EVERSOURCE

Connecticut River Crossings Project Updates

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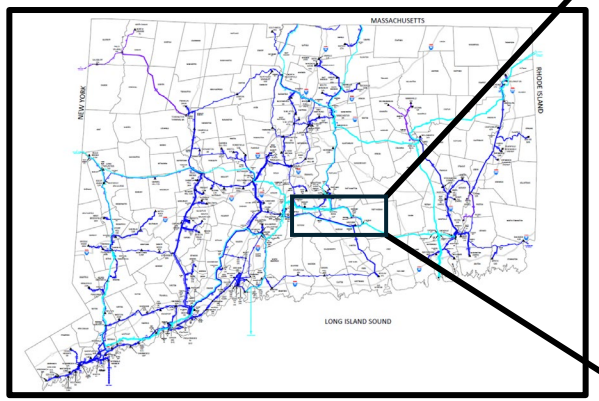
Introduction

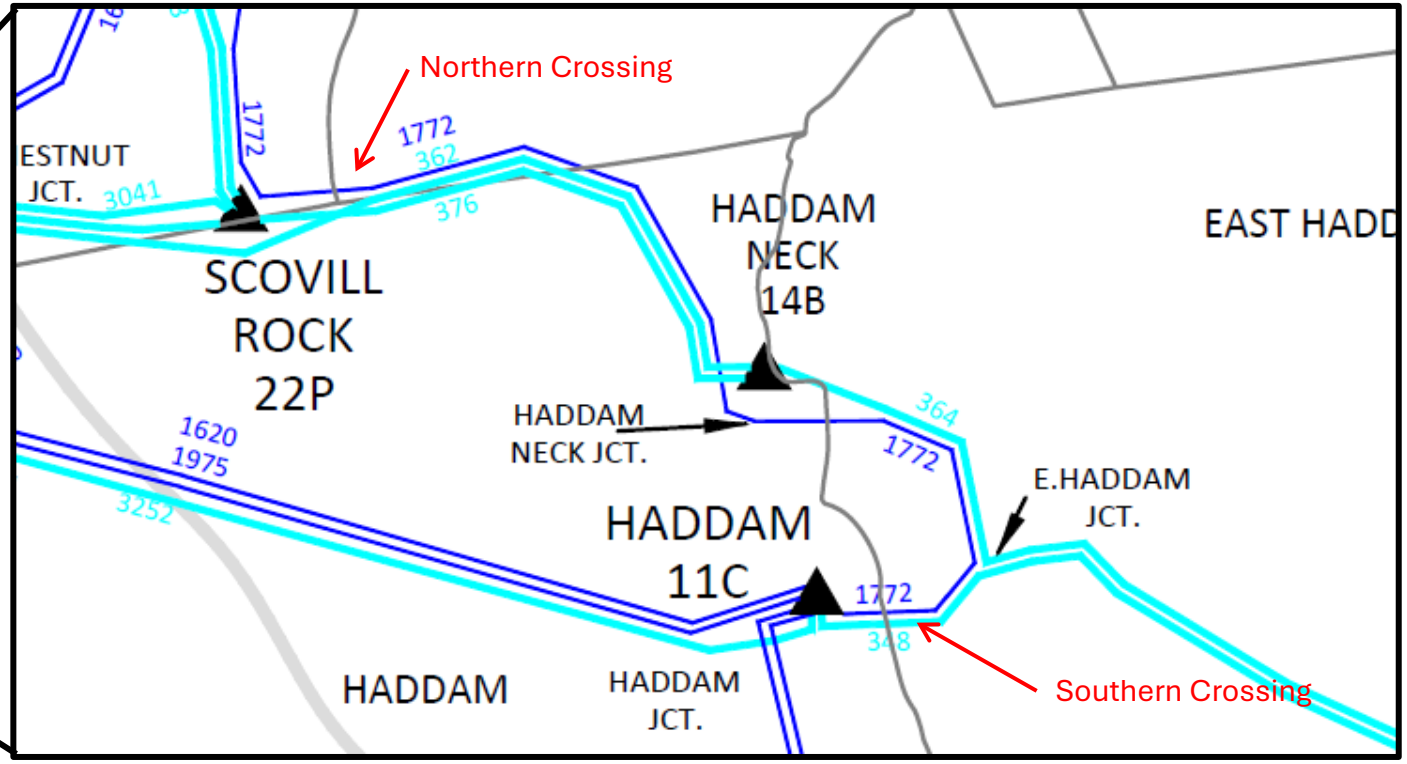
- The following presentation is an update on projects that were previously presented to the ISO-NE Planning Advisory Committee (PAC) that include Connecticut River crossings of lines 348, 362, 376, and 1772
- These lines, in different combinations, cross the Connecticut River at two locations in Haddam and East Haddam, CT
- There have been changes in the designs originally presented to PAC to use advanced conductors at the river crossings
- The new designs have been filed with the Connecticut Siting Council
  - Northern Crossing: Petition No. 1679, Approved on 12/15/2025
  - Southern Crossing: Petition No. 1690, Filed and currently under review

Background

- **Northern Crossing**
  - In 2024 Eversource presented to PAC asset condition projects on Lines 362, 376, and 1772
  - This project has been tracked on the Asset Condition List as ACL 431
    - The 2024 PAC presentations described Eversource's plans to rebuild portions of these lines located within Hurd State Park and crossing the Connecticut River
      - Initial presentation: January 2024 PAC presentation
      - Follow-up presentation: April 2024 PAC presentation
      - Eversource also provided written responses to stakeholder feedback
    - The Northern Crossing project was presented to PAC in 2024 along with the East of Hurd Reconductoring project, ACL 432. The latter project has been completed and was placed in-service in July 2025
- **Southern Crossing**
  - In 2022, Eversource presented an asset condition project on Lines 348 and 1772
    - The September 2022 PAC presentation described Eversource's plans to replace structures throughout the lines and to rebuild the portions of the lines that cross the Connecticut River
    - These projects have been tracked on the Asset Condition List as ACL 356 (Line 348) and ACL 357 (Line 1772)
  - This presentation provides scope and cost updates for the Connecticut River crossing projects
  - Other portions of the projects remain unchanged from prior PAC presentations

Project Locations





- The **Northern Connecticut River crossing** includes Lines 362, 376 and 1772
  - Existing configuration: Lines 362, 376, and 1772 share the same structures and use a custom 1192 kcmil Aluminum Conductor Steel Reinforced (ACSR) conductor. The river crossing spans are supported by a 202-foot-tall Triple Circuit Lattice Tower on the east side of the river and a 182-foot-tall Triple Circuit Lattice Tower on the West side of the river.
- The **Southern Connecticut River crossing** configuration includes Lines 348 and 1772
  - Existing configuration: Lines 348 and 1772 share the same structures and use a custom 1192 kcmil ACSR conductor. The river crossing spans are supported by two 221-foot-tall Dual Circuit Lattice towers

Northern Crossing Scope Change To Use Advanced Conductor

Original Scope

- Replace structures throughout line (33 lattice and 1 wood) with a combination of single-circuit steel H-frames, single-circuit three pole structures, and steel monopoles
- Install 4 new single circuit steel monopoles
- Replace 12.5 miles of alumoweld shield wire with OPGW
- Replace a total of 6.9 miles of 954 45/7 ACSR and 1192 30/19 ACSR conductor with bundled 1590 ACSS conductor
- **The original project scope remains largely unchanged except at the river crossing**

Modified Scope at River Crossing

- New design will use six single-circuit steel monopoles that range from 137 ft to 152 ft
  - Original design would have required new steel monopole structures up to 242 feet tall
- Conductor will be 2048 kcmil aluminum encapsulated carbon core (AECC) conductor manufactured by TS Conductor
  - Total of 1.93 miles of conductor
- OPGW will be 0.719-inch 96F OPGW for compatibility with the new conductor

Southern Crossing Scope Change To Use Advanced Conductor

Original Scope

- Replace 19 structures and add five new structures on Line 1772. All new structures will be steel
- Replacement of five shared lattice towers on Lines 1772/348 with separate single circuit steel poles
- Replacement of 0.7 miles of 1192 ACSR conductor with 1590 ACSS Falcon conductor on Line 1772 and Line 348 crossing the Connecticut River
- Replacement of 9.13 miles of Alumoweld shield wire on Line 1772 with OPGW
- Installation of 0.91 mile of OPGW on Line 1772 and 1.87 miles of OPGW on Line 348
- Scope of work is split into two separate projects, and **the original project scope remains largely unchanged except at the river crossing**

Modified Scope

- New design will use eight single circuit steel monopoles that range from 192.5 ft to 207.5 ft
- Original design would have required new steel monopole structures up to 312.5 feet tall
- Conductor will be 2048 kcmil AECC conductor manufactured by TS Conductor
  - Total of 1.66 miles of conductor
- The OPGW over this portion will also be upgraded to 0.719-inch 96F OPGW for compatibility with the new conductor

Cost Update

PTF Project Cost, Estimated ($M)		
	Northern CT River Crossing	**Southern CT River Crossing**
Initial PAC Presentation (2024 and 2022), Original Scope	$43.6	$29.2
Original Scope in 2025 $ (Reference Cost)	$65.3	$41.5
Updated PAC Presentation (2025 $), Updated Scope	$63.2	$38.1

- Project cost associated with the Connecticut River crossing projects has risen since the initial presentation to PAC due to additional design and engineering analysis around the river crossing and inflation.
- Cost estimates for the original scope presented to PAC were redeveloped in 2025 dollars as a reference cost
- The modified scope utilizing AECC conductor is estimated to save $5.5M across the two projects
  - The 2048 kcmil AECC conductor is a more expensive material than the originally-planned, Eversource-standard conductor 1590 ACSS Falcon, but this minor incremental material cost is fully offset by the savings attributable to the reduction in structure pricing due to the reduction in height
  - Utilizing the AECC conductor facilitates a significant reduction in structure height, more than 100 feet in some cases
  - AECC conductor has higher tension over longer spans with less sag under various weather conditions, which maintains required clearances over the river
  - Compared to the legacy structures, the new structures will be decreasing in height rather than substantially increasing in height
- Eversource's approach to advanced conductors was previously discussed at ISO-NEs GETs Day on June 18, 2025

Schedule

Planned Schedule		
	Northern Connecticut River Crossing	**Southern Connecticut River Crossing**
Start of Major Construction	Q1 2026	Q2 2026 *- Project scope outside of the river crossing began construction in late 2022*
Project in Service	Q4 2026	Q4 2026

Comment Submission	
Comment Deadline	February 17, 2026
ISO-NE Contact Email Address	pacmatters@iso-ne.com
Transmission Owner Contact Name	Dave Burnham
Transmission Owner Contact Email Address	PAC.Responses@eversource.com

Questions