



**Connecticut
Light & Power**
The Northeast Utilities System

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January 6, 2015

Mr. Robert Stein, Chairman
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051

RE: Docket No. 424: Interstate Reliability Project
Monthly Construction Progress Report

Dear Chairman Stein:

Pursuant to RCSA Section 16-50j-62(b)(3) and as described in Volumes 1, Section 7, of the *Development and Management ("D&M") Plan for the Interstate Reliability Project ("Interstate"): Modifications to Card Street Substation, Lake Road Switching Station, and Killingly Substation and the Interstate D&M Plan for the Construction of New 345-kV Transmission Lines and Related Minor Modifications to Adjacent Lines*, The Connecticut Light and Power Company ("CL&P") hereby provides to the Connecticut Siting Council ("Council") this Construction Progress Report for the month of December 2014.

Should you or other Council members have any questions regarding this submission, please do not hesitate to contact me via e-mail at john.morissette@nu.com or telephone at (860) 728-4532.

Sincerely,

John R. Morissette
Project Manager – Transmission Siting

Enclosure



Interstate
Reliability Project

**INTERSTATE RELIABILITY PROJECT
MONTHLY CONSTRUCTION PROGRESS REPORT
DECEMBER 2014**

1. MODIFICATIONS TO SUBSTATIONS AND SWITCHING STATIONS

During December 2014, CL&P's station contractor (E.S. Boulos [ESB]) completed all 2014 Project scheduled work at Lake Road Switching Station. This work included electrical equipment installation and testing, within the substation and inside the station control house.

Also during December 2014, all remaining Project site work at the Killingly Substation was completed. This work involved the installation of a communications cable. CL&P's specialized contractor (McPhee Electric) excavated an approximately 70-foot-long cable trench, installed the cable, and interconnected the cable to the substation control house. Remaining Project-related testing inside the control house will be performed in 2015.

All 2014 scheduled Project work at Card Street Substation was completed in October, and ESB demobilized from this station in early November. Final testing and interconnections to the new 345-kV line at Card Street Substation will be performed in 2015.

The portion of the CL&P-owned property at 154 Card Street that was temporarily used for parking and was subsequently restored (gravel removed, re-graded, seeded, mulched) is being monitored until revegetation is successful.

Table 1 (attached) summarizes the status of work at each of the three stations as of the end of December 2014.

2. NEW 345-kV TRANSMISSION LINES AND RELATED MINOR MODIFICATIONS TO ADJACENT LINES

In December, transmission line construction activities were performed along the right-of-way (ROW) in eight of the 11 Project towns. No substantive construction work occurred in Lebanon, Columbia, or Coventry because conductor and OPGW installation in these towns was completed by the end of November.

Primary construction activities performed in December included installation of roads and pads, installation of both drilled shaft and direct embed foundations, structure installation, and conductor and OPGW installation in the Town of Mansfield (generally along the ROW segment between Structures 42 and 83).

All major Project vegetation clearing was substantially complete by the end of November. However, certain focused vegetation removal activities (such as side-trimming of trees along the edge of the managed ROW and punch list vegetation clearing) are continuing. In addition, in the Town of Killingly, brush / herbaceous vegetation removal will be required along an approximately 1,000-foot-long segment of the ROW where an access road modification was proposed and is pending review by the CSC.

Except for isolated locations in the towns of Killingly and Putnam, all of the principal Project roads and pads were installed as of the end of December. Some previously approved, but not yet constructed, pulling pads remain to be installed as required for conductor work.

Monitoring is being conducted of the portions of the ROW that have been restored to date, including on the federally-owned lands in Mansfield Hollow. In Mansfield Hollow, all portions of the ROW in the Town of Chaplin have been restored and, in the Town of Mansfield, all but a portion of the ROW near Structures

82-83 has been restored. In the Town of Coventry, the ROW near Structure 25 (south of U.S. Route, near the Hop River) also has been restored.

Contractor staging yards were used in the towns of Windham and Pomfret.

Table 2 (attached) summarizes the construction progress on the transmission line portion of the Project reported as of December 28, 2014.

3. MINOR DEVELOPMENT & MANAGEMENT (D&M) PLAN CHANGES

During December, two minor D&M Plan Changes were identified, one involving the temporary extension of an existing structure work pad to accommodate conductor splicing activities and one entailing an additional temporary guard structure work pad. Each of these minor D&M Plan Changes is described below.

- a. On-ROW Extension of Structure 56 Work Pad for Conductor Splicing, Town of Mansfield.** During the conductor pulling operation, CL&P's contractor (PAR Electrical Contractors, Inc.) determined that all three phases of the new 345-kV conductors had to be spliced just west of the existing work pad for Structure 56 (D&M Volume 3, mapsheets 10 and 11). To allow the splicing to be performed safely and efficiently, timber mats were positioned in an upland area directly west of the western end of the existing Structure 56 work pad. The temporary timber mats provided a stable work surface for the splicing equipment. The temporary timber mats were in place less than two weeks and were removed by December 19. No grading was required.
- b. Addition of Guard Structure Work Pad, Northeast Side of Fox Road, Town of Putnam.** On the northeast side of Fox Road (near Structure 302), a temporary guard structure work pad (comprised of timber mats) is required to position a guard structure to protect a distribution pole line located along the same side of Fox Road (refer to D&M Plan Volume 3, mapsheet 60). This guard structure work pad will be in an upland area. Another (previously approved) guard structure work pad is planned on the southwest side of the Fox Road crossing, as is depicted on D&M Plan Volume 3, mapsheet 60.



Table 1
Interstate Reliability Project - Connecticut
Substation / Switching Station Construction Progress Report
(As of December 28, 2014)

Station	Activity			
	Construction Start Date	Site Preparation	Equipment Installation	Testing
Card Street	4/7/2014	100%	95%	95%
Lake Road	4/7/2014	100%	98%	96%
Killingly	4/7/2014	100%	100%	N/A
Summary: All Stations	4/7/2014	100%	96%	96%

*Note: The remaining equipment installation and testing at Card Street Substation and Lake Road Switching Station will be completed in 2015. The area used temporarily for parking on CL&P-owned property at 154 Card Street has been restored, seeded, and mulched. This area will be monitored until restoration is deemed effective. All Project equipment installation at Killingly Substation was completed in December; minimal testing inside the station control house will be performed in 2015.

Table 2
Construction Progress Report: Transmission Line, as of December 28, 2014



Town	Overhead Transmission									
	ROW Clearing (% Complete)	Work Area Preparation AR/Work Pads (% Complete)	Foundation Installation			Structures Installation			Wire Stringing	Restoration (% Complete)
			Total Drilled Shaft Foundations to be Installed	Drilled Shaft Foundations Installed	Drilled Shaft Foundations (% Complete)	Total Structures to be Installed	Structures Installed	Structures (% Complete)	Stringing (% Complete)	
Lebanon	100%	100%	3	3	100%	6	6	100%	100%	0%
Columbia	100%	100%	8	8	100%	19	19	100%	100%	6%
Cowenby	100%	100%	1	1	100%	10	10	100%	100%	11%
Mansfield	100%	100%	17	17	100%	58	58	100%	98%	17%
Chaplin	100%	100%	6	6	100%	31	31	100%	55%	26%
Hampton	100%	100%	0	0	N/A	38	21	55%	0%	0%
Brooklyn	100%	100%	12	12	100%	82	0	0%	0%	0%
Pomfret	100%	100%	3	3	100%	16	0	0%	0%	0%
Killingly	91%	91%	8	8	100%	24	6	25%	21%	8%
Putnam	100%	96%	18	7	39%	54	2	4%	4%	0%
Thompson	100%	100%	3	0	0%	19	0	0%	0%	0%
Total Project	100%	99%	79	65	83%	337	153	45%	34%	10%

*Note: Vegetation clearing and roads/pads remaining in the Town of Killingly pertain to a proposed access road shift that is pending CSC review.

