

COMMONWEALTH OF MASSACHUSETTS
ENERGY FACILITIES SITING BOARD

NOTICE OF ADJUDICATION
AND
NOTICE OF PUBLIC COMMENT HEARINGS
on May 6, 7, and 13, 2009

EFSB 08-2
D.P.U. 08-105
D.P.U. 08-106

Western Massachusetts Electric Company

Western Massachusetts Electric Company (“WMECO”) proposes to construct new 345-kilovolt (kV) transmission lines, re-configure existing 115-kV transmission lines, and build and upgrade ancillary substation and switching station facilities in the Springfield area (“Greater Springfield Reliability Project” or “GSRP”). Notice is hereby given that on October 27, 2008, WMECO, which is a subsidiary of Northeast Utilities, located at Technology Park, 1 Federal Street, Springfield, Massachusetts 01105, filed with the Energy Facilities Siting Board, pursuant to G.L. c. 164, §69J, a Petition for approval to construct and operate the GSRP (“Siting Board Petition”). The Siting Board Petition was docketed as EFSB 08-2. For the same purpose, WMECO also filed with the Department of Public Utilities (“Department”) on October 27, 2008: (1) a Petition for approval to construct and operate transmission lines and ancillary facilities pursuant to G.L. c. 164, §72 which was docketed as D.P.U. 08-106, and (2) a Petition for individual and comprehensive exemptions from zoning by-laws and ordinances pursuant to G.L. c. 40A, §3, which was docketed as D.P.U. 08-105.

WMECO proposes to locate the new overhead 345-kV transmission facilities and the re-conductoring and/or re-building of certain existing overhead 115-kV transmission lines in Agawam, West Springfield, Springfield, Chicopee, and Ludlow. New or rebuilt 115-kV switching stations would be constructed in Springfield and Chicopee, with associated 115-kV spur line rebuilding. Existing substations and switching stations would be modified in Agawam, West Springfield, Springfield, Chicopee, and Ludlow. As an underground alternative of some of the proposed 115-kV modifications, WMECO would construct certain 115-kV line segments under streets or under the existing utility rights-of-way instead of overhead in the same municipalities. As an alternative route for the 345-kV transmission line from Agawam Substation to Ludlow Substation, WMECO would construct part of the new line along different rights-of-way located in Agawam, Longmeadow, East Longmeadow, Hampden, Wilbraham, and Ludlow.

Siting Board Jurisdiction

The Chairman of the Department of Public Utilities referred the Section 72 Petition and the Zoning Exemption Petition to the Siting Board on March 25, 2009, and the three

petitions have been consolidated for hearing before the Siting Board with the consolidated docket numbers EFSB 08-02/D.P.U. 08-105/D.P.U. 08-106.

The Siting Board will review the Company's Siting Board Petition to determine whether the Greater Springfield Reliability Project would provide a reliable energy supply for the Commonwealth with a minimum impact on the environment at the lowest possible cost. The Siting Board will review WMECO's Section 72 Petition to determine whether the GSRP is necessary, serves the public convenience, and is consistent with the public interest. In addition, the Siting Board will review WMECO's Zoning Exemption Petition under G.L. c. 40A, §3 to determine whether zoning exemptions are required for the GSRP and whether the present or proposed use of the land or structure is reasonably necessary for the convenience or welfare of the public.

The Greater Springfield Reliability Project

For the new overhead 345-kV lines, two possible routes, a Northern Route and a Southern Route, are identified on the accompanying Map. Both routes follow existing electric utility rights-of-way. The Northern Route extends approximately 23 miles from the Connecticut border in Agawam, via Agawam Substation, traveling through West Springfield and Chicopee to Ludlow Substation in Ludlow. The Southern Route extends approximately 26 miles in Massachusetts from the Connecticut border in Agawam, east then north, to Agawam Substation, doubling back to travel south and then east through parts of Agawam, Connecticut, Longmeadow, and East Longmeadow, and then north through Hampden, Wilbraham, and Ludlow to Ludlow Substation.

The GSRP also includes re-building existing 115-kV transmission lines along the Northern Route, which re-building would occur whether the new 345-kV lines are constructed on the Northern or Southern Route. For both 345-kV routes, the GSRP includes, along the Northern Route, dismantling many steel monopoles, lattice towers, and H-frame structures. The dismantled structures currently carry single or double lines and would be replaced with upgraded 115-kV lines on two new sets of steel monopoles.

If the Northern Route for the GSRP is selected for the new overhead 345-kV lines, one set of the new steel monopoles would carry a 345-kV line, as well as one of the upgraded 115-kV lines, and would typically be 140 feet high. The second, and any third, 115-kV line would be carried on the second set of new steel monopoles which would be up to 115 feet in height. With the 345-kV lines on the Northern Route, the GSRP would require in some locations an additional 10 to 35 feet of right-of-way width. With a 345-kV line on the Southern Route from Agawam to Ludlow, some locations in Agawam would require an additional 15 to 65 feet of right-of-way width.

The GSRP would include the re-building of lines on three spurs along existing utility rights-of-way which now connect to the 115-kV lines that follow the Northern Route. One spur runs from the Northern Route in Ludlow 0.7 miles east and south to Orchard Substation in Springfield. The second spur runs from the Northern Route in Chicopee about 0.9 miles south to a new Cadwell Switching Station at WMECO's East Springfield

Service Center in Springfield. The third spur runs from the Northern Route in Chicopee 1.7 miles north to a new Fairmont Switching Station. The upgrading of the 115-kV spur lines would be the same whether the Northern or Southern Route is selected for the new 345-kV lines.

As a substitute for re-building the 115-kV lines on two parallel sets of structures along the Northern Route for the GSRP, and three parallel sets along the spur to the new Fairmont Switching Station, WMECO has identified several alternative underground 115-kV cable routes that could accommodate segments of one or two of the two 115-kV circuits and therefore limit overhead structures to one series. Underground alternatives would be along local roads or within the existing utility rights-of-way.

Substation and switching station modifications for the GSRP would be installed at the Ludlow, Agawam, Chicopee, Orchard, Breckwood and Piper Substations, and the Shawinigan and South Agawam Switching Stations. In addition, WMECO would rebuild its existing Fairmont Switching Station in Chicopee and would construct a new 115-kV switching station, to be called the Cadwell Switching Station, in Springfield. A town-by-town description of GSRP facilities is provided below.

TOWN-BY-TOWN GSRP DESCRIPTION

Agawam

The Northern Route for the GSRP includes approximately 6.9 miles in Agawam, along existing rights-of-way. From the southwest corner of Agawam on the Connecticut border, approximately 600 feet east of South West Street, the Northern Route proceeds north and east, crossing Pine Street (Route 187), South Westfield Street and Shoemaker Lane, to the South Agawam Switching Station near the Berkshire Power Plant on Industrial Lane. The Northern Route continues to the north, crossing Silver Street, Route 57, Cooper Street, Lancaster Drive and Rowley Street, to the Agawam Substation located between Springfield Street and Sutton Place, then northwest across Maple Street, High Street and the Westfield River. In place of the existing two 115-kV lines on one set of towers, there would be one 345-kV line and one or two 115-kV lines on one or two sets of poles. Alternatively, some segments of one of the 115-kV lines could be placed underground; these segments could be under Barry Street, Pine Street, Shoemaker Lane, Moylan Drive, Poplar Street, Suffield Street, Springfield Street, Maple Street and Moore Street.

If the Southern Route is selected for GSRP, a new 345-kV line would be constructed from the southwest corner of Agawam on the Connecticut border, across Pine Street (Route 187), South Westfield Street and Shoemaker Lane, to the vicinity of South Agawam Switching Station; then across Silver Street, Route 57, Cooper Street and Rowley Street, to Agawam Substation. A new 345-kV line would then double back south along the same right-of-way to a point near South Agawam Switching Station, then deviates on different right-of-way southeasterly across Shoemaker Lane and Suffield Street, crossing into Connecticut southwest of parking lots for Six Flags New England.

WMECO identified an alternative of underground placement of one of the two 345-kV lines south of Agawam Substation; this would require more expansion of Agawam Substation, as well as a two- to four-acre line transition station near South Agawam Switching Station. If the Southern Route is selected, WMECO would still reconstruct the existing 115-kV lines in Agawam above ground on the Northern Route as described above.

The GSRP would include expansion of Agawam Substation with additional transformers and switchyard equipment.

West Springfield

The Northern Route for the GSRP includes approximately 4.3 miles in West Springfield along existing rights-of-way. From the Westfield River near Nelson Circle, the Northern Route runs north, crossing Ashley Street, U.S. Route 20, several local streets from Kings Highway to Amostown Road, Morgan Road and Piper Road, to Piper Substation which is near Piper Road. The right-of-way continues north then east, crossing Brush Hill Avenue, I-91, Frederick Street, and Riverdale Street, before crossing the Connecticut River.

In place of the existing two sets of structures, each holding multiple lines, there would be one 345-kV line and two 115-kV lines on two sets of poles. Alternatively, some segments of the line carrying one of the two 115-kV circuits could be placed underground; these segments could be under Second Street, Summit Street, Westfield Street, Boulevard Street, Piper Road, Brush Hill Avenue, Wayside Avenue, and Riverdale Street. A directional drill underneath the Connecticut River could also be constructed. If the Southern Route is selected for the GSRP, WMECO would still reconstruct the existing 115-kV lines in West Springfield above ground as described above.

Chicopee

The GSRP would cross Chicopee on approximately 6.9 miles of existing rights-of-way currently occupied by two sets of overhead line structures as far east as I-391, by one set from I-391 east to the vicinity of Exit 6 on I-90, and two sets from Exit 6 to the east. Each existing set holds one or two lines. These rights-of-way follow close to the Massachusetts Turnpike (I-90). The Northern Route crosses over the Connecticut River into Chicopee near the Chicopee State Boat Ramp. It travels northeast, crossing I-90, several streets from Oldfield Road to Chicopee Street (Route 116), I-391, and I-90 again on the way to Chicopee Substation, located between Granby Road, Columba Street, and Grattan Street. The route continues northeast for approximately 0.7 miles, crossing I-90 and Montgomery Street to an intersection of rights-of-way named East Springfield Junction, located next to the Montgomery Street access to Big Y Plaza. The route continues east from the East Springfield Junction, just north of I-90 and for approximately 2.8 miles, crossing Memorial Drive (Route 33), Sheridan Street, and Burnett Road, and turning south across I-90 just east of the I-90 Exit 6 ramps, to

Shawinigan Switching Station off Shawinigan Drive. From Shawinigan Switching Station, the route runs north and east, crossing I-90 again, and passing north of Blue Bird Acres Mobile Home Park before entering Ludlow.

Additionally, the GSRP would include replacing 115-kV lines along existing rights-of-way that intersect the Northern Route. One of these spurs runs north and northwest 1.7 miles from East Springfield Junction, crossing Granby Road, Woodcrest Drive, Pendleton Avenue, and Irene Street, and passing the existing Fairmont Switching Station at Prospect Street to the proposed new Fairmont Switching Station site north of Prospect Street, near Frink Street. On this Fairmont spur, the existing double-circuit 115-kV line on lattice steel towers would be replaced with three new lines of steel-monopoles: a double-circuit line in the middle of the right-of-way, flanked by single-circuit lines on steel monopoles on each side. New lines on a second spur right-of-way would start in the area of Shawinigan Drive, east of I-291, and would immediately cross the Chicopee River and into Springfield at Route 141 to the new Caldwell Switching Station. On this spur, the existing 115-kV circuits on two sets of lattice steel towers would be replaced on two new lines of steel monopoles.

In place of the existing two sets of structures, each holding one or two lines, there would be one 345-kV line and two 115-kV lines on two sets of poles. Alternatively, some segments of one line carrying one of the two 115-kV lines could be placed underground; these segments could be under Exchange Street, Front Street, Springfield Street, Granby Road, Grove Street, Columba Street, Grattan Street, I-90, Granger Street, Paderewski Street, Old Field Road, Amherst Street, Whittin Avenue, Chester Street, Wilson Avenue, Meadow Street, McKinstry Avenue, Montgomery Street, Yelle Street, Buckley Blvd, Prospect Street, Memorial Drive, Irene Street, Ingham Street, Fuller Road, Baskin Drive, Jennings Street, Shawinigan Drive, and Old Fuller Road Extension and Lombard Road. 115-kV circuit segments also could be placed underground within the utility right-of-way, including for 1.1 miles east of East Springfield Junction, and from the west side of Trafton Street to east side of Chester Street. Construction underground between Trafton and Chester Streets would change the alignment of the right-of-way based on potential property acquisitions and would require an expansion to the south of a portion of the right-of-way by about 25 feet.

If the Southern Route is selected for the GSRP, WMECO would still reconstruct the existing 115-kV lines in Chicopee above ground on the Northern Route as described above.

Ludlow

The Northern Route for the GSRP includes approximately 4.9 miles in Ludlow, along an existing right-of-way where one single-circuit 115-kV transmission line and one double-circuit 115-kV transmission line now exist. Beginning approximately 800 feet north of I-90 at the border with Chicopee, the route runs about 400 feet east, then turns and runs north and east, crossing Cady Street, West Street, Holyoke Street, Tank Farm Road, Fuller Street, Rood Street, Munsing Street, Booth Street and Lyon Street, to Ludlow

Substation, located off Center Street east of Lyon Street. In place of the existing three 115-kV lines on two sets of structures, there would be one 345-kV line and three 115-kV lines on two sets of steel poles. In lieu of the three 115-kV lines on steel poles, two of the three 115-kV lines could be placed underground; these segments could be under Shawinigan Drive, Cady Street, West Street, Holyoke Street, Kendall Street, Fuller Street, Chapin Street, Church Street, and Center Street.

If the Southern Route is selected for the GSRP, the new 345-kV line would be built on steel monopoles and would cross the Chicopee River from Wilbraham just south of the Ludlow Country Club, proceed north along existing right-of-way across Chapin Street, East Street, I-90, Carmelinas Circle, Miller Street and Center Street to Ludlow Substation. If the Southern Route is selected, WMECO would still reconstruct the existing 115-kV lines in Ludlow above ground as described above.

Additionally, whether the Northern or the Southern Route is selected, the GSRP would include the re-conductoring of two 115-kV lines on two existing sets of structures on the spur which runs 0.7 mile, going to the east from Orchard Junction, close to Marinna Lane in Ludlow, crossing West Street, turning south and crossing I-90 and Tait Street and ending at Orchard Substation across the Chicopee River in Springfield.

Springfield

Elements of the GSRP in Springfield are limited to two 115-kV spur lines, a new switching station, and modifications at an existing substation. The “Cadwell spur” would cross the Chicopee River where Worcester Street (Route 141) crosses the Springfield/Chicopee border, and travel southwest to a proposed new Cadwell Switching Station, which would be located between Cadwell Drive and I-291. On the Cadwell spur, lattice steel towers supporting three circuits would be replaced with two new lines of steel monopoles, supporting a total of three lines. The “Orchard spur” would cross the Chicopee River from Ludlow and terminate at the existing Orchard Substation, which is located just west of the Indian Orchard Mills.

Longmeadow

The Southern Route for the GSRP includes approximately 0.5 miles in Longmeadow along an existing right-of-way where one overhead 115-kV transmission line now exists. A new H-frame line holding the 345-kV line would be added alongside the existing H-frame line holding the single 115-kV line, and no dismantling or re-building would occur. The route would extend through the southwestern corner of Longmeadow, in the area of the Fannie Stebbins Wildlife Refuge, and also for several hundred feet in the southeastern corner of the town.

East Longmeadow

The Southern Route for the GSRP includes approximately 3.9 miles in East Longmeadow along an existing right-of-way where one overhead 115-kV transmission line now exists. A new H-frame line holding the 345-kV line would be added alongside the existing H-frame line holding the single 115-kV line, and no dismantling or re-building would occur. From the southwestern corner of the town, it would travel east, just north of the Connecticut border, crossing Shaker Road (Route 220) and Prospect Street (Route 186), then turn east-northeast, crossing Country Club Drive, Somers Road (Route 83) and Meadow Brook Road to the Hampden town line.

Hampden

The Southern Route for the GSRP includes approximately 2.8 miles in Hampden along an existing right-of-way where one overhead 345-kV transmission line and one 115-kV transmission line now exist. There is a junction of rights-of-way south of Mill Road and next to the East Longmeadow town line. The Southern Route enters Hampden at that point and runs north crossing Mill Road, East Longmeadow Road, and Allen Street to the Wilbraham border. Steel monopoles would be used for a new 345-kV line alongside the existing 115-kV and 345-kV lines.

Wilbraham

The portion of the GSRP Southern Route in Wilbraham is approximately 5.1 miles long along an existing right-of-way where one overhead 345-kV transmission line and one 115-kV transmission line now exist. From the southwestern corner of Wilbraham, the route runs northeast and north, crossing Stony Hill Road, Soule Road, Tinkham Road, the North Branch of the Mill River, Springfield Street, Washington Road, Manchonis Road, and the Boston Post Road before crossing the Chicopee River into Ludlow. Steel monopoles would be used for a new 345-kV line alongside the existing 115kV and 345-kV lines.

NOTICE OF PUBLIC COMMENT HEARING

The Siting Board will conduct three public comment hearings to receive public comment on the proposed WMECO transmission facilities. The public comment hearings will begin at 7:00 p.m. at the following three locations and dates: (1) May 6, 2009 at Agawam Senior Center, 954 Main Street, Agawam; (2) May 7, 2009 at Chicopee High School Auditorium, 820 Front Street, Chicopee; and (3) May 13, 2009 at Wilbraham Middle School, 466 Stony Hill Road, Wilbraham. The Siting Board will accept comments on the Company's proposed transmission lines and ancillary facilities at the public comment hearings. Comments also may be filed with the Siting Board after the public hearing, at the address below, until May 20, 2009.

WMECO has supplemented the information in this Notice with additional maps of the GSRP that can be accessed at the website www.NEWSprojects.com. Users can click on the yellow box to reach an index or map. WMECO also has a Hotline for inquiries and other assistance at 1-866-99NEEWS.

Copies of WMECO's petitions are available for public inspection at the Siting Board's Offices and at WMECO's Office at Technology Park, 1 Federal Street, Springfield, Massachusetts 01105. Copies are also available at the City Clerks' Offices and main public library branches in Springfield and Chicopee, as well as the East Springfield and Indian Orchard branches in Springfield and the Chicopee Falls and Fairview branches in Chicopee. Copies are also available at the Town Clerks' Offices and in the main public library in each of the following towns: Agawam, East Longmeadow, Hampden, Longmeadow, Ludlow, West Springfield, and Wilbraham.

Any person interested in intervening as a party or participating as a limited participant in this proceeding must file a written petition with the Presiding Officer on or before **May 20, 2009**. A copy of such written petition must also be sent at the same time to regulatory counsel for the Company, Catherine J. Keuthen, at Meyer, Connolly, Simons & Keuthen LLP, 12 Post Office Square, Boston, MA 02109. Criteria used to grant or deny such petitions are set forth in the Siting Board regulations at 980 C.M.R. 1.00. Any person desiring further information regarding this Notice, including information regarding intervention or participating in the adjudicatory proceeding, may contact the Presiding Officer at the address or telephone number below.

Petitions to intervene also should be submitted to the Siting Board in electronic format using one of the following methods: (1) by e-mail attachment to dpu.efiling@state.ma.us; or (2) on a 3.5" disk, IBM-compatible format. The text of the e-mail or the disk label must specify: (1) the docket number of the proceeding (EFSB 08-2/D.P.U. 08-105/D.P.U. 08-106); (2) the name of the person or company submitting the filing; and (3) a brief descriptive title of the document. The electronic filing should also include the name, title and telephone number of a person to contact in the event of questions about the filing.

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Greater Springfield Reliability Project Overhead Line Routes

