

STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

Ten Franklin Square, New Britain, CT 06051

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www.ct.gov/csc

**CERTIFIED MAIL
RETURN RECEIPT REQUESTED**

February 24, 2006

Anne Bartosewicz
Project Director
Northeast Utilities Service Company
P.O. Box 270
Hartford, CT 06141-0270

RE: **DOCKET NO. 272** - The Connecticut Light and Power Company and The United Illuminating Company Certificate of Environmental Compatibility and Public Need for the Construction of a New 345-kV Electric Transmission Line and Associated Facilities Between Scovill Rock Switching Station in Middletown and Norwalk Substation in Norwalk, Connecticut Including the Reconstruction of Portions of Existing 115-kV and 345-kV Electric Transmission Lines, the Construction of the Beseck Switching Station in Wallingford, East Devon Substation in Milford, and Singer Substation in Bridgeport, Modifications at Scovill Rock Switching Station and Norwalk Substation and the Reconfiguration of Certain Interconnections. **Development and Management Plan – Beseck Switching Station**

Dear Ms. Bartosewicz:

At a public meeting held on February 22, 2006, the Connecticut Siting Council (Council) considered and conditionally approved the Development and Management (D&M) Plan for the Beseck Switching Station in the City of Wallingford, Connecticut with the following conditions:

- That CL&P provide two week advance notice prior to commencement of clearing and grading and mobilization of a contractor prior to construction.
- That CL&P perform a pre-blast survey at the Town of Wallingford water storage structure.
- That CL&P provide a weekly Environmental Inspector's report including spill reports.
- That CL&P submit a Spill Prevention and Response Plan prior to commencement of construction.
- That CL&P plant Colorado spruce in place of the Norway spruce.
- That CL&P provide the location of the staging areas, if needed, prior to use.
- That CL&P notify the Council of workday and/or work hour extensions verbally and documented within 24 hours.
- That CL&P use excavated material for fill, as appropriate.


- That CL&P retain a municipal permit to connect to the Town of Wallingford storm drain on Carpenter Lane and all applicable local, state, and federal permits.
- That the existing driveway to a former residence now owned by CL&P be restored and integrated with the landscape plan (loamed and seeded) and possibly abandon the existing transmission access after structure removal since the new drive to the station would integrate a new access to the transmission right-of-way (removal of gate and placement of boulders).
- That erosion and sediment controls comply with the 2002 Connecticut Guidelines for Erosion and Sediment Control.
- That the emergency generator be located on the side of the protective relay building away from residences.
- That archeological reconnaissance surveys be submitted to the SHPO and Council prior to commencement of construction.
- That proposed deviations are authorized by the Chairman with written specification of the deviation submitted within 24 hours of a business day after the request and all other changes require advance notification and Council approval or be subject to enforcement by the Attorney General.
- That a post-construction electric and magnetic field monitoring plan (for the entire Middletown-Norwalk project) be submitted for review and approval as a segment of the D&M Plan process prior to the commencement of operations.

This approval applies only to the D&M Plan submitted on December 20, 2005, and February 15, 16, and 17, 2006. Enclosed for your information is the staff report dated February 22, 2006.

Any deviation from the D&M plans may result in the Council implementing enforcement proceedings pursuant to General Statutes § 16-50u including, without limitation, imposition of expenses resulting from such failure and of civil penalties in an amount not less than one thousand dollars per day for each day of construction or operation in material violation.

Please feel free to call S. Derek Phelps, Executive Director if you have any questions.

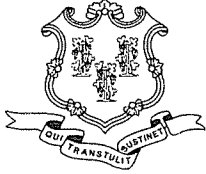
Sincerely,


Pamela B. Katz
Chairman

PBK/SDP/foc

Enclosure

c: Council Members
Parties and Intervenors



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Docket No. 272

Connecticut Light and Power Company

Development and Management Plan

Beseck Switching Station

Wallingford, Connecticut

February 22, 2006

On December 21, 2005, the Connecticut Light Power Company (CL&P) submitted to the Connecticut Siting Council (Council) for review and approval the Development and Management (D&M) Plan for the Beseck Switching Station, Wallingford, Connecticut.

The Beseck Switching Station will be a new 345-kV facility occupying 5.2-acres on a 52-acre parcel owned by CL&P north and east of the High Hill Road and Carpenter Lane intersection in the north east area of Wallingford.

This D&M Plan describes the construction of an approximately 460-foot by 510-foot fenced compound consisting of four line terminal structures, seven 345-kV circuit breakers, twenty 345-kV switches, buses, bus supports, an equipment enclosure for protective relay, control and communications equipment and an emergency generator. There was one residence 525 feet northwest of the station boundary which was purchased by CL&P.

The estimated total height of the A-frame termination structures is 113 feet, 103 feet for the structure plus a 10-foot lightning mast. These will be the tallest structures at the Switching Station. The height of the bus work will be approximately 25 feet for the low buses and 41 feet for the high buses, a typical design for a breaker-and-a-half switching station.

Access to the site would be via two gravel drives from Carpenter Lane, an approximate 325-foot by 15-foot wide drive with 8.5 percent slope entering the west side of the station and an approximate 500 foot by 15-foot drive with a 4.8 percent slope entering the east side of the station. An approximate 100-foot spur drive, 400 feet from Carpenter Lane, would be constructed to access the transmission line right-of-way east of the station. This drive will require a 24-inch diameter by 45-foot long culvert to facilitate run-off along rock-lined drainage swale around the northeast side of the station. Access from an existing driveway and transmission access road were considered but rejected due to topography and proximity to wetlands. Council staff recommends the existing driveway to a former residence now owned by CL&P be restored and integrated with the landscape plan and possibly abandon the existing transmission access after structure removal since the new drive to the station would integrate a new access to the transmission right-of-way.

The elevations at the proposed site range from 540 feet above mean sea level (amsl) at the northwest corner to 450 feet amsl at the southeast corner. The site compound would have a finished elevation of 472 feet amsl with a one percent slope from north to south. The depth of the cut would be as much as 50 feet high along the west and north sides of the site. CL&P has determined the rock is competent to be excavated in a "step-fashion" approximately (2) 15-foot high walls with two 15-foot steps and a 20-foot 2 to 1 slope with loam and seed. The south half of the site would be filled. Drainage is proposed to control

runoff; the east side ditch would direct runoff through a culvert into the transmission right-of-way and the west side would direct runoff south in a rock-lined swale to a catch basin which ties into a “drop structure outlet” located in the west detention basin and sheet flow from the station would be directed to an east detention basin controlling runoff and subsequently to the “drop-structure outlet”. The “drop outlet structure” restricts flow of runoff and allows for suspended solids to fall out in the detention basin. Runoff through the “drop structure outlet” would tie into the Town of Wallingford storm drain system on Carpenter Lane. Both detention basins are on the south side of the station. Two three-foot high retaining walls would support terraces on the south side of the station along Carpenter Lane. Slopes designed for soil and rock conform to 2002 Connecticut Guidelines for Erosion and Sediment Control including a transition zone at the top of the steep slope. CL&P would also install a six-foot fence along the west and north perimeter to prevent access to steep slopes. A seven-foot chain link fence with security wire will be installed around the compound. A ground grid will be installed below the finished grade. The site will be surfaced with trap rock. All other areas of disturbance would be loamed and seeded. Council staff recommends that excavated material be used for fill, as appropriate, retain a municipal permit to connect to the Town of Wallingford storm drain on Carpenter Lane, and soil stabilization measures are installed and maintained consistent with the 2002 Connecticut Guidelines for Erosion and Sediment Control.

Excavation of the site will include some blasting. All blasting will be performed by licensed blasting contractor(s), pursuant to the regulations of State and Local Fire Marshals. Blasting will be conducted in a manner that will maintain safe working conditions and avoid damage to adjacent areas and structures. The nearest residence is over 800 feet from the blasting site and the Town of Wallingford owns and operates a water storage structure located approximately 500 feet south across Carpenter Lane. The precautions that will be taken during blasting include: obtaining applicable state and/or local blasting permits; installing blasting mats as required; posting warning signals, signage and barricades; following procedures for safe storage, handling, loading, firing, and disposal of explosive materials; and conducting blasting between 7 am and 7 pm. Pre-blast inspections will be performed at the discretion of CL&P and vibration monitoring will be performed during the blasting procedure. Post-blast inspections will be performed, as necessary. All damage complaints alleged to be associated with construction activities will be investigated. Council staff recommends that CL&P perform a pre-blast survey at the Town of Wallingford water storage structure.

Landscaping is proposed from the southwest corner to the northeast corner. Areas five feet out from the compound fence would consist of loam and seed and vegetative plantings. While arborvitae is proposed to be planted and subject to deer browse, an equal amount of red cedar is proposed to be planted which is more tolerant to deer browse and would offer sufficient screening even if the arborvitae fails to establish itself. A Norway spruce is proposed on the southeast corner of the station site however Council staff suggests a native planting like a Colorado spruce could be planted.

CL&P’s construction contractor will establish a contractor’s yard for office trailers, staging of equipment, materials and supplies, and a parking area for construction workers, all within the station site. The average number of workers would be about 20 with a peak of 40. If additional staging areas are needed, Council staff recommends that the staging areas be identified and provided to the Council prior to use.

No archeological reconnaissance survey for this site has been provided and staff recommends that such surveys be submitted to the State Historic Preservation Office and Council prior to commencement of construction.

Work days will be Monday through Saturday between the hours of 7:00 a.m. and 7:00 p.m. Extensions of the workday and hours may occur on a temporary and case-by-case basis. Council staff recommends that the Council be notified of workday and/or work hour extensions verbally, as soon as possible, documented within 24 hours.

A Spill Prevention and Response Plan have not been completely developed. Such a plan would address actions used to prevent spills in addition to actions that shall be taken should any spills occur including emergency notification procedures. The on-site Environmental Inspectors are responsible for ensuring that contractors implement and maintain spill control measures. All oil and hazardous materials management will be in accordance with local, state and federal guidelines. Council staff recommends a Spill Prevention and Response Plan be submitted prior to commencement of construction and that copies of spill reports be supplied to the Environmental Inspector and Council.

Construction would be the primary source of noise but would be temporary. Circuit breakers and an emergency generator would be sources of intermittent noise once construction is complete. Typically, each circuit breaker in the Switching Station may operate (open and close) a couple of times per year. The emergency generator will only operate when station power is interrupted due to distribution line outages and for maintenance purposes (which will be approximately 30 minutes per month during daytime hours). The Certificate Holder contends noise levels of 50 dBA at nearest residence and will be in compliance with applicable state and local regulations. Council staff recommends the emergency generator be located on the side of the protective relay building away from residences.

Prior to commencement of construction CL&P requires all personnel (CL&P and Contractor) involved in construction activities attend project specific safety and environmental training session. These training sessions summarize the D&M Plan and other permit/certificate requirements governing the project. The training will emphasize the importance of workplace safety and environmental compliance including disciplinary action. Furthermore, an environmental inspector, the BSC Group, will be responsible for inspections and weekly reporting to verify that the construction is performed in accordance with environmental requirements.

No post-construction electric and magnetic field monitoring plan has been submitted; therefore, Council staff recommends an electric and magnetic field monitoring plan be submitted as a segment of the D&M Plan process prior to commencement of operations.

CL&P proposes to begin clearing and grading the Beseck Switching station second quarter of 2006 and mobilize a construction contractor first quarter of 2007 with completion by first quarter 2008. Council staff recommends CL&P provide two week advance notice prior to commencement of clearing and grading and mobilization of a contractor prior to construction

CL&P proposes the following procedures (established in the Docket 217 D&M Plan) to address deviations of the D&M Plan:

- For proposed deviations prior to the start of construction or well in advance of commencement of any specified activity, CL&P will submit a request in writing for review and approval by the Council;
- For proposed deviations during construction based upon field conditions, conduct a telephone conference with Council staff to present the proposed modification and receive verbal approval

from the Council's Chairman with written specification of the deviation to be submitted within 24 hours after the request; and

- Implementation of deviations to the D&M Plan that are approved by the Council will be documented within the monthly monitoring reports to be submitted by the independent environmental inspector.

Council staff recommends that proposed deviations be authorized by the Chairman with written specification of the deviation submitted within 24 hours of a business day after the request and all other changes require advance notification and Council approval or be subject to enforcement by the Attorney General.

To summarize, the Council staff recommends approval of the Beseck Switching Station D&M Plan, with the following conditions:

That CL&P provide two week advance notice prior to commencement of clearing and grading and mobilization of a contractor prior to construction.

That CL&P perform a pre-blast survey at the Town of Wallingford water storage structure.

That CL&P provide a weekly Environmental Inspector's report including spill reports.

That CL&P submit a Spill Prevention and Response Plan prior to commencement of construction.

That CL&P plant Colorado spruce in place of the Norway spruce.

That CL&P provide the location of the staging areas, if needed, prior to use.

That CL&P notify the Council of workday and/or work hour extensions verbally and documented within 24 hours.

That CL&P use excavated material for fill, as appropriate.

That CL&P retain a municipal permit to connect to the Town of Wallingford storm drain on Carpenter Lane and all applicable local, state, and federal permits.

That the existing driveway to a former residence now owned by CL&P be restored and integrated with the landscape plan (loamed and seeded) and possibly abandon the existing transmission access after structure removal since the new drive to the station would integrate a new access to the transmission right-of-way (removal of gate and placement of boulders).

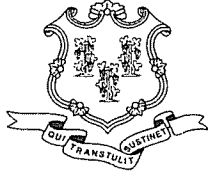
That erosion and sediment controls comply with the 2002 Connecticut Guidelines for Erosion and Sediment Control.

That the emergency generator be located on the side of the protective relay building away from residences.

That archeological reconnaissance surveys be submitted to the SHPO and Council prior to commencement of construction.

That proposed deviations are authorized by the Chairman with written specification of the deviation submitted within 24 hours of a business day after the request and all other changes require advance notification and Council approval or be subject to enforcement by the Attorney General.

That a post-construction electric and magnetic field monitoring plan (for the entire Middletown-Norwalk project) be submitted for review and approval as a segment of the D&M Plan process prior to the commencement of operations.



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NOTICE OF SERVICE

I hereby affirm that a photocopy of this document was sent to each Party and Intervenor on the service list dated January 19, 2006.

Dated: February 27, 2006

A handwritten signature in black ink, appearing to read "L. Fontaine", written over a horizontal line.

Lisa Fontaine
Custodian of Docket No. 272



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February 24, 2006

Anne Bartosewicz
Project Director
Northeast Utilities Service Company
P.O. Box 270
Hartford, CT 06141-0270

RE: **DOCKET NO. 272** - The Connecticut Light and Power Company and The United Illuminating Company Certificate of Environmental Compatibility and Public Need for the Construction of a New 345-kV Electric Transmission Line and Associated Facilities Between Scovill Rock Switching Station in Middletown and Norwalk Substation in Norwalk, Connecticut Including the Reconstruction of Portions of Existing 115-kV and 345-kV Electric Transmission Lines, the Construction of the Beseck Switching Station in Wallingford, East Devon Substation in Milford, and Singer Substation in Bridgeport, Modifications at Scovill Rock Switching Station and Norwalk Substation and the Reconfiguration of Certain Interconnections. **Development and Management Plan – Segment 4a Trench work for a 345-kV Cross Linked Polyethylene (XLPE) Transmission Cable in Bridgeport and Fairfield Connecticut**

Dear Ms. Bartosewicz:

At a public meeting held on February 22, 2006, the Connecticut Siting Council (Council) considered and conditionally approved the Development and Management (D&M) Plan for the Segment 4a Trench work for a 345-kV Cross Linked Polyethylene (XLPE) Transmission Cable in the City of Bridgeport and Town of Fairfield, Connecticut with the following conditions:

- That CL&P file a copy of the final co-location agreement with DOT.
- That CL&P provide two weeks advance notice prior to commencement of construction
- That CL&P provide a weekly Environmental Inspector's report.
- That CL&P provide a quarterly construction reports noting milestones of construction activity.
- That the location of the contractor's yard and staging areas be identified and provided to the Council prior to use.
- That CL&P notify the Council of workday and/or work hour extensions verbally and documented within 24 hours.
- That CL&P notify landowners directly along the rights-of way not less than 48 hours prior to the initiation of construction.

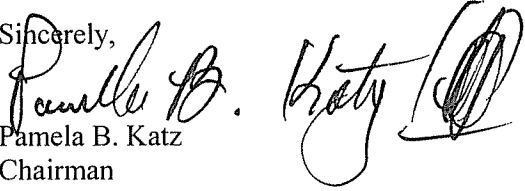
- That archeological reconnaissance surveys be submitted prior to commencement of construction.
- That proposed deviations are authorized by the Chairman with written specification of the deviation submitted within 24 hours after the request and all other changes require advance notification and Council approval or be subject to enforcement by the Attorney General.
- That CL&P and the Town of Fairfield enter into a memorandum of understanding and provide this to the Council on the specifics of vegetation replacement.

This approval applies only to the D&M Plan submitted on December 20, 2005, and February 15, 16, and 17, 2006. Enclosed for your information is the staff report dated February 22, 2006.

Any deviation from the D&M plans may result in the Council implementing enforcement proceedings pursuant to General Statutes § 16-50u including, without limitation, imposition of expenses resulting from such failure and of civil penalties in an amount not less than one thousand dollars per day for each day of construction or operation in material violation.

Please feel free to call S. Derek Phelps, Executive Director if you have any questions.

Sincerely,


Pamela B. Katz
Chairman

PBK/SDP/foc

Enclosure

c: Council Members
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Docket No. 272

Connecticut Light & Power Company

Development and Management Plan

Segment 4a – Trench work for a 345-kV Cross Linked Polyethylene (XLPE) Transmission Cable

Bridgeport and Fairfield Connecticut

Staff Report – February 21, 2006

On December 20, 2005, Connecticut Light Power Company (CL&P) submitted a Development and Management (D&M) Plan for Segment 4a – Trench work for a 345-kV Cross Linked Polyethylene (XLPE) Transmission Cable between Singer Substation in Bridgeport to the Fairfield/Westport town line.

CL&P consulted with the City of Bridgeport on May 19, October 4, and December 1, 2005, the Town of Fairfield June 9, and September 13, 2005, and the State Department of Transportation (DOT) on September 7, 2005.

The D&M Plan and alignment maps (at a scale of 1" = 30') outline the installation of approximately seven miles of a new underground 345-kV XLPE transmission cable. The new transmission cable will be placed within public road rights-of-way as follows:

Bridgeport

Main Street
University Avenue
Broad Street
Railroad Avenue
Fairfield Avenue (a.k.a. State Route 130)

Fairfield

Post Road (Boston Post Road)
State Route 130
U.S. Route 1 (Post Road)
Pequot Avenue
Old Post Road

The D&M Plan describes the construction activities as 1) duct bank installation; 2) splice vault installation; 3) cable pulling; 4) cable splicing; and 5) restoration. The drawings depict the engineering design for installation of the duct bank, location of existing underground utilities, right-of-way boundary, adjacent property owners, public lands, and yet-to-be-acquired ROW easements for vaults, vault locations and access points other than DOT roadways.

Project administration is overseen by CL&P. CL&P will use temporary construction offices in vicinity of the project. Similarly, CL&P's construction contractor will establish a contractor's yard for office trailers, staging of equipment, materials and supplies, and a parking area for construction workers proximal to the project. General construction will involve the use of public road rights-of-way approximately 15 to 20 feet in width of workspace for duct bank installation and be in compliance with DOT recommendations. CL&P will location of facilities in the paved area where possible and will use steel plates over open trenches or restore any disturbed pavement surfaces, thus minimizing disruption to traffic. No contractor's yard or other staging areas have been identified in the D&M Plan. Council staff recommends that the contractor's yard and staging areas be identified and provided to the Council prior to use.

The facilities will consist of a duct bank including a double circuit 3000 kcmil copper XLPE transmission cables, associated communications fiber and grounding cables. A typical horizontal concrete-encased duct bank would be 2.5 feet by 4 feet constructed within a four-foot wide by five-foot deep trench and encased in concrete and within thermal fill. The maximum depth of cables would be 17 feet and the average would be 64 inches below grade but would maintain a minimum depth of 2.5 feet of cover. Other alternative ducts banks include a vertical and reduced height in areas where conflicts are encountered. In some locations concrete would cover the duct bank for protection from vehicle weight, vibrations forces, and dig-ins.

Splice vaults (23 in segment 4a) serve as the location where successive lengths of cable are connected. Pre-cast concrete splice vaults with outside dimensions of 32 feet in length, 10 feet in width and 10 feet in height with an approximate 1 foot wall thickness will be installed at approximate intervals of 1650 feet along the underground route and be located outside paved roadways wherever possible. The distance between vaults is determined by the cable length that can be reasonably shipped and transported over roadways. CL&P determined 1,800 feet of cable would be the optimum distance minimizing splices and condemnation of property. Each vault corresponds to a single circuit three phases each; therefore, each splice location will have two vaults. Vault excavations require up to 15-foot by 30 foot area around the excavation for workspace. The vault would be installed to a minimal depth of 15 feet, providing a minimum cover of 2.5 feet, with over excavations of 2 feet on each side for workspace. Each vault will have two 36-inch entry manholes. DOT has requested that all splice vaults be located outside the public roadway right-of-way (ROW). CL&P has made extensive efforts to locate vaults so as to minimize impacts to traffic; however five pairs of vaults would be inside DOT right-of-way with three pairs inside the roadway and two outside the roadway. Two pairs of vaults would be within municipal road ROW and one pair straddling private property and municipal ROW.

Trenching is anticipated to proceed at a rate of 50 to 200 linear feet per day. No blasting is required for construction and installation of the duct. Steel plating of the open trench will be utilized as allowed by DOT to facilitate the construction process and open up travel lanes between restricted construction periods.

CL&P has developed and provided material handling guideline for liquid, solid and/or contaminated substances. This plan includes but not limited to stockpile and disposal of soil, discharge of groundwater, dust control, storm water pollution prevention measures, construction impact mitigation, and liability and cost.

CL&P has drafted a maintenance and protection of traffic plan (MPT). DOT has reviewed and commented on such plan. Prior to construction the DOT and local municipality would review and approve those sections it owns and controls of the MPT.

The D&M Plan specifically outlines the methods of construction and guidelines for clearing, temporary work areas, trenching/excavation, soil erosion and sedimentation control, dewatering, spoil placement, and restoration of trench and disturbed areas to pre-construction conditions. Council staff recommends that CL&P comply with the 2002 Connecticut Guidelines for Erosion and Sediment Control.

Town of Fairfield is concerned about the removal of large oak trees and requests a change in vault location at station 552 or replacement trees be provided to the Town to be planted elsewhere. Moving the vault is not possible because of limit in cable length or it would need to be in the DOT right-of-way if no other feasible options exist. Council staff recommends CL&P

and the Town of Fairfield enters into a memorandum of understanding and provides this to the Council on the specifics of vegetation replacement.

Special procedures have been developed for electric utility crossings, other subsurface utility crossings (i.e., water, sewer, telephone, natural gas, and cable) to include *Call Before You Dig*, noise sensitive receptors, fugitive particulate emissions, dust and mud control, protection of cultural and historic resources, visual impact and residential mitigation plan, and worksite safety plan. While archeological reconnaissance Phase II surveys are being conducted none have been provided and staff recommends that such surveys be submitted prior to commencement of construction.

Work days will be Monday through Saturday between the hours of 6:00 p.m. and 6:00 a.m. for work within the DOT rights-of-way (Nighttime) and on municipal and private-owned land the work days would be during daylight hours which fluctuate by season but generally 7:00 a.m. to 7:00 p.m. and consistent with municipal ordinances. Sunday work days may occur on a temporary and case-by-case basis. The splicing process will be conducted on a 24-hour basis over a period up to two weeks in each splice vault. While construction would temporarily disrupt traffic, DOT is concerned about splicing operations which may cause lane closures and that traffic signal loop detectors would be out of service for an extended period of time. CL&P proposes to place splice vaults off travel lanes and position manholes as far off the travel lanes to minimize traffic disruption. CL&P and DOT would address such matters within an Encroachment Permit. Council staff recommends that the Council be notified of workday and/or work hour extensions verbally, as soon as possible, and documented within 24 hours.

A Spill Prevention and Response Plan are being developed to address actions used to prevent spills in addition to actions that shall be taken should any spills occur including emergency notification procedures. The on-site Environmental Inspectors are responsible for ensuring that contractors implement and maintain spill control measures. All oil and hazardous materials management will be in accordance with local, state and federal guidelines. Council staff recommends CL&P provide a copy of the Spill Prevention, Control, and Countermeasure Plan.

CL&P will notify landowners directly along the rights-of way or within 50 feet of the center line not less than 48 hours prior to the initiation of construction and/or blasting. A web site and toll-free number, checked during working hours and voicemail other hours, will be available specific to the project. All calls will be documented which will initiate a protocol of response. Council staff recommends that landowners directly along the rights-of way or within 50 feet of the center line be notified not less than 48 hours prior to the initiation of construction and/or blasting.

On January 20, 2006 the DOT provided comprehensive comments on the Segment 4a D&M Plan. DOT had specific comments on hours of construction, drainage structures, railroad infrastructure, bridge crossings and maintenance and protection of traffic. CL&P responded in kind on February 21, 2006. Many, if not all DOT concerns would be addressed in the Encroachment Agreement. In addition CL&P would apply for Encroachment Permit(s) which would not become effective until CL&P or its agents have secured all necessary local and State licenses and permits. Council staff recommends that CL&P file a copy of the final co-location agreement and that any significant change to the D&M Plan, caused by the encroachment agreement, shall be provided to the Council for review and approval.

The construction and installation of Segment 4a, from survey to energizing, will take approximately 48 months. Construction activities are expected to take place during DOT and municipal approved hours. The following items summarize the projected schedule:

- Survey - May 2, 2005 thru October 19, 2005
- Engineering - July 1, 2005 thru October 23, 2006
- Procurement - January 17, 2005 thru March 29, 2007
- Fabrication/delivery of large equipment - April 25, 2006 thru March 26, 2009
- Civil work - April 25, 2006 thru October 20, 2006
- Landscaping - March 12, 2007 thru December 21, 2007
- Cable installation - March 17, 2008 thru October 3, 2008
- Testing - March 27, 2009 thru May 21, 2009.

CL&P provided a copy of the Project Safety and Health Program. Prior to commencement of construction CL&P requires that all personnel (CL&P and Contractor) involved in construction activities attend a project-specific safety and environmental training session. These training sessions summarize the D&M Plan and other permit/certificate requirements governing the project. The training will emphasize the importance of workplace safety and environmental compliance including disciplinary action. Furthermore, an environmental inspector, the BSC Group previously recognized by the Council will be responsible for inspections and weekly reporting to verify that the construction is performed in accordance with environmental requirements.

CL&P proposes the following procedures to address deviations of the D&M Plan:

- For proposed deviations prior to the start of construction or well in advance of commencement of specified activity, CL&P will submit a request in writing for review and approval by the Council;
- For proposed deviations during construction based upon field conditions, CL&P will conduct a telephone conference with Council staff to present the proposed modification and receive verbal approval from the Council Chairman with written specification of the deviation to be submitted within 24 hours business day after the request; and
- Implementation of deviations to the D&M Plan that are approved by the Council will be documented within the monthly monitoring reports to be submitted by the independent environmental inspector.

Council staff recommends that proposed deviations be authorized by the Chairman with written specification of the deviation submitted within 24 hours of a business day after the request and all other changes require advance notification and Council approval or be subject to enforcement by the Attorney General.

CL&P proposed to provide monthly construction reports however the Environmental Inspector for the Council would provide weekly reports. Council staff recommends that CL&P provide quarterly construction reports noting milestones of construction activity.

To summarize, the Council staff recommends approval of the Segment 4a D&M Plan as follows:

That CL&P file a copy of the final co-location agreement with DOT.

That CL&P provide two weeks advance notice prior to commencement of construction

That CL&P provide a weekly Environmental Inspector's report.

That CL&P provide a quarterly construction reports noting milestones of construction activity.

That the location of the contractor's yard and staging areas be identified and provided to the Council prior to use.

That CL&P notify the Council of workday and/or work hour extensions verbally and documented within 24 hours.

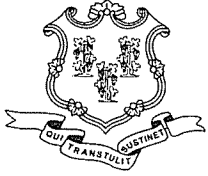
That CL&P notify landowners directly along the rights-of way not less than 48 hours prior to the initiation of construction.

That erosion and sediment controls comply with the 2002 Connecticut Guidelines for Erosion and Sediment Control.

That archeological reconnaissance surveys be submitted prior to commencement of construction.

That proposed deviations are authorized by the Chairman with written specification of the deviation submitted within 24 hours after the request and all other changes require advance notification and Council approval or be subject to enforcement by the Attorney General.

That CL&P and the Town of Fairfield enter into a memorandum of understanding and provide this to the Council on the specifics of vegetation replacement.



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

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NOTICE OF SERVICE

I hereby affirm that a photocopy of this document was sent to each Party and Intervenor on the service list dated January 19, 2006.

Dated: February 27, 2006

Lisa Fontaine
Custodian of Docket No. 272