

**STATE OF CONNECTICUT**

**SITING COUNCIL**

<p><b>Docket 370A:</b> The Connecticut Light and Power Company application for a Certificate of Environmental Compatibility and Public Need for the Manchester Substation to Meekville Junction Circuit Separation Project in Manchester, Connecticut.</p>	<p>DOCKET 370A-MR</p> <p>PROCEEDINGS ON RECONSIDERATION</p> <p>May 26, 2010</p>
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**SUPPLEMENTAL**

**DIRECT TESTIMONY OF ROBERT E. CARBERRY**

1 **A. CONSTRUCTION DELAY CONCERN**

2 **Q. Mr. Carberry, in your previous pre-filed testimony of April 7, 2010,**  
3 **you expressed a concern that the Council's selection of the MMP-V in this**  
4 **proceeding could have the effect of causing a delay in the permitting of the**  
5 **Connecticut portion of GSRP, as well as the MMP-V, which could in turn translate**  
6 **into a delay in the in-service date of these projects. Do you still have such a**  
7 **concern?**

8 **A. No. As indicated in CL&P's responses to CSC-04, Q- CSC-001 and Q-**  
9 **CSC-011, that concern has been substantially allayed by the Council's adoption of a**  
10 **tentative schedule that calls for a poll of the members at the Council meeting expected to**  
11 **be held on June 17, 2010. That poll should tell us whether we will be proposing the**  
12 **MMP or the MMP-V to the permitting agencies, and we can proceed on the basis of the**  
13 **poll, without waiting for the Council's formal written decision. Should the Council select**

1 the MMP-V, our ability to submit the required amendment to the permit applications  
2 shortly after mid-June should avoid any significant delay. Of course, if the Council were  
3 to select the MMP, no amendment would be needed for that construction.

4 **B. NOTICE OF THIS PROCEEDING ON RECONSIDERATION**

5 **Q. Mr. Carberry, please describe what The Connecticut Light and Power**  
6 **Company (CL&P) did before and at the time of the filing of its initial application on**  
7 **October 20, 2008 for approval of the Manchester Substation to Meekville Junction**  
8 **Circuit Separation Project (MMP) in order to notify affected Towns and potentially**  
9 **interested citizens of the proposed construction.**

10 **A. As the Council recognized in its March 16, 2010 Findings of Fact in**  
11 **Docket 370, CL&P:**

- 12 • provided municipal consultation documents to the Town of Manchester, in which  
13 the Manchester to Meekville right-of-way (ROW) where the construction would  
14 take place is located; and to the Town of South Windsor, a boundary of which is  
15 within 2500' of the ROW (FOF ¶ 8);  
16
- 17 • provided notice to landowners abutting the North Bloomfield Substation, and to  
18 community organizations and water companies, in accordance with the Council's  
19 application guides (FOF ¶ 11);  
20
- 21 • published newspaper notice of the proposed project (FOF ¶ 7);  
22
- 23 • provided notice to each customer in Manchester and South Windsor by means of  
24 an insert in one or more monthly bills (FOF ¶ 7);  
25
- 26 • served copies of the application on the municipal officials of Manchester and  
27 South Windsor (FOF ¶ 7); and  
28
- 29 • participated in a public comment hearing held by the Council on June 16, 2009 at  
30 the Lincoln Center in Manchester, after the application had been filed (FOF ¶ 16).  
31

32 Copies of the newspaper notice and bill insert are attached to this testimony as  
33 Exhibits 1 and 2, respectively. In addition, in accordance with the Council's

1 direction, CL&P gave notice of the June 16, 2009 public comment hearing on its  
2 application by erecting signs as follows: on Olcott Street on CL&P property at the  
3 entrance to Manchester Substation, on Burnham Street Extension just north of  
4 Meekville Junction at the entrance to the ROW access road, on Tolland Turnpike on  
5 CL&P property where the ROW crosses the road, and on Route 6 on CL&P property  
6 next to the driveway for Cheney Technical High School.

7 **Q. How was the proposed construction in the Manchester Substation to**  
8 **Meekville Junction ROW described in these notices?**

9 A. In some cases, such as in the bill insert mailed in the summer of 2008 (see  
10 Exhibit 2), the proposed “route” for this construction was described as a 2.7-mile route  
11 beginning at Manchester Substation and “ending at Meekville Junction, which is located  
12 behind Mary Drive.” Mary Drive is a four-house cul de sac adjacent to the northerly 0.4-  
13 mile MMP-V right-of-way segment. In other documents, such as the Application, the  
14 proposed construction was described more precisely as taking place along a 2.2-mile long  
15 segment of this 2.7-mile ROW.

16 **Q. What additional notice has CL&P provided to the Towns of**  
17 **Manchester and South Windsor concerning this proceeding on reconsideration?**

18 A. On March 11, 2010, shortly after the Council’s vote to deny the MMP  
19 without prejudice, but before its issuance of a written order, we notified Mr. Scott  
20 Shanley, Manchester's General Manager; Mr. Mark Carlino, Manchester’s Director of  
21 Public Works and Engineering; and Mr. Mark Pelligrini, Manchester’s Director of  
22 Neighborhood Services and Economic Development, by e-mail, of the Council’s action  
23 and further advised them that the Council had expressed interest in a larger project, the

1 MMP-V, which “would extend the new line’s length by about 0.4 miles,” so that “the  
2 new line segment would operate as a 345-kV line.” This e-mail further advised that  
3 CL&P expected that the Docket would be re-opened to consider additional evidence with  
4 respect to the comparative merits of the MMP and the MMP-V, and that CL&P was  
5 studying the technical aspects, cost, benefits, and environmental aspects of the MMP-V  
6 and expected to provide this analysis to the Council. A copy of that e-mail is attached to  
7 this testimony as Exhibit 3. In response to that e-mail, the Town requested a map  
8 showing where the construction would take place. We provided such a map, together  
9 with an explanation of the additional scope of MMP-V by e-mail on March 15. On April  
10 7, we delivered two copies of CL&P’s Petition for Reconsideration to the General  
11 Manager’s office, one for the use of Mr. Shanley, and one for the Mayor. (Manchester  
12 did not receive a copy of this document in the normal course of its filing with the Council  
13 as it has not sought to become a party or intervenor to Docket 370 and so is not on the  
14 Service List.) On May 3, during a meeting with Mr. Shanley, Mr. Pellegrini and Mr.  
15 Carlino to discuss transmission projects in Manchester, a CL&P representative briefly  
16 discussed MMP-V and informed them that targeted outreach would be conducted for any  
17 new abutters on MMP-V. On May 11, we e-mailed a copy of the Council’s hearing  
18 notice for the June 2 hearing to Mr. Pellegrini and Mr. Carlino.

19 On May 17, 2010, a CL&P representative delivered to John Pelkey, South  
20 Windsor’s Mayor, and Matthew Galligan, South Windsor’s Town Manager, a letter  
21 informing them of the Council’s action and advising them that the Council had expressed  
22 interest in further examining a variation of the project scope for MMP that “would use  
23 the newly constructed line segment at 345 kV instead of at 115 kV and would extend the

1 new line construction 0.4 miles further north and west to the west end of Meekville  
2 Junction, therefore a little closer to the Manchester / South Windsor border.” That letter  
3 also mentioned CL&P’s filing of its Petition for Reconsideration and the Council’s  
4 scheduled hearing. A copy of CL&P’s Petition and the Council’s hearing notice were  
5 included. A copy of that letter is attached to this testimony as Exhibit 4.

6 **Q. Now please describe what CL&P has done to notify potentially**  
7 **interested landowners of this proceeding on reconsideration.**

8 A. On May 11, shortly after the Council issued the notice of the June 2  
9 hearing, we sent copies of that notice, together with an explanatory cover letter (of which  
10 a copy is attached as Exhibit 5 to this testimony) to the majority of those properties  
11 appearing on a postal carrier list of abutters and neighbors along the entire ROW between  
12 Manchester Substation and Meekville Junction, and on May 20, the letter attached as  
13 Exhibit 5 was sent to the remainder of the list. A copy of that list is attached to this  
14 testimony as Exhibit 6. This letter notified the recipients of the proposed additional  
15 construction; advised how to access CL&P’s request for reconsideration and supporting  
16 testimony on the internet; and advised the recipients of their opportunities to participate  
17 in the proceeding as intervenors or commentators. In all, we sent 47 of these letters. Ten  
18 of these letters were returned as undeliverable, because they were sent to unoccupied  
19 properties, including two CL&P properties. For the non-CL&P properties, we checked  
20 the records at Town Hall and obtained mailing addresses for the landowners of these  
21 properties and, on May 19, sent them the letter attached as Exhibit 5 with the Council’s  
22 hearing notice. For the one remaining property, we found out that the landowner is  
23 deceased. On May 24, we sent the letter attached as Exhibit 5 and the Council’s hearing

1 notice to the fiduciary for the landowner's ancillary estate in Manchester and to the  
2 estate's attorney.

3           There are four homes abutting the section of ROW near Meekville Junction where  
4 construction is proposed for the MMP-V, but not required for the MMP, including homes  
5 owned by Karl and Elena Lago - 16 Mary Drive, Cesar Rodriguez – 20 Mary Drive,  
6 Donald and Margaret Lesight – 34 Botticello Drive, and Shariff Atig and Shakila Sadiq –  
7 31 Botticello Drive. On May 11, CL&P mailed the letter attached as Exhibit 5 to these  
8 residents, along with a copy of the Council's hearing notice. In addition, the residents of  
9 these homes received a personal visit by a project representative on May 20 at which time  
10 these residents were reminded of the letter sent to them from CL&P and informed of the  
11 Council's hearing on June 2. One of these residents recalled receiving the letter. Since  
12 the other three had only vague recollections of receiving the letter, CL&P hand-delivered  
13 a copy of the letter on May 21 and left it in each of their doors.

14           Finally, as directed by the Council staff at a pre-hearing conference on May 19,  
15 2010, on May 21, 2010, we erected three large signs providing notice of the June 2  
16 hearing as follows: at Burnham Street Extension just north of Meekville Junction at the  
17 entrance to the ROW access road, at Olcott Street on CL&P property at the entrance to  
18 the Substation and on property of Atig/Sadiq at the corner of Mary Drive and Botticello  
19 Drive. The text of the three signs is identical. A picture of one of these signs is attached  
20 as Exhibit 7 to this testimony.

1           **Q     Please summarize your direct testimony on electric and magnetic**  
2 **fields dated April 7, 2010 concerning the presumption of Section 16-50 p(i) of the**  
3 **General Statutes.**

4           A.     I stated that (i) such presumption might apply to MMP-V (to be operated  
5 at 345 kV vs. 115 kV for MMP) due to the presence of three statutory facilities east of the  
6 ROW that are currently “adjacent to” an existing 345-kV line, (ii) the new line for  
7 MMP-V would be installed in the interior of the ROW (far side of the existing 345-kV  
8 line), and (iii) two of the statutory facilities would be too far away, such that magnetic  
9 fields from the new line would be undetectable and the third no greater than pre-  
10 construction magnetic fields.

11           **Q.     Please also summarize your direct testimony on electric and magnetic**  
12 **fields dated April 7, 2010 concerning the four homes on properties abutting the**  
13 **north edge of the ROW that would be included in MMP-V.**

14           A.     My testimony indicates that similar to the “statutory facilities” referred to  
15 in the previous answer, these homes that are “adjacent to” the existing 345-kV line would  
16 not be “adjacent to” the new 345-kV line and would not be exposed to an increase in the  
17 pre-NEEWS AAL magnetic field levels.

18           **Q.     Assuming for the sake of argument, that the Council nonetheless**  
19 **believes that the presumption is applicable, please explain what CL&P did to**  
20 **explore what the most likely underground alternative to overhead construction of**  
21 **MMP-V would be and how much it would cost.**

22           A.     We asked Burns & McDonnell to do a route reconnaissance and then  
23 estimate the cost based on that route. An in-ROW underground alternative was found to

1 be impractical due to wetland impacts. An in-road underground alternative that appeared  
2 to be the shortest available was identified. This in-road underground alternative would  
3 follow a road route between Manchester Substation and a new transition station location  
4 to the north of Meekville Junction in South Windsor. [Technically this alternative, using  
5 two 345-kV XLPE cables per phase, would replace the Manchester to Meekville Junction  
6 segment of the existing overhead 395 circuit, and that existing circuit segment would then  
7 become part of the new Manchester to North Bloomfield 345-kV line.] Manchester  
8 Substation would require equipment additions to create bus-connection positions for each  
9 of the two sets of 345-kV cables, and a 345-kV transition station for connecting the two  
10 cable sets to an overhead line would need to be constructed north of Meekville Junction.  
11 The underground cables between these two locations would follow a 4.15-mile long route  
12 from Manchester Substation northeast on Olcott Street, then north on Adams Street  
13 (crossing U.S. Route 6/44, Middle Turnpike West, Hillard Street and Tolland Turnpike),  
14 continuing north on Buckland Street, then west on Pleasant Valley Road into South  
15 Windsor, and south on Clark Street to a potential transition station site. Our estimated  
16 cost for this alternative is \$124 million. Assuming that the MMP-V would be fully  
17 regionalized if built all overhead, Connecticut consumers would pay a 27% share of its  
18 cost of \$23 million, or \$6.2 million. Were MMP-V instead built using the above-  
19 described underground 345-kV cable alternative, Connecticut consumers would pay this  
20 same \$6.2 million plus 100% of the \$101 million cost difference between this alternative  
21 and the all-overhead alternative, or \$107.2 million. Connecticut consumers would  
22 therefore pay 17.3 times more under the all-underground alternative.



1           **Q.     Is it therefore your testimony that this underground alternative to**  
2 **MMP-V would result in an unreasonable economic burden on Connecticut**  
3 **ratepayers based on its cost?**

4           A.     Yes. Moreover, such an investment would be particularly unreasonable  
5 since a magnetic field increase, if any, would not be detectable in the vicinity of the three  
6 statutory facilities or the four homes arising from the new 345-kV line for MMP-V.

7

8           **Q.     Does this conclude your testimony?**

9           A.     Yes.

**EXHIBITS**

1

2

3 1. Newspaper Notice

4 2. Bill Insert

5 3. March 11, 2010 E-Mail

6 4. May 17, 2010 Letter to South Windsor Officials (incorrectly dated 2009)

7 5. May 11, 2010 Letter to Neighbors

8 6. Postal Carrier List of Abutters and Neighbors

9 7. Picture of Sign

10

## **EXHIBIT 1**

**Notice of Application by The Connecticut Light and Power Company for Approval of the Modification of Existing Electric Transmission Lines in Manchester, CT**

Pursuant to the provisions of §§ 16-50z(b) of the General Statutes of Connecticut, §§ 16-50z-1-(e) of the Regulations of the Connecticut Siting Council and the Application Guides for Terrestrial Electric Transmission Line Facilities of the Connecticut Siting Council (adopted August 2007), notice is hereby given that The Connecticut Light and Power Company (CL&P) will on or about September 17, 2008, submit an application to the Connecticut Siting Council seeking a Certificate of Environmental Compatibility and Public Need for the modification of existing electric transmission lines along an existing right-of-way in Manchester, CT, for a distance of approximately 2.2 miles. This modification (the Project) will allow the separation of a 345-kilovolt (kV) circuit and 115-kV circuit, which are currently supported on a common set of line-support structures, so that each circuit will be supported by a separate set of structures.

The Project is proposed to improve the reliability of the electric transmission system in north-central Connecticut so that it will be able to reliably accommodate power flows on that system that the Greater Springfield Reliability Project (GSRP) will enable. Contemporaneously with the filing of its application for the Project, CL&P will file an application with the Connecticut Siting Council for approval of the GSRP.

The application will concern the separation of a 345-kV circuit and a 115-kV circuit currently supported by a common set of support structures, along a right-of-way between CL&P's Manchester Substation and Meekville Junction, for a distance of approximately 2.2 miles, within Manchester. After the separation, a 345-kV circuit would remain on the line of structures that currently support both circuits; and the 115-kV circuit would be replaced on a new set of support structures between this line and a double-circuit 115-kV line on the right-of-way. Manchester Substation is located at the intersection of West Center Street and Olcott Street. The proposed route travels north-northwest along the existing CL&P right-of-way, crosses I-84, and ends at Meekville Junction, which is located behind Mary Drive.

The town of South Windsor, CT, is not traversed by right-of-way where the proposed construction would take place, but the Manchester – South Windsor town boundary is within 2,500 feet of the right-of-way.

Copies of the Application will be available at the municipal offices and libraries of the towns of Manchester and South Windsor.

For more information, please contact:  
NEEWS Transmission Projects  
The Connecticut Light and Power Company  
P.O. Box 270  
Hartford, CT 06141  
1.866.99NEEWS (1.866.996.3397)  
1.888.773.5384 (information in Spanish)  
[www.NEEWSprojects.com](http://www.NEEWSprojects.com)

## **EXHIBIT 2**

# NOTICE OF PROPOSED CONSTRUCTION OF A HIGH-VOLTAGE ELECTRIC TRANSMISSION LINE

## CL&P Plans Enhancement To Transmission System to Maintain System Reliability

In order to maintain the reliability of transmission service to customers in Connecticut and Massachusetts and to improve access to power generation in other regions, The Connecticut Light and Power Company (CL&P) plans to construct a new 345,000-volt (345-kV) transmission line and make improvements to some existing 115,000-volt (115-kV) transmission lines and related substations in the Greater Springfield/northern Connecticut area.

This project, called the "Greater Springfield Reliability Project," involves transmission upgrades in both Connecticut and Massachusetts as part of the New England East-West Solution (NEEWS). NEEWS is a group of transmission projects designed to address identified electric transmission system problems in the region in order for the transmission network to meet regional and national reliability standards. The Massachusetts upgrades will be done by Western Massachusetts Electric Company (WMECO). Both WMECO and CL&P are wholly-owned subsidiaries of Northeast Utilities. This notice provides a summary of our currently proposed plans.

### Project Summary

Within the next 60 days, CL&P plans to submit an application to the Connecticut Siting Council seeking a "Certificate of Environmental Compatibility and Public Need" for the proposed project. The project includes a new 12-mile 345-kV transmission line between Bloomfield, CT, and the Massachusetts and Connecticut state line between Agawam, MA, and Suffield, CT, as well as the separation of 2.7 miles of existing 115-kV and 345-kV transmission circuits in Manchester, CT. The two circuits in Manchester currently share common line-support structures and now each circuit must have its own structures.

The application will set forth a proposal for construction of the project, including necessary modifications to the North Bloomfield Substation. The new transmission line is proposed to be entirely overhead and would be built in Connecticut on unused portions of existing CL&P rights-of-way. However, in two areas, the existing right-of-way is narrower than would be required and must be widened. The Connecticut portion of the proposed project is located in the towns of Bloomfield, East Granby, and Suffield, with related work in Manchester. The application will also describe overhead line route variations and potential underground cable route variations for portions of the project. The potential underground cable routes pass through portions of East Granby and Suffield, all within existing roads and CL&P's existing rights-of-way. The municipalities of Simsbury, South Windsor, and Windsor are not traversed by either the proposed project route or its route variations but their boundaries are within 2,500 feet of the proposed route. If the Connecticut Siting Council approves the CL&P application, construction is scheduled to begin in 2010. The proposed project is expected to be completed and in-service by 2013.



The map above depicts the route in Connecticut of the new 345-kV transmission line segment, as currently proposed. The map also depicts the route, as currently proposed, for the transmission circuit separation in Manchester. Maps of the line route variations are contained in CL&P's Municipal Consultation Filings, copies of which were provided to the chief elected official of your town, as well as your town library, on June 16, 2008.

In addition to CL&P's filing an application with the Connecticut Siting Council, WMECO will simultaneously file a petition for the 27 miles of new 345-kV and/or reconstructed 115-kV overhead lines, i.e., the Massachusetts portion of the project, with the Massachusetts Energy Facilities Siting Board (EFSB). The WMECO project will propose to install a new overhead 345-kV transmission line on existing and expanded rights-of-way from Ludlow, MA, to the state border between Agawam, MA, and Suffield, CT. Rebuilds and upgrades to all existing 115-kV transmission lines on these WMECO rights-of-way will be part of this proposal. However, the EFSB regulations require WMECO to also present a geographically distinct noticed-alternative route for the proposed Agawam-to-Ludlow 345-kV line, and WMECO will present a so-called "Southern Route Alternative" to satisfy this requirement. Similar to the proposed line route, the use of the Southern Route Alternative would require the construction of a new 345-kV line within existing rights-of-way that are separate from the right-of-way in which the 115-kV line rebuilds will be completed. For approximately 5.5 miles, the Southern Route

Alternative right-of-way traverses parts of Suffield and Enfield. If the EFSB were to determine that WMECO's Southern Route Alternative is preferable to WMECO's preferred Northern Route for the new Agawam-to-Ludlow 345-kV transmission line, CL&P must obtain approval from the Connecticut Siting Council for the small segment of the WMECO project that would be located in Suffield and Enfield. CL&P would be the owner of the Connecticut segment of this route. Therefore, a potential new Agawam-to-Ludlow 345-kV line located on the Connecticut portion of the Southern Route Alternative, and a partial underground cable route variation in Enfield, will also be described in CL&P's application.

### Technical Details

The length of the new overhead 345-kV line through Bloomfield, East Granby, and Suffield is approximately 12 miles. The structure types under consideration for the overhead 345-kV transmission line are wood-pole or steel-pole H-frame structures with typical heights of 80 to 95 feet and steel monopoles with typical heights of 80 to 130 feet.

The proposed project also includes the addition of substation equipment at the North Bloomfield Substation, located near the intersection of Hoskins and Tariffville Roads in Bloomfield. The North Bloomfield Substation will require an expanded 345-kV switchyard which will require expansion of the fenced area on the CL&P property.

The proposed project also includes separating an existing 345-kV transmission circuit and an existing 115-kV circuit, both of which currently share a 2.7-mile line of steel lattice structures in the town of Manchester, between Manchester Substation (on West Center Street) and Meekville Junction (behind Mary Drive).

The Connecticut Siting Council is expected to post CL&P's application on its Web site ([www.ct.gov/csc](http://www.ct.gov/csc)) soon after it is filed. The application will provide additional siting and technical details, including a field management design plan for selecting line design options that would achieve magnetic field reductions. The proposed new line will meet the requirements of the Connecticut Siting Council's "Electric and Magnetic Field Best Management Practices For the Construction of Electric Transmission Lines in Connecticut." Design options for magnetic field reductions will include additional line height above ground and various possible conductor, and supporting structure, configurations for the line. This field management design plan may be viewed at town halls or on the Council's Web site, together with other electric and magnetic field information which the Council maintains on its Web site. CL&P's plan will also include contact information for its representatives and a representative of the Connecticut Department of Public Health.

### Description of the Proposed Route

The following is a summary description of the proposed route and does not purport to be exhaustive. The proposed route through Connecticut for the new 345-kV transmission line segment begins at the North Bloomfield Substation, which is located in Bloomfield, near the intersection of Hoskins and Tariffville Roads. The proposed line route would exit the substation and travel for 0.8 miles along the existing CL&P right-of-way, crossing State Highway 189 and the Farmington River into East Granby. In East Granby, the proposed 6.3-mile line route along the existing right-of-way crosses Hatchett Hill Road, Holcomb Street, Turkey Hills Road, Newgate Road, and Wyncain Road. From East Granby, the proposed line route enters Suffield, where the 4.8-mile line route would cross Phelps Road, Mountain Road (State Road 168), North Stone Street, Colson Street, Ratley Road, and then exits into Agawam, MA.

In Manchester, the 2.7-mile circuit-separation route begins at Manchester Substation, located at the intersection of West Center Street and Olcott Street. The proposed route exits the substation and travels along the existing CL&P right-of-way, crossing Interstate 84, Meekville Road, and ending at Meekville Junction, which is located behind Mary Drive.

The Connecticut portion of the Southern Route Alternative for the proposed Agawam-to-Ludlow 345-kV transmission line would enter into the state at a border point between Agawam, MA, and Suffield, CT, near the Six Flags New England amusement park. Within Suffield, the proposed line would cross Mapleton Avenue and then cross into Enfield near Sword Avenue and travel across Interstate 91, Enfield Street, Brainerd Road, George Washington Road, Maple Street, Mayfield Drive, and then exit back into Longmeadow, MA.



For further information about this project, please contact:  
 NEEWS Transmission Project  
 The Connecticut Light and Power Company  
 P.O. Box 270  
 Hartford, CT 06141  
 1.866.9NNEWS (1.866.976.3397)  
 1.888.773.5384 (information in Spanish)  
[www.NEWSprojects.com](http://www.NEWSprojects.com)

# AVISO DE LA PROPUESTA DE CONSTRUCCION DE UNA LINEA DE TRANSMISION ELECTRICA DE ALTO VOLTAJE

## CL&P planea mejoras al sistema de transmisión para mantener la confiabilidad del sistema

Para mantener la confiabilidad del servicio de transmisión para los clientes en Connecticut y Massachusetts y para mejorar el acceso a la generación de energía en otras regiones, la Connecticut Light and Power Company (CL&P) planea construir una línea de transmisión nueva de 345,000 voltios (345-kV) y realizar mejoras a algunas de las líneas de transmisión de 115,000 voltios (115-kV) existentes y a las subestaciones relacionadas en el área metropolitana de Springfield y en el norte de Connecticut.

Este proyecto llamado "Greater Springfield Reliability Project" implica mejoras en la transmisión tanto en Connecticut como Massachusetts como parte de la New England East-West Solution (Solución de este oeste de New England, NEEWS por sus siglas en inglés). Este es un grupo de proyectos de transmisión concebido para abordar problemas identificados en el sistema de transmisión eléctrica de la región, para que la red de transmisión cumpla con los estándares de confiabilidad a nivel nacional y regional. Las mejoras en Massachusetts serán realizadas por la Western Massachusetts Electric Company (WMECO). Tanto WMECO como CL&P son subsidiarias de propiedad total de Northeast Utilities. Este aviso proporciona una síntesis de nuestros planes propuestos en la actualidad.

### Síntesis del proyecto

En los próximos 60 días, CL&P planea presentar al Connecticut Siting Council una solicitud para obtener el "Certificado de compatibilidad ambiental y necesidad pública" para el proyecto propuesto. El proyecto comprende una línea nueva de transmisión de 12 millas (19.3 km) y 345-kV entre Bloomfield, CT, y la línea estatal de Massachusetts y Connecticut entre Agawam, MA, y Suffield, CT, así como la separación de 2.7 millas (4.3 km) de circuitos de transmisión existentes de 115-kV y 345-kV en Manchester, CT. Los dos circuitos en Manchester actualmente comparten estructuras de soporte de línea y ahora cada circuito deberá tener su propia estructura.

La solicitud presentará una propuesta para la construcción del proyecto, incluyendo las modificaciones necesarias a la subestación de North Bloomfield. Se propone que la nueva línea de transmisión sea totalmente aérea, la misma sería construida en Connecticut en partes sin utilizar de servidumbres de paso pertenecientes a CL&P. Sin embargo en dos zonas la servidumbre de paso existente es más angosta de lo necesario y deberá ser ensanchada. El segmento en Connecticut del proyecto propuesto está ubicado en las ciudades de Bloomfield, East Granby y Suffield, los trabajos relacionados serán en Manchester. La solicitud también describirá las variaciones de rutas de la línea aérea y del posible cable subterráneo para las porciones del proyecto. Las rutas del cable subterráneo potenciales pasan a través de segmentos de East Granby y Suffield, todas en calles y servidumbres de paso existentes pertenecientes a CL&P. Las municipalidades de Simsbury, South Windsor y Windsor no son afectadas por la ruta del proyecto propuesto o sus variaciones de rutas, pero sus límites están dentro de los 2,500 pies (762 m) de la ruta propuesta. Se ha programado el comienzo de la construcción para 2010 en caso de que el Connecticut Siting Council apruebe la solicitud de CL&P. Se espera que el proyecto propuesto se complete y entre en funcionamiento para el año 2013.



El mapa anterior representa la ruta en Connecticut del segmento de la nueva línea de transmisión de 345-kV, como se propone actualmente. El mapa también representa la ruta, como se propone actualmente, para la separación del circuito de transmisión en Manchester. El Municipal Consultation Filing de CL&P contiene mapas de las rutas de cable subterráneo potenciales y las variaciones de rutas, cuyas copias se proporcionaron al funcionario principal electo de su ciudad y a la biblioteca de la ciudad el 16 de junio de 2009.

Además de la solicitud de CL&P ante el Connecticut Siting Council, simultáneamente la WMECO presentó una petición por las 27 millas (43.5 km) de líneas aéreas de 345-kV y/o reconstruidas de 115-kV, es decir la porción de Massachusetts del proyecto, con la Massachusetts Energy Facilities Siting Board (EFSB). El proyecto de WMECO propondrá la instalación de nuevos segmentos de la línea aérea de transmisión de 345-kV en servidumbres de paso existentes y expandidas desde la frontera estatal entre Agawam, MA y Suffield, CT, hasta Ludlow, MA. La reconstrucción y la mejora de todas las líneas de transmisión de 115-kV existentes en estas servidumbres de paso de la WMECO formarán parte de esta propuesta. Sin embargo, las reglamentaciones de la EFSB exigen que WMECO también presente una ruta alternativa que se pueda distinguir geográficamente para la línea de 345-kV de Agawam a Ludlow propuesta y WMECO presentará la denominada "Southern Route Alternative" (ruta alternativa del sur) para cumplir con este requisito. Similar a la ruta de línea propuesta, el uso de la ruta alternativa del sur requerirá la reconstrucción de una línea nueva de 345-kV dentro de las servidumbres de paso existentes que están separadas de las servidumbres de paso en las que se producirán las reconstrucciones de líneas de 115-kV. La servidumbre de paso de esta ruta alternativa del sur atraviesa

partes de Suffield y Enfield por aproximadamente 5.5 millas (8.8 km). Si la EFSB resolviera que la ruta alternativa del sur de WMECO es preferible a la ruta del norte propuesta por WMECO para la nueva línea de transmisión de 345-kV de Agawam a Ludlow, CL&P deberá obtener la aprobación del Connecticut Siting Council para el pequeño segmento del proyecto de WMECO que estaría ubicado en Suffield y Enfield. CL&P sería el propietario del segmento en Connecticut de esta ruta. Por lo tanto, también se discutirán en la solicitud de CL&P una posible línea nueva de 345-kV de Agawam a Ludlow ubicada en la porción de Connecticut de la alternativa de la ruta Sur, y una variación parcial de la ruta del cable subterráneo en Enfield.

### Detalles técnicos

La longitud de la nueva línea aérea de 345-kV a través de Bloomfield, East Granby y Suffield es de aproximadamente 12 millas (19.3 km). Los tipos de estructuras que se consideran para la línea de transmisión aérea de 345-kV son de postes de madera o de poste en H de acero con alturas típicas de 80 a 95 pies (24 a 29 m) y postes simples de acero con alturas típicas de 80 a 130 pies (24 a 39 m).

El proyecto propuesto también comprende la inclusión de un equipo de subestación en la subestación de North Bloomfield, ubicada cerca de la intersección de Hoskins y Tariffville en Bloomfield. La subestación de North Bloomfield requerirá un patio de maniobras expandido de 345-kV, para lo que se necesitará la ampliación del área cercada de la propiedad de CL&P.

El proyecto que se propuso también incluye la separación de un circuito de transmisión de 345-kV existente y un circuito de 115-kV existentes, los que actualmente comparten una línea de 2.7 millas (4.3 km) de estructuras de entramado de acero en la ciudad de Manchester, entre la Subestación de Manchester (en West Center Street) y Meekville Junction (detrás de Mary Drive).

Se espera que el Connecticut Siting Council publique la solicitud de CL&P en su sitio web ([www.ct.gov/csc](http://www.ct.gov/csc)) poco después de su presentación. La solicitud proporcionará detalles técnicos y de ubicación adicionales, incluido un plan de diseño de administración de campo para seleccionar opciones de diseño de línea que lograrían reducciones en el campo magnético. La nueva línea propuesta cumplirá con los requisitos de las Prácticas de mejor administración de campos eléctricos y magnéticos para la construcción de líneas de transmisión eléctrica en Connecticut ("Electric and Magnetic Fields Best Management Practices For The Construction of Electric Transmission Lines in Connecticut") del Connecticut Siting Council. Las opciones de diseño para las reducciones del campo magnético incluirán alturas de línea adicionales por encima del nivel del terreno y varias configuraciones posibles de conductor y estructuras de soporte para la línea. Este plan de diseño de administración del campo se puede ver en los ayuntamientos o en el sitio web del Municipio, junto con otra información sobre campo magnético y eléctrico que el Municipio tiene en su sitio web. El plan de CL&P también incluirá información de contacto para sus representantes y un representante del Departamento de Salud Pública de Connecticut.

### Descripción de la ruta propuesta

La siguiente es una descripción resumida de la ruta propuesta, que no intenta ser exhaustiva. La ruta propuesta a través de Connecticut para el nuevo segmento de línea de transmisión de 345-kV comienza en la Subestación de North Bloomfield, ubicada en Bloomfield, cerca de la intersección de Hoskins y Tariffville. La ruta de la línea propuesta saldrá de la subestación y recorrerá 0.8 millas (1.3 km) sobre la servidumbre de paso de CL&P existente, atravesando la autopista estatal 189 y Farmington River e ingresando en East Granby. En East Granby, la ruta de línea propuesta de 6.3 millas (10.1 km) sobre la servidumbre de paso existente cruza Hatchett Hill Road, Holcomb Street, Turkey Hills Road, Newgate Road y Wyncinn Road. Desde East Granby, la ruta de línea propuesta entra en Suffield, donde la ruta de la línea de 4.8 millas (7.7 km) cruzará Phelps Road, Mountain Road (autopista estatal 168), North Stone Street, Colson Street, Ratley Road, para luego salir e ingresar a Agawam, MA.

En Manchester, la ruta de separación del circuito de 2.7 millas (4.3 km) comienza en la Subestación de Manchester, ubicada en la intersección de West Center Street y Olcott Street. La ruta propuesta sale de la subestación y recorre la servidumbre de paso de CL&P existente, cruza la Interstate 84, Meekville Road y termina en Meekville Junction, ubicada detrás de Mary Drive.

El segmento de la ruta alternativa del sur en Connecticut para la línea de transmisión propuesta de 345-kV de Agawam a Ludlow entra en el estado en el punto de la frontera entre Agawam, MA, y Suffield, CT, cerca del parque de diversiones Six Flags de New England. Dentro de Suffield, la línea propuesta cruzará Mapleton Avenue y luego cruzará entrando a Enfield cerca de Sward Avenue y recorrerá la Interstate 91, Enfield Street, Branard Road, George Washington Road, Maple Street, Mayfield Drive y luego volverá a salir hacia Longmeadow, MA.



Para obtener más información sobre este proyecto visite la página web de nuestro proyecto:  
 NEEWS Transmission Project  
 The Connecticut Light and Power Company  
 P.O. Box 270  
 Hartford, CT 06141  
 1.866.99NEEWS (1.866.996.3397)  
 1.888.773.5384 (información en español)  
[www.NEEWSprojects.com](http://www.NEEWSprojects.com)

## **EXHIBIT 3**





**CT Siting Council decisions with respect to Manchester**

From: **Marcia E. Wellman** <MUNI REL SIT+PT > < 703-6495 >  
To: sshanley, markp, mcarlino  
Bcc: Michelle L. Gallicchio, Terri Wagner, pmaturo

03/11/2010 12:08 PM

Good Morning Scott, Mark, and Mark:

The Siting Council has taken action, or will be taking action, on matters which impact Manchester and we wanted to give you an overview:

**Manchester to Meekville Junction Circuit Separation Project [from Manchester Substation to a point along the right-of-way off of Chapel Road]**

In the March 9, 2010, Connecticut Siting Council decision, the Council expressed interest in a variation to CL&P's proposed Manchester to Meekville Junction Circuit Separation Project (MMP). The MMP consists of separating two existing circuits (one 115 kV and one 345 kV) that are supported on common structures along 2.2 miles of existing right-of-way in Manchester by relocating the 115-kV circuit onto a new set structures within the same right-of-way.

Recognizing the critical need to upgrade the transmission system in the Manchester area, the Council "denied without prejudice" the CL&P proposal in order to assess a potential variation (so-called MMP-V) in greater detail.

Proposed by a Council member, the MMP-V would require the same new set of monopoles and conductors as the CL&P proposal, but it would extend the new line's length by about 0.4 miles. The new line segment would operate as a 345-kV line, and the existing 115-kV circuit would then remain on common structures with the existing 345-kV line. .

In both the MMP and the MMP-V, another double-circuit 115-kV line on the right-of-way would remain unchanged, except for some tower relocations to make room for the new line's construction. Also, except for the additional 0.4 miles of new line and additions within the Manchester Substation on Olcott Street, the new line would look exactly the same in the MMP-V as it does in the MMP,

CL&P is currently assessing the technical aspects of the variation, as well as its cost, benefits, and environmental impacts. CL&P expects to complete its initial assessment by month end and to provide that analysis to the CSC shortly thereafter.

CL&P anticipates that the Council will soon vote to reopen Docket 370A to consider additional evidence on the MMP-V and to compare the benefits, cost and environmental impacts of CL&P's original proposal with that of the MMP-V. CL&P expects that the Council will call a public hearing for this purpose.

After the completion of the CSC public and evidentiary hearings, the CSC will then decide between CL&P's original proposal and the MMP-V. In either case, the Company expects that the Council will issue a prompt, favorable decision to meet the reliability needs in the Manchester area.

After we complete our assessment of the MMP-V later this month I will call and ask to get together to discuss our findings.

**Manchester Substation Spare Autotransformer:**

As we have discussed before CL&P will be placing a new spare autotransformer within the fenceline of the Manchester SS located on Orcutt Road.

Delivery of the spare auto is not scheduled till August and we will coordinate the route and traffic logistics once we know the exact driving route.

We filed the petition with the Council back in June but since it was approved we realized we need to move the proposed location by approx. 28 feet.

And we have requested permission from the Siting Council to change the location.

Attached is the letter submitted to the Council and Cc'd to the Mayor.

If anyone has any questions please do not hesitate to call me at 860.665.6495

Thanks.

- Marcia



ltr\_PET904manchesterCEO\_001.pdf

Marcia E. Wellman  
Municipal Relations & External Affairs  
NU Transmission  
Tel: 860.665.6495  
Email: wellmme@nu.com

## **EXHIBIT 4**



**Connecticut  
Light & Power**

The Northeast Utilities System

107 Selden Street, Berlin, CT 06037

Northeast Utilities Service Company  
P.O. Box 270  
Hartford, CT 06141-0270  
(860) 665-5000

May 17, 2009

TO Mayor John Pelkey  
Town Manager Matthew Galligan

RE: Manchester to Meekville Junction Circuit Separation Project

On October 20, 2008 The Connecticut Light and Power Company (CL&P) filed an Application with the Connecticut Siting Council for a Certificate of Environmental Compatibility and Public Need (Application) for the Manchester to Meekville Junction Circuit Separation Project. The Manchester to Meekville Junction Circuit Separation Project would consist of the modification of existing 115-kV and 345-kV transmission circuits, including a new 2.2-mile transmission line segment, in Manchester, Connecticut. Meekville Junction is located to the south of Burnham Street in Manchester. South Windsor was given a copy of the Application because the South Windsor town border is within 2,500 feet of Meekville Junction.

In March of 2010 the Connecticut Siting Council "denied without prejudice" CL&P's Application because the Council was interested in further examining a variation of the project scope known as the Manchester to Meekville Project Variation and faced a March decision deadline. On April 7, 2010, CL&P filed a Petition for Reconsideration asking the Council to reconsider its Manchester to Meekville decision and providing more information about the Project Variation. The Project Variation would use the newly constructed line segment at 345 kV instead of 115 kV and would extend the new line construction 0.4 miles further north and west to the west end of Meekville Junction, therefore a little closer to the Manchester/South Windsor border. CL&P is hereby providing to the Town of South Windsor a copy of CL&P's Petition for Reconsideration.

The Siting Council granted CL&P's petition and set a public hearing date for June 2, 2010. A copy of the Council's hearing notice is attached. Section 16-50n(a) of the Connecticut General Statutes provides that each person entitled to receive a copy of an application under 16-50l may become a party to the proceeding before the Council by giving the Council a notice of intent to be a party.

If you have any questions please call:

Marcia Wellman  
Municipal Relations & External Affairs  
860.665.6495

Respectfully submitted,

The Connecticut Light and Power Company

By:   
Robert E. Carberry

## **EXHIBIT 5**



**Connecticut  
Light & Power**

The Northeast Utilities System

107 Selden Street, Berlin CT  
06037

Northeast Utilities Service  
Company  
P.O. Box 270  
Hartford, CT 06141-0270  
(860) 665-5000

May 11, 2010

Dear Neighbor,

I am writing to you to provide an update on a proposed transmission upgrade in your area.

In October 2008, Connecticut Light & Power (CL&P) filed an application to the Connecticut Siting Council (CSC) to construct the Manchester to Meekville Junction Circuit Separation Project (MMP) in Manchester, Connecticut. CL&P's proposed Project consists of separating two existing circuits (one 115-kilovolt (kV) and one 345-kV) that are currently supported on common structures along 2.2 miles of existing right-of-way and replacing the 115-kV circuit onto a new set of structures within the same right-of-way.

In its March 9, 2010 decision, the CSC expressed interest in a variation to CL&P's proposal. Responding to this interest, CL&P subsequently sent more information and testimony on this variation, and formally requested that the Council reconsider their decision and approve one of these alternatives. CL&P's filing can be found online at the Web address listed below.

On May 6, the CSC voted to approve CL&P's request and set a public hearing to discuss the configuration options. The CSC public hearing is scheduled for 11 a.m. on June 2, 2010 at:

Central Connecticut State University  
Institute of Technology and Business Development  
185 Main Street  
New Britain, CT

The CSC's public hearing notice is attached. Parties and intervenors in the case will be given an opportunity at the hearing to participate in the proceedings. Any person seeking to be named or admitted as a party or intervenor to the proceeding may file a written request to the office of the Connecticut Siting Council, 10 Franklin Square, New Britain, CT 06051, on or before May 26, 2010. Any person who is not a party or intervenor to this proceeding may file a written statement with the Council any time up to June 2, 2010.

After the completion of the CSC public hearing process, the CSC is expected to decide between CL&P's original proposal and the variation. In either case, the Company expects that the CSC will issue a prompt, favorable decision to meet the reliability needs in the Manchester area.

If you have any questions about the Project, please feel free to contact our Project hotline at 1-866-996-3397 or visit our Project information Web page at [www.transmission-nu.com](http://www.transmission-nu.com).

Sincerely,

Beverly Peters  
Project Manager, Northeast Utilities



# 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)

[www.ct.gov/csc](http://www.ct.gov/csc)

### HEARING NOTICE

Pursuant to provisions of General Statutes § 4-181a and § 16-50m and Section 16-50j-21 of the Regulations of Connecticut State Agencies, notice is hereby given that the Connecticut Siting Council (Council) will conduct a public hearing on Wednesday, June 2, 2010, beginning at 11:00 a.m., in Room 3130000 (3<sup>rd</sup> floor), Central Connecticut State University, Institute of Technology and Business Development, 185 Main Street, New Britain, Connecticut, and thereafter as necessary. The hearing will reconsider the decision to deny the application from The Connecticut Light & Power Company for a Certificate of Environmental Compatibility and Public Need for the Manchester Substation to Meekville Junction Circuit Separation Project (MMP) in Manchester, Connecticut.

This hearing is being convened pursuant to Connecticut General Statutes § 4-181a to obtain further evidence to determine if the Council's original decision should be affirmed, reversed or modified. During the course of this original proceeding, the Council did not receive adequate information to make a decision on this portion of the project. Therefore, the Council denied the MMP without prejudice. The applicant would like to present the information requested by the Council during the proceeding, which includes confirmation of reliability benefits, clarification and details of the additional cost, ISO-NE's approach in this project in terms of cost allocation, potential environmental impacts, and electric and magnetic field levels.

The 11:00 a.m. hearing session will provide the applicant, parties, and intervenors an opportunity to cross-examine positions. The applicant will be allowed a final rebuttal. Arguments will be entertained in writing after the close of the last hearing session.

Applicable law for this proceeding includes the Public Utility Environmental Standards Act, General Statutes § 16-50g, et seq., and Sections 16-50j-1 through 16-50v-1a of the Regulations of Connecticut State Agencies.

The Council requests that all testimony and exhibits are to be pre-filed with the Council and all parties and intervenors by May 26, 2010. In accordance with the State Solid Waste Management Plan, the Council requests that all filings be submitted on recyclable paper, primarily regular weight white office paper. Please avoid using heavy stock paper, colored paper, and metal or plastic binders and separators.

Individuals will be encouraged to participate through their elected officials, and other party/intervenor groupings.

Any person seeking to be named or admitted as a party or intervenor to the proceeding may file a written request to be so designated at the office of the Connecticut Siting Council, 10 Franklin Square, New Britain, Connecticut 06051, on or before ~~May 26~~ **May 26, 2010**.



Any person who is not a party or intervenor to this proceeding may file a written statement with the Council any time up to June 2, 2010. Such statements will become part of the record. No written statement or any other material, evidence, or other information will be accepted from any person not a party or intervenor to the proceeding after the close of the hearing, except as otherwise prescribed by law or the Council.

A verbatim transcript of the hearing session(s) will be made and deposited with the Town Clerk's Office of the Manchester Town Hall for the convenience of the public.

Requests for information in alternative formats or for sign-language interpreter services must be submitted in writing by May 19, 2010.

The applicant of this facility is represented by the following:

The Connecticut Light and Power Company  
(Applicant)

Anthony M. Fitzgerald, Esq.  
Brian T. Henebry, Esq.  
Carmody & Torrance LLP  
P.O. Box 1950  
New Haven, CT 06509

A copy of the application is available for review at the Council's website [www.ct.gov/csc](http://www.ct.gov/csc) or at the Council's office during office hours at 10 Franklin Square, New Britain, Connecticut, (860) 827-2935. The Council has assigned this application docket no. 370A\_MR.

May 7, 2010

Connecticut Siting Council



## **EXHIBIT 6**

Name	Address	Town	ST	Zip
Empire Tool and MFG. C/O Richar Schuster	P. O. Box 1020	Manchester	CT	06045
Town of Manchester Highway Garage	41 Center Street	Manchester	CT	06040
Pom-Pom Gali LLC	79 Boston Post Road	Willimantic	CT	06226
Richard P. Haynes, Jr. & John Barnini	1481 Pleasant Valley Road	Manchester	CT	06040
Andrea Byrne - Sermatech International Inc.	1366 Tolland Turnpike	Manchester	CT	06042
One Thousand Four Hundred Four Tolland Turnpike LLC	250 Sackett Point Road	Manchester	CT	06073
Far Realty LLP C/O Gill Welding	PO Box 8185	Manchester	CT	06042
Dace Gionfriddo	1455 Tolland Turnpike	Manchester	CT	06042
Republic Properties	1395 Tolland Turnpike	Manchester	CT	06042
Connecticut Southern Railroad	191 Park Ave.East	East Hartford	CT	06108
Hartford Distributors Inc.	P.O. Box 8400	Manchester	CT	06042
GLN CHAPEL LLC & RBA CHAPEL LLC	204 West Newbury Road	Bloomfield	CT	06002
Steven Hollander	131 Chapel Street	Manchester	CT	06042
Bruce A. Hartwick	364 Burnham Street	Manchester	CT	06042
Cesar Rodriguez	20 Mary Drive	Manchester	CT	06042
Karl & Elena Lago	16 Mary Drive	Manchester	CT	06042
Atiq Sharif & Sadiq Shakila	31 Botticello Drive	Manchester	CT	06042
Atiq Sharif & Sadiq Shakila	3296 Horseshoe Trail Drive	Orange Park	FL	32065
Donald E. & Margaret Lesight	34 Botticello Drive	Manchester	CT	06042
CRISTOPHER CONNELLY	6 BOTTICELLO DR	MANCHESTER	CT	06042
TAMARA NICHOLAS	5 BOTTICELLO DR	MANCHESTER	CT	06042
Shawn Rock	20 BOTTICELLO DR	MANCHESTER	CT	06042
DEBMALYA MUKHERJEE	30 Botticello Dr	MANCHESTER	CT	06042
CAROLANN WILSON	15 Mary Dr	MANCHESTER	CT	06042
CURRENT RESIDENT	21 Mary Dr	MANCHESTER	CT	06042
JOSEPH ALUBICKI	350 Burnham St	MANCHESTER	CT	06042
BRUCE HARTWICK	364 Burnham St	MANCHESTER	CT	06042
MATTHEW MCCAFFREY	376 Burnham St	MANCHESTER	CT	06042
MARK OKEEFE	355 Burnham St	MANCHESTER	CT	06042
PAULINE BEAUPRE	363 Burnham St	MANCHESTER	CT	06042
BERNARD BALON	377 Burnham St	MANCHESTER	CT	06042
CURRENT OCCUPANT	1395A TOLLAND TPKE	MANCHESTER	CT	06042
CURRENT OCCUPANT	1401 TOLLAND TPKE	MANCHESTER	CT	06042

CURRENT OCCUPANT	1445 TOLLAND TPKE	MANCHESTER	CT	06042
CURRENT OCCUPANT	61 CHAPEL RD	MANCHESTER	CT	06042
CURRENT OCCUPANT	96 BURNHAM STREET EXT	MANCHESTER	CT	06042
ANTHONY BUTLER	105 BURNHAM STREET EXT	MANCHESTER	CT	06042
MICHAEL SPINNATO	95 BURNHAM STREET EXT	MANCHESTER	CT	06042
CHARLES CHAPONIS	63 BURNHAM STREET EXT	MANCHESTER	CT	06042
VIRGINIA WATERS	15 BURNHAM STREET EXT	MANCHESTER	CT	06042
CINDY CHAPONIS	3 BURNHAM STREET EXT	MANCHESTER	CT	06042
THOMAS AZZARA	643 BURNHAM W ST	MANCHESTER	CT	06042
FRANK COMBS	580 BURNHAM W ST	MANCHESTER	CT	06042
CATHERINE STONER	1506 TOLLAND TPKE	MANCHESTER	CT	06042
CURRENT OCCUPANT	1480 TOLLAND TPKE	MANCHESTER	CT	06042
CURRENT OCCUPANT	1456 TOLLAND TPKE	MANCHESTER	CT	06042
CURRENT OCCUPANT	1404 TOLLAND TPKE	MANCHESTER	CT	06042

## **EXHIBIT 7**

**PUBLIC NOTICE**  
Approved by the Board of Directors of the  
Town of Southwick, 2/27/2025. Approved by the  
Public Hearing on  
2/27/2025 at 7:00 PM.  
Contact: Jeffery J. Smith  
Town of Southwick, MA  
1000 State Street, Suite 100  
Southwick, MA 01087-2025  
For information about this application  
contact the Planning Board  
at 413-538-1100 or visit the website  
at <http://www.townofsouthwick.com>  
or contact the Planning Board  
at 1000 State Street, Suite 100, Southwick, MA 01087-2025

