

middletown | norwalk

April 8, 2004

S. Derek Phelps  
Executive Director  
Connecticut Siting Council  
10 Franklin Square  
New Britain, CT 06051

**Re: Docket No. 272 – Connecticut Light and Power Company and United  
Illuminating Company Application for a New 345-kV Electric Transmission  
Line Between Scovill Rock Switching Station in Middletown and Norwalk  
Substation in Norwalk**

Dear Mr. Phelps:

This letter is provided in response to the request by Assistant Attorney General Wertheimer at the Council's March 25, 2004 pre-hearing conference that the Companies provide a statement as to what is meant by the "East Shore alternative."

The "East Shore" reference is to the end point of the existing 345-kV line (the 387 line) between Scovill Rock Switching Station (in Middletown) and East Shore Substation (in New Haven) via Black Pond Junction (in Meriden), East Wallingford Junction (in Wallingford) and Totoket Junction (in Branford). There is no East Shore "alternative," in the sense that no option involving the existing 387 line or the right-of-way has been determined to meet the criteria for an alternative route to be considered by the Council: technical feasibility, environmental impact, and reasonable cost. If an East Shore configuration were to be assessed, the technical complexities of crossing the Quinnipiac River/New Haven Harbor and additional underground 345-kV cable to transverse the City of New Haven would need to be addressed. East Shore Substation is the present end point of the 387 line, but otherwise is not a critical element of an alternative.

In Section G (p. G-18) of Volume 1 of the Application, the Companies discussed the potential use of the existing 387 line between East Wallingford Junction and East Shore Substation as part of the Project, noting that the thermal capacity of the line appeared to be insufficient. Accordingly, the Application discussed the need to add a second line along this right-of-way.



**Connecticut  
Light & Power**

The Northeast Utilities System



The United Illuminating Company

The Companies determined that the use of the Beseck (in Wallingford) to East Shore path would not reduce the construction required, and would introduce additional operational complexity and increase costs.

In the Companies' December 16, 2003 Supplemental Filing, the Companies again discussed the possibility of utilizing the existing 387 line, and then constructing a new 345-kV line from East Shore to the proposed East Devon Substation (in Milford). For the reasons set forth in the Supplemental Filing of December and the addenda to that filing, this option did not meet thermal reliability criteria.

The Companies' conclusion from the studies performed to date is that the only "East Shore" configuration that might be technically practical is one that would utilize the proposed Project route from Scovill Rock Substation to East Wallingford Junction and would add a second 345-kV line to the right-of-way between East Wallingford Junction and East Shore Substation and a new 345-kV line from East Shore to East Devon. (See attached diagram.)

Accordingly, for purposes of discussion at the June hearings, the Companies suggest that "East Shore" configuration be defined by its terminal points and the necessity of bringing the best strong source into SWCT from Beseck: (1) a terminal point creating the best strong source at Beseck; (2) utilizing the existing right-of-way from Beseck to East Shore for a second 345-kV line; and (3) a specific route to be determined from East Shore to East Devon.

Sincerely,



Anne Bartosewicz  
Project Director  
The Connecticut Light & Power Company



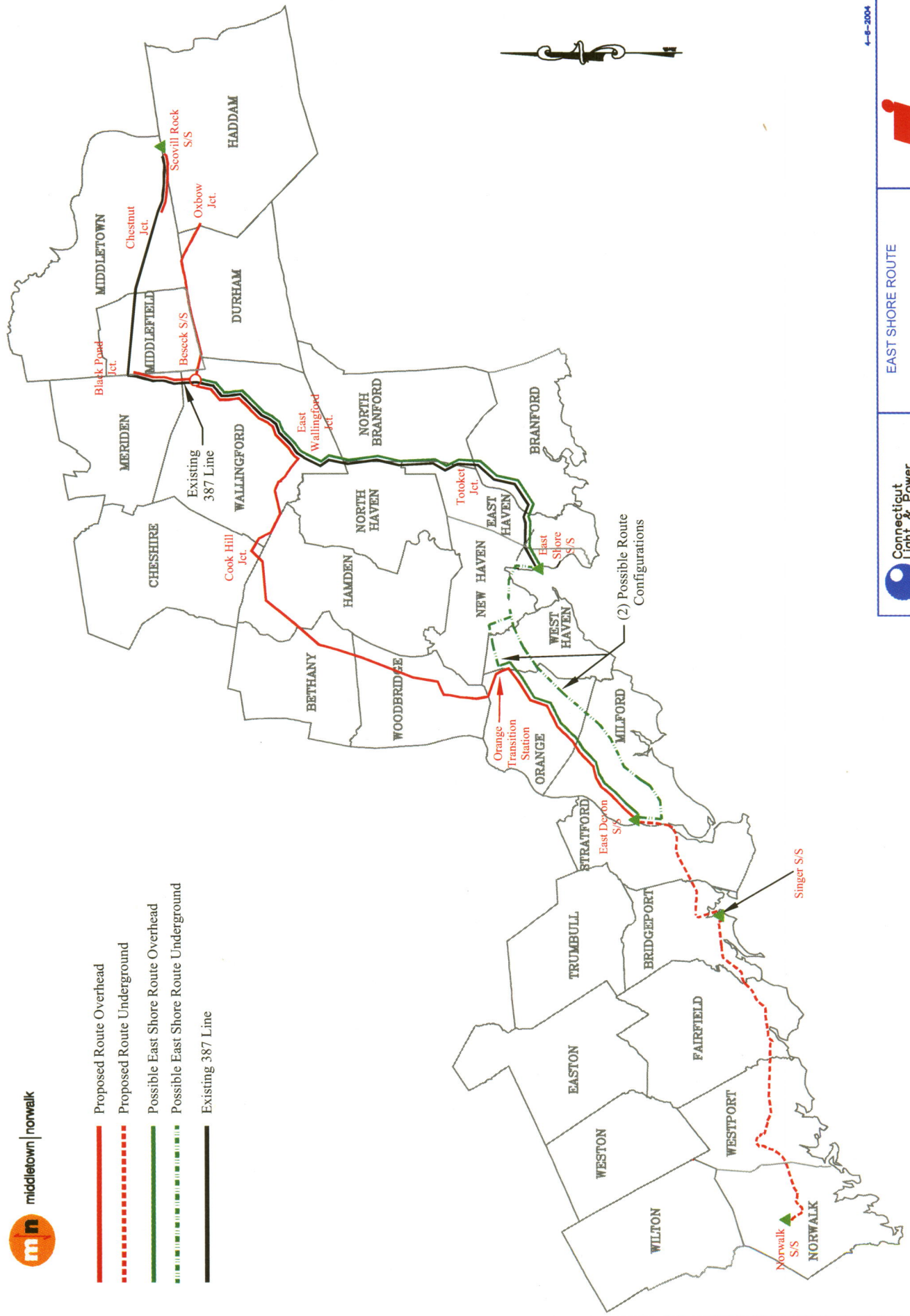
John Prete  
Project Director  
The United Illuminating Company

Enclosure

cc: Service List



- Proposed Route Overhead
- Proposed Route Underground
- Possible East Shore Route Overhead
- Possible East Shore Route Underground
- Existing 387 Line



(2) Possible Route Configurations

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