

STATE OF CONNECTICUT

SITING COUNCIL

Re: The Connecticut Light and Power Company and) Docket 272
The United Illuminating Company Application for a)
Certificate of Environmental Compatibility and)
Public Need for the Construction of a New 345-kV)
Electric Transmission Line and Associated Facilities)
Between Scovill Rock Switching Station in)
Middletown and Norwalk Substation in Norwalk,)
Connecticut Including the Reconstruction of)
Portions of Existing 115-kV and 345-kV Electric)
Transmission Lines, the Construction of the Beseck)
Switching Station in Wallingford, East Devon)
Substation in Milford, and Singer Substation in) June 3, 2004
Bridgeport, Modifications at Scovill Rock)
Switching Station and Norwalk Substation and the)
Reconfiguration of Certain Interconnections)

**“HOMEWORK ASSIGNMENT” PRESENTED BY APPLICANTS REGARDING
PROPOSED ROUTE AND EAST SHORE ROUTES COMPARISON AT THE
HEARING ON JUNE 3, 2004 AND ERRATA PAGE TO THE EAST SHORE
PRESENTATION MADE AT THE HEARING ON JUNE 2, 2004**

The Connecticut Light and Power Company (“CL&P”) and The United Illuminating Company (“UI”) (together, the “Companies”) submit the attached table entitled Comparative Analysis “Proposed Route” vs. “East Shore Route” presented by the Companies witness at the June 3, 2004 hearing held in this docket.

As discussed by the Companies witness during the presentation, information contained in the presentation regarding the East Shore route made by the Companies’ witnesses at the hearing on June 2, 2004 should be corrected to reflect a modification in the number of “sensitive areas” identified. The errata page for the East Shore presentation is also attached.

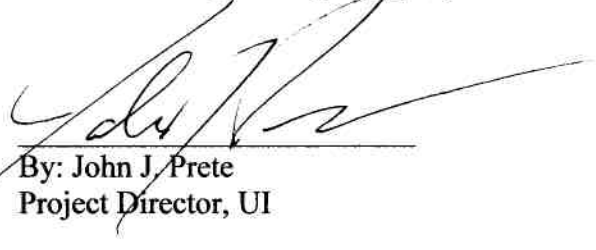
An electronic version of the table presented and the errata page to correct the presentation will be sent, via e-mail, to the service list.

Respectfully Submitted,

Applicants,

The Connecticut Light and Power Company

The United Illuminating Company



By: Anne Bartosewicz
Project Director, CL&P

By: John J. Prete
Project Director, UI

cc: Service List



Comparative Analysis “Proposed Route” vs. “East Shore Route”

	Proposed			Beseck to East Devon with all UG from East Shore to East Devon			Beseck to East Devon with UG/OH from East Shore to East Devon		
	Segment			Segment			Segment		
	1	2	Total	1	Beseck/East Shore/East Devon	Total	1	Beseck/East Shore/East Devon	Total
Clearing Acres	40.2	54.9	95.1	40.2	150.0	190.2	40.2	150.0	190.2
Cost (Millions) ¹	\$48.5	\$140.1	\$188.6	\$48.5	\$330	\$378.5	\$48.5	\$295	\$343.5
Homes within 150 feet	TBD	436	TBD	TBD	226	TBD	TBD	454	TBD
Sensitive Areas within 1200' ²	TBD	21	TBD	TBD	13	TBD	TBD	22	TBD

¹ Includes Overheads and AFUDC

² Per Public Act 04-246 (except “residential areas”)

Segment 2: Beseck to East Devon

Route	Homes within 1 to 150 feet	HB 5418 list of facilities (within 1200 feet of ROW)
Proposed	436	21

With UG-OH from East Shore to East Devon

Route	Homes within 1 to 150 feet	HB 5418 list of facilities (within 1200 feet of ROW)
Transmission ROW	454	22
Amtrak	465	26
Conrail	495	26

With All UG from East Shore to East Devon

Route	Homes within 1 to 150 feet	HB 5418 list of facilities (within 1200 feet of ROW)
Transmission ROW	226	13
Amtrak	237	18
Conrail	267	18

East Shore Presentation Errata Page June 3, 2004 – Changes shown in RED type