



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

Ten Franklin Square, New Britain, CT 06051

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E-Mail: siting.council@ct.gov

Web Site: portal.ct.gov/csc

VIA ELECTRONIC MAIL

August 30, 2023

Bruce McDermott, Esq.
Murtha Cullina LLP
One Century Tower
265 Church Street, 9th Floor
New Haven, CT 06510-1220
bmcdermott@murthalaw.com

RE: **DOCKET NO. 508** – The United Illuminating Company (UI) Certificate of Environmental Compatibility and Public Need for the Milvon to West River Railroad Transmission Line 115-kV Rebuild Project that consists of the relocation and rebuild of its existing 115-kilovolt (kV) electric transmission lines from the railroad catenary structures to new steel monopole structures and related modifications to facilitate interconnection of the rebuilt 115-kV electric transmission lines at UI's existing Milvon, Woodmont, Allings Crossing, Elmwest and West River substations along approximately 9.5 miles of the Connecticut Department of Transportation's Metro-North Railroad corridor traversing the municipalities of Milford, Orange, West Haven and New Haven, Connecticut. **Partial Development and Management Plan I Revision.**

Dear Attorney McDermott:

The Connecticut Siting Council (Council) is in receipt of your correspondence dated August 24, 2023 regarding the revisions to Partial Development and Management (D&M) Plan I for the above-referenced facility that was approved by the Council on June 8, 2023 as follows:

- a) Install a 95-foot deadend Structure P1034N in lieu of a 100-foot tangent structure, at the same location;
- b) Install a 125-foot tangent Structure P1035N in lieu of a similar 95-foot structure, approximately 20 feet in a traverse (northerly) direction and 52 feet in a longitudinal (easterly) direction of the original location;
- c) Eliminate Structure P1036N;
- d) Install a 120-foot deadend Structure P1037N in lieu of a similar 95-foot structure, approximately 47 feet in a traverse (northerly) direction and 33 feet in a longitudinal (easterly) direction of the original location; and
- e) Install a 125-foot tangent Structure P1038N in lieu of similar 125-foot structure, approximately 35 feet in a longitudinal (easterly) direction of the original location.

Structures P1035N and P1037N require an increase in height due to the increased span length and will be shifted farther north to accommodate future planned spur tracks and work areas for Metro-North Railroad and the Connecticut Department of Transportation.

Pursuant to the Regulations of Connecticut State Agencies (RCSA) §16-50j-62(b), the requested changes are hereby approved. This approval applies only to the Partial D&M Plan I revision dated August 24, 2023.

Please be advised that deviations from the Council's Decision and Order and D&M Plan approvals are enforceable under the provisions of Connecticut General Statutes § 16-50u. Furthermore, the Certificate Holder is responsible for reporting requirements pursuant to RCSA §16-50j-62.

Thank you for your attention and cooperation.

Sincerely,



Melanie A. Bachman
Executive Director

MB/MP

BRUCE L. MCDERMOTT
203.772.7787 DIRECT TELEPHONE
860.240.5723 DIRECT FACSIMILE
BMCDERMOTT@MURTHALAW.COM



August 24, 2023

Melanie A. Bachman, Esq.
Executive Director/Staff Attorney
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

Re: Docket No. 508 - The United Illuminating Company Application for a Certificate of Environmental Compatibility and Public Need for the Milvon to West River Railroad Transmission Line 115-kV Rebuild Project - Request for Modification to Structure Locations Near West River Substation

Dear Ms. Bachman:

Pursuant to Condition 2 of the Connecticut Siting Council's ("Council") August 18, 2022 Decision and Order regarding the Milvon to West River Railroad Transmission Line 115-kV Rebuild Project ("Project"), on April 13, 2023, The United Illuminating Company ("UI") submitted the Development and Management Plan ("D&M Plan") Segment 1: Elmwest Substation to West River Substation in the Cities of West Haven and New Haven to the Council for review. The Council approved the Segment 1 D&M Plan at its June 8, 2023 meeting.

The Company received comments from the Connecticut Department of Transportation ("CDOT") on the positioning of transmission poles on CDOT property within CDOT's West Haven rail yard which is located north of the MetroNorth Railroad ("MNR") tracks (see Segment 1 D&M Plan, Volume 2, map sheets 2 and 3).¹ Based on those comments it was necessary for the Company to modify the location of the planned monopoles as follows:

¹ Revised cross sections and maps for Segment 1 D&M Plan, Volume 2 are attached. Revisions to the cross sections and maps are highlighted by use of an orange "B" symbol. Note also that the CDOT property is referred to as the "West Haven Lumber Yard" in the revised drawings.

Murtha Cullina LLP
265 Church Street
New Haven, CT 06510
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Structure No.	Pole Length (Original→Revised)	Structure Configuration (Original→Revised)	Transverse Offset* from Original Location (ft)***	Longitudinal Offset** from Original Location (ft)***
P1034N	100'→95'	Tangent w/ Braced Posts→ Deadend w/ Davit Arms	0	0
P1035N	95'→125'	Tangent w/ Braced Posts→ Tangent w/ Braced Posts	20	52
P1036N		Removed		
P1037N	95'→120'	Deadend w/ Davit Arms →Deadend w/ Davit Arms	47	33
P1038N	125'→125'	Tangent w/ Braced Posts→ Tangent w/ Braced Posts	0	35

* Value indicates distance moved perpendicularly and farther away from railroad tracks (north)

** Value indicates distance moved in parallel with the railroad tracks in the easterly direction

*** Approximate distance to nearest foot

In summary, the proposed changes result in the following:

- One of the double circuit steel monopoles originally planned for location along the north side of the MNR tracks in West Haven will be eliminated.
- Structures P1035N and P1037N will increase in height (to 120 and 125 feet, respectively) because of increased span length due to the elimination of P1036N and to maintain required vertical clearances for an adjacent building. These two structures were shifted farther north to accommodate the future planned spur tracks and work areas for MNR and CDOT.
- The realignment of P1035N and P1037N to the northern edge of the CDOT property will require easements on adjacent private properties, which will result in an additional 0.34 acre of permanent easements for the Project.

The modifications on the CDOT property, which have been reviewed and approved by CDOT, will not require any additional existing tree clearing and will have no adverse impacts to existing environmental resources or to EMF, public health and safety, or scenic, historic and recreational values. Accordingly, the Company requests the Council's approval of the modifications.

Melanie A. Bachman, Esq.

August 24, 2023

Page 3

Should the Council have any questions regarding this filing, please do not hesitate to contact me.

Very truly yours,

A handwritten signature in black ink, appearing to read "Bruce L. McDermott".

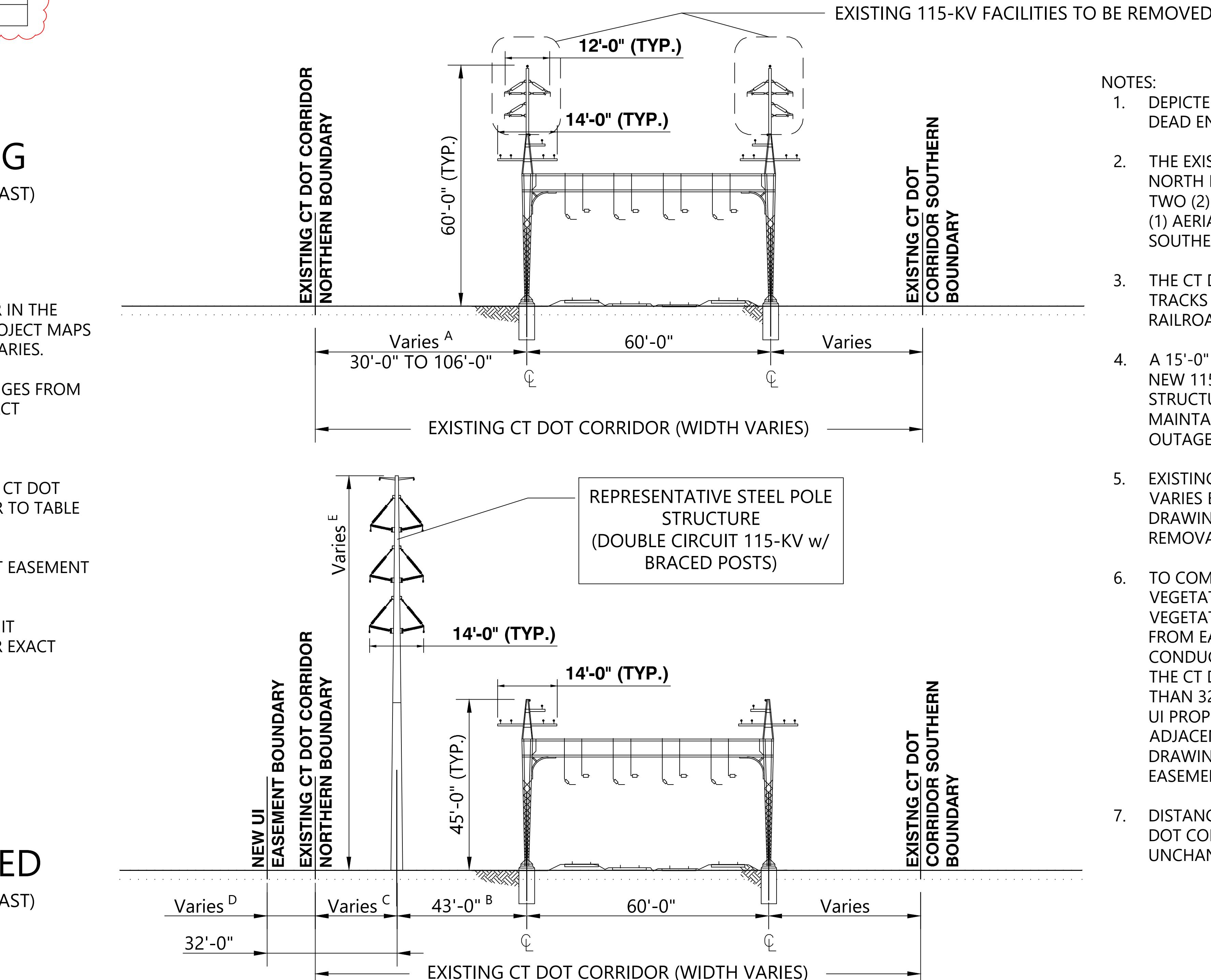
Bruce L. McDermott

Enclosures

cc: Docket 508 Service List

Structure	Cross Section #	Structure Height (ft)	A (ft)	B (ft)	C (ft)	D (ft)
P1030N	12	110	43	25	18	14
P1031N	12	105	34	25	9	23
P1032N	12	105	34	24	10	22
P1033N	12	110	30	21	9	23
P1035N	12	125	75	68	7	25
P1037N	12	125	106	96	10	22

CROSS SECTION 12
ELMWEST SUBSTATION TO WEST RIVER SUBSTATION (WEST HAVEN):
STR P1030N TO STR P1033N - 0.22 MILES AND STR P1035N TO P1037N - 0.12 MILES



NOTES:

1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
3. THE CT DOT CORRIDOR CONTAINS FOUR (4) RAILROAD TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
5. EXISTING VEGETATION WITHIN THE CT DOT CORRIDOR VARIES BY LOCATION. REFER TO PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
6. TO COMPLY WITH UI STANDARD TRANSMISSION VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CT DOT CORRIDOR NORTHERN BOUNDARY IS LESS THAN 32'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI PROPOSES TO ACQUIRE A PERMANENT EASEMENT FROM ADJACENT LANDOWNERS. REFER TO PROJECT MAPS AND DRAWINGS, FOR PROPOSED ADDITIONAL PERMANENT EASEMENT LOCATIONS.
7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CT DOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

Structure	Cross Section #	Structure Height D (ft)	A (ft)	B (ft)	C (ft)
P1034N	13	95	78	26	52
P1038N	13	125	75	20	55

EXISTING
(VIEW FACING EAST)

^A THE WIDTH OF THE EXISTING CT DOT CORRIDOR IN THE PROJECT AREA IS HIGHLY VARIABLE. REFER TO PROJECT MAPS AND DRAWINGS, FOR CT DOT CORRIDOR BOUNDARIES.

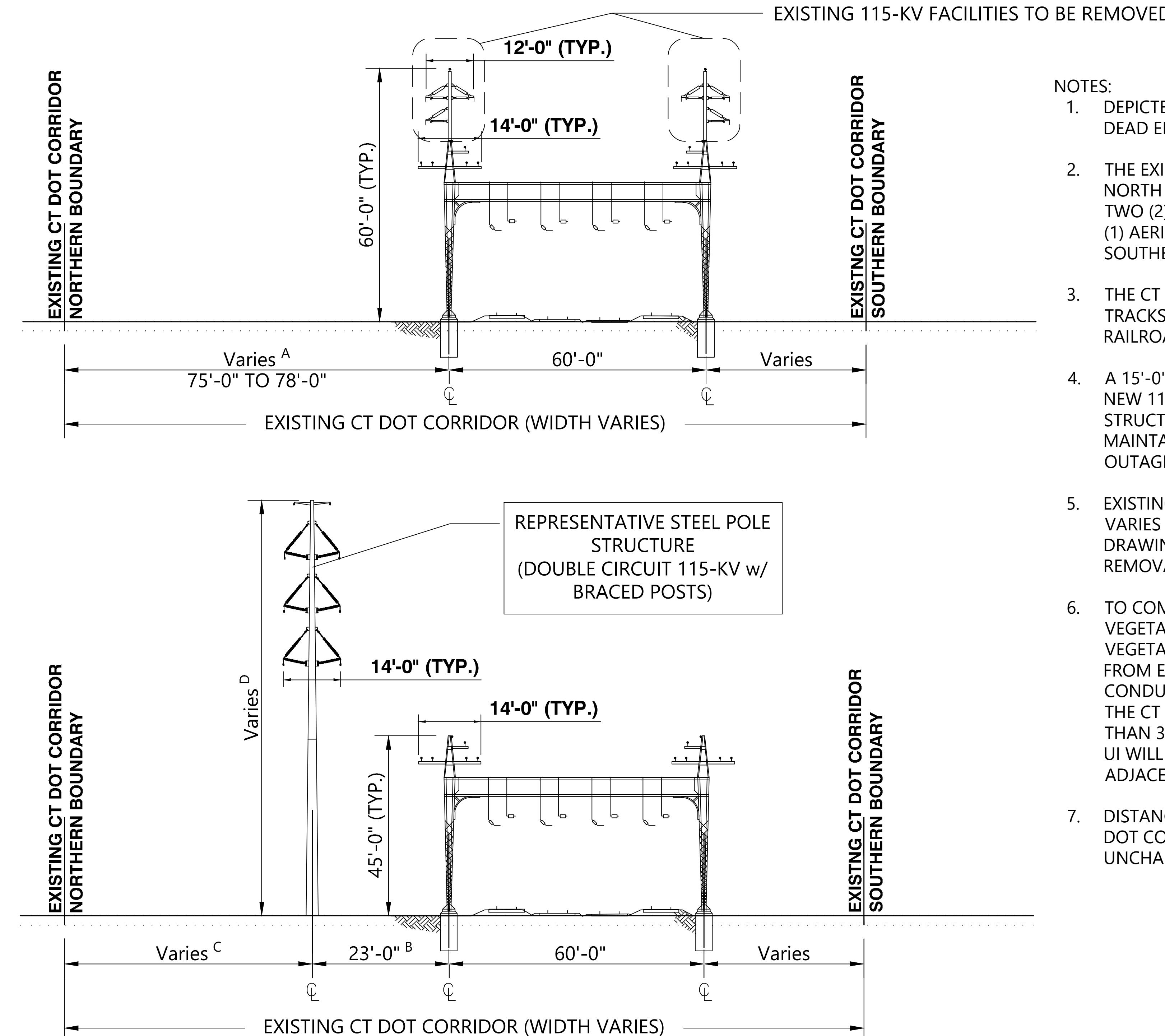
^B THIS DISTANCE AVERAGES TO BE 23'-0" BUT RANGES FROM 20'-0" TO 26'-0". REFER TO TABLE ABOVE FOR EXACT DISTANCES.

^C THE DISTANCE BETWEEN THE PROPOSED 115-KV DOUBLE-CIRCUIT STRUCTURES AND THE EXISTING CT DOT CORRIDOR NORTHERN BOUNDARY VARIES. REFER TO TABLE ABOVE FOR EXACT DISTANCES.

^D THE HEIGHT OF THE NEW 115-KV DOUBLE-CIRCUIT STRUCTURES VARIES. REFER TO TABLE ABOVE FOR EXACT STRUCTURE HEIGHTS.

PROPOSED
(VIEW FACING EAST)

CROSS SECTION 13
ELMWEST SUBSTATION TO WEST RIVER SUBSTATION (WEST HAVEN):
STR P1034N AND STR P1038N



NOTES:

1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
3. THE CT DOT CORRIDOR CONTAINS FOUR (4) RAILROAD TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
5. EXISTING VEGETATION WITHIN THE CT DOT CORRIDOR VARIES BY LOCATION. REFER TO PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
6. TO COMPLY WITH UI STANDARD TRANSMISSION VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CT DOT CORRIDOR NORTHERN BOUNDARY IS GREATER THAN 32'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI WILL NOT NEED ANY PERMANENT EASEMENT FROM ADJACENT LANDOWNERS TO ACHIEVE THESE CLEARANCES.
7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CT DOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.



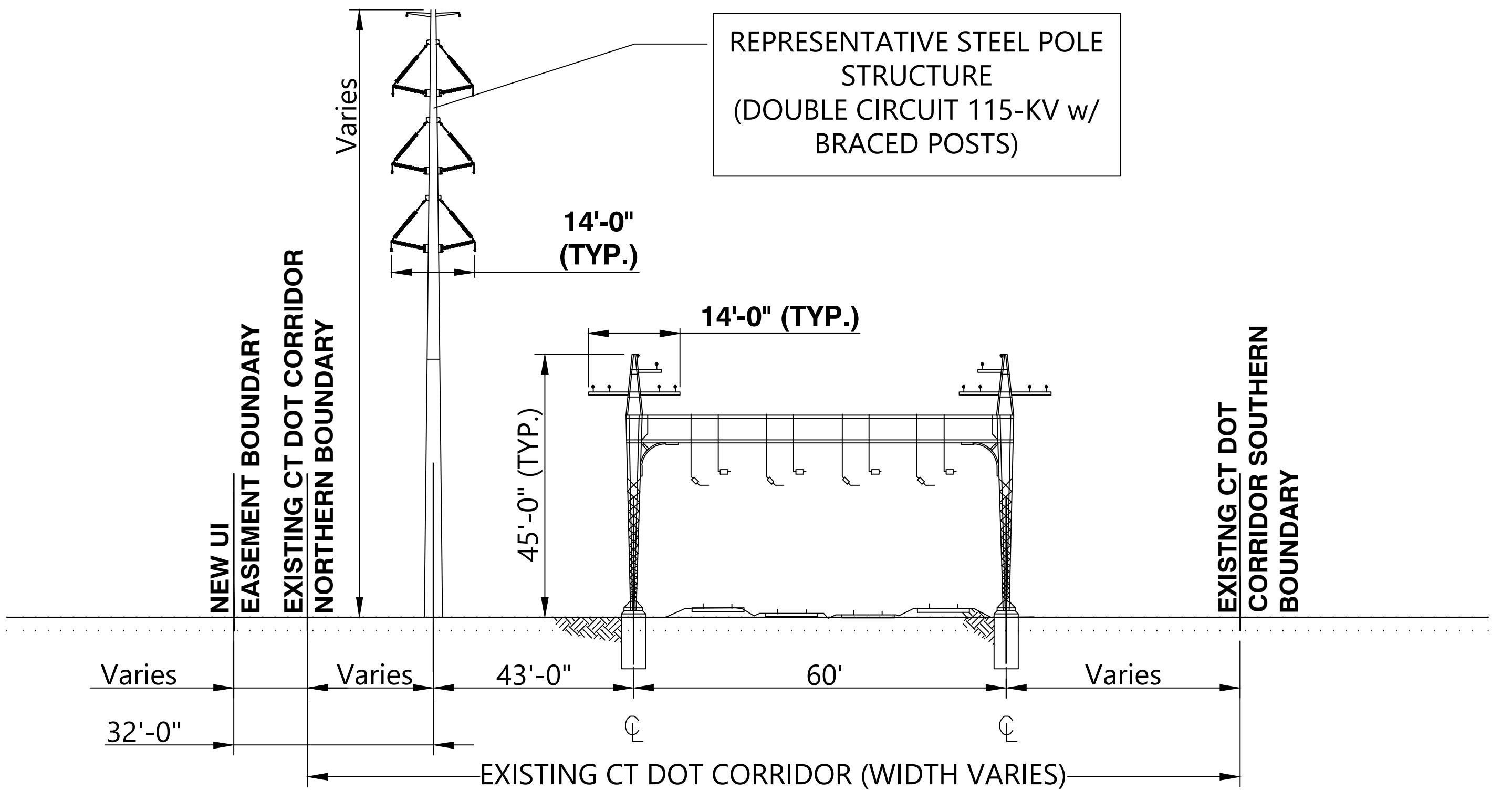
UI 115-KV RR PROJECT MILVON TO WEST RIVER
DEVELOPMENT & MANAGEMENT PLAN

CROSS SECTION 13

Westwood
Surveying & Engineering

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Westwood Surveying and Engineering, P.C.

DR.	SFB	SCALE	AS SHOWN	FILE:
CK	JRD	NO.		
APP.	MSP			
REV.				
XS 2 OF 3				
0-0B				



XS-12 (FACING WEST RIVER SUBSTATION)

GENERAL NOTES

GENERAL WORK DESCRIPTION

- NEW STEEL MONOPOLES P1033N, P1034N AND P1035N WILL BE INSTALLED.
- BONNETS B1033N/S, B1034N/S AND B1035N/S WILL BE REMOVED
- PROJECT ACTIVITIES INCLUDE: VEGETATION CLEARING, REMOVAL OF EXISTING 115kV EQUIPMENT, AND INSTALLATION OF ACCESS ROADS, WORK PADS, FOUNDATIONS, STEEL MONOPOLES, AND CONDUCTOR.
- EROSION AND SEDIMENT CONTROLS TO BE INSTALLED ON SITE UNDER THE SUPERVISION OF AN ENVIRONMENTAL INSPECTOR IN ACCORDANCE WITH CT DEEP GUIDELINES AND THE PROJECT SWPCP. EROSION AND SEDIMENT CONTROLS ARE SHOWN IN GENERAL LOCATIONS ON THE PLANS BUT MAY BE MODIFIED BASED ON SITE FIELD CONDITIONS.
- GUARD STRUCTURE WORK SPACES TO BE UTILIZED ON AN AS-NEEDED BASIS FOR WIRE PULLING ACTIVITIES. SCHEDULE AND WORK AREA PROTECTION TO BE PROVIDED BY CONTRACTOR IN ACCORDANCE WITH MUTCD GUIDELINES AND APPROPRIATELY COORDINATED WITH MUNICIPALITY AND CTDOT.
- CONCRETE WASHOUTS ARE SHOWN IN GENERAL LOCATIONS AND ARE TO BE UTILIZED IN ACCORDANCE WITH CT DEEP EROSION AND SEDIMENT CONTROL REQUIREMENTS.
- TEMPORARY ACCESS AND PADS WITH NO MATTING ARE ON EXISTING PAVEMENT OR GRAVEL. ACCESS ROUTES THROUGH PAVEMENT AND GRAVEL AREAS ARE SUBJECT TO CHANGE BASED ON ACCESS AGREEMENTS WITH LANDOWNER.

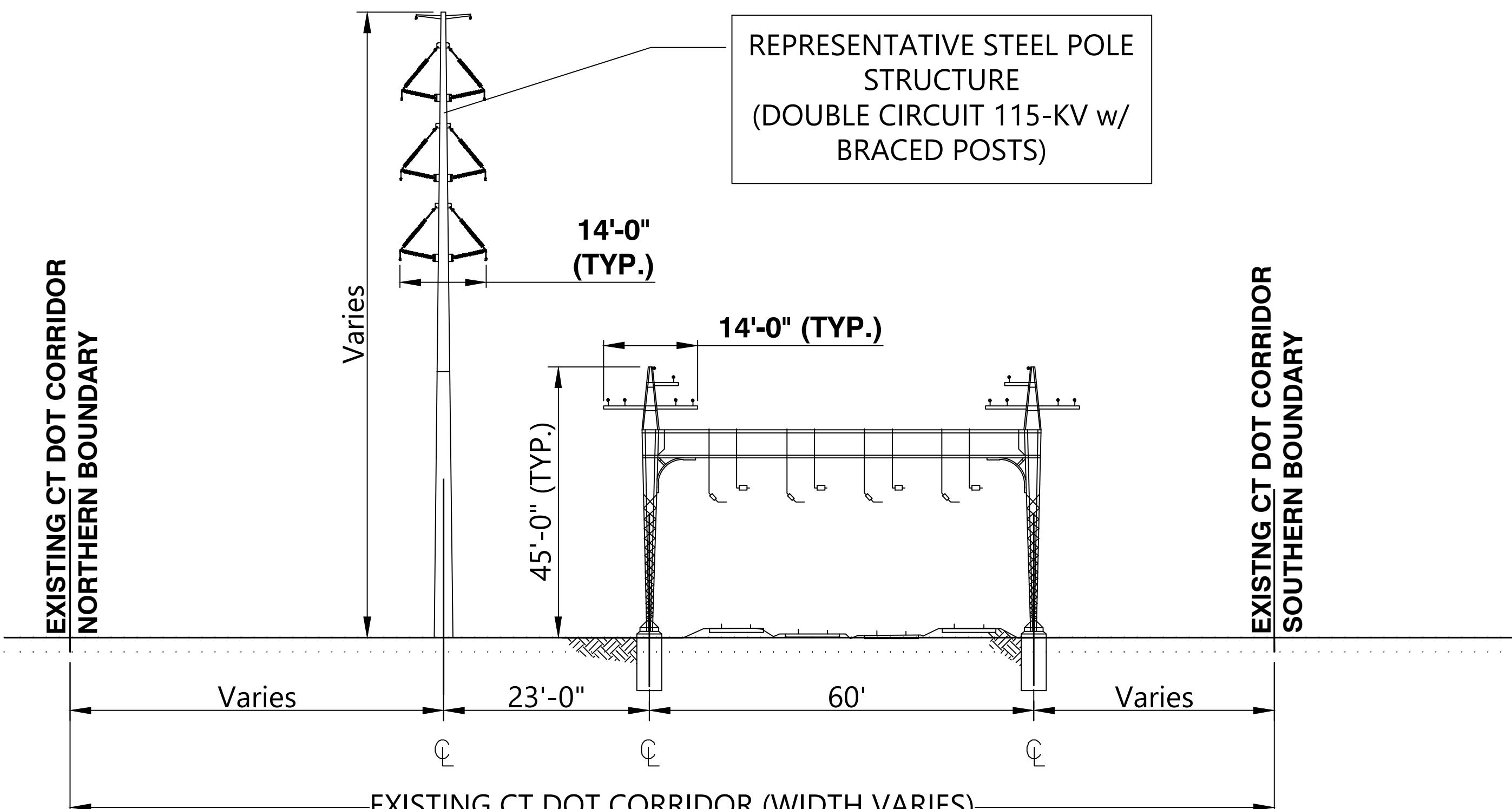
CT DOT CORRIDOR/PROJECT WORK AREA DESCRIPTION

WETLANDS, WATERCOURSES, WATERWAYS AND SENSITIVE AREAS

- NO WETLANDS, WATERCOURSES OR WATERWAYS
- NO NDB AREA WITHIN SHEET

ROAD CROSSINGS

- WASHINGTON AVE



XS-13 (FACING NORTH)

STRUCTURE NO.	STRUCTURE TYPE	CROSS SECTION	HEIGHT (FT)	FOUNDATION
P1033N	TANGENT	XS-12	111	CONCRETE DRILLED PIER
P1034N	DEADEND	XS-13	96	CONCRETE DRILLED PIER
P1035N	TANGENT	XS-12	126	CONCRETE DRILLED PIER

STRUCTURE DETAIL TABLE

B

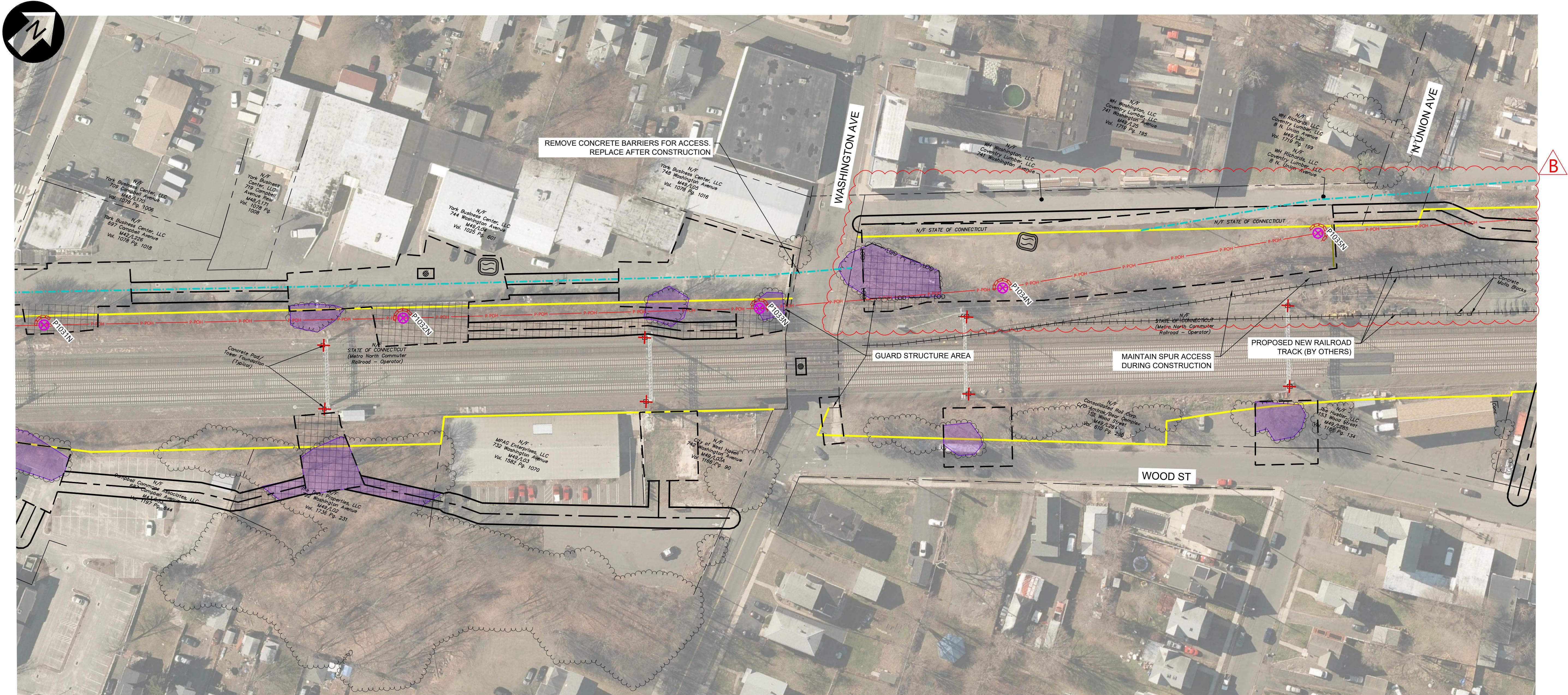
UI 115-KV RR PROJECT MILVON TO WEST RIVER DEVELOPMENT & MANAGEMENT PLAN SEGMENT 1				
MAPSHEET 2 STRUCTURES AND NOTES				
DR.	SFB	SCALE	AS SHOWN	FILE:
0-0B	2023/07/31	WESTWOOD	SEGMENT 1 D&M PLAN UPDATED AT WEST HAVEN LUMBER YARD	
0-0A	2023/04/03	WESTWOOD	SEGMENT 1 D&M PLAN FOR CSC REVIEW	
REV.	DATE	BY	DESCRIPTION	APP. DATE

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DR.	SFB	SCALE	AS SHOWN	FILE:
CK	JRD	NO.		
APP.	MSP			REV. 0-0B



LEGEND

The legend is organized into three columns. The first column contains symbols and their meanings: PROPOSED TRANSMISSION POLE (purple circle with a plus), EXISTING TRANSMISSION POLE (black circle), SUBSTATION TERMINATION STRUCTURE (black T-shape), PROPOSED TRANSMISSION CENTER LINE (red line labeled 'P-POH'), NEW UI EASEMENT BOUNDARY (dashed cyan line), PROPOSED TEMPORARY ACCESS ROAD (black line with a dashed segment), PROPOSED WORK/PULLING PAD (black line with a dashed segment), EXISTING CTDOT CORRIDOR BOUNDARY (yellow line), EXISTING PROPERTY LINE (black line), PROPOSED TEMPORARY MATTING (diagonal hatching), TEMPORARY MATTED WETLAND IMPACT (diagonal hatching), and TEMPORARY MATTED STREAM IMPACT (diagonal hatching). The second column contains symbols and their meanings: FIELD DELINEATED TIDAL WETLAND (red rectangle), FIELD DELINEATED WETLAND (green rectangle), FEMA 100-YEAR FLOODPLAIN LIMIT (white rectangle with black outline), UI OWNED PROPERTY (orange rectangle), FIELD DELINEATED STREAM (blue line), EXISTING TREE LINE (wavy line), PROPOSED TREE CLEARING (purple rectangle), FIELD DELINEATED TIDAL STREAM (blue dashed line), CT DEEP COASTAL ZONE (green dashed line), PROPOSED PERMANENT ACCESS ROAD TO REMAIN (red line with a dashed segment), OPEN ENDED WETLAND DELINEATION BOUNDARY (black line with a dashed segment), and OPEN ENDED WETLAND DELINEATION DIRECTION (black line with a teal arrowhead). The third column contains symbols and their meanings: EXISTING HARDWARE ONLY TO BE REMOVED (red triangle), EXISTING STEEL POLE TO BE REMOVED (red circle with a black outline), EXISTING LATTICE TOWER TO BE REMOVED (red cross), EXISTING BONNET TO BE REMOVED (red X), EXISTING WOOD POLE TO BE REMOVED (red circle with a black outline), EXISTING STEEL POLE TOP TO BE REMOVED AND CAPPED (red circle with a diagonal line), and DRAINAGE CROSSING (black triangle with 'XX' inside).

	CATCH BASIN INLET PROTECTION		SEDIMENT BARRIER
	STRAW BALE SEDIMENT PROTECTION		REDUNDANT SEDIMENT BARRIER - DOUBLE ROW
			EXCLUSIONARY FENCE
	CONCRETE WASHOUT		LIMIT OF DISTURBANCE
	ROCK CONSTRUCTION ENTRANCE		

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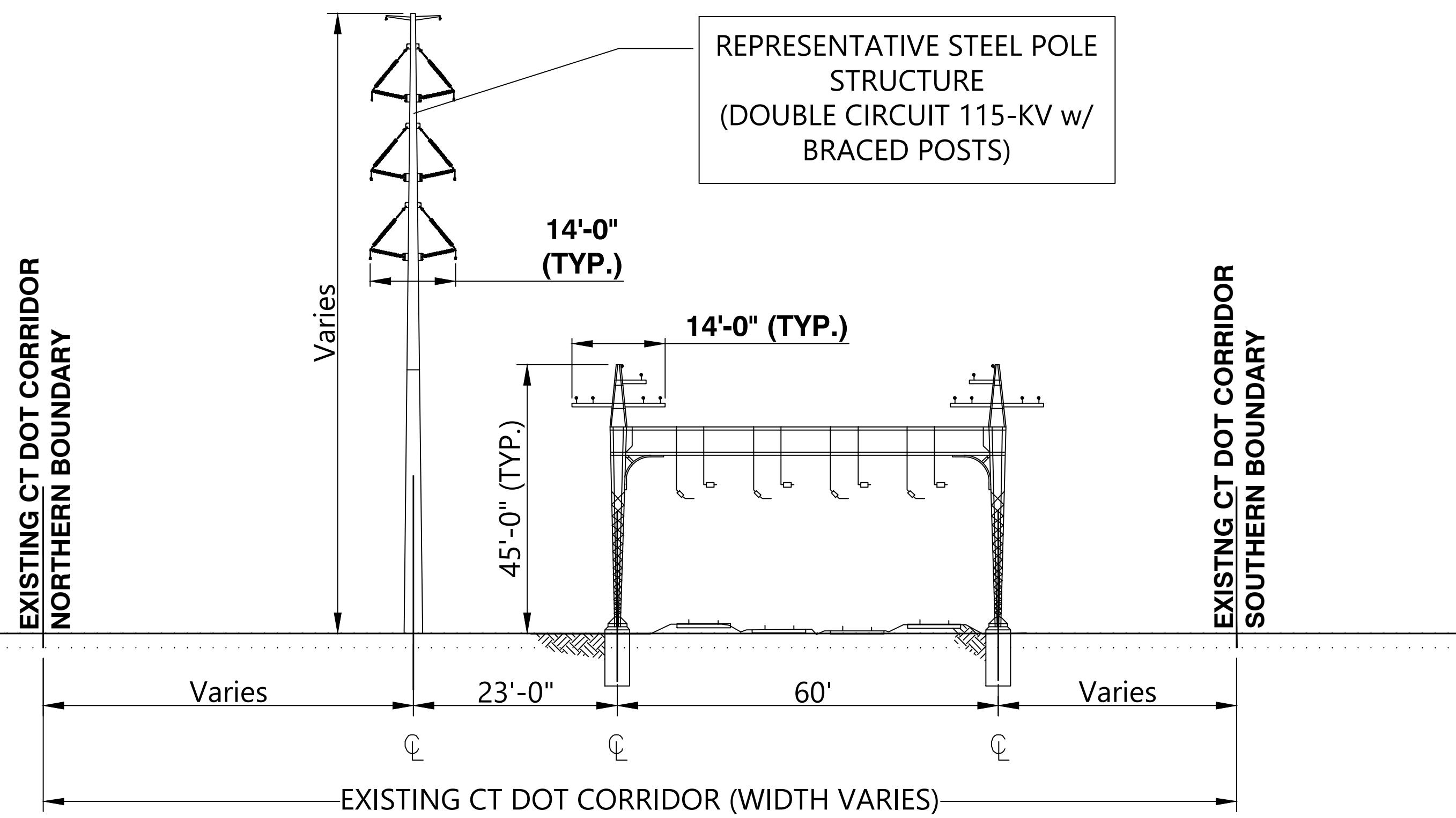
Westwood Surveying and Engineering, P.C.

CITY OF WEST HAVEN

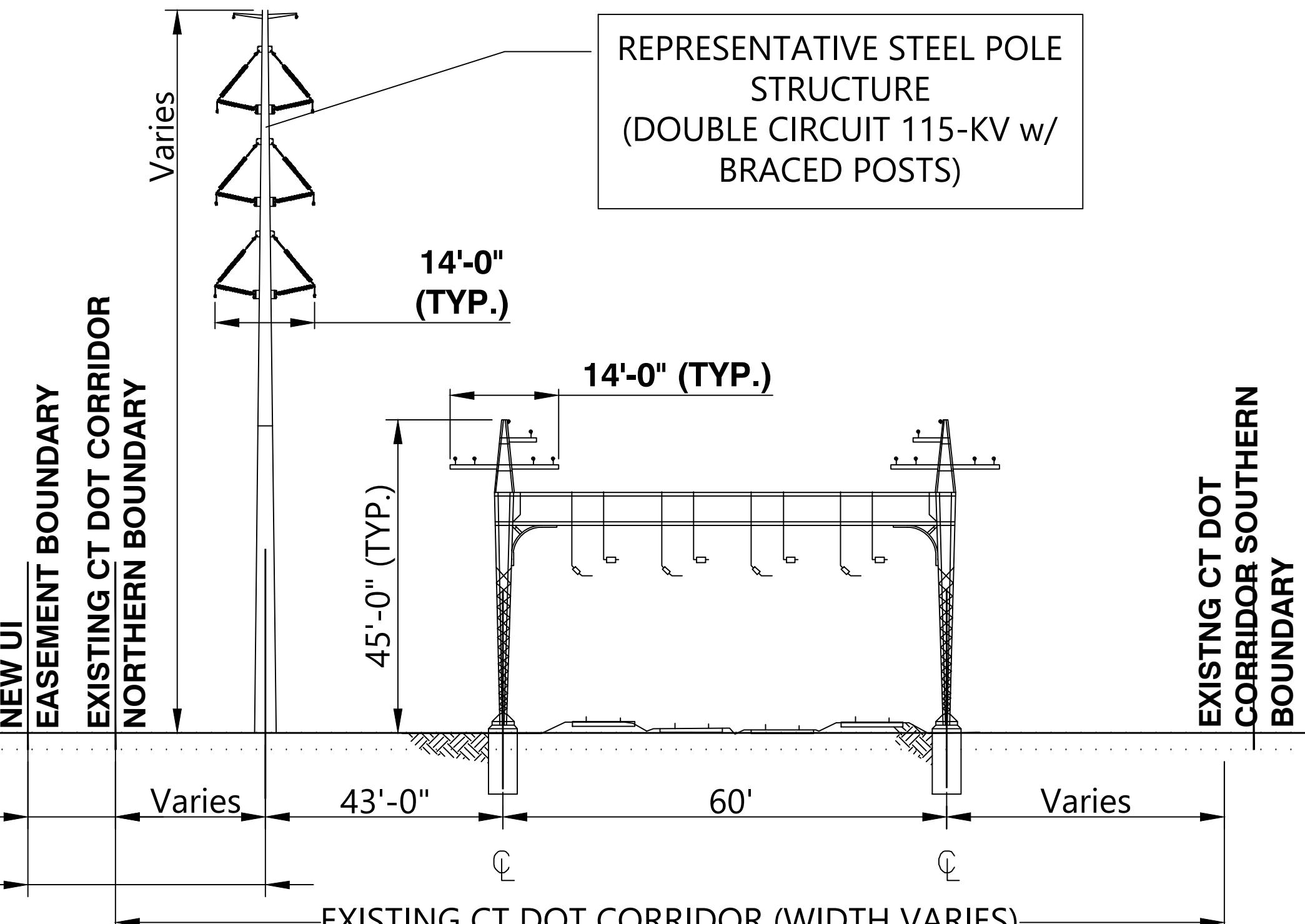
JI 115-kV RR PROJECT MILVON TO WEST RIVER

DEVELOPMENT & MANAGEMENT PLAN

SEGMENT 1



XS-13 (FACING WEST RIVER SUBSTATION)



XS-12 (FACING WEST RIVER SUBSTATION)

GENERAL NOTES

GENERAL WORK DESCRIPTION

- NEW STEEL MONOPOLES, P1037N, P1038N, P1039N, P1039EN AND P1040N WILL BE INSTALLED.
- BONNETS B1036N/S, B1037N/S, B1038N/S, B1038EN/S, B1039WN/S, B1039N, AND B1040N WILL BE REMOVED.
- HARDWARE ON BONNETS B1039S AND B1040S WILL BE REMOVED.
- PROJECT ACTIVITIES INCLUDE: VEGETATION CLEARING, REMOVAL OF EXISTING 115KV EQUIPMENT, AND INSTALLATION OF ACCESS ROADS, WORK PADS, FOUNDATIONS, STEEL MONOPOLES, AND CONDUCTOR
- EROSION AND SEDIMENT CONTROLS TO BE INSTALLED ON SITE UNDER THE SUPERVISION OF AN ENVIRONMENTAL INSPECTOR IN ACCORDANCE WITH CT DEEP GUIDELINES AND THE PROJECT SWPCP. EROSION AND SEDIMENT CONTROLS ARE SHOWN IN GENERAL LOCATIONS ON THE PLANS BUT MAY BE MODIFIED BASED ON SITE FIELD CONDITIONS.
- GUARD STRUCTURE WORK SPACES TO BE UTILIZED ON AN AS-NEEDED BASIS FOR WIRE PULLING ACTIVITIES. SCHEDULE AND WORK AREA PROTECTION TO BE PROVIDED BY CONTRACTOR IN ACCORDANCE WITH MUTCD GUIDELINES AND APPROPRIATELY COORDINATED WITH MUNICIPALITY AND CTDOT.
- CONCRETE WASHOUTS ARE SHOWN IN GENERAL LOCATIONS AND ARE TO BE UTILIZED IN ACCORDANCE WITH CT DEEP EROSION AND SEDIMENT CONTROL REQUIREMENTS.
- TEMPORARY ACCESS AND PADS WITH NO MATTING ARE ON EXISTING PAVEMENT OR GRAVEL. ACCESS ROUTES THROUGH PAVEMENT AND GRAVEL AREAS ARE SUBJECT TO CHANGE BASED ON ACCESS AGREEMENTS WITH LANDOWNER.

CT DOT CORRIDOR/PROJECT WORK AREA DESCRIPTION

WETLANDS, WATERCOURSES, WATERWAYS AND SENSITIVE AREAS

- NO WETLANDS, WATERCOURSES OR WATERWAYS
- NO NDB AREA WITHIN SHEET

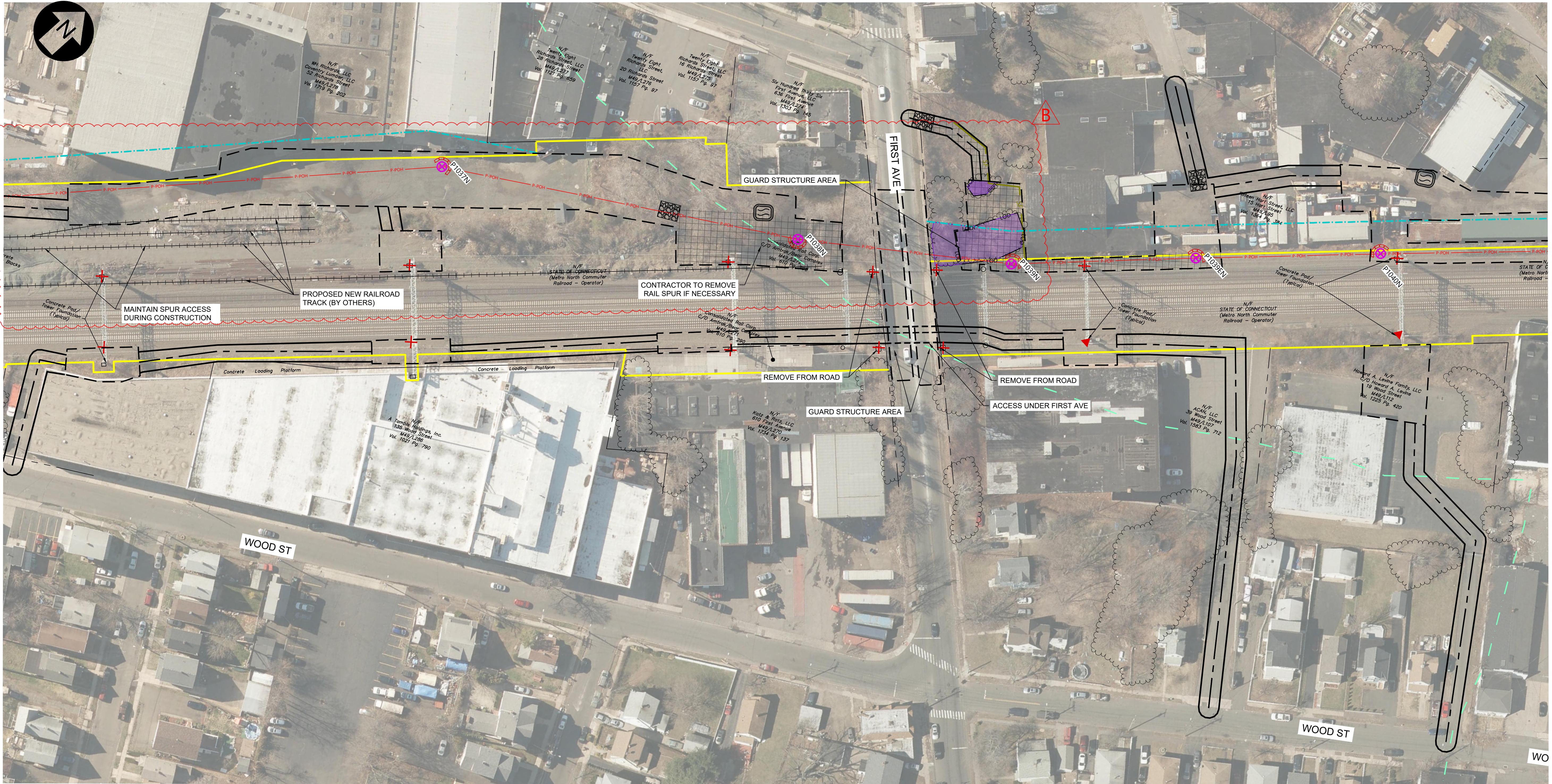
ROAD CROSSINGS

- FIRST AVE

STRUCTURE NO.	STRUCTURE TYPE	CROSS SECTION	HEIGHT (FT)	FOUNDATION
P1037N	DEADEND	XS-12	121	CONCRETE DRILLED PIER
P1038N	TANGENT	XS-13	126	CONCRETE DRILLED PIER
P1039N	TANGENT	N/A*	131	CONCRETE DRILLED PIER
P1039EN	TANGENT	N/A*	131.5	CONCRETE DRILLED PIER
P1040N	TANGENT	N/A*	131	CONCRETE DRILLED PIER

*THESE STRUCTURE ARRANGEMENTS ARE NON-TYPICAL, SEE PROJECT PLAN AND PROFILE DRAWINGS FOR DETAILS

STRUCTURE DETAIL TABLE



LEGEND

PROPOSED TRANSMISSION POLE (Purple circle with a plus sign)

EXISTING TRANSMISSION POLE (Black circle)

SUBSTATION TERMINATION STRUCTURE (Black T-shaped structure)

PROPOSED TRANSMISSION CENTER LINE (Red line labeled "P-POH")

NEW UI EASEMENT BOUNDARY (Dashed blue line)

PROPOSED TEMPORARY ACCESS ROAD (Black line)

PROPOSED WORK/PULLING PAD (Black dashed line)

EXISTING CTDOT CORRIDOR BOUNDARY (Yellow line)

EXISTING PROPERTY LINE (Black dashed line)

PROPOSED TEMPORARY MATTING (Grid pattern)

TEMPORARY MATTED WETLAND IMPACT (Diagonal hatching)

TEMPORARY MATTED STREAM IMPACT (Dotted pattern)

FIELD DELINEATED TIDAL WETLAND (Red rectangle)

FIELD DELINEATED WETLAND (Green rectangle)

FEMA 100-YEAR FLOODPLAIN LIMIT (White rectangle with black outline)

UI OWNED PROPERTY (Orange rectangle)

FIELD DELINEATED STREAM (Blue line)

EXISTING TREE LINE (Wavy line)

PROPOSED TREE CLEARING (Purple rectangle)

FIELD DELINEATED TIDAL STREAM (Blue dashed line)

CT DEEP COASTAL ZONE (Green dashed line)

PROPOSED PERMANENT ACCESS ROAD TO REMAIN (Red dashed line)

OPEN ENDED WETLAND DELINEATION BOUNDARY (Black dashed line)

OPEN ENDED WETLAND DELINEATION DIRECTION (Blue arrow)

EXISTING HARDWARE ONLY TO BE REMOVED (Red triangle)

EXISTING STEEL POLE TO BE REMOVED (Red circle with a diagonal line)

EXISTING LATTICE TOWER TO BE REMOVED (Red cross)

EXISTING BONNET TO BE REMOVED (Red X)

EXISTING WOOD POLE TO BE REMOVED (Red circle with a diagonal line)

EXISTING STEEL POLE TOP TO BE REMOVED AND CAPPED (Red circle with a diagonal line and a circle)

XX (Black triangle)

DRAINAGE CROSSING (Black triangle)

	CATCH BASIN INLET PROTECTION		SF		SEDIMENT BARRIER
	STRAW BALE SEDIMENT PROTECTION		RSC		REDUNDANT SEDIMENT BARRIER - DOUBLE ROW
	CONCRETE WASHOUT		EF		EXCLUSIONARY FENCE
	ROCK CONSTRUCTION ENTRANCE		LOD		LIMIT OF DISTURBANCE

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CITY OF WEST HAVEN
UI 115-kV RR PROJECT MILVON TO WEST RIVER
DEVELOPMENT & MANAGEMENT PLAN
SEGMENT 1

CITY OF WEST HAVEN

UI 115-kV RR PROJECT MILVON TO WEST RIVER

DEVELOPMENT & MANAGEMENT PLAN

SEGMENT 1