



**Connecticut
Light & Power**

The Northeast Utilities System

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April 8, 2014

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

RE: Docket No. 424: Interstate Reliability Project
Development & Management Plan Change Notice Request:
Proposed Change to Eliminate a Pulling Pad Site, Configure a New In-ROW Access Road, and Use an Existing (Alternate) In-ROW Access Road - Town of Mansfield (LL #s 30086 and 30090: Between Structures 39 and 42, D&M Plan Volume 3, Mapsheet 8)

Dear Chairman Stein:

Pursuant to Section 16-50j-62(a)(1) of the Regulations of Connecticut State Agencies (RCSA) and Section 7.2 of the *Development and Management (D&M) Plan for the Construction of the Interstate Reliability Project (Project, Interstate) New 345-kV Transmission Lines and Related Minor Modifications to Adjacent Lines*, The Connecticut Light and Power Company (CL&P) submits the above-referenced proposed D&M Plan change to the Connecticut Siting Council (Council) for review and approval.

The purpose of this proposed change is to modify construction work sites and access roads between Structures 39 and 42 (Town of Mansfield), as depicted on Mapsheet 8 of the D&M Plan Volume 3 (updated February 2014). CL&P proposes to:

- Eliminate a proposed pulling pad site between Structures 39 and 40 and instead install a permanent in-right-of-way (ROW) access road adjacent to the former proposed pulling pad, per the landowner's request;
- Install the alternate in-ROW access road as permanent that is shown on the D&M Plan Volume 3 maps, as previously approved by the Council; and
- Realign the in-ROW access road between Structures 41 and 42 for better construction movement.

Exhibit 1, attached, illustrates the current locations of the pulling pad and access roads, as depicted on Mapsheet 8 of the D&M Plan, Volume 3 (updated February 2014), compared to the proposed modifications. The in-ROW access road between Structures 39 and 42 will be permanent.

This D&M Plan Change is proposed because CL&P's Contractor, PAR Electrical Contractors, Inc., determined that the potential wire pulling pad between Structures 39 and 40 will not be required (refer to Exhibit 1). Instead, wire will be pulled from the proposed pulling pad located south of Structure 42.

With the elimination of the pulling pad that would have extended between and connected the work pads for Structures 39 and 40, an in-ROW access road between these two structures had to be defined. This proposed new in-ROW access road between Structures 39 and 40, which is depicted on Exhibit 1, will be aligned along the southeastern edge of the ROW, as requested by the owner of the Highland Ridge Golf Range. The alignment of the road is designed to minimize conflicts with the golf driving range.

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In addition, a new permanent access road between Structures 40 and 41 will not be built. Instead, CL&P proposes to use an existing in-ROW access road (originally identified as an Alternate Access Road). A small portion of this access road will be shifted slightly to allow better interconnection to the southeast corner of the work pad for Structure 41 (refer to Exhibit 1).

Lastly, in conjunction with the above-referenced modifications, CL&P proposes to realign the in-ROW access road between Structure 41 and Structure 42 to allow for better flow of construction traffic along this ROW segment and to facilitate construction activities.

The proposed modifications, which are endorsed by the affected landowners, will minimize environmental impacts by eliminating the proposed pulling wire pad and the creation of a new permanent access road within the ROW, which would have entailed a new crossing of Stream S20-6. The proposed modifications are located entirely within CL&P's existing ROW and will cross streams S20-6 and S20-7 at locations where there are existing culverts along CL&P's existing access road and where access roads were already planned and approved for Project construction.

All temporary impacts were anticipated and are authorized pursuant to the Project's approvals from the U.S. Army Corps of Engineers and the Connecticut Department of Energy and Environmental Protection. Appropriate erosion and sedimentation controls will be installed and maintained to protect these and other water resources in the vicinity. The remainder of the proposed modifications will be located in upland areas and will not result in adverse effects to known cultural resources or habitat for state-listed species.

CL&P is providing notice of the proposed D&M Plan change to the two affected property owners and chief elected officials of the Town of Mansfield.

Enclosed please find an original and 15 copies of this submission.

Should you or other Council members have any questions regarding this submission, please do not hesitate to contact me via e-mail at john.morissette@nu.com or telephone at (860) 728-4532.

Sincerely,

A handwritten signature in black ink, appearing to read "John Morissette", written in a cursive style.

John R. Morissette
Project Manager – Transmission Siting

Enclosures

Cc: Service List
Highland Ridge Golf Range, LLC
Ale-Bri LLC
The Honorable Elizabeth Paterson, Mayor, Town of Mansfield
Mr. Matthew Hart, Manager, Town of Mansfield