

June 29, 2018

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

Re: Petition No. Petition 1344 - Greenhill to Bokum Upgrade Project - 1342 Line

Dear Ms. Bachman:

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

Response to CSC-01 Interrogatories dated 06/18/2018  
CSC-002, 007, 009

Very truly yours,

Kathleen Shanley  
Manager  
Transmission, Siting  
As Agent for CL&P  
dba EversourceEnergy

cc: Service List

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

**Question:**

What is the anticipated depth for the direct-embedment for the monopoles? If structures are in shallow bedrock areas, describe methods that are used to install the structures.

**Response:**

The table below lists the standard "setting depths" in soil for the direct-embed monopole structures.

| Pole Length (ft) | Class | Setting Depth in Soil (ft) |
|------------------|-------|----------------------------|
| 75               | H-10  | 14                         |
| 80               | H-10  | 14                         |
| 85               | H-10  | 15                         |
| 90               | H-10  | 15                         |
| 95               | H-10  | 16                         |
| 100              | H-10  | 16                         |
| 105              | H-10  | 16.5                       |
| 110              | H-10  | 16.5                       |
| 115              | H-10  | 17                         |

If the structures are in shallow bedrock areas, the installation of direct-embed monopoles would require the excavation of the hole and installation of the corrugated can (if partial rock is encountered), setting and erecting the pole. The equipment used would consist of drilling rigs equipped with air hammers for excavation in rock, dump trucks for hauling backfill material, a fork lift for installing the corrugated can and tampers/compactors for

backfilling, flat-bed trucks for hauling section of structures, cranes/bucket trucks for structure setting/erection and tampers/compactor for backfilling.

**CL&P dba Eversource Energy**  
**Petition No. Petition 1344**

**Data Request CSC-01**  
**Dated: 06/18/2018**  
**Q-CSC-007**  
**Page 1 of 1**

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

**Question:**

Referring to Petition p. 5, has Eversource started the coordination process with the managers of the Preserve open space area? Is it possible to reduce the width of access road refurbishments in the area of the Preserve or where Preserve trails cross the transmission line right-of-way?

**Response:**

Eversource has started the coordination process with the managers of the Preserve, as well as with other interested stakeholders, and is committed to on-going information sharing and coordination with the Preserve throughout the entire Project. At a meeting held on April 6, 2018, Eversource committed to working with the Preserve to schedule work around the Preserve's survey activities and planned events, as well as to develop signs and notices for nearby hiking trails during construction.

Eversource will be utilizing existing access roads, which may be improved with gravel in upland areas or matted in wetland areas. Eversource needs to maintain the width of the access road to support Project work and future maintenance work within the right-of-way.

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

**Question:**

Is it possible to access Structure 4834 from Killingworth Turnpike (Rt. 81)?

**Response:**

No, Eversource determined that building the construction pad and access road to Structure 4834 from Killingworth Turnpike (Rt. 81) is not possible for the following reasons:

- Safety concerns during Civil and Electrical construction activities due to heavy traffic on Route 81 where there is a curve (blind spot) south of the work location and a narrow entrance (no shoulder) to the ROW for equipment to safely pull in and out of the site;
- Space restriction between the proposed structure and Route 81 to stage the construction mat;
- Difficulty building a level access road and construction pad due to the significant change in elevation of approximately 10 feet between Route 81 and the proposed structure location; and
- Equipment overhead clearance to the existing distribution lines.