

Daniel F. Caruso  
Chairman

# STATE OF CONNECTICUT

## CONNECTICUT SITING COUNCIL

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### **CERTIFIED MAIL RETURN RECEIPT REQUESTED**

May 2, 2007

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 for Segment 4C – Norwalk.

Dear Ms. Bartosewicz:

At a public meeting held on May 1, 2007, the Connecticut Siting Council (Council) considered and approved the Development and Management (D&M) Plan from Father Conlon Place in Norwalk to the Norwalk Substation, referred to as Segment 4C with the following conditions:

- That CL&P provide two weeks advance notice to the Council and municipalities prior to commencement of construction.
- That CL&P provide a weekly Environmental Inspector's report.
- That CL&P provide a monthly progress reports.
- That CL&P conduct splicing activities on a 24 hour basis, as needed.
- That CL&P notify the Council of workday and/or work hour extensions verbally, as soon as possible, and documented within 24 hours.
- That CL&P notify residents and businesses abutting the rights-of way in vicinity of construction segments (i.e. vault to vault) 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.

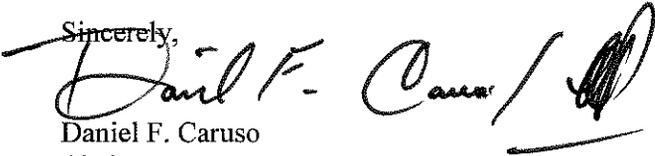
- That CL&P submit proposed deviations for consideration by the Chairman with written specification of the deviation submitted within 24 hours after the request and all other changes require advance notification and Council approval or are subject to enforcement by the Attorney General.
- That CL&P consult with business owners and the City of Norwalk to determine hours of construction within the commercial district.

This approval applies only to the D&M Plan submitted on April 16, 2007. Enclosed for your information is the staff report dated May 1, 2007.

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.

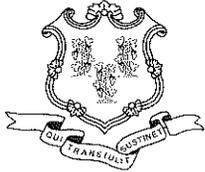
Sincerely,

  
Daniel F. Caruso  
Chairman

DFC/CML/laf

Enclosure

c: Council Members  
Parties and Intervenors



Daniel F. Caruso  
Chairman

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Docket No. 272  
Connecticut Light and Power Company  
Development and Management Plan  
Segment 4C - Norwalk  
Staff Report – May 1, 2007

### Introduction

On April 16, 2007, Connecticut Light and Power Company (CL&P) submitted a Development and Management (D&M) Plan for the portion of the Middletown-Norwalk Project from Father Conlon Place in Norwalk to the Norwalk Substation, referred to as Segment 4C. The D&M Plan is submitted in accordance with the Connecticut Siting Council (Council) Decision and Order for Docket No. 272 or April 7, 2005 and the Council's approval of a route variation in Norwalk on February 9, 2007.

CL&P consulted with the City of Norwalk and the Connecticut Department of Transportation (CDOT). The city was concerned with minimizing the length of time the community would be impacted by construction activities. Also, the city indicated that local businesses in the project area may have concerns about the project and suggested holding a public information meeting. CL&P held a public information meeting on November 15, 2006. Meetings were held with the CDOT regarding placement of vaults along Segment 4C.

CL&P would use temporary steel plates on the roads during installation of splice faults. Maintenance and Protection of Traffic (MPT) Plans will be issued to municipalities and CDOT.

### Transmission Line Route

The D&M Plan and alignment maps (at a scale of 1" = 30' horizontal) outline the installation of approximately 1.2 miles of a new underground 345-kV XLPE transmission cable. The new transmission cable will be placed within public road rights-of-way in Norwalk on:

- New Canaan Avenue (Route 123);
- Route 7;
- Grand Street;
- Tindale Avenue;
- Main Street; and
- North Avenue (Route 1)

## **Construction**

CL&P would install two underground 345-kV cross-linked polyethelene (XLPE) transmission cable circuits and corresponding splice vaults for a distance of approximately 1.2 miles through the City of Norwalk.

The typical duct-bank includes six 3000-kcmil copper XLPE transmission cables and associated communications fiber and grounding wires. Duct-bank installation includes pavement cutting; excavation of a four foot wide trench to a depth of five feet; the placement Polyvinyl Chloride ducts will be placed in the trench and supported by duct spacers; the ducts will be encased with concrete and the trench will be backfilled with fluidized thermal backfill; and a hot patch would be used to temporarily restore the pavement.

Splice vaults are used where successive lengths of cable are connected at intervals of 1,650 feet. Each vault will contain three cable splices, one for each phase of the circuits. Each splice vault location will have two splice vaults. Excavation for splice vaults will be to a minimum depth of 15 feet. Installation of a splice vault will take approximately 7 to 14 days (using 12 hour shifts); however, if 24 hour shifts are used installation would take four to seven days.

Five pairs (10 vaults total) of splice vaults will be installed along Segment 4C. Two pairs will be within the CDOT right of way but outside the roadway; one pair will be installed on CL&P property; and two pairs will be installed on private property. The typical temporary and permanent easement required for splice vault installations is approximately 10,000 square feet of permanent easement and approximately 6,500 feet of temporary easement.

XLPE cable will be pulled into the ducts between splice vaults using reel carts and pulling machines. Pulling of the cables will take six days per set of splice vaults.

Cable splicing will occur within the splice vaults, which have controlled temperature and humidity by using trailers parked on top of the vault. Cable splicing will take 24 days per set of splice vaults based on 12 hour shifts.

Permanent pavement restoration within roadways will be in accordance with the standards outlined by the CDOT and the City of Norwalk. Restoration of vault locations outside of the public roadways will be specific to each location. All roadways, curbs and adjacent properties or structures impacted by construction of the cable system will be restored to pre-existing conditions.

The proposed material staging areas for Segment 4C are located in adjacent segments of the route and were previously submitted to the Council. Staging areas were chosen in consultation with the City of Norwalk.

All construction debris and excess soil will be removed and disposed of in accordance with local, state and federal regulations. CL&P has developed a soil and groundwater handling plan for the underground portion of the project and previously provided it to the Council.

Council staff recommends that CL&P comply with the 2002 Connecticut Guidelines for Erosion and Sediment Control.

### **Maintenance and Protection of Traffic Plan**

CL&P has provided a Traffic Inventory Report, which is a precursor to the Traffic Management and Protection Plan. This report was prepared for Segment 4C and recommends a strategy for maintenance and protection of traffic. The strategy includes locations where typical CDOT Maintenance Traffic Control Plans will be utilized; locations where more specific maintenance and protection of traffic plans will be developed; and the recommended hours of operation. This MPT plan is submitted to the City of Norwalk and CDOT.

### **Environmental and Cultural**

There are no federal or state protected species along Segment 4C.

CL&P is performing a Phase II Field Reconnaissance for impacts to cultural and archeological resources. CL&P will coordinate review of the survey with the Connecticut Department of Culture and Tourism and the State Historic Preservation Office. Council staff recommends archeological reconnaissance surveys be submitted prior to commencement of construction.

### **Magnetic Fields**

With regard to magnetic fields, item 12 of the Council's Decision and Order states that, "[w]here the underground portions of the line are in the vicinity of facilities listed in Conn. Gen. Stat. § 16-50p(i), the Certificate Holders are directed to utilize measures necessary to ensure that public health and safety is protected no less than in the vicinity of statutory facilities adjacent to the approved overhead portions of the line." The chosen option to minimize magnetic fields along the underground route is placement of the cable system, where feasible, along the opposite side of the road at the location of facilities listed in Conn. Gen. Stat. § 16-50p(i). The DOT requirement that splice vaults be located off DOT right-of-way has restricted CL&P's available options in several instances. There are no statutory facilities adjacent to the Segment 4C route.

CL&P and United Illuminating Company (UI) filed an EMF Monitoring Plan for the entire project on February 16, 2007.

### **Construction Schedule**

Construction activities are expected to take place during DOT and municipally approved hours using a 60-hour work week consisting of six 10-hour days per week with additional time, if necessary. Council staff recommends that splicing activities be conducted on a 24 hour basis as needed, that nighttime construction be considered in consultation with the municipality to facilitate construction through residential areas, and that CL&P notify the Council of workday and/or work hour extensions verbally, as soon as possible, and documented within 24 hours.

CL&P expects construction and installation, from survey to energizing, will take approximately 27 months. The following items summarize the projected schedule:

- Survey: October, 2006 – March, 2007
- Engineering: November, 2006 – April, 2007
- Procurement: November, 2006 – September, 2008
- Fabrication/delivery of large equipment: November, 2006 – September, 2008
- Civil work: July, 2007 – September, 2008
- Landscaping: August, 2007 – November, 2008
- Cable installation: January, 2008 – September, 2008
- Testing: September, 2008 – December, 2008.

### **D&M Plan Changes**

CL&P proposes the following procedures to address deviations in 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 a 24 hour business day after the request; and
- Implementation of deviations in 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 requested deviations be authorized by the Chairman, and that the Certificate Holder submit written specifications within one 24-hour business day after the request. All deviations pursued without advance notification and approval shall be subject to a penalty, enforceable by the Attorney General.

### **Notifications and Reporting**

CL&P will notify the Council a minimum of two weeks prior to the beginning of construction and upon completion of construction of Segment 4C. A uniform procedure for interfacing with the Council will be used regarding any changes to the approved D&M Plans. CL&P will notify adjacent landowners directly along the route not less than two weeks prior to construction. Council staff recommends that CL&P notify residents and businesses abutting the rights-of way in vicinity of construction segments (i.e. vault to vault) not less than 48 hours prior to the initiation of construction.

CL&P will provide monthly progress reports, which will include any changes or deviations from the approved D&M Plan.

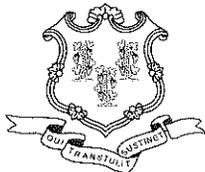
A final report will be provided to the Council containing:

1. All agreements with abutters or other property owners regarding special maintenance precautions.
2. Significant changes to the D&M Plan.
3. Location of non-transmission materials that have been left in place.
4. Actual construction cost of the facility.

### **Recommendations**

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

- That CL&P provide two weeks advance notice to the Council and municipalities prior to commencement of construction.
- That CL&P provide a weekly Environmental Inspector's report.
- That CL&P provide a monthly progress reports.
- That CL&P conduct splicing activities on a 24 hour basis, as needed.
- That CL&P notify the Council of workday and/or work hour extensions verbally, as soon as possible, and documented within 24 hours.
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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 March 30, 2007.

Dated: May 3, 2007

Lisa Fontaine  
Custodian of Docket No. 272