

ORIGINAL

1

STATE OF CONNECTICUT  
SITING COUNCIL

RE: DOCKET NO. 272

FIELD TOUR  
MILFORD, STRATFORD, WEST HAVEN

JANUARY 15, 2004

RECEIVED  
JUN 07 2005

CONNECTICUT  
SITING COUNCIL

POST REPORTING SERVICE  
HAMDEN, CT (800) 262-4102

RE: CSC FIELD TOUR - DOCKET 272  
JANUARY 15, 2004

1 . . .Verbatim proceedings of a field tour  
2 conducted by the State of Connecticut Siting Council, Re:  
3 Docket No. 272, held on January 15, 2004 . . .

4

5

6 A VOICE: Pilot car, you want to let these  
7 other cars blow out of here first.

8

9

A VOICE: How do we know which cars are  
which?

10

11

MR. CUNLIFFE: You're just going to head  
out to your right. Derek is right there behind you.

12

13

A VOICE: Is that person over there with  
us?

14

15

MR. CUNLIFFE: He's with us. Right there  
to your left behind you.

16

17

MR. PHELPS: Alright pilot, go.

18

19

MR. CUNLIFFE: Okay, we're all set.

A VOICE: Take a right?

20

21

MR. CUNLIFFE: Take a left.

A VOICE: Yeah, Fred --

22

23

24

A VOICE: Can we tape that microphone so  
you don't have to keep playing with it -- or hang it up  
here --

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1                   MR. CUNLIFFE: Maybe that will work. Does  
2 that work alright?  
3                   A VOICE: That works just fine.  
4                   MR. CUNLIFFE: Okay. Stay straight.  
5                   A VOICE: Okay, where did we come out of,  
6 Fred?  
7                   A VOICE: Pilot, if you could --  
8                   MR. CUNLIFFE: We took a right out of the  
9 Parson's Government Center parking lot onto West Main  
10 Street heading east. Stay straight.  
11                  A VOICE: How many cars we got?  
12                  MR. CUNLIFFE: That's a good question. I  
13 see -- 1, 2, 3 -- four, I think.  
14                  A VOICE: One -- okay, that's good.  
15                  A VOICE: Mike, we've got four cars.  
16                  MR. CUNLIFFE: Straight.  
17                  A VOICE: Roger.  
18                  MR. CUNLIFFE: And take a left at the  
19 light.  
20                  A VOICE: That's what, Plymouth Place  
21 we're --  
22                  MR. CUNLIFFE: At the first right you'll  
23 make a left onto Plymouth Place. (Pause). Plymouth  
24 Place merges into North Street. Following North Street

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1 across Route 1.  
2 (Radio chatter)  
3 MR. CUNLIFFE: Stay to your right -- oh,  
4 I'm sorry -- it should have been left, I'm sorry.  
5 (Radio chatter)  
6 MR. CUNLIFFE: Let's see, if we go --  
7 let's see what I've got for a map here --  
8 A VOICE: We go straight across. Just  
9 turn left over here.  
10 MR. CUNLIFFE: I don't see that -- can you  
11 make a left here? I guess you -- huh -- can you? Okay.  
12 A VOICE: Okay, Mike, we should have went  
13 right, so we're going to have to take this left right  
14 here, so you'll probably have to turn your siren on once  
15 it turns green, you know, beep it a few times.  
16 A VOICE: Roger.  
17 MR. CUNLIFFE: And this we'll go down this  
18 -- this way right over here.  
19 A VOICE: Take a right?  
20 MR. CUNLIFFE: Yeah. I wanted to go  
21 straight, I'm sorry.  
22 A VOICE: What? Straight?  
23 MR. CUNLIFFE: Yeah, right here, right  
24 here.

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1                   A VOICE:  Are we keeping everybody with  
2                   us?

3                   A VOICE:  Yeah.

4                   MR. CUNLIFFE:  Yep.

5                   A VOICE:  Fred, when we get to the road,  
6                   you'll be starting to describe -- (indiscernible) --

7                   MR. CUNLIFFE:  Correct.  We're just going  
8                   along North Street until we get close to the Orange town  
9                   line where the overhead section intersects North Street.

10                  A VOICE:  It's basically all back roads?

11                  MR. CUNLIFFE:  A good portion of it is,  
12                  yeah.  Yeah, we'll eventually work our way over to the  
13                  center of Devon and across Devon and to the back of the  
14                  Stop & Shop parking lot there, and then back on Route 1  
15                  south until Stratford, and then we'll go on back streets  
16                  again in Stratford.

17                  (Radio chatter)

18                  MR. CUNLIFFE:  There's a park entrance  
19                  ahead.  We're going to go down in that park.  Eisenhower  
20                  Park.  Where -- it's warning us there's an entrance  
21                  ahead, so there should be a -- right at the blinking  
22                  yellow light.

23                  We're approaching a park entrance to  
24                  Eisenhower Park, there's a blinking light at the

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1 crossroads. We will take a left and go into Eisenhower  
2 Park. And the back side of the park is where the  
3 overhead transmission line right-of-way is.

4 (Radio chatter)

5 A VOICE: All the way to the back?

6 MR. CUNLIFFE: All the way to the back.

7 A VOICE: I don't know if this car is  
8 going to make it.

9 MR. CUNLIFFE: Yeah, it will be all right.  
10 It's just -- it's just a little more slippery today than  
11 it was when I came out, there was no snow.

12 Go over here and then make like a big --  
13 kind of like follow the backend of those cars so they can  
14 see the right-of-way here.

15 The proposed route calls for  
16 reconstructing the right-of-way going from the current  
17 three rows of structures to two rows of structures. The  
18 H-frames that you see are about 57 feet in height. They  
19 would propose to place monopoles at a height of 80 feet  
20 here. No expansion of the road would be necessary in  
21 this location.

22 MR. ASHTON: For what it's worth, the  
23 Devon Power Plant was first built and operated about 1917  
24 with 69-kV circuits going from Southington and up to

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1 Waterbury. This is the Southington right-of-way. The  
2 four circuits there are all 115-kV. The newest H-frame  
3 is about 1957 or thereabouts. The other structures date  
4 back before that.

5 MR. CUNLIFFE: Okay, head back out.

6 MR. ASHTON: Fred, do you recall what the  
7 -- what happened to the circuit -- the 115-kV circuits  
8 that are eliminated? How are they going to reconnect the  
9 station -- the substations?

10 MR. CUNLIFFE: If the lines are abandoned,  
11 then there wouldn't be a 115 hookup, there would be 345  
12 hookups.

13 MR. ASHTON: Well, that's not likely to  
14 happen. We'll have to smoke that out.

15 MR. CUNLIFFE: Take a left. As you leave  
16 Eisenhower Park take a left onto North Street.

17 We're approaching the crossroads of the  
18 overhead with North Street. You'll see some -- a garden  
19 center on your right. Again the road didn't change --  
20 the existing structures, the 57 feet would be replaced  
21 with monopoles of 80 feet. No expansion of ROW in this  
22 area left and right right now as you're crossing the  
23 right-of-way.

24 Okay, we're going to go up and take a

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1 left. Right here you're going to bear left.

2 (Radio chatter)

3 MR. CUNLIFFE: We're going to bear left  
4 here and follow Flax Mill Lane. If I recall, it's a  
5 narrow road.

6 Take a left. At the stop sign we take a  
7 left onto to West River Street.

8 You have to stay left. We're approaching  
9 an intersection, you want to stay left. This is still  
10 West River Street.

11 We're approaching a crossroads of the  
12 right-of-way with West River Street, it kind of goes to  
13 your back and left and to your forward and right, similar  
14 to the right-of-way back at Eisenhower Park.

15 Okay, make a right up here on Fresh Lane -  
16 - Fresh Meadow Lane. We'll make a right onto Fresh  
17 Meadow Lane. This is the road that's very narrow.

18 CHAIRMAN KATZ: Fred, on the right-of-way  
19 crossings that we just viewed, they're all the steel  
20 monopoles, right?

21 MR. CUNLIFFE: Right. The H-frame  
22 structures come down. They're replaced with steel poles  
23 for 345-kV.

24 CHAIRMAN KATZ: The lattice poles -- we



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1 saw the lattice --

2 MR. CUNLIFFE: I'd have to check the  
3 record for the lattice part of the right-of-way.

4 Make a right at the stop sign. Fresh  
5 Meadow Lane comes to an end, it intersects with Wheelers  
6 Road, I believe -- huh -- make a right -- this is  
7 Wheelers Farm Road.

8 CHAIRMAN KATZ: Fred, why don't you put  
9 your flashing lights on --

10 MR. CUNLIFFE: We'll be making a left up  
11 here onto East Rutland Road.

12 A VOICE: East what road, Fred?

13 MR. CUNLIFFE: East Parkland -- East  
14 Rutland Road.

15 A VOICE: Oh, okay.

16 MR. CUNLIFFE: I'm just -- it's not this  
17 left, the next one. On Wheelers Farm Road make a left  
18 onto East Rutland Road. As we make our turn to the left,  
19 if you look straight ahead, you'll see the wood H-frame  
20 structures of the right-of-way.

21 The right-of-way parallels East Rutland  
22 Road to our right or west.

23 A VOICE: And we just went under the  
24 Merritt Parkway --

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1 MR. CUNLIFFE: Okay --

2 A VOICE: -- the 95 connector there.

3 MR. CUNLIFFE: We just passed the Route  
4 15, I-95 connector, approaching Lexington Green's  
5 residential. Make a right here.

6 This is the Lexington Green neighborhood.  
7 And you'll probably want to pull up just past this point  
8 and let them just stop. And we're going to stop right  
9 here just so you can see left and right of the right-of-  
10 way. The notes are similar to the Eisenhower Park area,  
11 is that the structures that are wood would be removed and  
12 replaced with steel, going from a height of existing 57  
13 to an approximate height of 85 feet. You can probably do  
14 a turnaround right in this area. We're going to turn  
15 around here at this large intersection and exit out of  
16 the neighborhood.

17 MR. PRETE: This is John Prete from UI  
18 company to answer the question about the lattice  
19 structures. All of the lattice structures along the  
20 right-of-way in Milford will be removed permanently.

21 CHAIRMAN KATZ: Thank you.

22 MR. CUNLIFFE: Take a right. Leaving  
23 Lexington Green residential area, take a right onto East  
24 Rutland Road.

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1           A VOICE: You're doing a real good job  
2 with directions today, Fred.

3           MR. CUNLIFFE: Thank you, Ed.

4           A VOICE: Why, was it worse?

5           MR. CUNLIFFE: No.

6           A VOICE: It just takes some getting use  
7 to saying the names of all the streets and everything.

8           MR. CUNLIFFE: Stay to the right. Bear  
9 right, do not go down the do not enter area. It's self-  
10 explanatory --

11          A VOICE: Yeah.

12          MR. CUNLIFFE: -- but stay straight.  
13 Approaching a stop sign, stay straight, it's still East  
14 Rutland Road.

15                 Stay straight. Stay straight, passing  
16 Oronoque Road to your right. East Plains Road -- (radio  
17 chatter) -- turns into West Rutland Road, approaching  
18 Plains Road.

19                 (Radio chatter)

20          MR. CUNLIFFE: West Rutland Road  
21 intersection with Plains Road make a right onto Plains  
22 Road. Plains Road will bring us down to where it will  
23 intersection with the transmission line right-of-way and  
24 also the site of the East Devon Substation.

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1 (Radio chatter)  
2 MR. PHELPS: Pilot car.  
3 MR. CUNLIFFE: Derek, go.  
4 MR. PHELPS: I think I'm going to suggest  
5 -- are you guys hearing all that interference from other  
6 persons on this radio?  
7 MR. CUNLIFFE: Is it our radio?  
8 A VOICE: Yeah.  
9 MR. PHELPS: Yeah. Are you guys hearing  
10 interference from others on your radio?  
11 MR. CUNLIFFE: I hear chatter.  
12 MR. PHELPS: Yeah, maybe we need to  
13 consider switching over to Channel 2.  
14 MR. CUNLIFFE: (Beep) Channel 2. Slow  
15 down right here. We're passing under the transmission  
16 line right-of-way and we're going to go up and turn left  
17 into Shelland Road and we'll view the proposed East Devon  
18 Substation. Does everybody copy?  
19 MR. PHELPS: Derek. Check.  
20 A VOICE: We are switching. Could you  
21 repeat please.  
22 MR. CUNLIFFE: You're in there. Take a  
23 left right here.  
24 MR. ASHTON: The East Devon Substation.

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1 MR. PHELPS: Fred, go ahead and repeat  
2 your last --

3 MR. CUNLIFFE: We just passed under the  
4 transmission line right-of-way on Plains Road. We're on  
5 Shelland Street. And if you view to your left, this  
6 would be the proposed East Devon Substation.  
7 Unfortunately, we're not able to pass through Shelland  
8 Street here, so we're going to backtrack and come down on  
9 the other side where the Milford Power Plant is.

10 A VOICE: (Indiscernible) -- is this going  
11 by UPS --

12 MR. CUNLIFFE: I was wondering what that  
13 chatter was. I mean the last couple of times it was --  
14 I thought it was the trooper's radio.

15 CHAIRMAN KATZ: Fred, are we still on the  
16 overhead side of the East Devon Substation?

17 A VOICE: You used to get that with the  
18 old radios.

19 MR. CUNLIFFE: Yeah. This is the end of  
20 the overhead portion of the route. We will now go to the  
21 other side of Shelland Street where Milford Power and --  
22 that's where the beginning of the underground section  
23 coming out of the substation would be.

24 You can go up to where the right-of-way

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1 is.

2 A VOICE: They'll catch up.

3 A VOICE: Right here or --

4 MR. CUNLIFFE: No, you can stay straight,  
5 we're going to go back up Plains Road. (Pause). A  
6 former Marine or Reserve? Former?

7 A VOICE: Former.

8 MR. CUNLIFFE: Take a right. At the  
9 Plains Road, West Rutland Road intersection we'll take a  
10 right and continue along West Rutland Road. (Pause).

11 At the end of West Rutland Road you come  
12 to Naugatuck Avenue, make a right onto Naugatuck Avenue.

13 In a very short distance you come to an  
14 intersection with a light with Caswell Ave., we're going  
15 to take a right at the light onto Caswell.

16 As you're on Caswell, you'll notice the  
17 Bic plant is on our left, you'll make a right onto  
18 Shelland Street, the entrance for the Milford Power  
19 Plant.

20 Just follow it all the way to the end.  
21 Follow Shelland Street all the way to the end to a gate.

22 A VOICE: Straight.

23 MR. CUNLIFFE: Straight, yeah. As you can  
24 see there's staff working at Milford Power trying to

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1 bring it on-line. Last week I was here there was  
2 actually emissions from one of the stacks in the cooling  
3 tower area. The cooling tower is that large galvanized  
4 wall that you see to your left. It's a wet system.

5 As we approach the gate and turn around,  
6 to your right would be the location of the north side of  
7 the East Devon Substation, so the vicinity is within the  
8 right-of-way and the tree area that you see beyond it.

9 CHAIRMAN KATZ: Fred, is Milford Power  
10 going to go on the grid at the new East Devon  
11 Substation?

12 MR. CUNLIFFE: That's a good question to  
13 ask. Right now they're tied into the Devon generating  
14 station -- substation. (Pause). I guess nobody wanted  
15 to see it --

16 A VOICE: They don't want to get stuck in  
17 there.

18 MR. CUNLIFFE: This isn't a lot of snow.  
19 So I imagine your morning must have been busy?

20 A VOICE: Yes, it was. I just came from  
21 court.

22 MR. CUNLIFFE: Did you. You have to make  
23 appearances there --

24 A VOICE: Meriden court.

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1 MR. CUNLIFFE: Meriden court, gees.  
2 A VOICE: So I got out of there at 2:30.  
3 MR. CUNLIFFE: Yeah.  
4 A VOICE: Gee, what did you have to go to  
5 court for?  
6 A VOICE: A motor vehicle -- someone  
7 trying to fight a speeding ticket.  
8 A VOICE: Oh.  
9 A VOICE: I presume you disagreed.  
10 A VOICE: Yeah. And won.  
11 MR. CUNLIFFE: It's the process and you  
12 have to make an effort. That's what they were hoping  
13 for, that maybe you wouldn't come, and then the judge  
14 would say well if they don't care, then I don't care.  
15 We're turned around on Shelland Street and  
16 we're exiting Shelland Street and we're going to make a  
17 right out onto Caswell. This is the underground portion  
18 leaving East Devon Substation, following Shelland Street  
19 out to Caswell, turn right onto Caswell. The underground  
20 lines would approach the existing transmission line  
21 right-of-way and turn left and follow the right-of-way  
22 and the railroad corridor.  
23 Okay, we're going to turnaround in this  
24 Pope's Island -- right in --



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1 A VOICE: This is -- (indiscernible) --

2 A VOICE: Here?

3 MR. CUNLIFFE: No -- well, we could have  
4 done that there too, but right in this big area right  
5 here --

6 A VOICE: -- there's a driving range, a  
7 golf driving range, and that was what we believed was the  
8 original proposed site for the Devon Substation. It has  
9 been changed in the filing.

10 MR. CUNLIFFE: Turn around at the  
11 intersection of the right-of-way with Caswell Street and  
12 head back out Caswell towards Naugatuck Avenue. And  
13 we'll follow Naugatuck Avenue where the underground line  
14 will come off the right-of-way and into the street.  
15 (Pause).

16 At the traffic light you're at the  
17 intersection of Caswell Road and Naugatuck Avenue, take a  
18 right. (Pause).

19 Stay straight on Naugatuck Avenue through  
20 a stop sign. The underground line would stray off the  
21 existing right-of-way and approach and intersect with  
22 Naugatuck Avenue in this approximate location and follow  
23 Naugatuck Avenue.

24 The Devon Power Station is on your right.

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1 (radio static)

2 A VOICE: That was the police radio.

3 MR. CUNLIFFE: Yeah, okay.

4 (Radio static)

5 MR. CUNLIFFE: Follow Naugatuck Avenue for  
6 a railroad overpass and then an underpass to I-95. It's  
7 -- at the underpass you will make a right to a State boat  
8 launch area.

9 MR. ASHTON: Right here again by I-95  
10 you'll notice the towers are on either side of the  
11 railroad and on top of those are the UI 115-kV circuits  
12 from New Haven down to Bridgeport and ultimately going  
13 down to Norwalk Harbor.

14 MR. CUNLIFFE: Go down to the boat launch  
15 and turn around down there.

16 The Applicants propose to use a portion of  
17 this parking area for a directional drill under the  
18 Housatonic River.

19 If you look straight across the river,  
20 you'll see a marina and then a shopping center, that's  
21 the exit location for the directional bore. That's where  
22 we'll go now. We'll work our way back out onto Naugatuck  
23 Avenue and across the Housatonic River.

24 A VOICE: Okay, hang on, Fred.

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1 MR. CUNLIFFE: Okay.

2 (tape changed)

3 A VOICE: Okay.

4 MR. CUNLIFFE: As you leave the boat  
5 launch you come out to Naugatuck Avenue, you'll turn  
6 right. Stay straight on Naugatuck Avenue past Cottage  
7 Street, down to the light, this is Route 1.

8 MR. PHELPS: Pilot, on Route 1 if we see a  
9 good place to stop for a five-minute intermission, that  
10 would be good.

11 MR. CUNLIFFE: I can do it here or I can  
12 do it at the end of the underground route, which is the  
13 end of Stratford.

14 MR. PHELPS: Your discretion, Fred.

15 MR. CUNLIFFE: I have a McDonald's we're  
16 going to turn around in and come out of, so I thought  
17 that would be a good location.

18 A VOICE: Which way are we going.

19 MR. CUNLIFFE: Take a right. And I don't  
20 know if he's waiting for you or -- it's hard to tell.  
21 Make a right at the light onto Bridgeport Avenue.

22 A VOICE: That poor guy doesn't know what  
23 to do.

24 MR. CUNLIFFE: Yeah.

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1 A VOICE: Or just confused.

2 MR. CUNLIFFE: Yeah. We've got a light --  
3 we've got a light.

4 A VOICE: I see it.

5 MR. CUNLIFFE: I was debating to bring my  
6 sunglasses. With this snow a lot of light gets  
7 reflected.

8 You're approaching a bridge into Stratford  
9 over the Housatonic. At the other side of the crossing  
10 you'll want to make a right into the Dockside Shopping  
11 Plaza. Just follow it all the way around to the back.  
12 Just follow the perimeter road of the shopping center to  
13 a location where the directional bore would exit. You  
14 can follow that car. Then make a right, down parallel  
15 with the highway -- wherever that yellow car is going --  
16 nope, down there to the marina, yeah. You'll make it.  
17 You'll want to go to the back of the marina at the dock,  
18 this is the approximate location near the footings of I-  
19 95. Just do a turnaround.

20 Now you would leave the marina and the  
21 dock area, take a right and pass under I-95, and follow  
22 the sign Railside to your left, keeping the boats on your  
23 right. And follow the perimeter road to the Stop & Shop  
24 Plaza to the exit light. The underground section would

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1 stay to the south of I-95 going out to Route 1. So the  
2 underground section would have come up under where the  
3 marina, the dock, and then stay behind the shopping  
4 center which is on the south side of I-95 left of us.  
5 We're working our way out to Route 1 to pick up the  
6 underground line.

7 You're going to take a left out of here.  
8 As you leave the Stop & Shop Plaza you will take a left,  
9 the Wal-Mart is straight ahead, you will take a left,  
10 this is East Main Street.

11 As you leave the Stop & Shop Plaza, Wal-  
12 Mart is to your right now, there's a light, make a right.  
13 I don't think you have a choice, but -- stay to your  
14 right, now you're on Route 1. We're going to stay to our  
15 right and head south along Route 1. This is the proposed  
16 underground route coming out of the shopping center onto  
17 Route 1 into -- along Stratford.

18 Stay straight past the Home Depot sign on  
19 your right, continue through the lights going straight.  
20 Barnum Ave. is also referred to as Barnum -- check --  
21 Barnum Ave. is also known as Route 1.

22 Barnum Ave. and Route 1 will cross Route  
23 113. Stay straight as you cross 113. (Pause). No, he  
24 didn't make it. You could pull over right here.

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1 A VOICE: Mike, did they make it through?

2 A VOICE: I'm through it.

3 A VOICE: Okay.

4 MR. CUNLIFFE: You're going to want to  
5 stay to your left, this way -- along here because we're  
6 going to bear left. Route 1 will go to our right, Barnum  
7 Ave. will go straight into Bridgeport.

8 You're on Route 1 heading west toward  
9 Bridgeport. Route 1 is going to take a right. You want  
10 to stay away from Route 1 now and go straight, this will  
11 be Barnum Avenue. The underground route will follow  
12 Barnum Avenue and veer away from Route 1.

13 There's a McDonald's up ahead, you're  
14 going to pull into their parking lot on the backside  
15 there. There's plenty of space for everybody. And we're  
16 going to turn around and come back out this way to go up  
17 this way to see the overhead routes. We're complete with  
18 the underground sections.

19 We're approaching the Stratford/Bridgeport  
20 line. This would be the completion of the review of the  
21 underground line. We will turn around in the McDonald's  
22 parking area. This is where we'll take a break.

23 I was a task master on the first run.

24 That was a three and a half hour ride and no one got a

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1 break. So they chastised me, you better work on a break  
2 there, even if it's only a couple of hours. Well, it  
3 got dark fast that first trip, I had to try to get it all  
4 in.

5 A VOICE: It doesn't look good having the  
6 lights on and pulling into McDonald's.

7 (Laughter)

8 MR. CUNLIFFE: You might want to go around  
9 where they can probably get in the building because I  
10 don't know if there's a door on this side.

11 A VOICE: Yeah, there is on this side of  
12 the drive-thru though --

13 MR. CUNLIFFE: You sure?

14 A VOICE: Yeah, it looks like it.

15 MR. CUNLIFFE: There's got to be some  
16 parking up here on the side. We can --

17 A VOICE: Yeah --

18 MR. CUNLIFFE: Yeah, there's a door right  
19 there.

20 A VOICE: Just pull forward.

21 A VOICE: You want to --

22 MR. CUNLIFFE: Yeah, you can just pull  
23 right up in here so everybody is a line. I don't think  
24 anybody is going to block the drive-thru.

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1           If everybody can just make a line behind  
2 the pilot car and keep the lane open for the drive-thru.

3           A VOICE:  Wouldn't it be better if we just  
4 go right back over there?

5           MR. CUNLIFFE:  Do you want to go back over  
6 there?

7           A VOICE:  Yeah.

8           MR. CUNLIFFE:  We're going to move over to  
9 the other side, it will be a safer area to get out of the  
10 car and enter the restaurant.  My apologies.  Wherever --  
11 wherever you want to find a spot here.

12          A VOICE:  I am pausing the tape.

13          (Pause)

14          MR. CUNLIFFE:  We're ready to move out.

15          (Alarm)

16          A VOICE:  What's that?

17          MR. CUNLIFFE:  Seatbelt?

18          A VOICE:  Yeah.

19          MR. CUNLIFFE:  We're going to leave  
20 McDonald's and take a right out onto Barnum Avenue and  
21 backtrack into Stratford, and work our way back to the  
22 alternate overhead routes underpasses.  So we need to get  
23 to Broadbridge Road, which will bring us north to  
24 intersection of neighborhoods of the overhead line.



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1 I think you're going to lose them here --  
2 no -- (pause) -- we're at the Barnum Ave./Route 1 merge  
3 heading east on Route 1. I must have lost some maps  
4 here.

5 A VOICE: There's a map here --

6 A VOICE: There's one here for Stratford -

7 -

8 MR. CUNLIFFE: Oh, yes --

9 A VOICE: -- is that the one you're  
10 looking for?

11 MR. CUNLIFFE: Stratford, and there's  
12 another one for Milford too somewhere.

13 A VOICE: Okay.

14 A VOICE: Yeah --

15 MR. CUNLIFFE: You got them --

16 A VOICE: Here you go.

17 MR. CUNLIFFE: Okay, thanks. Alright.

18 Thanks.

19 When you reach a point along Route 1, you  
20 see Walgreen's and Burger King, you want to make a left  
21 at the light, this is Broadbridge. Take a left.

22 Leaving Route 1 onto Broadbridge Avenue  
23 north. (Pause).

24 Broadbridge becomes a divided road.

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1 You'll see Dictaphone on your left and there will be a  
2 transmission right-of-way coming in from your left. It  
3 will continue along Broadbridge.

4 (Radio chatter)

5 MR. CUNLIFFE: The lattice towers that you  
6 see are proposed to be removed and replaced with two  
7 steel monopoles. The existing height of these lattice  
8 towers are approximately a hundred feet. The steel  
9 monopoles would be a proposed height of 105 feet. One of  
10 the circuits is a 115-kV circuit, it would be removed  
11 from service. The other 115-kV circuit would be  
12 reconductored and hung on a steel pole. And then you'd  
13 have a new 345-kV circuit.

14 Take a right here, sorry. You're going to  
15 take a right onto Emerald Place.

16 CHAIRMAN KATZ: Fred, do they have to  
17 increase the width of the right-of-way here?

18 (Radio chatter)

19 MR. CUNLIFFE: The right-of-way that we  
20 just passed to our left is an existing 60 feet. It would  
21 need to go to 175 feet. The right-of-way that we are  
22 going to see to our right would --

23 A VOICE: Straight?

24 MR. CUNLIFFE: -- I don't have notes right

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1 now on that. Yeah, straight.

2 MR. PHELPS: (Indiscernible) --  
3 clarification on this?

4 MR. CUNLIFFE: I don't have notes to  
5 identify what the right-of-way width would be to our  
6 south as we -- or to our north, as we're passing them to  
7 our right you'll see.

8 A VOICE: Okay.

9 MR. CUNLIFFE: We left Broadbridge onto  
10 Emerald Place. You will come to a stop sign, it will say  
11 Lawlor Terrace, you will make a right onto Lawlor  
12 Terrace. You will pass under the right-of-way, which  
13 runs to our right and left along Lawlor Terrace heading  
14 north.

15 Go straight. Take a right. At the end of  
16 Lawlor Terrace you'll take a right onto Nichols Ave. If  
17 you recall the Bridgeport review, we took the Nichols  
18 Ave. exit off Route 8 to view the Trumbull Junction  
19 location, that would have been to our left coming out of  
20 Lawlor Ave. We're taking a right out of Lawlor Ave. to  
21 go to Connors Road.

22 Take a left here. The first light you  
23 come to along Nichols Ave. would be Connors Lane, you  
24 want to turn left.

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1 Follow Connors Lane to the end where it  
2 forms a T-intersection with Huntington Road.

3 A VOICE: Just as a clarification to the  
4 question regarding the right-of-way expansion in the  
5 right-of-way that would be between Trumbull Junction and  
6 south, the right-of-way in the Stratford area does not  
7 need to be expanded, although south of the location of  
8 where we are where it --

9 (Radio chatter)

10 MR. CUNLIFFE: Take a left. At the end of  
11 Connors Lane at the light with the intersection of  
12 Huntington Road take a left. Follow this a little bit,  
13 we're going to a little neighborhood.

14 As you're heading on Huntington Road north  
15 as you approach the transmission line right-of-way, you  
16 notice the lattice structure with a telecomm facility on  
17 top, just as you go under the lines you want to make a  
18 left onto Ruwet Drive. Expansion of the right-of-way in  
19 this location would be needed and some of the homes are  
20 quite close here. It's very densely populated. And take  
21 a right at the end.

22 MR. PRETE: The right-of-way expansion  
23 would take the right-of-way existing at 80 feet to 125  
24 feet, or an increase of 45.

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1 MR. CUNLIFFE: Thank you, John. Actually  
2 go straight, go around that little cul-de-sac.

3 MR. PRETE: You're welcome.

4 MR. CUNLIFFE: We go straight across Ruwet  
5 Drive to a cul-de-sac just to get a view of the lattice  
6 structure that's right in front of us. And as we turn,  
7 we'll get to see the right-of-way a little bit better  
8 that passes through the neighborhood.

9 Take a left. At the Ruwet Road, Zenith  
10 Drive intersection take a left.

11 At the next intersection with Middlebrook  
12 take a right. Middlebrook will bring you back out to  
13 Huntington Road.

14 At the end of Middlebrook take a left onto  
15 Huntington Road. Then you are going to bear right as you  
16 go down Huntington Road.

17 A VOICE: Bear right?

18 MR. CUNLIFFE: Not here. Actually at the  
19 stop sign. You'll come to a stop sign and make a right,  
20 Tavern Rock Road.

21 We're working our way over to one more  
22 location where it intersects with some neighborhoods, and  
23 then we'll work our way over to one more crossing prior  
24 to the right-of-way crossing the Housatonic, and that

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1 would be the end. So we just have two more locations to  
2 look at, it should take about five minutes.

3 Follow Tavern Rock Road until it comes to  
4 a T-intersection and a stop sign, you will make a right,  
5 Cutspring Road.

6 Cutspring has a stop sign with Chapel  
7 Lane, just go through the stop sign and make a right onto  
8 Cutspring Circle. You bypass under the transmission line  
9 right-of-way.

10 A VOICE: Am I in the right lane here?

11 MR. CUNLIFFE: It's a dead end here.

12 A VOICE: Who would build a house right  
13 next to --

14 MR. CUNLIFFE: Take a left. Leaving  
15 Cutspring Circle, you take a left and then a right onto  
16 Chapel Lane.

17 A VOICE: Would it be a pretty safe bet  
18 that a couple of those houses are gone, Fred, if they go  
19 this route?

20 MR. CUNLIFFE: Well, that's what I was  
21 trying to figure out -- expand the road by 15 feet --  
22 that was in the Ruwet Drive area. I don't have that  
23 information here -- Huntington, Tavern Rock, Cutspring --  
24 a short distance -- I don't have that -- I don't have

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1 that in front of me. Main Street sounds familiar,  
2 doesn't it --

3 A VOICE: Main Street.

4 MR. CUNLIFFE: Yeah. That will bring us  
5 back to Route 110.

6 A VOICE: One of my favorites.

7 MR. CUNLIFFE: That's all the kids need,  
8 just enough to cover the grass.

9 A VOICE: Yep.

10 (tape stopped)

11 A VOICE: Go ahead, Fred.

12 MR. CUNLIFFE: Okay. We came to the end  
13 of Chapel Street. The intersection with Main Street, you  
14 want to make a right. Follow it to where the  
15 transmission line right-of-way crosses the road -- that  
16 wasn't Main Street, was it -- this is Main Street down  
17 here. We made a right off of Chapel Street onto an  
18 unknown street and now we're at Main and Putney Street,  
19 take a right. You'll be able to pull over right up here  
20 where that yellow sign is. We're approaching the  
21 overpass of the transmission line with Main Street and  
22 Putney Road. We're going to pull over a little bit so  
23 you can see the right-of-way. This is where the  
24 transmission line will cross the Housatonic River, and

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1 that's to our left or east of here.

2 MR. ASHTON: These circuits on your -- on  
3 the crossing here now, the more northerly circuits go up  
4 towards Waterbury. In fact, we passed underneath them  
5 when we came by Flood School. The two right-hand  
6 circuits go to Norwalk. And when I was building a  
7 foundation of one of those river crossing towers, it was  
8 69-kV that supplied Norwalk. An interesting note.

9 MR. CUNLIFFE: Okay. Go straight. At the  
10 intersection with Whippoorwill stay straight on Main  
11 Street. Main Street will intersect with Route 110. This  
12 is the end of the tour of the alternate overhead routes  
13 in Stratford and Milford. We're working our way back to  
14 Milford's Parson's Government Center.

15 MR. PHELPS: Alright, very good. If the  
16 troopers would stay with us long enough -- long enough to  
17 get us back to Parson's Government Center rather quickly,  
18 I'd appreciate it.

19 MR. CUNLIFFE: Well at least the trooper  
20 that's with me is going to have to because I need to get  
21 back and Ed too. Should I give some direction --

22 A VOICE: Yeah, get us back from here.  
23 Follow 110 --

24 MR. CUNLIFFE: Main Street and Putney Road



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1 intersects with Route 110. You follow 110 south to the  
2 intersection with Route 1. Ed, you can -- you can cut  
3 it.

4

5

(Tape off)

## CERTIFICATE

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