

**THE CONNECTICUT PORTION  
OF THE INTERSTATE RELIABILITY PROJECT  
BY  
THE CONNECTICUT LIGHT AND POWER COMPANY**

**VOLUME 9: ROUTE MAPS**

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## **VOLUME 9: ROUTE MAPS**

**EX. 1: Overview of Route on USGS Map**

**EX. 2: Proposed Route Aerial Photographs – 400 Scale**

**EX. 2A: Mansfield Hollow Configuration Options Aerial Photographs – 400 Scale**

**No ROW Expansion Option**

**Minimal ROW Expansion Option**

**EX. 3: Variations Aerial Photographs – 400 Scale**

## **INTRODUCTION**

This volume provides maps that identify both the regional setting and the land use / environmental characteristics of 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).<sup>1</sup> The volume also includes maps that identify the same information for the overhead transmission line configuration options that CL&P has identified across approximately 1.4 miles of federally-owned lands in the Mansfield Hollow area, as well as for the six variations that CL&P has identified to portions of the Proposed Route.

CL&P's Proposed Route, along which the new 345-kV transmission lines would be constructed and operated in overhead configurations, would follow existing CL&P rights-of-way (ROWs) extending 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.<sup>1</sup> 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. In conjunction with the development of the new 345-kV transmission lines in Connecticut, 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.)

As part of the Project planning process, CL&P identified not only the Proposed Route and Mansfield Hollow configuration options, but also six variations to portions of the Proposed Route. As described in Volume 1A, these variations, which would involve different transmission line routes (e.g., not along CL&P's existing ROWs) or configurations (e.g., underground 345-kV cable systems), were evaluated and compared to the portions of the Proposed Route that each would replace.

The following maps are included in this volume:

- **Exhibit 1: U.S. Geological Survey Maps.** These topographic maps (at a scale of 1" = 2,000') illustrate the general locations of the proposed Project facilities and variations.
- **Exhibit 2: Proposed Route Maps.** These aerial photography-based maps (at a scale of 1" = 400'<sup>2</sup>) identify the location of the Proposed Route along CL&P's existing ROWs; depict existing and proposed transmission line structures; and illustrate environmental, social, and land use features (e.g., town boundaries, zoning, water resources, vegetative cover types, forests, parks, other recreational areas, historic areas, and settled areas). Each aerial map is accompanied by explanatory data (on the page facing the map) that summarizes the primary environmental and land use characteristics of the ROW and surrounding region within the map viewing area. The page facing the map also includes a cross-section illustrating the configuration of the existing and proposed transmission lines within the ROW, as applicable to the map segment. (*Note: Cross-section drawings also are included in Volume 1, Section 3, Appendix 3A and Volume 10.*)
- **Exhibit 2A: Mansfield Hollow Configuration Option Maps.** These aerial-photography-based maps (also at a scale of 1"=400') provide the same types of data as presented for the Proposed Route, identifying the ROW widths, structure locations, and environmental, social, and land use features in the vicinity of each of the two configuration options identified for the 1.4 miles across the federally-owned lands in the Mansfield Hollow area (towns of Mansfield and Chaplin) as described in Volume 1, Section 10. Cross-sections also are included for each configuration option.
- **Exhibit 3: Variation Maps.** For each of the six variations, these aerial photography-based maps (also at a scale of 1"=400') provide the same data as presented for the Proposed Route, including cross-sections. (*Note: Cross-section drawings also are included in Volume 1A, Section 15, Appendix 15B.*)

Indices to Exhibits 2, 2A, and 3 provide a key to the maps by town and (as applicable) existing transmission line structure locations.

<sup>1</sup> The proposed 345-kV transmission line between Card Street Substation and Lake Road Switching Station is designated as the 3271 Line, whereas the proposed 345-kV line between Lake Road Switching Station and the Rhode Island border is designated as the 341 Line.

<sup>2</sup> 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 locational information from CL&P.