Cross-Section Configurations 1-8

Cross Section	Miles	ROW Configuration	Structure Configuration – Number & Type	Typical Height (feet)	Magnetic Field at S/E Edge of ROW in mG	Magnetic Field at N/W Edge of ROW in mG
1 (Scovill Rock S/S to Chestnut Junction)	2.5	Existing	(2) 345-kV H-Frames	80	32.6	33.8
		Low Magnetic Field Design	(2) 345-kV H-Frames (1) 345-kV Delta (no statutory facilities near N/W edge of ROW)	85	6.2	28.8
2 (Oxbow Junction to Beseck S/S)	7.0	Existing	(2) 115-kV H-Frames	57	9.2	13.9
		Low Magnetic Field Design	(1) 345/115-kV Composite Monopole (customized structure height and placement by two neighborhoods)	135	17.6	12.2
3 (Black Pond Junction to East Meriden S/S)	1.4	Existing	(1) 345-kV Monopole	130	12.2	4.7
		Low Magnetic Field Design	(3) 345-kV Monopoles with 35'-40' shift of all structures to the east for 3 spans at north end of ROW by condominiums	130	> 5.9 (but no adjacent development)	< 12.9
4 (East Meriden S/S to Beseck S/S)	1.4	Existing	(1) 115-kV H-Frame (1) 345/115-kV Composite Monopole	57 130	6.1	11.9
		Proposed in Application	(2) 345/115-kV Composite Monopoles and 1 345-kV Monopole	130	5.3	11.5

Cross Section	Miles	ROW Configuration	Structure Configuration – Number & Type	Typical Height (feet)	Magnetic Field at S/E Edge of ROW in mG	Magnetic Field at N/W Edge of ROW in mG
5 (Beseck S/S to East Wallingford Junction)	5.9	Existing	(1) 345-kV H-Frame	90	5.2	24.7
		Low Magnetic Field Design	(1) 345-kV H-Frame (1) 345-kV Delta Monopole Low EMF design is not necessary in Traditions Golf Course	90 108	4.2	21.2
6 East (East Wallingford Junction to North Haven Junction)	1.4	Existing	(1) 115-kV H-Frame	57	0.2	1.2
		Low Magnetic Field Design	(1) 345-/115-kV Composite Monopole	135	4.5	9.4
6 West (North Haven Junction to Wallingford Junction)	0.6	Existing	(1) 115-kV H-Frame	57	0.3	2.4
		Proposed in Application	(1) 345/115-kV Composite Monopole (industrial area; no statutory facilities)	105	5.1	12.4

Cross Section	Miles	ROW Configuration	Structure Configuration – Number & Type	Typical Height (feet)	Magnetic Field at S/E Edge of ROW in mG	Magnetic Field at N/W Edge of ROW in mG
7 (Wallingford Junction to the Cheshire Town Line)	2.4	Existing	(1) Double Circuit Lattice	90	0.4	4.4
		Proposed in Application	(1) 115-kV Double Circuit Lattice (1) 345-kV Delta Monopole (surrounding area forested)	90 108	11.9	10.2
7B (Cheshire Town Line to Cook Hill Junction)	0.4	Existing	(1) 115-kV Double Circuit Lattice	90	0.4	4.4
		Proposed in Application	(1) 345/115-kV Composite Monopole offset in ROW (1) 115-kV circuit underground in streets (area of Old Farms Road Neighborhood)	130	6.2	17.9
8A (Cook Hill Junction to Hamden Town Line)	0.4	Existing	(2) 115-kV H-Frames (1) 115-kV Lattice	57 80	6.2	2.8
		Low Magnetic Field Design	(1) 345-kV Split-Phase (1) 115-kV (relocated 1610 line) (1) 115-kV circuit underground in streets (relocated 1640 line)	105 80	1.8	6.0

Cross Section	Miles	ROW Configuration	Structure Configuration – Number & Type	Typical Height (feet)	Magnetic Field at S/E Edge of ROW in mG	Magnetic Field at N/W Edge of ROW in mG
8 North (Cheshire/ Hamden Town Line to Glen Lake Junction)	7.1	Existing	(2) 115-kV H-Frames (1) 115-kV Lattice	57 80	4.7	2.6
		Proposed in Application	(1) 115-kV Double Circuit Monopole (1) 345-kV Delta Monopole (bordered by SCCRWA land)	80 85	8.7	15.7
8 Middle (Glen Lake Junction to CL&P property on Clark Rd.)	1.7	Existing	(2) 115-kV H-Frames (1) 115-kV Lattice	57 80	6.2	2.8
		Proposed in Application	(1) 115-kV Double Circuit Monopole (1) 345-kV Delta Monopole (no statutory facilities)	80 85	8.7	15.7
8 Middle (CL&P property on Clark Rd. to Pease Road Junction, including JCC)	1.2	Existing	(2) 115-kV H-Frames (1) 115-kV Lattice	57 80	6.2	2.8
		Low Magnetic Field Design	(1) 115-kV Double Circuit Monopole (1) 345-kV Split-Phase Monopole (JCC property included)	80 105	2.7	5.8

Cross Section	Miles	ROW Configuration	Structure Configuration – Number & Type	Typical Height (feet)	Magnetic Field at S/E Edge of ROW in mG	Magnetic Field at N/W Edge of ROW in mG
8 South (Pease Road Junction through B'Nai/ Ezra to Rt. 15 in Wood-bridge)	2.0	Existing	(2) 115-kV H-Frames (1) 115-kV Lattice	57 80	3.9	1.6
		Low Magnetic Field Design	(1) 115-kV Double Circuit Monopole (1) 345-kV Split-Phase Monopole (B'Nai Jacob/Ezra Academy property included)	80 105	1.7	5.9
8 South (from Rt. 15 to West Haven/ Orange)	0.4	Existing	(2) 115-kV H-Frames (1) 115-kV Lattice	57 80	3.9	1.6
		Proposed in Application	1 115-kV Double Circuit Monopole 1 345-kV Delta Monopole (borders SCCRWA land; forested)	80 85	11.2	16.0
8 South (from West Haven/ Orange Border to E. Devon SS)	9.6	Existing	(2) 115-kV H-Frames (1) 115-kV Lattice	57 80	3.9	1.6
		Low Magnetic Field Design	(1) 115-kV Double Circuit Monopole (1) 345-kV Split-Phase Monopole (includes Lexington Green, Eisenhower Park)	80 105	1.7	5.9

(Applicant Ex. 1, vol. 10; Applicant Ex. 96; Applicant Ex. 124; Applicant Ex. 189; Applicant Ex. 191)

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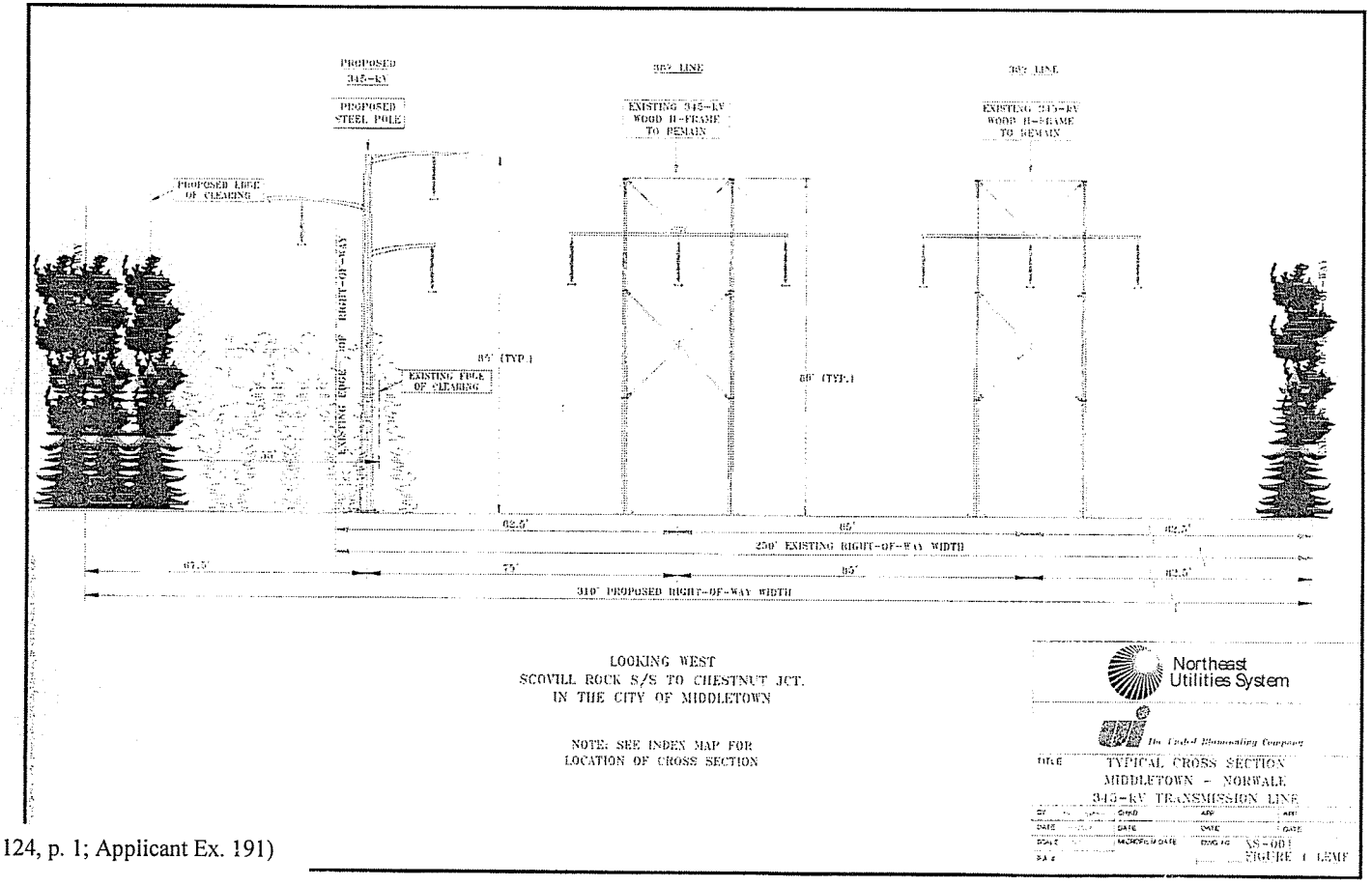
Cross Section 1 (15GW Case)

Typical Segment – Scovill Rock S/S to Chestnut Junction in the City of Middletown

	Site Condition	150'	135'	120'	105'	90'	75'	60'	45'	30'	15'	S/E Edge	100'	50'	Center	50'	100'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
												Transmission ROW																
	Existing Lines (For Reference)	5.4	6.1	7.0	8.0	9.2	10.9	12.9	15.7	19.4	24.8	32.6	12.9	27.0	79.2	99.1	66.7	33.8	25.6	20.0	16.1	13.3	11.1	9.5	8.1	7.1	6.2	5.5
1	345 kV Delta (optimized height & phasing)	2.1	2.3	2.5	2.7	3.0	3.3	3.7	4.1	4.6	5.3	6.2	31.0	77.0	106.7	39.4	102.1	28.8	21.8	17.0	13.7	11.2	9.4	8.0	6.9	6.0	5.2	4.6



(Applicant Es. 124, p. 1; Applicant Ex. 191)

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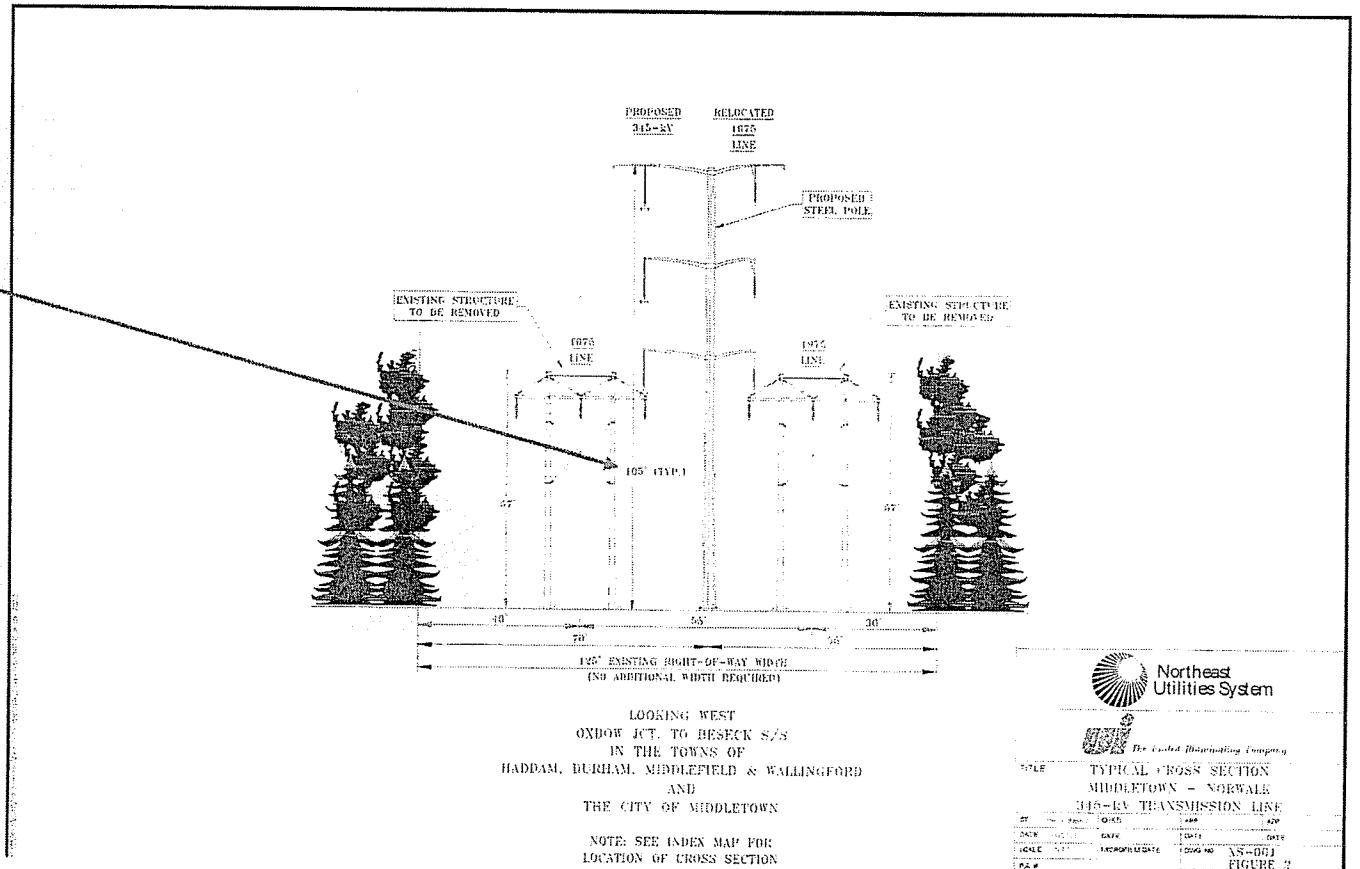
Cross Section 2 (15GW Case)

Typical Segment – Oxbow Junction to Beseck S/S in the Municipalities of Haddam, Durham, Middlefield, Wallingford & Middletown

	Site Condition	150'	135'	120'	105	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Transmission ROW Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.3	0.3	0.4	0.5	0.7	1.0	1.4	2.0	3.1	5.2	9.2	15.6	30.2	32.6	32.5	21.5	13.9	7.5	4.3	2.7	1.7	1.2	0.9	0.6	0.5	0.4	0.3
1	Proposed Lines with an additional 30' in height	3.3	3.7	4.3	5.0	5.8	6.9	8.2	9.9	11.9	14.5	17.6	20.5	25.6	26.2	21.0	14.6	12.2	9.8	8.0	6.6	5.6	4.8	4.1	3.6	3.1	2.8	2.5

Note: Structure height would be increased by 30 feet, typical structure height would be 135 feet.



(Applicant Ex. 1, vol. 10; Applicants Ex. 96; Applicant Ex. 124, p. 3)

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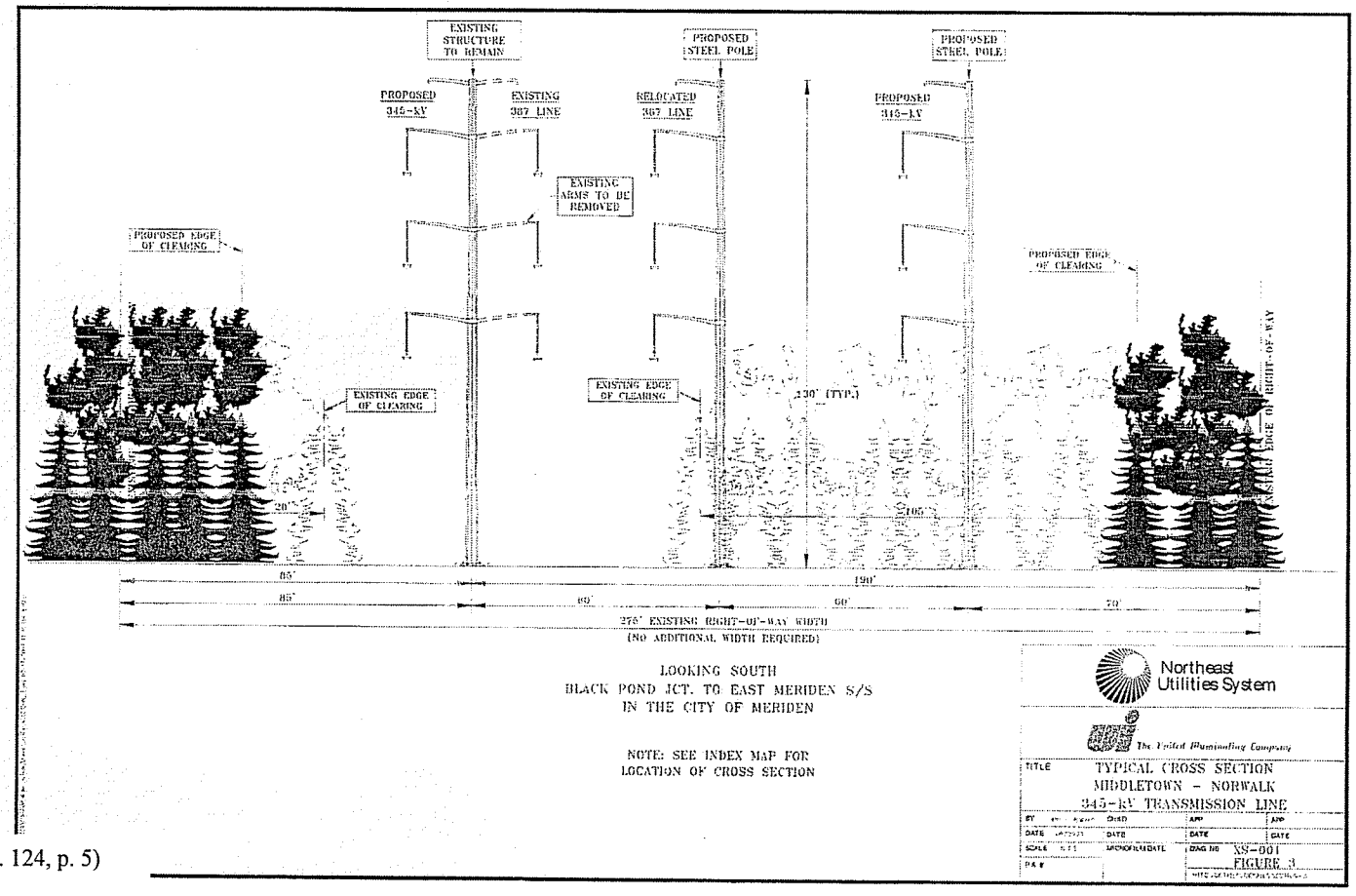
Cross Section 3 (15GW Case)

Typical Segment – Black Pond Junction to East Meriden S/S in the City of Meriden

	Site Condition	150'	135'	120'	105'	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	2.4	2.7	3.1	3.5	4.0	4.7	5.5	6.6	7.9	9.7	12.2	62.9	62.0	38.7	23.2	14.8	4.7	4.0	3.5	3.1	2.7	2.4	2.2	2.0	1.8	1.6	1.5
0	Proposed Lines on Existing ROW (For Reference)	1.0	1.1	1.3	1.4	1.7	1.9	2.3	2.8	3.5	4.5	5.9	40.3	58.8	78.6	81.8	82.2	12.9	9.8	7.6	6.1	4.9	4.1	3.4	2.9	2.5	2.2	1.9

Note: From Black Pond south for three spans structures would be shifted to the eastern side of the right-of-way. Davit arms would also need to the shifted on the some structures.



(Applicant Ex. 1, vol. 10; Applicant Ex. 124, p. 5)

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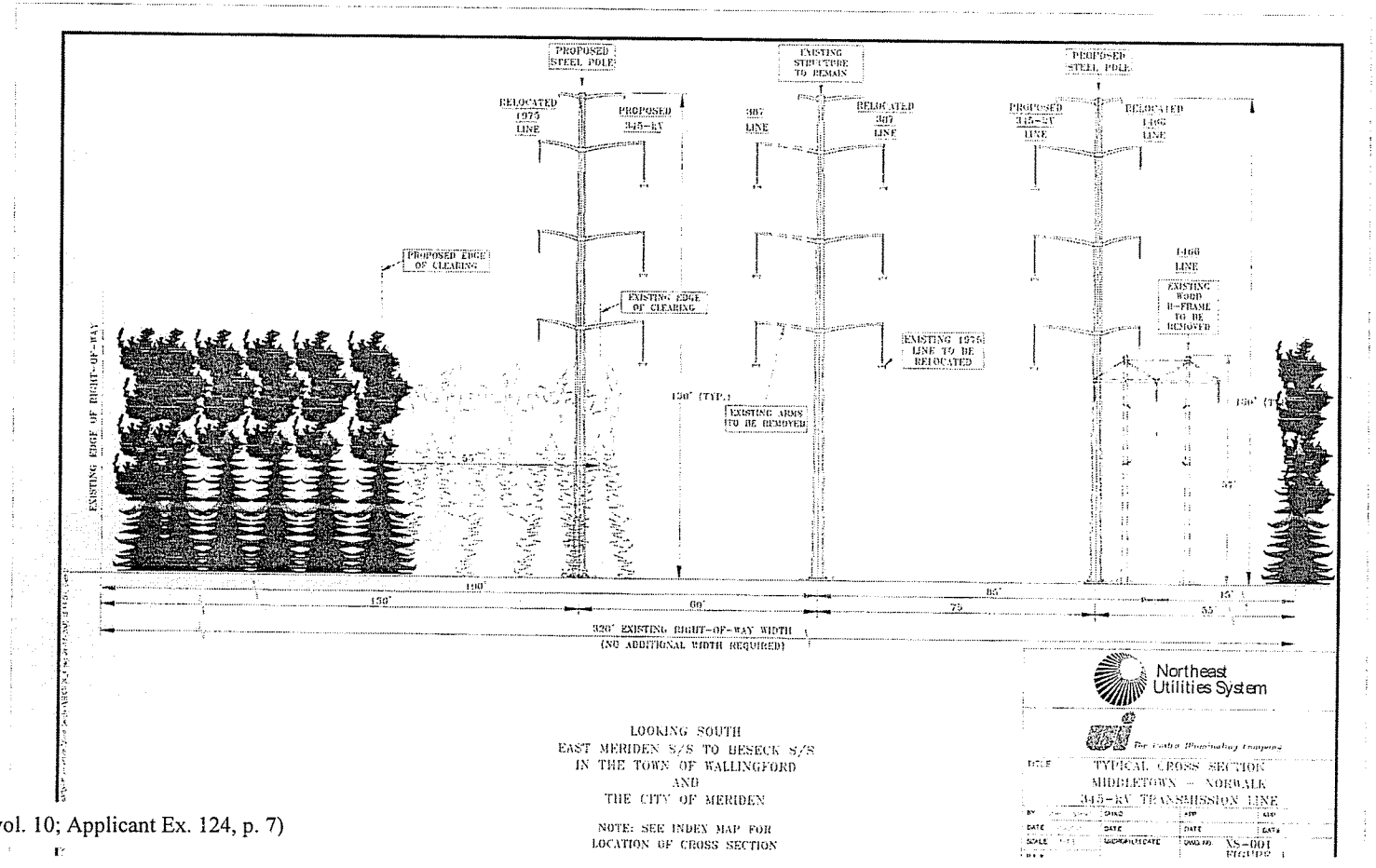
Cross Section 4 (15GW Case)

Typical Segment –East Meriden S/S to Beseck S/S in the Town of Wallingford

	Site Condition	150'	135'	120'	105	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	60'	25'	Center	25'	60'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	2.0	2.2	2.4	2.6	2.9	3.2	3.6	4.1	4.6	5.3	5.1	27.0	43.6	68.6	74.2	61.5	11.9	10.1	8.5	7.2	6.1	5.3	4.6	4.1	3.6	3.2	2.9
0	Proposed Lines on Existing ROW (For Reference)	1.3	1.5	1.6	1.8	2.1	2.4	2.7	3.2	3.7	4.4	5.3	32.8	43.6	50.1	57.4	70.9	11.5	8.5	6.5	5.2	4.2	3.5	3.0	2.6	2.2	2.0	1.7



(Applicant Ex. 1, vol. 10; Applicant Ex. 124, p. 7)

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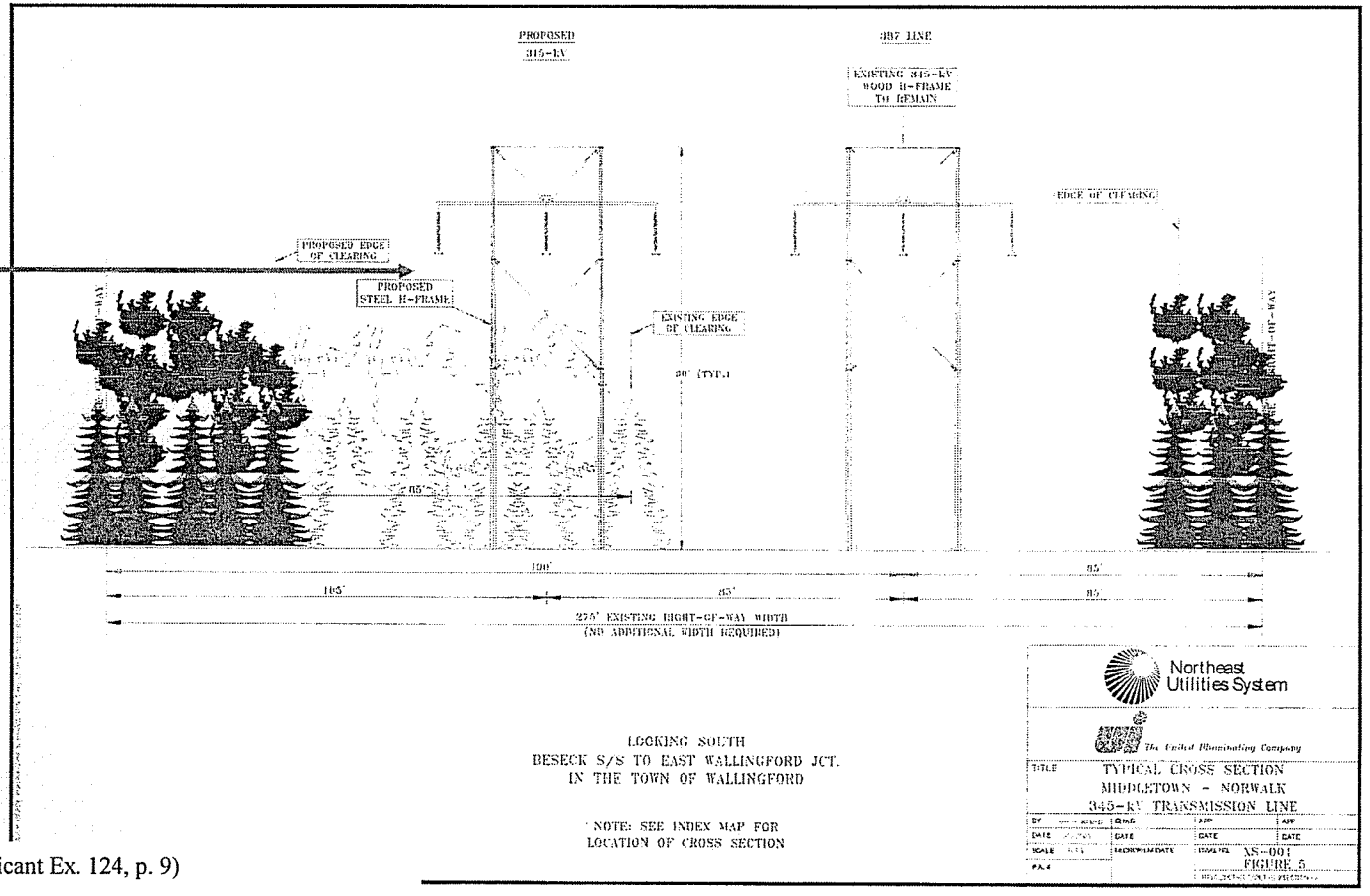
Cross Section 5 (15GW Case)

Typical Segment – Beseck S/S to East Wallingford Junction in the Town of Wallingford

	Site Condition	150'	135'	120'	105	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Transmission ROW Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	1.6	1.8	2.0	2.2	2.4	2.7	3.0	3.4	3.9	4.5	5.2	17.5	29.5	56.1	102.0	123.7	24.7	18.2	13.9	10.9	8.8	7.3	6.1	5.2	4.5	3.9	3.4
2	345kV Delta	1.0	1.1	1.3	1.4	1.6	1.8	2.0	2.4	2.8	3.4	4.2	35.9	61.3	77.4	104.6	121.2	21.2	15.4	11.6	9.0	7.2	5.8	4.8	4.1	3.5	3.0	2.6



Proposed H-Frame structure would be replaced with Delta-monopole structure with a typical height of 108 feet. Applicant's exhibit 96.

(Applicant Ex. 1, vol. 10; Applicant Ex. 124, p. 9)

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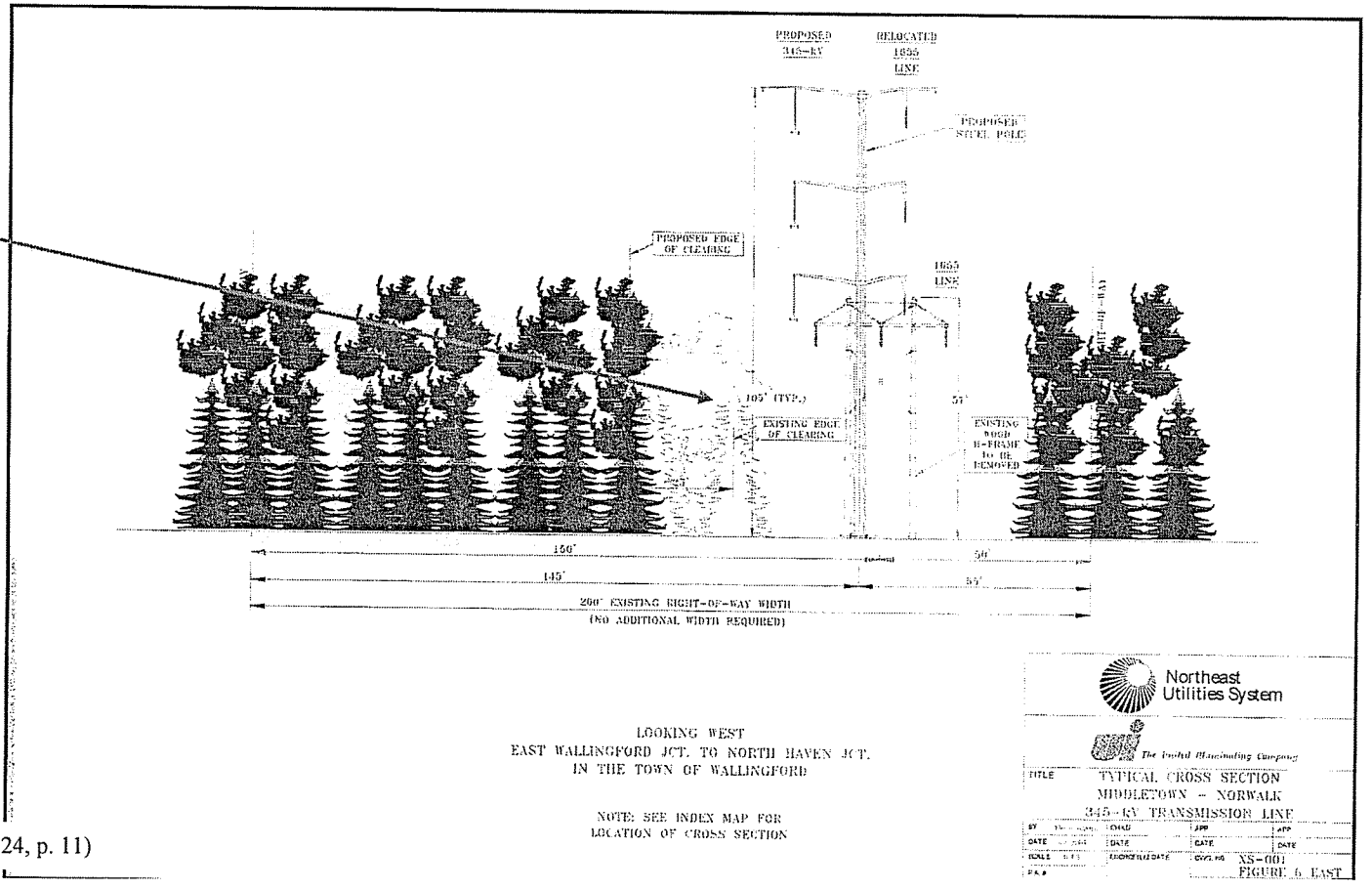
Cross Section 6 (15GW Case) East Segment

Typical Segment – East Wallingford Junction to North Haven Junction in the Town of Wallingford

	Site Condition	150'	135'	120'	105'	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Transmission ROW Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.3	0.6	1.2	2.7	4.0	1.2	0.8	0.5	0.4	0.3	0.2	0.2	0.1	0.1	0.1	0.1
2	As proposed additonal 30' in height	1.3	1.4	1.6	1.7	2.0	2.2	2.5	2.9	3.3	3.9	4.5	8.2	11.1	14.6	16.8	15.9	9.4	7.8	6.5	5.4	4.6	3.9	3.4	2.9	2.5	2.2	2.0

Note: Structure height would be increased by 30 feet, typical structure height would be 135 feet.



(Applicant Ex. 1, vol. 10; Applicant Ex. 124, p. 11)

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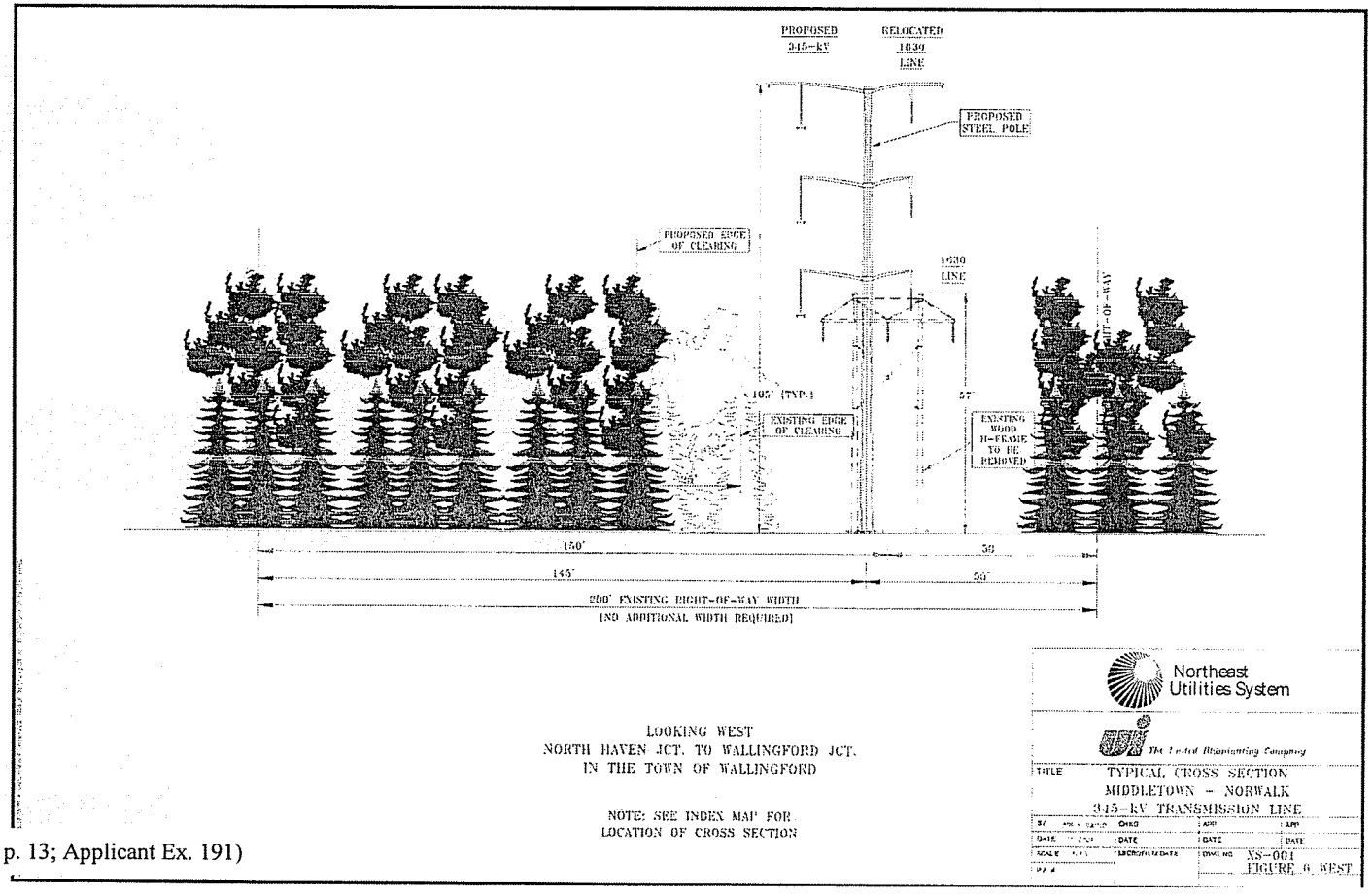
Cross Section 6 (15GW Case) West Segment

Typical Segment – North Haven Junction to Wallingford Junction in the Town of Wallingford

	Site Condition	Transmission ROW																									
		150'	135'	120'	105	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.7	1.2	2.4	5.5	8.2	2.4	1.5	1.1	0.8	0.6	0.5	0.4	0.3	0.2	0.2	0.2
0	Proposed Lines on Existing ROW (For Reference)	1.3	1.4	1.6	1.7	2.0	2.3	2.6	3.0	3.6	4.2	5.1	10.9	17.5	29.5	43.6	35.8	12.4	9.5	7.5	6.0	4.9	4.1	3.5	3.0	2.5	2.2	1.9



(Applicant Ex. 124, p. 13; Applicant Ex. 191)

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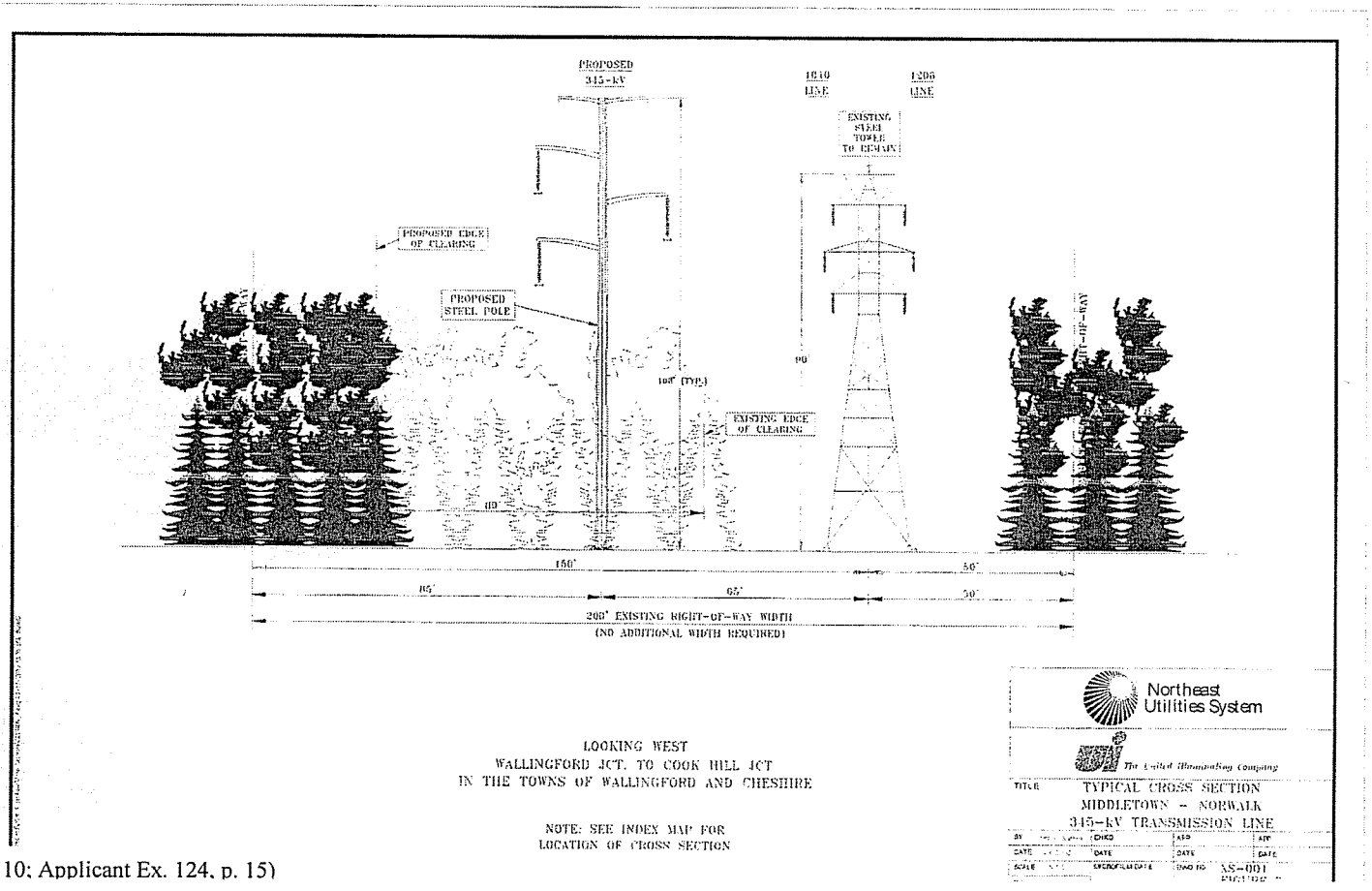
Cross Section 7 (15GW Case)

Typical Segment – Wallingford Junction to the Cheshire Town Line in the Town of Wallingford

	Site Condition	150'	135'	120'	105'	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.3	0.3	0.4	0.7	1.0	1.8	4.4	10.6	4.4	2.9	2.0	1.4	1.1	0.8	0.7	0.5	0.4	0.4	0.3
0	Proposed Lines on Existing ROW(For Reference)	1.8	2.0	2.3	2.7	3.2	3.8	4.5	5.6	7.0	9.0	11.9	37.2	53.9	45.8	28.7	25.4	10.2	7.2	5.4	4.2	3.4	2.8	2.4	2.0	1.8	1.6	1.4



(Applicant Ex. 1, vol. 10; Applicant Ex. 124, p. 15)

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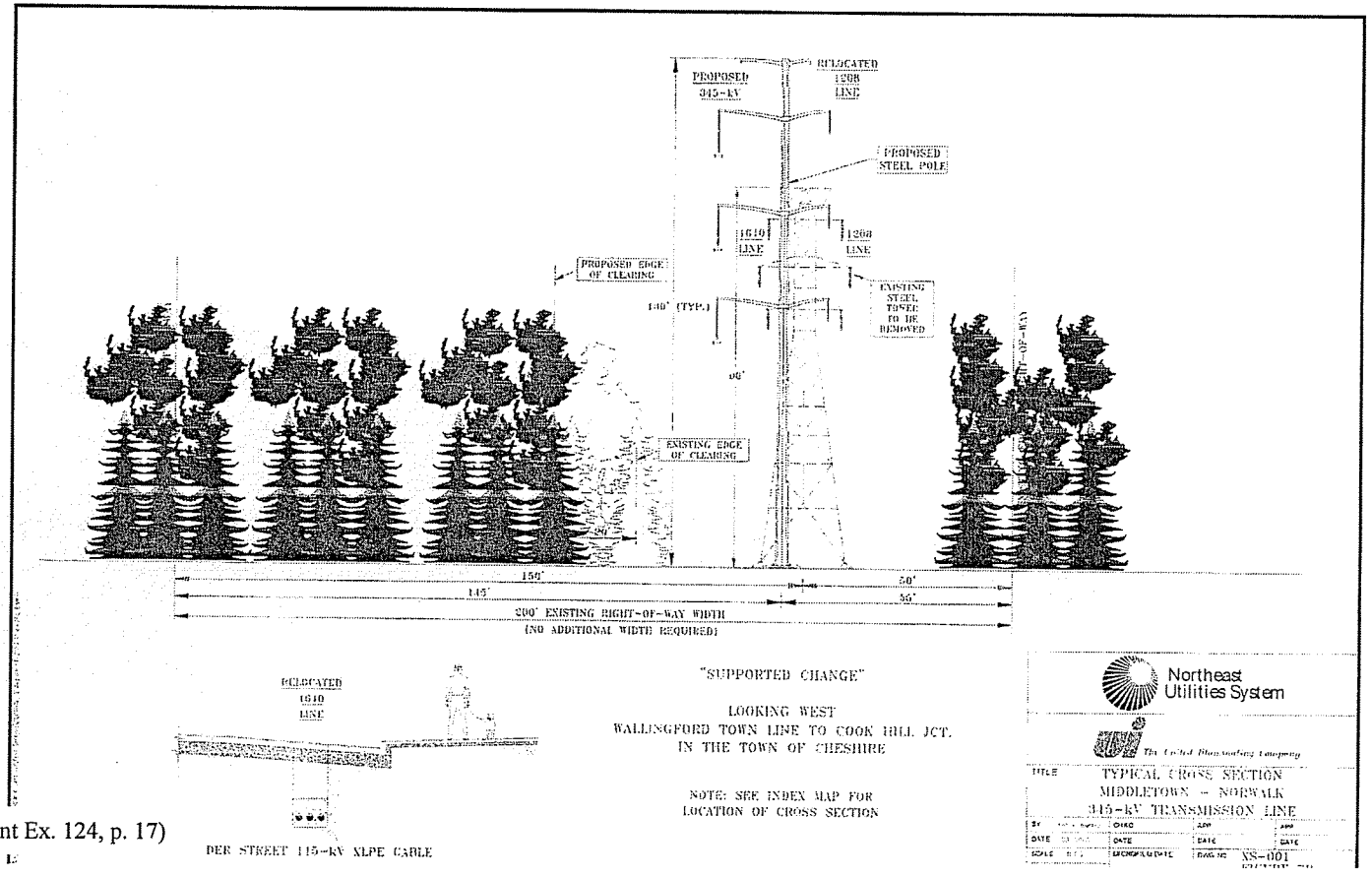
Cross Section 7B (15GW Case)

Typical Segment – Cheshire Town Line to Cook Hill Junction in the Town of Cheshire

	Site Condition	150'	135'	120'	105'	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Transmission ROW Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Exsting Lines (For Reference)	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.3	0.3	0.4	0.7	1.0	1.8	4.4	10.6	4.4	2.9	2.0	1.4	1.1	0.8	0.7	0.5	0.4	0.4	0.3
0	Proposed Lines on Exsting ROW (For Reference)	1.6	1.7	1.9	2.2	2.4	2.8	3.2	3.7	4.3	5.2	6.2	13.0	20.8	34.7	50.3	42.6	17.9	14.6	10.6	7.6	6.6	5.6	4.7	4.0	3.5	3.0	2.6



(Applicant Ex. 1, vol. 10; Applicant Ex. 124, p. 17)

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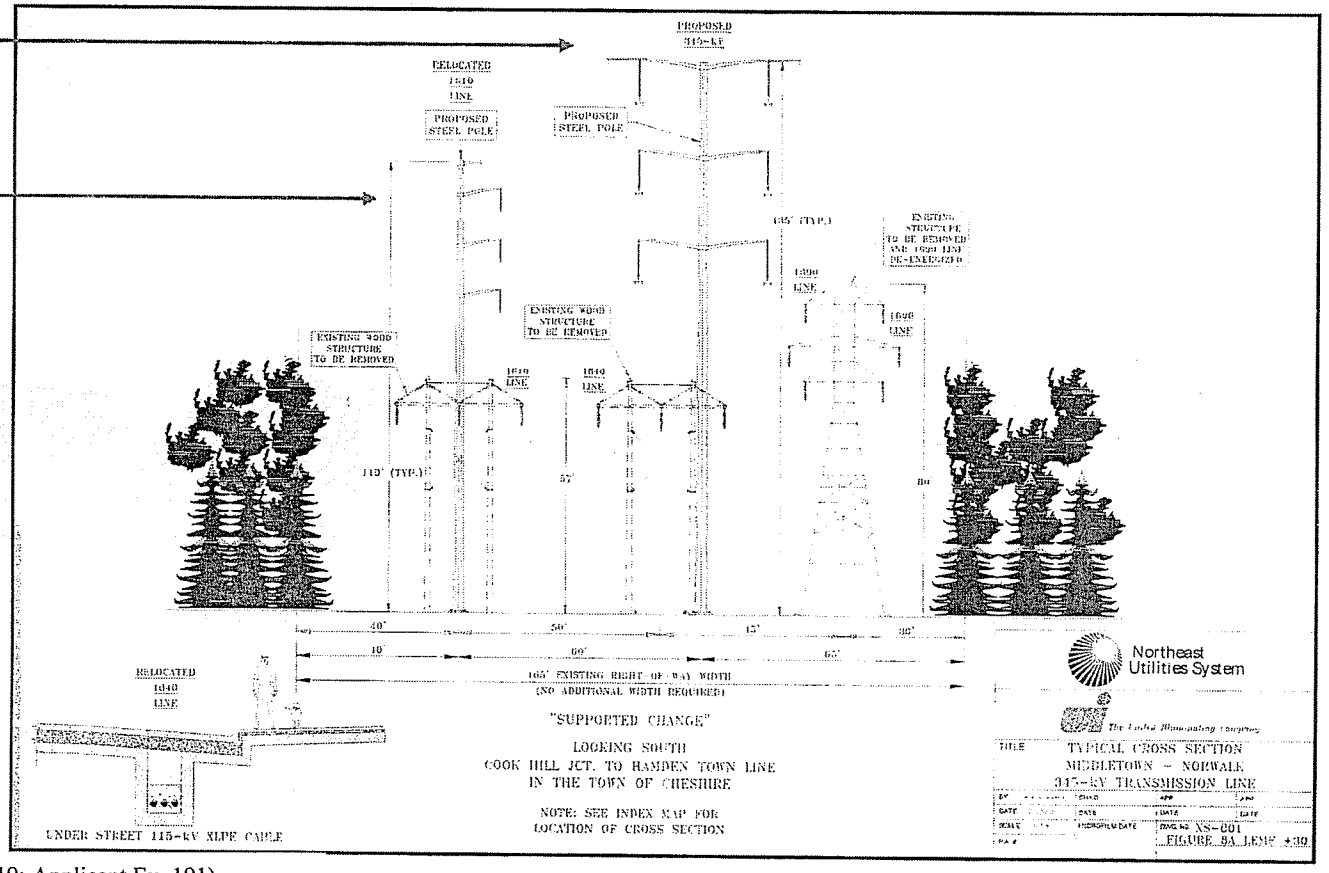
Cross Section 8A (15GW Case)

Typical Segment – Cook Hill Junction to the Hamden Town Line in the Town of Cheshire

	Site Condition	150'	135'	120'	105'	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.5	0.5	0.6	0.8	0.9	1.1	1.5	2.0	2.7	4.0	6.2	13.0	6.2	6.7	7.8	4.9	2.8	2.0	1.5	1.1	0.9	0.7	0.6	0.5	0.4	0.4	0.3
3	345 kV Split Phase - a 115 kV Line UG	0.1	0.2	0.2	0.2	0.3	0.4	0.5	0.8	1.9	2.2	1.8	4.3	10.1	18.3	20.7	14.0	6.0	4.1	3.0	2.2	1.6	1.3	1.0	0.8	0.7	0.6	0.5

Note: The height of both structures would be decreased by 30 feet, typical structure height would be 80 feet for the 115kV monopole and 105 feet for the 345kV monopole.



(Applicant Ex. 96; Applicant Ex. 124, p. 19; Applicant Ex. 191)

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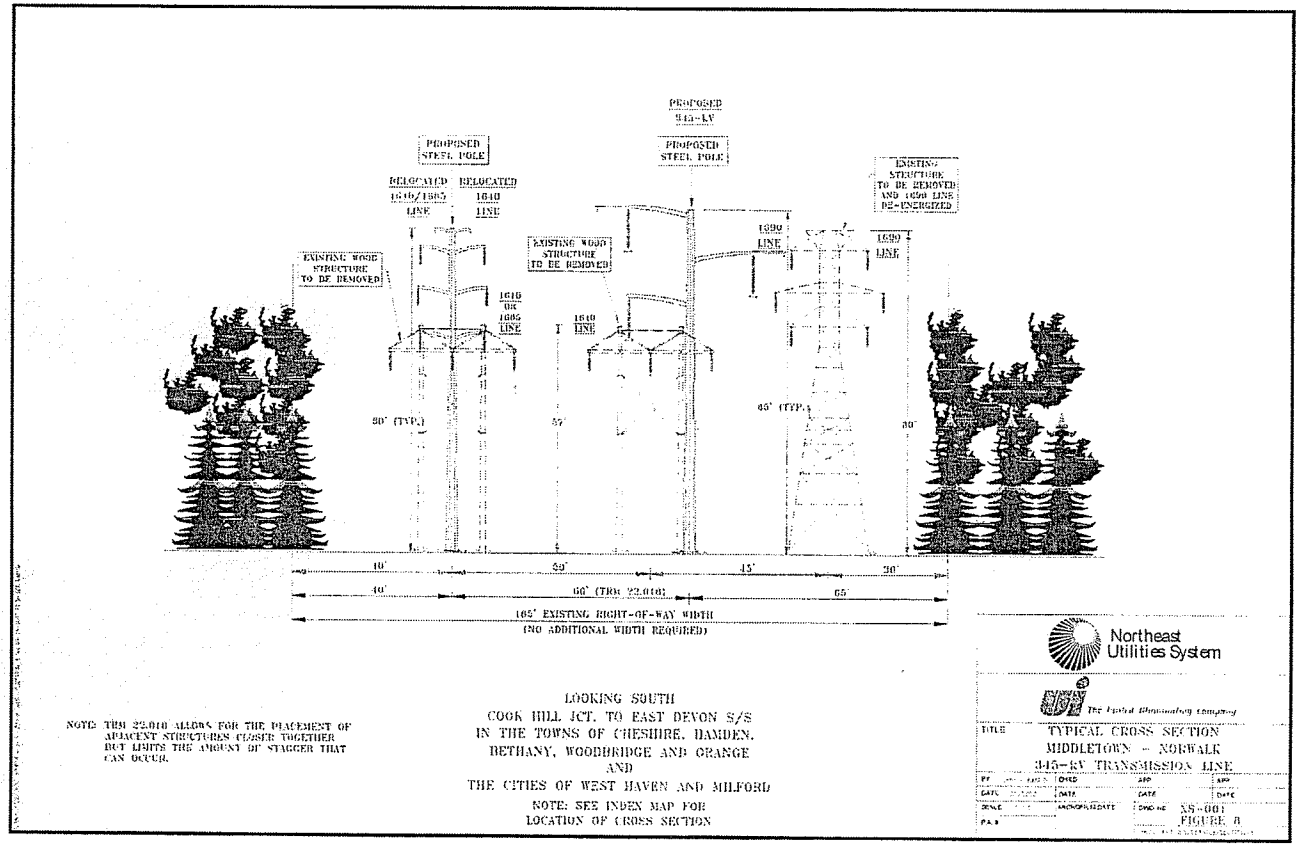
Cross Section 8 (15GW Case) North Segment

Typical Segment – Cheshire / Hamden Town Line to Glen Lake Junction in the Municipalities of Hamden, Bethany & Woodbridge

	Site Condition	Transmission ROW 150'	135	120'	105'	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.4	0.4	0.5	0.6	0.7	0.9	1.2	1.5	2.1	3.1	4.7	9.6	5.6	6.9	7.6	4.6	2.5	1.9	1.4	1.0	0.8	0.7	0.5	0.4	0.4	0.3	0.3
0	Proposed Lines on Existing ROW (For Reference)	1.5	1.6	1.9	2.1	2.4	2.8	3.3	3.9	4.8	6.2	8.7	22.5	33.4	50.6	48.6	31.9	15.7	11.6	8.8	6.9	5.5	4.5	3.7	3.1	2.7	2.3	2.0



(Applicant Ex. 1, vol. 10; Applicant Ex. 124, p. 21)

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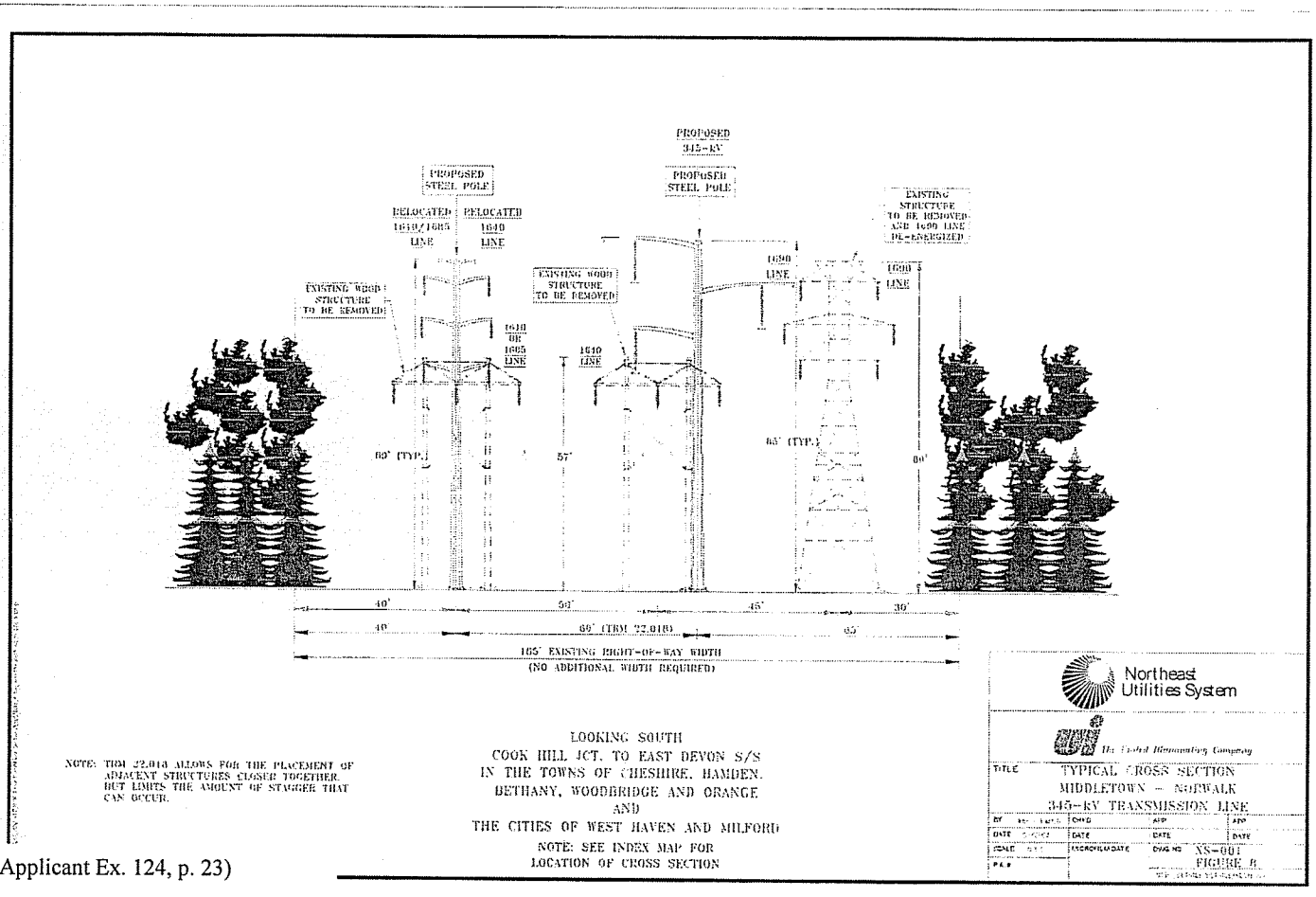
Cross Section 8 (15GW Case) Middle Segment

Typical Segment – Glen Lake Junction to CL&P Property on Clark Street in the Town of Woodbridge

	Site Condition	Transmission ROW 150'	135	120'	105'	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	160'
	Existing Lines (For Reference)	0.5	0.5	0.6	0.8	0.9	1.1	1.5	2.0	2.7	4.0	6.2	13.0	8.2	6.7	7.6	4.9	2.8	2.0	1.5	1.1	0.9	0.7	0.6	0.5	0.4	0.4	0.3
0	Proposed Lines on Existing ROW (For Reference)	1.5	1.6	1.8	2.1	2.4	2.8	3.3	3.9	4.8	6.2	8.7	22.6	33.5	50.7	48.6	31.9	15.7	11.6	8.8	6.9	5.5	4.5	3.7	3.1	2.7	2.3	2.0



(Applicant Ex. 1, vol. 10; Applicant Ex. 124, p. 23)

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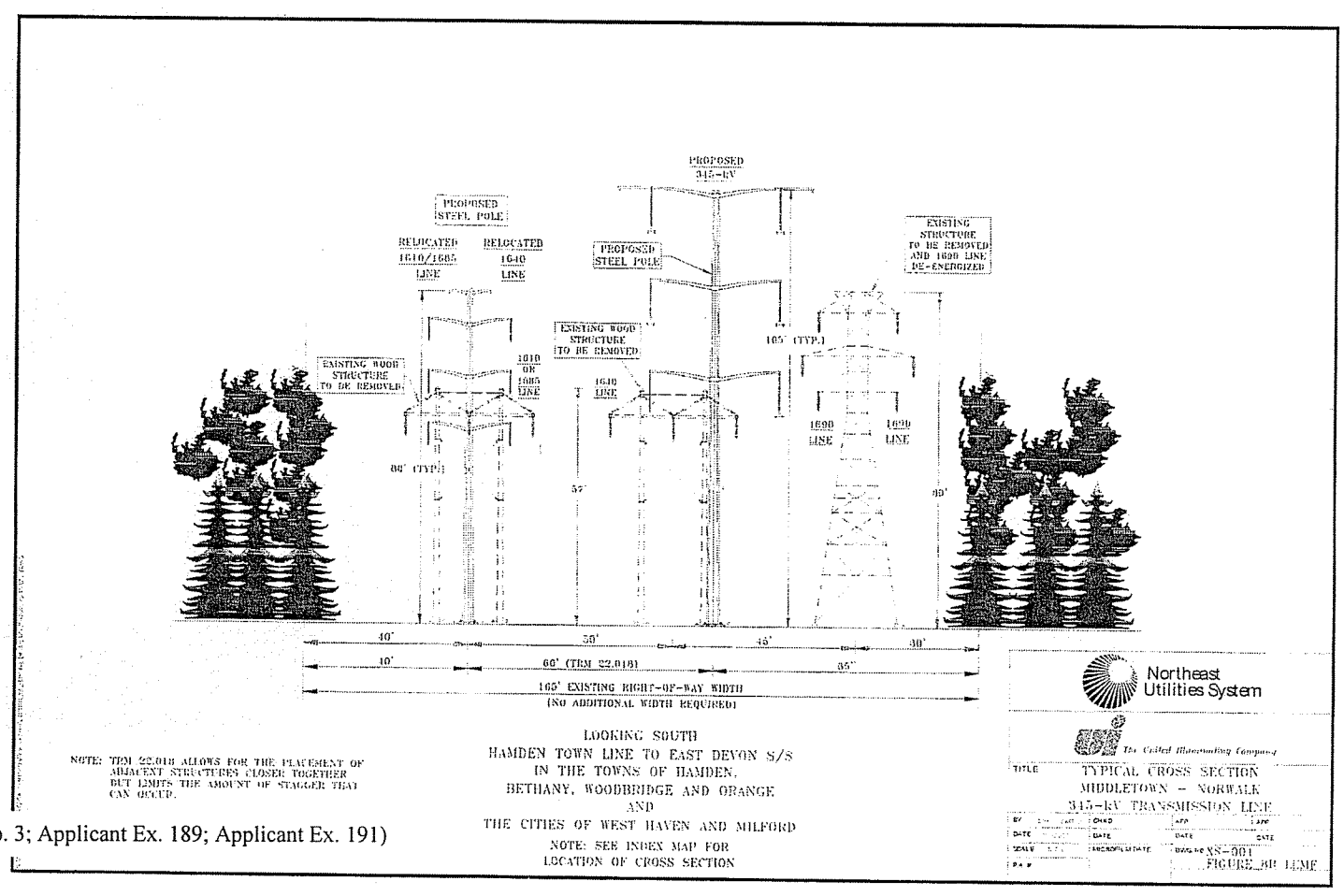
Cross Section 8 (15GW Case) Middle Segment

Typical Segment – CL&P Property on Clark St. to Pease Road Junction in the Town of Woodbridge

	Site Condition	150'	135	120'	105'	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Transmission ROW Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.5	0.5	0.6	0.8	0.9	1.1	1.5	2.0	2.7	4.0	6.2	13.0	8.2	5.7	7.8	4.9	2.8	2.0	1.5	1.1	0.9	0.7	0.6	0.5	0.4	0.4	0.3
4	345 kV Split Phase	0.1	0.1	0.2	0.2	0.2	0.3	0.4	0.6	0.9	1.5	2.7	10.0	14.9	21.6	22.8	14.4	5.8	3.9	2.7	2.0	1.4	1.1	0.9	0.7	0.6	0.5	0.4



(Applicant Ex. 124, p. 3; Applicant Ex. 189; Applicant Ex. 191)

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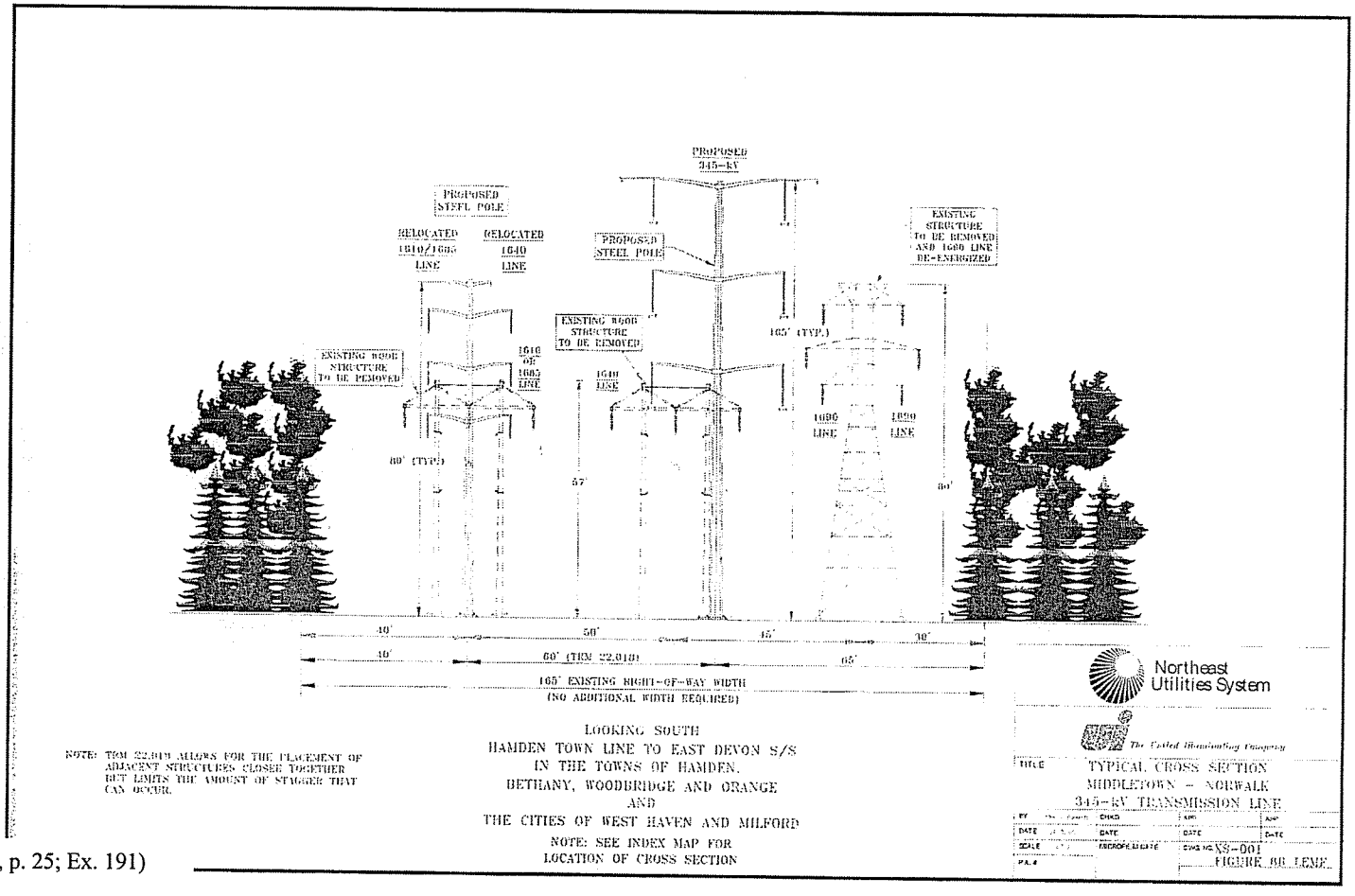
Cross Section 8 (15GW Case) South Segment

Typical Segment – Pease Road Junction to Rte 15 in Woodbridge

	Site Condition	150'	135	120'	105'	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.2	0.2	0.2	0.3	0.4	0.5	0.6	0.9	1.4	2.2	3.9	11.1	12.7	11.3	7.0	3.2	1.6	1.1	0.7	0.5	0.4	0.3	0.2	0.2	0.1	0.1	0.1
4	345 kV Split Phase	0.1	0.2	0.2	0.2	0.3	0.3	0.4	0.5	0.7	1.0	1.7	5.7	11.7	19.7	21.6	14.1	5.9	4.0	2.9	2.1	1.6	1.2	1.0	0.8	0.6	0.5	0.4



(Applicant Ex. 124, p. 25; Ex. 191)

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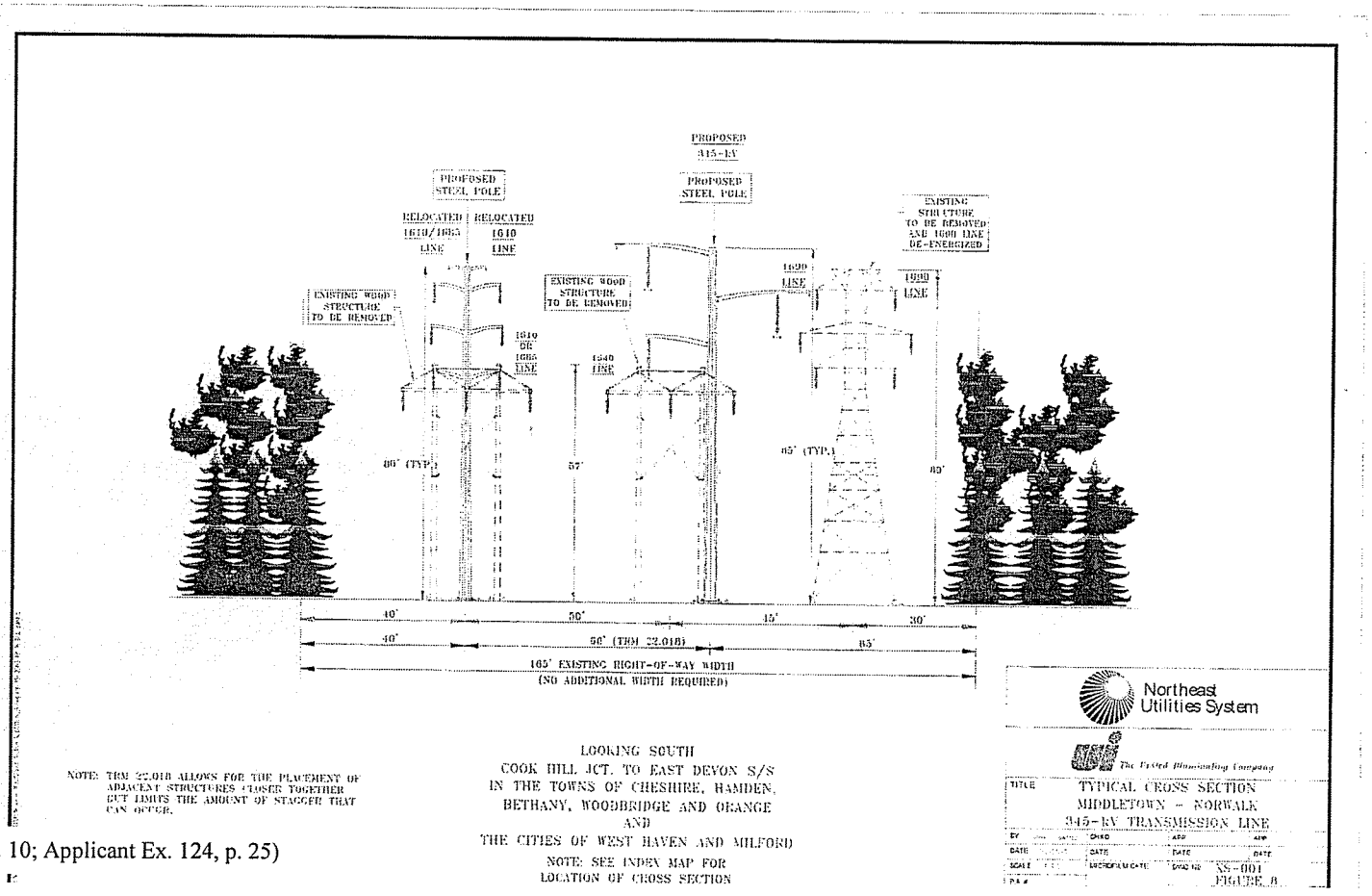
Cross Section 8 (15GW Case) South Segment

Typical Segment –Rte 15 in Woodbridge to the West Haven / Orange Town Border

	Site Condition	150'	135	120'	105'	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.2	0.2	0.2	0.3	0.4	0.5	0.6	0.9	1.4	2.2	3.9	11.1	12.7	11.3	7.0	3.2	1.6	1.1	0.7	0.5	0.4	0.3	0.2	0.2	0.1	0.1	0.1
0	Proposed Lines on Existing ROW (For Reference)	1.8	2.0	2.3	2.7	3.1	3.7	4.5	5.5	6.8	8.7	11.2	18.1	29.9	49.8	49.0	32.3	16.0	11.9	9.0	7.1	5.7	4.6	3.8	3.2	2.8	2.4	2.1



(Applicant Ex. 1, vol. 10; Applicant Ex. 124, p. 25)

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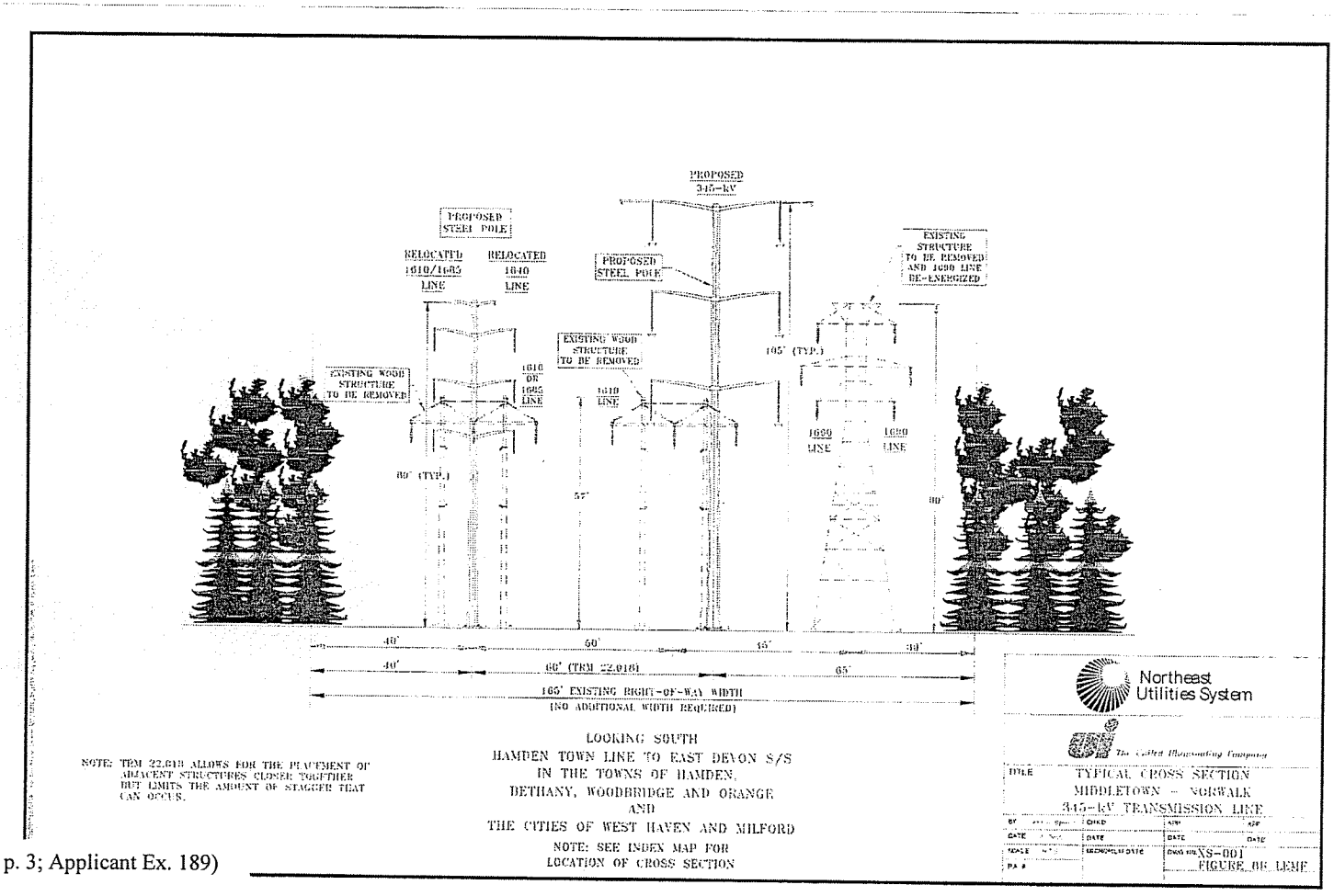
Cross Section 8 (15GW Case) South Segment

Typical Segment –West Haven – Orange Town line to East Devon Substation in Milford

	Site Condition	150'	135	120'	105'	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	NW Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.2	0.2	0.2	0.3	0.4	0.5	0.6	0.9	1.4	2.2	3.9	11.1	12.7	11.3	7.0	3.2	1.6	1.1	0.7	0.5	0.4	0.3	0.2	0.2	0.1	0.1	0.1
4	345 kV Split Phase	0.1	0.2	0.2	0.2	0.3	0.3	0.4	0.5	0.7	1.0	1.7	5.7	11.7	19.7	21.6	14.1	5.9	4.0	2.9	2.1	1.6	1.2	1.0	0.8	0.6	0.5	0.4



(Applicant Ex. 124, p. 3; Applicant Ex. 189)