



STATE OF CONNECTICUT

DEPARTMENT OF BUSINESS REGULATION

POWER FACILITY EVALUATION COUNCIL

Petition No. 26
Torrington, Connecticut
September 11, 1979

Dr. Horsfall, Patricia Smith, and Duncan Reid met Mr. Thompson and Mr. Perotti of Northeast Utilities to review completed Petition No. 26.

This petition consists of reconductoring and replacing the structures on the two existing 69 kV circuits from Falls Village Substation in the Town of Canaan to Torrington Terminal Substation in Torrington. More specifically the project requires removing 0.45 miles of 69 kV A-frame wood structures and 19.89 miles of 69 kV steel lattice towers, and the construction of a double circuit 115 kV steel pole line on existing rights-of-way from Torrington Terminal Substation to Falls Village Substation. This construction is the final step in a program to upgrade the existing 69 kV transmission supply to the Northwest Connecticut Area. The new line will be energized at 69 kV and converted to 115 kV operation by the mid 1980's. Construction required new access roads, improvement of existing access roads, and approximately 35 feet of selective clearing along the north side of the right-of-way for about one third of the route.

The line was viewed from all road crossings and along much of the right-of-way. In general, the right-of-way is totally revegetated, and the location of many access roads is no longer visible. In wetland areas, the corduroy roads are visible and are beginning to revegetate. At Peck Road and Haas Road in Torrington, access to the right-of-way is open; however, access to long stretches of the right-of-way is not possible, and abuse by off road vehicles appears minimal. East of Peck Road a recently seeded slope on the right-of-way adjacent to a man made pond is beginning to wash out. This slope appears to be associated with the nearby man made pond. At many road crossings gates have been installed and fences and stone walls rebuilt.

In April of 1977 Mr. Poluhowich of Klug Hill Road in Torrington complained to the Council that the line is visible from his back yard and diminishes the beauty and value of his property. The line traverses a ridge $\frac{1}{2}$ to 1 mile from Mr. Poluhowich's house. Chairman Guitar, Tom Foley, and Duncan Reid reviewed this complaint in the field, and Chairman Guitar discussed the problem with the Council. The line in this area is visible from Klug Hill Road, and some structures do create a silhouette against the sky.

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North of Goshen the line parallels Route 63 for several miles. Several short access roads lead into the right-of-way off Route 63. This increases the potential access to the right-of-way but has eliminated the need for access longitudinally along the right-of-way. All access ways off Route 63 have been blocked by aluminum gates, but several have been damaged.

There is a striking view of valleys and mountains from the northbound lane of Route 63 near Roberts Hill in Goshen. The new line inhibits the view and detracts from the beauty of the area. For aesthetic reasons the line would have been better placed on the west side of Route 63 in this vicinity. However, this would have required acquisition of additional rights-of-way, and therefore a certificate of environmental compatibility and public need.

The line is unusually well screened at the Hauteboy Hill Road crossing. Construction in the Wangum Lake Brook floodplain took place during the winter months to minimize impacts on the wetland. There are no remains of access roads in the floodplain.

Finally, vegetation has grown so quickly in the right-of-way that a maintenance trimming appears necessary in some places.

Duncan C. Reid
Environmentalist
September 19, 1979