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November 14, 2012

Ms. Linda Roberts
Executive Director
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

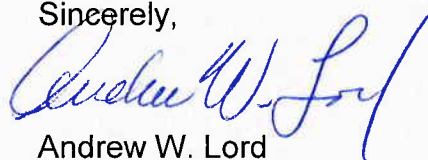
Re: Docket No. 431; South Norwalk Electric and Water

Dear Ms. Roberts:

I write on behalf of the South Norwalk Electric and Water ("SNEW") of the City of Norwalk to provide you with an original and 20 copies of SNEW's Responses to Connecticut Siting Council's Pre-Hearing Interrogatories.

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,



Andrew W. Lord

Enclosures

cc: Mr. John Hiscock
Mr. Scott Whittier
Mr. Christopher Swan

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"/> E-mail	South Norwalk Electric and Water	Andrew W. Lord, Esq. Murtha Cullina LLP CityPlace I, 29 th Floor 185 Asylum Street Hartford, CT 06103 (860) 240-6180 (860) 240-6150 fax alord@murthalaw.com
	<input checked="" type="checkbox"/> E- Mail		John Hiscock, P.E. General Manager South Norwalk Electric and Water One State Street Norwalk, CT 06854 203-866-4446 jhiscock@snew.org
Party (Approved on October 18, 2012)	<input checked="" type="checkbox"/> E- Mail	Connecticut Light & Power Company	<p>Jeffery D. Cochran Senior Council Northeast Utilities Service Company P.O. Box 270 Hartford, CT 06141-0270 860-665-3548 cochrjd@nu.com</p> <p>John R. Morissette Manager-Transmission Siting and Permitting Northeast Utilities Service Company P.O. Box 270 Hartford, CT 06141-0270 860-665-2036 morisjr@nu.com</p> <p>Christopher C. Swan Director Municipal Relations and Siting Northeast Utilities Service Company 9 Tindall Avenue Norwalk, CT 06851 203-845-3421 swancc@nu.com</p>

**STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL**

SOUTH NORWALK ELECTRIC AND WATER	:	DOCKET NO. 431
APPLICATION FOR A CERTIFICATE OF	:	
ENVIRONMENTAL COMPATIBILITY AND PUBLIC	:	
NEED FOR THE CONSTRUCTION, MAINTENANCE	:	
AND OPERATION OF AN ELECTRICAL	:	
SUBSTATION AND ITS CONNECTION IN AN	:	
EXISTING 115Kv TRANSMISSION LINE, LOCATED	:	
AT 180 DR. MARTIN LUTHER KING, JR. DRIVE,	:	
NORWALK, CONNECTICUT	:	November 14, 2012

**SOUTH NORWALK ELECTRIC AND WATER RESPONSES TO CONNECTICUT
SITING COUNCIL'S PRE-HEARING INTERROGATORIES**

CSC-1. Of the letters sent to abutting property owners, how many certified mail receipts were received? If any receipts were not returned, which owners did not receive their notice? Were any additional attempts made to contact those property owners?

Response: Notice letters were sent to owners of thirty three surrounding properties. In all, 24 letters were sent and 18 receipts were received. Receipts were not received from six property owners.

Jostal Corporation, 190 Martin Luther King, Jr. Drive, was returned to sender as "vacant, unable to forward". A new letter was recently sent to UPS, which is the current occupant of the property. That receipt has not yet been received.

James DeFloria and Maria Lorena, 5 Laura Street, did not return a receipt. Upon review, the mailing address was corrected and a new letter was recently sent. That receipt has not yet been received.

Stevenson and Francosie Telo, 151 Ely Avenue, was returned to sender as "unclaimed, unable to forward." We have no further information on this property owner.

Robert Pendergast, 10 Bouton Street, was returned to sender as "unclaimed, unable to forward." We have no further information on this property owner.

Salvador Olmeda, Jr., 8 Bouton Street, was returned to sender as "unclaimed, unable to forward." We have no further information on this property owner.

Aniana Taveres, 24 Bouton Street, was returned to sender as "unclaimed, unable to forward." We have no further information on this property owner.

CSC-2. Describe the land uses abutting this site.

Response: The wedge-shaped site is bounded on the east by Martin Luther King, Jr. Drive and on the west by the MetroNorth rail line. The parcel directly to the south of the site is occupied by a UPS warehouse. Residences are located on the east side of Martin Luther King, Jr. Drive. Residences and commercial uses are present on the west side of the MetroNorth rail line. Additional details regarding the surrounding land uses are described in the application in Section H.2 and Figure H.2

CSC-3. What is the existing building located at 190 Martin Luther King, Jr., Drive currently used for?

Response: As described in Section H.2 of the Application, a large UPS warehouse building is located at 190 Martin Luther King, Jr. Drive.

CSC-4. How many residences are located within 1,000 feet of the center of the proposed substation?

Response: There are approximately 262 residences within 1,000 feet of the center of the proposed substation.

CSC-5. What is the address and direction (from the center of the substation) of the closest residence?

Response: The residence closest to the center of the substation appears to be 20 Bouton Street, which is located northwest of the proposed substation.

CSC-6. How far away is the nearest state-designed scenic road?

Response: The nearest state-designated scenic road is Route 58 in the Town of Easton, which is located approximately 10.7 miles northeast of the site of the proposed substation.

CSC-7. On page 65 of the Application, it states that "The site is not within a 100-year flood hazard zone..." Is the site located within a 500-year flood zone or a moderate flood hazard area between the limits of the 100-year and 500-year flood zone? How far away is the proposed substation from the nearest 100-year flood zone? What design and/or construction measures would be taken to protect the substation during severe weather that includes potential flooding?

Response: The site is not located within a 500-year flood zone or a moderate flood hazard area between the limits of the 100-year and 500-year flood zone. The site is over 4,000 feet from the nearest 500-year flood zone and almost 2,000 feet from the nearest 100-year flood zone. The site is located at an elevation of 55 feet above mean sea level. Based on the elevation of the site and the distance from the 100-year flood zone, it is not expected that special design or construction measures will be needed to address potential flooding.

CSC-8. Identify the safety standards and/or codes by which equipment, machinery, or technology would be used or operated at the proposed facility.

Response: Equipment and technology will be operated and used in accordance with the manufacturers' specifications (which are designed in accordance with IEEE Standards) and IEEE. Safety will be OSHA, NFPA70B & E, NESC and CL&P/SNEW safety standards:

- a. IEEE 80, Safety in Substation Grounding;
- b. IEEE 484, 485, 450 & 1375 for installation, sizing, maintenance, testing, replacement & protection of vented lead-acid batteries;
- c. IEEE C37 for the protection and control of various equipment;
- d. IEEE C2, The National Electric Safety Code (aka NESC);
- e. OSHA –20CFR1910.269: Electrical Power Generation, Transmission, and Distribution;
- f. NPCC-various for load shedding (manual and automatic);
- g. IEEE C57.13.3, Guide for the Grounding of Instrument Transformer Secondary Circuits and Cases;
- h. IEEE C57.12.00, General Requirements for Distribution, Power and Regulating Transformers; and
- i. IEEE C57.92, Guide for Loading Oil-immersed Distribution and Power Transformers.

CSC-9. Will an emergency generator be needed for backup power for control equipment? If yes, provide the specifications of the emergency generator and fuel type.

Response: The project design does not include an emergency generator for backup power for control equipment. The designed system incorporates redundant AC and DC power supplies.

CSC-10. Calculate the amounts of cut and fill required to develop the proposed substation and access drives.

Response: Preliminary grading calculations indicate that the total fill will be approximately 2770 cubic yards and the total cut will be approximately 1300 cubic yards, resulting in a net fill of 1470 cubic yards.

CSC-11. How many distribution feeders would leave the substation? Identify the approximate path and direction the feeders would follow as they exit the substation.

Response: The current design has 6 distribution feeders, three per transformer. Two feeders are currently scheduled to re-feed the existing State Street Distribution Station. While the final pathway has not been finalized, the two possibilities under consideration are to i) follow Martin Luther King, Jr. Drive north to the State Street Station, or ii) follow Martin Luther King, Jr. Drive to Ely Drive and then follow Ely drive to the State Street Station. Exhibit 3 of the Application, "Proposed Equipment Layout," shows where the two feeders leave the site.

CSC-12. Would mechanical methods of rock removal be used in lieu of blasting if feasible?

Response: Bedrock beneath the site ranges in depth from approximately 15 feet in the southern portion to greater than 50 feet in the northern portion, so it is not expected that significant rock removal will be necessary. Mechanical methods of rock removal will be used to the extent that it is necessary and in lieu of blasting, if feasible.