



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

Ten Franklin Square, New Britain, CT 06051

Phone: (860) 827-2935 Fax: (860) 827-2950

E-Mail: siting.council@ct.gov

www.ct.gov/csc

CERTIFIED MAIL RETURN RECEIPT REQUESTED

September 6, 2016

Kathleen M. Shanley
Manager Transmission Siting
Eversource Energy
P.O. Box 270
Hartford, CT 06141-0270

RE: **PETITION NO. 1246** - Eversource Energy petition for a declaratory ruling that no Certificate of Environmental Compatibility and Public Need is required for the proposed removal of one existing 69-kV dead-end wood electric transmission line structure, replacement of two existing 69-kilovolt (kV) wood H-frame tap angle electric transmission line structures (Line 100 and Line 400) with two 3-pole weathering steel angle electric transmission line structures, relocation of the conductors from the existing electric transmission line structures to the proposed electric transmission line structures located at Gales Ferry Substation, 301 Whalehead Road, Ledyard, Connecticut and related transmission line and substation improvements

Dear Ms. Shanley:

At a public meeting held on September 1, 2016, the Connecticut Siting Council (Council) considered and ruled that the above-referenced proposal would not have a substantial adverse environmental effect, and pursuant to Connecticut General Statutes § 16-50k, would not require a Certificate of Environmental Compatibility and Public Need, with the following conditions:

1. Use of off-road construction equipment that meets the latest EPA or California Air Resources Board standards, or in the alternative, equipment with the best available controls on diesel emissions, including, but not limited to, retrofitting with diesel oxidation catalysts, particulate filters and use of ultra-low sulfur fuel;
2. Compliance with the provisions of Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies that limit the idling of mobile sources to 3 minutes;
3. Approval of any minor project changes be delegated to Council staff;
4. Unless otherwise approved by the Council, if the facility authorized herein is not fully constructed within three years from the date of the mailing of the Council's decision, this decision shall be void, and the facility owner/operator shall dismantle the facility and remove all associated equipment or reapply for any continued or new use to the Council before any such use is made. The time between the filing and resolution of any appeals of the Council's decision shall not be counted in calculating this deadline. Authority to monitor and modify this schedule, as necessary, is delegated to the Executive Director. The facility owner/operator shall provide written notice to the Executive Director of any schedule changes as soon as is practicable;
5. Any request for extension of the time period to fully construct the facility shall be filed with the Council not later than 60 days prior to the expiration date of this decision and shall be served on all parties and intervenors, if applicable, and the Town of Ledyard;



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6. Within 45 days after completion of construction, the Council shall be notified in writing that construction has been completed;
7. The facility owner/operator shall remit timely payments associated with annual assessments and invoices submitted by the Council for expenses attributable to the facility under Conn. Gen. Stat. §16-50v;
8. This Declaratory Ruling may be transferred, provided the facility owner/operator/transferor is current with payments to the Council for annual assessments and invoices under Conn. Gen. Stat. §16-50v and the transferee provides written confirmation that the transferee agrees to comply with the terms, limitations and conditions contained in the Declaratory Ruling, including timely payments to the Council for annual assessments and invoices under Conn. Gen. Stat. §16-50v; and
9. If the facility owner/operator is a wholly owned subsidiary of a corporation or other entity and is sold/transferred to another corporation or other entity, the Council shall be notified of such sale and/or transfer and of any change in contact information for the individual or representative responsible for management and operations of the facility within 30 days of the sale and/or transfer.

This decision is under the exclusive jurisdiction of the Council and is not applicable to any other modification or construction. All work is to be implemented as specified in the petition dated July 18, 2016.

Enclosed for your information is a copy of the staff report on this project.

Very truly yours,

A handwritten signature in blue ink that reads "Robert Stein". To the right of the signature, there is a small, stylized handwritten mark that appears to be "MAB".

Robert Stein

Chairman

RS/MP/lm

Enclosure: Staff Report dated September 1, 2016

c: The Honorable Michael Finkelstein, Mayor, Town of Ledyard
Charles Karno, Planning Director, Town of Ledyard
Helen M. Taylor, Project Siting Specialist, Eversource



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Petition No. 1246

The Connecticut Light and Power Company d/b/a Eversource Energy Ledyard, Connecticut

Staff Report

September 1, 2016

Introduction

On July 18, 2016, the Connecticut Siting Council (Council) received a petition (Petition) from The Connecticut Light and Power Company d/b/a Eversource Energy (Eversource) for a declaratory ruling that no Certificate of Environmental Compatibility and Public Need is required for the proposed modifications to two existing 69 kilovolt (kV) transmission lines adjacent to Gales Ferry Substation in Ledyard.

Council member Robert Hannon and Council staff member Michael Perrone conducted a field review of the proposed project on August 9, 2016. Helen Taylor, Project Siting Specialist, Eversource; Rina Landry, Project Manager, Eversource; Mark Pappalardo, Environmental, Eversource; and Jerry Malz, Transmission Line Engineer, Eversource attended the field review.

Notice of the Petition was provided to abutting property owners on or about July 14, 2016. Notice of the Petition was provided to the Town of Ledyard on or about July 15, 2016. To date, the Council has not received any comments regarding the Petition filing.

Proposed Project

The purpose of the proposed project is to improve reliability and the safety of workers during inspections and maintenance of the two 115-kV transmission lines (#1280 and #1410) and two 69-kV transmission lines (#100 and #400) that connect into Gales Ferry Substation. The project consists of modifications to the line structures that carry the #100 and #400 lines into Gales Ferry Substation, changing them from underbuilt “flying” taps to direct entry dead-end structures. This is not an ISO New England, Inc. (ISO-NE) Regional System Plan (RSP) project. As such, it does not appear on the June 2016 ISO-NE RSP Project List (2016 RSP Project List).

Specifically, the project consists of the following components as noted below:

- a) Removal of one existing 50-foot 69-kV dead-end wood structure (structure 7020) on the #100 and #400 lines;
- b) Replacement of both the 20-foot #100 line wood H-frame tap angle structure 7020 1/2 and the 50-foot #400 line wood H-frame tap angle structure 7020 1/2A, each with new 60-foot three-pole weathering steel angle structures on new foundations to loop the #100 line and #400 line into Gales Ferry Substation. The replacement structure for existing structure 7020 1/2 is identified as 7020-1. The replacement structure for existing structure 7020 1/2A is identified as 7020-2. All new structures would remain within the existing utility right-of-way; and

- c) Relocation of the existing 556-kcmil aluminum conductor steel reinforced (ACSR) conductors on the existing tap structures to the new proposed structures.

The proposed project would be located immediately to the north of the existing Gales Ferry Substation. To the north is the Eversource transmission right-of-way including wetlands. To the west is Whalehead Road, Route 12 and additional right-of-way and undeveloped land west of Route 12. Directly to the south of Gales Ferry Substation is residential. To the east is Eversource right-of-way and adjacent undeveloped land. All work would be on Eversource-owned property.

Construction Methods

The project would be constructed, operated, and maintained in accordance with established industry practices and in accordance with Eversource's December 2011 Best Management Practices Manual for Connecticut (Eversource BMPs). Preparation of the work would also include the installation of erosion and sediment controls and work pad installation.

The existing wood structures to be removed and/or replaced would be cut at the base and the pole butts would remain in place in order to minimize ground disturbance. After removal, the existing structures, associated equipment and any construction debris or excess materials would be disposed of in accordance with Eversource BMPs. The work pad would be removed after the project is complete.

Environmental Effects and Mitigation Measures

Eversource's review of the Connecticut Department of Energy and Environmental Protection's (DEEP) Natural Diversity Database (NDDB) has not identified any State-listed endangered, threatened, or special concern species or critical habitat located within the Project area.

The proposed project is located outside of both the 100-year and 500-year flood zones.

The site is not located within an aquifer protection area per the DEEP-designated Aquifer Protection Areas map of Ledyard dated May 12, 2016.

One wetland was identified in the project area. Eversource would utilize timber construction mats to facilitate a safe temporary working platform for removal of structures 7020, 7020-1/2, and 7020 1/2A and the installation of structure 7020-2. This would result in approximately 10,401 square feet of temporary wetland impacts. Approximately 59 square feet of permanent wetland impacts would be associated with the installation of structure 7020-2. Work within this wetland resource area would be conducted in accordance with Eversource BMPs and applicable regulatory authorizations or permit terms and conditions. No vernal pools were identified in the vicinity of the project.

The project would utilize the existing access from Whalehead Road. No new access would have to be constructed to complete the project.

There would be no changes to magnetic field levels at the nearest residence to the project.

There would be no changes to the existing sound levels as a result of the proposed project. Any noise related to construction would be temporary in nature and exempt from DEEP noise regulations.

While the new structures would be taller than the existing structures, the incremental visual impacts associated with this project area are not expected to be significant because these structures would still be shorter than the tallest existing structure (to remain): an 82-foot 115-kV structure #8353 located immediately northeast of Gales Ferry Substation. For aesthetics, the proposed weathering steel finish of the proposed replacement structures would weather to a red/brown rust color that would be reasonably close to the wood color of the structures to be removed/replaced.

No clearing would be required to accommodate this project, except for some select vegetation removal near the base of the structures as necessary.

Construction Schedule

Construction hours would typically occur Monday through Saturday from 7:00 a.m. to 7:00 p.m. However, non-standard work hours, including, but not limited to, Sunday hours might be necessary due to outage-related time constraints. Construction is expected to begin during October 2016 and be completed by year-end 2016.

Staff Recommendations

Staff recommends the following:

1. Use of off-road construction equipment that meets the latest EPA or California Air Resources Board standards, or in the alternative, equipment with the best available controls on diesel emissions, including, but not limited to, retrofitting with diesel oxidation catalysts, particulate filters and use of ultra-low sulfur fuel;
2. Compliance with the provisions of Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies that limit the idling of mobile sources to 3 minutes; and
3. Approval of any minor project changes be delegated to Council staff.



Existing wood H-frame structure 7020 1/2 with underbuilt “flying” tap design