

**Tri-State Generation and Transmission Association
2016-2026 Transmission Plan
Boone-Walsenburg 230 kV Line**

Project Sponsor: Tri-State Generation and Transmission Association

Additional Project Participants:

Project Description: Construct a 230 kV transmission line from Boone Substation to Walsenburg Substation.

Voltage Class: 230 kV

Facility Rating: 642 MVA

Point of Origin/Location: Boone

Point of Termination: Walsenburg

Intermediate Points: Avondale

Length of Line (in Miles): 69 Miles

Type of Project: Transmission Line

Development Status: Conceptual

Routing:

Subregional Planning Group: CCPG

Purpose of Project: Reliability - eliminate the need for the existing Walsenburg Remedial Action Scheme (RAS).

Project Driver (Primary): ????

Project Driver (Secondary):

Estimated Cost (in 2014 Dollars): \$45,000,000

Schedule:

Construction Date:

Planned In-Service Date: TBD

Regulatory Info:

Regulatory Date:

Permitting Info:

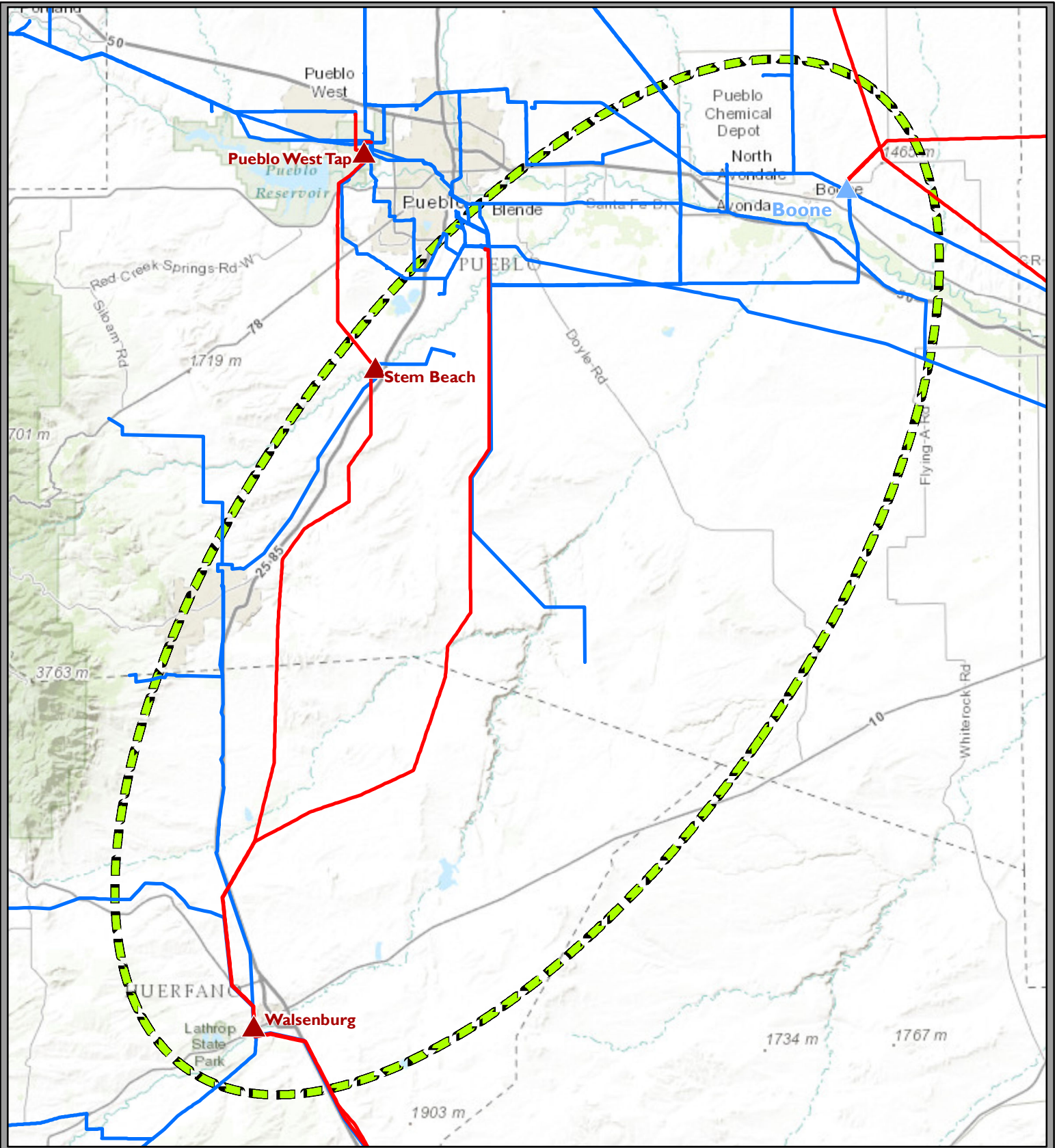
Permitting Date:

Contact Information: Chris Pink

Email: cpink@tristategt.org

Phone: (303)254-3339

Website Information: http://www.tristategt.org/transmissionPlanning/puc3627_TransmissionProjects.cfm



Tri-State Generation and Transmission

Boone-Walsenburg Line

- ▲ Station - Other Utility
- ▲ Station - Tri-State
- Transmission Line - Tri-State
- Transmission Line - Other Utility
- Project Area



Last Updated: 12/18/2015
 Author: ykevrop



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Boone-Walsenburg 230kV Line

Presently, the loss of the Comanche-Walsenburg 230kV transmission line results in severe thermal overloading on the 115kV transmission system in the area. To prevent the overloading, a Remedial Action Scheme (RAS) is in place that trips the Walsenburg-Gladstone 230kV line, resulting in the loss of load and reduced reliability in Northeast New Mexico.

To mitigate the need to trip the Walsenburg-Gladstone line, a second 230kV transmission line is proposed to be built between the existing Boone Substation and existing Walsenburg Substation. The line will be routed from Boone to a location north of Walsenburg called Calumet, where it will then join with the existing Comanche-Walsenburg 230kV line and continue to Walsenburg via a double circuit configuration. The transmission line will also increase reliability in the Pueblo, Colorado area and Northeast New Mexico in addition to foregoing the need for the RAS.