of the new underground transmission lines and

Condition Number	Description	D&M Plan (Section Reference, as Applicable)
		crossing of Indian Harbor, respectively.
	a. A detailed site plan showing the placement of all substation equipment, structures, and buildings within the substation perimeter, access, provisions for storm water management and transformer oil containment and fencing;	D&M Plan, Volume I - Parts 1 and 2; – D&M Plan Volume II – Part 1 and Part 2.
	b. A detailed site plan showing the underground transmission line route, splice vaults, traffic management plan, identification of pipe jacking sites, provisions for underground cable protection, substation improvements, and equipment and material staging areas;	D&M Plan Volume II – Part 1, Appendices B & F; and Volume II – Part 2.
	c. An erosion and sediment control plan that includes provisions for any areas for the temporary storage of fill materials and is consistent with the *2002 Connecticut Guidelines for Soil Erosion and Sediment Control,* as amended;	D&M Plan, Volume I - Parts 1 and 2, and Volume II – Part 1 and Part 2.
	d. A spill prevention control and countermeasures plan;	Volume I - Part 2, Section E.1 and Volume II – Part 1, Section E.1; Appendix G; and Volume II – Part 2.
	e. Identification of areas for staging and equipment lay down, field office trailers, sanitary facilities and parking;	Volume I Part 2, and Volume II – Part 1, Appendices B & F and Volume II – Part 2.
	f. Details for the Indian Harbor crossing including related temporary and permanent construction impacts and methods to reduce such impacts;	*Not applicable to this Volume, see Volume II – Part 2.*
	g. A vegetative clearing/trimming plan;	Tree Trimming and removal referenced in Volume I - Part 2A and Volume II – Part 1, Section C.2.4; Section F.1; Appendices B & F and Volume II Part 2.
	h. Restoration plan for disturbed areas and roads;	Volume II – Part 1, Section C.6 and Appendix E; and Volume II – Part 2.
	i. A construction schedule, including construction hours	Volume II – Part 1, Section D.

Condition Number	Description	D&M Plan (Section Reference, as Applicable)
	j. A blasting plan, if necessary;	Volume II – Part 1, Section C.2.6.1.
	k. EMF Monitoring Plan; and l. Submission of monthly construction progress reports.	Volume II – Part 1, Appendix H; and Volume II – Part 2. Volume II – Part 1, Section F.3; Table F-1.
(4)	The Certificate Holder shall obtain necessary permits from the Connecticut Department of Energy and Environmental Protection, Department of Transportation and other entities, as necessary, prior to the commencement of construction.	Volume II – Part 1, Table B-1; and Volume II – Part 2.
(5)	The Certificate Holder shall comply with all future electric and magnetic field standards promulgated by State or federal regulatory agencies. Upon the establishment of any new standards, the facilities granted in this Decision and Order shall be brought into compliance with such standards.	Volume II – Part 1, Appendix G.
(6)	The Certificate Holder shall provide to the Council an operating report within three months after the conclusion of the first year of operation of all facilities herein, and annually thereafter for a period of three years, with information relevant to the overall condition, safety, reliability, and operation of the new transmission line.	Volume II – Part 1, Section F.1.
(7)	Unless otherwise approved by the Council, this Decision and Order shall be void if all construction authorized herein is not completed within five years of the effective date of the Decision and Order, or within five years after all appeals to this Decision and Order have been resolved Authority to monitor and modify this schedule, as necessary, is delegated to the Executive Director. The Certificate Holder shall provide written notice to the Executive Director of any schedule changes as soon as is practicable.	Not Applicable at this time.
(8)	Any request for extension of the time period referred to in Condition 7 shall be filed with the Council not later than 60 days prior to the expiration date of this Certificate and shall be served on all parties and intervenors, as listed in the service list, and the Town of Greenwich.	Not Applicable at this time.
(9)	This Certificate may be surrendered by the Certificate Holder upon written notification to the Council.	
(10)	In accordance with Section 16-50j-62 of the Regulations of Connecticut State Agencies, the Certificate Holder shall provide the Council with written notice two weeks prior to the commencement of site construction activities. In addition, the Certificate Holder shall provide the Council with written notice of the completion of site construction, and the commencement of site operation.	Volume II – Part 1, Section F.1.
(11)	The Certificate Holder shall remit timely payments associated with annual assessments and invoices submitted by the Council for expenses attributable to the facility under Conn. Gen. Stat. §16-50v.	

Condition Number	Description	D&M Plan (Section Reference, as Applicable)
(12)	This Certificate may be transferred in accordance with Conn. Gen. Stat. §16-50k(b), provided both the Certificate Holder/transferor and the transferee are current with payments to the Council for their respective annual assessments and invoices under Conn. Gen. Stat. §16-50v. In addition, both the Certificate Holder/transferor and the transferee shall provide the Council a written agreement as to the entity responsible for any quarterly assessment charges under Conn. Gen. Stat. §16-50v(b)(2) that may be associated with this facility.	

B. Regulatory Approvals and Consultations for the Project

B.1 Regulatory Approvals and Requirements

This D&M Plan conforms to the specifications of Sections 16-50j-60 through 16-50j-62 of the RCSA (Requirements for a D&M Plan, Elements of a D&M Plan, Reporting Requirements); incorporates Eversource's commitments as contained in the record of the Council's Docket 461A regulatory process; and reflects adherence to the conditions of the Council's approval for the Project and other relevant, previously received or anticipated regulatory approvals. The federal and state permits and approvals needed for the Project are listed in Table B-1.

B.2 Consultations – Including Town Interactions

During the planning of the Project, Eversource consulted with representatives of the Town of Greenwich ("Town"), as well as with representatives of various federal and state agencies, including the U.S. Army Corps of Engineers ("USACE") New England District; U.S. Fish and Wildlife Service ("USFWS"); Connecticut Department of Energy and Environmental Protection ("CT DEEP"); CT DEEP Land and Water Resource Division ("LWRD"); State Historic Preservation Office ("SHPO"), and Connecticut Department of Transportation ("CTDOT"). In addition, Eversource notified property owners along the Transmission Line route.

The crossing of the Indian Harbor within Bruce Park requires state and federal permits because it involves work within tidal/navigable waters. These permits are discussed in detail in Volume II, Part 2 (to be provided under separate cover). Discussions with the Town regarding the Project commenced in June 2011 and have continued throughout the siting process. Subsequent to the Council's Decision, Eversource is continuing to meet with the Town to discuss elements of the D&M Plan. In accordance with Condition 3 of the Council's Decision and Order, Eversource served this D&M Plan on the Town of Greenwich for comment and on all parties and intervenors on the service list for this Docket. Prior to the formal submission of this document, Eversource provided the Town with the opportunity to conduct an initial review and comment. Additional information regarding Eversource's public outreach activities is included in Section G.

Table B-1, Permits, Reviews, and Approvals Required for the Project

Agency	Certificate, Permit, Review, Approval or Confirmation	Activity Regulated
FEDERAL		
USACE, New England Division	Section 401 Clean Waters Act (CWA) Section 10 Rivers and Harbors Act Section 404 CWA (Permits requires conformance with Section 106 of the National Historic Preservation Act (NHPA), see Tribal and SHPO consultations below)	Required consultation under CT DEEP LWRD Permit application. Excavation/Dredging in navigable water. Discharge of fill.
U.S. Fish and Wildlife Service	Coordinates with USACE regarding endangered or threatened species	Activities that may affect federally-listed endangered or threatened species (Note: Consultations with this agency revealed that no federally-listed species will be affected by the Project).
Federally-recognized Tribal Nations in CT	Coordinates with USACE regarding native American cultural resources	Activities that may affect Native American sites.
CONNECTICUT		
Connecticut Siting Council	Certificate of Environmental Compatibility and Public Need (Docket 461A, November 9, 2017; refer to Appendix A D&M Plan approvals	General transmission line need, siting, construction, environmental compatibility, safety, and operation / maintenance and management procedures.
CT DEEP Land and Water Resources Division (LWRD) (Formerly OLISP)	Structures, Dredging and Fill & 401 Water Quality Certification	Activities in in tidal, coastal or navigable waters of the state; Conformance to Section 401 of the CWA.
CT DEEP	Threatened, Endangered, and Special Concern Species	Construction and operation activities that may affect state-listed threatened, endangered, and/or special concern species (Note: Consultations with CT DEEP confirmed that no state-listed species will be affected by the Project).
CT DEEP	General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities; Stormwater Pollution Control Plan Activities	Construction activities affecting greater than one acre of disturbance.
CT DEEP Public Utilities Regulatory Authority	Approval pursuant to CGS Section 16-243	Method & Manner of Construction Approval to Energize Lines.
SHPO	Approval of proposed Project consistency with the NHPA; comments during Council and USACE processes	Construction and operation activities that may affect archaeological or historic resources (Note: investigations revealed that no cultural sites will be affected by the Project).

Agency	Certificate, Permit, Review, Approval or Confirmation	Activity Regulated
CTDOT Highway	Encroachment permits	Arch Street crossing beneath I-95 overpass; Pipe jacking beneath I-95 parallel to Indian Field Road; construction on CTDOT property off Sound Shore Drive; and, crossing beneath I-95 overpass in MNR commuter Lot (Cos Cob Train Station).
CTDOT Highway	Encroachment Agreement	Occupation of CTDOT Highway property off of Sound Shore Drive.
CTDOT Rails	License Agreement	Permanent occupation of underground line in MNR Commuter lot (Cos Cob Train Station) and Arch Street crossing underneath MNR overpass.
CTDOT Rails	Right of Entry Permit	Construction of underground line in MNR Commuter Lot (Cos Cob Train Station).
CTDOT Rails	Right of Entry Permit	Staging area in Cos Cob Substation yard.
Department of Health	Asbestos Abatement Permit	Asbestos Abatement.
TOWN OF GREENWICH		
Town of Greenwich*	Road Opening permit	All work to be performed in the Town right-of-way. Required to perform installation of the underground duct bank and vaults.
Town of Greenwich DPW[3], Building Inspection Division	Demolition Permit	Demolition of the existing Pet Pantry building located at 290 Railroad Avenue.
Town of Greenwich DPW, Sewer Division	Public Sewer Disconnect Permit.	Capping and removal of the existing sewer line at 290 Railroad Avenue.
Town of Greenwich DPW, Sewer Division	Application for Sewer Permit	Connection of sewer line for Control Enclosure at 290 Railroad Avenue.
Town of Greenwich DPW, Engineering Division*	Excavation, Filling, and Removal of Earth Material Permit.	Site Preparation and construction activities at 290 Railroad Avenue.
Town of Greenwich*	Construction Noise Variance	Construction noise occurring outside the parameters of the town ordinance, generally 7:00 am – 6:00 pm Monday – Friday and 9:00 am – 5:00 pm Saturday.
Town of Greenwich	Building Permit	Control Enclosure – Bathroom.

Note: Shaded rows are specific to the underground Transmission Line construction activities covered in this volume (exclusive of the Indian Harbor crossing).

**The Town has indicated that it will require these permits; if it applies for such permits, Eversource intends to reserve its rights under State law that would supersede the need for local permits.*

[3] Department of Public Works

C. General Construction Procedures for 115-kV Double-Circuit Underground Transmission Line

The construction procedures for the Transmission Line will involve a sequential, phased approach. This section summarizes the general construction procedures associated with installation of the Transmission Line. Project-specific drawings are presented in Appendices B, E, and F of this Volume. Actual sequences and methods of construction may vary based on the characteristics encountered along the Transmission Line route.

C.1 Construction Management and Contact Information

Prior to the commencement of construction work for the Transmission Line, Eversource will provide the Council with contact information for its prime construction contractor, consisting of name, corporate address, telephone number, and e-mail address. The Project construction contractor will be required to comply with all applicable regulatory requirements, permits and the Council-approved D&M Plans. Eversource will require the construction contractors' personnel to attend training regarding Project-specific requirements, including the specifications of the D&M Plans.

The construction of the Transmission Line will be monitored by on-site Eversource Project personnel based in the field who will provide construction oversight and observe and report to Eversource management on construction activities, including adherence to all Project requirements.

C.2 General Construction Sequence

Eversource will construct the Transmission Line in several stages, some overlapping in time.

The majority of the work will be completed within existing road rights-of-way ("ROW") except for the longitudinal occupation of the Metro North Cos Cob commuter parking lot and grassy area between Sound Shore Drive and I-95, and the I-95 crossing. A comprehensive traffic management plan ("TMP") has been developed in coordination with the Town to promote community awareness, address safety concerns and minimize traffic disruptions during construction. Traffic management considerations proposed at each work zone or along each line segment during construction is addressed in the TMP located in Appendix C of this Volume.

The following summarizes the general sequence of activities for the construction of the Transmission Line.

- Identify staging areas, site preparation, and install erosion and sediment controls
- Remove and/or trim vegetation

- Cut pavement
- Excavate and install duct bank
- Install splice vaults and communication vaults
- Install and splice cable
- Restore the work areas

C.2.1 Staging Area Identification

To support construction, areas used to store equipment and materials necessary for construction ("staging areas") will be located within the Greenwich Substation site and at the Eversource-owned 281 Railroad Avenue property ("Pole Yard"). In addition, some materials may be stored at Cos Cob Substation.

Additional staging areas may be needed to support the Project. Eversource's selected contractor will evaluate the need for additional sites for staging and laydown of materials. If additional sites are necessary, the proposed locations would be submitted to the CSC for approval.

Any additional staging areas used to support Transmission Line construction and restoration activities would be temporary in nature. After completion of the Project, these sites would be restored in accordance with underlying landowner agreements.

C.2.2 Site Preparation Along the Transmission Line Route

The type of site preparation work required for any specific location along the Transmission Line route will vary depending on the characteristics of each locality.

Site preparation would generally include:

- Erecting applicable traffic management warning signs on public roads in the immediate vicinity of the active construction sites, consistent with the TMP and CTDOT permits.
- Deploying temporary construction storage containers, and related equipment and materials to locations along the Transmission Line route or associated staging areas and setting up temporary services required to support construction (e.g., portable toilets).
- Installing protective fencing around the work site, as needed.
- Installing and maintaining, as necessary, appropriate temporary soil erosion and sedimentation controls (e.g., silt fence, straw bales) around select areas of planned pavement/soil disturbance and nearby storm drains. Temporary erosion and sedimentation controls will be maintained until the disturbed areas are satisfactorily stabilized.
- Removing and/or graveling over vegetation in work areas.

C.2.3 Erosion and Sediment Controls

To minimize the potential for erosion and sediment migration during construction, temporary erosion and sediment ("E&S") control measures will be installed prior to the initiation of soil disturbing activities and will be inspected regularly. These controls would be specific to the type of surface that's to be disturbed and will be maintained and replaced, as necessary, throughout the construction. Temporary E&S controls will be left in place until the areas disturbed by construction activities are permanently stabilized. Permanent stabilization will consist of the application of pavement (for areas within existing road ROW) or reseeding to establish a uniform vegetative cover of 70% density on disturbed soils that will not otherwise be paved or graveled. After final stabilization is achieved, all temporary E&S controls will be removed and disposed of properly.

As part of the E&S controls deployed along the route, catch basin filter protection will be utilized to prevent sediments from entering the municipal storm water system. These filters will be regularly inspected and replaced, as needed.

In addition to these measures, all E&S control practices will be in accordance with the following:

- *2002 Connecticut Guidelines for Soil Erosion and Sediment Control* as amended;
- *Eversource's Best Management Practices Manual for Massachusetts and Connecticut (Construction and Maintenance Environmental Requirements),* September 2016 (Appendix D); and,
- *CT DEEP Contaminated Soil Transfer and Staging General Permit* (if necessary).

E&S controls are depicted on the drawings included in Appendices B and F of this Volume.

C.2.4 Vegetation Removal

The Transmission Line will be located primarily within or adjacent to public roadways and in largely developed urban areas. Selective tree removal will be needed at both crossings of Sound Shore Drive and near the Cos Cob train station parking lot entrance. Vegetation will also be removed along the south side of Sound Shore Drive and within the I-95 ROW to accommodate access to the work areas. At the Davis Avenue splice vault work area, select trees will be excavated, temporarily relocated, and subsequently replanted. Tree trimming is expected to be minimal but may be necessary if construction equipment clearances are inadequate, particularly along Indian Field Road, through portions of Bruce Park and along Museum Drive. All tree removal and trimming will be performed by a licensed arborist and in coordination with the Town Tree Warden. See Appendices B and F of this Volume for the location of trees to be removed and Appendix E for location of trees that will be temporarily relocated and subsequently re-planted.

C.2.5 Pavement Cutting

A pavement saw will be used to cut roadway pavement on both sides of the planned excavation to a width of approximately five (5) feet for the standard duct bank configuration (see detail in Appendix B). Prior to cutting the pavement, appropriate E&S controls, such as catch basin protection, will be installed as needed. There will be instances where the pavement width being cut will vary to accommodate the duct bank configuration, based on the presence of existing utilities, and installation of vaults.

C.2.6 Typical Duct Bank and Splice Vault Installation

The Project will require the construction of an underground duct bank and splice vaults to house the XLPE transmission cables and associated communication fiber, grounding wires and temperature monitoring system. Several activities will occur simultaneously within the work zone (e.g., pavement cutting at the beginning of the work zone and backfilling at the end of the work zone may occur at the same time) to accommodate the installation of the duct bank and splice vaults. All related activities associated with the installation of the duct bank and splice vaults in a particular location are part of a common work zone. Work zones will typically measure approximately 400 to 500 feet in length[4] and will progress along the Transmission Line route until the entire duct bank installation is complete between the two substations. Several work zones may be active simultaneously at different locations along the Transmission Line route.

C.2.6.1 Duct Bank Excavation

The majority of the Transmission Line route will be installed within a standard double-circuit duct bank configuration, requiring the excavation of a trench with minimum dimensions of approximately five (5) feet wide and five (5) feet deep. A minimum of three (3) feet cover over the duct bank is Eversource's target minimum depth for the Transmission Line route. However, some locations present utility conflicts that may not allow the Company to achieve this depth. Trenching is anticipated to proceed at a rate of approximately 50 to 75 linear feet per day, per crew. However, this rate may vary, depending on the occurrence of rock, water infiltration, and the location and density of other utilities along the Transmission Line route.

The 1020 and 1703 circuits will exit out of the Cos Cob and Greenwich Substations independently and then join in one duct bank after the first set of vaults outside of each respective substation. Each of these trenches exiting the substations will have minimum dimensions of approximately three (3) feet wide and five (5)

[4] Depending on the location of the work zone, dimensions may be slightly larger or smaller than noted due to existing conditions. Width of the work zones will vary between approximately 14 to 50 feet in length. Please see Appendix C for additional information for work zone dimensions.

feet deep and provide a minimum cover over the duct bank of three (3) feet. Each of these duct bank cross sections are shown in Appendices B and F of this Volume.

The majority of trenching along the route will be completed using back-hoes and excavators. In locations where shallow bedrock is encountered, Eversource's contractors will implement hoe-ramming or other mechanical chipping techniques. Although not anticipated, field conditions could require blasting in some areas along the Transmission Line route.

Prior to commencing any blasting activities, Eversource would retain a certified blasting specialist (blasting contractor licensed by the Connecticut Commissioner of Emergency Services and Public Protection) to develop a site-specific blasting plan, in compliance with state and local regulations, the Council's Decision and Order and Eversource guidelines. The plan would take into consideration local geologic conditions and the locations of nearby utilities and other development, as well as the performance of pre- and post-blast surveys of nearby properties, as necessary. The blasting plan would typically address the following:

- Location(s) where blasting would be performed and general summary of work to be performed;
- List of permits required;
- Blasting schedule (days and hours per day);
- Safety meetings to be held prior to the performance of the blasting;
- Noise and vibration monitoring;
- Post-blasting CCTV inspection of sanitary and storm sewer infrastructure; and,
- Traffic control measures, as warranted.

The blasting plan would be developed in coordination with the Town of Greenwich Department of Public Works and provided to the local Fire Marshal prior to the submittal to the Council for their approval.

Eversource would also conduct community outreach to inform local officials and the public about the planned blasting activity and conduct pre- and post-work inspections, as necessary, of properties abutting the work sites where blasting will be performed. Typically, the construction contractor would arrange for pre- and post-work inspections of abutters' properties. Eversource would coordinate directly with Town officials, including notifications to the local police and fire departments regarding the schedule for the blasting activity.

C.2.6.2 Soil and Water Handling

Handling, intermediate storage, transport, and disposal of excavated material will be in accordance with federal and state regulations and *Eversource's Best Management Practices Manual for Massachusetts and Connecticut* (BMP Manual), dated September 2016 (Appendix D). Excavated soils will be live-loaded and

transported to an Eversource pre-approved facility, for temporary stockpiling and characterization to determine disposal options[5]. All transport and disposal activities will be conducted in accordance with applicable regulations and Eversource's BMP Manual.

Eversource has developed the following plan for handling water encountered in excavations during construction. Where groundwater[6] or stormwater generated from rain events is present, Eversource contractors will be allowed to pump the water from the excavated area into nearby storm sewer catch basins. The waste water will be discharged through a filter bag before being directed to the catch basin[7]. Eversource will conduct pre- and post-construction inspections of each affected catch basin. Where required, catch basins will be cleared of significant debris prior to discharges. Once excavation activities are complete in a given location, the catch basin(s) will be cleaned of excess sediment with a vacuum truck for disposal at an appropriate facility. If entry into splice vaults is required after splices are complete, any accumulated water within the structures will be pumped directly into a truck and disposed of by an Eversource approved contractor.

If there is suspicion (e.g. based on sheening or odor) that ground/storm water is contaminated, water will be collected and pumped into a vacuum truck for disposal by an Eversource approved contractor.

C.2.6.3 Duct Bank and Splice Vault Installation

Duct Bank Design and Placement

The duct banks will consist of polyvinyl chloride ("PVC") conduits encased in a concrete envelope. Schedule 40 PVC conduits to house the XLPE cables, grounding cables, and communication fibers will be placed into the excavated trench in a predefined arrangement. The complete double-circuit duct bank along the Transmission Line route will consist of:

- Six (6) – 6-inch diameter conduits,
- Two (2) – 4-inch diameter conduits, and
- Four (4) – 2 -inch diameter conduits.

[5] Eversource intends to coordinate with representatives of one of its pre-approved vendor facilities to allow for temporary stockpiling, remote from the Project area. The material would be stockpiled on and covered by polyethylene sheeting and surrounded by appropriate E&S controls. Sheeting used to cover the stockpile will be weighted to prevent the wind migration of contaminated dust. The materials will be tested to determine appropriate handling and ultimate disposition.

[6] The CT DEEP has assigned a "GA" and "GB" classification to groundwater underlying the Transmission Line route. The "GA" Classification is water suitable for drinking without treatment while the "GB" classification is indicative of highly urbanized areas and presumes groundwater within the area is not suitable for human consumption without prior treatment.

[7] All catch basins along the route will be protected with erosion and sedimentation control measures. See details in Appendix F protection details.

Each 6-inch conduit will contain a single 115-kV XLPE insulated power cable (three cables comprise one circuit). Each 4-inch conduit will contain communication and relaying cables. Two of the 2-inch conduits will contain a jacketed copper grounding cable and the other two (2) – 2-inch conduits will contain a temperature sensing fiber-optic cable.

The two single circuit duct banks at Cos Cob Substation will consist of:

- Three (3) – 6-inch diameter conduits,
- One (1) – 4-inch diameter conduit, and
- Two (2) – 2-inch diameter conduits.

All three (3) 6-inch conduits will contain a single 115-kV XLPE insulated power cable (three cables comprise one circuit). The 4-inch conduit will contain communication and relaying cables. One (1) of the 2-inch conduits will contain a jacketed copper grounding cable and the other 2-inch conduit will contain a temperature sensing fiber-optic cable.

Maintaining adequate spacing between conduits is critical for overall system ampacity requirements. Inadequate spacing between conduits can negatively affect system ampacity due to the mutual heating between the cables. The conduits will be supported by incrementally spaced plastic spacers to maintain the prescribed configuration. In certain locations, these conduits will be anchored to prevent movement during backfilling operations. The PVC conduit will be installed in sections, with each section 10 to 20 feet in length. Each PVC conduit joint will be glued and then manually pushed together to form a bell and spigot connection. Detailed information regarding spacing is provided in the duct bank cross-section drawings in Appendix B.

Prior to cable installation, duct proofing[8], will occur after a contiguous section of the duct bank/splice vault system has been completed.

Splice Vaults

Splice vaults will be located where consecutive lengths of cable must be spliced together. Splice vaults have been located in areas that maximize the allowable cable length in order to minimize the total number of splice vaults. Specific details and locations of these vaults are provided on the drawings in Appendices B, E & F of this Volume and discussed previously in Section A.1.1. Each splice vault will typically contain

[8] Duct Proofing involves pulling a mandrel through the duct as a final verification of duct cleanliness, absence of sharp edges, which could damage the cable, and absence of duct deformities or constrictions, which could interfere with the cable pull.

three cable splices (one cable splice for each phase of the circuit, three phases per circuit). Pre-cast concrete splice vaults with approximate inside dimensions of 22 feet in length, seven feet in width and seven feet in depth, with an approximate six-inches to one-foot wall thickness will be installed at typical intervals of approximately 2,400 feet[9] along the route. In addition, hand holes measuring five feet in diameter installed approximately seven feet deep will be located adjacent to vault locations for splicing and pulling fiber optic cables. Installation of these hand holes may be performed simultaneously with vault construction. Splice vault installation will take approximately two weeks for each set of vaults, depending on the proximity to existing structures/utilities and subsurface conditions. A temporary steel plating system may be used at splice vault locations within roadways to maintain traffic flow outside of allowable work hours.

C.2.7 Backfilling

The conduits will be encased in a single concrete envelope (earthen form). The concrete provides mechanical as well as thermal protection for the conduits and typically has a compressive strength of 3,000 pounds per square inch ("psi"). The remainder of the trench, including around existing utilities, will then be backfilled with either a fluidized thermal backfill (typically 150 psi) or a thermally tested and approved processed aggregate. The trench will be topped with a temporary bituminous concrete wearing course. Trenches through unpaved areas may be backfilled with native material provided it has the appropriate thermal qualities. For final pavement restoration, the temporary wearing course and some backfill material will be removed and replaced with a permanent pavement structure in accordance with applicable Town and CTDOT specifications.

C.2.8 Grading

The majority of the Transmission Line would be installed within public roadways. Where limited grading may be required (e.g., grassy area off Sound Shore Drive and between the I-95 northbound and southbound ramps), the area will be substantially restored to existing grade after the installation of the conduit and splice vaults. In general, disturbed areas along all portions of the route will be returned to pre-existing elevations and conditions.

Minor, permanent grading will occur adjacent to the Cos Cob Substation entrance to facilitate the installation of the splice vault.

[9] FOF 224 references an interval length of 1,800 feet. As a result of optimizing the final design, the interval length has been increased.

C.3 Interstate 95 Crossing

C.3.1 Site Preparation – I-95 Crossing

Pipe jacking, a trenchless installation method, would be used to cross underneath I-95. Site preparation activities for the crossing would consist of a survey to establish the work area and underground route, deployment of traffic control measures, establishing the work area erosion and sedimentation controls, installation of the graveled entrance and work pad, and mobilizing the necessary equipment to the work site.

To establish the work zone for the I-95 crossing, trees and other vegetation within this area will be removed including the stumps. A layer of geotextile fabric will then be spread over the area and covered with gravel. An existing spillway from the Indian Field Road bridge overpass is adjacent to the work area on the north side of the highway ROW. Under current conditions, stormwater generated on the bridge discharges to the grass and follows natural drainage patterns to a catch basin to the south. This drainage area is located in the western portion of the proposed work zone. In order to keep water runoff originating on the bridge from entering the work zone, a new pipe will be installed beneath the gravel work area and stormwater runoff will be directed to an existing culvert at the eastern limit of this work area.

Traffic control measures for this work would be installed per CTDOT permits. Please reference the Traffic Management Plan in Appendix C for specific information.

C.3.2 Description of Pipe Jacking Method

This method of construction involves the use of hydraulic jacks to push a casing pipe under the highway. As the pipe is advanced, the soils and solids are removed, either by hand or mechanically, from the pipe. Once the casing pipe has been installed across the highway corridor, the conduits of the duct bank are placed within the casing pipe and backfilled with an acceptable thermal backfill material.

A concrete composite pipe with an outside diameter of approximately 42 inches will be used for the casing pipe. The conduits will be installed inside the casing pipe using specifically designed spacers. The annulus of the casing will be filled with a flowable grout material designed to produce acceptable thermal characteristics, the grout will serve to solidify the installation to prevent movement, provide a solid fill and help dissipate heat away from the cables.

Trenchless construction requires two excavations for sending and receiving of the casing pipe (sending/receiving pits) underneath I-95. One sending/receiving pit will be located in the grass median between the southbound lanes of I-95 and the southbound I-95 Exit 4 off-ramp and the other sending/receiving pit will be located in the grass median between the northbound lanes of I-95 and the

northbound I-95 Exit 4 on-ramp. The sending/receiving pits will have approximate dimensions of 15 feet in length, 50 feet in width and 15 feet in depth. The size of the excavated sending/receiving pits would be determined by several different factors including the final length of the jack, bore diameter, and soil and groundwater conditions. Excavation stabilization methods or equipment (such as sloping or a trench box) would be employed to keep workers safe in the bore pit. The sending/receiving pit areas would be secured with chain link fencing to prevent unauthorized entry.

See Appendices B and F for additional information.

The general procedure for this type of construction would include the following:

- Establish work zones[10] on each side of I-95, between the Exit 4 on- and off-ramps.
- Within these staging areas, excavate sending and receiving pits in their respective locations on either side of the highway.
- Position a boring machine at the bottom of the sending pit.
- Install a 42-inch diameter casing pipe between the sending and receiving pits and the cable ducts pulled into the casing pipe.
- Fill the remaining voids in the casing with a thermal grout.

If dewatering of the pits is necessary, the water from the excavation will be pumped through a filter bag and discharged into a nearby storm sewer catch basin. Eversource will conduct pre- and post-construction inspections of the catch basin and clean as needed.

If there is suspicion (e.g. based on sheening or odor) that ground/storm water is contaminated, water will be collected and pumped into a vacuum truck for disposal at an appropriate facility.

CTDOT has confirmed that it will allow Project access to the receiving/sending pit areas directly off I-95 and the adjacent exit ramps. Traffic management details regarding construction activities associated with the I-95 crossing is provided in Appendix C of this Volume.

[10] The work zone to the north of southbound I-95 is approximately 15,108 square feet and the work zone to the south of northbound I-95 is approximately 24,751 square feet.

C.4 Cable Installation

Cable installation is comprised of two main activities, cable pulling and cable splicing, as described below.

C.4.1 Cable Pulling

The XLPE transmission cables will be pulled into the ducts using a truck or trailer mounted winch and special cable handling equipment and utilize reel trailers located above one splice vault with a cable pulling machine situated at the next vault along the alignment. Cables will be inserted into the conduits by winching a pull rope attached to the ends of the cable. A single cable will be pulled into place within each conduit. At each of the substations, the cables will be pulled into a steel termination structure for connection to the substation equipment.

The vaults will also be used as points for installing the temperature monitoring fiber optic cables and a ground continuity conductor under a separate mobilization. The communication fiber optic cables will be pulled and spliced into a pre-cast hand hole located near each splice vault locations. The temperature sensing fiber optic cable and the ground continuity conductor will be pulled into the transmission cable splice vaults. The fiber optic cables and the ground continuity conductor will also be terminated within the substations.

Due to the size of the cable reel and clearance limitations along the route, a review of travel routes will be performed by the cable supplier and coordinated with the Town of Greenwich and Eversource to designate delivery and approved travel routes from potential material staging areas to vault locations. Specific traffic control measures for working at each vault location is included in the Traffic Management Plan, Appendix C.

C.4.2 Cable Splicing

Once the cables have been pulled into the conduits, they will be spliced together in their respective vaults. Precise cable splicing within the splice vaults require that a conditioned environment be maintained. This is accomplished by parking splicing trailers, equipped with a ventilation system, on top of the splice vaults for the duration of the splicing operation. Splicing operations will typically take five (5) to seven (7) days per vault[11]. Each cable and associated splice will be stacked vertically and supported on the wall of the splice vault by a racking system.

At Cos Cob and Greenwich Substations, terminations will connect the underground cables to switches and bus work within the substations.

[11] Splice vault installations may operate continuously over a 24-hour period.

C.5 Testing and Interconnections

All components of the Transmission Line, as well as associated equipment, will be commission-tested prior to final connection to the transmission system.

C.6 Restoration

Temporary and permanent restoration will be necessary following the construction of the duct bank and splice vaults.

C.6.1 Off-Roadway Restoration

Temporary and permanent restoration measures for off-roadway areas affected by construction will be site specific and any restoration will be completed in accordance with approved plans and Eversource's BMP Manual. All areas affected by construction activities will be substantially restored to pre-construction site conditions. Depending on the time of year in which certain activities are completed, final off-roadway restoration (in areas requiring reseeding and/or other planting measures) may not be completed until the following growing season. Disturbed areas will be stabilized as needed over winter and will be restored as soon as practical thereafter.

C.6.2 In-Roadway Restoration

Pavement restoration will initially consist of a hot mix asphalt ("HMA") bituminous concrete wearing course per the Town of Greenwich standards until final pavement restoration occurs. The HMA bituminous concrete wearing course will be installed in the width of the saw cut trench and will match the existing roadway grade. Final pavement restoration will be performed to applicable standards outlined by CTDOT and/or the Town[12] for locations within paved public roadways. Final pavement restoration will be completed as soon as practical.

C.6.3 Final Cleanup

As work is completed along the route, all remaining construction debris from construction and staging areas will be properly disposed of in accordance with local, state and federal regulations and Eversource's BMP Manual.

Additional details regarding final cleanup and the restoration of disturbed areas and roadways are included in Appendix E.

[12] Town roads that are affected by construction will be resurfaced curb to curb.

D. Construction Schedule, Outages and Work Hours

D.1 Construction Schedule

In general, the work to be completed in each season is summarized by Table D-1 below. There are no anticipated outages required for the Transmission Line installation.

Table D-1 - New 115-kV Double Circuit Underground Transmission Line Construction Schedule

	Q1 2018	Q2 2018	Q3 2018	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019
Duct bank and Conduit Installation								
Establish Laydown Yards								
290 Railroad Avenue to Steamboat Road to intersection of Museum Drive and Indian Harbor Drive								
Museum Drive/Indian Harbor Drive Intersection to West side of Indian Harbor								
Bruce Park Construction*: East side of Indian Harbor to Intersection of Bruce Park Drive/Indian Field Road								
Bruce Park Drive/Indian Field Road Intersection to Cos Cob terminals (excludes pipe jacking across I-95)								
Pipe jacking Across I-95								
XLPE Cable Installation								
Installation and Termination of XLPE Cables from new Greenwich Substation to Cos Cob Substation								

*All duct bank construction activities in Bruce Park will be conducted between November 1st 2018 and April 30th 2019.

D.2 Work Hours

A Traffic Management Plan has been developed in collaboration with CTDOT and the Town of Greenwich to understand the impact of the proposed construction on the affected roadways. Work hours and road closure information is included within Appendix C.

E. Related Construction Procedures

E.1 Spill Prevention and Countermeasures Plan

Eversource's Spill Prevention, Control and Countermeasures Plan ("SPCCP") describes processes to minimize the potential for a spill of petroleum products or a hazardous or toxic substance and, in the event that a spill does occur, measures to contain and control the release to minimize the effects. Eversource requires all construction contractors to adhere to procedures outlined in the SPCCP during all construction activities. At a minimum, the SPCCP will include the following provisions:

- The identification of petroleum products and materials classified as hazardous or toxic that are likely to be used during Project construction;
- The transport, storage, and disposal procedures for these substances;
- Training, equipment inspection and maintenance, and other measures designed to minimize the potential for a spill; and
- The procedures to be followed in the event of a release of a petroleum or hazardous/toxic substance to the environment, including a spill reporting protocol.

In the event of a release, Eversource will ensure its contractors will provide qualified personnel to clean-up and remediate the spill of any contaminated materials. A copy of Eversource's SPCCP can be found in Appendix G.

E.2 Stormwater Management

E.2.1 During Construction

While the Transmission Line is under construction, if stormwater accumulates in trenching or splice vault excavations, it will be discharged through a filter bag prior to being directed into nearby catch basins. Eversource will conduct pre- and post-construction inspections of each catch basin. Where required, catch basins will be cleared of significant debris prior to discharges. Once activities are complete in a given location, the catch basin(s) will be cleaned of excess sediment with a vacuum truck for disposal at an appropriate facility. If entry into splice vaults is required after cable installations are completed, any

accumulated water within the structures will be pumped directly into a truck and disposed of at an appropriate wastewater treatment facility.

If there is suspicion (e.g. based on sheening or odor) that ground/storm water is contaminated, water will be collected and pumped into a vacuum truck for disposal by an Eversource approved contractor.

E.2.2 Pre- and Post-Construction Stormwater

Under existing conditions, the route is covered nearly in its entirety by impervious surfaces and, in several locations along the route, stormwater runoff is captured at multiple catch basins/storm drains. Minimal grading along the route is proposed and has been designed to maintain consistency with existing conditions. Catch basins located near work zones will be protected by drain guard filters to prevent sediments from entering the municipal storm water system. These filters will be regularly inspected and replaced, as needed.

E.3 Provisions for Winter Work

Work activities associated with the Transmission Line will extend into the winter months. If necessary, Eversource would implement appropriate snow removal and de-icing procedures in accordance with the BMP Manual (Appendix D).

If some clean-up or restoration work is completed too late in the season to initiate or complete permanent stabilization of disturbed areas (e.g., temporary staging areas that may require reseeding), temporary E&S controls will be left in place and augmented if necessary. These measures will be regularly inspected and maintained until permanent stabilization can be completed, likely during the following spring.

E.4 Air Quality Protection and Vehicle Idling Protocol

To minimize short-term adverse effects to air quality during construction, excavated soil will be live-loaded, covered and transported to a licensed, third-party location for disposal. Watering[13] for dust suppression will be utilized at locations, as necessary. Paved roads will be periodically swept as necessary to remove any excess dirt tracked onto the pavement. Anti-tracking pads will be installed at all staging area access points to minimize tracking of soil onto public road ways.

[13] All water sources must be pre-approved by Eversource.

Construction Equipment: Idling[14] vs. Warm-Up During Cold Weather

Unnecessary construction equipment and vehicle idling expends fuel, increases costs, and causes air pollution. Vehicle emissions will be limited by requiring contractors to properly maintain construction equipment and vehicles, and by minimizing the idling time of construction vehicles and equipment in accordance with applicable regulatory standards.

Pursuant to Connecticut requirements (RCSA 22a-174-18), the allowable idling time for vehicles of all kinds, including diesel construction equipment, is three minutes.

However, under winter work conditions (when the ambient temperature is below 20 degrees Fahrenheit) the following apply:

- Construction equipment may require longer periods to warm up after overnight shut down or other extended periods of inactivity. Such "warm up" periods, as required to bring the equipment up to a safe operating temperature (as defined by the equipment manufacturer), are exempt from the idling time limit. However, most diesel engines take three minutes or less to warm up (contractors should consult the engine manufacturer's recommendations).
- Construction equipment may have to idle for longer periods to operate defrosting or heating equipment to ensure the safety or health of the driver.

E.5 Handling of Disposition of Excavated Material and Wastes

Eversource's construction contractors will be responsible for the proper handling and disposal of all excess soils, recyclable materials, and other wastes generated during the construction process.

Excavated soil will be live-loaded into dump trucks and handled and disposed of in accordance with regulatory requirements (depending on the type of material) and Eversource's BMP Manual procedures.

If obviously polluted or contaminated soil is encountered (i.e., containing oils or emitting a petroleum or chemical odor), the contractor must immediately stop work and report the discovered condition to a representative of Eversource, who will report the discovery to CT DEEP, in accordance with appropriate regulatory requirements. Impacted soils will be live-loaded and transported for disposal[15].

[14] "Idling" is defined as the period when mobile construction equipment is not in motion or is not otherwise actively performing its designated function. Thus, "idling" does not apply to the use of certain types of mobile construction equipment (e.g., cranes, cement mixers) that may be stationary, but are actively operating, at a work site.

[15] Eversource intends to coordinate with one of its pre-approved vendors to allow for temporary stockpiling at the vendor's facility, remote from the Project area. The material would be stockpiled on and covered by polyethylene sheeting and surrounded by appropriate E&S controls. Sheeting used to cover the stockpile will be weighted to prevent the wind migration of contaminated dust. The materials will be tested to determine appropriate handling and ultimate disposition.

General waste materials and trash will be collected in receptacles at the work sites or in secured containers, either at designated locations or at contractor staging areas or yards. Containers that are not removed or emptied at the end of the work day will be inspected regularly until removed for off-site disposal.

Although temporary material storage may be required during construction, in no case will solid or liquid wastes be disposed of at work sites or at contractor staging areas or yards.

E.6 Lighting and Noise Mitigation

As some of the Transmission Line construction work will be performed during non-daylight hours and winter months, temporary lighting may be required to accommodate work that occurs after nightfall. Temporary lighting will be focused on the targeted work areas and result in a short-term, localized effect.

Construction activities will result in localized and short-term increases in ambient noise levels in the vicinity of Transmission Line work zones. Construction-related noise will result from the operation of equipment and vehicles, including vegetation removal equipment, jackhammers, drilling rigs, cranes and excavation equipment.

Because noise attenuates with distance, the effects of construction-generated noise will depend on the noise source location in relation to noise receptors.

E.7 Site Access and Traffic Control and Construction Signs

The Transmission Line route is primarily located within public roadways, which readily provides access to most work areas for construction equipment and workers. Appropriate rights will be negotiated for any off-roadway locations.

Eversource coordinated with CTDOT and the Town of Greenwich in preparing a TMP for the Project (included in Appendix C). The TMP details the locations for use of traffic control devices (such as signs, barricades and striping), lane closures and alternate traffic routes to minimize impacts to vehicular and pedestrian traffic[16]. Town police officers or certified flaggers will direct traffic around or through the construction areas[17]. As detailed in the TMP, measures will be taken to maintain access to all affected residences and businesses during construction. Traffic management considerations for maintaining access to residences and businesses during construction are addressed in the TMP included in Appendix C of this Volume.

[16] Construction signage will be consistent with the federal Manual of Uniform Traffic Control Devices ([MUTCD], 2009 edition, as revised May 2012, or the latest version)

[17] Town of Greenwich Police Officers are to be the first choice for traffic management. If none are available, then certified flaggers may be used in their place.

The construction of the new Transmission Line between the two substations will have short-term and localized effects on transportation patterns in the immediate vicinity of the Project work. These effects will stem primarily from in-road construction activity, as well as additional traffic on local roads associated with the movement of construction vehicles and equipment to and from staging areas, and work sites along the route.

During construction, construction equipment, materials, and support vehicles will use existing public roads to reach work sites along the route. Major equipment and materials will be delivered directly to work zones, the material staging areas on Railroad Avenue and at Cos Cob Substation, or at other approved staging areas, where they will be stored until needed. During construction, personnel traveling to and from work sites, as well as the movement of construction equipment, may cause temporary localized increases in traffic. When heavy equipment must be transported along public roads for delivery to the work sites, temporary disruptions in local traffic patterns or delays may occur.

Eversource will also inform businesses, property owners, and residents along the route of the construction schedule. Consideration will be given to minimize the impact of construction activity on vehicular traffic and pedestrians in the vicinity of the Project, and disruption to access along existing travelled ways will be minimized by utilizing steel plates and performing crossings in phases to maintain traffic flow.

E.8 Construction Equipment and Vehicle Washing

No construction equipment or vehicle washing will be allowed along the route. Concrete truck wash-out will be allowed only in designated staging area locations, which will be selected to minimize the potential for off-site environmental impacts. All wash-out areas will include measures to control and contain wash-water and to collect the cement wash-off for off-site disposal.

E&S controls deployed at wash-out areas will conform to the relevant provisions of the *2002 Connecticut Guideline for Soil Erosion and Sediment Control* as amended, *Eversource's BMP Manual*, and the *CT DEEP's General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities*.

Water may be required for dust suppression or other construction activities. All water sources must be pre-approved by Eversource.

E.9 Post-Construction EMF Monitoring Plan

Pursuant to Condition 3(k) of the Council's Decision and Order, Eversource has prepared for the Council's review a post-construction electric and magnetic field ("EMF") monitoring plan for the entire Project. This plan is included in Appendix H.

F. Notices and Reports Notices and Reports

F.1 Notices to the Council: Start and Completion of Construction (including Access and Vegetation Removal)

Pursuant to RCSA Section 16-50j-62(b)(1) and Condition 10 of the Council's Decision and Order, Eversource will provide written notification to the Council ***two weeks prior to the commencement of construction activities.***

Pursuant to RCSA Section 16-50j-62(b)(4) and Conditions 10 and 3(h) of the decision, Eversource also will provide written notification to the Council of the completion of construction (including site restoration/rehabilitation) and the commencement of site operation.

F.2 Changes to D&M Plan

Pursuant to RCSA Section 16-50j-62(b)(2), the Council must pre-approve any significant changes to this D&M Plan. Eversource will identify, track, and approve all changes, whether significant or minor. *Any changes to this D&M Plan will be documented.*

Eversource will provide the Council with advance written notice whenever a significant change of an approved D&M Plan is necessary. If advance written notice is impractical, Eversource will provide immediate verbal notice to the Council, followed by written notice no later than 48 hours after the verbal notice.

RCSA Section 16-50j-62(b)(2) defines a "significant" change to and approved D&M Plan as including, but not limited to, Project modifications that entail a change in:

- The location of a wetland or watercourse crossing.
- The location of an accessway or structure in a regulated wetland or watercourse area.
- The construction or placement of any temporary structures or equipment.
- Structure type or location including, but not limited to, towers, guy wires, associated equipment, or other facility structures.
- Use of additional mitigation measures or elimination of mitigation measures.

In addition to the above criteria, Eversource proposes to define a "significant" Project change as one that would substantially reduce the amount of protection to the environment, substantially increase potential public concern, or would otherwise potentially result in a meaningful effect on the environment, the public, or other Project permits and approvals.

A request for a change to the D&M Plan may originate from the Project team, construction contractors, or others, or be driven by regulatory agency approvals issued after the Council's approval of the D&M Plans, with which the D&M Plans must be consistent. The following procedures will be used to identify, track, and obtain the approval of the Council, if required, for changes to the D&M Plans:

1. **Identify Proposed Project Change.**

   A proposed change is identified and described by the change originator and provided to Eversource. Data to be provided to Eversource by the change originator may include, for example:

- Description of the change (location, type);
- Reason/need for the change;
- Date by which the change is required (timing);
- Project schedule and cost implications (if applicable); and
- Identification of effects (if any) on the environment, cultural resources, and the public.

The Project change request will be supported by maps and drawings, as appropriate.

2. **Assess Significance of Proposed Change.**

   Eversource will evaluate each proposed change to determine whether it either:

- Qualifies as a significant change to the approved D&M Plans and thus requires advance notification to and approval by the Council; or
- Constitutes a minor change requiring only Eversource approval and subsequent reporting to the Council.

3. **Significant Changes Requiring Notice to and Prior Approval by the Council.**

   After Eversource determines that a proposed change represents a significant change to a D&M Plan requiring notification to the Council and the Council's pre-approval, Eversource will categorize each proposed change as either "urgent" or "non-urgent", based on the following:

- Urgent. A Project change will be considered "urgent" if waiting until the next regularly-scheduled Council meeting to obtain approval of the change would have a negative impact on Project construction costs or scheduling. For "urgent" changes, Eversource will provide verbal notification of the change to Council staff and will request that the Council approve the change expeditiously. Eversource will promptly implement the D&M Plan change in accordance with the Council's expedited approval (verbal or written). Not later than 48 hours after the provision of verbal notice

of the D&M Plan change request to the Council, Eversource will submit written notice to the Council. If the Council elects not to act on the proposed D&M Plan change request pursuant to the urgent (verbal) notice, Eversource will provide the Council with written notice of the proposed Project Change within 48 hours and will defer any construction activities related to the change request pending the Council's determination.

- Non-Urgent. If Eversource determines that a D&M Plan change request is "non-urgent", Eversource will provide a written request to the Council, seeking the Council's consideration of the proposed D&M Plan change at the next regularly-scheduled Council meeting.

Pursuant to RCSA Section 16-50j-61(d), notice of a filing of changes to the D&M Plan that require Council approval will be provided to the service list and the property owner of record, if applicable, at the time that the filing is made with the Council.

4. **Non-Significant D&M Plan Change.**

   No Council Pre-Approval Required. Minor changes to the approved D&M Plans will require Eversource approval prior to implementation, as well as Project documentation. Documentation of minor changes will be provided in the monthly construction progress reports that will be submitted to the Council.

Figure F-1 provides a flow chart illustrating this change approval process.

F.3 Notices and Reports

Table F-1 identifies the written notices and reports that will be provided to the Council regarding the Project. Eversource will provide general updates regarding the status of the Project in the Monthly Construction Progress Reports.

Figure F-1, D&M Plan Change Process

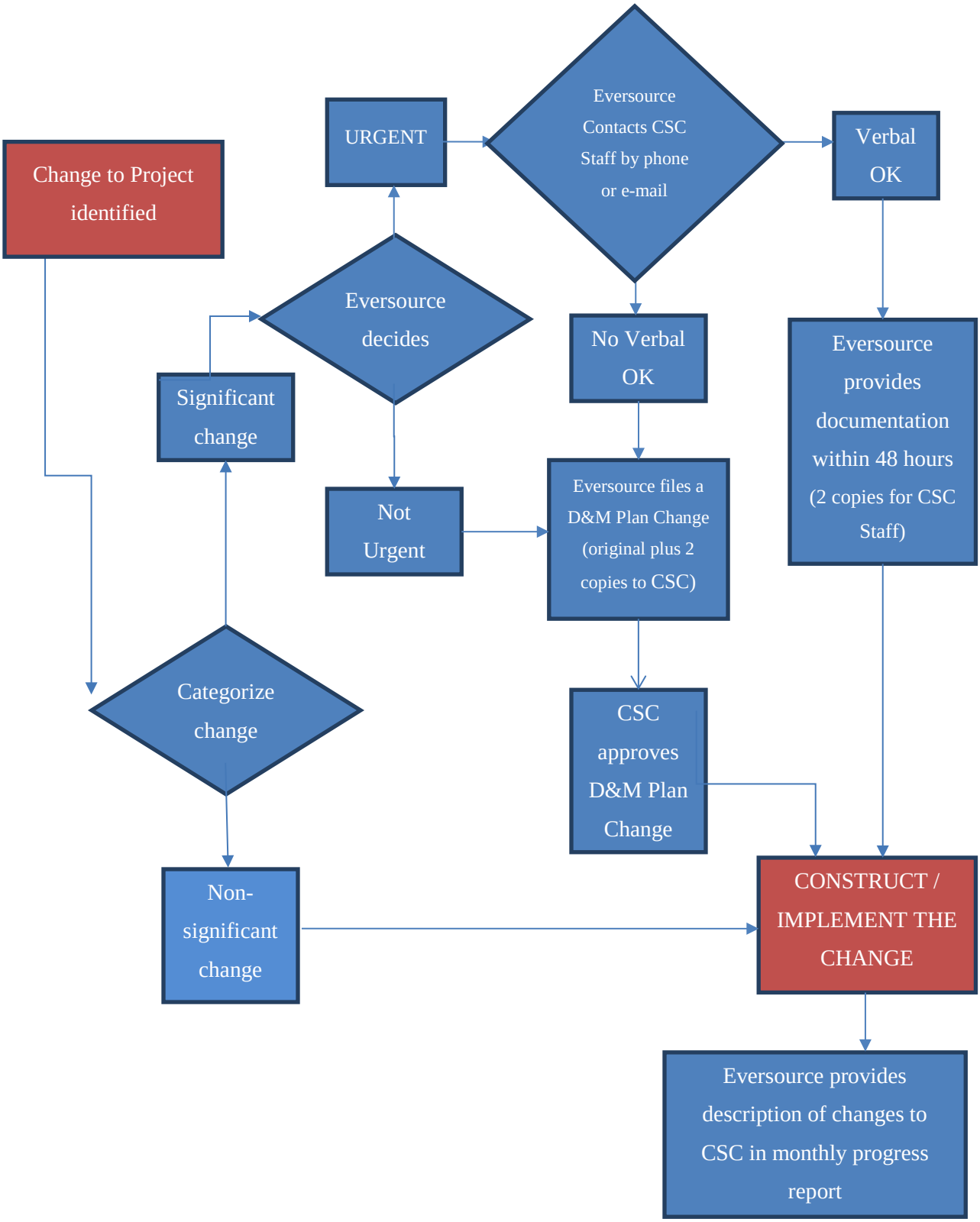

Table F-1, Reports/Notices to be Provided to the Council

Report/Notice Type	Content
Commencement of Site Construction Activities (RCSA Section 16-50j-62 & Docket No. 461A, Decision & Order, Condition 10)	The Certificate Holder shall provide the Council with written notice two weeks prior to the commencement of site construction activities.
Monthly Construction Progress Report (RCSA Section 16-50j-62(b)(3))	Monthly construction progress reports will summarize the status of the Project construction (by location, percent complete) and will identify modifications to the approved D&M Plan, including both significant changes involving Council pre-approval and minor changes that did not require Council action.
Final Report (RCSA Section 16-50j-62(c))	Eversource will provide to the Council a final report no later than 180 days after the completion of all site construction and rehabilitation. The report will identify the following: 1. All agreements with abutters or other property owners regarding special maintenance precautions 2. Significant changes to the D&M Plan that were required because of property rights or underlying and adjoining owners or for other reasons 3. The location of construction materials that have been left in place, including but not limited to, culverts, erosion control structures along watercourses and steep slopes, and corduroy roads in regulated wetlands 4. The location of areas where special plantings and reseeding have been performed 5. The actual construction cost of the facility, including but not limited to the following costs: a. Clearing and access; b. Construction of the facility and associated equipment; c. Rehabilitation; and d. Property acquisition for the site or access to the site.
Completion of Site Construction, and the Commencement of Site Operation. (RCSA Section 16-50j-62 & Docket No. 461A, Decision & Order, Condition 10)	The Certificate Holder shall provide the Council with written notice of the completion of site construction, and the commencement of site operation.
Operating Report (Docket No. 461A, Decision and Order, Condition 6)	Within three months after the conclusion of the first year of the operation of all Project facilities, and annually thereafter for three years, Eversource will provide to the Council a report that describes the overall condition, safety, reliability, and operation of the transmission systems.

G. Stakeholder Outreach

G.1 Community Outreach on D&M Plan

Pursuant to Condition 3 of the Council's Decision and Order, Eversource served the D&M Plan on the Town of Greenwich for comment and all parties and intervenors as listed in the service list. Further, Eversource provided a draft copy of this D&M Plan to Town officials for review and comment in advance of submittal to the Council and held multiple meetings with Town officials to discuss elements of this Plan and solicit their feedback as well as respond to questions and comments.

In addition to the submission of the D&M Plan to the Council and service list, Eversource will post the filed D&M Plan on the Project website. This website is accessible from the Eversource homepage (www.eversource.com). From this homepage, Project information can be accessed by clicking the "About" tab, then the "Projects and Infrastructure" tab, then select "Connecticut Transmission Projects" to view a list of the Company's ongoing and proposed projects, including this Project. Included on the website are an e-mail address (transmissioninfo@eversource.com) and a telephone number (800-793-2202) to contact Eversource for more Project information or to provide comments about the Project.

G.2 Community Outreach During Construction

Eversource will continue its outreach efforts with the Town throughout the Project's construction phases and will also notify affected stakeholders of upcoming construction activities. In addition, as described above, the Transmission Information Line phone number and email address will continue to provide a means for residents, businesses, and other stakeholders to contact Project representatives during construction of the Project. The public can also access the Project website, which provides an overview of the Project, a map of the Project facilities, and contact information.

Prior to work commencing on the Transmission Line, a letter will be sent to abutting property owners of record (refer to Appendix F) and the Town of Greenwich Department of Public Works notifying them of the upcoming work, associated schedule and Project contact information. In addition, a field outreach representative will go door-to-door to deliver additional information on what to expect during construction, as well as provide their direct contact information to these abutting property owners and businesses. Briefings will be offered to nearby residents and businesses affected by construction activities to review the construction process, key construction stages, and expected timelines. This outreach will continue throughout the extent of the work at the Transmission Line, with project update notifications being provided via door-to-door outreach in advance of any new, noticeable work starting such as delivery of large equipment or extended work hours, among other activities. In speaking with abutting residential and

business property owners, if owners request contact and updates to be made by phone or e-mail rather than by door-to-door outreach, Eversource will accommodate those requests.

G.3 Agency Outreach Pre-Construction

Eversource has met with various CTDOT Departments (Rails, Highway, Traffic and District 3 Offices) and Metro North Railroad several times during the Connecticut Siting Council process to discuss the proposed construction along the route and required accommodations. Based on these discussions, the information presented herein incorporates all agency comments received to date.[18]

[18] Eversource has also met with personnel at CT DEEP LAWR and the USACE to discuss the crossing of Indian Harbor. This information will be included in Volume II, Part 2 of the D&M Plan (under separate cover).

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Please Note: For Electronic Copies
All Appendices are Provided Under Separate Cover