STATE OF CONNECTICUT
SITING COUNCIL

Re:	The Connecticut Light and Power 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 Facilities Between Scovill Rock Switching Station in Middletown and Norwalk Substation in Norwalk, Connecticut Including the Reconstruction of Portions of Existing 115-kV and 345-kV Electric Transmission Lines, the Construction of the Beseck Switching Station in Wallingford, East Devon Substation in Milford, and Singer Substation in Bridgeport, Modifications at Scovill Rock Switching Station and Norwalk Substation and the Reconfiguration of Certain Interconnections	) Docket 272))))))))))) September 24, 2004

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DEPARTMENT OF TRANSPORTATION'S TESTIMONY

The Connecticut Department of Transportation ("DOT") submits the attached prefiled testimony for the hearing scheduled for September 24, 2004.

CONNECTICUT DEPARTMENT OF
TRANSPORTATION

BY: _____

Charles H. Walsh
Assistant Attorney General
Juris No. 402623
55 Elm Street, Third Floor Annex
Hartford, CT 06106
Tel: (860) 808-5090

Testimony of Mr. Arthur Gruhn, PE
Transportation Chief Engineer

Q1. Why did the Connecticut Department of Transportation (DOT) develop an alternate routing proposal for the proposed 345kV transmission line installation?

A1. The Connecticut Siting Counsel (CSC) requested that the parties, which includes the DOT, develop an alternate routing proposal for the proposed 345kV transmission line.

Q2. Does the DOT believe there are any benefits to using town or local roads compared with state highways for the proposed 345 kV transmission line?

A2. Yes. The DOT believes that town roads will not be reconstructed or subject to construction activities as often as state highways. This reduces potential conflicts and interference with an existing underground 345 kV transmission line. Local roads usually carry less traffic than state highways, thus reducing construction impacts on traffic volumes and may have the added benefit of reducing construction costs by permitting work during daylight hours which would be prohibited on high volume state highways. Generally speaking, construction within local roads will not encounter as many potential underground conflicts with existing utility installations compared to those found within state highway rights of way.

Q3. Did the DOT's belief that the benefits associated with the placement of the proposed 345 kV transmission line within town roads result in the DOT alternative route submitted to the CSC?

A3. Yes, based upon the reasons listed above, the DOT explored the possibility of using town road alternatives and presented this information to the CSC. If the DOT did not believe that the town roads were better suited for this type of a facility, the DOT would not have proposed it.

Q4. What have been the Towns' responses to the DOT's proposed route for the 345 kV transmission line?

A4. The CSC encouraged the DOT to engage the towns of Bridgeport, Fairfield, Norwalk and Westport along with the Applicant in discussions about the DOT's proposed alternate route. To date, the towns' responses have not been favorable towards the DOT's proposed alternate route.

Q5. Is the DOT proposed alternate route longer than the preferred route submitted by the Applicants?

A5. Yes. The distances for both the DOT's Segment 3 route and the Applicants' Segment 3 route are approximately 9.0 miles. The DOT submitted two routes for Segment 4, approximately 17.0 miles and 17.6 miles, respectively, compared with the Applicants' Segment 4 route of approximately 14.9 miles.

Q6. If the Applicants are constrained for technological reasons to construct the underground portion of the proposed 345 kV transmission line within state highway rights of way, would the DOT object to the use of the right of way for the proposed 345 kV transmission line?

A6. No. The DOT is aware from testimony in this docket that there may be a potential upper limit in terms of underground mileage that is feasible before the power transmission system reliability is affected negatively. It is possible that there may not be a technologically feasible alternative to the state highway right of way. If that is the case, then the DOT will continue to work with the Applicants to ensure that the design and construction of proposed 345 KV transmission line is done in such a manner that it results in the least disruption to highway operations necessary for the safety and mobility of the traveling public while minimizing the financial impact upon the taxpayers of Connecticut that would otherwise result from potential relocation costs and future maintenance needs of the Applicants.