



July 29, 2024

Ms. Melanie Bachman, Executive Director
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

RE: Docket No. 508: Milvon to West River Railroad Transmission Line 115kV Rebuild Project
Quarterly Construction Status Report – Q2 2024

Dear Ms. Bachman,

Pursuant to the Regulations of Connecticut State Agencies section 16-50j-62(b)(3) and as described in the Milvon to West River Railroad Transmission Line 115kV Rebuild Project Decision & Order (D&O) dated August 28, 2022, The United Illuminating Company hereby provides to the Connecticut Siting Council ("Council") this Construction Progress Report for the second quarter of 2024.

Should you or the Council members have any questions regarding this submission, please do not hesitate to contact me via e-mail at phenline@uinet.com.

Sincerely,

A handwritten signature in blue ink that reads 'Paul Kenline'. The signature is written in a cursive style with a horizontal line underneath.

Paul Kenline
Project Manager

Enclosure



**CSC DOCKET #508 MILVON TO WEST RIVER RAILROAD TRANSMISSION LINE 115 KV
REBUILD**

Quarter: Q2 2024

Report #4

**CSC DOCKET #508 MILVON TO WEST RIVER RAILROAD
TRANSMISSION LINE 115 KV REBUILD PROJECT SUMMARY**

Segment 1: Elmwest- West River

Pre-Construction Activities

Pre-construction activities completed in Segment 1 included survey/staking of construction work areas, vegetation clearing limits demarcation, confirmation/reflagging of environmental resources on an as-needed basis, the installation of E&S controls, the installation and/or maintenance of species protection controls, and utility location/marketing.

Construction Activities

Construction activities completed in Segment 1 included installation and maintenance of work pads, overhead electrical work, infrastructure removals, maintenance of temporary or permanent access roads, and the energization of circuits in Segment 1 on June 6th. UI will submit a notification of completion of construction and commencement of operation along with a representative photograph of the facility on Segment 1 following completion of construction throughout the entire Segment.

Post-Construction Activities

Restoration activities have begun in several areas of Segment 1. Restoration activities in Segment 1 have been significantly completed. The remaining items are the installation of fencing, and asphalt restoration.



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Segment 2: Allings Crossings to Elmwest Substation

Pre-Construction Activities

Pre-construction activities completed in Segment 2 included survey/staking of construction work areas, vegetation clearing limits demarcation, confirmation/reflagging of environmental resources on an as-needed basis, the installation of E&S controls, and utility location/marketing.

Construction Activities

Construction activities conducted in Segment 2 included vegetation clearing, the establishment and/or maintenance of work pads, the establishment and maintenance of temporary or permanent access roads, maintenance of temporary or permanent access roads, and soft-digging.

Post-Construction Activities

No activities completed.



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D & M Deviations

Significant D&M Deviations approved and completed in the second quarter of 2024 include the following:

- A discrepancy of pole height for Structure P1027N between manufacturing and the Development and Management Plan for Segment 2 was identified. The deviation was requested April 2, 2024, and approved by the CSC on April 9th, 2024.
- Matting was eliminated and reconfigured at the West Haven Compost Center within wetland WH-W12, reducing temporary impacts by approximately 479 sq.ft. The deviation was requested on May 3rd, 2024, and approved by the CSC on May 6th, 2024.
- Matting was eliminated and reconfigured at the West Haven Compost Center within wetland WH-W12, reducing temporary impacts by an additional 145 sq.ft. The deviation was requested on May 30th, 2024, and approved by the CSC on May 30th, 2024.
- UI requested that the entirety of the work pad associated with P1008WN and P1008N previously included under the Development and Management Plan for Segment 4 be added to the Development and Management Plan for Segment 2. The deviation was requested on June 12th, 2024, and approved by the CSC on June 13th, 2024.
- At the request of a property owner of 190 Frontage Road, West Haven, UI requested and was granted approval from the CSC to install a 16' swing gate and a permanent gravel access area.

Minor D&M Deviations completed in the second quarter of 2024 include the following:

- The temporary access road associated with P1026N was shifted approximately 8 ft. to the south in mid-April, as an easement had not yet been obtained. The shifting of this temporary access road reduced the need for an easement during construction in this area. The easement was obtained at a later date.
- A 40" diameter tree was removed from 22 Railroad Ave., West Haven, CT. The tree was determined to be hazardous based on the tree leaning into the clearing limits. The hazard tree was located in an upland area. The stump was left in the ground, and no additional disturbance was added. Additionally, UI gained prior approval for this tree removal from the property owner.



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- Three (3) trees were cut flush to the ground in wetland WH-W9 due to the need for permanent vegetation conversion for overhead conductor clearance. There was no disturbance added to the Project. UI has consulted with the USACE regarding impact offsets.
- The center line of the temporary access road associated with 190 Frontage Avenue was shifted approximately 16' to the north, due to an outcropping and large boulder. The shifting of the road reduced the number of mats needed, temporary grading needed to install the matting up and over the outcropping if left in place and removed an inconvenience to the property owner. UI gained prior approval for this shift of the center line from the property owner.
- The Civil Access Plans associated with the Segment 2 D&M Plan indicated that a temporary culvert was to be installed in watercourse WH-WC14. In an effort to reduce impacts to natural resources as well as provide a more logical/safe access route, watercourse WH-WC14 was spanned with matting within the work pad/LOD area shown on D&M mapping. Watercourse spanning with construction matting is an acceptable USACE temporary watercourse crossing BMP.
- Temporary impacts (79 sq.ft.) occurred to the banks of watercourse WH-WC15 during nearby vegetation clearing and matting installation. The watercourse banks have been restored. UI has consulted with USACE regarding temporary impact offsets.

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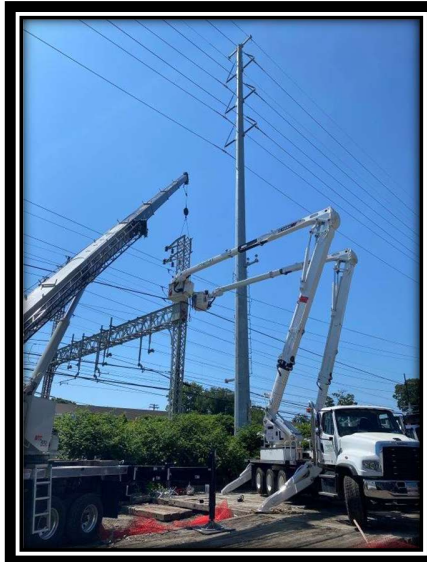


Photo 1: *Bonnet removal; showing constructed poles and lines.*

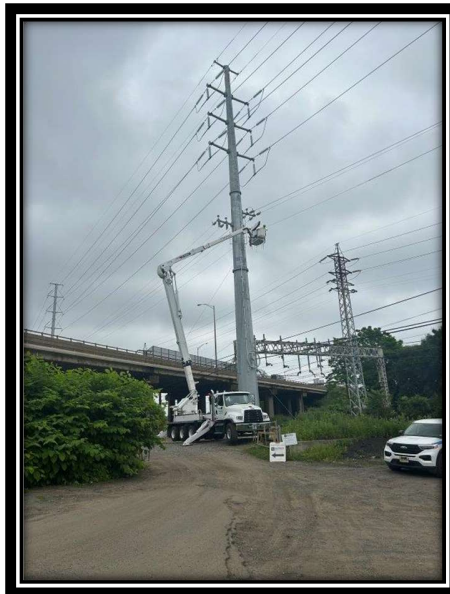


Photo 2: *Typical overhead electrical work-fully constructed poles.*

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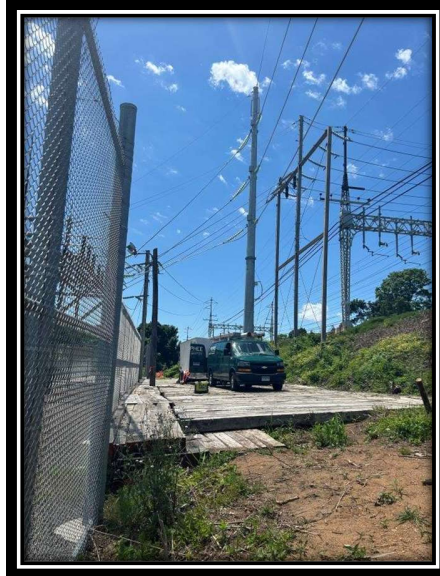


Photo 3: *Matting adjacent to Elmwest Substation, facing west.*

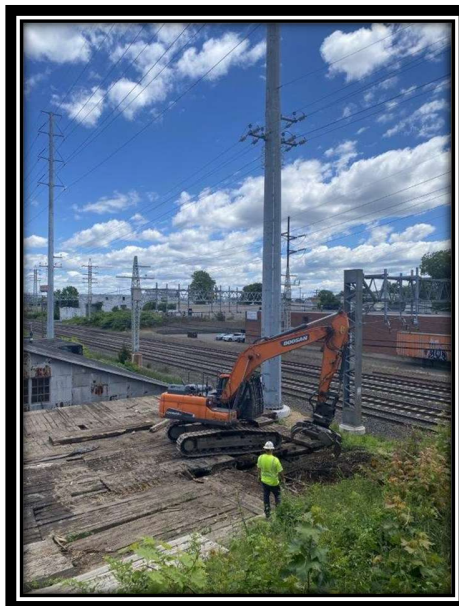


Photo 4 : *Typical matting removal.*



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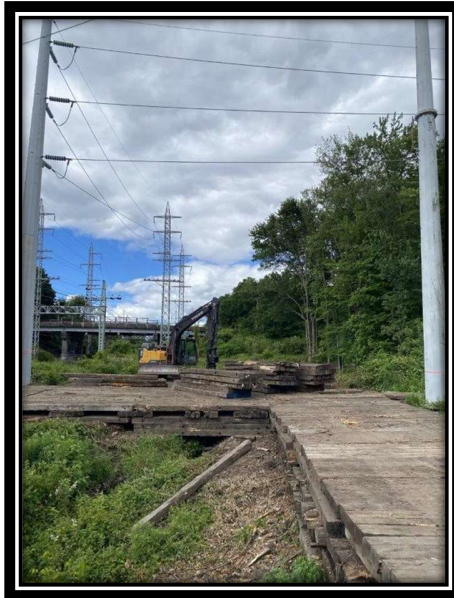


Photo 5: *Matting installation near Allings Crossing Substation.*



Photo 6: *Safety and E&S controls installation-typical.*

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Photo 6: *Overhead electrical work, West River area.*



Photo 7: *Night work, I-95.*

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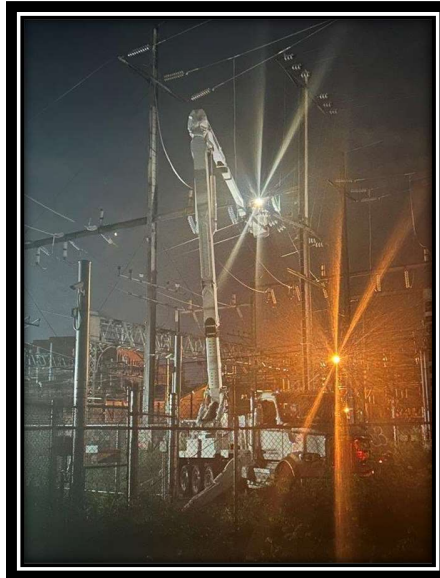


Photo 8: Typical substation night work.

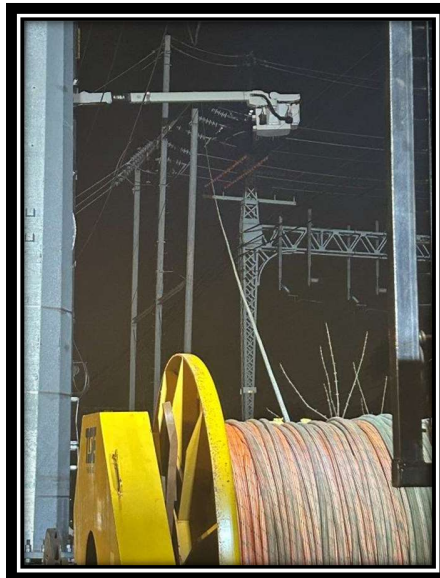


Photo 9: Pulling of phases-Typical.

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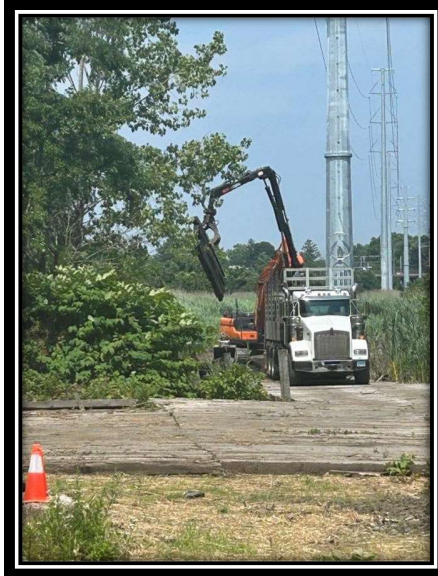


Photo 10: Matting removal-West River.



Photo 11: Typical soft dig process.

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Photo 12: West River wetland restoration process-straw cover prior to revegetation.



Photo 12: Bonnet removal, typical.