

STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

Ten Franklin Square, New Britain, CT 06051

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June 13, 2006

Bruce L. McDermott, Esq.
Wiggin and Dana LLP
One Century Tower
P. O. Box 1832
New Haven, Connecticut 06508-1832

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 United Illuminating - Underground Installation of 345-kV transmission cable between Singer Substation, Bridgeport and West bank of the Housatonic River, Stratford.

Dear Attorney McDermott:

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 the Underground Installation of 345-kV transmission cable between Singer Substation, Bridgeport and West bank of the Housatonic River, Stratford, Connecticut, dated March 6, May 5, and May 25, 2006, with the following conditions:

- That UI provide two weeks advance notice prior to commencement of construction.
- That UI provide a weekly Environmental Inspector's report.
- That UI provide a quarterly construction reports noting milestones of construction activity.
- That UI provide the locations of the contractors' yard and staging areas to the Council prior to use.
- That UI provide a copy of the Department of Transportation Encroachment Permit, including management and protection of traffic plan prior to the commencement of construction.
- That UI submit a Spill Prevention and Response Plan prior to the commencement of construction.
- That UI submit non-resolution of constituent concerns after 15 days to the Council.
- That UI submit for review and approval a post-construction EMF monitoring plan prior to the commencement of operation.
- That UI conduct construction near schools when schools are out of a session.
- That UI conduct splicing activities on a 24 hour basis, as needed.
- That nighttime construction is considered in consultation with the municipality to facilitate construction through residential areas.

Docket No. 272
D&M Decision
June 7, 2006
Atty. McDermott

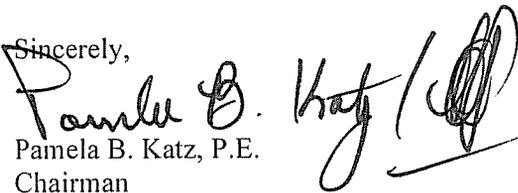
- That UI notify the Council of workday and/or work hour extensions verbally, as soon as possible, and documented within 24 hours.
- That UI and the DEP coordinate a construction schedule as not to adversely disrupt the peregrine falcon.
- That UI provide a copy of the finalized work safety plan and shall include all personnel involved in construction activities (UI and Contractor) to attend a project-specific safety and environmental training session.
- That UI 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 UI 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.

Any deviation from this plan 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.

Enclosed is a copy of the staff report on this D&M Plan, dated June 7, 2006.

Please feel free to call S. Derek Phelps, Executive Director, if you have any questions.

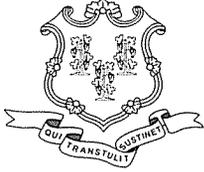
Sincerely,


Pamela B. Katz, P.E.
Chairman

PBK/laf

Enclosures

c: Council Members
Parties and Intervenors



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Docket No. 272

United Illuminating Company

Development and Management Plan

Trench work for a 345-kV Cross Linked Polyethylene (XLPE) Transmission Cable

Bridgeport and Stratford

Staff Report –June 7, 2006

Introduction

On March 6, 2006, United Illuminating Company (UI) submitted a Development and Management (D&M) Plan for trench work for a 345-kV Cross Linked Polyethylene (XLPE) transmission cable between Singer Substation, Bridgeport to West bank of Housatonic River, Stratford.

UI consulted with the City of Bridgeport and Stratford.

Project administration

Project administration is overseen by UI. UI will use temporary construction offices located near or at the Singer Substation. Similarly, UI's construction contractor will establish a contractors' yard for office trailers, staging of equipment, materials and supplies, and a parking area for construction workers proximal to the project. Possible contractors' yard or other staging areas have been identified as follows

- A paved employee parking lot and truck park area at a vacant Remington plant adjacent to the Singer Substation site in the City of Bridgeport.
- The site of a future HUD housing development bounded by Main St., Broad St., Whiting St., and Railroad Ave. in the City of Bridgeport
- Vacant lots bounded by the Metro North Railroad to the south, Barnum Avenue to the north, Pembroke Street to the west, and Yellow Mill Creek to the east in the City of Bridgeport.
- A vacant lot on the south side of Barnum Avenue at Sage Avenue in the City of Bridgeport.
- A vacant lot on the south side of Barnum Avenue just west of California Street in the Town of Stratford.
- Vacant parcels near the intersection of Barnum Avenue and East Main Street and Bridgeport Avenue (U. S. Route 1) in the Town of Stratford.

Council staff recommends that the contractors' yard and staging areas be identified and provided to the Council prior to use.

Transmission Line Route

The D&M Plan and alignment maps (at a scale of 1"=4' vertical and 1" = 40' horizontal) outline the installation of approximately 5.6 miles of a new underground double circuit 345-kV XLPE transmission cable. The new transmission cable will be primarily placed within public roads.

The selected route within Bridgeport travels from the Singer Sub-Station along Main Street to the Ferry Access Road, along the Ferry Access Road to the Amtrak/Metro North Railroad, and then crosses under the railroad to the Harbor Yard driveway. The selected route follows the Harbor Yard driveway to South Frontage Road onto Water Street, and continues along Water Street to Stratford Avenue (Route 130) where it crosses under the railroad line continuing along undeveloped land and across the Pequonnock River. On the north side of the Pequonnock River, the selected route travels north on Noble Avenue to Barnum Avenue and then east on Barnum Avenue to the Bridgeport/Stratford town line.

The selected route within Stratford travels along Barnum Avenue (U.S. Route 1) to East Main Street then through private property (behind a shopping plaza) to the west bank of the Housatonic River.

The D&M Plan does not address river crossings. UI will provide a D&M Plan for such crossings at a future date.

Construction Process

The D&M Plan describes the construction activities as 1) duct bank installation; 2) splice vault installation; 3) cable pulling; 4) cable splicing; and 5) restoration. The drawings depict the engineering design for installation of the duct bank, location of existing underground utilities, right-of-way boundary, adjacent property owners, public lands, and yet-to-be-acquired ROW easements for vaults, vault locations and access points other than municipal roadways.

The D&M Plan specifically outlines the methods of construction and guidelines for clearing, temporary work areas, trenching/excavation, soil erosion and sedimentation control, dewatering, spoil placement, and restoration of trench and disturbed areas to pre-construction conditions. Council staff recommends that UI comply with the 2002 Connecticut Guidelines for Erosion and Sediment Control.

Special procedures have been developed for electric utility crossings and other subsurface utility crossings (e.g. water, sewer, telephone, natural gas, and cable). One such procedure includes notifying Call Before You Dig. Other mitigation methods have been developed to address noise, visual impact, fugitive particulate emissions, dust and mud, and protecting cultural/historic resources.

Trenching will be linear within public road rights-of-way and is anticipated to proceed at a rate of 50 to 200 linear feet per day. An open trench no more than 300 feet long will be open. Steel plating of the open trench will be utilized to minimize disruption to traffic, facilitate the construction process, and open up travel lanes between restricted construction periods. Approximately 15 to 20 feet in width of workspace is required for duct bank installation. UI may have multiple locations under construction simultaneously and at least one travel lane will remain open in construction zones. No blasting is required for construction and installation of the duct bank.

The facilities will consist of six cross-linked polyethylene (XLPE) insulated cables (5.5 inch diameter) each placed in a PVC conduit system. The concrete duct bank will be approximately 36 inches wide and 48 inches high. It will contain six (6), eight-inch diameter PVC conduits, up to four (4) four-inch diameter PVC conduits for fiber optic cable, and two (2) 2-inch diameter PVC conduits for ground conductors. Burial depths will vary depending on topography and underground utilities or obstructions. Typically, the distance from the top of the duct bank to the road surface will be a minimum of 30 inches.

Duct bank configurations include horizontal, vertical and reduced height in areas where conflicts are encountered. Concrete will cover the duct bank for protection from vehicle weight, vibrations forces, and dig-ins. The duct banks would have a maximum depth 20 feet minimum depth of 6

feet and an average depth 8 feet. While depth does effect heat dissipation the cable has been sized and thermal backfill has been added to mitigate this effect thus being able to maintain the capacity required for SWCT and operations of the line is not compromised.

Splice vaults (18 pairs) serve as the location where successive lengths of cable are connected. Pre-cast or cast-in-place concrete splice vaults with outside dimensions of 32 feet in length, 10 feet in width and 10 feet in height will be installed at approximate 1,700 foot intervals along the underground route. This distance between vaults is determined by the cable length. Each vault corresponds to a single circuit three phases each; therefore, each splice location will have two vaults. Vault excavations require up to 15-foot by 30-foot area around the excavation for workspace. The vault will 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. UI has made extensive efforts to locate five pair of vaults out of travel lanes so as to minimize impacts to traffic however 13 pair of vaults are within travel lanes because of the density of development along the route.

UI has developed a material handling guideline for liquid, solid and/or contaminated substances. This plan includes, but is not limited to, stockpiling and disposing of soil, groundwater discharge, dust controls, and construction impact mitigation. However, a Spill Prevention and Response Plan has not been provided. It should address actions to prevent spills, to provide emergency notification if spills occur, and to clean up spills. Council staff recommends that UI submit a Spill Prevention and Response Plan prior to the commencement of construction.

The on-site Environmental Inspectors are responsible for ensuring that contractors implement and maintain spill control measures. All oil and hazardous materials management should be in accordance with local, state and federal guidelines.

Railroad Crossings

UI intends to make one railroad crossing by jack and bore beneath the track; the three other crossings will be at locations where the railroad is elevated on a bridge. In these cases, the duct bank will be installed in open trenches within the street that passes under the tracks, allowing for the uninterrupted movement of passenger and freight trains during construction of the line.

Soil Testing

Soil testing was done by three firms: Geotherm Inc., with Soiltesting, Inc. conducted soil borings and analysis for thermal characteristics. Complete Environmental Testing Inc. with Sovereign Consulting Inc. conducted soil borings and analysis for environmental properties. National Pipeline Inc. conducted seismic testing for sub-surface utility and obstacles. These seismic readings were not submitted with the D&M plan but obstacles are noted on the drawings.

Noise

The extent of noise impact at a sensitive receptor is dependent upon a number of factors. These can include the following:

- Change in the ambient noise level.
- Presence of other, non-project noise sources.
- Number of people exposed to the noise.
- Duration and character of the noise.
- People's attitudes towards the project.
- Type of activity affected by the noise.

To minimize construction noise impacts, UI will implement and require the following:

- Construction activities in residential areas will be limited to daylight hours, generally between 7:00 a.m. and 7:00 p.m. or as dictated by the affected municipalities and CDOT. Furthermore, construction activities will be staged to move sequentially along the route of the line, thereby making the construction process in residential area temporary and short-term.
- Construction equipment will be properly muffled, with mufflers being in good working condition and property maintained to minimize engine noise. Such equipment will not be permitted to operate or idle unnecessarily near noise sensitive receptors.
- Construction schedules will be modified, where possible, to mitigate construction noise on sensitive sites.
- UI will make every effort to schedule or minimize noise and vibration when rock drilling or hammering must be conducted.
- Critical operations or extreme circumstances may require a deviation from the scheduled work hours of 7:00 a.m. to 7:00 p.m. during the normal work week of Monday through Saturday. Exceptions to this schedule, such as overtime work, which may include Sundays and holidays, will be at the discretion of UI and in consultation with local municipality and CDOT and subject to approval by the Council.
- UI will be receptive to local agreements expediting construction through particular neighborhoods.

Council staff recommends UI submit non-resolution of constituent concerns after 15 days to the Council.

Maintenance and Protection of Traffic Plan

UI has drafted a maintenance and protection of traffic plan (MPT) for the sections within public roads. A DOT encroachment agreement is required prior to working within state roads. Local municipalities will review and provide comment. The Council has exclusive jurisdiction of the project and will resolve any disagreement. Council staff recommends UI provide a copy of the Department of Transportation Encroachment Permit, including MPT plan, prior to the commencement of construction.

Environmental and Cultural

One protected species has been identified for the project area between Singer Substation and Housatonic River West Bank. The peregrine falcon has been listed as “Endangered” by both the Federal Government and the State of Connecticut, and is reported to nest on an Interstate 95 (I-95) bridge in Bridgeport. UI will consult with the Connecticut Department of Environmental Protection (DEP) to determine the exact bridge location in Bridgeport relative to the final route of the lines. If peregrine falcons are identified as nesting on the support structures of this bridge in proximity to construction activities, such construction will be scheduled outside of the falcon’s breeding season, which is generally from April 1 to August 1. Final construction scheduling at the specific location will be dependent on the presence of the falcon and on consultations with DEP. Council staff recommends UI and the DEP coordinate a construction schedule so as not to adversely disturb the peregrine falcon.

The State Historic Preservation Office identified the Mary and Elza Freeman Houses and the East Bridgeport Historic District as having historic significance to the State. While construction is temporary, the integrity of these properties will not be affected at the completion of construction. In the event any artifacts or human remains are discovered, UI has a plan to respond: it includes state laws and guidelines and notifying such entities as the Council, SHPO, Chief Medical Examiner, State Police and State archeologist.

Statutory Facilities as defined under Public Act 04-246

Consistent with Public Act 04-246 concerning electric and magnetic field exposure UI has identified the following statutory facilities being adjacent to the lines:

<u>Stratford</u>	<u>Bridgeport</u>
Stratford High School	Evelyn Bermudez Day Care
Sarita C Cubero Day Care	Little Lamb Day Care
Franklin School	Bridge Academy (two locations)
A.B.C.D. Holy Name of Jesus Child Care	Corner of Nobel and Pulaski St.
Cheyenne's Daycare	510 Barnum Ave.
	Washington Park
	Barnum School Annex
	Residential Areas

The 345 kV transmission line route has been designed to maximize distance to these facilities and residential areas. Most facilities are over fifty feet away but one location is eight feet to a public park and six other locations are no less than 26 feet to the lines. No vaults are located near statutory facilities. As the project proceeds toward final design these distances will continue to be maximized, taking into account the proximity of obstructions such as other utilities. As per the Council's April 7, 2005 Decision and Order 14j, a post construction electric and magnetic monitoring plan will be developed and submitted for approval prior to the completion of construction. Also, UI proposes to make every attempt to conduct construction in vicinity to the schools when schools are not in session. Council staff recommends a post-construction EMF monitoring plan be submitted for review and approval prior to the commencement of operation and that UI conduct construction near schools when schools are out of session.

Construction Schedule

UI identified work days as Monday through Saturday between the hours of 7:00 a.m. and 7:00 p.m. No night-time work is proposed in residential areas but night work may proceed in commercial areas. Construction, in general, is disruptive to residential neighborhoods. However, allowing nighttime construction in consultation with the municipality may accelerate construction to minimize the time in any one area. Extended work days may occur on a temporary and case-by-case basis. The splicing process will be conducted on a 12-hour basis over a period up to two weeks in each splice vault. 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 UI notify the Council of workday and/or work hour extensions verbally, as soon as possible, and documented within 24 hours.

UI expects construction and installation, from survey to energizing, will take approximately 18-36 months. Construction activities are expected to take place during municipal approved hours. The following items summarize the projected schedule:

- Mobilize civil work – April 2006 thru May 2006
- Excavation and duct bank installation – May 2006 to September 2007
- Cable Installation – September 2007 to August 2009
- Final commissioning – October 2009 to November 2009.

Worksite Safety

UI will develop a worksite safety plan that will be strictly adhered to by all UI employees and contractors during construction of the lines. Each construction contractor will be responsible for the safety and protection of all workers on-site. In addition, with construction in public road rights-of-way, contractors will also be responsible for the safety and protection of the public, including but not limited to vehicles, pedestrians and adjoining private property. During construction, contractors will protect all existing structures, features, utilities, and equipment near the work area and designated to remain in place.

Furthermore, an environmental inspector, Phoenix Environmental previously approved by the Council will be responsible for inspections and weekly reporting of the UI component of the project to verify that the construction is performed in accordance with environmental requirements. Council staff recommends that UI provide a copy of the finalized work safety plan and shall include all personnel involved in construction activities (UI and Contractor) to attend a project-specific safety and environmental training session. The training will summarize the D&M Plan and other permit/certificate requirements governing the project. It will emphasize the importance of workplace safety and environmental compliance, to be enforced, if necessary, by disciplinary

D&M Plan Changes

UI 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, UI will submit a request in writing for review and approval by the Council;
- For proposed deviations during construction based upon field conditions, UI 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

UI will notify adjacent landowners directly along the route not less than two weeks prior to construction. A web site and toll-free number, checked during working hours and voicemail other hours, will be available specific to the project. All calls will be documented, so as to facilitate appropriate responses. Council staff recommends that UI 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.

UI proposed to provide and quarterly construction reports. However, the Environmental Inspector for the Council will provide weekly reports. Council staff recommends that UI provide two week advance notice prior to commencement of construction and quarterly construction reports noting milestones of construction activity.

Recommendations

To summarize, the Council staff recommends approval of the trenching of 345-kV XLPE transmission cable D&M Plan as follows:

That UI provide two weeks advance notice prior to commencement of construction.

That UI provide a weekly Environmental Inspector's report.

That UI provide a quarterly construction reports noting milestones of construction activity.

That UI provide the locations of the contractors' yard and staging areas to the Council prior to use.

That UI provide a copy of the Department of Transportation Encroachment Permit, including management and protection of traffic plan prior to the commencement of construction.

That UI submit a Spill Prevention and Response Plan prior to the commencement of construction.

That UI submit non-resolution of constituent concerns after 15 days to the Council.

That UI submit for review and approval a post-construction EMF monitoring plan prior to the commencement of operation.

That UI conduct construction near schools when schools are out of a session.

That UI conduct splicing activities on a 24 hour basis, as needed.

That nighttime construction is considered in consultation with the municipality to facilitate construction through residential areas.

That UI notify the Council of workday and/or work hour extensions verbally, as soon as possible, and documented within 24 hours.

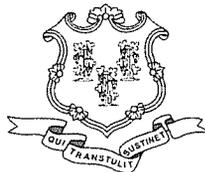
That UI and the DEP coordinate a construction schedule as not to adversely disrupt the peregrine falcon.

That UI provide a copy of the finalized work safety plan and shall include all personnel involved in construction activities (UI and Contractor) to attend a project-specific safety and environmental training session.

That UI 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 UI 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.



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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

A handwritten signature in cursive script, appearing to read "Lisa Fontaine", written over a horizontal line.

Lisa Fontaine
Custodian of Docket No. 272