



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

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Petition No. 261
Stamford Transmission Line
Conductor Replacement
November 9, 1990

The Northeast Utilities Service Company (NU) is requesting that no Certificate of Environmental Compatibility and Public Need is required for the retrofit of conductors along a transmission line from Glenbrook substation to the South End substation and from South End substation to tower no. 1233, which is five structures west of the South End substation in the Town of Stamford, Connecticut.

On November 8, 1990, Gloria Dibble Pond and Brian Emerick of the Council and Fred Cunliffe, staff of the Council, met with John Albertson and John Case of NU on the site of the project.

The project consists of replacing an existing 795 kcmil aluminum core steel reinforced (acsr) conductor with a 1272 kcmil acsr conductor along three circuits. Each circuit is made up of three conductors. The normal summer ratings of the existing conductors on all three circuits is 1095 amperes (amps); while the proposed conductors would have a normal summer rating of 1490 amps on the three circuits. The first circuit is from Glenbrook substation through South End substation continuing west from South End substation along five structures ending at tower no. 1233. The second circuit is from Glenbrook substation to South End substation. The third circuit travels west from South End substation along five structures ending at tower no. 1233. All tower structures are steel lattice towers except two structures on the third circuit which are steel poles. Other circuits that are east and west of this project are already equipped with the larger conductor.

In addition to the conductor replacement the following work would be necessary to increase structural strength and ground clearance for the larger conductor.

- Convert eight double circuit steel lattice towers from suspension to strain insulation.
- Reinforce the crossarms of five of the eight towers.

- Add bracing to one structure.
- Reinforce one foundation.

Existing accessways would be used while areas inaccessible to vehicles would be approached on foot.

Construction would be scheduled for March 1991 through May 1991.

Fred Cunliffe
Siting Analyst
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