STATE OF CONNECTICUT

PUBLIC UTILITIES REGULATORY AUTHORITY
TEN FRANKLIN SQUARE
NEW BRITAIN, CT 06051

DOCKET NO. 26-06-17 **PETITION FOR APPROVAL OF METHOD AND MANNER OF CONSTRUCTION AND PERMISSION TO ENERGIZE THE HADDAM SUBSTATION TO EAST HADDAM JUNCTION REBUILD PROJECT (1772 AND 348 LINES)**

AUGUST 5, 2026

PROPOSED FINAL DECISION

This proposed final decision is being distributed to the participants in this proceeding for comment. The proposed decision is not final. The Authority will consider the participants' arguments and exceptions before reaching a final decision, which may differ from the proposed decision. Therefore, this proposed decision does not establish any precedent and does not necessarily represent the Authority's final conclusion.

PROPOSED FINAL DECISION

I. SUMMARY

On June 26, 2026, The Connecticut Light and Power Company d/b/a Eversource Energy (Eversource or Company) submitted a petition (Petition) requesting that the Public Utilities Regulatory Authority (Authority or PURA) approve the method and manner of construction of, and provide permission to energize the 1772 and 348 transmission lines for the Haddam Substation to East Haddam Junction Rebuild Project (Project), which includes spans of the Connecticut River.[1] The Authority approves the method and manner of construction of the Project, and approves permission to energize following completion of the Project.

II. STANDARD OF REVIEW

The Company is required to provide the following in conformance with Conn. Agencies Regs. §§ 16-11-137 and 16-11-139:

- Local names of the points through which the line will pass and the towns through which it will pass;
- the length of the line;
- electrical descriptions of the line including voltage, frequency, number of phases, and number of conductors;
- the general types of construction to be employed; the character of materials to be employed;
- a description of lightning protection;
- titles of specifications and standards to which the construction will conform;
- names of utilities and municipalities whose facilities are crossed or paralleled by the line;
- the dates of planned construction and energization;
- drawings showing location, depth, and clearances of all known underground circuits, tracks, and other underground facilities of other utilities and municipalities;
- maps showing the route of the line and locations of the circuits; and
- copies of letters from each railroad, municipality or other utility affected, stating that it has been notified of the details of the proposed line and that it offers no objection to the method or manner of construction.

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[1] On March 5, 2026, the Connecticut Siting Council (CSC) approved the transmission project. Petition, p. 7; see CSC Petition No. 1690 The Connecticut Light and Power Company d/b/a Eversource Energy petition for a declaratory ruling, pursuant to Connecticut General Statutes §4-176 and §16-50k, for the Haddam Substation to East Haddam Junction Line Rebuild Project consisting of the replacement and reconductoring of electric transmission line structures along approximately 1.5 miles of its existing 115-kilovolt (kV) 1772 Line and 345-kV 348 Line shared right-of-way and associated Connecticut River Crossing between Haddam Substation in Haddam and East Haddam Junction in East Haddam, Connecticut, and related electric transmission line and substation improvements.

III. EVERSOURCE PETITION AND PROJECT DESCRIPTION

The purpose of the Project is to maintain system reliability by upgrading approximately 1.5 miles of the 115-kilovolt (kV) 1772 Line and the 345-kV 348 Line. Petition, p. 1. The Project will involve replacing existing aging, at-risk infrastructure, including the aluminum conductor steel reinforced (ACSR) conductors, as well as shield wire, optical ground wire (OPGW), and overstressed structures. Id. The transmission line spans across and adjacent to the Connecticut River will also be replaced with specialty aluminum encapsulated carboncore (AECC) conductor, which can be pulled at higher tensions over long spans, thereby adhering to regulatory requirements for conductor clearance above the river while reducing the structure heights at the river crossing as much as possible. Id. On these same spans, the existing OPGW and shield wire will be replaced with custom high-strength OPGW, which also is designed to be pulled at higher tensions, consistent with the AECC conductor's tensions. On the remaining spans, the existing conductor and OPGW/shield wire will be replaced with Eversource standard aluminum conductor steel supported (ACSS) conductor and standard OPGW. Id., pp. 1-2.

As a result of the reconductoring and new OPGW, a total of six structures will be overstressed, including five double-circuit lattice steel towers and one single-circuit wood H-frame. Petition, p. 2. These overstressed structures will be removed: the five double-circuit lattice steel towers will be replaced with eight single-circuit steel structures (one of the existing double-circuit lattice steel towers will not be replaced due to reconfiguration of span lengths between the replacement structures) and the single-circuit three-pole wood H-frame will be replaced with a single-circuit steel three-pole H-frame structure. Id.

The Project also will maintain reliability by addressing age-related deterioration of the existing custom conductor (which is fraying) at the Connecticut River crossing. Petition, p. 2. The existing double-circuit lattice steel towers at and near the river crossing will need to be replaced due to stressed conditions from increased loading of the proposed replacement conductor and OPGW. Id. The design of the Project will improve system reliability by separating the two lines at and near the Connecticut River crossing onto single-circuit structures, thereby eliminating the potential risk to reliability from a double-circuit tower contingency failure. Id. After the replacement of the double-circuit lattice towers with single-circuit structures, both the 1772 and 348 lines will be installed on independent structures throughout their lengths. Id. The existing single-circuit wood pool structure on the 1772 Line also will be overstressed by the new conductor and OPGW will need to be replaced due to age-related deterioration. Id., pp. 2-3.

The Project will take place in the Towns of Haddam (Haddam) and East Haddam (East Haddam). Petition p. 3. It will be constructed within Eversource's existing right-of-way (ROW) or on Eversource-owned property, and extends east for approximately 1.5 miles from Haddam Substation, located at 1384 Saybrook Road in Haddam, across the Connecticut River, to East Haddam Junction, which is located west of State Route 151 in East Haddam. Id. p. 2.

Materials to be used in the construction of the transmission lines include:

For 1772 Line:

- Three single-circuit galvanized steel monopoles, one single-circuit steel 2-pole structure in a delta configuration, and one single-circuit galvanized 3-pole steel H-frame structure;
- Approximately 0.59 circuit miles of 1590-kcmil 54/19 strand ACSS conductor per circuit and 0.83 circuit mile of specialty 2048-kcmil Evans AECC conductor;
- Approximately 0.59 circuit miles of 0.646-inch-diameter fiber OPGW and 0.83 miles of custom high-strength 0.719-inch-diameter fiber OPGW; and
- Ceramic insulators.

For 348 Line:

- Three single-circuit galvanized steel monopoles and one single-circuit steel 2-pole structure in a delta configuration;
- Approximately 0.59 circuit miles of 1590-kcmil ACSS conductor, two conductors per phase per circuit and 0.83 circuit mile of specialty 2048-kcmil Evans AECC conductor;
- Approximately 0.59 circuit miles of (2) 0.646-inch diameter fiber OPGW on each circuit and 0.83 circuit miles of custom high strength 0.719-inch diameter fiber OPGW; and
- Ceramic insulators.

Petition, pp. 4-5.

The Project will not cross over or under, or affect in any different manner, circuits and facilities of other utilities, railways, or municipalities not already crossed by the existing transmission lines. Id., p. 5. The Project will not impact the facilities of other utilities, railways, or municipalities, as it will not create any additional crossings over, under, parallel or conflict with such facilities.[2] Id., pp. 5-6.

The Company began construction with civil work in April 2026. Construction is expected to be completed (exclusive of final restoration) by the end of December 2026. The 1772 and 348 lines will be re-energized during and after construction. Id., p. 6.

IV. AUTHORITY ANALYSIS

The Company provided the information required by Conn. Agencies Regs. §§ 16-11-137 and 16-11-139. See, Petition, pp. 1-7, Exhibits A, B and C. All construction plans comply in accordance with Part 2 of the 2023 Edition of the National Electrical Safety Code as required by Conn. Agencies Regs. § 16-11-134. Id., p. 5.

[2] The Project was reviewed for impact to the facilities of the following companies: Comcast and Frontier Communications. Letters of no objection from those entities are attached in the Petition. Petition, Exhibit B.

The Authority reviewed the information and plans filed in the record pursuant to General Statutes § 16-243 and Conn. Agencies Regs §§ 16-11-137 and 16-11-139. The Authority finds that the Company satisfied the application requirements and grants approval of construction at the locations cited above. The Authority also grants approval to energize after completion of the Project.

V. CONCLUSION AND ORDER

The Authority approves the method and manner of construction of the Project and approves permission to energize following completion of the Project.

To comply with the order below, the Company shall file an electronic version of any compliance through the Authority's website at www.ct.gov/pura. Submissions filed in compliance with the Authority's orders must be identified by all three of the following: Docket Number, Title, and Order Number.

1. Not more than 30 days following completion of the Project, the Company shall file as compliance the date on which construction was completed. The Authority will not require a field inspection for this Project.