

**STATE OF CONNECTICUT  
CONNECTICUT SITING COUNCIL**

**NORTHEAST UTILITIES SERVICE  
COMPANY APPLICATION TO THE  
CONNECTICUT SITING COUNCIL  
FOR A CERTIFICATE OF  
ENVIRONMENTAL COMPATIBILITY  
AND PUBLIC NEED (“CERTIFICATE”)  
FOR THE CONSTRUCTION OF A  
NEW 345-KV ELECTRIC TRANSMISSION  
LINE FACILITY AND ASSOCIATED  
FACILITIES BETWEEN SCOVILL  
ROCK SWITCHING STATION IN  
MIDDLETOWN AND 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  
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 NO. 272**

**MAY 18, 2004**

**THE TOWN OF ORANGE RESPONSE TO UTILIZING ROUTE 15 FOR  
OVERHEAD OR UNDERGROUND LINES**

The Town of Orange, a party in this contested proceeding, is hereby responding to the request of the Connecticut Siting Council to address the possibility of 345kV lines running either underground or overhead along Route 15 (Wilbur Cross Parkway).

The Town of Orange has supported the concept of having all powerlines running underground through existing streets and highways. Route 15 is one of a number of routes suggested and should merit full consideration as an underground alternative. In

fact, at Public Hearings held by the Connecticut Siting Council in both Woodbridge and Orange, First Selectman Mitchell R. Goldblatt, called for both the 115kV and 345kV lines to be buried along existing streets and/or highways. This would not only remove any concerns about electro magnetic field levels (EMF), but also be more aesthetically pleasing to the residents of a number of towns to no longer have these lines and poles behind or alongside their homes.

In addition, placing the lines underground along Route 15 would answer many of the concerns expressed by both the towns as well as the utilities concerning any possible need for extended right of ways to lower proposed miligauss levels through existing overhead routes.

Provided that aesthetic concerns over maintaining the rather unique scenic beauty of the route 15 corridor, and provided destruction of the natural buffer between the highway and abutting residences in Orange could be avoided, the Town of Orange would endorse a Route 15 route.

In the alternative, the Town of Orange would be adamantly opposed to any overhead structures along or in the median of Route 15. Route 15 not only abuts hundreds of residences that are not currently along the existing right of way, but adds the additional challenge of going above the overpasses at levels tall enough to make sure that the sag in the line not only passes over the cars on Route 15, but the cars and trucks crossing over the highway. In the Town of Orange alone there are three such overpasses, Derby-Milford Road, Grassy Hill Road-Route 121, and Derby Avenue-Route 34, the latter two which are state highways. In addition, the removal of hundreds of mature trees from this

scenic historic parkway would not only ruin the vista for the entire region, but for the thousands of visitors who travel that stretch of highway everyday.

In reviewing property maps there would be over 100 new property owners in the Town of Orange alone who would be affected by the clear cutting of existing mature trees to be replaced by even taller monopoles and wires. The devastation to the buffers on Route 15 (in many areas the median is not wide enough to sustain the width of the monopole) being replaced with monopoles and overhead lines would ruin whatever character there is to living near or traveling on the parkway in the State of Connecticut.

The Town of Orange respectfully requests that the proposal to locate powerlines below the surface along Route 15 be considered as a viable alternative. However, the Town of Orange vehemently opposes any overhead construction of the same lines along Route 15.

### **CERTIFICATION**

I hereby certify that a copy of the foregoing has been mailed and/or hand-delivered to all known parties and intervenors of record this 18<sup>th</sup> day of May, 2004.

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