



STATE OF CONNECTICUT  
CONNECTICUT SITING COUNCIL

Ten Franklin Square, New Britain, CT 06051

Phone: (860) 827-2935 Fax: (860) 827-2950

E-Mail: [siting.council@ct.gov](mailto:siting.council@ct.gov)

Internet: [ct.gov/esc](http://ct.gov/esc)

Daniel F. Caruso

Chairman

**CERTIFIED MAIL  
RETURN RECEIPT REQUESTED**

January 24, 2007

Bruce L. McDermott, Esq.  
Wiggin and Dana LLP  
One Century Tower  
P.O. Box 1832  
New Haven, CT 06508-1832

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. **Development and Management Plan – Water Crossings in Bridgeport and Stratford.**

Dear Attorney McDermott:

At a public meeting held on January 18, 2007, the Connecticut Siting Council (Council) considered and approved the Development and Management (D&M) Plan for United Illuminating's construction of the Pequonnock River, Yellow Mill Creek, Bruce Brook and Longbrook crossings in Bridgeport and Stratford with the following conditions:

- that UI provide two week advance notice prior to commencement of construction, quarterly construction reports noting milestones of construction activity and a weekly environmental report.
- that UI provide a copy of the Department of Transportation Encroachment Permit, including MPT plan, prior to the commencement of construction
- that the location of the contractor yard/staging areas be identified and provided to the Council prior to use.
- that a copy of the dewatering permit is filed with the Council prior to commencement of construction with methods for dewatering consistent with the 2002 Connecticut Erosion and Sediment Control Guidelines.
- that an archeologist monitors the operation when the entrance and receiving pits are excavated for Long Brook crossing.
- that the erosion and sediment controls be inspected weekly and after every major storm event with deficiencies corrected within 24 hours.
- that UI provide a copy of the finalized work safety plan and shall include all personnel involved in construction activities (UI and Contractor) to attend a project-specific safety and environmental training session.

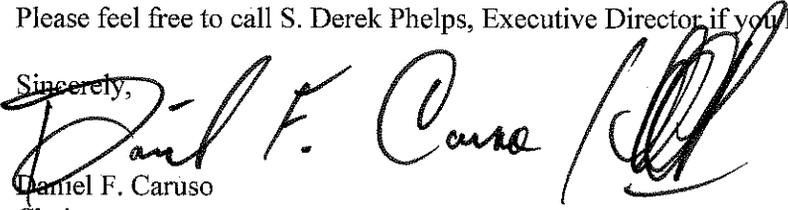
- that nighttime construction be considered in consultation with the municipality to facilitate construction through residential areas, and that UI notify the Council of workday and/or work hour extensions verbally, as soon as possible, and documented within 24 hours
- that requested deviations be authorized by the Chairman, and that the Certificate Holder submit written specifications within one 24-hour business day after the request.
- that UI submit non-resolution of constituent concerns after 15 days to the Council.
- that the park on the east side of the Pequonnock River will be restored to a condition mutually acceptable to the City of Bridgeport.

This approval applies only to the D&M Plan submitted on August 30, 2006, and October 19, 2006. Enclosed for your information is the staff report dated January 18, 2007.

Any deviation from the D&M plans may result in the Council implementing enforcement proceedings pursuant to General Statutes § 16-50u including, without limitation, imposition of expenses resulting from such failure and of civil penalties in an amount not less than one thousand dollars per day for each day of construction or operation in material violation.

Please feel free to call S. Derek Phelps, Executive Director if you have any questions.

Sincerely,

  
Daniel F. Caruso  
Chairman

DFC/FOC/laf

Enclosure

c: Council Members  
Parties and Intervenors



Daniel F. Caruso  
Chairman

# STATE OF CONNECTICUT

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Docket No. 272

The United Illuminating Company  
Development and Management Plan

Pequonnock River, Yellow Mill Creek, Bruce Brook and Long brook  
Water Crossings in Bridgeport and Stratford

Staff Report

January 18, 2007

### Introduction

On August 30, 2006, the Connecticut Siting Council (Council) received from the United Illuminating Company a segment of the Development and Management (D&M) Plan for the Pequonnock River, Yellow Mill Creek, Bruce Brook water crossings in Bridgeport and Long Brook water crossing in Stratford.

The Council previously approved, on June 8, 2005, the D & M Plan for the Singer Substation and associated 115-kV interconnect and on June 7, 2006, trench work for a 345-kV Cross Linked Polyethylene (XLPE) transmission cable between Singer Substation, Bridgeport to the West bank of Housatonic River, Stratford. This D&M Plan is the third and final plan by UI that addresses the water crossings.

UI consulted with the City of Bridgeport, Town of Stratford, and Department of Transportation.

On January 4, 2007, the Department of Environmental Protection issued its permit to conduct regulated activities within the Pequonnock River, Yellow Mill Creek, Bruce Brook water crossings in Bridgeport and Long Brook water crossing in Stratford.

### Project administration and Staging Areas

UI and its construction contractor(s) will use temporary construction offices located near or at the Singer Substation. Construction contractor(s) and UI will establish temporary staging areas for construction materials, equipment, and parking. Staging areas for horizontal directional drilling [HDD] operations will likely be located at the actual drilling construction locations on both sides of the Pequonnock River. Also, UI anticipated leasing enough area to accommodate parking at the HDD site. Because the jack and bore construction of the three smaller watercourses will involve work within public roads, separate, off ROW staging areas will be required to store bulk materials and equipment and parking. UI expects some personnel would need to park in proximity of the jack and bore operations and such parking would be on side streets when available.

Possible preliminary staging areas for this work have been identified as follows:

Bridgeport:

- The site of a future Bridgeport Housing Authority development bounded by Main Street, Broad Street, Whiting Street, and Railroad Avenue. This site has been secured.

- Vacant lots bounded by the Metro North Railroad to the south, Barnum Avenue to the north, Pembroke Street to the west, and Yellow Mill Creek to the east.
- A vacant lot on the south side of Barnum Avenue at Sage Avenue.
- The lot bounded by Metro North, Stratford Avenue, Housatonic Avenue, and the Pequonnock River. This site has been secured.
- A one acre site at One Stratford Avenue has been secured.
- A two-thirds acre lot is being considered at 255 Kossuth Street.

**Stratford:**

- A vacant lot on the south side of Barnum Avenue just west of California Street.
- Vacant parcels near the intersection of Barnum Avenue and East Main Street and Bridgeport Avenue (U. S. Route 1).

Council staff recommends that the location of the contractor yard/staging areas be identified and provided to the Council prior to use.

### **Water Crossing Locations**

The D&M Plan and drawings (at a scale of 1"=4' vertical and 1" = 40' horizontal) outline the installation of a new underground double circuit 345-kV XLPE transmission cable crossing four watercourses. One crossing will take place on private land and be beneath a river while the other three water crossings will be primarily placed within a public road (Barnum Avenue). The Pequonnock River crossing is located between station number 56 (east of Stratford Avenue) and station 64 (west of Noble Avenue) of the 345-kV underground route. The Yellow Mill Creek crossing is located between station numbers 114 and 115 (west of Seaview Avenue); the Bruce Brook crossing is located between station numbers 159 and 160 and 161 and 162 (intersection of Barnum Avenue and Sage Avenue); and the Long Brook crossing is located between station numbers 240 and 241 (600 feet east of Main Street and Barnum Avenue intersection, Stratford).

### **Construction Process**

Crossing obstacles like the Pequonnock River, Yellow Mill Creek, Bruce Brook and Long Brook via the open trench method is not feasible due to length, depth, or potential environmental damage. UI proposes to use subsurface techniques (horizontal directional drill-HDD and jack and bore construction) to install a conduit system that will avoid direct disturbance to streambeds.

Construction work tasks will include minor clearing of scrub brush and trees as required on both sides of the HDD operation, pavement cutting, pit excavations, directional drilling and jack and bore construction, conduit installation, backfilling, cable pulling and splicing, final grading, and restoration.

Both HDD and jack and bore construction will include planning activities such as development of set-up areas, a Worksite Safety Plan, a Traffic Maintenance and Control Plan, and a Sediment and Erosion Control Plan.

## **Jack and Bore Method**

For jack and bore construction, two large excavations will be required on either side of the streams crossed. An entrance pit approximately 30 feet long by 12 feet wide by the required depth of the crossing will be required for the hydraulic jack and bore apparatus. A smaller exit pit would be excavated on the other side of the crossing. A hydraulic boring machine will bore into the earth while using the back wall of the pit for bracing (jacking). A pre-cast concrete casing will first be installed under the crossing, after which a PVC conduit system will be installed in the casing. After the conduit system is installed, grouting material will be pumped in to fill the voids between the inside of the casing and the outside of the conduits.

These excavations will also be large enough to facilitate connecting the casing-enclosed conduit that is pulled through the bore to the concrete-encased duct bank that was installed in the open cut trench. Once this attachment is made, the two boring pits are backfilled and the bored casings and conduit are ready for cable installation.

- **Yellow Mill Creek**  
The crossing of Yellow Mill Creek will be accomplished through a 30 foot jack and bore at a depth of approximately 24 feet below the road surface. UI would install a 60-inch OD casing containing six 8-inch PVC ducts containing a single 3000 kemil conductor cable, two 3-inch PVC ducts for communications and two small PVC ducts for ground conductors.
- **Bruce Brook**  
The crossing of Bruce Brook in Stratford will use two 60 foot jack and bores 85 feet apart. The first is approximately 17 feet below the road surface. The second is approximately 15 feet below the road surface. The contractor may elect to do one jack and bore totaling 205 feet in length. UI would install eight 8-inch PVC ducts, six containing a single 3000 kemil conductor cable, two spare ducts, two 4-inch PVC ducts for communications and two small PVC ducts for ground conductors.
- **Long Brook**  
The crossing of Long Brook in Stratford will use a 70 foot jack and bore approximately 22 feet below the road surface. UI would install eight 8-inch PVC ducts, six containing a single 3000 kemil conductor cable, two spare ducts, two 4-inch PVC ducts for communications and two small PVC ducts for ground conductors.

The jack and bore installs would be approximately 5 feet beneath the bottom of the culvert that has enclosed the watercourses for each of the above crossings.

## **Directional Drilling Procedure**

Directional drilling is a more complicated drilling procedure. Typically, once a directional drill activity begins the process is a 24 hour operation. At one end, a large boring machine drills into the earth at a computed angle to pass beneath the obstacle in question. As the drill proceeds, a bentonite slurry is pumped into the open bore hole to provide lubrication for the auger and to maintain the integrity of the bore hole and prevent it from collapsing. The bentonite slurry is mixed at the site and pumped into the bore hole under pressure. As the auger emerges at the receiving end of the bore, the slurry spills out of the

bore hole and is contained in a slurry pit. Likewise, when the HDPE conduits are pulled back through the bore hole to the boring end, the slurry in the bore is ejected from the bore hole at the boring end of the operation where it is contained in a slurry pit.

The direction and angle of the boring auger is radio-controlled and monitored to ensure that it accurately emerges at the designated point on the opposite side of the obstacle. Once the drilling is completed, sections of 10 inch HDPE conduit that have been welded together and sections of 8 inch HDPE conduit that have been welded together will be assembled in a bundle of four 10 inch HDPE conduits and one 8-inch HDPE conduit. These bundled conduits will then be pulled back through the bore hole. If the length of the directional drill is such that work space prohibits connecting all the required sections at one time, the pull back of the conduit sections occurs in stages, periodically stopping to allow for more sections to be attached for the pull through of the bore hole. These conduits will be used to house the XLPE power cables and fiber optic communication cables.

### **Pequonnock River**

UI will cross the Pequonnock River by means of an approximate 800 foot directional drill that will be located immediately east of the Metro North Railroad bridge over the river. It will have a maximum depth of 50 feet below mean high water and 42 feet below mean low water.

UI would install two 42-inch holes with four 10-inch pipes, approximately 20 feet apart on center, three containing XLPE cables and one is a spare, and an 8-inch duct containing fiber optic cable. At these locations, a right-of-way width of 50 feet will be required. In addition, a temporary construction area of approximately 150 feet by 250 feet will be required on the drilling side of the directional drilling operation, with a second work area of 80 feet by 370 feet on the receiving pit side.

During the drilling and reaming operations, drilling fluid, which typically consists of bentonite mixed with water, will be pumped into the drill hole. This fluid, also sometimes referred to as "drilling mud", is used to lubricate the drill string; transport the drilled spoil (consisting of excavated soil or rock cuttings) to the staging area mud pit; cool and clean the drill cutters; reduce friction between the pipe and the wall of the hole; and stabilize the hole. Drilling and slurry pits will be constructed approximately 200 feet from each bank of the river. The drilling fluid will be recycled and the auger cuttings will be disposed of in accordance with all applicable local, state, and federal regulations. Drilling mud mixing and solid control activities use above ground steel tanks. Slurry is pumped into tanks from pits excavated for the collection of slurry mud and the size would be less than 20 cubic yards.

Once the bore hole has been reamed to the correct diameter, lengths of High Density Polyethylene (HDPE) conduit will be fusion welded together and bundled. The bundle is then pulled through the bore hole. Finally, the cables themselves are pulled through the completed conduit system. In order to install the 345-kV cables beneath the Pequonnock River while maintaining appropriate separation between the two circuits that comprise the transmission line, two HDD's will be performed along separate drill paths. Each drill path will contain the conduit and associated cables for one of the circuits that make up the double circuit line. A work area of approximately 150 feet by 250 feet will be required on the drilling side of the directional drilling operation, with a second work area of 80 feet by 370 feet on the receiving pit side. This is needed to connect to the concrete-encased duct bank that was installed in the open cut trench.

### **Worksite Safety Plan**

UI is developing a worksite safety plan that will be strictly adhered to by all UI employees and contractors during construction of the Pequonnock River, Yellow Mill Creek, Bruce

Brook and Long Brook crossings. Each construction contractor will be responsible for the safety and protection of all workers on-site. In addition, with construction in public road rights-of-way, contractors will also be responsible for the safety and protection of the public, including but not limited to vehicles, pedestrians and adjoining private property. Pedestrian and vehicle corridors are proposed to be open during construction and rerouted, as needed, consistent with the Traffic Maintenance and Control Plan. Steps to be implemented to protect the public include appropriate signs, barricades, warning devices, flagmen, traffic control officers, and temporary sidewalks will be used during construction of the jack and bores in public roads.

To protect and maintain the stability of previously constructed structures and facilities and the sides of bore pit excavations until they are backfilled, adequate sheeting and shoring will be provided. Sheeting, bracing and shoring will be designed and built according to OSHA regulations.

The temporary use of heavy steel plating will be employed to cover bore pits during non-construction activities to allow traffic in streets and at intersections and access to driveways, parking facilities, sidewalks, walkways, and similar facilities to be maintained. Bore pits may be left open to facilitate construction on a day-to-day basis. Appropriate barriers would be placed when workers are off site. Any bore pit excavations that have been backfilled but not resurfaced, will also be covered by plating where traffic flow or access must be maintained. The use of barriers or temporary plating will meet the requirements of CDOT and the local municipalities.

Furthermore, an environmental inspector, Phoenix Environmental previously approved by the Council will be responsible for inspections and weekly reporting of the UI component of the project to verify that the construction is performed in accordance with environmental requirements. Council staff recommends that UI provide a copy of the finalized work safety plan and shall include all personnel involved in construction activities (UI and Contractor) to attend a project-specific safety and environmental training session. The training will summarize the D&M Plan and other permit/certificate requirements governing the project. It will emphasize the importance of workplace safety and environmental compliance, to be enforced, if necessary, by disciplinary action.

### **Erosion and Sediment Control and Dewatering**

At bore pit excavations, soil materials will be immediately hauled away from each boring construction site for disposal at a state-approved construction landfill. When excavation is not in public road rights-of-way, such as at the directional drilling locations at the Pequonnock River crossing, earthen materials free of rock, broken concrete, tree roots, etc. that may be suitable for backfill or site restoration will be stockpiled at an appropriate location for later use. Soils would be stockpiled or removed as necessary and if contaminated soil is encountered this soil would be stockpiled separately for testing and later removed to an approved facility for treatment.

UI will require that all contractors practice dust control throughout the construction period. Dust suppression will be accomplished through the use of water, calcium chloride or a crushed stone cover.

UI will maintain adequate dewatering equipment on-site at all times to remove surface and ground water that may enter the bore pit excavations. Surface water (storm water runoff) will be diverted and prevented from entering excavations. Water that is removed from excavations will be directed through a straw or hay bale sediment barrier to filter out sediment before it is allowed to enter

city storm sewers. In the event that water containing contaminants that are unsuitable for disposal into the sanitary sewer system, is encountered, the water will be collected in tanks and disposed of according to all applicable local, state and federal regulations. UI would obtain a General Dewatering Permit prior to the commencement of construction. Council staff recommends erosion and sediment controls be inspected weekly and after every major storm event with deficiencies corrected within 24 hours and a copy of the dewatering permit be filed with Council prior to commencement of construction and the methods for dewatering are consistent with the 2002 Connecticut Erosion and Sediment Control Guidelines.

### **Traffic Management Plan**

UI has drafted a maintenance and protection of traffic plan (MPT) for the sections within public roads. A DOT encroachment agreement is required prior to working within state roads. Local municipalities will review and provide comment. The Council has exclusive jurisdiction of the project and will resolve any disagreement. Council staff recommends UI provide a copy of the Department of Transportation Encroachment Permit, including MPT plan, prior to the commencement of construction.

### **Noise**

The extent of noise impact at a sensitive receptor is dependent upon a number of factors. These can include the following:

- Change in the ambient noise level.
- Presence of other, non-project noise sources.
- Number of people exposed to the noise.
- Duration and character of the noise.
- People's attitudes towards the project.
- Type of activity affected by the noise.

To minimize construction noise impacts, UI will implement and require the following:

- Construction activities in residential areas will be limited to daylight hours as outlined in the MPT or as dictated by the affected municipalities and CDOT.
- Construction equipment will be properly muffled, with mufflers being in good working condition and property maintained to minimize engine noise. Such equipment will not be permitted to operate or idle unnecessarily near noise sensitive receptors.
- Construction schedules will be modified, where possible, to mitigate construction noise on sensitive sites.
- UI will make every effort to schedule or minimize noise and vibration when rock drilling or hammering must be conducted.
- Critical operations or extreme circumstances may require a deviation from the scheduled work hours. Exceptions to this schedule, such as overtime work, which may include Sundays and holidays, will be at the discretion of UI and in consultation with local municipality and CDOT and subject to approval by the Council.
- 

Council staff recommends UI submit non-resolution of constituent concerns after 15 days to the Council.

### **Cultural Resources**

UI has completed a Phase II Archeological Reconnaissance Survey of the route along which the Project facilities will be located. Of the crossing locations, it was the opinion of

the surveyor (Raber Associates) that only the Long Brook crossing had the potential to impact deeply-buried glacial outwash surfaces sensitive for Native American resources. The State Historic Preservation Office (SHPO) concurs with this assessment and has requested that an archeologist monitor the operation when the entrance and receiving pits are excavated. UI will comply with this request.

Nonetheless, UI recognizes that unknown and unrecorded cultural resources may exist at the other jack and bore or HDD sites. Such resources, if any, are usually discovered during excavation work. In the event that new cultural resource sites or human remains are discovered, UI has developed a plan to address such discoveries.

### **Restoration**

All the jack and bore sites are located within public road rights-of-way; little grading and restoration of disturbed areas will be required. Primary restoration efforts will involve pavement replacement and staging area cleanup.

Permanent pavement replacement will occur as part of the overall permanent paving schedule. All pavement replacement will be in accordance with UI directives and requirements set forth by the municipalities of Bridgeport and Stratford. CDOT will also be consulted relative to final pavement replacement at the Long Brook crossing.

Workspaces off of public road rights-of-way will be graded and restoration of disturbed areas, include grading to pre-construction contours, seeding and plantings, as necessary. The park on the east side of the Pequonnock River will be restored to a condition mutually acceptable to the City of Bridgeport.

### **Schedule**

UI proposes to construct these crossings as follows:

<u>Watercourse Construction Schedule</u>	<u>Start</u>	<u>Finish</u>
Pequonnock River Horizontal Directional Drill	1/09/07	5/16/07
Yellow Mill Creek Jack and Bore	2/06/07	3/15/07
Bruce Brook Jack and Bore	11/28/06	1/19/07
Long Brook Jack and Bore	1/22/07	2/23/07

The final schedule may be affected by the terms of the applicable ACOE and DEP permits as well as restrictions imposed on the project by each community and CDOT.

UI identified work days as Sunday evening through Friday. Hours would be dictated by the MPT coordinated with the municipality and DOT. Generally, hours would be 9:00 a.m. to 4:00 p.m. with evening hours with start times beginning between 7:00 p.m. and 10:00 p.m. and ending at 6:00 a.m. Night-time work is proposed in commercial areas as to not disrupt business. However, allowing nighttime construction in consultation with the municipality may accelerate construction to minimize the time in any one area. Extended work days may occur on a temporary and case-by-case basis. Council staff recommends that nighttime construction be considered in consultation with the municipality to facilitate construction through residential areas, and that UI notify the Council of workday and/or work hour extensions verbally, as soon as possible, and documented within 24 hours.

## **D&M Plan Changes**

UI proposes the following procedures to address deviations in the D&M Plan:

- For proposed deviations prior to the start of construction or well in advance of commencement of specified activity, UI will submit a request in writing for review and approval by the Council;
- For proposed deviations during construction based upon field conditions, UI will conduct a telephone conference with Council staff to present the proposed modification and receive verbal approval from the Council Chairman with written specification of the deviation to be submitted within a 24 hour business day after the request; and
- Implementation of deviations in the D&M Plan that are approved by the Council will be documented within the monthly monitoring reports to be submitted by the independent environmental inspector.

Council staff recommends that requested deviations be authorized by the Chairman, and that the Certificate Holder submit written specifications within one 24-hour business day after the request. All deviations pursued without advance notification and approval shall be subject to a penalty, enforceable by the Attorney General.

## **Notifications and Reporting**

UI will notify adjacent landowners directly along the route not less than two weeks prior to construction. A web site and toll-free number, checked during working hours and voicemail other hours, will be available specific to the project. All calls will be documented, so as to facilitate appropriate responses. Council staff recommends that UI notify residents and businesses abutting the rights-of way in vicinity of construction segments (i.e. vault to vault) not less than 48 hours prior to the initiation of construction.

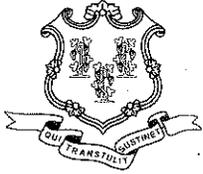
UI proposed to provide quarterly construction reports. However, the Environmental Inspector for the Council will provide weekly reports. Council staff recommends that UI provide two week advance notice prior to commencement of construction and quarterly construction reports noting milestones of construction activity.

## **Recommendations**

Council staff recommends approval of the D&M Plan for the water crossings subject to the following conditions:

- that UI provide two week advance notice prior to commencement of construction, quarterly construction reports noting milestones of construction activity and a weekly environmental report.
- that UI provide a copy of the Department of Transportation Encroachment Permit, including MPT plan, prior to the commencement of construction
- that the location of the contractor yard/staging areas be identified and provided to the Council prior to use.

- that a copy of the dewatering permit is filed with the Council prior to commencement of construction with methods for dewatering consistent with the 2002 Connecticut Erosion and Sediment Control Guidelines.
- that an archeologist monitors the operation when the entrance and receiving pits are excavated for Long Brook crossing.
- that the erosion and sediment controls be inspected weekly and after every major storm event with deficiencies corrected within 24 hours.
- that UI provide a copy of the finalized work safety plan and shall include all personnel involved in construction activities (UI and Contractor) to attend a project-specific safety and environmental training session.
- that nighttime construction be considered in consultation with the municipality to facilitate construction through residential areas, and that UI notify the Council of workday and/or work hour extensions verbally, as soon as possible, and documented within 24 hours
- that requested deviations be authorized by the Chairman, and that the Certificate Holder submit written specifications within one 24-hour business day after the request.
- that UI submit non-resolution of constituent concerns after 15 days to the Council.
- that the park on the east side of the Pequonnock River will be restored to a condition mutually acceptable to the City of Bridgeport



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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 October 31, 2006.

Dated: January 24, 2007

Lisa Fontaine  
Custodian of Docket No. 272