



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

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,

A handwritten signature in dark ink, appearing to read "Melanie A. Bachman". The signature is fluid and cursive, with the first name "Melanie" being more prominent.

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 P1023AN.

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.

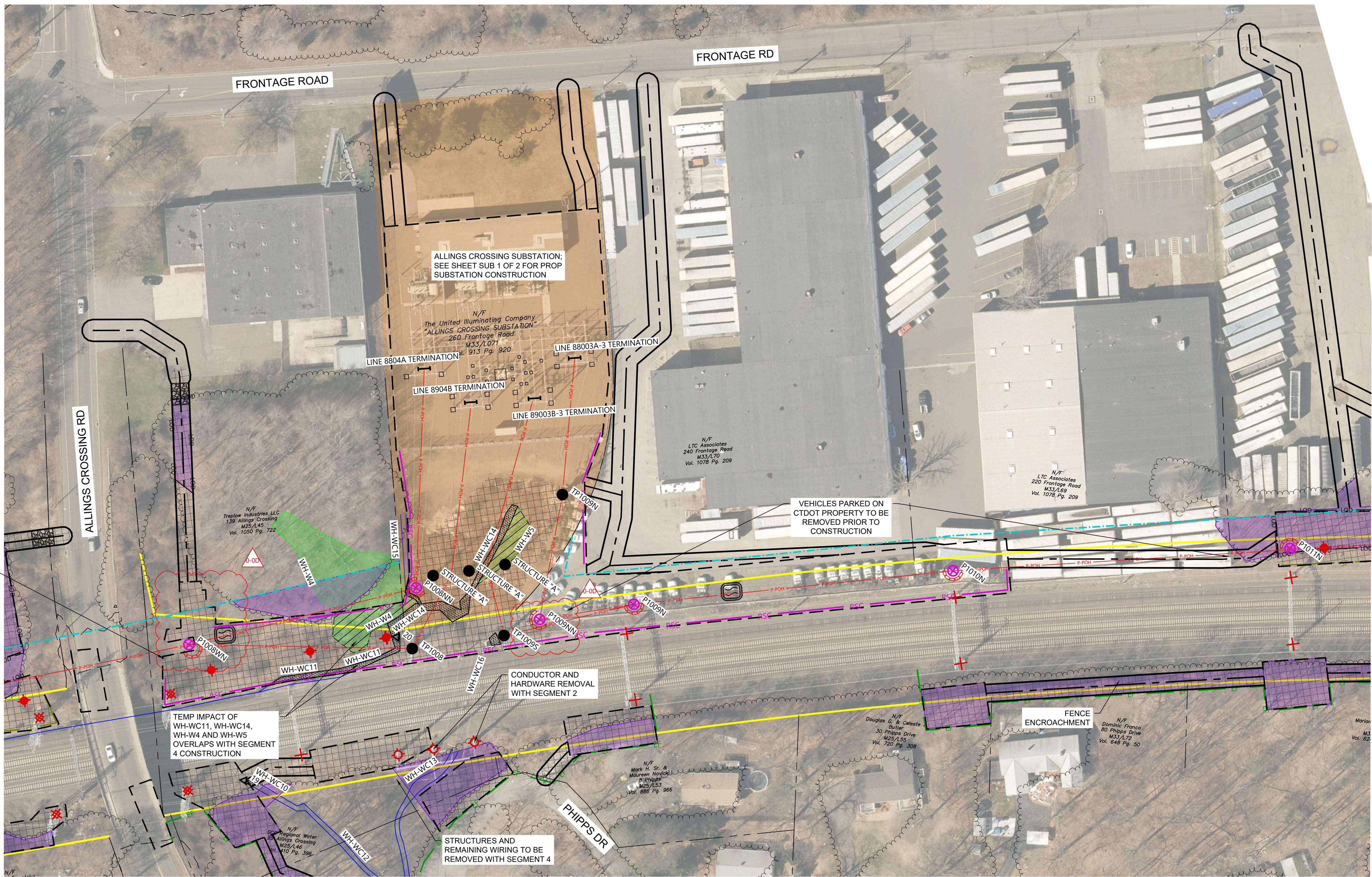
Changes implemented in this area are within UI's work pad and/or the CTDOT ROW, as denoted in the General Access Plans. Erosion and sedimentation controls specified within the Segment 2 Development and Management Plan and the SWPCP associated with these poles have been or are continuing to be installed. 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, appearing to read 'Paul Kenline', is positioned below the 'Respectfully submitted,' text.








Paul Kenline
Project Manager, pkenline@uinet.com










SEE SHEET 2

	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
	PROPOSED TEMPORARY MATTING / TEMPORARY GRAVEL WITH UI APPROVAL*
	TEMPORARY MATTED WETLAND IMPACT
	TEMPORARY MATTED STREAM IMPACT

- | | | | |
|---|--|---|---|
|  | FIELD DELINEATED TIDAL WETLAND |  | E |
|  | FIELD DELINEATED WETLAND |  | E |
|  | FEMA 100-YEAR FLOODPLAIN LIMIT |  | E |
|  | UI OWNED PROPERTY |  | E |
|  | FIELD DELINEATED STREAM |  | E |
|  | EXISTING TREE LINE |  | E |
|  | PROPOSED TREE CLEARING |  | E |
|  | FIELD DELINEATED TIDAL STREAM |  | E |
|  | CT DEEP COASTAL ZONE |  | E |
|  | PROPOSED PERMANENT ACCESS |  | E |
|  | ROAD TO REMAIN |  | E |
|  | PERMANENT WETLAND IMPACT |  | E |
|  | OPEN ENDED WETLAND DELINEATION BOUNDARY |  | E |
|  | OPEN ENDED WETLAND DELINEATION DIRECTION |  | E |

- | | |
|---|---|
|  | EXISTING HARDWARE ONLY TO BE REMOVED |
|  | EXISTING STEEL POLE TO BE REMOVED |
|  | EXISTING LATTICE TOWER TO BE REMOVED |
|  | EXISTING BONNET TO BE REMOVED |
|  | EXISTING WOOD POLE TO BE REMOVED |
|  | EXISTING STEEL POLE TOP TO BE REMOVED
AND CAPPED |
| xx
 | DRAINAGE CROSSING |

- | | |
|---|--------------------------------|
|  | CATCH BASIN INLET PROTECTION |
|  | STRAW BALE SEDIMENT PROTECTION |
|  | CONCRETE WASHOUT |
|  | ROCK CONSTRUCTION ENTRANCE |

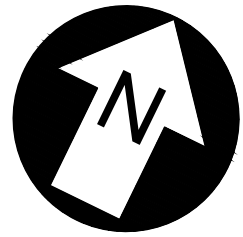
- SF SEDIMENT BARRIER
 RSC REDUNDANT SEDIMENT BARRIER - DOUBLE ROW
 EF EXCLUSIONARY FENCE
 LOD  LOD  LIMIT OF DISTURBANCE

***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.

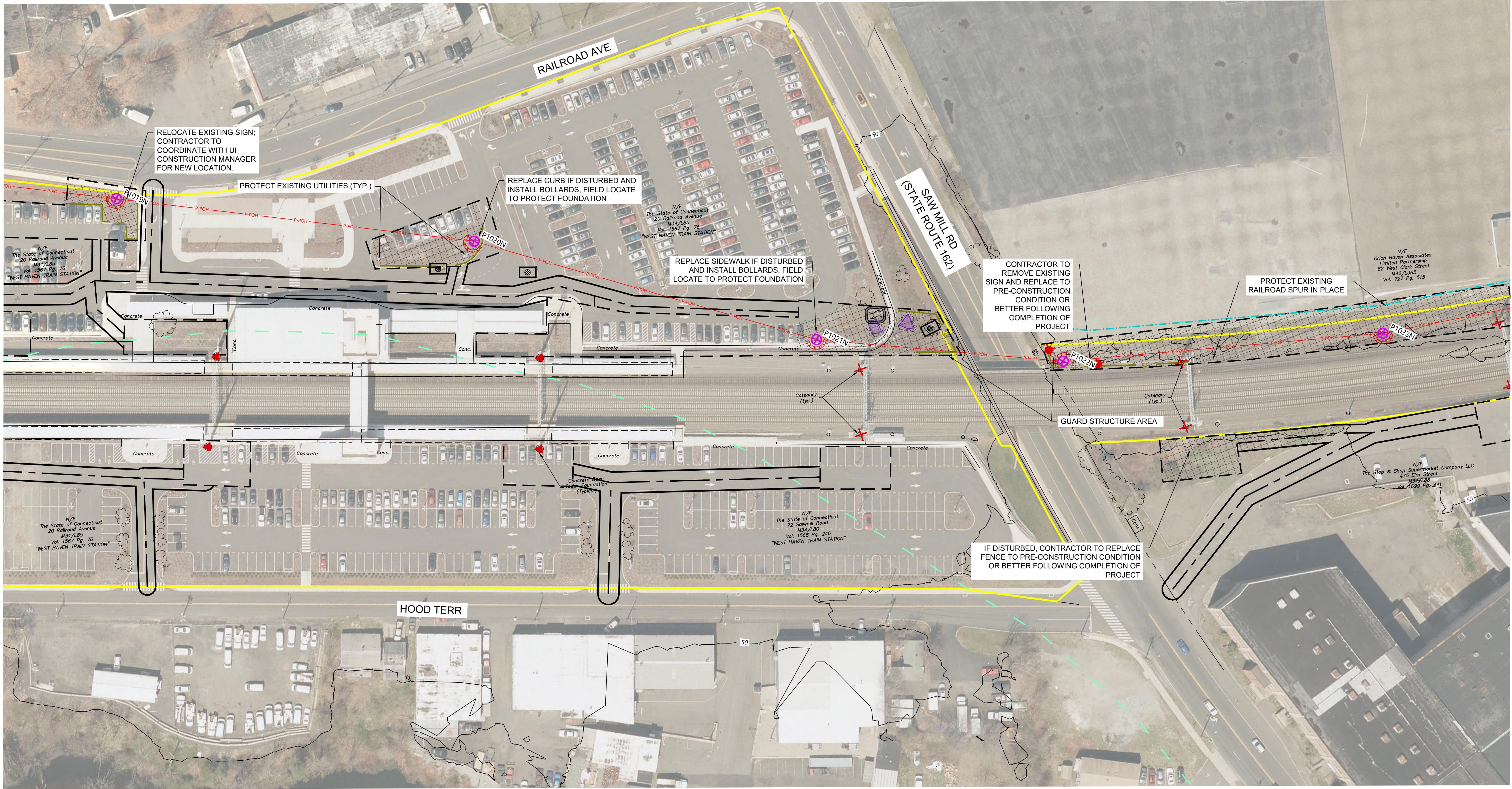
* TEMPORARY MATTING IS THE PREFERRED METHOD. THE USE OF TEMPORARY GRAVEL WILL BE IMPLEMENTED ONLY ON AN AS-NEEDED BASIS WHERE SAFETY OR OTHER UNKNOWN FIELD CONDITIONS MAY EXIST, AND WILL REQUIRE PRIOR UI APPROVAL.

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.

<div><div><div>0'</div><div>50'</div><div>100'</div><div>150'</div></div></div>				<div><div><div><div></div><div></div><div></div></div><div>U AVANGRID</div></div></div>				UI 115-kV RR PROJECT MILVON TO WEST RIVER DEVELOPMENT & MANAGEMENT PLAN						
<div><div><div>Westwood</div><div>Surveying & Engineering</div></div><div><div>Phone (952) 937-51501684 South Broad Street, Suite #300</div><div>Fax (952) 937-5822Lansdale, PA 19446</div><div>Toll Free (888) 937-5150www-pc.com</div><div>Westwood Surveying and Engineering, P.C.</div></div></div>				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			DR.	SFB	SCALE	AS SHOWN	FILE:
				0-0A	2023/05/12	WESTWOOD	SEGMENT 2 D&M PLAN FOR CSC REVIEW			CK.	JRD	NO.		
				REV.	DATE	BY	DESCRIPTION			APP.	MSP	MAPSHEET 1 OF 6		
							DATE:					0-0D		



SEE SHEET 3



SEE SHEET 5

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

PROPOSED TEMPORARY MATTING / TEMPORARY GRAVEL WITH UI APPROVAL*

TEMPORARY MATTED WETLAND IMPACT

TEMPORARY MATTED STREAM IMPACT

FIELD DELINEATED TIDAL WETLAND

FIELD DELINEATED WETLAND

FEMA 100-YEAR FLOODPLAIN LIMIT

UI OWNED PROPERTY

FIELD DELINEATED STREAM

EXISTING TREE LINE

PROPOSED TREE CLEARING

FIELD DELINEATED TIDAL STREAM

CT DEEP COASTAL ZONE

PROPOSED PERMANENT ACCESS ROAD TO REMAIN

PERMANENT WETLAND IMPACT

OPEN ENDED WETLAND DELINEATION BOUNDARY

OPEN ENDED WETLAND DELINEATION DIRECTION

EXISTING HARDWARE ONLY TO BE REMOVED

EXISTING STEEL POLE TO BE REMOVED

EXISTING LATTICE TOWER TO BE REMOVED

EXISTING BONNET TO BE REMOVED

EXISTING WOOD POLE TO BE REMOVED

EXISTING STEEL POLE TOP TO BE REMOVED AND CAPPED

DRAINAGE CROSSING

CATCH BASIN INLET PROTECTION

STRAW BALE SEDIMENT PROTECTION

CONCRETE WASHOUT

ROCK CONSTRUCTION ENTRANCE

SF

SEDIMENT BARRIER

RSC

REDUNDANT SEDIMENT BARRIER - DOUBLE ROW

EF

EXCLUSIONARY FENCE

LOD

LIMIT OF DISTURBANCE

0' 50' 100' 150'

Westwood
Surveying & Engineering

Phone (952) 937-5150 1684 South Broad Street, Suite #300
Fax (952) 937-5822 Lansdale, PA 19446
Toll Free (888) 937-5150 www.pc.com
Westwood Surveying and Engineering, P.C.

0-OB

2024/08/09

WESTWOOD

SEGMENT 2 P1022N AND P1023N SHIFT

0-0A

2023/05/12

WESTWOOD

SEGMENT 2 D&M PLAN FOR CSC REVIEW

REV.

DATE

BY

DESCRIPTION

DR. SFB

CK. JRD

APP. MSP

DATE:

SCALE AS SHOWN

FILE:

NO.

MAPSHEET 4 OF 6

REV.

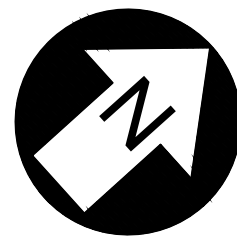
0-OB

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

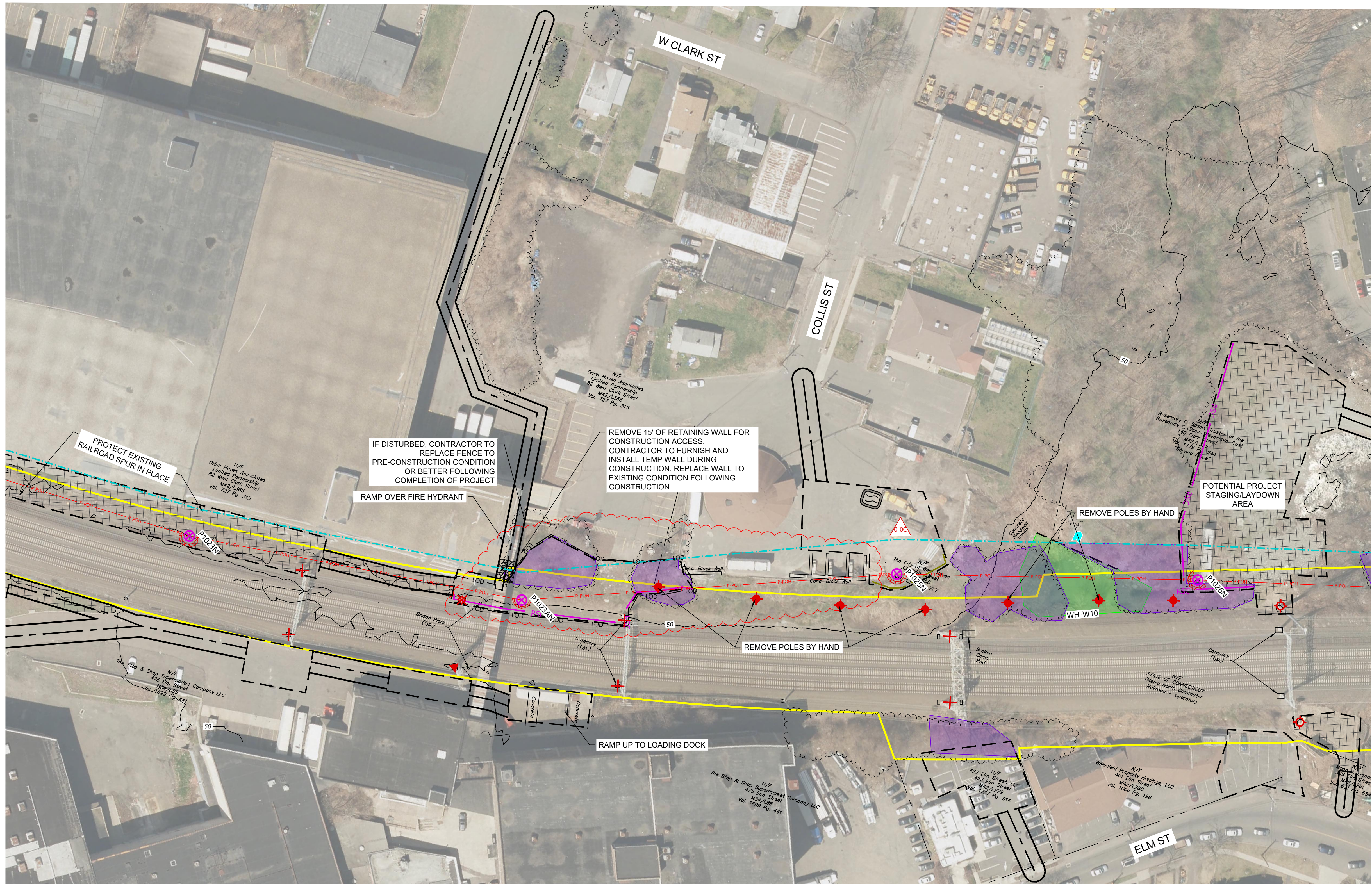
* TEMPORARY MATTING IS THE PREFERRED METHOD. THE USE OF TEMPORARY GRAVEL WILL BE IMPLEMENTED ONLY ON AN AS-NEEDED BASIS WHERE SAFETY OR OTHER UNKNOWN FIELD CONDITIONS MAY EXIST, AND WILL REQUIRE PRIOR UI APPROVAL.

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.

CADD Drawing. DO NOT REVISE MANUALLY.



SEE SHEET 4



SEE SHEET 6

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
- PROPOSED TEMPORARY MATTING / TEMPORARY GRAVEL WITH UI APPROVAL*
- TEMPORARY MATTED WETLAND IMPACT
- TEMPORARY MATTED STREAM IMPACT

- FIELD DELINEATED TIDAL WETLAND
- FIELD DELINEATED WETLAND
- FEMA 100-YEAR FLOODPLAIN LIMIT
- UI OWNED PROPERTY
- FIELD DELINEATED STREAM
- EXISTING TREE LINE
- PROPOSED TREE CLEARING
- FIELD DELINEATED TIDAL STREAM
- CT DEEP COASTAL ZONE
- PROPOSED PERMANENT ACCESS ROAD TO REMAIN
- PERMANENT WETLAND IMPACT
- OPEN ENDED WETLAND DELINEATION BOUNDARY
- OPEN ENDED WETLAND DELINEATION DIRECTION

- EXISTING HARDWARE ONLY TO BE REMOVED
- EXISTING STEEL POLE TO BE REMOVED
- EXISTING LATTICE TOWER TO BE REMOVED
- EXISTING BONNET TO BE REMOVED
- EXISTING WOOD POLE TO BE REMOVED
- EXISTING STEEL POLE TOP TO BE REMOVED AND CAPPED
- XX DRAINAGE CROSSING

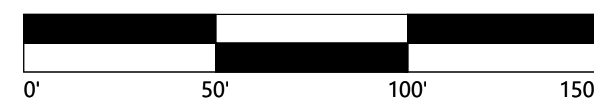
- CATCH BASIN INLET PROTECTION
- STRAW BALE SEDIMENT PROTECTION
- CONCRETE WASHOUT
- ROCK CONSTRUCTION ENTRANCE

- SF SEDIMENT BARRIER
- RSC REDUNDANT SEDIMENT BARRIER - DOUBLE ROW
- EF EXCLUSIONARY FENCE
- LOD LIMIT OF DISTURBANCE

**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.

* 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.



Westwood Surveying & Engineering
Phone (952) 937-5150 1684 South Broad Street, Suite #300
Fax (952) 937-5822 Landsdale, PA 19446
Toll Free (888) 937-5150 ww-pc.com
Westwood Surveying and Engineering, P.C.

UI 115-kV RR PROJECT MILVON TO WEST RIVER DEVELOPMENT & MANAGEMENT PLAN					UI AVANGRID		MAPSHEET 5 OF 6		REV.
0-0C	2024/08/14	WESTWOOD	SEGMENT 2 P1023AN ACCESS UPDATE		DR.	SFB	SCALE AS SHOWN	FILE:	
0-0B	2024/08/09	WESTWOOD	SEGMENT 2 P1023AN AND P1023AN SHIFT		CK.	JRD	NO.		
0-0A	2023/05/12	WESTWOOD	SEGMENT 2 D&M PLAN FOR CSC REVIEW		APP.	MSP			
REV.	DATE	BY	DESCRIPTION		APP.	DATE:			0-0C