

**THE CONNECTICUT PORTION
OF THE INTERSTATE RELIABILITY PROJECT**

BY

THE CONNECTICUT LIGHT AND POWER COMPANY

VOLUME 11: 100-SCALE MAPS: PROPOSED ROUTE

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INTRODUCTION

This volume provides aerial photography-based maps, at a scale of 1"=100', that illustrate the 36.8-mile Proposed Route that The Connecticut Light and Power Company (CL&P) has identified for the new 345-kV transmission lines and related facilities comprising the Connecticut portion of the Interstate Reliability Project (Project).¹ The maps identify both environmental features along the Proposed Route and Project design information, as follows:

Project Design Information

- Right-of-Way boundaries
- Property lines, including CL&P-owned lands
- Existing tree line and proposed limits of vegetation removal²
- Existing transmission line centerline and structure locations (by number)
- Proposed 345-kV transmission line centerline and structure locations (by number)
- Structure location envelopes³
- Existing and proposed guyed structures and existing guy easements

- Existing and new (proposed) access roads
- Existing and proposed culverts (at watercourse crossings)
- 2-foot topographic contours

Environmental Features

- Land use and vegetation type (as illustrated by the aerial photographs)
- Town boundaries
- Wetlands, state and federal jurisdictional areas (by Project number)
- Watercourses (by Project number and, if available, name)
- Vernal pools (by Project number, with town identifier)
- Amphibian breeding habitat (by Project number, with town identifier)
- Wetland / watercourse buffers (50-foot buffer for wetlands and 100-foot buffer for vernal pools and watercourses)
- Connecticut Natural Diversity Data Base Areas (as designated by the CT DEEP NDDDB)
- FEMA 100-year floodplains
- Public recreational areas (including state parks, trails, forests, wildlife management areas)
- Zoning designations
- Public roads
- Connecticut-designated Stream Channel Encroachment Lines

CL&P's Proposed Route, along which the new 345-kV transmission lines would be constructed and operated in overhead configurations, would extend between CL&P's existing Card Street Substation in the Town of Lebanon, Lake Road Switching Station in the Town of Killingly, and the Connecticut / Rhode Island border in the Town of Thompson. At the Connecticut / Rhode Island border, the proposed CL&P 345-kV transmission line would connect to a new 345-kV transmission line extending into Rhode Island, to be constructed and operated by National Grid, USA. With the exception of a 1.4-mile segment across federally-owned properties in the Mansfield Hollow area (Towns of Mansfield and Chaplin), the entire Proposed Route would be accommodated within existing CL&P rights-of-way. In conjunction with the development of the new 345-kV transmission lines, CL&P would modify the existing Card Street Substation, Lake Road Switching Station, and Killingly Substation. (Refer to Volume 1 for details regarding the Proposed Route and transmission line facilities, as well as the transmission line configuration options in the Mansfield Hollow area.)

The Index provides a key to the maps by town and existing transmission line structure locations.

¹ Aerial photographs were derived from 2010 aerial imagery; environmental and land use features are mapped based on 2010 Geographical Information System data obtained from federal and state agencies (such as the Connecticut Department of Energy and Environmental Protection (CT DEEP) and the Federal Emergency Management Agency (FEMA), as well as the results of environmental and engineering field surveys and ROW / transmission lines and information from CL&P. Consistent with the Connecticut Siting Council's Application Guide, the maps in this volume pertain only to the Proposed Route.

² The proposed limits of vegetation removal depicted on the maps illustrate the general areas along the new 345-kV transmission lines where vegetation must be cleared for construction and/or during the life of the Project, managed in low-growing species compatible with overhead transmission line operation. All trees will be removed between the new 345-kV line and the existing 345-kV line. Such vegetation management is required, pursuant to mandatory North American Electric Reliability Corporation standards, to maintain appropriate clearance between tall-growing vegetation and the new 345-kV transmission line conductors. During construction, additional vegetation clearing, outside of the vegetation removal limits depicted on the maps, will be required. For example, vegetation will have to be cleared along construction access roads that extend outside the limits of vegetation removal area for conductor clearance. Danger trees located outside the managed ROW limits also will have to be removed.

³ CL&P has sited proposed new 345-kV structures, as identified on the maps, based on current design information. During final Project design, the structure locations shown may shift slightly. Structure location envelopes, as depicted on the maps for each proposed new structure, illustrate the area within which the new 345-kV structure could potentially shift along the transmission line centerline. Structure location envelopes do not represent crane pads or the environmental impact areas associated with crane pads.