



July 25, 2005

VIA HAND-DELIVERY

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

Re: Docket 272 - Scovill Rock Switching Station D&M Plan

Dear Chairman Katz:

In accordance with the Connecticut Siting Council's ("Council") April 7, 2005 Decision and Order, enclosed are an original, fifteen (15) hard copies, and an electronic copy on CD-ROM of the development and management plan ("D&M Plan") of The Connecticut Light and Power Company ("CL&P") for the modifications to the Scovill Rock Switching Station in Middletown. Pursuant to condition 11 of the Council's Decision and Order, CL&P has consulted with the City of Middletown regarding the work planned at Scovill Rock prior to this filing and is providing Middletown representatives with a copy of the D&M Plan to allow them an opportunity to comment on the plan within thirty (30) days of this filing. In accordance with the Council's instructions in Derek Phelps' May 17, 2005 letter to Anthony Fitzgerald and Linda Randell, copies of this transmittal letter are being sent to all parties and intervenors of record in Docket 272.

Please note that the enclosed D&M Plan includes some modifications to the facilities at Scovill Rock Switching Station to further improve system reliability. Specifically, the enclosed plans include four 345-kV circuit breakers and nine disconnect switches, as opposed to the two 345-kV circuit breakers and four disconnect switches referenced in the Council's Finding of Fact #175 and p. I-23 of the Application. These changes will improve reliability by ensuring that a failed circuit breaker caused by a single contingency at Scovill Rock will not result in two sources from the east being removed from service. These modifications will occur within the existing fence line of Scovill Rock Switching Station.

As discussed in section 4.2.2 and Appendix C of the attached D&M Plan, CL&P is proposing a model for the processing of any changes to the D&M Plan after it is approved by the Council. If the Council approves this proposal, CL&P intends to include this model in all of its D&M Plans for this project. The model is based upon the process that has been established in connection with the D&M Plans for the Bethel-Norwalk Project (Docket 217), and will serve to provide CL&P with greater clarity as to the process for handling such changes for the Middletown-Norwalk Project.

Very truly yours,

A handwritten signature in black ink, appearing to read "Anne Bartosewicz". The signature is fluid and cursive, with the first name "Anne" being particularly prominent.

Anne Bartosewicz
Project Director-Transmission Projects

cc: Service List (cover letter only)
Robert Carberry



**Connecticut Siting Council
Docket No. 272**

**Development & Management Plan
for the
Middletown-Norwalk
345-kV Transmission Line Project
Scovill Rock Switching Station**

July 2005

prepared for:



Development & Management Plan

for the

**Middletown-Norwalk
345-kV Transmission Line Project**

Scovill Rock Switching Station

**Connecticut Siting Council
Docket No. 272**

**Submitted By:
The Connecticut Light and Power Company**

July 2005

**Prepared by:
Burns & McDonnell Engineering Company, Inc
Kansas City, Missouri**

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APPENDICES

APPENDIX A – DRAWINGS AND PHOTOS

- Exhibit 1 Key Map
- Exhibit 2 Aerial Photograph
- Exhibit 3 Site Photos
- Exhibit 4 General Arrangement
- Exhibit 5 Sedimentation and Erosion Control Plan

APPENDIX B – DOCKET 272, SELECTED PORTIONS OF DECISION AND ORDER

APPENDIX C – D&M PLAN CHANGE APPROVAL PROCESS

1.0 INTRODUCTION

The Connecticut Light and Power Company (CL&P) hereby submits this Development and Management (D&M) Plan for the Scovill Rock Switching Station, a part of the Middletown-Norwalk Project (the Project), in accordance with the Connecticut Siting Council (Council) Decision and Order for Docket 272 of April 7, 2005, and pursuant to Sections 16-50j-60 through 16-50j-62 of the Regulations of Connecticut State Agencies, *Requirements for a right-of-way development and management plan*. The Middletown-Norwalk Project consists of approximately 69 miles of 345-kV transmission line from CL&P's existing Scovill Rock Switching Station (located in the City of Middletown in Middlesex County), through New Haven County to CL&P's existing Norwalk Substation (located in the City of Norwalk in Fairfield County). The Project will include approximately 45 miles of overhead transmission line construction and 24 miles of underground transmission line construction. The overhead portion of the Project will extend from the Scovill Rock Switching Station to the East Devon Substation in Milford. The underground portion will extend from the East Devon Substation to the Norwalk Substation. The Project will include the construction of two new electric substations (East Devon in Milford and Singer in Bridgeport) and one new switching station (Beseck in Wallingford), as well as modifications to the existing Norwalk Substation and Scovill Rock Switching Station. CL&P is responsible for 80 percent of the Project, and the United Illuminating Company is responsible for 20 percent (Singer Substation and several miles of underground line extending eastward from the substation towards the East Devon Substation).

CL&P plans to prepare eleven D&M plans for its portion of the Project. The D&M plans will be developed based on the type of construction and geographic location along the route, as follows:

Switching Stations And Substations (4 D&M plans)

- Scovill Rock (Middletown)
- Beseck (Wallingford)
- East Devon (Milford)
- Norwalk (Norwalk)

Overhead Lines (3 D&M plans)

- Segment 1: Scovill Rock Switching Station to Chestnut Junction, Oxbow Junction to Beseck Switching Station, and Black Pond Junction to Beseck Switching Station
(Middletown, Durham, Middlefield)
- Segment 2: Beseck Switching Station to Hamden Town line
(Wallingford, Cheshire)
- Segment 2: from Hamden Town line to East Devon Substation
(Hamden, Bethany, Woodbridge, West Haven, Orange, Milford)

Underground Lines (3 D&M plans)

- Segment 3: East Devon Substation to UI ownership point in Stratford
(Milford, Stratford)
- Segment 4: Singer Substation to Fairfield
(Bridgeport, Fairfield)
- Segment 4 Fairfield to Norwalk Substation
(Fairfield, Westport, Norwalk)

Underground Watercourse and Railroad Crossings (1 D&M plan)

(Milford, Stratford, Bridgeport, Fairfield, Westport, Norwalk)

1.1 PROJECT DESCRIPTION

This D&M Plan covers the work associated with the installation of new switching station equipment within the fenced area of the existing Scovill Rock Switching Station (Station). CL&P will add one new 345-kV transmission line position with associated equipment. (See sections A-A, B-B, and C-C of Exhibit 4 in Appendix A.) The equipment includes four 345-kV circuit breakers, nine 345-kV isolating disconnect switches, associated equipment, and bus supports and associated foundations. The new 345-kV line termination structure will be approximately 90 feet high, similar in height and design to the existing line termination structures.

The work will include the installation of foundations for the new circuit breakers and a transmission line termination structure within the yard. The new switches will be placed on existing foundations. When complete, an existing 345-kV overhead transmission line that currently bypasses the Station on the south side will be broken into two parts. The portion of this existing line that is west of the Station will be connected to the new termination structure within the Station. The other portion of this line will be connected to a new section of line that is being built from this point west to Chestnut Junction. The overhead transmission line construction will be covered in the D&M Plan for Segment 1.

CL&P will take measures to upgrade the ground grid as part of the construction at the Station. CL&P is currently performing an engineering analysis of the existing ground grid to determine the specific requirements. The upgrade could include adding additional trap rock over the yard to increase the depth of cover or adding additional copper wire to the existing ground grid. In the latter case, construction would remove the existing trap rock from a small portion of the yard at a time and remove enough soil to expose the wire, then bond additional copper wire to the grid. The ground grid extends approximately three feet beyond the fence. The soil and trap rock would then be replaced. The fence would not be removed for this work.

1.2 CONDITIONS

In addition to the *Requirements for a right-of-way development and management plan*, found in Sections 16-50j-60 et seq. of the Regulations of Connecticut State Agencies, the Council stipulated certain requirements for the D&M plans for the Middletown-Norwalk Project in conditions 14-21 of its Decision and Order. A copy of this portion of the Decision and Order is provided in Appendix B. Those requirements have been incorporated in this D&M Plan either directly or by reference. Construction procedures will also be described in the *Method and Manner of Construction filing* that will be submitted to the Connecticut Department of Public Utility Control pursuant to Connecticut General Statutes §16-243. No permits from the Connecticut Department of Environmental Protection (DEP) or the U.S. Army Corps of Engineers are required for the proposed work at the Station.

1.3 CONSULTATIONS

As part of the preparation of this D&M Plan, CL&P consulted with Mayor Thornton of the City of Middletown on May 10, 2005. During the meeting CL&P representatives outlined the D&M Plan process and reviewed the construction activities that would take place at the Scovill Rock Switching Station. CL&P also provided information regarding points of contact at the Company for the Project. The Mayor had no comments on, and expressed no concerns with, the construction activities at the Station. In addition, the Mayor was provided a draft version of the Scovill Rock Switching Station D&M Plan on July 6, 2005.

2.0 DRAWINGS AND SITE INFORMATION

The Scovill Rock Switching Station is an existing CL&P 345-kV facility contained inside a fenced area with a surface of trap rock. CL&P performed and reported on extensive research on environmental conditions and cultural resources as part of the Docket 272 application to the Council. The following provides descriptive information regarding the existing conditions at the site and the modifications that will take place at Scovill Rock Switching Station as part of the Project. This information is shown graphically on the drawings described below. The drawings and photos of the site are contained in Appendix A.

2.1 KEY MAP

The Scovill Rock Switching Station is located approximately one mile east of State Highway 9 in Middletown, just north of the municipal boundary with Haddam. The location is shown on the Key Map (Exhibit 1) included in Appendix A, along with an aerial photograph (Exhibit 2) and site photographs (Exhibit 3).

2.2 PLAN DRAWINGS

In addition to the key map, this D&M Plan contains drawings showing the General Arrangement (Exhibit 4) and Sedimentation and Erosion Control Plan (Exhibit 5). The General Arrangement provides locations of the new components to be installed at the Station, access points, edges of the existing yard and existing edge of clearing. Drainage patterns, with locations for installation of appropriate sedimentation and erosion control materials, are shown on the Sedimentation and Erosion Control drawing.

2.3 LAND OWNERSHIP

The entire Station site and adjoining property is owned by a company in the Northeast Utilities System. CL&P transmission lines run along the east, west, and south sides of the Station on existing Northeast Utilities System property.

2.4 PUBLIC ROADS AND LANDS

No public roads or public lands cross or adjoin the existing Station property. The closest public road is Freeman Road, which is approximately 500 feet north of the site.

2.5 TOPOGRAPHY AND GRADING

No change in grade will occur at the Scovill Rock Switching Station.

2.6 STRUCTURE AND FOUNDATION LOCATIONS

The approximate location and type of structures and foundations at the site are shown on the General Arrangement in Appendix A (Exhibit 4).

2.7 ACCESS POINTS FOR CONSTRUCTION

Access to the site for construction, operation, and maintenance will be from Freeman Road along an existing paved access road located on property owned by a company in the Northeast Utilities System. No improvements to these roads are necessary.

2.8 VEGETATION AND CLEARING

No vegetation is present within the Scovill Rock Switching Station. No vegetation clearing is required for the work at the site.

2.9 ENVIRONMENTALLY SENSITIVE AREAS

No sensitive areas, such as watercourses, wetlands, areas of high erosion potential, or federal or state protected species, will be affected by the construction at Scovill Rock Switching Station.

2.10 EXISTING UNDERGROUND UTILITIES

No known underground facilities will be crossed during the installation of the new facilities.

2.11 STAGING AREA AND CONSTRUCTION FACILITIES

The staging area for materials and equipment for the Scovill Rock Switching Station modifications will be vacant space within the fenced area of the Station. The office trailer would also be inside the fenced area. Parking may be either inside the fenced area or along the access road. The Station has existing portable sanitary facilities; additional portable facilities may be used during construction.

3.0 CONSTRUCTION INFORMATION

This section contains information concerning construction practices and mitigation measures related to the modifications at the Scovill Rock Switching Station.

3.1 TIMBER AND SNAG TREES

No clearing of timber is required at the Scovill Rock Switching Station.

3.2 CONSTRUCTION AND REHABILITATION PROCEDURES

Construction procedures for water crossings, sedimentation and erosion control, protected species, hydrologic features and cultural resource properties, to the extent applicable to the work at the Station, are described below.

3.2.1 Water Crossing Techniques

No water crossings are associated with the Scovill Rock Switching Station modifications.

3.2.2 Sedimentation and Erosion Control Procedures

Construction activities will comply with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control. Specific sedimentation and erosion control measures are shown on the Sedimentation and Erosion Control drawing in Appendix A, Exhibit 5. Sedimentation barriers will be installed on the downhill side of the construction area to reduce sedimentation associated with construction activities during precipitation events. Excess spoil material will be removed from the site by the contractor and disposed of at an approved location. Some spoil material may be retained for backfill.

3.2.3 Precautions for Protected Species

Pursuant to consultation with the DEP Natural Diversity Database, there are no federal or state protected species located near the Scovill Rock Switching Station.

3.2.4 Restoration of Hydrologic Features

Installation of the new facilities and equipment will not require any changes to hydrologic features.

3.2.5 Protection of Cultural Resources

CL&P contracted with Raber Associates to perform a Cultural Resources Assessment Survey as part of the application to the Council. The survey found no known cultural resources located in or near the Scovill Rock Switching Station.

3.2.6 Herbicide Use

No herbicides will be used for construction. Normal maintenance of the station yard, however, includes treatment of vegetation with EPA-approved herbicides. Normal maintenance outside the fence includes both mechanical clearing and herbicide treatment. Such vegetation control is performed on an annual basis. No change in maintenance practices will result from the modifications of the Station.

3.2.7 Public Recreation Areas

No public recreation areas are located adjacent to the Scovill Rock Switching Station. A loop of the Mattabassett Trail is located approximately 900 feet west of the station.

3.2.8 Disposal and Maintenance Procedures

The contractor will remove all debris and excess soil and dispose of it in accordance with local, state, and federal regulations. No burning will occur at the Station.

3.2.9 Blasting Procedures

No blasting is required at the Station.

3.2.10 Rehabilitation Plans

The existing Station is currently surfaced with trap rock. This surface will be temporarily removed at locations where new foundations are to be installed and where ground grid reinforcement work is done, as described in Section 1.1. The trap rock will be replaced upon completion of the work.

3.2.11 Independent Environmental Consultant

CL&P will select and retain an independent environmental consultant, approved by the Council, to monitor construction of the Middletown-Norwalk Project. The consultant will report regularly to the Council.

4.0 NOTICES AND REPORTS

This section outlines requirements regarding notifications and reporting procedures per Section 16-50j-62 of the Regulations of Connecticut State Agencies.

4.1 STAGING AND MATERIAL LAYDOWN AREAS

The staging and laydown area for this work will be empty space within the Station yard (See Exhibit 3). If CL&P desires to use a staging area other than the designated area, or if CL&P desires to use the staging area prior to final approval of this D&M Plan, CL&P will notify the Council and request such permission from the Council in accordance with Section 16-50j-62(a) of the Regulations of Connecticut State Agencies.

4.2 NOTICES TO THE COUNCIL

Three types of notices are required by the Council for construction. Each type is described below.

4.2.1 Notice of Beginning

CL&P will provide written notification to the Council at a minimum of two weeks prior to the beginning of construction at the site.

4.2.2 Notice of Changes to the D&M Plan

Given the scope of this Project, CL&P seeks to establish, at the outset of the D&M process, a model regarding the procedure for interfacing with the Council regarding any changes to approved D&M Plans. Such changes typically arise from unanticipated conditions encountered during construction. They can pose the risk of substantial construction delay in the absence of an established protocol for obtaining Council review of such changes.

Section 16-50j-62(b)(2) of the Regulations of Connecticut State Agencies provides in pertinent part that:

The company shall provide the council with advance notice whenever a significant change of the approved D&M Plan is necessary such as:

- (A) the location of a stream crossing;
- (B) the location of an access way or a structure in a regulated wetland area;
- (C) the construction of a section of access road which would run between structure locations and thereby “close a gap” longitudinally along the right-of-way; and
- (D) a change in structure type.

The council shall promptly review the changes and shall approve, modify, or disapprove the changes.

Although section 16-50j-62(b)(2) provides some examples of “significant changes” requiring advance Council approval, CL&P believes that the model proposed will facilitate the construction process for the Middletown-Norwalk Project by providing CL&P with more detailed guidance as to: (1) distinguishing between “significant changes” requiring advance Council approval and other types of changes; and (2) establishing a protocol for Council review of “significant changes” and other types of changes. This model, which has been successfully applied for the Bethel-Norwalk Project, is described and depicted in Appendix C. If the Council approves of this model, CL&P would include it in all other D&M Plans it files in this docket.

4.2.3 Notice of Completion

CL&P will provide the Council written notification of the completion of construction and site rehabilitation for the Station.

4.3 NOTICE TO MUNICIPALITIES

CL&P will provide written notification to the Chief Elected Official of Middletown a minimum of three weeks prior to the beginning of construction. CL&P will also notify the Chief Elected Official when the work at the Station is complete.

4.4 NOTICE TO LANDOWNERS

CL&P will provide written notification to adjacent landowners at a minimum of two weeks prior to the beginning of construction.

4.5 MONTHLY REPORTS

CL&P will provide the Council with written monthly progress reports.

4.6 FINAL REPORT

CL&P will provide a final report to the Council as required in Section 16-50j-62 of the Regulations of Connecticut State Agencies. The final report will contain the following information as prescribed in the regulations:

1. All agreements with abutters or other property owners regarding special maintenance precautions.
2. Significant changes to the D&M Plan that were required because of the property rights of underlying and adjoining owners or for other reasons.
3. Location of non-transmission materials which have been left in place.
4. Actual construction cost of the facility including but not limited to the following:
 - Clearing and access
 - Construction
 - Rehabilitation

5.0 ADDITIONAL ELEMENTS PER COUNCIL ORDER

The listing of additional elements identified in the Decision and Order for Docket No. 272 pertaining to D&M Plans is included in Appendix B. All applicable information is contained within the above portions of the plan and the related permits.

Decision and Order Checklist

Following is a synopsis of the requirements for the D&M Plans for the Middletown-Norwalk Project as stated in the Decision and Order, followed by the location of the information in the Plan, or a statement if not applicable to this specific D&M Plan for the Scovill Rock Switching Station. Because the modifications are to an existing upland site, many of the elements are not applicable in this case.

ITEM FROM DECISION AND ORDER	LOCATION/APPLICABILITY
14. D&M Elements	
a. Detailed site plan showing access roads, foundations, staging areas for overhead route	General Arrangement Drawing, Appendix A, Exhibit 4
b. Detailed site plan showing splice vaults, duct banks, staging areas for underground route	Not Applicable (no underground)
c. Identification of boring sites for underground	Not Applicable (no underground)
d. Erosion and Sediment Control Plan	Section 3.2.2 and Sedimentation and Erosion Control Drawing, Appendix A, Exhibit 5
e. Provisions for crossing wetlands and watercourses	Not Applicable (no wetlands or watercourses)
f. Vegetation Clearing Plan	Not Applicable (no clearing)
g. Wetland Restoration Plan	Not Applicable (no wetlands)
h. Invasive Species Management Plan	Not Applicable (no vegetation)
i. Plan for Pre-Construction Survey for species of concern	Not Applicable (no habitat)
j. Post-construction EMF Monitoring Plan	Not Applicable
k. Fencing of vernal pools; buffer around wetlands	Not Applicable (no vernal pools or wetlands)
l. Inland Wetlands Restoration Plan	Not Applicable (no wetlands)
m. Monitoring and Operations Plan for each water crossing	Not Applicable (no water crossings)
n. Traffic Control Plan	Not Applicable (no road closings)
o. Blasting Plan	Section 3.2.9
p. Groundwater Best Management Practices	Section 3.2.4

q. Identification of staging areas	Section 4.1
r. May spread excavated material in uplands; stockpile excavated soil from wetlands	Section 3.2.2
s. Limit conductor installation sites to cleared right-of-way, not in wetlands	Not Applicable (no conductors to be installed)
t. Plan to remove or adjust selected structures	Not Applicable (no structures for overhead lines to be removed or adjusted)
15. DEP Consultation (river crossings)	Not Applicable (no river crossings)
16. Regional Water Authority (RWA) Conditions	Not Applicable (not on RWA property)
17. DOT Encroachment Permit Process	Not Applicable (no areas of DOT encroachment)
18. Provide the Following Permits Prior to Construction (Public Health, OLISP, DEP Water Crossings)	Not Applicable
19. Waste Management Permits	Section 3.2.8
20. Independent Environmental Consultant	Section 3.2.11
21. Phase II Archeological Reconnaissance Survey	Section 3.2.5

6.0 PROJECT SCHEDULE

The construction of the modifications at the Scovill Rock Switching Station will take approximately five months from mobilization through construction and site restoration. The expected start of construction is March 2007, with completion by July 2007. The new equipment will be placed in service upon completion of the associated 345-kV line sections and substation improvements. Construction activities are expected to take place during a normal 8-hour day, five days a week, with some overtime as necessary.

SCOVILL ROCK SWITCHING STATION CONSTRUCTION SCHEDULE

Mobilization	March 2007
Controls work	March-April 2007
Install foundations	March-April 2007
Equipment delivery	March-May 2007
Construction of supports	April-May 2007
Equipment installation	April-May 2007
Install control wiring	May-June 2007
Testing	May-July 2007

APPENDICES

- A - Drawings and Photos**
- B - Selected Portions of
Decision and Order**
- C - D&M Plan Change
Approval Process**

APPENDIX A

DRAWINGS AND PHOTOS

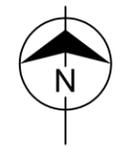
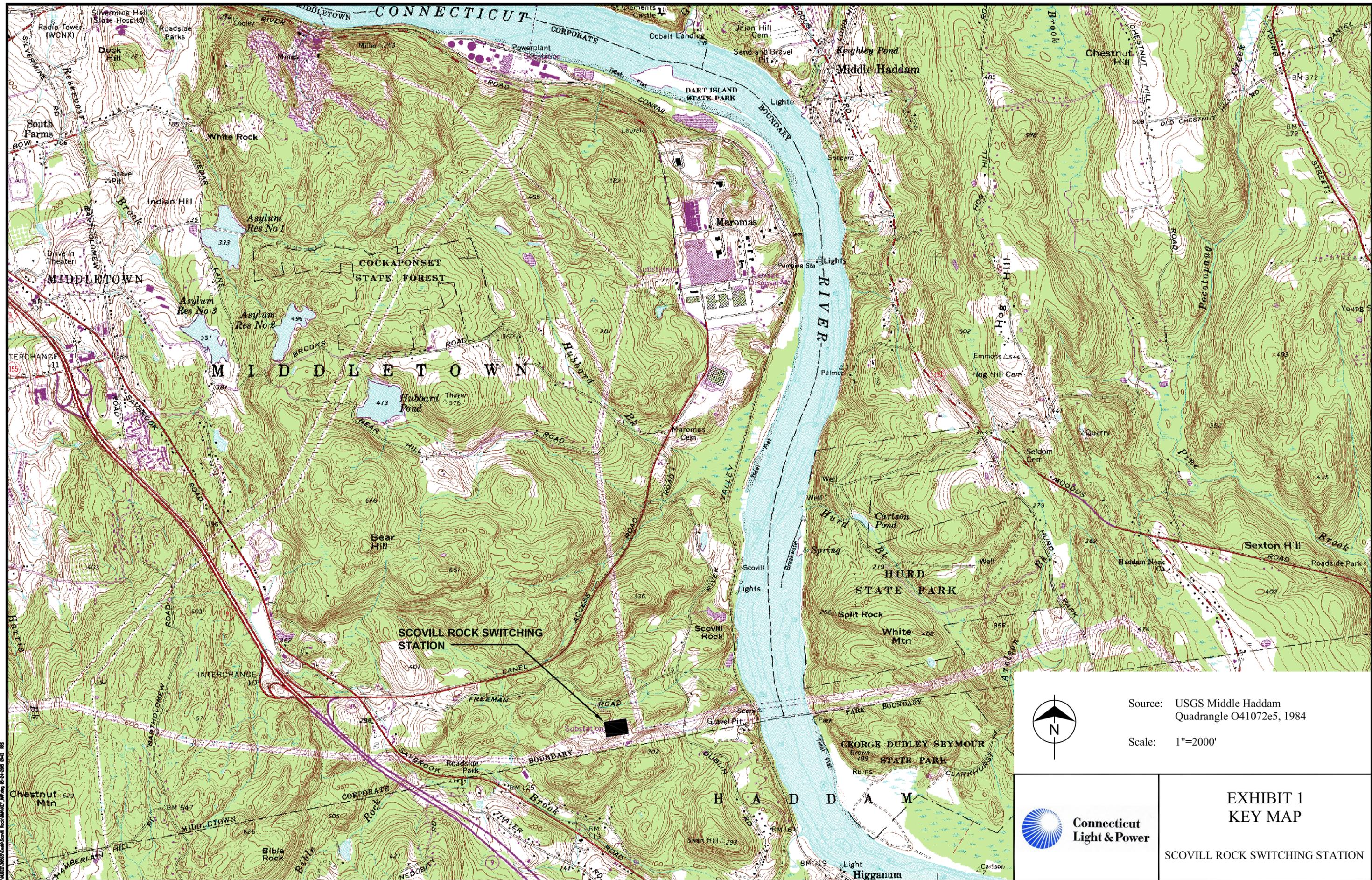
Exhibit 1 - Key Map

Exhibit 2 - Aerial Photograph

Exhibit 3 - Site Photos

Exhibit 4 - General Arrangement

**Exhibit 5 - Sedimentation and
Erosion Control Plan**



Source: USGS Middle Haddam
Quadrangle O41072e5, 1984

Scale: 1"=2000'



**Connecticut
Light & Power**

**EXHIBIT 1
KEY MAP**

SCOVILL ROCK SWITCHING STATION

15000 30000 45000 60000 75000 90000 105000 120000 135000 150000 165000 180000 195000 210000 225000 240000 255000 270000 285000 300000 315000 330000 345000 360000 375000 390000 405000 420000 435000 450000 465000 480000 495000 510000 525000 540000 555000 570000 585000 600000 615000 630000 645000 660000 675000 690000 705000 720000 735000 750000 765000 780000 795000 810000 825000 840000 855000 870000 885000 900000 915000 930000 945000 960000 975000 990000 1005000 1020000 1035000 1050000 1065000 1080000 1095000 1110000 1125000 1140000 1155000 1170000 1185000 1200000 1215000 1230000 1245000 1260000 1275000 1290000 1305000 1320000 1335000 1350000 1365000 1380000 1395000 1410000 1425000 1440000 1455000 1470000 1485000 1500000 1515000 1530000 1545000 1560000 1575000 1590000 1605000 1620000 1635000 1650000 1665000 1680000 1695000 1710000 1725000 1740000 1755000 1770000 1785000 1800000 1815000 1830000 1845000 1860000 1875000 1890000 1905000 1920000 1935000 1950000 1965000 1980000 1995000 2010000 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EXHIBIT 3 - SITE PHOTOS

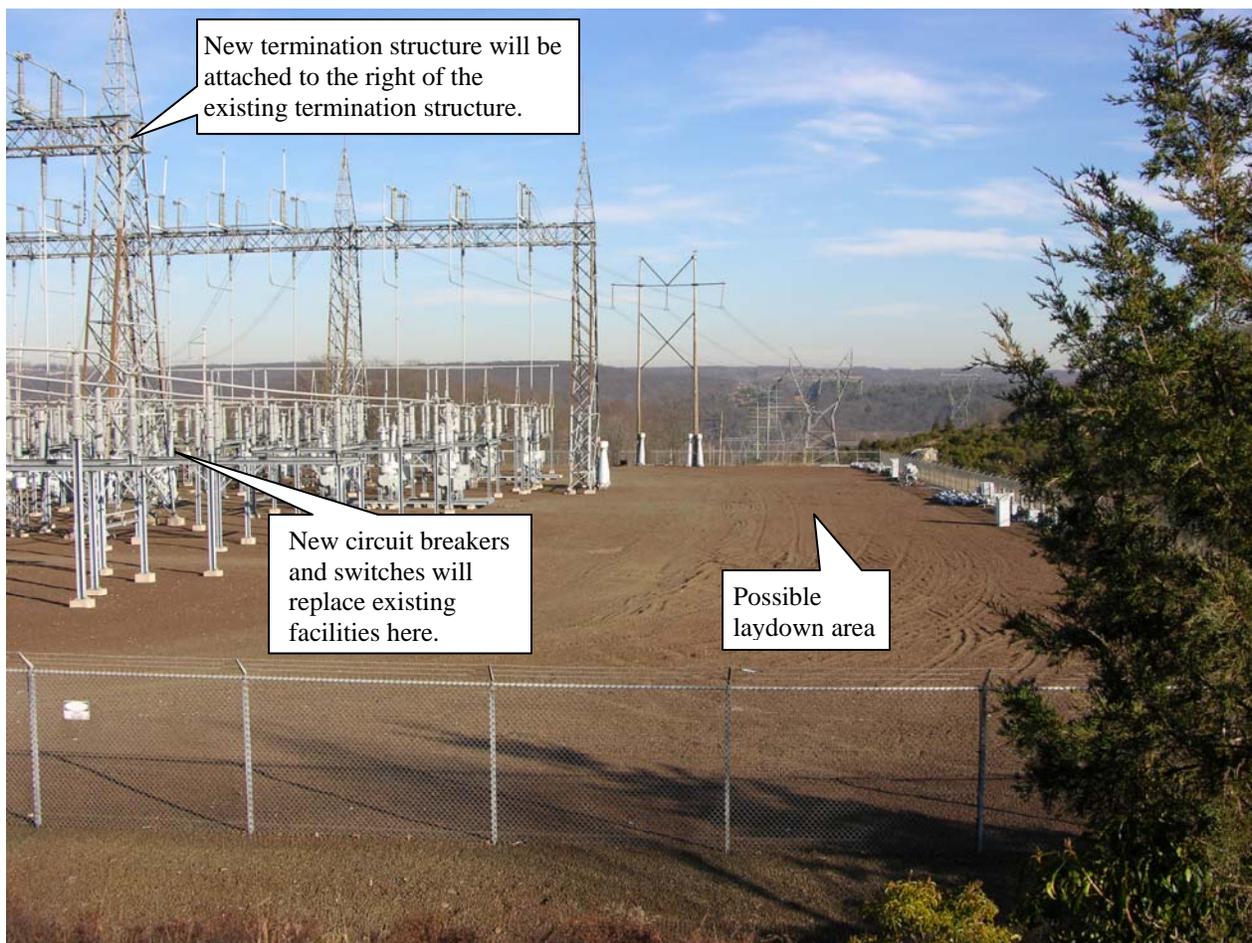


PHOTO 1. Looking East at existing Scovill Rock Switching Station.

EXHIBIT 3 - SITE PHOTOS

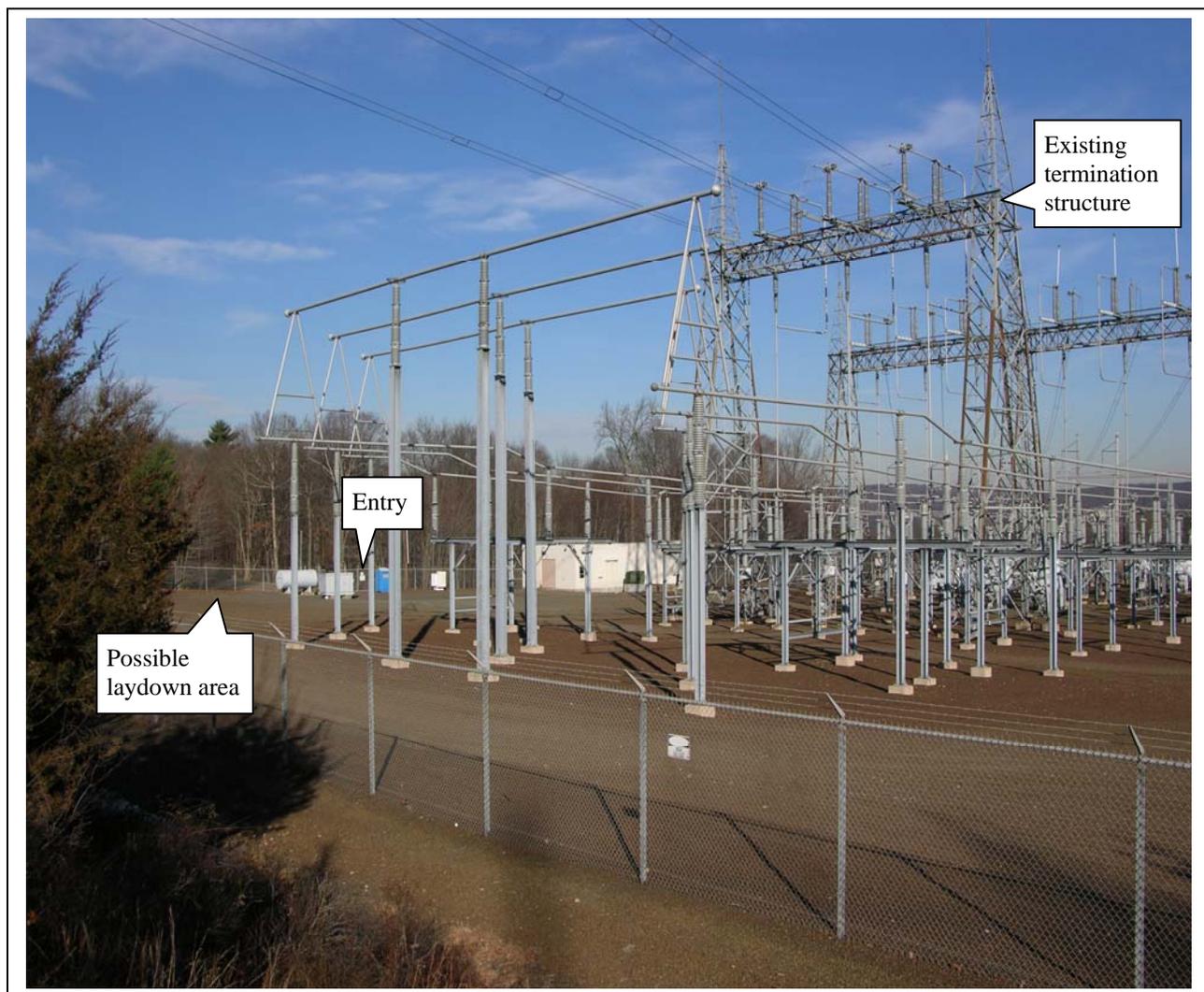


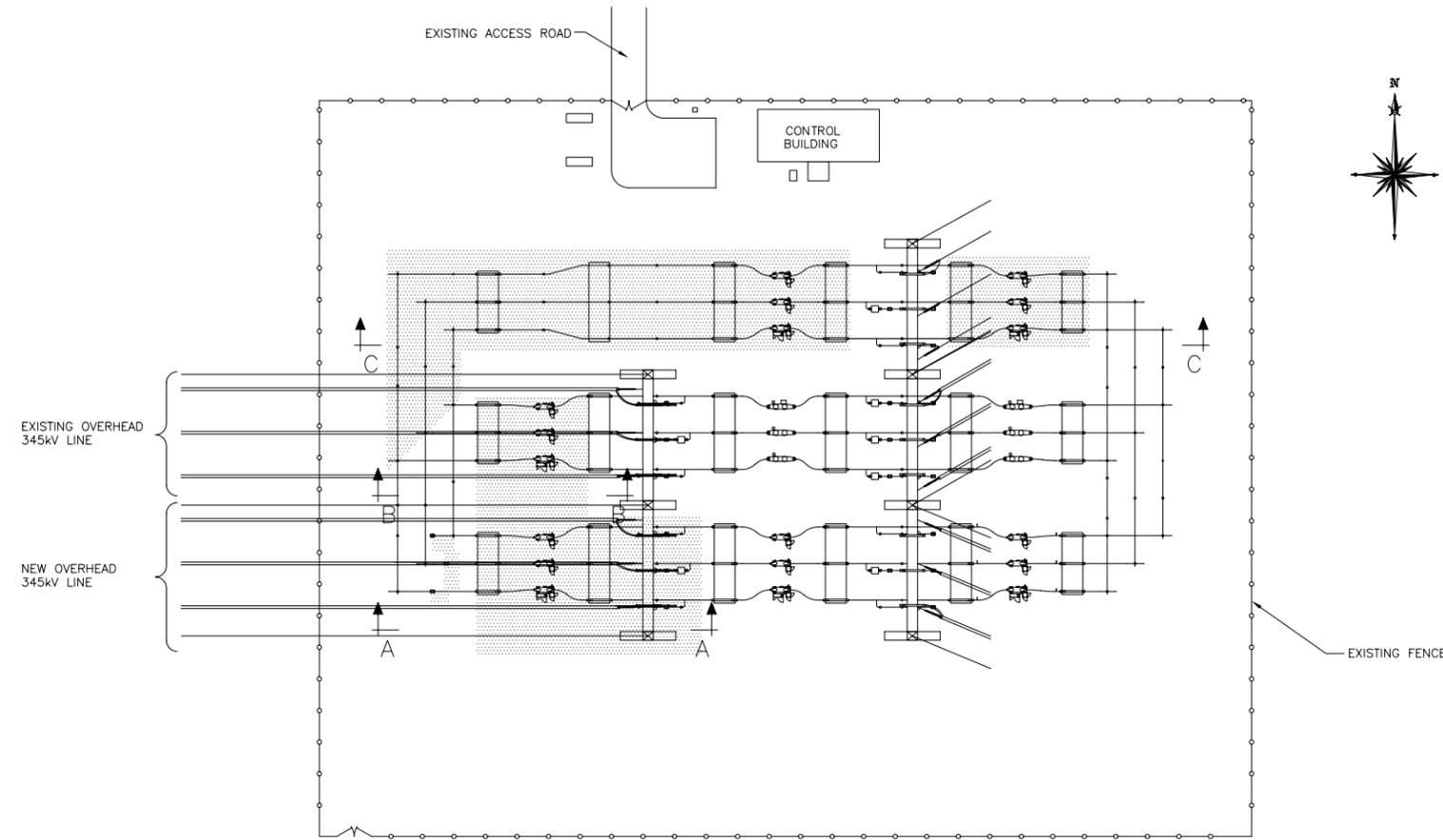
PHOTO 2. Looking northeast at existing entry to Scovill Rock Switching Station.

EXHIBIT 3 - SITE PHOTOS

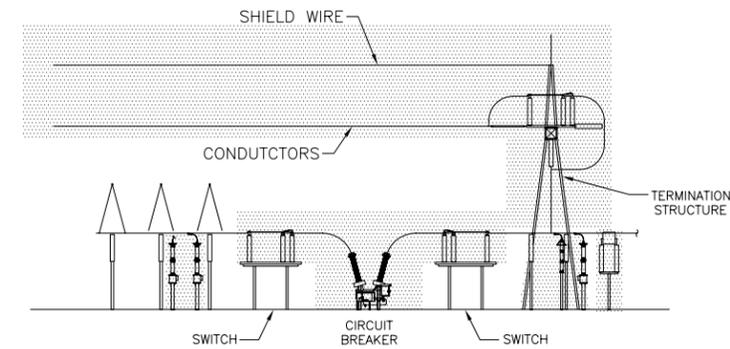


Photo 3. Looking east at area of new bay in Scovill Rock Switching Station.

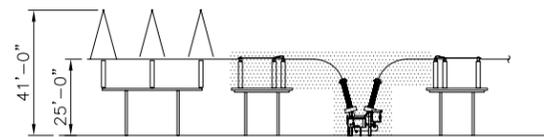
MIDDLETOWN-NORWALK 345-kV TRANSMISSION LINE PROJECT
 SCOVILL ROCK 345-KV SWITCHING STATION MODIFICATIONS



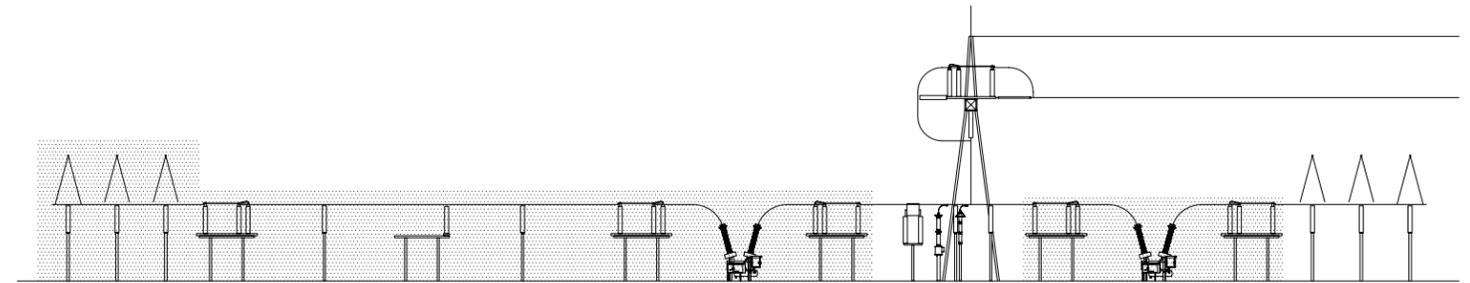
MODIFIED SWITCHING STATION



SECTION A-A



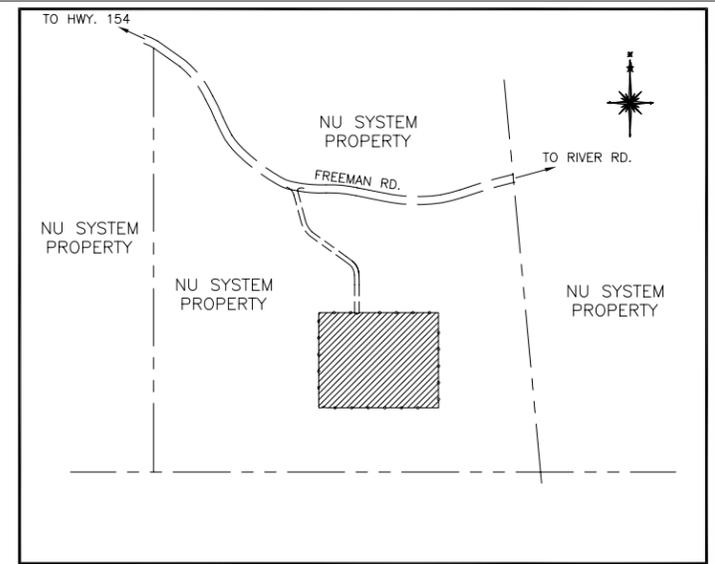
SECTION B-B



SECTION C-C



LOCATION OF NEW EQUIPMENT



LOCATION PLAN
 NOT TO SCALE

- NOTE:
1. COMPANY OWNS ALL SCOVILL ROCK SUBSTATION PROPERTY IN FEE. (PLEASE REFER TO CSC APPLICATION, VOLUME 9 FOR PROPERTY LINES.)
 2. FOUNDATIONS FOR NEW INSTALLATION SHALL BE SPREAD FOOTINGS WITH A DEPTH OF 5' TO 7' BELOW GRADE.

PRELIMINARY

CAD GENERATED DWG
 MAKE NO MANUAL CHANGES

BEFORE CHANGES	VOID DWG.
AFTER CHANGES	NO BEFORE DWG.
REVISIONS DURING CONSTRUCTION	

NORTHEAST UTILITIES SERVICE CO.

FOR THE CONNECTICUT LIGHT & POWER COMPANY

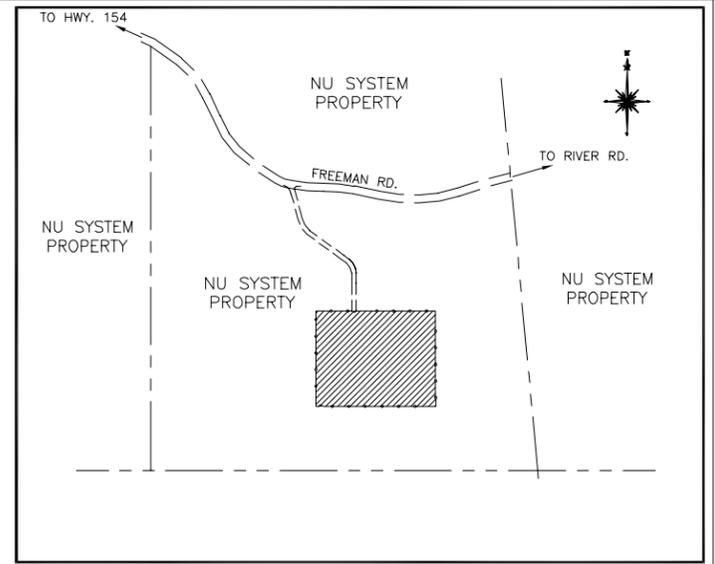
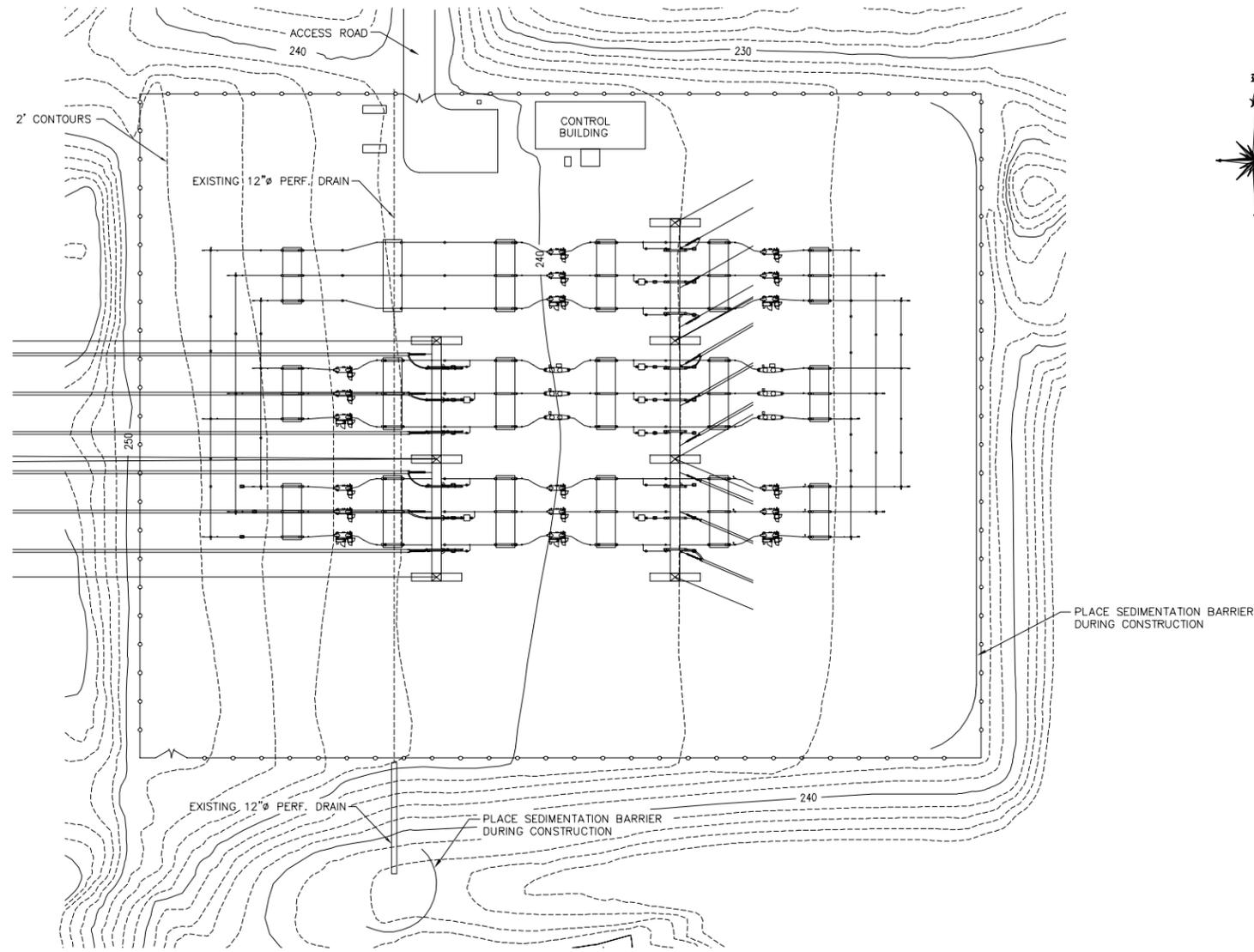
TITLE SCOVILL ROCK SWITCHING STATION
 PROPOSED GENERAL ARRANGEMENT - PLAN & SECTIONS
 MIDDLETOWN, CT.

MF	NO.	DATE	REVISIONS	BY	CHK	APP	APP
C	07/07/08		MODIFIED PER NU COMMENTS	RS	TT		
B	06/17/08		MODIFIED FOR BREAKER AND A HALF CONFIGURATION	RS	TT		
A	04/11/08		SUBMITTED FOR DRAFT PLAN REVIEW	RS	TT		

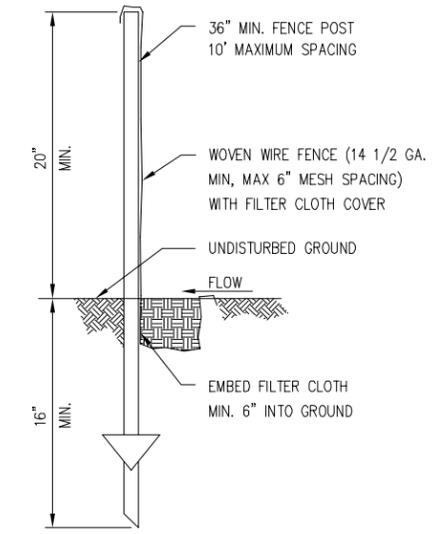
BY DKP - BMD	CHKD	APP
DATE DEC. 13, 2004	DATE	DATE
SCALE AS NOTED	DWG. NO.	

EXHIBIT 4

MIDDLETOWN-NORWALK 345-kV TRANSMISSION LINE PROJECT
 SCOVILL ROCK 345-KV SWITCHING STATION MODIFICATIONS



LOCATION PLAN
 NOT TO SCALE



SEDIMENTATION BARRIER
 DETAIL
 NOT TO SCALE

NOTE:
 ALL CONTOURS SHOWN ARE EXISTING, NO
 NEW GRADING IS REQUIRED.



MODIFIED SWITCHING STATION

PRELIMINARY

CAD
 GENERATED
 DWG
 MAKE NO
 MANUAL
 CHANGES

BEFORE CHANGES	VOID DWG.
AFTER CHANGES	NO BEFORE DWG.
REVISIONS DURING CONSTRUCTION	

NORTHEAST UTILITIES SERVICE CO.
 FOR THE CONNECTICUT LIGHT & POWER COMPANY
 TITLE SCOVILL ROCK SWITCHING STATION
 PROPOSED
 SEDIMENTATION AND EROSION CONTROL PLAN
 MIDDLETOWN, CT.

MF NO.	DATE	REVISIONS	BY	CHK	APP	APP
C	07/07/05	MODIFIED PER NU COMMENTS	RS	TT		
B	06/17/05	MODIFIED FOR BREAKER AND A HALF CONFIGURATION	RS	TT		
A	04/11/05	SUBMITTED FOR DRAFT PLAN REVIEW	RS	TT		

BY DXP - BmCd	CHKD	APP
DATE DEC. 13, 2004	DATE	DATE
SCALE AS NOTED		DWG. NO.

EXHIBIT 5

APPENDIX B

DOCKET 272

SELECTED PORTIONS OF DECISION AND ORDER

APPENDIX B
DOCKET 272
SELECTED PORTIONS OF DECISION AND ORDER

14. The Certificate Holders shall not commence construction of the overhead and underground electric transmission system until securing Council approval of a D&M Plan, consistent with the Regulations of Connecticut State Agencies Section 16-50j-60 through Section 16-50j-62 and which includes the following elements:
- a. A detailed site plan showing the placement of the access roads, structure foundations, equipment and material staging area for the overhead route;
 - b. A detailed site plan showing the underground route, splice boxes, provisions for underground cable protection, and equipment and material staging area;
 - c. Identification of horizontal directional drill and jack and boring sites;
 - d. An erosion and sediment control plan, consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control as amended for both overhead and underground routes;
 - e. Provisions for crossing inland wetland and watercourses for both overhead and underground routes;
 - f. Vegetative clearing plan;
 - g. A wetland restoration plan;
 - h. Invasive species management plan;
 - i. A Plan for a pre-construction survey for all other endangered, threatened and species of special concern, flag areas of mudwort and bayonet grass, sweep areas for eastern box turtle and wood turtle prior to construction and abide to construction periods as outlined by the DEP Wildlife Division;
 - j. A post-construction electric and magnetic field monitoring plan;
 - k. A plan for installing construction fencing at vernal pools near construction activities and a buffer area be established around inland wetlands;
 - l. An inland wetlands restoration plan;
 - m. Monitoring and Operations Plan for each water body crossing;
 - n. A traffic control plan to include scheduling of construction hours during nights and/or weekends and mitigation of lighting and noise;
 - o. A blasting plan
 - p. Groundwater best management practices plan;
 - q. Identification of developed areas for staging and equipment lay down, field office trailers, sanitary facilities and parking before establishing a new area;
 - r. Excavated material in upland construction may be allowed to be graded in proximity to the structure and excavated soil in wetland construction shall be stockpiled in an upland area for use in wetland restoration;
 - s. Conductor installation sites shall be within the existing ROW, use of existing cleared areas, to the extent possible, and pulling sites will not be allowed in wetlands;
 - t. A plan for the following: structure #4010 may be eliminated; in Woodbridge, details on removal of structure #3920 and new poles may be eliminated in the area of wetland #133; a number of structures within wetland #70 adjacent to Tamarac Swamp in Wallingford may be reduced, especially structures #8769 and 8800; and a set of existing pole structures immediately adjacent to the Farmington Can Recreational Trail in Hamden could be removed.

15. The Certificate Holders are directed to consult with DEP on the following matters:
 - a. Concerning horizontal directional drill and the jack and bore crossing techniques;
 - b. Forging streams; and
 - c. Construction scheduling at the Milford boat launch and the line should be sited so as to not interfere unreasonably with any future maintenance needs.

16. The Certificate Holders shall abide to the following Regional Water Authority (RWA) conditions:
 - a. Shall provide all information necessary for the RWA to prepare a DPH Change in Use Application and Revocable License Agreement for the construction activities on RWA owned watershed land.
 - b. Shall prepare a Stormwater Pollution Prevention Plan (SWPPP) during the development of the Development and Management Plan (D&M Plan). The D&M Plan shall be prepared in accordance with the Connecticut Guidelines for Soil Erosion and Sediment Control.
 - c. Refueling of construction equipment on public water supply watershed and aquifer areas shall only be conducted over portable spill container areas. Absorbent spill response materials shall be readily available on-site. The RWA shall be immediately notified of any hazardous material spills or other water quality incidents on its public water supply watershed or aquifers.
 - d. Any fuel, oils, paints solvents, or other hazardous material stored on-site during the construction process shall be in a secure area with at least 100 percent secondary containment.
 - e. Submittal of an Integrated Pest Management Plan for long-term maintenance of right-of-ways and submittal of an annual summary of pesticide use and other maintenance activities on RWA property.
 - f. If blasting is required, pre-blast surveys of RWA facilities shall be done, recording seismographs shall be in place during blasting and copies of the survey and sand seismograph results shall be provided to the RWA.
 - g. Provision of reimbursement for reasonable costs incurred by the RWA regarding review and inspection of the Project, including costs for review by its special consultants, and costs associated with designing and relocating the RWA's facilities, if required.
 - h. Preliminary and final D&M Plans shall be provided to the RWA for its review comments. The RWA shall be allowed at least 30 days to review and comment.
 - i. The RWA shall receive between three and five days notice prior to commencement of construction activity on public water supply watershed or aquifers, or in the vicinity of RWA facilities.

17. The Certificate Holders shall use the DOT encroachment permit process developed for Docket No. 217 project as a template.

18. The Certificate Holders shall provide the following permits prior to the commencement of construction:
 - a. Department of Public Health change-in-use permit;
 - b. Office of Long Island Sound Programs (OLISP) coastal permits for the Singer and East Devon Substations; and
 - c. DEP water body crossing permits.

19. The Certificate Holders shall obtain necessary waste management permits for activity in any solid waster disposal areas and remove and dispose of contaminated soil per municipal, state and federal regulations.
20. The Certificate Holders shall hire an independent environmental consultant, subject to Council approval, to monitor and report on the installation of the overhead and underground transmission system.
21. The Certificate Holders shall conduct a Phase II Archeological Reconnaissance Survey in consultation with the Connecticut Historical Commission prior to construction.

APPENDIX C

D&M PLAN CHANGE APPROVAL PROCESS

APPENDIX C

DOCKET 272

D&M PLAN CHANGE APPROVAL PROCESS

Identification of Significant Changes:

Once CL&P identifies a required change to the D&M Plan, it must determine whether it is a “significant change,” because such changes require advance Council approval. CL&P proposes the following criteria for identifying significant changes: a “significant change” is a change to the Project that significantly reduces the amount of protection to the environment or significantly increases potential public concerns. To be “significant”, the change must have a meaningful impact to the environment, public, or other permits.

For the underground portion of the Project, once CL&P identifies a potential change, it will consult with a Connecticut Department of Transportation (CDOT) representative to reach an agreement as to whether the change is “significant.” Any changes to existing CDOT facilities or affecting planned projects of CDOT would be considered “significant.”

Procedure for Council Review of “Significant Changes” to D&M Plan:

“Urgent” Case: If the change is “urgent” (i.e., if having to wait until the next regularly scheduled meeting of the Council to obtain approval of the change would have a material impact on construction cost or scheduling), then CL&P will contact Council staff to determine if the Council chairman will grant oral permission for the change so as to allow construction to continue in accordance with the proposed change. If oral permission is granted, CL&P will continue construction in accordance with the change and will file documentation regarding the change within 24 hours. If oral permission is denied, CL&P will file the proposed D&M Plan Change with the Council for review and will hold construction impacted by the change pending the Council’s determination.

“Non-Urgent” Case: If the change is not “urgent,” then CL&P will file the proposed D&M Plan Change with the Council for review at its next meeting and will delay the construction impacted by the change pending the Council’s determination.

Procedure for Council Review of Other Types of Changes to the D&M Plan:

For purposes of reviewing and processing changes to an approved D&M Plan that are not deemed to be “significant”, CL&P will categorize the change as one of the following:

Non-significant change: a change to the Project that may reduce the amount of protection to the environment or may increase potential public concerns, but only in a minor or trivial manner.

Positive Change: A change to the Project that increases the amount of protection to the environment or decreases public concerns, having no negative aspects in this regard (that is, positive impacts may not be considered to offset any negative impacts).

Minor Change: A change to a design aspect of a drawing, where the design has no bearing on the environment or potential public concerns.

For “non-significant” and “positive” changes, CL&P will inform Council staff of the change by phone (or telephone message) and will file appropriate documentation with the Council within 24 hours. There will be no “hold” on construction for such non-significant and positive changes.

For “minor changes”, there will be no formal notification process prior to proceeding with construction incorporating the change, and the reporting of such changes will occur biweekly, as described below.

Biweekly Reporting of All Changes to D&M Plans

CL&P will document all D&M Plan changes - significant, non-significant, positive, and minor – in an attachment to the environmental inspector’s biweekly report.

**Middletown-Norwalk Transmission Project
D&M Plan Change Approval Process**

