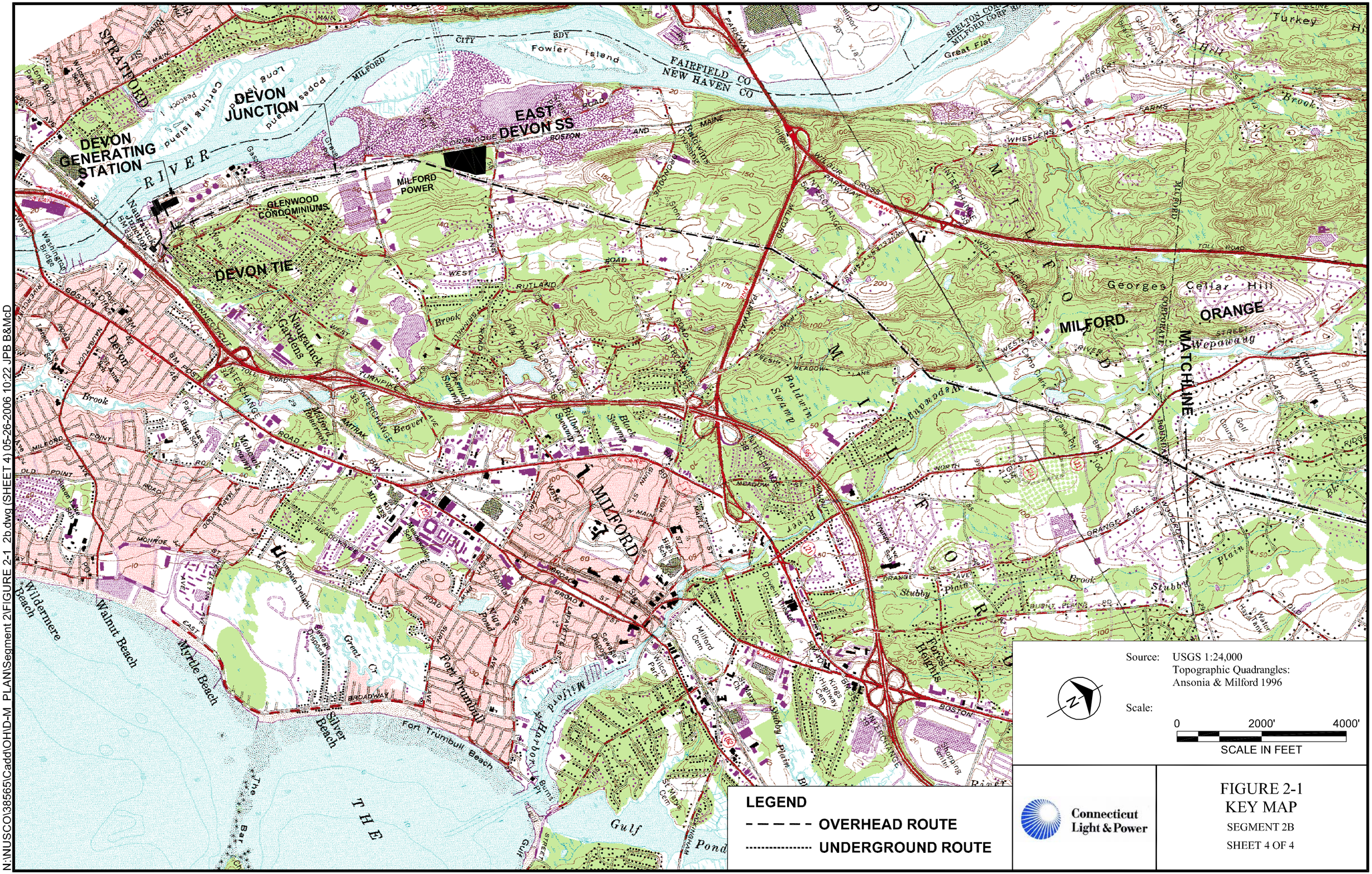


N:\NUSCO\38565\Cadd\OH\D-M PLAN\Segment 2\FIGURE 2-1 2b.dwg (SHEET 4) 05-26-2006 10:22 JPB B&McD

Table 2-1. Landowner Information for Parcels Impacted by ROW Expansion or Relocation.

Line List No.	Owner Name	Site Address	Town/St/Zip	Assessors Parcel Number	Acreage of Additional or Relocated Easement Rights
704	Chapman, Luisa & Samuel, O. Jr.	311 Old Lane Road	Hamden, CT 06518	3531 2	0.2 (UG)
705	McNamara Builders & General	325 Old Lane Road	Hamden, CT 06518	3531 3	0.6 (UG)
706	Powers, Charles M. & Elaine C.	335 Old Lane Road	Hamden, CT 06518	3531 4	0.6 (UG)
1253	The Connecticut Light Company	81 Pease Road	Woodbridge, CT 06525	2204 1410 81	7.2
1254	Jewish Federation of Greater New Haven Inc. (Site of the Jewish Community Center)	360 Amity Road	Woodbridge, CT 06525	1804 30 360	3.7 (OH)
1248	Congregation B'nai Jacob	7 Rimmon Road	Woodbridge, CT 06525	2601 1590 75	3.6 (OH)
				Total	15.9

OH – Overhead Easements
UG – Underground Easements

2.7 ACCESS POINTS FOR CONSTRUCTION

Access roads (and alternates) are identified on the D&M Plan Drawings provided in Volume 2. Access includes both existing access roads and new construction access roads, including spurs from existing access roads to structures, where needed. Some maintenance to existing access roads will likely be necessary. The width of access roads is typically 15 feet. Only roads approved by the Council will be used for access. Prior to the initiation of construction activities, CL&P's Owner's Representative (OR) or the Construction Supervisor representing CL&P will install signage identifying access roads restricted from vehicular traffic associated with construction.

2.8 VEGETATION AND CLEARING

Vegetation occurring in the Segment 2b ROW can be divided into two categories: vegetation in the cleared ROW and vegetation outside of the cleared area but within the ROW. The locations of vegetation identified in Section 16-50j-61(b)(6) of the Regulations of Connecticut State Agencies are provided on the drawings in Volume 2.

2.8.1 Vegetation

In general for Segment 2b, vegetated areas adjacent to the existing cleared ROW are dominated by mixed hardwood forests of various ages and size that average 50 to 80 feet in height.

Cleared portions of the existing ROW that do not contain hayfields, pastures, or lawns are dominated by upland shrubs, grasses and forbs. The dominant vegetation types are included on the D&M Plan Drawings in Volume 2.

2.8.2 Clearing

Vegetation clearing practices to be used will be consistent with Northeast Utilities' Design and Application Standard titled "Right-of-Way Vegetation Clearing Standard for 69-kV through 345-kV Transmission Lines" (TRM 81.021), the New England Independent System Operator's Vegetation Clearing Standard OP-4, and the National Electrical Safety Code Rule 218 as adopted by the Connecticut Department of Public Utility Control (Regulation Sec. 16-11-134). The construction clearing practices include use of a buffer for wetlands and watercourses. A 50-foot buffer will be used near intermittent streams and wetlands and a 100-foot buffer will be used near perennial streams. Mowing to clear shrubs and taller herbaceous vegetation will be conducted in existing ROW for proposed structure areas, to remove structures, string conductor and along access roads. The ROW associated with re-route at the Jewish Community Center will require clearing the entire 165 foot ROW for a distance of 2,700 feet. Approximately 950 feet of the ROW for the B'nai Jacob re-route will require clearing of the 165 foot ROW. Vegetation in these areas consists of mixed hardwood forest of various sized and aged trees. TRM 81.021 is provided in Appendix C. A professional forester will oversee clearing activities.

2.8.3 Low-Impact Tree Clearing

Low-impact tree clearing incorporates a variety of approaches, techniques and equipment to minimize site disturbance and to protect forests, wetlands, watercourses, soils and cultural resources, including stone walls, old cemeteries and old foundations. Low impact tree clearing includes:

- Professionally prepared harvesting plan detailing landing areas, access and stream/wetland crossings.
- Employing directional tree felling – both hand felling and mechanical felling.
- Following Best Management Practices (BMP's) for harvesting in the design and implementation phase as outlined in *Logging and Water Quality in Connecticut* – developed by the Connecticut 208 Forestry Advisory Committee, 1982.

- Professionally prepared harvesting contract that includes specifications for access, wetland/stream crossings, vegetation removal, cultural resource protection and residual site quality.
- Selecting tree-clearing contractors who are experienced in low impact tree clearing and certified in the State of Connecticut.
- Utilizing a professional forester to oversee the tree clearing operations, access development, wetland/watercourse crossings, wetland and archaeological site protection and wood removal for contract compliance.
- Regulate days of operation due to suitable/unsuitable ground conditions.
- Using a variety of tree clearing equipment to minimize impacts – forwarders, feller bunchers (cut-to-length systems), cable and grapple skidders, high-flotation tires, portable bridges and temporary culverts. The correct equipment will be matched to each specific site and conditions.
- The skidding of severed trees (tops of trees are dragged along the ground behind a skidder) will be limited to areas of low erosion potential. A forwarder is the preferred equipment type in areas with sensitive soil conditions.
- Trees will be cut close to the ground, and stumps and root systems will be left in the ground to naturally decompose over time. These decaying root systems provide additional soil stability as well as hosting native organisms.
- Maximizing use of upland portions of the existing cleared ROW for landing areas and the use of existing access roads.

The benefits of low-impact tree clearing compared with conventional land clearing are substantial. Low-impact tree clearing strives to minimize site disturbance and maximize timber utilization. These objectives are less of a factor in conventional land clearing. Most land that is conventionally cleared for roads, homes and commercial development is stumped, excavated and graded.

Trees will be directionally felled either by hand – a chainsaw and operator – or felled mechanically by the equipment described below, which typically includes a felling head (a type of rotary saw) attached to a boom. The boom extends out to the tree, the felling head severs the tree, and the boom and operator place the tree on the ground.

Skidders are large articulated tractors with either a grapple or cable winch at the rear of the machine. The winch allows the skidder to be parked away from sensitive areas and to winch trees back to the machine. They may have rubber tires or tracks.

A forwarder is a tractor with a loading boom and bunk on the back of the machine to hold logs. A forwarder drives up to a pile of logs, loads the logs onto its bunk and drives back to the landing area. The logs are never skidded on the ground.

A feller buncher is a “cut-to-length” system consisting of a tractor with a specialized felling head on a boom that is capable of cutting a tree, directing its fall, removing the limbs and cutting the bole into logs. This system is more commonly used for smaller diameter conifers.

There are some variations to the equipment described above, including whether the equipment is mounted on tracks or rubber tires, but these devices are typically the equipment recommended for use in this type of clearing.

2.9 ENVIRONMENTALLY SENSITIVE AREAS

Wetlands and watercourses are identified on the D&M Plan Drawings in Volume 2. Erosion and sediment control measures necessary to protect the resources are also provided in Volume 2. Slopes considered to have a higher than average potential for erosion without protection are identified on the D&M Plan Drawings. Recommended best management practices for these potential erosional areas are included on the D&M Plan drawings.

Wetlands within the Segment 2b ROW are dominated by shrub swamps and shallow marshes, with occasional wet meadows, forested wetlands, streams, and open waters existing within the route. The major wetlands and stream crossings include the Wepawaug River (Milford), Indian River (Orange), Silver Brook (Orange), Race Brook (Woodbridge), Willow Brook (Hamden), and Mill River (Hamden). Major open water crossings include Glen Dam Reservoir (Woodbridge) and a small portion of Maltby Lake (Orange).

Five forested wetlands are identified on the Plan Drawings in Volume 2 (and in Volume 9 of the Application). These forested wetlands are located in: the Town of Bethany near existing structure 3971; the Town of Woodbridge between existing structure 3917 and Ansonia Road; and, in the Town of Orange between existing structures 3902 and 3903, near existing structure 3855, and between existing structures 3888 and 3889. CL&P will limit the conductor pulling sites to upland areas to the extent practicable. Conductor pulling sites will be identified to the Council prior to commencement of construction.

The Project crosses through the eight watershed protection zones listed below:

1. Butterworth Brook - Hamden
2. Mill River - Hamden
3. Lake Whitney - Hamden
4. Lake Bethany - Bethany
5. Lake Waltrous - Bethany and Woodbridge
6. Lake Dawson - Woodbridge
7. Glen Lake – Wood bridge
8. Maltby Lakes - Orange.

The RWA owns a significant portion of the land traversed by the ROW within these zones from Bethany to Orange. Item 16 of the Council's Decision and Order requires CL&P to prepare a Connecticut Department of Public Health (DPH) Change-in-Use Permit application for all RWA properties crossed by the Project. CL&P is actively preparing this permit application for RWA for submittal to the DPH. Item 16 identifies additional restrictions for construction activities of these water resources within the RWA properties (see conditions 16(c) and 16(d) in Appendix A). Item 16 of the Decision and Order requires preparation of three plans: condition 16(b) requires preparation of a Stormwater Pollution Prevention Plan; condition 16(e) requires preparation of an Integrated Pest Management Plan; and, condition 16(f) requires a blasting plan, if blasting is required. It is anticipated that the DPH permit will contain these and other conditions restricting construction activities.

There are two areas identified as aquifer protection zones. One is the Mill River in Hamden (Segment 24 of Volume 9 of the Application) and the other is the Willow Brook protection zone (Segment 25 of Volume 9 of the Application) just west of the Mill River along Route 10 in Hamden. CL&P will use the following to minimize risk to the aquifers:

- Refueling in aquifer protection zones will be performed using portable spill containment areas

- Any fuels, oils, paints, solvents or other hazardous materials stored within the protection zone will be stored in a secure area with a minimum 100% secondary containment
- No vehicle washing will be allowed on or off the ROW in protection zones except in areas specifically designed to handle run-off from washing, such as a car wash or CL&P-approved areas within the Contractor's yard
- No maintenance will be allowed on or off the ROW except in areas that are specifically designed to perform as a maintenance facility, such as garage or CL&P-approved areas within Contractor's yard.

2.10 EXISTING UNDERGROUND UTILITIES

Aboveground utility surveys and marked underground utilities will be mapped prior to construction. Prior to and during the construction phase of the Project, the Construction Contractor will also be required to use "Call Before You Dig" to identify buried utilities.

2.11 STAGING AREA AND CONSTRUCTION FACILITIES

A combination of temporary storage areas, staging areas and laydown areas will be needed to support construction. Material staging sites will be required at locations in the vicinity of the transmission line corridor. Although these areas do not necessarily have to be adjacent to the transmission line ROW, the closer these areas are to the ROW, the less the disturbance to the public. Where possible, material storage, staging and laydown areas will be set up on property already owned by NU. If NU-owned property is not available, areas such as parking lots or land that is not in use will be considered, provided the areas are of sufficient size and in the general vicinity of construction.

The Construction Contractor will be responsible for selecting sites for material staging and for making arrangements with property owners for use of the land during construction. Material staging areas proposed for use will be submitted to Council staff for review and approval prior to use through the Change Approval Process described in Appendix F of this Plan.

The Application to the Council noted two potential material staging areas that will be presented to the Contractor. These sites are shown on the aerial photographs (1"=400') for Segments 40 and 42 in Volume 9 of the Application. CL&P is currently negotiating with the property owners for material storage on property adjacent to the East Devon Substation in Milford. This storage would be available to house overhead, underground and substation material.

3.0 CONSTRUCTION INFORMATION

This section contains information concerning construction practices and mitigation measures related to the construction of Segment 2b overhead lines.

3.1 TIMBER AND SNAG TREES

To maximize forest resource utilization, CL&P employed a professional forestry consulting firm to inventory trees on the properties affected by ROW widening and the establishment of new ROW during construction and installation of the Project. Private landowners own most of the marketable timber in the affected ROW in new easements. CL&P will offer these private landowners the option of maintaining ownership of wood products. If they choose not to maintain ownership, the disposition of the wood products will be at the discretion of CL&P and/or the Clearing Contractor..

3.1.1 Marketable Timber

Trees identified during the marketable timber survey to be removed during construction and installation of the Project fall into three categories of marketability:

- **Non-marketable Timber –** Trees that are generally small, seedling and sapling sized, or larger trees with significant defect.
- **Marginal Value Timber –** Trees that are generally pole timber sized (6-11 inch diameter at breast height (dbh)) or larger trees with some defect. Common uses for these trees include fuelwood and pulpwood, and pallet wood. This category also includes larger sawtimber trees whose economic value has been decreased due to high harvesting costs.
- **Marketable Timber –** Trees that are sawtimber sized (12+ inches dbh), sound and reasonably accessible to harvesting. Uses for these trees include veneer and dimensional lumber products.

Utilization of the harvested trees will fall into one or more of the following categories:

- **Chipped on Site** – These trees are usually non-marketable or marginally marketable. Chips would be blown onto upland portions of the ROW.
- **Cut, Trimmed and Piled on Site** – The harvested trees are trimmed, piled and available to the landowner whose property is crossed by the CL&P ROW. These wood products may be used as fuelwood or have other uses. This approach can be used in areas where the transportation of harvested wood has the potential for site impact.
- **Removed from Site** – The harvested trees and chips can be removed from site and be utilized at various mills. Markets, harvesting and transportation costs will determine the viability of this option.

A number of options exist for capturing the value of the trees removed during construction activities. These include:

- **Roadside Sale** – Landclearing contractor(s) will pile marketable timber roadside. CL&P will have the logs measured, graded and sold to the forest products industry.
- **Contractor's Timber Sale** – There are two options available for Contractor's timber sale. One employs the use of detailed data to provide a reasonably accurate estimate of the value of the timber. The other option uses estimates to derive the value of the timber.

- The logging contractor/construction contractor accepts ownership of the marketable timber. CL&P will have the logs measured, graded and appraised. The appraised value will be deducted from the contractor/construction contractor's bid price for clearing.
- The logging contractor/construction contractor is provided with an inventory and location map prior to clearing to ascertain approximate timber value. The approximate timber value can be deducted from the ROW clearing bid price for NU properties.

3.1.2 Snag Trees

A snag tree is a standing tree in some stage of decay that has one or more biological and structural attributes usable by wildlife. Snag trees can be used for cavity and branch nesting, perches, insect production and cover. Existing snag trees will remain along the transmission corridor providing they meet all specifications for line clearance and safety. There is a constant supply of new snag trees being created along the ROW due to tree damage caused naturally by ice, wind, insects and disease.

3.2 CONSTRUCTION AND REHABILITATION PROCEDURES

Construction procedures for water crossings, sedimentation and erosion control, protected species, hydrologic features and cultural resource properties are described below.

3.2.1 Water Crossing Techniques for Overhead Construction

Section L.2 of CL&P's Application to the Council discusses the existing water resources within the footprint of the Project. The drawings in Volume 2 of this D&M Plan depict these resources and the recommended crossing method. Water crossing methods that may be used during construction include flume pipe with crushed rock ramp, temporary bridge, wooden construction mats, stone fords and crushed stone with gravel surface. Some access roads have gaps in them to avoid crossing surface waters and/or wetlands. These gaps are identified on the drawings in Volume 2 as "Restricted Access." Temporary bridges and construction mats and associated materials will be removed upon completion of construction.

Specific construction techniques at each of the water crossings in Segment 2b will be dependent upon site conditions at the time of construction and will be the responsibility of the OR and/or Construction Supervisor representing CL&P. Periods of low flow occur in the summer months of June through September and in the winter months of January through March. If, during periods of low flow, a precipitation event increases the rate of flow and no crossing structure is installed, the Construction Contractor will either delay resuming construction activities until the flow decreases or install a crossing structure as described in the sedimentation and erosion control measures in Appendix D.

3.2.2 Sedimentation and Erosion Control Procedures

Construction activities will comply with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control. A discussion of sedimentation and erosion control measures is provided in Appendix D. Specific sedimentation and erosion control measures per the Sediment and Erosion Control Plan in Appendix D are shown on the D&M Plan Drawings provided in Volume 2. Sedimentation barriers will be installed on the downhill side of the construction area to control sedimentation associated with construction activities during precipitation events. Excess spoil material will be removed from wetland areas by the contractor and disposed of in approved locations.

As the Council stated in the Decision and Order (Condition 14(r)), excavated material in upland construction may be allowed to be graded in proximity to the structure and excavated soil in wetland construction will be stockpiled in an upland area for use in wetland restoration.

Groundwater encountered during the installation of structure foundations will be discharged in accordance with the Connecticut Department of Environmental Protection (DEP) General Permit for Stormwater and Dewatering Wastewaters from Construction.

3.2.3 Precautions for Protected Species

Julie Victoria of the DEP noted that wood turtles are found in the vicinity of the Wepawaug River in Milford. Ms. Victoria, in a letter dated March 24, 2003, stated a preference that construction not occur during the period from April 1 to November 1. It is currently not known if construction will occur in the vicinity of Ball Brook during this time period. If construction occurs during this period, CL&P will provide appropriate training in the recognition and removal of individual wood turtles from the ROW observed during construction activities. The OR will be trained in the proper care and treatment of turtles encountered on the ROW and will be responsible for the aforementioned training. Use of these measures will minimize risks to this species from the construction of the project on Segment 1a.

A summary letter from Jeff Borne (CL&P) to Dawn McKay (DEP), dated August 18, 2005, addresses all of the protected species concerns identified by the DEP. This letter is presented in Appendix E.

3.2.4 Restoration of Hydrologic Features

No permanent changes will occur to hydrologic features in the transmission line ROW. Temporary changes may occur due to rutting by vehicles or tree removal, installation and removal of construction crossing structures, or other construction-related activities. These areas will be restored to pre-existing conditions. Use of site-specific water crossing techniques, careful logging and other Best Management Practices will minimize or alleviate impacts to hydrologic features.

3.2.5 Protection of Cultural Resources

CL&P contracted with a cultural resource consultant, Raber & Associates, to perform a Phase I Cultural Resources Assessment as part of the Application to the Council. A significant portion of the ROW was identified as being “sensitive” with a high probability of encountering unknown resources. Further information is needed to complete the cultural resource assessment. In accordance with the Council Decision and Order Condition 21, CL&P has retained this same firm to survey the structure locations prior to construction and to identify any sites that are eligible for inclusion on the National Register of Historic Places. The Phase II survey is anticipated to be completed for Segment 2b by the Spring of 2006 with anticipated concurrence from the State Historic Preservation Officer (SHPO) that the Project will have no significant adverse impacts to cultural resources. The use of archaeological monitors to observe the excavation for preparation of the foundations may be necessary in rare instances. If monitors observe cultural artifacts during construction of Segment 2b structures, work will stop until the significance of the cultural materials can be determined.

Rock walls identified by the SHPO as having significance, as defined in the National Historic Preservation Act of 1966, will require that approximately 20 linear feet of the affected stone wall would be dismantled to permit right-of way access by heavy construction equipment. The portion of the wall that is dismantled will be reassembled after construction. Additional measures, if any, will be developed in consultation with the SHPO, cultural resource consultant and CL&P prior to impact by construction.

3.2.6 Herbicide Use

No herbicides will be used during construction. Normal maintenance of the ROW, conducted on a four-year cycle, includes treatment of vegetation mechanically and with EPA-approved herbicides. No change in ROW maintenance practices is anticipated due to the construction of new lines in Segment 2b.

3.2.7 Public Recreation Areas

Thirteen recreational resources are located in the vicinity of the Segment 2b ROW, as shown in Volume 9 of the Application. These include

1. Sleeping Giant State Park (Hamden – Segment 24)
2. Hamden Fish and game Protective Association (Hamden – Segments 24 and 25)
3. Quinnipiac Trail (Bethany – Segment 28)
4. Lake Bethany Trail system (Bethany – Segment 29)
5. Blue-blazed trail (Woodbridge – Segment 31)
6. Unnamed blazed trail (Orange – Segment 35)
7. White-blazed trail (Orange – Segment 36)
8. ATV trail (Orange and West Haven – Segment 37)
9. Unnamed marked trail (Orange – Segment 39)
10. Paul Ode Nature Trail (Orange – Segments 40)
11. Fred P. Wolff Town Park (Orange – Segment 40)
12. Eisenhower City Park (Milford – Segment 42)
13. Milford Riders Motorcycle Club course (Milford – Segment 45).

Sleeping Giant State Park covers 1,439 acres and offers over 30 miles of hiking trails, site seeing, fishing and picnicking. It is well-known for its 1.5- mile hiking trail leading to the stone observation tower on the peak of Mt. Carmel, which provides an excellent view of Long Island Sound and the New Haven area. The trail crossed by the Project is located east of Whitney Avenue, north of Mount Carmel Avenue, west of South Turnpike Road, and south of Tuttle Avenue.

Seven of the twelve identified public recreational areas in the vicinity of Segment 2b are hiking/walking trails. These trails include the Quinnipiac Trail near the Hamden – Bethany Town Line; the Lake Bethany trail system in Bethany, blue blazed trail in the Town of Woodbridge, the Paul Ode Nature Trail, unnamed marked trail, unnamed blazed trail and white-blazed trail in the Town of Orange and an ATV trail in Orange and West Haven.

There are two town parks in or near the Project. The Fred P. Wolff Town Park is immediately adjacent to the Project ROW in Orange. No recreational facilities are in the immediate vicinity of the ROW. The Eisenhower City Park in Milford offers hiking and horseback riding trails. CL&P is aware of the City of Milford's plans to upgrade and redesign Eisenhower Park over the next several years. CL&P is discussing coordination efforts with representatives of the Park to minimize impacts to the Park design and unauthorized utilization in areas where the ROW has been cleared and to maximize the effectiveness of site restoration.

Other recreational facilities that are in the vicinity of Segment 2b include the Jewish Community Center in Woodbridge, which contains a baseball field and swimming pool, located the Town of Woodbridge; the High Plains Community Center located in the Town of Orange; and the City of Milford's softball field and tennis courts located approximately 1,200 feet southwest of the Milford – Orange Town Line and immediately west of Route 121 (North Street). The Hamden Fish and Game Protective Association is a private shooting club for skeet, turkey and ham shoots and archery that is located adjacent to the ROW in Hamden (Segments 24 and 25, Volume 9 of the Application).

3.2.8 Disposal and Maintenance Procedures

The Construction Contractor will remove all construction debris and dispose of it in accordance with local, state and federal regulations. Excess soil in upland areas will be spread on the ROW in adjacent

upland areas as noted in condition 14(r) of the Council's Decision and Order. No burning of debris will occur on the ROW.

There are no solid waste disposal areas along Segment 2b.

3.2.9 Blasting Procedures

Blasting is not anticipated for Segment 2b. However, should further geotechnical studies or field conditions dictate the use of blasting, a blasting plan will be prepared and submitted to the Council for review and approval prior to the use of any blasting on the ROW.

3.2.10 Restoration Plans

Two types of restoration plans have been developed for this project; one for restoring wetlands and one for limiting the introduction or spread of invasive species.

3.2.10.1 Wetlands Restoration

Detailed information pertaining to restoration of wetlands is contained in Section 5.0 of the Sedimentation and Erosion Control Plan in Appendix D.

3.2.10.2 Invasive Species

Wetlands are the most susceptible habitat to invasive species introduced by construction and installation of the Project. The DEP, under P.A. 03-136 and in cooperation with the Connecticut Invasive Plants Council through the Invasive Plant Atlas of New England, has compiled a list of invasive plants for the State of Connecticut. The most common invasive species include the following:

- Purple loosestrife (*Lythrum salicaria)*
- Autumn olive (*Eleagnus umbrellatus)*
- Barberry (*Berberis spp)*
- Ligustrum (*Ligustrum spp)*
- Honeysuckle (*Lonicera spp)*
- Buckthorn (*Rhamnus sp)*
- Rose (*Rosa multiflora)*
- Spurge (*Euphorbia spp)*
- Common reed (*Phragmites australis).*

Areas where these species occur in significant numbers, either within or adjacent to the ROW, are noted on the Plan drawings in Volume 2. These areas will be monitored for a period of two growing seasons following final restoration of the ROW. If significant populations of invasive species occur within the ROW, the Council will be notified to determine if a third year of monitoring will be required or if a professional horticulturist and/or wetland scientist would be retained to recommend and implement methods of control for invasive species and to maximize re-establishment of native vegetation.

The ROW will also be inspected one year after final restoration for the remaining species on the invasive plant list noted in the Invasive Plant Atlas of New England. If significant populations of these less common species are found on the ROW, a professional horticulturist and/or wetland scientist will be retained to recommend and implement methods of control for invasive species and to maximize re-establishment of native vegetation.

3.2.11 Independent Environmental Consultant

The Council approved BSC Group as the independent environmental consultant at its January 25, 2006 meeting.

4.0 NOTICES AND REPORTS

This section outlines requirements regarding notifications and reporting procedures per Section 16-50j-62 of the Regulations of Connecticut State Agencies.

4.1 STAGING AND MATERIAL LAYDOWN AREAS

Where possible, material storage, staging and laydown areas will be set up on property already owned by CL&P. If CL&P property is not available, areas such as parking lots or land that is not in use will be considered provided the areas are of sufficient size and in the vicinity of construction. Potential material staging areas were identified in Volume 1, Section K (Proposed Construction Areas) of the Application. The Construction Contractor may use these locations or choose to identify others that may be more suited to its needs. Staging and material laydown areas proposed for use and not on this list will be submitted to the Council for review and approval.

4.2 NOTICES TO THE COUNCIL

Three types of notices are required by the Council for construction. Each type is described below.

4.2.1 Notice of Beginning

CL&P will provide written notification to the Council a minimum of two weeks prior to the beginning of construction activities, including clearing and access work.

4.2.2 Notice of Changes

For all segments of this Project, CL&P intends to utilize a uniform procedure for interfacing with the Council regarding any changes to approved D&M Plans, namely, the procedure that the Council has already approved in connection with the D&M Plan for Scovill Rock Switching Station. This model, which has also been successfully used for the Bethel-Norwalk Project, (Docket No. 217) is described and depicted in Appendix F.

4.2.3 Notice of Completion

CL&P will provide the Council written notification of the completion of construction and site restoration for Segment 2b.

4.3 NOTICE TO MUNICIPALITIES

CL&P will provide written notification to the Chief Elected Officials of Hamden, Bethany, Woodbridge, Orange, West Haven and Milford a minimum of three weeks prior to the beginning of construction activities, including clearing and access work. CL&P will also notify the Chief Elected Officials upon completion of the work.

4.4 NOTICE TO LANDOWNERS

CL&P will provide written notification to adjacent landowners a minimum of two weeks prior to the beginning of construction activities, including clearing and access work. The RWA will be notified 5 days prior to commencement of any construction activities, including clearing and access work.

4.5 MONTHLY REPORTS

CL&P will provide the Council with written monthly progress reports.

4.6 FINAL REPORT

CL&P will provide a final report to the Council as required in Section 16-50j-62 of the Regulations of Connecticut State Agencies. The final report will contain the following information as prescribed in the regulations:

1. All agreements with abutters or other property owners regarding special maintenance precautions.

2. Significant changes to the D&M Plan that were required because of the property rights of underlying and adjoining owners or for other reasons.

3. Location of non-transmission materials that have been left in place.

4. Actual construction cost of the facility including but not limited to the following:

- Clearing and access
- Construction
- Restoration

5.0 ADDITIONAL ELEMENTS PER COUNCIL ORDER

The listing of additional elements identified in the Decision and Order for Docket No. 272 pertaining to D&M Plans is included in Appendix A. All applicable information is contained within the above portions of the plan.

5.1 Decision and Order Checklist

Following is a synopsis of the requirements for the D&M Plans for the Middletown-Norwalk Project as stated in the Decision and Order, followed by the location of the information in the Segment 2b Plan, or a statement if not applicable to this D&M Plan.

ITEM FROM DECISION	LOCATION/APPLICABILITY
14. D&M Elements	
a. Detailed site plan showing access roads, foundations, staging areas for overhead route	Plan Drawings, Volume 2
b. Detailed site plan showing splice vaults, duct banks, staging areas for underground route	Plan Drawings, Volume 2
c. Identification of horizontal directional drill and jack and bore sites for underground	Not Applicable
d. Erosion and Sediment Control Plan	Appendix D, Section 3.2.2
e. Provisions for crossing wetlands and watercourses	Section 2.9 and Section 3.2.1, Plan Drawings – Volume 2
f. Vegetation Clearing Plan	Section 2.8
g. Wetland Restoration Plan	Section 3.2.10, Appendix D
h. Invasive Species Management Plan	Section 3.2.10
i. Plan for Pre-Construction Survey for species of concern	Section 3.2.3; None required by DEP
j. Post-construction EMF Monitoring Plan	Section 5.2
k. Fencing of vernal pools; buffer around wetlands	Sections 2.8 and 2.9, Plan Drawings-Volume 2
l. Inland Wetlands Restoration Plan	Section 3.2.10, Appendix D
m. Monitoring and Operations Plan for each water crossing	Section 3.2.1, Plan Drawings – Volume 2
n. Traffic Control Plan	Appendix G
o. Blasting Plan	Section 3.2.9
p. Groundwater Best Management Practices	Section 3.2.2
q. Identification of staging areas	Sections 2.11 and Section 4.1
r. May spread excavated material in uplands; stockpile excavated soil from wetlands	Section 3.2.2

s. Limit conductor installation sites and pulling sites to cleared ROW, not in wetlands	Section 2.9
t. Plan to remove or adjust selected structures	Section 5.2
15. DEP Consultation (river crossings)	Not Applicable (no DEP-permitted water crossings in Segment 2b)
16. Regional Water Authority (RWA) Conditions	Section 2.9
17. DOT Encroachment Permit Process	Not Applicable (no areas of DOT encroachment)
18. Provide the Following Permits Prior to Construction (Public Health, OLISP, Water Crossings)	DPH Change-in-Use Permit to be provided when issued.
19. Waste Management Permits	Section 3.2.8
20. Independent Environmental Consultant	Section 3.2.11
21. Phase II Archeological Reconnaissance Survey	Section 3.2.5

5.2 SUPPLEMENTAL PLANS AND INFORMATION

The Council's Decision and Order (D&O) required that CL&P provide project-specific supplemental information on a variety of topics. In addition to the items addressed above, the Council requested supplemental information on the Electric and Magnetic Field Monitoring Plan (Item 14(j)) and structure placement at two locations (item 14(t)).

5.2.1 Electric and Magnetic Field Monitoring Plan

CL&P and UI intend to file an electric and magnetic field monitoring plan for locations along the entire Project route at a future date.

5.2.2 Information regarding Specific Structures Referenced in Council's Decision and Order

The Council's Decision and Order Item 14(t) requires information concerning pole placement at two locations: (1) Farmington Canal Recreation Trail in Hamden and (2) Wetland #133 between Manville and Ansonia Roads in Woodbridge. The existing structures that are immediately adjacent and to the east of the Farmington Canal recreation Trail are structures 4010 and 5213 (see Sheet 20 of 30, Volume 2). These structures will be removed and will not be replaced. The new structures west of Brooksvale Avenue (2419 and 4004) have been moved east to allow for spanning the trail and associated greenway.

At Wetland #133, the engineering constraints, such as location of angle structures and street crossings, do not allow for spans long enough to accommodate the request to eliminate existing structures 3920 and 5120. These structures will be replaced by new structures 24102 and 3915, respectively (see Sheet 11 of 30, Volume 2). Existing structure 2392 will be eliminated.

6.0 PROJECT SCHEDULE

The construction of Segment 2b will take approximately three and a half years, from mobilization through construction and site restoration. The schedule is currently under review and subject to modifications. Construction activities are expected to take place during six 10-hour days per week, with additional overtime if necessary.

SEGMENT 1 CONSTRUCTION SCHEDULE

Survey	**December 2005 – May 2006**
Geotech testing	**January 2006 – May 2006**
Right-of-way clearing	**September 2006 – October 2006**
Mobilization	**October 2006 – November 2006**
Structure Removal	**December 2006 – August 2008**
Structures/Cable installation	**November 2006 – September 2008**
Cut-overs	**September 2007 – September 2008**
Site Restoration	**January 2007 – December 2008**

APPENDICES

A Docket 272 Selected Portions of Decision and Order

B Municipal Correspondence

C Right-of-Way Vegetation Clearing Standard TRM 81.021

D Sediment and Erosion Control Plan

E Protected Species Summary Letter

F D&M Plan Change Approval Process

G Traffic Inventory Report

APPENDIX A

DOCKET 272
SELECTED PORTIONS OF DECISION AND ORDER

APPENDIX A

DOCKET 272

SELECTED PORTIONS OF DECISION AND ORDER

14. The Certificate Holders shall not commence construction of the overhead and underground electric transmission system until securing Council approval of a D&M Plan, consistent with the Regulations of Connecticut State Agencies Section 16-50j-60 through Section 16-50j-62 and which includes the following elements:

    a. A detailed site plan showing the placement of the access roads, structure foundations, equipment and material staging area for the overhead route;
    b. A detailed site plan showing the underground route, splice boxes, provisions for underground cable protection, and equipment and material staging area;
    c. Identification of horizontal directional drill and jack and boring sites;
    d. An erosion and sediment control plan, consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control as amended for both overhead and underground routes;
    e. Provisions for crossing inland wetland and watercourses for both overhead and underground routes;
    f. Vegetative clearing plan;
    g. A wetland restoration plan;
    h. Invasive species management plan;
    i. A Plan for a pre-construction survey for all other endangered, threatened and species of special concern, flag areas of mudwort and bayonet grass, sweep areas for eastern box turtle and wood turtle prior to construction and abide to construction periods as outlined by the DEP Wildlife Division;
    j. A post-construction electric and magnetic field monitoring plan;
    k. A plan for installing construction fencing at vernal pools near construction activities and a buffer area be established around inland wetlands;
    l. An inland wetlands restoration plan;
    m. Monitoring and Operations Plan for each water body crossing;
    n. A traffic control plan to include scheduling of construction hours during nights and/or weekends and mitigation of lighting and noise;
    o. A blasting plan
    p. Groundwater best management practices plan;
    q. Identification of developed areas for staging and equipment lay down, field office trailers, sanitary facilities and parking before establishing a new area;
    r. Excavated material in upland construction may be allowed to be graded in proximity to the structure and excavated soil in wetland construction shall be stockpiled in an upland area for use in wetland restoration;
    s. Conductor installation sites shall be within the existing ROW, use of existing cleared areas, to the extent possible, and pulling sites will not be allowed in wetlands;
    t. A plan for the following: structure #4010 may be eliminated; in Woodbridge, details on removal of structure #3920 and new poles may be eliminated in the area of wetland #133; a number of structures within wetland #70 adjacent to Tamarac Swamp in Wallingford may be reduced, especially structures #8769 and 8800; and a set of existing pole structures immediately adjacent to the Farmington Can Recreational Trail in Hamden could be removed.

15. The Certificate Holders are directed to consult with DEP on the following matters:
    a. Concerning horizontal directional drill and the jack and bore crossing techniques;
    b. Fording streams; and
    c. Construction scheduling at the Milford boat launch and the line should be sited so as to not interfere unreasonably with any future maintenance needs.

16. The Certificate Holders shall abide to the following Regional Water Authority (RWA) conditions:

    a. Shall provide all information necessary for the RWA to prepare a DPH Change in Use Application and Revocable License Agreement for the construction activities on RWA owned watershed land.
    b. Shall prepare a Stormwater Pollution Prevention Plan (SWPPP) during the development of the Development and Management Plan (D&M Plan). The D&M Plan shall be prepared in accordance with the Connecticut Guidelines for Soil Erosion and Sediment Control.
    c. Refueling of construction equipment on public water supply watershed and aquifer areas shall only be conducted over portable spill container areas. Absorbent spill response materials shall be readily available on-site. The RWA shall be immediately notified of any hazardous material spills or other water quality incidents on its public water supply watershed or aquifers.
    d. Any fuel, oils, paints solvents, or other hazardous material stored on-site during the construction process shall be in a secure area with at least 100 percent secondary containment.
    e. Submittal of an Integrated Pest Management Plan for long-term maintenance of right-of-ways and submittal of an annual summary of pesticide use and other maintenance activities on RWA property.
    f. If blasting is required, pre-blast surveys of RWA facilities shall be done, recording seismographs shall be in place during blasting and copies of the survey and sand seismograph results shall be provided to the RWA.
    g. Provision of reimbursement for reasonable costs incurred by the RWA regarding review and inspection of the Project, including costs for review by its special consultants, and costs associated with designing and relocating the RWA's facilities, if required.
    h. Preliminary and final D&M Plans shall be provided to the RWA for its review comments. The RWA shall be allowed at least 30 days to review and comment.
    i. The RWA shall receive between three and five days notice prior to commencement of construction activity on public water supply watershed or aquifers, or in the vicinity of RWA facilities.

17. The Certificate Holders shall use the DOT encroachment permit process developed for Docket No. 217 project as a template.

18. The Certificate Holders shall provide the following permits prior to the commencement of construction:

    a. Department of Public Health change-in-use permit;
    b. Office of Long Island Sound Programs (OLISP) coastal permits for the Singer and East Devon Substations: and
    c. DEP water body crossing permits.

19. The Certificate Holders shall obtain necessary waste management permits for activity in any solid waster disposal areas and remove and dispose of contaminated soil per municipal, state and federal regulations.

20. The Certificate Holders shall hire an independent environmental consultant, subject to Council approval, to monitor and report on the installation of the overhead and underground transmission system.

21. The Certificate Holders shall conduct a Phase II Archeological Reconnaissance Survey in consultation with the Connecticut Historical Commission prior to construction.

APPENDIX B

MUNICIPAL CORRESPONDENCE

Town of Hamden

Town of Hamden

Planning and Zoning Department

Hamden Government Center
2750 Dixwell Avenue
Hamden, Connecticut 06518
Tel: (203) 287-7070
Fax:(203) 287-7075

September 23, 2005

Anne Bartosewicz, Project Director
Northeast Utilities System
P.O. Box 270
Hartford, 06141

Subject: Town of Hamden's Comments concerning the Northeast Utilities Middletown – Norwalk Project Development & Management Plan. (NU MN D&M Plan)

Dear Ms. Bartosewicz:

The Town of Hamden appreciates the opportunity to review and comment upon the (NU MN D&M Plan). The Town has been actively involved with the Transmission Line Project. Mayor Amento has been active with the South Central Regional Council of Governments efforts to petition the Connecticut Siting Council (CSC) to seek underground placement of the 345 kv transmission line through the areas in close proximity to residents where feasible. The Town recognizes that the Connecticut Siting Council has approved the project and allows municipality's input into the structure height, finish and configuration elements of the 345 kv overhead transmission project Development and Management Plan prior to submission to the CSC in 2006.

It is also the Town's understanding that one month prior to final submission of the D & M Plan to the CSC it will have another opportunity to file relevant comments.

Chronology

- Initial Town of Hamden endorsement of HUG (Hamden Underground Group). HUG is an organization formed by residents who may be impacted by the transmission project through Hamden.

- Public hearings were hosted by the Connecticut Siting Council (CSC) in Hamden. At the hearings town officials recommended that the CSC approve an underground route acceptable to Hamden residential stakeholders.

- Mayor Amento discussed at public hearings and neighborhood meetings that the overriding consideration for the transmission upgrade remains the impact to the residents

of Hamden. The Town remains concerned about health and safety issues that may take decades to manifest.

- The Town and residents remain concerned over the past and projected use of pesticides and herbicides for ROW clearance and maintenance in areas where residents draw from private wells.

- The Town and land use commissions remain concerned over the impact on sensitive wetland areas where construction activities (base and structures) will take place.

- The Town remains concerned over the potential reduction in property values for nearby residents.

- The CSC issued its decision and final order on **April 7, 2005**. for the CSC Certification of Compatibility and Public Need. The decision allows for municipal input regarding structure height, finish and configuration. As part of the decision a technical advisor was made available to municipalities.

- An Initial Middletown to Norwalk Project Development and Management Plan (D & M Plan) informational meeting was held at the Hamden Town Hall. In attendance was Project Director - Anne Bartosewicz, Project Manager - Al Cretella, and Town Planner – Richard Stoecker.

- The Town Planner scheduled a public meeting as part of the Zoning Section Meeting on July 26, 2005. (*see attached minutes*)

- The NU project team met with neighborhood residents impacted by the transmission upgrade. (*see attached meeting notes*)

* * *

Based on meetings with the Planning and Zoning Commission and the impacted residents of Hamden (HUG); the Town endorses the CSC Design for lowest profile and lowest visibility throughout Hamden except for the following specific locations:

1) Hamden/Bethany town line. Bethany wants Split Phase (105' or 135'). To accomplish this a transition structure would need to be utilized in the remote area of Hamden with no residences in vicinity.

2) Kelly Property – Town owned conservation easement (near Broken Arrow Road) Restrictions prevent erecting structures on this land; would require CSC approval.

3) Marlon and Julie Hidalgo property located at 245 Tom Swamp Road, Hamden. The property owners request moving the pole structure (**structure 24187**) as far as possible from the current position (NE). They seek pole configuration at 135 feet. They also request soil, well, and ambient EMF testing on their property.

4) Joseph and Linda Esposito reside at 265 Tom Swamp Road, Hamden. They are requesting 135 foot structures on Town land near their property. An even more critical request from the property owner (Linda Esposito) is noted below:

"I regret cutting this so close, but I have a new priority after walking the area and potential pole layout. The new pole configuration will result in 2 large poles, on town land, just to the right side of tom swamp road (previously I had thought this was my property). Technically no poles are now or are planned for my property. As of this time a single structure of two poles are on this site (#3999 and #164). on the left side there is a single two pole structure(#1610 and# 5202) in addition to a large metal teepee type structure #2451. The new plan is for all of this to be located on the right side of the road on large monopoles. My major concern is that my septic leaching fields are just to the downward side of this proposal. my system was engineered and due to significant ground water from uphill, my system is in delicate balance, but does work. The proposal of the large concrete pads for the mono poles may very possibly redirect a portion of the underground water into my leaching fields, and cause the design to fail. I request at this time that the U.I. and the town consider putting the poles on the left side of the road (where currently the bulk of the lines and poles are now, so we know it is feasible). If the poles are put where they are now planned, I wish all parties involved to be aware of the potential problem, and will expect immediate response to solve any problems that arise as a result of this change to the water flow. I do not know if you see any reason this request cannot be honored. It does not involved putting any poles where they do not already exist.

This is more important to me than pole heights..... much more. "

5) Lois Goglia property located at 309 Old Lane Road. This property transects both Hamden and Cheshire. Pole structures are near residence, horse barn and meadows. Owner would like to see the structures in the ROW near the horse barn moved as far as possible. Goglia's would like an analysis of EMF levels at 135 feet and 150 feet. The configuration of this stretch is dependent upon Town of Cheshire structural locations. It is my understanding that the Cheshire stretch are seeking a composite pole at 125'. They would also like soil, well and ambient EMF testing on their property.

The Town of Hamden appreciates the opportunity to comment on the D & M Plan at this juncture and looks forward to working cooperatively with the project team to completion of the D & M process and construction of the transmission line upgrade.

If there are any questions pertaining to these comments , please contact the Hamden Planning and Zoning Office at 287-7077.

Sincerely,

Richard H. Stoecker
Town Planner

CC:

Pat Bandzes – Burns & McDonald ✓
Joseph & Debbie Esposito, 265 Tom Swamp Rd.
Marlon & Julie Hidalgo, 245 Tom Swamp Rd.
Lois Goglia, 309 Old Lane Rd.
Mayor Carl Amento
Jaqui Borges King, Hamden Assistant Town Attorney

TO: **Rich**

FR: **Holly**

DT: **August 16, 2005**

RE: Application information for Connecticut Light and Power Middletown to Norwalk Upgraded (345kv) Overhead Electric Transmission Project Hamden Right of Way Section

Below is the section of the Minutes of 7/26/05 Zoning Section Meeting where they discussed this project (*Note: This was a public input meeting and there was a stenographer present so I usually only take down general information noting the presentation materials on file and discussion and then detail whatever vote takes place):

> *Al Cretella, Project Manager employed by Northeast Utilities for the Middletown to Norwalk powerline upgrade project came forward to address the Commission. He submitted power point presentation materials and noted the extensive power point presentation on file. He reviewed the presentation materials detailing the project. He noted that they are seeking Commission approval of a specific option. There was detailed discussion of the design and the technical aspects of the project. Mr. Roscow asked about consideration for abutting property owners. Mr. Cretella noted that the Connecticut Siting Council did not consider the property values when making their decision. There was discussion about the design, configurations and aesthetics. There was some discussion about the engineering with Jim Hogan, the Engineering Manager for Burns and McDonald, the firm doing the engineering for the project.*
>
> *Mr. Roscow asked for public input. There was no public input.*
>
> *Mr. Roscow noted that the Town Planner would put together a report for review by the Commission. They decided to include this in the 8/4/05 Special Meeting.*

The items that need Municipal input are:

- Configuration for the OH design – structure and height configuration.
- The Commission expressed concern for the aesthetics as well as for the abutting property owners and their property values.
- There was also discussion about the landscaping and the construction activities – noise, timeframes, etc. Our jurisdiction is over landscaping, parking, buffers and site work.

I will email this memo along with the Minutes from 7/26/05 to you. There were two Power Point presentations submitted (1 dated 7/6/05 and 1 dated 7/26/05); I will leave a copy of each in your mail slot.

Let me know if you need anything else. Again, I think the two major points discussed were choosing the most aesthetically pleasing configuration and design as well as providing buffers and taking into consideration the abutting property owners.

August 1, 2005

MINUTES: THE ZONING SECTION, PLANNING & ZONING COMMISSION, Town of Hamden, held a Regular Meeting on Tuesday, July 26, 2005 at 7:00 p.m. in Thornton Wilder Hall, Miller Memorial Library, Dixwell Avenue, Hamden, CT and the following was reviewed:

Commissioners in attendance:

Robert Roscow, Zoning Section Chair
Craig Cesare
Leonard Grabowski, Alt. for Donald Moses
Ralph Marottoli, Alt. for Joe McDonagh
Arrived 7:15 p.m.

Staff in attendance:

Richard Stoecker, Town Planner
Tim Lee, Assistant Town Attorney
Holly Masi, Commission Clerk
Dorice Farrell, Stenographer

Mr. Roscow called the meeting to order at 7:10 p.m., introduced the panel and reviewed the night's procedures.

A. Public Hearing:

1. Zoning Map Amendment 05-888
   3321, 3327, 3335 Whitney Avenue
   Change from R-4 Zone to B-2 Zone
   Stephen Savarese, Applicant
   (Deadline to open Public Hearing 9/1/05)

Mr. Cesare made a motion to table this application to September 27, 2005; Mr. Grabowski seconded the motion. The motion passed unanimously.

2. Zoning Map Amendment 05-889
   400 Ridge Road
   Change from R-1 Zone to R-4 Zone
   Bernard Pellegrino, Applicant
   (Deadline to open Public Hearing 9/1/05)

This application has been withdrawn (letter on file).

3. Public Information Session involving the following:
   Connecticut Light and Power Middletown to Norwalk
   Upgraded (345kv) Overhead Electric Transmission Project
   Hamden Right of Way Section

Public Information Session opened at 7:10 p.m.

Al Cretella, Project Manager employed by Northeast Utilities for the Middletown to Norwalk powerline upgrade project came forward to address the Commission. He submitted power point presentation materials and noted the extensive power point presentation on file. He reviewed the presentation materials detailing the project. He noted that they are seeking Commission approval of a specific option. There was detailed discussion of the design and the technical aspects of the project. Mr. Roscow asked about consideration for abutting property owners. Mr. Cretella noted that the Connecticut Siting Council did not consider the property values when making their decision. There was discussion about the design, configurations and aesthetics. There was some discussion about the engineering with Jim Hogan, the Engineering Manager for Burns and McDonald, the firm doing the engineering for the project.

Mr. Roscow asked for public input. There was no public input.

Mr. Roscow noted that the Town Planner would put together a report for review by the Commission. They decided to include this in the 8/4/05 Special Meeting.

The Public Hearing portion was closed at 8:05 p.m.

B. **Regular Meeting:**

Mr. Roscow called the Regular Meeting to order at 8:05 p.m.

1. Site Plan 05-1388
   190 Wintergreen Avenue
   Wireless Facility – review for Citing Council
   Omnipoint Communications, Applicant

Mr. Stoecker reviewed the proposal and noted the review at last month's meeting (application and plans on file). He noted that the Commission had given a favorable review subject to a letter from the Town Planner. He reviewed his letter (on file).

Mr. Grabowski made a motion to approve the sending of the letter from the Town Planner; Mr. Cesare seconded the motion. The motion passed unanimously.

2. Review Minutes of June 28, 2005.

This item was tabled to September 27, 2005.

New Business:

Mr. Stoecker noted that Paul Fioretti, an Architect in Town, has a proposal for an informal review by the Commission. The proposal is for an adaptive reuse to multifamily on Warner Street and he has some questions about the interpretation of the regulations. Section 702 notes the addition cannot exceed 50% of the gross floor area (GFA) of the existing building. His clients are proposing to demolish part of the building and the question is whether the GFA calculation is for the existing building or for the remaining building after demolition. There was discussion about the proposal and the neighborhood consistency and betterment of the neighborhood, which are also factors in adaptive reuse. Attorney Lee noted his opinion that the GFA calculation should be on the remaining building after demolition. Commissioners noted their opinion that the GFA calculation should be on the existing building. Mr. Roscow also noted that this review is by the Zoning Section only and that the full Planning and Zoning Commission would review this proposal. He also noted that someone could appeal a decision of the Commission. Attorney Lee noted the moratoria on multifamily and noted that an application could not be filed until the moratorium is lifted.

Mr. Roscow inquired about the 374/380 Treadwell Street project. There were some design issues discussed and questions about what was depicted on their plans. He asked Mr. Stoecker to look into this.

C. Adjournment

Mr. Grabowski made a motion to adjourn; Mr. Cesare seconded the motion. The motion passed unanimously.

The meeting adjourned at 8:40 p.m.

Submitted by: _____
Holly Masi, Clerk of Commission

"DRAFT"

NU - Middletown – Norwalk Transmission Project
Special Meeting Notes by Rich Stoecker, Hamden Town Planner – 09/02/05

In Attendance

Al Cretella, NU Project Manager	860-665-2288
Pat Bandzes – Burns & McDonald (consultants)	203-284-8590 x229
Michael George - Burns & McDonald (consultants)	203-284-8590
Joseph Esposito – 265 Tom Swamp Rd.	203-230-2064
Morton Hidalgo – 245 Tom Swamp Rd.	203-230-5838
Julie Hidalgo – 245 Tom Swamp Rd.	203-230-5838
Lois Goglia – 309 Old Lake Rd.	203-288-5058
Rosemarie Kuhn – 27 Old Farms Rd., Cheshire	203-250-0582
Jaqui Borges King, Assistant Town Attorney	**203-287-7050**
Rich Stoecker, Town Planner, Planning Office	**203-287-7077**

Rich Stoecker, The Hamden Town Planner explained the mix up in communication between the Mayor, Jaqui Borges King and the Planning Office concerning contact with the active homeowners assembled today to discuss the proposed D & M Plan. It was not intentional to keep the active homeowners out of the loop. He noted that it was the Planning Office who failed to notify everyone of the scheduled public meeting held in early August as part of a Planning and Zoning meeting. Northeast Utilities has agreed to meet again today to go over what options are available for the overhead power transmission through Hamden.

Al Cretella, NU Manager explained the Project using a Powerpoint printout. Some of the key issues that were discussed include the following:

- This will not be the last opportunity to get input into CSC for final design and build.

- Current options available to the town at this stage include input into the finish of poles and height of the structural poles. Painted structures were ruled out due to the high maintenance and pealing.

- The existing ROW will be used. There is an opportunity to get the structures moved longitudinally but not sideways. NU tried to identify all of the structures that were in close proximity to residential structures. It is interesting to note that anyone concerned about the EMF's produced from the lines may want to consider a pole structure near the house structure due to the insulator bringing the line to the highest point. They will look at different locations for structural spans. The project was engineered to carry the conductors with the same number of structural poles.

- Each town in this sector (Orange, Woodbridge, Bethany, Hamden, & Cheshire, Wallingford) is allotted $80 hours of technical advisor support. Additional assistance can be sought on water well testing and ambient measurements of background EMF's in houses. All calculations are based on conductor placement.

- No blasting is anticipated. A drilling rig will set the foundations.

Those in attendance spent a considerable time locating their residence and working with NU Project Manager Al Cretella and Pat Bandzes in determining the location and height, configuration or location options of proposed pole structures.

Key Changes Sought by Hamden Stakeholders

Hidalgo Property -

- Moving pole structure further from property (50') Seeking Split phase configuration at 135 feet. Seeking consultant to register background EMF's.. **(Pole – 24187)**

Esposito Property

- Seeking a 135 foot pole structure near residence and. then step down to 85 ' poles needs to be engineered. The topography may be conducive for better height transition. **(Pole – 24186)**

Goglia Property

The Goglia's own property in both Hamden and Cheshire. .Some pole structures are near residence and horse barn. Owners are seeking consultant analysis for EMF levels at 135 feet and 150 feet. The Goglia's would like to meet with consultants/engineers as soon as possible. (Possibly next Friday (090905). This stretch is dependent upon what the Town of Cheshire decides for structural locations.

Town of Bethany Concerns:

- ROW security

- Split phase structure at Pole 24471 (135') or 24472 (105') in the Town of Hamden. There are no residences in that vicinity in the Town of Hamden.

Next Steps

1. Contact Pat Bands & technical consultant to schedule any consultant on site work (EMF readings at Hidalgo and Goglia properties.) May include any soil tests for Goglia property.

2. Set up meeting for review of options with town stakeholders and NU, consultants and Town staff. Tentatively for **Tuesday September 13, at 3:00 PM**

3. Comments submitted to NU by **Friday, September 16th**

Note – Spoke with Pat Bandzes on Thursday, September 8, 2005 on update. The final stretch on D & M approval by municipalities in the sector (Orange, Woodbridge, Bethany, Hamden, & Cheshire, Wallingford) is getting complicated in terms of coordinating all of the town options. NU & consultants are putting all the notes together from the various meetings to make a final plan for what changes/options/assistance is feasible along this stretch.

I will ask all the homeowners in Hamden to contact the Planning and Zoning office or Town Attorneys office instead of contacting NU or consultants directly.

****Note*** – Spoke with Pat Bandzes on Tuesday, September 13, 2005. She is not sure if anyone can make the meeting scheduled for Wednesday at 3:00 PM. She gave me the name and number of the technical advisor for the towns. She would send me her notes from the last meeting held last week.

Next Steps

1. Contact the technical advisor and discuss the pole configurations at the Bethany/Hamden townline and Hamden/Cheshire townline and raised poles near the Hidalgo and Esposito houses.
2. Contact Bethany First Selectman and Cheshire Town Manager about their intentions for pole height and conversion structures.
3. Consultants and NU will meet on Thursday to review final plans and the technical adjustments.

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

February 21, 2006

The Honorable Craig B. Henrici
Mayor, Town of Hamden
Hamden Government Center
2750 Dixwell Avenue
Hamden, CT 06518

Dear Mayor Henrici,

In their April 7, 2005 decision (Docket No. 272, Middletown-Norwalk Transmission Line Project), the Connecticut Siting Council (CSC) encouraged CL&P to seek additional input from municipalities prior to filing their Development & Management (D&M) Plans. This letter contains the resolution of comments and requests received from the Town of Hamden.

History

On July 6, 2005, a meeting was held with the Town Planner (representing the Mayor's office) to review the CSC decision and to discuss the process and schedule for the town to provide input. An independent Technical Advisor was offered as an additional resource for the town and its residents. On July 26, CL&P representatives attended a public meeting of the Hamden Planning and Zoning Commission. A public meeting was held on September 2. The Town conveyed its final requests and preferences in a letter to CL&P dated September 23, 2005.

We have listened and thoughtfully reviewed your specific comments and requests. Appendix A contains a summary of our resolution of your requests. Unless otherwise noted, all structure numbers and references are as shown in our Preliminary Plan & Profile drawings, dated August 2005.

In accordance with the process previously discussed with you, CL&P will provide a copy of the draft D&M Plan to your town, currently expected for March 2006. CL&P expects to file this D&M Plan (Segment 2b) with the CSC in April 2006.

middletown | norwalk

We would like to thank your Town for its participation and cooperation in this process. We value the input provided and believe that it has resulted in an improved design that better serves your community and the needs of CL&P's customers. Please do not hesitate to contact us should you have further questions or concerns.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

Enclosure:
Appendix A - Resolution of Comments and Requests

c: Pamela B. Katz – Chairwoman, Connecticut Siting Council
Leslie Creane – Hamden Town Planner
Samantha Crowley – United Illuminating

APPENDIX A
Resolution of Comments & Requests
Town of Hamden – Segment 2b

Requester Name	Address	Comment or Request	Resolution
Town of Hamden	2750 Dixwell Avenue	Requests the CSC design for the lowest structures, except for residences noted below and in their September 23, 2005 letter.	Yes, we will use a compact delta structure design for the new 345-kV line consistent with the April 7, 2005 CSC decision.
		Accepts request from the Town of Bethany to move transition structure over the town border to a remote area of Hamden.	This is a moot point since the Towns of Bethany and Hamden will both use a compact delta structure design, therefore, no transition structure is needed.
Lois Goglia	309 Old Lane Road, Cheshire (re: previously addressed in a 2/6/06 letter to the Town of Cheshire)	Resident owns property that straddles the Cheshire/Hamden town line. She owns a horse barn located at the edge of the right of way in between two structures. Requests that structures #24204 (345-kV) and #4016 (115-kV) be moved closer to the barn, increased in height or eliminated. Also requests that we consider using a split phase design for the 345-kV line in this area.	Yes, we will eliminate structures #24204/4016 and increase the heights of #24203/4015 to accommodate the longer span. No, the split phase design request can not be accommodated for the following reason: The Town of Cheshire selected the composite design in lieu of the split phase design for the overhead section between Cook Hill Junction and the Hamden town line. The Town of Hamden selected the shorter, compact delta design. It is not possible to transition to split phase for one span length.
Marlon and Julie Hildago	245 Tom Swamp Road	Requests that structure #24185 be moved as far as possible from its current location (NE).	We will move structures #24185 and #3997 50 ft. northeast (longitudinally) towards structure #24186. The terrain drops off at that point, which makes it prohibitive to move it farther northeast.
		Requests taller 135' split phase structures.	No, since the Town of Hamden has requested the lowest possible structure height, except for the two Tom Swamp Road residences noted, it is not possible to transition from a lower delta structure to a higher split phase and then back to delta in one span.

Requester Name	Address	Comment or Request	Resolution
Joseph and Linda Esposito	265 Tom Swamp Road	Requests that new structures #24184 (345-kV) and #3996 (115-kV) be moved to the south side of Tom Swamp Road where transmission structures currently exist due to their concern over the location of their septic leeching fields.	Both structures will be moved across the street to CL&P property on the south side of Tom Swamp Road where 2 of the 3 existing transmission structures currently exist.
		Requests taller 135' split phase structures.	No, since the Town of Hamden has requested the lowest possible structure height, except for the two Tom Swamp Road residences noted, it is not possible to transition from a lower delta structure to a higher split phase and then back to delta in one span.
Lois Goglia Marlon and Julie Hildago Joseph and Linda Esposito	309 Old Lane Road, Cheshire 245 Tom Swamp Road 265 Tom Swamp Road	Requests soil and well testing due to concern over past and future use of pesticides.	CL&P does not routinely test soils or wells before or after construction. Any alleged damage or complaints associated with construction activities will be thoroughly investigated. If it determined that the damage was a direct result of construction activities, the owner will be compensated for damages.

Town of Bethany

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

February 15, 2006

The Honorable Derrylyn Gorski
First Selectwoman, Town of Bethany
Town Hall
40 Peck Road
Bethany, CT 06524

Dear Selectwoman Gorski,

In their April 7, 2005 decision (Docket No. 272, Middletown-Norwalk Transmission Line Project), the Connecticut Siting Council (CSC) encouraged CL&P to seek additional input from municipalities prior to filing their Development & Management (D&M) Plans. This letter contains the resolution of comments and requests received from the Town of Bethany.

History

On June 29, 2005 CL&P met with Bethany officials to review the CSC decision and to discuss the process and schedule for the town to provide input. An independent Technical Advisor was offered as an additional resource for the town and its residents. A follow-up meeting was held on July 15. A meeting with residents along the right of way was held on September 1, 2005. A town-wide public meeting was held on September 8, 2005.

We have listened and thoughtfully reviewed your specific comments and requests. Note that, in some cases, we received conflicting preferences from residents living in the same area. When this occurred, we did not choose between them but, instead, applied the CSC decision.

Appendix A contains a summary of our resolution of your requests. Unless otherwise noted, all structure numbers and references are as shown in our Preliminary Plan & Profile drawings, dated August 2005.

In accordance with the process previously discussed with you, CL&P will provide a copy of the draft D&M Plan to your town, currently expected for March 2006. CL&P expects to file this D&M Plan (Segment 2b) with the CSC in April 2006.

middletown | norwalk

Thank you for your participation and cooperation in this process. We value the input provided and believe that it has resulted in an improved design that better serves your community and the needs of CL&P's customers. Please do not hesitate to contact us should you have further questions or concerns.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

Enclosure:
Appendix A - Resolution of Comments and Requests

c: Pamela B. Katz – Chairwoman, Connecticut Siting Council
Robert Brinton – Town of Bethany, Land Use Administrator

APPENDIX A
Resolution of Comments & Requests
Town of Bethany – Segment 2b

Requester Name	Address	Comment or Request	Resolution
Town of Bethany	40 Peck Road	Requested the existing 115-kV EMF profile for Bethany.	Emailed to the First Selectwoman on 9/8/05.
		Comments regarding access roads and gating. Concerned that ATV's and other unauthorized vehicles will trespass if existing access roads are widened and cleared.	In Bethany, we will use existing access roads as identified in the Development & Management (D&M) Plan. CL&P's right of way vegetation clearing practices for new construction will also be discussed in more detail in the D&M Plan. Where possible, existing vegetation buffers will remain to restrict access to the right of way.
Elizabeth and Alex Smith	355 Downs Road	Resident lives near structure #24164. Prefers lower 85' structures.	Yes, we will use a compact delta structure design (typical height, 85') for the new 345-kV line consistent with the April 7, 2005 CSC decision.
		Prefers weathering steel finish	Yes, a weathering steel finish will be used on all structures in the Town of Bethany.
Bill Caliendo	401 Downs Road	Requests that structures remain in their planned locations and not be moved any closer to his home.	Yes, the structures closest to his home (#24166/ #3978) will remain in their planned locations
Siew Cheng Chia	453 Downs Road	At 9/1/05 meeting, resident expressed preference for lower structures; at 9/8/05 meeting, requested higher structures.	Due to conflicting preferences among residents, we will use a compact delta structure design (typical height, 85') for the new 345-kV line consistent with the April 7, 2005 CSC decision.
Cathy and Steve Cole	483 Downs Road	Want to add on to their front porch that faces the right of way. Concerned with both EMF and aesthetics.	The existing 115-kV lattice structure near their home will be removed. The new structures (#24169/ #3981) will be located near the existing H-frame structures, farther from their home.

Requester Name	Address	Comment or Request	Resolution
Charles and Ana Oman	492 Downs Road	Requests lower compact delta structures. (see the Oman's 9/705 letter to the Town of Bethany. A copy of this letter was provided to CL&P at the 9/8/05 town-wide meeting.)	Yes, we will use a compact delta structure design (typical height, 85') for the new 345-kV line consistent with the April 7, 2005 CSC decision.
		Requests galvanized steel finish.	No, due to conflicting preferences, a weathering steel finish will be used on all structures in the Town of Bethany.
Mike Hendrick	502 Downs Road	Requests that transition structure #24170 be moved over the crest of a hill into Hamden, reducing viewscape issues.	This is no longer an issue since the Towns of Bethany and Hamden will both use a compact delta structure design, therefore, no transition structure is needed.
		Prefers 105' structures.	Due to conflicting preferences, we will use a compact delta structure design (typical height, 85') for the new 345-kV line consistent with the April 7, 2005 CSC decision.
		Prefers weathering steel finish.	Yes, a weathering steel finish will be used on all structures in the Town of Bethany.
Diane Blackwell	15 Raccio Drive	Requests lower structures (<105').	Yes, we will use a compact delta structure design (typical height, 85') for the new 345-kV line consistent with the April 7, 2005 CSC decision.
		Requests that structures #24166 and #24167 be moved approximately 75' southwest.	Structure #24166 cannot be moved as it would impact another property owner. Structure #24167 will be moved approximately 25' southwest, out of a wetland. Moving this structure any further would further impact other property owners.

Town of Woodbridge

TOWN OF WOODBRIDGE
11 MEETINGHOUSE LANE
WOODBRIDGE, CONNECTICUT 06525

Telephone: (203) 389-3401
FAX: (203) 389-3480
E-mail: amarrella@ci.woodbridge.ct.us

AMEY W. MARRELLA
FIRST SELECTMAN

October 17, 2005

Via Facsimile and Mail

Ms. Anne Bartosewicz
Project Director – Transmission Projects
Northeast Utilities System
P. O. Box 270
Hartford, CT 06141-0270

Dear Anne:

Thank you for presenting information on the D&M Plan to the Woodbridge community on September 22nd and October 6th. The Selectmen have now reviewed that information, as well as the copies of those written comments from residents that your office has forwarded to me.

At our meeting on October 11, 2005, the Board of Selectmen discussed the D&M presentation and comments. An excerpt of our draft minutes is enclosed.

On behalf of the Selectmen and Town residents, I respectfully request that you provide the information described in our minutes – promptly, comprehensively, and cooperatively.

Sincerely,

Amey Marrella

Amey W. Marrella
First Selectman

Enclosure

Cc: Board of Selectmen

TOWN OF WOODBRIDGE
11 MEETINGHOUSE LANE
WOODBRIDGE, CONNECTICUT 06525

Telephone: (203) 389-3400
FAX: (203) 389-3480
E-mail: gshaw@ci.woodbridge.ct.us

I, Geraldine S. Shaw, Clerk to the Woodbridge Board of Selectmen do hereby certified that the following is a true and correct copy of an excerpt of the minutes of the October 11, 2005, Special Meeting of said Board.

Dated this seventeenth day of October 2005.

Geraldine S. Shaw

Geraldine S. Shaw, Clerk

RECOMMENDATIONS TO UTILITIES REGARDING THE DEVELOPMENT AND MANAGEMENT PHASE OF THE PHASE II POWER LINE PROJECT.

The Board reviewed the various comments from residents who attend the meetings held with Northeast Utilities on September 22nd and October 6th. They then discussed the utility company's proposed placement of towers and range of tower heights for the lines traversing Woodbridge.

It was the **CONSENSUS** of the Board of Selectmen that it was displeased with the lack of information provided by Northeast Utilities regard EMF levels and the Board urges the utility to cooperate with the questions put forth by Ezra Academy, Congregation B'nai Jacob, and others. Further the Board also urges the utility to move forward with staking the revised power line route on the Congregation B'nai Jacob campus so that the new distances of the power lines from the buildings can be more readily observed.

middletown | norwalk

October 25, 2005

Amey W. Marrella
First Selectman's Office
Woodbridge Town Hall
11 Meetinghouse Lane
Woodbridge, CT 06525

Dear Amey,

Thank you for your participation in the D&M process and the recommendations from the Woodbridge Board of Selectmen. It is unfortunate that the Board was displeased with the lack of information regarding EMF levels. The Town of Woodbridge, including the Board of Selectmen, had two opportunities to participate in this process during the public meetings held on September 22 and October 6. I am not aware of the Selectmen asking any questions during these meetings.

On October 11, 2005, Northeast Utilities received four questions from Ezra Academy via e-mail. Within a week of this date, on October 17, I personally spent over two hours meeting with representatives from Ezra Academy regarding their specific questions and answering many other questions they asked during this meeting. Mr. Bob Carberry, a Northeast Utilities manager who is extremely knowledgeable on these topics, was also invited to attend this meeting to provide more detailed information. We plan to follow up on these verbal responses in writing to Ezra Academy shortly.

Except for the preferences received at the two public meetings regarding design (i.e., structure height, location or finish), Northeast Utilities is not aware of any other outstanding requests or questions from the Town of Woodbridge or its residents.

The Project has hired the local firm of Nafis & Young to survey and stake the entire overhead right-of-way. Staking does not occur until final structure locations are determined. At this point in the design process, we expect to begin staking this portion of the right-of-way by the end of this year.

Please contact me if you have further questions at 860-665-2771.

Sincerely,

Anne Bartosewicz
Middletown -Norwalk Project Director

Connecticut
Light & Power
The Northeast Utilities System

middletown | norwalk

October 28, 2005

Ezra Academy
c/o Board President Reena Seltzer
75 Rimmon Road
Woodbridge, CT 06525

Dear Ms. Seltzer,

It was a pleasure to meet with you and other representatives of Ezra Academy on October 17, 2005. Thank you for taking the time to meet with us at our corporate offices.

The enclosed written response and attachments are a follow-up to our discussion. Please contact me if you have further questions at 860-665-2771.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

Attachments

c: Shelley Kreiger, Head of School – Ezra Academy
Amey Marella, First Selectman – Town of Woodbridge

Connecticut
Light & Power
The Northeast Utilities System

Response to Ezra Academy
Request for Information

Q1: What is the distance from the outermost line to the closest point of the building?

A1: Currently, the distance between the right-of-way (ROW) boundary and the north side of your building (at the closest point) is 15 feet. The new design, as ordered by the Connecticut Siting Council (CSC), shifts the ROW to the northwest moving the ROW boundary to a distance of 165 feet from your building. On the new ROW, the closest line conductor will be a 115-kV circuit conductor which will be a distance of 205 feet. The first 345-kV line conductor will be 260 feet from your building. Please see the attached aerial drawing and hand sketches illustrating these changes.

Q2: Does 345kV split phase with 115kV next to it exist anywhere in the U.S.?

A2: There are a few split-phase transmission lines operating in the U.S. To our knowledge, none of these are 345-kV lines.

There is a 115-kV split-phase circuit in the New York State Electric & Gas (NYSEG) service territory. This circuit was designed to reduce magnetic fields from the transmission line. NU verified the validity of this split-phase design during the CSC proceedings (Docket 272, Exhibit 139). This memorandum, entitled, "Measured and Calculated Magnetic Fields from a Split-Phase Transmission Line" is attached for your information.

Other U.S. companies with sections of split-phase transmission lines include Pacific Gas and Electric, KeySpan, Seattle City Light and Tennessee Valley Authority. Some of these installations have been in service for over 10 years. Although not configured for magnetic field cancellation, CL&P's existing 115-kV line conductors on a row of lattice towers in Woodbridge operate as a split-phase line.

Q3: What is the projection of EMF estimates at 30-32GW at 25 ft increments from the outermost line to 300 feet for varying pole heights: 105, 135, 165 and 195 feet?

A3: We cannot make the EMF projections you request. There are too many variables and uncertainties about future transmission and generation systems -- such as transmission line additions or changes, new generation built or its location -- that make it impractical for us to prepare these projections.

EMF calculations for the 15-GW New England average and 27-GW New England peak load cases were presented numerous times during the CSC proceedings and, most recently, during the Development & Management Plan meetings. These tables, the best data available to us at this time, show calculations at 15-foot intervals from the edge of the ROW for the options available to your town. (Please note that the ROW through the Ezra Academy Property is 10 feet wider on either side than the base case model.) These tables are enclosed for your information.

Q4: Clarifying the impact on estimated EMF of a change in direction of power flow on one or both 115kV circuits, and the loss of power on one or both 115kV circuits.

A4: The flow of electricity is dynamic and we cannot prepare calculations for every variation. If you look at the EMF summaries for Cross Sections 8 North, 8 Middle and 8 South provided in the tables referenced above (see A3), you can get a sense of the effect that changes in flow direction on the 115-kV circuits have on magnetic fields.

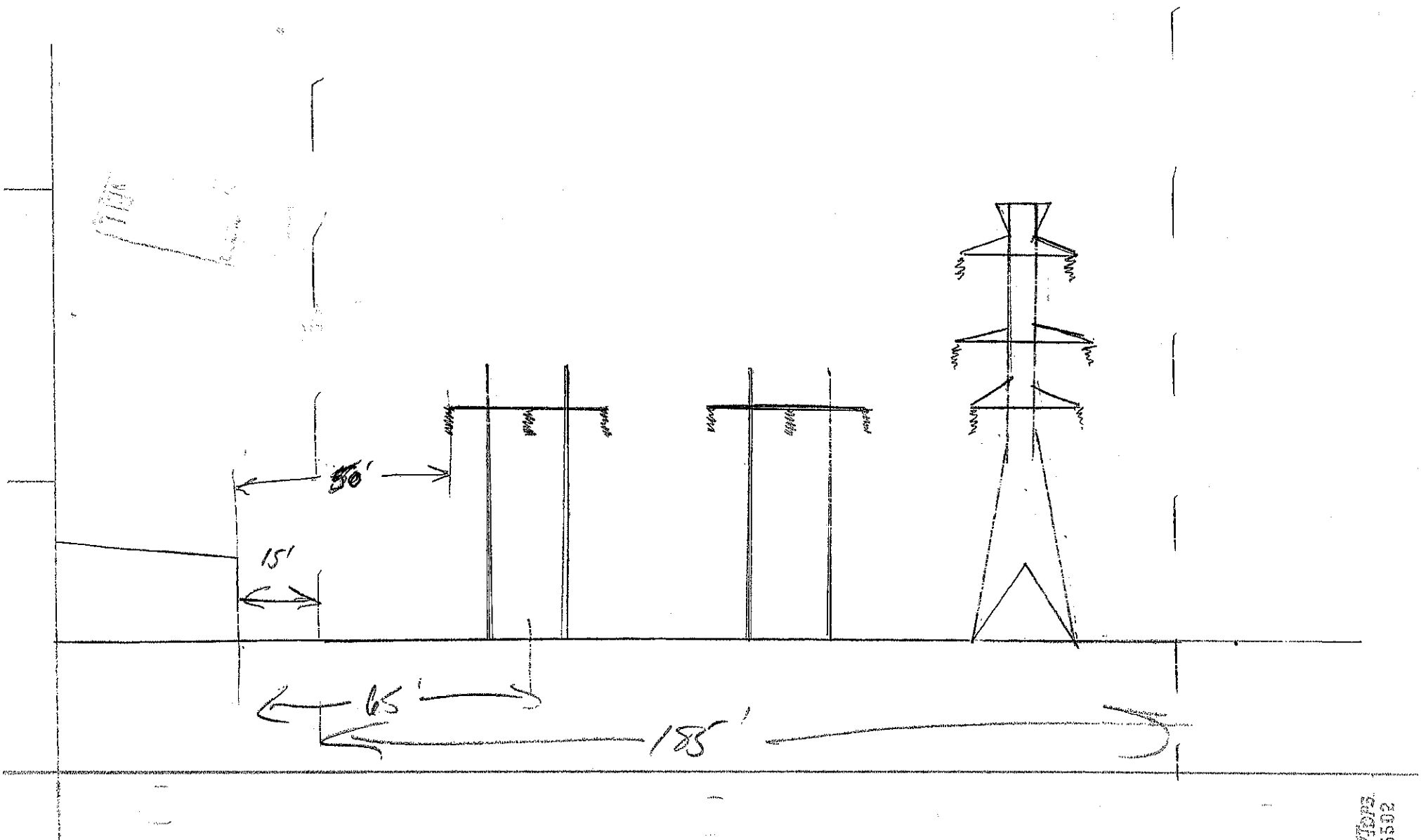
As an exercise, we ran a Cross Section 8 sample case at both the 15 and 27 GW loads in which we zeroed out the flows on the 115-kV lines. We saw little change in the results, even to the side of the ROW that is nearest the 115-kV lines. Changes in the flow direction over the 115-kV lines will have little to no impact on EMF results since the currents in the 115-kV lines are relatively low by comparison to the currents on the wider-spaced 345-kV line.

Northeast Utilities System

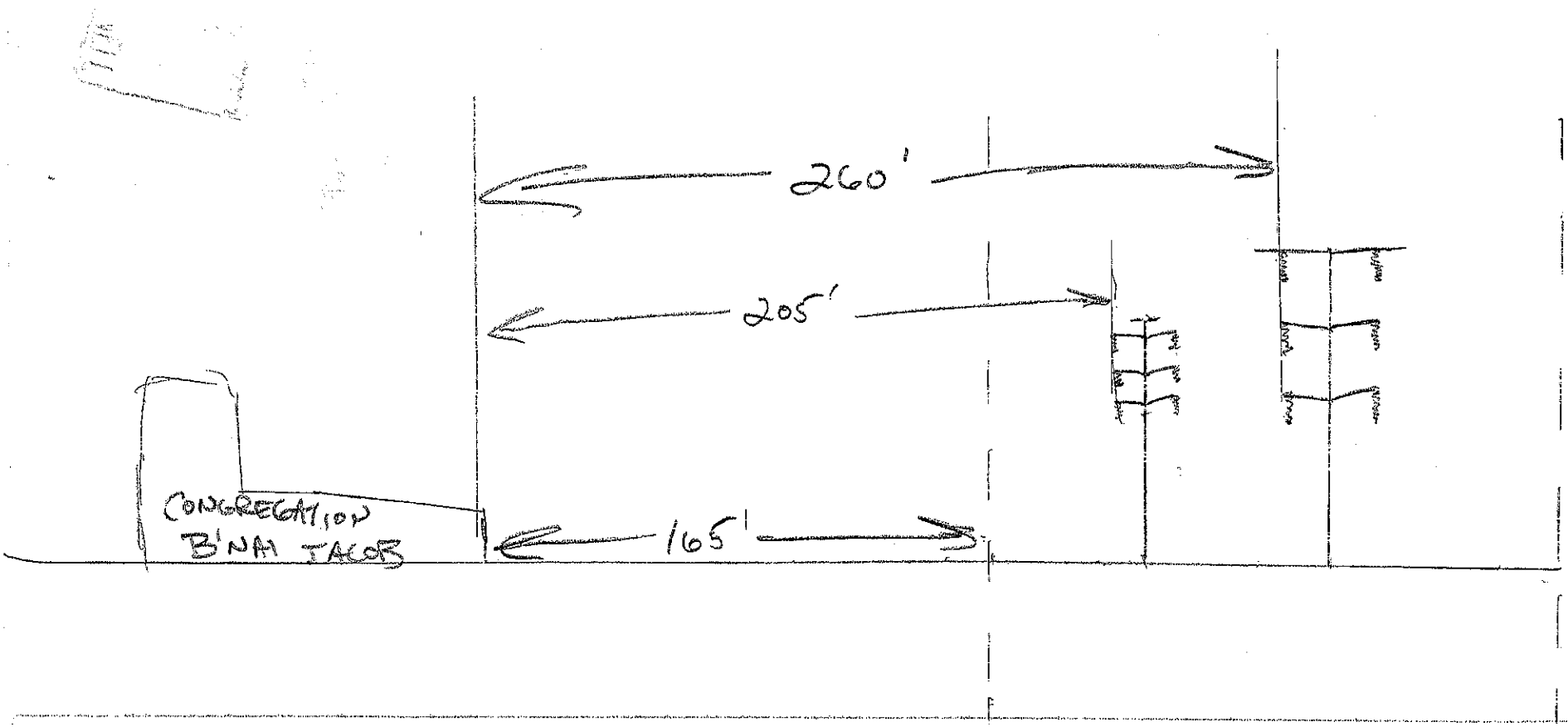
The United Illuminating Company

CONGREGATION
B'NAI JACOB
Town of Woodbridge

Existing Right-of-Way
(Looking South at B'nai Jacob/Ezra Academy Facility)



New, Relocated Right-of-Way
(Looking South at B'nai Jacob/Ezra Academy Facility)



Exponent®

MEMORANDUM

TO: Anne Bartosewicz
Albert W. Cretella, III, Northeast Utilities
John Prete, United Illuminating Company

FROM: Gary Johnson, Ph.D.
William H. Bailey, Ph.D.

DATE: July 27, 2004

PROJECT: NY10132.000

SUBJECT: Measured and Calculated Magnetic Fields from a Split-Phase Transmission Line

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Magnetic field measurements were taken at two sites along a 115-kV transmission line operated by New York State Electric and Gas (NYSEG) near Sidney, New York on July 6, 2004. At one of the sites the transmission line was configured in a three-wire vertical delta configuration (Figure 1); at the second site the same transmission line was configured in a six-wire split-phase design with optimized phasing (reverse-phase) to reduce the possibility of interference to railroad signal circuits. The split-phase design is similar in appearance to a double circuit pole design.

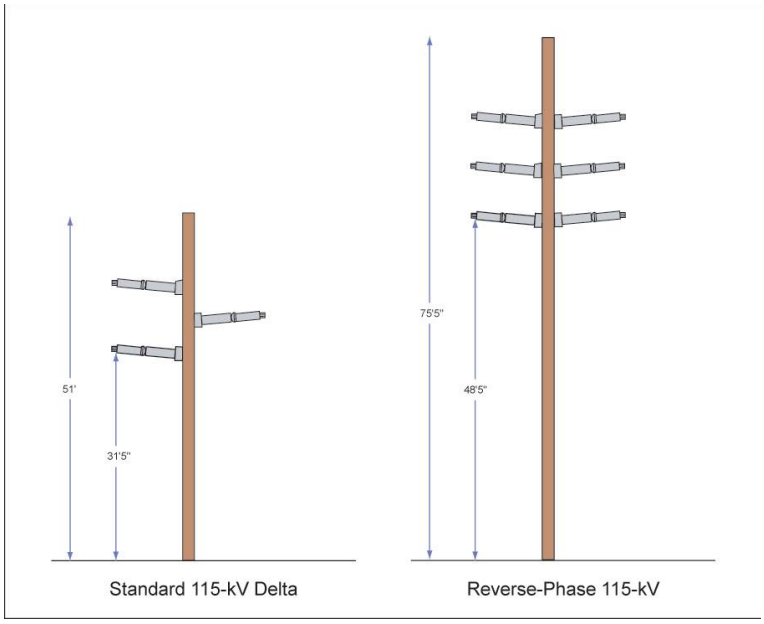

Figure 1. Examples of line configurations at the two sites along the 115-kV transmission line near Sidney, NY.

Magnetic field measurements were taken at a standard height of one meter (approximately 40 inches) with a three-axis Dexsil StAR magnetic field meter in accordance with the industry standard protocol for taking measurements near power lines (IEEE Std. 0644-1994). EMDEX Lite magnetic field meters set to record magnetic field measurements at four-second intervals were located at ground level 50 feet on either side of the lines to register any magnetic field changes related to variations in current flow during profile measurements. Magnetic field measurements were recorded in units of flux density (milligauss (mG) where 1 G = 1,000 mG). The manufacturer calibrated the meters by methods described in IEEE Std. 644-1994.

At the first site the transmission line was in a standard vertical delta configuration, shown in the left panel of Figure 2. A profile of the magnetic field was taken perpendicular to the line at midspan from –50 feet to +50 feet. The measured magnetic field profile is plotted in Figure 3.

Line heights and conductor separations were measured while on site. NYSEG provided the information on the line loading. This information was used to calculate the magnetic field from the line by the Bonneville Power Administration program (BPA, 1991). The calculated magnetic field during the period of the measured magnetic field is plotted in Figure 4. As can be seen in Figure 4, the measured magnetic fields and the calculated magnetic fields agree quite well.

Figure 2. 115-kV transmission line in delta configuration at Site 1.

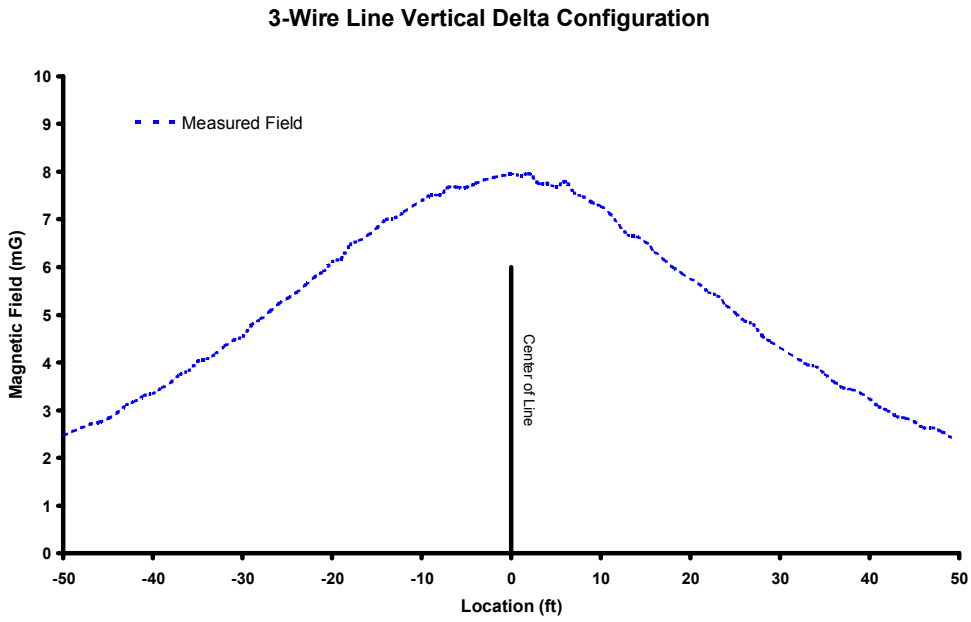

Figure 3. Magnetic field profile perpendicular to the delta configuration line at midspan.

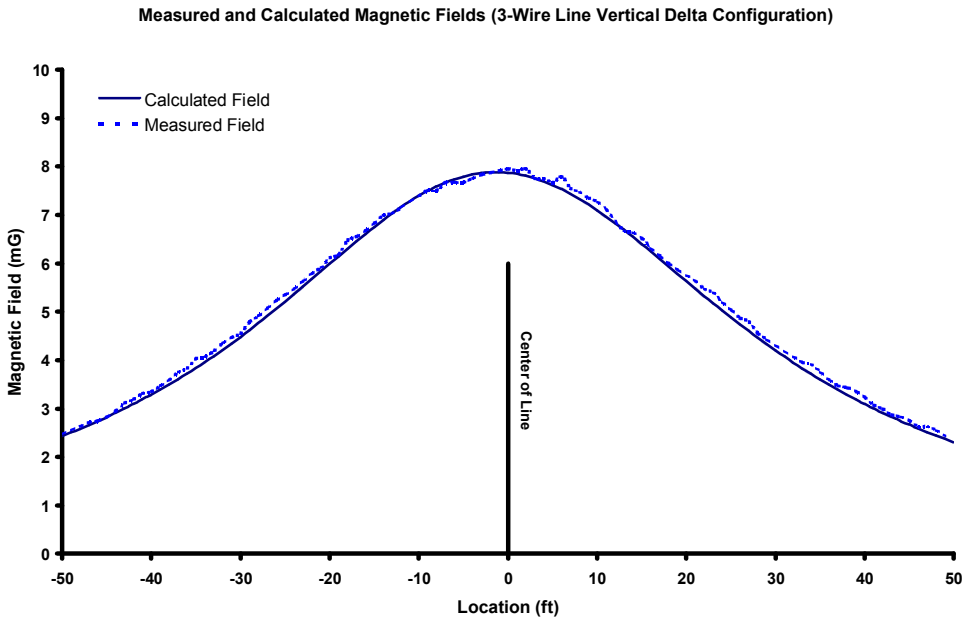

Figure 4. Calculated and measured magnetic field profile for the delta configuration line.

Measurements were also taken at Site 2 a few spans away from Site 1. Here, the transmission line was configured in a split-phase design with optimized phasing (reverse-phase) to minimize the magnetic fields. The line configuration is shown in Figure 5. For convenience, this design will hereafter be referred to as the split-phase design. The height of the split-phase line is approximately 20 feet higher than the delta configuration at Site 1.

Figure 5. Split-phase line with reverse phasing near Sidney, NY. The split-phase line is adjacent to a railroad.

A profile of the magnetic field was taken perpendicular to the line at midspan from –50 feet to +50 feet. The measured magnetic field profile is plotted in Figure 6. Due to the increased line height and the optimized split-phase line configuration, the measured magnetic fields are quite low and the jagged appearance of the measured profile reflects the 0.04 mG digital step size of the magnetic field meter. A railroad track located on one side of the line was elevated above the general terrain. This decreased the distance of the meter from the conductors as the profile crossed the railroad tracks (increase in field). The distance of the meter from the conductors increased as the profile extended further away from the line and beyond the railroad tracks because of the drop in terrain moving away from the railroad tracks (decrease in field). The position of the railroad track is indicated on the profile plot in Figure 6.

Line heights and conductor separations and line loading were used to calculate the magnetic field for the line. The calculated magnetic field during the period of the measurements is plotted with the measured magnetic field in Figure 7. The calculations assumed a flat terrain. Again, the calculated magnetic field agrees quite well with the measurements. Perturbations in the measurements due to variations in the terrain elevation can bee seen in Figure 7.

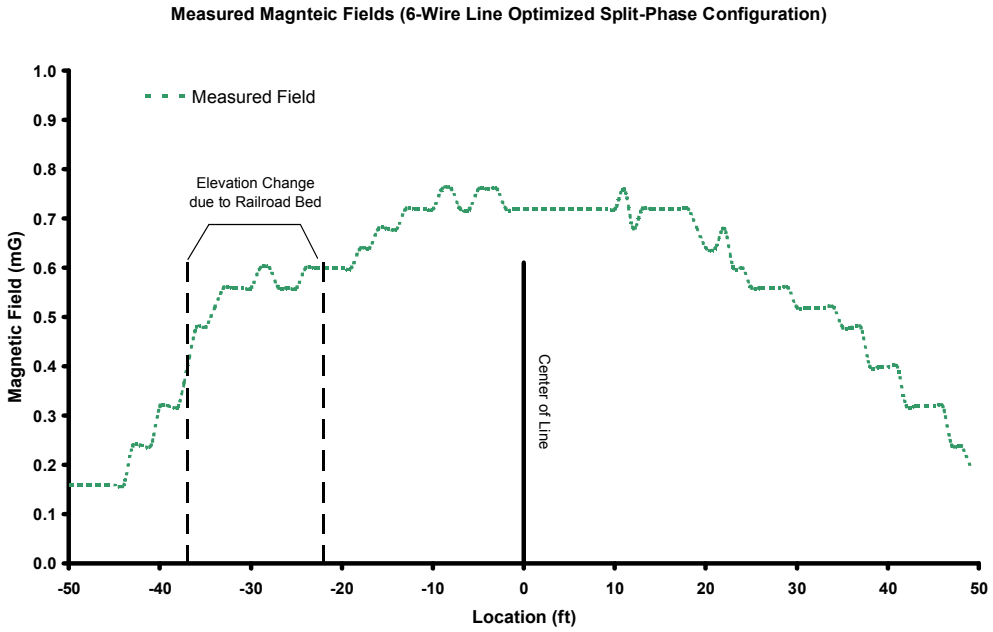

Figure 6. Magnetic field profile perpendicular to the split-phase configuration line at midspan.

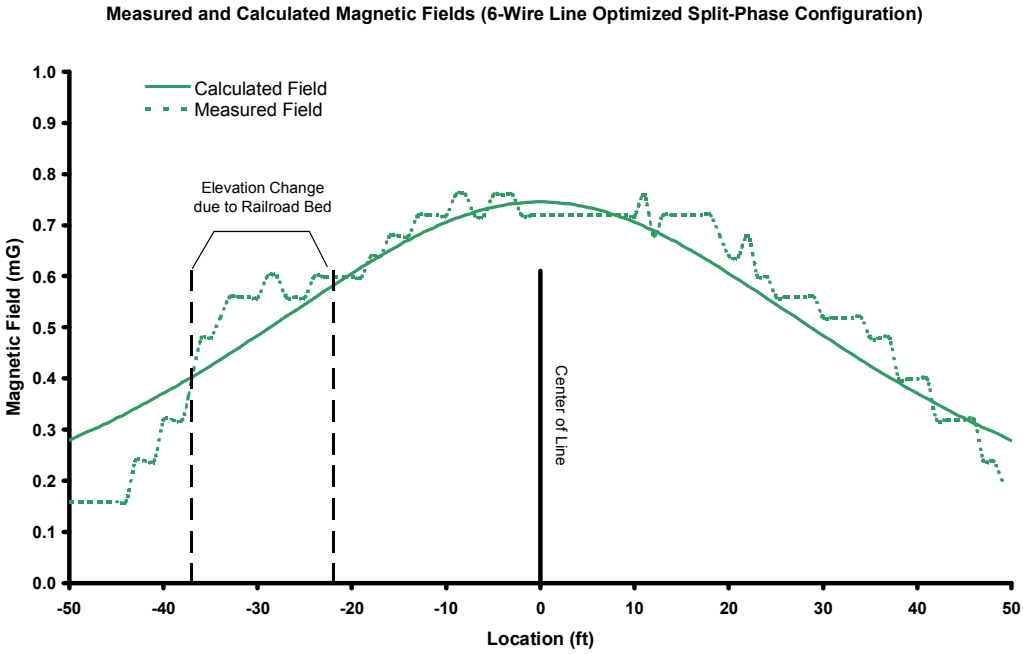

Figure 7. Calculated and measured magnetic field profiles for the split-phase configuration line.

A comparison of the measured magnetic field from the segment of line in the delta configuration versus the split-phase configuration for similar load conditions is plotted in Figure 8. As can be seen, the magnetic fields from the split-phase line segment are much lower than those at similar distances from the delta line configuration. This is due to both the increased height and design of the split-phase line compared to the delta line configuration.

In order to compare the optimized split-phase line to the delta line under similar conditions, the height of the 3-wire delta line was increased to the same height as the 6-wire split-phase line and the magnetic fields were calculated for the same line loading. The magnetic field comparison of the two line types for similar conditions is plotted in Figure 8. Figure 8 shows that the 6-wire optimized split-phase line configuration has much lower magnetic fields than the 3-wire delta line configurations for similar line height and currents.

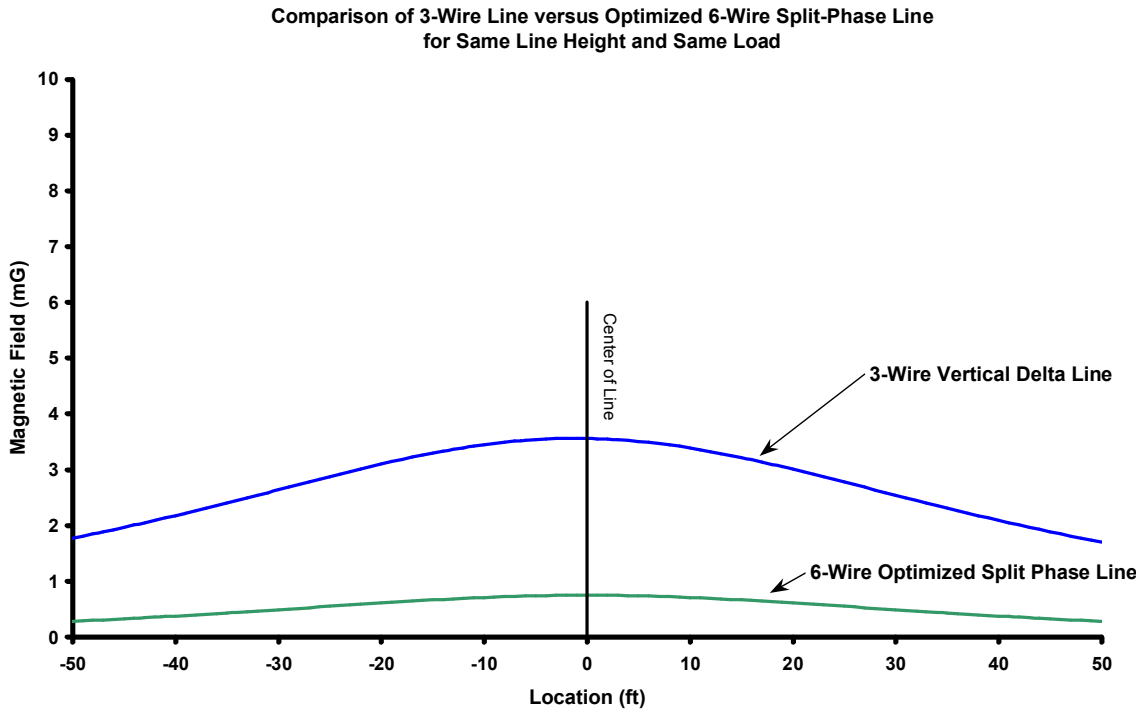

Figure 8. Comparison of the magnetic fields from the 6-wire optimized split phase line and 3-wire delta line for similar conditions.

Summary and Conclusion

A 115-kV transmission line in the NYSEG system has line sections configured in both delta and split-phase configurations. The phasing of the conductors on one side of the split-phase configuration is ABC (top to bottom); the phasing of conductors on the other side is CBA to achieve what is often called "reverse phasing." Measurements of the magnetic field from this operating line demonstrate that the optimized split phase design achieves approximately a 10:1 reduction in the magnetic field. The lower field from the split-phase line is partially due to the higher height of the conductors. These measurements were shown to be consistent with the magnetic fields calculated by the Bonneville Power Administration program from input data on the line height, configuration, and load flow. Accounting for the increased height of the split-phase line results in a field reduction over the delta line for those of similar heights of 4.7:1 underneath the line, and 6.3:1 50 feet from the line. The reduction ratio for the optimized split-phase line over the delta line will continue to increase as the distance from the line increases.

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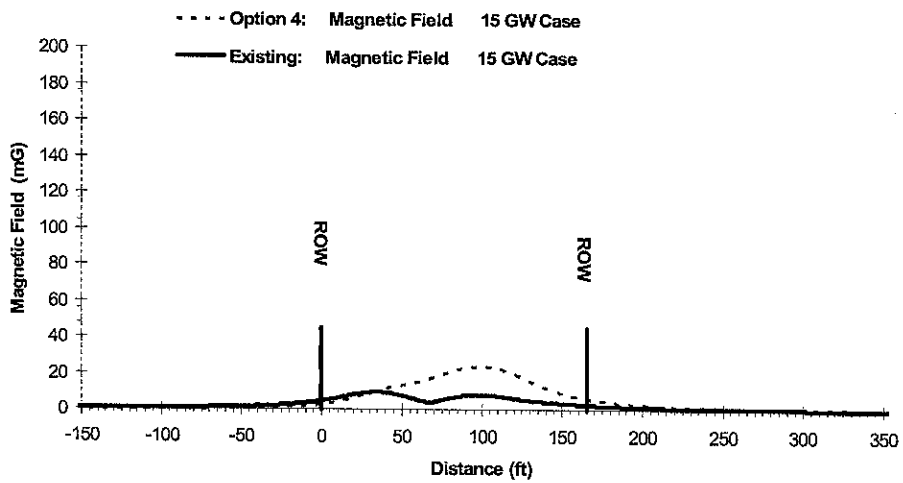
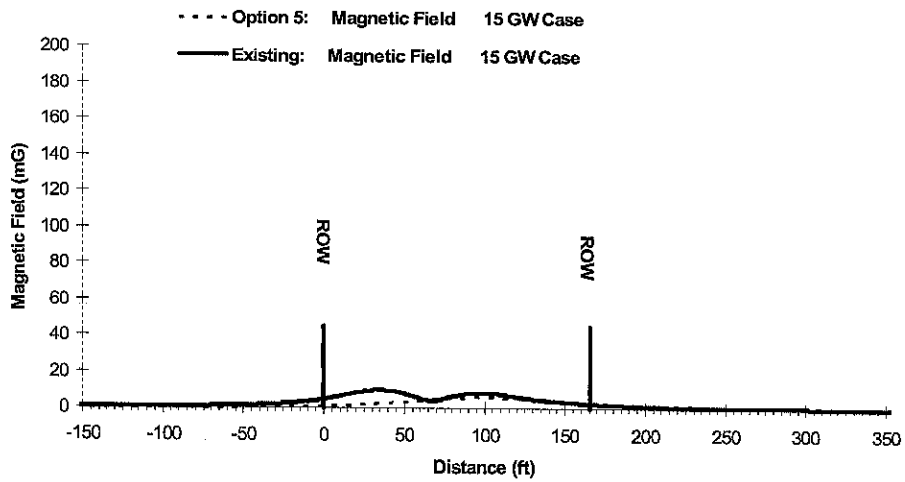
Cross Section 8 (15GW Case) North Segment

Typical Segment – Cheshire / Hamden Town Line to Glen Lake Junction in the Municipalities of Hamden, Bethany & Woodbridge

	Site Condition	150'	135	120'	105'	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.4	0.4	0.5	0.6	0.7	0.9	1.2	1.5	2.1	3.1	4.7	9.6	5.6	6.9	7.6	4.6	2.6	1.9	1.4	1.0	0.8	0.7	0.5	0.4	0.4	0.3	0.3
0	Proposed Lines on Existing ROW (For Reference)	1.5	1.6	1.9	2.1	2.4	2.8	3.3	3.9	4.8	6.2	8.7	22.5	33.4	50.6	48.6	31.9	15.7	11.6	8.8	6.9	5.5	4.5	3.7	3.1	2.7	2.3	2.0
	OPTIONS																											
4	345 kV Split Phase	0.1	0.1	0.1	0.2	0.2	0.3	0.4	0.6	0.8	1.4	2.5	9.8	14.8	21.7	22.9	14.4	5.8	3.9	2.7	1.9	1.4	1.1	0.9	0.7	0.5	0.4	0.4
5	345 kV Split Phase +30'	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.5	0.6	0.9	2.3	3.9	5.3	5.6	4.6	2.9	2.2	1.7	1.3	1.1	0.9	0.7	0.6	0.5	0.4	0.3



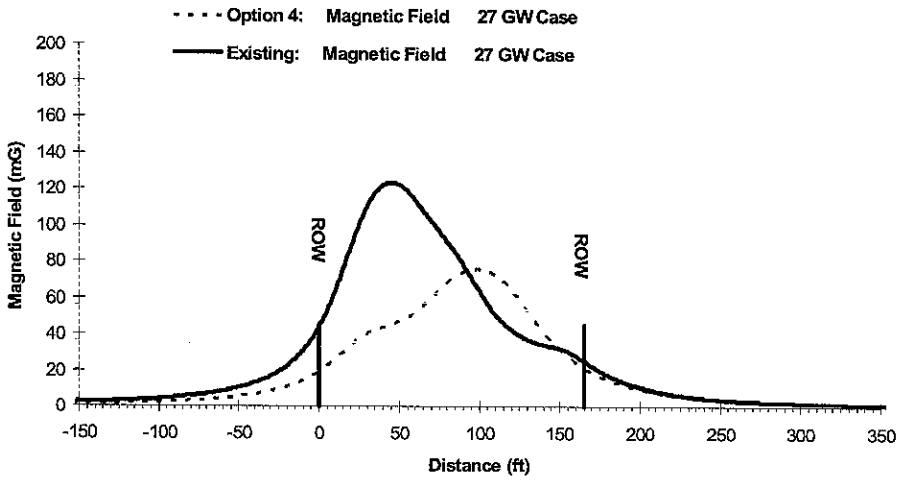


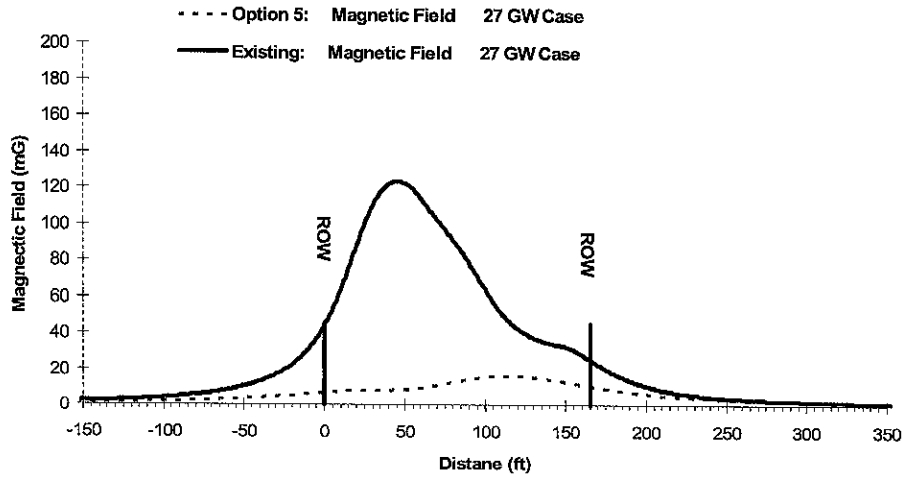
middletown | norwalk

Cross Section 8 (27GW Case) North Segment

Typical Segment – Cheshire / Hamden Town Line to Glen Lake Junction in the Municipalities of Hamden, Bethany & Woodbridge

	Site Condition	150'	135	120'	105'	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	2.3	2.7	3.3	4.0	5.0	6.4	8.4	11.6	16.9	26.3	44.0	114.9	116.2	87.6	53.3	36.2	25.4	17.6	12.1	8.6	6.4	4.9	3.9	3.1	2.6	2.2	1.9
0	Proposed Lines on Existing ROW (For Reference)	4.7	5.3	5.9	6.7	7.7	8.9	10.5	12.5	15.6	20.8	31.4	85.0	125.6	180.3	170.0	111.5	54.8	40.3	30.5	23.7	18.9	15.4	12.7	10.7	9.1	7.8	6.8
	OPTIONS																											
4	345 kV Split Phase	1.2	1.5	1.7	2.1	2.6	3.3	4.3	5.9	8.3	12.3	19.1	41.6	50.7	70.1	73.6	48.7	21.1	14.7	10.6	7.9	6.0	4.7	3.8	3.1	2.5	2.1	1.8
5	345 kV Split Phase +30'	1.1	1.3	1.5	1.8	2.1	2.6	3.1	3.9	4.7	5.7	6.8	8.0	9.1	12.8	15.7	14.8	10.4	8.4	6.8	5.5	4.5	3.7	3.1	2.6	2.2	1.9	1.6





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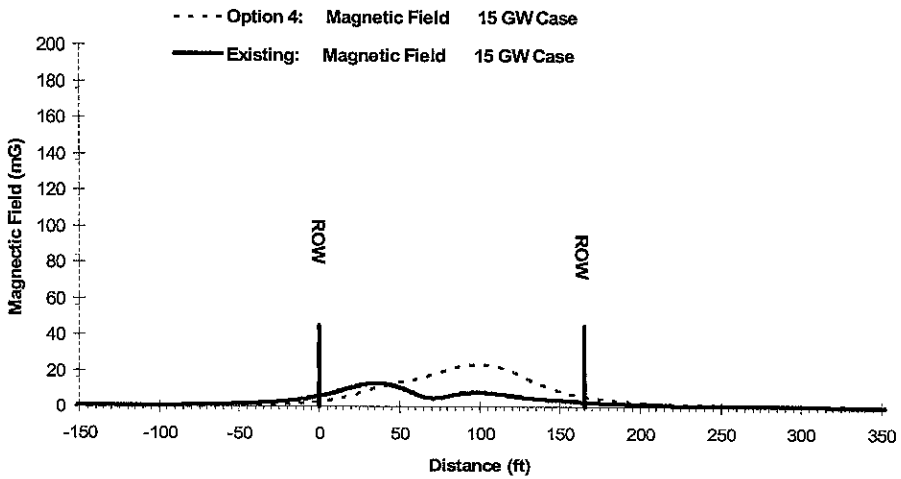
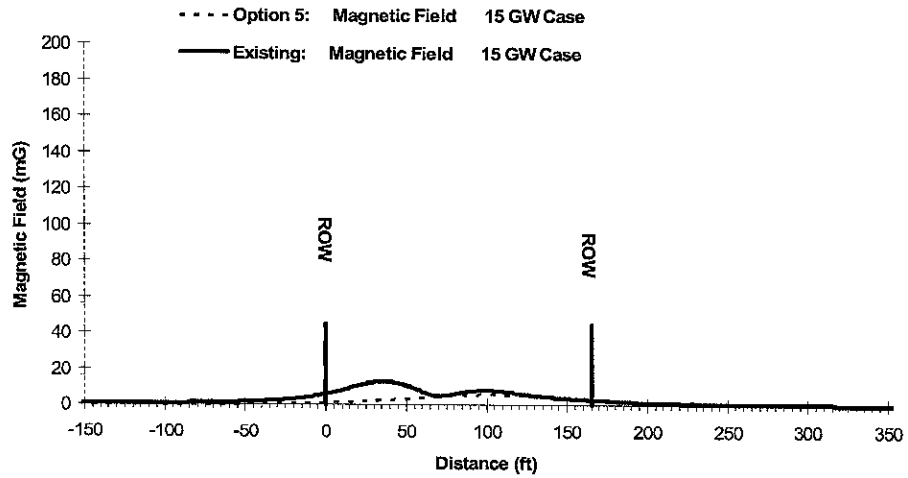
Cross Section 8 (15GW Case) Middle Segment

Typical Segment – Glen Lake Junction to Pease Road Junction in the Town of Woodbridge

	Site Condition	150'	135	120'	105'	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.5	0.5	0.6	0.8	0.9	1.1	1.5	2.0	2.7	4.0	6.2	13.0	8.2	6.7	7.8	4.9	2.8	2.0	1.5	1.1	0.9	0.7	0.6	0.5	0.4	0.4	0.3
0	Proposed Lines on Existing ROW (For Reference)	1.5	1.6	1.8	2.1	2.4	2.8	3.3	3.9	4.8	6.2	8.7	22.6	33.5	50.7	48.6	31.9	15.7	11.6	8.8	6.9	5.5	4.5	3.7	3.1	2.7	2.3	2.0
	OPTIONS																											
4	345 kV Split Phase	0.1	0.1	0.2	0.2	0.2	0.3	0.4	0.6	0.9	1.5	2.7	10.0	14.9	21.6	22.8	14.4	5.8	3.9	2.7	2.0	1.4	1.1	0.9	0.7	0.6	0.5	0.4
5	345 kV Split Phase +30'	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.4	0.5	0.6	0.9	2.3	3.9	5.2	5.6	4.6	2.9	2.2	1.7	1.4	1.1	0.9	0.7	0.6	0.5	0.4	0.3





Potential Magnetic Field reduction for Proposed overhead lines - Exhibit 1 to Testimony of Dr. William H. Bailey

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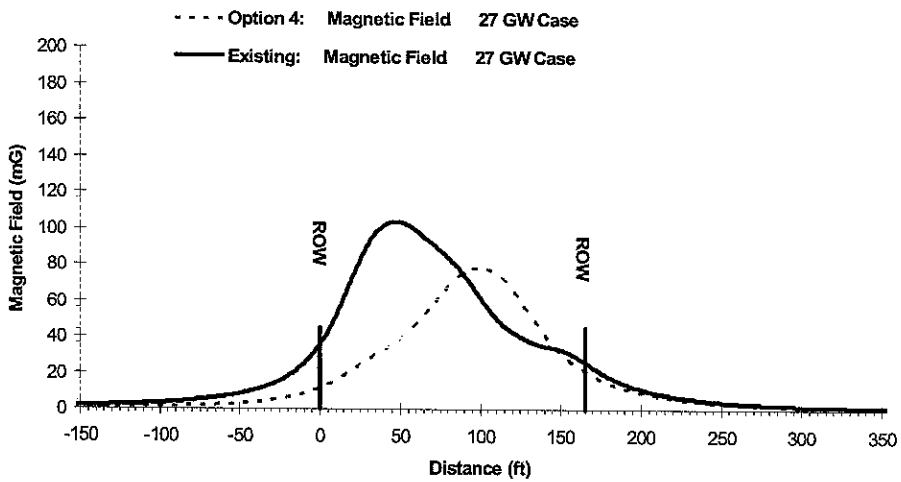
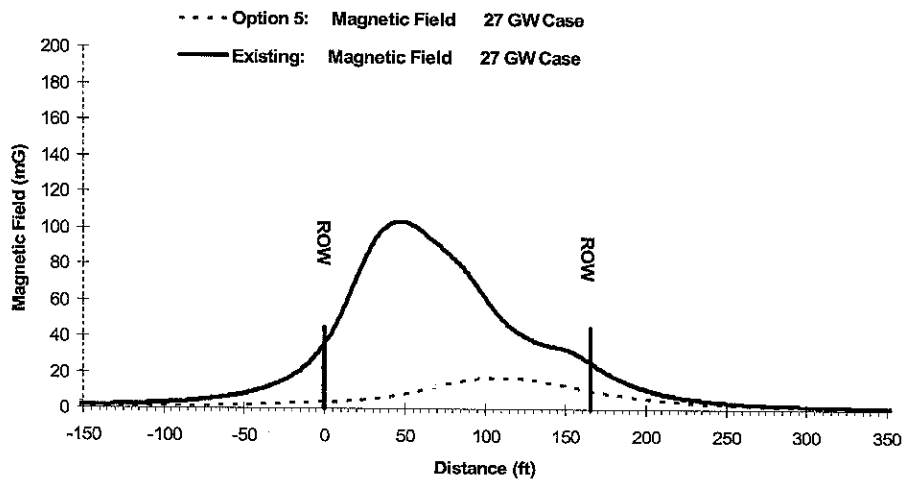
Cross Section 8 (27GW Case) Middle Segment

Typical Segment – Glen Lake Junction to Pease Road Junction in the Town of Woodbridge

	Site Condition	150'	135	120'	105'	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	1.9	2.2	2.6	3.2	4.0	5.1	6.8	9.3	13.6	21.3	35.9	95.5	100.2	81.4	52.3	36.9	26.0	18.0	12.4	8.8	6.5	5.0	3.9	3.2	2.6	2.2	1.9
0	Proposed Lines on Existing ROW (For Reference)	4.9	5.5	6.2	7.1	8.1	9.4	11.0	13.1	16.0	20.5	28.9	74.7	120.1	178.9	170.3	111.9	55.1	40.5	30.7	23.9	19.1	15.5	12.9	10.8	9.2	7.9	6.9
	OPTIONS																											
4	345 kV Split Phase	0.7	0.8	1.0	1.2	1.5	1.9	2.5	3.4	4.8	7.2	11.3	28.8	44.9	70.5	76.0	49.5	20.8	14.3	10.2	7.5	5.6	4.4	3.5	2.8	2.3	1.9	1.6
5	345 kV Split Phase +30'	0.7	0.8	0.9	1.0	1.2	1.5	1.8	2.2	2.6	3.2	3.8	5.8	9.7	14.6	17.3	15.4	10.3	8.2	6.5	5.2	4.2	3.4	2.8	2.3	2.0	1.7	1.4





Potential Magnetic Field reduction for Proposed overhead lines - Exhibit 1 to Testimony of Dr. William H. Bailey

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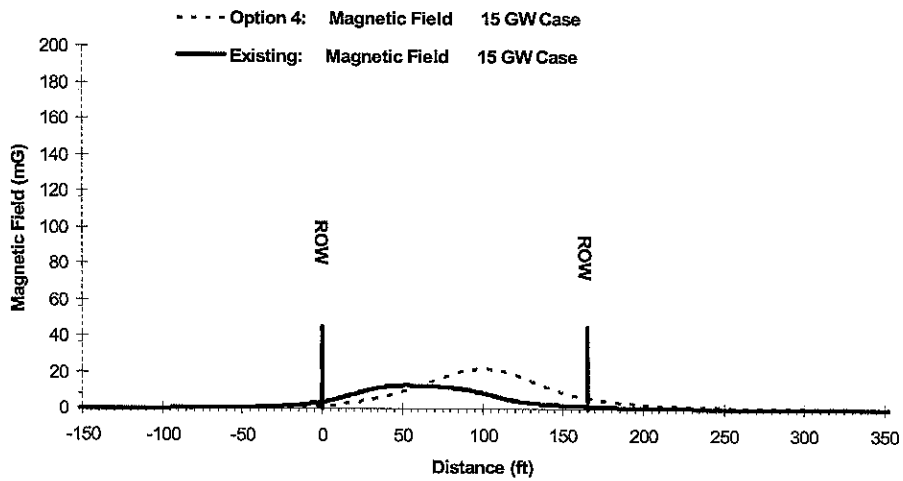
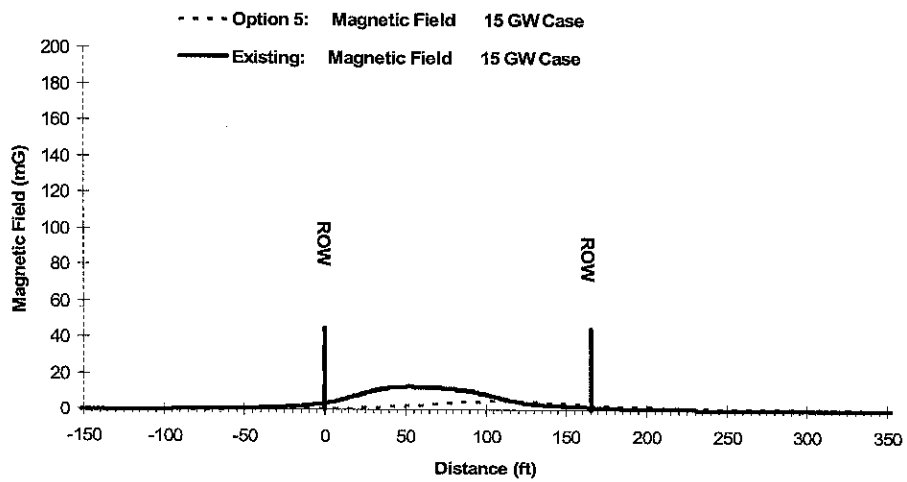
Cross Section 8 (15GW Case) South Segment

Typical Segment – Pease Road Junction to East Devon S/S in the Municipalities of Woodbridge, Orange, West Haven & Milford

		Transmission ROW																								
	Site Condition	150'	135	120'	105'	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.2	0.2	0.2	0.3	0.4	0.5	0.6	0.9	1.4	2.2	3.9	11.1	12.7	11.3	7.0	3.2	1.6	1.1	0.7	0.5	0.4	0.3	0.2	0.2	0.1	0.1	0.1
0	Proposed Lines on Existing ROW (For Reference)	1.8	2.0	2.3	2.7	3.1	3.7	4.5	5.5	6.8	8.7	11.2	18.1	29.9	49.8	49.0	32.3	16.0	11.9	9.0	7.1	5.7	4.6	3.8	3.2	2.8	2.4	2.1
	OPTIONS																											
4	345 kV Split Phase	0.1	0.2	0.2	0.2	0.3	0.3	0.4	0.5	0.7	1.0	1.7	5.7	11.7	19.7	21.6	14.1	5.9	4.0	2.9	2.1	1.6	1.2	1.0	0.8	0.6	0.5	0.4
5	345 kV Split Phase +30'	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.4	0.4	0.5	0.6	1.4	2.7	4.3	5.0	4.5	2.9	2.3	1.8	1.5	1.2	0.9	0.8	0.6	0.5	0.5	0.4





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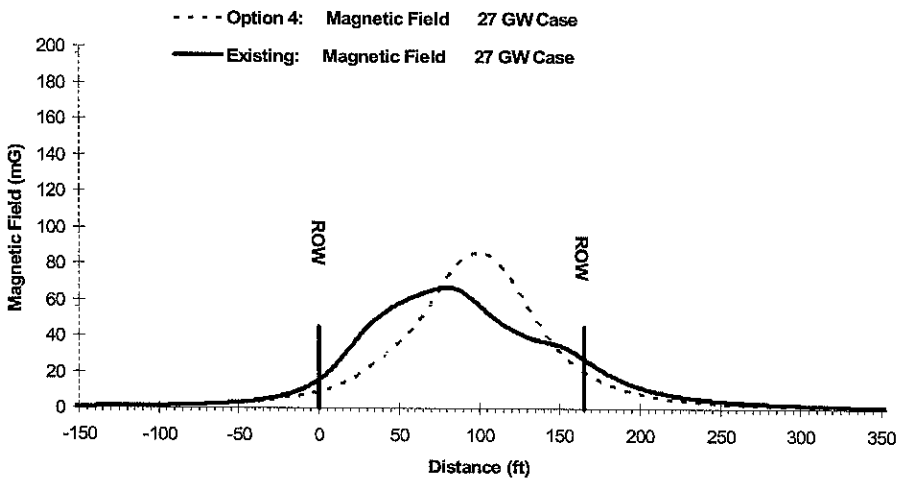
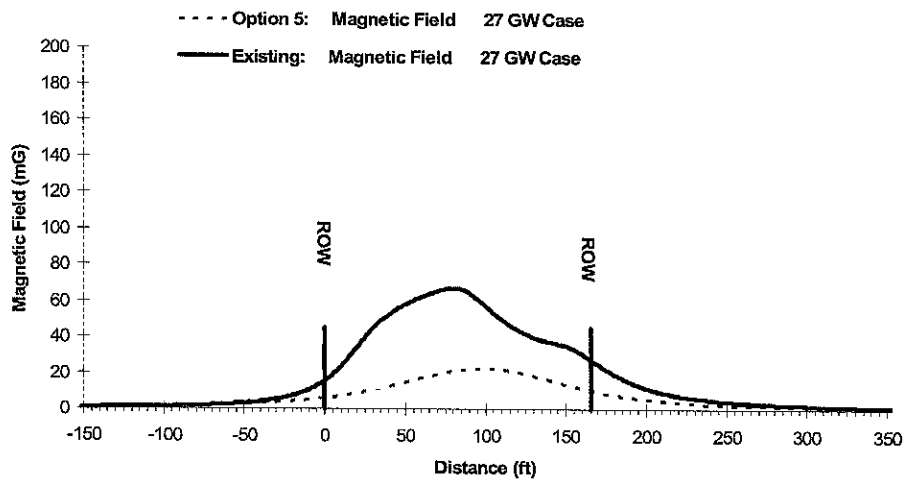
Cross Section 8 (27GW Case) South Segment

Typical Segment – Pease Road Junction to East Devon S/S in the Municipalities of Woodbridge, Orange, West Haven & Milford

	Site Condition	150'	135	120'	105'	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
												Transmission ROW																
	Existing Lines (For Reference)	0.9	1.0	1.2	1.4	1.7	2.1	2.8	3.8	5.6	9.0	15.8	47.7	61.4	66.9	51.0	38.9	27.7	19.3	13.3	9.5	7.0	5.3	4.2	3.3	2.7	2.3	1.9
0	Proposed Lines on Existing ROW (For Reference)	5.5	6.2	7.1	8.1	9.4	11.1	13.1	15.8	19.4	24.3	31.0	58.6	109.9	176.6	171.1	112.7	55.7	41.1	31.2	24.3	19.4	15.9	13.2	11.1	9.4	8.2	7.1
												OPTIONS																
4	345 kV Split Phase	0.8	1.0	1.2	1.4	1.7	2.2	2.7	3.5	4.7	6.4	9.0	23.3	43.3	75.8	83.4	52.0	20.3	13.4	9.2	6.5	4.7	3.5	2.7	2.1	1.6	1.3	1.1
5	345 kV Split Phase +30'	0.7	0.9	1.0	1.2	1.5	1.8	2.3	2.8	3.6	4.6	6.0	11.0	16.4	21.3	21.9	17.5	10.4	7.9	5.9	4.5	3.5	2.7	2.2	1.7	1.4	1.1	0.9





January 4, 2006

Ms. Anne Bartosewicz
Middletown-Norwalk Project Director
Northeast Utilities System
P. O. Box 270
Hartford, CT 06141-0270

Re: Middletown to Norwalk 345kV Line

Dear Anne,

I am writing to confirm that Northeast Utilities is extending split-phase design past Cow Path Lane in Woodbridge. As we discussed at one of the two presentations offered to Woodbridge residents, the Connecticut Siting Council requires split-phase design through Woodbridge from Route 15 to Clark Road. However, residential development continues to exist close to the utility right-of-way past Clark Road. Specifically, a residential area lies close to the right-of-way at the end of Cow Path Lane, a cul-de-sac off of Route 63.

Kindly confirm that you are designing the line in accordance with our discussion. Thank you.

Sincerely,

Amey W. Marrella
First Selectman

Cc: John Guidinger

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

January 27, 2006

The Honorable Amey W. Marrella
First Selectman, Town of Woodbridge
Woodbridge Town Hall
11 Meetinghouse Lane
Woodbridge, CT 06525

Reference: Amey Marrella letter to Anne Bartosewicz, dated January 4, 2006, "Middletown-Norwalk 345-kV Line."

Dear Amey,

This is a follow-up to your January 4, 2006 letter requesting that we extend the split phase structure design to include a residential area near Cow Path Lane in Woodbridge.

As conveyed to you earlier this month, we are pleased to accommodate your request. The split phase design will now begin two structures north of the Cow Path Lane cul-de-sac. (Structure #24130 in Revision 1 of the Plan and Profile drawings, dated August 31, 2005; existing structure #3495 in the CSC Application drawings).

Please do not hesitate to call me, 860-665-2771, or Pat Bandzes if you have further questions.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

c: Pamela B. Katz – Chairwoman, Connecticut Siting Council

middletown | norwalk

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

April 7, 2006

The Honorable Amey W. Marrella
First Selectman, Town of Woodbridge
Woodbridge Town Hall
11 Meetinghouse Lane
Woodbridge, CT 06525

Dear First Selectman Marrella,

In its April 7, 2005 decision (Docket No. 272, Middletown-Norwalk Transmission Line Project), the Connecticut Siting Council (CSC) encouraged CL&P to seek additional input from municipalities prior to filing its Development & Management (D&M) Plans. This letter contains the resolution of comments and requests received from the Town of Woodbridge, excluding the tentative settlement reached with the Jewish Federation of Greater New Haven, the Jewish Community Center, B'nai Jacob/Ezra Academy and the Town of Woodbridge.

History

On September 22, 2005, CL&P met with residents who live along the right of way to review the CSC decision and to discuss the process and schedule for the town to provide input. An independent Technical Advisor was offered as an additional resource for the town and its residents. A town-wide public meeting was held on October 6, 2005. During these two meetings, residents had the opportunity to express their preferences regarding structure height and finish, and to discuss limited movement of structures along the right of way in small group meetings with our design engineers. Many comments and requests were received from Woodbridge residents during these meetings and in the months following.

On October 17, 2005 we received a letter from the Town's Board of Selectmen providing their comments and recommendations on the proposed design. A response to this letter was sent by CL&P on October 25, 2005.

On October 17, CL&P met with representatives of Ezra Academy to address their specific questions and concerns. A follow-up written response was sent to Ezra Academy on October 28, 2005.

On January 4, 2006, the Town sent CL&P a letter with a specific request to extend the split phase structure design to a certain area of Woodbridge. We responded to this request on January 27, 2006.

(History, cont.)

We have listened and thoughtfully reviewed your specific comments and requests. In some cases, we received conflicting preferences from residents living in the same area. When this occurred, we did not choose between them but, instead, applied the CSC decision.

Appendix A contains the details of our resolution of the requests and comments received. Note that, in most cases, we reference structure numbers as shown in our preliminary Plan & Profile drawings dated August 2005, since these were the drawings used at the public meetings. For your convenience, we also cross-reference the current draft D&M Plan structure numbers.

In accordance with the process previously discussed with you, CL&P expects to provide a copy of the draft D&M Plan to your town later this month. CL&P anticipates filing the final D&M Plan (Segment 2b) with the CSC during the second quarter of 2006.

Thank you for your participation and cooperation in this process. We value the input provided and believe that it has resulted in a design that better serves your community and the needs of CL&P's customers. Please do not hesitate to contact us should you have further questions or concerns.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

Enclosure:
Appendix A - Resolution of Comments and Requests

c: Pamela B. Katz – Chairwoman, Connecticut Siting Council
Samantha Crowley – United Illuminating

APPENDIX A
Resolution of Comments & Requests
Town of Woodbridge – Segment 2b

Requester Name	Address	Comment or Request	Resolution
Bethany Town Line to Glen Lake Junction			
Chris Hubbard	33 Morris Road	Prefers higher (135') structures.	In this area of Woodbridge, a delta structure design will be constructed. Although the typical delta structure is 85', the conductor height at this location will be approximately 50' higher due to the topography of the land and required safety clearances. No, the majority of residents who provided comments preferred a weathering steel finish.
		Prefers galvanized steel finish.	
Winchester L. Hubbard	47 Morris Road	Prefers higher structures.	
		Prefers galvanized steel finish.	
Glen Lake Junction to Clark Street			
Town of Woodbridge	Town Hall	Requests that we extend the split phase structure design to include a residential area near Cow Path Lane.	Yes, this request can be accommodated and was previously communicated to the Town in a letter dated 1/27/06.

Requester Name	Address	Comment or Request	Resolution
Clark Street to Pease Road Junction			
K. Johnson	77 Pease Road	Prefers higher structures.	Due to conflicting preferences in this section of Woodbridge, a split phase structure design with a typical height of 105' will be constructed, per the CSC Decision and Order. Yes, all structures in Woodbridge will have a weathering steel finish.
		Prefers weathering steel finish.	
W. Kory	89 Pease Road	Prefers structures higher than the proposed 105'.	
		Prefers weathering steel finish.	
Louisa Cunningham	89 Pease Road	Prefers structures higher than the proposed 105'.	
		Prefers weathering steel finish.	
Joe Negreiro	12 Woodbine Road	Prefers lower structure.	Due to conflicting preferences in this section of Woodbridge, a split phase structure design with a typical height of 105' will be constructed, per the CSC Decision and Order.
		Requests that structure #24124 (currently, #24123 due to re-numbering) be moved closer to corner of Amity Road/ Woodbine Road.	No, this structure will not be moved since it is an angle structure. Moving it would affect adjacent landowners and require the purchase of additional easements.
Bill & Maureen Montross	12 Cedar Road	Prefers higher structures.	Due to conflicting preferences in this section of Woodbridge, a split phase structure design with a typical height of 105' will be constructed, per the CSC Decision and Order.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.
		Requests underground transmission line.	No, the CSC's April 7, 2005 Decision and Order requires the construction of overhead transmission lines in Woodbridge.

Requester Name	Address	Comment or Request	Resolution
Constance Ecklund	27 Cedar Road	Requested drawing # 01229-10014.	Copy of drawing emailed on 10/11/05.
		Requested EMF reading.	Reading conducted on 10/26/05.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.
Barry Steinberg	360 Amity Road	Prefers higher structures.	Due to conflicting preferences in this section of Woodbridge, a split phase structure design with a typical height of 105' will be constructed, per the CSC Decision and Order.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.
Howard Bell	5 Center Road	Prefers higher structures.	Due to conflicting preferences in this section of Woodbridge, a split phase structure design with a typical height of 105' will be constructed, per the CSC Decision and Order.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.
		Requested EMF reading.	Reading conducted on 9/29/05.
		Requests that the cedar trees growing under the transmission lines be kept as such, topping them instead of cutting down.	CL&P only clears vegetation needed for the safe, reliable operation and maintenance of its transmission lines. Some vegetation within the right of way will need to be removed for the safe passage of construction equipment. Additional details on right of way vegetation clearing will be included in the Development & Management Plan.
William Root	18 Center Road	Prefers lower, 85' structures.	Due to conflicting preferences in this section of Woodbridge, a split phase structure design with a typical height of 105' will be constructed, per the CSC Decision and Order.
		Requests that structure #s 24122 (currently, 24121 due to re-numbering) and 3934 be moved 50-100' south, away from the road. Move east within right of way, away from watercourse.	In the current design, both new structures are already located south of the existing structures and farther from the road. Moving them to the east would affect property owners north of Center Road.

Requester Name	Address	Comment or Request	Resolution
Pease Road Junction to Rt. 15			
Jill & Bruce Schaefer	12 Twinbrook Drive	Requested EMF reading.	Reading conducted on 10/28/05.
Peter Morgan	52 Rimmon Road	Prefers lowest, split-phase design.	Yes, the lowest split phase structure design will be constructed in this area of Woodbridge, with a typical height of 105'.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.
Shelley Kreiger (on behalf of Ezra Academy)	75 Rimmon Road	Prefers structures higher than the proposed 105'.	Due to conflicting preferences in this section of Woodbridge, a split phase structure design with a typical height of 105' will be constructed, per the CSC Decision and Order.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.
		Requested information on EMF estimates on an increased load of 30-32 GW at different structure heights (105', 135',165' and 195').	This and other information requested following the October 6 public hearing was provided during a 10/17/05 meeting and in a 10/28/05 letter to Ezra Academy.
Michelle Stepto	80 Rimmon Road	Prefers lower (85') delta structures.	Due to conflicting preferences in this section of Woodbridge, a split phase structure design with a typical height of 105' will be constructed, per the CSC Decision and Order.
		Prefers galvanized steel finish.	No, the majority of residents who provided comments preferred a weathering steel finish.
		Requested copy of drawing #01229-10011.	Drawing emailed on 9/26/05.
Peter J. Werth	85 Rimmon Road	Requested a map that shows B/nai Jacob/Ezra Academy re-route. He is interested in purchasing land in that area.	Discussed the preliminary re-route with the resident on 1/31/06. We will send him a map of the revised route once the settlement is final.

Requester Name	Address	Comment or Request	Resolution
Mike Perez	23 Manville Road	Requests that the transmission lines be buried.	The CSC's April 7, 2005 Decision and Order requires the construction of overhead transmission lines in Woodbridge.
John H. Lassiter, Sr.	24 Manville Road	Resident has small brook that runs adjacent to their driveway. Concerned that dirt and rock will erode into the brook during construction.	Appropriate sediment and erosion controls will be used to minimize the impact of construction activities. See the Development & Management Plan for more details.
		Requests that current structure #s 24102 and 3915 be moved to improve their view.	Yes, these structures will be moved 100' north to address their aesthetic concerns and improve their view.
Joanne M. & Robert V. D'Angelo, Jr. (re: 10/7/05 email)	70 Beecher Road	The resident does not directly abut the right of way but is concerned about viewscape for nearby residents. Requests that structures be built only as high as necessary to minimize EMF.	Due to conflicting preferences in this section of Woodbridge, a split phase structure design with a typical height of 105' will be constructed, per the CSC Decision and Order.
Residents	Salem Road, Brookwood Court, Country Court	All three neighborhoods submitted a petition for higher structures, ranging in height from 175' to 199'. "...Given the potential health risks they urged the Town to take advantage of one of the few concessions the CSC has made by recommending that the towers running through the Town be at least 135' or preferably higher. "	In these neighborhoods, a split phase structure design with a typical height of 135' will be constructed.
Pete Dambarelis	12 Salem Road	Prefers a higher structure.	Yes, in this area of Woodbridge, a split phase structure design will be constructed with a typical height of 135'. This will increase the minimum conductor-to-ground clearance by 30'.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.

Requester Name	Address	Comment or Request	Resolution
Shaomin Zhang	13 Salem Road	Prefers higher structures.	Yes, in this area, a split phase structure design will be constructed with a typical height of 135'. This will increase the minimum conductor-to-ground clearance by 30'.
		Prefers weathering steel finish	Yes, all structures in Woodbridge will have a weathering steel finish.
		Requests that structures #s 24101 and 3913 (currently, #s 24098 and 3911 due to re-numbering) be moved south to the property line.	Yes, these structures were moved to the southern-most side of the property line.
Vishu Reddy	16 Salem Road	Prefers higher structures.	Yes, in this area, a split phase structure design will be constructed with a typical height of 135'. This will increase the minimum conductor-to-ground clearance by 30'.
Brad and Judi Reiger	21 Brookwood Drive	Requested that structure #3910 be moved in either direction to get it out of their line of sight.	Yes, #3910 was moved 90' south, closer to the existing structure location, which places it to the side of the house rather than the back addressing their aesthetic concern.
Julian Spector	43 Brookwood Drive	Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.
Ajay Raj	44 Brookwood Drive	Requested copy of presentation used at 9/22/05 meeting and copy of drawing #01229-10010.	The presentation and drawings were emailed on 9/27/05.
Judy Cooper	51 Brookwood Drive	Prefers higher structures.	Yes, in this area, a split phase structure design will be constructed with a typical height of 135'. This will increase the minimum conductor-to-ground clearance by 30'.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.

Requester Name	Address	Comment or Request	Resolution
Dan & Roberta Holland	6 Brookside Drive	Prefers higher structures.	Yes, in this area, a split phase structure design will be constructed with a typical height of 135'.
		Prefers galvanized steel finish.	No, the majority of residents who provided comments preferred a weathering steel finish.
		Requested copy of drawing #01229-10011.	Drawing emailed on 9/28/05.
Other Areas			
Jody Ellant	67 Deer Run Road	Prefers that structures be as high as allowed under the CSC decision, at least 199'.	Due to conflicting preferences, a split phase structure design with a typical height of 105' will be constructed in the more populated areas of Woodbridge. In certain areas (i.e., Salem Road, Brookwood Court, Country Court) a higher split phase structure with a typical height of 135' will be constructed.
Howard Reiter	67 Deer Run Road	Prefers structures be as high as possible.	Due to conflicting preferences, a split phase structure design with a typical height of 105' will be constructed in the more populated areas of Woodbridge. In certain areas (i.e., Salem Road, Brookwood Court, Country Court) a higher split phase structure with a typical height of 135' will be constructed.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.
		Requests that route be moved along Rt. 15, away from schools.	The CSC's April 7, 2005 Decision and Order requires the construction of transmission lines in the current right of way in this area.

Requester Name	Address	Comment or Request	Resolution
Andrew Danzig	3 Milhaven Road	Prefers lower structures.	Due to conflicting preferences, a split phase structure design with a typical height of 105' will be constructed in the more populated areas of Woodbridge. In certain areas (i.e., Salem Road, Brookwood Court, Country Court) a higher split phase structure with a typical height of 135' will be constructed.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.
		Requested EMF information on typical household appliances.	A copy of the National Institutes of Health brochure was sent on 10/11/05.
Matthew J. Cosoiello	27 Lois Drive	Prefers lower structures.	Due to conflicting preferences, a split phase structure design with a typical height of 105' will be constructed in the more populated areas of Woodbridge. In certain areas (i.e., Salem Road, Brookwood Court, Country Court) a higher split phase structure with a typical height of 135' will be constructed.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.
		Requests an underground transmission line and that those additional costs are charged to residents.	No, the CSC's April 7, 2005 Decision and Order requires the construction of overhead transmission lines in Woodbridge.

Requester Name	Address	Comment or Request	Resolution
Jeff Leibowitz	6 Dogwood Circle	Prefers a higher structure over 130'.	Preferences for structure heights has been given to those who live adjacent to the ROW. Due to conflicting preferences, a split phase structure design with a typical height of 105' will be constructed in the more populated areas of Woodbridge.
		Requests that structures be moved off of B'nai Jacob property to allow for greater clearance from building and safety for kids.	The CSC Decision and Order moved the transmission row away from the B'Nai Jacob building to the edge of the property.
David W. Behnke	20 Dogwood Circle	Requests that transmission lines be placed on high voltage catenary towers already in place for train power.	This option was evaluated during the Siting process and was rejected by the CSC.
Paul Schatz	15 Richard Sweet Drive	Prefers higher structures.	Due to conflicting preferences, a split phase structure design with a typical height of 105' will be constructed in the more populated areas of Woodbridge. In certain areas (i.e., Salem Road, Brookwood Court, Country Court) a higher split phase structure with a typical height of 135' will be constructed.
		Requests that structures near the JCC and B'nai Jacob be at maximum heights.	The CSC Decision and Order moved the transmission row away from the B'Nai Jacob building to the edge of the property. CL&P is currently in discussions with the JCC regarding structure placement and heights.
Easton Smith	889 Ridge Road	Prefers higher structures.	Due to conflicting preferences, a split phase structure design with a typical height of 105' will be constructed in the more populated areas of Woodbridge. In certain areas (i.e., Salem Road, Brookwood Court, Country Court) a higher split phase structure with a typical height of 135' will be constructed.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.

Requester Name	Address	Comment or Request	Resolution
Rick Bronen	6 Tulip Tree Lane	Prefers fewer and higher structures.	One of CL&P's objectives is to, where possible, replace new structures "pole for pole." That way, we limit the impact to owners who already have transmission structures on their property. Having fewer structures would impact owners who presently may not have a structure on their property. Due to conflicting preferences, a split phase structure design with a typical height of 105' will be constructed in the more populated areas of Woodbridge. In certain areas (i.e., Salem Road, Brookwood Court, Country Court) a higher split phase structure with a typical height of 135' will be constructed.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.
Mike Walter	95 Luciani Street	Prefers lower structures and finishes as described below: -- Group 1 (Orange Town Line to Rt 15) requests shorter structure and weathering steel finish. --Group 2S (Rt 15 to Pease Rd JCT) requests higher 105ft structure and galvanized steel finish. --Group 2N (Pease Rd JCT to Clark St) requests higher 105-135' structures and weathering steel finish. --Group 3S (Clark St to Glen Lake JCT) requests lower structure in weathering steel finish. --Group 3N (Glen Lake JCT to Bethany Town Line) Requests a lower 85ft structure; weathering steel finish.	Group 1 will utilize the lower, 85' typical delta structure design, Group 2S will utilize the typical 105' split phase structure design, except for the southern portion of town which will see typical 135' split phase structure design, Group 2N and 3S will utilize the typical 105' split phase structure design to the Cow Path Lane area, Group 3N will utilize the lower, 85' typical delta structure design north of Cow Path Lane. All structures in Woodbridge will have a weathering steel finish since the majority of residents preferred this finish.

Requester Name	Address	Comment or Request	Resolution
Lori & Craig Hoffer	16 Shady Lane	Prefers fewer and higher structures.	One of CL&P's objectives is to, where possible, replace new structures "pole for pole." That way, we limit the impact to owners who already have transmission structures on their property. Having fewer structures would impact owners who presently may not have a structure on their property. Due to conflicting preferences, a split phase structure design with a typical height of 105' will be constructed in the more populated areas of Woodbridge. In certain areas (i.e., Salem Road, Brookwood Court, Country Court) a higher split phase structure with a typical height of 135' will be constructed.
		Prefers weathering steel finish.	Yes, all structures in Woodbridge will have a weathering steel finish.

TOWN OF WOODBRIDGE
11 MEETINGHOUSE LANE
WOODBRIDGE, CONNECTICUT 06525

Telephone: (203) 389-3401
FAX: (203) 389-3480
E-mail: emsheehy@ci.woodbridge.ct.us

EDWARD MAUM SHEEHY
FIRST SELECTMAN

Via Fax #1-860-665-6717
DHL #53962246240

May 5, 2006

Ms. Anne Bartosewicz
Middletown-Norwalk Project Director
107 Selden Street
Berlin, CT 06037

Re: Draft D & M Plan, Segment 2b

Dear Ms. Bartosewicz:

The Town of Woodbridge received the above-referenced draft D & M plan, which was sent with your letter dated, and received on April 19, 2006.

As discussed with Patricia Bandzes, although the letter states that comments from the Town are due back by May 2, 2006, (extended by Ms. Bandzes to May 5, 2006), the Town understood from former First Selectman Amey Marrella that, based on discussion in the last project status conference call in which she participated in April, the Town had thirty days from the date of receipt of the plans to provide you with comments. On that basis, prior to receipt of the draft D& M plan, the Town sent letters to abutting property owners regarding the impending receipt of the draft D & M plan and the option to comment through mid-May. Thus, it is likely that this letter does not include all comments that the Town will receive from abutting property owners. Nevertheless, the Town has endeavored to comply with Connecticut Light & Power's ("CL &P's") timetable in the April 19, 2006, letter, and has the following comments, which the Town requests that CL & P accommodate and or address:

1. The draft D & M Plan shows the tower finish as weathered. After reviewing photographs provided to the Town by Patricia Bandzes, and input from the Town Conservation Commission and other town officials and/or consultants, the Town requests that the tower finish be galvanized throughout the Town.
2. See attached letter dated May 1, 2006, from Michael Switzer concerning certain Salem Road poles.
3. See attached questions and requests dated May 4, 2006, from Vishu Reddy, 16 Salem Road.
4. The draft D & M plan does not address disposal of trees and brush, which are cut in the process of utility work. How will this be addressed?

Ms. Anne Bartosewicz
Middletown-Norwalk Project Director
107 Selden Street
Berlin, CT 06037

5. The Town does not have staff available to monitor the Town's interest in ensuring that the project is carried out in accordance with your plans, best management practices and mutually agreeable schedules and procedures to protect environmentally sensitive areas. The Town will need to hire a qualified individual to carry out those tasks. The technical advisor made available to the Town by C L & P has been helpful in the process to date. The Town requests that C L & P agree to reimburse the Town for the cost of hiring a qualified individual to provide oversight of this project in the areas enumerated above. In the alternative, the Town requests that CL & P make available at its expense to the towns affected by segment 2b an independent individual or firm to provide oversight and advice in the areas enumerated above.
6. The draft D & M plan does not appear to show pulling station locations. The Town is, therefore, unable to determine whether the pulling station depicted in May, 2005 plans as being in the wetland area adjoining B'nai Jacob near Rimmon Road has been relocated or is still planned in that location.
7. The draft D & M plan depicts filling certain wetland areas and describes in summary certain mitigation measures. Are there other mitigation measures that may be undertaken or alternatives to filling the areas, such as use of a mat (which would be removed after completion of construction in the area) to minimize alteration of these environmentally sensitive locations?
8. The Erosion Control Notes do not correlate to the Erosion Control and Construction Details provided at the end of the draft D & M plan.

9. The Town of Woodbridge wishes to have ongoing access to construction areas for environmental inspection purposes. Please confirm that CL & P will not obstruct such access.
10. Please provide detail on CL & P's process for notifying property owners about impending work on their property. The Town requests that CL & P provide each property owner with at least two weeks advance written notice of anticipated entry onto the right-of-way affecting such owner's property, anticipated work schedule (e.g., number of days needed to complete work; hours of operation), description of anticipated work, measures property owner may take to safeguard property unencumbered by right-of-way and to minimize disruption, and the names and telephone numbers of CL & P supervisors to be contacted for questions and/or resolution of complaints. In addition, the Town requests that several weeks before the start of construction CL & P representatives arrange to meet in Woodbridge with property owners affected by the project as a group to inform them about the construction process and respond to questions.
11. There appear to be inaccuracies in the maps depicting property in the vicinity of the JCC in that, for instance, property owned by the Jewish Federation is shown as being owned by the JCC.
12. The flags marking the location for poles for the 345 kv line were missing yesterday when John Guidinger, the technical advisor, was at the Ezra

Ms. Anne Bartosewicz
Middletown-Norwalk Project Director
107 Selden Street
Berlin, CT 06037

Academy/B'Nai Jacob property to measure the distance from the buildings. The Town understands that a CL & P construction manager will replace the flags and take measurements today. Please provide the Town with those measurements.

13 See attached letter dated May 4, 2006, from Attorney Laurence Nadel, who represents property owners at 85 Rimmon Road. The Town understands through consultation with John Guidinger, Technical Advisor, and review of the Siting Council decision dated April, 2005, that placement of the utility poles on the B'Nai Jacob/Ezra Academy property in the location shown on the draft D & M plan, which is the subject of Mr. Nadel's letter, is not the result of the proposed settlement between CL & P and Ezra Academy/B'Nai Jacob, but rather is the result of the Siting Council decision from April, 2005. Please confirm.

The Town reserves the right to supplement its comments upon receipt of further information.

Very truly yours,

Edward Maum Sheehy

Edward Maum Sheehy
First Selectman

Enclosures

cc: Pamela Katz, Chair
Connecticut Siting Council
10 Franklin Street
New Britain, CT 06051

Laurence Nadel, Esq.
261 Bradley Street
New Haven, CT 06525

Vishu Reddy
16 Salem Road
Woodbridge, CT 06525

Michael D. Switzer
20 Salem Road
Woodbridge, CT 06525

David Schaefer, Esq.
Brenner Saltzman & Wallman
271 Whitney Avenue
New Haven, CT 06511

Board of Selectmen
Town of Woodbridge

Michael D. Switzer
20 Salem Road
Woodbridge, CT 06525
Telephone: 203-292-6214
E-Mail:
Michael.switzer@tycohealthcare.com

Amey W. Marrella
First Selectman
Town Of Woodbridge
11 Meetinghouse Lane
Woodbridge, Connecticut 06525

May 1, 2006

RE: D&M Plan For Transmission Line Project

Dear First Selectman Marrella:

Thank you for your April 13, 2006 letter addressed to Woodbridge property owners concerning the D&M Plan.

My wife Sandy and I are the owners of plot 3001 1660 20, which corresponds to 20 Salem Road in Woodbridge. We have reviewed the draft D&M plan. The draft plan identifies power poles 24099 and 3912 to be erected on the right of way in our plot. The designated height and finish are acceptable.

However, please pass on our comment/request to have poles 24099 and 3912 moved as far North and East as possible. In other words, we request poles 24099 and 3912 be moved as far as possible towards the next northern set of poles 24100 and 3913 and as far towards Brookside Drive as possible.

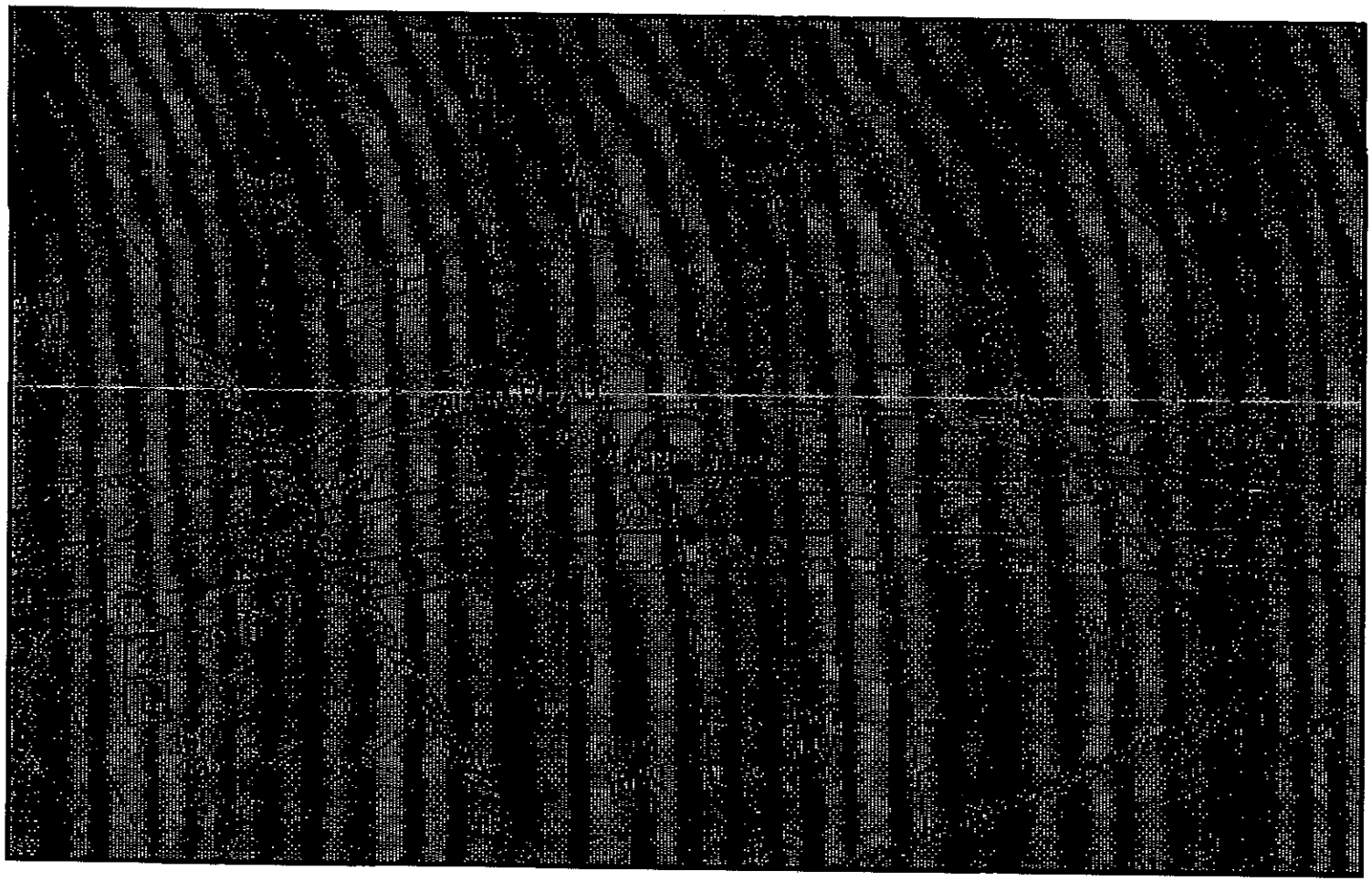
Thank you for your assistance with this matter.

Best regards,

Michael D. Switzer

From: Vishu Reddy
16 Salem Road
Woodbridge, CT 06525

Salem Road Tower Configuration



From: Vishu Reddy
16 Salem Road
Woodbridge, CT 06525

Distance between towers on Salem Road versus rest of Woodbridge

345 kv Tower 1	345 kv Tower 2	Approx Distance (mi)	Distance (ft)	Street/Area
24136	24137	19.5	1560	
24129	24130	12	960	
24095	24096	9.9	792	Brookwood
24127	24128	9.8	784	
24116	24117	9.5	760	JCC
24118	24119	8.5	680	JCC
24139	24140	8.5	680	
24090	24091	8.2	656	
24099	24100	8.2	656	Brookside
24101	24102	8.2	656	Beecher
24125	24126	8.2	656	
24089	24090	8	640	
24105	24106	8	640	Ezra
24114	24115	8	640	JCC
24115	24116	8	640	JCC
24133	24134	8	640	
24119	24120	7.5	600	
24138	24139	7.5	600	
24140	24141	7.5	600	
24120	24121	7.4	592	
24100	24101	7.3	584	Beecher
24135	24136	7.3	584	
24106	24107	7.2	576	Ezra
24128	24129	7.2	576	
24143	24144	7.2	576	
24098	24099	7.1	568	Salem
24103	24104	7	560	Beecher
24111	24112	7	560	Jenny
24130	24131	7	560	
24104	24105	6.9	552	Beecher
24092	24093	6.8	544	
24126	24127	6.8	544	
24131	24132	6.8	544	
24134	24135	6.8	544	
24108	24109	6.6	528	Twinbrook
24122	24123	6.5	520	
24121	24122	6.3	504	
24096	24097	6.2	496	Brookwood
24094	24095	6	480	Brookwood
24124	24125	6	480	
24088	24089	5.9	472	
24109	24110	5.8	464	Twinbrook
24091	24092	5.5	440	
24112	24113	5.5	440	JCC
24144	24156	5.5	440	
24110	24111	5.2	416	Pease
24113	24114	5.2	416	JCC
24087	24088	5	400	
24093	24094	5	400	
24117	24118	5	400	JCC
24123	24124	5	400	
24132	24133	5	400	
24137	24138	5	400	
24102	24103	4.9	392	Beecher
24097	24098	4.7	376	Salem
24107	24108	4	320	Ezra
24142	24143	3.5	280	
24141	24142	2.2	176	

1. Distance between other towers is greater than the distance between the towers on Salem Road in several cases.

2. Eliminating tower 24098 results in a distance range that is executed elsewhere in Woodbridge.

3. The distance after eliminating Tower 24098 is only 19% higher than the distance between towers 24095/96 on Brookwood Drive, which is very close to Salem Road.

4. The current configuration (2 H frames and a lattice structure) designed in 1930s may have required a different distance between towers than what is being proposed in 2006!

5. Please note the information was manually calculated using the drawing made available in the library in a short time frame. Recommend professionals Town and Utilities double check the information if needed.

From: Vishu Reddy
16 Salem Road
Woodbridge, CT 06525

Request to the Town of Woodbridge and Utilities

1. Provide detailed technical information conductor-to-ground distance, wire hanging pattern, sag factors, etc with and without Towers 24098 and 3911 on Salem Road.

2. Eliminate Towers 24098 and 3911, if eliminating does not increase the conductor-to-ground distance by an appreciable factor.

3. Provide conductor-to-ground distances opposite 16 Salem Road in the current set-up and "Typical" 135' tower height and at "Typical" 145' and 175' tower heights on the street.

4. Provide empirical data on EMF levels at a minimum conductor to ground distance (A) required by code, A+30', A+45'.

5. Clarify whether the Town of Woodbridge or Utilities decided on 135' typical height for Salem Road, Brookwood Drive and Country Court.

LAURENCE P. NADEL PC

ATTORNEY AT LAW

261 BRADLEY ST., NEW HAVEN, CONNECTICUT 06511 TEL. (203) 777-8356 FACSIMILE (203) 562-6288

ln@lawrencenadel.com

May 4, 2006

The Board of Selectman
Town of Woodbridge

Re: **Peter J. Werth, Jr. and Pamela Werth**
85 Rimmon Road
Woodbridge- Connecticut 06525

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Middletown Norwalk Project

Gentleman and Ladies:

Our firm was retained last Friday by Peter J. Werth, Jr. and Pamela Werth who own and reside at 85 Rimmon Road, Woodbridge, Connecticut, in connection with the D & M Process of the Connecticut Light & Power.

Mr. and Mrs. Werth's home is directly adjacent to the property of B'nai Jacob, to the northwest, i.e., in the direction of Beecher Road.[1] They have been out of town for the past few weeks, and have asked me to lodge their objection to the plan in their absence. They did not previously participate in this proceeding because they did not know or expect any change in the location of the current utility poles.

The current location of the utility poles is between B'nai Jacob and the Werth's property. As you know, a joint appeal by the Town, the JCC, B'nai Jacob, and Ezra Academy was taken from the Siting Council's approval of the first plan. According to the "Resolution authorizing the Withdrawal from Appeal..." that was sent to the Werth's by then First Selectperson Amey W. Marrella, "... the settlement provides for the re-routing of the new 345-kV power line at least 300 feet from the JCC's main building and from Ezra Academy."

It is now proposed that the utility poles be moved in the direction of the Werth's property to run on a right angle that appears to be parallel – unnecessarily—to the property line of Mr. and Mrs. Werth. It should be pointed out that the proposed location of the poles[2] which create the right angle are well more than 300 feet from both the JCC's main building and from Ezra Academy, and if they were brought to the 300 feet to those buildings, the impact on the Werth's view shed would be reduced. One of

[1] See Sheet 11 of 30 of Connecticut Siting Council 272 D & M Plan, Volume 2 of 2 in the Town of Woodbridge Library.
[2] Nos. 24 106 on the map.

The Board of Selectman
Town of Woodbridge
Page Two
May 4, 2006

the major consequences of moving the power line closer to the Werth's property is clearing the trees and vegetation that is required to be done on either side of the utility line. In our meeting on the property yesterday at 2:30 PM with John H. Guidinger, Environmental Coordinator, we were told the clearing was to be 185 feet, which by our measurements, means that 65 feet of path will be barren in the direction of the Werth's property.

The proposed location of the utility poles creates an unnecessary and substantial burden on the environment, particularly the Werth view shed that would be obstructed and diminished if this portion of the plan is approved. The poles can be moved further from the Werth property while still honoring the 300 feet margin of the proposed settlement with the JCC and Ezra Academy. It should be pointed out, however, that given the substantial consideration and benefits received from the private organizations in the settlement, the JCC and Ezra Academy should be amenable to the expanded utility line remaining at its current location, or when necessary to help preserve the Werth view shed, to adjusting the 300 foot margin where necessary.

When we receive an A-2 survey of the Werth-JCC property, we will be able to provide a detailed and accurate demonstration of the property lines of each property, the current and proposed locations of the utility lines, those portions of the proposal that are objectionable, and a proposed solution. The map in use by the project seems to us to be "approximate" and to not accurately reflect the actual locations of property lines and utility lines, existing and proposed.

Thank you for your attention to this matter.

Very truly yours,

Laurence P. Nadel

Enc.
cc: Joanne D'Angelo, Esq.
Connecticut Siting Council

Connecticut
Light & Power
The Northeast Utilities System

May 107 Selden Street, Berlin CT 06037

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

May 26, 2006

The Honorable Edward Maum Sheehy
First Selectman, Town of Woodbridge
Woodbridge Town Hall
11 Meetinghouse Lane
Woodbridge, CT 06525

Reference (1): Edward Maum Sheehy letter to Anne Bartosewicz, "Draft D&M Plan, Segment 2b," dated May 5, 2006.

Thank you for your recent comments on the Segment 2b draft Development & Management (D&M) Plan. We value your town's participation and input as we finalize our overhead transmission design.

The following is CL&P's response to your comments and requests provided in Reference (1):

1. CL&P is pleased to accommodate your request for a galvanized steel structure finish. Our final design plans will be revised to reflect your town's preference.

2. We have evaluated the request from Michael and Sandy Switzer, 20 Salem Road, to move structure #s 24099 and 3912 northeast (towards Brookside Drive) and, unfortunately, we can not accommodate their request. These structures can not be moved since they are located at an angle point along the right of way. Their positions must be maintained to keep structure alignment consistent and to prevent impacts to adjacent landowners.

3. We have evaluated the detailed information provided by Vishu Reddy, 16 Salem Road. We can not accommodate his request to remove structure #24098 due to span limitations and electrical safety requirements. Adequate clearances between the 345-kV and 115-kV lines need to be maintained for safety and reliability reasons. Additional questions were addressed during a conference call with Mr. Reddy earlier today.

4. Sections 2.8 and 3.1 of the draft D&M Plan address the disposal of trees and brush that will be cut during construction.

5. The Connecticut Siting Council's Decision and Order for Docket No. 272 (Order #20) required that CL&P hire an independent environmental consultant, subject to the Council's approval, to monitor and report on the installation of the overhead and underground transmission system. On January 26, 2006, the Council approved BSC Group as CL&P's independent Environmental Inspector. BSC reports will be filed weekly with the Council and will also be sent to municipalities for their information. For more information on BSC Group, see their website at www.bscgroup.com/utilities.htm .

6. The draft D&M Plan provides guidelines for pulling station locations but does not show the final locations. The Project is in the process of hiring an overhead construction contractor who will determine the exact pulling locations.

7. The filling of wetlands that you refer to is associated with the construction of permanent access roads that will be used for operation and maintenance purposes once construction is complete. There are no alternatives to the filling of these roads. Oversight of wetlands impacted by this transmission project is the responsibility of the U.S. Army Corp of Engineers who will issue the permit.

8. The "Erosion Control Details" (Volume 2, drawing # 01229-15002) in the draft D&M Plan augment the "Erosion Control Notes" found on each drawing. For example, specifics on how to construct a typical geotextile silt fence in the Erosion Control Details drawing correlates to Erosion Control Note [1] ,"Silt fence on down slope along construction area & around spoil pile."

9. For safety reasons, CL&P has concerns about non-authorized, unescorted personnel in construction areas and would not permit the access you request. BSC Group has been retained as the independent Environmental Inspector for the Middletown-Norwalk Transmission Project. See response to #5 for more details about the BSC Group and their role.

10. As noted in Section 4.4 of the draft D&M Plan, CL&P's process is to provide written notification to adjacent landowners a minimum of two weeks prior to the beginning of construction activities. This notification will outline the major milestones and the anticipated schedule for the various construction activities. Our Community Relations team provides proactive communications to the town and its residents on an ongoing basis. You should feel free to share this information with your residents, as well as information provided during our monthly conference calls. The Middletown-Norwalk project website -- www.middletown-norwalk.com – provides the most up-to-date information about the status of project construction. A project hotline, 1-866-MID-NORW (643-6679), will continue to be available for residents to call and ask questions or to voice their concerns. Lastly, a pre-construction briefing will be offered to each municipality prior to the start of construction. Woodbridge can choose to include residents in this briefing.

11. Land information obtained from the Town of Woodbridge shows that parcel 1804/30/360 is owned by the Jewish Federation of Greater New Haven, Inc. and not the JCC. (see smaller box at the top of the page, Line List #1254.)

12. Unfortunately, survey stakes are sometimes removed by property owners or others traversing the property. A May 16, 2006 meeting between our construction manager and Ezra Academy representative Rina Seltzer was cancelled due to inclement weather. We have since measured the distance from the corner of the Ezra Academy building to the closest 345-kV structure which is 330 feet. This information has been conveyed to Ms. Seltzer.

13. Yes, the placement of the utility poles on the B'Nai Jacob/Ezra Academy property as shown on the draft D&M drawings is not the result of the proposed settlement between CL&P and B'nai Jacob/Ezra Academy, but rather the result of the April 7, 2005 Connecticut Siting Council's decision and order.

Please do not hesitate to contact us should you have further questions or concerns.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

c: Pamela B. Katz – Chairwoman, Connecticut Siting Council
JoAnne D'Angelo – Woodbridge Town Attorney
Samantha Crowley – United Illuminating

Town of Orange

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

April 7, 2006

The Honorable James M. Zeoli
First Selectman, Town of Orange
617 Orange Center Road
Orange, CT 06477-2499

Dear First Selectman Zeoli,

In their April 7, 2005 decision (Docket No. 272, Middletown-Norwalk Transmission Line Project), the Connecticut Siting Council (CSC) encouraged CL&P to seek additional input from municipalities prior to filing their Development & Management (D&M) Plans. This letter represents the resolution of comments and requests received from the Town of Orange.

History

On June 30, 2005, a meeting was held with the former First Selectman and the Town Attorney to review the CSC decision and to discuss the process and schedule for the town to provide input. During this meeting, the Town requested higher structures in two areas and that certain structures be moved onto Town property. An independent Technical Advisor was offered as an additional resource for the town and its residents. A public meeting was held on August 23, 2005. During this meeting, Orange residents had the opportunity to express their preferences regarding structure height and finish, and to discuss limited movement of structures along the right of way in small group meetings with our design engineers. Many comments and requests were received from Orange residents during and following this public meeting. A meeting was held on January 5, 2006 to brief you on the status of the D&M process.

We have listened and thoughtfully reviewed your specific comments and requests. In some cases, we received conflicting preferences from residents living in the same area. When this occurred, we did not choose between them but, instead, applied the CSC decision.

Appendix A contains the details of our resolution of the requests and comments received. Note that we reference structure numbers as shown in our preliminary Plan & Profile drawings, dated August 2005, since these were the drawings used at the August 23 public meeting. For your convenience, we also cross-reference the upcoming draft D&M Plan structure numbers.

In accordance with the process previously discussed with you, CL&P will provide a copy of the draft D&M Plan to your town later this month. CL&P expects to file the final D&M Plan (Segment 2b) with the CSC in April 2006.

middletown | norwalk

We would like to thank your Town for its participation and cooperation in this process. We value the input provided and believe that it has resulted in a design that better serves your community and the needs of CL&P's customers. Please do not hesitate to contact us should you have further questions or concerns.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

Enclosure:
Appendix A - Resolution of Comments and Requests

c: Pamela B. Katz – Chairwoman, Connecticut Siting Council
Samantha Crowley – United Illuminating

APPENDIX A
Resolution of Comments & Requests
Town of Orange – Segment 2b

Requester Name	Address	Comment or Request	Resolution
Town of Orange	617 Orange Center Road	Requested higher structures in two areas: south of Hall Drive to south of Racebrook Road and south of Hunting Hill Place to north of Saddle Ridge Road.	Yes, this request was accommodated. See responses below for residents in these areas.
		Move structures across Orange Center Road onto town property at the High Plains Community Center.	Yes, this request was accommodated. See responses below for residents on High Plains Drive.
Treat Lane			
James Marsh	479 Treat Lane	Requested EMF reading.	Reading conducted on 9/2/05.
		Requested copy of drawing #01229-10004.	Drawing emailed on 10/11/05.
Yvonne Morales	534 Treat Lane	Requested copy of presentation used at the pubic meeting.	Presentation emailed on 8/24/05
Ridge Road			
Bob Fantarella	515 Ridge Road	Requests that structures be moved to the edge of his property so that it does not impact his plans to develop his property in the future.	On 8/23/05, resident was informed that there will be no structures on his property. No additional design changes have been made since this time.
Hitching Post Road			
Mike Zabinski	382 Hitching Post Road	Requested EMF reading.	Reading conducted on 8/31/05.

Requester Name	Address	Comment or Request	Resolution
Old Country Road			
Jamie McHale	395 Old Country Road	Prefers 85' structures.	No, due to the implementation of a low magnetic field design, the split phase structures require a typical height of 105'.
		Requests weathering steel finish.	Yes, all structures in Orange will have a weathering steel finish.
		Resident concerned about the diameter of the new structures.	The 100' and 110' structures (345-kV) structures in this area will have pole top, bottom and foundation diameters of approximately 2.5', 5' and 7', respectively. The 85' and 100' (115-kV) structures will have pole top, bottom, and foundation diameters of approximately 2', 4' and 6'.
Bert Burden	401 Old Country Road	Resident had concern about the effect of lightning strikes on submersible well pumps.	Electric current from a lightning strike dissipates very quickly in the ground and does not travel through the earth's soil much beyond the point from which it enters. Therefore, lightning will not adversely interact with well pumps.
Harold Purcell	419 Old Country Road	Requests 85' structures.	No, due to the implementation of a low magnetic field design, the split phase structures require a typical height of 105'.
Pine Tree Drive			
Richard Sheramy	277 Pine Tree Drive	Requested EMF Reading.	Reading conducted on 8/30/05.
Walt Pawlkowski	283 Pine Tree Drive	Resident requested EMF comparison drawing.	Drawing emailed on 8/26/05
		Requested EMF reading.	Reading conducted on 9/6/05.
		Resident had various questions on EMF, specifically comparison data for the current 115-kV line.	Information provided to resident on 9/19/05.

Requester Name	Address	Comment or Request	Resolution
Owen Beers	289 Pine Tree Drive	Requests 105' structures.	Yes, a split phase structure design will be constructed with a typical height of 105'.
		Requests weathering steel finish.	Yes, all structures in Orange will have a weathering steel finish.
Carla Birmingham	309 Pine Tree Drive	Requested EMF reading.	Reading completed 9/2/06.
Manuela & Steve Stage	352 Pine Tree Drive	Residents are concerned that if any of their neighbors make requests for relocations that it will affect the location of the structure in their yard. They want to be notified of any changes to structure #24044 (currently # 24043 due to re-numbering) from what is currently shown and want the opportunity to provide input if any changes are considered.	Structure #24044 has not changed since the public hearing in August 2005.
Carolyn Hannon	362 Pine Tree Drive	The existing lattice structure on resident's property is being removed and will not be replaced with another structure. Resident wants to ensure that this does not change if requests from neighboring residents are considered. If so, she wants to be notified and the opportunity to provide input.	For this property, no design changes have been made since the public hearing in August 2005.
Elaine Sonderegger	451 Pine Tree Drive	Requests 105' structures.	Yes, a split phase structure design will be constructed with a typical height of 105'.
Jeffrey Barnett	457 Pine Tree Drive	Requested EMF comparison drawing.	Drawing emailed on 10/11/06.
Kathleen Stone	487 Pine Tree Drive	Requests 105' structures.	Yes, a split phase structure design will be constructed with a typical height of 105'.
		Requests weathering steel finish.	Yes, all structures in Orange will have a weathering steel finish.

Requester Name	Address	Comment or Request	Resolution
Paul & Ellen Marini	493 Pine Tree Drive	Requests that new structures #s 24042 (currently # 24041 due to re-numbering) and 3854 be moved southwest where the lattice structure is currently located.	There are no existing or new structures on this property. This request will not be accommodated since moving #24042 southwest would place it in a wetland. Also, this lateral move can not be accommodated since it would affect adjacent landowners and require the purchase of additional easements.
		Prefers 105' structure heights.	Yes, a split phase structure design will be constructed with a typical height of 105'.
		Residents concerned about unnecessary tree removal.	CL&P only clears vegetation needed for the safe, reliable operation and maintenance of its transmission lines. Some vegetation within the right of way will need to be removed for the safe passage of construction vehicles, equipment, materials and personnel. Other than reseeding for restoration of lawns, CL&P does not typically replant vegetation within the right of way.
Thomas Raucci	511 Pine Tree Drive	Prefers higher structures (135' option).	No, due to conflicting preferences, a split phase structure design will be constructed with a typical height of 105' in the Pine Tree Drive area. Structure #24043 (currently, #24042 due to re-numbering) on this property will be 115' high.
Timberlane Drive			
Janet Stratton	351 Timberlane Drive	Resident requested drawing to evaluate structure move. (#01229-10005)	Drawing emailed on 2/3/06.
		Requested that structures #'s 24044 (currently, #24043 due to re-numbering) and 3856 be moved approx. 50' west on her lot (away from the road and hidden behind trees) to improve her view.	On 2/7/06, resident retracted her request. The structures will remain in their planned locations.

Requester Name	Address	Comment or Request	Resolution
Kathleen & Nicolas Demattie	357 Timberlane Drive	Requested EMF comparison drawing.	Drawing mailed on 10/11/06.
		Concerned about construction work impact on surrounding wetlands (in area of current structure #s 24042 and 24043.)	Work within wetlands will be planned to minimize the effects of construction, to the extent possible. The Development & Management Plan provides guidelines for the protection of wetlands during construction. Additionally, construction work within wetlands will be performed in accordance with state and federal permits.
High Plains Drive			
Judi Randi	202 High Plains Drive	Requested EMF reading.	Reading conducted 9/2/05.
		Move structures #s 24049 and 3861 (currently, #s 24048 and 3861 due to re-numbering) to the other side of Orange Center Road onto town property.	Yes, per the request of the Town at a June 30, 2005 meeting, these structures will be moved across Orange Center Road to town property at the High Plains Community Center.
		Prefers higher structures to reduce EMF.	In Orange, a split phase structure design will be constructed with a typical height of 105'. Although the typical structure is 105', the conductor height at this location will be 15' to 40' higher due to the topography of the land and required safety clearances for road crossings.
Raymond Crisco	208 High Plains Drive	Requested EMF reading.	Reading conducted 9/2/05.
		Move structures #s 24049 (currently # 24048 due to re-numbering) and 3861 to the other side of Orange Center Road onto town property.	Yes, per the request of the Town at a June 30, 2005 meeting, these structures will be moved across Orange Center Road to town property at the High Plains Community Center.

Requester Name	Address	Comment or Request	Resolution
Ron & Michelle Cybart	276 High Plains Drive	Requests that structures #s 24046 (currently # 24045 due to re-numbering) and 3858 be moved approx. 50' to the south, away from their home.	No, moving these structures laterally would affect an adjacent landowner and require the purchase of an additional easement.
		Requests weathering steel finish.	Yes, all structures in Orange will have a weathering steel finish.
Rolling Ridge Road			
Jeff Vargo	59 Rolling Ridge Road	Requested EMF reading	Reading conducted on 9/2/05.
Hall Drive			
Robert & Carolyn Bonvicini	26 Hall Drive	Requests that structure #s 24057 and 3869 (currently, #s 24055 and 3868 due to re-numbering) be moved farther from the road and closer to the woods.	No, moving these structures further from the road would have a greater negative impact on the surrounding wetlands.
		Resident concerned about access roads. Prefers that CL&P use existing access roads and not widen or create new ones.	Access roads are necessary to provide safe passage for construction vehicles, equipment, materials and personnel.. When possible, CL&P will use existing access roads, however, some improvements may be necessary depending on their current condition. A description of access points needed for construction will be included in the Development & Management Plan.
		Requested copy of presentation used at public meeting.	Presentation emailed on 9/5/05.
Charles Erff	34 Hall Drive	Requested higher 135' structures.	Yes, per the request of the Town at a June 30, 2005 meeting, three sets of structures from south of Hall Drive to south of Racebrook Road will have a typical height of 135'.
		Requested weathering steel finish.	Yes, all structures in Orange will have a weathering steel finish.

Requester Name	Address	Comment or Request	Resolution
Locust Drive			
Debbie Kasowitz	537 Locust Drive	Requests that we move structures #s 24058 and 3870 (currently, #s 24056 and 3869 due to re-numbering) to the south, towards Edwards Court.	Yes, these structures will be moved 30' to the south to avoid wetlands.
		Requests split phase structure design.	Yes, a split phase structure design will be constructed with a typical height of 105'.
Racebrook Road			
Charles Viens	528 Racebrook Road	Requests that structures on his property (currently, #s 24057 and 3870) be moved as close as possible to Racebrook Road.	Yes, structure #24057 was relocated 65' towards Racebrook Road to lessen the impact on the surrounding wetlands. Structure #3870 is already as close as it can be to Racebrook Road.
Russell Avenue			
James Messina	5 Russell Avenue	Requests that two wooden H-frames currently on his property be moved across the street onto property owned by United Illuminating (Lot #64-5-14).	In the current design, these structures have been eliminated and no new structures will be placed on this property.
Granniss Road			
Charles & Donna Whiting	11 Granniss Road	Requested that abandoned utility relay station and transformer between Granniss and Russell Roads be removed.	This site is a decommissioned distribution substation yard owned by The United Illuminating (UI) Company. The request has been turned over to a representative from UI for follow-up.
		Prefers weathering steel finish.	Yes, all structures in Orange will have a weathering steel finish.
Francis Bonomo	77 Granniss Road	Requested EMF reading.	Reading conducted 9/2/05.
		Requested EMF comparison drawing.	Drawing mailed 10/11/05.

Requester Name	Address	Comment or Request	Resolution
New England Lane			
Jeff Keegan	508 New England Lane	Requested EMF reading.	Reading conducted 9/8/05.
Donald and Theresa Shea	516 New England Lane	Requests that current structure # 3876 be moved out of an area they mow and away from their swimming pool.	Yes, this structure was moved 50' northeast to accommodate the property owner's request.
Highfield Drive			
Maryann Smith	541 Highfield Drive	Requests 105' (345-kV) and 80' (115-kV) structure heights.	Yes, per the CSC decision, we will use a split phase design for the 345-kV structure, typical height 105', and a double circuit monopole for the 115-kV structure, typical height 80', in the Highfield Drive area.
Dogwood Road			
Ranald & Marion Gemmell	559 Dogwood Road	Requests that structure #24069 (currently, #24066 due to re-numbering) be moved 50-70' to the west side of Dogwood Road.	No, this structure can not be moved because it is an angle structure. Moving it would affect adjacent landowners and require the purchase of additional easements.
Tall Timer Road			
Alan Klotz	821 Tall Timber Road	Endorses the CSC's recommended structure heights. Noted that there are no documented cases of adverse human health effects from EMF at the level generated from power lines.	N/A

Requester Name	Address	Comment or Request	Resolution
Bittersweet Road			
Kim & Phil Roy	263 Bittersweet Road	Requested EMF reading.	Reading conducted on 9/2/05.
		Requested that structure #s 24072 (currently, #24069 due to re-numbering) and 3884 (currently, #3882 due to re-numbering) be moved east so that they are not in the middle of their property but at their property line.	Yes, structure #24069 will be moved 45' to the northeast bringing it near the edge of the resident's property line. While not on the resident's property, structure #3882 is being moved 75' to the northeast putting it closer to the location of the current H-Frames. This will lessen the visual impact for that property owner.
		Requests lower structures.	No, per the request of the Town at a June 30, 2005 meeting, we will use a split phase structure design in the Bittersweet Road area, typical height, 135'.
Bob & Kathy Drenzek	275 Bittersweet Road	Resident has concerns about the impact of construction on their new septic system and leaching fields.	All existing septic systems or leeching fields located in the right of way must have been built to appropriate loading standards and received prior approval from CL&P. Any unapproved septic systems or leeching fields must be identified and located. If they interfere with access roads, new structure locations, construction activities or annual transmission line maintenance, they will need to be relocated by the property owner.
Trish Pearson	281 Bittersweet Rd	Requested a meeting be conducted at her home with the neighbors.	Meeting held on 9/13/05.
Janet Perreault	289 Bittersweet Road	Requested EMF reading.	Reading conducted on 10/04/05.

Requester Name	Address	Comment or Request	Resolution
David Esposito	295 Bittersweet Road	Requested EMF reading.	Reading conducted on 9/29/05.
		Resident concerned about impact of construction on his septic system and leeching fields.	All existing septic systems or leeching fields located in the right of way must have been built to appropriate loading standards and received prior approval from CL&P. Any unapproved septic systems or leeching fields must be identified and located. If they interfere with access roads, new structure locations, construction activities or annual transmission line maintenance, they will need to be relocated by the property owner.
		Resident concerned about the removal and replacement of trees.	CL&P only clears vegetation needed for the safe, reliable operation and maintenance of its transmission lines. Some vegetation within the right of way will need to be removed for the safe passage of construction vehicles, equipment, materials and personnel. Other than reseeding for the restoration of lawns, CL&P does not typically replant vegetation within the right of way.
Harbor View Road			
Karen DeFur & Bill Maxwell	595 Harbor View Road	Requested EMF reading.	Reading conducted on 9/29/05.
		Resident had concerns about their leeching fields and electric underground invisible fence; additional questions on surveying, electric loads and projected magnetic field readings.	Written response emailed on 10/11/05.

Requester Name	Address	Comment or Request	Resolution
Natalie & Joe Bacevius	608 Harbor View Road	Requested that bushes must be planted around base of structures to screen foundations.	CL&P does not routinely plant trees or shrubs around transmission structures. Property owners interested in planting trees, shrubs or other plantings in the ROW are encouraged to contact us in advance of planting to discuss a suitable vegetation plan that allows for the safe, reliable operation and maintenance of our transmission lines.
Saddle Ridge			
Dumitru Nicola	591 Saddle Ridge Road	Requested EMF calculations.	Response emailed on 9/15/06.
Great Oak Road			
Jason Paradis	307 Great Oak Road	Requested EMF reading.	Reading conducted on 10/4/05.
		Resident had various concerns regarding the impact of construction on septic, trees in ROW, lawn, would like tree screen planted, remove old tower and ground wires, property markers maintained, soil condition should be maintained, lawn replaced. Requests to review all facets of construction with the foreman.	All existing septic systems or leeching fields located in the right of way must have been built to appropriate loading standards and received prior approval from CL&P. Any unapproved septic systems or leeching fields must be identified and located. If they interfere with access roads, new structure locations, construction activities or annual transmission line maintenance, they will need to be relocated by the property owner. CL&P clears only vegetation within the ROW needed for the safe, reliable operation and maintenance of its transmission lines. Other than reseeding for restoration of lawns impacted by construction, vegetation removed within the ROW will not be replaced. CL&P does not routinely plant trees or shrubs around transmission structures. Property owners interested in planting trees, shrubs or other plantings in the ROW are encouraged to contact us in advance of planting to discuss a suitable vegetation plan.

Requester Name	Address	Comment or Request	Resolution
Terrance Fazekas	315 Great Oak Road	Resident was interested in possible structure relocation.	Resident was contacted on 8/25/05 and informed that old structures are being removed and that no new structures will be located on his property.

City of West Haven

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

February 17, 2006

The Honorable John M. Picard
Mayor, City of West Haven
355 Main Street
West Haven, CT 06516

Dear Mayor,

In their April 7, 2005 decision (Docket No. 272, Middletown-Norwalk Transmission Line Project), the Connecticut Siting Council (CSC) encouraged CL&P to seek additional input from municipalities prior to filing their Development & Management (D&M) Plans.

On October 6, 2005, CL&P met with former Mayor Richard Borer to review the CSC decision and to discuss the process and schedule for the town to provide input. An independent Technical Advisor was offered as an additional resource for the city and its residents. We met with Executive Assistant, James Burns, on January 4, 2006 to brief him and to obtain any input on the planned design.

In summary, the City of West Haven will have a single group of structures (4 poles total) located on South Central Connecticut Regional Water Authority property. The three existing structures will be removed and replaced with two sets of steel monopoles – 115-kV double circuit monopoles at 105' and 345-kV split phase monopoles at 135'.

As previously discussed, CL&P will provide a copy of the draft D&M Plan during March 2006. CL&P expects to file this D&M Plan (Segment 2b) with the CSC in April 2006.

Thank you for your participation and cooperation in this process. Please do not hesitate to contact us should you have further questions or concerns.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

c: Pamela B. Katz – Chairwoman, Connecticut Siting Council
James T. Burns – Executive Assistant, City of West Haven
Samantha Crowley – United Illuminating

m|n middletown | norwalk

City of Milford

James L. Richetelli, Jr., Mayor
City Hall, 110 River Street
Milford, CT 06460
Phone: 203 783-3201
FAX: 203 783-3329
E-mail: mayor@ci.milford.ct.us
Web site: www.ci.milford.ct.us

City of Milford

Fax

To: Patricia Bandzes, Community Relations Manager **From:** James L. Richetelli, Jr., Mayor

Fax: 203 741-1054 **Pages:** 7

Phone: **Date:** August 31, 2005

Re: Power Lines **CC:**

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

To: United Illuminating

From: Lexington Green Homeowners Association

Re: Response to Request for Input on the Power Line Upgrade

The Board of Lexington Green Homeowners Association has the following requests concerning the power line upgrade:

1. We would like to cross the power lines as they pass Lexington Green. Presently, the 345 KV line borders our community. We would prefer the 115 KV border our community and the 345 KV be placed closer to East Rutland Ave. This would further mitigate EMF directed at our community.
2. We are open to trading land with UI so the right of way shifts further south and away from our community. The Board controls use of the common area in the front of our community and we would like to trade some of this land for land near the homeowners. In looking at the present proposal, this trade of land would allow you to direct the path of the power lines further south of our community while gradually looping the path back to the original right of way once it passes Lexington Green. This would have the effect of mitigating EMF directed at our community.
3. We would like the 105 foot towers.
4. We would like the galvanized steel towers.
5. We would like more information on the proposed construction. Specifically, are there plans to conduct any blasting and if so how will UI mitigate the effects on our homes?
6. When will we see the final proposal being presented to the siting council?

If you have any questions regarding this letter, please contact:

Phillip Lorenzo – President, Lexington Green Homeowners Association
H: 203-878-3441
W: 203-551-3605

Sincerely,

The Board of the Lexington Green Homeowners Association

James L. Richetelli, Jr., Mayor
City Hall, 110 River Street
Milford, CT 06460
Phone: 203 783-3201
FAX: 203 783-3329
E-mail: mayor@ci.milford.ct.us
Web site: www.ci.milford.ct.us

City of Milford

Fax

To: Patricia Bandzes, Community Relations Manager **From:** James L. Richetelli, Jr., Mayor

Fax: 203 741-1054 **Pages:** 7

Phone: **Date:** August 31, 2005

Re: Power Lines **CC:**

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

645 Woodruff Road
Milford CT 06460
Aug. 21, 2005

Mayor James L. Richetelli, Jr
Milford City Hall
City Hall
70 West River St.
Milford, CT 06460

Dear Mayor Richetelli,

This note is in response to the request you made at the Aug. 16, 2005 meeting for neighborhood feedback regarding the final details involving the 345 kV transmission line.

I support the option to limit the height of the towers to 85 feet.

The alternate plan to install a 135-high tower would be the equivalent of having a 13 story building in our neighborhood of single-family homes. The transmission line, as it crosses North Street up through Woodruff Road, runs on an incline, making the towers stand out even more.

I am also concerned about the plan to place a staging area for construction work on North Street. As you know, the intersection of Woodruff Road and North Street is already heavily traveled and dangerous. Please consider safety precautions, such as requiring the utility company to place a traffic control officer at the entrance of the staging area.

Another question: Do you know if there will be any blasting required along the transmission route? If so, how and when will neighborhood residents be alerted?

As for replacing the vegetation near the transmission lines, what kind of input will the city of Milford and neighboring residents have?

Please let me know if there is anything else I can do to assist.

Sincerely,

Anna Maria Virzi

Anna Maria Virzi
Day: 212-503-5693
Evenings: 203-876-0251

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

March 23, 2006

The Honorable James L. Richetelli
Mayor, City of Milford
110 River Street
Milford, CT 06460

Dear Mayor Richetelli,

In their April 7, 2005 decision (Docket No. 272, Middletown-Norwalk Transmission Line Project), the Connecticut Siting Council (CSC) encouraged CL&P to seek additional input from municipalities prior to filing their Development & Management (D&M) Plans. This letter contains the resolution of comments and requests received from the City of Milford for the overhead section of the route.

History

On July 27, 2005, a meeting was held with you and other City officials to review the CSC decision on the overhead route and to discuss the process and schedule to provide input. An independent Technical Advisor was offered as an additional resource for the City and its residents. A public meeting was held on August 16. During this public meeting, Milford residents had the opportunity to express their preferences regarding structure height and finish, and to discuss limited movement of structures along the right of way in small group meetings with our design engineers. From August 2005 to February 2006, CL&P held several meetings with representatives of Eisenhower Park to address their specific questions and concerns and to obtain input on the design.

We have listened and thoughtfully reviewed your specific comments and requests. In some cases, we received conflicting preferences from residents living in the same area. When this occurred, we did not choose between them but, instead, applied the CSC decision.

Appendix A contains the details of our resolution of the requests and comments received. Note that we have presented two design options for Lexington Green. If you have a preference, please let us know during the upcoming review and comment period for the draft D&M Plan. If needed, we are available to meet with you and representatives of Lexington Green to review these options in more detail.

Structure numbers referenced are as shown in our preliminary Plan & Profile drawings, dated August 2005, since these were the drawings used at the August 16 public meeting. For your convenience, we also cross-reference the upcoming D&M Plan structure numbers.

In accordance with the process previously discussed with you, CL&P will provide a copy of the draft D&M Plan to your City later this month. CL&P expects to file the final D&M Plan (Segment 2b) with the CSC in April 2006.

We would like to thank the City for its participation and cooperation in this process. We value the input provided and believe that it has resulted in a design that better serves your community and the needs of CL&P's customers. Please do not hesitate to contact us should you have further questions or concerns.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

Enclosure:
Appendix A - Resolution of Comments and Requests

c: Pamela B. Katz – Chairwoman, Connecticut Siting Council
Samantha Crowley – United Illuminating

APPENDIX A
Resolution of Comments & Requests
City of Milford – Segment 2b

Requester Name	Address	Comment or Request	Resolution
Glenwood Condominiums			
Glenwood Condominiums	c/o Thomas Ebersold, president, 70 Woodhill Road	Requests that existing structures in the area of proposed structure #s 3805 and 3806 be moved northwest to get them off Glenwood's property.	Both existing and new structures are not located on the Glenwood property. The first line of H-frame structures closest to Glenwood Condominiums will be removed. The two new lines of monopole structures will be constructed where the second H-frame line and the first lattice structure line to the northwest of Glenwood Condominiums are located.
Oronoque Road			
Jack Hamblin and Helen Moore	385 Oronoque Road	Requests that structure #24009 (currently, #24008 due to re-numbering) be moved north onto land owned by the City of Milford.	No, this structure can not be easily moved since it is an angle structure. Moving it would affect adjacent landowners and require the purchase of additional easements.
		Requests higher structures so that conductor is out of his view.	We are unable to quantify this request. This property is located at mid-span which is the lowest point for conductor height. Raising the conductor height would require significantly higher structures.
Aileen Broderick	392 Oronoque Road	Requests higher structures.	In Milford, a split phase structure design will be constructed with a typical height of 105'. Although the typical structure height is 105', the conductor height at this location will be 12' to 35' higher due to the topography of the land and required safety clearances for road crossings.
		Requests that right of way be shifted west, away from homes in her area, and onto open space owned by the City of Milford.	No, our records indicate that the property referred to is not owned by the City. This request can not be accommodated since it would affect adjacent landowners and require the purchase of additional easements.

Requester Name	Address	Comment or Request	Resolution
Cornfield Road			
(no name)	Cornfield Road	Requests galvanized steel finish.	Yes, the overhead structures in Milford will have a galvanized steel finish.
Daniel Arcobello	145 Cornfield Road	Requested EMF reading.	Completed 8/24/05.
Plains Road			
Milford Riders Motorcycle Club	c/o Randy Simpson 565 Plains Road	Requests that existing lattice structure in the middle of their track be removed.	The existing 115-kV lattice structure will be removed.
		Concerned about impact of construction on track.	We are working closely with municipalities and residents to limit the impacts of construction on their communities, to the extent possible.
East Rutland Road			
Dan Weiss	83 East Rutland Road	Requested EMF reading.	Completed 8/24/05.
		Requests that overhead structures #s 24015, 24016 and 24017 (currently, #s 24014, 24015 and 24016, respectively, due to re-numbering) be moved to the north.	No, this lateral move can not be accommodated since it would affect adjacent landowners and require the purchase of additional easements.

Requester Name	Address	Comment or Request	Resolution
Lexington Green			
Lexington Green Homeowner's Association (re: Lexington Green Homeowner's Assoc. letter to UI, dated 8/31/05.)	c/o Phil Lorenzo, president, 121 Oak Ridge Lane	Requested a copy of the Plan & Profile drawings for the Lexington Green area.	Two sets of drawings provided on 8/31/05.
		Requests 105' structure height.	Yes, a split phase structure design will be constructed with a typical height of 105'.
		Requests galvanized steel finish.	Yes, the overhead structures in Milford will have a galvanized steel finish.
		Requests that 345-kV and 115-kV lines be crossed so that lower voltage, lower EMF line is closest to their community.	No, crossing transmission lines is not good utility practice and has adverse consequences on system reliability.
		Requests that the right of way be moved to the south, away from their community. Willing to swap land with the utility to do so.	CL&P does not typically exchange existing rights of way (ROW) for the establishment of a new ROW. Any additional land required would need to be granted to CL&P. There are two options that would permit this request to move the ROW laterally, away from Lexington Green. They affect 115-kV structure #s 3823, 3824, 3825, 3826, and 345-kV structure #s 24011, 24012, 24013 and 24014 (currently, #s 24010, 24011, 24012 and 24013, respectively, due to re-numbering). **Option 1:** Structure #s 3823, 3826, 24011 and 24014 remain in their current locations. Structure # s 3824 and 24012 would be relocated approx. 365' southwest; structure #s 3825 and 24013 would be shifted approx. 180' southeast onto Lexington Green property. With this option, a new 165'-wide ROW -- approx. 1400' in length -- will need to be established, including additional clearing through wooded areas (from structure #s 3824/24012 to 3826/24014).

Requester Name	Address	Comment or Request	Resolution
Lexington Green Homeowner's Association (cont.)			**Option 2:** Structure #s 3823, 3824, 3826, 24011, 24012 and 24014 remain in their current locations. Structure #s 3825 and 24013 are shifted approx. 110' southeast onto Lexington Green property. This option requires establishment of a new 165'-wide ROW – approx. 1060' in length -- including additional clearing through wooded areas (from structure #s 3824/24012 to 3826/24014).
		Concern about proposed blasting and impact to homes.	Blasting is not anticipated for construction of transmission structure foundations. In the unlikely event that blasting is required, it would be conducted in a manner that maintains safe working conditions and avoids damage to adjacent areas or property.
Simon Eng	119 Lookout Hill Road	Requested a copy of Plan & Profile drawings for the Lexington Green area.	Drawing sent on 9/4/05.
		Requests allotting 50' of new right of way to the south for 345-kV structures #s 24013 and 24014 (currently, #s 24012 and 24013 due to re-numbering) and 115-kV structure #s 3825 and 3826.	See detailed response above to Lexington Green (re: 2 options).
		Requests higher 135' structures rather than 105' proposed.	No, due to conflicting preferences, we will use the CSC's decision to construct a split phase structure design in Milford with a typical height of 105'.
Neil Pelella	141 Lookout Hill Road	Requested EMF reading.	Completed 8/24/05.

Requester Name	Address	Comment or Request	Resolution
Wheelers Farm Road			
Frank Camputaro	330 Wheelers Farm Road	Requests that overhead structures #24017(currently, #24016 due to re-numbering) and #3829 be moved as far west as possible to get them out of the middle of his horse pasture.	It is CL&P's policy to move transmission structures out of wetlands where possible. In our current design, both of these structures are as far west as possible to keep them out of the wetland that comprises the west side of this property.
Paul Kristopik	381 Wheelers Farm Road	Requests that his home be moved to the east and away from the right of way.	It is not CL&P's policy to move homes.
West River Street			
Pamela and John Pargen	759 West River Street	Requested EMF reading.	Did not return phone call to re-schedule date and time for reading.
Eisenhower Park			
City of Milford	Eisenhower Park	Requested that overhead structure location and future vegetation management be coordinated with the City's plans for developing the park.	CL&P worked with representatives of the City's park development committee to determine acceptable locations for structures in the vicinity of the parking lot. These discussions resulted in the following structure relocations along the right of way: # 24027(currently, #24026) 145 feet south # 24028(currently, #24027) 155 feet south # 24029(currently #24028) 90 feet south # 3839 150 feet south # 3840 350 feet south # 3841 140 feet south

Requester Name	Address	Comment or Request	Resolution
Woodruff Avenue			
Anna Maria Virzi (re: Virzi letter to City of Milford, received 8/24/05.)	645 Woodruff Road	Requests limiting height of overhead structures to 85'.	No, a low magnetic field design will be constructed in Milford. The split phase design requires a typical structure height of 105'.
		Concern about staging area for construction work on North Street, near intersection with Woodruff Road.	The selection of staging areas will be finalized once a construction contractor has been chosen. Appropriate traffic control will be maintained by the construction contractor, as necessary.
		Concern about blasting in the area.	Blasting is not anticipated for construction of transmission structure foundations. In the unlikely event that blasting is required, it would be conducted in a manner that maintains safe working conditions and avoids damage to adjacent areas or property.
		Concern about replacing vegetation near transmission lines.	CL&P clears only vegetation within the right of way needed for the safe, reliable operation and maintenance of its transmission lines. Vegetation removed within the right of way will not be replaced. Homeowners will be notified prior to the start of construction and have an opportunity to remove plantings they own.
Joseph Farina	695 Woodruff Road	Requests that overhead structure #s 24034 (currently, #24033 due to re-numbering) and 3846 be moved northeast o reduce the visual impact on his home.	No, a lateral move in this densely-populated neighborhood can not be accommodated since it would affect adjacent landowners.
Jim Sparks	716 Woodruff Road	Requested EMF reading.	Completed 9/6/05.

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 26, 2006

The Honorable James L. Richetelli
Mayor, City of Milford
110 River Street
Milford, CT 06460

Middletown-Norwalk Transmission Project; Segment 2b Development & Management (D&M) Plan; Lexington Green

References:

1. Lexington Green Homeowner's Association memo to United Illuminating (received from the City of Milford via fax), dated August 31, 2005.
2. Anne Bartosewicz letter to James L. Richetelli, Resolution of Comments and Requests, dated March 23, 2006.

Dear Mayor Richetelli,

This is a follow-up to last night's meeting with representatives of the Middletown-Norwalk Project to discuss overhead transmission line design options for Lexington Green. In Reference 1, the Lexington Green Homeowner's Association requested that we shift the transmission line right of way south and further from their community. In response to this, two options were presented for their consideration (see Reference 2, Appendix A, pp. 3-4). Detailed design drawings were also provided.

As you know, the officers of the Lexington Green Homeowner's Association have decided to keep the transmission structures on the current right of way, as shown in the draft D&M Plan, dated April 19, 2006.

We appreciate your City's assistance in arranging this meeting. Please contact me at 860-665-2771 if you have further questions.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

c: Pamela B. Katz – Chairwoman, Connecticut Siting Council
John O'Connell – Milford, Assistant to the Mayor
Phillip Lorenzo – President, Lexington Green Homeowner's Association
Samantha Crowley – United Illuminating

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