



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@po.state.ct.us

www.ct.gov/csc

CERTIFIED MAIL RETURN RECEIPT REQUESTED

June 12, 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. Segment 4a-Revision- CL&P 345-kV Underground Route from Singer Substation to Fairfield/Westport Town line.

Dear Ms. Bartosewicz:

At a public meeting held on June 7, 2006, the Connecticut Siting Council (Council) considered and approved the revised Development and Management (D&M) Plan for Segment 4a Trench work for a 345-kV Cross Linked Polyethylene (XLPE) Transmission Cable in the City of Bridgeport and Town of Fairfield, Connecticut. The reason for this revision is due to the technical issue related to the allowable impedance values for the 345-kV XLPE cable.

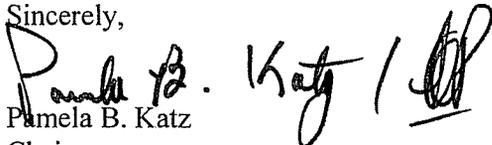
This D&M Plan describes changes to the design of the transmission cable route and adjustment to some vault locations which have the effect to eliminate the need to clear large trees in the City of Fairfield, reduce bending radius of cable in certain locations, and shortening the route and cable by 850 feet. Although the number of vaults (23 pairs) specified for this segment of the project has not changed, the revision increases vault locations proposed within State roadways from three to six and certain linear routes have been adjusted to coincide with the vault locations.

The Council hereby acknowledges the proposed revisions and is subject to the Council's February 22, 2006 approval to the 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.

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.

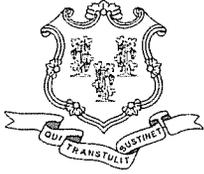
Sincerely,


Pamela B. Katz
Chairman

PBK/SDP/foc

Enclosure: Staff Report dated June 7, 2006

c: Council Members
Parties and Intervenors



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Docket No. 272

Connecticut Light & Power Company

Development and Management Plan – Revision 1

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

Staff Report – June 7, 2006

On May 2, Connecticut Light Power Company (CL&P) submitted a revision to its 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.

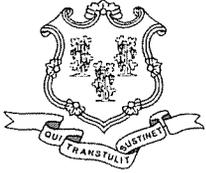
This D&M Plan describes changes to the design of the transmission cable route and adjustment to some vault locations which have the effect to eliminate the need to clear large trees in the City of Fairfield, reduce bending radius of cable in certain locations, and shortening the route and cable by 850 feet. Although the number of vaults (23 pairs) specified for this segment of the project has not changed, the revision increases vault locations proposed within State roadways from three to six and certain linear routes have been adjusted to coincide with the vault locations.

Once CL&P received a Certificate from the Council, CL&P begins its design for civil construction for ductwork, etc and matching it with a compatible electrical design. Initially, CL&P used a multiple single point grounding system (ability to ground vaults individually anywhere). This approach would maximize placement of vaults and address DOT concerns of having vaults located within state roads. This design manifested impedance values unacceptable for operating a transmission system. CL&P changed its design to cross-bonding (grounding of vaults using a triad formula (three segments of cable and four vaults) to ascertain an acceptable impedance value of 10 percent plus or minus two percentage points. (A zero value would be an impedance-free system)

DOT submitted comments with concerns for placement of the vaults within State roads.

Council staff recommends approval of the Segment 4a D&M Plan consistent with Council's March 22, 2005 approval for Segment 4a.

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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