

STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL

The United Illuminating Company (UI) application for a : Docket No. 508
Certificate of Environmental Compatibility and Public :
Need for the Milvon to West River Railroad :
Transmission Line 115-kV Rebuild Project that consists :
of the relocation and rebuild of its existing 115- kilovolt :
(kV) electric transmission lines from the railroad :
catenary structures to new steel monopole structures :
and related modifications to facilitate interconnection of :
the rebuilt 115-kV electric transmission lines at UI's :
existing Milvon, Woodmont, Allings Crossing, Elmwest :
and West River substations along approximately 9.5 :
miles of the Connecticut Department of Transportation's :
Metro-North Railroad corridor traversing the :
municipalities of Milford, Orange, West Haven and New :
Haven, Connecticut. : April 21, 2022

PRE-FILE TESTIMONY OF SHAWN CROSBIE

Q. Please state your name, relation to the applicant and business address.

A. My name is Shawn Crosbie. I am a Senior Project Manager for The United Illuminating Company ("UI" or the "Company"). My business address is 100 Marsh Hill Road, Orange, CT 06477.

Q. What is the purpose of your testimony in this proceeding?

A. The purpose of my testimony is to introduce and describe to the Connecticut Siting Council (the "Council") the Company's virtual tour of the proposed Milvon to West River Railroad 115-kilovolt ("kV") Transmission Line Rebuild Project (the "Project" or the "MWR Transmission Line Project").

Q. What is the virtual tour of the MWR Transmission Line Project showing?

A. The virtual tour uses aerial imagery and visual simulations to illustrate the existing conditions and the proposed changes within the 9.5-mile transmission line rebuild route along the Connecticut Department of Transportation (“CT DOT”) / Metro-North Railroad (“MNR”) corridor. The objective of the virtual tour is to help the Council and others visualize how the proposed rebuilt lines will look.

Q. How was this virtual tour developed?

A. The Company used a sequence of recent aerial imagery, on-ground photographs, and photo-simulations to create a narrated tour of the 9.5-mile transmission line rebuild route as it extends east from UI’s Milvon Substation in Milford, Connecticut to UI’s West River Substation in New Haven, Connecticut. Along the length of the route, the tour uses aerial photographs to illustrate the location of the Project’s proposed monopoles in relation to the CT DOT corridor and MNR tracks. At representative locations along the route, the tour also includes street-level photographs to illustrate existing conditions and then uses the same photographs – modified to illustrate the proposed monopoles – to depict “with Project” conditions.

Q. How was the aerial imagery created?

A. The aerial imagery, which depicts the Project’s proposed monopole and wire locations, was derived from an engineering design program in which the colored lines

depict the proposed rebuild of UI's 115 kV transmission line conductors, optical ground wire, shield wire, and underbuilt.

Q. Does the virtual tour illustrate the final configuration of the Project?

A. The virtual tour reflects UI's 70% engineering design for the Project. UI proposes to rebuild the 115-kV lines as illustrated in the Council's Application and as generally depicted in the virtual tour. However, it is possible that the locations of some of the monopoles may change slightly as a result of the Council's review of the Project and other State and Federal regulatory processes. Additionally, it should be noted that the aerial imagery used in the virtual tour shows the existing vegetation along the proposed Project route and does not account for the tree clearing that might be needed to complete the Project.

Q. What are the representative locations along the proposed Project route that are depicted in the virtual tour by street-level views?

A. From west to east, along the proposed Project route, the representative locations for which the tour provides street-level views are as follows:

In the City of Milford: the Milvon Substation; the U.S. Route 1 Crossing, located just north of the intersection of Boston Post Road with Bridgeport Avenue; the end of Pearl Hill Street across Clark Street; the north side of the CT DOT railroad corridor, south of Lauralton Hall and north of the Milford Green; the Milford Train Station; the Milford Cemetery; the north side of the CT DOT railroad corridor crossing the Indian River and

associated wetland complex; Old Gate Lane around City Carting and Recycling Company; and the Woodmont Substation.

In the City of West Haven: Allings Crossing Substation; the West Haven Train Station; and Elmwest Substation.

At the municipal boundary between the City of West Haven and the City of New Haven: the wetland complex associated with the West River; and the catenary structures between First Avenue and the West River; and

In the City of New Haven: the West River Substation.

Q. Why were the above locations selected?

A. These locations were selected to represent the various existing land uses along the proposed Project route, as well as to depict the views of the monopoles from different locales.

Q. Does this complete your testimony?

A. Yes, it does.