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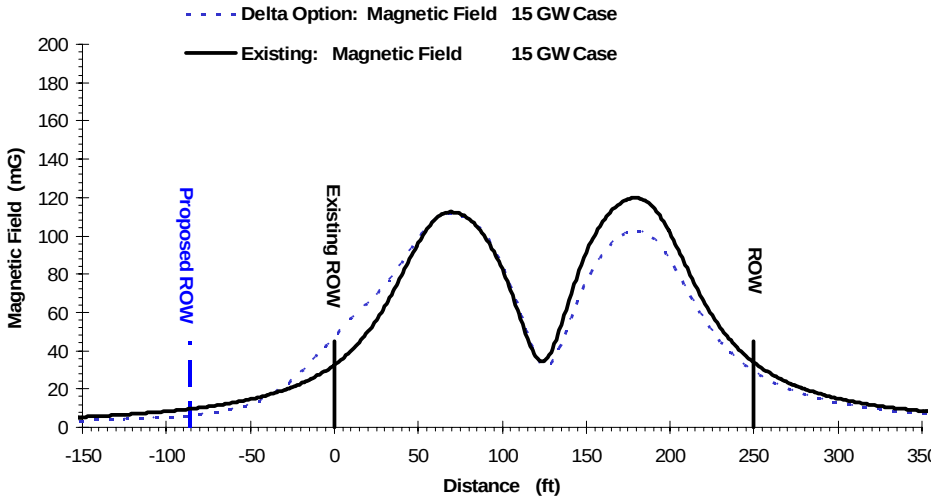
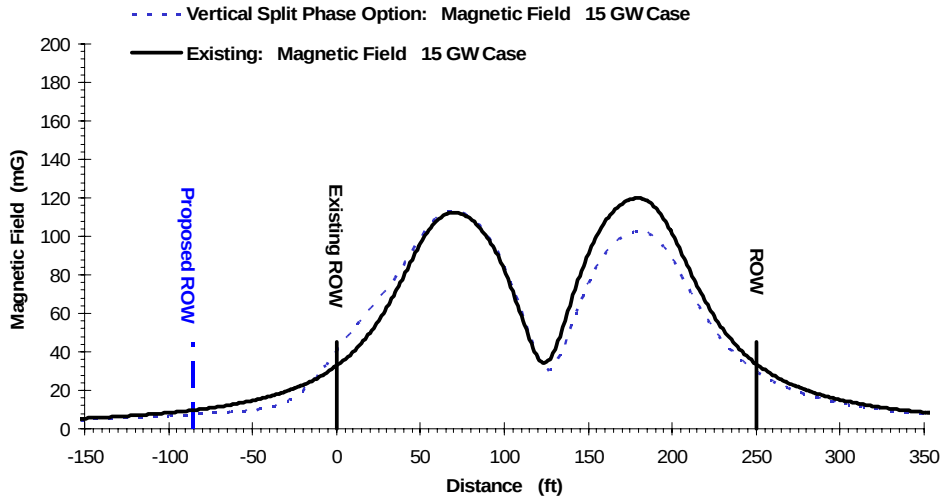
Cross Section 1 (15GW Case)

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'	Transmission ROW S/E Edge	100'	50'	Center	50'	100'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	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
0	Proposed Lines on Existing ROW **(For Reference)**	4.0	4.4	4.9	5.5	6.3	7.2	8.4	9.9	11.9	14.7	18.6	45.5	59.2	105.4	35.0	102.3	30.1	22.9	18.1	14.6	12.1	10.2	8.7	7.5	6.6	5.8	5.2
	OPTIONS																											
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
3	Vertical 345 kV Split Phase	2.8	3.0	3.3	3.6	4.0	4.4	4.9	5.4	6.1	6.8	7.5	22.0	75.8	107.2	37.9	102.3	29.6	22.5	17.7	14.2	11.7	9.9	8.4	7.2	6.3	5.6	4.9





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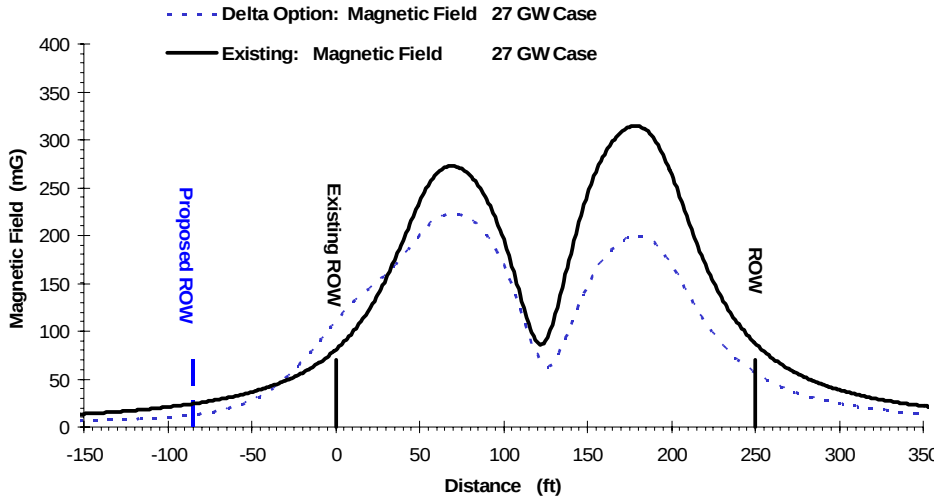
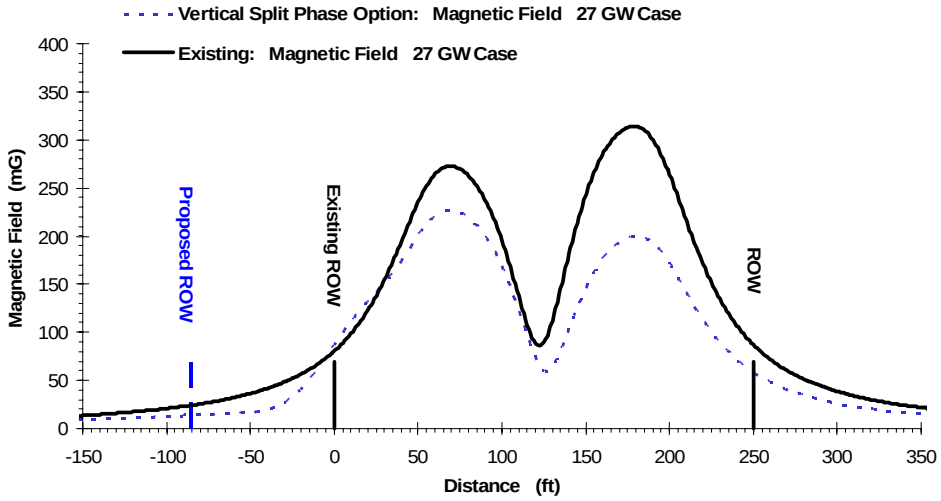
Cross Section 1 (27GW Case)

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

		Transmission ROW																								
	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'
	Existing Lines **(For Reference)**	13.6	15.3	17.4	19.9	23.1	27.0	32.2	39.0	48.2	61.3	80.6	32.2	66.9	194.3	237.7	180.7	87.2	65.9	51.5	41.4	34.0	28.5	24.2	20.8	18.1	15.9	14.1
0	Proposed Lines on Existing ROW **(For Reference)**	8.6	9.6	10.8	12.2	13.9	16.1	18.9	22.5	27.3	34.0	43.6	121.4	123.9	210.1	65.1	199.2	59.0	45.1	35.6	28.9	23.9	20.2	17.3	15.0	13.1	11.6	10.3
	OPTIONS																											
1	345 kV Delta (optimized height & phasing)	3.9	4.2	4.6	5.0	5.5	6.0	6.7	7.6	8.7	10.3	12.7	73.5	163.8	213.3	76.5	198.7	55.7	42.0	32.8	26.3	21.6	18.0	15.3	13.2	11.4	10.0	8.9
3	Vertical 345 kV Split Phase	5.4	5.9	6.5	7.1	7.8	8.6	9.4	10.4	11.5	12.7	13.9	45.8	157.0	214.5	72.6	199.0	57.9	43.9	34.5	27.8	22.9	19.3	16.4	14.2	12.4	10.9	9.7





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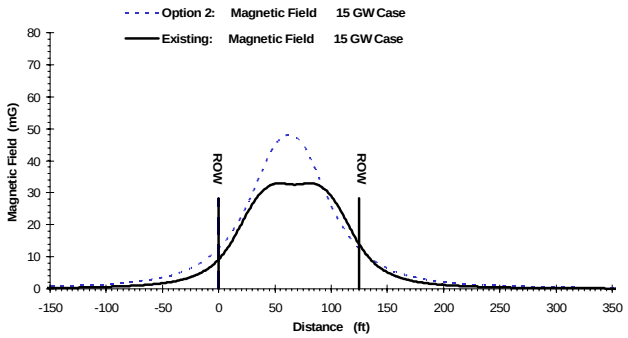
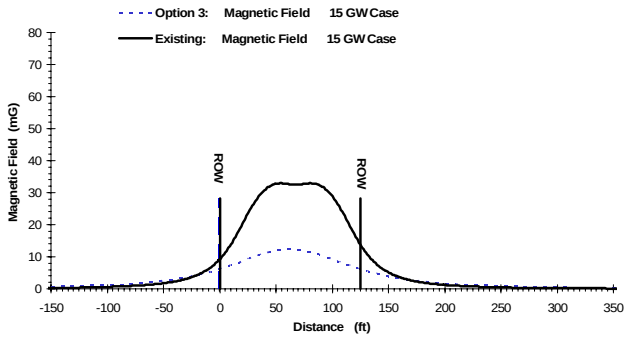
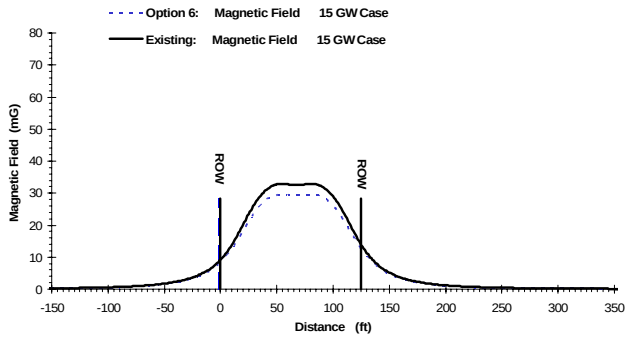
Cross Section 2 (15GW Case)

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'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
												Transmission ROW																
	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
0	Proposed Lines on Existing ROW **(For Reference)**	3.6	4.2	4.9	5.7	6.9	8.4	10.3	13.1	16.9	22.3	30.4	40.4	69.0	79.8	46.9	22.8	17.1	12.6	9.8	7.8	6.4	5.4	4.5	3.9	3.4	3.0	2.6
	OPTIONS																											
2	345 kV Split Phase Centered on ROW - 115 kV line Underground in Street	0.7	0.8	1.0	1.3	1.6	2.1	2.9	4.0	5.6	8.2	12.4	18.2	36.4	48.1	35.5	17.7	12.4	8.2	5.6	4.0	2.9	2.1	1.6	1.3	1.0	0.8	0.7
3	345 kV Split Phase Centered on ROW with additional 30' in height - 115 kV line Underground in Street	0.6	0.7	0.9	1.1	1.3	1.7	2.1	2.7	3.6	4.7	6.2	7.7	10.8	12.3	10.7	7.6	6.2	4.7	3.6	2.7	2.1	1.7	1.3	1.1	0.9	0.7	0.6
6	*New 345 kV ROW** **(115 kV Lines Remain) EMF values are for 115kV lines**	0.2	0.3	0.4	0.5	0.6	0.9	1.2	1.8	2.8	4.6	8.3	14.0	27.1	29.3	29.1	19.3	12.4	6.8	3.9	2.4	1.6	1.1	0.8	0.6	0.4	0.3	0.3







* A new 345kV ROW can be considered in specific areas, “Durham Bypass”.

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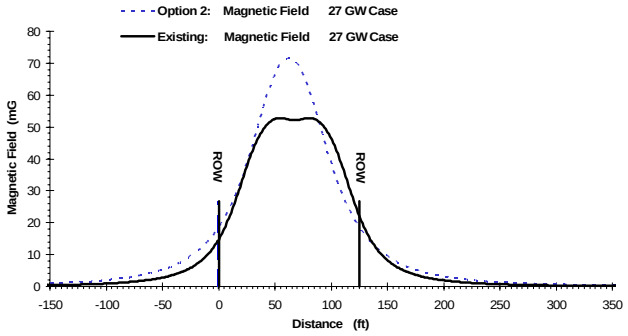
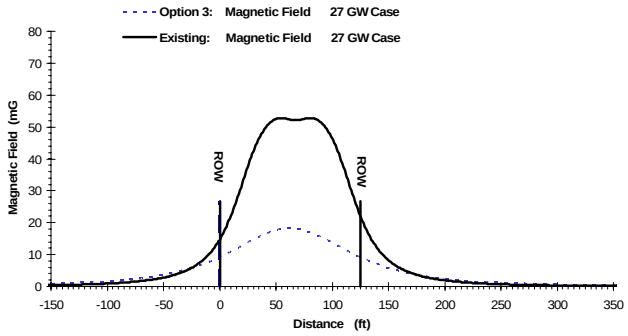
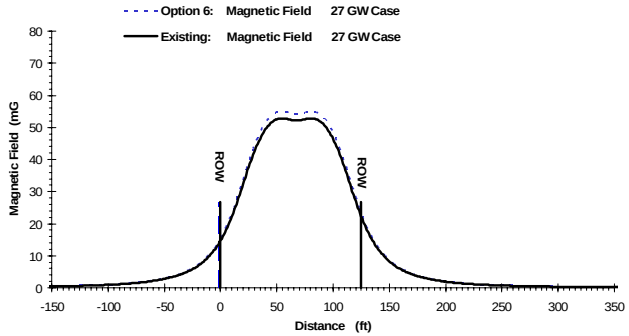
Cross Section 2 (27GW Case)

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

	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	0.5	0.7	0.9	1.1	1.5	2.2	3.2	5.0	8.3	14.8	25.0	48.3	52.3	52.0	34.5	22.2	12.1	6.9	4.3	2.8	1.9	1.4	1.0	0.8	0.6	0.5
0	Proposed Lines on Existing ROW **(For Reference)**	4.9	5.7	6.7	7.9	9.5	11.6	14.4	18.2	23.6	31.5	43.0	57.5	99.4	116.9	68.4	31.3	22.7	16.3	12.4	9.9	8.1	6.7	5.7	4.9	4.3	3.8	3.3
	OPTIONS																											
2	345 kV Split Phase Centered on ROW - 115 kV line Underground in Street	1.0	1.2	1.5	1.9	2.4	3.2	4.3	5.9	8.3	12.2	18.5	27.0	54.0	71.4	52.8	26.2	18.5	12.2	8.3	5.9	4.3	3.2	2.4	1.9	1.5	1.2	1.0
3	345 kV Split Phase Centered on ROW with additional 30' in height - 115 kV line Underground in Street	0.9	1.0	1.3	1.6	1.9	2.5	3.1	4.1	5.3	7.0	9.1	11.4	16.1	18.3	15.9	11.2	9.1	7.0	5.3	4.1	3.1	2.5	1.9	1.6	1.3	1.0	0.9
6	*New 345 kV ROW** **(115 kV Lines Remain) EMF values are for 115kV lines**	0.4	0.5	0.7	0.9	1.2	1.6	2.3	3.3	5.2	8.6	15.4	26.0	50.3	54.4	54.1	35.8	23.1	12.6	7.2	4.4	2.9	2.0	1.4	1.1	0.8	0.6	0.5







* A new 345kV ROW can be considered in specific areas, “Durham Bypass”.

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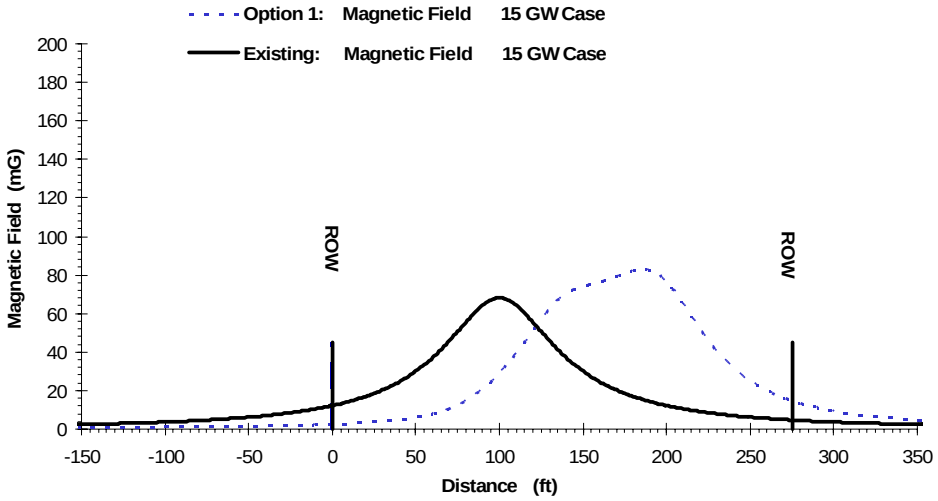
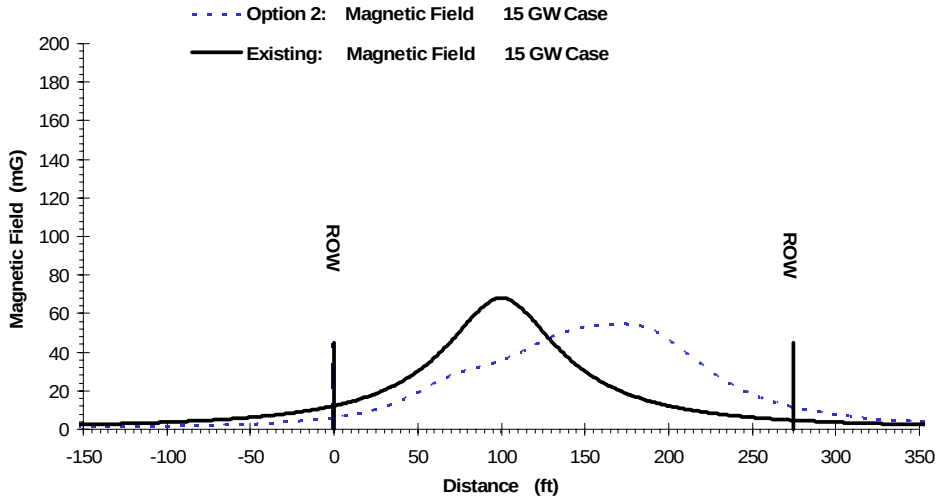
Cross Section 3 (15GW Case)

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

	Site Condition	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)**	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
	OPTIONS																											
1	Repositioned West Structures	0.7	0.8	0.9	1.0	1.1	1.2	1.4	1.6	1.8	2.1	2.6	19.1	42.4	69.0	76.9	82.8	14.6	11.1	8.6	6.8	5.5	4.5	3.8	3.2	2.7	2.4	2.1
2	As Proposed with strain insulators	1.0	1.1	1.3	1.5	1.7	2.0	2.4	2.9	3.6	4.6	6.1	32.5	40.4	50.4	54.5	52.3	11.4	8.9	7.1	5.7	4.7	3.9	3.3	2.8	2.4	2.1	1.8





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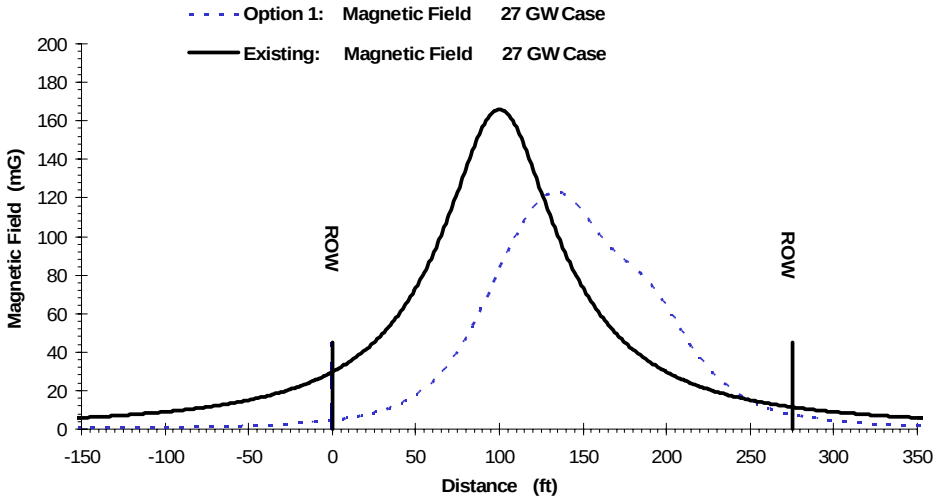
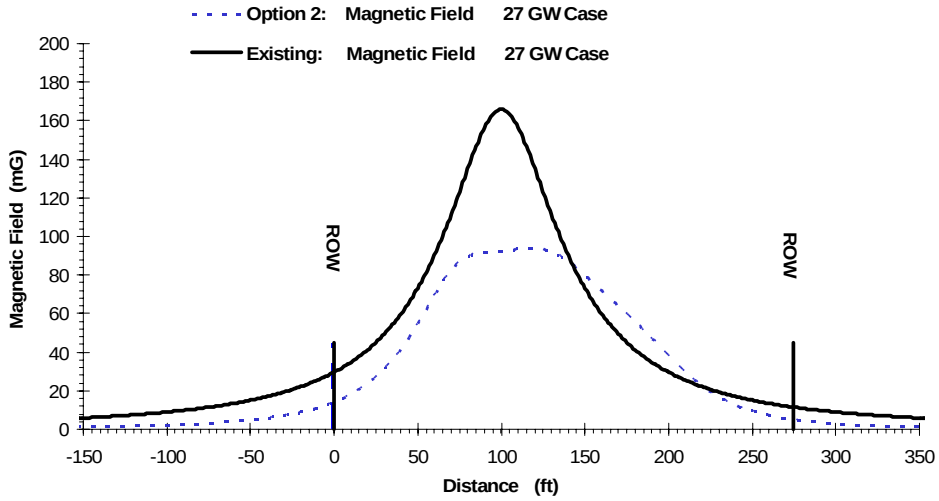
Cross Section 3 (27GW Case)

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

		Transmission ROW																								
	Site Condition	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)**	5.9	6.6	7.5	8.6	9.9	11.5	13.5	16.0	19.3	23.7	29.6	153.0	151.0	94.2	56.5	36.0	11.5	9.9	8.6	7.5	6.6	5.9	5.3	4.7	4.3	3.9	3.6
0	Proposed Lines on Existing ROW **(For Reference)**	1.1	1.3	1.6	2.0	2.5	3.1	4.0	5.3	7.2	10.0	14.3	107.6	129.1	133.8	102.1	75.8	5.9	4.1	2.9	2.2	1.6	1.3	1.0	0.8	0.6	0.5	0.5
	OPTIONS																											
1	Repositioned West Structures	0.4	0.5	0.6	0.8	0.9	1.1	1.4	1.8	2.4	3.3	4.6	60.4	105.0	122.2	97.5	77.3	7.6	5.4	4.0	3.0	2.3	1.8	1.5	1.2	1.0	0.8	0.7
2	As Proposed with strain insulators	1.1	1.3	1.6	2.0	2.5	3.1	4.0	5.3	7.1	9.8	14.0	91.5	93.6	88.2	69.1	48.6	4.9	3.5	2.5	1.9	1.4	1.1	0.9	0.7	0.6	0.5	0.4





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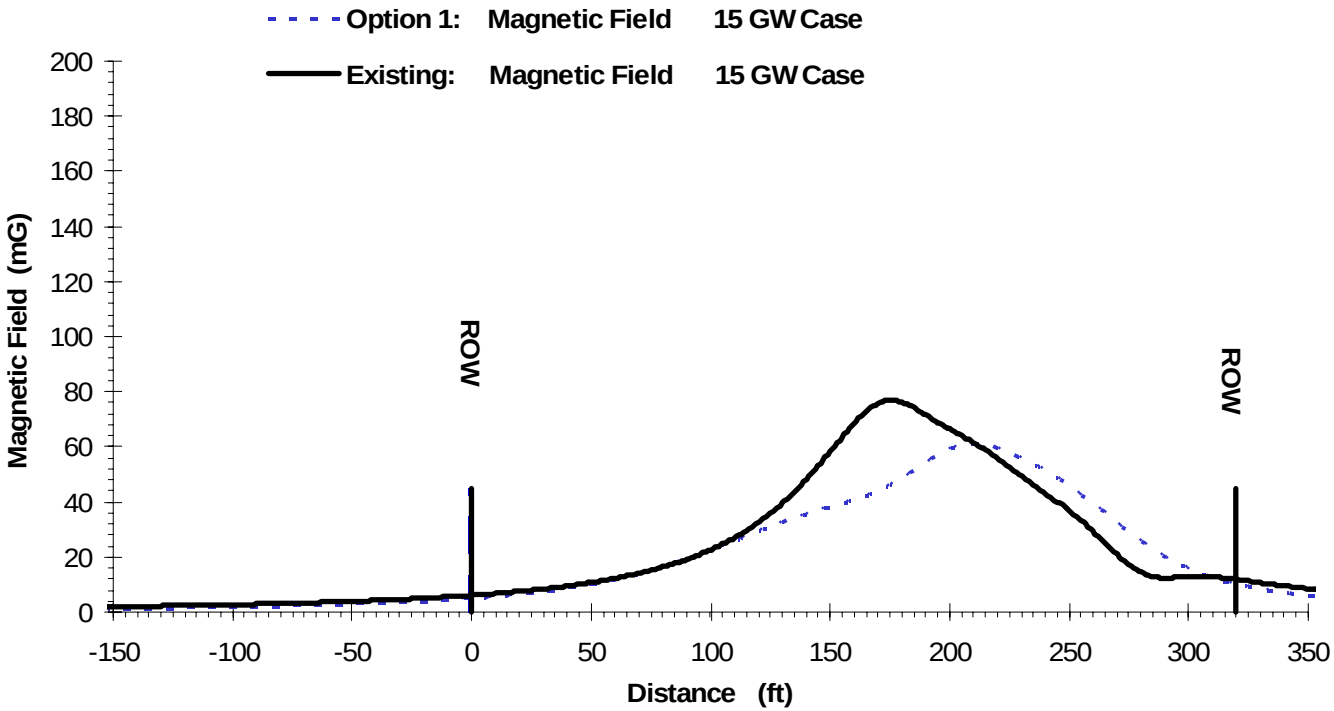
Cross Section 4 (15GW Case)

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

		Transmission ROW																								
	Site Condition	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)**	2.0	2.2	2.4	2.6	2.9	3.2	3.6	4.1	4.6	5.3	6.1	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
	OPTIONS																											
1	As Proposed with strain insulators	1.3	1.5	1.6	1.8	2.0	2.3	2.6	3.1	3.6	4.2	5.0	25.9	33.9	40.7	51.0	61.2	10.1	7.7	6.0	4.8	4.0	3.4	2.9	2.5	2.2	1.9	1.7



Potential Magnetic Field reduction for Proposed overhead lines - Exhibit 1 to Testimony of Dr. William H. Bailey

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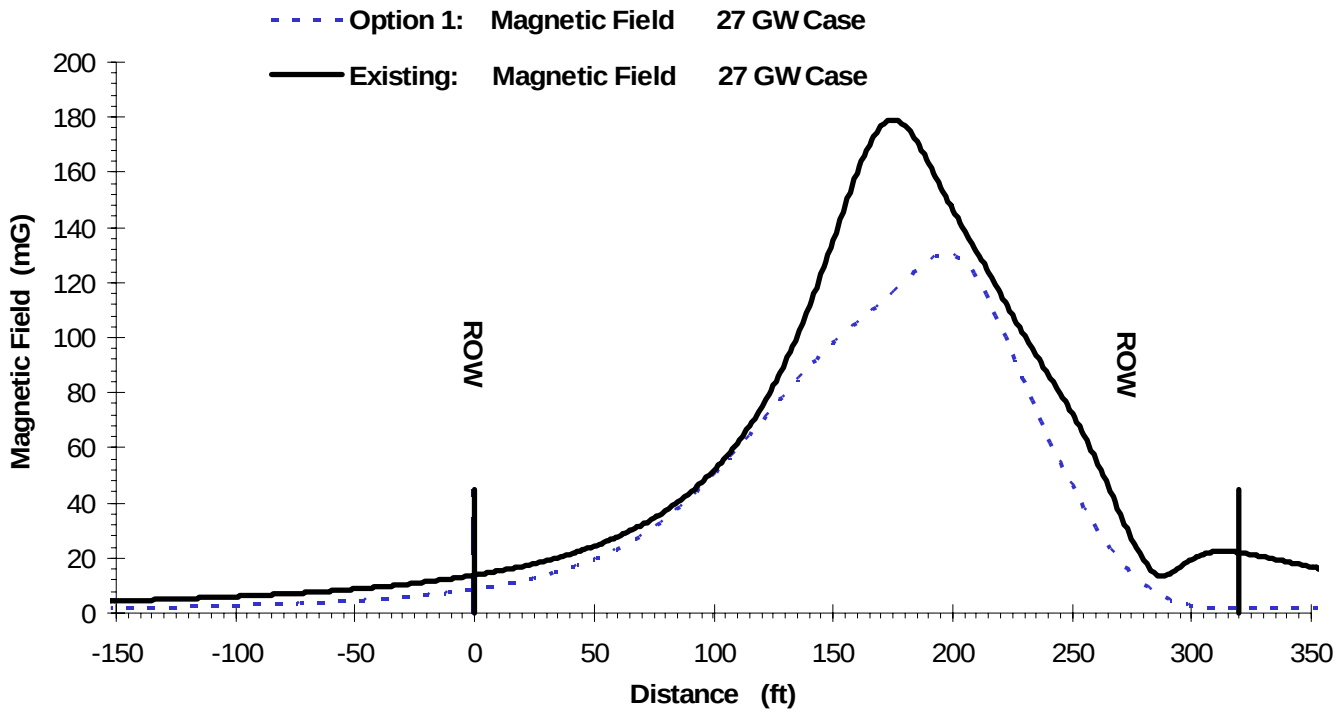
Cross Section 4 (27GW Case)

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

		Transmission ROW																								
	Site Condition	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)**	4.4	4.8	5.3	5.8	6.5	7.2	8.1	9.1	10.4	11.9	13.7	61.8	100.7	159.9	171.2	131.2	22.0	19.5	16.8	14.4	12.5	10.8	9.5	8.4	7.5	6.7	6.0
0	Proposed Lines on Existing ROW **(For Reference)**	1.8	2.0	2.3	2.6	3.0	3.5	4.2	5.0	6.0	7.3	9.0	73.8	108.4	129.8	137.4	130.5	3.8	3.1	2.4	1.9	1.4	1.1	0.8	0.7	0.5	0.4	0.3
	OPTIONS																											
1	As Proposed with strain insulators	1.8	2.0	2.3	2.6	3.0	3.5	4.1	4.8	5.8	7.0	8.7	59.2	84.3	105.3	124.2	121.5	2.2	2.1	1.8	1.5	1.2	0.9	0.7	0.6	0.4	0.3	0.3



Potential Magnetic Field reduction for Proposed overhead lines - Exhibit 1 to Testimony of Dr. William H. Bailey

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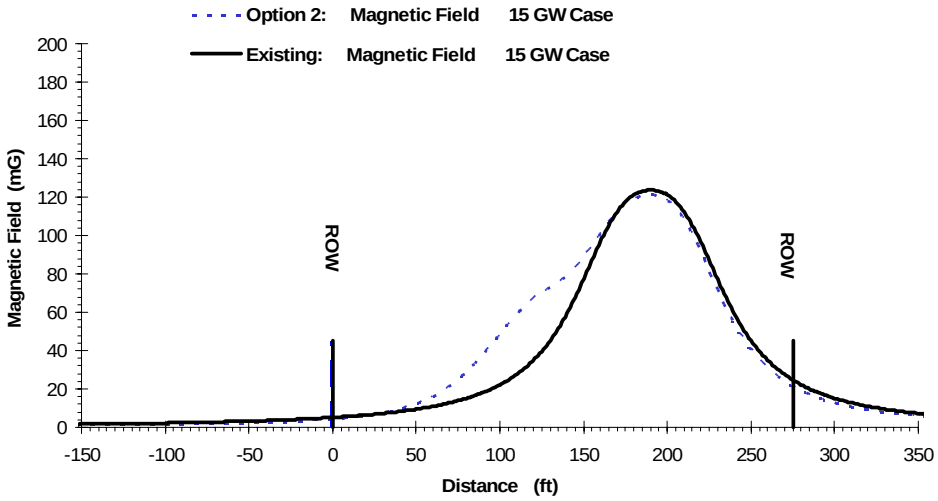
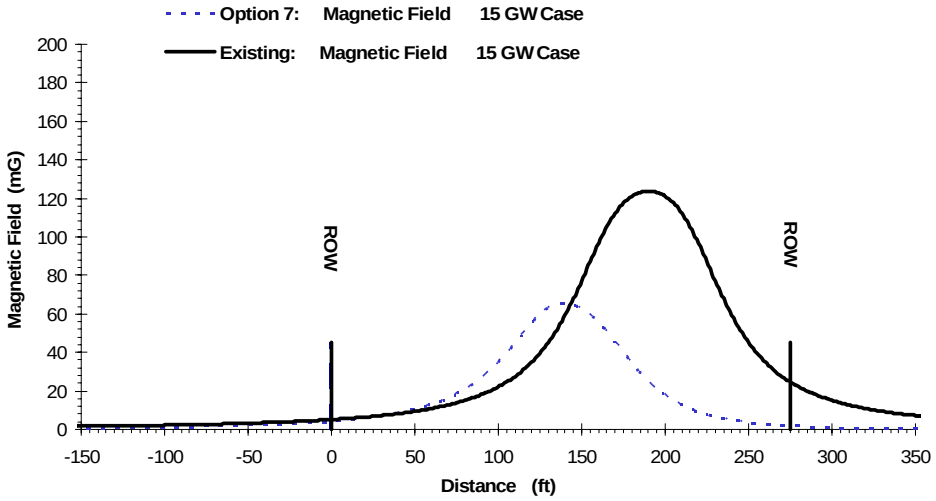
Cross Section 5 (15GW Case)

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

		Transmission ROW																								
	Site Condition	150'	135'	120'	105	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Center	25'	50'	N/W Edge	10'	20'	30'	40'	50'	60'	70'	80'	90'	100'
	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
0	Proposed Lines on Existing ROW (For Reference)	3.5	3.9	4.3	4.9	5.6	6.4	7.4	8.8	10.5	12.7	15.9	74.0	60.8	26.3	70.9	107.2	27.8	21.0	16.4	13.2	10.8	9.1	7.7	6.6	5.8	5.1	4.5
	OPTIONS																											
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
6	Reconstructed ROW* (Vertical Construction)	0.9	1.0	1.1	1.2	1.4	1.7	2.0	2.3	2.8	3.5	4.3	25.5	47.8	65.6	52.7	26.4	1.9	1.3	0.9	0.7	0.5	0.4	0.4	0.3	0.3	0.3	0.3





* Rebuilding of the existing 387 line could be considered in isolated areas.

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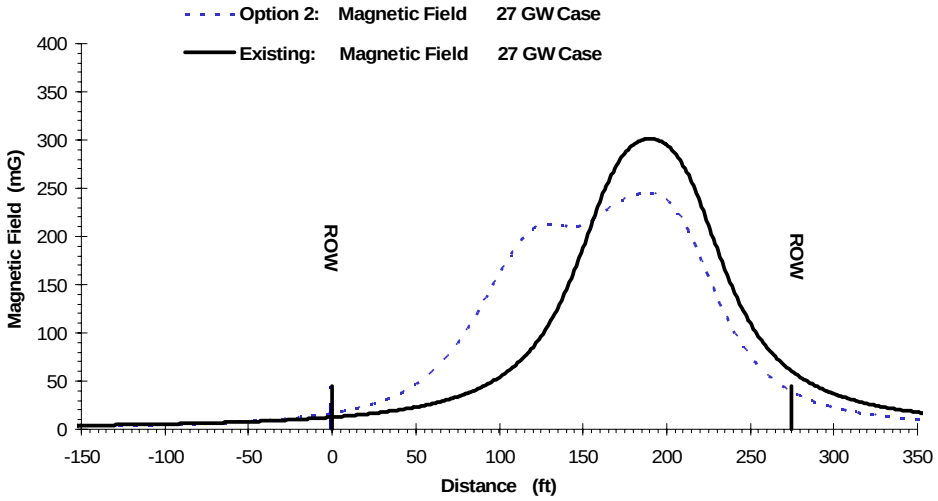
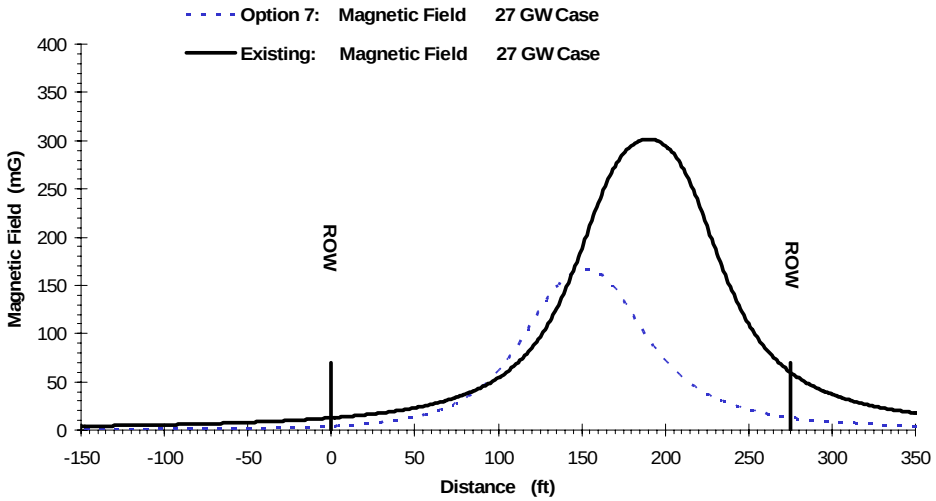
Cross Section 5 (27GW Case)

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

		Transmission ROW																								
	Site Condition	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)**	4.0	4.3	4.8	5.3	5.8	6.5	7.3	8.3	9.4	10.8	12.6	42.6	71.9	136.6	248.5	301.1	60.1	44.2	33.8	26.6	21.5	17.7	14.8	12.6	10.8	9.4	8.3
0	Proposed Lines on Existing ROW **(For Reference)**	9.9	11.0	12.4	14.1	16.1	18.6	21.8	25.9	31.2	38.4	48.5	264.7	244.1	126.6	104.5	195.8	61.3	47.1	37.3	30.3	25.1	21.2	18.1	15.7	13.7	12.1	10.8
	OPTIONS																											
2	345kV Delta	3.2	3.5	4.0	4.6	5.3	6.1	7.2	8.6	10.5	13.0	16.5	123.7	195.2	211.3	225.2	245.5	38.6	27.6	20.6	15.9	12.6	10.2	8.5	7.1	6.1	5.3	4.6
6	Reconstructed ROW* (Vertical Construction)	0.4	0.4	0.5	0.6	0.8	1.0	1.3	1.7	2.2	3.0	4.1	41.3	90.7	153.5	159.3	98.7	12.9	10.0	7.9	6.3	5.2	4.3	3.6	3.1	2.6	2.3	2.0





* Rebuilding of the existing 387 line could be considered in isolated areas

Potential Magnetic Field reduction for Proposed overhead lines - Exhibit 1 to Testimony of Dr. William H. Bailey

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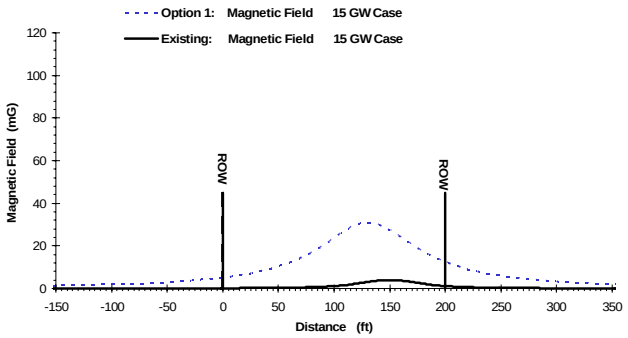
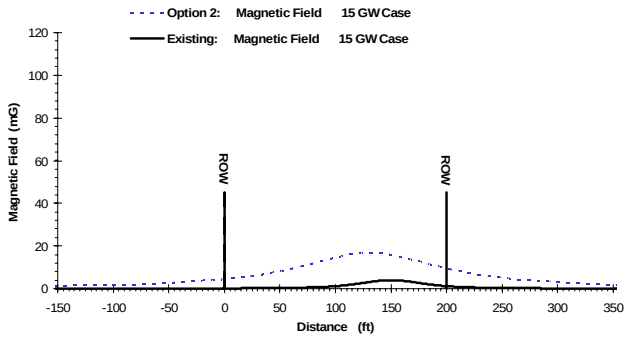
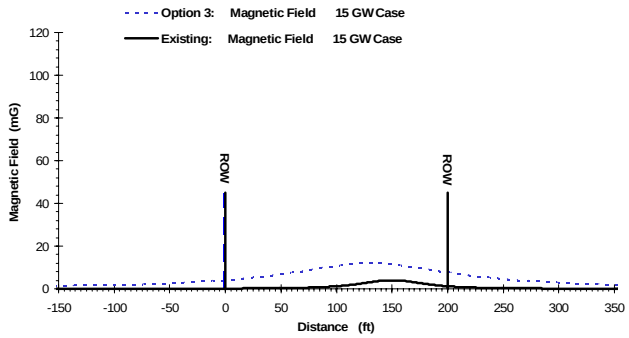
Cross Section 6 (15GW Case) East Segment

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

		Transmission ROW																								
	Site Condition	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)**	0.0	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
0	Proposed Lines on Existing ROW **(For Reference)**	1.3	1.5	1.7	1.9	2.1	2.4	2.8	3.2	3.8	4.5	5.4	11.5	18.5	31.1	45.5	37.9	14.3	10.9	8.5	6.8	5.5	4.6	3.8	3.3	2.8	2.4	2.1
	OPTIONS																											
1	Composite with strain insulator	1.3	1.5	1.6	1.8	2.1	2.3	2.7	3.1	3.6	4.3	5.1	10.3	15.6	23.6	30.6	27.3	12.5	9.8	7.8	6.3	5.2	4.4	3.7	3.2	2.7	2.4	2.1
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
3	Composite strain insulator structures additional 35' in height	1.2	1.4	1.5	1.7	1.9	2.1	2.4	2.7	3.1	3.5	4.1	6.8	8.7	10.7	11.9	11.4	7.7	6.6	5.6	4.8	4.1	3.6	3.1	2.7	2.4	2.1	1.9







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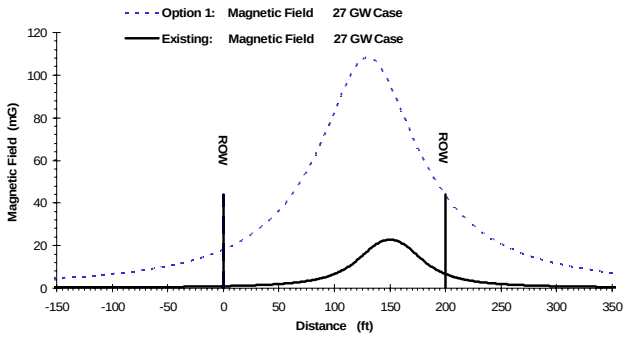
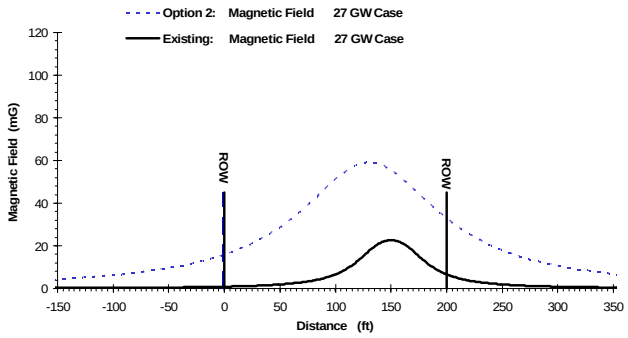
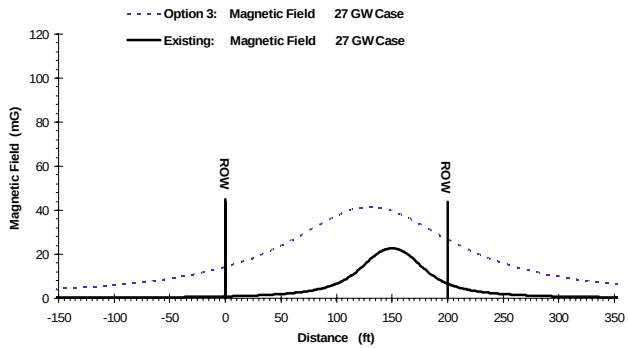
Cross Section 6 (27GW Case) East Segment

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

		Transmission ROW																								
	Site Condition	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)**	0.2	0.2	0.3	0.3	0.3	0.4	0.5	0.5	0.6	0.7	0.9	1.9	3.3	6.6	15.2	22.7	6.6	4.3	2.9	2.1	1.6	1.3	1.0	0.8	0.7	0.6	0.5
0	Proposed Lines on Existing ROW **(For Reference)**	4.7	5.2	5.8	6.5	7.4	8.4	9.7	11.2	13.2	15.7	19.0	40.4	64.8	109.0	159.7	132.6	49.4	37.8	29.5	23.6	19.2	15.9	13.3	11.3	9.8	8.5	7.4
	OPTIONS																											
1	Composite with strain insulator	4.6	5.1	5.7	6.4	7.2	8.2	9.4	10.9	12.7	15.0	17.9	36.2	54.7	82.7	107.4	95.4	43.2	34.0	27.2	22.1	18.2	15.2	12.8	11.0	9.5	8.3	7.3
2	As proposed additional 30' in height	4.4	4.9	5.5	6.1	6.8	7.7	8.8	10.0	11.6	13.5	15.8	28.6	38.9	51.0	58.8	55.4	32.8	27.2	22.6	19.0	16.0	13.6	11.7	10.1	8.8	7.8	6.9
3	Composite strain insulator structures additonal 35' feet in height	4.3	4.7	5.2	5.8	6.5	7.3	8.3	9.4	10.7	12.3	14.3	23.8	30.6	37.5	41.4	39.8	26.7	22.9	19.5	16.7	14.4	12.4	10.8	9.5	8.3	7.4	6.6







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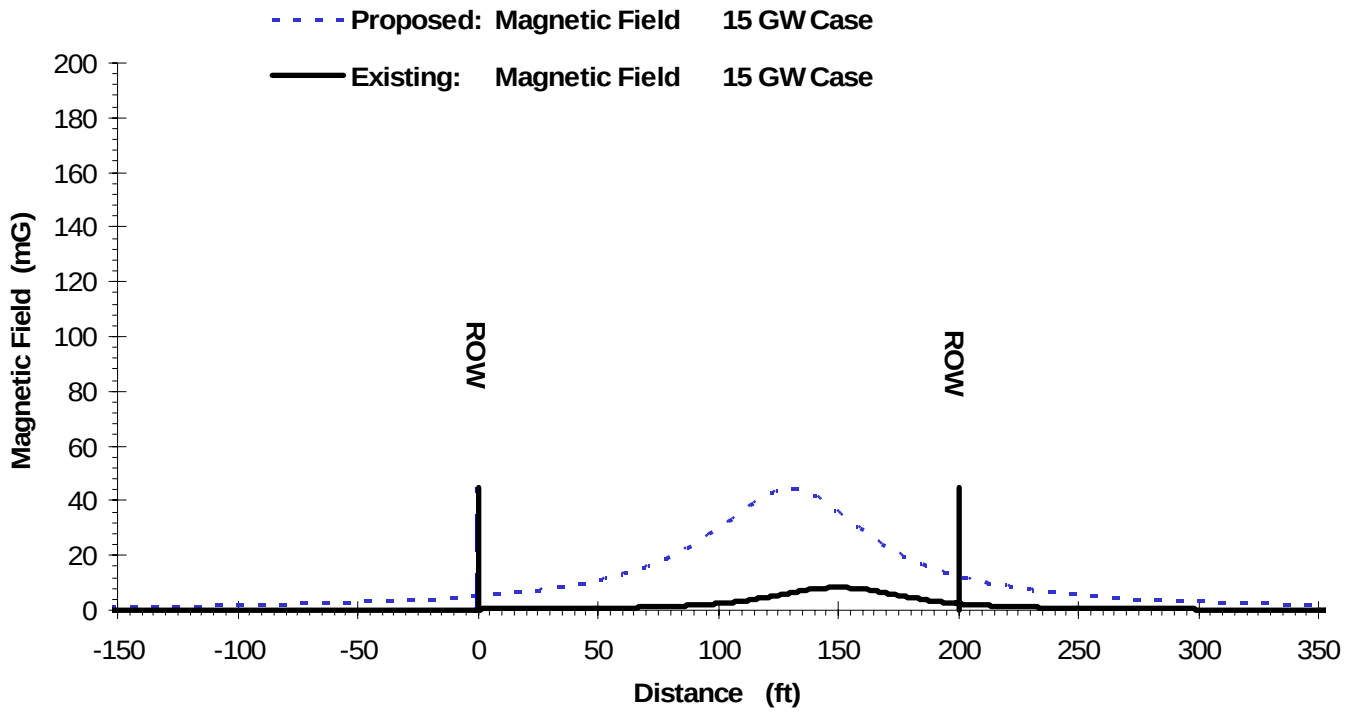
Cross Section 6 (15GW Case) West Segment

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

		Transmission ROW																								
	Site Condition	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



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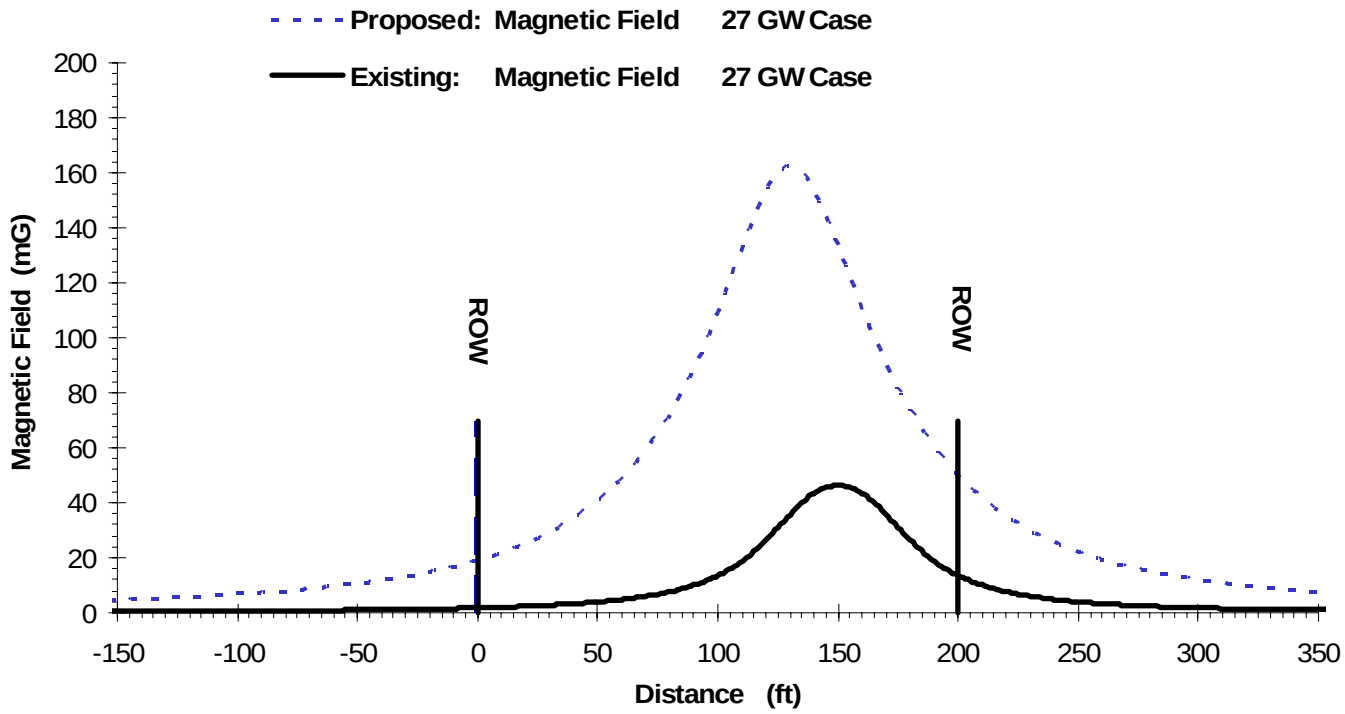
Cross Section 6 (27GW Case) West Segment

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

		Transmission ROW																									
	Site Condition	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)**	0.5	0.5	0.6	0.6	0.7	0.8	0.9	1.1	1.3	1.5	1.8	4.0	6.8	13.5	31.0	46.4	13.5	8.7	6.0	4.4	3.3	2.6	2.1	1.7	1.4	1.2	1.0
0	Proposed Lines on Existing ROW **(For Reference)**	4.7	5.2	5.8	6.5	7.4	8.4	9.7	11.3	13.2	15.7	19.0	40.5	64.9	109.2	160.0	133.0	49.7	38.0	29.7	23.7	19.3	16.0	13.4	11.4	9.8	8.5	7.5



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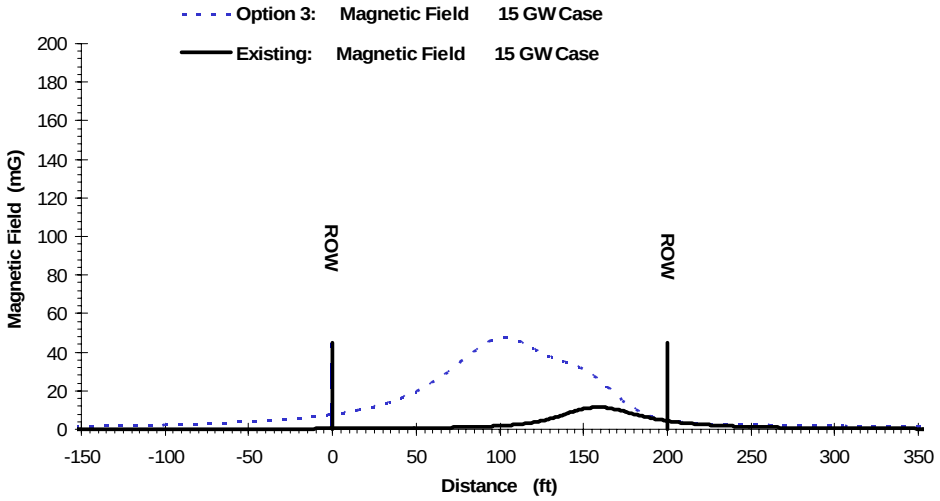
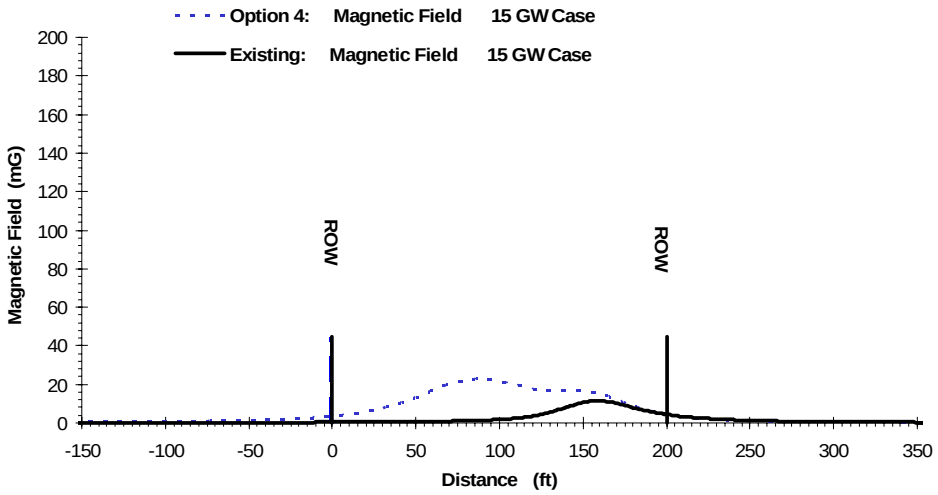
Cross Section 7 (15GW Case)

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

		Transmission ROW																									
	Site Condition	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	0.2	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
	OPTIONS																											
3	345 kV Vertical	1.5	1.7	1.9	2.1	2.5	2.9	3.4	4.1	4.9	6.1	7.7	19.5	33.5	47.1	39.6	31.1	4.4	3.2	2.8	2.5	2.2	2.0	1.8	1.6	1.5	1.3	1.2
4	345 kV Split Phase	0.4	0.5	0.5	0.6	0.8	0.9	1.2	1.5	1.9	2.6	3.6	13.2	21.4	21.7	16.7	16.7	4.4	2.7	1.8	1.3	1.0	0.7	0.6	0.5	0.4	0.3	0.3





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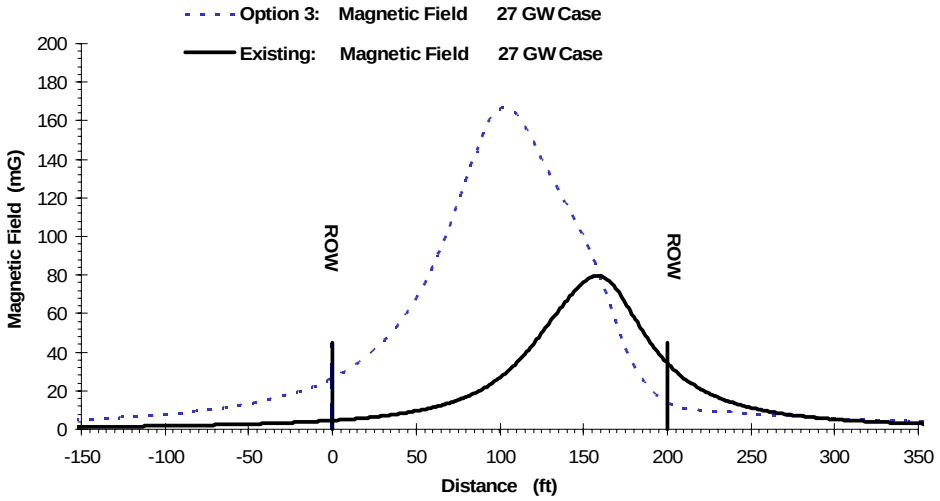
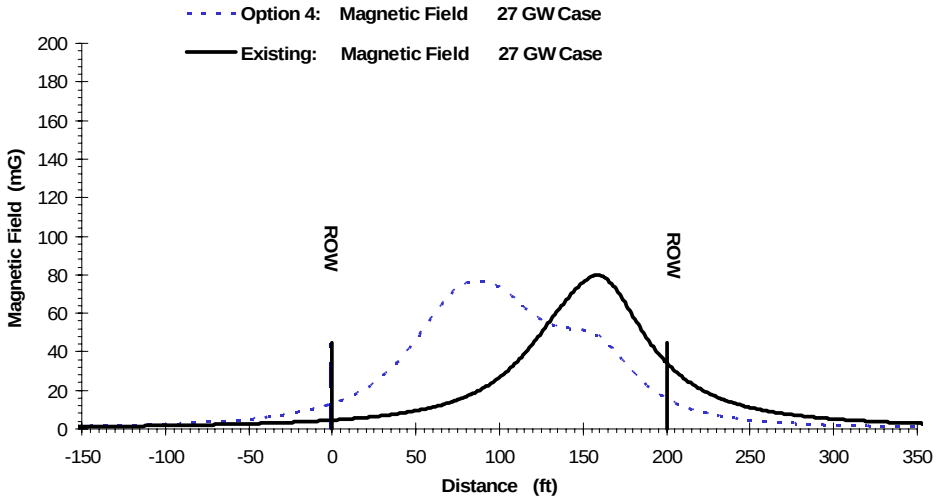
Cross Section 7 (27GW Case)

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

		Transmission ROW																								
	Site Condition	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)**	1.2	1.4	1.5	1.7	1.9	2.2	2.5	2.8	3.3	3.9	4.6	9.5	15.2	26.8	50.0	76.2	34.3	23.4	16.6	12.3	9.4	7.4	5.9	4.9	4.1	3.4	2.9
0	Proposed Lines on Existing ROW **(For Reference)**	6.2	7.1	8.2	9.5	11.1	13.2	16.0	19.6	24.7	31.7	42.0	131.8	192.4	165.8	110.6	93.9	35.5	25.3	18.9	14.8	12.0	9.9	8.4	7.2	6.3	5.5	4.9
	OPTIONS																											
3	345 kV Vertical	5.0	5.7	6.4	7.4	8.5	9.9	11.7	14.0	17.0	21.1	26.5	67.7	117.1	166.2	139.9	99.8	13.8	10.3	9.1	8.3	7.5	6.7	6.1	5.4	4.9	4.4	4.0
4	345 kV Split Phase	1.5	1.8	2.1	2.4	2.9	3.5	4.4	5.5	7.2	9.5	13.1	46.1	72.9	73.4	56.4	51.4	15.5	10.1	7.0	5.0	3.8	2.9	2.4	1.9	1.6	1.4	1.2





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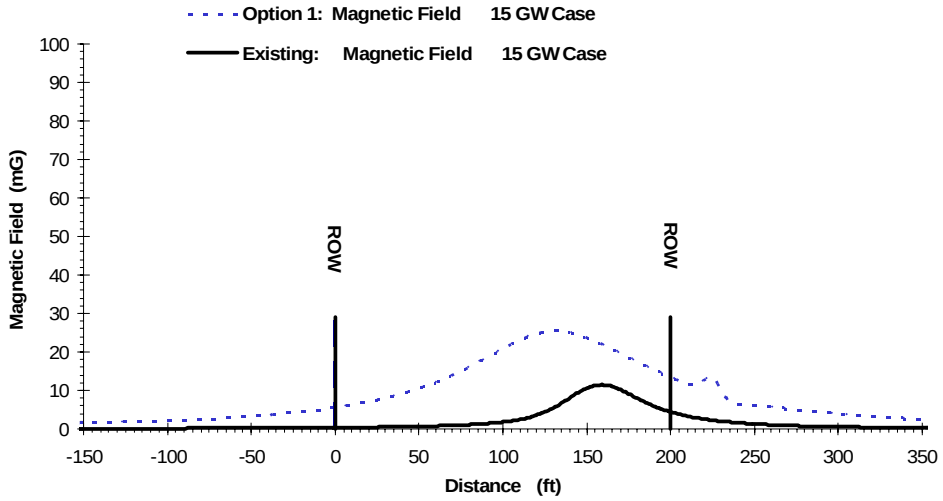
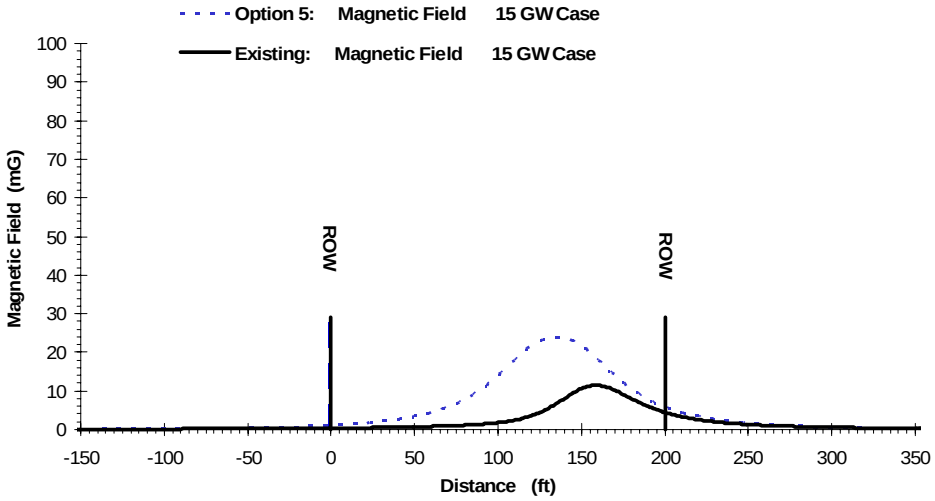
Cross Section 7B (15GW Case)

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

		Transmission ROW																									
	Site Condition	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	0.2	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)**	1.6	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
	OPTIONS																											
1	345 kV with added 20' - a 115 kV Line UG	1.5	1.7	1.9	2.1	2.3	2.6	3.0	3.5	4.0	4.7	5.5	10.5	14.9	20.8	25.2	23.7	13.4	11.4	9.9	6.4	5.7	4.9	4.3	3.7	3.2	2.8	2.5
2	345 kV Split-Phase Offset on ROW - 115 kV Lines UG	0.1	0.2	0.2	0.2	0.3	0.3	0.4	0.5	0.7	0.8	1.1	3.4	6.7	13.9	22.9	21.6	5.8	3.8	2.6	1.9	1.4	1.0	0.8	0.6	0.5	0.4	0.3





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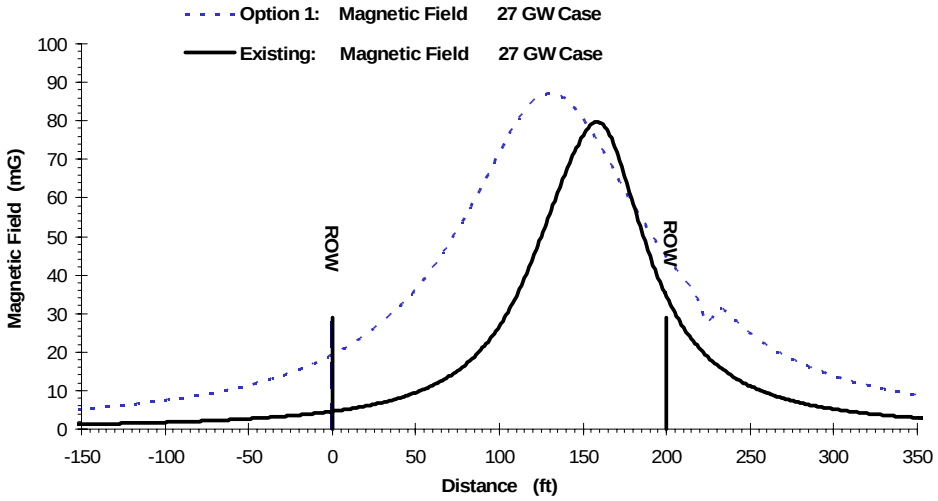
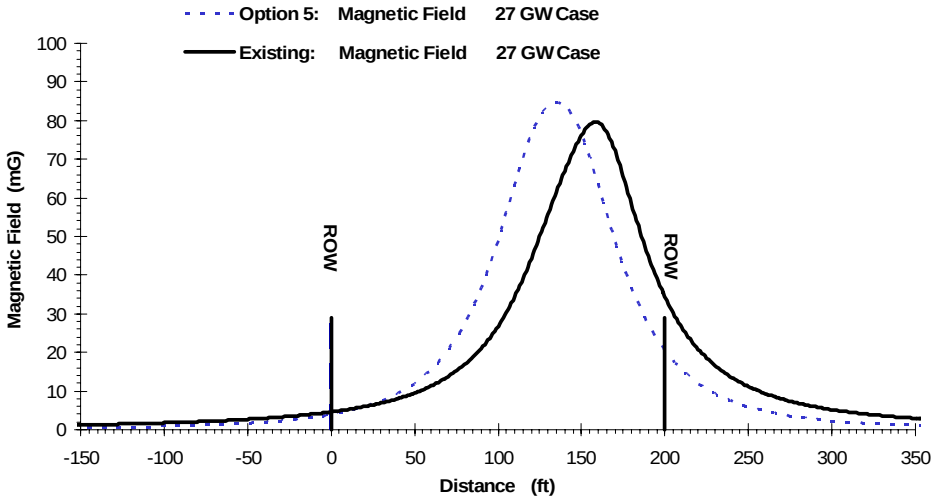
Cross Section 7B (27GW Case)

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

		Transmission ROW																								
	Site Condition	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)**	1.2	1.4	1.5	1.7	1.9	2.2	2.5	2.8	3.3	3.9	4.6	9.5	15.2	26.8	50.0	76.2	34.3	23.4	16.6	12.3	9.4	7.4	5.9	4.9	4.1	3.4	2.9
0	Proposed Lines on Existing ROW **(For Reference)**	5.4	6.0	6.6	7.5	8.4	9.6	11.0	12.8	15.0	17.8	21.4	45.1	71.8	119.9	173.8	145.4	59.3	45.0	38.4	30.7	24.4	20.0	16.7	14.1	12.1	10.5	9.2
	OPTIONS																											
1	345 kV with added 20' - a 115 kV Line UG	5.2	5.8	6.4	7.2	8.1	9.1	10.4	11.9	13.8	16.2	19.1	36.2	51.6	71.7	86.5	80.4	44.5	36.0	30.8	26.5	21.6	18.1	15.3	13.1	11.4	9.9	8.7
2	345 kV Split-Phase Offset on ROW - 115 kV Lines UG	0.5	0.6	0.7	0.8	1.0	1.2	1.5	1.8	2.3	3.0	3.9	11.9	23.5	48.9	80.9	76.3	20.4	13.5	9.3	6.6	4.8	3.6	2.7	2.1	1.7	1.4	1.1





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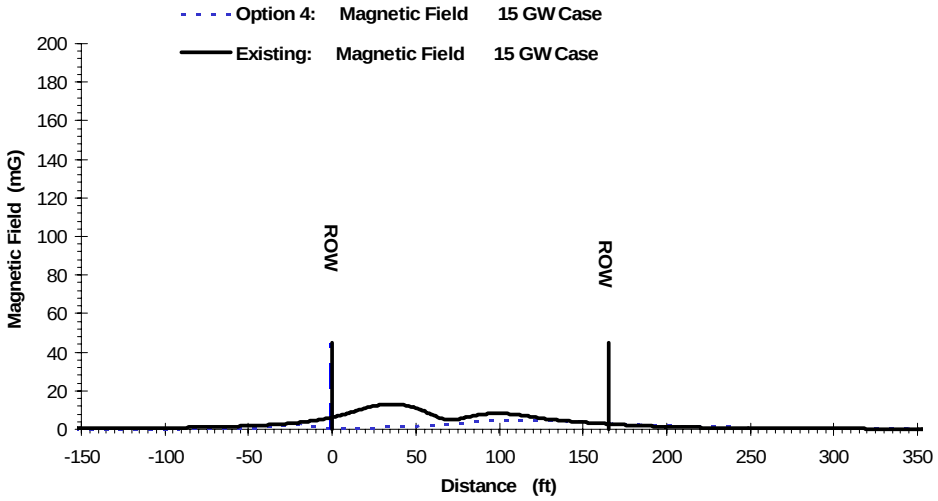
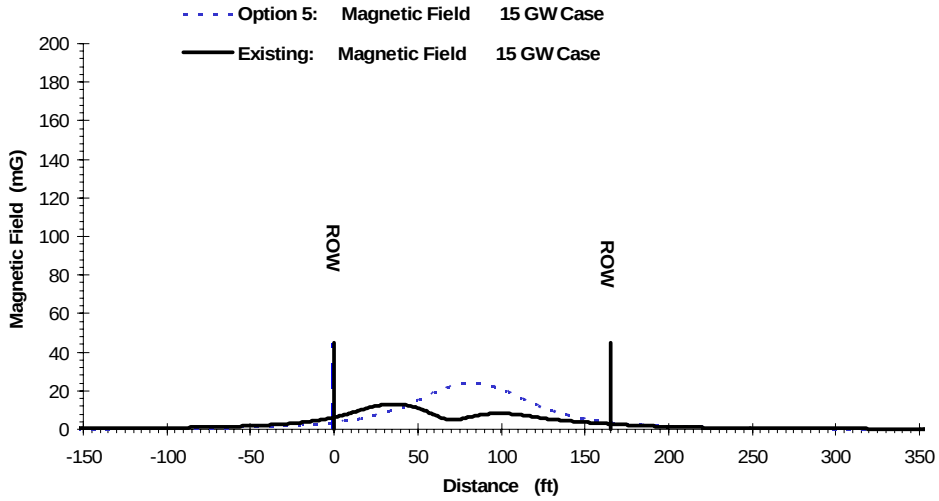
Cross Section 8A (15GW Case)

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

Transmission ROW

	Site Condition	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)**	0.5	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	7.8	4.9	2.8	2.0	1.5	1.1	0.9	0.7	0.6	0.5	0.4	0.4	0.3
0	Proposed Lines on Existing ROW **(For Reference)**	1.1	1.3	1.4	1.6	1.8	2.1	2.4	2.9	3.6	4.9	5.0	8.5	14.6	28.5	42.1	31.9	16.0	11.8	9.0	7.0	5.6	4.5	3.7	3.1	2.6	2.3	2.0
	OPTIONS																											
4	345 kV Split Phase + 30' - a 115 kV Line OH & supported change	0.2	0.2	0.2	0.3	0.3	0.4	0.6	0.9	1.8	1.6	0.8	1.0	1.9	3.6	4.7	4.4	3.0	2.4	1.9	1.5	1.2	1.0	0.8	0.7	0.6	0.5	0.4
5	345 kV Split Phase Centered on ROW- (2) 115 kV Lines UG	0.3	0.3	0.4	0.5	0.6	0.7	1.0	1.3	1.8	2.5	3.6	9.1	18.1	24.0	17.7	8.8	3.6	2.5	1.8	1.3	1.0	0.7	0.6	0.5	0.4	0.3	0.3





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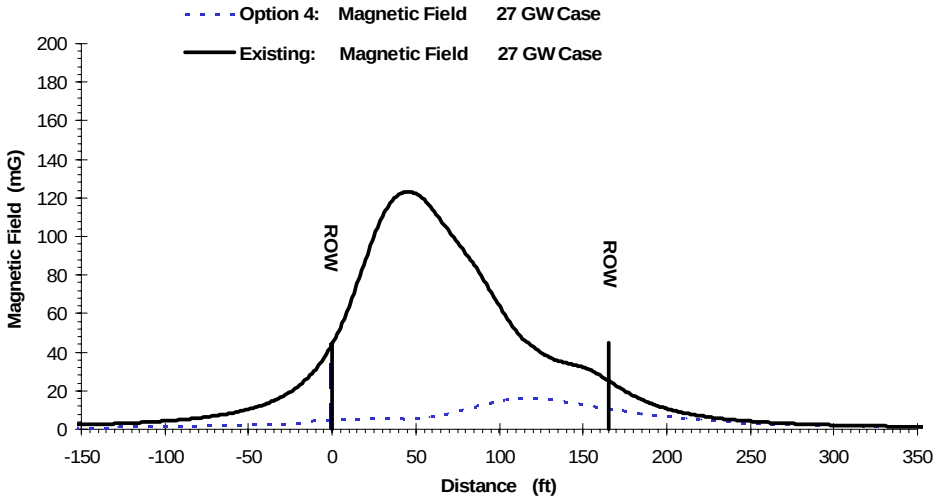
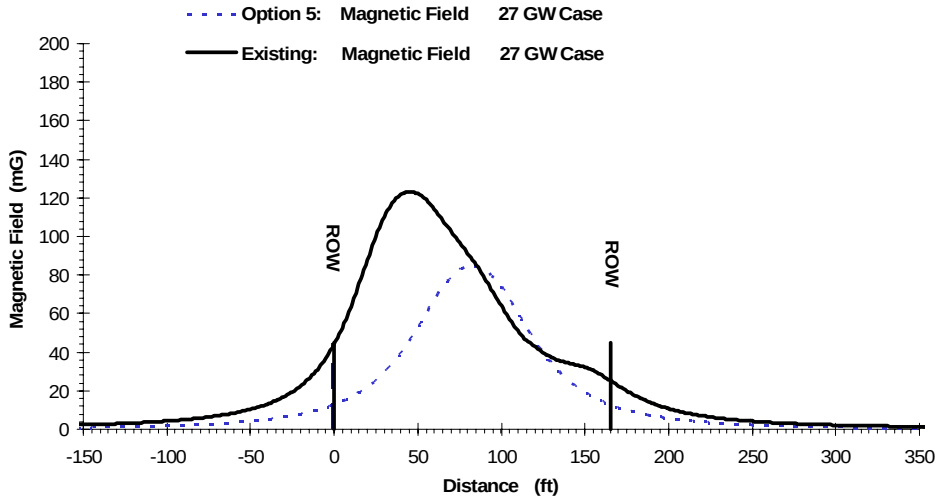
Cross Section 8A (27GW Case)

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

		Transmission ROW																								
	Site Condition	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)**	2.3	2.7	3.3	4.0	5.0	6.4	8.4	11.6	16.9	26.3	44.0	114.9	116.2	87.6	53.3	36.2	25.4	17.6	12.1	8.6	6.4	4.9	3.9	3.1	2.6	2.2	1.9
0	Proposed Lines on Existing ROW **(For Reference)**	3.6	4.0	4.5	5.0	5.7	6.6	7.6	8.9	10.7	11.6	15.6	27.2	48.5	98.6	146.1	109.3	54.3	40.0	30.3	23.5	18.6	15.0	12.4	10.3	8.8	7.5	6.5
	OPTIONS																											
4	345 kV Split Phase + 30' - a 115 kV Line OH & supported change	0.8	0.9	1.0	1.2	1.4	1.7	2.0	2.3	2.6	3.9	4.7	5.5	6.1	11.1	15.5	15.1	10.6	8.6	6.9	5.6	4.5	3.7	3.1	2.6	2.2	1.9	1.6
5	345 kV Split Phase Centered on ROW- (2) 115 kV Lines UG	0.9	1.1	1.3	1.6	2.1	2.6	3.4	4.6	6.2	8.8	12.7	32.0	64.0	84.6	62.6	31.1	12.7	8.8	6.2	4.6	3.4	2.6	2.1	1.6	1.3	1.1	0.9





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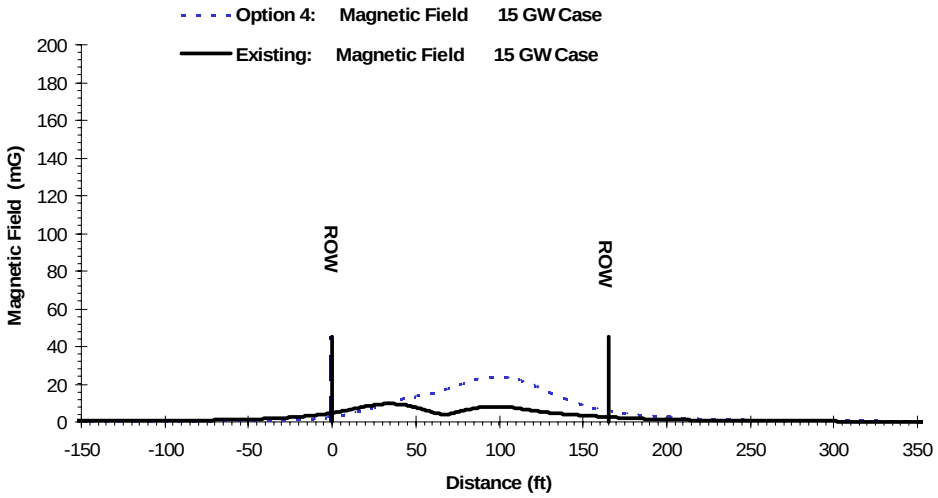
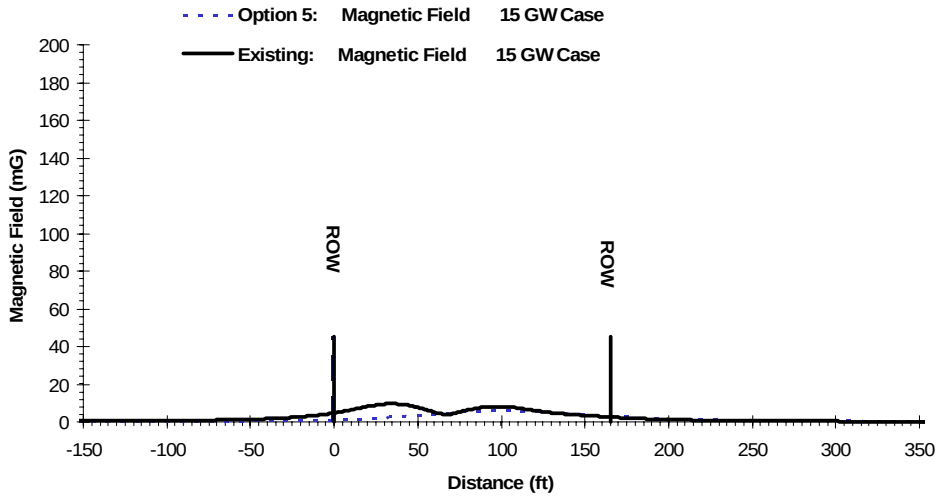
Cross Section 8 (15GW Case) North Segment

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

		Transmission ROW																								
	Site Condition	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	2.6	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
	OPTIONS																											
4	345 kV Split Phase	0.1	0.1	0.1	0.2	0.2	0.3	0.4	0.6	0.8	1.4	2.5	9.8	14.8	21.7	22.9	14.4	5.8	3.9	2.7	1.9	1.4	1.1	0.9	0.7	0.5	0.4	0.4
5	345 kV Split Phase +30'	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.5	0.6	0.9	2.3	3.9	5.3	5.6	4.6	2.9	2.2	1.7	1.3	1.1	0.9	0.7	0.6	0.5	0.4	0.3





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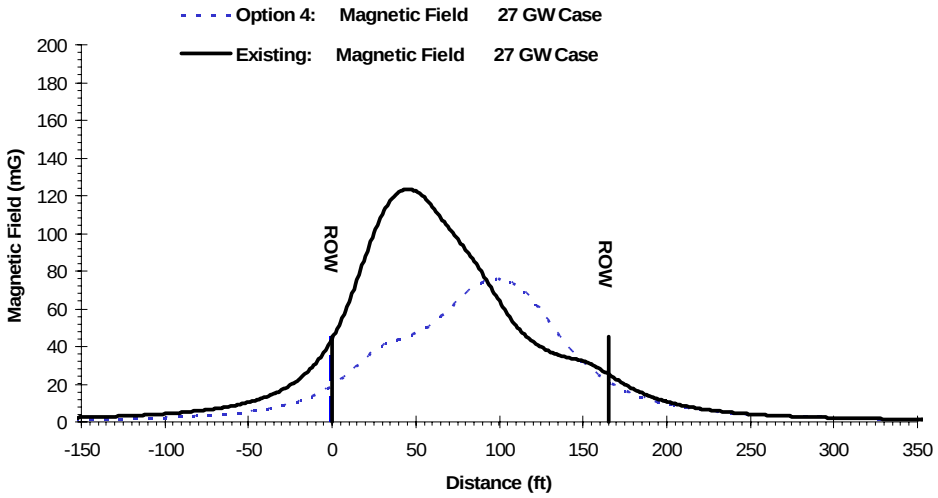
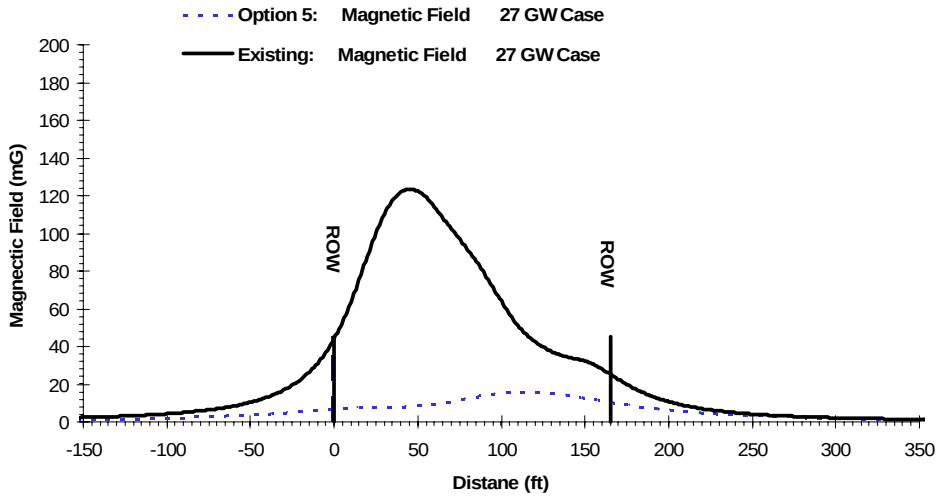
Cross Section 8 (27GW Case) North Segment

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

		Transmission ROW																								
	Site Condition	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)	2.3	2.7	3.3	4.0	5.0	6.4	8.4	11.6	16.9	26.3	44.0	114.9	116.2	87.6	53.3	36.2	25.4	17.6	12.1	8.6	6.4	4.9	3.9	3.1	2.6	2.2	1.9
0	Proposed Lines on Existing ROW (For Reference)	4.7	5.3	5.9	6.7	7.7	8.9	10.5	12.5	15.6	20.8	31.4	85.0	125.6	180.3	170.0	111.5	54.8	40.3	30.5	23.7	18.9	15.4	12.7	10.7	9.1	7.8	6.8
	OPTIONS																											
4	345 kV Split Phase	1.2	1.5	1.7	2.1	2.6	3.3	4.3	5.9	8.3	12.3	19.1	41.6	50.7	70.1	73.6	48.7	21.1	14.7	10.6	7.9	6.0	4.7	3.8	3.1	2.5	2.1	1.8
5	345 kV Split Phase +30'	1.1	1.3	1.5	1.8	2.1	2.6	3.1	3.9	4.7	5.7	6.8	8.0	9.1	12.8	15.7	14.8	10.4	8.4	6.8	5.5	4.5	3.7	3.1	2.6	2.2	1.9	1.6





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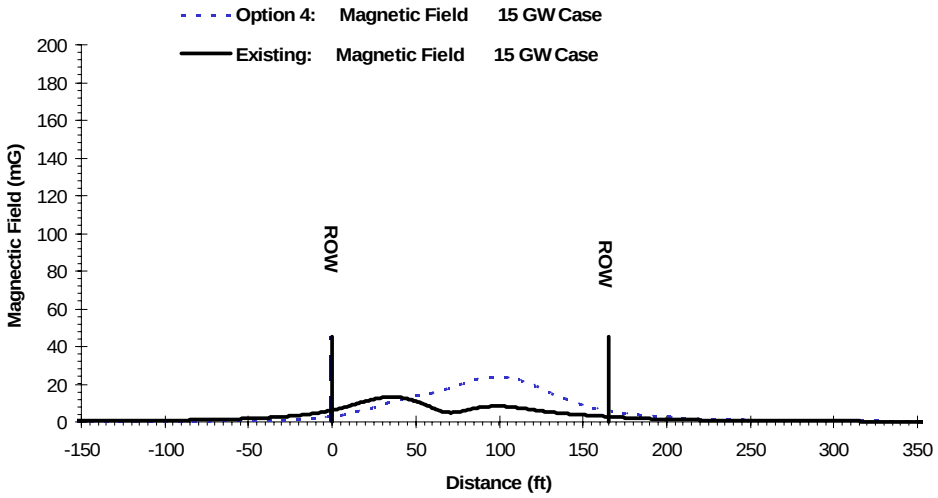
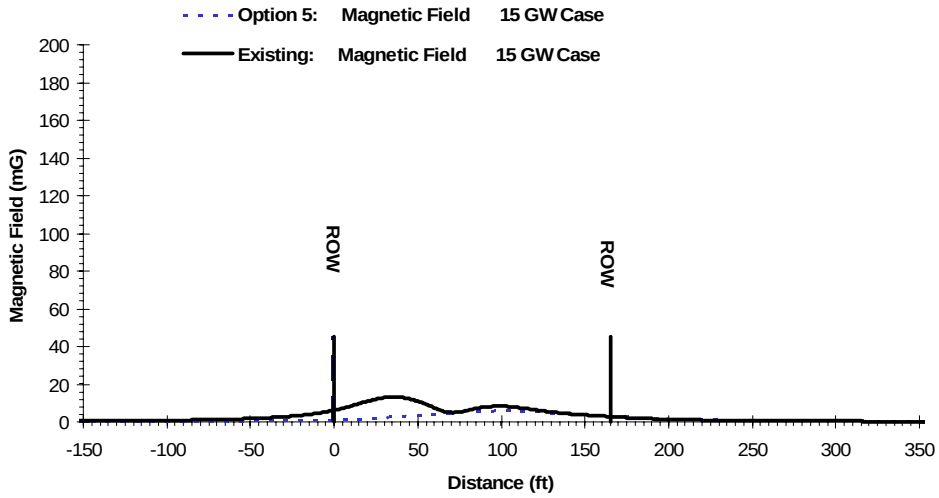
Cross Section 8 (15GW Case) Middle Segment

Typical Segment – Glen Lake Junction to Pease Road Junction in the Town of Woodbridge

		Transmission ROW																								
	Site Condition	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)	0.5	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	7.8	4.9	2.8	2.0	1.5	1.1	0.9	0.7	0.6	0.5	0.4	0.4	0.3
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
	OPTIONS																											
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
5	345 kV Split Phase +30'	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.4	0.5	0.6	0.9	2.3	3.9	5.2	5.6	4.6	2.9	2.2	1.7	1.4	1.1	0.9	0.7	0.6	0.5	0.4	0.3





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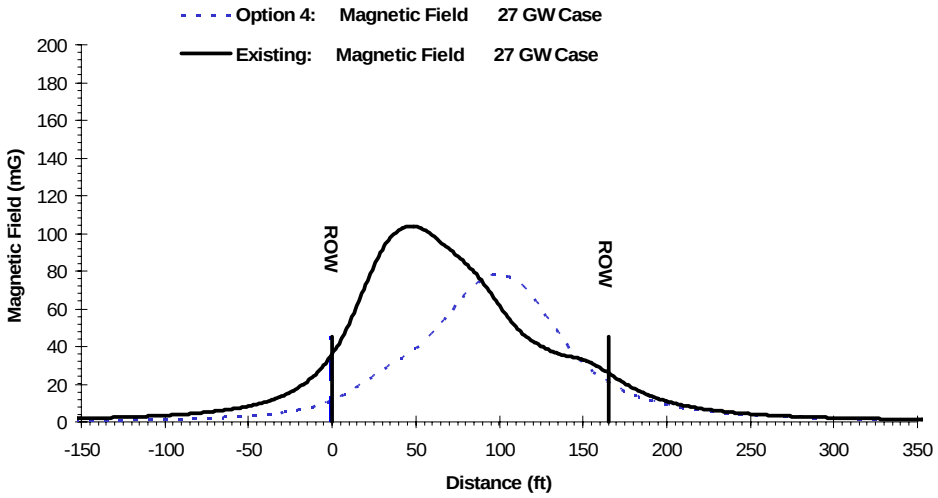
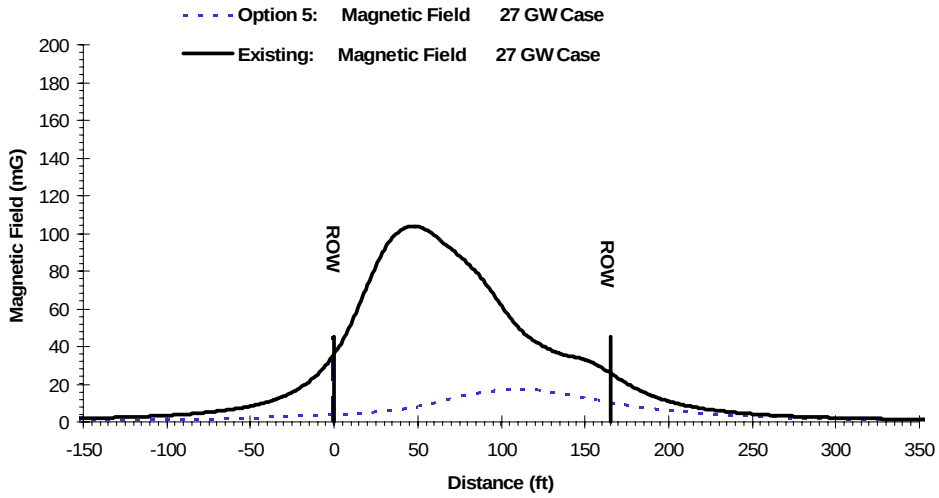
Cross Section 8 (27GW Case) Middle Segment

Typical Segment – Glen Lake Junction to Pease Road Junction in the Town of 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)**	1.9	2.2	2.6	3.2	4.0	5.1	6.8	9.3	13.6	21.3	35.9	95.5	100.2	81.4	52.3	36.9	26.0	18.0	12.4	8.8	6.5	5.0	3.9	3.2	2.6	2.2	1.9
0	Proposed Lines on Existing ROW **(For Reference)**	4.9	5.5	6.2	7.1	8.1	9.4	11.0	13.1	16.0	20.5	28.9	74.7	120.1	178.9	170.3	111.9	55.1	40.5	30.7	23.9	19.1	15.5	12.9	10.8	9.2	7.9	6.9
	OPTIONS																											
4	345 kV Split Phase	0.7	0.8	1.0	1.2	1.5	1.9	2.5	3.4	4.8	7.2	11.3	28.8	44.9	70.5	76.0	49.5	20.8	14.3	10.2	7.5	5.6	4.4	3.5	2.8	2.3	1.9	1.6
5	345 kV Split Phase +30'	0.7	0.8	0.9	1.0	1.2	1.5	1.8	2.2	2.6	3.2	3.8	5.8	9.7	14.8	17.3	15.4	10.3	8.2	6.5	5.2	4.2	3.4	2.8	2.3	2.0	1.7	1.4





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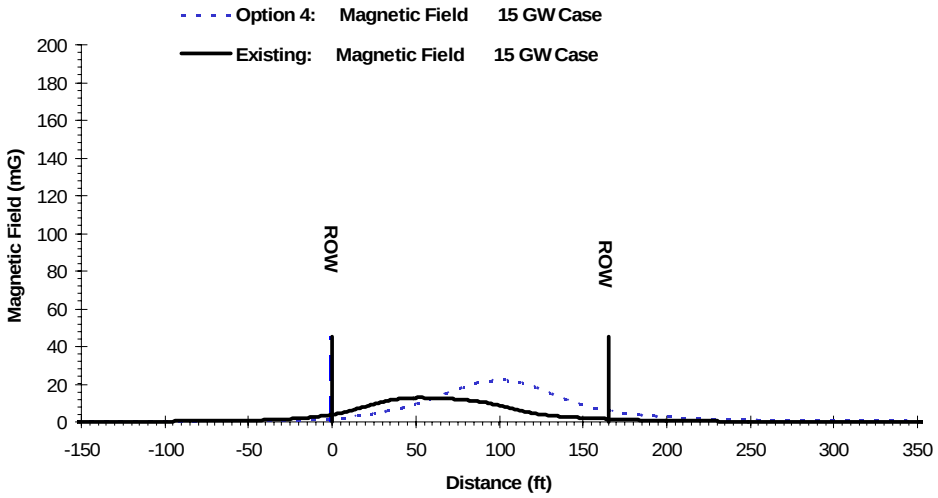
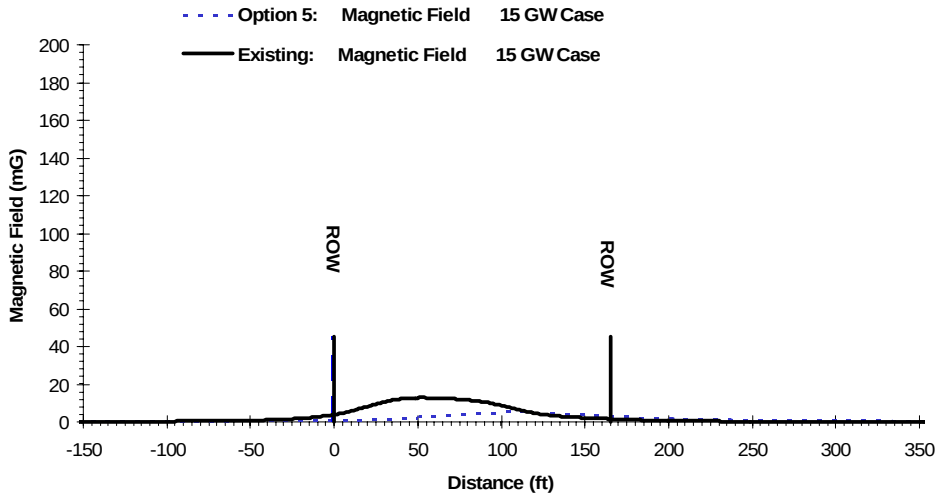
Cross Section 8 (15GW Case) South Segment

Typical Segment – Pease Road Junction to East Devon S/S in the Municipalities of Woodbridge, Orange, West Haven & Milford

		Transmission ROW																								
	Site Condition	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)**	0.2	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
	OPTIONS																											
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
5	345 kV Split Phase +30'	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.4	0.4	0.5	0.6	1.4	2.7	4.3	5.0	4.5	2.9	2.3	1.8	1.5	1.2	0.9	0.8	0.6	0.5	0.5	0.4





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Cross Section 8 (27GW Case) South Segment

Typical Segment – Pease Road Junction to East Devon S/S in the Municipalities of Woodbridge, Orange, West Haven & Milford

		Transmission ROW																								
	Site Condition	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)	0.9	1.0	1.2	1.4	1.7	2.1	2.8	3.8	5.6	9.0	15.8	47.7	61.4	66.9	51.0	38.9	27.7	19.3	13.3	9.5	7.0	5.3	4.2	3.3	2.7	2.3	1.9
0	Proposed Lines on Existing ROW (For Reference)	5.5	6.2	7.1	8.1	9.4	11.1	13.1	15.8	19.4	24.3	31.0	58.6	109.9	176.6	171.1	112.7	55.7	41.1	31.2	24.3	19.4	15.9	13.2	11.1	9.4	8.2	7.1
	OPTIONS																											
4	345 kV Split Phase	0.8	1.0	1.2	1.4	1.7	2.2	2.7	3.5	4.7	6.4	9.0	23.3	43.3	75.8	83.4	52.0	20.3	13.4	9.2	6.5	4.7	3.5	2.7	2.1	1.6	1.3	1.1
5	345 kV Split Phase +30'	0.7	0.9	1.0	1.2	1.5	1.8	2.3	2.8	3.6	4.6	6.0	11.0	16.4	21.3	21.9	17.5	10.4	7.9	5.9	4.5	3.5	2.7	2.2	1.7	1.4	1.1	0.9