



**Connecticut
Light & Power**

The Northeast Utilities System

107 Selden Street, Berlin CT 06037

Northeast Utilities Service Company
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June 2, 2006

Ms. Pamela B. Katz
Chairman
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

Re: The Connecticut Light and Power Company and The United Illuminating Company Application for a 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

Dear Chairman Katz:

The following errata pages for the Middletown-Norwalk Segment 2a D&M Plan filed on March 31, 2006 are attached.

- Volume 1 – Page 1-3, Section 1.1.2, 3rd paragraph, 2nd line:
Change standard to compact
- Volume 1 – Page 1-3, Section 1.1.2, 3rd paragraph, 3rd line:
Change 108 feet to 120 feet
- Volume 1 – Page 1-4, Section 1.1.4, 5th line:
Change 108 to 150 feet
- Volume 2 – Drawing 01229-15001, Sheet 27
Identify wetland 66

Sincerely,



Anne Bartosewicz
Middletown-Norwalk Project Director

cc: Service List

Enclosures



middletown | norwalk

Errata Page 6/2/06*

1.1.1 Beseck Switching Station to East Wallingford Junction

From the new Beseck Switching Station south to East Wallingford Junction there is currently one 345-kV line within the existing right-of-way (ROW), supported on wood H-frame structures with a typical height of 90 feet. There are no 115-kV line components within this sub-segment.

From the new Beseck Switching Station to Powers Road just north of The Tradition Golf Club, a distance of approximately 5.0 miles, the new 345-kV line will parallel the existing 345-kV line to the east. The structures for the new 345-kV line will be a standard delta monopole design with a typical height of 108 feet as shown in Volume 2 (Typical Cross Section, Figure 5). The existing 345-kV line will require modifications at three locations along this sub-segment. The first location is a 0.4-mile section of line beginning approximately 0.5 miles south of the new Beseck Switching Station. It consists of four spans that will be relocated toward the west within the existing ROW. The second location at structure 24264 is where the existing ROW width decreases from 275 feet to 200 feet for approximately 570 feet. At this one location the delta structure will be replaced with a single vertical monopole. The third location, consisting of one span, will be lowered to accommodate the crossing of the proposed 345-kV line at Powers Road. No additional ROW will be required along this corridor.

At Powers Road the new 345-kV line will cross over the existing 345-kV to the west and will continue south to East Wallingford Junction approximately 0.8 miles. The structures for the new 345-kV line will be a standard delta monopole design with a typical height of 108 feet as shown in Volume 2 (Typical Cross Section, Figure 5 TGC). Construction of the Tradition Golf Club re-route will require a new ROW of 125 feet, all of which will be acquired from The Tradition Golf Club. The Tradition Golf Club has been developed on existing CL&P ROW. To avoid construction on the golf course, CL&P and The Tradition Golf Club have negotiated an easement on land owned by The Tradition Golf Club outside the boundaries of the golf course. For construction of the Project, the existing ROW and structures will remain in their present locations.

1.1.2 East Wallingford Junction to Wallingford Junction

From East Wallingford Junction to Wallingford Junction there is currently one 115-kV line within the ROW supported on wood-pole H-frame structures with a typical height of 57 feet. No additional ROW will be required along the existing corridor.

From East Wallingford Junction to North Haven Junction, approximately 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, as shown in Volume 2 (Typical Cross Section, Figure 6 East).

From North Haven Junction to Pent Road Junction (approximately 0.3 miles), the existing 115-kV H-frames will remain. The new 345-kV line will be located south of the existing structures using a **compact** delta monopole design with a typical height of **120** feet as shown in Volume 2 (Typical Cross Section 6 Middle).

From Pent Road Junction to Wallingford Junction (approximately 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, as shown in Volume 2 (Typical Cross Section, Figure 6 West).

1.1.3 Wallingford Junction to a Transition Structure West of Wallingford/Cheshire Town Line

From Wallingford Junction to the new transition structure west of the Wallingford/Cheshire Town Line in Cheshire (approximately 2.5 miles), there are currently two 115-kV circuits within the ROW, both of which are supported on the same double-circuit lattice towers with a typical height of 90 feet. The

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structures for the new 345-kV line will be standard delta with a typical height of 108 feet as shown in Volume 2 (Typical Cross Section, Figure 7A). The existing 115-kV lines will remain, but will require modifications only at the west end of this sub-segment since one of the two circuits will terminate on a new overhead-to-underground transition structure near the Wallingford/Cheshire Town Line in Cheshire as shown in Volume 2 (Typical Cross Section, Figure 7AB). No additional ROW will be required along the existing corridor.

1.1.4 Transition Structure West of 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 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 as shown in Volume 2 (Typical ROW Cross Section, Figure 7B). No additional ROW will be required along the existing corridor.

1.1.5 Cook Hill Junction to Transition Structure South of 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. The new structure will be a 345/115-kV compact composite steel monopole with a typical height of 120 feet as shown in Volume 2 (Typical ROW Cross Section, Figure 8A). The 115-kV Line 1690 at and 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 as shown in Volume 2 (Typical ROW Cross Section, Figure 8AB). No additional ROW will be required along the existing corridor.

1.1.6 Wallingford/Cheshire Town Line Transition Structure to Cheshire/Hamden Town Line Transition Structure

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.

The underground construction work in Segment 2a will include five separate construction activities that will occur sequentially and at times concurrently, but not continuously. As described in greater detail below, these activities include the following:

- Duct bank Installation
- Splice-vault Installation
- Cable Pulling
- Cable Splicing
- Restoration (temporary and final)