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VIA HAND DELIVERY

RECEIVED
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CONNECTICUT
SITING COUNCIL

Mr. S. Derek Phelps
Executive Director
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

Re: NRG Energy, Inc. Responses to Connecticut Siting
Council Interrogatories; Docket No. 907

Dear Mr. Phelps:

Enclosed on behalf of NRG Energy, Inc. ("NRG") are responses to the first set of interrogatories addressed to NRG by the Connecticut Siting Council.

If you have any questions, please feel free to contact me.

Sincerely,



Andrew W. Lord

Enclosures

cc: Jonathan J. Milley, NRG
Julie L. Friedberg, Esq., NRG
Service List

Murtha Cullina LLP | Attorneys at Law

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**CONNECTICUT SITING COUNCIL'S
INTERROGATORIES TO MONTVILLE POWER LLC**

1. What is the current status of NRG's consultation with the Town? Will the Town elect to hold public hearings/meetings regarding the proposal?

RESPONSE: Beginning over a year ago, NRG has met with Montville Mayor Joe Jaskiewicz on numerous occasions to discuss the proposed Montville biomass project. NRG had its initial meeting with the Mayor on the proposed project on September 11, 2008. A follow-up meeting to discuss the biomass project was convened at the Mayor's office on April 1, 2009. On June 5, 2009, NRG officials met with the Mayor, the Montville police chief, the resident State Trooper, the Montville Fire Chief and other Town officials to discuss the Montville biomass project in detail. During the June 5th meeting, Mayor Jaskiewicz asked NRG to make a brief presentation about the project at a regularly-scheduled public town meeting. NRG is currently slated to make its presentation at the next town meeting on September 14, 2009.

2. Were property abutters notified of the project by mail or other outreach programs? If so, how was notification made and what response was received? If not, please provide written notification by certified mail.

RESPONSE: By letter dated August 25, 2009, NRG provided written notice by certified mail, return receipt requested, to 17 owners of property abutting Montville Station regarding the Montville biomass project and the instant Petition to the Connecticut Siting Council. NRG will provide copies of the letters and return receipts to the Council.

3. Provide a legible color copy of the diagram behind Tab B. Please depict NRG's property boundary and limits of vegetative clearing on the diagram.

RESPONSE: NRG does not have a color copy of the diagram included in the petition as Attachment 8. An updated color drawing of the layout for the receiving yard is attached as Attachment CSC-3.

4. What are the heights of conveyor belts #1 and #2? How would the height and operation of the conveyors affect the clearance requirements for the CL&P 115-kV and 345-kV transmission lines in the area? Has NRG discussed the proposed installation with CL&P? If so, what were their comments?

RESPONSE: The maximum height Conveyor 1 will be 42 feet above grade at the entrance to the fuel sizing equipment -disc screen / wood hog.

The maximum height of Conveyor 2 will be 98 feet above grade at the top of the fuel storage building (approximate elevation 112 feet).

NRG has provided to CL&P an illustration of the proposed layout of the Montville biomass project, which includes the conveyor routing and transmission right-of-way. Pursuant to those communications, NRG has incorporated conveyor elevation changes to maximize line overhead clearance. At this time, NRG intends to run the conveyor at grade, just above the existing topography to assure maximum clearance for the CL&P 115-kV and 345-kV transmission lines in the area.

Discussions with CL&P are ongoing on the proposed equipment routing and right of way.

5. Will NRG install the noise control measures described on page 8 and 9 of the Noise Assessment Report (Tab C)?

RESPONSE: NRG plans to install the noise control measures considered in the Noise Assessment Report attached to the Petition. Vegetative berms or barriers are being evaluated for use in the unloading areas. Full enclosure and noise insulation will be used in the wood hogging operations to mitigate noise exposure. Both conveyor trains would be covered and use low speed belts, reducing overall noise levels.

6. What are the daily operating times of the unloading/receiving area?

RESPONSE: NRG anticipates that the unloading/receiving area will operate 10 hours a day (8 am to 6 pm) for six days per week (Monday through Saturday).

7. Estimate the amount of “hogging” per day and provide the hours of “hogging” operations.

RESPONSE: The hogging equipment is used to reduce oversized (greater than three inches) wood chips to two-inch or smaller fuel chips. The fuel will pass over a series of disc screens that allow fuel smaller than three inches to bypass the wood hog, and ensure that any fuel larger than three inches will be conveyed to the wood hog for size reduction. The hog operates in series with the truck receiving and conveying equipment to the fuel storage building. The hogging operation is designed to handle up to 1/3 one-third of the maximum fuel flow (approximately 83 tons per hour), although the actual amount of material that will require size reduction is expected to be significantly less.

Operating hours for the hogging operation will be limited to the same hours as receiving operations.

8. What types of odors can be expected in the unloading/receiving area and during hogging operations? How can odors be controlled?

RESPONSE: The expected "odor" in the fuel unloading/receiving area will be that of relatively fresh wood cuttings. Odors resulting from the hogging operation would be no different than that of the wood fuel and will be minimal as the equipment will be located in an enclosed building and serviced by a dust collector for particulate and fugitive dust control. Full enclosure of the fuel storage barn will also reduce any odors from the storage pile.

9. What type of structure contains the wood storage pile?

RESPONSE: NRG is designing a covered, wood storage building (the “fuel barn”) capable of housing approximately 12 days of biomass fuel and is expected to have a footprint of approximately 72,000 square feet (200’ W x 360’ L) with a peak height of 98 feet. The fuel barn will utilize steel framing and siding construction or a custom tensioned fabric system.

All material handling equipment inside the fuel barn will be capable of automatic stacking and reclaiming operations and will be designed to minimize the need for mobile equipment in the fuel storage area.

10. Is there a fire suppression system associated with the wood storage area? If so, please describe. If not, why not?

RESPONSE: A fire sprinkler system will be incorporated into the fuel storage area meeting National Fire Protection Agency and insurance requirements. All equipment will meet or exceed state and local building code requirements for fire suppression equipment.

11. How often is wood cycled through the wood storage area?

RESPONSE: Because the fuel barn will be capable of housing approximately 12 days of fuel, all of which is accessible by the fuel reclaimer, the average residence time of wood in the storage is anticipated to be approximately two weeks.

12. What presently occupies the proposed location of the wood storage area?

RESPONSE: At present, the proposed site of the fuel barn is occupied by a maintenance shed, retired settling pond, and Montville Station's wastewater treatment facility. The maintenance shed will be reconstructed at yet-to-be-determined location on site. NRG has applied for a permit to tie into the municipal sewer system, eliminating the need for the existing wastewater treatment facility.

13. What is the distance from the receiving hopper to 54 and 57 Lathrop Road?

RESPONSE: The proposed location of the receiving hopper is approximately 400 feet from 54 Lathrop and 430 feet from 57 Lathrop Road.

14. In what direction would trucks be routed around the unloading oval? Do the black dashes on the diagram behind petition Tab B represent waiting trucks? If so, could the routing of the trucks be reversed so that waiting trucks are near the substation, away from Lathrop Road.

RESPONSE: As diagrammed in Attachment B to the Petition, the black dashes represent waiting delivery trucks and traffic is intended to follow a counter clockwise orientation around the staging loop. Truck staging can be routed towards the substation area to orient waiting trucks away from Lathrop Road. NRG is considering the feasibility of other fuel receiving configurations, but at this time, NRG believes the submitted layout design is optimal.

15. What is the proposed truck route to the facility? Is NRG required to submit a copy of the traffic study to the DOT?

RESPONSE: The preferred truck route to the plant from all major routes is to travel east on Depot Road, and turn south on to Lathrop Road. This route is the shortest route from Interstate 395 to Montville Station. In the traffic study submitted with its Petition as Attachment D, NRG reviewed the suitability of other routes to Montville Station. Given the favorable road conditions, such as a relatively level grade and the fact that it avoids residential areas to the greatest extent possible, NRG determined that the Depot-to-Lathrop route is the best alternative. Both Depot Road and Lathrop Road are presently used by truck traffic and are able to accommodate the volumes proposed.

16. Can the location of the unloading area/ receiving hopper be moved further east, away from Lathrop Road? If so, provide a revised layout. If not, why not.

RESPONSE: The unloading area/receiving hopper cannot be moved further east. Relocating the unloading / receiving area further east would place the wood sizing equipment under CL&P's right of way. However, the equipment structure requires approximately 40 feet of elevation to facilitate sizing and grinding and would not meet the clearance criteria for CL&P's right of way.

17. Describe the type and location of proposed landscaping.

RESPONSE: NRG anticipates using tree and shrub landscaping, and is considering other barrier options, to attenuate sound and improve site aesthetics around the unloading area. Any landscaping work would be completed along the east side of Lathrop Road, between the road and the proposed unloading facility, and along the north side of the unloading area, to serve as a buffer to the abutting property.

**LIST OF PARTIES AND INTERVENORS
SERVICE LIST**

Status Granted	Document Service	Status Holder (name, address & phone number)	Representative (name, address & phone number)
Applicant	<input checked="" type="checkbox"/> U.S. Mail	Montville Power LLC	Andrew W. Lord, Esq. Murtha Cullina LLP CityPlace I, 29 th Floor 185 Asylum Street Hartford, CT 06103 (860) 240-6180 (860) 240-6150 alord@murthalaw.com
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