

STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

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CERTIFIED MAIL RETURN RECEIPT REQUESTED

June 30, 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 – Segment 4b Sasco Creek, Westport to Intersection of Father Conlon Place and North Avenue, Norwalk.

Dear Ms. Bartosewicz:

At a public meeting held on June 27, 2006, the Connecticut Siting Council (Council) considered and conditionally approved the Development and Management (D&M) Plan for Segment 4b – Sasco Creek, Westport to Intersection of Father Conlon Place and North Avenue, Norwalk with the following conditions regarding the approval of the trenching of 345-kV XLPE transmission cable D&M Plan:

- That CL&P conduct pre-construction meetings with the Town of Westport and City of Norwalk including businesses and emergency responders, time of construction, explore vault locations to avoid former landfill in Town of Westport, and conform to the greatest extent possible with the Department of Transportation (DOT).
- 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 quarterly construction reports noting milestones of construction activity.
- That CL&P provide the locations of the contractors' yard and staging areas to the Council prior to use.
- That CL&P provide a copy of the DOT Encroachment Permit, including management and protection of traffic plan prior to the commencement of construction.
- That CL&P submit a Spill Prevention and Response Plan which should address actions to prevent spills, to provide emergency notification if spills occur, and to clean up spills and

a soil and groundwater management plan including locations for treatment and/or disposal be provided to the Council prior to construction.

- That CL&P provide noise mitigation plan prior to the commencement of construction and submit non-resolution of constituent concerns after 15 days to the Council.
- That CL&P submit for review and approval a post-construction EMF monitoring plan prior to the commencement of operation.
- That CL&P conduct construction near schools when schools are not in session.
- That CL&P 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 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.

This approval applies only to the D&M Plan submitted on May 12, 2006. Enclosed for your information is the staff report dated June 27, 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, P.E.
Chairman

PBK/SDP/foc

Enclosure

c: Council Members
Parties and Intervenors

Docket No. 272
Connecticut Light and Power Company
Development and Management Plan
Trench work for a 345-kV Cross Linked Polyethylene (XLPE) Transmission Cable
Westport and Norwalk
Staff Report –June 27, 2006

Introduction

On May 12, 2006, Connecticut Light and Power Company (CL&P) submitted a Development and Management (D&M) Plan for trench work for a 345-kV Cross Linked Polyethylene (XLPE) transmission cable between Sasco Creek at the Fairfield/Westport town line and Father Conlon Place, Norwalk. The D&M Plan does not address river crossings or the crossing of the former landfill in Westport. CL&P will provide a D&M Plan for such crossings at a future date.

CL&P consulted with the City of Norwalk, Town of Westport and Connecticut Department of Transportation. CL&P also provided information regarding points of contact at the Company for the Project.

The main concern of Norwalk city officials was minimizing the length of time the community would be impacted by construction activities. The City of Norwalk seeks minimizing length of time of construction by use of multiple construction crews if possible particularly during night time construction in residential areas and a pre-construction meeting with businesses. The City would like to have CL&P consult with emergency responders on the maintenance and protection of traffic plan.

The Town of Westport requested that duct-bank placement be as close to the middle of the road as possible on Lincoln Street and Imperial Avenue. The Town's representatives also indicated that they seek nighttime construction on Imperial Avenue and daytime construction on Lincoln Street. Requests were made for CL&P to explore additional Saugatuck River crossing locations to avoid former landfill areas on the east side of the river. The Town requested a preconstruction meeting with emergency responders to discuss contingency plans for Route 1 and confined-space entry plans for splice vaults.

DOT and CL&P discussed a strategy of D&M Plan submittals, including the number and extent of D&M Plans, concurrent review with municipalities, the plan to submit water crossings in a separate D&M Plan and vault locations as they related to the DOT right-of-way. CL&P requested that DOT review and determine pavement restoration procedures. The time frame for review and subsequent submittals was addressed during this meeting. DOT staff discussed inspection concerns and also concerns over the fact that the roads included in the transmission line route were rated for heavy loads and as such would require that all components of the transmission line be rated to weights equal to those required for the roads. DOT personnel also stated that telephone and sewer relocations should be avoided.

Council staff recommends pre-construction meetings with the Town of Westport and City of Norwalk including businesses and emergency responders, time of construction, explore vault locations to avoid former landfill in Town of Westport, and conform to the greatest extent possible with the DOT.

Project administration

Project administration is overseen by CL&P. CL&P'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. No contractors' yard or other staging areas have been identified.

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"=5' vertical and 1" = 30' horizontal) outline the installation of approximately 6.7 miles of a new underground double circuit 345-kV XLPE transmission cable. The new transmission cable will be placed within public road rights-of-way as follows:

Westport

Post Road (U.S. Route 1)
Lincoln Street
Imperial Avenue

Norwalk

North Avenue (U.S. Route 1)
Westport Avenue (U.S. Route 1)

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 CL&P 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 400 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. CL&P may have multiple locations under construction simultaneously and at least one travel lane will

remain open in construction zones. No blasting is expected for construction and installation of the duct bank.

The facilities will consist of six 3000 kcmil cross-linked polyethylene (XLPE) insulated cables (5.5 inch diameter) each placed in a PVC conduit system. At certain limited locations along the route (primarily river crossings) 3500-kcmil XLPE cables may be needed to meet system ampacity requirements.

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. A typical trench for duct bank installation is four feet wide by five feet deep. Concrete will cover the duct bank for protection from vehicle weight, vibrations forces, and dig-ins consistent with the DOT concerns of over-weight vehicles. While depth does effect heat dissipation the spacing of the cables and amount of thermal backfill would mitigate this effect thus being able to maintain the ampacity of the cable and not compromise operations of the line.

Splice vaults (22 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 1,650-foot intervals along the underground route. This distance between vaults is limited both by the cable reel size (length of cable on the reel) and by pulling considerations.

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. CL&P has made extensive efforts to locate vaults out of travel lanes so as to minimize impacts to traffic. Six pairs (12 total) of splice vaults will be located in Norwalk and 16 pairs (32 total) of splice vaults will be located in Westport as follows:

- Ten pairs will be outside the DOT ROW on private property;
- Three pairs will be within the DOT ROW inside the roadway;
- Two pairs will be within the DOT ROW but outside the roadway;
- Six pairs will be partially in DOT ROW and partially on private property;
- One pair will be within the municipal roadway ROW in the Town of Westport.

CL&P 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, neither a Spill Prevention and Response Plan nor soil management plan have been provided. Council staff recommends that CL&P submit a Spill Prevention and Response Plan which should address actions to prevent spills, to provide emergency notification if spills occur, and to clean up spills and a soil and groundwater management plan including locations for treatment and/or disposal be provided to the Council prior to 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.

Noise

Night time construction raises concerns for noise. CL&P did not provide a specific plan to address noise impacts, therefore Council staff recommends CL&P provide a noise mitigation plan prior to the commencement of construction and submit non-resolution of constituent concerns after 15 days to the Council.

Maintenance and Protection of Traffic Plan

CL&P 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 CL&P provide a copy of the Department of Transportation Encroachment Permit, including MPT plan, prior to the commencement of construction.

Environmental and Cultural

There are no federal or state protected species in segment 4b.

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. In other locations, existing utilities limit placement of the cable ducts so that there is very little that can be done to increase the distance from the cables to the facility. Specific instances where facilities listed in Conn. Gen. Stat. § 16-50p(i) are located directly along the route and the duct bank has been routed on the opposite side of the road include:

- King's Highway Elementary School
- Greens Farms Elementary School
- Pumpkin Preschool of Westport

For residences along Lincoln Street and Imperial Street the facility is located in the middle of the street.

The 345 kV transmission line route has been designed to maximize distance to these facilities and residential areas. No vaults are located near statutory facilities. 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. Council staff recommends a post-construction EMF monitoring plan be submitted for review and approval prior to the commencement of operation and that CL&P conduct construction near schools when schools are out of session to the greatest extent possible.

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. 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 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 42 months. The following items summarize the projected schedule:

- Survey May, 2005 - March, 2006
- Engineering June, 2005 - July, 2006
- Procurement January, 2005 - March, 2007
- Fabrication/delivery of large equipment August, 2006 - March, 2008
- Civil work July, 2006 - May, 2008
- Landscaping March, 2008 - November, 2008
- Cable installation July, 2007 - September, 2008
- Testing October, 2008 - November, 2008.

Worksite 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.

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 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 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 proposed to provide and quarterly construction reports. However, the Environmental Inspector for the Council will provide weekly reports. Council staff recommends that CL&P provide two week advance notice to the Council and municipalities 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 CL&P conduct pre-construction meetings with the Town of Westport and City of Norwalk including businesses and emergency responders, time of construction, explore vault locations to avoid former landfill in Town of Westport, and conform to the greatest extent possible with the DOT.

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 quarterly construction reports noting milestones of construction activity.

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

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

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That CL&P provide noise mitigation plan prior to the commencement of construction and submit non-resolution of constituent concerns after 15 days to the Council.

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

That CL&P conduct construction near schools when schools are out of a session.

That CL&P conduct splicing activities on a 24 hour basis, as needed.

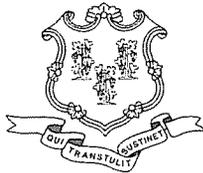
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That erosion and sediment controls comply with the 2002 Connecticut Guidelines for Erosion and Sediment Control.

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.



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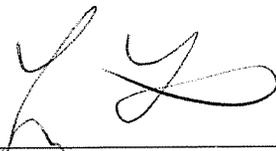
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NOTICE OF SERVICE

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 30, 2006



Lisa Fontaine
Custodian of Docket No. 272