



**Northeast
Utilities**

107 Selden Street, Berlin, CT 06037

Northeast Utilities
P.O. Box 270
Hartford, CT 06141-0270
(860) 665-5000
www.nu.com

June 12, 2013

Ms. Melanic Bachman
Acting Executive Director
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051

Re: Docket No. CSC 435 - Stamford Reliability Cable Project

Dear Ms. Bachman:

This letter provides the response to requests for the information listed below.

Response to CSC-03 Interrogatories dated 04/24/2013
CSC-004-SP01

Very truly yours,

John Morissette
Manager
Siting and Permitting, Transmission
NUSCO
As Agent for CL&P

cc: Service List

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CONNECTICUT
SITING COUNCIL

Witness: CL&P Panel
Request from: Connecticut Siting Council

Question:
Provide a detailed cost breakdown of the proposed underground transmission cable (Preferred Route with Canal Street option) and of any overhead solution examined by CL&P.

Response:
In CL&P's May 20, 2013 response to Q-CSC-004, CL&P indicated that it would file a supplemental response after completion of the cost estimate for reconstructing the 1977 Line as a double-circuit structure line. CL&P has developed an estimate of the cost of reconstructing the 1977 Line as a double-circuit structure line and that estimate is provided below:

New 115-kV Double-Circuit Steel Structures 1151/1977 Line			
Estimate Details			
Item Description	Total		
Material	\$ 2,506,705	see detail below	
Labor	\$ 40,490,000	see detail below	
Engineering/Permitting/PM (incl overhead and MNRR force account)	\$ 14,690,178		
Escalation	\$ 2,003,798		
AFUDC	\$ 2,884,344		
Contingency	\$ 7,306,481		
Total Cost	\$ 69,881,506	Note: Does not include substation upgrades.	
Overhead Construction Cost Breakdown			
Item	Material	Labor	Subtotal
Civil/Site Work	\$ 980,000	\$ 21,130,000	\$ 22,110,000
Poles & Foundations	\$ 1,278,589	\$ 13,360,000	\$ 14,638,589
Conductor and Hardware	\$ 248,116	\$ 6,000,000	\$ 6,248,116
Subtotal Construction Material and Labor	\$ 2,506,705	\$ 40,490,000	\$ 42,996,705

- General Assumptions:**
- Install the new 1151 Line and relocate the 1977 Line on double circuit steel structures and remove existing structures.
 - New conductor only for the 1151 Line and 1977 Line conductor would be reused.
 - Approximate length is 1.4 miles (24 structures).
 - ROW is sufficient for addition of new double-circuit steel structures.
 - Conceptual grade estimate (-25% to +50% accuracy).
 - One jack and bore installation.

Note: Engineering/Permitting/PM value includes \$3M for MNRR Force Account

This cost estimate reflects the unusual costs and work constraints that CL&P would face in reconstructing the 1977 line as a double-circuit structure line within the MNRR ROW. Some of the more significant of these factors include the following:

1. A construction window of only 2.75 hours per day between 2:00 AM and 4:45 AM, which severely restricts the time period for the work; however, the construction crews would need to be paid for a full day of work each day.
2. The construction work would be subject to limitations due to safety requirements associated with nighttime work on an active railway. For example, certain types of work would need to be suspended for any passing trains on adjacent tracks and there would be MNRR staffing requirements associated with track outages and power supply interruptions needed for the work. In addition, MNRR may cancel the scheduled track outages on short notice due to their own priorities.
3. Access to the location for the new structures would be difficult from the rear yards of homes along Culloden Road because all of these properties have very small lots.
4. Twenty-four drill rig platforms would be required, most of them elevated, some to the height of the railroad.
5. There would be other costs and possible schedule delays associated with work coordination requirements with MNRR and ConnDOT.

The cost estimate above is based on the following assumptions regarding availability of work space and the timing of construction work:

1. Minimum of three work crews for 42 weeks of construction.
2. Use of two lanes in South State Street for the duration of the construction.
3. Use of MNRR corridor for elevated drill rig platforms.
4. Monday through Saturday construction.
5. Availability of the expected construction window for 42 continuous weeks (no recalls of the required MNRR track outages).
6. Availability of approximately 12 extended (six-hour) track outages for wire work.