



**Connecticut  
Light & Power**

The Northeast Utilities System

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August 7, 2014

Mr. Robert Stein, Chairman  
Connecticut Siting Council  
Ten Franklin Square  
New Britain, CT 06051

RE: Docket No. 424: Interstate Reliability Project  
Monthly Construction Progress Report

Dear Chairman Stein:

Pursuant to RCSA Section 16-50j-62(b)(3) and as described in Volumes 1, Section 7, of the *Development and Management ("D&M") Plan for the Interstate Reliability Project ("Interstate"): Modifications to Card Street Substation, Lake Road Switching Station, and Killingly Substation* and the *Interstate D&M Plan for the Construction of New 345-kV Transmission Lines and Related Minor Modifications to Adjacent Lines*, The Connecticut Light and Power Company ("CL&P") hereby provides to the Connecticut Siting Council ("Council") this Construction Progress Report for the month of July 2014.

Should you or other Council members have any questions regarding this submission, please do not hesitate to contact me via e-mail at [john.morissette@nu.com](mailto:john.morissette@nu.com) or telephone at (860) 728-4532.

Sincerely,

John R. Morissette  
Project Manager – Transmission Siting

Enclosure

**INTERSTATE RELIABILITY PROJECT  
MONTHLY CONSTRUCTION PROGRESS REPORT  
JULY 2014**

**1. MODIFICATIONS TO SUBSTATIONS AND SWITCHING STATIONS**

During July 2014, CL&P's station contractor (E.S. Boulos [ESB]) continued to perform work at both Card Street Substation and Lake Road Switching Station. For the planned modifications at the Lake Road Switching Station, ESB continued construction activities, including excavation and foundation work for the new 341 Line terminal; installation of the control cable; and the installation of circuit breakers, bus, and switches. At Card Street Substation, work continued on the drilling and pouring of foundations, erection of steel support structures, installation of circuit breakers, and cable trench. Additional ground grid also was installed. All Project work at Killingly Substation is complete, with the exception of a cable installation, which is scheduled for 2015.

Table 1 (attached) summarizes the status of work at each of the three stations through July.

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

Transmission line construction activities were performed along the right-of-way (ROW) in the towns of Lebanon, Columbia, Coventry, Mansfield, Chaplin, Hampton, Brooklyn, and Killingly. Activities included vegetation clearing, installation of roads and pads, installation of both drilled shaft and direct embed foundations, and structure installation. Contractor staging yards were used in the towns of Windham and Pomfret. In addition, monitoring was conducted of the ROW that was restored in June from Structure 269 to Structure 270.

Table 2 (attached) summarizes the construction progress on the transmission line portion of the Project through July (reported as of August 3, 2014).

**3. MINOR DEVELOPMENT & MANAGMENT (D&M) PLAN CHANGES**

During July, five minor D&M Plan Changes were identified. Three pertain to minor access road shifts, while two involve minor structure relocations within approved work pads. Each of these minor D&M Plan Changes is described, below.

- a. On-ROW Access Road Modification, Mapsheet 21, Town of Chaplin.** CL&P's construction contractor determined that an approved 700-foot-long access road, planned for location between Structures 109 and 110 in the Town of Chaplin, was not required. This access road, as depicted on the February 2014 D&M Plan, Volume 3, Mapsheet 21, included both an on-ROW and off-ROW component and would have traversed around a pond and associated wetland (designated as wetland W20-85).

With the elimination of this access road, a short (approximately 100-foot-long) existing access road between Structures 110 and 111 will be straightened to facilitate equipment movements between those two structure work pads. This short access road will be constructed as if located in active agricultural land (refer to D&M Plan, Volume 3, Detail Sheet 8). However, upon the approval of the landowner (Line List #30213, Fin, Fur & Feather Club, Inc.), this road will remain in place permanently.

- b. On-ROW Access Road Modification, Mapsheet23, Town of Chaplin.** Between Structures 121 and 122, CL&P proposes to straighten an approximately 150-foot-long portion of the previously

approved new access road in order to align the road onto an existing road through an existing gap in a stone wall and to avoid grading along the road that would otherwise be required northwest of Structure 122. Specifically, between Structures 121 and 122, the access road will be aligned to parallel the southern vegetation clearing limits, and will extend into the southern portion of the Structure 122 work pad (instead of the northwestern portion of this work pad). The landowners (Line List #s 30230 [Hoslins] and 30231 [Geromin]) have endorsed this minor access road shift. The realigned access road, like the originally approved road, will be permanent.

- c. On-ROW Access Road Modification and Elimination of Wire Pulling Pad, Mapsheet 24, Town of Hampton.** Along the previously approved new on-ROW access road between Structures 127 and 128 and directly to the east of Structure 128 (Line List #30243, Navin), CL&P's construction contractor discovered a large rock outcrop that would require extensive rock hammering to allow the safe development of the access road. Further, because the rock outcrop is close to existing 330 Line Structure 9127, the rock hammering activity could pose concerns for the stability of that structure.

Consequently, the contractor proposes to shift the alignment of the access road to the north, thereby avoiding the rock outcrop. The access road shift, which will extend for approximately 400 feet, will be accommodated within the ROW limits of clearing, as identified on the Volume 3 maps, and will be aligned to avoid impacts to wetland W20-95A. The realigned access road will enter and exit the northern portion of the Structure 128 work pad.

In addition to this access road shift, the contractor has determined that the wire pulling pad between Structures 127 and 129, as illustrated on Mapsheet 24, will not be required. As a result, this pull pad will not be constructed. The property owner has been contacted and concurs with the shift in the access road.

- d. Structure 238 Shift within Work Pad, Mapsheet 47, Town of Pomfret.** After reviewing the results of structure geometry models, CL&P proposes to shift Structure 238 (an angle structure) 7 feet to the west to provide additional spacing between the new 3271 Line and the existing 330 Line. This shift is necessary to achieve additional clearance, pursuant to Northeast Utilities' (NU's) design standards (OTRM 011), between the new structure's jumper wires and the 330 Line structure and guy wires. This shift will not affect vegetation clearing limits or any other environmental resources, and will place the new angle structure slightly farther west and outside of the designated floodplain along the Quinebaug River. Structure 238 is located on CL&P-owned property.

**Structure 255 Shift within Work Pad, Mapsheet 50, Town of Killingly.** After reviewing the results of structure geometry models, CL&P proposes to shift Structure 255 (an angle structure located on Line List #30411, Garvey) 10 feet to the west to provide additional spacing between the new 3271 Line and the existing 330 Line. This shift is necessary to achieve additional clearance, pursuant to NU's design standards (OTRM 011), between the new structure's jumper wires and the 330 Line structure and guy wires. This shift will be within the approved work pad for Structure 255 and will not affect vegetation clearing limits or any other environmental resources.

**Table 1**  
**Interstate Reliability Project - Connecticut**  
**Substation / Switching Station Construction Progress Report**  
**(As of August 3, 2014)**

Station	Activity			
	Construction Start Date	Site Preparation	Equipment Installation	Testing
Card Street	4/7/2014	65%	30%	10%
Lake Road	4/7/2014	75%	20%	15%
Killingly*	4/7/2014	100%	99%	N/A
<b>Summary: All Stations</b>	4/7/2014	72%	33%	13%

\*Note: At Killingly Substation, all major Project construction activities (terminal structure installation) are complete. The only work remaining involves approximately 70 feet of trenching and related work to install a cable to the control house for communications. This work is expected to be performed in 2015.

**Table 2**  
**Construction Progress Report: Transmission Line, as of August 3, 2014**





**Interstate Reliability Project-Connecticut**  
**Construction Progress Report**  
**Current as of 8/3/2014**

Overhead Transmission											
Town	ROW Clearing (% Complete)	Work Area Preparation	Foundation Installation				Structure Installation			Wire Stringing	Restoration
		AR/Work Pads (% Complete)	Total Drilled Shaft Foundations to be Installed	Drilled Shaft Foundations Installed	Drilled Shaft Foundations (% Complete)	Total Structures to be Installed	Structures Installed	Structures (% Complete)	Stringing (% Complete)	(% Complete)	
Lebanon	100%	100%	3	3	100%	6	6	100%	0%	0%	
Columbia	100%	100%	8	0	0%	19	15	79%	0%	0%	
Coventry	100%	100%	1	0	0%	10	1	10%	0%	0%	
Mansfield	100%	100%	17	9	53%	58	9	16%	0%	0%	
Chaplin	100%	100%	6	5	83%	31	16	52%	0%	0%	
Hampton	52%	18%	0	0	N/A	38	0	0%	0%	0%	
Brooklyn	0%	5%	12	0	0%	62	0	0%	0%	0%	
Pomfret	0%	0%	3	0	0%	16	0	0%	0%	0%	
Killingly	32%	35%	8	4	50%	24	6	25%	17%	8%	
Putnam	6%	6%	18	4	22%	54	2	4%	4%	0%	
Thompson	0%	0%	3	0	0%	19	0	0%	0%	0%	
<b>Total Project</b>	<b>45%</b>	<b>42%</b>	<b>79</b>	<b>25</b>	<b>32%</b>	<b>337</b>	<b>55</b>	<b>16%</b>	<b>2%</b>	<b>3%</b>	

