

STATE OF CONNECTICUT
SITING COUNCIL

The Connecticut Light and Power Company and : Docket 272
The United Illuminating Company Application for a :
Certificate of Environmental Compatibility and :
Public Need for the Construction of a New 345-kV :
Electric Transmission Line and Associated Facilities :
Between Scovill Rock Switching Station in Middletown :
And Norwalk Substation in Norwalk, Connecticut :
Including the Reconstruction of Portions of Existing :
115-kV and 345-kV Electric Transmission Lines, the :
Construction of the Beseck Switching Station in :
Wallingford, East Devon Substation in Milford, and Singer :
Substation in Bridgeport, Modifications at Scovill Rock :
Switching Station and Norwalk Substation and the :
Reconfiguration of Certain Interconnections : March 11, 2005

PROPOSED FINDINGS OF FACT OF THE DEPARTMENT OF TRANSPORTATION

COST:

1. Underground transmission lines are extremely costly to install and future relocation or readjustment of these lines will likely be even more expensive than the original installation. (Testimony of Arthur W. Gruhn, Transcript, 616-04, pg. 294)
2. Typically, The Connecticut Department of Transportation (hereinafter "ConnDOT") reimburses the Utility Companies for the engineering and relocation costs along State Roads.(Testimony of Arthur W. Gruhn)
3. ConnDOT's infrastructure improvement program would incur financial burden as a result of any future required relocations or adjustments of the underground transmission lines. (Testimony of Arthur W. Gruhn)
4. ConnDOT has identified nine projects relating to the transmission line corridor. With estimates provided by the utility company, ConnDOT projects its share of the future relocation costs associated with transmission lines to be seventeen million dollars. (Testimony of Charles F. Roman)

PERMIT:

5. Any work that takes place by the Applicant within ConnDOT's right-of-way will need an Encroachment Permit from ConnDOT. (Testimony of Arthur W. Gruhn, Transcript, 6-16-04, pg. 232)

6. The Encroachment Permit contains language allowing the permittee to perform work within the State's right-of-way for the sole benefit of the permittee or the permittee's agent. (Testimony of Pat Rodgers)
7. The Encroachment Agreement defines in more specific detail the terms of the encroachment. (Testimony of Pat Rodgers)

CONSTRUCTION:

8. The presence of the transmission lines along State roads will complicate the design and future construction of capacity improvements. (Testimony of John F. Carey)
9. The placement of vaults is critical in terms of traffic flow and can measurably decrease the life expectancy of the pavement when placed within the paved traveled way. (Testimony of Arthur W. Gruhn)
10. Manholes should be located outside the paved roadway eliminating the need for lane and shoulder closures for maintenance purposes. (Testimony of John F. Carey)
11. Future transportation improvement projects will be less likely impacted when the transmission line installation is placed deeper underground. (Testimony of Arthur W. Gruhn, Transcript, 6-16-04, pg. 294-295)
12. The common causes associated with underground utility relocations would be nonexistent should the underground transmission facility be placed at a significant depth and/or not be on or attached to a bridge structure. (Testimony of Sohrab Afrazi, Transcript, 6-16-04, pg. 294-295)
13. The Applicant will have to insure that the design and operation of the underground transmission lines will meet all the requirements so as not to effect any user equipment. (Testimony of Arthur W. Gruhn)
14. Maintenance and Protection of Traffic (MP&T) plans and specifications are included in every roadway project providing a concept for the safe and efficient movement of traffic through a State road construction zone. (Testimony of John F. Carey)

RAILROAD ALTERNATIVE:

15. Potential inductive interference with Metro North Railroad signalization and communication systems could be prohibitively expensive to eliminate. (Testimony of Harry Harris)

16. The Metro North Railroad right of way is too narrow and the existing facilities are inadequate to accommodate a 345kV transmission system either buried or aerial. Significant impact to regular railroad operations is envisioned should the decision be made to utilize the MNR ROW for this initiative. (Testimony of Harry Harris)

LIMITED ACCESS HIGHWAY:

17. Except for special cases, under strictly controlled conditions, utilities will not be permitted to be installed longitudinally within the right of way of a limited access highway. (Testimony of Arthur W. Gruhn, Transcript, 6-16-04, pg. 279, 299)
18. Limited Access highways typically carry high volumes of traffic at high speed. Access to these highways is tightly controlled and only allowed at specific points. Any construction or maintenance activity on roads of this type has the potential of disrupting the free flow of traffic and possible compromising safety. (Testimony of Arthur W. Gruhn, Transcript, 6-16-04, pg. 230-232, 300).

ORDER:

1. The Applicant shall obtain all Connecticut Department of Transportation Encroachment Permits and execute the Encroachment Agreement for the installation of the proposed overhead and/or underground transmission lines along State Roads.
2. The Applicant shall place all underground vaults outside of the paved State road corridor even if right-of-way acquisition is required by the Applicant to accomplish the proper placement of the underground vaults.
3. The Applicant shall comply with the Connecticut Department of Transportation's requirements and traffic restrictions for the installation of the proposed overhead and/or underground transmission facilities along State roads.

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CERTIFICATION

I hereby certify that a copy of the foregoing has been mailed, postage prepaid, this
11th day of March, 2005, to the Service List.

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