Solution

Stakeholders must submit any comments within 10 days of this meeting in order to provide time necessary to consider these comments prior to the next phase of the M-3 process.
**Need Number:** PSEG-2020-0006  
**Process Stage:** Solution Meeting 10/06/2020  
**Previously Presented:** Need Meeting 09/01/2020

**Supplemental Project Driver:**  
- Customer Service

**Specific Assumption Reference:**  
[ PSE&G 2019 Annual Assumptions ]
- Localized Load Growth & Contingency Overloads

**Problem Statement:**  
Cook Rd is a station in the Belleville area at capacity of 120 MVA.
- Cook Rd serves roughly 49,000 customers with a peak load of 145 MVA in 2019.

**Model:** 2020 Series 2025 Summer RTEP 50/50
**Need Number:** PSEG-2020-0006  
**Process Stage:** Solutions Meeting 10/06/2020  

**Proposed Solution:**  
- New 230-13kV Station along the existing ROW at Washington Ave  
  - Install a 230kV bus station with two (2) 230/13kV transformers.  
  - Cut and loop the Cook Rd-Kingsland 230kV line into the 230kV bus.  
  - Transfer load from heavily loaded Cook Rd to the new station.  
- **Estimated Cost:** $31.2M  

**Ancillary Benefits:**  
- Does not require any additional construction of new 230kV due to close proximity to the 230kV Right of Way.  
- Decreases the amount of exposure and increases the reliability of the 230kV circuit.  

**Alternatives Considered:**  
- New 69-13kV Station at Washington Ave  
  - Purchase property to accommodate new construction  
  - Install a 69kV station with two (2) 69/13kV transformers.  
  - Construct a 69kV network between Belleville, Branch Brook, Harvey and Washington Ave.  
  - Transfer load from heavily loaded Cook Rd to the new station.  
- **Estimated Cost:** $93.6M  

**Projected In-Service:** 05/2024  

**Project Status:** Conceptual
**Need Number:** PSEG-2020-0007  
**Process Stage:** Solution Meeting 10/06/2020  
**Previously Presented:** Need Meeting 09/01/2020

**Supplemental Project Driver:**
- Customer Service

**Specific Assumption Reference:**  
- PSE&G 2019 Annual Assumptions
- Localized Load Growth & Contingency Overloads

**Problem Statement:**
Cuthbert Blvd is a station in the Northern Camden area at capacity of 120MVA.

- Cuthbert Blvd serves roughly 33,000 customers with a peak load of 143MVA in 2019.

**Model:** 2020 Series 2025 Summer RTEP 50/50
Need Number: PSEG-2020-0007

Process Stage: Solutions Meeting 10/06/2020

Proposed Solution:
• New 230-13kV Station along the existing ROW in Pennsauken
  o Install a 230kV station with two (2) 230/13kV transformers.
  o Cut and loop the Camden-Cinnaminson 230kV line into the 230kV bus.
  o Transfer load from heavily loaded Cuthbert Blvd to the new station.
  o Estimated Cost: $48.6M

Ancillary Benefits:
  o Does not require any additional construction of new transmission circuits due to close proximity to the 230kV Right of Way.
  o Decreases the amount of exposure and increases the reliability of the 230kV circuit.

Alternatives Considered:
• New 69-13kV Station in Pennsauken
  o Install a 69kV station with two (2) 69/13kV transformers.
  o Construct a 69kV network between Camden, Mapleshade, Riverside and Pennsauken.
  o Transfer load from heavily loaded Cuthbert Blvd to the new station.
  o Estimated Cost: $54.2M

• New 230-69-13kV Station along the existing ROW in Pennsauken
  o Install a 230kV station with one (1) 230/69kV transformer.
  o Cut and loop the Camden-Cinnaminson 230kV line into the 230kV bus.
  o Install a 69kV station with two (2) 69/13kV transformers.
  o Construct a 69kV network between Camden, Mapleshade and Pennsauken.
  o Transfer load from heavily loaded Cuthbert Blvd to the new station.
  o Estimated Cost: $97.6M

Projected In-Service: 05/2024

Project Status: Conceptual
Questions?
### Assumptions

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### Solutions

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### Submission of Supplemental Projects & Local Plan

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