



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

1 CENTRAL PARK PLAZA • NEW BRITAIN, CONN. 06051

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Petition No. 160 Staff Report

The CL&P Company Petition to the CSC for a Declaratory Ruling of No Substantial Adverse Environmental Effect for the Modifications to a 345/115 kV line and a 115 kV line in the Town of Windsor.

The above referenced petition would consist of rebuilding a section of two existing transmission lines, a steel pole 345/115 kV line and a wood H-frame 115 kV line, over Route I-91 in the Town of Windsor. The project would change a part of Docket No. 11, Segment 9 - Windsor Avenue (Route 159) to Herbert Lane, January 23, 1978.

As approved in Docket No. 11, Segment 9, a 115 kV lattice line along the north side of the right-of-way was removed after a composite 345/115 kV steel pole line was erected with a new double 345 kV circuit on its south side and a replacement 115 kV circuit on its north side. No land acquisition or clearing was required. A 115 kV wood H-frame structure line and a wood-pole distribution line remained essentially the same. The removal of the lattice line and replacement of it with a 115 kV circuit on composite steel poles was an option of the Hartford Electric Company intended to improve the appearance of the right-of-way and to allow for the addition of another 345 kV line on the steel pole structures without requiring a wider right-of-way.

Most of the Docket No. 11 transmission line rebuild between the Manchester Substation in Manchester and the North Bloomfield Substation in Bloomfield involved the placement of wood H-frame structures. Wood H-frame structures are generally more visually compatible, but require wider right-of-ways. Steel lattice structures were useful where long spans are necessary because of their greater strength and load-bearing capacity; however, they were not considered appropriate or in harmony in Segment 9. Steel pole construction uses less right-of-way and was used particularly where housing and other existing land uses made right-of-way widening impractical.

In summary, the height of the new composite steel poles of the Windsor Segment 9 line are more noticeable from the surrounding area, but near-views of the right-of-way have been considerably improved by the removal of the 115 kV lattice line.

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