

**STATE OF VERMONT
PUBLIC SERVICE BOARD**

Petition of Champlain VT, LLC d/b/a TDI New England)
for a Certificate of Public Good, pursuant to 30 V.S.A. §248,)
authorizing the installation and operation of a high voltage)
direct current (HVDC) underwater and underground electric)
transmission line with a capacity of 1,000 MW, a converter)
station, and other associated facilities, to be located in Lake)
Champlain and in the Counties of Grand Isle, Chittenden,)
Addison, Rutland, and Windsor, Vermont, and to be known)
as the New England Clean Power Link Project (“NECPL”))

Docket No. 8400

**SUPPLEMENTAL PREFILED DIRECT TESTIMONY OF
ALAN WIRONEN**

ON BEHALF OF CHAMPLAIN VT, LLC

August 26, 2015

Summary:

Mr. Wironen’s supplemental testimony provides an update on several issues covered in his original testimony, including minor changes to the route and construction means and methods resulting from advancement of the design process and consultations with host towns and state permitting authorities.

Exhibit Number	Superseded Exhibit (if applicable)	Name of Exhibit
TDI-AW-2(Rev.)	AW-2	Project Plans – Overland Route (with EPSC details)
TDI-AW-3 (Rev.)	AW-3	Typical Construction Methods & Designs – Overland

1 **Q. Please state your name, occupation and business address.**

2 Response: My name is Alan M. Wironen, and I am an Engineer with TRC. My business
3 address is 249 Western Ave, Augusta, ME.

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5 **Q. Have you previously filed testimony in this proceeding?**

6 Response: Yes, I submitted prefiled direct testimony on behalf of Champlain VT, LLC
7 d/b/a TDI New England concerning the New England Clean Power Link (“NECPL”)
8 Project on December 8, 2014.

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10 **Q. What is the purpose of your supplemental testimony?**

11 Response: The purpose of my testimony is to provide an update on several issues discussed
12 in my earlier testimony, including: a) minor changes in the proposed route and/or means
13 and methods of construction as a result of advancement of design and discussions with
14 various stakeholders including but not limited to host towns and state environmental
15 permitting authorities; and b) changes in certain typical details resulting from the
16 advancement of project design as well as requests from state permitting authorities to make
17 certain “typical” details more project specific.

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19 **Q. Have there been updates to the project plans you prepared for this Project since your
20 previous testimony and exhibits were filed? If so, please explain.**

21 Response: Yes, there have been updates to the project plans with regard to route changes
22 and construction means and methods. The material route changes are summarized below:

MP Start	MP End	Town	Description of Change	Reason
0	0.1	Alburgh	Move cable to west side of Bay Road	Requested by Town
0.5	1.5	Alburgh	Modify HDD to utilize the F&W Access Area off of Route 2 causeway in Lake Champlain.	Design advancement
24.3	25	Lake	Move cable 300' west to avoid deep water intake for VT F&W Fish Hatchery	Requested by VT F&W
100.7	100.7	Benson	Replace culvert on North Lake Road	Requested by Town
103.1	103.1	Benson	Modify stream crossing type from "over culvert" to HDD on VT-22A	Design advancement in consultation with ANR
126.4	126.9	Rutland	Extend HDD along US-4 under Otter Creek	Requested by ANR
144.8	144.8	Mt. Holly	Modify stream crossing from "over culvert" to open trench beneath stream channel along VT-103	Design advancement in consultation with ANR

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As a result of these changes, there have been updates to portions of the overland project plans previously submitted as *Exhibit TDI-AW-2*, and to the overland construction typicals submitted as *Exhibit TDI-AW-3*. I have therefore prepared a revised set of project plans and construction typicals for the overland portion of the route, which are included with this supplemental testimony as *Exhibit TDI-AW-2(Rev.)* and *Exhibit TDI-AW-3(Rev.)*. These plans supersede Exhibits TDI-AW-2 and TDI-AW-3. In addition to incorporating changes, the revised project plans are more detailed than the previous version and include profile views and Erosion Prevention and Sediment Control ("EPSC") plans. Both exhibits also contain some additional drawings not included in the initial exhibits as a result of design advancement or route changes. There have also been other more minor changes such as reclassifications of certain wetlands and adjustments to the stormwater infrastructure at the Converter Station that are not listed above, but are captured in revised

1 exhibits submitted with this filing, including *Exhibits TDI-JAN-3(Rev.) (Natural*
 2 *Resources Maps) and JMB-8b(Rev.) (Converter Station Civil Plan).*

3 The following chart shows the specific changes that are reflected in *Exhibits TDI-*
 4 *AW-2(Rev.) and AW-3(Rev.)* from the versions submitted with my previous testimony and
 5 exhibits.

Exhibit	Existing Sheets with Revised Materials	New Sheets with Additional Material
TDI-AW-2(Rev.)	<ul style="list-style-type: none"> ▪ G-1 -- G-4 ▪ T-1 -- T-99: Expanded view/ESPC details ▪ TR-1 --TR-2 	<ul style="list-style-type: none"> ▪ CL-1 ▪ G-5 -- G-6 ▪ TR-3 -- TR-5
TDI-AW-3(Rev.)	<ul style="list-style-type: none"> ▪ CM-1 – CM-5: Revised details ▪ TD-1 – TD-5: Revised details 	<ul style="list-style-type: none"> ▪ TD-6 – TD-10

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7 **Q. Do the changes to the project plans and typicals alter any of your previous**
 8 **conclusions with regard to the Project’s impacts on public health and safety,**
 9 **transportation systems, and development affecting public investments?**

10 Response: No, my conclusion that the Project will not result in any undue adverse effects
 11 on public health and safety or unreasonable or unsafe traffic conditions, and will not
 12 adversely impact public investments, remains unchanged.

13

14 **Q. Does this conclude your testimony at this time?**

15 Response: Yes, it does.