



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

Ten Franklin Square, New Britain, CT 06051

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VIA ELECTRONIC MAIL

August 20, 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 August 14, 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) Relocate Structures P1022N, P1023N, and P1023AN approximately 26 feet to the southwest, 4 feet to the northwest, and 6 feet to the northwest, respectively;
- b) Eliminate use of temporary access road associated with Structure P1023AN;
- c) Relocate Structure P1008NN approximately 2 feet east;
- d) Relocate Structure P1008WN approximately to 10.5 feet to the northeast and perform minor changes to the work pad as a result of this shift; and
- e) Relocate Structure P1009NN approximately 10.5 feet east.

This approval applies only to the Partial D&M Plan II – Segment 2 revision in the correspondence dated August 14, 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,



Melanie A. Bachman
Executive Director

MB/MP/laf

c: Paul Kenline, Project Manager, The United Illuminating Company (pkenline@uinet.com)



August 14, 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 – Request for Modification to Segment 2 Development and Management Plan

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 (D&M) Plan, The United Illuminating Company ("UI") is hereby requesting a modification from the Connecticut Siting Council (the "Council"). The modification will occur within the CTDOT ROW and is associated with P1008NN, P1008WN, P1009NN, P1022N, P1023N, and P1023N.

P1022N, P1023N, and P1023AN are requested to be shifted 26' to the southwest, 4' to the northwest, and 6' to the northwest, respectively. The shifting of the poles is necessary due to providing necessary clearance with MNR's communications wires on the catenary structures during construction. The poles will remain within each pole's respective work pad area. Additionally, the temporary access road associated with P1023AN will not be utilized by the contractor, reducing disturbance and clearing in this area.

P1008NN is requested to be shifted approximately 2' east and away from watercourse WH-WC15. The shifting of this pole will work in tandem with environmental controls in this area to avoid impacts to the watercourse during construction.

P1008WN is requested to be shifted 10.5' to the northeast. The shifting of this pole is necessary and at the request of the Regional Water Authority to preserve the integrity of an approximately 50-year-old water main. Minor changes to the work pad will be made to accommodate this shift.

P1009NN is requested to be shifted 10.5' east. An unmarked/unknown 36" reinforced concrete pipe (RCP) underground drainage line was discovered to be located within the planned foundation location.

Erosion and sedimentation controls, including seeding and mulching, will be implemented during and following construction, as needed and in compliance with the Project's Stormwater Pollution Control Plan (SWPCP) and Segment 2's D&M Plan. UI



has provided updates to the Army Corp. regarding watercourse WH-WC15 and controls to be utilized during construction.

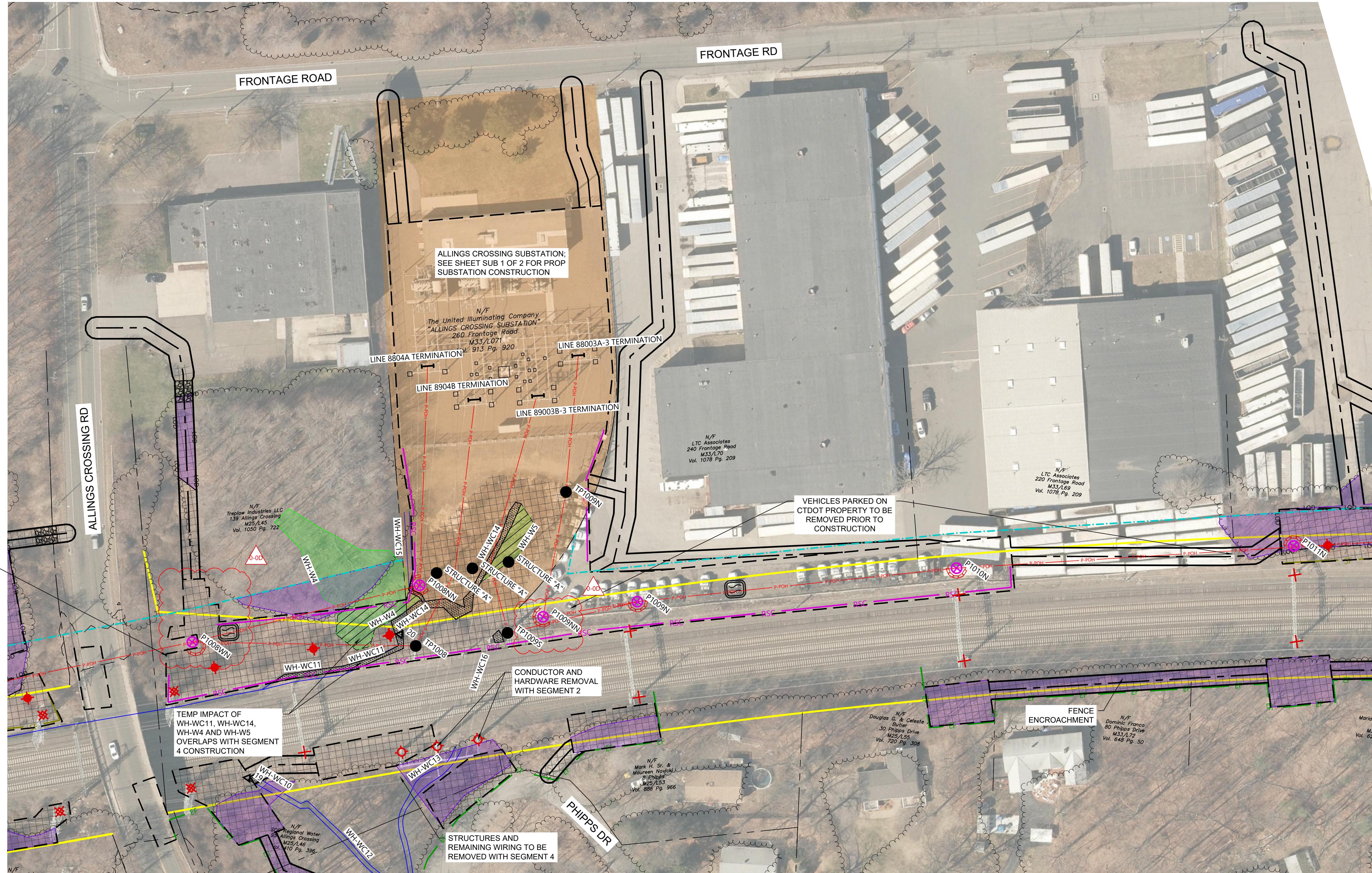
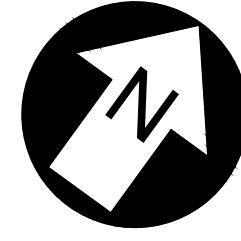
Changes implemented in this area are within UI's work pad and/or the CTDOT ROW, as denoted in the General Access Plans. Erosion and sedimentation controls specified within the Segment 2 Development and Management Plan and the SWPCP associated with these poles have been or are continuing to be installed. Changes do *not* include the construction or placement of temporary structures or equipment; changes do *not* impact a wetland or a watercourse crossing; and changes do *not* use additional or eliminate mitigation measures. All necessary prior approvals and notifications for these pole relocations have been acquired.

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

Respectfully submitted,

A handwritten signature in blue ink that reads "Paul J Kenline".

Paul Kenline
Project Manager, pkenline@uinett.com

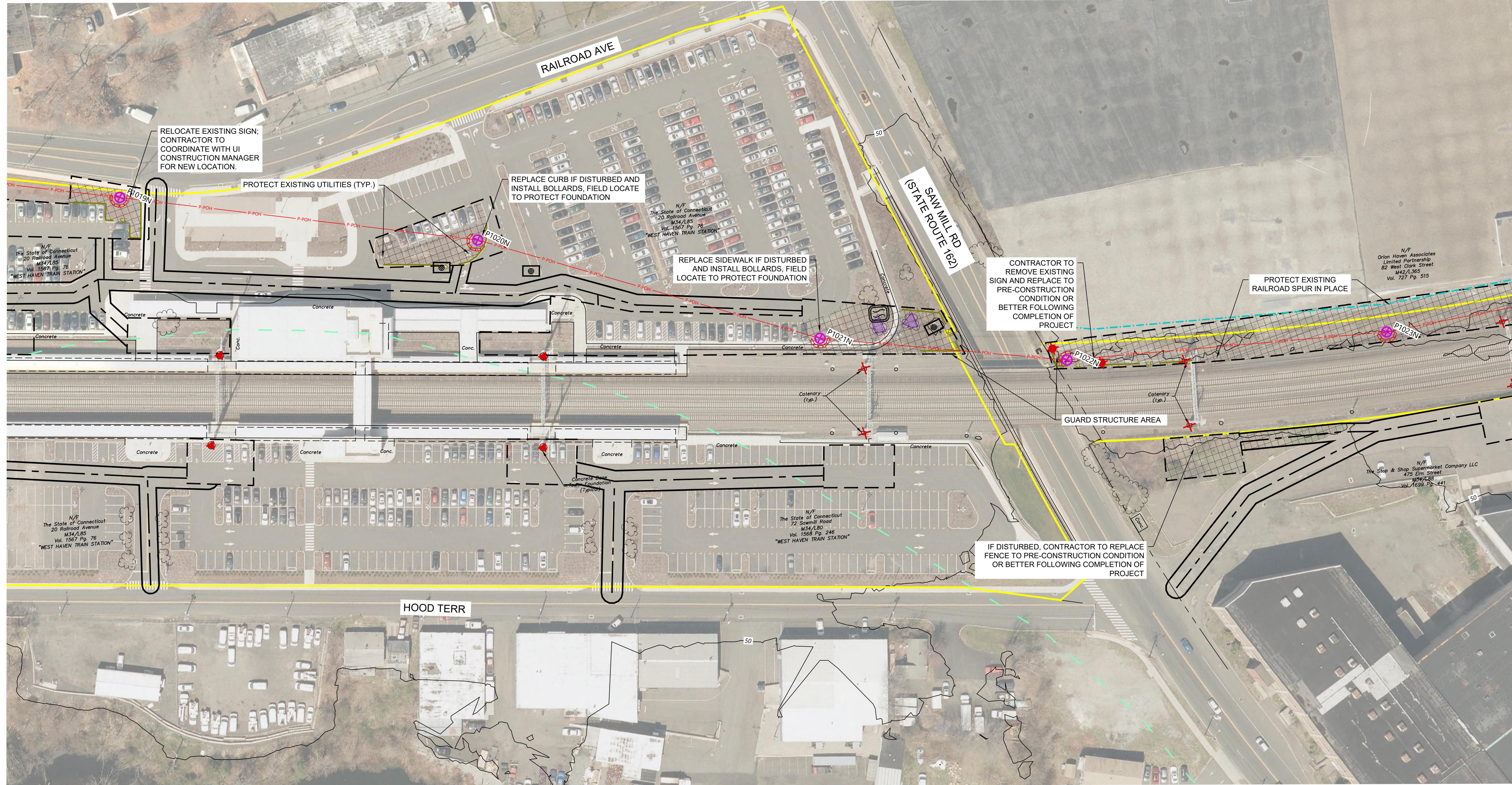
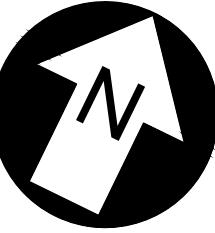


SEE SHEET 2

LEGEND

	PROPOSED TRANSMISSION POLE		EXISTING TRANSMISSION POLE																
	SUBSTATION TERMINATION STRUCTURE		PROPOSED TRANSMISSION CENTER LINE																
	NEW UI EASEMENT BOUNDARY		PROPOSED TEMPORARY ACCESS ROAD																
	PROPOSED WORK/PULLING PAD		EXISTING CTDOT CORRIDOR BOUNDARY																
	EXISTING PROPERTY LINE		EXISTING PROPERTY LINE																
	PROPOSED TEMPORARY MATTING / TEMPORARY GRAVEL WITH UI APPROVAL*		PROPOSED TEMPORARY MATTING / TEMPORARY GRAVEL WITH UI APPROVAL*																
	TEMPORARY MATTED WETLAND IMPACT		TEMPORARY MATTED WETLAND IMPACT																
	OPEN ENDED WETLAND DELINEATION BOUNDARY		OPEN ENDED WETLAND DELINEATION DIRECTION																
	FIELD DELINEATED TIDAL WETLAND		EXISTING HARDWARE ONLY TO BE REMOVED																
	FIELD DELINEATED WETLAND		EXISTING STEEL POLE TO BE REMOVED																
	FEMA 100-YEAR FLOODPLAIN LIMIT		EXISTING LATTICE TOWER TO BE REMOVED																
	UI OWNED PROPERTY		EXISTING BONNET TO BE REMOVED																
	FIELD DELINEATED STREAM		EXISTING WOOD POLE TO BE REMOVED																
	EXISTING TREE LINE		EXISTING STEEL POLE TOP TO BE REMOVED AND CAPPED																
	PROPOSED TREE CLEARING		DRAINAGE CROSSING																
	FIELD DELINEATED TIDAL STREAM		DRAINAGE CROSSING																
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	PROPOSED PERMANENT ACCESS ROAD TO REMAIN																		
	PERMANENT WETLAND IMPACT																		
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	CATCH BASIN INLET PROTECTION		SEDIMENT BARRIER																
	STRAW BALE SEDIMENT PROTECTION		REDUNDANT SEDIMENT BARRIER - DOUBLE ROW																
	CONCRETE WASHOUT		EXCLUSIONARY FENCE																
	ROCK CONSTRUCTION ENTRANCE		LIMIT OF DISTURBANCE																
* TEMPORARY MATTING IS THE PREFERRED METHOD. THE USE OF TEMPORARY GRAVEL WILL BE IMPLEMENTED ONLY ON AN AS-NEEDED BASIS WHERE SAFETY OR OTHER UNKNOWN FIELD CONDITIONS MAY EXIST, AND WILL REQUIRE PRIOR UI APPROVAL.																			
GRAVEL WILL NOT BE UTILIZED IN WETLAND, WATERCOURSE OR ANY OTHER UI IDENTIFIED SENSITIVE RESOURCE AREAS. ALL WATERCOURSE CROSSINGS MUST BE SPANNED AS TO NOT IMPEDE WATER FLOW OR FISH PASSAGE.																			
**IN LOCATIONS WHERE MATTING HEIGHT IS A MINIMUM OF 20" ABOVE EXISTING GRADE WITHOUT ANY GAPS IN OUTER WALL FACE OF MATTING, THE MATTING IS AN ACCEPTABLE REPLACEMENT OF EXCLUSION FENCING SUBJECT TO APPROVAL OF UI AND/OR THEIR DESIGNATED REPRESENTATIVE.																			
<table border="1"> <thead> <tr> <th colspan="4">UI 115-kV RR PROJECT MILVON TO WEST RIVER DEVELOPMENT & MANAGEMENT PLAN</th> </tr> <tr> <th>DR.</th> <th>SFB</th> <th>SCALE AS SHOWN</th> <th>FILE:</th> </tr> </thead> <tbody> <tr> <td>CK.</td> <td>JRD</td> <td>NO.</td> <td>MAPSHEET 1 OF 6</td> </tr> <tr> <td>APP.</td> <td>MSP</td> <td>REV.</td> <td>0-0D</td> </tr> </tbody> </table>				UI 115-kV RR PROJECT MILVON TO WEST RIVER DEVELOPMENT & MANAGEMENT PLAN				DR.	SFB	SCALE AS SHOWN	FILE:	CK.	JRD	NO.	MAPSHEET 1 OF 6	APP.	MSP	REV.	0-0D
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ANSI D	0-0D	DATE	BY	DESCRIPTION	APP.	DATE													

0-0D	2024/08/14	WESTWOOD	SEGMENT 2 P1009NN SHIFT AND MATTING ADJUSTMENT NEAR P1008WN	
0-0C	2024/08/09	WESTWOOD	SEGMENT 2 P1023N AND P1023AN SHIFT	
0-0B	2024/06/12	WESTWOOD	SEGMENT 2 FOR INCLUSION OF P1008NN AND P1008WN FOUNDATIONS	
0-0A	2023/05/12	WESTWOOD	SEGMENT 2 D&M PLAN FOR CSC REVIEW	

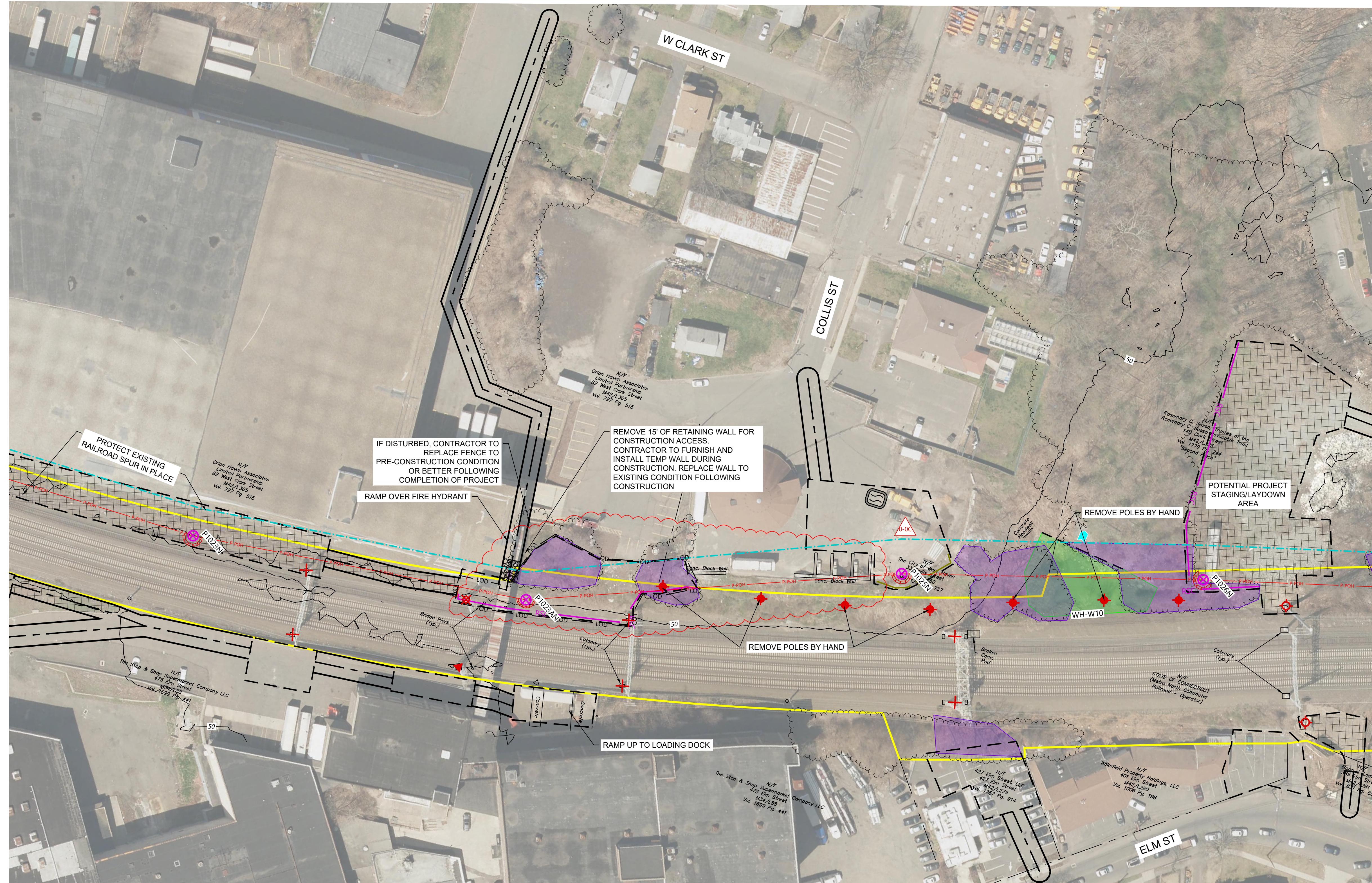
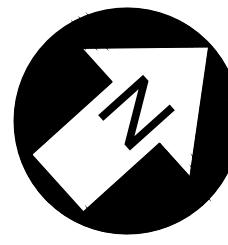


SEE SHEET 3

SEE SHEET 5

LEGEND

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	NEW UI EASEMENT BOUNDARY		FIELD DELINEATED STREAM		EXISTING WOOD POLE TO BE REMOVED				
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- DRAINAGE CROSSING

	CATCH BASIN INLET PROTECTION
	STRAW BALE SEDIMENT PROTECTION
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