



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

Ten Franklin Square, New Britain, CT 06051

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VIA ELECTRONIC MAIL

November 1, 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 – Segment 2 Revision.**

Dear Attorney McDermott:

The Connecticut Siting Council (Council) is in receipt of your correspondence dated October 30, 2024, regarding a revision to Partial Development and Management (D&M) Plan – 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 approximately 1,715 square feet of clearing for the bonnet removal work pad on the south side of Catenary 1013 is hereby approved.

This approval applies only to the Partial D&M Plan – Segment 2 revision in the correspondence dated October 30, 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

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



October 30, 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 (Allings Crossing Substation to Elmwest Substation) 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 Development & Management (D&M) Plan, The United Illuminating Company (“UI”) is hereby requesting a modification from the Connecticut Siting Council (the “Council”). The modification is associated with clearing for bonnet removal.

During a pre-construction site walk, it was noted that clearing was not identified in association with the work pad located on the south side of catenary 1013. However, to construct the work pad for bonnet removal, clearing is necessary. The total clearing area requested is 1,715 sq.ft. Stumping or grubbing is not expected to occur.

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 D&M Plans.

Changes implemented in this area are within UI’s work pad and/or the CTDOT ROW, as denoted in the General Access Plans. 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.

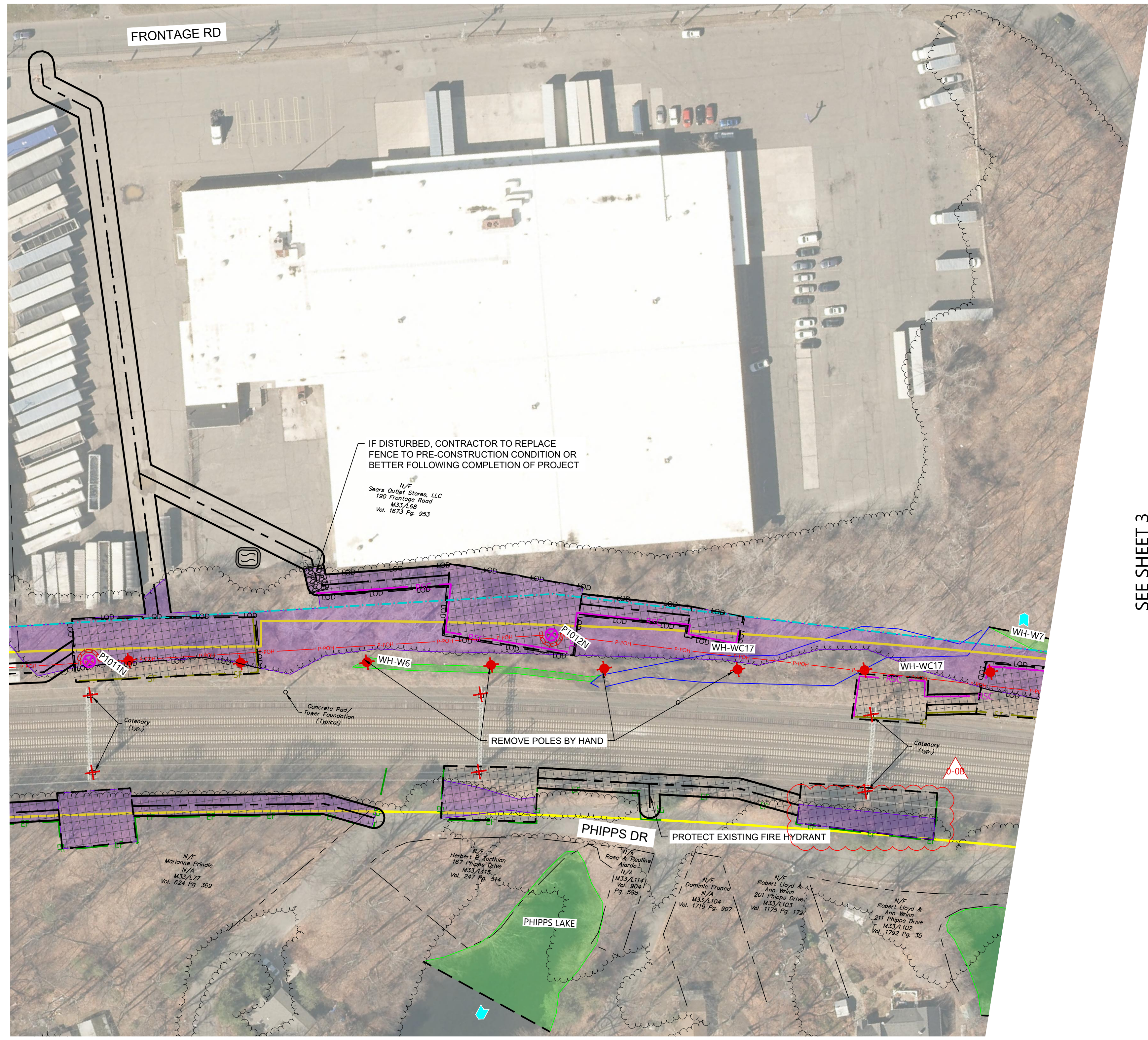
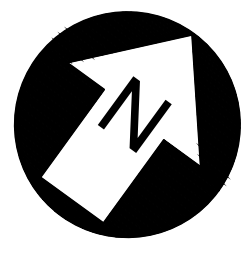


Should the Council have any questions regarding this filing, please do not hesitate to contact me.

Respectfully submitted,

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

Paul Kenline
Project Manager, pkenline@uinet.com



SEE SHEET 1

SEE SHEET 3

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

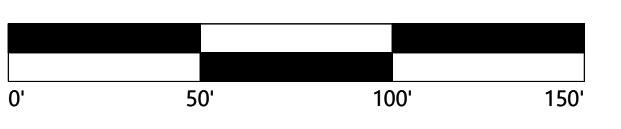
- CATCH BASIN INLET PROTECTION
- STRAW BALE SEDIMENT PROTECTION
- CONCRETE WASHOUT
- ROCK CONSTRUCTION ENTRANCE

- 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.



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 Westwood Surveying and Engineering, P.C.

REV.	DATE	BY	DESCRIPTION	APP.	DATE:
0-0B	2024/10/29	WESTWOOD	B1013S WORK PAD TREE CLEARING		
0-0A	2023/05/12	WESTWOOD	SEGMENT 2 D&M PLAN FOR CSC REVIEW		

DR:	SFB	SCALE:	AS SHOWN	FILE:	
CK:	JRD	NO.			
APP:	MSP	MAPSHEET 2 OF 6		REV.	0-0B

CADD Drawing. DO NOT REVISE MANUALLY.