

Answers to Utilities Kingston Interrogatories

a. What information will be provided that demonstrates that the proposed transmission facility will not now or in the future cause premature failure and or corrosion of our pipeline infrastructure?

CREC Response:

A detailed study is being conducted by AMEC in order to meet the requirements of: CAN/CSA-C22.3 No. 6-M91 *Principles and Practices of Electrical Coordination Between Pipelines and Electric Supply Lines*.

b. What measures does the applicant propose to address worker safety issues for our crews who may be working on immediately adjacent pipeline infrastructure to the transmission line during fault conditions?

CREC Response:

The study as described in CREC response "a" is expected to demonstrate that there will not be any safety issues for crews working on infrastructure adjacent to the transmission line.

c. We have identified the requirement for new pipeline infrastructure to be located along the east side of Sunny Acres Road where watermain infrastructure exists from the Water Treatment Plant to Front Road. What is the proposed off set distance (horizontal) from the existing watermain? That distance needs to be sufficient to enable excavations that do not require support systems in order to construct a new 900 mm header pipe, located to the east of the existing pipe and of a sufficient distance to ensure compliance with item a) and b) above.

CREC Response:

CREC is currently reviewing drawings recently received from Utilities Kingston to determine the exact separation distance from the transmission line and existing pipeline infrastructure. A study as described in CREC response "a" is being conducted to determine if there will be any effects on infrastructure or personnel. If it is determined that there will be adverse effects CREC will take appropriate mitigation steps.

d. What is the separation distance (horizontal) between the proposed transmission line and existing pipeline infrastructure located between Bath Road and the CN Railway tracks? Again that distance needs to be sufficient to enable excavations that do not require support systems in order to undertake repair or replacement of that pipe and sufficient to address item a) and b) above.

CREC Response:

CREC is currently reviewing drawings recently received from Utilities Kingston to determine the exact separation distance from the transmission line and existing pipeline infrastructure. A study as described in CREC response "a" is being conducted to determine if there are any adverse effects on infrastructure or personnel.

e. The city of Kingston continues to prefer that the route exclude its road rights of ways and easements. Where a crossing or use is unavoidable, it is anticipated that any issues will be resolved through the Site Plan Approval Process, communication and consultation. It is recognized that the impact to the Municipal right of way remains unaltered by the Amended Application as the crossings of Front Road and Bath Road have not been relocated as illustrated on mapping within the Applicant's filings. The City continues to state that it is appropriate to ensure that the infrastructure of third parties - which is located within our municipal right of ways either by agreement or imposition through the Federal telecommunications law - is also considered in this Application and the ultimate design. As the owners of the right of way in question, the City is obligated to raise the potential for any interference on these entities resulting from the installation of the transmission cable within their vicinity. Further, we reiterate Utilities Kingston's concern for the effects of the power line on the infrastructure of the City of Kingston. As a result and in continued response to Order NO. 1, a comprehensive Interference study was requested to detail the effect of the power line on interests of Utilities Kingston. The fact of the presence of significant third party infrastructure strengthens our support for the request for this comprehensive Interference Study. Please confirm that the Interference Study will consider the impact on third party infrastructure found within the right of way.

CREC Response:

CREC confirms that a detailed study is being conducted by AMEC in order to meet the requirements of CAN/CSA-C22.3 No. 6-M91 *Principles and Practices of Electrical Coordination Between Pipelines and Electric Supply Lines*, and the study will consider the impact on third party infrastructure.

f. The City of Kingston again points out that the alternative route "Proposed Bored Transmission Line", along Gardiners Road and Bath Road, has a greater potential to interfere with traffic during construction, and other existing or future municipal infrastructure within the right of way. From the perspective of minimizing potential interference the "Proposed Trenched Transmission Line" is preferable. Please clarify what is proposed.

CREC Response:

The proposed route for the transmission line at Bath Road is as shown in Drawing 506, attached at tab 1.

The entire 230 kV transmission line will be underground. The trench detail is attached at tab 2.

The crossing of Bath Road is proposed to be accomplished by boring horizontally under Bath Road so that traffic will not need to be disrupted. Once the alignment is confirmed it will be staked in the field and Utilities Kingston will be asked to confirm the depth and locations of utilities that will be crossed so that CREC can finalize the details for the crossing.

CREC will use bell holes for the boring and/or drilling machinery required to cross Bath Road. The bell holes will be on private property on either side of Bath Road and steel conduits will be installed in the bore holes through which the cables can be pulled.

g. Also, with respect to Gardiners Road being a major crossing point of the CN Main Railway for vehicle traffic and various underground infrastructure, inclusive of sewers, watermain and telecommunications, it is important to minimize any interference in this corridor.

CREC Response:

CREC will try to minimize the interference within this corridor. CREC has obtained the necessary crossing agreement for mile 178.01 from CNR and will work with CNR's engineering department to coordinate this crossing.