

STATE OF CONNECTICUT

SITING COUNCIL

Re: 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 ) November 21, 2006  
Bridgeport, Modifications at Scovill Rock )  
Switching Station and Norwalk Substation and the )  
Reconfiguration of Certain Interconnections. )  
**Amendment of the Certificate – Proposed Route )**  
**Change in the City of Norwalk )**

**TESTIMONY OF THE APPLICANTS**  
**IN SUPPORT OF THE PROPOSED AMENDMENT**

- 1 **Q. Would the members of the panel of witnesses please identify yourselves?**
- 2 A. We are Anne Bartosewicz, Middletown-Norwalk Project Director, Northeast
- 3 Utilities Service Company; John Prete, Associate Vice President, Transmission
- 4 Business, until recently Middletown – Norwalk Project Director, The United
- 5 Illuminating Company; and Louise Mango of Phenix Environmental, an
- 6 environmental consultant to the Middletown-Norwalk Project. All of us have
- 7 testified previously in this proceeding.

1 **Q. What is the purpose of the application that is the subject of this hearing?**

2 A. The purpose of this application is to obtain an amendment to the Certificate of  
3 Environmental Compatibility and Public Need issued to The Connecticut Light  
4 and Power Company and The United Illuminating Company (collectively, the  
5 “Companies”) by the Connecticut Siting Council on April 7, 2005.

6 **Q. Please describe the amendment for which the Companies have applied.**

7 A. The Companies have applied for approval of a change in an approximately 1.3-  
8 mile section of the approved underground route of the Middletown-Norwalk line  
9 through the City of Norwalk. This change will avoid two crossings of the  
10 Norwalk River, shorten the route, reduce environmental impacts, and enable the  
11 Companies to obtain essential federal and state environmental permits.

12 **Q. Please identify the proposed route change.**

13 A. The section of the approved route that would be changed is the westernmost  
14 segment that connects to the Norwalk Substation. It follows Cross Street (U.S.  
15 Route 1), Belden Ave., Riverside Ave. (State Route 809) and New Cannan Ave.  
16 (State Route 123), crossing the Norwalk River twice and U.S. Route 7 once. This  
17 section of the approved route is described in detail in the Amendment Application  
18 (p.2) and appears as a solid line on Exhibit A-1 to this testimony.

19 The modified route that is proposed in the Amendment Application would  
20 turn north on to Main Street (State Route 123) at its intersection with Cross Street,  
21 and proceed along Main Street, then across commercial private property and the  
22 Metro-North railroad, property owned by CL&P, and along New Caanan Ave., to  
23 the substation, crossing Route 7. The proposed modification is described in detail

1 in the Amendment Application (p.2) and is shown on Exhibit A-1, as a dashed  
2 line.

3 **Q. Please compare the lengths of the section of the approved route that would be**  
4 **replaced, and that of the proposed modification.**

5 A. The part of the route that would be replaced is 7,200 feet long. It will be replaced  
6 by a section that is 5,800 feet long.

7 **Q. Why have the Companies applied for this amendment?**

8 A. The approved route was proposed to the Council in response to concerns  
9 expressed by the then-mayor of Norwalk, who preferred that the Companies avoid  
10 construction on Main Street by crossing the Norwalk River twice. Initially, the  
11 Companies anticipated that these two river crossings could be accomplished using  
12 methods that would avoid or minimize permanent environmental impacts (e.g.,  
13 the alignment of the cables on the existing bridges over the river, or the use of  
14 trenchless technology to install the cable system beneath the river.) However,  
15 based on the compilation of more detailed geotechnical information and on  
16 consultations with the Connecticut department of Transportation ("CDOT"), the  
17 Companies determined that these techniques were impractical. Instead,  
18 construction methods that would impact water resources and other environmental  
19 features would be required to install the crossings.

20 Moreover, the two Norwalk river crossings would require approvals from  
21 the United States Army Corps of Engineers and the State of Connecticut,  
22 Department of Environmental Protection. These agencies have indicated to the  
23 Companies that the two unnecessary river crossings will not be approved, since

1 there is a viable alternative route that does not require such crossings. Copies of  
2 relevant correspondence from these agencies are included in the Amendment  
3 Application.

4 **Q. Please compare the environmental effects of the proposed modified route**  
5 **with the relevant portion of the approved route.**

6 A. The proposed modified route will have fewer impacts. As originally approved by  
7 the Council, the southerly of the two Norwalk River crossings would require a  
8 jack and bore operation or the construction of a permanent self-supporting bridge  
9 structure across the river. The northerly crossing would be open-cut and would  
10 require construction in a CDOT wetland mitigation area, affecting approximately  
11 2 acres of wetlands. However, the impacts associated with this construction  
12 would be avoided by the proposed upland construction, which would be either in  
13 streets or in previously disturbed urban land.

14 **Q. Will the proposed modification have any cost impact?**

15 A. Yes, the budget level estimate for the relevant section of the approved route was  
16 \$23.3 million. The budget estimate for the proposed modification is \$18.7  
17 million. These are very rough figures, but indicate that the proposed modification  
18 should be slightly less costly.

19 **Q. Has the Connecticut Department of Transportation expressed a position with**  
20 **respect to the proposed modification?**

21 A. Yes, CDOT has approved the proposed modification. A copy of relevant  
22 correspondence from it is included in the Amendment Application.

1 **Q. Is there any respect in which the approved route is better than the proposed**  
2 **modified route?**

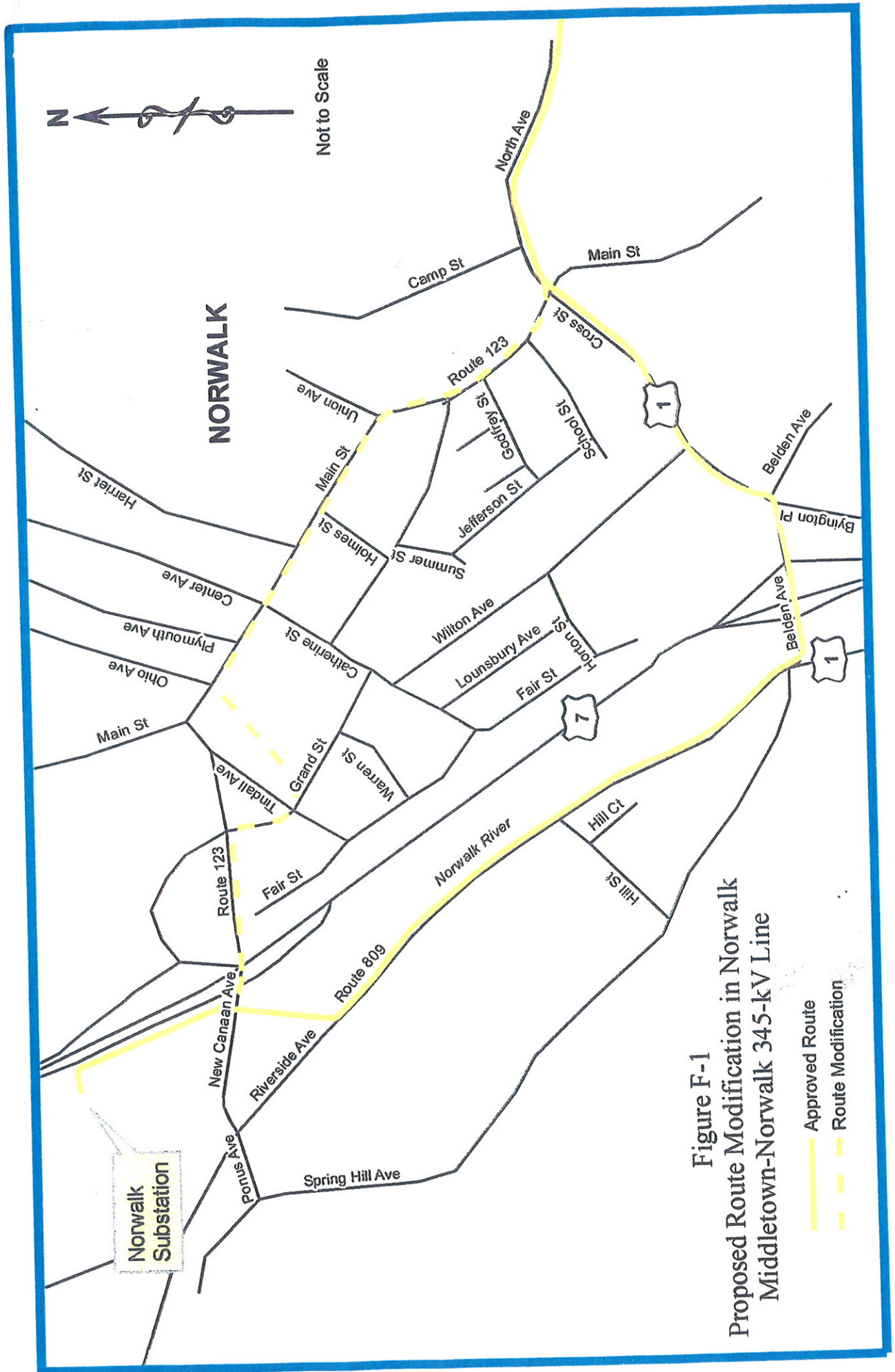
3 A. No. While the proposed modification will require construction in Main Street, the  
4 disruption associated with that construction will be manageable and less than that  
5 which would be required for a approved route, regardless of whether a jack and  
6 bore or a self supporting bridge were used for the southerly crossing.

7 **Q. Why did you propose the route that you are now seeking to modify in the**  
8 **first place?**

9 A. The Companies proposed it in order to accommodate the strong preference  
10 expressed by the then Mayor of Norwalk during the municipal consultation  
11 process, and because the Companies did not then realize that the wetlands that  
12 would be affected by the northerly crossing were a CDOT wetlands mitigation  
13 area. In addition, at the time the application was prepared, the Companies  
14 believed that both crossings could be accomplished using trenchless technology,  
15 which, on further investigation, turned out not to be the case.

16 **Q. Does this complete your testimony?**

17 A. Yes.



**Figure F-1**  
**Proposed Route Modification in Norwalk**  
**Middletown-Norwalk 345-kV Line**

- Approved Route
- - - Route Modification