November 8, 2006

Mr. Daniel Caruso
Chairman
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

Re: Docket No. D&M Plans - D&M Plans

Dear Mr. Caruso:

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

Response to CSC-08 Interrogatories dated 10/20/2006
CSC-003, 005, 006, 007, 009, 012, 013, 014, 015, 016, 017, 018

Very truly yours,

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

cc: Service List

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

Question:
Has CL&P used utility bridges in its transmission system? If so provide a description and photograph to the extent possible.

Response:
CL&P has no utility bridges installed on its transmission system. However, CL&P does have underground transmission cable installed on three existing road bridges. Two installations are located in Hartford as part of the South Meadow - Southwest Hartford - Northwest Hartford 115-kV HPFF line, and one installation is located in Preston as part of the Hallville - SCRRA 69-kV HPFF line.

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

Question:
Outline the horizontal directional drill temporary work space on Drawings number 01224-10001 page 34 and 36 and Drawings numbered 011223-10001 page 3 and 4.

Response:
The horizontal directional drill temporary work space is identified on the attached drawing number 01224-10001 pages 34 and 36 and drawing number 011223-10001 pages 1 and 3.

CL&P Docket No. 272
Data Request CSC-08
Dated 10/20/2006
Q-D&M-005-Page 2 of 5

SEE HORIZONTAL DIRECTIONAL DRILL CROSSING DWG. NO. 01224-16402 PG 001 FOR LAYOUT AND DETAILS ISSUED UNDER UNDERGROUND CABLE CROSSINGS OF WATERCOURSES AND RAILROADS DEVELOPMENT AND MANAGEMENT PLAN

TMS #14
SEE DETAIL 5
DWG. NO. 01224-46003 PG 005

SEE NOTE 2

F. O. HANDHOLE 6414

SPLICE VAULT 6414

PI-W-30

30" MAPLE

PI-W6414-1

PI-W6414-2

SEE NOTE 2

01224-46003 PG 004

SEE NOTE 1

WATER METER SHALL BE REMOVED AND RELOCATED

PI-W-31

F. O. HANDHOLE 7514

SPLICE VAULT 7514

3 12" BLUE SPRUCE

HDD TEMPORARY WORKSPACE

MATCHLINE SEE DWG. NO. 01224-10001 PG 033

MATCHLINE SEE DWG. NO. 01224-10001 PG 035

01224-46003 PG 002

01224-46003 PG 006

LINCOLN STREET

RIVERSIDE AVENUE

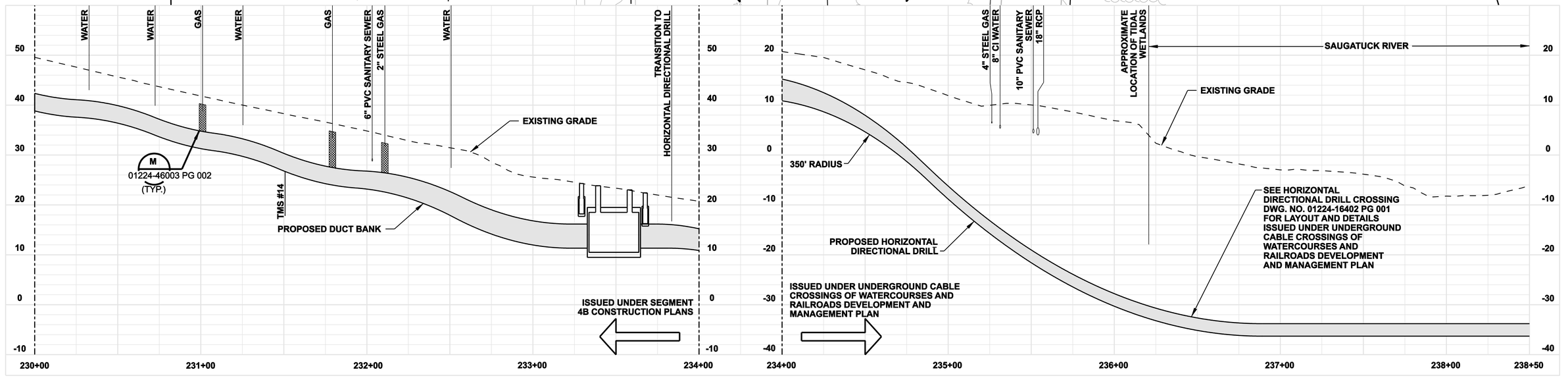
SHADOWS

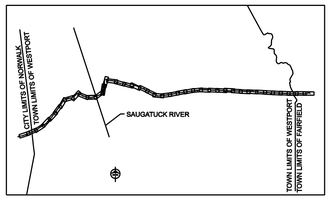
ISSUED UNDER SEGMENT 4B CONSTRUCTION PLANS

ISSUED UNDER UNDERGROUND CABLE CROSSINGS OF WATERCOURSES AND RAILROADS DEVELOPMENT AND MANAGEMENT PLAN

NOTES:

1. SILT FENCE ON DOWN SLOPE SIDE OF CONSTRUCTION AREA, INCLUDING SPOIL PILES. WHEN AREAS ARE CURRENTLY PAVED USE CONNDOT APPROVED SEDIMENT CONTROL MEASURES.
2. TREES, SHRUBS AND/OR LANDSCAPING SHALL BE REMOVED.





NORTH

HORIZONTAL SCALE IN FEET
0 30' 60'

VERTICAL SCALE IN FEET
0 10' 20'

ISSUED FOR CONSTRUCTION

DOCKET No. 272

no.	date	revisions	by	chk

Burns & McDonnell SINCE 1898

date 11/10/05
detailed L. ROWSE
designed C. COURTRIGHT
checked S. NEWLAND

MF	NO.	DATE	REVISIONS	BY	CHK	APP	APP

NORTHEAST UTILITIES SERVICE CO.

FOR THE CONNECTICUT LIGHT & POWER COMPANY

TITLE MIDDLETOWN–NORWALK 345kV TRANSMISSION PROJECT

TOWN OF WESTPORT
PLAN AND PROFILE Sta. 230+00 to 238+50

BY SEN–BMCD	CHKD	APP	APP
DATE 11–10–05	DATE	DATE	DATE
SCALE AS NOTED	D	DWG. NO. 01224–10001 PG 034	

CL&P Docket No. 272
Data Request CSC-08
Dated 10/20/2006
Q-D&M-005-Page 3 of 5

MATCHLINE SEE DWG. NO. 01224-10001 PG 035

MATCHLINE SEE DWG. NO. 01224-10001 PG 037

SEE HORIZONTAL DIRECTIONAL DRILL CROSSING DWG. NO. 01224-16402 PG 001 FOR LAYOUT AND DETAILS ISSUED UNDER UNDERGROUND CABLE CROSSINGS OF WATERCOURSES AND RAILROADS DEVELOPMENT AND MANAGEMENT PLAN

ISSUED UNDER UNDERGROUND CABLE CROSSINGS OF WATERCOURSES AND RAILROADS DEVELOPMENT AND MANAGEMENT PLAN

ISSUED UNDER SEGMENT 4B CONSTRUCTION PLANS

HDD TEMPORARY WORKSPACE

12" LOCUST

4" TO 6" MAPLES

SEE NOTE 1

SEE NOTE 2

SPLICE VAULT 6415
F. O. HANDHOLE 6415

SPLICE VAULT 7515
F. O. HANDHOLE 7515

36" WALNUT

PI-W-37
PI-W-36
PI-W-35
PI-W-34
PI-W-33
PI-W6415-1

N/F The Westport Women's Club Incorporated Vol. 178 Pg. 465 #5368/1324

N/F The Town Of Westport #5368/1/US

N/F Borough Of Fairfield Vol. 132 Pg. 254 #5368/1/304 *0 Fairfield Line

FOX FIRE LANE

IMPERIAL AVENUE

245+00 246+00 247+00 248+00 249+00 250+00 251+00 252+00 253+00 254+00

01224-46003 PG 006
01224-46003 PG 004
01224-46003 PG 002

NOTES:

1. SILT FENCE ON DOWN SLOPE SIDE OF CONSTRUCTION AREA, INCLUDING SPOIL PILES. WHEN AREAS ARE CURRENTLY PAVED USE CONNDOT APPROVED SEDIMENT CONTROL MEASURES.
2. TREES, SHRUBS AND/OR LANDSCAPING SHALL BE REMOVED.

APPROXIMATE LOCATION OF TIDAL WETLANDS
ELECTRICAL
ELECTRICAL
TRANSITION TO HORIZONTAL DIRECTIONAL DRILL
EXISTING GRADE
18" SANITARY SEWER
15" RCP
4" GAS

SAUGATUCK RIVER

SEE HORIZONTAL DIRECTIONAL DRILL CROSSING DWG. NO. 01224-16402 PG 001 FOR LAYOUT AND DETAILS ISSUED UNDER UNDERGROUND CABLE CROSSINGS OF WATERCOURSES AND RAILROADS DEVELOPMENT AND MANAGEMENT PLAN

PROPOSED HORIZONTAL DIRECTIONAL DRILL

01224-46003 PG 002

PROPOSED DUCT BANK

100' RADIUS

ISSUED UNDER UNDERGROUND CABLE CROSSINGS OF WATERCOURSES AND RAILROADS DEVELOPMENT AND MANAGEMENT PLAN

ISSUED UNDER SEGMENT 4B CONSTRUCTION PLANS

20 10 0 -10 -20 -30 -40

244+50 245+00 246+00 247+00 248+00 249+00 250+00 251+00 252+00 252+50

CITY LIMITS OF NORWALK
TOWN LIMITS OF WESTPORT
SAUGATUCK RIVER
TOWN LIMITS OF FAIRFIELD
CITY LIMITS OF BRIDGEPORT

NORTH

0 30' 60'
HORIZONTAL SCALE IN FEET
0 10' 20'
VERTICAL SCALE IN FEET

ISSUED FOR CONSTRUCTION

DOCKET No. 272

no.	date	revisions	by	chk

Burns & McDonnell SINCE 1898

date 11/10/05 | detailed L. ROWSE
designed C. COURTRIGHT | checked S. NEWLAND

MF	NO.	DATE	REVISIONS	BY	CHK	APP	APP

NORTHEAST UTILITIES SERVICE CO.

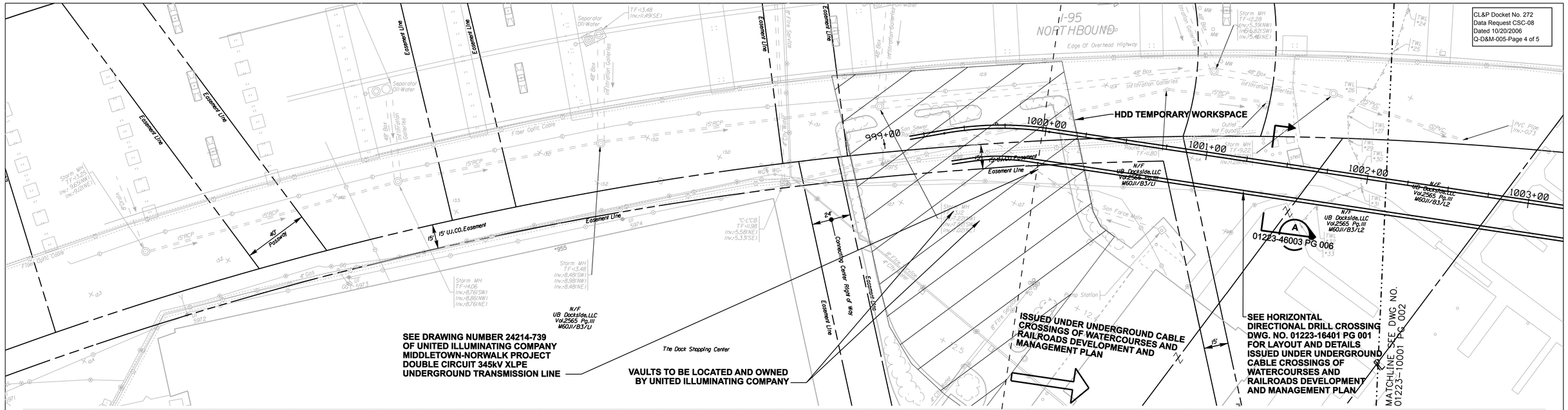
FOR THE CONNECTICUT LIGHT & POWER COMPANY

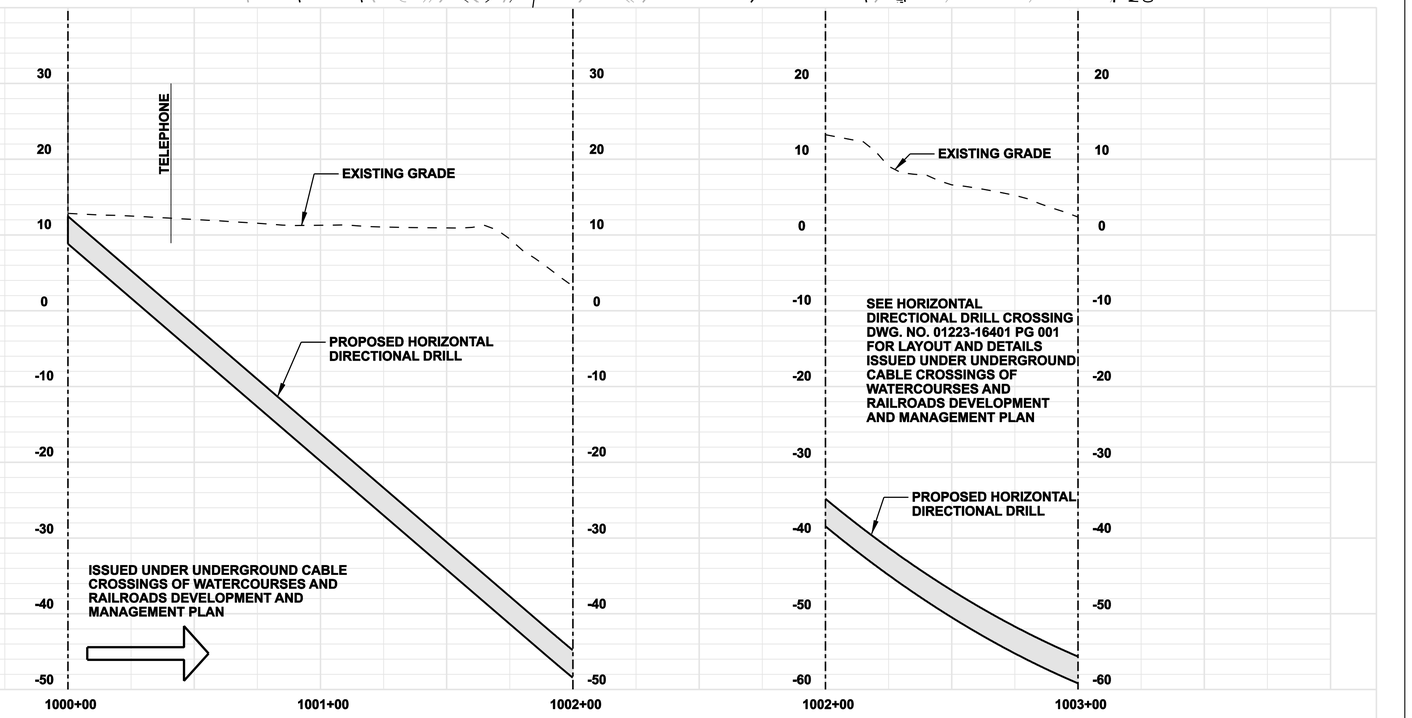
TITLE MIDDLETOWN–NORWALK 345kV TRANSMISSION PROJECT

TOWN OF WESTPORT
PLAN AND PROFILE Sta. 244+50 to 252+50

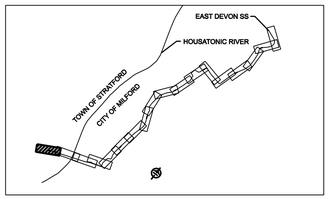
BY SEN–BMCD	CHKD	APP	APP
DATE 11–10–05	DATE	DATE	DATE
SCALE AS NOTED	D	DWG. NO. 01224–10001 PG 036	

CL&P Docket No. 272
Data Request CSC-08
Dated 10/20/2006
Q-D&M-005-Page 4 of 5





SEE DRAWING NUMBER 24214-739 OF UNITED ILLUMINATING COMPANY MIDDLETOWN-NORWALK PROJECT DOUBLE CIRCUIT 345kV XLPE UNDERGROUND TRANSMISSION LINE



NORTH

0 30' 60'
HORIZONTAL SCALE IN FEET
0 10' 20'
VERTICAL SCALE IN FEET

ISSUED FOR CONSTRUCTION

DOCKET No. 272

no.	date	revisions	by	chk
2	9/4/06	ISSUED CSC	CTC	
1	6/1/06	ISSUED 60% PRELIMINARY	CTC	

Burns & McDonnell SINCE 1898

date 10/11/05 | detailed L. ROWSE
designed C. COURTRIGHT | checked S. NEWLAND

MF	NO.	DATE	REVISIONS	BY	CHK	APP	APP

NORTHEAST UTILITIES SERVICE CO.

FOR THE CONNECTICUT LIGHT & POWER COMPANY

TITLE MIDDLETOWN–NORWALK 345kV TRANSMISSION PROJECT

TOWN OF STRATFORD
PLAN AND PROFILE Sta. 1000+00 to 1003+00

BY SEN–BMCD	CHKD	APP	APP
DATE 10–11–05	DATE	DATE	DATE
SCALE AS NOTED	D	DWG. NO. 01223–10001 PG 001	

MATCHLINE SEE DWG. NO. 01223-10001 PG 002 (UNDER SEPERATE SUBMISSION)

MATCHLINE SEE DWG. NO. 01223-10001 PG 004

I-95 SOUTHBOUND

I-95 NORTHBOUND

Edge Of Overhead Highway

Fiber Optic Cable

Floating Dock

Boat Ramp

Bit. Driveway

Stone Jetty

HOUSATONIC RIVER

HDD TEMPORARY WORKSPACE

PI-M-02

PI-M-01

PI-M4901-1

PI-M4901-2

PI-M4901-3

PI-M4901-4

F.O. HANDHOLE 5801

SPLICE VAULT 5801

F.O. HANDHOLE 4901

SPLICE VAULT 4901

SEE NOTE 1

1010+00 1011+00 1012+00 1013+00 1014+00 1015+00 1016+00 1017+00 1018+00

A 01223-46003 PG 006

V 01223-46003 PG 004

O 01223-46003 PG 003

SEE HORIZONTAL DIRECTIONAL DRILL CROSSING DWG. NO. 01223-16401 PG 001 FOR LAYOUT AND DETAILS ISSUED UNDER UNDERGROUND CABLE CROSSINGS OF WATERCOURSES AND RAILROADS DEVELOPMENT AND MANAGEMENT PLAN

ISSUED UNDER UNDERGROUND CABLE CROSSINGS OF WATERCOURSES AND RAILROADS DEVELOPMENT AND MANAGEMENT PLAN

ISSUED UNDER SEGMENT 3 CONSTRUCTION PLANS

N/F STATE OF CONN.

N/F McNeil Brothers, Inc. Vol.582 Pg.930 M23/B362/L32

N/F Aurang K. Patel Vol.261 Pg.476 M23/B362/L31

N/F Mohammed Rahman Kaneef Rahman Vol.2623 Pg.267 M23/B362/L31B

NOTE:

1. SILT FENCE ON DOWNSLOPE SIDE OF CONSTRUCTION AREA, INCLUDING SPOIL PILES. WHEN AREAS ARE CURRENTLY PAVED USE CONNDOT APPROVED SEDIMENT CONTROL MEASURES.

TRANSITION TO HORIZONTAL DIRECTIONAL DRILL

EXISTING GRADE

PROPOSED DUCT BANK

PROPOSED HORIZONTAL DIRECTIONAL DRILL

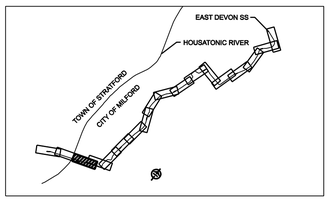
SEE HORIZONTAL DIRECTIONAL DRILL CROSSING DWG. NO. 01223-16401 PG 001 FOR LAYOUT AND DETAILS ISSUED UNDER UNDERGROUND CABLE CROSSINGS OF WATERCOURSES AND RAILROADS DEVELOPMENT AND MANAGEMENT PLAN

ISSUED UNDER UNDERGROUND CABLE CROSSINGS OF WATERCOURSES AND RAILROADS DEVELOPMENT AND MANAGEMENT PLAN

ISSUED UNDER SEGMENT 3 CONSTRUCTION PLANS

10 0 -10 -20 -30 -40 -50

1010+00 1011+00 1012+00 1013+00 1014+00 1015+00 1016+00 1017+00 1017+25



NORTH

0 30' 60'
HORIZONTAL SCALE IN FEET
0 10' 20'
VERTICAL SCALE IN FEET

ISSUED FOR CONSTRUCTION

DOCKET No. 272

no.	date	revisions	by	chk

Burns & McDonnell SINCE 1898

date 10/11/05 | detailed L. ROWSE

designed C. COURTRIGHT | checked S. NEWLAND

MF	NO.	DATE	REVISIONS	BY	CHK	APP	APP

NORTHEAST UTILITIES SERVICE CO.

FOR THE CONNECTICUT LIGHT & POWER COMPANY

TITLE MIDDLETOWN-NORWALK 345kV TRANSMISSION PROJECT

CITY OF MILFORD
PLAN AND PROFILE Sta. 1010+00 to 1017+25

BY SEN-BMCD	CHKD	APP	APP
DATE 10-11-05	DATE	DATE	DATE
SCALE AS NOTED	D	DWG. NO. 01223-10001 PG 003	

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

Question:
Would the wetlands located south of stations 1012+00 through 1020+00 be impacted? If so, describe the extent of disturbance and restoration.

Response:
No, the current alignment presented in the Underground Cable Crossings of Watercourses and Railroads D&M Plan (D&M Plan) will have no direct impact on the wetlands located south of stations 1012+00 through 1020+00. Environmental controls, including silt fence installation on the downslope side of construction areas and spoil piles, will be used to prevent any indirect impacts associated with sediment transport.

Note that the work associated with stations 1015+00 through 1020+00 was submitted as part of the Segment 3 D&M plan and is not included in the scope included in this D&M Plan.

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

Question:
Would the former Westport "landfill" be disturbed during the horizontal direction drill? If so, what mitigation measures would be used?

Response:
Yes, the former Westport "landfill" will be disturbed during installation of the Saugatuck River Crossing by horizontal directional drilling (HDD). The disturbance and mitigation measures will be conducted in accordance with the attached Authorization for the Disruption of a Closed Solid Waste Disposal Area issued by the Connecticut Department of Environmental Protection on September 18, 2006.

STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION

September 18, 2006

Mr. William Hoynack
Northeast Utilities Service Co.
107 Selden Street
Berlin, CT 06037-1651

Re: Closed Solid Waste Disposal Area
Women's Club of Westport, Imperial Avenue, Westport, Connecticut
Authorization for Disruption

Dear Mr. Hoynack:

Enclosed please find a copy of the solid waste authorization for the disruption of the closed solid waste disposal area at the referenced location.

If you have any questions concerning the disruption authorization, please contact David McKeegan of the Waste Engineering and Enforcement Division (WEED) at (860) 424-3313.

Sincerely,

Frank Gagliardo
Acting Supervising Environmental Analyst
Waste Engineering and Enforcement Division
Bureau of Materials Management and
Compliance Assurance

FG:DM:dm
enclosure
cc: Dan Delahanty, Town of Westport
Matt Cox, Burns & McDonnell

STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION

AUTHORIZATION FOR THE DISRUPTION OF A CLOSED SOLID WASTE DISPOSAL AREA

Municipality: Westport
Site of Activity: Women's Club of Westport, Imperial Avenue
Authorization Holder: Town of Westport; Northeast Utilities Service Company; and The Connecticut Light and Power Company

Pursuant to Connecticut General Statutes (CGS) Section 22a-208a and Regulations of Connecticut State Agencies (RCSA) Section 22a-209-7(u), the Commissioner of Environmental Protection (Commissioner) hereby issues this approval to the Town of Westport; Northeast Utilities Service Company; and The Connecticut Light and Power Company to install a 345 kV electric transmission line and associated appurtenances at the closed solid waste disposal area ("landfill") located beneath the paved parking area at the Women's Club of Westport, Imperial Avenue, Westport, CT. As necessary, any solid wastes uncovered during trench excavation shall be removed and properly disposed of off-site at a facility permitted to receive such waste. The work authorized herein shall conform to the terms and conditions of this Authorization.

1. Disruption activities shall take place in accordance with the application (i.e., "Authorization Application for Disruption of a Solid Waste Disposal Area") prepared by Burns & McDonnell Engineering Co., Inc. dated July 14, 2006, and received by the Department on July 18, 2006.

2. Proper sedimentation and erosion controls, including dust and odor controls, shall be maintained at all times by the authorization holder or its contractor(s) during activities associated with the disruption of this disposal area and the installation of the electric transmission line. For specific details on the design, application and installation of erosion and sedimentation control structures refer to Connecticut's Guidelines for Soil Erosion and Sediment Control, dated May 2002, as amended.

3. The authorization holder shall ensure that any solid waste that is excavated during the disruption of the disposal area shall be appropriately characterized, removed from this site and properly disposed of at a facility permitted to receive such waste.

4. Upon completion of construction activities associated with the installation of the electric transmission line, the authorization holder shall backfill the excavations with clean soil and restore the final landfill cover, including the asphalt pavement layer, to the original grades and thickness (minimum two feet). Any soil used as final landfill cover shall meet the minimum permeability or grain size requirements of $1x10^{-5}$ cm/sec or 15% - 20% fines passing a #200 sieve, respectively.

5. As necessary, in order to prevent the potential off-site migration of landfill decomposition gases, the authorization holder shall ensure that impervious barriers (e.g., bentonite plug) are installed around the electric transmission line, at specified intervals, to preclude the movement of gas along the utility bedding material.

6. Throughout implementation of the disruption of the disposal area, the authorization holder and/or its contractor(s) shall prepare and comply with a site health and safety plan that complies with all applicable requirements of the Occupational Safety and Health Administration's (OSHA) 29 CFR Part 1910.120. A copy of said plan shall be provided to the Commissioner upon request.

7. Staff from the Bureau of Materials Management and Compliance Assurance's Waste Engineering and Enforcement Division (WEED) shall be notified in writing by the authorization holder not less than three (3) working days prior to the initiation of construction activities associated with the disruption of this disposal area.

8. As necessary, prior to implementing any disruption activities, the authorization holder and/or its contractor(s) shall register for the General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities.

9. No additional solid waste shall be disposed of at this site as a result of this authorization.

10. At all times during disruption activities the authorization holder shall retain the services of a qualified environmental consultant to document in writing that the disruption activities are being conducted in accordance with approved plans and specifications. Said consultant shall be independent from the authorization holder and the contractor and shall have experience with the oversight of solid waste disposal area disruption projects.

11. Upon completion of the disruption activities approved in this authorization, the authorization holder shall submit a final summary report, including an as-built site plan (certified by a professional engineer licensed by the State of Connecticut), to the Department outlining the types and volumes of waste materials taken off-site for disposal and the permitted solid waste facility that accepted said waste materials. The as-built plan shall be filed on the land records of the Town of Westport in accordance with RCSA Section 22a-209-13(g). A certified copy of this recording shall be forwarded to the Commissioner.

12. This authorization is subject to and in no way derogates any present or future property rights or powers of the State of Connecticut and conveys no property rights in real estate or material nor any exclusive privileges and is further subject to any and all public and private rights and to any federal, state or local laws or regulations pertinent to the property or activity affected hereby.

13. This authorization may be revoked, suspended, or modified in accordance with law.

14. When this authorization requires that any document be submitted to the Department of Environmental Protection (DEP), such document shall be delivered to: David McKeegan, Bureau of Materials Management and Compliance Assurance, Waste Engineering & Enforcement Division, 79 Elm Street, Hartford, CT 06016-5127.

Issued this 18th day of September, 2006.

Robert C. Isner
Director
Waste Engineering and Enforcement Division
Bureau of Materials Management and
Compliance Assurance

RCI:DM:dm

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

Question:
Provide the manufacturer specification sheet on the protective bird netting. Has CL&P used this type of protective apparatus? Has the Department of Environmental Protection (DEP) been consulted on the type of protective apparatus proposed for use? If so, provide correspondence.

Response:
The specification sheet for the protective bird netting (Bird-B-Gone product "Birdnet 2000") is attached. CL&P has no experience using Bird-B-Gone protective bird netting or similar products. The DEP has not been consulted on the use of this product.

Bird Net 2000 Technical Data

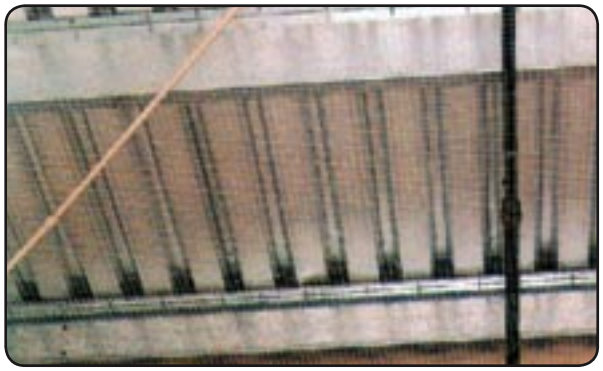
Actual Bird Net 2000 Installation - Irvine Transportation Center, Irvine, CA

Over 50 Million Square Feet Sold Worldwide!

Bird Net 2000 is the netting of choice by architects, contractors, and government agencies. Examples Include:

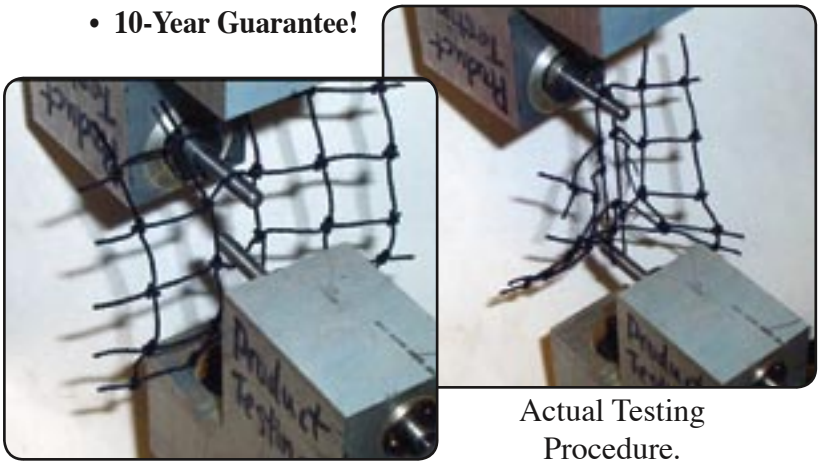
- **Andrews Air Force Base**
- **Air Force One Hangar**
- **Ellis Island**
- **Lindbergh Field Airport**
- **Chicago Transit Authority**
- **Pope Air Force Base**
- **Disneyland**
- **Soldier Field, Chicago**
- **Yankee Stadium**
- **Costco Warehouse Stores**
- **Petco Park, San Diego**
- **SeaWorld, Anheuser Busch Theme Parks**

- **Design:** Six strands of Polyethylene U.V. treated twine. Each strand is 12/1000" thick. The filaments are twisted and knotted for ultimate strength and long life. Pressure stretched and tightened.
- **Break Strength:** 52 lbs. / strand.
- **Burst Strength:** ISO 1806 Mesh Test 48.54 lbs.
- **Thermal Properties:**
  High Temperature: Melting point in excess of 250°F. Flame Resistant. Can be heated for short periods of time in excess of 500°F.
  Low Temperature: Stable to minus 250°F.



Bird Net 2000 Installed Under Roof of Parking Garage.

- **Chemical Properties:**
  Polyethylene, a paraffin hydrocarbon, is chemically inert and is highly resistant to a wide range of chemicals at ordinary temperatures. It does not rot or absorb water. Polyethylene fibers have a high resistance to acids and alkaloids at all concentrations.
- **Electrical Properties:** Non-Conductive.
- **No-Rot / Waterproof / No Water Absorption.**
- **MSDS Available Upon Request.**
- **10-Year Guarantee!**



Actual Testing Procedure.

All Bird Net 2000 is Burst Strength Tested using ISO 1806 Mesh Test!

FOR TECHNICAL ASSISTANCE CALL
1-800-392-6915

BIRD•B•GONE INC.
FAX: 949-472-3116
nobirds@birdbgone.com • www.birdbgone.com

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

Question:
Has the Army Corp of Engineers express a favorable water crossing methodology? Explain.

Response:
The ACOE reviews applications for water crossings using Least Environmentally Damaging Practicable Alternative (LEDPA) criteria. The ACOE has indicated a willingness to issue a permit for the water crossing methodologies contained in CL&P's ACOE permit application, which are the same methodologies contained in this D&M Plan.

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

Question:
At the jack and bore location, does CL&P expect to close the travel lanes for the entire construction period? If not, describe how CL&P would open and close the pits.

Response:
No, CL&P does not expect to close the travel lanes at the New York-New Haven Metro-North Railroad jack and bore location for the entire construction period because the jack and bore pits are not within the travel lanes.

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

Question:
Does CL&P propose any night time construction? If so, identify locations and hours?

Response:
Yes, night time construction is proposed for all locations within ConnDOT travel lanes and on certain private property locations in accordance with easement agreements. Nighttime construction hours are 6pm to 6am. For the portions of the work included in the Underground Cable Crossings of Watercourses and Railroads D&M Plan nighttime construction will occur at the following locations:

Duct bank installation east of the Sasco Creek utility bridge located within US Route 1 in the Town of Fairfield between stations 442+00 and 443+00 and shown on drawing 01224-10001 PG 062.
Duct bank installation west of the Mill River/ Southport Harbor utility bridge located within US Route 1 in the Town of Fairfield between stations 507+25 and 510+50 and shown on drawing 01224-10001 PG 072.
Duct bank installation east of the Mill River/Southport Harbor utility bridge located within US Route 1 in the Town of Fairfield between stations 515+75 and 519+75 and shown on drawing 01224-10001 PG 073.
Duct bank installation west of the Ash Creek utility bridge located within Route 130 in the Town of Fairfield between stations 631+80 and 632+25 and shown on drawing 01224-10001 PG 088.

Additional nighttime construction may occur on private property in accordance with easement agreements.

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

Question:
How many workers would be at a Horizontal Directional Drill (HDD) and jack and bore locations? How many workers are expected to park in vicinity of jack and bore locations?

Response:
Crew sizes for HDD and jack and bore operations typically include 10 workers at each location. Of these 10 workers, six are usually part of a "traveling hands" work crew from out-of-state that would arrive at the work site together in two crew cab pickup trucks. The remaining four workers are likely to be "local hands" from the local area and drive their own vehicles to the work site. Assuming two vehicles for state, local or environmental inspectors, there would be a total of approximately eight vehicles parked in the vicinity of the HDD or jack and bore locations. On occasion, there may be an additional vehicle or two at the job site for periodic project/construction management oversight.

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

Question:
Provide drawings and specifications for slurry pits.

Response:
Slurry (drilling mud) pits utilized during horizontal directional drilling (HDD) operations are not engineered excavations. They are used to provide a suction reservoir for pumping returned drilling mud to above-ground steel tanks. ACOE and OLISP permit drawings limit the volume of the excavation for fluid return collection pits at the drilled segment endpoints to less than 20 cubic yards. Attached are photographs of several HDD sites to illustrate a typical excavation at the entry and exit points.

Slurry “drilling mud” pit is shown on left of photo in front of drill rig

Slurry “drilling mud” pit is shown in right corner of photo in front of drill rig

Slurry “drilling mud” pit is shown in left bottom corner of photo at an exit point

Slurry “drilling mud” pit is shown in bottom center of photo in front of drill rig

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

Question:
Clarify the labeling and cross-sections for the following: drawing nos. 01224-46003 pages 2,3 and 4 and drawing nos. 01223-46003 pages 2,3 and 4

Response:
The drawing numbers referenced, 01224-46003 pages 2, 3, and 4 are exact duplicates of 01223-46003 pages 2, 3, and 4. The 01224 series drawings relate to Segment 4 (a, b, and c) and the 01223 series drawings relate to Segment 3. Two sets of drawings were prepared to facilitate "as-built" drawing packages which will be prepared by Segment. Both sets of drawings indicating specialty cross sections were included in the D&M Plan for completeness.

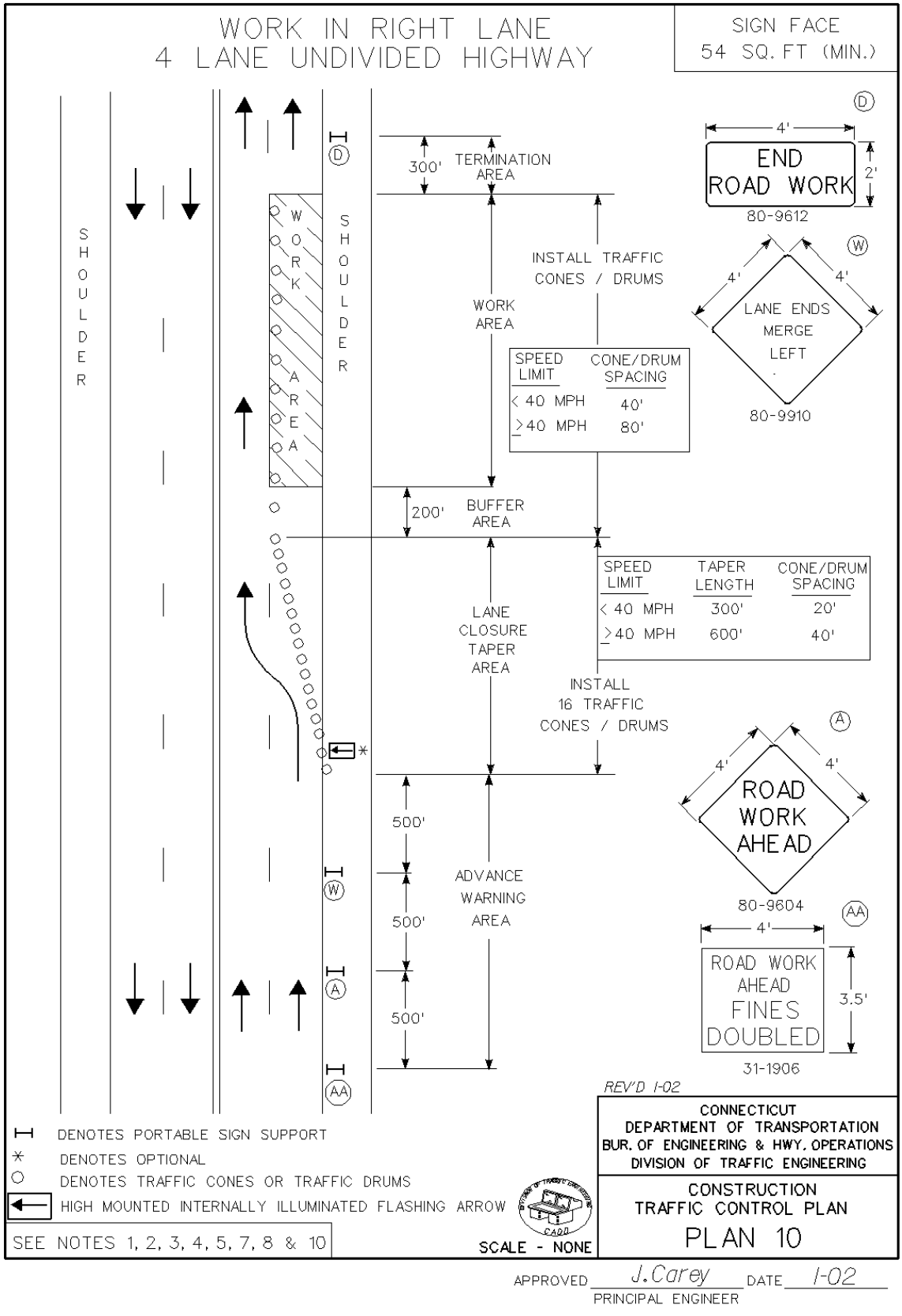
The cross sections depicted in the aforementioned drawings are all located between successive vaults where rail or water crossings create the need for conduit other than the typical Polyvinyl Chloride (PVC) conduit utilized for much of the underground duct bank in Segments 3 and 4. For example, sections containing a Horizontal Directional Drill utilize High Density Polyethylene (HDPE) conduit instead of PVC and also contain a spare conduit. Sections between vaults that contain a utility bridge crossing utilize Fiberglass Reinforced Epoxy (FRE) conduit, rather than PVC, as it provides better resistance to ultra violet radiation from sunlight, is more rigid (less flex and fewer supports required) and provides better physical protection of the XLPE cable.

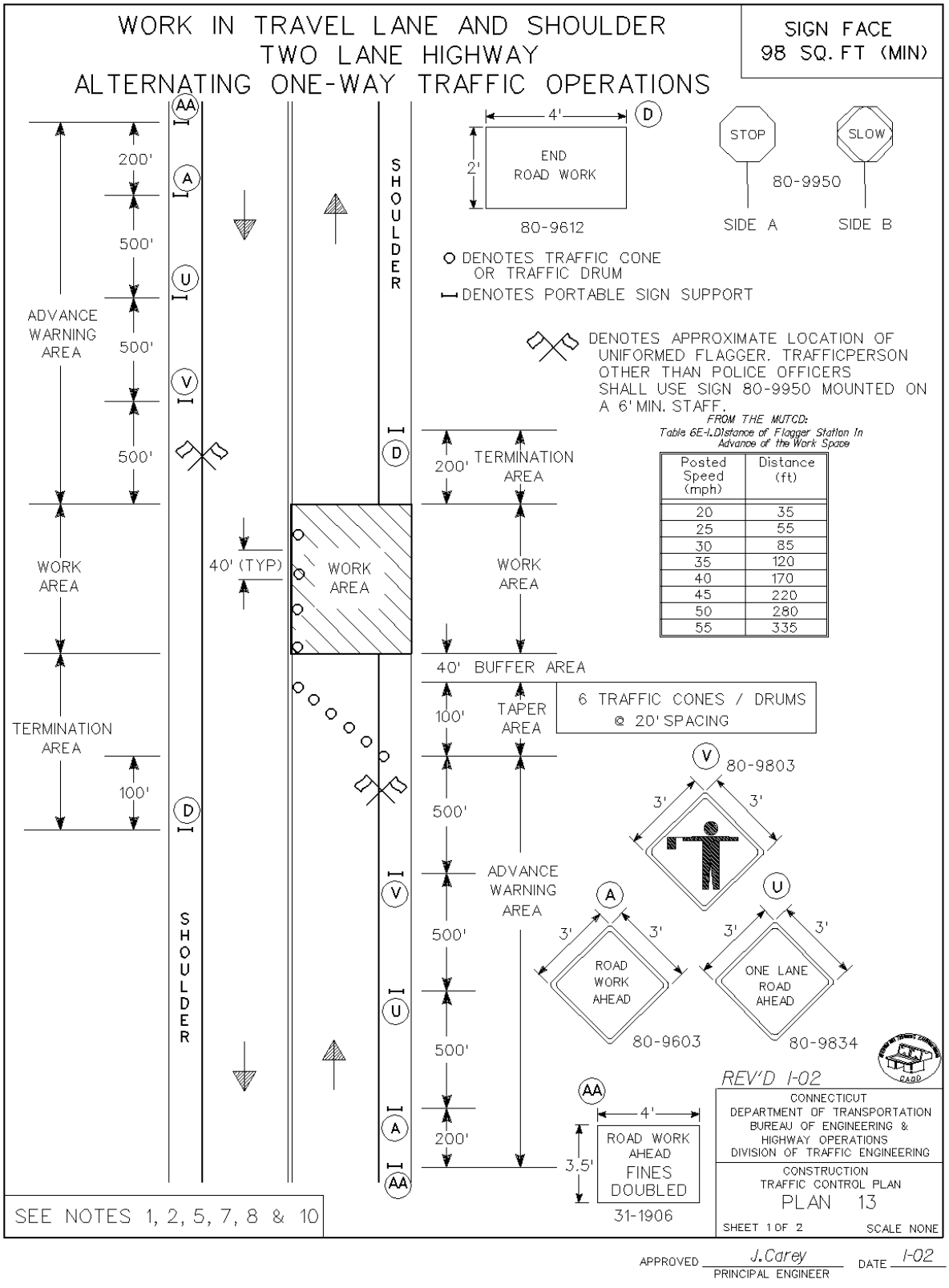
The labeling of cross sections relates to the areas where the configuration of the underground duct bank would be found. For example, Section J on drawings 0122(x)-46003 page 2 is typical of the duct bank configuration entering a single vault on a segment length containing a utility bridge. Section H on drawings 0122(x)-46003 page 2 would be typical of the duct bank configuration near vaults where the duct bank is still single circuit width and has rejoined the communications fiber from the hand holes. Sections G and K on drawings 0122(x)-46003 page 2 are the typical dual circuit duct banks that will be installed underground from adjacent vaults leading up to the utility bridge crossings. Section L on drawings 0122(x)-46003 page 2 would be utilized when vertical clearance over existing utilities is limited in segments from adjacent vaults leading up to the utility bridge crossings.

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

Question:
Identify crossings that would require a Maintenance and Protection of Traffic Plan. Provide a copy of the MPT Plan.

Response:
Maintenance and Protection of Traffic Plans (MPT) will be necessary at the utility bridge crossings of Mill River/Southport Harbor, Ash Creek and the Metro-North Railroad (Waterbury branch) in order to provide a staging area for equipment that will be used during erection of the utility bridge superstructures. The necessary travel lane closures for these crossings are included in the Underground Cable Crossings of Watercourses and Railroads D&M Plan on drawing numbers 01224-16303 PG 010 (Mill River/Southport Harbor), 01223-16301 PG 013 (Metro-North Railroad) and 01224-16304 PG 010 (Ash Creek) . MPT plans typical for the necessary lane closures at Mill River/Southport Harbor, Metro-North Railroad and Ash Creek are included as Attachments 1, 2 and 3, respectively.


WORK IN RIGHT LANE
4 LANE UNDIVIDED HIGHWAY
SIGN FACE
54 SQ. FT (MIN.)
SHOULDER
WORK AREA
SHOULDER
300' TERMINATION AREA
WORK AREA
INSTALL TRAFFIC CONES / DRUMS
SPEED LIMIT | CONE/DRUM SPACING
< 40 MPH | 40'
≥ 40 MPH | 80'
200' BUFFER AREA
LANE CLOSURE TAPER AREA
SPEED LIMIT | TAPER LENGTH | CONE/DRUM SPACING
< 40 MPH | 300' | 20'
≥ 40 MPH | 600' | 40'
INSTALL 16 TRAFFIC CONES / DRUMS
500'
500'
500'
ADVANCE WARNING AREA
4'
END ROAD WORK
2'
80-9612
4'
4'
LANE ENDS MERGE LEFT
80-9910
4'
4'
ROAD WORK AHEAD
80-9604
4'
ROAD WORK AHEAD
FINES DOUBLED
3.5'
31-1906
REV'D 1-02
DENOTES PORTABLE SIGN SUPPORT
DENOTES OPTIONAL
DENOTES TRAFFIC CONES OR TRAFFIC DRUMS
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW
SEE NOTES 1, 2, 3, 4, 5, 7, 8 & 10
SCALE - NONE
CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY. OPERATIONS
DIVISION OF TRAFFIC ENGINEERING
CONSTRUCTION
TRAFFIC CONTROL PLAN
PLAN 10
APPROVED J. Carey DATE 1-02
PRINCIPAL ENGINEER



ITEM #971001A

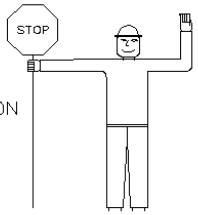
WORK IN TRAVEL LANE AND SHOULDER
TWO LANE HIGHWAY
ALTERNATING ONE-WAY TRAFFIC OPERATIONS

HAND SIGNAL METHODS TO BE USED BY UNIFORMED FLAGGERS

THE FOLLOWING METHODS FROM SECTION 6E.04 FLAGGER PROCEDURES IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" SHALL BE USED BY UNIFORMED FLAGGERS WHEN DIRECTING TRAFFIC THROUGH A WORK AREA. THE STOP/SLOW SIGN PADDLE (SIGN NO. 80-9950) SHOWN ON THE TYPICAL DETAIL SHEET ENTITLED "SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS" SHALL BE USED.

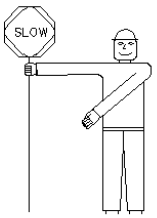
A. TO STOP TRAFFIC

TO STOP ROAD USERS, THE FLAGGER SHALL FACE ROAD USERS AND AIM THE STOP PADDLE FACE TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FREE ARM SHALL BE HELD WITH THE PALM OF THE HAND ABOVE SHOULDER LEVEL TOWARD APPROACHING TRAFFIC.



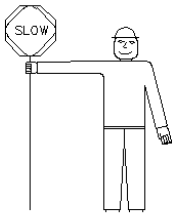
B. TO DIRECT TRAFFIC TO PROCEED

TO DIRECT STOPPED ROAD USERS TO PROCEED, THE FLAGGER SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FLAGGER SHALL MOTION WITH THE FREE HAND FOR ROAD USERS TO PROCEED.



C. TO ALERT OR SLOW TRAFFIC

TO ALERT OR SLOW TRAFFIC, THE FLAGGER SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. TO FURTHER ALERT OR SLOW TRAFFIC, THE FLAGGER HOLDING THE SLOW PADDLE FACE TOWARD ROAD USERS MAY MOTION UP AND DOWN WITH THE FREE HAND, PALM DOWN.



REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING &
HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

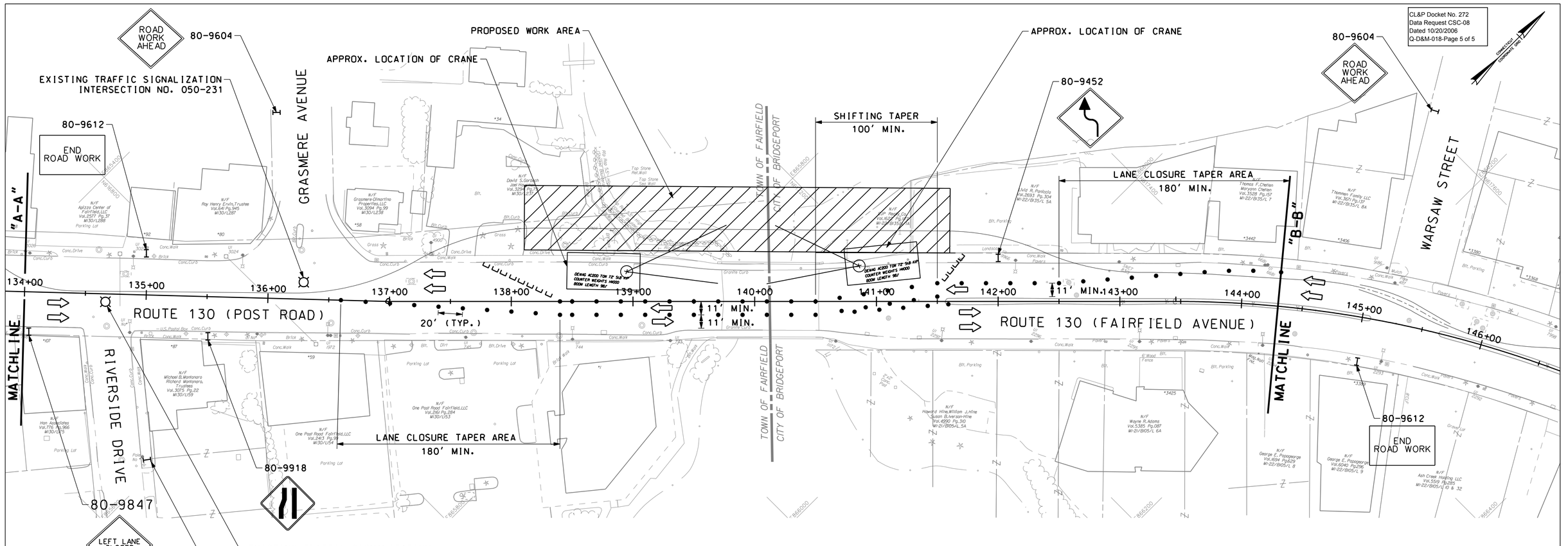
CONSTRUCTION
TRAFFIC CONTROL PLAN
PLAN 13

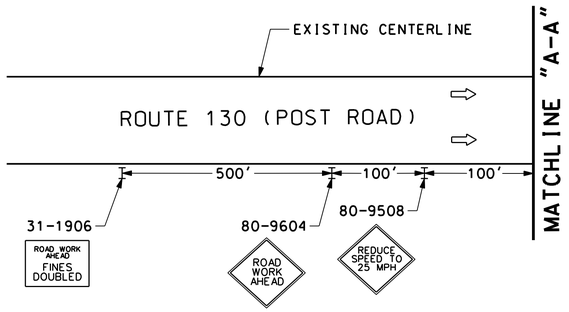
SHEET 2 OF 2 SCALE NONE

SEE NOTES 1, 2, 5, 7, 8 & 10

APPROVED J. Carey PRINCIPAL ENGINEER DATE 1-02

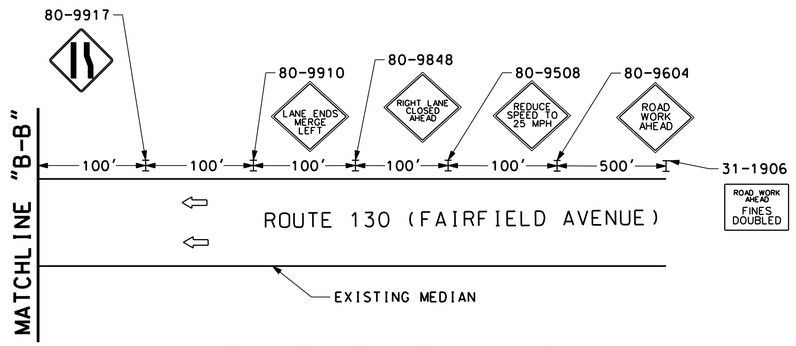
CL&P Docket No. 272
Data Request CSC-08
Dated 10/20/2006
Q-D&M-018-Page 5 of 5





LANE CLOSURE SIGNING PATTERN

NOT TO SCALE



LANE CLOSURE SIGNING PATTERN

NOT TO SCALE

0 40' 80'
SCALE IN FEET

NOTES:

1. INSTALL BARRICADE WARNING LIGHTS (TYPE B-HIGH INTENSITY) ON ALL ADVANCE WARNING SIGNS.
2. SEE "MILLING AND OVERLAY PLANS" FOR BASELINE INFORMATION.
3. SEE "MAINTENANCE AND PROTECTION OF TRAFFIC DETAILS" FOR LEGEND, ABBREVIATIONS AND ADDITIONAL NOTES.
4. THE CONTRACTOR CAN UTILIZE THIS TRAFFIC PATTERN DURING THE ALLOWABLE WORKING PERIODS. SEE SECTION 1.08. PROSECUTION AND PROGRESS. FOR THE ALLOWABLE WORKING PERIODS.

ISSUED FOR CONSTRUCTION

no.	date	revisions	by	chk
1.	6/20/06	ISSUED PLANS FOR CONSTRUCTION	T.R.	B.K.

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detailed S. BEARCE
checked T. RYAN

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NORTHEAST UTILITIES SERVICE CO.

FOR THE CONNECTICUT LIGHT & POWER COMPANY

TITLE MIDDLETOWN–NORWALK 345kV TRANSMISSION PROJECT

CITY OF BRIDGEPORT
MAINTENANCE AND PROTECTION OF TRAFFIC PLANS

BY T.P.R.-BL	CHKD	APP	APP
DATE	DATE	DATE	DATE
SCALE : NOT TO SCALE	D	DWG. NO. XXXXX-XXXXX PG XXX	