

STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

Ten Franklin Square, New Britain, CT 06051

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CERTIFIED MAIL RETURN RECEIPT REQUESTED

June 13, 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 for Connecticut Light and Power - Segment 2a Overhead Installation of 345-kV from Beseck Switching Station, Wallingford to Cheshire/Hamden Town line.

Dear Ms. Bartosewicz:

At a public meeting held on June 7, 2006, the Connecticut Siting Council (Council) considered and conditionally approved the Development and Management (D&M) Plan for Segment 2a – Overhead Installation of 345-kV from Beseck Switching Station, Wallingford to Cheshire/Hamden Town line with the following conditions:

- That CL&P provide two weeks advance notice prior to commencement of construction
- That CL&P provide quarterly construction reports noting milestones of construction activity, including spill reports.
- That CL&P provide a weekly Environmental Inspector's report.
- That the location of the contractor's yard and staging areas be identified and provided to the Council prior to use.
- That a soil management plan be provided prior to commencement of construction.
- That CL&P conduct a sweep of the area prior to construction in vicinity of wetland 87 and 88 for the protection of box turtles and report to the DEP Environmental and Geographic Information Center Natural Diversity Database of box turtle habitat.
- That lay down or pulling station sites be provided prior to commencement of construction and such locations not be located within 50 feet of the edge of a wetland or water body.
- Those structures numbered 24203 and 24204 shall be 120 feet in height as proposed
- That CL&P utilize a professional forester to oversee clearing activities consistent with forestry BMP.
- That CL&P approach structure no. 24261 from the north avoiding vehicle activity and soil disturbance in vicinity of the vernal pool.

- That best management practices for fueling, operation, and maintenance of vehicles in aquifer zones and inland wetland and watercourses be employed.
- That CL&P notify and coordinate with Tilcon and Amtrak for rail crossings 30 days prior to construction activity.
- That if existing bridges insufficient to support construction vehicles, alternative routes shall be provided to the Council for review and approval and construction mats and associated material used throughout Segment 2a be removed upon completion of construction.
- That CL&P provide an annual report for three years following ROW construction on the reestablishment of native vegetation to inland wetland and the control and management of invasive plant species.
- That CL&P notify the Council of workday and/or work hour extensions verbally and documented within 24 hours of a business day.
- That CL&P notify landowners adjacent to the right-of way not less than two weeks prior to the initiation of construction.
- That CL&P provide a blasting plan, if necessary, for review and approval prior to blasting.
- That the D&M plans for erosion and sediment controls comply with the 2002 Connecticut Guidelines for Erosion and Sediment Control.
- That CL&P provide archeological reconnaissance surveys for review and approval.
- That proposed deviations are authorized by the Chairman with written specification of the deviation submitted within 24 hours of a business day and all other changes require advance notification and Council approval or be subject to enforcement by the Attorney General.

This approval applies only to the D&M Plan submitted on March 31, May 11, and 12, and June 2, 2006. Enclosed for your information is the staff report dated June 7, 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.

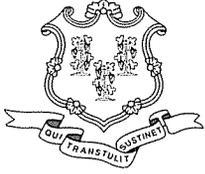
Sincerely,


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 Segment 2a

Beseck Switching Station to Cheshire/Hamden Town line

Overhead 345-kV Transmission line

June 7, 2006

Introduction

On March 31, 2006 Connecticut Light and Power Company (CL&P) submitted a Development and Management (D&M) Plan for overhead transmission lines in Segment 2a - Beseck Switching Station to Cheshire/Hamden Town line that traverses Wallingford and Cheshire.

CL&P consulted with officials and residents of Wallingford and Cheshire. Commonwealth Associates, an independent Technical Advisor selected after consultation with Connecticut's Office of Consumer Counsel, was available to assist residents and municipal officials with their requests.

Pursuant to Connecticut General Statutes §16- 243, CL&P must file a *Method and Manner of Construction* with the Connecticut Department of Public Utility Control and associated Department regulations. The Project is also subject to a permit from the U.S. Army Corps of Engineers.

Project Administration

Project administration is overseen by CL&P. 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. This contractor's yard will be about two to five acres in size and located proximal to the project. Where possible, material storage, staging and lay down areas will be set up on property already owned by NU. If NU property is not available, areas such as parking lots or land that is not in use would be used. Council staff recommends that the contractor's yard and staging areas be identified and provided to the Council prior to use.

Design Considerations

Residents in Cheshire and Wallingford raised concerns and requests to move structures within the ROW, structure heights, and landscaping. The D&M Plan reflects many iterations maximizing location and height of structures to reduce electric and magnetic fields consistent with the Council's Decision and Order. Wetlands, roadways, railroad ROW, golf course restrictions, and attempts to reduce view scape affected how the structures were located. Furthermore, when dealing with conflicting requests of structure heights CL&P defaulted to the low-EMF design. CL&P does not landscape around or in vicinity of the transmission line structures, CL&P does not object to property owners to landscape as long as the plantings are not within 25 feet of a structure or five feet of a guy and said plantings would not mature above a particular height.

Transmission Line Route

The D&M Plan and alignment maps (at a scale of 1" = 200'), including right-of-way (ROW) and structure profiles, outlines the route of a new overhead 345-kV transmission line.

Beseck Switching Station to East Wallingford Jct.

From the new Beseck Switching Station south to East Wallingford Jct. (5.8 miles long) there is currently one 345-kV circuit supported on wood-pole H-frame structures within the ROW, each with a typical height of 90 feet. There are no 115-kV line components in this sub-segment. In this 5.8 mile segment, construction and installation of the new circuit will require additional clearing of the existing 275-foot ROW by 75 feet to the southeast. The structures for the new 345-kV line will be a standard delta design with a typical height of 108 feet.

The existing 345-kV line would be shifted to the west in three locations: 1) along four spans within the ROW in the vicinity of Barnes Road; 2) structure 24264 would be a vertical monopole due to a narrowing in ROW; and 3) one span lowered to accommodate clearance to the new 345-kV line crossing.

At, CL&P proposes a new 125-foot wide ROW beginning at structure 24247 to structure 24242 (approximately 4000 feet). A steel pole delta configuration with a typical height of 108 feet would be installed along this section. While this new ROW was not considered in the Certificate proceeding, both the existing and new ROW is on Traditions Golf Club property. Thus the Certificate Holder and Traditions Golf Club negotiated a new ROW to avoid construction on the golf course. The existing 115-kV ROW and structures will remain in their present location and no additional clearing would be in this section.

The Council's Decision and Order Item 14(t) required a reduction of structures in a wetland in the vicinity of existing structures 8799 and 8800, located in the Tamarac Swamp in Wallingford. The design of the line in the vicinity of this wetland was adjusted so that no structures would be placed within the main body of the wetland. New structure 24252 will be placed just outside of the northeast edge of the wetland, while new structure 24251 will be placed 150 feet in on the southwest edge of the wetland, resulting in a span of approximately 1,030 feet.

East Wallingford Junction to Wallingford Junction

From East Wallingford Junction to Wallingford Junction (1.8 miles) there is currently one 115-kV line within the 200-foot ROW supported on wood-pole H-frame structures with a typical height of 57 feet.

For the section from East Wallingford Junction to North Haven Junction (1.2 miles) the 115-kV H-frames will be removed and replaced with double-circuit 345/115-kV monopoles with a typical height of 135 feet. Approximately 25 feet on the south side of the existing 200-foot ROW would be cleared.

From North Haven Junction to Pent Road Junction (0.3 miles), the existing 115-kV H-frames will remain with the new 345-kV line located south of the existing structures using a compact delta monopole design with a typical height of 120 feet. This section of the ROW would require clearing of 95 feet of an existing 200-foot ROW.

From Pent Road Junction to Wallingford Junction (0.3 miles), the existing 115-kV H-frames will be removed and replaced with double-circuit 345/115-kV steel monopoles with a typical height of 105 feet. Approximately 25 feet on the south side of the existing 200-foot ROW would be cleared.

Wallingford Junction to Wallingford/Cheshire Town Line

From Wallingford Junction to the new transition structure west of the Wallingford /Cheshire Town Line in Cheshire (2.5 miles), there are currently two 115-kV circuits within the existing 200-foot ROW, both of which are supported on the same double-circuit lattice towers with a typical height of 90 feet. The existing 115-kV lines will remain, but will require modifications only at the west end of this section, since one of the two circuits will terminate on a new overhead-to-underground transition structure near the Wallingford/Cheshire Town Line in Cheshire. The structures for the new 345-kV line will be standard delta steel poles with a typical height of 108 feet. No additional ROW will be required. However, about 80 feet on the south side of the existing 200-foot ROW would be cleared for the new line.

Wallingford/Cheshire Town Line to Cook Hill Junction

From the transition structure west of the Wallingford/Cheshire Town Line to Cook Hill Junction in Cheshire (approximately 0.4 miles), there are currently two 115-kV circuits within the existing 200-foot ROW, both of which are supported on the same double-circuit lattice towers with a typical height of 90 feet. These lattice towers will be removed. The new 345-kV line and one of the existing 115-kV lines will be supported on a 345/115-kV standard composite monopole with a typical height of 150 feet. No additional ROW will be required. However, about 20 feet on the south side of the ROW would be cleared.

A new 115-kV underground line will be constructed in Cheshire and Hamden within Old Farms Road and Old Lane Road (approximately 0.9 miles). The existing overhead easement will be used to gain access to these roads from the overhead transition structures. The width of the existing ROW will not have to be expanded; however, CL&P will have to acquire rights to install underground facilities along this portion of the ROW.

In this section structure numbers 24209, 4663 and 4663A support the transition of the 115-kV overhead to underground and the combining of the 115 and 345-kV lines onto a single composite structure. The structure locations are 50 feet east of Old Farms Road, Cheshire within open view of a residential neighborhood. The proposed heights would be 170, 165, and 145 feet.

Staff initially recommended relocating structure numbers 4663 and 4663A 300 feet east of Tuttle Avenue in a wooded area and in the Town of Wallingford. This would require 800 feet of trenching through two wetlands and across a municipal road. These wetlands were qualified as low functioning and no plant or animal species of concern were identified by the Certificate Holder in these two wetlands, however; staff conducted a field inspection of the site and found a box turtle. This would confirm habitat not identified on the plans. In addition, one of the wetlands is a federal jurisdiction wetland. CL&P responded to the staff recommendation with a list of reasons to not change the proposed D&M plan. Council staff believes the additional trenching and wetland disturbance does not significantly reduce the visual impacts the structures would cause but would additionally add cost, compound the Army Corp of Engineer permits process and unnecessarily expand visual impact to neighbors in Wallingford. Other construction techniques (horizontal directional drill and jack and bore) were explored and found to be compromised by topography and requirement of large areas to set up equipment compared to the proposed action of installing structures and avoiding disturbance to wetlands. Therefore, Council staff recommends that CL&P conduct a sweep of the area prior to construction in vicinity of wetland 87 and 88 for the protection of box turtles and report to the DEP Environmental and Geographic Information Center Natural Diversity Database of box turtle habitat.

Cook Hill Jct to Cheshire /Hamden Town line

From Cook Hill Junction in Cheshire to the new transition structure south of the Cheshire/Hamden Town Line in Hamden (approximately 0.5 miles), there are currently three sets of 115-kV lines. Two of these 115-kV lines are supported on separate H-frames with a typical height of 57 feet and the other 115-kV line is supported on double-circuit steel lattice towers with a typical height of 80 feet. These existing structures will be removed. No additional ROW will be required; however 20 feet on the south side of the ROW would be cleared.

The new structure will be a 345/115-kV compact composite steel monopole with a typical height of 120 feet. The 115-kV Line 1690 south of Cook Hill Junction will be removed. A guyed wood pole will be installed just north of Cook Hill Junction to terminate the remaining Line 1690 conductors and shield wires. At the south end of this sub-segment there will be the transition of the new 115-kV underground line to overhead on a transition structure near the Cheshire/Hamden Town Line in Hamden.

Structure numbers 24203 and 24204 in this section are proposed at 120 feet but a resident that crosses under this span requests that the structures be 135 feet in height. At this specific location, Council staff recommends that structure number 24203 and 24204 be 135 feet in height.

A Plan and Profile has been provided by the Certificate Holder which shows no significant change in relationship between proposed 120 foot height and 135 foot height since heights of adjacent structures (135 and 145 feet) would not be changed.

Furthermore, CL&P contend that conductor clearances to ground and topography affect structure design, increasing the height 15 feet would increase visibility, larger diameter poles and foundations and slight decrease in EMF levels. Visibility and construction of the structures would be consistent with adjacent structures and would not change the view-scape or increase cost substantially.

The Town of Cheshire submitted comments stating numerous meetings between residents and CL&P reached a consensus on the propose structure heights as proposed in the D&M Plan.

The Council approves the proposed height 120 feet for structures 24203 and 24204.

Construction Process

The D&M Plan specifically outlines the methods of construction and guidelines for clearing, (permanent and temporary) access roads, foundation excavation, soil erosion and sedimentation control, dewatering, spoil placement, and restoration of disturbed areas to pre-construction conditions. Blasting is not expected however if blasting is necessary CL&P would submit a Blasting plan to the Council for review and approval.

Special procedures have been developed for stream and inland wetland crossings, electric utility crossings, noise sensitive receptors, fugitive particulate emissions, dust and mud control, management of solid and/or hazardous substances, protection of cultural and historic resources including an unanticipated discoveries plan, visual impact and residential mitigation plan, and worksite safety plan.

Clearing

Clearing will occur along the majority of Segment 2a. Vegetation clearing practices to be used are consistent with NU's Design and Application Standard titled "Right-of-Way Vegetation Clearing Standard for 69-kV through 345-kV Transmission Lines" (TRM 81.021), the New

England Independent System Operator's Vegetation Clearing Standard OP-4, and the National Electrical Safety Code Rule 218 as adopted by the Connecticut Department of Public Utility Control (Regulation Section 16-11-134). The construction clearing practices include retention of a 50-foot buffer near intermittent streams and wetlands and a 100 foot buffer near perennial streams. Also, a 25-foot cleared area is needed from all surfaces of structures. Lay down and assembly areas require larger cleared areas.

A professional forester will oversee tree inventory and clearing activities. Low-impact tree clearing is the preferred method for clearing which incorporates a variety of approaches, techniques and equipment to minimize site disturbance and to protect residual forests, wetlands, watercourses, soils and cultural resources, including stone walls, old cemeteries and old foundations that are commonly found in wooded areas in Connecticut. Primarily, CL&P would follow the Best Management Practices (BMP) for harvesting as outlined in *Logging and Water Quality in Connecticut* – developed by the Connecticut 208 Forestry Advisory Committee, 1982. Council staff recommends CL&P utilize a professional forester to oversee clearing activities consistent with BMP.

Soil Management

A soil management plan will be issued for handling spoil material removed during excavation. Council staff recommends a soil management plan be provided prior to commencement of construction.

Construction Methods

Construction of the overhead transmission lines requires use of existing access roads and construction of (permanent and temporary) access roads both to widths of 15 feet. CL&P would install crushed stone, gravel and or timber mat as a base for access roads. Steel poles ranging in height from 50 feet to 170 feet would require reinforced concrete foundations ranging from 6 feet to 12 feet in diameter. While the project would use an extensive amount of concrete, it is made of naturally-occurring substances. Mostly calcium from within the concrete materializes on the surface the concrete. However, soils with sulfites would require a particular concrete mixture to mitigate molecular interaction. This would be denoted within soil boring logs and CL&P would order such concrete.

Structure and foundation construction would require a 25-foot cleared area to drill foundation holes in to the ground or into rock. Excavated material would be used to improve grade around the structures in upland areas; to improve designated construction access roads; and/or deposited as directed by the landowner but not in a wetland.

Soil excavated in wetlands would be stored in upland areas reserved for wetlands restoration. Other excess material would be removed and disposed in accordance with state and/or federal regulations.

Excavations may require dewatering as a result of storm water or groundwater. Dewatering shall consist of a 10 ft by 10 ft straw bale perimeter (size adjusted per water volume; be located on a fairly level upland that is well vegetated, to allow water to drain and not to discharge into a wetland or water body.

No lay down or pulling station sites have been identified and Council staff would recommend such locations not be located within 50 feet of the edge of a wetland or water body and be provided prior to commencement of construction.

Railroad Crossing

Segment 2a crosses three sets of rails two owned and operated by Tilcon Connecticut and the other owned by Amtrak. The crossings are 1) between existing structures 8776 and 8777, 2) near the intersection of the ROW and Powers Road and 3) near the intersection of the ROW and South Colony Road. Council staff recommends CL&P notify and coordinate with Tilcon and Amtrak for rail crossings 30 days prior to construction activity.

Duct Bank Installation

The typical duct bank configuration includes three 3500-kcmil copper XLPE 115-kV transmission cables and grounding wire. The work zone for duct bank construction will measure approximately 400 feet in length. The following activities will occur in Old Farms Road and Old Lane Road:

- saw cutting pavement
- trench excavation that includes a typical 3-foot wide by 5.5-foot deep trench which would allow for a 30 inch minimum cover of the duct bank. Steel plating of the open trench will be used to facilitate the construction process and open up travel lanes.
- duct placement includes three six-inch and one 2-inch Polyvinyl Chloride (PVC) ducts supported by incrementally spaced duct spacers Spacing of the ducts is critical and is dictated by system ampacity requirements, which are negatively affected by mutual heating of the cables. CL&P proposes various configurations for duct installation which would address specific conditions such as avoiding other underground utilities.
- backfilling the ducts will be encased concrete (earthen formed), and then the trench will be backfilled with a 100-psi fluidized thermal backfill.
- temporary pavement restoration and in the end permanent pavement restoration.

Splice Vaults

Two splice vaults are proposed for the 115-kV underground line. Vaults serve as the location where a successive length of cable is connected and corresponds to a single three phase circuit. Pre-cast concrete splice vaults with outside dimensions of 24 feet in length, 7 feet in width and 8 feet in height with an approximate 1 foot wall thickness will be installed at approximate intervals of 1600 feet along the underground route and be located with. 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. 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. CL&P has made extensive efforts to locate vaults so as to minimize impacts to traffic.

Site specific traffic plans will be developed for excavations and included in the Maintenance and Protection of Traffic (MPT) Plans. MPT Plans will be submitted to the towns. The Council has exclusive jurisdiction of the project and would resolve any disagreement.

Environment/Cultural/Recreation

A potential vernal pool is located in Wallingford in vicinity of proposed structure 24261. This area will be fenced with orange safety fence and will be noted as restricted access for construction purposes. CL&P proposes to cross the area near the vernal pool from the south. Access to structure 24261 could be accomplished from the north and avoid crossing the wetland area. This may require removing fencing within the ROW; however, CL&P contends it is not responsible for privately owned fencing erected within the ROW. If gates are installed CL&P would use these open access points. Staff recommends that CL&P approach structure no. 24261 from the north avoiding vehicle activity and soil disturbance in vicinity of the vernal pool.

McKenzie Watershed Protection District is in the Town of Wallingford and a portion of this district is located from existing pole #8798 to the Beseck Switching Station. The Town of Wallingford owns a dedicated Open Space within the watershed protection district. There will be no expansion of the ROW within this watershed. Council staff recommends that best management practices for fueling, operation, and maintenance of vehicles in aquifer zones and inland wetland and watercourses be employed.

One recreational resource (Sleeping Giant State Park) is located south of Wallingford/Cheshire/Hamden Town lines. Construction is not anticipated to cause adverse impacts this resource.

Numerous rock walls exist along the ROW and have been identified by the State Historic Preservation Officer (SHPO) as having significance, as defined in the National Historic Preservation Act of 1966. These rock walls and other cultural resources will require that protective measures be employed during clearing and construction activities. Such measures will be developed in consultation with the SHPO, cultural resource contractor and CL&P prior to construction. No specific recommendations have been documented since an archeological reconnaissance Phase II survey is still being conducted. Council staff recommends that such surveys be submitted for review and approval.

Erosion/Sedimentation/Revegetation

CL&P developed a soil erosion/sedimentation control and revegetation plan and procedures regarding access road development, erosion control and minimization of effects on natural systems incidental to construction. Council staff recommends that the erosion and sediment controls comply with the 2002 Connecticut Guidelines for Erosion and Sediment Control.

Also, CL&P developed a wetland vegetation monitoring and maintenance plan and invasive species control and management plan. Council staff recommends an annual report for three years following ROW construction on the reestablishment of native vegetation to inland wetland and the control and management of invasive plant species.

Water crossing

Water crossing methods that may be used during construction include flume pipe with crushed rock ramp, temporary bridge, construction mats and stone fords. Typically work in these resource areas are done during periods of low flow which occur in the summer months of June through September and the winter months of January through March. Also, gaps have been designed into the access roads to provide additional protection to water and/or wetland crossings. These gaps are identified on the drawings as "Restricted Access."

One location (Wetland #71) is a shallow marsh and shrub swamp. The area is a depression with drainage from all sides. CL&P proposes to construct a new access road through the adjacent upland area to the south and east of the wetland to gain access to new structures #8803 and #24248 through #24249. This new access road will continue along the east edge of the ROW to gain access to new structures #24250 and #24251. Construction mats will be used for the portions of the access road in the wetland. Construction mats will also be used to provide a work platform at these structure installation sites.

Also, a private bridge at the end of Malchoidi Drive identified as an access is not structurally capable of supporting construction vehicles, concrete trucks and cranes. An alternative access would be a new access road from structure 24274 to structures 24272 and 24273. Council staff recommends that the alternative routes to existing bridges insufficient to support construction vehicles be provided to the Council for review and approval and construction mats and associated material used throughout Segment 2a be removed upon completion of construction.

Spill Prevention and Response

A Spill Prevention and Response Plan 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 fuel, oil, and hazardous materials management will be in accordance with local, state and federal guidelines. Council staff recommends CL&P attach copies of spill reports with its construction progress report.

Work safety

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.

Construction Schedule

The construction and installation of Segment 2a, from survey to energizing, will take approximately 18 months. The schedule is currently under review and subject to modifications. Construction activities are expected to take place during daylight hours (7:00 am to 7:00 pm) six days per week, with additional overtime if necessary. Extensions of the workday and hours may occur on a temporary and case-by-case basis. Council staff recommends that CL&P notify the Council of workday and/or work hour extensions verbally and documented within 24 hours of a business day.

The following items summarize the projected schedule:

Overhead Transmission

Survey	September	2005 – March 2006
Geotech testing	January	2006 – June 2006
Right-of-way clearing		August 2006 – January 2007
Mobilization		April 2007
Structure Removal		September 2007 – May 2008
Structures/Cable installation		April 2007 – June 2008
Cut-overs		April 2008 – July 2008
Site Restoration		September 2007 – July 2008

Underground Transmission

Survey		May 2005 – October 2005
Procurement		April 2006 – September 2007
Fabrication/Delivery		March 2007 – January 2008
Civil Work		March 2007 – July 2007
Cable Installation		September 2007 – January 2008
Testing		February 2008- March 2008
Pavement Restoration		March 2008 – May 2008
Landscaping		April 2008 – June 2008

D&M Plan Changes

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 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.

Notifications and Reporting

CL&P will notify municipalities and landowners adjacent to the rights-of way not less than two weeks prior to the initiation of construction. A toll-free number, staffed 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 CL&P provide two weeks advance notice prior to commencement of construction and municipalities and landowners adjacent to the rights-of way not less than two weeks prior to the initiation of construction.

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.

Recommendations

To summarize, the Council staff recommends approval of the Section 2a D&M Plan as follows:

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

That CL&P provide quarterly construction reports noting milestones of construction activity, including spill reports.

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

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

That a soil management plan be provided prior to commencement of construction.

That CL&P conduct a sweep of the area prior to construction in vicinity of wetland 87 and 88 for the protection of box turtles and report to the DEP Environmental and Geographic Information Center Natural Diversity Database of box turtle habitat.

That lay down or pulling station sites be provided prior to commencement of construction and such locations not be located within 50 feet of the edge of a wetland or water body.

Those structures numbered 24203 and 24204 shall be 120 feet in height as proposed

That CL&P utilize a professional forester to oversee clearing activities consistent with forestry BMP.

That CL&P approach structure no. 24261 from the north avoiding vehicle activity and soil disturbance in vicinity of the vernal pool.

That best management practices for fueling, operation, and maintenance of vehicles in aquifer zones and inland wetland and watercourses be employed.

That CL&P notify and coordinate with Tilcon and Amtrak for rail crossings 30 days prior to construction activity.

That if existing bridges insufficient to support construction vehicles, alternative routes shall be provided to the Council for review and approval and construction mats and associated material used throughout Segment 2a be removed upon completion of construction.

That CL&P provide an annual report for three years following ROW construction on the reestablishment of native vegetation to inland wetland and the control and management of invasive plant species.

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

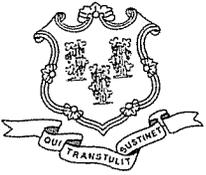
That CL&P notify landowners adjacent to the right-of way not less than two weeks prior to the initiation of construction.

That CL&P provide a blasting plan, if necessary, for review and approval prior to blasting.

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

That CL&P provide archeological reconnaissance surveys for review and approval.

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



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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 28, 2006.

Dated: June 13, 2006

Lisa Fontaine
Custodian of Docket No. 272