



December 28, 2016

Via US Mail and Email

Melanie A. Bachman
Acting Executive Director
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

Re: Petition No. 1247 - C-TEC Solar, LLC petition for a declaratory ruling that no Certificate of Environmental Compatibility and Public Need is required for the proposed construction, maintenance, and operation of a 3.75 MW solar photovoltaic electric generating facility located at 1 Ballard Road, Thompson, Connecticut

Dear Ms. Bachman:

Below you will find our responses to the Connecticut Siting Council Interrogatories date December 21, 2016. Additionally, enclosed please find a copy of the cover letter submitted to the Town of Thompson and a copy of DN-1 with the modified fence detail.

- 1. Was a copy of C-TEC Solar LLC's (C-TEC) Phase II and Phase III Development and Management Plans (D&M Plans) submitted to the Town of Thompson (Town) per Condition 3 of the Connecticut Siting Council's (Council) Decision on September 1, 2016? If no, could a copy of the Phase II and Phase III D&M Plans be submitted to the Town as soon as possible?*

Answer: The Phase II and Phase III D&M Plans were submitted to the Town via overnight mail on December 22, 2016, attached is the letter of transmittal.

- 2. C-TEC photovoltaic facility was approve by the Council for approximately 3.75 megawatts (MW) direct current (DC) or approximately 2.70 MW alternating current (AC). This was based on approximately 11,200 solar panels. Based on Sheet SP-1 of the Phase II Development and Management Plan (Phase II D&M Plan), 7,144 solar panels are planned at this time. With the currently planned 7,144 solar panels, provide the MW AC and MW DC for this project.*

Answer: The MW proposed for DC and AC is 2.39 MW and 1.68 MW, respectively.

- 3. What is the status of the "Future" 4,056 Solar panels as indicated on Sheet SP-1 of the Phase II D&M Plan? Would C-TEC submit another D&M Plan phase in the future for the remaining approximately 4,056 solar panels? Provide the MW AC and MW DC based on the 4,056 panels for the future project.*

Answer: C-TEC is currently in the process of finalizing financing for the second phase of the project. C-TEC does not plan to submit an additional D&M Plan for the second phase but, to the extent requiring Siting Council approval, will submit any changes to the D&M Plan should that occur in the future. Both phases of the project should be considered under the current D&M plan. The second phase of the project will be 1.361 MW AC (960 kW DC).

4. *Sheet DN-1 of the Phase II D&M Plan does not include the angle of the solar panels with the horizontal or maximum height of the panels. Based on the Council staff report for Petition No. 1247, the top of the solar panels would be approximately 7-foot 10-inches and the oriented at 25 degrees above the horizontal. Are these specifications still correct? If no, please update.*

Answer: These specifications are still correct.

5. *Would the overhead electrical feeder that connects the equipment compound to the existing electrical distribution on Route 193 be sized to support the planned and future power output or just the planned? While an overhead utility crossing of Route 193 is planned, has C-TEC considered an underground (i.e. trenching) utility route to cross Route 193? Has C-TEC confirmed with Eversource that the distribution system can support the planned MW AC at this time?*

Answer: The overhead electrical feeder will be sized to accommodate the planned and future output of the facility. An underground route to cross Route 193 was not considered to be practical for this project after discussions with Eversource. C-TEC has confirmed with Eversource that the distribution system when upgraded by Eversource can support the planned MW AC.

6. *Would C-TEC need to apply for a Highway Encroachment Permit from the Connecticut Department of Transportation for any work performed within the Route 193 right-of-way?*

Answer: C-TEC is not proposing any work within the Route 193 right-of-way. The work that needs to be performed in the right-of-way is the responsibility of Eversource and should Eversource require a Highway Encroachment Permit, Eversource would be responsible to apply for and obtain such permit.

7. *Would the existing gravel maintenance drive need to be upgraded prior to construction traffic to construct the solar facility? Would the entire access drive require a gravel upgrade or just select portions?*

Answer: The existing gravel drive is expected to be upgraded during the overall construction of the project but is not required to construct the solar facility. The majority of the gravel drive will require a 2" overlay per C-TEC's geotechnical engineer and the section near the electrical compound would require the full depth upgrade.

8. *Even though Sheet SP-1 of the Phase II D&M Plan identifies the Federal Emergency Management Agency (FEMA) 100-year flood line as "Approximate," did C-TEC ensure that it accurately reflects the 1984 FEMA data that C-TEC references in the cover letter of its Phase II D&M Plan?*

Answer: C-TEC's Engineer scaled and digitized the FEMA map based on the features available including the railroad track, I-395 and Ballard Road and feel that to the best of their abilities that the line shown accurately reflects the 1984 FEMA data.

9. *With a 100-year flood line established by FEMA, one could reasonably expect to find a fair amount of flooding evidence having occurred in this area of the site in the past. Were alluvial and/or floodplain soils identified in the norther portion of the site in the vicinity of the 100-year flood line? How would C-TEC explain a 100-foot wetland setback encroaching into a FEMA 100-year flood area?*

Answer: Alluvial and floodplain soils were found on the site and included in the wetland delineation. Since the 100-year FEMA flood plain does not have a defined elevation there is no correlation between the wetland limits and the 100-year flood plain in this location. We would expect that if FEMA were to perform further studies in this area and define a 100-year flood elevation, that the 100-year flood plain would change to more closely mimic the wetland delineation.

10. *Sheet DN-1 of the Phase II D&M Plan shows a gap of up to 1.5 inches under the proposed fence. Would there be any wildlife protective value associated with elevating the bottom of the fence surrounding the solar array and the equipment compound) by roughly size inches above grade in order to allow wildlife such as turtles to pass though and reduce the risk of entrapment? Explain. If yes, could such a gap (or different size gap as recommended) be accommodated?*

Answer: There could be some wildlife protective value associated with elevating the bottom of the fence by approximately 6 inches above existing grade to allow for wildlife passage. C-TEC has revised their fence detail to include a 6-inch gap, see attached.

11. *Per Condition 3(b) of the Council's Decision on September 1, 2016, would the Vernal Pool Buffer Enhancement Plantings as identified on Sheet DN-4 of the Phase III D&M Plan also help mitigate the visual impacts of the project as viewed from the Airline Trail?*

Answer: C-TEC is proposing to plant additional Eastern White Pine in the Vernal Pool Buffer which would provide additional visual screen for the Airline Trail that is currently screened by the existing forested area that will be maintained.

12. *According to Note 3 of Sheet DN-4 of the Phase III D&M Plan, six inches of topsoil will be installed in the Vernal Pool Enhancement Area. Will the top soil be obtained from other areas of the project footprint, or will this material be trucked onto the site? Approximately how many acres in area is the Vernal Pool Enhancement Area as identified on Sheet GD-1 of the Phase III D&M Plan?*

Answer: Due to the historic activities limited topsoil is expected to be available on site. If any topsoil is stripped on site it will be reused in the Vernal Pool Enhancement Area, however it is expected that additional clean topsoil will need to be imported to the site. The Vernal Pool Buffer Enhancement Area is approximately 0.30 acres.

13. If the Phase II and Phase II D&M Plans are approved by the Council, approximately when would construction be completed? Provided the planned construction hours and days of the week, e.g. Monday through Friday 7:00 a.m. to 5:00 p.m.

Answer: C-TEC is expecting to be completed with construction by April 30, 2017. The planned construction hours are Monday through Saturday from 7:00 a.m. to 7:00 p.m.

Please feel free to contact me if you have any questions or require additional information.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'BJP', with a long horizontal flourish extending to the right.

Bradley J. Parsons, PE
Project Manager

Enclosures



December 22, 2016

Via U.S. Mail

Ken Beausoleil
First Selectman
Town of Thompson
815 Riverside Drive
North Grosvenordale, CT 06255-0899

Re: Petition No. 1247 - C-TEC Solar, LLC petition for a declaratory ruling that no Certificate of Environmental Compatibility and Public Need is required for the proposed construction, maintenance, and operation of a 3.75 MW solar photovoltaic electric generating facility located at 1 Ballard Road, Thompson, Connecticut

Dear Mr. Beausoleil:

Enclosed please find the second and phase of the Development and Management (“D&M”) Plan for the Connecticut Siting Council approved Project referenced above. We have enclosed one (15) reduced set of project plans for your review and comment to the Connecticut Siting Council by January 5th, 2017

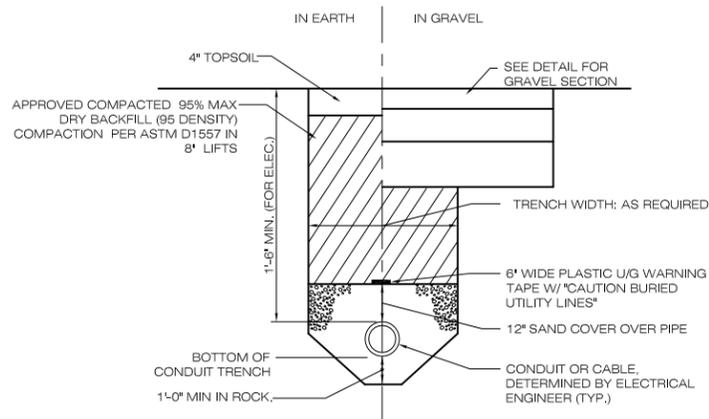
Please feel free to contact the Connecticut Siting Council at 860-827-2935 or at siting.council@ct.gov if you have any questions or require additional information.

Sincerely,

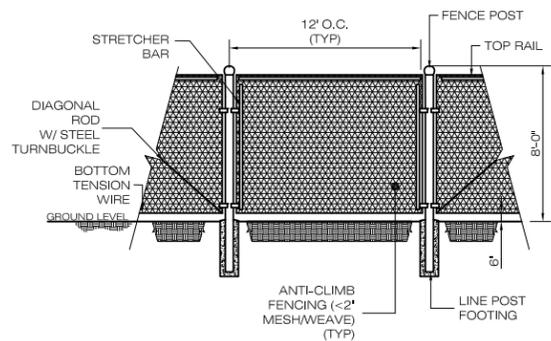
A handwritten signature in blue ink, appearing to read "BJP", is written over a light blue horizontal line.

Bradley J. Parsons, PE, PMP
Project Manager

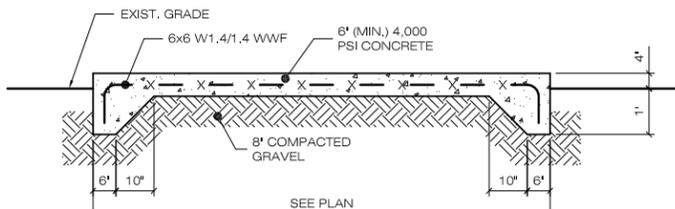
Enclosures



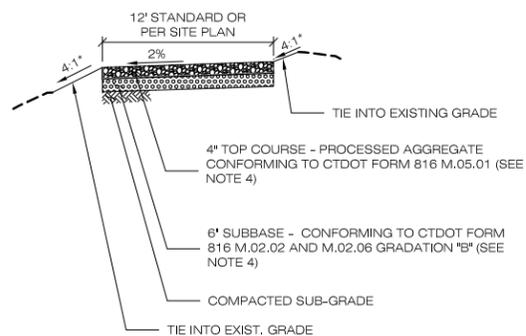
1 ELECTRICAL TRENCH DETAIL
SCALE : N.T.S.



4 CHAIN-LINK FENCING DETAIL
SCALE : N.T.S.

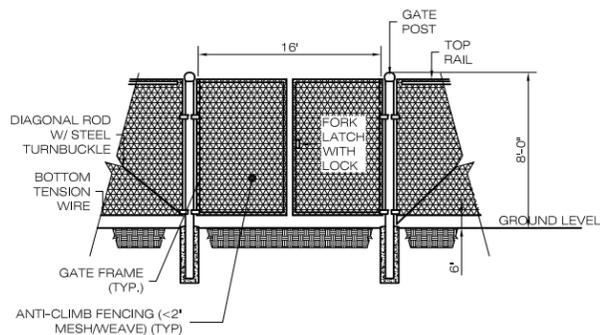


6 CONCRETE EQUIPMENT PAD
SCALE : 1/2" = 1'-0"

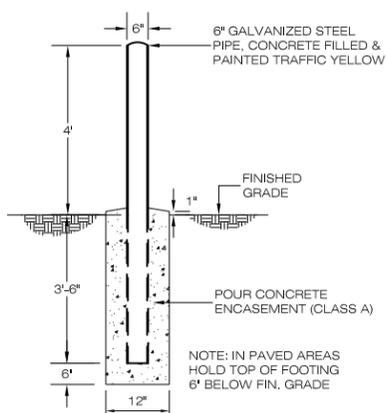


- NOTES:
1. SUBBASE MAY CONSIST OF NATIVE MATERIALS IF FOUND ACCEPTABLE BY THE ENGINEER. SUBBASE TO BE COMPACTED TO 95% MAX DRY DENSITY.
 2. SUBBASE IS TO BE FREE FROM DEBRIS AND UNSUITABLE MATERIALS.
 3. THE PREFERRED CUT AND FILL SLOPE IS 4:1, HOWEVER THE ENGINEER OF RECORD MAY REVISE THE CUT SLOPE TO 2:1 OR 1.5:1 IF CUT SLOPE IS ROCK OR WELL CEMENTED SOIL.
 4. IN AREAS DEEMED ACCEPTABLE BY THE CLIENTS GEOTECHNICAL ENGINEER THE CONTRACTOR SHALL GRADE AND TOP DRESS WITH WITH 2" OF TOP COURSE.

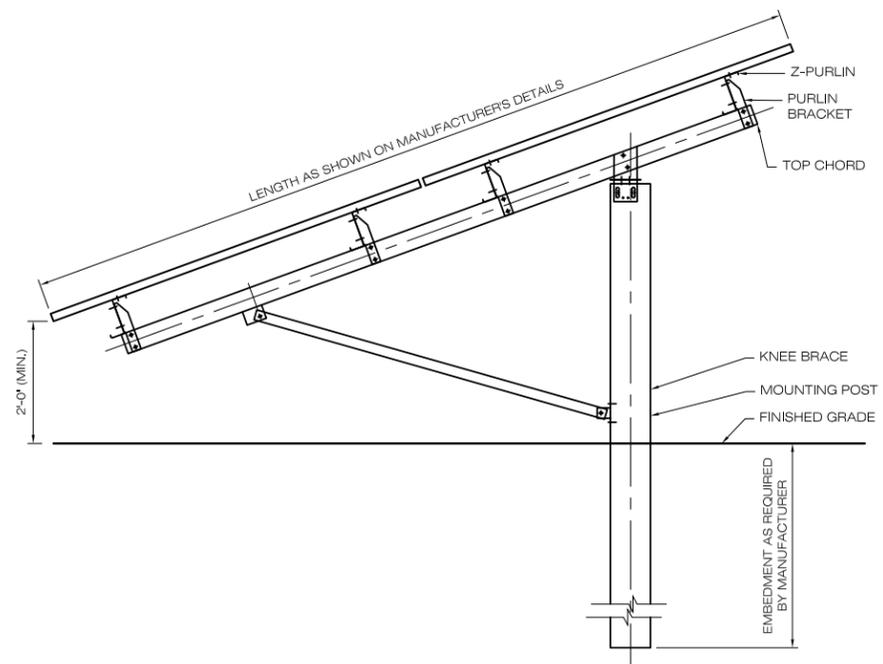
2 GRAVEL ACCESS DRIVE (LOOKING UP STATION)
SCALE : N.T.S.



5 FENCE & GATE DETAIL
SCALE : N.T.S.

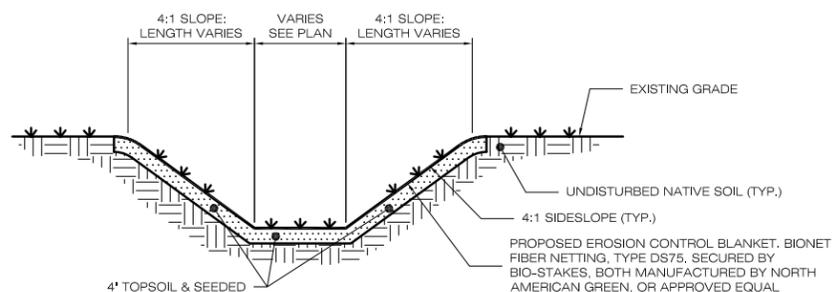


7 BOLLARD DETAIL
SCALE : N.T.S.



- NOTES:
- SEE MANUFACTURER'S DETAIL SHEETS FOR ADDITIONAL INFORMATION REGARDING RACKING SYSTEM REQUIREMENTS AND INSTALLATION PROCEDURES. RACKING SYSTEM TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS.

3 TYPICAL POST MOUNTED RACKING SYSTEM
SCALE : N.T.S.



- NOTES:
- SEED MIX TO BE NEW ENGLAND EROSION CONTROL/ RESTORATION MIX FOR MOST SIDES ON THE BOTTOM OF THE BASIN AND NEW ENGLAND EROSION/RESTORATION MIX FOR DRY SITES ON THE SIDE SLOPES.

8 GRASS LINED INFILTRATION BASIN
SCALE : N.T.S.



1 GRIFFIN ROAD SOUTH
BLOOMFIELD, CT 06002
OFFICE: (860)-580-7174



NO	DATE	REVISION
0	07/11/16	CSC SUBMISSION
1	12/01/16	D&M PLAN SUBMISSION
2	12/28/16	FENCE DETAIL CHANGE
3		
4		
5		
6		

DESIGN PROFESSIONALS OF RECORD

PROF: BRADLEY J. PARSONS P.E.
COMP: ALL-POINTS TECHNOLOGY CORPORATION, P.C.
ADD: 3 SADDLEBROOK DRIVE
KILLINGWORTH, CT 06419

NOTE:

C-TECSOLAR
"BARRETTE FARMS"

SITE 1 BALLARD ROAD
ADDRESS: THOMPSON, CT

APT FILING NUMBER: CT481111

DRAWN BY: BJP

CHECKED BY: SMC

DATE: 07/11/16

SHEET TITLE:

DETAIL SHEET

SHEET NUMBER:

DN-1

