



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

Ten Franklin Square, New Britain, CT 06051

Phone: (860) 827-2935 Fax: (860) 827-2950

E-Mail: siting.council@ct.gov

Web Site: portal.ct.gov/csc

VIA ELECTRONIC MAIL

February 16, 2024

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 (D&M) Plan II - Segment 2 Revision.**

Dear Attorney McDermott:

The Connecticut Siting Council (Council) is in receipt of your correspondence dated February 13, 2024, regarding a revision to Partial Development and Management (D&M) Plan II – Segment 2 for the above-referenced facility that was approved by the Council on August 18, 2023.

Pursuant to Regulations of Connecticut State Agencies (RCSA) §16-50j-62(b), your request to perform the following is hereby approved:

- a) Eliminate the temporary construction matting along most of the permanent access road for Structures P1027N and P1028N;
- b) Avoid grubbing certain areas in the vicinity of the access road where matting could not be installed due to topography;
- c) Utilize temporary gravel with geotextile fabric in lieu of temporary matting around the access drive between and around Structures P1027N and P1028N; and
- d) Utilize temporary construction matting along the northwestern side of the access road turnaround at Structure 1028N.

This approval applies only to the Partial D&M Plan II – Segment 2 revision in the correspondence dated February 13, 2024.

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,

A handwritten signature in dark ink, appearing to read "Melanie A. Bachman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Melanie A. Bachman
Executive Director

MB/MP



February 13, 2024

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 – Notice for Modification to Work Pad and ROW Associated with P1027N and P1028N

Dear Ms. Bachman:

Pursuant to the Regulations of Connecticut State Agencies Section 16-50j-62(b)(2) and Attachment M to the project's Development & Management Plan, The United Illuminating Company ("UI") is hereby notifying to the Connecticut Siting Council (the "Council") of a deviation. The deviation occurred within the work pad and/or ROW associated with P1027N and P1028N.

The temporary work pad associated with P1027 and P1028N encompasses a permanent gravel access road, as well as a sizable area of clearing. During clearing activities, a large amount of rubbish material was identified by the contractor within this UI work pad and ROW. Once the rubbish was removed it was apparent that the existing topography of the land within the work pad was very uneven, making it difficult for the installation of timber matting. Therefore, the Contractor extended the gravel from the permanent access road and to the extent of the work pad limits. A geotextile fabric was laid down under the gravel which will be removed at the end of construction in the areas outside the permanent road limits.

In addition, the Contractor chose not to stump and disturb certain areas that after tree clearing was performed were deemed not suitable for matting based on the existing topography. These areas shown as being disturbed on the D&M plans were approximately equivalent to the area where the temporary gravel was installed outside of the permanent road limits. Additional erosion and sedimentation controls, including seeding and mulching, will be implemented following removal of the temporarily placed gravel, as needed. Surficial grading of the area was not implemented. Additionally, the use of temporary matting was not essential in several areas of the work pad and was thus not installed.

Changes implemented in this area are within UI's work pad and/or ROW, as denoted in the General Access Plans. Erosion and sedimentation controls specified within the Segment 2 Development and Management Plan have been installed. Changes do *not*



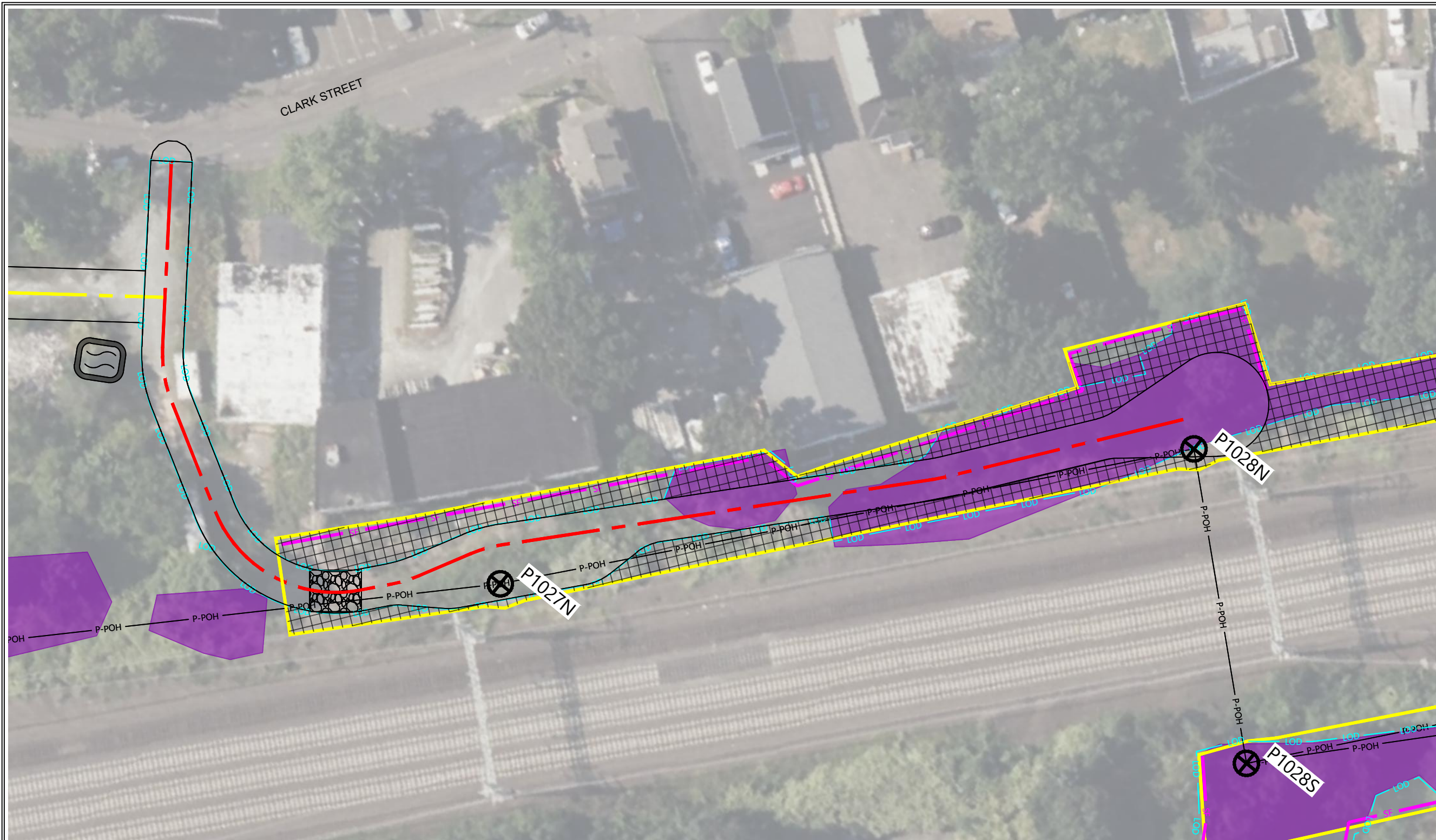
include the construction or placement of temporary structures or equipment and does *not* change a structure type or location.

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

Very truly yours,

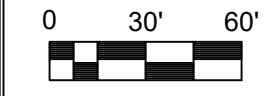
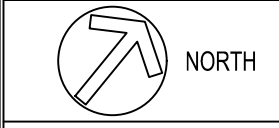
A handwritten signature in blue ink that reads 'Paul Kenline'.

Paul Kenline



LEGEND	
	EXISTING TRANSMISSION STRUCTURE FOR REMOVAL
	PROPOSED TRANSMISSION POLE
	P-POH PROPOSED TRANSMISSION CENTER LINE
	PROPOSED TEMPORARY ACCESS ROAD
	PROPOSED PERMANENT ACCESS ROAD
	PROPOSED WORK/PULLING CONSTRUCTION AREA
	FIELD DELINEATED TIDAL WETLAND
	FIELD DELINEATED WETLAND
	FLOODPLAIN
	LOD LIMITS OF DISTURBANCE
	TREE CLEARING
	NATURAL DIVERSITY DATABASE AREA
	PROPOSED TEMPORARY MATTING

HRP
 MOVE YOUR ENVIRONMENT FORWARD
 197 SCOTT SWAMP ROAD
 FARMINGTON, CT 06032
 (860) 674-9570
 HRPASSOCIATES.COM



REVISIONS	
NO.	DATE

DESIGNED BY:	UI
DRAWN BY:	VW/ASB
REVIEWED BY:	

ISSUE DATE:	02/07/2024
PROJECT NUMBER:	UNI9212.EE
SHEET SIZE:	11"X17"

CLARK STREET - ORIGINALLY PERMITTED
 MILVON TO WEST RIVER RAILROAD TRANSMISSION LINE 115KV REBUILD PROJECT
 WEST HAVEN, CONNECTICUT

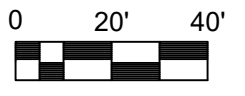
SHEET NO. C1.1

NOTES:
 1. BASE PLANS PREPARED BY WESTWOOD PROFESSIONAL SERVICES, 12/15/2022, LAST REVISED 03/10/2023.

DRAWING NAME: V:\Data\UNUNIT1 - THE UNITED ILLUMINATING COMPANY\MILFORD TO NEW HAVEN, CT\UN19207EE\CAD\MCPHEE FIELD CHANGES\PROPOSED ZOOMED\PROPOSED ZOOMED.dwg LAYOUT: PROPOSED ZOOMED CLARK PLOT DATE: Feb 08, 2024 - 9:37am OPERATOR: ASB



197 SCOTT SWAMP ROAD
FARMINGTON, CT 06032
(860) 674-9570
HRPASSOCIATES.COM



REVISIONS	
NO.	DATE

DESIGNED BY:	UI
DRAWN BY:	VW/ASB
REVIEWED BY:	

ISSUE DATE:	02/08/2024
PROJECT NUMBER:	UNI9212.EE
SHEET SIZE:	11"X17"

CLARK STREET - ACTUAL
MILVON TO WEST RIVER RAILROAD
TRANSMISSION LINE 115KV REBUILD PROJECT
WEST HAVEN, CONNECTICUT

LEGEND	
	EXISTING TRANSMISSION STRUCTURE FOR REMOVAL
	PROPOSED TRANSMISSION POLE
	P-POH PROPOSED TRANSMISSION CENTER LINE
	PROPOSED TEMPORARY ACCESS ROAD
	PROPOSED PERMANENT ACCESS ROAD
	PROPOSED WORK/PULLING CONSTRUCTION AREA
	FIELD DELINEATED TIDAL WETLAND
	FIELD DELINEATED WETLAND
	FLOODPLAIN
	LOD LIMITS OF DISTURBANCE
	TREE CLEARING
	NATURAL DIVERSITY DATABASE AREA
	TEMPORARY MATTING NOT UTILIZED
	TEMPORARY MATTING UTILIZED
	TEMPORARY GRAVEL AND GEOTEXTILE UTILIZED

NOTES:
1. BASE PLANS PREPARED BY WESTWOOD PROFESSIONAL SERVICES, 12/15/2022, LAST REVISED 03/10/2023.

*ALL PRESENTED AREAS OF TEMPORARY MATTING AND TEMPORARY GRAVEL ARE APPROXIMATE AND BASED ON FIELD OBSERVATIONS AND MEASUREMENTS TAKEN BY UI.

SHEET NO.
C1.2