

General Project Overview and Locations

Locations of Proposed Installation Route (see Figure 1)

- Under US 2: Alburgh
- Portions of VT 22A: 8.1 miles
 - Hulett Hill Road (Benson) to US 4 (Fair Haven)
- Portions of US 4: 17.2 miles
 - US 4/22A Junction (Fair Haven) to US 4/US 7 Junction (Rutland)
- Portions of US 7: 2.6 miles
 - US 4/US 7 Junction (Rutland) to US 7/VT 103 Junction (Clarendon)
- Portions of VT 103: 14.3 miles
 - US 7/VT 103 Junction (Clarendon) to VT 103/ VT 100 Junction (Ludlow)
- A 3.5 mile segment of the State-owned rail corridor in Shrewsbury and Wallingford
- Portions of VT 100: 0.8 miles
 - VT 103/ VT 100 Junction (Ludlow) to VT 100 / East Lake Road Junction (Ludlow)

Description of Proposed Project

NECPL is a proposed 154 mile long, 1,000-MW, HVDC (“high-voltage direct current”) electric power transmission system that will have both aquatic (underwater) and terrestrial (underground) segments in the State of Vermont. The terrestrial portions of the transmission line are proposed to be buried underground within roadway and railroad ROWs (see Figure 1). As detailed above, NECPL is proposing to bury the transmission line within VTrans rights of ways for approximately 46.5 miles (see Figure 2).

The transmission system is proposed to consist of one 1,000-MW HVDC transmission line and an aboveground HVDC converter station. The transmission system will consist of two transmission cables, one positively charged and the other negatively charged and a fiber optic cable. Two solid dielectric (no fluids), cross-linked polyethylene (XLPE) cables, approximately 154-miles (248-km) in length, will have a nominal operating voltage of approximately +/- 320 kV.

Within the VTrans right of way, TDI-NE is proposing to bury the two HVDC cables in a trench approximately 5 feet deep and 4 feet wide (see Figure 3). The trench will be backfilled, original contours will be re-established to the greatest extent possible and the disturbed area will be re-vegetated.

Figure 1 – Overview of Proposed Project



Figure 2 – Overview of Proposed Overland Segment

Specific Project Plans for the overland segment can be found in Exhibit AW-2 (Rev) dated 7-24-2015

Electronic versions of this Exhibit can be found under Al Wironen's testimony (8-31-2015): <http://www.necplink.com/regulatory-documents.php>

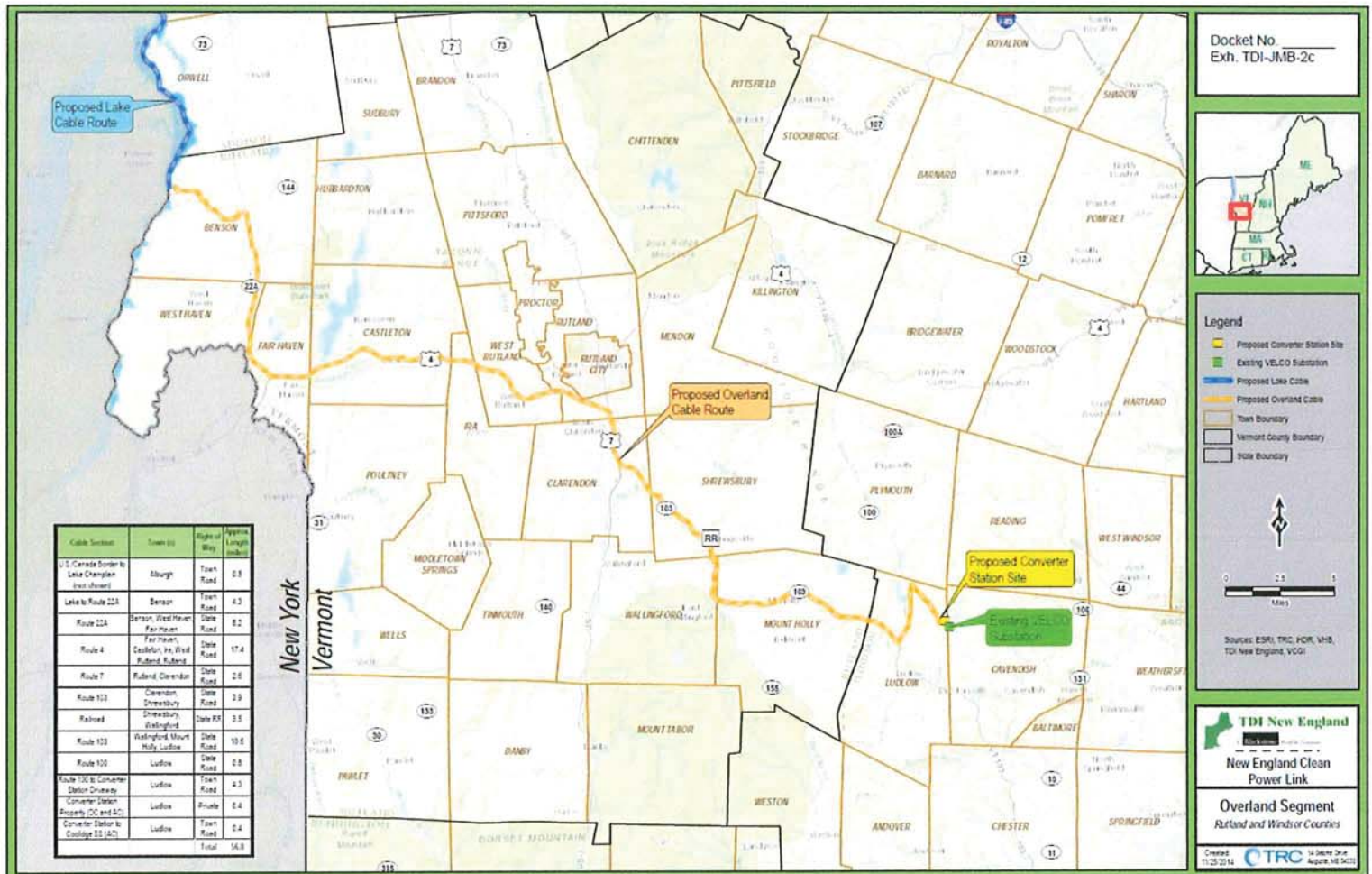


Figure 3 – Typical Trench Detail

Additional construction methods and typicals can be found in Exhibit AW-3 (Rev) dated 7-24-2015

Electronic versions of this Exhibit can be found under Al Wironen's testimony (8-31-2015): <http://www.necplink.com/regulatory-documents.php>

