

CONNECTICUT POST

410 State Street • Bridgeport, CT 06604

BOATHOUSE GROUP INC
260 CHARLES STREET
WALTHAM MA 02453

**Notice of Application by
The Connecticut Light and Power Company
for Approval of a 115-kV Underground
Electric Transmission Line in the
City of Stamford and related modifications
to existing substations in Stamford, Connecticut**

Pursuant to the provisions of Section 16-50(b) of the General Statutes of Connecticut, Section 16-50l-1(e) of the regulations of the Connecticut Siting Council, and the Application Guide for an Electric and Fuel Transmission Line Facility of the Connecticut Siting Council (adopted April 2010), notice is hereby given that The Connecticut Light and Power Company (CL&P) will on or about January 15, 2013, submit an application to the Connecticut Siting Council seeking a Certificate of Environmental Compatibility and Public Need for a new 115-kV Underground Electric Transmission Line in the City of Stamford and related modifications to existing substations in Stamford, Connecticut.

The preferred route originates at the CL&P Glenbrook Substation and then extends southerly down Lincoln Avenue to a location past Sheridan Street where it would turn westerly onto private property (735 feet). The route continues westerly across the Metro-North Railroad corridor, using a 140-foot jack and bore crossing, connecting to Scott Place and extending westerly to the Culloden Road intersection (480 feet). The route then turns southerly down Culloden Road, which becomes Crystal Street, to the East Main Street/Route 1 intersection (1,230 feet). A short route segment is required to cross East Main Street/Route 1 and then the route continues southwesterly, connecting into North State Street (175 feet). The route then continues southwesterly along North State Street then bears left onto South State Street and crosses under the elevated I-95 roadway (975 feet). The route continues southwesterly on South State Street to Atlantic Street where it turns southeasterly onto Atlantic Street, crossing through the Metro-North Railroad corridor underpass to Manhattan Street (4,055 feet). The route then extends easterly along Manhattan Street terminating in the CL&P South End Substation (350 feet).

The preferred route with variation originates at the CL&P Glenbrook Substation and then extends southerly down Lincoln Avenue to the intersection with East Main Street/Route 1 (1,650 feet). The route then turns westerly on East Main Street/Route 1 (part of SUT II project) and extends through the Metro-North Railroad underpass to North State Street (1,050 feet). The route then continues southwesterly along North State Street then bears left onto South State Street and crosses under the elevated I-95 roadway (975 feet). The route continues southwesterly on South State Street to Atlantic Street where it turns southeasterly onto Atlantic Street, crossing through the Metro-North Railroad corridor underpass to Manhattan Street (4,055 feet). The route extends easterly along Manhattan Street terminating in the CL&P South End Substation (350 feet).

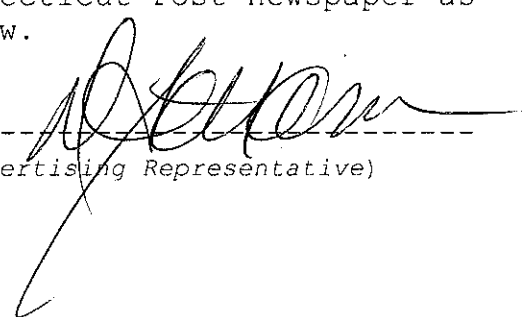
The alternate route originates at the CL&P Glenbrook Substation and then extends southerly down Lincoln Avenue to a location past Sheridan Street where it turns westerly onto private property (735 feet). The route continues westerly across the Metro-North Railroad corridor, using a 140-foot jack and bore crossing, connecting to Scott Place and extending westerly into the Clovelly Road intersection (830 feet). The route then extends westerly down Clovelly Road to the intersection with Lafayette Street (670 feet). The route then turns southerly down Lafayette Street crossing over East Main Street/Route 1 connecting into North State Street (1,880 feet). The route then extends southwesterly along North State Street, just north of the I-95 corridor to Clarks Hill Avenue, where it enters the rear loading area access road of the Financial Centre. The route passes along this access road across Elm Street and, after crossing a grassy area, emerges onto North State Street. The route then continues southwesterly along North State Street to Atlantic Street (4,030 feet). The route then turns southeasterly onto Atlantic Street, passing through the I-95 underpass and the Metro-North Railroad corridor underpass to Manhattan Street (305 feet). The route then extends easterly along Manhattan Street terminating in the CL&P South End Substation (350 feet).

The transmission line would be constructed underground and use a type of power cable that has solid dielectric insulation (cross-linked polyethylene or "XLPE" cable) and contains no insulating fluid. One set of four conduits (or ducts) would be installed underground, within or adjacent to roads along the route. The 115-kV cables would be installed in three of the ducts and the fourth duct would be a spare. This would involve the excavation of a trench to an average depth of 8 feet with a typical width of 5 feet.

A total of two to four concrete splice vaults would be installed below ground for cable pulling and splicing. The individual vaults would be located at approximately 2,500-foot intervals along the route. To install

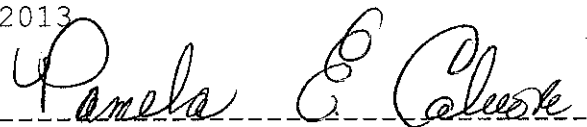
CONNECTICUT POST
CERTIFICATE OF PUBLICATION

This is to certify that the attached advertisement was published in the Connecticut Post newspaper as stated below.



(Advertising Representative)

Subscribed and sworn to before me,
on this 13th day of February, A.D.
2013.



Notary Public
State Commission Expires 1/31/2018

PO Number

Amount
\$2,668.15

Publication
Connecticut Post

Ad Number
0001838678-01

Publication Schedule

1/7/2013, 1/14/2013

Ad Caption
Notice of Application by The Co

each concrete splice vault, an excavation area approximately 13 feet wide, 13 feet deep and 30 feet long would be required. The exact number of splice vaults will depend on design considerations and factors such as the maximum length of cable that can be transported.

The application will explain the possible routes, along with an evaluation of the environmental, engineering, reliability, operability, and cost considerations associated with the preferred route, the preferred route with variation and the alternate route.

If approved by the Connecticut Siting Council, construction is projected to begin in the first quarter of 2014. The new underground transmission line is proposed to be completed and in-service by December 2014.

Copies of the application will be available at the municipal office of the City of Stamford.

For more information regarding this proposed underground transmission line, please contact:

Stamford Reliability Cable Project
The Connecticut Light and Power Company
P.O. Box 270, Hartford, CT 06141
1.800.793.2202 / www.StamfordCable.com