

**STATE OF CONNECTICUT  
CONNECTICUT SITING COUNCIL**

THE CONNECTICUT LIGHT AND POWER	:	DOCKET NO. 272
COMPANY AND THE UNITED	:	
ILLUMINATING COMPANY APPLICATION	:	
FOR A CERTIFICATE OF ENVIRONMENTAL	:	
COMPATIBILITY AND PUBLIC NEED FOR	:	
THE CONSTRUCTION OF A NEW 345-KV	:	
ELECTRIC TRANSMISSION LINE AND	:	
ASSOCIATED FACILITES BETWEEN THE	:	
SCOVILLE ROCK SWITCHING STATION IN	:	
MIDDLETOWN AND THE NORWALK	:	
SUBSTATION IN NORWALK, INCLUDING	:	
THE RECONSTRUCTION OF PORTIONS	:	
OF EXISTING 115-KV AND 345 KV ELECTRIC	:	
TRANSMISSION LINES, THE CONSTRUCTION	:	
OF BESECK SWITCHING STATION IN	:	
WALLINFORD, EAST DEVON SUBSTATION	:	
IN MILFORD, AND SINGER SUBSTATION IN	:	
BRIDGEPORT, MODIFICATIONS AT	:	
SCOVILL ROCK SWITCHING STATION AND	:	
NORWALK SUBSTATION, AND THE	:	
RECONFIGURATION OF CERTAIN	:	
INTERCONNECTIONS	:	SEPTEMBER 27, 2004

**COMMENTS OF THE CITY OF BRIDGEPORT  
REGARDING ALTERNATIVE PROPOSED ROUTES OF THE CONNECTICUT  
DEPARTMENT OF TRANSPORTATION**

The City of Bridgeport ("City") has previously reviewed alternative routes for the routing of the 345kv Middletown-to-Norwalk Transmission Line Project through the city of Bridgeport as proposed by the CT Siting Council. The proposed underground route originally proposed by the United Illuminating Company through the city has garnered significant support from the various segments of the Bridgeport community and political administration. This is primarily due to its ability to substantially eliminate any adverse impacts on the neighborhoods through which it passes as well as exist in harmony with the various economic development initiatives of the City.

Recently, a proposed route change by the CT Department of Transportation (CDOT) geared primarily to limiting the locating of this underground 345kv transmission line under State roadways was reviewed by the City of Bridgeport. Their proposed route would involve essentially the same underground route through the City with the exception that it would head north at the intersection of Railroad and Park Avenues and enter the Town of Fairfield from Bridgeport across from Queen Street. Park Avenue is a heavily trafficked, divided roadway with substantial and varied residential land uses ranging from apartments,

condominiums, and historic homes to restorative health care living environments. The City has a series of traffic signalization projects scheduled to be built along this proposed alternative route.

While the City of Bridgeport continues to fully support the original underground route between the towns of Stratford and Fairfield, this alternative route, **under certain conditions** may be acceptable to the City however; it is by far not our preferred route. As previously stated, the City seeks to substantially eliminate any adverse impacts of this project on the residential neighborhoods along the transmission line's route through the city.

In summary, the City of Bridgeport continues to fully support the original underground route between the towns of Stratford and Fairfield that utilizes the main city commercial arteries of Barnum, Railroad, and Fairfield Avenues. The proposal submitted by the CT Department of Transportation and the previously reviewed *Alternative A* could be acceptable to the City under certain conditions and with justification for not going with the original route as proposed however; neither of these routes would be the preferred route of the City of Bridgeport. *Alternative B* which involves overhead lines would not be acceptable to the City under any circumstances.

Responsible Witness:

Michael Nidoh  
Director of Planning  
City of Bridgeport  
999 Broad Street  
Bridgeport, CT 06604

Respectfully submitted by:

Melanie J. Howlett  
Associate City Attorney

CERTIFICATION

The foregoing document was sent via electronic mail and first class postage pre-paid mail this 27<sup>th</sup> day of September 2004 to the following:

Anthony M. Fitzgerald, Esq.  
Brian T. Henebry, Esq.  
Carmody & Torrance LLP  
50 Leavenworth Street  
PO Box 1110  
Waterbury, CT 06721

Linda L. Randell, Esq.  
Bruce L. McDermott, Esq.  
Wiggin & Dana, LLP  
One Century Tower  
New Haven, CT 06508-1832

Honorable Robert W. Megna  
State Representative  
97<sup>th</sup> District  
40 Foxon Hill Road, #54  
New Haven, CT 06513

Honorable Al Adinolfi  
State Representative  
103<sup>rd</sup> District  
235 Sorghum Mill Drive  
Cheshire, CT 06410

Eric Knapp, Esq.  
Branse & Willis, LLC  
41-C New London Turnpike  
Glen Lochen East  
Glastonbury, CT 06033-2038

Julie Donaldson Kohler, Esq.  
Hurwitz & Sagarin, LLC  
147 North Broad Street  
Milford, CT 06460

Janis M. Small, Esq.  
Town Attorney  
Wallingford Town Hall  
45 South Main Street  
Wallingford, CT 06492

Peter G. Boucher, Esq.  
Halloran & Sage, LLP  
225 Asylum Street  
Hartford, CT 06103

Town of Westport  
C/o Ira W. Bloom, Esq.  
27 Imperial Avenue  
Westport, CT 06880

Louis S. Ciccarello  
Corporation Counsel  
Norwalk City Hall  
P.O. Box 798  
Norwalk, CT 06856-0798

Honorable Mary G. Fritz  
State Representative  
90<sup>th</sup> District  
43 Grove Street  
Yalesville, CT 06492

David A. Ball, Esq.  
Cohen and Wolf, P.C.  
1115 Broad Street  
PO Box 1821  
Bridgeport, CT 06601-1821

Deborah L. Moore, Esq.  
Legal Department  
City Hall  
142 East Main Street  
Meriden, CT 06450

Michael C. Wertheimer  
Assistant Attorney General  
Office of the Attorney General  
10 Franklin Square  
New Britain, CT 06051

Honorable Themis Klarides  
State Representative 114 District  
23 East Court  
Derby, CT 06418

Lawrence J. Golden, Esq.  
Pullman & Comley, LLC  
90 State House  
Hartford, CT 06103-3702

Anthony M. Macleod, Esq.  
Whitman Breed Abbott & Morgan LLC  
100 Field Point Road  
Greenwich, CT 06830

Arthur W. Gruhn, P.E.  
Chief Engineer  
Department of Transportation  
2800 Berlin Turnpike  
PO Box 317546  
Newington, CT 06131

Honorable Kenneth A. Flatto  
First Selectman  
Independence Hall  
725 Old Post Road  
Fairfield, CT 06824

David A. Reif  
Jane K. Warren  
Joel B. Casey  
McCarter & English, LLP  
CityPlace I  
Hartford, CT 06103

Monte E. Frank, Esq.  
Cohen and Wolf, P.C.  
158 Deer Hill Avenue  
Danbury, CT 06810

Andrew W. Lord, Esq.  
Murtha Cullina LLP  
CityPlace I, 29<sup>th</sup> Floor  
185 Asylum Street  
Hartford, CT 06103

Mitchell R. Goldblatt  
First Selectman  
Town of Orange  
617 Orange Center Road  
Orange, CT 06477

Robert E. Earley  
Connecticut Business & Industry Assoc.  
350 Church Street  
Hartford, CT 06103

Richard J. Buturla, Esq.  
Town Attorney  
Berchem, Moses & Devlin, PC  
75 Broad Street  
Milford, CT 06460

Joaquina Borges King  
Assistant Town Attorney  
Hamden Government Center  
2750 Dixwell Avenue  
Hamden, CT 06518

Timothy P. Lynch  
Deputy City Attorney  
245 deKoven Drive  
PO Box 1300  
Middletown, CT 06457

Honorable Derrylyn Gorski  
First Selectman  
Bethany Town Hall  
40 Peck Road  
Bethany, CT 06524

Honorable Raymond Kalinowski  
State Representative  
100<sup>th</sup> District  
PO Box 391  
Durham, CT 06422

Office of Consumer Counsel  
Bruce C. Johnson  
Litigation Attorney  
Ten Franklin Square  
New Britain, CT 06051

William J. Kupinse, Jr.  
First Selectman  
Easton Town Hall  
225 Center Road  
PO Box 61  
Easton, CT 06612

Honorable William A. Aniskovich  
State Senate - 12<sup>th</sup> District  
15 Grove Avenue  
Branford, CT 06405

David J. Monz  
Updike, Kelly & Spellacy, P.C.  
One Century Tower  
265 Church Street  
New Haven, CT 06510

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

Senator Joseph J. Crisco, Jr.  
17<sup>th</sup> District  
State Capitol  
Hartford, CT 06106

Franco Chieffalo  
General Supervisor  
First District Water Department  
PO Box 27  
Norwalk, CT 06852

Honorable Leonard A. Fasano  
State Senator – 34<sup>th</sup> District  
7 Sycamore Lane  
North Haven, CT 06473

Elizabeth Gilson, Esq.  
383 Orange Street  
New Haven, CT 06511

Karyl Lee Hall, Esq., Co-Chairman  
Branford Conservation & Environment Commission  
c/o Box 3072  
Branford, CT 06405

Honorable John E. Opie, First Selectman  
Branford Town Hall  
P.O. Box 150, Town Hall  
Branford, CT 06405

Trish Bradley, President  
Ed Schwartz, Treasurer  
Communities for Responsible Energy,  
Phase II  
45 Ironwood Lane  
Durham, CT 06422

Ed Schwartz  
854 Quinnipiac Ave. #8  
New Haven, CT 06513-3329

Charles H. Walsh  
Assistant Attorney General  
55 Elm Street  
PO Box 120  
Hartford, CT 06141-0120

Eileen M. Meskill  
Assistant Attorney General  
55 Elm Street  
PO Box 120  
Hartford, CT 06141-0120

The Honorable Thomas P. Gaffey  
State Senate  
64-C Nutmeg Drive  
Meriden, CT 06451

Dan Grasso  
Legislative Office Building  
Room 3400  
Hartford, CT 06106

Elizabeth Gilson, Esq.  
383 Orange Street  
New Haven, CT 06511

Karyl Lee Hall, Esq., Co-Chairman  
Branford Conservation & Environment Commission  
c/o Box 3072  
Branford, CT 06405

Honorable John E. Opie, First Selectman  
Branford Town Hall  
P.O. Box 150, Town Hall  
Branford, CT 06405

Sebastian N. Giuliano, Esq.  
Giuliano, Rafala & Scalora  
P.O. Box 820  
Middletown, CT 06457-0820

The Honorable Kevin M. DelGobbo, Ranking Member  
Energy and Technology Committee  
Legislative Office Building, Room 3904  
Hartford, CT 06106-1591

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Melanie J. Howlett