



Middletown-Norwalk Project

Route Analysis and Selection – Segments 1 & 2
Prepared for the Connecticut Siting Council

June 1, 2004



**Connecticut
Light & Power**

The Northeast Utilities System



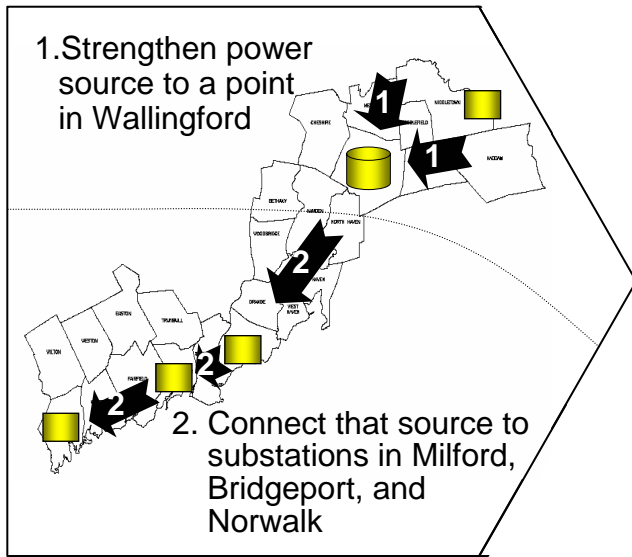
The United Illuminating Company

Overview

1. Summarize process used to select a route
2. Review transportation corridors
 - Highway
 - Parkway (including the Crossing of West Rock Tunnel)
 - Railway
3. Review Segment One right of way routes
4. Review Segment Two right of way routes

Determining a Route

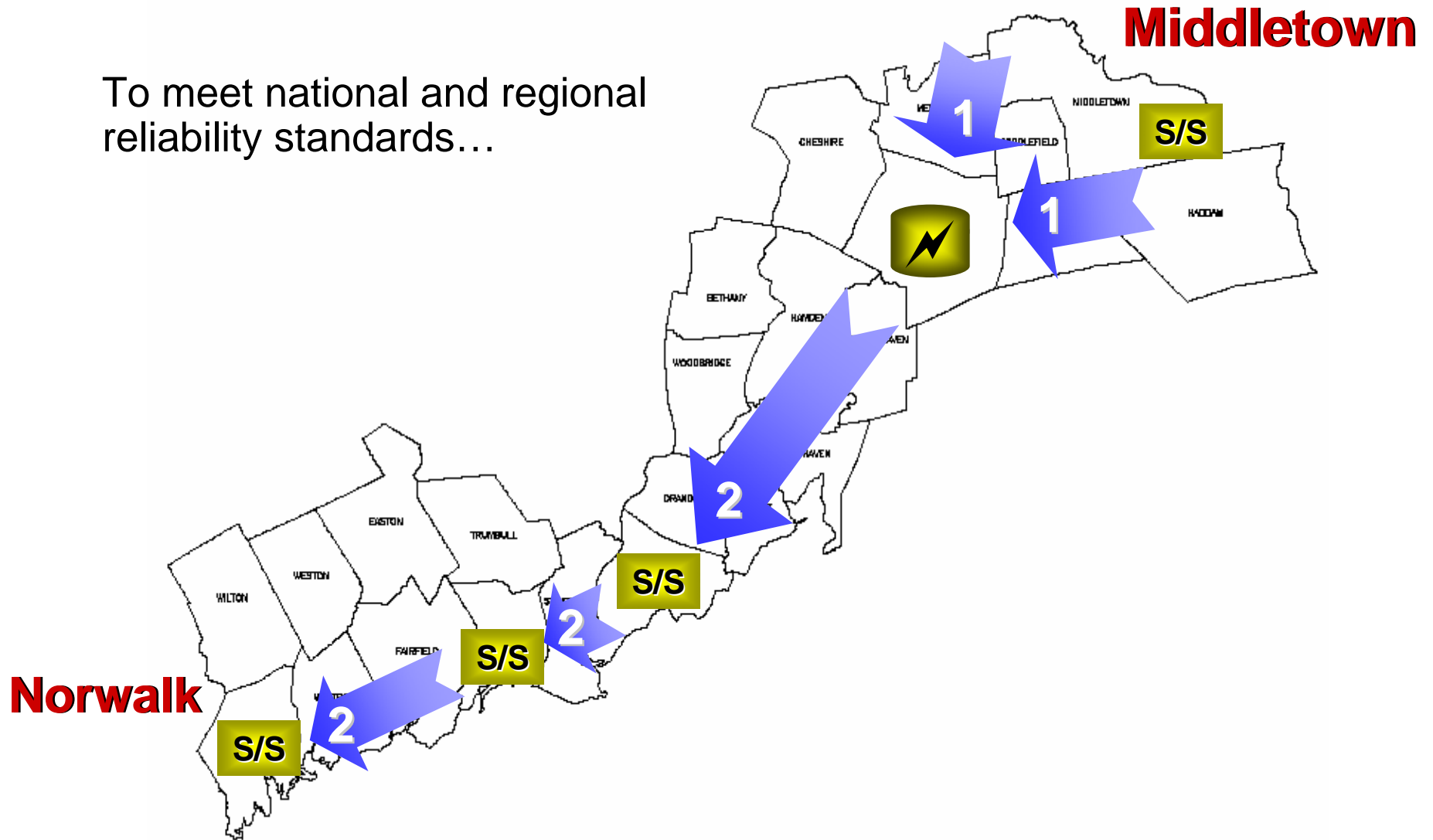
What needs to be done?*



* Per regional planning led by ISO-New England.

Step 1: What needs to be done?

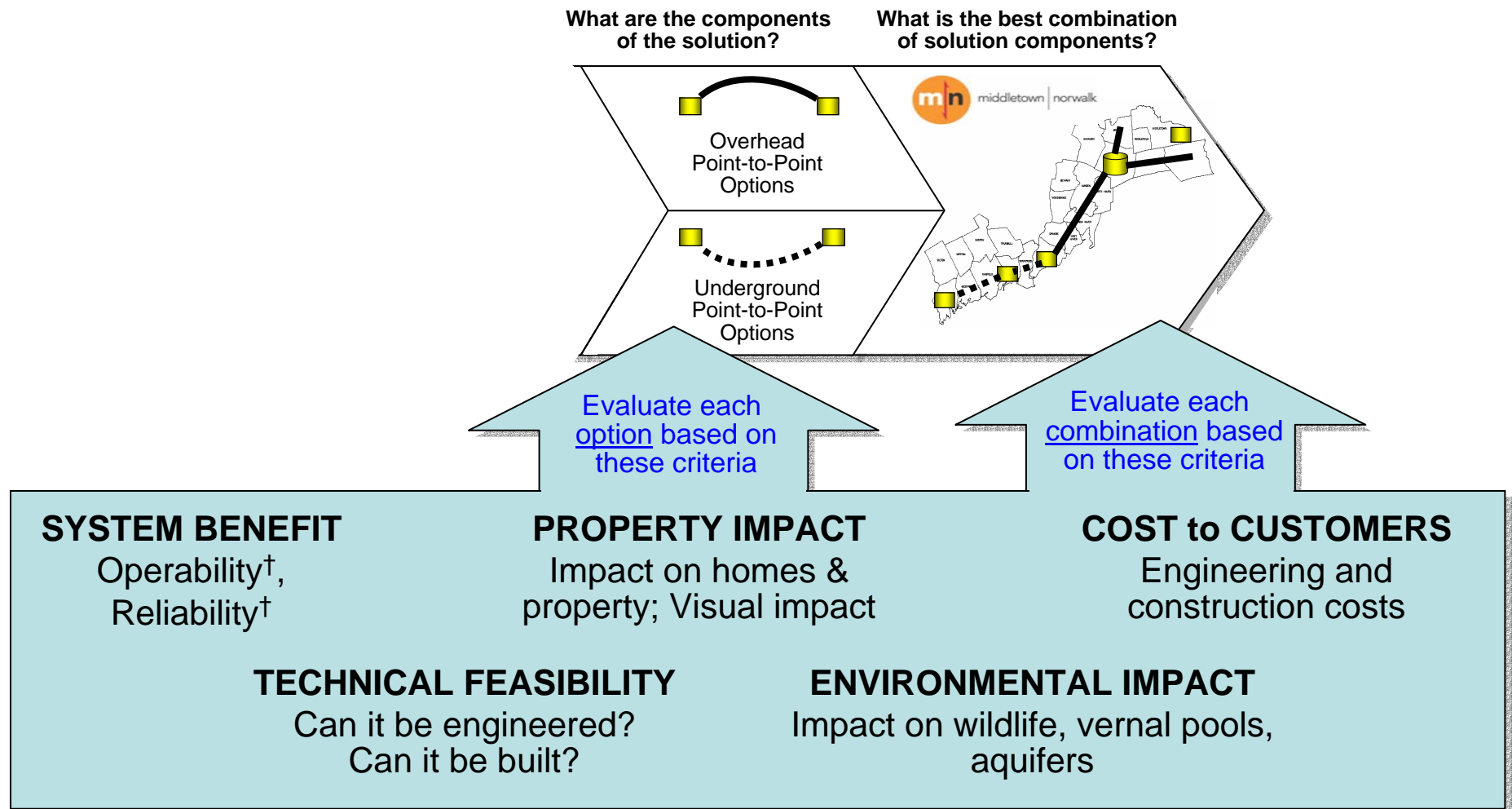
To meet national and regional reliability standards...



Step 2: What are the options?

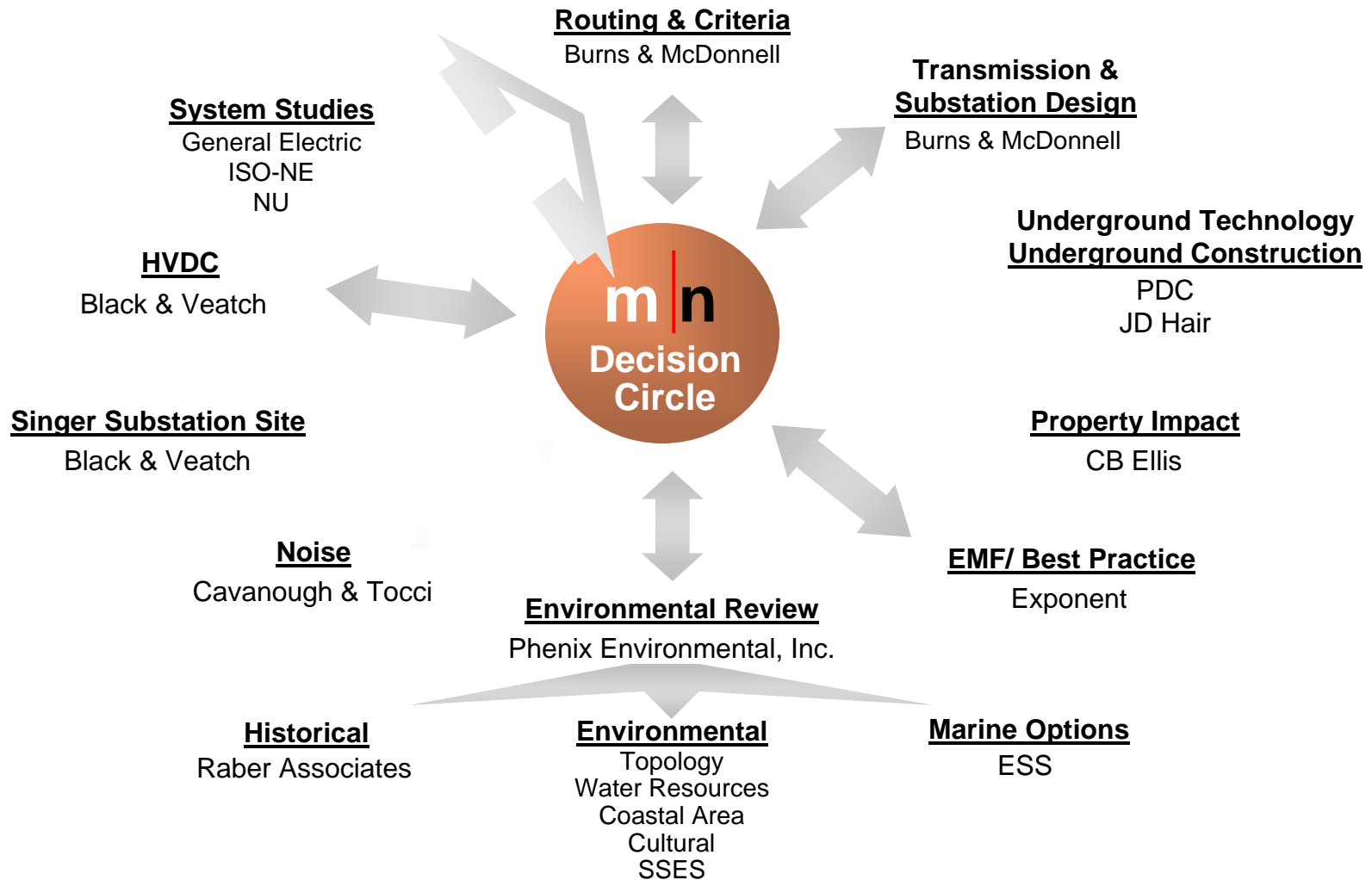


Step 3: What are the best options?

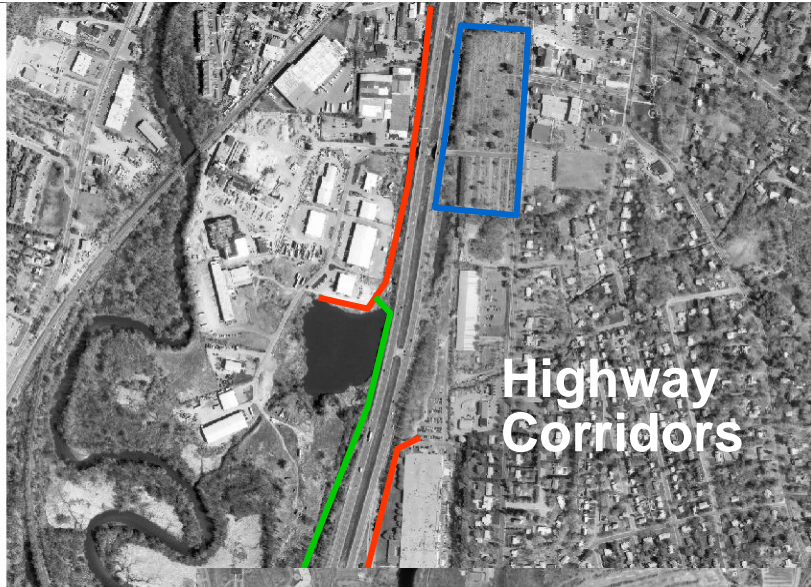


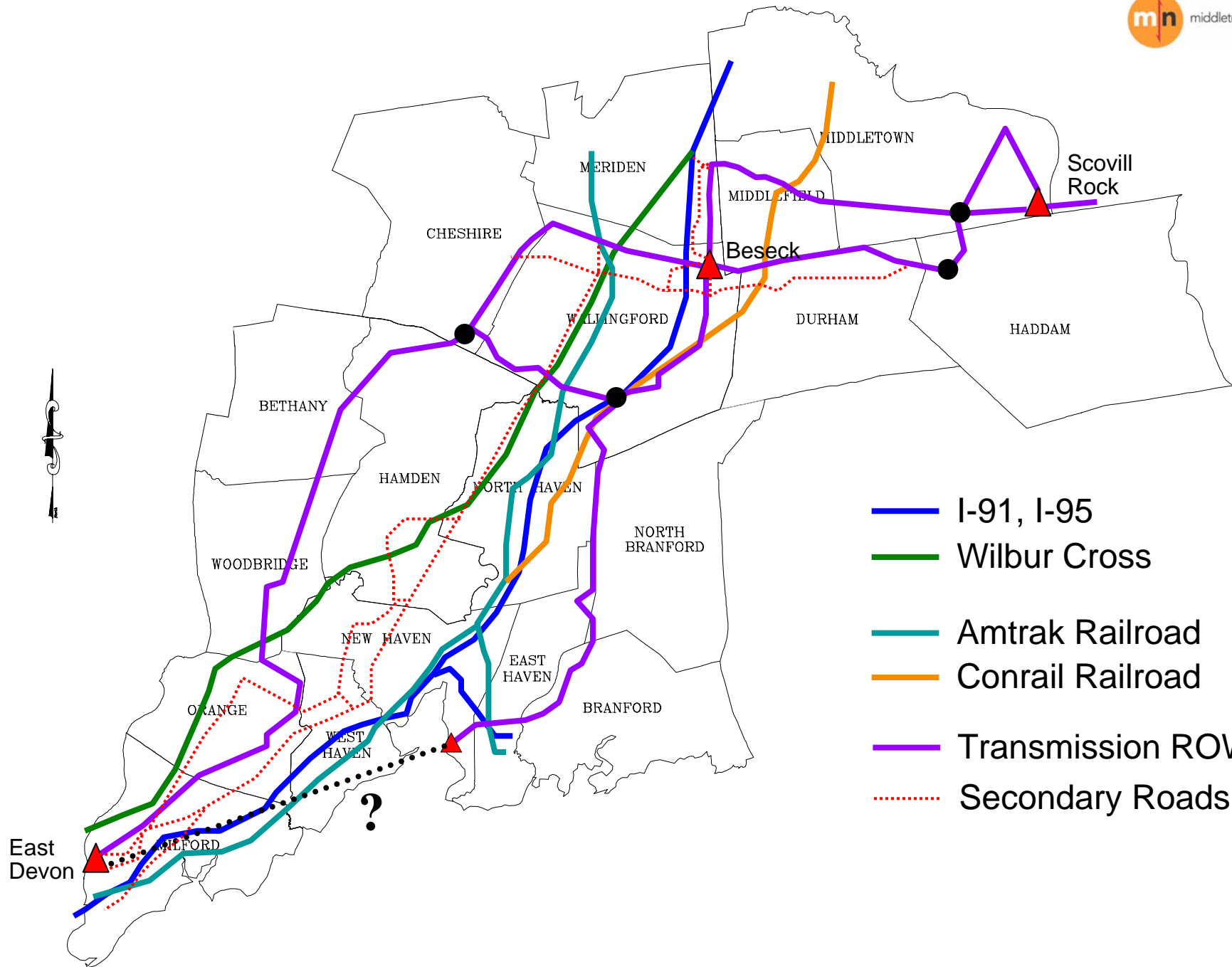
[†] Per national and regional reliability standards.

Choosing a Route was an Iterative Process

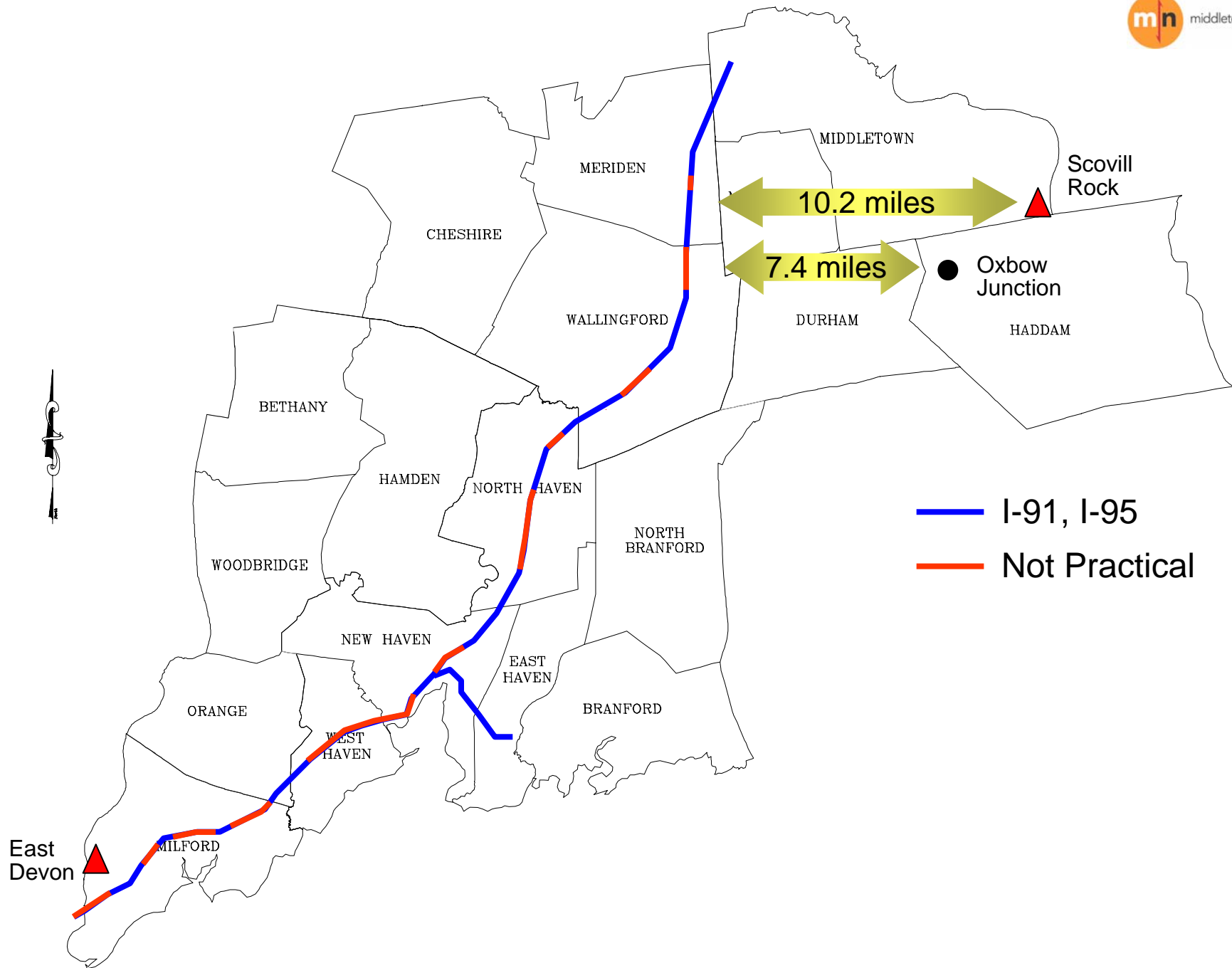


Corridors Considered





- I-91, I-95
- Wilbur Cross
- Amtrak Railroad
- Conrail Railroad
- Transmission ROW
- Secondary Roads



North of Exit 10, North Haven



Combination: waterways, flood plain, cemetery, buildings adjacent to highway

Exit 9, North Haven



Combination: waterways, flood plain, and buildings adjacent to highway

South of Exit 9, North Haven



Combination: waterways, flood plain, and buildings adjacent to highway

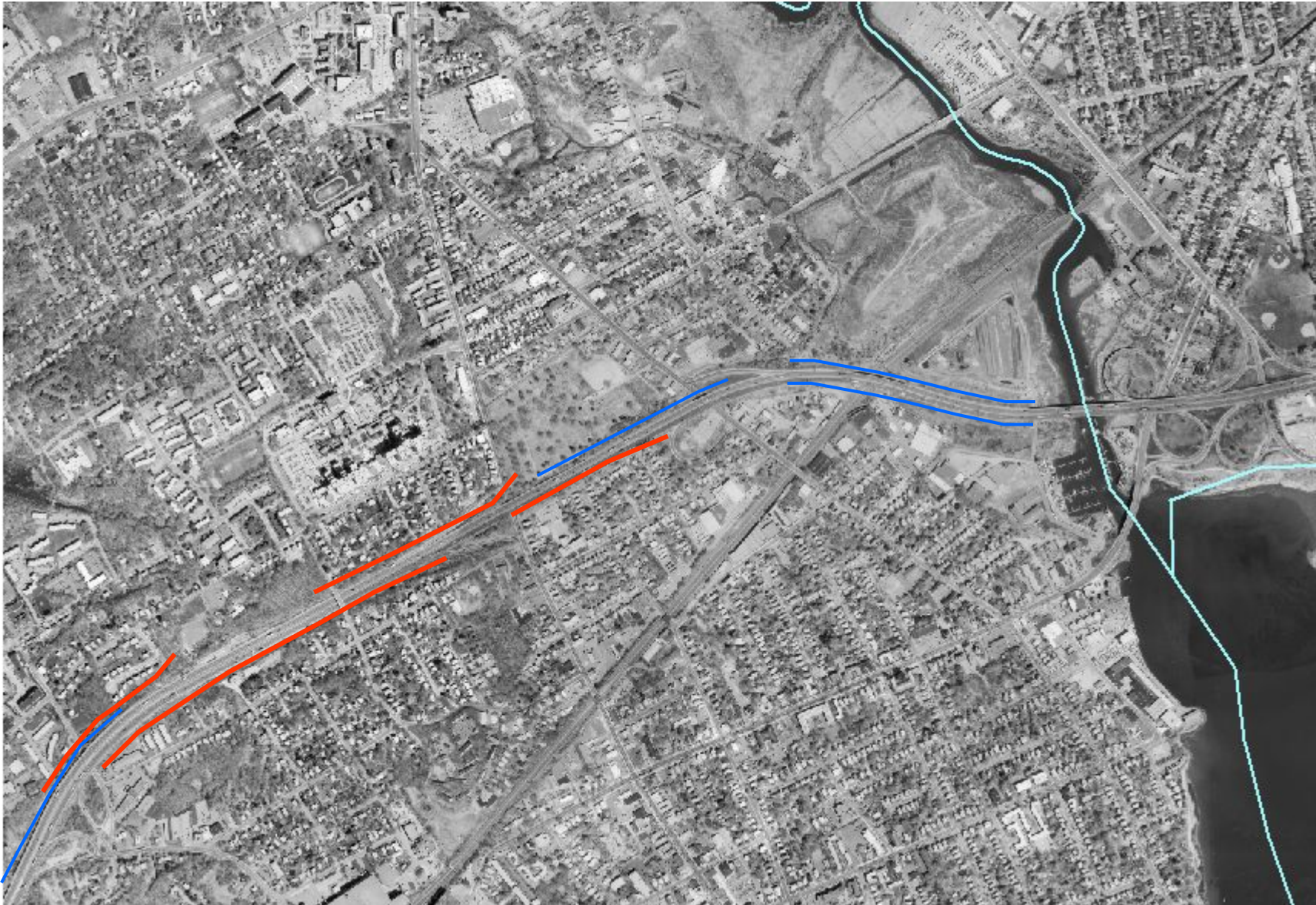
New Haven



Long Wharf Area, New Haven



West Haven (1 of 2)



Flood plain/wetland, raised bed/rock cuts, and buildings adjacent to highway

West Haven (2 of 2)



Flood plain/wetland, raised bed/rock cuts, and buildings adjacent to highway

Milford (1 of 3)



Flood plain/wetland, raised bed/rock cuts, and buildings adjacent to highway

Milford (2 of 3)



Flood plain/wetland, raised bed/rock cuts, and buildings adjacent to highway

Milford (3 of 3)



Flood plain/wetland, raised bed/rock cuts, and buildings adjacent to highway