Northeast
Utilities System

107 Selden Street, Berlin CT 06037

Northeast Utilities Service Company
P.O. Box 270
Hartford, CT 06141-0270
(860) 665-5000

February 16, 2006

Ms. Pamela B. Katz
Chairman
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

Re: Docket No. CSC-272 - D&M Plans - Segment 1a

Dear Ms. Katz:

This letter provides the response to requests for the information listed below.

Response to CSC-03 Interrogatories dated 01/31/2006
D&M - 018 , 021 *, 023 , 025

Very truly yours,

Anne Bartosewicz
Project Director
Transmission Business
NUSCO
As Agent for CL&P

AB/tms
cc: Service List

* Due to the bulk nature of this material, copies are being provided to the CSC only.

Witness: **NO WITNESS**
Request from: **Connecticut Siting Council**

Question:
Does CL&P propose to use an existing bridge or construct a bridge to access structure 24520? If a bridge is constructed, describe manner and method and would it be temporary or permanent?

Response:
The existing bridge that provides access for existing structures #3593 and #4511 is presently only suitable for light duty vehicles that are used to maintain the existing wood H-frame transmission structures and transmission right-of-way. A bridge capable of withstanding the weight of concrete trucks, cranes and other equipment required to construct new structure #24520 will be necessary. It is CL&P's intent to install a new, stronger permanent bridge directly north of the existing wood bridge. The new bridge will span the watercourse/wetland and be supported on suitable abutments. At the end of construction, the existing bridge and abutments will be removed and the area restored to original condition. The new bridge will be left in place to support future maintenance activities. CL&P will work with closely Lyman Orchards Golf Club in the erection of the new bridge.

Witness: NO WITNESS
Request from: Connecticut Siting Council

Question:
Compare and contrast an alternate access that would continue from structure 24555 to structure nos. 24556 and 24557

Response:

Accessing structures #24556 and #24557 from structure #24555 would require establishing a new access road across a developed residential property that includes a mowed lawn, garden, grove of apple trees and electric pet fence. As shown in the Segment 1A D&M Plan, Volume 2 of 2, Sheet 7 of 7, a long access road connects Haddam Quarter Road directly to structure #24556. This access road will be used only as an alternate. The primary access road is located along the Durham/Haddam town line and is shown connecting only with structure #24558, which is incorrect. The access road continues between the stone walls then turns west down the right-of-way to structure #24557 and #24556. Use of this existing access road will eliminate the need of establishing a new access road between structures #24555 and #24556.

Attached as bulk* is the updated Sheet 7 of 7 from the Segment 1A D&M Plan, Volume 2 of 2.

* Due to the bulk nature of this material, copies are being provided to the CSC only.

Witness: NO WITNESS
Request from: Connecticut Siting Council

Question:
Trench watering details were provided in Drawing No. 01225-15002. Does CL&P propose trenching in the overhead line construction? If so, identify locations.

Response:
On drawing 01225-15002, the detail in the top right corner of the page should have been titled Dewatering Detail. This detail applies to the dewatering of trenches, as well as to other areas where dewatering will be required. The detail illustrates the methodology that will be employed for dewatering at drilled shaft foundation locations where water is encountered. Additionally, this dewatering method may be necessary at some areas where surface water is encountered during construction, as well as for trenching to install grounding materials.

A grounding system will be installed at each overhead line structure. The grounding system will consist of ground wires and/or rods installed at each structure. The amount of grounding required at each structure location will be determined in the field during construction. In areas where the soil resistivity is good, the required grounding system is minimal and immediate to the structure. As soil resistivity reduces, required grounding system extends further from the structures. In areas with poor soil resistivity, such as areas where bedrock is encountered at shallow depths, the grounding system uses ground wire installed in a "trench" along the centerline of the transmission line. In many cases, if the soil is not comprised of rocks and boulders, the "trench" is accomplished with the use of a ditchwitch, a piece of equipment that cuts a slot in the ground such that the ground wire can be set in place and then immediately filled. At other locations, a back hoe may be necessary to cut the trench.

Witness: **NO WITNESS**
Request from: **Connecticut Siting Council**

Question:
Reference Appendix A of the November 15, 2005 correspondence, heights for structures 24524-24532 would range between 90 feet and 130 feet in height.

a) Identify locations and heights for structure numbers 24530, 24531, and 24532.
b) Clarify discrepancy of proposed heights for structure numbers 24527 (150 feet), 24528 (180 feet) and 24529 (145 feet).

Response:
The Appendix A reference to heights for structures 24524-24532 also identified 24531 as an exception to that range with a height of 180 feet. As noted in Appendix A in the response to Mr. Norman Hicks, who was concerned about EMF, we maintained the CSC Decision height of 180 feet for 24531.

a) The structures which were numbered 24530, 24531 and 24532 in the response to the Town of Durham are structure numbers 24527, 24528 and 24529 respectively in the filed Segment 1A D&M Plan. These structures are located at, and to the west of, Little Lane. The heights of these three structures are 150 feet, 180 feet and 145 feet respectively.

b) During final design, to reduce the weight spans on structure number 24528, structure number 24527 was raised from 130 feet to 150 feet. With this height increase, the next structure to the west (old structure number 24529) was eliminated. There was no change in the height of structure number 24528. During final design, to reduce the weight spans on structure 24528, structure number 24529 (as identified on the D&M Plan; this structure was old structure number 24532) was raised from 130 feet to 145 feet.