

**STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL**

**Petition of BNE Energy Inc. for a
Declaratory Ruling for the Location,
Construction and Operation of a 3.2 MW
Wind Renewable Generating Project on
New Haven Road in Prospect,
Connecticut (“Wind Prospect”)**

Petition No. 980

March 28, 2011

SUPPLEMENTAL PRE-FILED TESTIMONY OF MELVIN L. CLINE

Q24. Mr. Cline, have you previously provided testimony in this matter?

A. I have adopted the testimony of Mr. Thomas L. Koning and submitted supplemental testimony on March 8, 2011.

Q25. Why are you submitting this supplemental pre-filed testimony?

A. I am providing this supplemental pre-filed testimony to the Council to address revisions to the site plans that were made at the request of Connecticut Water Company.

Q26. Please describe these revisions.

A. BNE submitted revised site plans on March 8, 2011, which included a revised location of one turbine. Subsequent to the submission of those March 8, 2011 plans, BNE was contacted with the Connecticut Water Company (“CWC”) with requested revisions to those March 8, 2011 plans. BNE and its representatives conducted a site visit with CWC and its representatives on March 18, 2011. As a result of those conversations and that site walk, BNE attaches here to additional revisions to the March 8, 2011 plans. The revised plans are attached hereto as Exhibit 1, revised stormwater management plan is attached hereto as Exhibit 2 and revised soil erosion and sedimentation control plan is attached hereto as Exhibit 3. Overall, the revisions result in a reduced disturbance area and increased erosion control measures.

The access road slope was increased between Turbine 1 and Turbine 2. This increase allowed the proposed access road to better match the existing grades and

therefore will require less earthwork and disturbance area. This increase also allowed the Turbine 2 crane pad and assembly areas to be lower and closer vertically to Turbine 2. This change along with the rotation of the blade assembly area has significantly reduced the footprint of the Turbine 2 construction area as requested by CWC.

The access road has been reduced from thirty-five (35) feet to twenty (20) feet to reduce the limits of disturbance. The revised access road will be capable of handling a smaller width crane which will be used in place of the typical crane assembly. BNE has requested this change in order to reduce the construction area.

Based upon our internal peer review, it was determined that the required grading would be reduced by rotating the temporary sediment traps and permanent ponds. Therefore, the traps and ponds have been rotated to better match the existing topography. The traps and ponds have also been reconfigured to accommodate the reduced access road width. The southern temporary sediment trap has been divided into two separate traps in order to provide better erosion control during construction.

Temporary erosion control blankets will be used on all fill slopes with 2:1 slopes in place of riprap. The erosion control blankets will protect the slopes from rain drop erosion. They can also be installed and removed with minimal disturbance to the surrounding areas.

Q27. Do these revisions cause any temporary or permanent impacts to the wetlands found on site and will it cause an increase to the peak runoff rate?

A. No. The revisions will have no temporary or permanent impacts on the wetlands on site. The peak stormwater runoff will be attenuated via bio-retention ponds and structural controls. The post-development discharge rates from the 2-year, 10-year, 25-year, and 100-year storms will not exceed the corresponding pre-development peak

discharge rates as required by Chapter 7 of the 2004 Connecticut Stormwater Quality Manual.

Q28. Please briefly summarize your testimony?

A. Again the biggest challenge in designing the proposed drawings was incorporating the general requirements of the turbine manufacturer for the layout of the project with topographical and environmental features of the site. Zapata worked closely with BNE, VHB and other members of the BNE team to ensure a proper design of the Project from a civil engineering perspective while minimizing environmental impacts. Close cooperation between BNE, the transportation company, the installation contractor, the turbine manufacturer and ZAPATA will ensure a safe and timely execution of the project. ZAPATA made an effort to be as conservative as possible in the preparation of the civil engineering designs with the expectation that as we move forward to complete designs for construction even smaller environmental impacts than the minimal ones already expected will be realized.

Q29. Is this the end of your testimony?

A. Yes.

28 MAR 11

Date



Melvin L. Cline

EXHIBIT 1

**Due to the size of this document, an electronic version
will be filed with the Siting Council on disk.**

EXHIBIT 2

**Due to the size of this document, an electronic version
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EXHIBIT 3

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