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December 13, 2022

Melanie Bachman, Executive Director
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051

Re: Petition 1535 – Ledyard Junction to Mystic Substation

Dear Ms. Bachman:

This letter provides an original and 15 copies of the response to the requests for information listed below:

Response to CSC-02 Interrogatories dated December 1, 2022
Set 02 – Questions 30-32

Sincerely,

A handwritten signature in blue ink, appearing to read "Kathleen M. Shanley", with a large, stylized flourish at the end.

Kathleen M. Shanley

Enclosure

Date Filed: December 13, 2022

Request from: Connecticut Siting Council

Question: 30

Referencing page 34 of the Petition and the response to Council Interrogatory No. 16, Eversource notes that, "Helicopters may also be used to install pulling lines for OPGW installation." Please respond to the following:

- a) Could the use of helicopters for optical ground wire (OPGW) installation reduce temporary wetland impacts associated with construction matting?
- b) If yes, what is the total area, in square feet, of the reduction of temporary wetland impacts?
- c) What would be the net additional cost associated with the use of helicopters for OPGW work to minimize the need for temporary construction matting in wetland areas?
- d) What would be the net additional cost associated with the use of helicopters for OPGW work to minimize ground disturbance for the entire Project (i.e. both upland and wetland areas)?

Response:

Please see responses below:

a) The use of helicopters for optical ground wire (OPGW) installation to reduce temporary wetland impacts would be limited to six (6) sporadically located structures and one (1) access road location where only OPGW installation is required. All other locations include structure replacement or reinforcements which require access from the ground. Helicopter use for this project was not the ideal method determined by the construction contractor due to the vast majority of the Project work being structure replacements and reinforcements.

b) The temporary wetland impacts could be reduced by 12,156 square feet or approximately 0.28 acre.

c) The net additional cost associated with the use of helicopter for OPGW work to minimize the need for temporary construction matting in wetland areas is \$440K.* Using a helicopter will eliminate the need for 12,156 of temporary construction matting in wetlands for work pads and

access roads. Construction matting is still needed for work pads and access roads for those structures that are being replaced.

d) The net additional cost associated with the use of helicopter for OPGW work to minimize ground disturbance for the entire Project is approximately \$180K.* Using a helicopter will eliminate the need for 113,675 square feet of matting and 34,150 square feet of gravel for work pads and access roads needed for OPGW work only. Construction matting is still needed for work pads and access roads for those structures that are being replaced.

**These estimated costs are approximate values based on other projects.*

Date Filed: December 13, 2022

Request from: Connecticut Siting Council

Question: 31

Referencing page 18 of the Petition, Eversource notes that, “[T]ree removal from one vernal pool (VP6) and several vernal pool envelopes will be required.” Identify the vernal pools (i.e. VP numbers) that would have tree clearing within their vernal pool envelopes.

Response:

The statement on page 18 of the Petition that tree removals from several vernal pool envelopes will be required is incorrect. Only one vernal pool, VP3, would have tree clearing within its vernal pool envelope.

Date Filed: December 13, 2022

Request from: Connecticut Siting Council

Question: 32

Referencing the response to Council interrogatory 6, Eversource notes that, "Whipple Junction to Mystic Substation segment conductor is 795 45/7 ACSR - installed in 1963..." Does this conductor size/type refer only to the #1280 Line? What is the conductor size/type and age for the segment of the #1465 Line from Mystic Junction to Mystic Substation?

Response:

The conductor size/type reference in response to Council interrogatory 6 referred only to the 1280 line; however, the conductor size/type for the segment of the 1465 Line from Mystic Junction to Mystic Substation is also 795 45/7 ACSR. This segment of the 1465 Line was installed in 1966.