

May 12, 2006

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

Re: Docket D&M Plans - D&M Plans

Dear Ms. Katz:

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

Response to CSC-05 Interrogatories dated 04/27/2006  
D&M-001, 003, 013, 014, 018, 019, 023, 024, 027

Very truly yours,

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

AB/tms  
cc: Service List

**The Connecticut Light and Power  
Company  
Docket No. D&M Plans**

**Data Request CSC-05**

**Dated: 04/27/2006  
Q-D&M-001  
Page 1 of 1**

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

**Question:**

Justify the deviation of the proposed right-of-way west of the railroad tracks from Powerhouse Road to 600 feet south of Harrison Road [from structure number 24247 to structure number 24242]. How does this deviation differ from deviations of lesser magnitude suggested by other landowners, and which did not materialize?

**Response:**

The existing CL&P ROW (easement) from Woodhouse Ave/Powers Road to East Wallingford Junction is over land owned by Harbour Ridge Golf Club LLC where the Tradition Golf Club operates an 18 hole golf course and clubhouse facilities. One 345-kV transmission lines on H-frame structures is currently located on the western side of the ROW. The eastern side of this ROW, where the new 345-kV transmission line could be located, is occupied by several holes of the golf course. Harbour Ridge Golf Club LLC has stated to CL&P that should the new transmission facility be located on the eastern side of the existing ROW, this golf course business would no longer be viable. To keep this business viable, Harbour Ridge offered an easement for property parallel to the existing ROW to locate the new transmission facilities.

The Harbour Ridge property is the only commercial business impacted along the overhead portion the Middletown-Norwalk transmission facility line route. This deviation differs from other landowner requests is several ways. First, without the deviation, the business would not be viable, according to the landowner. This is not the case on any other easement property for the overhead line. Second, Harbour Ridge was able to provide an easement for the deviation on its property. This is not always the case when a landowner requests a route deviation. Third, the deviation does not place structures in wetlands. Several landowner requests for route deviations which CL&P did not approve sought movement of the route and structures into wetlands.

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**Data Request CSC-05**

**Dated: 04/27/2006  
Q-D&M-003  
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**Witness: NO WITNESS  
Request from: Connecticut Siting Council**

**Question:**

What are the advantages and disadvantages of relocating structure numbers 24209, 4663 and 4663A to the east of Tuttle Ave? If these structures were placed east of Tuttle Avenue, identify amount of wetland disturbance and describe the wetland functional quality.

**Response:**

Relocating structure numbers 24209, 4663 and 4663A to the east of Tuttle Avenue places the structures in a different municipality (Wallingford versus Cheshire), impacts a wetland that is avoided by the proposed structure locations, places the structures next to a new housing development (on the north side of the right of way, east of Tuttle Avenue, but not shown on drawing 01229-15001, sheet 21), and requires additional underground construction of the 115-kV line along Old Farms Road and Tuttle Avenue, a length of approximately 800 feet.

The additional underground 115-kV line construction would require the installation of an additional vault for splice on Old Farms Road. Construction of this additional length of underground line would also introduce construction difficulties associated with the large cable bending radii from Old Farms Road to Tuttle Avenue and then from Tuttle Avenue to the existing right of way. Additional easements will be necessary across private property in order to accommodate the large cable bending radii, especially at the northwest corner of Old Farms Road and Tuttle Avenue (Parcel 95 13 ).

In order to provide adequate room to construct foundations and erect the overhead line structures, the structures would need to be located about 55 feet from the edge of Tuttle Avenue. This location places the structures within wetland 87 where construction activities will cause both permanent and temporary impacts to the wetland. A permanent access road to the structures (necessary for future system maintenance and operation) and three foundations will be constructed within the wetland, causing a permanent impact of approximately 420 square feet. Construction activities will require a work area of approximately 7,500 square feet at this location, and approximately half of the work area will be within the wetland, causing a temporary disturbance. The wetland functionality for wetland 87 is characterized as low quality. As with all wetlands, efforts would be made to minimize the impact of the construction on the wetland, to the extent possible. The overhead structure height changes associated with relocating the structures east of Tuttle Avenue would be as follows: structure 24209 changes from 165 feet to 155 feet, structure 4663 changes from 170 feet to 155 feet and structure 4663A changes from 145 feet to 110 feet.

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

**Question:**

Would CL&P remove and restore/replace an electric fence to gain access to structure numbers 24262, 24263 and 24264?

**Response:**

The CL&P easement for these properties in this vicinity allows the property owners use of the land, however, it requires the CL&P have continuous access along the right of way. CL&P will remove sections of fences, as required, to traverse longitudinally along the right of way, if gates have not been provided. These fences will not be restored.

Prior to construction, CL&P will notify the property owners in this area, that access will be necessary along the right of way. The property owners will be allowed an opportunity to install an access opening. Should the property owner not comply, CL&P will remove a section of the fence in order to gain access to the structures and the fence will not be restored or replaced.

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**Data Request CSC-05**

**Dated: 04/27/2006  
Q-D&M-014  
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**Witness: NO WITNESS  
Request from: Connecticut Siting Council**

**Question:**

To eliminate disturbance of a wetland south and west of structure number 24261, and the response to Question 13 is yes, could CL&P extend an access road in a southerly direction from structure number 24262? If so, provide an 8.5x1 1-inch copy of corrected route.

**Response:**

Yes. Drawing 01229-15001, sheet 27 shows an existing access road that extends from structure number 24263 south to structure number 24261, traversing wetland number 64. In order to reach structure number 24263 from the north, an additional section of access road along the right of way would need to be developed between structure numbers 24263 and 24264. Proposed access from Williams Road to structure numbers 24264 through 24267 has not yet been arranged with the property owners. If arrangements cannot be made with the individual property owners, a longer access path from the north to structure number 24264 will be required along the right of way that would potentially extend through existing fenced properties, hayfields and horse corals.

CL&P's preference is to use the existing access road from the south to structure number 24261. As with all wetlands, appropriate measures will be employed to protect wetlands south of structure number 24261 from construction related activities.

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**Data Request CSC-05**

**Dated: 04/27/2006  
Q-D&M-018  
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**Witness: NO WITNESS  
Request from: Connecticut Siting Council**

**Question:**

Compare and contrast the construction of a new access road [in a diagonal direction to the west across the 450-foot elevation contour between the openings of a stone wall] off High Hill Road approximately 600 feet south of Carpenter Lane.

**Response:**

Construction of a new access road in a diagonal direction to the west off High Hill Road will eliminate a section of the existing tree and vegetation buffer between residents on High Hill Road and the transmission line. This new access road would reduce the overall construction traffic along the existing access road on the right-of-way between structures 24288 and 24290. Construction of the new access road will not eliminate travel through a portion of the wetland to access structure number 24291.

Drawing 01229-15001, sheet 30, shows an stone wall that runs across the existing access road south of structure number 24288. Although not shown on the drawing, the stone wall has an existing opening across the access road of sufficient width to allow the passage of construction vehicles. Construction vehicles will be able to travel northward to structure number 24290 from the access road at the existing opening in the stone wall off High Hill Road between structure numbers 24287 and 24288. Access to structure number 24291 will either progress northward across the wetland from structure number 24290 or southward across the wetland from Carpenter Lane.

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Docket No. D&M Plans**

**Data Request CSC-05**

**Dated: 04/27/2006  
Q-D&M-019  
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**Witness: NO WITNESS  
Request from: Connecticut Siting Council**

**Question:**

Is the bridge off the end of Malchiodi Drive structurally capable of supporting construction vehicles? If not, explain mitigating methods to reinforce the bridge.

**Response:**

The structural capacity of the privately-owned bridge at the end of Malchiodi Drive is unknown. CL&P's visual inspection of the bridge suggests the significant vehicle loadings, such as flat-bed trucks carrying steel pole segments, erection cranes and concrete trucks, may exceed the capacity of the bridge. In addition, the width of the bridge deck, railings and abutments will not accommodate the size of the equipment requiring access to the job site. A detailed engineering review will likely result in a determination that the bridge must be replaced in total. As an alternative, CL&P is considering establishing a new access road from structure 24274 to structures 24273 and 24272. The access road would follow the existing right-of-way, avoiding wetland 60 as it approaches the railroad right-of-way. Paralleling the railroad, the new access road would follow an infrequently used roadbed that extends from the CL&P right-of-way to the existing at-grade crossing between structures 24273 and 24272. Access rights will be required from the two adjoining property owners to establish this new access road.

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**Dated: 04/27/2006  
Q-D&M-023  
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**Witness: NO WITNESS  
Request from: Connecticut Siting Council**

**Question:**

Is it true that clearing for new construction would be 15 feet in width for access roads, 25 feet from all surfaces of structures and anchors, and the width along the centerline plus thirty feet in a horizontal direction from the outer most conductors for the 345- kV line? Would low-maturing woody vegetation (such as but not inclusive: blueberry, gray/redosier/silky dogwood and common juniper) be left undisturbed other than for those areas identified in the previous question? Is additional clearing needed for lay down and structure fabrication? If so, identify such areas be located and the amount of clearing needed?

**Response:**

Yes, clearing for new construction is 15 feet for access roads, and 25 feet from all surfaces of structures and anchors. Vegetation control, including some tree removals will take place on the right-of-way between the outermost line conductors and out to a distance of 30 feet from the outermost line conductors. Apart from clearing for access roads and structures/anchors, low maturing woody vegetation will not be disturbed unless it is deemed it will cause near-term clearance violations or it interferes with any of the required construction activities.

While the locations of lay down and structure fabrication areas has not yet been determined, to avoid additional clearing, consideration will be given to using the existing cleared areas along the right-of-way whenever practical. Any additional clearing will vary based on the overhead construction contractor's means and methods of construction. CL&P expects to award the contracts for overhead construction in August, 2006.



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**Dated: 04/27/2006  
Q-D&M-024  
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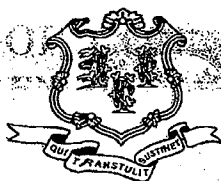
**Witness: NO WITNESS  
Request from: Connecticut Siting Council**

**Question:**

Have habitats for wood and box turtles been identified within the Segment 2a corridor? If so, identify location by reference of a structure number. Would CL&P implement mitigation actions in proximity to turtle habitat as expressed in the August 18, 2005 letter from Jeffery Bourne of CL&P to Dawn McKay of DEP?

**Response:**

No, there have been no habitats for wood or box turtles identified within the Segment 2a corridor. Consultations with DEP staff confirm that there is no known wood or box turtle habitat in the Segment 2a right-of-way, please see the attached\* February 27, 2006 letter to Jeff Borne of CL&P from Dawn McKay of DEP. Should any wood or box turtles or their habitat be encountered during construction, CL&P will implement the mitigation actions as expressed in the August 18th letter from Jeff Borne of CL&P to Dawn McKay of DEP.



STATE OF CONNECTICUT  
DEPARTMENT OF ENVIRONMENTAL PROTECTION



Bureau of Natural Resources  
Wildlife Division  
79 Elm Street, Sixth Floor  
Hartford, CT 06106  
Natural Diversity Data Base

February 27, 2006

Mr. Jeffrey Borne  
Northeast Utilities  
Connecticut Light & Power  
P.O. Box 270  
Hartford, CT 06141-0270

re: Middletown to Norwalk 345kV  
Transmission Line Project for Connecticut

Dear Mr. Borne:

Thank you for your letter of August 18, 2005 that outlined and summarized the results of your consultations with the Department of Environmental Protection biologists regarding Endangered, Threatened and Special Concern species that occurred within the project boundaries for the Middletown to Norwalk 345kV Transmission Line Project that will be commencing soon. I was able to discuss your consultation comments with Ken Metzler (DEP-Wildlife; 860-424-3585), Jenny Dickson (DEP-Wildlife; 860-675-8130) and Julie Victoria (DEP-Wildlife; 860-642-7239). Mr. Metzler, Ms. Dickson and Ms. Victoria all believe that you have addressed all state-listed species concerns and concur with your mitigation measures. No further action, besides what is outlined in your August 18, 2005 letter, needs to be taken by your company at this time and you should be able to proceed with the next step in the process for this project.

Natural Diversity Data Base information includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Natural Resources Center's Geological and Natural History Survey and cooperating units of DEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available.

Please contact me if you have further questions at 424-3592. Thank you for consulting the Natural Diversity Data Base. Also be advised that this is a preliminary review and not a final determination. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to DEP for the proposed site.

Sincerely,

  
Dawn M. McKay  
Biologist/Environmental Analyst

Cc: Sara Yates (DEP-IWRD)

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**Data Request CSC-05**

**Dated: 04/27/2006  
Q-D&M-027  
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**Witness: NO WITNESS  
Request from: Connecticut Siting Council**

**Question:**

What are the advantages and disadvantages to increasing the height of structure numbers 24203 and 24204 from 120 feet to 135 feet especially given that structure number 24202 to the south is 145 feet tall and structure 24205 to the north is 135 feet tall?

**Response:**

Along with meeting minimum required conductor clearances to ground or other objects, the overall height of any particular structure is largely dependent upon the ground profile between structures and span lengths. For the area in question, the right-of-way is significantly side-sloped and graded, all of which contribute to the variation in these structure heights.

Increasing the heights of structure numbers 24203 and 24204 from 120 feet to 135 feet would result in increased visibility from a distance, larger diameter poles, increased foundation size, higher construction costs and a slight reduction in EMF levels at ground level close to the right-of-way.

Increasing the heights of structure numbers 24203 and 24204 from 120 feet to 135 feet would not reduce the heights of either structure number 24202 or 24205.