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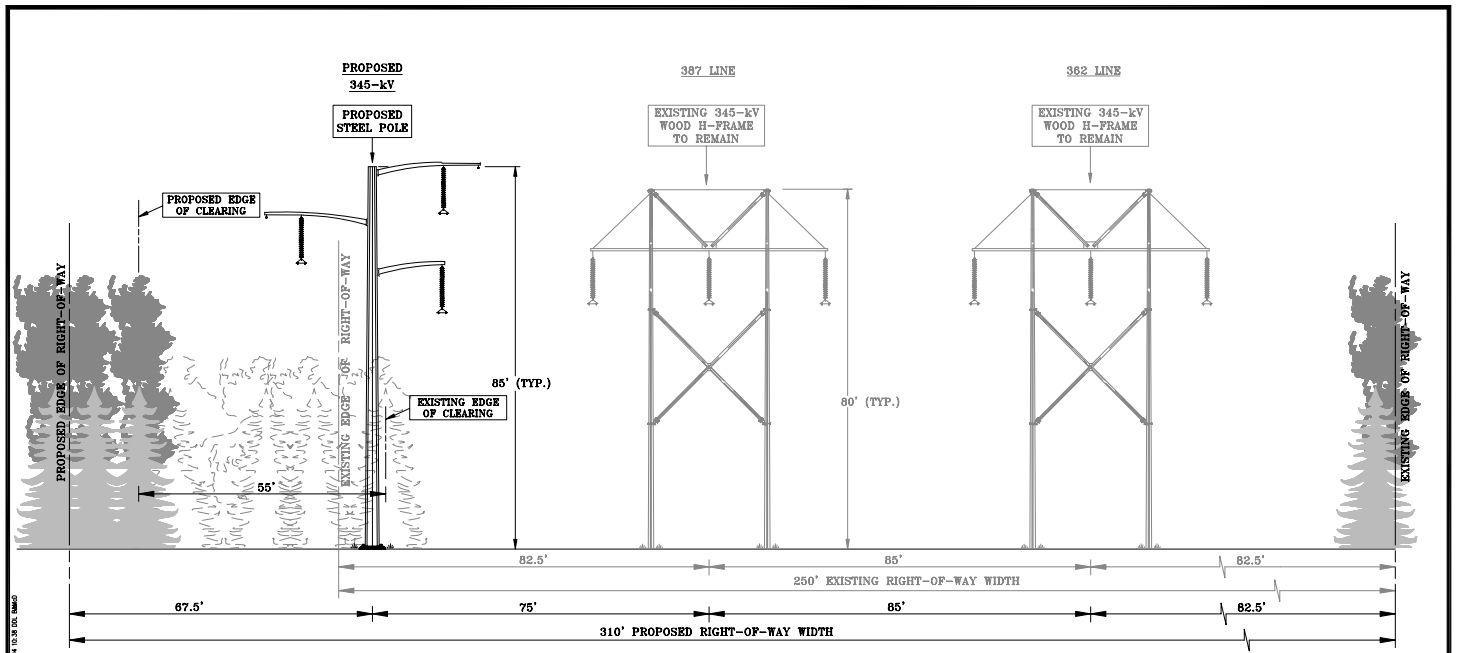
Cross Section 1 (15GW Case)

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)	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



LOOKING WEST
SCOVILL ROCK S/S TO CHESTNUT JCT.
IN THE CITY OF MIDDLETOWN

NOTE: SEE INDEX MAP FOR
LOCATION OF CROSS SECTION

Northeast Utilities System

The United Illuminating Company

TITLE: TYPICAL CROSS SECTION
MIDDLETOWN – NORWALK
345-kV TRANSMISSION LINE

BY JMH – B&McD	CHKD	APP	APP
DATE 11/2004	DATE	DATE	DATE
SCALE N.T.S.	MICROFILM DATE	DWG. NO. XS-001	
P.A. #		FIGURE 1 LEMF	

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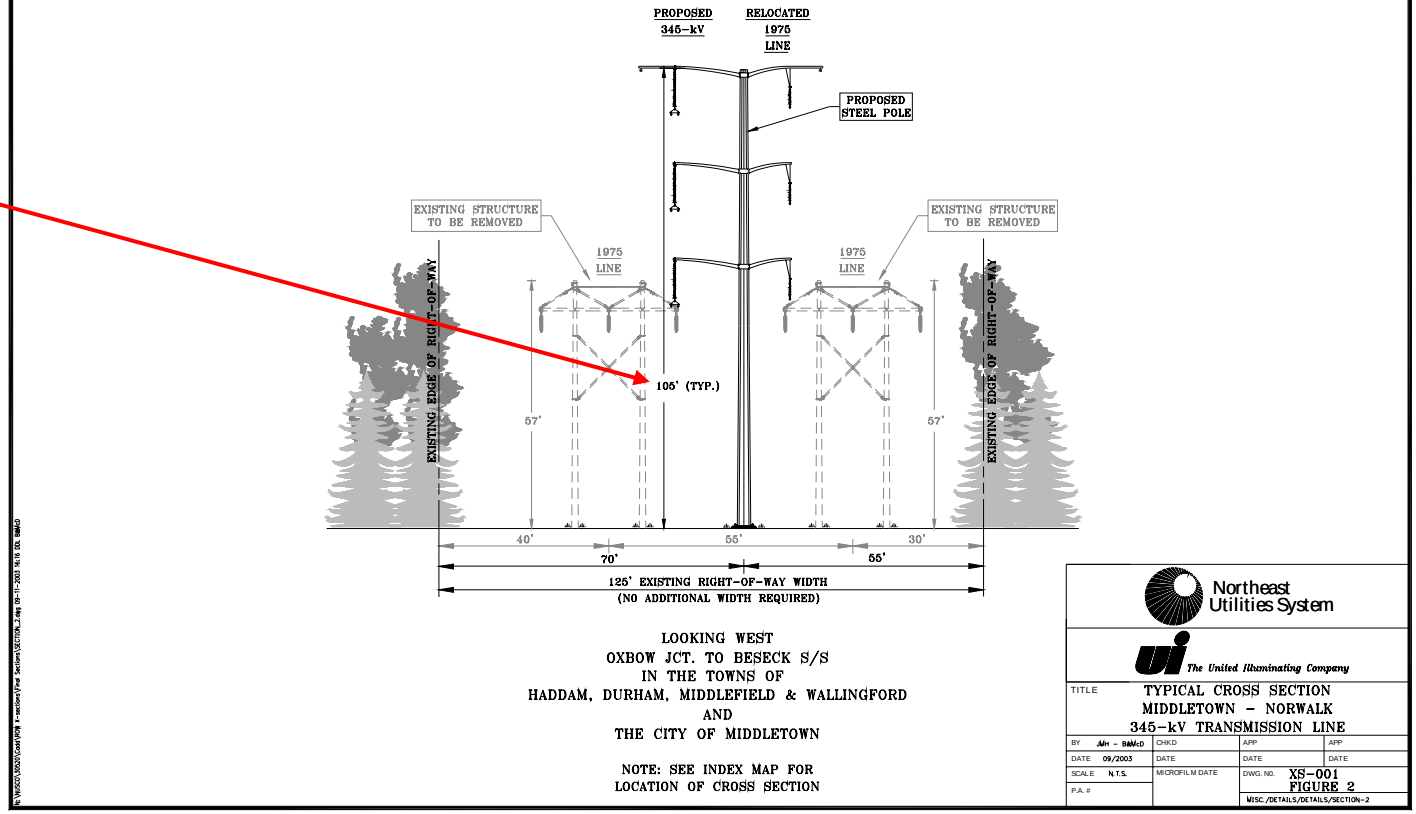
Cross Section 2 (15GW Case)

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

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)**	0.3	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.



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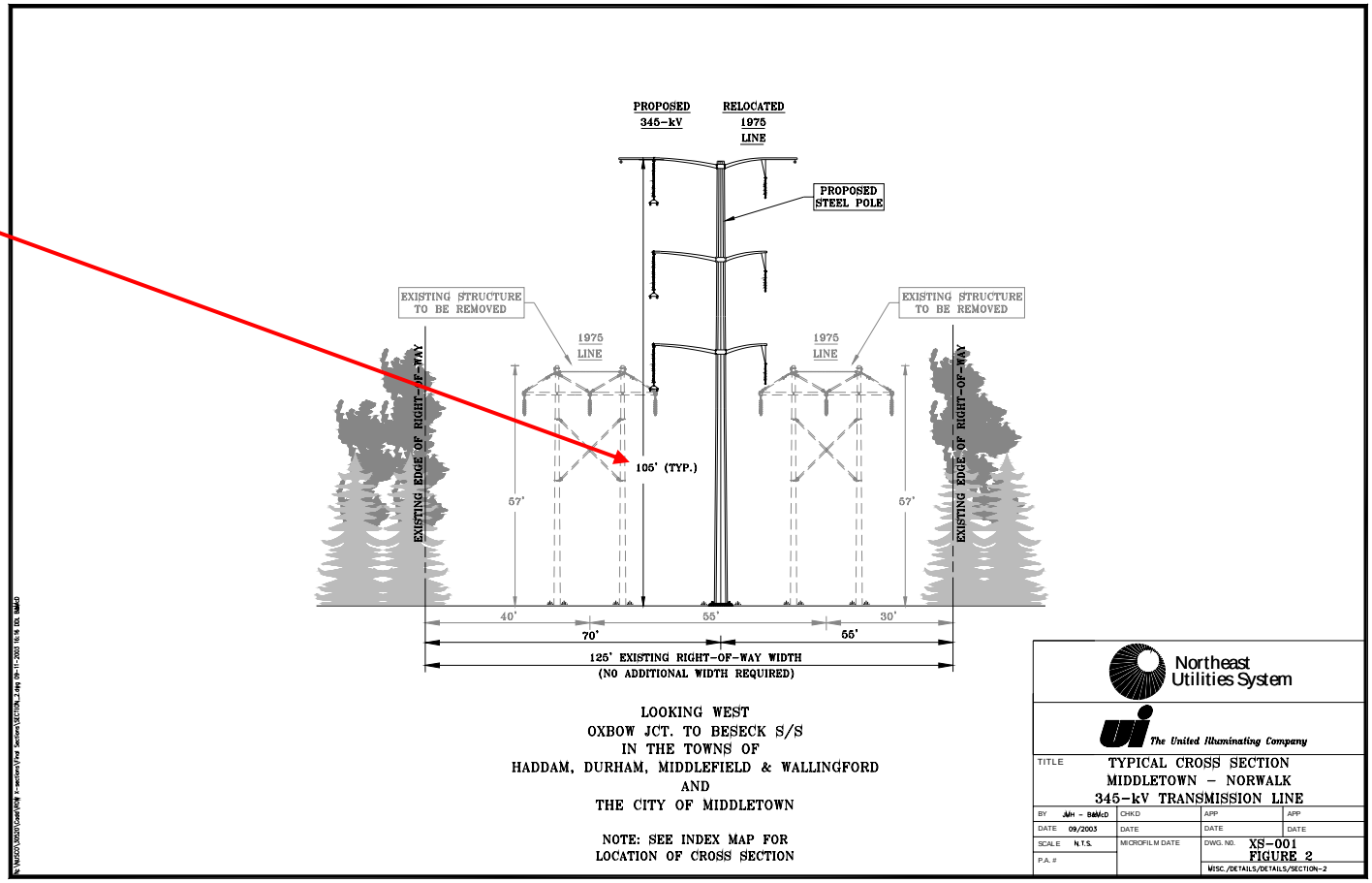
Cross Section 2 (15GW Case)

Typical Segment – Royal Oak Existing Right of Way
Durham & Middletown

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)**	0.3	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
No Net Increase Response to CSC question 93											9.2						7.4										

Note: To achieve No Net increase structure height would need to be increased to 175 feet.



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Cross Section 3 (15GW 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'	NW 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.