56 Prospect Street
P.O. Box 270
Hartford, CT 06141-0270

Deborah Denfeld
Team Lead – Transmission Siting
Tel: (860)-728-4654

November 17, 2025

Melanie A. Bachman
Executive Director
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

RE: **PETITION NO. 1678** - The Connecticut Light and Power Company d/b/a Eversource Energy petition for a declaratory ruling, pursuant to Connecticut General Statutes §4-176 and §16-50k, for the proposed West Devvon Junction to Devon Substation Rebuild Project consisting of the replacement and reconductoring of electric transmission line structures along approximately 2.17 miles of its existing 115-kilovolt (kV) 1483, 1545, 1580 and 1590 Lines right-of-way and approximately 0.17 miles of its existing 115-kV 1710 and 1730 Lines located on Eversource-owned property on each side of the Housatonic River Crossing between West Devon Junction in Stratford and Devon Substation in Milford, Connecticut, and related electric transmission line and substation improvements.

Dear Attorney Bachman:

On October 27, 2025, the Connecticut Siting Council ("Council") issued interrogatories regarding the above referenced Project.

Eversource respectfully submits replies to interrogatories CSC-01 through CSC-45 for Petition No. 1678. This letter submittal provides an original and 15 copies of the responses.

Please contact me if you have any questions regarding this submittal.

Sincerely,

Deborah Denfeld

Deborah Denfeld
Team Lead – Transmission Siting
deborah.denfeld@eversource.com

Attachments:

1. Responses to Petition No. 1678 Set One Interrogatories 001 – 4
2. Responses to Petition No. 1678 Set One Interrogatories 001 – 6 (A, B, C, D, E)
3. Responses to Petition No. 1678 Set One Interrogatories 001 – 20
4. Responses to Petition No. 1678 Set One Interrogatories 001 – 28 (A, B)
5. Responses to Petition No. 1678 Set One Interrogatories 001 – 29 (A, B, C)
6. Responses to Petition No. 1678 Set One Interrogatories 001 – 37
7. Responses to Petition No. 1678 Set One Interrogatories 001 – 41

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 1
Question: Referencing Petition pp. 39-40, were any comments received from the Town of Stratford (Town), City of Milford (City) or abutting property owners since the filing of the Petition? If so, what were the concerns, and how were these concerns addressed?

Response:

Since filing the Petition, no comments have been received from the Town, the City or abutting property owners. Since the Petition filing we have also presented the Project to members of the Stratford Harbor Management Commission, who expressed no concerns, and have also engaged with the Stratford and Milford Police and Fire Departments, the Stratford Public Safety Director, and the Stratford Harbor Master. None of these parties have raised any concerns.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 2
Question: Referencing Petition pp. 27 and 40, what is the status of the Traffic Management Plan (TMP) being developed in coordination with the Town and the Connecticut Department of Transportation (DOT)? Provide a copy of the TMP if available.

Response:

The development of the Traffic Management Plan (TMP) remains in progress. Meetings have been held with the Connecticut Department of Transportation (CTDOT) and the Project's traffic consultant. Eversource is incorporating feedback from CTDOT to finalize the TMP. A copy of the final TMP will be provided to the Connecticut Siting Council.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 3
Question: Referencing Petition p. 8, in Milford, the right-of-way width range from 250 feet to 500 feet. What is the approximate range of maintained width?

Response:

The maintained right-of-way widths range from 250 feet to 450 feet in Milford.

Date Filed: November 17, 2025

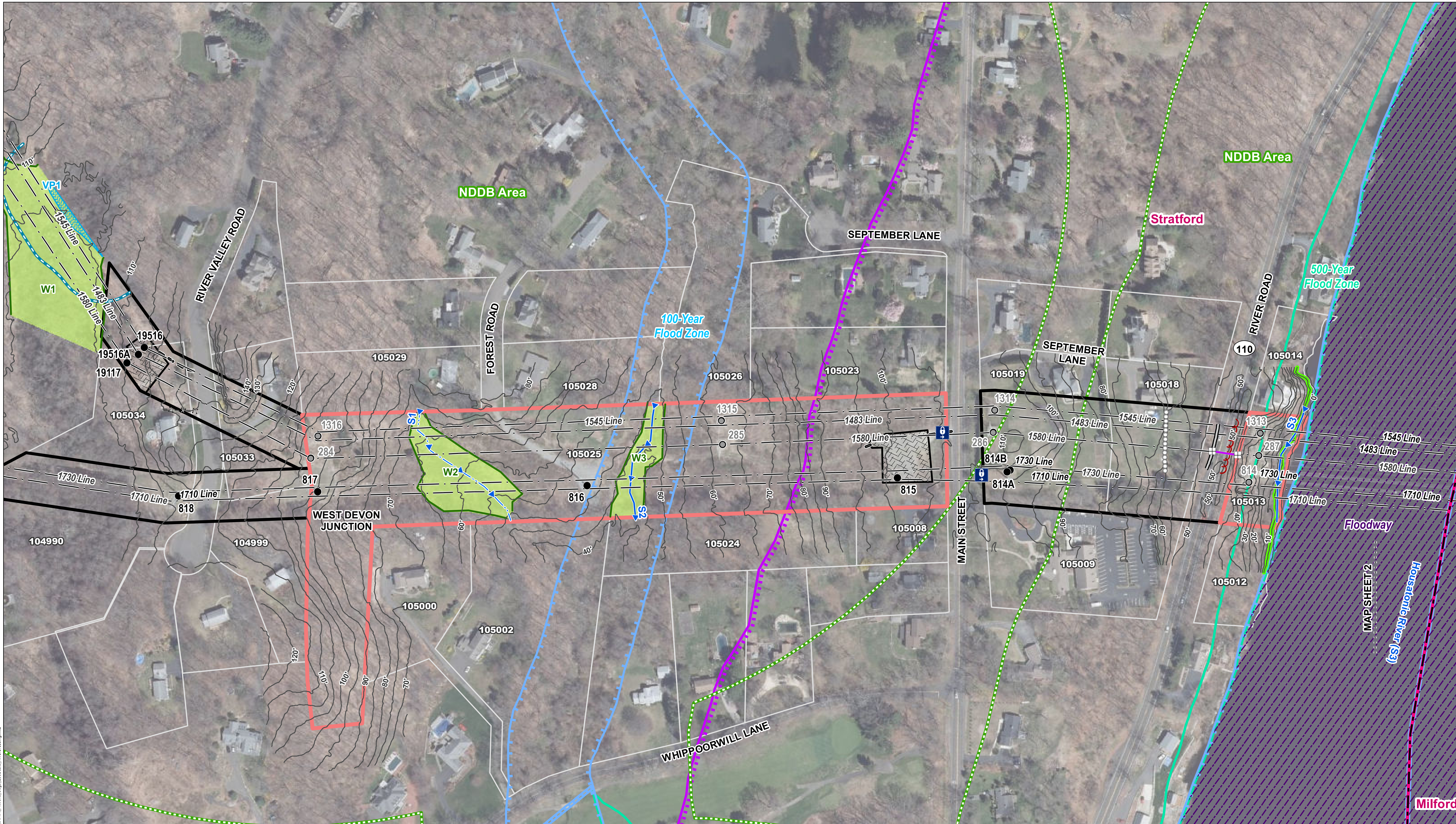
Request from: Connecticut Siting Council

Question: 4

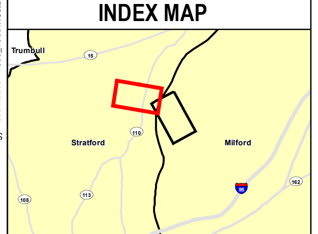
Question: Referencing Map Sheets 1 and 2, provide an aerial image of the river crossing area that only shows existing conditions and structures.

Response:

An aerial image of the Housatonic River crossing area that only shows existing conditions and structures is shown in CSC-001_Attachment Q4, Map Sheets 1A and 2A.



INDEX MAP



Legend

- Existing Structure
- Existing Structure to be Removed
- Gate
- Catch Basin
- Culvert Pipe
- Map Sheet Match Line
- Fence
- Stonewall
- Rubble Wall
- Guardrail Limits
- Overhead Eversource Line
- Existing Right-of-Way (ROW)
- 5' Contours
- Coastal Jurisdiction Line
- Existing Access
- 100' Vernal Pool Envelope
- Confirmed Vernal Pool Extent
- Delineated Intermittent Watercourse
- Delineated Perennial Watercourse
- Field Delineated Wetland Boundary Outline
- Field Delineated Wetland
- Existing Gravel
- Natural Diversity Database Area (Nov 2024)
- FEMA 100-Year Flood Zone
- FEMA 500-Year Flood Zone
- FEMA Floodway
- Coastal Boundary
- Parcel Boundary
- Eversource Owned Property
- Municipal Boundary

N

1 inch = 200 feet

0 50 100 200 Feet

NO.	DATE	REVISIONS	BY	CHK	APP	APP
1	2025.11.06	Existing Conditions	TB			

EVERSOURCE

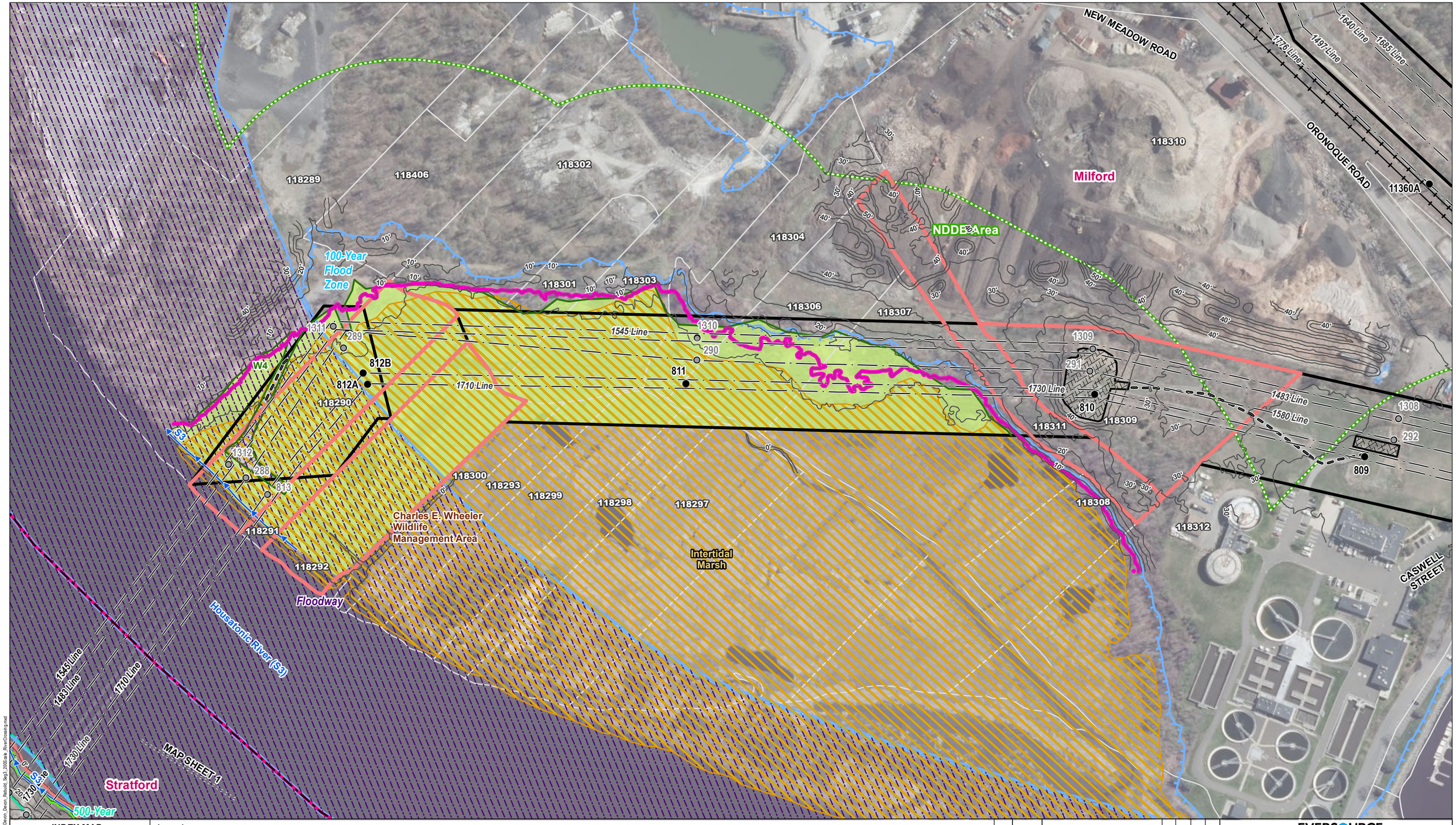
West Devon Junction to Devon Substation Rebuild Project
Existing Conditions

Stratford & Milford, CT | Map Sheet 1A of 2

Date: November 06, 2025

Tighe&Bond

G:\GIS\CT\EversourceEnergy\E5034\E5034-1560_1580\WestDevon_Devon_Rebuild_Seg3_200Scale_RiverCrossing.mxd



INDEX MAP

Legend

- Existing Structure
- Existing Structure to be Removed
- Map Sheet Match Line
- Overhead Eversource Line
- Existing Right-of-Way (ROW)
- 5' Contours
- Coastal Jurisdiction Line
- Tidal Wetland Jurisdiction Line
- Railroad
- Existing Access
- Delineated Perennial Watercourse
- Field Delineated Wetland Boundary Outline
- Field Delineated Wetland
- Existing Gravel
- Natural Diversity Database Area (Nov 2024)
- Critical Habitat
- FEMA 100-Year Flood Zone
- FEMA 500-Year Flood Zone
- FEMA Floodway
- Coastal Boundary
- Parcel Boundary
- Eversource Owned Property
- Municipal Boundary

1 inch = 200 feet

0 50 100 200 Feet

NO.	DATE	REVISIONS	BY	CHK	APP	APP
1	2025.11.06	Existing Conditions	TB			

EVERSOURCE

West Devon Junction to Devon Substation Rebuild Project
Existing Conditions

Stratford & Milford, CT | Map Sheet 2A of 2

Date: November 06, 2025

Tighe&Bond

G:\GIS\CT\Eversource\Energy\ES034\E034.I-1560_1580\WestDevon_Devon_Rebuild_Sec3_2025.aprj, RiverCrossing.mxd

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 5
Question: What maintenance activities have been performed on the existing structures to extend service life?

Response:

A ground line inspection was performed in 2019 for all lattice structures in this corridor and protective polyurethane-based elastomeric sealant was applied to any structures showing degradation between 18-24 inches below grade to 12 inches above grade. This coating is not a structural repair, but an effort to extend service life by inhibiting further degradation of the steel.

Additional maintenance repairs were made to Structures 290 and 291 where steel section loss in the tower legs were too great for the sealant to be beneficial. The affected tower legs were encased in additional concrete from below grade around the existing footing to just above the steel section loss. This type of repair can temporarily extend the service life of the structure but is not a long-term solution to address risk of structural failure.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 6
Question: Have any of the lines experienced any operational issues? Provide operation and outage reports.

Response:

Yes, all five lines have experienced outages caused by disturbance on the lines. The 1580 Line and 1545 Line have also experienced forced or emergency outages. The outage types are described briefly as follows:

- Disturbances: Equipment trips or trip-and-recloses due to contacts, weather, or system transient faults.
- Forced Outages: Outages that need to occur within 5 days to address equipment repairs.
- Emergency Outages: Outages that need to occur within an hour to address emergent equipment repairs or prevent further degradation of equipment.

Based on available reports[1] over the past ten years, the dates of outage occurrence, duration, and cause are summarized by line below.

1580 Line (CSC-001_Attachment Q6A):

Disturbance Caused Outages:

- 04/04/2015 (19 hrs duration) Line trip due to vegetation contact
- 03/11/2016 (<1 min duration) Line trip and reclose due to mylar ballon contact
- 03/02/2017 (32 mins duration) Line trip due to vegetation contact
- 07/02/2017 (23 hrs duration) Line trip (cause not in Report)
- 07/21/2023 (<1 min duration) Line trip and reclose (cause not in Report)

[1] Operation and Outage Reports are attached. The ten year time frame was selected as a practical representation of the more recent outage history.

Force/Emergency Outages:

- 10/19/2018 (7 hrs duration) Line Reclosing Off to repair hotspot on Structure 228 (In-service work)
- 10/25/2018 (4 hrs duration) Line outage to remove trees.
- 02/14/2019 (7 hrs duration) Line Reclosing Off to repair hotspot on Structure 225 (In-service work)
- 04/27/2019 (9 hrs duration) Line Reclosing Off to repair hotspot on static wire on structure 1419 (In-service work)

1545 Line (CSC-001_Attachment Q6B):

Disturbance Caused Outage:

- 11/15/2020 (<1 min duration) Line trip and reclose due to weather
- 06/10/2021 (<1 min duration) Line trip and reclose due to fault

Force/Emergency Outages:

- 07/20/2016 (2 days duration) Line Reclosing Off to replace deteriorated insulators

1483 Line (CSC-001_Attachment Q6C):

Disturbance Caused Outage:

- 10/13/2023 (7 mins duration) Line trip due to generator testing

1710 Line (CSC-001_Attachment Q6D):

Disturbance Caused Outage:

- 05/31/2015 (<1 min duration) Line trip and reclose due to weather
- 07/03/2020 (3 mins duration) Line trip due to weather

1730 Line (CSC-001_Attachment (Q6E):

Disturbance Caused Outage:

- 08/29/2020 (<1 min duration) Line trip and reclose due to weather

EVERSOURCE

DISTURBANCE REPORT
REVIEW

Disturbance#: 15-0043 **Actual Date:** 04/04/2015 15:40 **Actual In:** 04/05/2015 09:54

System Type: **Outage Type:** Automatic Outage **Outage Status:** Restored

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
	1580 Line	Devon - South Naugatuck 1580 Line (CT)		d h m s.	
			04/05/2015 09:54		

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
South Naugatuck - 21L	21l-1t-2	Trip		04/04/2015 15:40
Devon - 7R	7r-11t-2	Trip		04/04/2015 15:40
Devon - 7R	7r-1t-2	Trip		04/04/2015 15:40
South Naugatuck - 21L	21l-1t-2	Trip		04/04/2015 15:40
South Naugatuck - 21L	21l-1x3-2	Trip		04/04/2015 15:40
South Naugatuck - 21L	21l-1x3-2	Reclose		04/04/2015 15:40
South Naugatuck - 21L	21l-1x3-2	Trip		04/04/2015 15:40
South Naugatuck - 21L	21l-10t-2	Auto Cls		04/04/2015 15:40
South Naugatuck - 21L	21l-1t-2	Reclose		04/04/2015 15:40

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: CLEAR **Weather Condition:**

Cause Category: Vegetation **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
04/04/2015 15:40	Interruptions and Generation Loss: Momentary Load Loss S. Naugatuck 21L-1X (8 MVA)

DISTURBANCE REPORT
REVIEW

Disturbance#: 15-0043 **Actual Date:** 04/04/2015 15:40 **Actual In:** 04/05/2015 09:54

Event Activity

Date/Time	Comments
04/04/2015 15:40	Remarks: The Devon - South Naugatuck 1580 Line tripped and had an unsuccessful reclose attempt from the South Naugatuck 21L-1T-2 Breaker. There were wind gusts up to 25MPH in the area at the time of the trip. The CT Transmission Lines Department will be investigating. 1630: A station electrician at South Naugatuck 21L reported 1580 Line primary and backup distance relay records showing A & B phase to ground targets within Zone #1, accompanied with a distance-to-fault indication of 10.36 miles. This places the fault right around the Stevenson Dam area. The Western CT DSOC operator also reported distribution fault indications from feeders fed from the Stevenson 14A substation. Information was passed onto the Transmission Lines Department. 1800: Line patrol revealed tree down between structures 205 and 206, taking out the bottom 2 conductors for the 1580 line as well as distribution lines below the transmission lines. Fire also reported on ROW @ end of Sand Bar road. SOC notified Fire Department. Electricians dispatched to tag out line. All distribution customers restored. 0954 4/5: The 1580 Line was restored to service after repairs were completed.

Reporting Flags:

Event Checklist

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description

Followup Required:

DISTURBANCE REPORT
REVIEW

Disturbance#: 16-0025 **Actual Date:** 03/11/2016 15:35 **Actual In:** 03/11/2016 15:35

System Type: **Outage Type:** Automatic Outage **Outage Status:** Restored

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
		Reclosed: 1580 line S. Naugatuck 21L-Devon 7R. ES-CT.	03/11/2016 15:35	d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
Devon - 7R	7r-1t-2	Trip		03/11/2016 15:35
Devon - 7R	7r-11t-2	Trip		03/11/2016 15:35
East Devon - 8G	115_dfr_opr_82	ALARM		03/11/2016 15:35
South Naugatuck - 21L	21l-1t-2	Trip		03/11/2016 15:35
Frost Bridge - 8R	Dfr_operation	ALARM		03/11/2016 15:35
Devon - 7R	1_dfr_oper	ALARM		03/11/2016 15:35
South Naugatuck - 21L	21l-10t-2	Auto Op		03/11/2016 15:35
South Naugatuck - 21L	21l-10t-2	Auto Cls		03/11/2016 15:35
East Devon - 8G	115_dfr_opr_82	NORMAL		03/11/2016 15:35
South Naugatuck - 21L	21l-1t-2	Reclose		03/11/2016 15:35
Devon - 7R	7r-1t-2	Reclose		03/11/2016 15:35
Devon - 7R	7r-11t-2	Reclose		03/11/2016 15:35
South Naugatuck - 21L	21l-1x3-2	Reclose		03/11/2016 15:35
South Naugatuck - 21L	21l-1x3-2	Trip		03/11/2016 15:35

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: CLOUDY **Weather Condition:**

Cause Category: UNKNOWN **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
03/11/2016 15:35	Interruptions and Generation Loss: Momentary interuption of 21L-1X load

DISTURBANCE REPORT
REVIEW

Disturbance#: 16-0025 **Actual Date:** 03/11/2016 15:35 **Actual In:** 03/11/2016 15:35

Event Activity

Date/Time	Comments
03/11/2016 15:35	Remarks: Trip and reclose of the 1580 line from S. Naugatuck 21L - Devon 7R. Momentary interuption of 21L-1X load during auto throwover operation. 3/12/16 16:41 Transmission Lines performed Helicopter patrol of the 1580 line. Found mylar ballon near structure 243. No other issues noted.

Reporting Flags:

Event Checklist

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description

Followup Required:

EVERSOURCE

DISTURBANCE REPORT
REVIEW

Disturbance#: 17-0011 **Actual Date:** 03/02/2017 04:10 **Actual In:** 03/02/2017 14:42

System Type: **Outage Type:** Automatic Outage **Outage Status:** Restored

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
	1580 Line	Devon - South Naugatuck 1580 Line		d h m s.	
			03/02/2017 14:42		

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
Devon - 7R	7r-11t-2	Trip		03/02/2017 04:10
Devon - 7R	7r-1t-2	Trip		03/02/2017 04:10
South Naugatuck - 21L	21l-1t-2	Trip		03/02/2017 04:10
South Naugatuck - 21L	21l-1x3-2	Trip		03/02/2017 04:10
South Naugatuck - 21L	1580-21l-5	OPEN		03/02/2017 04:11
South Naugatuck - 21L	21l-10t-2	Auto Cls		03/02/2017 04:10
South Naugatuck - 21L	21l-1t-2	Reclose		03/02/2017 04:10
South Naugatuck - 21L	21l-1t-2	Trip		03/02/2017 04:10
South Naugatuck - 21L	21l-2x3-2	OPEN		03/02/2017 04:10
South Naugatuck - 21L	21l-2x3-2	Man Cls		03/02/2017 04:19

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: CLOUDY **Weather Condition:**

Cause Category: UNKNOWN **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
03/02/2017 04:10	Interruptions and Generation Loss: Station load loss for South Naugatuck 21L (9 Min.)
03/02/2017 04:10	Remarks: The 1580 Line tripped with a failed reclose attempt from South Naugatuck 21L. The 21L-1X3-2 Breaker opened as a part of the normal tripping sequence for a 1580 Line fault, but the 21L-2X3-2 Breaker also tripped when the 1580 Line was sectionalizing. This resulted in a station load loss for about 9 minutes. CONVEX communicated with the area DSOC operator and manually closed the 21L-2X3-2 Breaker via SCADA to re-energize the 13.8kV station busses and restore load. Tree found and removed 2.4 mi. outside of Devon 7R. See TOA 17-2672 for restoration switching.

DISTURBANCE REPORT
REVIEW

Disturbance#: 17-0011 **Actual Date:** 03/02/2017 04:10 **Actual In:** 03/02/2017 14:42

Reporting Flags:

Event Checklist

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description

Followup Required:

EVERSOURCE

DISTURBANCE REPORT
REVIEW

Disturbance#: 17-0065 **Actual Date:** 07/02/2017 17:55 **Actual In:** 07/03/2017 16:12

System Type: **Outage Type:** Automatic Outage **Outage Status:** Restored

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
		1580 Devon-South Naugatuck (ES-CT)		d h m s.	
			07/03/2017 16:12		

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
South Naugatuck - 21L	21L-1X3-2	Trip		07/02/2017 17:55
South Naugatuck - 21L	21L-10T-2	Auto Cls		07/02/2017 17:55
South Naugatuck - 21L	21L-1T-2	Reclose		07/02/2017 17:55
South Naugatuck - 21L	21L-1T-2	Trip		07/02/2017 17:55
SOUTH NAUGATUCK - 21L	1580-21L-5	Auto Op		07/02/2017 17:55
South Naugatuck - 21L	21L-1T-2	Trip		07/02/2017 17:55
South Naugatuck - 21L	21L-1X3-2	Auto Cls		07/02/2017 17:56
South Naugatuck - 21L	21L-10T-2	Auto Op		07/02/2017 17:56
Devon - 7R	7R-1T-2	Trip		07/02/2017 17:55
Devon - 7R	7R-11T-2	Trip		07/02/2017 17:55
South Naugatuck - 21L	21L-1T-2	Auto Cls		07/02/2017 17:56

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: CLEAR **Weather Condition:**

Cause Category: UNKNOWN **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
07/02/2017 17:55	Interruptions and Generation Loss: momentary loss of 21L-1X load
07/02/2017 17:55	Remarks: Trip of 1580 line. Failed reclose attempt. Sectionalized at South Naugatuck 21L. RSE group. Field engineering, and T-lines notified.

Reporting Flags:

DISTURBANCE REPORT
REVIEW

Disturbance#: 17-0065 **Actual Date:** 07/02/2017 17:55 **Actual In:** 07/03/2017 16:12

Event Checklist

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description

Followup Required:

EVERSOURCE

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 4956-2023 **Actual Date:** 07/21/2023 19:37 **Actual In:** 07/21/2023 19:37

System Type: Transmission **Outage Type:** Automatic Outage **Outage Status:** Momentary

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
Line / 115	Devon 7R,South Naugatuck 21L	1580 Devon-South Naugatuck Line		d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
South Naugatuck 21L	21L-1T-2	OPEN	Automatic	07/21/2023 19:37
South Naugatuck 21L	21L-1T-2	CLOSED	Automatic	07/21/2023 19:37
Devon 7R	7R-1T-2	OPEN	Automatic	07/21/2023 19:37
Devon 7R	7R-1T-2	CLOSED	Automatic	07/21/2023 19:37
Devon 7R	7R-11T-2	OPEN	Automatic	07/21/2023 19:37
Devon 7R	7R-11T-2	CLOSED	Automatic	07/21/2023 19:37

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: **Weather Condition:**

Cause Category: Unknown **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments

Reporting Flags:

Event Checklist

Generation Affected		Describe	
UFLS Event		Describe	
Customer Interruption	on	Describe	Momentary as expected: South Naugatuck 21L-1X
Line Patrol Needed		Describe	

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 4956-2023 **Actual Date:** 07/21/2023 19:37 **Actual In:** 07/21/2023 19:37

Followup Required:

SW Start:

18-06022 Ver.# 1

ISO#:

EVERSOURCE

1580 Line Reclosing (SCADA)

CONVEX

System Type: **Transmission** Affected:

Work Type: Status: **COMPLETED**

Request Type: **Forced** Start: **10/19/2018 08:00** Alt Date:

Schedule Profile: **Continuous** End: **10/19/2018 15:00** Recall Time: **3 HOURS**

Switching Required? **Y** SW Out Start:

SCADA Switching Only SW In Start:

Primary Control Center: **CVX** Secondary Control Center:

AWC: **NU** Desk:

Primary Participant: **Eversource** Additional Participant:

Department: **T - Maint** Work Order#: **TMC81001**

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	WITHINTON, JERRY W	860-665-6936	860-372-8942c	
Authorized Person in Charge	HANSEN, RICHARD E	860-595-8667c	860-828-2709	
Created For	WITHINTON, JERRY W	860-665-6936	860-372-8942c	

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
			Station	Devon - 7R		
		115	LINE	1580 Line		
			Station	South Naugatuck - 21L		

Work to be performed

Repair hot spot on the 1580 Line structure 228

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Station	kV	Type	Device	Comments
No Clearance Points				

Additional Tagged Devices: Tag type: NRA
Non-Reclosing Assurance (NRA)

Operators Notes/Remarks

Coordinator Notes

Requester Notes

SW Start:

18-06022 Ver.# 1

ISO#:

EVERSOURCE

1580 Line Reclosing (SCADA)

CONVEX

Equipment to be Added/Removed

Customer Load Interruption Exposure

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags:

Request Checklist

Will there be any work performed on the relay protection system?	No
Drawings	DWG#: na

SW Start:

18-06128 Ver.#

ISO#: 1-18010083

EVERSOURCE

1580 Line

CONVEX

System Type: **Transmission** Affected:

Work Type: **Out Of Service** Status: **COMPLETED**

Request Type: **Forced** Start: **10/25/2018 12:00** Alt Date:

Schedule Profile: **Continuous** End: **10/25/2018 16:00** Recall Time: **4 HOURS**

Switching Required? **Y** SW Out Start:

Field Switching Needed SW In Start: **10/25/2018 17:32**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **NU** Desk:

Primary Participant: **Eversource** Additional Participant:

Department: **T - Projects** Work Order#:

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	EMERICK, STANLEY F	860-665-4928		
Authorized Person in Charge	FLORIN, DAVID	860-828-2732		
Created For	FLORIN, DAVID	860-828-2732		

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
			Station	Devon - 7R		
			Station	South Naugatuck - 21L		
		115	LINE	1580 Line		

Work to be performed

Remove tree from line

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Station	kV	Type	Device	Comments
No Clearance Points				

Additional Tagged Devices: Tag type: DNO
Boundary: 1580-7R-5, 1580-21L-5

Operators Notes/Remarks

Coordinator Notes

Requester Notes

Equipment to be Added/Removed

SW Start:

18-06128 Ver.#

ISO#: 1-18010083

EVERSOURCE

1580 Line

CONVEX

Customer Load Interruption Exposure

Loss of 1142 Line Interrupts South Naugatuck 21L

Switching Notify

Notify	For Switchers at Switching Location	Daily Required Time	Return Time	Arranged By
Cheshire	South Naugatuck - 21L		10/25/2018 16:00	BDW 10/25
Norwalk	Devon - 7R		10/25/2018 16:00	BDW 10/25
DSOC	Alternate Source		10/25/2018 16:00	BDW 10/25

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For
21L-1X	South Naugatuck - 21L	Switching

Notification Remarks

Alt source required for switching time only during return of the 1580 line. BDW 10/25

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags:

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: 18411-91001 Rev 33, 18801-91001 Rev 11

SW Start:

19-01921 Ver.#

ISO#:

EVERSOURCE

1580 Line Reclosing

CONVEX

System Type: **Transmission** Affected:

Work Type: Status: **COMPLETED**

Request Type: **Forced** Start: **02/14/2019 08:00** Alt Date:

Schedule Profile: **Daily** End: **02/14/2019 15:00** Recall Time: **2 HOURS**

☑Su ☑Mo ☑Tu ☑We ☑Th ☑Fr ☑Sa

Switching Required? **Y** SW Out Start:

SCADA Switching Only SW In Start:

Primary Control Center: **CVX** Secondary Control Center:

AWC: **NU** Desk:

Primary Participant: **Eversource** Additional Participant:

Department: **T - Maint** Work Order#: **TMC81401**

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	HANSEN, RICHARD E	860-595-8667c	860-828-2709	
Authorized Person in Charge	HANSEN, RICHARD E	860-595-8667c	860-828-2709	
Created For	WITHINTON, JERRY W	860-665-6936	860-372-8942c	

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
			Station	South Naugatuck - 21L		
		115	LINE	1580 Line		
			Station	Devon - 7R		

Work to be performed

Repair hotspot on structure 225, static dead end on the 1580 Line.

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Station	kV	Type	Device	Comments
No Clearance Points				

Additional Tagged Devices: Tag type: NRA
1580 NRA (SCADA)

Operators Notes/Remarks

Coordinator Notes

Requester Notes

SW Start:

19-01921 Ver.#

ISO#:

EVERSOURCE

1580 Line Reclosing

CONVEX

Equipment to be Added/Removed

Customer Load Interruption Exposure

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags:

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: NA

SW Start:

19-02853 Ver.# 2

ISO#:

EVERSOURCE

1580 Line Reclosing (SCADA)

CONVEX

System Type: **Transmission** Affected:

Work Type: Status: **COMPLETED**

Request Type: **Forced** Start: **04/27/2019 06:00** Alt Date:

Schedule Profile: **Daily** End: **04/27/2019 15:00** Recall Time: **2 HOURS**

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Switching Required? **Y** SW Out Start:

SCADA Switching Only SW In Start: **04/27/2019 15:29**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **NU** Desk:

Primary Participant: **Eversource** Additional Participant:

Department: **T - Maint** Work Order#: **TMC81002**

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	HANSEN, RICHARD E	860-595-8667c	860-828-2709	
Authorized Person in Charge	HANSEN, RICHARD E	860-595-8667c	860-828-2709	
Created For	WITHINTON, JERRY W	860-665-6936	860-372-8942c	

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
			Station	South Naugatuck - 21L		
		115	LINE	1580 Line		
			Station	Devon - 7R		

Work to be performed

Repair hot spot on static wire structure 1419, 1580/1808 Line.

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Station	kV	Type	Device	Comments
No Clearance Points				

Additional Tagged Devices: Tag type: NRA
Non-Reclosing Assurance (NRA)

Operators Notes/Remarks

Coordinator Notes

Requester Notes

SW Start:

19-02853 Ver.# 2

ISO#:

EVERSOURCE

1580 Line Reclosing (SCADA)

CONVEX

Equipment to be Added/Removed

Customer Load Interruption Exposure

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By
DSOC	INFORMATION				

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: B

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: NA

EVERSOURCE

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 2462-2020 **Actual Date:** 11/15/2020 20:03 **Actual In:** 11/15/2020 20:03

System Type: Transmission **Outage Type:** Automatic Outage **Outage Status:** Momentary

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type kV	Station	Name	Out Date Restore Date	Duration	Comments
Line 115	Devon 7R,Trap Falls 16F	1545 Devon-Trap Falls Line		d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date Restore Date	Duration	Fault Type Fault Magnitude	Distance
Trap Falls 16F - 6530A1	1				d h m s.		
Trap Falls 16F - 6630B1	1				d h m s.		
Devon 7R - 7R-5T-2	1				d h m s.		
Devon 7R - 7R-6T-2	1				d h m s.		
Trap Falls 16F - 16F-1T-2	1				d h m s.		

Sequence of Operations

Station	Device	Operation	How	Date/Time
Trap Falls 16F	6530A1	CLOSED	Automatic	11/15/2020 20:04
Trap Falls 16F	6630B1	OPEN	Automatic	11/15/2020 20:04
Devon 7R	7R-6T-2	CLOSED	Automatic	11/15/2020 20:03
Trap Falls 16F	16F-1T-2	CLOSED	Automatic	11/15/2020 20:03
Trap Falls 16F	16F-1T-2	OPEN	Automatic	11/15/2020 20:03
Trap Falls 16F	6630B1	CLOSED	Automatic	11/15/2020 20:03
Trap Falls 16F	6530A1	OPEN	Automatic	11/15/2020 20:03
Devon 7R	7R-5T-2	CLOSED	Automatic	11/15/2020 20:03
Devon 7R	7R-5T-2	OPEN	Automatic	11/15/2020 20:03
Devon 7R	7R-6T-2	OPEN	Automatic	11/15/2020 20:03

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: WIND **Weather Condition:**

Cause Category: Under Investigation **Sustained Cause Category:**

Cause: **Sustained Cause:**

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 2462-2020 **Actual Date:** 11/15/2020 20:03 **Actual In:** 11/15/2020 20:03

Event Description:

Event Activity

Date/Time	Comments
11/15/2020 20:16	Trip and reclose 1545 Line (Devon 7R (ES-CT) - Trap Falls 16F (UI)). There were strong winds in the area at the time of disturbance.
11/15/2020 20:19	P&C reported A-B 4.22 miles from Devon 7R

Reporting Flags:

Event Checklist

Generation Affected		Describe	
UFLS Event		Describe	
Customer Interruption		Describe	
Line Patrol Needed		Describe	

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description
Devon 7R				

Followup Required:

EVERSOURCE

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 2919-2021 **Actual Date:** 06/10/2021 11:56 **Actual In:** 06/10/2021 11:56

System Type: Transmission **Outage Type:** Automatic Outage **Outage Status:** Momentary

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
Line / 115	Devon 7R,Trap Falls 16F	1545 Devon-Trap Falls Line	/ 06/10/2021 11:59	d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
Trap Falls 16F	6530A1	CLOSED	Automatic	06/10/2021 11:59
Trap Falls 16F	6630B1	OPEN	Automatic	06/10/2021 11:59
Trap Falls 16F	16F-1T-2	CLOSED	Automatic	06/10/2021 11:58
Devon 7R	7r-6t-2	CLOSED	Automatic	06/10/2021 11:58
Trap Falls 16F	16F-1T-2	OPEN	Automatic	06/10/2021 11:58
Trap Falls 16F	6630B1	CLOSED	Automatic	06/10/2021 11:58
Trap Falls 16F	6530A1	OPEN	Automatic	06/10/2021 11:58
Devon 7R	7r-5t-2	CLOSED	Automatic	06/10/2021 11:58
Devon 7R	7r-5t-2	OPEN	Automatic	06/10/2021 11:58
Devon 7R	7r-6t-2	OPEN	Automatic	06/10/2021 11:58

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: CLEAR **Weather Condition:**

Cause Category: Under Investigation **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
06/10/2021 13:05	Zone 1 A-B phase 2.67 miles from Trap Falls 16F (UI)
	Report from Test @ Devon 7R A-B Phase fault 2 miles outside Devon 7R

Reporting Flags:

Event Checklist

Generation Affected		Describe	

EVERSOURCE

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 2919-2021 **Actual Date:** 06/10/2021 11:56 **Actual In:** 06/10/2021 11:56

Event Checklist

UFLS Event		Describe	
Customer Interruption		Describe	
Line Patrol Needed		Describe	

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description
Devon 7R				

Followup Required:

SW Start: 07/20/2016 05:30

16-4807 Ver.# 1

ISO#:

EVERSOURCE

1545 Line Reclosing

CONVEX

System Type: **Transmission** Affected:

Work Type: Status: **COMPLETED**

Request Type: **Planned** Start: **07/20/2016 06:00** Alt Date:

Schedule Profile: **Daily** End: **07/22/2016 16:00** Recall Time: **2 HOURS**

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Switching Required? **Y** SW Out Start: **07/20/2016 05:30**

Field Switching Needed SW In Start: **07/22/2016 16:08**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **NU** Desk:

Primary Participant: **Eversource** Additional Participant:

Department: **T - Maint** Work Order#: **TMC61401**

Project Module#: External#/Project#: **External# - Trans. Maintenance**

Personnel Info	Name	Phone	Cell	Email
APL Requestor	HANSEN, RICHARD E	860-595-8667		
Authorized Person in Charge	GARNER, GEORGE M	860-402-5537c	203-597-4201	
Created For	WITHINTON, JERRY W	860-665-6936	860-372-8942c	

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
			Station	Trap Falls - 16F		
		115	LINE	1545 Line		
			Station	Devon - 7R		

Work to be performed

Replace deteriorated insulators on the 1545 Line

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Station	kV	Type	Device	Comments
No Clearance Points				

Additional Tagged Devices: Tag type: NRA
1545 Line Non-reclosing assurance.

Operators Notes/Remarks

Tag holder change to George Garner. BDW 7/18

Coordinator Notes

Requester Notes

SW Start: 07/20/2016 05:30

16-4807 Ver.# 1

ISO#:

EVERSOURCE

1545 Line Reclosing

CONVEX

Equipment to be Added/Removed

Customer Load Interruption Exposure

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By
Norwalk Transmission	Devon - 7R		07/20/2016 05:30	07/22/2016 16:00	JM 06/29
UI	Trap Falls - 16F		07/20/2016 05:30	07/22/2016 16:00	JM 06/29

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: B

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: NA

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 5148-2023 **Actual Date:** 10/13/2023 12:30 **Actual In:** 10/13/2023 12:36

System Type: Transmission **Outage Type:** Automatic Outage **Outage Status:** Restored

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
Line / 115	Devon 7R	1483 Terminal @ 7R		d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
Devon 7R	7R-7T-2	OPEN	Automatic	10/13/2023 12:30
Devon 7R	7R-8T-2	OPEN	Automatic	10/13/2023 12:30
Devon 7R	7R-6T-2	CLOSED	Supervisory	10/13/2023 12:36

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: CLEAR **Weather Condition:**

Cause Category: Under Investigation **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
10/13/2023 15:51	Devon Power (7R-14U) reset internal plant lockout relays after trip during owner testing. CONVEX closed 7R-8T-2 and 7R-7T-2 @ 1545 to restore ring bus and 7R-14X @ Devon 7R.
	Loss of 1483 Line Terminal and 7R-14X @ Devon 7R occurred during Devon Unit 14 owner testing. Cause under investigation.
	Trip of 1483 Line Terminal (ES-CT) and 7R-14X (Devon Power) @ Devon 7R. No customer load lost.
	1483 Line Terminal @ Devon 7R re-energized via 7R-6T-2.

Reporting Flags:

Event Checklist

Generation Affected	on	Describe	7R-14U performing owner testing
UFLS Event		Describe	
Customer Interruption		Describe	
Line Patrol Needed		Describe	

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 5148-2023 **Actual Date:** 10/13/2023 12:30 **Actual In:** 10/13/2023 12:36

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description
Devon 7R				

Followup Required:

EVERSOURCE

DISTURBANCE REPORT
REVIEW

Disturbance#: 15-0076 **Actual Date:** 05/31/2015 17:28 **Actual In:** 05/31/2015 17:28

System Type: **Outage Type:** Automatic Outage **Outage Status:** Restored

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
		Reclose 1710 LINE (Devon 7R-Old Town 3N - Pequonnock 8J) (CT & UI)	05/31/2015 17:28	d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
Devon - 7R	7R-1T-2	TRIP		05/31/2015 17:28
Devon - 7R	7R-2T-2	TRIP		05/31/2015 17:28
Pequonnock - 8J	8J-22T-2	TRIP		05/31/2015 17:28
Pequonnock - 8J	8J-21T-2	TRIP		05/31/2015 17:28
Old Town - 3N	3N-1K-2	TRIP		05/31/2015 17:28
Old Town - 3N	3N-1T-2	TRIP		05/31/2015 17:28
Old Town - 3N	6021A3	TRIP		05/31/2015 17:28
Old Town - 3N	6021A1	TRIP		05/31/2015 17:28
Pequonnock - 8J	8J-22T-2	Auto Cls		05/31/2015 17:28
Pequonnock - 8J	8J-21T-2	AUTO CLS		05/31/2015 17:28
Old Town - 3N	6021A1	AUTO CLS		05/31/2015 17:28
Old Town - 3N	3N-1T-2	AUTO CLS		05/31/2015 17:28
Devon - 7R	7R-2T-2	AUTO CLS		05/31/2015 17:28
Old Town - 3N	6021A3	AUTO CLS		05/31/2015 17:28
Devon - 7R	7R-1T-2	AUTO CLS		05/31/2015 17:28

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: LIGHTNING **Weather Condition:**

Cause Category: UNKNOWN **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
05/31/2015 17:28	Interruptions and Generation Loss: NONE

DISTURBANCE REPORT
REVIEW

Disturbance#: 15-0076 **Actual Date:** 05/31/2015 17:28 **Actual In:** 05/31/2015 17:28

Event Activity

Date/Time	Comments
05/31/2015 17:28	Remarks: TRIP AND RECLOSE OF1710 115KV LINE (Devon 7R- Old Town 3N - Pequonnock 8J) (CT & UI) THERE WAS ALSO A TRIP AND RECLOSE OF 1697 LINE (PEQUONNOCK 8J - TRUMBULL 45P) (UI) ALONG WITH 1560 LINE (STEVENSON 14A - ANSONIA 6R- POOTATUCK 5D) (CT & UI) AT THE SAME TIME. DFR'S AT THE FOLLOWING STATIONS: NORWALK 9S, DEVON 7R, EAST DEVON 8G, LONG MOUNTAIN 13J, BESECK 9F

Reporting Flags:

Event Checklist

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description

Followup Required:

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 2056-2020 **Actual Date:** 07/03/2020 16:57 **Actual In:** 07/03/2020 17:00

System Type: Transmission **Outage Type:** Automatic Outage **Outage Status:** Momentary

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
Line / 115	Pequonnock 8J,Devon 7R ,Old Town 3 N	1710 Devon-Pequonnock-Old Town Line		d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance
Devon 7R - 7r-2t-2	1				d h m s.		
Devon 7R - 7r-1t-2	1				d h m s.		

Sequence of Operations

Station	Device	Operation	How	Date/Time
Devon 7R	7r-1t-2	CLOSED		07/03/2020 16:57
Devon 7R	7r-2t-2	CLOSED		07/03/2020 16:57
Devon 7R	7r-1t-2	OPEN		07/03/2020 16:57
Devon 7R	7r-2t-2	OPEN		07/03/2020 16:57
Old Town 3N	3N-1T-2	OPEN	Automatic	07/03/2020 16:57
Old Town 3N	3N-1T-2	CLOSED	Automatic	07/03/2020 17:00
Old Town 3N	6021A1	OPEN	Automatic	07/03/2020 16:57
Old Town 3N	6021A1	CLOSED	Automatic	07/03/2020 17:00
Old Town 3N	6021A3	OPEN	Automatic	07/03/2020 16:57
Old Town 3N	6021A3	CLOSED	Automatic	07/03/2020 17:00
Pequonnock 8J	8J-21T-2	OPEN	Automatic	07/03/2020 16:57
Pequonnock 8J	8J-21T-2	CLOSED	Automatic	07/03/2020 16:57
Pequonnock 8J	8J-22T-2	OPEN	Automatic	07/03/2020 16:57
Pequonnock 8J	8J-22T-2	CLOSED	Automatic	07/03/2020 16:57

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: STORM **Weather Condition:**

Cause Category: **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 2056-2020 **Actual Date:** 07/03/2020 16:57 **Actual In:** 07/03/2020 17:00

Event Activity

Date/Time	Comments

Reporting Flags:

Event Checklist

Generation Affected		Describe	
UFLS Event		Describe	
Customer Interruption	on	Describe	Momentary loss of customers for United Illuminating 3N-AX
Line Patrol Needed		Describe	

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description
Pequonnock 8J				

Followup Required:

EVERSOURCE

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 2325-2020 **Actual Date:** 08/29/2020 11:10 **Actual In:** 08/29/2020 11:10

System Type: Transmission **Outage Type:** Automatic Outage **Outage Status:** Momentary

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
Line / 115	Devon 7R,Trumbull 45P	1730 Devon-Trumbull Line		d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance
Trumbull 45P - 45P-3T-2	1				d h m s.		
Trumbull 45P - 45P-1T-2	1				d h m s.		
Devon 7R - 7R-8T-2	1				d h m s.		
Devon 7R - 7R-10T-2	1				d h m s.		

Sequence of Operations

Station	Device	Operation	How	Date/Time
Trumbull 45P	45P-3T-2	CLOSED	Automatic	08/29/2020 11:10
Trumbull 45P	45P-1T-2	CLOSED	Automatic	08/29/2020 11:10
Devon 7R	7R-10T-2	CLOSED	Automatic	08/29/2020 11:10
Devon 7R	7R-8T-2	CLOSED	Automatic	08/29/2020 11:10
Trumbull 45P	45P-3T-2	OPEN	Automatic	08/29/2020 11:10
Trumbull 45P	45P-1T-2	OPEN	Automatic	08/29/2020 11:10
Devon 7R	7R-8T-2	OPEN	Automatic	08/29/2020 11:10
Devon 7R	7R-10T-2	OPEN	Automatic	08/29/2020 11:10

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: STORM **Weather Condition:**

Cause Category: Under Investigation **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 2325-2020 **Actual Date:** 08/29/2020 11:10 **Actual In:** 08/29/2020 11:10

Event Activity

Date/Time	Comments
08/29/2020 11:23	Storms moving across state at time of trip and reclose.
08/29/2020 16:17	Line patrols completed. Nothing found on patrol.

Reporting Flags:

Event Checklist

Generation Affected		Describe	
UFLS Event		Describe	
Customer Interruption		Describe	
Line Patrol Needed		Describe	

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description
Devon 7R				

Followup Required:

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 7
Question: Referencing Petition p. 3, Footnote 3, are there any battery energy storage facilities listed on the ISO-NE interconnection queue associated with the proposed Project?

Response:

No, there are no battery energy storage facilities listed on the ISO-NE interconnection queue associated with the proposed Project.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 8
Question: Referencing Petition pp. 8 and 9, would all double-circuit lattice structures be replaced along the proposed Project route, or would any remain? If so, how many would remain? Explain.

Response:

All double-circuit lattice structures will be replaced between West Devon Junction and Devon Substation. In addition, the Project will complete the replacement of all lattice structures on the entirety of Lines 1483, 1545, and 1580.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 9
Question: Referencing Petition p. 39 and footnotes 28 and 29, who determines and communicates to Eversource and The United Illuminating Company as to the appropriate timing associated with project outage switching? What is the sequence of events that triggers the outage switching determination and timing?

Response:

Eversource requests transmission outages to support project work from The Connecticut Valley Electric Exchange (CONVEX) via its database for outage requests. This database is utilized between all electric utilities in Connecticut. After CONVEX review, it submits the requests to the Independent System Operator - New England for final approval.

For a typical outage request, Eversource will request the desired timeframe for the outage. Once approved, and to allow the outage to maintain the requested timeframe, CONVEX decides what switching is required and when, and coordinates the activity with Eversource and with additional utilities as may be required to support the outage. CONVEX then assigns outage switching times according to the switching resource availability.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 10
Question: Provide a ten-year load forecast for the 1483, 1545, 1580, 1710, and 1730 Lines beginning in 2025 and the applicable compound annual growth rate(s).

Response:

The ten-year load forecast for the 1483, 1545, 1580, 1710, and 1730 Lines beginning in 2025 using MegaVolt-Ampere (MVA) flows and the applicable compound annual growth rates (CAGR) are as follows:

	Line		**Line**		Line		Line		Line	
	1483		**1545**		**1580**		**1710**		**1730**	
Year	**Flow (MVA)**	**CAGR**	**Flow (MVA)**	**CAGR**	**Flow (MVA)**	**CAGR**	**Flow (MVA)**	**CAGR**	**Flow (MVA)**	**CAGR**
2025	34.2	- 0.98%	31.8	- 1.16%	73.3	0.01%	119.3	0.46%	92.1	0.36%
2026	34		31.6		73.3		119.6		92.2	
2027	33.8		31.4		73.3		119.9		92.4	
2028	33.6		31.1		73.3		120.3		92.7	
2029	33.3		30.8		73.3		120.7		92.9	
2030	33		30.5		73.3		121.3		93.3	
2031	32.7		30.2		73.3		121.9		93.7	
2032	32.3		29.7		73.3		122.6		94.1	
2033	31.8		29.3		73.3		123.2		94.4	
2034	31.4		28.8		73.3		124		94.9	
2035	31		28.3		73.4		124.9		95.5	

Note that while the CAGR values for the 1483 Line and 1545 Line are negative, this is a result of load increases at upstream substations during this ten-year time period being more impactful than load increases at downstream substations. As substation load continues to grow at both upstream and downstream substations, this trend will change.

The magnitudes of the flows are notably below the capability/rating of the circuits as this evaluation does not consider requirements of the North American Energy Reliability Corporation and the Northeast Power Coordinating Council for considering system conditions – such as the outages of nearby circuits.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 11
Question: What is the total estimated cost of the project? Of this total, what costs would be regionalized, and what costs would be localized? Estimate the percentages of the total cost that would be borne by Eversource ratepayers, Connecticut ratepayers, and the remainder of New England (excluding Connecticut) ratepayers, as applicable.

Response:

The total estimated cost of the project is approximately $44.529 million. Eversource anticipates these costs will be regionalized pending the final determination of ISO-New England's Schedule-12C review. Any costs not regionalized as an outcome of the 12C review will be allocated to customers of The Connecticut Light and Power Company d/b/a Eversource Energy.

Eversource anticipates the following overall allocations for the total cost:
- Customers of Eversource: 18.32%
- Other Connecticut customers: 5.62%
- Other New England customers: 76.06%

The estimated allocations are based on 2024 actual loads.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 12
Question: Provide a detailed breakdown of Project costs, including but not limited to: engineering and indirect, structures and conductor installation/replacement (excluding river crossing), river crossing structures and conductors, substation work, commissioning and environmental.

Response:

A detailed breakdown of the Project costs is provided in the table below:

Project Costs: West Devon Junction to Devon Substation					
Item	**Description**	**Total ($M) 1545/1483 Lines**	**Total ($M) 1580 Line**	**Total ($M) 1710/1730 Lines**	**Total ($M) Project Cost**
A	Engineering and indirect	$ 2.000	$ 1.143	$0.229	$ 3.372
B.1	Structures and conductor installation/replacement (*excluding river crossing*)	$ 19.196	$ 12.539	NA	$ 31.735
B.2	River crossing structures and conductors	$ 2.174	$ 1.755	$5.375	$ 9.304
C	Substation work	$ 0	$ 0	$0	$ 0
D	Commissioning	$ 0	$ 0	$ 0	$ 0
E	Environmental	$ 0.063	$ 0.045	$ 0.010	$ 0.118
				Total Project Costs:	**$ 44.529**

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 13
Question: How will the Project cost be collected through rates? What is the estimated rate increase for Eversource customers? Explain.

Response:

Eversource anticipates these costs will be regionalized pending the final determination of ISO New England's Schedule 12C review. Therefore, at this time, the Company is assuming that the $44.529 million project cost will be collected via Regional Network Service rates under Schedule 9 of the ISO New England Open Access Transmission Tariff and charged to the New England Region. The Company's electric distribution company, The Connecticut Light and Power Company (CL&P), will pay approximately 18.3% of these costs. The estimated rate increase for CL&P customers in the first year that the Project goes into service is approximately .0001 $/kWh, or ~$.04 per month based on a hypothetical 700 kWh retail customer.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 14
Question: Provide the estimated life cycle costs of the proposed structure replacement Project based on the three primary cost components from the Council's 2022 Life Cycle Report: first costs, operations and maintenance costs and electrical loss costs. Include the net present value totals of these three components and any assumptions. If first costs are materially different than the proposed Project cost in Interrogatory No. 11, explain the difference.

Response:

The estimated Life Cycle Costs of the Project, based on three primary cost components; first costs, operations and maintenance costs and electrical loss costs are shown in individual tables below, followed by the net present value totals of these three components.

First Costs Components[1] (Net Present Value)	**Total Costs ($M)**
Engineering & Indirect[2]	$3.372
Structures and conductor (excluding river crossing)	$31.735
River crossing structures and conductors	$9.304
Substation Work	$0
Commissioning	$0
Environmental	$0.118
First Costs Total:	**$ 44.529**

[1] Calculations based on three (3) circuits 2.17 miles long and two (2) circuits 0.17 miles long.
[2] The $3.372 million of Engineering & Indirect costs includes engineering, project management, outreach, and siting.

Operations & Maintenance and Loss Costs	
Lines	**Annual O&M Costs (Initial) (per Mile) [1]**
1545/1483 Lines	$68,960
1580 Line	$34,480
1710/1730 Lines	$68,960

[1] According to 2022 CSC Life Cycle Report, Annual O&M Costs (per mile) provided for overhead transmission were provided based on utility experience with all of its overhead transmission, irrespective of pole types or conductor configuration.

Electrical, Loss and Costs Assumptions (Initial value per year: $98,088)[1] Overhead Structure - 115-kV Vertical Steel Monopole	
Loss Cost Data	**Value**
Conductor Size & Type	1590-kcmil ACSS 54/19 "Falcon"
Resistance (ohms/mile)	0.0741
Peak Line Current (amps) -first year	1000
Load Growth	-0.07%
Loss Factor	0.31
Energy Cost ($/MWH)	$100
Energy Cost Escalation	0%

[1] Electric Loss Costs of the transmission line represent power lost as heat due to the resistance of the conductors.

Transmission Lines Life Cycle Cost Summary						
Line No.	**No. Circuits**	**First Costs ($M per mile)**	**O&M Costs ($M per mile)**	**Electrical Loss Costs ($M per mile)**	**Miles**	**Total ($M)**
1545/1483	2	$10.799	$1.032	$2.306	2.17	$30.676
1580	1	$7.134	$0.516	$1.153	2.17	$19.103
1710/1730	2	$33.024	$1.032	$2.306	0.17	$6.181

TOTAL NET PRESENT VALUE:

Applying the major Life Cycle Cost components of first costs, O&M costs, electrical loss costs (applying a discount rate of eight percent), and carrying costs[1], the total net present value life-cyc le costs for the Project circuits over a 40-year study period **is $55,960,000.00**.

([1] Carrying costs are consistent with Appendix A in the 2022 Life Cycle Report.)

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 15
Question: How would Eversource avoid and/or manage project cost overruns? Who would bear the burden of any cost overruns? Explain.

Response:

Eversource has several strategies to avoid or manage project cost overruns, including thorough pre-construction planning, detailed site walks and surveys to assess field conditions, engineering reviews, and constructability assessments early in the project lifecycle. These activities help identify potential risks such as access limitations, environmental constraints, or outage coordination challenges that could impact cost or schedule. Additionally, Eversource conducted a project-specific risk assessment and implemented additional risk mitigation strategies as needed, including but not limited to, schedule "float" to mitigate the impact of unexpected outage delays that might increase cost if an outage needed to be rescheduled due to a weather delay, and other budget related contingencies.

Construction requests for proposals and contracts contain complete and clear work scopes to avoid future change orders and are issued for bid or through negotiated master services agreements, depending on the contractor or level of service to be provided. These measures help absorb the impact of unforeseen conditions without affecting the overall project outcome. Eversource will continue to evaluate and confirm cost assumptions, identify any risks, and incorporate contingency funds into the estimate. Estimated costs for material and labor are based on most recent project costs, to avoid underestimating costs. Once construction begins, robust project controls would be implemented, which would include contract management with strict oversight as to spend, as well as a rigorous justification process for any contractor change orders.

Eversource project management reviews expenditures on a monthly basis, evaluates consistency with the project budget and spend forecasting, and tracks progress towards key milestones to identify any added cost of delay that could be avoided, mitigated, or offset.

Any cost overruns would become part of the total project cost, which would be allocated to ratepayers as described in the response to Question#11.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 16
Question: What is the cost delta between galvanized steel structures and weathering steel structures?

Response:

Galvanized steel poles have an approximate 4 to 6 percent material cost premium compared to weathering steel poles. This range is based on present pricing.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 17
Question: For the Housatonic River Crossing, did Eversource conduct any studies relative to the installation of the lines under the river? If so, explain and provide cost estimates.

Response:

No, Eversource did not conduct studies relative to the installation of lines under the Housatonic River.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 18
Question: Provide cost estimates for any Project alternatives considered.

Response:

Project alternatives considered and cost estimates for viable options are presented as follows:

Alternative 1 – Rebuild Line 1580, Line 1545/1483 from West Devon Junction to Devon Substation, including Line 1710/1730 Housatonic River Structures (**Preferred Option**)

This is the preferred alternative for this project as it addresses major system reliability and resilience issues by replacing deteriorating and aging lattice towers, the obsolete copper conductor, and the copperweld shield wires on the lines. Additionally, it addresses the telecommunications needs and OPGW lines required to meet NPCC system communications and line protection requirements.

Total Project Cost Estimate: $44.529 million

Alternative 2 – Do Nothing

This alternative was not selected as it does not address the deteriorating and aging lattice towers, the obsolete copper conductor, or the copperweld shield wire.

Total Project Cost: $ 0

Alternative 3 - Rebuild Line 1580 and Line 1545/1483 from West Devon Junction to Devon Substation (Not including the 1710/1730 lines' Housatonic River Structures)

This alternative would limit the Project scope of work to rebuilding the 1580 and 1545/1483 lines. The Line 1710/1730 DCLT structures crossing the Housatonic River would not be replaced. At the time the rest of the 1710/1730 lines was rebuilt in 2018,[2] the two 101-year-old DCLT structures (Structures 814 and 813) remained on either side of the Housatonic River crossing to be replaced

[2] Towantic Lines Upgrade Project (Petition No. 1291)

at a future date, but with additional bracing added. Not replacing these two structures at the same time as the adjacent 1580 Line and 1545/1483 lines river crossing structures would forgo the opportunity to capitalize on the permitting and construction access and crane set up already needed at this location. Additionally, Structure 814 is rated as an asset condition due to degradation, as noted in the Q20 rating table.

Total Project Cost Estimate: $39.915 million

Alternative 4 - Only replace lattice structures

Limiting the project to installing replacement structures would not address the obsolete copper conductor, or the copperweld shield wires on the lines. Additionally, the transfer of existing conductor and OPGW to new structure locations of somewhat greater structure heights would result in the need for a number of splices would increase the risk of line outages. As such, this project alternative was determined not to be viable.

No cost estimate was developed for this alternative.

Alternative 5 - Only replace aging copper conductor and copperweld shield wires

Installing the new conductor and shield wire introduces the need to replace all structures on the lines to support the increased loading on the structures. This project alternative was determined not to be viable

No cost estimate was developed for this alternative.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 19
Question: Referencing Petition pp. 4 and 10, 1590-kcmil ACSS would be utilized as the proposed replacement conductor. Are there any alternative conductor sizes/types that could reliably serve the projected loads? If yes, provide a conductor cost comparison table including the follow ing columns: conductor size/type, cost per foot, total number of linear feet of conductor, total conductor cost, and Project life cycle cost assuming this conductor/size type. Include the proposed conductor (1590-kcmil ACSS) in the table as a comparison.

Response:

The selection of a preferred conductor involves consideration of numerous design variables, including, but not limited to, the width of available right-of-way and the presence of adjacent transmission and/or distribution lines. In addition to the proposed 1590-kcmil ACSS conductor, there are other Eversource standard conductor sizes that could reliably serve the projected loads, but that have other characteristics that increase costs and/or result in other impacts (i.e., the "reliably serving load" criterion is only one of a number of considerations).[3] In general, ACSS is a preferred conductor type for Eversource due to its ability to operate at high temperatures with less thermal sag.

The Conductor Cost and Project Life Cycle Cost Comparison Table presented below compares three alternative conductors, the proposed 1590-kcmil ACSS conductor, the smallest conductor

[3] Eversource has used a selection of typical "standard" conductor sizes for 115-kV lines includ ing 556, 795, 954, 1272, 1590, and 2156-kcmil ACSS for new construction. The 556-kcmil is not a feasible option for this Project as it may not reasonably handle future loads. The 954-kcmil and 1272-kcmil options would have costs somewhere between that of the 795-kcmil and the 1590-kcmil, but the 1590-kcmil is slightly heavier which provides for less insulator swing on structures and, therefore, more clearance to edge of ROW and adjacent circuits, as compared to the 954-kcmil, 1272-kcmil and 795-kcmil conductors. The 954-kcmil and 1272-kcmil would have Project Life Cycle Costs somewhere between the 795-kcmil and the 1590-kcmil conductor types.

that can reasonably handle projected loads (the 795-kcmil ACSS), and a larger conductor (the 2156-kcmil ACSS).

Conductor Cost and Project Life Cycle Cost Comparison Table						
	Lines	**Conductor Size/Type**	**Cost per Foot**	**Total Conductor Length (feet)**	**Total Conductor Cost**	**Project Life Cycle Cost [1] ($M)**
Alt 1						
	1545/1483	1590-kcmil ACSS	$8.29	68,800 [2]	$ 570,352	$ 30.676
	1580	1590-kcmil ACSS	$8.29	34,400 [3]	$ 285,176	$ 19.103
	1710/1730	1590-kcmil ACSS	$8.29	5,400 [4]	$ 44,766	$ 6.181
				Alt. 1 Total Conductor Cost:	**$ 900,294**	**$ 55.960**
Alt 2						
	1545/1483	795-kcmil ACSS	$7.12	68,800	$ 489,856	$ 33.774
	1580	795-kcmil ACSS	$7.12	34,400	$ 244,928	$ 21.356
	1710/1730	795-kcmil ACSS	$7.12	5,400	$ 38,448	$ 6.722
				Alt. 2 Total Conductor Cost:	**$ 773,232**	**$ 61.852**
Alt 3						
	1545/1483	2156-kcmil ACSS	$12.03	68,800	$ 827,664	$ 31.879
	1580	2156-kcmil ACSS	$12.03	34,400	$ 413,832	$ 20.319
	1710/1730	2156-kcmil ACSS	$12.03	5,400	$ 64,962	$ 9.095
				Alt. 3 Total Conductor Cost:	**$ 1,306,458**	**$ 61.293**

[1] Project Life Cycle Costs are derived from three major components; First Costs, operation and maintenance (O&M) costs, and electrical loss costs, over the 40-year life cycle period, with total values as summarized in the table below referencing the three conductor types in the transmission lines rebuild:

Conductor Type	First Costs	O&M Costs	Electrical Loss Costs
1590-kcmil ACSS	$44,529,000	$3,536,000	$7,895,000
795-kcmil ACSS	$42,708,000	$3,536,000	$15,607,000
2156-kcmil ACSS	$51,645,000	$3,536,000	$6,111,000

(*Carrying costs are included in the total Project Life Cycle Cost, but are not included in the table above, consistent with the 2022 Life Cycle Report.)

[2] Total conductor length based on 2.17 miles of 1545 Line and 2.17 miles of 1483 Line, converted to feet.
[3] Total conductor length based on 2.17 miles of 1580 Line, converted to feet.
[4] Total conductor length based on 0.17 mile of 1710 Line and 0.17 mile of 1730 Line, converted to feet.

The preferred 1590-kcmil ACSS conductor is the largest standard conductor for overhead construction in Eversource's 115-kV system. It is heavy enough to minimize conductor blowout in wind conditions while also providing large capacity for future loads, thus enhancing system reliability.

The 795-kcmil ACSS is a smaller diameter conductor with similar properties to the 1590-kcmil ACSS conductor. While 795-kcmil ACSS has a lower per foot cost, there would be added First Costs associated with the installation of additional structures. Since the 795-kcmil ACSS conductor is lighter in weight, resulting in movement farther away from the structure centerline during high winds, additional structures would be required to maintain horizontal clearances to the edge of the right-of-way and/or adjacent circuits during high wind conditions.[4]

The 2156-kcmil ACSS is a larger diameter conductor with increased electrical capacity relative to 1590-kcmil ACSS. Similar to the 1590-kcmil ACSS, the 2156-kcmil ACSS is heavy enough to mitigate horizontal clearance issues due to wind within the right-of-way when coupled with higher design tensions. However, high tensions and heavier conductor would require increased material and construction cost (larger drilled shaft foundations) for the dead-end custom steel poles and therefore is typically reserved for 345-kV construction where the additional construction costs are supported by the larger capacity need.

Comparing the Project Life Cycle Costs for the transmission line rebuild with alternative conductors, the 1590-kcmil conductor has the lowest Project Life Cycle Cost over 40 years.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 20
Question: Were structure-by-structure inspections performed to verify tower stability and integrity? If yes, when were the inspections conducted? Provide the condition grade of the structures in accordance with Electric Power Research Institute (EPRI) guidelines.

Response:

Groundline inspections were performed on the Project's lattice steel tower structures in 2019 to establish the grade of deterioration of both the concrete footings and steel tower leg sections. Drone inspections were performed on each Project structure in 2024 to record any above grade issues with the steel lattice members and wire hardware. Additional groundline inspections were completed on the D-Rated structures in October 2025.

In accordance with EPRI rating guidelines, the condition grade for each structure in the Project is summarized in the attached "Structure Inspection Ratings" table (CSC-001_Attachment Q20).

STRUCTURE INSPECTION RATINGS

West Devon Junction to Devon Substation, Stratford and Milford

LINE 1580	
Structure Number	*Inspection Rating*
284*	D
285	C
286	C
287	B
288	B
289	B
290	C
291	C
292	C
293	B
294	B
295	C
296	C
297	C
298*	D
299	B

LINES 1483 & 1545	
Structure Number	*Inspection Rating*
1301	B
1302	B
1303	B
1304	B
1305	B
1306	B
1307	B
1308	C
1309	D
1310	C
1311	C
1312	B
1313	B
1314	B
1315	C
1316	C

LINES 1710 & 1730	
Structure Number	*Inspection Rating*
813	B
814	C

Structure ratings were developed using the Energy Power Research Institute (EPRI) Transmission Structure Ratings risk-analysis based approach.

* Two of the D-rated structures (No. 284 and No. 298) were observed to have more than 50% section loss on at least one structure leg, and deemed unsafe to endure the upcoming winter season without replacement. Eversource notified the Connecticut Siting Council on October 27, 2025 of the need to initiate emergency replacement of these two structures.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 21
Question: Referencing Petition p. 4, provide additional information as to the structural capacity of the existing structures to support new conductors and OPGW. By what percentage range are the structures overstressed?

Response:

The existing running angle and dead-end lattice structures referenced on Petition p. 4 would experience structure utilization between 101% to 157% if supporting the proposed conductor and OPGW. The structural capacity overstress is likely higher than the range indicated because it does not account for degradation or deficiencies of any of the Project's structures' steel members over time.

Even with the removal of the de-energized 1590 Line conductor, reconductoring the 1580 line and installation of OPGW on the existing double-circuit structures would still result in the structural capacity greater than 100 % on angle and dead-end lattice structures due to significantly higher tension (which contributes to overload) as compared to the existing conductor.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 22
Question: Referencing Petition p. 4, what is the weight difference between 795 kcmil ASCR and 1590 kcmil ACSS per foot?

Response:

1590 kcmil 54/19 ACSS is approximately 0.95 pounds heavier per foot than 795 kcmil 26/7 ACSR.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 23
Question: Has Eversource presented the Project before the ISO-NE Planning Advisory Committee? If yes, on what date(s)? What comments did the committee provide, if any?

Response:

Yes, Eversource presented the Project at the February 15, 2023 ISO-New England (ISO-NE) Planning Advisory Committee (PAC) meeting. This project was included as a component, Segment 3, of the South Naugatuck to Devon Corridor Rebuild. A link to the posting of the PAC presentation on the ISO-NE website can be found below.

Additionally, the ISO-NE meeting minutes for the February 15, 2023 PAC meeting can be found below which include a summary of the comments received and responses provided by Eversource during the presentation.

- Link Eversource February 15, 2023 PAC presentation: https://www.iso-ne.com/static-assets/documents/2023/02/a02_pac_2023_02_15_es_south_naugatuck_to_devon_corridor_rebuild.pdf

- Link to ISO-NE February 15, 2023 PAC Meeting Minutes: https://www.iso-ne.com/static-assets/documents/2023/04/2023_02_15_pac_minutes_final.pdf

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 24
Question: How does the Project relate to other proposed, planned or constructed Connecticut reliability and asset condition projects?

Response:

This Project is comparable to many other Eversource proposed, planned or constructed projects across Connecticut. The main purpose of such projects is first and foremost to improve transmission system reliability, which is achieved not only by expanding and upgrading existing infrastructure, but also by replacing weakened infrastructure, such as structures, conductors or shield wire.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 25
Question: Please describe how the proposed project is consistent with the recommendations of the Federal Energy Regulatory Commission (FERC) and the North American Electric Reliability Corporation (NERC) Report on Transmission Facility Outages During the Northeast Snowstorm of October 29-30, 2011 – Causes and Recommendations.

Response:

In 2026, Eversource will be implementing vegetation management in accordance with the Company's Transmission Rights of Way Reliability Program ("TRRP") in the proposed Project Area. The specification outline for vegetation removal under TRRP is consistent with the recommendations of the FERC and NERC Reports. Under the TRRP, trees would be cleared to 100 feet from outside conductor or to the edge of easement or fee owned property, whichever is less.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 26
Question: Did Eversource consult with the Connecticut Airport Authority (CAA)? If so, what comments were received from CAA, and how were such comments addressed?

Response:

Eversource did not consult with the Connecticut Airport Authority (CAA). The Project is not located within one-half mile of an airport runway as specified in Connecticut General Statutes Section 15-74c and therefore does not require consultation with the CAA.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 27
Question: Referencing Petition p. 26, has Eversource received responses from the Federal Aviation Administration (FAA) for all the proposed structures other than Structures 813 and 814? Were No Hazard or No Notice Required determinations received for such structures? Do any additional structures require marking/lighting? Explain.

Response:

Yes, Eversource received FAA determinations in November 2022 for all proposed replacement structures[5] on the Project. FAA determinations of 'No Hazard' were received for all proposed replacement structures, except for structures 813 and 814.

Eversource filed updated Notices of Proposed Construction or Alteration with the FAA for six structures (3 sets of 2 each) on either side of the Housatonic River crossing in April 2024, because of structure height changes in the revised structure design.[6] As a result, FAA determinations issued in September 2024 confirmed that only two proposed river crossing structures (813 and 814) require marking and lighting.

Based on the FAA determinations of all proposed replacement structures, no additional structures require marking/lighting.

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5 The FAA Pre-Screening Tool did not rule out any structures from the FAA determination filing protocol, so all proposed structures were submitted to the FAA for a determination.

6 Based on a final design adjustment to Structure 813, from a previous 203 feet AGL to 195 feet AGL (8 feet shorter), an updated FAA Notice will be submitted in November 2025. It is anticipated that FAA determination will continue to require marking/lighting on Structure 813. Based on final design, the other river crossing structure heights are consistent with previous FAA Notice filings.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 28
Question: Referencing Petition p. 26, provide the proposed marking/lighting plans for Structures 813 and 814 and marker ball plans if available and describe how the plans comply with any FAA marking/lighting standards.

Response:

Project specific marking/lighting plans for proposed Structures 813 and 814 and marker ball plan (1710/1730 lines) have not yet been developed; however, the plans will be consistent with FAA Advisory Circular 70/7460-1 M, as shown in the attached figures:

- CSC-001_Attachment Q28A: Catenary Obstruction Lighting
- CSC-001_Attachment Q28B: Catenary Lighted Markers

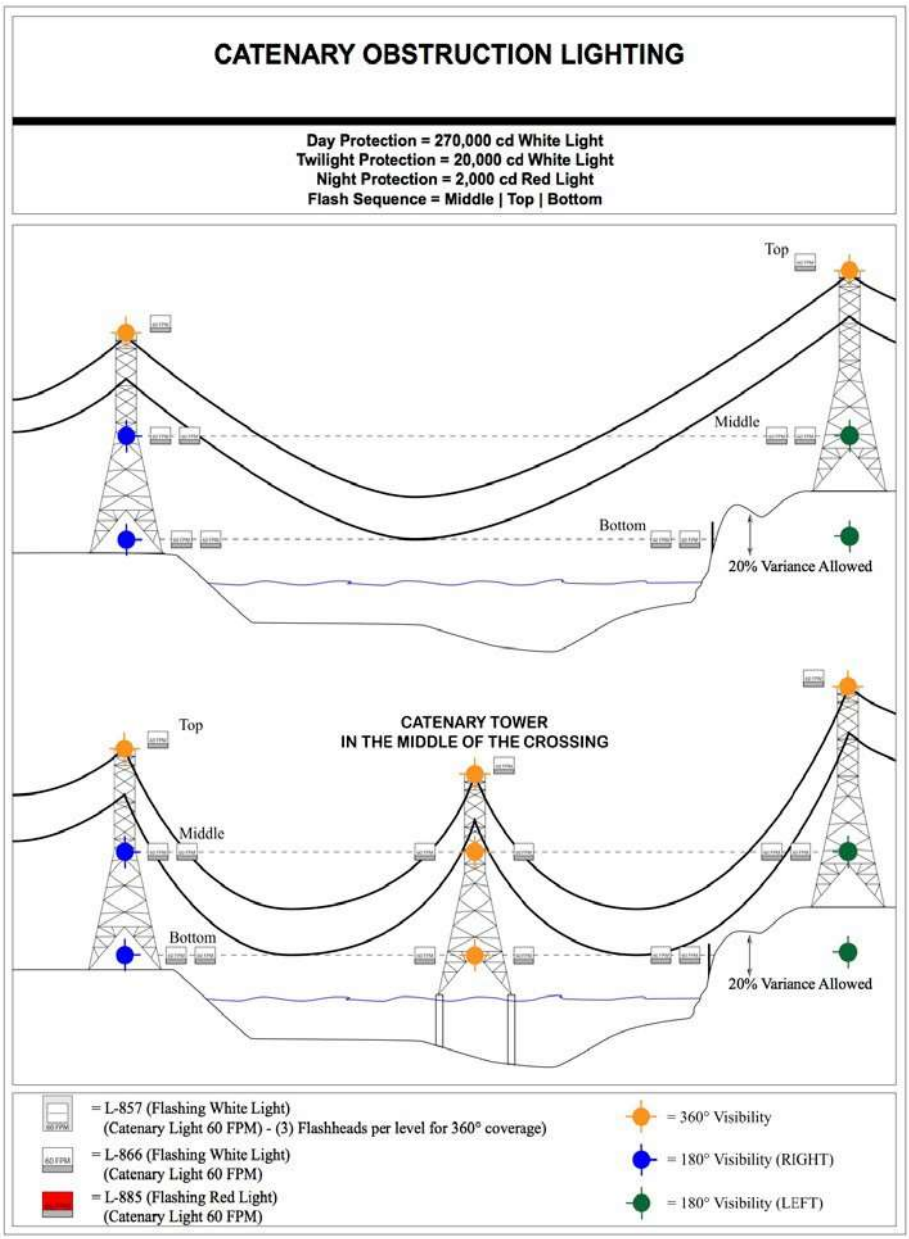

Figure A-25. Catenary Obstruction Lighting

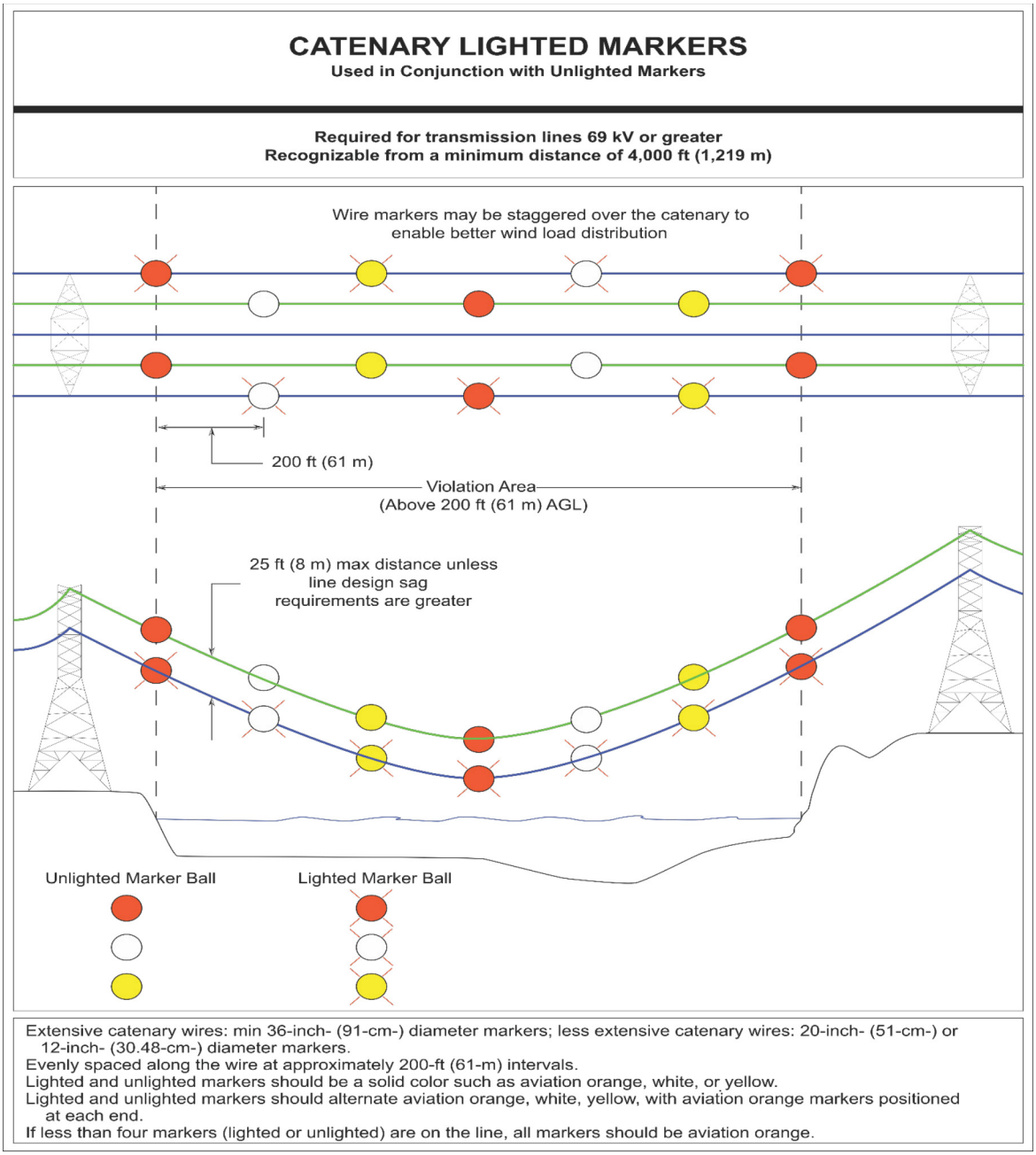

Figure A-24. Catenary Lighted Markers – Used in Conjunction with Unlighted Markers (69 kV or greater)

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 29

Question: Referencing Petition p. 26, FAA consultation:

a) on what date did Eversource file its Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA)?
b) submit the FAA determinations for Structures 813, 814 and associated marker balls.
c) what is the diameter and color of the marker balls?
d) how many marker balls are required?
e) submit marker ball lighting details.

Response:

Regarding FAA consultation:

a) Eversource filed Notices of Proposed Construction or Alteration (Notice) with the FAA for all proposed structures in November 2022, based on Eversource's anticipated design. Eversource filed updated Notices with the FAA for six structures (3 sets of 2 each) on either side of the Housatonic River crossing in April 2024, because of the design changes to structure heights.
b) FAA determinations received in September 2024, for Structures 813 and 814, and associated marker balls are attached:
    - CSC-001_Attachment Q29A: Structure 813
    - CSC-001_Attachment Q29B: Structure 814
    - CSC-001_Attachment Q29C: Catenary Wire 813-814 Midpoint
c) Marker balls will be approximately 36 inches in diameter, of white, yellow, and aviation orange colors, per the FAA Advisory.
d) Marker balls will be spaced approximately 200 feet apart across the river span, per the FAA Advisory.
e) Project specific marker ball (lit and unlit) plan details are in development. (A typical marker ball plan is attached in Question 28, "CSC-001 Attachment 28B".)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-ANE-1808-OE

Issued Date: 09/06/2024

Ryan Swabby
Eversource - RS
56 Prospect Street
Hartford, CT 06103

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 813
Location:	Stratford, CT
Latitude:	41-13-45.19N NAD 83
Longitude:	73-06-27.86W
Heights:	4 feet site elevation (SE)
	203 feet above ground level (AGL)
	207 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, paint day, red flashing twilight & night-Chapters 3(Marked),4,11(Catenary/Support),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

This determination expires on 03/06/2026 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6064, or James.Marek@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ANE-1808-OE.

Signature Control No: 623549145-632339611 (DNE)
James Marek
Specialist

Attachment(s)
Map(s)


for Class D eff hrs
STADIUM
824
T-705
V 487
Ansonia
(Pvt)
SIKORSKY
CT - 133.6
1016
(496)
RUMBULL
WEST
HAVEN
404
25
H
336°
355°
MILFORD
stacks
511
358
(348)
stack
Fl (2)
BRIDGEPORT/
SIKORSKY (BDR)
318
CT - 120.9
ATIS 119.15
09 L 47 123.0
BRIDGEPORT
EEGOR
145°

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-ANE-1809-OE

Issued Date: 09/06/2024

Ryan Swabby
Eversource - RS
56 Prospect Street
Hartford, CT 06103

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 814
Location:	Stratford, CT
Latitude:	41-13-47.78N NAD 83
Longitude:	73-06-42.26W
Heights:	53 feet site elevation (SE)
	180 feet above ground level (AGL)
	233 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, paint day, red flashing twilight & night-Chapters 3(Marked),4,11(Catenary/Support),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

This determination expires on 03/06/2026 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6064, or James.Marek@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ANE-1809-OE.

Signature Control No: 623549159-632340250 (DNE)
James Marek
Specialist

Attachment(s)
Map(s)

Sectional Map for ASN 2024-ANE-1809-OE

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-ANE-2992-OE

Issued Date: 09/06/2024

Ryan Swabby
Eversource - RS
56 Prospect Street
Hartford, CT 06103

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Catenary Wire 813-814 Midpoint
Location:	Stratford, CT
Latitude:	41-13-46.49N NAD 83
Longitude:	73-06-35.06W
Heights:	4 feet site elevation (SE)
	205 feet above ground level (AGL)
	209 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, spherical markers and red lights-Chapters 3(Marked),4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

This determination expires on 03/06/2026 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6064, or James.Marek@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ANE-2992-OE.

Signature Control No: 627217047-632338451 (DNE)
James Marek
Specialist

Attachment(s)
Map(s)


for Class D eff hrs
STADIUM
824
T 705
V 487
Ansonia
(Pvt)
SIKORSKY
CT - 133.6 ★
1016
(496)
RUMBULL
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25
WEST
HAVEN
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MILFORD
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(348)
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SIKORSKY (BDR)
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318
BRIDGEPORT
EEGOR
145°

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 30
Question: Referencing Petition pp. 36-37, are recreational and commercial watercraft allowed to pass through the overhead work zone for the Housatonic River crossing? If not, how long would river traffic be impeded? Would Eversource deploy watercraft on both sides of the overhead work zone to intercept river traffic that may enter the work zone?

Response:

No recreational and commercial watercraft traffic would be allowed to pass through the Housatonic River overhead work zone limits during the wire pulling or the controlled wire let down activities. During the wire pulls, watercraft traffic would be halted intermittently for 2 hours per wire for a total of 5 days during standard work hours. During the 1590L controlled let down / removal of wire, watercraft traffic would be halted for one day intermittently, for 3 hours per phase and an additional day to support removal of the FAA lighting low-voltage power lines. Eversource's contractor will have watercrafts on both sides of the overhead crossing work zone to intercept river traffic that may enter the work zone. Additionally, Eversource will coordinate public outreach to river traffic users in advance of the work.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 31
Question: Would any access roads or staging areas directly abut residential properties? If yes, can the access roads and/or staging areas be relocated away from property lines?

Response:

Access roads within the Project right-of-way ("ROW") are often located on and across residential and other properties, so relocating an access road to the other side of the ROW would not necessarily result in the access road being relocated away from residential property lines, unless it were from an adjoining parcel, rather than the underlying residential landowner.

In general, the placement of access roads in-ROW is frequently constrained by the bounds of the ROW, the presence of existing natural features, and the need to avoid and minimize impacts to natural and other resources. Where the ROW/access traverses across multiple, adjoining residential properties, it is often the case that, even if possible in the first instance to relocate an access road farther away from one residence, it would necessarily result in the access road being located closer to another residence.

In the Stratford section of the Project there are four (4) in-ROW access roads that traverse residential properties. One of the access roads is existing and three are proposed (Refer to Petition Attachment A, Map Sheet 1). These are:

- An existing access road off River Valley Road heading west, is located to the north side of the ROW, which traverses the property, and is at a location farthest away from the property owner's residence.
- A proposed in-ROW access road from River Valley Road, heading east, traverses two residential properties approximately equidistant between the two residences.
- Two proposed short temporary in-ROW matted access roads, from Main Street heading east, are located on a single property:
    - The southerly temporary access road, and farthest away from the residence, is through an existing wrought iron gate fixed between two stone pillars that opens onto grass. Due to the width of the gate, access at this point will be limited to pedestrians and small trucks only.

- The northerly temporary access road is aligned with the limit of the proposed matted work pad, away from the resident's driveway entrance and upland from the residence, and to the north side of a row of arborvitaes along the street side of the property.

.

In the Milford section of the Project, there are no access roads that traverse or otherwise directly abut residential properties.

There are no staging area/laydown yards that abut residential properties.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 32
Question: Referencing Petition pp. 17-19, how are the limits of watercourses, wetland and vernal pools marked in the field during the construction process?

Response:

A licensed wetland/soil scientist(s) would use previously delineated GPS data points of the limits of watercourses, wetland and vernal pools, and existing field conditions to replace any missing fluorescent flags from the original delineations. This reflagging work would be performed prior to the start of construction.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 33
Question: Does the Housatonic River at the area of crossing have any state or federal designation?

Response:

According to the Connecticut Department of Energy and Environmental Protection, the Housatonic River at the area of the crossing has an SB water quality class. The designated uses for Class SB waters are defined in R.C.S.A §22a-426-4 as habitat for marine fish, other life and wildlife; commercial shellfish harvesting; recreation; industrial water supply; and navigation.

In addition, according to 33 CFR 329, this reach of the Housatonic River meets the definition of navigable waters of the United States under the jurisdiction of the U.S. Army Corps of Engineers (USACOE). According to the USACOE, this reach of the Housatonic River is part of a Federal Navigation Project.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 34
Question: Describe spill prevention measures in the BMPs and Stormwater Pollution Control Plan that would be employed for the Project.

Response:

All contractors are responsible for maintaining good housekeeping practices throughout the duration of the Project. All contractors are also required to comply with Eversource's Best Management Practices Manual for Massachusetts and Connecticut (April 2022) which includes the use of secondary containment for refueling larger, less mobile equipment to prevent spills from reaching the environment and the availability of spill response kits. As stated in Section 4.1.4 of this manual: "Spill kits consist of emergency cleanup and spill containment materials that can be used in the event of a fuel or other chemical spill. Spill kits must be always be kept on site and accessible, in case of an emergency spill. Such kits should generally contain multiple absorbent socks and/or pillows and wipes and temporary disposal bags."

Additional measures related to spills outlined in the Project-specific Stormwater Pollution Control Plan (SWPCP) include criteria for the storage of chemicals including fuel, a notification process and contact information should a spill occur, and secondary containment guidelines.

Daily contractor tailboards and weekly compliance monitoring by the Project's SWPCP inspector are performed to address identified deficiencies such as improper storage of chemicals that could lead to spills.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 35
Question: Referencing Petition p. 15, were the four identified locations with moderate to high potential for archaeological sensitivity associated with the previously identified archaeological site within 500 feet of the Project area, or were these four locations identified in addition to the archaeological site? Approximately how far away from the site were the four identified locations? Explain.

Response:

The four locations with moderate to high potential for archaeological sensitivity are not associated with the previously identified archaeological site located within 500 feet of the Project area. The closest of the four identified locations with moderate to high potential for archeological sensitivit y is located approximately 2,500 feet from the previously identified site.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 36
Question: Referencing Petition p. 15, has Eversource received any comments from the Tribal Historic Preservation Offices (THPOs) regarding the Phase 1B survey results? If yes, provide such comments.

Response:

The Project's Phase 1B cultural resource assessment documentation was submitted to applicable THPOs on December 1, 2022. No comments from any of the THPOs have been received to date.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 37
Question: Referencing Attachment G, DEEP Natural Diversity Database Determination (NDDB) letter dated June 2, 2025, DEEP indicated that a consultation request was submitted to DEEP Fisheries on February 21, 2025. What is the status of such consultation with DEEP Fisheries? Provide a copy of any response received from DEEP Fisheries regarding this Project.

Response:

Please see the attached response from DEEP Fisheries, received on March 7, 2025 (CSC-001_Attachment Q37). DEEP Fisheries determined the Project will not significantly impact any fisheries and/or habitat if the recommendations below are followed:

1. All best management practices for erosion and sediment control will be observed during construction.
2. To prevent scour and entanglement, buoys will be attached to the end of each cable as it is pulled across the river.
3. Eversource will coordinate with the CT DEEP Boating Division on all navigation issues related to the Project.

Eversource will comply with DEEP Fisheries' recommendations.

Connecticut
Department of Energy & Environmental Protection
Bureau of Natural Resources
Fisheries Division

DEEP Fisheries Consultation Form

To the Applicant - Prior to the submission of your license application to the Connecticut Department of Energy & Environmental Protection (DEEP) Water Planning and Management Division (WPMD) or Land and Water Resources Division (LWRD) or Water Permitting and Enforcement Division (WPED), please complete Part I below and e-mail the following to deep.inland.fisheries@ct.gov:

1. this completed DEEP *Fisheries Consultation Form*;
2. a site location map,
3. a PDF version of the proposed project plans including a site survey of existing conditions (if available), and
4. photos of the site.

Fisheries Division staff will contact you if further details are needed. Once the Fisheries Division staff returns the completed form to you, please include the form, and any signed plans (if applicable) in your license application submittal to DEEP.

Part I: Applicant and Site Information (*to be completed by APPLICANT)*

1. Applicant/Registrant Information

Name: The Connecticut Light and Power Company dba Eversource Energy
Mailing Address: 107 Selden Street
City/Town: Berlin State: CT Zip Code: 06037
Business Phone: 800-286-200 Ext.: _____
Contact Person: Antonio Federici Phone: 860-287-6725 Ext: _____
E-mail Address: antonio.federici@eversource.com

2. Engineer/Surveyor/Agent Information (list as applicable)

Name: Tighe & Bond
Mailing Address: 213 Court Street , Suite 1100
City/Town: Middletown State: CT Zip Code: _____
Business Phone: 860-852-5246 Ext.: _____
Contact Person: Matthew Regan Phone: 716-949-9131 Ext: _____
E-mail Address: mregan@tighebond.com
Service Provided: Mapping, wetland resource delineation, permitting

3. Site Location:

Name of Site: MIlfordMapping, wetland resource delineation, permitting
Address of Site or Location Description: Existing Eversource ROW between Oronoque Road in Milford, and River Road in Stratford
City/Town: Milford State: T Zip Code: 06461
Parcel Location/Tax Assessor's Reference: Map _____ Block _____ Lot _____
Name of Stream or Waterbody: Housatonic River

4. **Activity:** Check the box best describing your activity: (check all that apply):

- ☐ new public/fishing access;
- ☐ new docks and marinas on tidal rivers;
- ☐ coastal/tidal dredging projects;
- ☐ activities in inland/non-tidal waterbodies and watercourses;
- ☐ maintenance dredging
- ☐ beach nourishment
- ☐ cofferdam installation
- ☐ conducting construction activity within a 100-foot buffer of a Cold Water Stream Habitat
- ☐ work within LIS Blue Plan area
- ☐ Other
- ☐ withdrawal of water from a non-tidal/inland river, stream, pond or lake;
- ☐ withdrawal of water from a wetland, marsh, swamp, or bog hydrologically connected to a non-tidal/inland river, stream, pond or lake;
- ☐ withdrawal of groundwater from stratified drift deposits hydrologically connected to a non-tidal/inland river, stream, pond or lake.

Note: Fisheries consultation is **not required** for docks and marinas on Long Island Sound.

Part I: Applicant and Site Information (*to be completed by APPLICANT) (continued)*

5. **DEEP Pre-application Contact:** Indicate name of permit analyst or engineer, if applicable.
   Bianca Beland, Sue Jacobson

6. **Project Description:** Provide or attach a brief, but thorough, description of the project including any measures to protect, enhance or restore fish populations:

   The project is the rebuild of approximately 2 miles of electric transmission lines between West Devon Junction in Stratford and Devon Substation in Milford. The project will reconductor and replace structures on five electric tranmission curcuits at the Housatonic River crossing. The replacement of structures will include work on tidal wetlands adjacent to the Housatonic River in Milford. The removal of six wires spanning the Housatonic River which will not be replaced, requires that those wires be lowered into the River before they are pulled onto land for removal (see attached letter)

Part II: Fisheries Determination *(To be completed by DEEP Fisheries Staff only)*

To Fisheries Staff - This completed consultation form is required to be submitted as part of an application to DEEP. The application has not yet been submitted to DEEP. Please review the enclosed materials and determine whether the project will significantly impact any fisheries or fisheries habitat. You may provide comments or recommendations regarding the proposal. Send this completed form to the applicant and copy the DEEP analyst, if known, or the applicable WPMD/LWRD/WPED Supervisor. If the proposed work **WILL** significantly impact any fisheries and/or habitat or if you have any comments or concerns regarding the regulatory review for this project, contact the DEEP analyst, if known, or the applicable WPMD/LWRD/WPED Supervisor.

DEEP FISHERIES DIVISION DETERMINATION

Date Consultation Form received: 02/21/25

Please check applicable boxes and return the completed Consultation Form to the applicant:

- ☐ I have determined that the work described in Part I of this form and attachments **WILL NOT** significantly impact any fisheries and/or habitat;
- ☑ I have determined that the work described in Part I of this form and attachments **WILL NOT** significantly impact any fisheries and/or habitat **if the below Recommendations are followed**; and/or,
- ☐ I have determined that the work described in Part I of this form and attachments **WILL NOT** significantly impact any fisheries and/or habitat **if the design features shown on the attached plans are incorporated**. Fisheries staff to sign and date plans and return to the applicant with the completed Consultation Form.

COMMENTS/RECOMMENDATIONS (or check here if these are attached following this page: ☐):

1. All best management practices for erosion and sediment control should be observed during construction.

2. To prevent scour and entanglement, buoys should be attached to the to the end of each cable as it is pulled across the river.

3. Eversource should coordinate with the CTDEEP Boating Division on all navigation issues related to this project.

"By entering my name below, I agree that I am providing my legal signature, and am legally bound by the determination above."

Bruce H Williams	03/07/25
Signature of Fisheries Division Staff	Date
Bruce H Williams	Senior Fisheries Biologist
Print Name of Fisheries Division Staff	Title

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 38
Question: Is the Project in proximity to osprey habitat? Describe mitigation procedures, if any, if an osprey nest is located on a structure to removed. Would the design of the replacement structures deter osprey nesting?

Response:

Yes, the Project is in proximity to osprey habitat. The Project work will include removing any inactive nests and installing osprey deterrents at all structures prior to March 15, 2026, the start of the active nesting season for osprey.

The replacement double-circuit and single-circuit steel monopoles are not specifically designed to deter osprey from nesting but will have less surface area available for osprey nesting opportunities.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 39
Question: Referencing Petition p. 23, would any residential areas have increased year-round visibility? If yes, describe the views of the facility from these areas.

Response:

Yes, some residents would have increased year-round visibility due to closer proximity of the replacement structures within the right-of-way and, in some cases, structure heights. Replacement structure 19111, with an increased height of 69 feet, will be visible to residential properties on the east side of the Housatonic River.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 40
Question: Describe how the Project river crossing conforms to the Federal Energy Regulatory Commission, Electric Power Transmission and the Environment Guidelines for the Protection of Natural, Historic, Scenic, and Recreational Values in the Design and Location of Rights-of-way and Transmission Facilities.

Response:

The Project's proposed rebuild of the 1483, 1545, 1580, 1710 and 1730 lines at the Housatonic River crossing conforms to the applicable principles presented in the *Guidelines for the Protection of Natural, Historic, Scenic, and Recreational Values in the Design and Location of Rights-of-way and Transmission Facilities* (Guidelines).

The Guidelines were issued by the Federal Power Commission (FPC), the precursor to the Federal Energy Regulatory Commission, in November 1970, well after the establishment of the Project right-of-way (ROW) in 1924, including the Housatonic River crossing. As stated by the FPC, the Guidelines provide "an indication of the basic principles and elements of good practice" concerning the routing of transmission line ROWs and the design of transmission facilities. The Guidelines also note the need to consider in the transmission line planning and design process factors such as safety, reliability of service, land use planning, economics, and technical feasibility.

The Guidelines include 59 basic principles that cover topics such as the selection and clearing of ROWs, the location and design of transmission line structures, ROW maintenance, potential secondary uses of ROWs, and the location of related above-ground facilities. These principles focus more on new transmission lines or establishing new ROWs, than the rebuild of overhead lines within an existing ROW, but there are some that are applicable to the Project scope.

The Project and the proposed Housatonic River crossing rebuild conform to the Guideline's applicable provisions, as follows:

- *Guideline #1 states that existing ROWs should be given priority as to the locations for additions to existing transmission facilities, and the joint use of existing ROWs by different kinds of utilities should be considered.*

The five transmission lines would extend above the river in the same location that the lines have occupied since the early 1920s, with the replacement structures on either side of the river located entirely within Eversource's existing fee-owned property and Eversource's established ROW on the west side of the river and within Eversource's existing fee-owned property on the east side of the river. In this location, the overhead transmission structures and the ROW have long been a part of the landscape.

- *Guideline #4 advocates coordination with state agencies where transmission lines cross state lands.*

  Eversource has coordinated with and will continue to coordinate with CT DEEP regarding the proposed Project and will construct the Project in Charles E. Wheeler Wildlife Management Area in accordance with the conditions of the State Land Notification from CT DEEP.

- *Guideline #5 states that in scenic areas, clearing of natural vegetation should be limited to the material which poses a hazard to the transmission line, in keeping with the National Electric Safety Code, state, or other electric safety and reliability requirements.*

  At the Housatonic River crossing, vegetation removal is limited to approximately 0.15 acre of tree clearing on the west side of the river, east of Route 110. No tree removal is anticipated in the intertidal marsh area on the east side of the river crossing. Other upland tree clearing is required to meet regulatory clearance standards as described in the Petition.

- *Guideline #37 states that the size of transmission towers should be kept to the minimum feasible*.

  The proposed Project will minimize the height of the replacement structures to the extent feasible while adhering to the clearance requirements.

- *Guideline #40 states that the materials used to construct transmission structures and the colors of the components of the structures should comport with the natural surroundings. Guideline #43 states that the use of weathered galvanized steel structures should be considered when transmission towers are to be silhouetted against the sky*.

  Eversource proposes using galvanized steel monopole replacement structures throughout the Project, including on either side of the river crossing because the galvanized steel finish would blend with the sky when the structures are viewed in silhouette. The galvanized steel monopole structures also match the type of other transmission line structures in the common ROW.

In addition to the above, Eversource would construct the Project consistent with other Guidelines pertaining to activities such as vegetation clearing, ROW maintenance, water resource crossings, excess soil management, erosion and sedimentation control, access roads, soil stabilization, spill prevention, and ROW inspections (Guideline #s 7, 8, 13, 16, 18, 46, 48, and 49, respectively). Eversource's protocols for these activities are described in the Petition and are presented in detail in documents such as the Company's BMP Manual and Project-specific SWPCP.

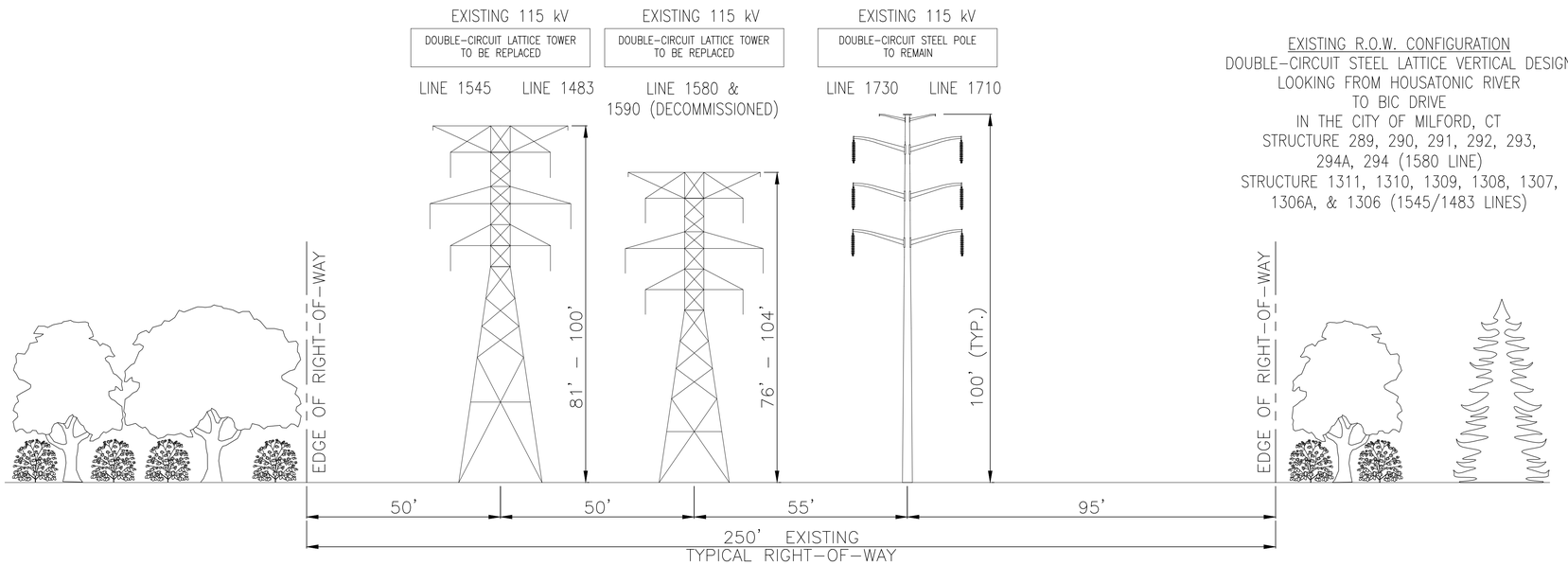
Date Filed: November 17, 2025

Request from: Connecticut Siting Council

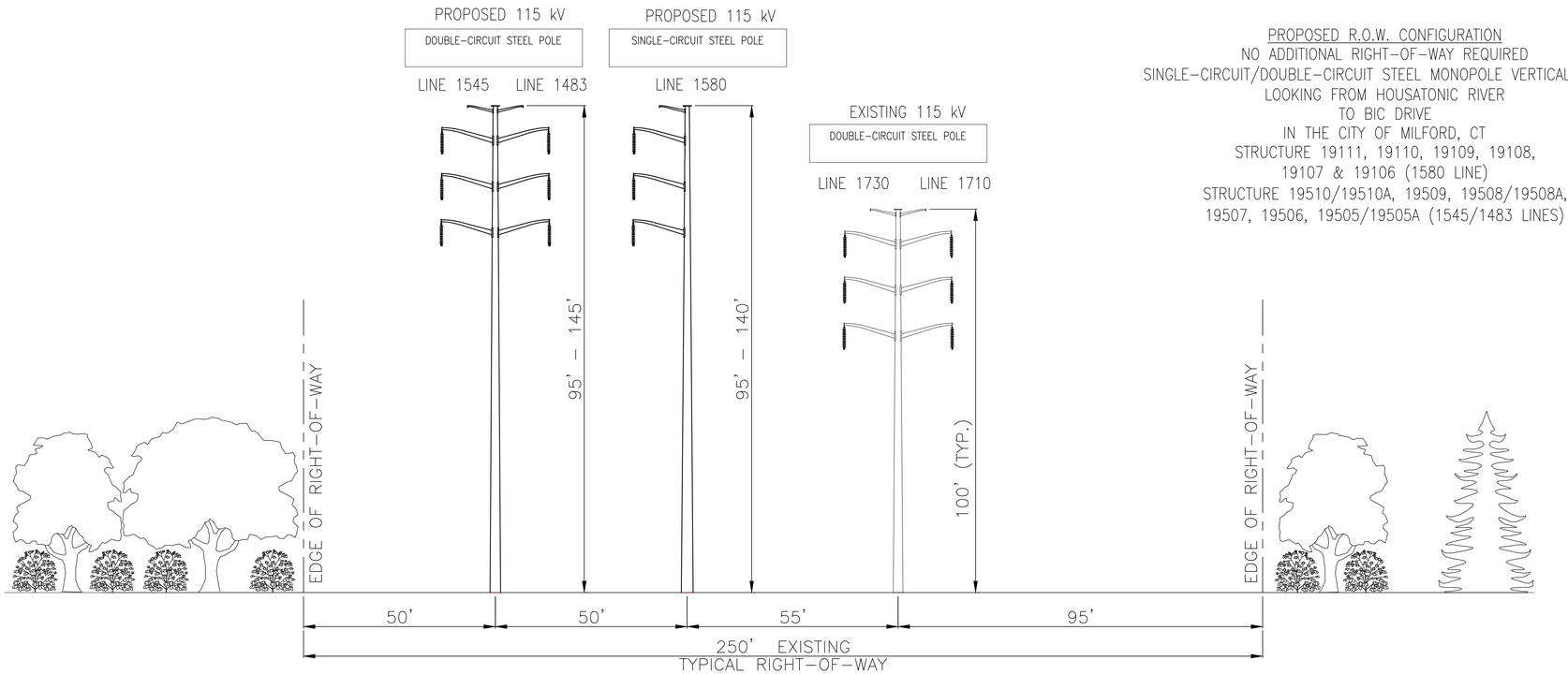
Question: 41
Question: Referencing Petition Attachment C – Sheet XS-3, why does the double-circuit steel monopole supporting the 1730 and 1710 Lines change from approximately 95 feet to 100 feet despite being identified as "existing" in the top and bottom of the sheet? Explain. Submit a corrected sheet if necessary.

Response:

Petition Attachment C – Sheet XS-3 had an error in the labeled height of the existing structures carrying the 1710/1730 lines. The typical existing structure height in this section of the Project area is 100 feet. A corrected Sheet XS-3 is attached, CSC-001_Attachment Q41.



EXISTING R.O.W. CONFIGURATION
DOUBLE-CIRCUIT STEEL LATTICE VERTICAL DESIGN
LOOKING FROM HOUSATONIC RIVER
TO BIC DRIVE
IN THE CITY OF MILFORD, CT
STRUCTURE 289, 290, 291, 292, 293,
294A, 294 (1580 LINE)
STRUCTURE 1311, 1310, 1309, 1308, 1307,
1306A, & 1306 (1545/1483 LINES)



PROPOSED R.O.W. CONFIGURATION
NO ADDITIONAL RIGHT-OF-WAY REQUIRED
SINGLE-CIRCUIT/DOUBLE-CIRCUIT STEEL MONOPOLE VERTICAL DESIGN
LOOKING FROM HOUSATONIC RIVER
TO BIC DRIVE
IN THE CITY OF MILFORD, CT
STRUCTURE 19111, 19110, 19109, 19108,
19107 & 19106 (1580 LINE)
STRUCTURE 19510/19510A, 19509, 19508/19508A,
19507, 19506, 19505/19505A (1545/1483 LINES)

XS-3 (Revised)

EVERSOURCE ENERGY

TITLE	WEST DEVON JCT - DEVON S/S 115-kV TRANSMISSION LINE RIGHT OF WAY CROSS SECTION STRATFORD & MILFORD, CONNECTICUT						
BY	ND/ BMcD	CHKD	ACR/BMcD	APP	TGJ/ES	APP	JM/ES
DATE	11/04/25	DATE	11/04/25	DATE	11/04/25	DATE	11/04/25
H-SCALE	N.T.S.	SIZE	D	FIELD BOOK & PAGES			
V-SCALE	N.T.S.	V.S.		R.E. DWG			
R.E. PROJ. NUMBER	80047509 / 80119463	DWG NO.	01250-85000p003				

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 42
Question: Referencing Petition p. 35, Section 7.7, explain what "hardline" refers to in the context of OPGW and conductor pulls.

Response:

A "hardline" refers to a heavier steel cable that is used to handle the weight and tension of the final conductor and OPGW pulls. On this Project a 3/8 inch steel cable will pull out the old conductor and a 5/8 inch steel cable will be used to pull in the new conductor.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 43
Question: Referencing Petition p. 14, what is the status of the DEEP State Land Notification (SLN)?

Response:

The SLN was submitted to CT DEEP on September 9, 2025 and DEEP confirmed receipt of the SLN. No comments or questions have been received to date. As the 30-day comment period has now passed, the submitted SLN has satisfied the applicable notification requirements.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 44
Question: What measures would be taken, if necessary, to determine if excavated soils are suitable for reuse or redistribution in other Project areas?

Response:

Excavated soils from the Project that Eversource has no reason to believe may be impacted based on a desktop analysis of publicly known impacted locations, land uses and/or olfactory/vis ual indicators, etc., that cannot be used as backfill in the immediate vicinity of where they were excavated would be regraded into adjacent uplands and stabilized in accordance with Eversource's April 2022 Construction & Maintenance Environmental Requirements, Best Management Practices Manual for Massachusetts, and Connecticut ("BMPs") and the Stormwater Pollutio n Control Plan. Any excavated soil that cannot be reused in such a manner would be transported from the Project area and properly managed off-site in accordance with Eversource BMPs and any applicable local, state, or federal laws.

Soils from certain locations along the project route have been deemed to have the potential to be impacted and therefore will be characterized prior to construction. Any soil determined to be impacted will be managed, and disposed, recycled, or reused, in accordance with all applicable local, state, and federal regulations.

Date Filed: November 17, 2025

Request from: Connecticut Siting Council

Question: 45
Question: What site restoration activities would occur once construction is completed?

Response:

Restoration is the last phase of the Project construction and would be performed after the replacement transmission line facilities (structures, conductor, and OPGW) are installed, the old infrastructure is removed, and the transmission lines are re-energized (refer to the Petition, Section 7.9, p.37).

Eversource would perform restoration in accordance with the protocols specified in the Eversource BMP Manual, the Project-Specific Stormwater Pollution Control Plan, the protection measures for state-listed species as identified for this Project by the Connecticut Department of Environmental Protection Natural Diversity Data Base, and any requests related to the State Land Notification for Charles E. Wheeler Wildlife Management Area.

Restoration activities would typically include the removal of temporary construction mats from work pads, pull pads, and access roads, as well as the removal of any remaining construction materials, debris, signs, flagging, and temporary fencing. Areas affected by Project construction would be regraded, as practical, and stabilized using revegetation or other measures. Temporary erosion and sedimentation controls would not be removed until the restored areas are deemed stabilized. If a property owner requests additional restoration outside of the standard procedure, Eversource representatives will review the request with the affected property owner.

Gravel work pads associated with NDDB polygons that are to remain would be covered with available stockpiled soil and/or processed stone, seeded with an Eversource-approved native seed mixture (to promote native grasses and pollinators and to discourage the establishment of invasive species) and mulched with straw.

Specific wetland mitigation (tidal wetland restoration) is also included in the restoration phase of the Project. This includes the removal of pre-existing gravel and filling these areas with stockpiled native soils. These areas will be seeded with native wetland seed mix and straw blankets or other seed cover.