



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

1 CENTRAL PARK PLAZA • NEW BRITAIN, CONN. 06051

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PETITION NO. 94

Field Review

June 13, 1983

On June 13, 1983, Janet Sitty, James Horsfall, and George Dunn met with Dave Damer and Ted Graves of United Illuminating (UI) to field review Petition No. 94. The company is petitioning the Council to declare that the proposed rebuilding of a 115 kV line will have no substantial adverse environmental effect and, therefore, no certificate of environmental compatibility and public need is required by Section 16-50k of the Connecticut General Statutes.

The project would consist of reconstructing two 115 kV lines situated along 4.3 miles of railroad right-of-way between Grand Avenue Substation in New Haven and Sackett Point Substation in North Haven. The existing lines consist of three 336.4/795 Kcmil ACSR conductors and three 1272 Kcmil ACSR conductors with several types and sizes of ground wires. The support structures consist of fifty-four steel structures (including single circuit column, single circuit lattice, long and short bridge catenary, double circuit lattice, and rigid frame) in the southern section and thirty-two wood (double pole H-frame suspension and transposition) structures in the north. These lines currently occupy positions both on the eastern and western edges of the railroad tracks. Both the steel and wood structures have deteriorated with age to the point where major repairs or replacements are required of many.

With the exception of one structure within the Grand Avenue Substation, the first two structures just north of the station, and two structures at the Quinnipiac junction, UI proposes to replace all structures with double circuit single steel pole structures supporting 1272 Kcmil AQCR conductors located in line with the existing eastern circuit. One consistent size and configuration of ground wire per circuit would be established throughout the length of the rebuild. As close as possible, the existing spacing of structures would be maintained. All new structures would be within a very few feet of the height of the existing structures. Those structures or portions of structures not required for railroad use would be removed.

Access in the southern portion of the line would be along the existing railroad service roads with little if any improvement required. The northern construction (bordering a large wetland)

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would be accomplished from railroad track mounted equipment. Construction impacts would be minimized in this area due to the company's plan to use driven caissons for foundations, eliminating excavation and concrete form construction. All construction would be within the area of railroad bed fill.

The proposal would be expected to decrease the adverse visual impact of the existing lines by eliminating the cluttered appearance of the existing facilities and providing a consistent profile throughout its length. Construction impacts would be expected to be limited to those of fugitive dust and noise and those to a lesser extent than normally associated with construction activity.

George A. Dunn
Environmentalist
6/20/83

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