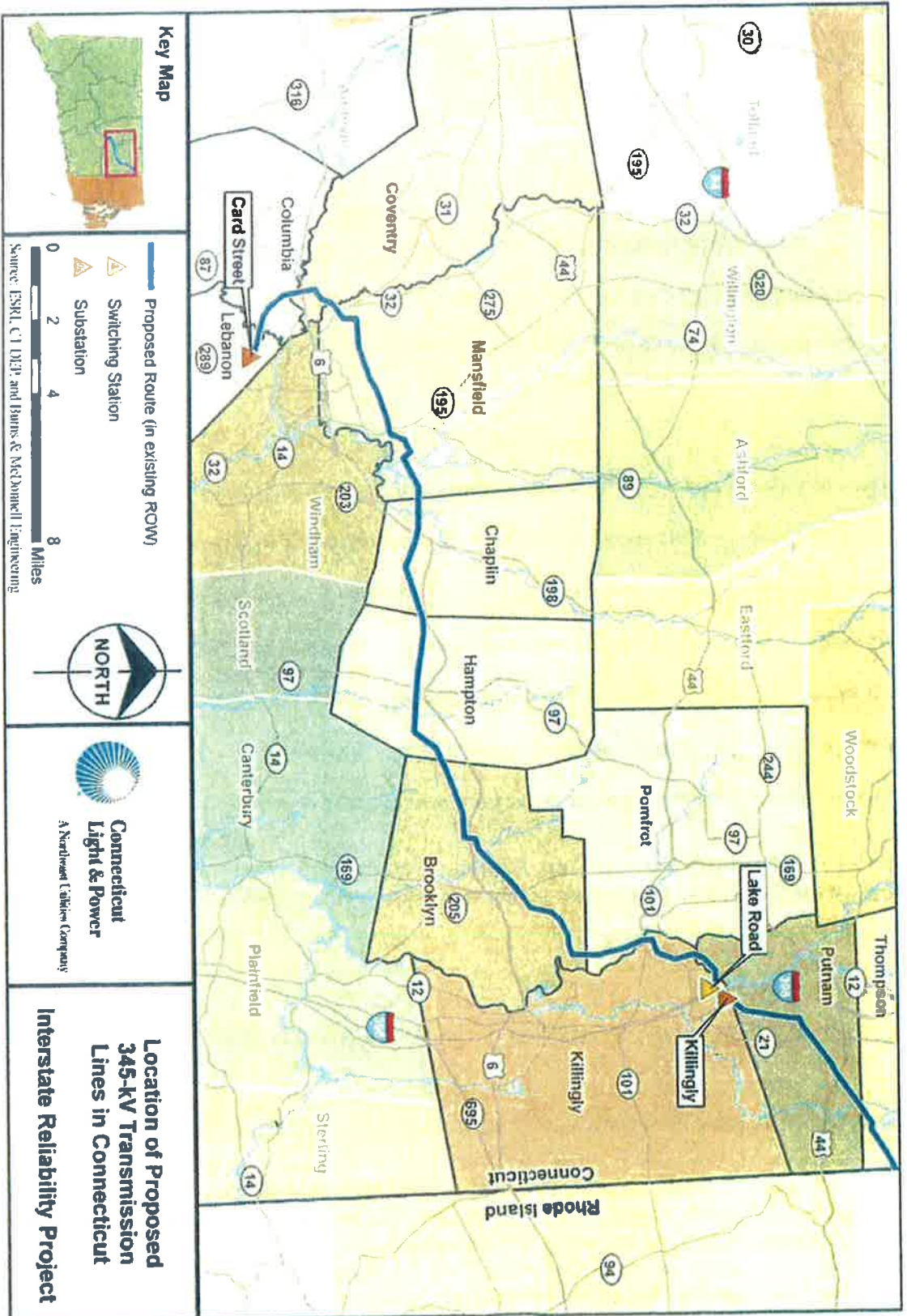
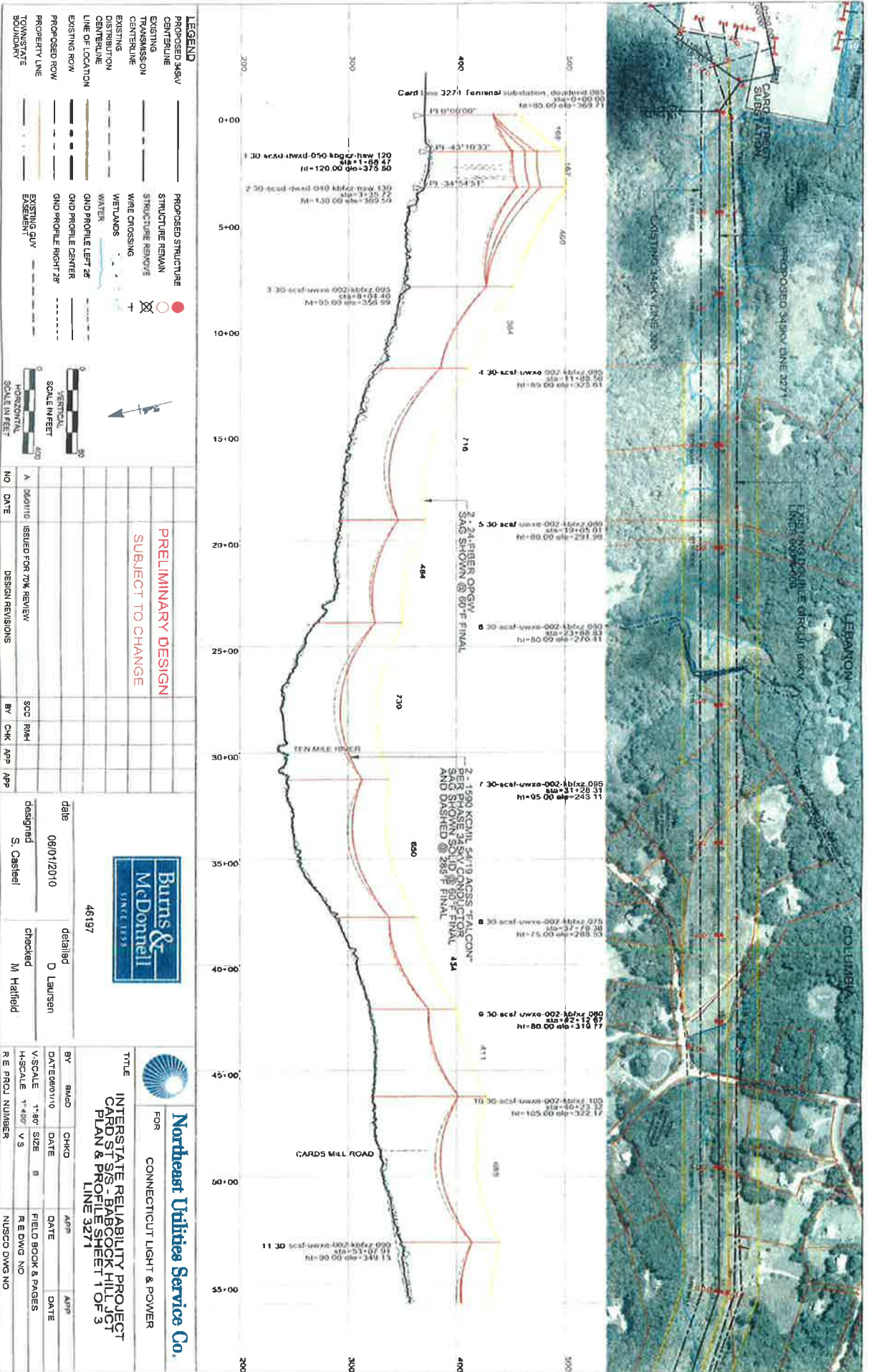


Figure 1-2: Location of Proposed 345-kV Transmission Lines and Substation / Switching Stations to be Modified in Connecticut





Interstate Reliability Project
Card Street Substation in the Town of Lebanon to Babcock Hill Junction in the Town of Columbia
Transmission Rights-of-Way
Typical Cross Section XS-1

The existing 345-kV line will remain and a new horizontally-configured 345-kV line will be installed.
Also, a one new 69-kV double circuit structure for existing lines 800 and 900 will be installed at this location.

(Existing View – Leaf-off Condition)



Existing electric transmission line structures looking north along the ROW from a location north of Willimantic Road.

(Simulation of Post-Project View – Leaf-off Condition)



Preliminary design of electric transmission line structures looking north along the ROW from a location north of Willimantic Road.

NOTE: See Drawing XS-1 for a representation of the typical transmission structures, typical heights of the structures, and ROW width for this cross section.

PUBLIC NOTICE

Applicant: Connecticut Light & Power Company

Type of Facility: Electric Transmission Line

Public Hearing Dates:

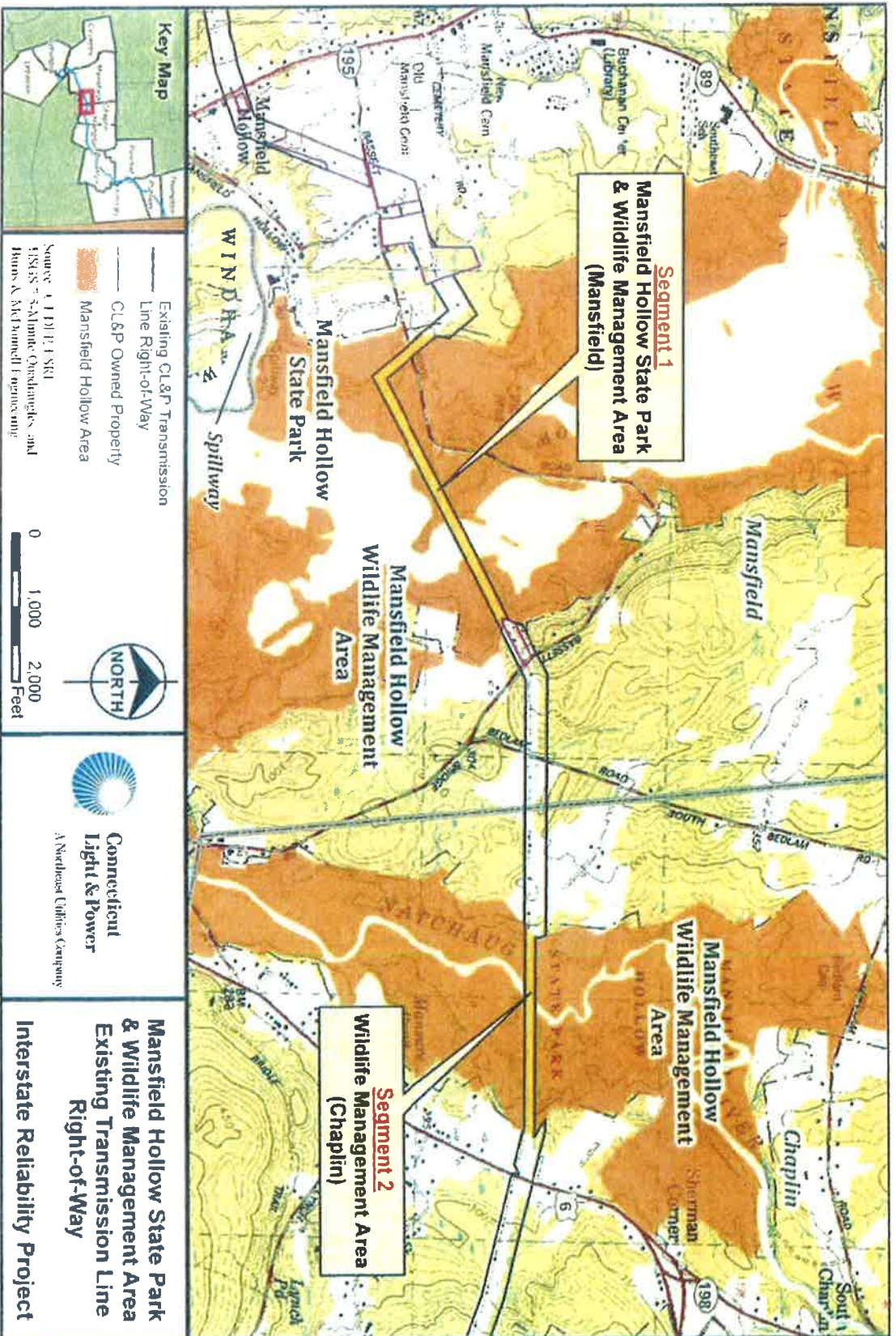
Wednesday, April 18, 2012 7:00 pm Lebanon Fire Safety Complex 23 Goshen Hill Road Lebanon, CT 06249	Thursday, April 19, 2012 7:00 pm Quinebaug Valley Senior Center 69 South Main Street Brooklyn, CT 06234	Tuesday, April 24, 2012 7:00 pm Mansfield Middle School 205 Spring Hill Road Storrs, CT 06268
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Applicable Documents for the Interstate Reliability Project are available at: <http://www.ct.gov/csc> under Pending Proceedings Docket 424 or the public libraries in Lebanon, Columbia, Coventry, Mansfield, Chaplin, Hampton, Brooklyn, Pomfret, Killingly, Putnam, Thompson, and Windham

Connecticut Siting Council information:

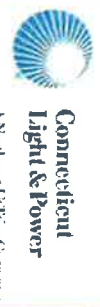
(860) 827 - 2935 or <http://www.ct.gov/csc> or siting.council@ct.gov
10 Franklin Square, New Britain, Connecticut 06051

Figure 10-1: Location of the Existing CL&P ROWs across the Mansfield Hollow Federally-Owned Properties: Segments 1 and 2



Source: AEP DPE, USGS, ES&S - Satellite Coordinates, and Brown A. Adairland Engineering

0 1,000 2,000 Feet



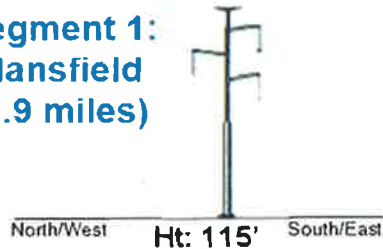
Mansfield Hollow State Park & Wildlife Management Area Existing Transmission Line Right-of-Way

Interstate Reliability Project

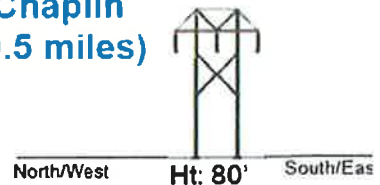
Interstate Reliability Project Proposed Configuration Options for Federally-Owned Land in Mansfield Hollow

Existing 345-kV Line in
150ft Right-of-Way
through Mansfield Hollow

**Segment 1:
Mansfield
(0.9 miles)**

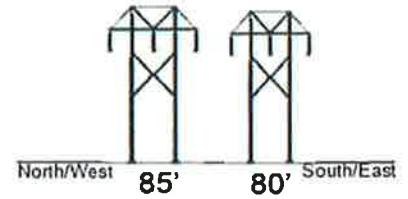
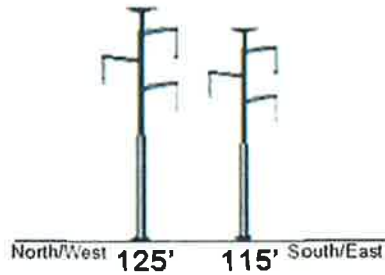


**Segment 2:
Chaplin
(0.5 miles)**



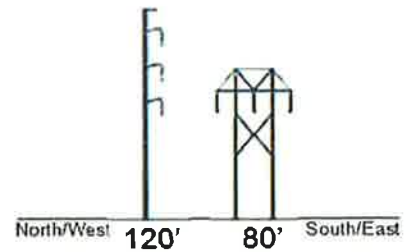
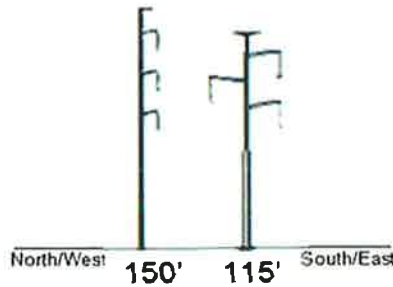
11-acre ROW Expansion
Option

Least cost option



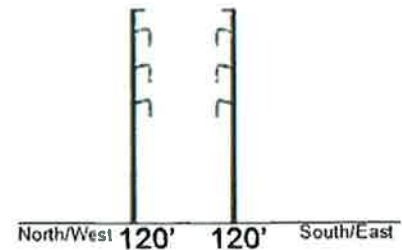
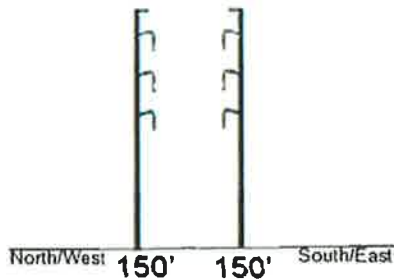
4.8-acre Minimal ROW
Expansion Option

Costs ~\$1.3 million more
than 11-acre ROW
Expansion Option



No ROW Expansion
Option

Costs ~\$16 million
more than 11-acre
ROW Expansion
Option





Connecticut Department of
**ENERGY &
ENVIRONMENTAL
PROTECTION**

February 27, 2012

Judith L. Johnson
Army Corps of Engineers
Evaluation Branch
696 Virginia Road
Concord, Massachusetts 01742-2751

Re: **Northeast Utilities Service Company**
Mansfield Hollow Environmental Analysis

Dear Ms. Johnson:

This letter concerns the Request for Input regarding the ongoing Environmental Assessment for the Interstate Reliability Project transmission line upgrade being proposed by the Northeast Utilities Service Company. The Environmental Assessment is specific to the Mansfield Hollow Area in the towns of Mansfield and Chaplin, CT. The Departments' Inland Water Resources Division has reviewed the Environmental Assessment and evaluated the proposed environmental impacts.

Project Impacts

The proposed project consists of two separate segments of transmission line right-of-way that cross two sections of the federally owned Mansfield Hollow Wildlife Management Area. Segment 1 is 0.9 miles of transmission line right-of-way that traverses a portion of the Mansfield Hollow Wildlife Management Area leased to the Connecticut Department of Energy and Environmental Protection (CT DEEP). The Northeast Utilities Service Company has proposed to expand their right-of-way through this 0.9 mile segment by 55 feet in order to accommodate construction and operation of a new 345-kV transmission line adjacent to the existing 330 Line. The proposed configuration of the new 345-kv line and expansion of the existing right-of-way through this segment includes 0.1 acres of temporary wetland impacts associated with clearing of forested wetlands.

Segment 2 is 0.5 miles of transmission line right-of-way that traverses a second portion of the Mansfield Hollow Wildlife Management Area. Northeast Utilities has proposed to expand their right-of-way through this 0.5 mile segment by 85 feet in order to accommodate construction and

operation of a new 345-kV transmission line adjacent to the existing 330 Line. The proposed configuration of the new 345-kv line and expansion of the existing right-of-way through this segment includes 0.4 acres of temporary and <0.1 acres of permanent wetland impacts. Additionally, the proposed configuration will require 2.7 acres of forested wetland vegetation removal and 2.3 acres of potential scrub-shrub wetland vegetation impacts.

Alternative Right-of-Way Configurations

The Northeast Utilities Service Company has identified two alternative configurations for the segments of transmission line that traverse the Mansfield Hollow Wildlife Management Area. The first alternative includes utilizing the existing right-of-way with no right-of-way expansion through the two parcels of the wildlife management area. This alternative includes a reduction of environmental impacts and a significant increase of construction costs for the project. The second alternative includes utilizing the existing right-of-way with only minimal right-of-way expansion through the two parcels of the wildlife management area. This alternative would require expansion of the existing right-of-way by 25 feet through Segment 1 and by 35 feet through Segment 2 of the wildlife management area. The minimal right-of-way expansion alternative includes a reduction of environmental impacts and a slight increase of construction costs for the project.

Departments' Recommendations

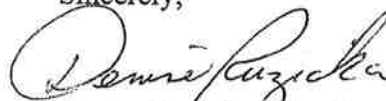
After reviewing the Mansfield Hollow Environmental Assessment the Department has recommendations on the current configuration of the proposed transmission line. The proposed configuration of the transmission line through Segment 1 of the Mansfield Hollow Wildlife Management Area has avoided and minimized wetland and watercourse impacts. The alternative right-of-way configurations presented for Segment 1 would neither decrease nor increase impacts to wetlands and watercourses. The Northeast Utilities Service Company would incur additional construction costs by utilizing either of the alternatives presented for Segment 1 with little environmental benefit. The proposed configuration for Segment 1 appears to be the most practicable alternative.

The proposed configuration of the transmission line through Segment 2 of the Mansfield Hollow Wildlife Management Area includes a significant amount of wetland and watercourse impact. The Minimal Right-of-Way Expansion Alternative for Segment 2 would decrease temporary wetland impacts from 0.4 acres to 0.3 acres and decrease forested wetland vegetation removal from 2.7 acres to 1.5 acres and Northeast Utilities would incur a minimal increase in construction costs. The Department recommends that the Northeast Utilities Service Company construct the proposed transmission line traversing Segment 2 of the Mansfield Hollow Wildlife Management Area by utilizing the Minimal Right-of-Way Expansion Alternative. This alternative appears to

avoid and minimize wetland impacts without imposing a significant increase in construction costs to the Northeast Utilities Service Company.

If you have questions, you may contact Mike Salter at (860) 424-3552, michael.salter@ct.gov. All correspondence regarding the Mansfield Hollow Environmental Assessment should be addressed to Mike Salter, Inland Water Resources Division, Bureau of Water Protection and Land Reuse, Department of Environmental Protection, 79 Elm St., Hartford, CT 06106-5127.

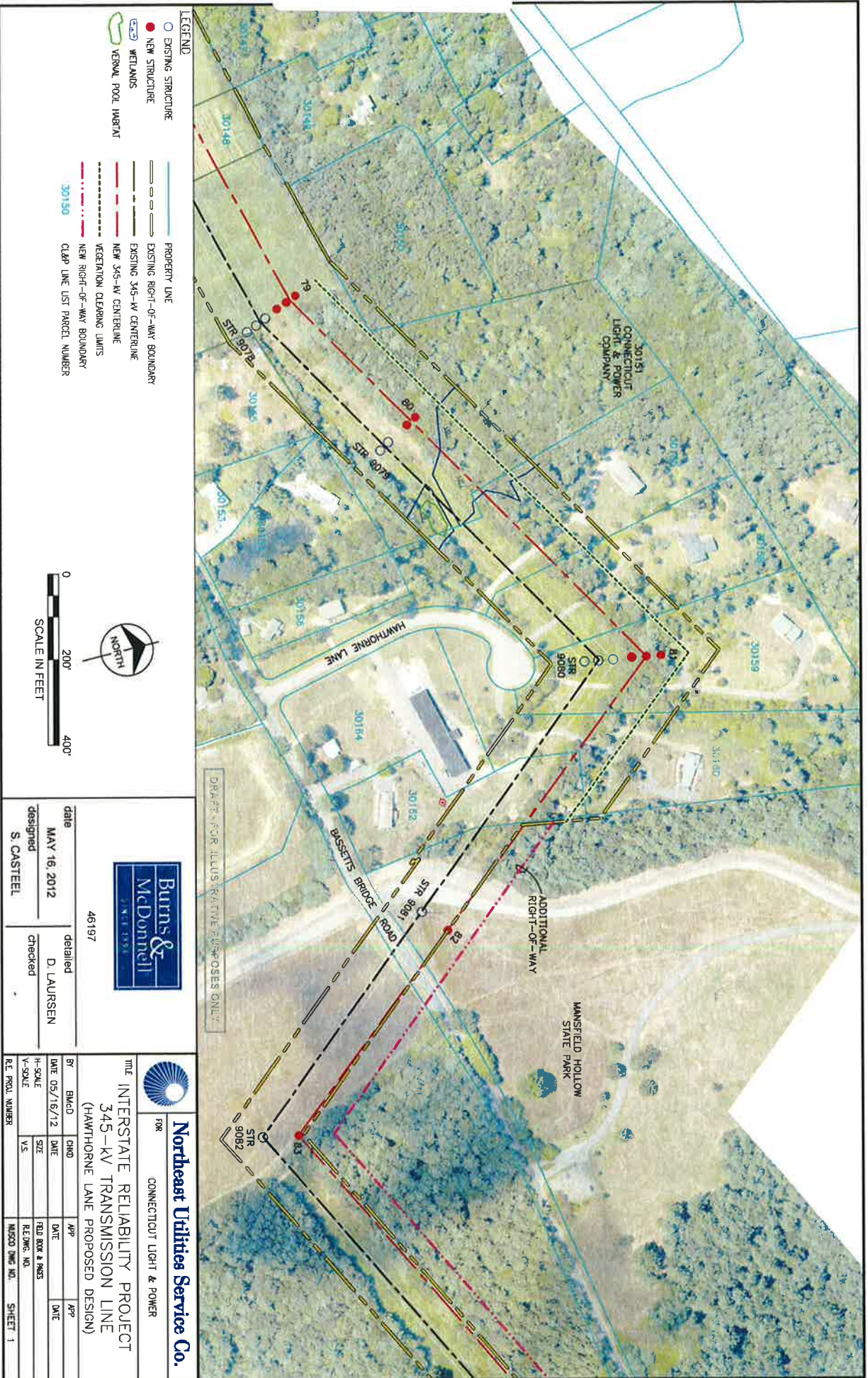
Sincerely,



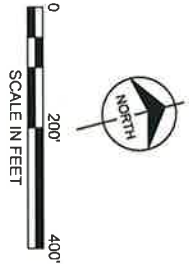
Denise Ruzicka, Director
Inland Water Resources Division
Bureau of Water Protection & Land Reuse

DR:MS

cc: Michael Marsh, US EPA Region 1
Robert Young, Burns & McDonnell
Anthony Mele, Northeast Utilities Service Company
Jeff Martin, Northeast Utilities Service Company
Bob Gilmore, IWRD



- LEGEND**
- EXISTING STRUCTURE
 - NEW STRUCTURE
 - WETLANDS
 - VERNAL POOL HABITAT
 - PROPERTY LINE
 - EXISTING RIGHT-OF-WAY BOUNDARY
 - EXISTING 345-KV CENTERLINE
 - NEW 345-KV CENTERLINE
 - VEGETATION CLEARING LIMITS
 - NEW RIGHT-OF-WAY BOUNDARY
 - CLAP LINE LIST PARCEL NUMBER



date
MAY 16, 2012

designed
S. CASTEEL

detailed
D. LAURSEN

checked



Northeast Utilities Service Co.

FOR
CONNECTICUT LIGHT & POWER

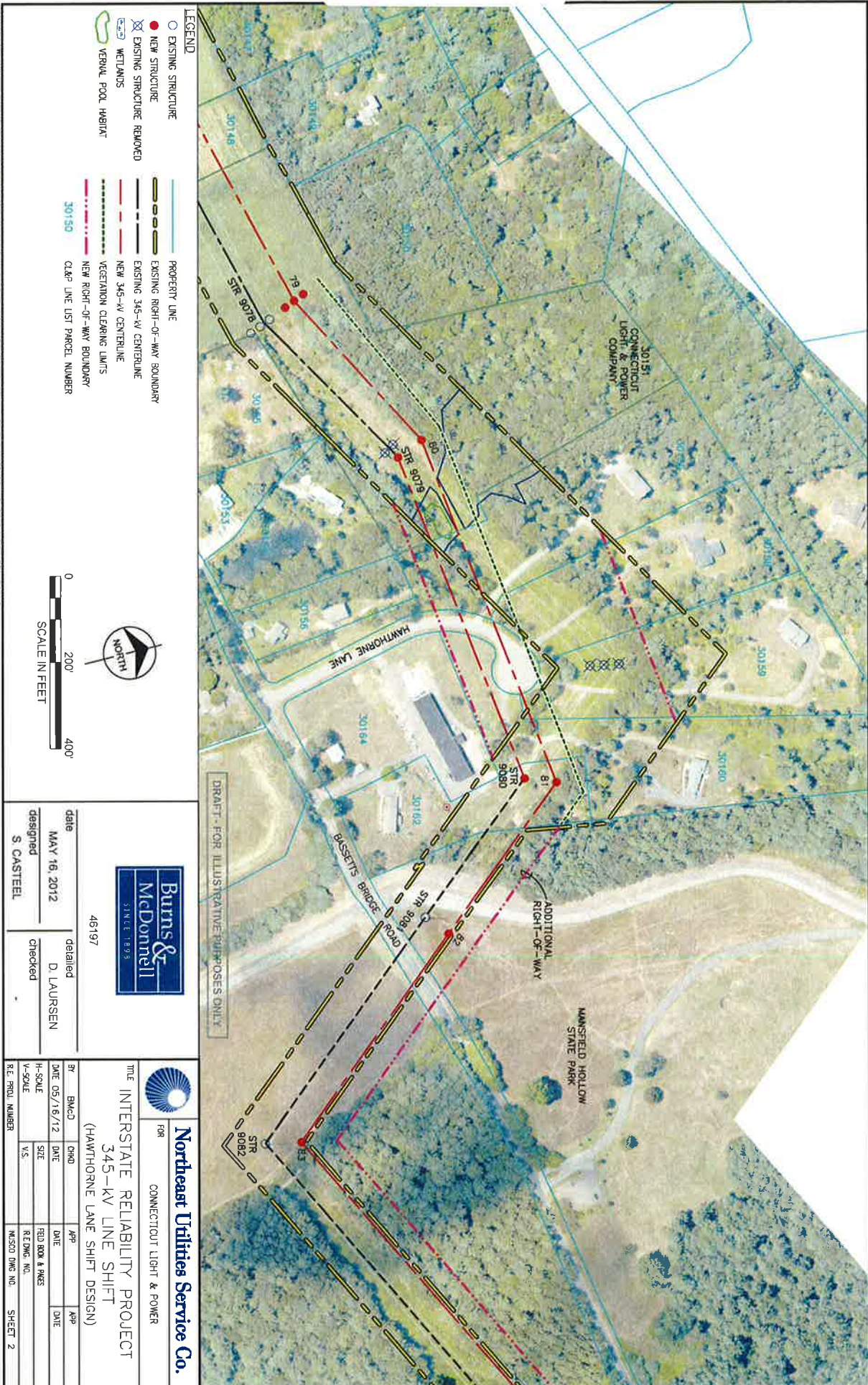
TITLE
INTERSTATE RELIABILITY PROJECT
345-KV TRANSMISSION LINE
(HAWTHORNE LANE PROPOSED DESIGN)

BY	CHKD	APP	DATE
DATE	DATE	DATE	DATE
H-SCALE	SIZE	FED. BOX & PMS	REVISION NO.
V-SCALE	VS		

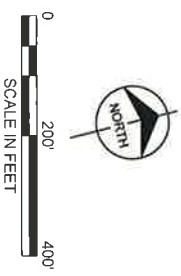
R.E. PROJ. NUMBER

SHEET 1

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DRAFT - FOR ILLUSTRATIVE PURPOSES ONLY

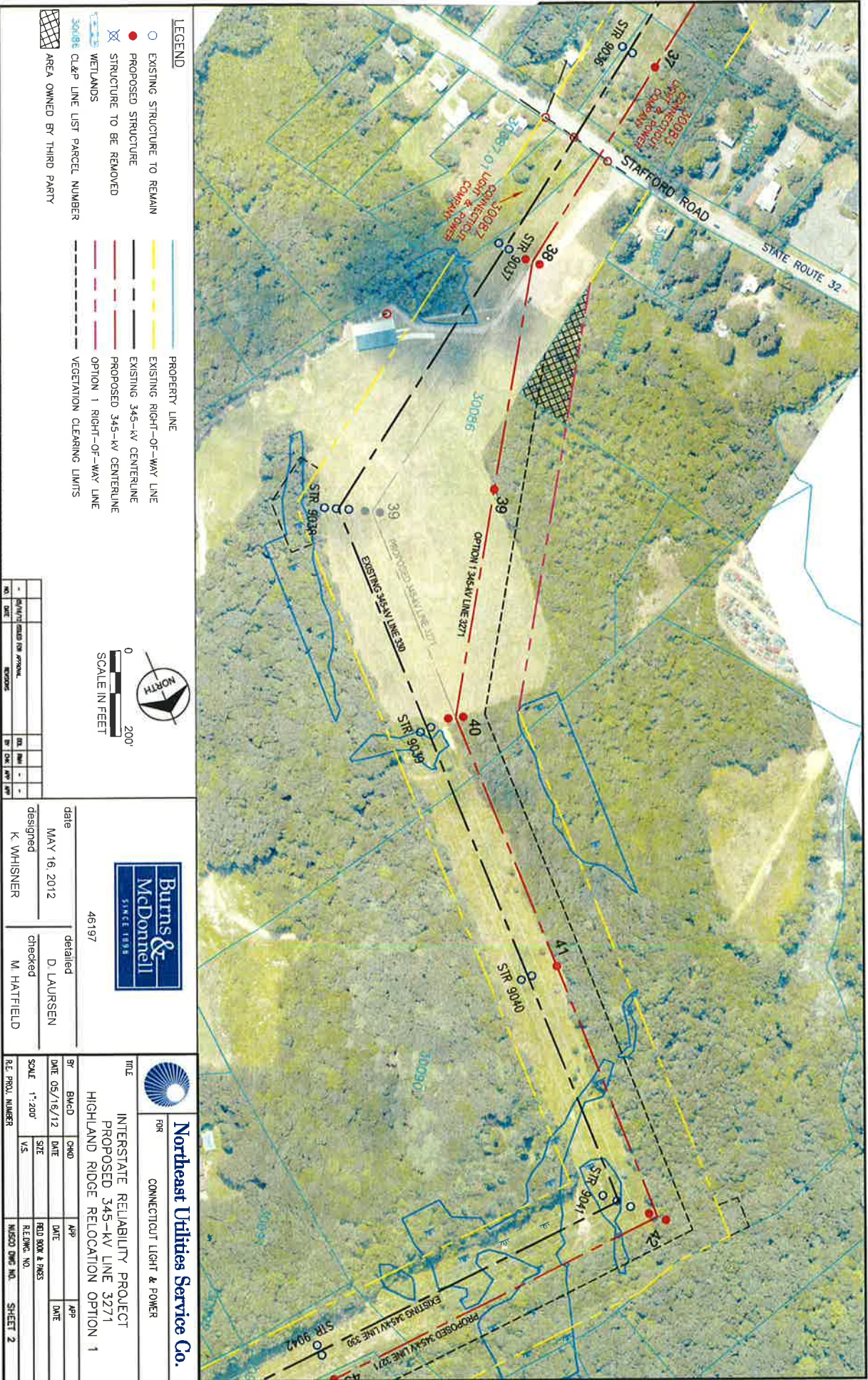
date designed	MAY 16, 2012	date detailed	D. LAURSEN
designed by	S. CASTEEL	checked by	



46197

BY	BMCD	CHKD	APP	APP
DATE	05/16/12	DATE	DATE	DATE
H-SCALE		SIZE	FIELD BOOK & PAGES	
V-S		REVISION NO.	NUSOD DWS NO.	SHEET 2

FOR
Northeast Utilities Service Co.
 CONNECTICUT LIGHT & POWER
 INTERSTATE RELIABILITY PROJECT
 345-KV LINE SHIFT
 (HAWTHORNE LANE SHIFT DESIGN)



- LEGEND**
- EXISTING STRUCTURE TO REMAIN
 - PROPOSED STRUCTURE
 - ⊗ STRUCTURE TO BE REMOVED
 - ▨ WETLANDS
 - 30086 CL&P LINE LIST PARCEL NUMBER
 - ▨ AREA OWNED BY THIRD PARTY

- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING 345-KV CENTERLINE
- PROPOSED 345-KV CENTERLINE
- OPTION 1 RIGHT-OF-WAY LINE
- VEGETATION CLEARING LIMITS



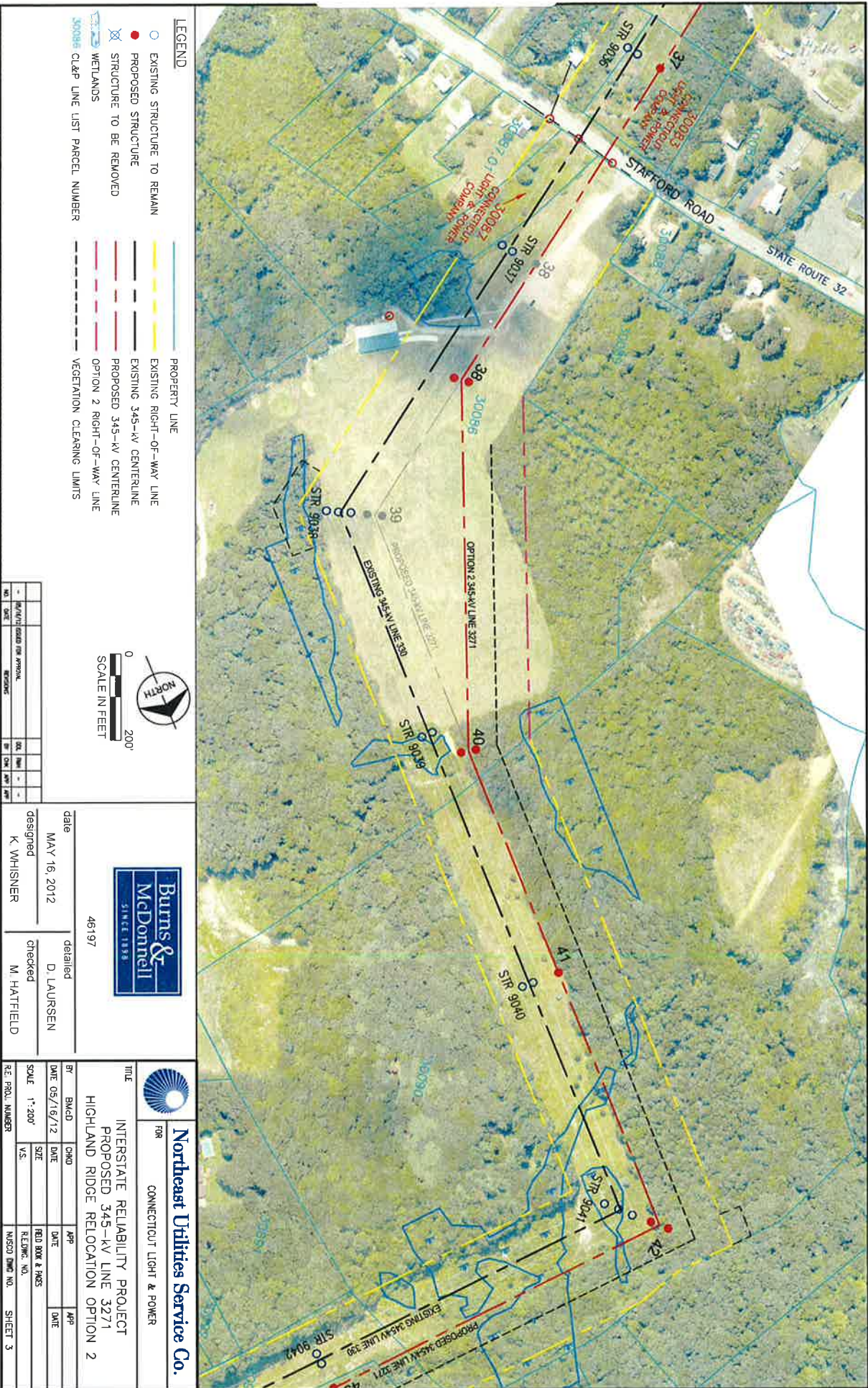
NO.	DATE	BY	CHK	APP	REV
1					

date	MAY 16, 2012	detailed	D. LAURSEN
designed	K. WHISNER	checked	M. HATFIELD



Northeast Utilities Service Co.		FOR CONNECTICUT LIGHT & POWER	
TITLE INTERSTATE RELIABILITY PROJECT PROPOSED 345-KV LINE 3271 HIGHLAND RIDGE RELOCATION OPTION 1			
BY	BKAD	CHKD	APP
DATE	05/16/12	DATE	
SCALE	1" = 200'	PROJ BOOK & PAGES	
R.E. PROJ. NUMBER		RE.DWG. NO.	
		MSGD DWG. NO.	SHEET 2

M:\MSDCO\46197 - Interstate Reliability Project - Highland Ridge - Road 449 (021-1) 05-15-2012 16:30 09L 9444D



- LEGEND**
- EXISTING STRUCTURE TO REMAIN
 - PROPOSED STRUCTURE
 - ⊗ STRUCTURE TO BE REMOVED
 - WETLANDS
 - 300986 CL&P LINE LIST PARCEL NUMBER

- PROPERTY LINE**
- EXISTING RIGHT-OF-WAY LINE
 - EXISTING 345-KV CENTERLINE
 - PROPOSED 345-KV CENTERLINE
 - OPTION 2 RIGHT-OF-WAY LINE
 - VEGETATION CLEARING LIMITS



NO.	DATE	BY	CHK.	APP.	REVISION
1					ISSUED FOR APPROVAL

date designed
MAY 16, 2012
K. WHISNIER

date detailed
MAY 16, 2012
D. LAURSEN

checked
M. HATFIELD



Northeast Utilities Service Co.

FOR
CONNECTICUT LIGHT & POWER

TITLE
INTERSTATE RELIABILITY PROJECT
PROPOSED 345-KV LINE 3271
HIGHLAND RIDGE RELOCATION OPTION 2

BR	BM&D	CHKD	APP	DATE	APP	DATE
				05/16/12		
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				NUSCO DND NO.		SHEET 3

N:\NUSCO\46197 - Interstate\Coord\Proposed Route Area\NUSCO-46197-345-KV-3271-2.dwg (07-2) 05-15-2012 1:16:39 DDJ BAW:GD

Table 1: Magnetic Field (mG) at Distances Relative to the ROW Centerline (ft) - Annual Average Load Condition (AAL)

Line Section	Configuration	-300	-275	-250	-225	-200	-175	-150	-125	-100	-75	-50	-25	0	25	50	75	100	125	150	175	200	225	250	275	300	-ROW Edge	+ROW Edge	
XS-UG-2: Mansfield Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	1.6	1.8	2.1	2.5	3.0	3.7	4.6	5.9	7.8	10.7	15.8	25.2	45.0	87.7	133.5	137.5	98.9	51.3	28.0	17.2	11.5	8.3	6.2	4.8	3.9	4.6	28.0	
	post-NEWS	0.8	0.9	1.1	1.4	1.7	2.2	2.8	3.7	5.1	7.4	11.3	19.0	37.3	144.8	109.5	111.0	81.7	43.8	24.6	15.5	10.7	7.9	6.1	4.8	4.0	2.8	24.6	
	pre-Interstate	1.6	1.8	2.1	2.5	3.0	3.7	4.6	5.9	7.8	10.7	15.8	25.2	45.0	87.7	133.5	137.5	98.9	51.3	28.0	17.2	11.5	8.3	6.2	4.8	3.9	4.6	28.0	
XS-UG-2: Mt. Hope Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	0.8	0.9	1.1	1.4	1.7	2.2	2.8	3.7	5.1	7.4	11.3	19.0	37.3	144.8	109.5	111.0	81.7	43.8	24.6	15.5	10.7	7.9	6.1	4.8	4.0	2.8	24.6	
	post-NEWS	0.8	0.9	1.1	1.4	1.7	2.2	2.8	3.7	5.1	7.4	11.3	19.0	37.3	144.8	109.5	111.0	81.7	43.8	24.6	15.5	10.7	7.9	6.1	4.8	4.0	2.8	24.6	
	pre-Interstate	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
XS-B-1: Brooklyn Overhead Variation - Pomfret Road to Ten Spans North of Day Street Junction	pre-Interstate	2.1	2.5	3.0	3.7	4.7	6.1	8.2	11.8	18.1	30.9	59.1	105.0	123.4	105.0	59.1	30.9	18.1	11.8	8.2	6.1	4.7	3.7	3.0	2.5	2.1	30.9	30.9	
	post-NEWS	2.1	2.5	3.0	3.7	4.7	6.1	8.2	11.8	18.1	30.9	59.1	105.0	123.4	105.0	59.1	30.9	18.1	11.8	8.2	6.1	4.7	3.7	3.0	2.5	2.1	30.9	30.9	
	pre-Interstate	1.6	1.8	2.1	2.5	3.0	3.7	4.6	5.9	7.8	10.7	15.8	25.2	45.0	87.7	133.5	137.5	98.9	51.3	28.0	17.2	11.5	8.3	6.2	4.8	3.9	4.6	28.0	
XS-UG-2: Brooklyn Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	0.8	0.9	1.1	1.4	1.7	2.2	2.8	3.7	5.1	7.4	11.3	19.0	37.3	144.8	109.5	111.0	81.7	43.8	24.6	15.5	10.7	7.9	6.1	4.8	4.0	2.8	24.6	
	post-NEWS	0.8	0.9	1.1	1.4	1.7	2.2	2.8	3.7	5.1	7.4	11.3	19.0	37.3	144.8	109.5	111.0	81.7	43.8	24.6	15.5	10.7	7.9	6.1	4.8	4.0	2.8	24.6	
	pre-Interstate	2.1	2.5	3.1	3.9	5.1	6.8	9.6	14.4	23.6	43.3	86.6	135.3	144.4	112.2	76.2	58.1	22.3	50.1	47.7	20.2	7.9	3.5	1.7	0.9	0.5	6.4	16.6	
XS-UG-3: Brooklyn Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	1.4	1.7	2.1	2.7	3.5	4.8	6.9	10.7	18.2	37.0	120.4	109.9	114.3	91.2	67.6	55.0	18.9	47.1	49.9	23.5	10.5	5.5	3.3	2.1	1.5	4.5	19.8	
	post-NEWS	1.4	1.7	2.1	2.7	3.5	4.8	6.9	10.7	18.2	37.0	120.4	109.9	114.3	91.2	67.6	55.0	18.9	47.1	49.9	23.5	10.5	5.5	3.3	2.1	1.5	4.5	19.8	
	pre-Interstate	0.7	0.8	1.0	1.3	1.6	2.1	3.0	4.4	7.4	14.8	28.6	19.6	13.3	34.2	33.1	16.4	8.5	5.1	3.4	2.4	1.8	1.4	1.1	0.9	0.8	1.74	19.1	
XS-W-S-OH-1: Willimantic South Overhead Variation - Card St. Substation to Card St	pre-Interstate	1.7	2.0	2.4	3.0	3.9	5.1	7.1	10.3	16.2	29.0	40.4	64.5	61.9	41.9	21.3	9.9	6.1	4.4	3.4	2.7	2.2	1.8	1.5	1.3	1.1	32.3	11.3	
	post-NEWS	1.7	2.0	2.4	3.0	3.9	5.1	7.1	10.3	16.2	29.0	40.4	64.5	61.9	41.9	21.3	9.9	6.1	4.4	3.4	2.7	2.2	1.8	1.5	1.3	1.1	32.3	11.3	
	pre-Interstate	0.5	0.7	0.8	1.0	1.2	1.6	2.2	3.0	4.6	7.8	14.5	21.6	16.4	35.7	32.9	16.0	8.1	4.8	3.2	2.2	1.7	1.3	1.0	0.8	0.7	8.8	18.6	
XS-W-S-OH-2: Willimantic South Overhead Variation - Card St. to Beaumont Hwy	pre-Interstate	1.7	2.0	2.4	3.0	3.9	5.1	7.1	10.3	16.2	29.0	40.4	64.5	61.9	41.9	21.3	9.9	6.1	4.4	3.4	2.7	2.2	1.8	1.5	1.3	1.1	27.5	10.8	
	post-NEWS	1.7	2.0	2.4	3.0	3.9	5.1	7.1	10.3	16.2	29.0	40.4	64.5	61.9	41.9	21.3	9.9	6.1	4.4	3.4	2.7	2.2	1.8	1.5	1.3	1.1	27.5	10.8	
	pre-Interstate	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
XS-W-S-OH-3: Willimantic South Overhead Variation - Beaumont Hwy. to Chewink Rd	pre-Interstate	2.1	2.5	3.0	3.7	4.7	6.1	8.2	11.8	18.1	30.9	59.1	105.0	123.4	105.0	59.1	30.9	18.1	11.8	8.2	6.1	4.7	3.7	3.0	2.5	2.1	30.9	30.9	
	post-NEWS	2.1	2.5	3.0	3.7	4.7	6.1	8.2	11.8	18.1	30.9	59.1	105.0	123.4	105.0	59.1	30.9	18.1	11.8	8.2	6.1	4.7	3.7	3.0	2.5	2.1	30.9	30.9	
	pre-Interstate	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
XS-UG-1: Willimantic South Underground Variation - 345-kV Cable System in Road -	pre-Interstate	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	post-NEWS	0.1	0.1	0.2	0.2	0.2	0.2	0.3	0.3	0.4	0.4	0.6	1.4	20.9	2.5	1.1	0.7	0.5	0.4	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	1.4	2.5
	pre-Interstate	1.6	1.8	2.1	2.5	3.0	3.7	4.6	5.9	7.8	10.7	15.8	25.2	45.0	87.7	133.5	137.5	98.9	51.3	28.0	17.2	11.5	8.3	6.2	4.8	3.9	4.6	28.0	
XS-UG-2: Willimantic South Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	0.7	0.9	1.1	1.3	1.6	2.1	2.7	3.5	4.8	6.9	10.6	17.8	34.7	104.6	102.7	103.8	76.3	40.9	23.0	14.5	10.0	7.3	5.7	4.5	3.7	2.7	23.0	
	post-NEWS	0.7	0.9	1.1	1.3	1.6	2.1	2.7	3.5	4.8	6.9	10.6	17.8	34.7	104.6	102.7	103.8	76.3	40.9	23.0	14.5	10.0	7.3	5.7	4.5	3.7	2.7	23.0	
	pre-Interstate	1.6	1.8	2.1	2.5	3.0	3.7	4.6	5.9	7.8	10.7	15.8	25.2	45.0	87.7	133.5	137.5	98.9	51.3	28.0	17.2	11.5	8.3	6.2	4.8	3.9	4.6	28.0	

Table 2: Magnetic Field (mG) at Distances Relative to the ROW Centerline (ft) - Annual Peak Load Condition (APL)

Line Section	Configuration	-300	-275	-250	-225	-200	-175	-150	-125	-100	-75	-50	-25	0	25	50	75	100	125	150	175	200	225	250	275	300	- ROW Edge	+ ROW Edge	
XS-UG-2: Mansfield Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	3.3	3.8	4.5	5.3	6.3	7.7	9.5	12.2	16.1	22.3	32.7	52.2	93.4	181.8	276.8	285.0	205.0	106.4	58.0	35.6	23.9	17.1	12.8	10.0	8.0	9.5	58.0	
	post-NEEWS	1.4	1.7	2.0	2.5	3.1	4.0	5.1	6.8	9.4	13.5	20.7	34.8	68.1	209.9	200.2	203.0	149.5	80.1	45.0	28.4	19.6	14.4	11.1	8.9	7.3	5.1	45.0	
XS-UG-2: Mt Hope Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	3.3	3.8	4.5	5.3	6.3	7.7	9.5	12.2	16.1	22.3	32.7	52.2	93.4	181.8	276.8	285.0	205.0	106.4	58.0	35.6	23.9	17.1	12.8	10.0	8.0	9.5	58.0	
	post-NEEWS	1.4	1.7	2.0	2.5	3.1	4.0	5.1	6.8	9.4	13.5	20.7	34.8	68.1	209.9	200.2	203.0	149.5	80.1	45.0	28.4	19.6	14.4	11.1	8.9	7.3	5.1	45.0	
XS-B-1: Brooklyn Overhead Variation - Prefret Road to Ten Spans North of Day Street Junction	pre-Interstate	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	post-NEEWS	3.8	4.5	5.5	6.7	9.5	11.1	15.1	21.5	33.1	56.4	108.0	192.0	225.6	192.0	108.0	56.4	33.1	21.5	15.1	11.1	8.5	6.7	5.5	4.5	3.8	56.4	56.4	
XS-UG-2: Brooklyn Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	3.3	3.8	4.5	5.3	6.3	7.7	9.5	12.2	16.1	22.3	32.7	52.2	93.4	181.8	276.8	285.0	205.0	106.4	58.0	35.6	23.9	17.1	12.8	10.0	8.0	9.5	58.0	
	post-NEEWS	1.4	1.7	2.0	2.5	3.1	4.0	5.1	6.8	9.4	13.5	20.7	34.8	68.1	209.9	200.2	203.0	149.5	80.1	45.0	28.4	19.6	14.4	11.1	8.9	7.3	5.1	45.0	
XS-UG-3: Brooklyn Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	4.5	5.5	6.7	8.4	10.9	14.6	20.5	30.6	49.7	90.6	180.1	279.8	295.8	225.1	146.8	101.8	42.9	86.4	77.7	30.7	10.7	3.9	1.5	1.0	1.1	13.7	24.7	
	post-NEEWS	2.6	3.1	3.9	5.0	6.5	8.9	12.8	19.8	39.6	68.1	223.0	200.6	206.1	161.6	113.2	86.9	30.8	76.2	78.1	35.7	15.5	7.8	4.5	2.8	1.9	8.4	29.9	
XS-WS-OH-1: Willimantic South Overhead Variation - Card St. Substation to Card St	pre-Interstate	0.3	0.3	0.4	0.5	0.7	1.0	1.5	2.4	4.8	12.6	36.3	27.9	16.0	15.9	12.6	5.8	2.9	1.7	1.1	0.8	0.6	0.5	0.4	0.3	0.2	0.2	15.9	6.8
	post-NEEWS	3.4	4.1	5.0	6.2	7.9	10.4	14.2	20.4	31.2	50.8	73.1	117.5	102.3	63.8	33.8	19.7	13.7	10.2	7.8	6.2	5.0	4.1	3.4	2.9	2.5	55.1	21.5	
XS-WS-OH-2: Willimantic South Overhead Variation - Card St. to Beaumont Hwy	pre-Interstate	0.1	0.2	0.2	0.2	0.3	0.4	0.6	0.8	1.3	2.5	5.9	12.6	18.1	18.6	12.5	5.3	2.5	1.4	0.9	0.6	0.4	0.3	0.3	0.2	0.2	3.0	6.4	
	post-NEEWS	3.4	4.0	4.9	6.1	7.8	10.2	13.9	19.8	29.9	48.3	82.0	122.5	104.9	64.7	33.9	19.7	13.7	10.2	7.8	6.2	5.0	4.1	3.4	2.9	2.5	55.5	21.5	
XS-WS-OH-3: Willimantic South Overhead Variation - Beaumont Hwy to Chenink Rd	pre-Interstate	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	post-NEEWS	3.8	4.5	5.5	6.7	8.5	11.1	15.1	21.5	33.1	56.4	108.0	192.0	225.6	192.0	108.0	56.4	33.1	21.5	15.1	11.1	8.5	6.7	5.5	4.5	3.8	56.4	56.4	
XS-UG-1: Willimantic South Underground Variation - 345-kV Cable System in Road*	pre-Interstate	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	post-NEEWS	0.2	0.3	0.3	0.3	0.4	0.4	0.5	0.5	0.6	0.8	1.1	2.5	38.4	4.7	2.1	1.3	0.9	0.7	0.6	0.5	0.4	0.4	0.3	0.3	0.3	0.3	2.5	4.7
XS-UG-2: Willimantic South Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	3.3	3.8	4.5	5.3	6.3	7.7	9.5	12.2	16.1	22.3	32.7	52.2	93.4	181.8	276.8	285.0	205.0	106.4	58.0	35.6	23.9	17.1	12.8	10.0	8.0	9.5	58.0	
	post-NEEWS	1.3	1.6	1.9	2.3	2.9	3.7	4.8	6.3	8.7	12.5	19.1	32.1	62.6	191.5	185.4	187.4	137.9	74.0	41.6	26.3	18.1	13.3	10.3	8.2	6.7	4.8	41.6	

Table 4: Electric Field (kV/m) at Distances Relative to the ROW Centerline (ft)

Line Section	Configuration	-300	-275	-250	-225	-200	-175	-150	-125	-100	-75	-50	-25	0	25	50	75	100	125	150	175	200	225	250	275	300	-ROW Edge	+ROW Edge
XS-UG-2: Mansfield Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	0.02	0.02	0.03	0.04	0.05	0.06	0.09	0.13	0.19	0.30	0.53	1.03	2.25	4.55	3.60	3.15	4.85	2.65	1.20	0.60	0.34	0.21	0.14	0.09	0.07	0.09	1.20
	post-NEWS	0.02	0.02	0.03	0.04	0.05	0.06	0.09	0.13	0.19	0.30	0.53	1.03	2.25	4.55	3.60	3.15	4.85	2.65	1.20	0.60	0.34	0.21	0.14	0.09	0.07	0.09	1.20
XS-UG-2: Mt. Hope Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	0.02	0.02	0.03	0.04	0.05	0.06	0.09	0.13	0.19	0.30	0.53	1.03	2.25	4.55	3.60	3.15	4.85	2.65	1.20	0.60	0.34	0.21	0.14	0.09	0.07	0.09	1.20
	post-NEWS	0.02	0.02	0.03	0.04	0.05	0.06	0.09	0.13	0.19	0.30	0.53	1.03	2.25	4.55	3.60	3.15	4.85	2.65	1.20	0.60	0.34	0.21	0.14	0.09	0.07	0.09	1.20
XS-B-1: Brooklyn Overhead Variation - Premise Road to Ten Spans North of Day Street Junction	pre-Interstate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	post-NEWS	0.04	0.04	0.06	0.08	0.11	0.16	0.26	0.43	0.80	1.67	3.69	4.80	2.97	4.80	3.69	1.67	0.80	0.43	0.26	0.16	0.11	0.08	0.06	0.04	0.04	1.67	1.67
XS-UG-2: Brooklyn Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	0.02	0.02	0.03	0.04	0.05	0.06	0.09	0.13	0.19	0.30	0.53	1.03	2.25	4.55	3.60	3.15	4.85	2.65	1.20	0.60	0.34	0.21	0.14	0.09	0.07	0.09	1.20
	post-NEWS	0.02	0.02	0.03	0.04	0.05	0.06	0.09	0.13	0.19	0.30	0.53	1.03	2.25	4.55	3.60	3.15	4.85	2.65	1.20	0.60	0.34	0.21	0.14	0.09	0.07	0.09	1.20
XS-UG-3: Brooklyn Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	0.04	0.05	0.07	0.09	0.13	0.20	0.31	0.54	1.04	2.26	4.55	3.60	3.18	5.08	3.26	0.78	0.53	0.56	1.17	0.82	0.32	0.14	0.07	0.04	0.03	0.18	0.68
	post-NEWS	0.04	0.05	0.07	0.09	0.13	0.20	0.31	0.54	1.04	2.26	4.55	3.60	3.18	5.08	3.26	0.78	0.53	0.56	1.17	0.82	0.32	0.14	0.07	0.04	0.03	0.18	0.68
XS-W5-OH-1: Willimantic South Overhead Variation - Card St. Substation to Card St.	pre-Interstate	0.00	0.01	0.01	0.01	0.02	0.02	0.04	0.07	0.13	0.28	0.49	0.73	0.28	0.35	1.34	0.71	0.29	0.14	0.08	0.05	0.03	0.02	0.02	0.01	0.01	0.33	0.86
	post-NEWS	0.07	0.08	0.10	0.12	0.15	0.18	0.21	0.25	0.24	0.19	1.66	4.94	3.90	2.24	0.97	0.17	0.13	0.14	0.13	0.11	0.10	0.08	0.07	0.06	0.05	0.21	0.25
XS-W5-OH-2: Willimantic South Overhead Variation - Card St. to Beaumont Hwy	pre-Interstate	0.01	0.01	0.01	0.02	0.02	0.03	0.05	0.09	0.18	0.41	1.01	1.08	0.24	0.35	1.33	0.71	0.29	0.14	0.07	0.04	0.03	0.02	0.01	0.01	0.01	0.49	0.85
	post-NEWS	0.07	0.08	0.10	0.11	0.14	0.16	0.19	0.20	0.12	0.35	1.98	5.02	3.92	2.24	0.97	0.17	0.13	0.14	0.13	0.11	0.09	0.08	0.07	0.06	0.05	0.54	0.25
XS-W5-OH-3: Willimantic South Overhead Variation - Beaumont Hwy. to Chewink Rd.	pre-Interstate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	post-NEWS	0.04	0.04	0.06	0.08	0.11	0.16	0.26	0.43	0.80	1.67	3.69	4.80	2.97	4.80	3.69	1.67	0.80	0.43	0.26	0.16	0.11	0.08	0.06	0.04	0.04	1.67	1.67
XS-UG-1: Willimantic South Underground Variation - 345-kV Cable System In Road*	pre-Interstate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	post-NEWS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
XS-UG-2: Willimantic South Underground Variation - 345-kV Cable System in Existing CL&P ROW	pre-Interstate	0.02	0.02	0.03	0.04	0.05	0.06	0.09	0.13	0.19	0.30	0.53	1.03	2.25	4.55	3.60	3.15	4.85	2.65	1.20	0.60	0.34	0.21	0.14	0.09	0.07	0.09	1.20
	post-NEWS	0.02	0.02	0.03	0.04	0.05	0.06	0.09	0.13	0.19	0.30	0.53	1.03	2.25	4.55	3.60	3.15	4.85	2.65	1.20	0.60	0.34	0.21	0.14	0.09	0.07	0.09	1.20

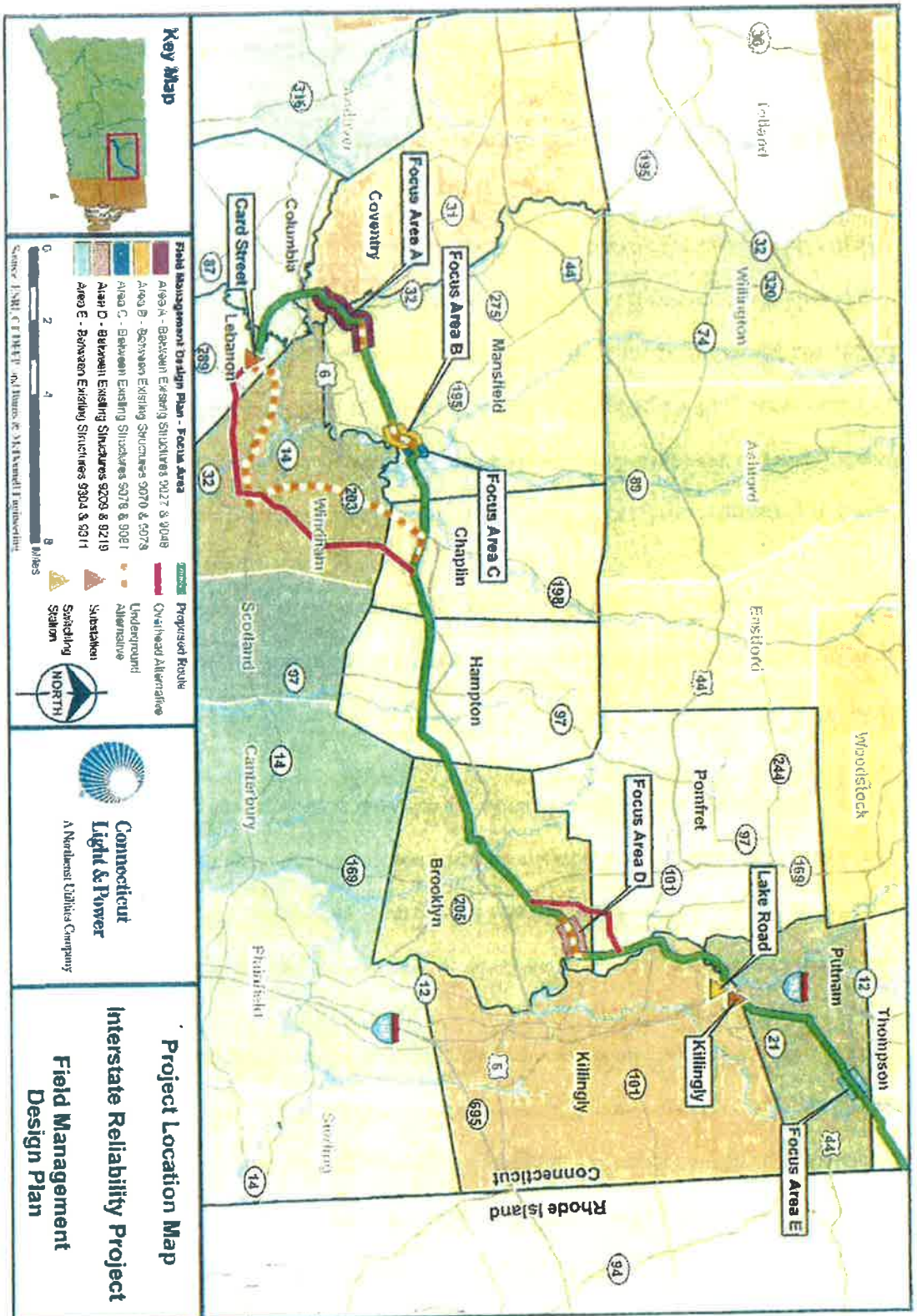


Figure 1: Proposed Location of Project and Project Focus Areas

Figure 15-6: Brooklyn Overhead and Underground Variations

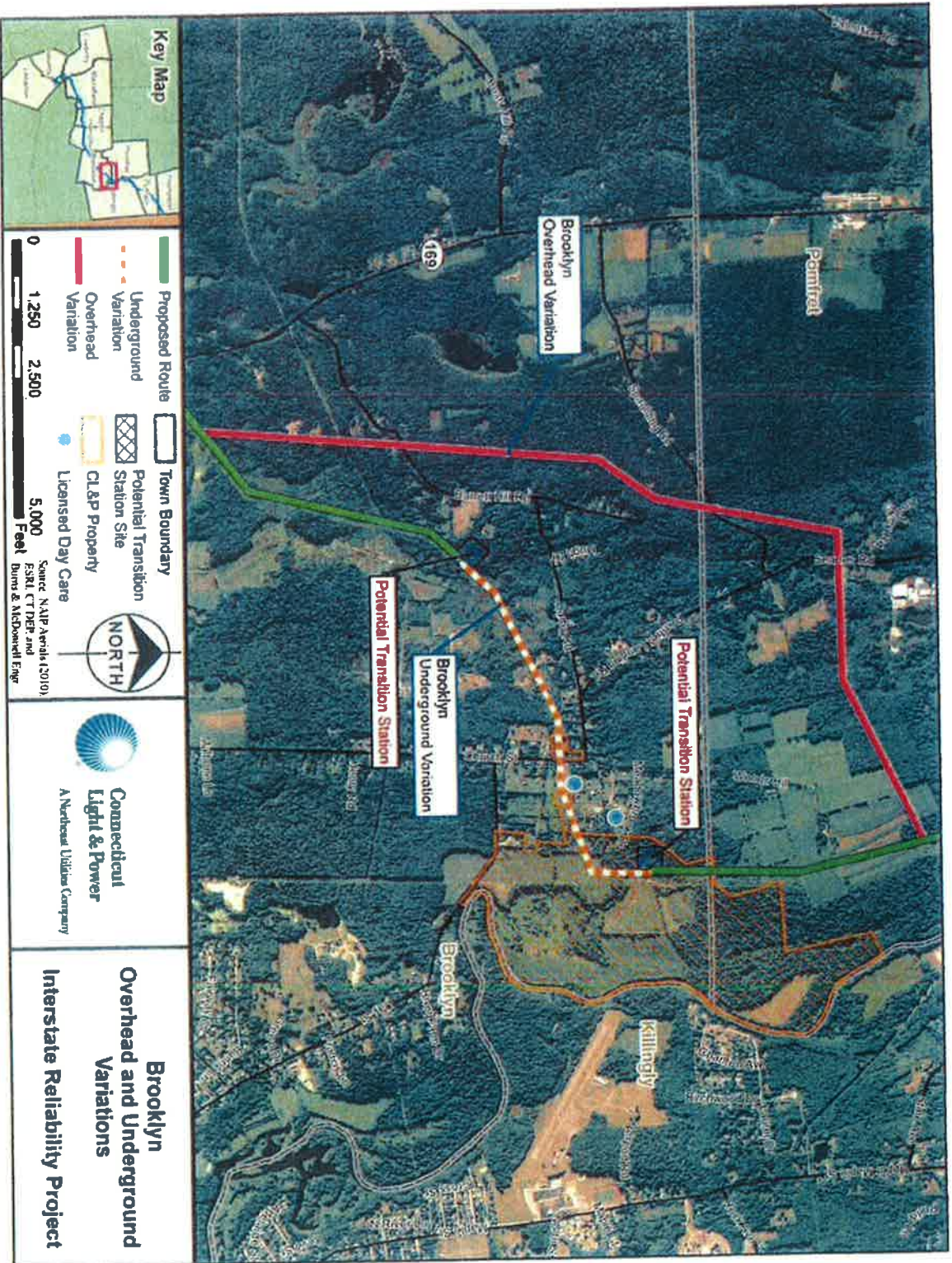


Figure 15-1: Proposed Route and Route Variations

