



April 5, 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 – Q1 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 first 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 [pkenline@uinet.com](mailto:pkenline@uinet.com).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Paul Kenline', is written above a horizontal line.

Paul Kenline  
Project Manager

Enclosure



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

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**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, utility location/marketing, and the removal of osprey nests on Catenary Structures B1046A and B1043.

**Construction Activities**

Construction activities completed in Segment 1 included maintenance of work pads, drilling, pole setting, infrastructure removal (wreck-out of lines and bonnets from catenary structures, insulator removals in the West River Substation, etc.), excavation and conduit runs, maintenance of temporary or permanent access roads, overhead electrical work including across I-95 North, and foundation/grounding installation. The legacy H-Frames were removed from the east and west side of the West River.

**Post-Construction Activities**

Restoration activities have begun in several areas of Segment 1.



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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, drilling, maintenance of temporary or permanent access roads, and foundation/grounding installation.

**Post-Construction Activities**

No activities completed.



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**D & M Deviations**

Significant D&M Deviations completed in the first quarter of 2024 include the following:

- The elimination of temporary construction matting along most of the permanent access road for Structures P1027N and P1028N, the reduction of grubbing in certain areas in the vicinity of the access road, the use of temporary gravel with geotextile fabric in lieu of temporary matting around the access drive between and around Structures P1027N and P1028N, and the use of temporary construction matting along the northwestern side of the access road turnaround at Structure 1028N was implemented. The deviation was requested February 13, 2024, and approved by the CSC February 16, 2024.

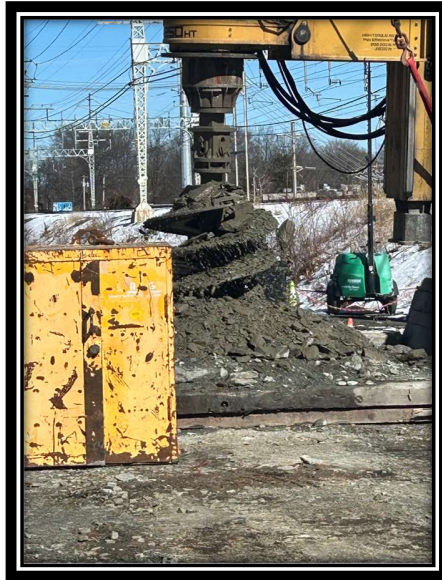
Minor D&M Deviations completed in the first quarter of 2024 include the following:

- Due to inclement weather conditions, the work pad area and access road associated with P1026N was observed to need additional erosion and sediment controls. To prevent the migration of sediment and erosion in this area, the temporary matting associated with the work pad at P1026N was expanded and extended to encompass the temporary access road. The temporary matting was utilized only on the same property and within the same general project work area. This has prevented the migration of sediments and soils. Due to the nature of matting and relatively level area, additional disturbance was not implemented. As needed and following the removal of the temporary matting, the area will be reseeded.
- A rock construction entrance was implemented where the access road to Structures 1027N, 1028N, and 1026N meets Clark Street due to wet field conditions and concerns for sediment migration and erosion. This rock construction entrance has mitigated this concern.
- Removal of the H-Frame on the west side of the West River was conducted. Previously, UI requested and received approval to modify work pads within the freshwater and tidal wetlands for this work from the CSC and CTDEEP. The construction contractor identified alternative means and methods involving equipment, rather than implementing the requested reconfiguration of timber matting in the wetland areas. By utilizing alternative means and methods, timber matting in the wetland areas was reduced by approximately 1,202 sq.ft. in inland wetlands and 628 sq.ft. in tidal wetlands, totaling a reduction of 5,472 sq.ft. of temporary wetland impacts.

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**Photo 1:** Typical drilling process, with spin-off bin for soils.



**Photo 2:** Permanent road installation off Grant Street and into the West River Substation. Completed with erosion controls, mulching, and seeding.

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**Photo 3:** *Matting through wetland area, located on western side of the West River.*

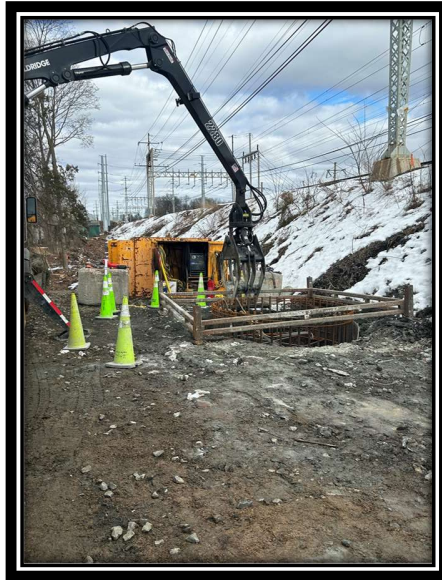


**Photo 4 :** *Overhead work along temporary access road, west side of the West River.*

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**Photo 5:** Typical cage setting for foundation concrete pour.



**Photo 6:** Typical completed foundation.

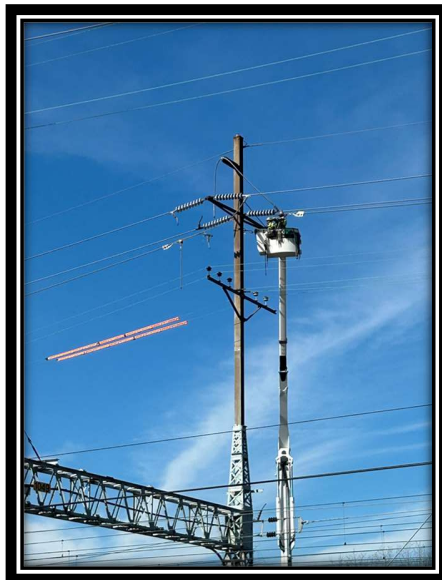
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**Photo 6:** P1049N and P1049EN setting, located on east side of the West River.



**Photo 7:** Typical bonnet removal.



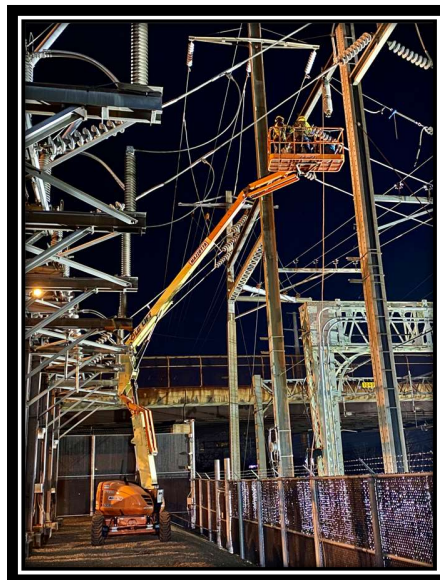
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**Photo 8:** Typical bonnet removal.

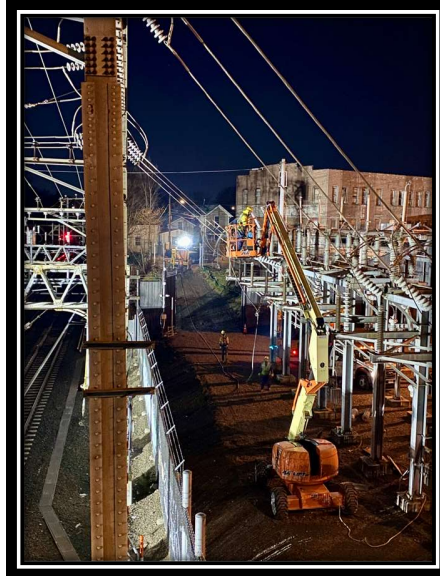


**Photo 9:** Pulling of phases into the West River South Substation.

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**Photo 10:** *Pulling of phases into the West River South Substation.*



**Photo 11:** *Concrete washout bin. Adjacent stockpile from property owner.*

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***Photo 12:*** Temporary/permanent gravel access road to P1028N and P1027N.



***Photo 13:*** Temporary matted access road and work pad associated with P1026N. Accumulated stockpile associated with property owner's activities.

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***Photo 14:*** Work pad associated with P1029ES, P1029WNS, P1029SS, and P1028S, facing southwest.



***Photo 15:*** Exclusionary fencing associated with P1049S and P1049ES work pad.

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***Photo 16:*** Current unobstructed view of the West River, facing north-northeast, following removal of the H-Frame.