

November 28, 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-002, 004, 010

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:

Explain the change in the cable installation methods as identified in Applicant Exhibit No. 171 provided in the Certificate proceeding.

Response:

Changes were made in the proposed crossing methods of Sasco Creek, Mill River/Southport Harbor and Ask Creek between Exhibit No. 171 and those included in the Underground Cable Crossings of Watercourses and Railroads D&M Plans (D&M Plan).

The crossing method for both Sasco Creek and Mill River/Southport Harbor identified in Exhibit No. 171 were on the existing ConnDOT highway bridges. The crossing method for these crossings in the D&M Plan are on new independent utility bridges that would be constructed as part of the MN Project. This change in crossing method is due to ConnDOT's refusal to allow the attachment of the cables to the existing highway bridges as set forth in the attached letter from ConnDOT to the CSC.

The crossing method for Ash Creek identified in Exhibit 171 was "In street-shallow configuration". In the D&M Plan, this crossing is "on a utility bridge". This change in crossing method is due to ConnDOT's refusal to allow the transmission cables across the aging concrete archway bridge and, after more detailed engineering analysis, it was determined the ConnDOT requirement for depth of cover over the duct bank could not be met within the roadway across the Ash Creek bridge.



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



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NEWINGTON, CONNECTICUT 06131-7546

Phone:

October 25, 2006

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

Dear Mr. Caruso:

Subject: Middletown - Norwalk
345-kV Transmission Project
River Crossings
Ash Creek, Sasco Creek and Mill River
Town of Fairfield and City of Bridgeport

In September 2006, Northeast Utilities (NU) submitted to the Connecticut Siting Council (CSC), its proposed Development and Management Plan for river and railroad crossings located within Segment 4a of the transmission project. The purpose of this correspondence is to encourage the CSC to compel NU to fully vet the option of open trench methodology as a means to cross the subject streams.

Since the September submission, the Connecticut Department of Transportation (Department) has reviewed several proposals from NU that put forth either a utility bridge or attachment to the highway bridge as a means to traverse the streams. The Department acknowledges that it is technically feasible to attach the power lines to the underside of the bridges at Sasco Creek and the Mill River, but the presence of transmission lines will make inspection and repairs of the bridges more difficult and costly. Based upon the Department's extensive experience in reconstructing bridges, it is our position that if NU's transmission lines are attached to these bridges, all of the following will be true when the bridge is reconstructed:

- Construction staging will be far more complicated
- Construction duration will be significantly increased resulting in significant impacts to the traveling public, including economic disruptions to businesses in the area of the bridges
- Construction costs will be significantly increased. While the added costs will be absorbed by NU, those costs will eventually be passed on to the utility ratepayers.

The Ash Creek structure is a reinforced concrete arch structure, and the Department does not consider attachment to be feasible because of the internal corrosion issues that may be generated by the transmission lines. Therefore, NU must consider other alternatives for the Ash Creek location.

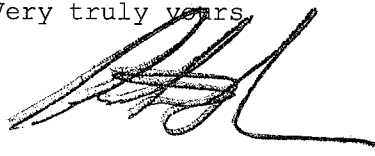
October 25, 2006

Further, the Department understands the concerns expressed by the Town of Fairfield and the City of Bridgeport with regard to crossing these streams via an independent utility bridge. As requested in the City of Bridgeport's letter to CSC dated October 6, 2006, "burying these cables beneath the Creek bed via the trenching method needs to be re-visited" is a position also held by this Department. The Department believes that, while there may be temporary wetland impacts during the underground installation of the 345-kV facility, these impacts can be mitigated through flow diversion, turbidity control and other proven environmentally acceptable methods. In addition, this "in water" work could be accomplished with time of year restrictions that would further mitigate the short-term impacts of the installation. The Department believes the open trench methodology to be feasible and, overall, to be the least disruptive to all interests.

To that end, the Department requests that the CSC require NU to fully explore open trenching, as this option appears to have been prematurely dismissed.

Thank you for the Council's consideration in this matter.

Very truly yours,



Arthur W. Gruhn, P.E.
Chief Engineer
Bureau of Engineering and
Highway Operations

cc: The Honorable Kenneth Flatto, First Selectman, Town of Fairfield
The Honorable John M. Fabrizi, Mayor, City of Bridgeport
Ms. Anne Bartosewicz, Project Director, Northeast Utilities

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

Question:

Is CL&P or its construction vendor aware of such utility bridge application similar to the type proposed for the water crossings?

Response:

The United Illuminating Company has two independent utility bridges in New Haven, CT that support 115-kV cable systems. Neither of these bridges have any other utilities on them and they do not provide for pedestrian access. One bridge supports two UI circuits, the 115-kV low pressure fluid filled cables' circuit between UI's Water Street and West River substations and the 115-kV high pressure gas filled cables' circuit between UI's Water Street and Broadway substations. This utility bridge is located next to Water Street road-bridge and spans approximately 150 feet over multiple railroad tracks that connect New Haven to Boston. The second utility bridge is approximately 80 feet long and supports UI's 115-kV high pressure gas filled cables' circuit between UI's Mill River and Broadway substations. This bridge spans the Amtrak railroad corridor near State Street and the entrance ramp to I-91.

Elsewhere in the United States utility bridges are used for other utilities (e.g., water, gas and sewer facilities). Due to the limited use of under street 345-kV XLPE cable duct bank systems in the United States, CL&P and its construction vendors are unaware of any 345-kV XLPE utility bridge applications similar to the proposed utility bridge crossings.

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

Question:

Does a potential conflict exist between Exide's plan to mitigate lead by removing sediment of Mill River and CL&P's proposed civil work for the utility bridge abutments? Does a similar conflict exist across the river at the Superior Plating Company to remediate chromium? Has a remedy been reached? Provide a synopsis of discussion between CL&P and Exide and CL&P and Superior Plating Company.

Response:

Over the period August, 2006 to the present, CL&P has made numerous inquiries to, and held many conversations with, Mr. Ralph Klass of CCA, LLC (an environmental consulting firm representing the site owner) and Mr. Ken Money of International Nickel Co. (INCO, the current site owner) requesting information regarding the plans for lead mitigation in the area. Due to disclosure concerns by INCO, detailed information has not yet been provided to CL&P, but a nondisclosure agreement was recently executed by each party to facilitate the exchange of information between INCO and CL&P. On August 22, 2006, Mr. Klass verbally indicated that the utility bridge should not impact their current remediation plan for the contaminated sediments within the Mill River channel. CL&P will work with Exide to coordinate its construction efforts with Exide's clean up plans.

CL&P believes there is no conflict between the lead removal mitigation program and the civil work for the utility bridge over Mill River. The civil work for the utility bridge will include the installation of sheet pile cofferdams for construction of the utility bridge's substructure components. The purpose of these cofferdams is to confine any contaminated materials. In addition, CL&P will remove and dispose of any contaminated material within the limits of the cofferdam confinements. Three dimensional over excavations and subsequent restoration with clean fill around the bridge abutments and along the approach duct banks will be performed to prevent the need for future remediation in close proximity to the utility bridge abutments and transmission facility duct bank.

CL&P was not aware of Superior Plating Company's plans for chromium remediation. However, now that CL&P is aware of this issue, CL&P will begin discussions with Superior Plating Company. Based on the construction method outlined above, CL&P believes there should be no conflict with future remediation efforts by Superior Plating Company.