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P.O. Box 270  
Hartford, CT 06141-0270

**Kathleen M. Shanley**  
Manager – Transmission Siting  
Tel: 860-728-4527

April 6, 2018

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

RE: Docket No. 468: Southwest Connecticut Reliability Project  
Monthly Construction Progress Report –March 2018

Dear Chairman Stein:

Pursuant to RCSA Section 16-50j-62(b)(3) and as described in Volume 3, Section A.3.3, of the Southwest Connecticut Reliability Project (Project) *Development and Management (D&M) Plans for the New 115-kV Transmission Line and the Modifications to the Plumtree and Stony Hill Substations*, The Connecticut Light and Power Company doing business as Eversource Energy (Eversource) hereby provides to the Connecticut Siting Council ("Council") this Project Construction Progress Report for the month of March 2018.

This Construction Progress Report pertains to work on the new 115-kilovolt (kV) transmission line, as well as to the Project modifications at Plumtree Substation and to the modifications at Stony Hill Substation and the associated 115-kV line reconfigurations at that substation.

Should you or other Council members have any questions regarding this submission, please do not hesitate to contact me via e-mail at [kathleen.shanley@eversource.com](mailto:kathleen.shanley@eversource.com) or telephone at (860) 728-4527.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kathleen M. Shanley". The signature is fluid and cursive, with a large loop at the end.

Kathleen M. Shanley

Enclosure

**DOCKET NO. 468**  
**SOUTHWEST CONNECTICUT RELIABILITY PROJECT**  
**MONTHLY CONSTRUCTION PROGRESS REPORT**  
**MARCH 2018**

**1. NEW 115-kV TRANSMISSION LINE**

In March 2018, civil work (e.g., establishment of roads/pads) continued in Bethel and Danbury. Soil erosion and sedimentation controls were installed and maintained as appropriate at work sites in all three Project municipalities. Foundation work also commenced; two foundations for the new 115-kV line were installed along the transmission line right-of-way (ROW) in Bethel.

Table 1 (in Attachment 1) illustrates the status of the transmission line construction work as of March 31, 2018.

**2. MODIFICATIONS TO PLUMTREE AND STONY HILL SUBSTATIONS**

The construction contractor for the modifications to Plumtree Substation mobilized to the site on March 19, 2018 and thereafter commenced site preparation work.

The Project construction modifications to Stony Hill Substation and the associated reconfiguration of the 115-kilovolt (kV) 1770 and 1887 line connections to the substation commenced on September 18, 2017 and continued in March. Specifically, the high voltage cable for the capacitor bank re-connection was installed and tested in March.

Attachment 1, Table 2 summarizes the status of this work as of March 31, 2018.

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

Two minor D&M Plan changes were identified in March. As described below, both of these changes involve minor shifts in the alignment of on-ROW access roads, which will be located entirely on Eversource property in the Town of Bethel. Eversource has informed abutting property owners of the proposed on-ROW access road shifts. The attached revised D&M Plan Mapsheets 7 and 8 (Rev 1, dated April 2, 2018) illustrate the two access road shifts.

**1. On-ROW Access Road Shift: Structure 1014 to Hearthstone Drive, D&M Plan Volume 2, Mapsheet 7.**

The proposed shift in the access road between Hearthstone Drive and **Structure 1014** will create a “switchback” that will minimize steep grades and grade changes that would otherwise be required by the use of the currently-approved access road. This will provide safer access for construction vehicles and equipment. The revised road alignment will not change the access road entry point from Hearthstone Drive and will be aligned a maximum of about 50 feet north of the originally proposed road. Overall, the access road will be approximately 40 feet longer than the approved road (about 200 feet vs. 240 feet in length, respectively). The access road shift is located entirely in uplands and will not require any additional tree clearing.

**2. On-ROW Access Road Shift: Hearthstone Drive to Structure 1015, D&M Plan Volume 2, Mapsheets 7 and 8.**

To reach **Structure 1015** from Hearthstone Drive, the access road entrance off Hearthstone Drive will be shifted to the north by approximately 85 feet. This shift is required because the originally proposed entrance from Hearthstone Drive to the ROW cannot be graded as required due to the

shallow depth of buried utilities at this location (as discovered during Call Before You Dig notifications).

The proposed on-ROW access road shift to the north will avoid the need for grading near the buried utilities. Further, the shifted access road entrance and the westernmost portion of the new access road will follow an existing Eversource on-ROW access road for about 100 feet before diverging south to connect to the pull pad west of Structure 1015. In total, this on-ROW access road will be approximately 200 feet in length (i.e., 100 feet along the existing Eversource on-ROW access road, which would be improved, and 100 feet of new access road). The access road shift is located entirely in uplands and will not require any additional tree clearing.

**ATTACHMENT 1**

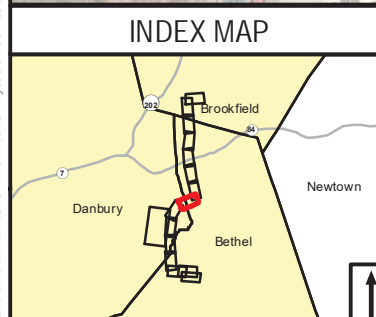
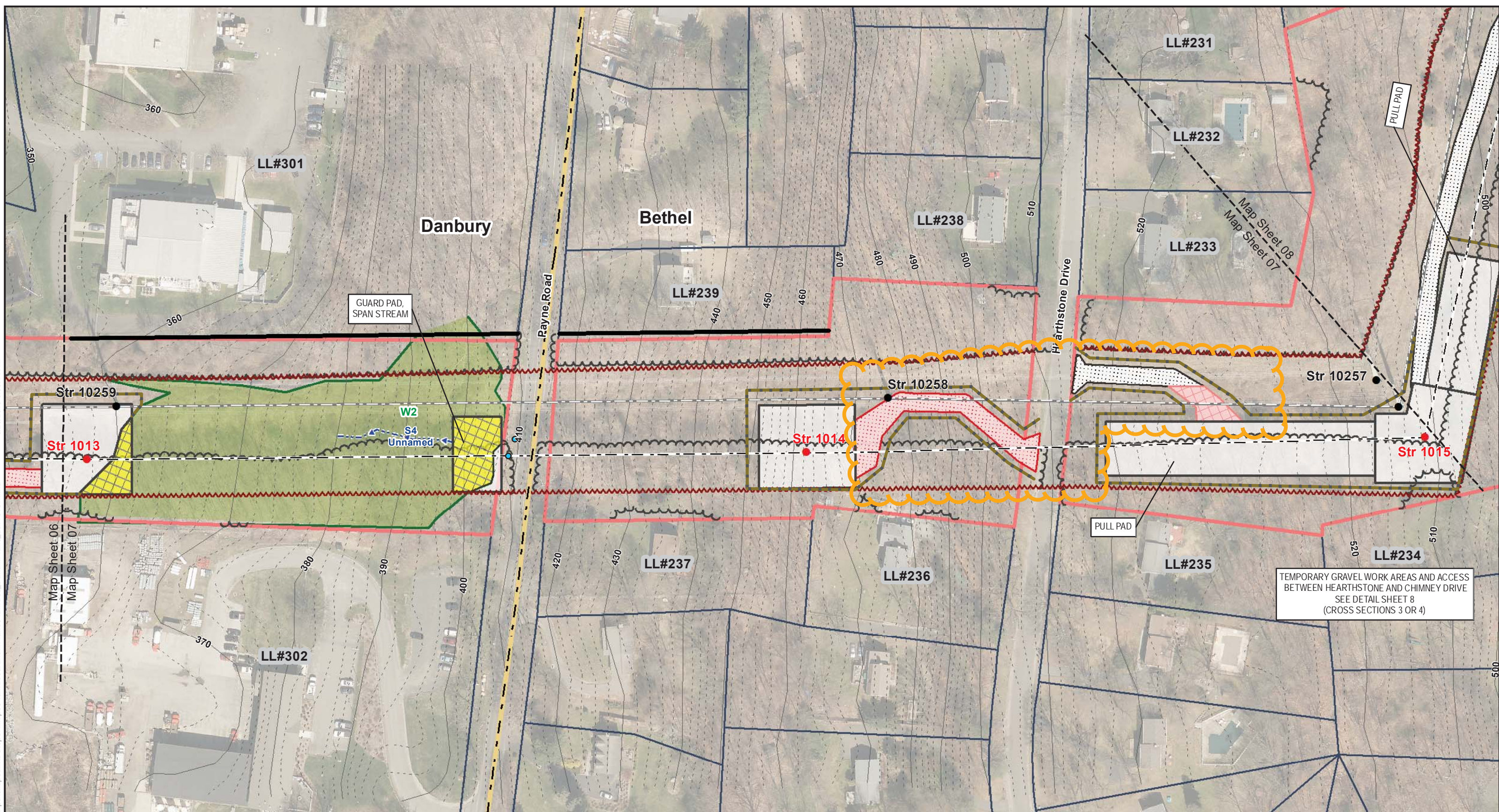
**Table 1  
Transmission Line Construction Progress  
(March 31, 2018)**

SWCT RELIABILITY PROJECT (115-kV 1887 Line)											
Construction Progress Report 3/31/2018		Transmission									
		ROW Clearing	Work Area Preparation	Foundation Installation			Structure Installation			Wire Stringing (or Cable Installation)	Restoration
Town	Length of Transmission Line (Miles)	ROW Clearing (% Complete)	Access Roads/Work Pads (% Complete)	Foundations Installed	Total Foundations	Foundations (% Complete)	Structures Installed	Total Structures	Structures (% Complete)	Stringing (% Complete)	(% Complete)
Bethel	2.2	100%	65%	2	17	12%		17			
Danbury	0.9	100%	85%		6			6			
Brookfield	0.3	100%	100%		5			5			
<b>Total Project</b>		100%	75%	0	28	7%	0	28	0%	0%	0%

**Table 2  
Substation Construction Progress  
(March 31, 2018)**

Location (Substation) Substation	Project Activity (% Complete)						
	Substation Work				Line Reconfiguration Work		
	Construction Start Date	Site Preparation	Equipment Installation	Testing	Construction Start Date	Structure Installation	Wire Stringing
Plumtree	3/19/2018	10%	0%	0%	n/a	n/a	n/a
Stony Hill	9/18/2017	90%	90%	75%	9/18/2017	75%	0%

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**Legend**

● Proposed 1887 Line Structure	□ Work Pads	~ Existing Tree Line	▨ Rare Species	- - - Map Sheet Matchline
● Existing Structure	▨ Existing Access Road	~ Vegetation Removal Limits	▨ Regulatory Floodway Zone	● Culvert
— Existing Right-of-Way	▨ Existing Alternate Access Road	— Intermittent Stream Line	▨ 100 Year Flood Zone	
- - - Proposed 115-kV Line (Centerline)	▨ New Access Road	— Perennial Watercourse	▨ Eversource Property	
— Existing Transmission Line (Centerline)	▨ New Temporary Access Road	— Ordinary High Water Mark	▨ Parcels	
— 10' Contour Line	▨ Construction Matting	— Wetland Boundary	▨ Municipal Boundary	
— 2' Contour Line	▨ Temporary Wetland Impact	— Wetland Area	▨ LL#100 Line List Label	
	— Limit of Disturbance	▨ CT Wetland Only		

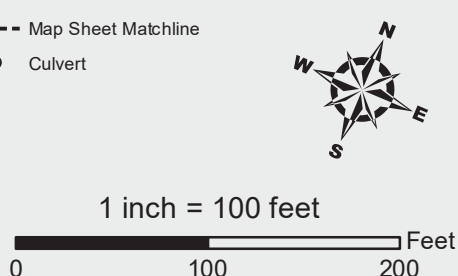
1	4/2 /18	Shifted access to Str. 1014 to reduce steep grade with switchback. Shifted access to Str. 1015 to avoid excavation by underground wires.	MS				
NO.	DATE	REVISIONS	BY	CHK	APP	APP	

**EVERSOURCE**  
 Southwest Connecticut  
 Reliability Project  
 Development & Management Plan

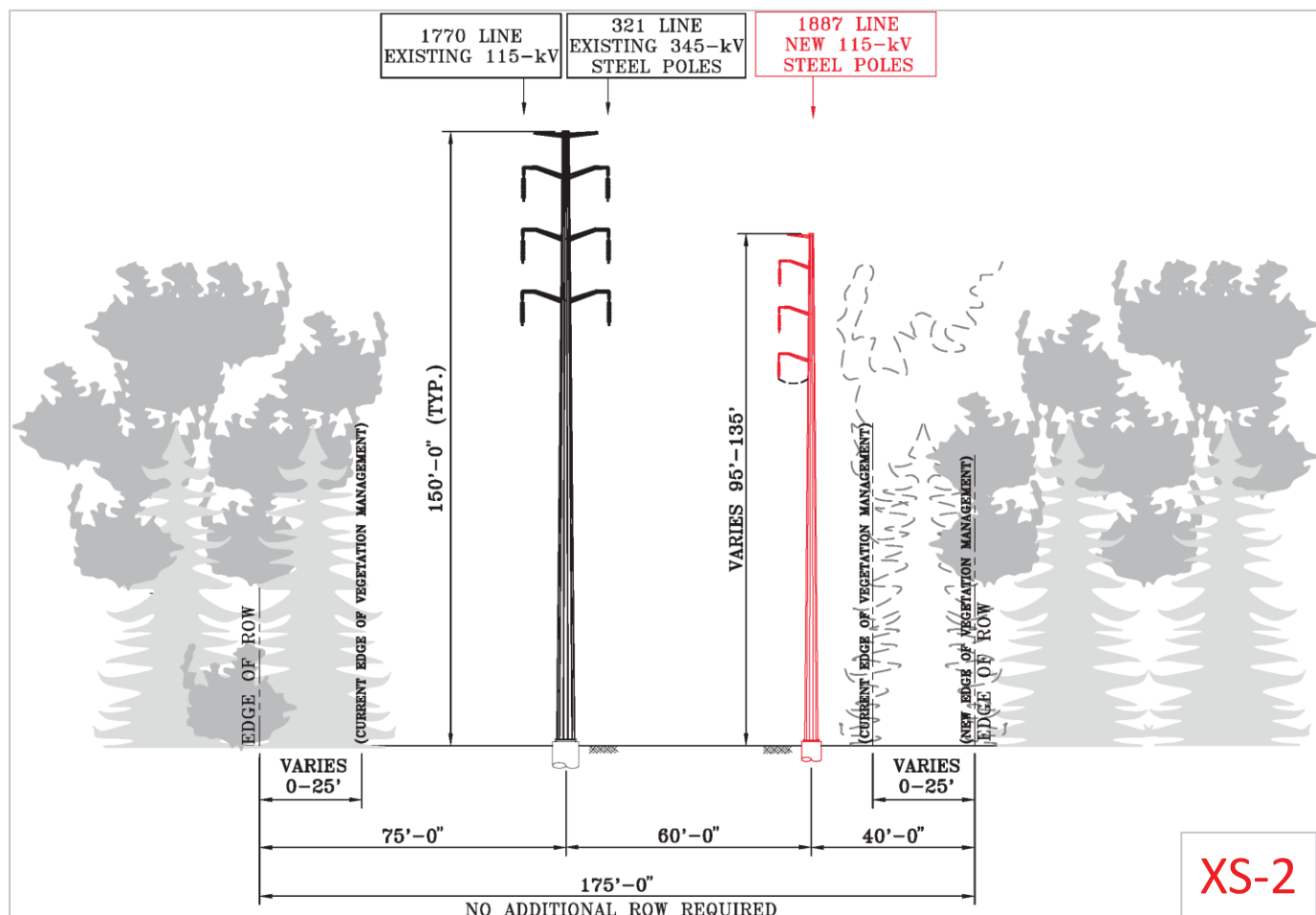
Danbury & Bethel, CT      Map Sheet 07 of 13

Date: June 2017      Map Author: K. Gabriel

**BSC GROUP**



# SWCT Reliability Project Mapsheet 08 Notes



## SITE SPECIFIC NOTES

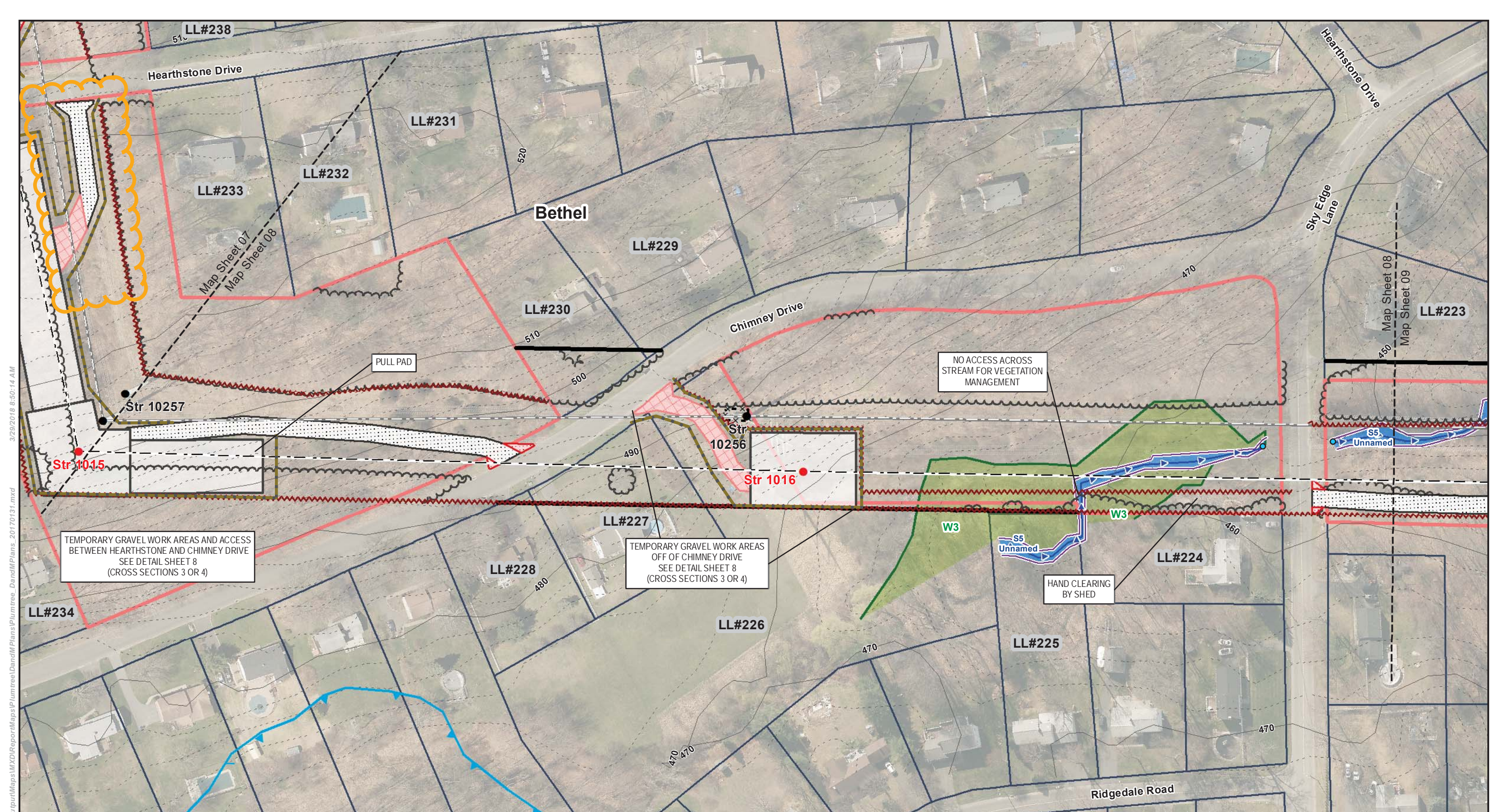
- A. REFER TO DETAIL SHEETS 2 A&B FOR WORK IN OR NEAR WETLANDS OR WATERCOURSES. KEY BMPS ARE BRIEFLY INCLUDED BELOW.
- B. NO ACCESS IN WETLANDS DEPICTED ON THIS PAGE EXCEPT AS NECESSARY FOR VEGETATION MANAGEMENT. ALL ACCESS IN WETLANDS MUST USE TEMPORARY CONSTRUCTION MATTING. NO ACCESS ACROSS STREAM 5 DEPICTED ON THIS PAGE.
- C. VEGETATION MANAGEMENT IN WETLANDS AND OTHER SENSITIVE AREAS SHALL FOLLOW LOW IMPACT TREE CLEARING METHODS DESCRIBED IN VOLUME 3 ATTACHMENT B. THIS MAY INCLUDE, WHERE PRACTICABLE, PRESERVING DESIRED SPECIES, LEAVING STUMPS AND ROOTS INTACT FOR SOIL STABILITY, AND SELECTIVELY REMOVING VEGETATION WITHIN 25-FT OF STREAM BANKS.
- D. ALL PROJECT WETLANDS HAVE KNOWN POPULATIONS OF INVASIVE SPECIES, THEREFORE ADHERENCE TO THE WETLAND INVASIVE SPECIES CONTROL PLAN APPLIES FOR ALL MATTING AND EQUIPMENT IN WETLANDS.
- E. TEMPORARY ACCESS ROADS AND ASSOCIATED WORK PADS/PULL PADS WILL BE CONSTRUCTED AND RESTORED AS DEPICTED/DESCRIBED FOR CROSS-SECTIONS 3 (LAWNS) AND 4 (RESIDENTIAL AREAS) ON DETAIL SHEET 8B. NOTE THAT WORK PADS AND PULL PADS ARE NOT DEPICTED WITH "TEMPORARY" SYMBOLLOGY, BUT ARE INSTEAD NOTED WITH CALLOUT BUBBLES. OTHER METHODS THAT MAY RETURN LAWNS TO PREEXISTING CONDITIONS OR RETURN GRAVEL WORK AREAS/ACCESS IN THE INDICATED RESIDENTIAL AREAS TO AN EVEN GRADE AND REVEGETATED, MAY BE PERMISSIBLE.
- F. INSTALL CONSTRUCTION ENTRANCE TRACK PAD FOR ROADWAY PROTECTION AND EROSION AND SEDIMENT CONTROL. LINE TRACKING PAD WITH GEOTEXTILE FABRIC AND REMOVE TRACKING PAD AFTER CONSTRUCTION. MAINTAIN IF TRACKING PAD BECOMES CLOGGED WITH SOIL. ANY SEDIMENT TRACKED ONTO THE ROAD SURFACE SHALL BE SWEEPED CLEAN AT THE END OF EACH WORK DAY. REFER TO EVERSOURCE'S BMP MANUAL (2016) PAGE 3-8 AND 3-9 AND D&M PLAN DETAIL SHEET 5C.

## GENERAL NOTES

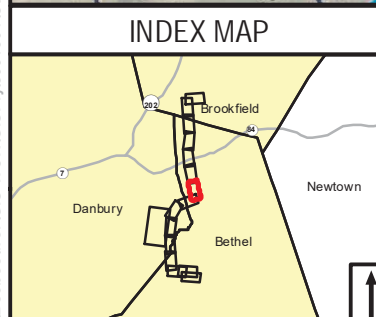
NOTES BELOW PROVIDE A SUMMARY OF BMPS. REFER TO DETAIL SHEETS 2-5, D&M PLAN VOLUME 3, AND THE MAPSHEET SPECIFIC NOTES (BELOW) FOR ADDITIONAL INFORMATION. REFER TO DETAIL SHEETS 8 A&B FOR CROSS-SECTIONAL DEPICTIONS OF TYPICAL ACCESS ROADS, FILL IN FLOODPLAINS, AND (TEMPORARY) FILL MATERIAL IN RESIDENTIAL AREAS OR LAWNS.

1. THE LIMITS OF VEGETATION MANAGEMENT, AS SHOWN, DEFINE AREAS WHERE VEGETATION REMOVAL AND GRUBBING, GRADING, AND EXCAVATION MAY OCCUR. MINOR DEVIATIONS MAY BE REQUIRED IN SOME LOCATIONS. ADDITIONALLY, DANGER OR HAZARD TREE REMOVAL MAY BE REQUIRED OUTSIDE OF THE VEGETATION REMOVAL LIMITS. VEGETATION REMOVAL EQUIPMENT MAY OPERATE ANYWHERE WITHIN THE LIMITS OF VEGETATION MANAGEMENT IN UPLANDS. IN WETLANDS AND ACROSS WATER RESOURCES, TEMPORARY CLEARING ROUTES (CONSISTING OF TIMBER MATS OR EQUIVALENT) WOULD BE USED BY THE CLEARING CONTRACTOR ONLY (THESE ARE NOT DEPICTED ON THE MAPSHEETS AND WILL BE DETERMINED BASED ON FIELD CONDITIONS AT THE TIME OF CONSTRUCTION). REFER TO DETAIL SHEETS 2 A&B FOR ADDITIONAL MEASURES IN WETLAND RESOURCE AREAS.
2. ALL WORK WILL BE CONDUCTED IN ACCORDANCE WITH THE RELEVANT PORTIONS OF EVERSOURCE'S "BEST MANAGEMENT PRACTICES MANUAL FOR MASSACHUSETTS AND CONNECTICUT (SEPTEMBER 2016)" (BMP MANUAL), UNLESS MORE STRINGENT PROJECT-SPECIFIC MEASURES APPLY. ALL WORK WILL BE CONDUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF SITING APPROVALS FROM THE COUNCIL AND REGULATORY APPROVALS FROM THE U.S. ARMY CORPS OF ENGINEERS AND THE CONNECTICUT DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION, AND WITH ALL PROJECT PROTOCOLS. REFER TO DETAIL SHEETS 2-5 AND D&M PLAN VOLUME 3.
3. EROSION AND SEDIMENTATION CONTROL MEASURES WILL BE INSTALLED DURING CONSTRUCTION, AS REQUIRED, TO COMPLY WITH THE PROVISIONS, AS APPLICABLE, OF THE 2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL, EVERSOURCE'S BMP MANUAL, AND REGULATORY APPROVALS.
4. EXISTING CULVERTS WILL BE PROTECTED, AS DEEMED NECESSARY, TO PREVENT DAMAGE DURING CONSTRUCTION. INLET PROTECTION SHALL BE INSTALLED FOR ANY STORMWATER CATCH BASIN WITHIN THE WORK ZONE.
5. ACCESS ROADS SHALL BE CONSTRUCTED AND CONFORM TO ADDITIONAL REQUIREMENTS AS INDICATED ON MAPPING WITHIN FLOODPLAINS, RESIDENTIAL AREAS, AND LAWNS (SEE DETAIL SHEET 8 A&B). ACCESS ROADS SHALL HAVE A MAXIMUM TRAVEL SURFACE OF 16 FEET IN WIDTH WITH SHOULDERS OF UP TO 2- FEET IN WIDTH, UNLESS INCREASED WIDTH IS REQUIRED FOR SAFE CONSTRUCTION, AS INDICATED ON THE MAPPING (E.G. TO ALLOW EQUIPMENT TURNING RADII AT CURVES IN ROADS OR AT THE INGRESS/EGRESS POINTS FROM A PUBLIC ROAD OR WORK AREA).
6. THE LIMIT OF DISTURBANCE DEPICTED ON THE MAPPING REFLECTS AREAS WHERE GRADING MAY BE NECESSARY DUE TO SITE CONSTRAINTS SUCH AS STEEP TOPOGRAPHY.
7. PAVED SURFACES SHALL BE PROTECTED DURING CONSTRUCTION AS NECESSARY AND ANY DAMAGE TO SUCH SURFACES SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR. SAFETY SIGNAGE TO INDICATE CONSTRUCTION WORK ZONES SHALL BE INSTALLED ALONG PUBLIC ROADS AS NECESSARY AND AS REQUIRED THROUGH COORDINATION WITH STATE AND LOCAL ENTITIES.
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Str #	X-SEC	DESCRIPTION	HEIGHT (FT)	FINISH	FOUNDATION
1015	2	VERTICAL DEADEND	135	WEATHERING STEEL	DRILLED SHAFT
1016	2	VERTICAL TANGENT	103	WEATHERING STEEL	DIRECT EMBED
Line List	Owner Name		Site Address	Municipality	State
222	BETHEL LAND TRUST		SKY EDGE LANE	BETHEL	CT
223	DYER GAIL A		6 SKY EDGE LANE	BETHEL	CT
224	LUHRS JOHN H & ANITA M		7 SKY EDGE LANE	BETHEL	CT
225	BRADLEY JOAN GEREG		66 RIDGEDALE ROAD	BETHEL	CT
226	BETHEL TOWN OF		CHIMNEY DRIVE	BETHEL	CT
227	GARCIA JUAN C & LISA J		12 CHIMNEY DRIVE	BETHEL	CT
228	BURGESS KENNETH C & PATRICIA M		14 CHIMNEY DRIVE	BETHEL	CT
229	REYES LUIS M & GENEROSA J		7 CHIMNEY DRIVE	BETHEL	CT
230	ROBINSON JASON P & ELIZABETH		9 CHIMNEY DRIVE	BETHEL	CT
231	SEIB ROY F & OWEN-SEIB DOREEN		12 HEARTHSTONE DRIVE	BETHEL	CT
232	KOKE ROLAND T & DEBRA A		14 HEARTHSTONE DRIVE	BETHEL	CT
233	APELLANIZ FRANCIS A & JUNE MARIE		16 HEARTHSTONE DRIVE	BETHEL	CT
234	GARLAND RITA M		21 CHIMNEY DRIVE	BETHEL	CT
238	SECOR ROBERT C & BRIDGET P		21 HEARTHSTONE DRIVE	BETHEL	CT



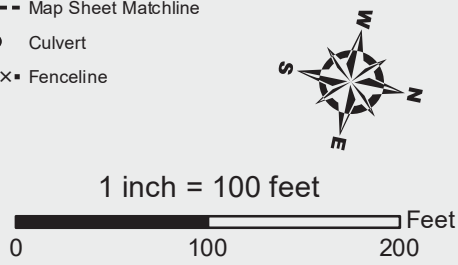
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**Legend**

● Proposed 1887 Line Structure	□ Work Pads	~ Existing Tree Line	○ Rare Species	- - - Map Sheet Matchline
● Existing Structure	▨ Existing Access Road	~ Vegetation Removal Limits	○ Regulatory Floodway Zone	● Culvert
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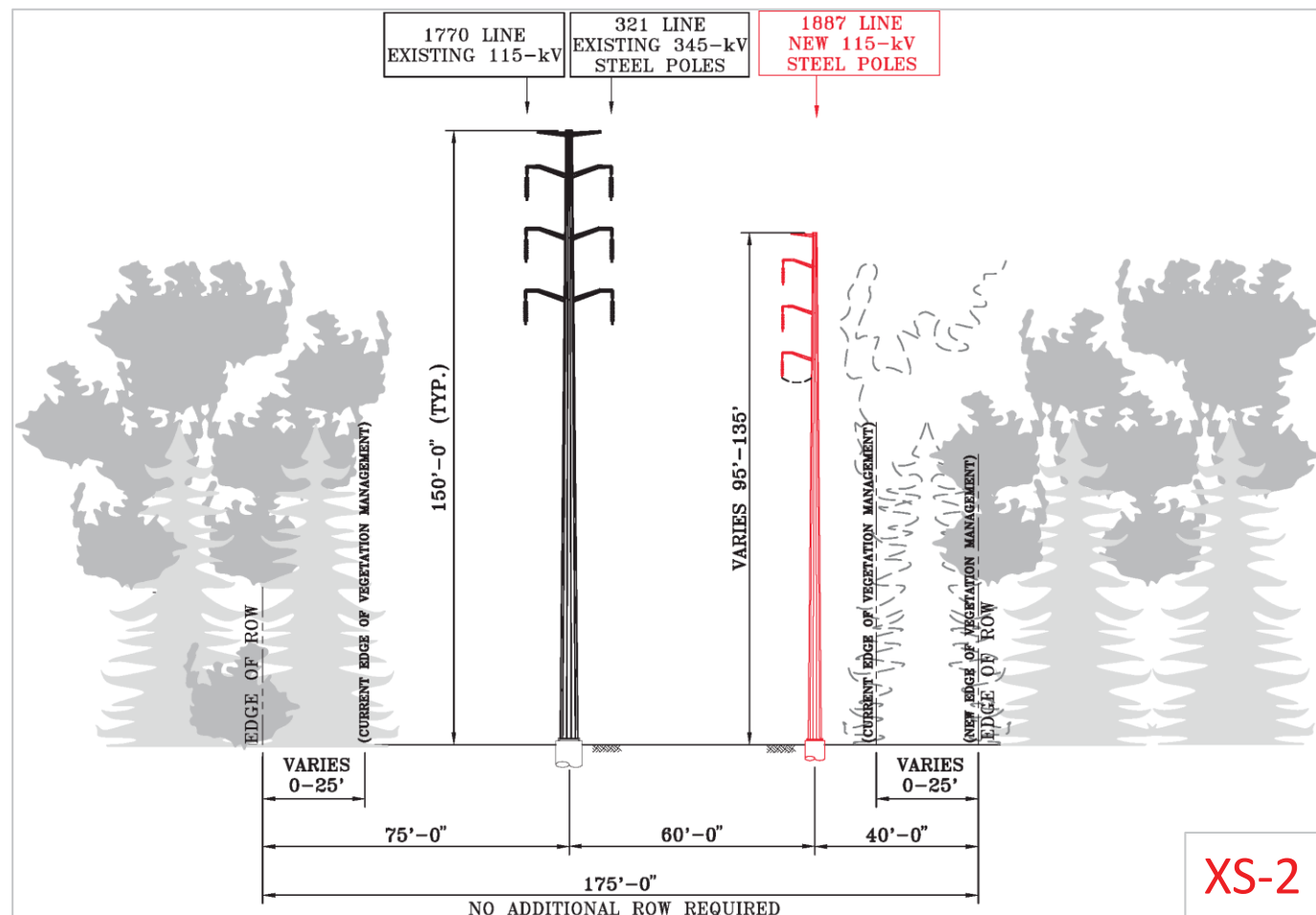
**EVERSOURCE**

**Southwest Connecticut Reliability Project Development & Management Plan**

Bethel, CT	Map Sheet 08 of 13
Date: June 2017	Map Author: K. Gabriel

**BSC GROUP**

# SWCT Reliability Project Mapsheet 09 Notes



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- BLOCK OFF WORK AREAS COINCIDING WITH PARKING LOTS, AS NECESSARY, WITH SAFETY CONES AND/OR BARRIERS. CONTACT PROJECT OUTREACH FOR ADDITIONAL INFORMATION.
- OFF-ROW ACCESS ROUTE THROUGH THE TARGET STORE PARKING LOT WILL BE VETTED IN COORDINATION WITH THE PROPERTY OWNER AND IS SUBJECT TO CHANGE. CONTACT PROJECT OUTREACH FOR ADDITIONAL INFORMATION.
- INSTALL CONSTRUCTION ENTRANCE TRACK PAD FOR ROADWAY PROTECTION AND EROSION AND SEDIMENT CONTROL. LINE TRACKING PAD WITH GEOTEXTILE FABRIC AND REMOVE TRACKING PAD AFTER CONSTRUCTION. MAINTAIN IF TRACKING PAD BECOMES CLOGGED WITH SOIL. ANY SEDIMENT TRACKED ONTO THE ROAD SURFACE SHALL BE SWEEPED CLEAN AT THE END OF EACH WORK DAY. REFER TO EVERSOURCE'S BMP MANUAL (2016) PAGE 3-8 AND 3-9 AND D&M PLAN DETAIL SHEET 5C.

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1018	2	VERTICAL TANGENT	103	WEATHERING STEEL	DIRECT EMBED
Line List	Owner Name		Site Address	Municipality	State
216	TWO STONY HILL ROAD LLC		2 STONY HILL ROAD	BETHEL	CT
217	FOUR STONY HILL ROAD LLC		4 STONY HILL ROAD	BETHEL	CT
218	TARGET CORPORATION		7 STONY HILL ROAD	BETHEL	CT
219	BETHEL HOTEL LLC		11 STONY HILL ROAD	BETHEL	CT
220	DENNIS BARRY		12 WESTVIEW DRIVE	BETHEL	CT
221	DENNIS BARRY		STONY HILL ROAD	BETHEL	CT
222	BETHEL LAND TRUST		SKY EDGE LANE	BETHEL	CT
223	DYER GAIL A		6 SKY EDGE LANE	BETHEL	CT