Connecticut Siting Council Mapping Homework Assignment

Town	Map Number	Cross Section	Structures within 300' of outermost conductor	Structures at 3mG or Greater @ 27.7GW	Structures at 3mG or Greater @ 15GW	Low Magnetic Field Mitigation Description
Middletown	1	1	3	3	2	345kV Delta design - typical structure height would be 85' - no 115kV in this cross section (Option 1)
Haddam	1	2	7	6	6	As proposed (composite 345kV/115kV design) - typical height of 105'
Total			**10**	**9**	**8**	
Durham	2	2	34	15	11	As proposed (composite 345kV/115kV design) - typical height of 105' *Note: Royal Oak bypass includes split phase 345kV on new ROW with a typical height of 150' and Split Phase 115kV on existing ROW with a typical height of 90'*
MIddletown	2	2	16	2	1	As proposed (composite 345kV/115kV design) - typical height of 105'
Middlefield	2	2	9	6	5	As proposed (composite 345kV/115kV design) - typical height of 105'
Total			**59**	**23**	**17**	
Meriden	3	3	44	7	18	As proposed (vertical 345kV design) plus 10' in height -typical height of 140' - no 115kV in this cross section (Option 2)
Meriden	3	4	10	1	1	As proposed (composite 345kV/115kV design) plus 10' - typical height of 140' (Option 1)
Total			**54**	**8**	**19**	
Durham	4	2	11	11	10	As proposed (composite 345kV/115kV design) - typical height of 105'
Wallingford	4	2	14	10	10	As proposed (composite 345kV/115kV design) - typical height of 105'
Wallingford	4	4	0	0	0	As proposed (composite 345kV/115kV design) plus 10' - typical height of 140' (Option 1)
Wallingford	4	5	31	9	4	Vertical 345kV design - typical height of 130 '- no 115kV in this cross section (Option 6)
Total			**56**	**30**	**24**	
Wallingford	5	5	32	7	5	Vertical 345kV design - typical height of 130 '- no 115kV in this cross section (Option 6)
Wallingford	5	6E	49	12	0	Split phase 345kV with typical height of 105' - vertical 115kV design with typical height of 80' (Option 4)
Total			**81**	**19**	**5**	
Wallingford	6	6E	8	3	0	Split phase 345kV with typical height of 105' - vertical 115kV design with typical height of 80' (Option 4)
Wallingford	6	6W	2	2	0	As proposed (composite 345kV/115kV design) - typical height of 105'
Wallingford	6	7	25	6	0	Split Phase 345kV - typical height of 130' - existing 115kV remains as is (Option 4)
Hamden	6	7	2	0	0	Split Phase 345kV - typical height of 130' - existing 115kV remains as is (Option 4)
Cheshire	6	7B	9	1	0	Split phase 345kV offset to North side of ROW - typical height of 130' both 115kV lines underground (Option 2)
Cheshire	6	8A	11	3	0	Split phase 345kV split plus 30' in height – typical height of 135' for 345kV / One 115kV Overhead – with typical height of 110' & one 115kV Underground (Option 4)
Total			**57**	**15**	**0**	
Bethany	7	8N	9	2	0	Split-Phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
Hamden	7	8A	1	0	0	Split phase 345kV split plus 30' in height – typical height of 135' for 345kV / one 115kV OH – with typical height of 110' & one 115kV UG (Option 4)
Hamden	7	8N	22	4	0	Split-Phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
Total			**32**	**6**	**0**	
Woodbridge	9	8M	18	3	1	Includes relocated ROW at JCC and Ezra Academy, split phase 345kV plus 30' in height - typical height of 135' for 345kV and 110 ' for 115kV (Option 5)
Total			**18**	**3**	**1**	
Woodbridge	10	8S	38	2	0	Split phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
Total			**38**	**2**	**0**	
Orange	11	8S	157	34	3	Split phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
West Haven	11	8S	0	0	0	Split phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
Total			**157**	**34**	**3**	
Milford	12	8S	88	19	0	Split phase 345kV plus 30' in height - typical height of 135' for 345kV
Orange	12	8S	65	16	1	& 110' for 115kV (Option 5)
Total			**153**	**35**	**1**	
Milford	13	8S	26	5	0	Split phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
Total			**26**	**5**	**0**	
Totals			**741**	**189**	**78**	

Note: Map 8 does not have any structures that are within 3mG @ 15GW, 3mG @ 27GW or 300' from the outermost conductor.

Connecticut Siting Council Mapping Homework Assignment

Town	Map Number	Cross Section	Structures within 300' of outermost conductor	Structures at 3mG or Greater @ 27 GW	Structures at 3mG or Greater @ 15GW	Low Magnetic Field Mitigation Description
Bethany	7	8N	9	2	0	Split-Phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
Total			**9**	**2**	**0**	
Cheshire	6	7B	9	1	0	Split phase 345kV offset to North side of ROW - typical height of 130' - both 115kV lines underground (Option 2)
Cheshire	6	8A	11	3	0	Split phase 345kV split plus 30' in height – typical height of 135' for 345kV / One 115kV Overhead – with typical height of 110' & one 115kV Underground (Option 4)
Total			**20**	**4**	**0**	
Durham	2	2	34	15	11	As proposed (composite 345kV/115kV design) - typical height of 105' *Note: Royal Oak bypass includes split phase 345kV on new ROW with a typical height of 150' and Split Phase 115kV on existing ROW with a typical height of 90'*
Durham	4	2	11	11	10	As proposed (composite 345kV/115kV design) - typical height of 105'
Total			**45**	**26**	**21**	
Haddam	1	2	7	6	6	As proposed (composite 345kV/115kV design) - typical height of 105'
Total			**7**	**6**	**6**	
Hamden	6	7	2	0	0	Split Phase 345kV -typical height of 130' - existing 115kV remains as is (Option 4)
Hamden	7	8A	1	0	0	Split phase 345kV split plus 30' in height – typical height of 135' for 345kV / one 115kV OH – with typical height of 110' & one 115kV UG (Option 4)
Hamden	7	8N	22	4	0	Split-Phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
Total			**25**	**4**	**0**	
Meriden	3	3	44	7	18	As proposed (vertical 345kV design) plus 10' in height - typical height of 140' - no 115kV in this cross section (Option 2)
Meriden	3	4	10	1	1	As proposed (composite 345kV/115kV design) plus 10' - typical height of 140' (Option 1)
Total			**54**	**8**	**19**	
Middlefield	2	2	9	6	5	As proposed (composite 345kV/115kV design) - typical height of 105'
Total			**9**	**6**	**5**	
Middletown	1	1	3	3	2	345kV Delta design - typical structure height would be 85' - no 115kV in this cross section (Option 1)
Middletown	2	2	16	2	1	As proposed (composite 345kV/115kV design) - typical height of 105'
Total			**19**	**5**	**3**	
Milford	12	8S	88	19	0	Split phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
Milford	13	8S	26	5	0	
Total			**114**	**24**	**0**	
Orange	11	8S	157	34	3	Split phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
Orange	12	8S	65	16	1	
Total			**222**	**50**	**4**	
Wallingford	4	2	14	10	10	As proposed (composite 345kV/115kV design) - typical height of 105'
Wallingford	4	4	0	0	0	As proposed (composite 345kV/115kV design) plus 10' - typical height of 140' (Option 1)
Wallingford	4	5	31	9	4	Vertical 345kV design - typical height of 130 '- no 115kV in this cross section (Option 6)
Wallingford	5	5	32	7	5	
Wallingford	6	7	25	6	0	Split Phase 345kV - typical height of 130' - existing 115kV remains as is (Option 4)
Wallingford	5	6E	49	12	0	Split phase 345kV with typical height of 105' - vertical 115kV design with typical height of 80' (Option 4)
Wallingford	6	6E	8	3	0	
Wallingford	6	6W	2	2	0	As proposed (composite 345kV/115kV design) - typical height of 105'
Total			**161**	**49**	**19**	
West Haven	11	8S	0	0	0	Split phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
Total			**0**	**0**	**0**	
Woodbridge	9	8M	18	3	1	Includes relocated ROW at JCC and Ezra Academy, split phase 345kV plus 30' in height - typical height of 135' for 345kV and 110 ' for 115kV (Option 5)
Woodbridge	10	8S	38	2	0	Split phase 345kV plus 30' in height - typical height of 135' for 345kV & 110' for 115kV (Option 5)
Total			**56**	**5**	**1**	
Totals			**744**	**189**	**78**	

Note: Map 8 does not have any structures that are within 3mG @ 15GW, 3mG @ 27GW or 300' from the outermost conductor.