

ORIGINAL

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STATE OF CONNECTICUT
SITING COUNCIL

RE: DOCKET NO. 272

FIELD TOUR
MIDDLETOWN, MIDDLEFIELD,
HADDAM, DURHAM

FEBRUARY 24, 2004

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POST REPORTING SERVICE
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RE: CSC FIELD TOUR - DOCKET 272
FEBRUARY 24, 2004

1 . . .Verbatim proceedings of a field tour
2 conducted by the State of Connecticut Siting Council, Re:
3 Docket No. 272, held on February 24, 2004 . . .

4

5

6 A VOICE: Okay, Fred, do you want to put
7 that up on the top there.

8 MR. CUNLIFFE: There's Mr. Marconi. We
9 better wait --

10 MR. PHELPS: We've got to wait for
11 Marconi.

12 MR. CUNLIFFE: Okay, roger. I guess the
13 attorney has some spare time this afternoon.

14 A VOICE: Who's he --

15 MR. CUNLIFFE: Hmm?

16 A VOICE: What town --

17 MS. LEPAGE: So everything we say is going
18 to be recorded?

19 MR. CUNLIFFE: What town is what attorney?

20 A VOICE: Yes. Everything you say is
21 being --

22 MR. CUNLIFFE: Oh, no, it's our attorney -
23 - it's our counsel, yeah --

24 A VOICE: Everything you say in this car

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1 is --

2 MR. CUNLIFFE: -- the Assistant Attorney
3 General.

4 A VOICE: -- just so you'll know.

5 MS. LEPAGE: Okay.

6 A VOICE: (Indiscernible) -- get a second
7 tape -- I'm not sure what that is -- rather than take a
8 chance that it's got something on it -- okay, I'm going
9 to pause the tape.

10 (Pause)

11 A VOICE: Okay, commence.

12 MR. CUNLIFFE: Take a right out of the
13 commuter parking lot, go to the stop sign and go straight
14 through the intersection. Careful.

15 A VOICE: Yeah.

16 MR. CUNLIFFE: Be careful, this
17 intersection is only a two-way stop, traffic travels
18 left/right through.

19 Traveling on Eastern Drive, Connecticut
20 Valley Hospital to your left.

21 A VOICE: I hope you don't mind, it's my
22 2:00 o'clock --

23 MR. CUNLIFFE: Yeah, I remember the last
24 time, you're on a six-meal plan.

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1 A VOICE: Yeah.

2 MR. CUNLIFFE: I mean you listen to all
3 the nutritionists and they say you should eat smaller but
4 more meals to keep your blood sugar stable.

5 At Bow Lane stop sign make a right over
6 Route 9. Turn left following the 9 south sign.

7 MR. PHELPS: Let's all put our flashers on
8 please.

9 MR. CUNLIFFE: At the stoplight turn left,
10 again following the 9 south sign, this is Old Saybrook
11 Road, also known as Route 154. Continue along Old
12 Saybrook Road. Do not enter Route 9. (Pause).

13 Continue straight through a light at
14 Tommy's Restaurant. This is still Old Saybrook Road.
15 Continue straight through the second light.

16 A VOICE: So we finally get to see where
17 Scovill Rock Substation is.

18 MR. CUNLIFFE: The infamous Scovill Rock.
19 (Pause). You're approaching a Route 9 intersection
20 entrance, go straight through the light. Aircraft Road
21 is to your left, that goes to the Pratt & Whitney plant.

22 We'll be turning left just after Coyote
23 Blue. It's Freeman Road, right, left.

24 A VOICE: About --

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1 MR. CUNLIFFE: About one mile we've got to
2 go in. We're going to travel about one mile in along
3 Freeman Road to the entrance of Scovill Rock Substation.
4 CL&P will need to go around the point car and open the
5 gate access. (Pause).

6 There's the gate, so you're going to need
7 to pull over so CL&P can pull up and get in there. Stay
8 to your right, we're at the entrance. This road is about
9 a quarter mile into the substation, so it is quite
10 lengthy. It's paved. And when we reach the substation,
11 I'll point out the area within the fence where they're
12 going to propose installation for termination equipment.
13 And there will be tight area to turn around, so we'll
14 need to do K-turns and allow space between us.

15 A VOICE: Did you copy that, Rudy, don't
16 hit anything. (Laughter).

17 MR. CUNLIFFE: I'm a certified
18 professional now, duly sworn by the state. Out? Here I
19 thought it was a lengthy road. I was expecting a quarter
20 mile in. To the south -- which is the south -- that's
21 got to be to our --

22 A VOICE: South should be to our left.

23 MR. CUNLIFFE: You think it's to our left?

24 A VOICE: Yeah.

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1 MR. CUNLIFFE: There's space over here.

2 A VOICE: I've been known to be wrong
3 before, Fred.

4 MR. CUNLIFFE: Yeah, I'm -- I think south
5 is on that end, but I don't see --

6 MR. PHELPS: Fred, you going to talk to
7 us?

8 MR. CUNLIFFE: The line reconfigurations
9 would take place on the south side of the switchyard,
10 which is the far side opposite of us. And I don't know
11 if that calls for --

12 MR. PHELPS: Fred, where you going?

13 MR. CUNLIFFE: We're leaving the property.
14 The -- we weren't going to have access to the substation.
15 If you approach the substation fence and look straight
16 ahead to the backside, would be the south side and this
17 would be the location for termination equipment.

18 MR. PHELPS: Northeast Utilities, do you
19 want to expound on any of this?

20 A VOICE: Yeah. As Fred said, the south
21 side of the substation is where -- is where the new line
22 starts, the reconfiguration of the backbone. The line --
23 the lines -- the lines coming out of the substation will
24 be on the south side of the substation. So as you go

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1 down the right-of-way, the -- and this is the area where
2 we need to expand the right-of-way coming out of the
3 substation in this next section about nine and a half
4 acres, and the right-of-way expansion will be all to the
5 south side, so it will be the far side of -- from where
6 we're driving now.

7 MR. CUNLIFFE: Take a left. Take a left
8 leaving the substation yard. The transmission line
9 right-of-way is to our left or south of Freeman Road and
10 it parallels Freeman Road. CL&P proposes adding a new
11 circuit, which would consist of steel H-frames about 80
12 feet in height. The existing ROW would be about 250 feet
13 in width. This is all on property owned by Northeast
14 Utilities.

15 A VOICE: This is NU. Just a slight
16 correction. Most of the property is owned by Northeast
17 Utilities. This is the area that we'll need to acquire
18 about nine and a half acres of additional property in
19 addition to what we already own.

20 CHAIRMAN KATZ: Is the property being
21 acquired in Middletown or Haddam?

22 A VOICE: It's mostly in Middletown, but
23 there is a tiny little piece that is in Haddam. We're
24 actually fairly close to the Haddam border here.

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1 MR. CUNLIFFE: Slow down here just a
2 little bit. If you look out to the left, you can see the
3 towers with the lines crossing the ridge. Route 9 is
4 underneath that ridge, as well as Old Saybrook Road,
5 which we'll be crossing next.

6 CHAIRMAN KATZ: Can you summarize the ones
7 we see on the ridge, how the configuration of structures
8 is changing?

9 MR. CUNLIFFE: There will be an addition
10 of a steel H-frame. What you see today will remain.

11 Take a left. At the end of Freeman Road
12 stop sign, turn left onto Old Saybrook Road. We'll be
13 crossing under the transmission line right-of-way. The
14 existing lines would remain, there would be an additional
15 345-kV line on steel H-frame structures about 80 feet in
16 height. The right-of-way would need to be expanded 85
17 feet.

18 Take a right down here. We'll be turning
19 right onto Thayer Road. Just in front of you you'll see
20 a blue sign that says scenic road, turn right into Thayer
21 Road. You'll be making a right turn onto Nedobity Road.

22 CHAIRMAN KATZ: Fred, are we on the part
23 of the line between Scovill Rock and Chestnut Junction at
24 this point?

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1 MR. CUNLIFFE: That's correct. We'll be
2 driving along kind of changing topography and curves to
3 the road that will work our way to Chestnut Junction.
4 (Pause).

5 At the end of Nedobity Road you come to a
6 stop sign with Brainerd Hill Road, turn right. (Pause).
7 There's a big old house with servants quarters over the
8 garage.

9 A VOICE: Gees.

10 MR. CUNLIFFE: Or for your teenage kid,
11 one or the two. (Pause).

12 Bear right at Chamberlain Hill Road, this
13 is still Brainerd Hill Road. We're approaching the
14 transmission line right-of-way with existing 345-kV lines
15 supported on two wood H-frame structures, 80 feet in
16 height. They would add another 345-kV circuit on new
17 steel H-frame structures about 80 feet in height. The
18 ROW would be about 250 feet and they would need to
19 acquire 85 feet.

20 CHAIRMAN KATZ: Fred, which side of the
21 existing right-of-way are the new structures?

22 MR. CUNLIFFE: They would be to the south
23 or to your back.

24 CHAIRMAN KATZ: Okay.

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1 MR. CUNLIFFE: We go up to the next street
2 called East Mount Road, turn left. It's a dirt road.
3 You're going to follow it to a point where you'll have a
4 good view of the transmission line right-of-way and as
5 well as Chestnut Junction.

6 A VOICE: (Indiscernible, voice breaking
7 up on radio) --

8 MR. CUNLIFFE: I may suggest if you want
9 to switch to Channel 2. Pilot car on Channel 2. Radio
10 check?

11 A VOICE: NU. Check.

12 A VOICE: State car here.

13 A VOICE: What a great -- what a great --
14 a great view, Fred.

15 MR. CUNLIFFE: Isn't it -- isn't it nice.
16 Directly in front of you you'll see the right-of-way
17 heading west. A lot of the right-of-way has evergreen
18 vegetation growing within it and on either side of the
19 right-of-way would be your deciduous, so you can see a
20 change in habitat there.

21 We are coming in the vicinity of Chestnut
22 Junction, the line is heading west and heading south.
23 They would need to do a correction or an addition to an
24 interconnect here to allow for flow of energy. We're

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1 going to turn in this section here.

2 A VOICE: Right up here?

3 MR. CUNLIFFE: Right in here. We'll be
4 turning around and heading back up the road here, but
5 you'll get --

6 A VOICE: We're going up there?

7 MR. CUNLIFFE: No, no.

8 A VOICE: I was going to say how you going
9 to make it up there?

10 MR. CUNLIFFE: No. Let's see how --
11 you're the test car --

12 A VOICE: Good thing there was a spare
13 car.

14 MR. CUNLIFFE: I see that you were the
15 Good Samaritan today, Christina.

16 MS. LEPAGE: I tried. It didn't work.

17 MR. CUNLIFFE: It didn't work?

18 MS. LEPAGE: No. She was -- her nose was
19 in, you know, so you couldn't --

20 MR. CUNLIFFE: Oh, you couldn't --

21 MS. LEPAGE: -- the jumper cables wouldn't
22 reach --

23 MR. CUNLIFFE: So --

24 MS. LEPAGE: -- and there was cars on

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1 either --

2 MR. CUNLIFFE: Cars on either side of her,
3 yeah. What you needed to do was to release the brake and
4 put it in neutral.

5 MS. LEPAGE: Yeah -- well Pam and Brian
6 O'Neill tried to push her out --

7 MR. CUNLIFFE: Oh --

8 MS. LEPAGE: -- it was kind of down slope,
9 so --

10 MR. CUNLIFFE: You couldn't move --

11 MS. LEPAGE: Yeah --

12 MR. CUNLIFFE: -- that's too bad.

13 MS. LEPAGE: And I felt kind of bad for
14 her.

15 MR. CUNLIFFE: How do you like this --

16 A VOICE: John, can I stop at the car wash
17 on the way back? (Laughter).

18 MR. CUNLIFFE: Actually, they should be
19 grateful that it's graded. I saw the grader down here
20 yesterday when I came down here. Usually they wait for
21 the spring rut to be over and then grade it. There's one
22 owner at the bottom of the hill.

23 MS. LEPAGE: Really.

24 A VOICE: Yep.

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1 MS. LEPAGE: Down here?

2 A VOICE: Yep.

3 MR. CUNLIFFE: So they've got to keep it -
4 - keep it passed -- make it passable for him.

5 A VOICE: Now what happens -- this is
6 where the line goes down -- where's the -- where's the
7 southbound line go?

8 MR. CUNLIFFE: The southbound line is
9 going to connect up with Oxbow Junction.

10 A VOICE: It's going to connect up with
11 where?

12 MR. CUNLIFFE: Oxbow Junction, which is
13 where we're going next.

14 A VOICE: Oh, okay.

15 MR. CUNLIFFE: We just viewed Chestnut
16 Junction. This is the end of the reinforcement or the
17 addition of a section between Scovill Rock and Chestnut
18 Junction. We're going to skip southward and pick up
19 Oxbow Junction. There would be a connection between
20 Chestnut Junction and Oxbow Junction via the southerly
21 route of the existing line.

22 A VOICE: (Indiscernible, voice broken up
23 on radio) --

24 MR. CUNLIFFE: At the end of East Mount

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1 Road turn right. We're going to follow Brainerd Hill
2 Road south to Spencer Road. So just stay on Brainerd
3 Hill Road for a while, it's a long road, and it will end
4 at a T-intersection with a stop sign.

5 A VOICE: You know the interesting thing
6 and this is what I've said to people -- (indiscernible) -
7 - the Democrats have to go --

8 MR. CUNLIFFE: Oh --

9 A VOICE: -- there hasn't been a Democrat
10 yet that's been nailed for anything --

11 MR. CUNLIFFE: I don't think this is
12 people talking in our car, this is somebody else's
13 channel.

14 A VOICE: Well actually, I think that's
15 Wilensky's car --

16 MS. LEPAGE: It sounds --

17 A VOICE: -- the mic is open.

18 A VOICE: Just say --

19 MR. CUNLIFFE: Oh, it is --

20 A VOICE: Just say mic is open.

21 MR. CUNLIFFE: Mics are open. Your mics
22 are open.

23 A VOICE: Let it hang out there.

24 MR. CUNLIFFE: Well if -- he can't hear

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1 me, right?

2 A VOICE: Yeah, he can't hear you.

3 A VOICE: -- (indiscernible) -- it gets
4 worse -- (indiscernible) -- Democrats. I mean really --
5 (indiscernible) --

6 MR. CUNLIFFE: Yeah -- wait a minute --

7 A VOICE: I have it --

8 MR. CUNLIFFE: Okay, you just --

9 A VOICE: Yeah, just -- yeah, warn them
10 about --

11 MR. CUNLIFFE: Yeah --

12 A VOICE: -- them being careful with their
13 microphones.

14 MR. CUNLIFFE: Mics are being kept open.
15 We can pick up some conversation.

16 MR. PHELPS: Yes, Senator Murphy, we're
17 hearing you and it's going on the tape.

18 A VOICE: Thank you.

19 MR. CUNLIFFE: Thank you.

20 A VOICE: You're going to have to view
21 that section of the tape.

22 MR. CUNLIFFE: No, I think it was just
23 indiscernible fodder.

24 Well here's the first bus that we came

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1 across. How many more will we come across.

2 MS. LEPAGE: Yeah, but she waved --

3 MR. CUNLIFFE: She was smiling.

4 A VOICE: She was smiling.

5 MR. CUNLIFFE: Yeah. She's like, hey,
6 they're out in my neighborhood. This is kind of a long
7 loop to get back around to where we've got to pick up the
8 other segment. (Pause). Continue straight past Nedobity
9 Road.

10 A VOICE: Gee, look at that, they tracked
11 a cell tower up there.

12 MR. CUNLIFFE: You like that one? That's
13 -- that's the tower in the Higganum section of Haddam.
14 That was a tough build that one. They had a road that
15 went straight up the hill and there was unbelievable
16 drainage problems.

17 At the end of Brainerd Hill Road you come
18 to Spencer Road, turn right onto Spencer Road.

19 (Someone sneezing)

20 A VOICE: God bless you.

21 A VOICE: Thank you.

22 A VOICE: I just want you to know, John,
23 that hurt my ears even with the microphone on the other
24 side of the car.

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1 MR. CUNLIFFE: Bear left at a fork in the
2 road.

3 A VOICE: Gee, I wish I had known about
4 some of these roads when I was --

5 MR. CUNLIFFE: Quite challenging.

6 A VOICE: Yeah.

7 MR. CUNLIFFE: Pull over right here on the
8 gravel. We're going to take a break right here. Mr.
9 Wilensky, if you need to get out and stretch your back a
10 little bit, I think this would be a good place to do it.
11 We still have a little bit of a distance to go and I know
12 that was a bumpy ride.

13 A VOICE: I'm going to pause the tape for
14 a second.

15 (Pause)

16 A VOICE: The recorder is back on and
17 we're rolling.

18 MR. CUNLIFFE: At the end of Spencer Road
19 you come to Candlewood Hill Road, there's a stop sign,
20 turn right.

21 A VOICE: What are they doing with this
22 house here?

23 A VOICE: It looks like they're rebuilding
24 it.

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1 MR. CUNLIFFE: Rebuilding it.
2 A VOICE: Yeah.
3 (tape stopped)
4 A VOICE: Okay. We've got a little bit of
5 a ride you say?
6 MR. CUNLIFFE: It's the next -- to the
7 next instruction.
8 A VOICE: Okay. Well, what's this line
9 here?
10 MR. CUNLIFFE: This line is not part of
11 the project.
12 CHAIRMAN KATZ: Is this the right-of-way
13 again, Fred?
14 MR. CUNLIFFE: This right-of-way is not
15 part of the proposed project.
16 A VOICE: I may have to get a copy of this
17 map so I can find my way back here, Fred. There's real
18 interesting stuff around here I'd like to take pictures
19 of, like that old brick silo that was back there.
20 MR. CUNLIFFE: A brick one?
21 A VOICE: Yeah, there was a brick one.
22 The roof was off it --
23 MR. CUNLIFFE: Okay --
24 A VOICE: -- but you could tell what it

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1 was used for.

2 CHAIRMAN KATZ: Fred, what street are we
3 on now?

4 MR. CUNLIFFE: Candlewood Hill Road. And
5 it's going to approach a stop sign, and this will be the
6 intersection with Foothills Road, turn right at the stop
7 sign. We will need to travel about two and a half miles
8 on Foothills Road to Oxbow Junction.

9 MR. CUNLIFFE: I like those brick
10 federal.

11 A VOICE: Yep, the old barns.

12 MR. PHELPS: Fred, you need to tell us
13 when we're going into different towns too please,
14 alright.

15 MR. CUNLIFFE: From the time we left the
16 last transmission line segment in Chestnut Junction, we
17 proceeded south right into Haddam. We've been traveling
18 in Haddam the whole time. And we'll be crossing over
19 into Durham shortly.

20 A VOICE: Is Oxbow Junction in Durham or
21 Haddam?

22 MR. CUNLIFFE: It's in Haddam. (Pause).

23 A VOICE: People truly want to live out in
24 the woods.

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1 MS. LEPAGE: I'd love to live out in the
2 woods like this.

3 A VOICE: I'm sorry?

4 MS. LEPAGE: I would love that.

5 MR. CUNLIFFE: You would cross Miller's
6 Pond State Park along Foothills Road, you're on the right
7 road, continue straight.

8 At the stop sign with Haddam Quarter Road,
9 we're going to turn right. And this is going to be a
10 dead end and turn around at the end, but what it's going
11 to do is point out to you the location of Oxbow Junction,
12 which is in the Town of Haddam. The intersection we just
13 turned at is in the Town of Durham, so it's close to the
14 town line.

15 To your left as you come over that little
16 hill, you'll see the transmission line wood pole
17 structures. That's okay, keep going straight. This is
18 pretty back here, you're going to like this. A nice
19 little pond not developed on except for these couple of
20 house -- three house I think. The end of a dead end,
21 State land.

22 A VOICE: Gees.

23 MR. CUNLIFFE: I guess CL&P owns land on
24 this side, but I think the State owns land to the east --

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1 north and east. Okay, this is the end. You're going to
2 turn around right in here. Give space to allow everybody
3 to turn around. But as we turn around and you look kind
4 of straight down to the dead end through the trees,
5 you'll notice some structures, this is Oxbow Junction in
6 this area. If you were to travel about a thousand feet
7 down the dead end road here, you would come right to the
8 transmission line right-of-way.

9 A VOICE: Fred, explain what Oxbow
10 Junction is? This is the State car talking.

11 MR. CUNLIFFE: Oxbow Junction is an
12 intersection with other circuits running to the north at
13 Chestnut Junction and it allows for interconnections to
14 transfer energies for redundancy purposes.

15 To our right through the vegetation you'll
16 see evergreens, a line of them or like a wall, that is
17 the -- that would be near the edge of the right-of-way.
18 And just beyond that, if you look across the treetops,
19 you'll see the wires and the wood pole structures.

20 CHAIRMAN KATZ: Fred, the new 345 coming
21 out of Oxbow going west is what we're seeing on our right
22 is where it would be?

23 MR. CUNLIFFE: Right. What -- what CL&P
24 proposes along with UI is to -- the existing ROW consists

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1 of two wood H-frames supporting a 115-kV line. These
2 existing wood frames are about 57 feet in height. The
3 project calls for the removal of both sets of these wood
4 H-frames and the construction of a new steel monopole
5 about 105 feet in height. And the new steel monopole
6 would support the reconstructed 115-kV and the new 345-
7 kV, which will connect to Oxbow Junction. And these
8 circuits will be arranged in a vertical configuration.
9 The ROW would be about 125 feet in width and there is no
10 plan for expansion here. The number of structures would
11 be reduced from two to one.

12 CHAIRMAN KATZ: The configuration goes how
13 many miles from Oxbow to the west the way you described
14 it?

15 MR. CUNLIFFE: Uh --

16 CHAIRMAN KATZ: All the way to Royal Oaks?

17 A VOICE: Where we going here, Fred?

18 MR. CUNLIFFE: All the way to Royal Oaks
19 and all the way over to Beseck Substation in Wallingford.

20 Take a right. At the intersection with
21 Haddam Quarter Road and Foothills Road turn right.

22 A VOICE: Is this --

23 MR. CUNLIFFE: Yep. We are passing under
24 the right-of-way. Again you'll see two wood H-frame

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1 structures about 57 feet in height would be removed and
2 replaced with a single steel monopole about 105 feet in
3 height. It would support a reconstructed 115-kV circuit
4 and a new 345-kV circuit.

5 And we'll be turning left down at the
6 bottom of this area here. It's going to be a sharp --
7 just passing the transmission line right-of-way and going
8 down the slope there will be a road, Johnson Ave., turn
9 left off of Foothills Road. It's a sharp left back and
10 along the slope. This is Johnson Lane. We'll cross
11 under the transmission line road that we had just passed
12 under just previously. And looking to the west, you'll
13 see the right-of-way climbing the ridge.

14 A VOICE: What town are we in here, Fred?
15 Durham or --

16 MR. CUNLIFFE: Durham, yeah. Thanks.

17 MS. LEPAGE: (Indiscernible) --

18 A VOICE: What?

19 MS. LEPAGE: There was a turkey.

20 A VOICE: Oh.

21 MR. CUNLIFFE: Alright. Watch for the
22 wildlife, there's turkey around.

23 Since leaving Oxbow Junction, the -- these
24 parts of the existing transmission line right-of-way are

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1 in the Town of Durham that we passed under.

2 We're approaching the right-of-way running
3 east/west. (Pause). Okay, the stop right here, to the
4 right. At the intersection with Haddam Quarter Road turn
5 right.

6 MR. PHELPS: Fred, you make me end a State
7 Trooper and you'll -- (laughter) --

8 MR. CUNLIFFE: Whose at fault or who's
9 suppose to be watching -- him, right?

10 A VOICE: Yeah --

11 MR. CUNLIFFE: I'm not going to say
12 anything, he's my boss.

13 A VOICE: You already did say it, Fred --
14 you might as well say it to him.

15 CHAIRMAN KATZ: (Indiscernible) -- where
16 the line straddles the town line between Middletown and
17 Durham?

18 MR. CUNLIFFE: That's our next stop.
19 We'll be seeing and viewing part of the right-of-way that
20 will be paralleling the town line of Middletown and
21 Durham.

22 You're going to take a right on Arbutus
23 Street.

24 A VOICE: (Indiscernible) -- to fix that

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1 house back there to stick out --

2 MR. CUNLIFFE: Yeah --

3 A VOICE: -- (indiscernible) --

4 MR. CUNLIFFE: Sometimes when you're out

5 here and it's all gray and you want color, so -- turn

6 right here. At the intersection with Arbutus Street turn

7 right.

8 A VOICE: That's a nice color there.

9 MR. CUNLIFFE: Yeah.

10 A VOICE: Well maybe if we're lucky, all

11 these people won't come and yell at us tonight.

12 MR. CUNLIFFE: Well don't count on it.

13 MS. LEPAGE: I don't think you're going to

14 be that lucky.

15 MR. CUNLIFFE: Yeah.

16 A VOICE: Well we've got room for 500.

17 MR. CUNLIFFE: That's good.

18 A VOICE: Is it going to be enough?

19 MR. CUNLIFFE: Yeah -- I don't know if

20 it's going to be enough. I hope it's bigger than the

21 last night's room, but --

22 A VOICE: A different configuration.

23 MR. CUNLIFFE: Alright. We're approaching

24 the transmission line right-of-way that crosses Arbutus

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1 Road running east/west. As you look to your left, that's
2 heading west, this is where the town line of Durham and
3 Middletown meet. We'll go up to the next street and that
4 will give us a view west of the transmission line right-
5 of-way.

6 We just crossed into Middletown. We're
7 going to turn left onto Thimble Rock Road. You can go
8 all the way down and into the cul-de-sac and turn around.
9 As you're driving along Thimble Rock Road looking west,
10 you can see the right-of-way along the ridge. This will
11 be the ridge that will be crossing down over onto Royal
12 Oaks neighborhood on the Durham/Middletown line. I guess
13 the snow flurries have moved in, kind of diminishing our
14 view.

15 Follow Thimble Rock Road down to the end
16 of its cul-de-sac, turn around, come back out to the stop
17 sign and turn right. At the end of Thimble Rock Road
18 turn right back onto Arbutus Road. Follow Arbutus Road
19 back out to Haddam Quarter Road.

20 A VOICE: (Indiscernible) -- Fred.

21 A VOICE: You notice every day we did
22 this, it's been like a miserable --

23 CHAIRMAN KATZ: Fred -- (indiscernible) --
24 stop at 47 Ironwood if we could.

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1 MR. CUNLIFFE: Okay. Yeah, we haven't had
2 the best of days, but --

3 A VOICE: It's been like miserable --

4 MR. CUNLIFFE: Yeah, kind of like overcast
5 or windy, or -- although I have lucked out, I haven't had
6 to call a day because of inclement weather. If it was
7 too -- if there would have been snow, they would have
8 cancelled if anything, but ice certainly could have
9 helped -- wouldn't have helped either. And now the view
10 today has gone downhill. It was good at the beginning.

11 A VOICE: Where's Ironwood?

12 MR. CUNLIFFE: It's off of Royal Oak.
13 That's where we're going next, so we've got to work our
14 way over there.

15 A VOICE: Oh, okay.

16 MR. CUNLIFFE: At the end of Arbutus
17 Street turn right onto Haddam Quarter Road.

18 Oh, a tractor for sale. Did you see that,
19 Christina? Do you have enough land to use that?

20 MS. LEPAGE: I don't know about --

21 MR. CUNLIFFE: Or you could just park it
22 in the front yard like decoration.

23 A VOICE: Where does she live?

24 MS. LEPAGE: Middlefield. I only have

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1 like half an acre though.

2 A VOICE: You already got a house built on
3 it?

4 MS. LEPAGE: Well, yeah. I bought the
5 house --

6 A VOICE: Oh.

7 MS. LEPAGE: It's really an old house.
8 There's old people that lived there and it looked
9 terrible --

10 A VOICE: You've since corrected that?

11 MS. LEPAGE: Oh, yeah -- I've tried my
12 best.

13 MR. CUNLIFFE: Here's a barn right here
14 with a silo.

15 A VOICE: Yep.

16 MR. CUNLIFFE: It looks like a house that
17 could use some work.

18 A VOICE: Yep.

19 MR. CUNLIFFE: Alright.

20 A VOICE: It looks like the house at the
21 beginning of a subdivision.

22 MR. CUNLIFFE: Gee, look at it, there's
23 the map. So it was an old that's been subdivided.

24 A VOICE: Yep.

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1 MR. CUNLIFFE: Yeah.

2 A VOICE: Another one.

3 MR. CUNLIFFE: Another one.

4 A VOICE: Are we still in Haddam or are we
5 in Durham?

6 MR. CUNLIFFE: We're traveling in Durham.
7 The neighborhood we're going to be in is going to be half
8 and half, one in one town and one in another town.

9 A VOICE: That must be fun.

10 MR. CUNLIFFE: Yeah, I wonder how that
11 works out when you talk about our taxes and what kids --
12 what school your kids would go to.

13 Coming to an intersection with Oak
14 Terrace, turn right. At the stop sign go straight. We
15 are in the Town of Durham ever since we've been on Haddam
16 Quarter Road.

17 At the stop sign turn left, Wilcox Drive.
18 Follow this to the T-intersection, this will be with
19 Route 17, turn right. And then it will be another right
20 in a short distance.

21 (Voice over radio)

22 MR. CUNLIFFE: I know --

23 A VOICE: Yeah, I heard it. It was just -
24 - you know -- we're famous.

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1 MR. CUNLIFFE: Say you'll come to the
2 hearing tonight we need you, we need you.

3 Turn right onto Royal Oak Drive. This is
4 the Durham side of the Royal Oak development. Drive up
5 to that stop sign. At the stop sign turn left, this will
6 be Ironwood Drive. And look for -- we have to look for
7 47 --

8 CHAIRMAN KATZ: Up by 47.

9 MR. CUNLIFFE: Okay. We need to find 47.
10 I presume it's going to be right next to these lines. If
11 you see the lines --

12 A VOICE: There's 57 --

13 MR. CUNLIFFE: Yeah --

14 A VOICE: -- so it's going to be on the
15 right. It's probably --

16 MR. CUNLIFFE: This one right here.

17 A VOICE: That's 57 --

18 MR. CUNLIFFE: No --

19 A VOICE: Or that's --

20 MR. CUNLIFFE: -- 57 is back there.

21 A VOICE: Okay.

22 MS. LEPAGE: There's 50.

23 MR. CUNLIFFE: That's 50, so -- it says it
24 on the house -- this is --

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1 A VOICE: 47 right here.

2 MR. CUNLIFFE: 47 here. 47 to your right,
3 the brown contemporary adjacent to the transmission line
4 right-of-way.

5 Again you're going to notice that there's
6 two wood H-frame structures, they're about 57 feet in
7 height. The Applicant proposes to remove these and
8 replace them with a single steel monopole about 105 feet
9 in height and it would support a 115-kV and a new 345-kV
10 in a vertical configuration.

11 CHAIRMAN KATZ: Fred, any additional
12 clearing of the right-of-way here?

13 MR. CUNLIFFE: The ROW is typically 125
14 feet and there is no requirement of expansion. The
15 clearing could be different. I'm not sure where the 125-
16 foot lies, but there could be changes in the clearing,
17 but there's no need to acquire the land.

18 CHAIRMAN KATZ: The structure could be in
19 between the two removed H-frames?

20 MR. CUNLIFFE: That's a possibility. I'd
21 have to look at the proposal. I would imagine that
22 there's going to be some flexibility of where the line
23 could be placed within the right-of-way.

24 A VOICE: Hey, John, why don't you pull

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1 down this way --

2 A VOICE: This is NU. The proposal is to
3 --

4 A VOICE: What?

5 A VOICE: -- put the new structure in
6 between the two existing H-frames.

7 A VOICE: Why don't you pull down a little
8 bit to the -- you get a real good look going west from
9 here too -- it's either west or south, I can't tell.

10 CHAIRMAN KATZ: Okay, we can go ahead.

11 MR. CUNLIFFE: At the end of Ironwood turn
12 right onto Acorn Drive, heading east uphill.

13 A VOICE: Fred, is this Durham?

14 MR. CUNLIFFE: We have now crossed into
15 the Town of Middletown. I can take you up to the next
16 street and take you to the end of that, and that will be
17 about where the town line is. The next street is called
18 Ash Court. Take a right here.

19 MR. PHELPS: Tail car, do you have
20 somebody talking to you?

21 MR. CUNLIFFE: Negative.

22 A VOICE: (Indiscernible) --

23 A VOICE: Oh, there he is.

24 MR. CUNLIFFE: Yeah, there's somebody

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1 chattering, that's not bad.

2 We're about where the town line is between
3 Middletown and Durham, the vicinity of the transmission
4 lines would be about where the town lines lies, and
5 that's an approximation.

6 We just lost them?

7 A VOICE: He just passed us.

8 A VOICE: Fred, would the distances
9 between the poles be about the same distances that are
10 presenting between the poles to the line?

11 MR. CUNLIFFE: Take a right --

12 A VOICE: Fred, which way we going? We're
13 going right?

14 MR. CUNLIFFE: Turn right heading east on
15 Acorn Drive.

16 The spacing of the poles would likely be
17 further apart than the existing wood structures based
18 upon the height necessary to maintain clearance of the
19 345-kV line, thereby having maybe a wider span of some
20 number of feet. We don't have that in the record.
21 Sorry.

22 Turn right onto Black Walnut -- yeah, I'm
23 sure he must be thinking -- talking and driving is
24 difficult --

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1 A VOICE: (Indiscernible) --

2 A VOICE: This is NU. Just a
3 clarification. The proposal for the new towers would be
4 the approximate same location as the existing H-frame.

5 A VOICE: Let's stop for a second please.

6 (Pause)

7 A VOICE: Let me guess, on a clear day you
8 can see the entire power line from --

9 MR. CUNLIFFE: Yesterday was nice, you
10 could see all the way across the valley.

11 Turn right. Turn right on Royal Oak
12 Drive. We are now in the Town of Durham.

13 A VOICE: And you always thought those
14 tour guys had an easy job, Fred.

15 MR. CUNLIFFE: Go straight through the
16 stop intersection, Ironwood Lane goes to your right, stay
17 straight on Royal Oak.

18 At the end of Royal Oak at the stop sign
19 with the intersection with Route 17, also referred to as
20 South Main Street, turn left.

21 CHAIRMAN KATZ: Fred, are we going now
22 over to Carpenter Lane Junction?

23 MR. CUNLIFFE: We're going to go into
24 Middlefield where the line passes through Lyman's golf

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1 course area and its orchards and eventually to a point
2 where you'll be able to see the Beseck Mountain ridge
3 crossing. There is no plan to go into Wallingford.

4 You're approaching a light, Junction 147,
5 turn right at the light. I had planned to make a stop at
6 Lyman's Orchards if somebody needed a break either to
7 walk or to use facilities. If that's the case, let me
8 know.

9 CHAIRMAN KATZ: Yes, please consider a
10 stop there.

11 MR. CUNLIFFE: Alright.

12 A VOICE: Watch out to your right on the -
13 -

14 A VOICE: Okay, Fred, we've got -- we've
15 got a minute yet?

16 MR. CUNLIFFE: Do you want to change?

17 A VOICE: Yeah, I've got to change the
18 tape.

19 MR. CUNLIFFE: Yeah, you can change it
20 now.

21 (Pause)

22 A VOICE: We're back.

23 MR. CUNLIFFE: Okay. The far ridge to
24 your left you'll see a steel lattice pole with a slight

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1 white path in front of it, that's Beseck Mountain
2 crossing. We're going to be working our way over to that
3 -- the foot of that ridge. Follow 147, the sign to
4 Meriden to Middlefield. You'll be coming to the 345-kV
5 line -- transmission line right-of-way as you travel
6 along 147. And if you view to the west, you can see the
7 right-of-way somewhat obstructed by vegetation.

8 A VOICE: And we just crossed into
9 Middlefield.

10 MR. CUNLIFFE: Thank you. We are now in
11 the Town of Middlefield. Lyman's golf course is to your
12 left and the transmission line right-of-way passes to the
13 far south or to the far left moving from east to west
14 similar to how we're traveling now.

15 Take a left right here. Turning left into
16 Lyman Orchard's Farm Market for a break.

17 A VOICE: Okay, we're going to pause the
18 tape.

19 MR. CUNLIFFE: Yep.

20 (Pause)

21 A VOICE: The tape is rolling.

22 MR. CUNLIFFE: Let us know when you're
23 ready.

24 A VOICE: I think they all are ready, 1, 2

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1 --

2 MR. CUNLIFFE: No, there's --

3 A VOICE: Oh --

4 MR. CUNLIFFE: -- the blue Blazer was
5 waiting for the attorney and one of the other Council
6 members. They must be trying to --

7 MS. LEPAGE: They're over there, yeah.

8 MR. CUNLIFFE: They're trying to make up
9 their mind. I thought Brian O'Neill was ready to roll,
10 he was sort of like just looking at stuff. The longer I
11 stand in there, the more time I'll probably end up buying
12 something.

13 A VOICE: Um-hmm. So it actually cuts
14 across the golf course?

15 MR. CUNLIFFE: Yeah -- yep. Let's just
16 say the golf course was built under the line.

17 A VOICE: Um-hmm.

18 MR. CUNLIFFE: The lines were probably
19 there long before the golf course was.

20 A VOICE: Yeah, I think so. Alright, let
21 me pause the tape again.

22 (Pause)

23 MR. CUNLIFFE: (Indiscernible) -- because
24 of that long downhill coming off of that mountain and

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1 going into Cromwell, you could easily pick up people
2 doing 80, 90 in there.

3 A VOICE: Okay.

4 MR. CUNLIFFE: Coming out of Lyman's
5 Orchard turn right onto Route 147. Turn right onto Lyman
6 Road. It's suppose to be visible to the left, but I
7 don't see very much.

8 A VOICE: I think probably once you get up
9 over the top of the hill there.

10 MR. CUNLIFFE: Oh, I see --

11 A VOICE: Yeah, it's actually -- yeah, you
12 can see it -- you can see it through there.

13 MR. CUNLIFFE: To your left in the middle
14 of the golf course area you'll see some wood structures
15 sprinkled across the golf area. These wood H-frames
16 about 57 feet in height would be removed and replaced
17 with a steel monopole about 105 feet in height. The
18 right-of-way would be 125 feet in width and no expansion
19 is required. The number of structures would be reduced
20 from two to one. So there's a row of two H-frames
21 reduced to one steel monopole. (Pause).

22 Leaving Lyman Orchards Gold Club, turn
23 left, this is Reed's Gap Road. Stay straight on Reed's
24 Gap Road. That's where we'll come out, we're going to

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1 make a big loop.

2 And take a left right up here. At the
3 Durham town line sign turn left onto an unknown street,
4 this will bring us under the transmission line right-of-
5 way looking east across the golf course. Follow the
6 unknown street to the end and turn around and go back out
7 to Reed's Gap Road. (Pause).

8 Turn left. Turn left onto Reed's Gap Road
9 and we're now in the Town of Durham. We'll follow Reed's
10 Gap Road south until we come to a railroad overpass. We
11 will not go under the railroad, but we will turn onto
12 Power Hill Road. We will be -- this will bring us to our
13 last viewing area of this tour. The rail line is to your
14 left and it will cross over the road. This is where we
15 will turn right.

16 Follow Powder Hill Road to the
17 transmission line right-of-way crossing. (Pause). To
18 your left on the ridge you'll see a large steel lattice
19 tower, that's the top of Besock Mountain that carries the
20 line over into Wallingford into Carpenter Junction.
21 Okay, slow down right here. We're approaching the
22 transmission line right-of-way crossing, it's sort of
23 deceiving, but there's wood H-frame poles to our right
24 and to our left screened by these evergreen vegetation

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1 that look like Juniper.

2 We'll go up to the top of the ridge here.
3 Follow Powder Hill Road to the top of the ridge and we'll
4 look to the west or our left and probably back somewhat
5 on the ridge and you'll see the steel lattice tower. You
6 can slow down right here.

7 A VOICE: Yeah, there it is.

8 MR. CUNLIFFE: To your left is the
9 transmission line right-of-way crossing the ridge of
10 Beseck Mountain. The wood H-frame structures, there's
11 two sets, about 57 feet in height, would be removed and
12 replaced with a single steel monopole about 105 feet in
13 height. They would support a reconstructed 115 line and
14 a new 345-kV line. And there would be between Oxbow
15 Junction to Carpenter Junction the location of a new
16 substation, Beseck Substation.

17 In front of us and to our left is the
18 Power Ridge ski area.

19 This is the end of the tour of Scovill
20 Rock to Chestnut Junction and Oxbow Junction to the town
21 line of Durham, Middlefield, and Wallingford.

22 We're going to turn right onto South
23 Street. This is South Street.

24 (Radio chatter)

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1 MR. CUNLIFFE: At the end of South Street
2 a stop sign, this is Reed's Gap Road, we turn left.
3 Follow this all the way to the end. Follow Reed's Gap
4 Road to the intersection with Route 147. (Pause).
5 At the end of Reed's Gap Road and the
6 intersection of 147, turn right south. (Pause).
7 We're at the intersection of 147 and Route
8 17, turn left and follow Route 17 north. Follow 17 north
9 to Route 155 east. Follow 155 to Route 9, and that would
10 be the conclusion of the field review.
11
12 (tape stopped)

CERTIFICATE

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In witness whereof I have hereunto set my hand and do so attest to the above, this 6th day of June, 2005.


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