



**Connecticut Siting Council
Docket No. 272**

**Development & Management Plan
for the
Middletown-Norwalk
345-kV Transmission Line Project**

**Segment 2b –
Cheshire/Hamden Town Line to East Devon Substation
Hamden, Bethany, Woodbridge, Orange, West Haven and Milford**

Volume 1 of 2

June 2006



Development & Management Plan

for the

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

Segment 2b

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Hamden, Bethany, Woodbridge, Orange, West Haven and Milford**

Volume 1 of 2

**Connecticut Siting Council
Docket No. 272**

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

June 2006

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TABLE OF CONTENTS

1.0	INTRODUCTION.....	1-1
1.1	Project Description.....	1-2
1.1.1	Cheshire/Hamden Town Line to East Devon Substation.....	1-2
1.1.2	East Devon Substation to Devon Generation Substation.....	1-3
1.1.3	Milford Power Substation to Devon Generation Substation.....	1-3
1.1.4	Devon Generation Substation to Devon Tie Substation.....	1-4
1.1.5	Cheshire/Hamden Town Line to Hamden Transition Structure.....	1-4
	1.1.5.1 Duct Bank Installation.....	1-4
	1.1.5.1.1 Saw Cutting Pavement.....	1-4
	1.1.5.1.2 Trench Excavation and Spoil Removal.....	1-4
	1.1.5.1.3 Duct Placement.....	1-5
	1.1.5.1.4 Trench Backfilling.....	1-5
	1.1.5.1.5 Temporary Pavement Restoration.....	1-5
	1.1.5.2 Permanent Pavement Restoration.....	1-5
1.2	Conditions.....	1-5
1.3	Consultations.....	1-5
1.3.1	Town of Hamden.....	1-6
1.3.2	Town of Bethany.....	1-6
1.3.3	Town of Woodbridge.....	1-6
1.3.4	Town of Orange.....	1-7
1.3.5	City of West Haven.....	1-7
1.3.6	City of Milford.....	1-7
1.4	Adjustments Settlements of Appeals Filed by Various Woodbridge Entities and Individuals.....	1-7
2.0	DRAWINGS AND SITE INFORMATION.....	2-1
2.1	Key Map.....	2-1
2.2	Plan Drawings.....	2-1
2.3	Land Ownership.....	2-1
2.4	Public Roads and Lands.....	2-1
2.5	Topography and Grading.....	2-1
2.6	Structure and Foundation Locations.....	2-1
2.7	Access Points for Construction.....	2-7
2.8	Vegetation and Clearing.....	2-7
	2.8.1 Vegetation.....	2-7
	2.8.2 Clearing.....	2-7
	2.8.3 Low Impact Tree Clearing.....	2-7
2.9	Environmentally Sensitive Areas.....	2-9
2.10	Existing Underground Utilities.....	2-10
2.11	Staging Area and Construction Facilities.....	2-10
3.0	CONSTRUCTION INFORMATION.....	3-1
3.1	Timber and Snag Trees.....	3-1
	3.1.1 Marketable Timber.....	3-1
	3.1.2 Snag Tree Maintenance.....	3-2
3.2	Construction And Rehabilitation Procedures.....	3-2
	3.2.1 Water Crossing Techniques.....	3-2
	3.2.2 Sedimentation and Erosion Control Procedures.....	3-2

3.2.3	Precautions for Protected Species	3-3
3.2.4	Restoration of Hydrologic Features	3-3
3.2.5	Protection of Cultural Resources.....	3-3
3.2.6	Herbicide Use.....	3-3
3.2.7	Public Recreation Areas	3-4
3.2.8	Disposal and Maintenance Procedures.....	3-4
3.2.9	Blasting Procedures.....	3-5
3.2.10	Rehabilitation Plans.....	3-5
3.2.10.1	Wetlands Restoration.....	3-5
3.2.10.2	Invasive Species.....	3-5
3.2.11	Independent Environmental Consultant	3-6
4.0	NOTICES AND REPORTS	4-1
4.1	Staging and Material Laydown Areas	4-1
4.2	Notices to the Council	4-1
4.2.1	Notice of Beginning	4-1
4.2.2	Notice of Changes	4-1
4.2.3	Notice of Completion	4-1
4.3	Notice to Municipalities	4-1
4.4	Notice to Landowners	4-1
4.5	Monthly Reports.....	4-1
4.6	Final Report.....	4-2
5.0	ADDITIONAL ELEMENTS PER COUNCIL ORDER.....	5-1
5.1	Decision and Order Checklist.....	5-1
5.2	Supplemental Plans and Information	5-2
5.2.1	Electric and Magnetic Field Monitoring Plan	5-2
5.2.2	Information Regarding Specific Structures Referenced in Council’s Decision and Order.....	5-2
6.0	PROJECT SCHEDULE	6-1
	FIGURE 2-1. Key map.....	2-2
	TABLE 2-1. Landowner Information for Parcels Impacted by ROW Expansion or Relocation	2-6

APPENDICES

- APPENDIX A – DOCKET 272, SELECTED PORTIONS OF DECISION AND ORDER
- APPENDIX B – MUNICIPAL CORRESPONDENCE
- APPENDIX C – RIGHT-OF-WAY VEGETATION CLEARING STANDARD TRM
81.021
- APPENDIX D – SEDIMENT AND EROSION CONTROL PLAN
- APPENDIX E – PROTECTED SPECIES SUMMARY LETTER
- APPENDIX F – D&M PLAN CHANGE APPROVAL PROCESS
- APPENDIX G – TRAFFIC INVENTORY REPORT

1.0 INTRODUCTION

The Connecticut Light and Power Company (CL&P) hereby submits this Development and Management (D&M) Plan for Segment 2b of the Middletown-Norwalk 345-kV 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*. Segment 2b includes all of the overhead transmission line construction for the Project from the Hamden/Cheshire Town Line in Hamden to the East Devon Substation in Milford. In addition, in the area between the East Devon Substation and Devon Generating Station there are 115-kV circuits that will be rebuilt and a new 115-kV circuit that will be constructed to interconnect new and existing facilities.

The Middletown-Norwalk Project consists of approximately 69 miles of 345-kV transmission line construction 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 in the City of Middletown to the East Devon Substation in the City of Milford. The underground portion will extend from the East Devon Substation to the Norwalk Substation in Norwalk. The Project will include the construction of two new electric substations (East Devon in the City of Milford and Singer in the City of Bridgeport) and one new switching station (Beseck in the Town of Wallingford), as well as modifications to the existing Norwalk Substation and Scovill Rock Switching Station. CL&P will own all overhead portions of the Project, as well as the underground portion from East Devon Substation to the first splice vault west of the Housatonic River in Stratford. CL&P ownership also includes the underground segment from the Singer Substation to the Norwalk Substation. The United Illuminating Company will build and own the Singer Substation and the underground segment from the Singer Substation to the first splice vault, inclusive of the vault, located west of the Housatonic River, a distance of approximately 5.6 miles.

CL&P plans to submit thirteen separate 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) – Approved by the Council on August 25, 2005
- Beseck (Wallingford) – Approved by the Council on February 22, 2006
- East Devon (Milford)
- Norwalk (Norwalk)

Overhead Lines (4 D&M plans)

- Segment 1a: Scovill Rock Switching Station to Chestnut Junction, Oxbow Junction to Beseck Switching Station (with the exception of the Royal Oak Bypass), and Black Pond Junction to Beseck Switching Station
(Middletown, Haddam, Durham, Middlefield, Meriden, Wallingford) -
Approved by the Council on March 8, 2006
- Segment 1b: Royal Oak Bypass
(Middlefield, Middletown) - Filed with the Council on May 12, 2006.
- Segment 2a: Beseck Switching Station to Cheshire/Hamden Town line
(Wallingford, Cheshire) – Approved by the Council on June 7, 2006..
- Segment 2b: Cheshire/Hamden Town line to East Devon Substation
(Hamden, Bethany, Woodbridge, West Haven, Orange, Milford)

Underground Lines (4 D&M plans)

- Segment 3: East Devon Substation to UI ownership point in Stratford (Milford, Stratford) - Approved by the Council on March 29, 2006
- Segment 4a: Singer Substation to Fairfield/Westport Town line (Bridgeport, Fairfield) – Approved by the Council on February 22, 2006
- Segment 4b: Fairfield/Westport Town line to Father Conlon Place in Norwalk (Westport, Norwalk) – Filed with the Council on May 12, 2006
- Segment 4c: Segment 4c: Father Conlon Place in Norwalk to Norwalk Substation (Norwalk)

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

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

1.1 PROJECT DESCRIPTION

Segment 2b consists of one continuous path for the proposed 345-kV transmission line within an existing 115-kV transmission line corridor. Segment 2b begins at the Cheshire/Hamden Town Line south of Cook Hill Junction in Hamden and continues through the towns of Hamden, Bethany, Woodbridge, Orange, West Haven and Milford to the new East Devon Substation in Milford and onward to the Devon Generating Station. Two of the three existing 115-kV lines will be rebuilt within this corridor and all three will interconnect at the East Devon Substation. The 115-kV lines, and the 115-kV Milford Power Generation connection lines, continue beyond the new East Devon Substation location to the Devon Generation Substation in Milford. These 115-kV lines will be rebuilt or reconfigured to support the Project.

The new 345-kV line in segment 2b is 21.8 miles long and is shown on Figure 2-1. Modifications to the existing 115-kV overhead line segments are summarized as follows:

- Devon Generation Substation to existing Milford Power line will be cut at the East Devon Substation and looped in and out of East Devon Substation in Milford, a distance of approximately 0.4 miles.
- Modifications will be made between Devon Generation Substation to East Devon Substation in Milford, a distance of approximately 1.4 miles, predominantly within the New East Devon Substation to Devon Generation Substation corridor mentioned above.
- Reconductoring will be done between Devon Generation Substation to Devon Tie Substation, a UI substation, a distance of approximately 0.1 mile.

In addition to the overhead lines, a short section of 115-kV line will be rebuilt underground in the towns of Cheshire and Hamden. The portion of the 115-kV underground in Hamden that is included in the Segment 2b D&M Plan begins at the Cheshire/Hamden Town Line and continues to the new transition structure for distance of 380 feet.

1.1.1 Cheshire/Hamden Town Line to East Devon Substation

This segment of the new overhead 345-kV line begins adjacent to a new 115-kV line transition structure just south of the Cheshire/Hamden Town Line in Hamden as shown in Volume 2 (Typical Cross Section Figure 8AB). The new 345-kV line continues through the towns of Bethany, Woodbridge, Orange and West Haven to the new East Devon Substation in Milford. Currently, there are three 115-kV lines within the right-of-way (ROW) corridor. Two of the 115-kV lines (circuits 1640 and 1610/1685) are supported on wood-pole H-frame structures and will be removed and replaced with a single line of double-circuit 115-kV line on steel monopoles with a typical height of 80 feet, as shown in Volume 2 (Typical Cross Section Figures 8B and 8B LEMF). No expansion of the ROW will be required along the existing

corridor. New easements are required for adjustments to the ROW alignment in the vicinity of the Jewish Community Center and Congregation B'nai Jacob in Woodbridge (See Section 1.4 below).

The third 115-kV line currently supported on steel lattice towers (Line 1690) will be removed and replaced with the new 345-kV line on steel monopoles. The new monopoles will have either a delta-configured phase spacing with a typical height of 85 feet, as shown in Volume 2 (Typical Cross Section, Figure 8B), or a split-phase configuration with a typical height of 105 feet, as shown in Volume 2 (Typical Cross Section, Figure 8B LEMF).

The 345-kV delta-configured structures will be installed from the new 115-kV line transition structure south of Cheshire/Hamden Town Line through Bethany to just north of Clark Road in Woodbridge, a distance of approximately 8.3 miles, and from Route 15 in Woodbridge to just north of the Orange/West Haven Town Line, a distance of 1.9 miles.

The 345-kV split-phase configured structures will be installed from just north of Clark Road to Route 15 in Woodbridge, a distance of approximately 3.7 miles, and from just north of the Orange/West Haven Town Line southerly to the new East Devon Substation, a distance of approximately 8.1 miles.

1.1.2 East Devon Substation to Devon Generation Substation

The three existing 115-kV lines (Line 1640, Line 1685 and Line 1690) continue past the site of the new East Devon Substation to the existing Devon Generation Substation where they terminate, all in Milford. Seven additional circuits join this ROW corridor at East Devon Junction in Milford along the way to Devon Generation Substation. The length of this segment is approximately 1.3 miles. No expansion of the ROW will be required.

The two existing 115-kV lines that are supported on wood H-frame structures (Line 1640 and Line 1685) transition to double-circuit steel lattice towers approximately 0.8 miles south of the East Devon Substation. These towers and the two circuits will be removed and rebuilt on double-circuit 115-kV steel monopoles with a typical height of 80 feet, as shown in Volume 2 (Typical Cross Section Figures 8C through 8F).

The existing 115-kV line that is supported on steel lattice towers (Line 1690) will be removed and replaced with a higher capacity 115-kV line on steel monopoles with a typical height of 90 feet, as shown in Volume 2 (Typical Cross Section Figures 8C through 8F). This line will be terminated at the new East Devon Substation, creating a new Devon Generation – East Devon 115-kV tie line (Line 1485).

1.1.3 Milford Power Substation to Devon Generation Substation

The existing 115-kV tie line between the Milford Power Substation and Devon Generation Substation (Line 1350) exits the Milford Power Substation to the west, crossing under three 115-kV lines and then turns south where it runs along the east side of a railroad ROW. This existing 115-kV line is built on steel monopoles with a typical height of 105 feet as shown in Volume 2 (Typical Cross Section Figures 8D through 8F). This line will be “cut open” at the location where it turns to the west. Each “open” end of the two remaining segments will be extended northerly for a few spans on new structures to the East Devon Substation. Continuation of the opened end of the line from Devon Generation will be on steel H-frames with a typical height of 60 feet, creating an additional Devon Generation – East Devon 115-kV tie (Line 1497). Continuation of the opened end of the line from Milford Power Substation will be on new steel H-frame structures with a typical height of 60 feet as shown in Volume 2 (Typical Cross Section Figure 8C), creating a new Milford Power – East Devon 115-kV tie (Line 1320).

1.1.4 Devon Generation Substation to Devon Tie Substation

An existing 115-kV double circuit line between Devon Generation Substation and Devon Tie Substation will be reconductored with larger conductors. The length of this segment is approximately 600 feet and consists of three spans supported by two new vertical structures and the two existing substation termination structures.

1.1.5 Cheshire/Hamden Town Line to Hamden Transition Structure

A new 115-kV underground line segment (Line 1640) will be constructed in Hamden along the existing CL&P ROW and within Old Lane Road (less than 0.1 miles). The existing overhead line easement will be used to gain access from this road to the line transition structures. The width of the existing ROW will not have to be expanded; however, CL&P will have to acquire underground rights to install its underground line facilities within the ROW.

The underground line construction work in Segment 2b will include five separate construction activities that will occur sequentially and at times concurrently, but not necessarily 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)

1.1.5.1 Duct-Bank Installation

The typical duct bank configuration includes the three 3500-kcmil copper 115-kV XLPE transmission cables and grounding wire. The work zone for duct bank construction will measure approximately 400 feet in length. The following activities will occur in the work zone:

- saw cutting pavement
- trench excavation and spoil removal
- duct placement
- trench backfilling
- temporary pavement restoration (see 1.1.5.2 for Permanent Pavement Restoration)

1.1.5.1.1 Saw Cutting Pavement

Roadway pavement will be saw cut on both sides of the planned excavation to a width slightly greater than that for the standard duct-bank configuration (See Volume 2, Drawing No. 01149-45003 PG 001). Alternate duct-bank configurations, which may be used to avoid existing utilities, may require slight variations in the width of pavement requiring saw cutting.

1.1.5.1.2 Trench Excavation and Spoil Removal

The standard duct-bank configuration requires excavation of a 3-foot wide trench to a minimum depth of 5.5 feet. This depth provides a minimum cover of 2.5 feet. At certain locations alternative duct-bank configurations will be required to avoid existing utilities, and these locations will typically require greater trench depths. Typical cross sections are provided in Drawing No. 01149-45003 PG 001 in Volume 2. Trenching is anticipated to proceed at a rate of 50 to 200 linear feet per day. Steel plating of the open trench will be utilized as allowed by the Towns of Hamden and Cheshire to facilitate the construction process and open up travel lanes during restricted construction periods. A soil management plan will be issued for handling spoil material removed during excavation.

Subsurface utility engineering (SUE), including identification of potential conflicts with existing utilities, has been performed. Results of this study are incorporated on the Plan and Profile Drawings. Site specific traffic plans will be developed for excavations and included in the Maintenance and Protection of Traffic (MPT) Plans. MPT Plans will be submitted to the towns.

1.1.5.1.3 Duct Placement

Schedule 40 Polyvinyl Chloride (PVC) ducts housing the 115-kV XLPE cables and grounding wire will be placed into the excavated trench in a predefined arrangement. Three six-inch ducts will house the 115-kV XLPE cables and one 2-inch duct will house the coated copper grounding wire. The ducts will be supported by incrementally spaced duct spacers and, in certain locations, these ducts will be strapped together to prevent movement during backfilling operations. Spacing of the ducts is critical and is dictated by circuit ampacity requirements, which are negatively affected by mutual heating of the cables. Detailed information regarding spacing is provided in the duct-bank cross-section drawings noted as construction details on Drawing No. 01149-45003 PG 001 in Volume 2.

1.1.5.1.4 Trench Backfilling

Backfilling will be performed incrementally with various materials. The ducts will be encased in 3000-psi concrete (earthen formed), and then the trench will be backfilled with a 100-psi fluidized thermal backfill (earthen formed) to a depth below the existing unbound layers. In locations where the duct bank is located in town roads, the depth will be as specified by the Towns of Hamden and Cheshire. Aggregate material will then be installed in multiple lifts with alternating compaction techniques.

1.1.5.1.5 Temporary Pavement Restoration

Pavement restoration using hot patch will be temporarily used until final pavement restoration occurs. The temporary hot patch will be installed in the width of the saw-cut trench and will match the existing roadway grade.

1.1.5.2 Permanent Pavement Restoration

Permanent pavement restoration will be performed to standards outlined by the Town of Hamden for locations within public road right-of-way.

1.2 CONDITIONS

In addition to the *Requirements for a right-of-way development and management plan* found in Sections 16-50-j-60 et seq. of the Regulations of Connecticut State Agencies, the Council stipulated certain requirements for the D&M plans in conditions 14-21 of its Decision and Order for the Middletown-Norwalk 345-kV Project. A copy of this portion of the Decision and Order is provided in Appendix A. 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 and associated Department regulations. The Project is also subject to a permit from the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act and Section 10 of the River and Harbors Act. A Connecticut Department of Public Health Change-in-Use Permit will be needed for the South Central Connecticut Regional Water Authority (RWA) lands within the ROW in Segment 2b.

1.3 CONSULTATIONS

Prior to preparing this D&M Plan, CL&P consulted with officials and residents of the six (6) Segment 2b municipalities crossed by Segment 2b – Hamden, Bethany, Woodbridge, Orange, West Haven and Milford.

Municipal consultations included meetings with municipal officials, meetings with residents directly affected by the Project and town-wide public meetings. Public meetings typically began with a presentation by CL&P officials outlining several matters: the Council decision; the D&M Plan process, including ways to provide input; schedule; and potential options for the municipality to consider. The presentation was followed by a question and answer session. Input was solicited on potential changes to structure heights, structure finish and limited linear movement of structures along the ROW. Preliminary detailed drawings and handouts were available to discuss specific preferences.

Residents were informed that project engineers were available for site visits and to conduct spot magnetic field measurements. Commonwealth Associates, an independent Technical Advisor, was made available to assist residents and municipal officials. Residents were provided Project information on the project hotline and Website.

Many questions were addressed during the public meetings. Written requests or comments were submitted to CL&P during and after these public meetings. Written requests included questions concerning design changes, construction, vegetation, electric and magnetic fields (EMF) and noise. Additionally some residents requested and received copies of the presentation or drawings. Where appropriate, correspondence conveying CL&P's resolution of requests was provided to the municipalities. Copies of this and other relevant correspondence between CL&P and the municipalities are provided in Appendix B.

1.3.1 Town of Hamden

A meeting with the Town Planner (representing the Mayor's office) was held on July 6, 2005 to review the Council decision and to notify them of the availability of the Technical Advisor. On July 26, 2005, CL&P representatives attended a public meeting of the Hamden Planning and Zoning Commission. A public meeting was held on September 2, 2005. The Town conveyed its final requests and preferences in a letter dated September 23, 2005. See Appendix B for the February 21, 2006 correspondence to the Town detailing the resolution of those requests. In addition, a meeting with the newly-elected Mayor and the new Town Planner was held on January 5, 2006 to brief them on Project status.

1.3.2 Town of Bethany

A meeting was held with the First Selectwoman and the Land Use Administrator on June 29, 2005 to review the Council decision and to notify them of the availability of the Technical Advisor. A follow-up meeting to discuss specific design options for the Town was held on July 15, 2005. A meeting with residents who live along the right of way was held on September 1. A town-wide public meeting was held on September 8, 2005. See Appendix B for the February 15, 2006 correspondence to the Town detailing the resolution of requests presented at these meetings.

1.3.3 Town of Woodbridge

Residents invited by Woodbridge's First Selectwoman attended a meeting with CL&P representatives on September 22, 2005 to review the Council's decision and to provide input. The Town was notified of the availability of the Technical Advisor. A town-wide public meeting was held on October 6, 2005. On October 17, 2005, CL&P received a letter from the Woodbridge Board of Selectmen providing their comments and recommendations on the proposed design. A response to this letter was sent by CL&P on October 25. Also on October 17, 2005, CL&P met with representatives of Ezra Academy to discuss their specific concerns and questions. CL&P sent a follow-up written response to Ezra Academy on October 28, 2005. Many comments and requests were received from Woodbridge residents. See Appendix B for the April 7, 2006 correspondence to the Town detailing the resolution of these requests.

The Town of Woodbridge, which filed an appeal of the Council Decision, also participated in the court-ordered settlement discussions that led to the minor deviations of the route near the Jewish Community Center and B'nai Jacob/Ezra Academy. See Section 1.4 for more details.

1.3.4 Town of Orange

A meeting with the First Selectman and the Town Attorney was held on June 30, 2005 to review the Council decision and to notify them of the availability of the Technical Advisor. A town-wide public meeting was held on August 23, 2005. CL&P representatives attended a meeting on September 13, 2005 for residents of the Bittersweet Road neighborhood. Many comments and requests were received from Orange residents. See Appendix B for the April 7, 2006 correspondence to the Town detailing the resolution of these requests. On January 5, 2006, a meeting was held with the newly-elected First Selectman to brief him on Project status.

1.3.5 City of West Haven

A meeting to discuss the Council's decision was held with the Mayor of West Haven on October 6, 2005. During this meeting, the City was notified of the availability of the Technical Advisor. See Appendix B for the February 17, 2006 correspondence to the City summarizing their design. On January 4, 2006, a meeting was held with the Assistant to the newly-elected Mayor to brief him on Project status.

1.3.6 City of Milford

The overhead portion of the route begins in Milford at the Orange town line and continues in a southwesterly direction to Devon Generating Station. The City of Milford has been contacted in regards to both the overhead (Segment 2b) and the underground (Segment 3) portions of the route. Consultations with the City regarding the overhead portion of the route are included in this D&M plan. Consultations related to the underground portion of the route are summarized in the Segment 3 D&M Plan.

On July 27, 2005, a meeting was held with the Mayor and other City officials to review the Council's decision on the overhead route and to notify them of the availability of the Technical Advisor. A City-wide public meeting was held on August 16, 2005. From August 2005 to February 2006, CL&P held several meetings with representatives of Eisenhower Park to address their specific questions and concerns and to obtain input on the overhead design. See Appendix B for the March 23, 2006 correspondence to the City detailing the resolution of these requests.

1.4 SETTLEMENTS OF APPEALS FILED BY VARIOUS WOODBRIDGE ENTITIES AND INDIVIDUALS

Certain groups and individuals in Woodbridge filed two separate appeals of the Connecticut Siting Council's April 7, 2005 decision. The first appeal was filed by the Jewish Community Center of Greater New Haven ("JCC"), Congregation B'nai Jacob and Ezra Academy ("B'nai/Ezra"), the Jewish Federation of Greater New Haven ("JFNH"), and the Town of Woodbridge. This appeal arose primarily out of the Council's decisions regarding routing at the sites of the JCC and B'nai/Ezra in Woodbridge. The second appeal was filed by Donna Reis, the owner of a parcel of undeveloped land in Woodbridge that is on the northerly side of the site occupied by B'nai/Ezra. Following court-ordered settlement discussions, CL&P reached a tentative global settlement agreement that will result in the withdrawal of both of these appeals. As a result of this global settlement, certain minor adjustments were made at the sites of the JCC and B'nai/Ezra. The tentative settlement includes the sale to the JFNH of a CL&P-owned parcel located directly to the south of the CL&P parcel. This sale will require the approval of the Connecticut Department of Public Utility Control.

2.0 DRAWINGS AND SITE INFORMATION

CL&P inventoried and assessed environmental conditions and cultural resources as part of the Application to the Council in Docket No. 272 (the Application). The following provides descriptive information regarding the existing conditions and modifications that will take place within Segment 2b. Much of this information is shown graphically on the Plan drawings as described below.

2.1 KEY MAP

The location of the route that comprises Segment 2b is shown on the Key Map, Figure 2-1.

2.2 PLAN DRAWINGS

Volume 2 of this D&M Plan includes drawings that depict the plan view for the overhead portion of the Project, as well as for the underground portion in Segment 2b. Volume 2 also includes cross-sections depicting typical overhead structure and underground duct bank profiles, as well as ROW requirements.

2.3 LAND OWNERSHIP

Most of the land traversed by the Segment 2b ROW is privately owned, but some of the land traversed by the ROW is owned by companies in the Northeast Utilities system (NU), including parcels at Pease Road Junction (Segment 33, Volume 9 of the Application) and at Clark Road (Segment 32, Volume 9 of the Application). Land ownership is identified on the Plan Drawings in Volume 2. Landowner information for parcels where additional rights will have to be acquired for an expanded easement is provided in Table 2-1.

In addition to the property rights to be acquired that are set forth in Table 2-1, CL&P may need to acquire certain easements in connection with the access roads identified on the drawings in Volume 2. CL&P is currently preparing an inventory of where such rights will be needed and will file an amendment to this D&M plan to identify such rights pursuant to the D&M Plan Change Approval Process discussed in section 4.2.2 and outlined in Appendix F.

2.4 PUBLIC ROADS AND LANDS

Approximately 51 public roads will be crossed along Segment 2b. Of these, six are state highways while the remaining 45 are local roads. The state routes include Route 10 (Whitney Avenue), Route 69 (Litchfield Turnpike), Route 15 (Wilbur Cross Parkway), Route 34 (Derby Avenue), Route 152 (Orange Center Road), and Route 121 (North Street). Segment 2b also crosses the Waterbury Branch rails that are owned by the Connecticut Department of Transportation. Passenger service on these rails is by Metro-North Railroad Company and freight service by Providence & Worcester Railroad Company.

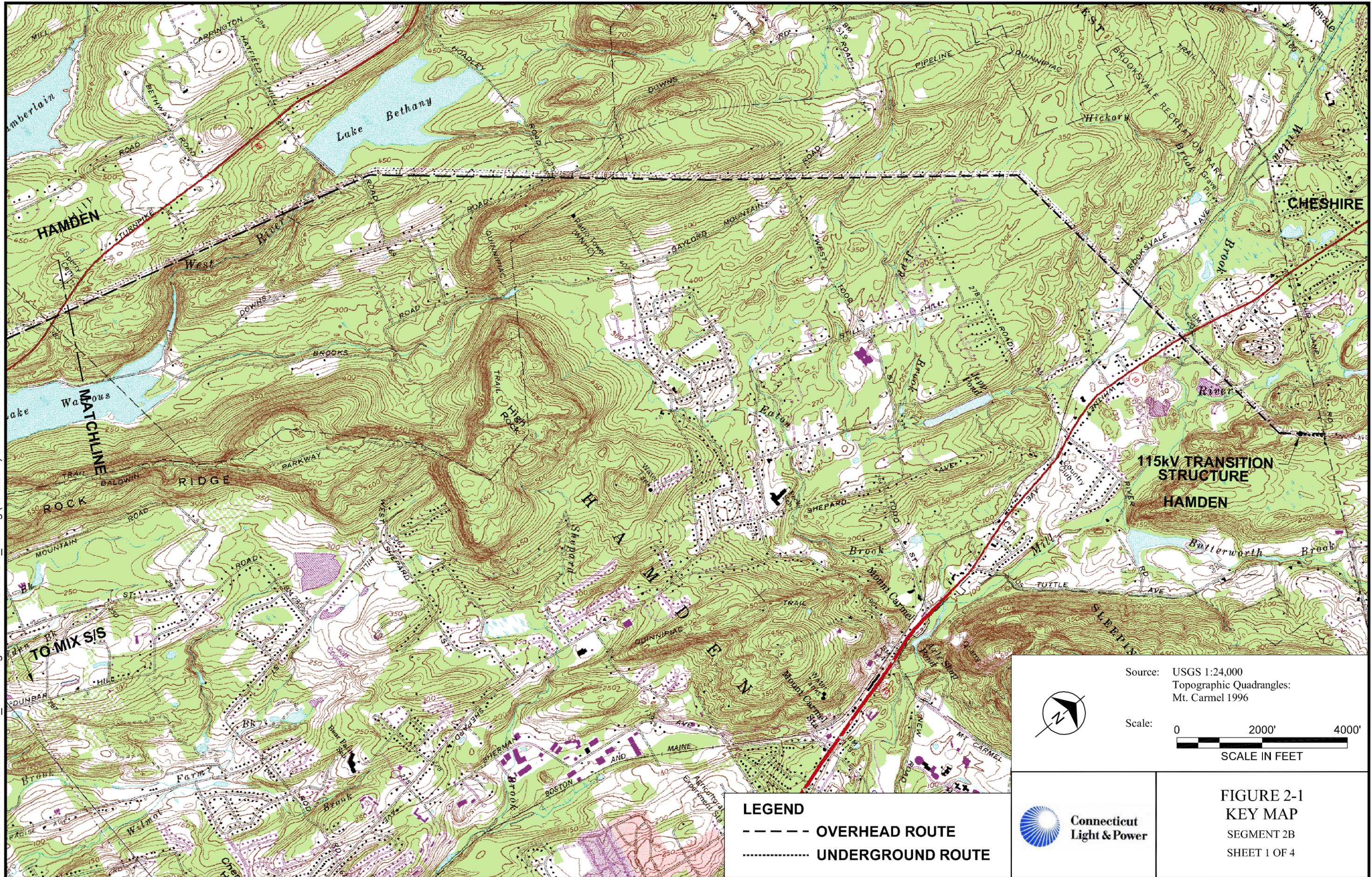
2.5 TOPOGRAPHY AND GRADING

No significant changes in topography or grade will occur as a result of the construction and installation of new transmission lines in Segment 2b. Minor deviations may occur along access roads or at stream crossings. Construction mats may require some grading to provide a level work area.

2.6 STRUCTURE AND FOUNDATION LOCATIONS

The location and type of structures along the ROW are shown on the Plan Drawings provided in Volume 2. A drawing depicting typical foundation characteristics is also provided in Volume 2 (Drawing 01229-60001).

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Source: USGS 1:24,000
Topographic Quadrangles:
Mt. Carmel 1996

Scale: 0 2000' 4000'
SCALE IN FEET

LEGEND
 - - - - - OVERHEAD ROUTE
 UNDERGROUND ROUTE

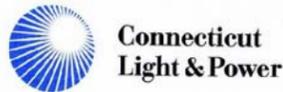


FIGURE 2-1
KEY MAP
 SEGMENT 2B
 SHEET 1 OF 4