



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

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April 27, 2006

Anne Bartosewicz
Middletown-Norwalk Project Director
Northeast Utilities Service Company
P. O. Box 270
Hartford, CT 06141-0270

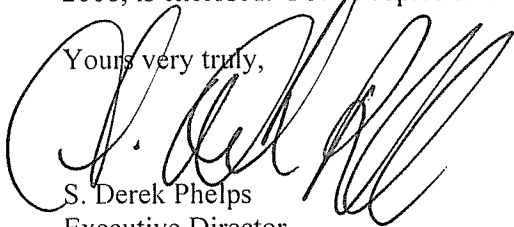
RE: **DOCKET NO. 272** - The Connecticut Light and Power Company and The United Illuminating Company Certificate of Environmental Compatibility and Public Need for the Construction of a New 345-kV Electric Transmission Line and Associated Facilities Between Scovill Rock Switching Station in Middletown and Norwalk Substation in Norwalk, Connecticut Including the Reconstruction of Portions of Existing 115-kV and 345-kV Electric Transmission Lines, the Construction of the Beseck Switching Station in Wallingford, East Devon Substation in Milford, and Singer Substation in Bridgeport, Modifications at Scovill Rock Switching Station and Norwalk Substation and the Reconfiguration of Certain Interconnections. **Segment 2a – Beseck Switching Station to Cheshire/Hamden Town Line – Wallingford and Cheshire, Development and Management Plan**

Dear Ms. Bartosewicz:

The Connecticut Siting Council (Council) requests your responses to the enclosed questions on the Development and Management Plan for the overhead 345-kV transmission line from Beseck Switching Station to Cheshire/Hamden Town Line within the Towns of Wallingford and Cheshire no later than May 9, 2006. To help expedite the Council's review, please file individual responses as soon as they are available.

Please forward original and 15 copies to this office. In accordance with the State Solid Waste Management Plan, the Council is requesting that all filings be submitted on recyclable paper, primarily regular weight white office paper. Please avoid using heavy stock paper, colored paper, and metal or plastic binders and separators. A list of parties and intervenors dated March 28, 2006, is enclosed. Fewer copies of bulk material may be provided as appropriate.

Yours very truly,



S. Derek Phelps
Executive Director

SDP/laf

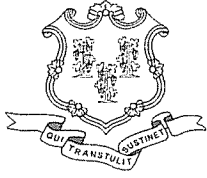
c: Council Members
Parties and Intervenors

Docket No. 272
Connecticut Light and Power Company
Segment 2a-Development and Management Plan
Beseck Switching Station to Cheshire/Hamden Town Line
Towns of Wallingford and Cheshire
Interrogatories
April 25, 2006

- 1) 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?
- 2) Identify existing lattice structure 4664.
- 3) 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.
- 4) Explain the 15 foot difference in height from a range of 130-155 feet to 145-170 feet for structure numbers 24209, 4663 and 4663A as it relates to the 100-foot relocation in a westerly direction.
- 5) Could structure number 24216 be eliminated? If not, explain.
- 6) Explain the difference between a restricted area and environmentally sensitive area.
- 7) Is the access road between structure numbers 24226-24228 within a drainage swale? Is the existing width and substrate of the drainage swale capable of supporting construction vehicles? If not describe improvements? Would the improvements be temporary or permanent? Could CL&P use the drainage swale during dry periods?
- 8) What type of mitigation would be used to minimize capture of runoff west of a new access road from Woodhouse Ave. to structure number 24244?
- 9) Does CL&P intend to develop an access road to structure number 24254? If so, provide an 8.5x11-inch copy of correction.
- 10) Could CL&P avoid use of the access road between structure numbers 24257 and 24258 but to reserve use of this access road as an alternative?
- 11) Compare and contrast an access road [in a diagonal direction to the west] off East Center Street to structure number 24256.

- 12) Would the proposed access depicted on the plan to approach structure number 24256, impact the existing stonewall? If so, what would be the proposed restoration?
- 13) Would CL&P remove and restore/replace an electric fence to gain access to structure numbers 24262, 24263 and 24264?
- 14) 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 8.5x11-inch copy of corrected route.
- 15) Is the existing culvert between structure 24262 and 24263 capable of supporting construction vehicles? If not, describe how CL&P would reinforce or replace the existing culvert. Could these structures be constructed during dry periods?
- 16) Does Liney Hall Lane intersect with Williams Road at the railroad tracks near structure number 24268? If no, describe how CL&P would access Liney Hall Lane?
- 17) Could CL&P eliminate structure number 24291 and shift structure 24290 to the north to eliminate the construction of an access road through a wetland? If no, explain.
- 18) 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.
- 19) Is the bridge off the end of Malchiodi Drive structurally capable of supporting construction vehicles? If not, explain mitigating methods to reinforce the bridge.
- 20) Describe the railroad crossing near structure number 24272. Is the railroad crossing structurally capable of supporting construction vehicles? If not explain mitigating methods to protect the railroad. Is the owner/operator of the railroad informed of construction traffic at this crossing? If not what actions would CL&P use when crossing the railroad?
- 21) In Appendix B, the February 6, 2006 letter from Anne Bartosewicz to Mayor Dickinson, see attached table page 3, the 1010 Center Street refers to structure number 24262. Is this the same for structure number 24262 in the D&M Plan submitted to the Council? If not, identify the structure the Carruthers refer to, provide its original location prior to moving 100 feet and identify the Carruther property.
- 22) Describe special erosion control notes for structure numbers 24255 and 24256.

- 23) 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?
- 24) 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?
- 25) Has the Town of Cheshire reviewed and commented on the Traffic Inventory Report for Maintenance and Protection of Traffic. If so, provide the Town's comments.
- 26) Is the Circuit 1630 line being rebuilt between New Haven Junction and Pent Road Junction as detailed in the Council's Finding of Fact No. 178? If yes, describe the nature of the work.



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NOTICE OF SERVICE

I hereby affirm that a photocopy of this document was sent to each Party and Intervenor on the service list dated March 28, 2006.

Dated: April 28, 2006

Lisa Fontaine
Custodian of Docket No. 272