

May 7, 2004

Ms. Pamela B. Katz
Chairman
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

Re: Docket No. 272 - Middletown-Norwalk 345kV Transmission Line

Dear Ms. Katz:

This letter provides the response to requests for the information listed below.

Response to MILFORD-01 Interrogatories dated 04/12/2004
MILFORD - 001

Very truly yours,

Anne B. Bartosewicz
Project Director - Transmission Business

ABB/tms
cc: Service List

Witness: Roger C. Zaklukiewicz
Request from: Town of Milford

Question:

With respect to the proposed East Devon Substation, please articulate the bases for its relocation from the location proposed in the Technical Report submitted to the Town on May 1, 2003 to the location proposed in the Application submitted to the Council.

Response:

Substation site selection is an iterative process similar to route selection. When the Companies first studied transmission routes, they began by considering an all overhead 345-kV transmission route. This route suggested that locating the substation as near as possible to the Devon to Trumbull right of way (ROW) (that crossed the Housatonic River) was preferable because the new 345-kV line would also cross the Housatonic River overhead. This early design led the Companies to look at the McNeil property.

As the route selection changed from an all overhead route to the combined overhead - underground route proposed in the Application, crossing the Housatonic River overhead was no longer a requirement. The proposed route crosses under the Housatonic River just south of the I-95 bridge. This change in route selection necessitated a re-evaluation of substation locations. The Beard property now better suits the Companies' proposed overhead - underground Project.

For the proposed route, the McNeil property would require the two 115-kV Devon Generating Station lines, the two 115-kV Milford Power lines and the new 345-kV Besock line to cross Oronoque Road and the railroad located west of the Beard property. Use of the Beard property does not require these crossings as it is directly adjacent to the overhead line between Devon and Cook Hill Junction.

Use of the McNeil property requires moving the businesses currently located on the property. The Beard property is undeveloped.

From an environmental point of view, both sites would have to be evaluated to determine their acceptability as substation sites. At this time, it is believed that the McNeil property may require environmental remediation measures. While the Companies have not yet determined whether the Beard property would require similar measures, in contrast to the McNeil property, no information suggesting that such measures will be necessary has come to the Companies' attention. Any corrective action necessary would increase the total project cost.