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November 2, 2023

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

**RE: Docket No. 516 – The United Illuminating Company Application for a Certificate of Environmental Compatibility and Public Need for the Fairfield to Congress Railroad Transmission Line 115-kV Rebuild Project**

Dear Attorney Bachman:

On behalf of BJ's Wholesale Club, Inc. ("BWC"), enclosed for filing with the Connecticut Siting Council (the "Council") are late-filed exhibits as requested by the Council during the October 17, 2023 evidentiary hearing session, as well as accompanying pre-filed testimony. One of the late-filed exhibits, and portions of the enclosed pre-filed testimony, concern a certain log that was originally subject to the Council's protective order. Therefore, BWC is providing the Council with a redacted and unredacted copy of the log and pre-filed testimony and requests that redacted versions of the same be disclosed to the public on the Council's website.

An original and fifteen (15) copies of this filing will be hand-delivered to the Council's office. A copy of this filing will also be electronically delivered to you.

Should the Council have any questions regarding these late-filed exhibits, please do not hesitate to contact me.

Sincerely,

Daniel E. Casagrande, Esq.  
Cramer & Anderson, LLP  
30 Main Street, Suite 204  
Danbury, Connecticut 06810



Date	POs Received	Number of PO's Per Truck	Total D&P Goods	Distribution Center Deliveries	Total Trucks Per Day
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[REDACTED]					
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**Summary**

[REDACTED]
[REDACTED]

**Legend and Description of Abbreviations**

**PO**

[REDACTED]
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**Average POs per day**

[REDACTED]
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**Number of PO's Per Truck**

[REDACTED]
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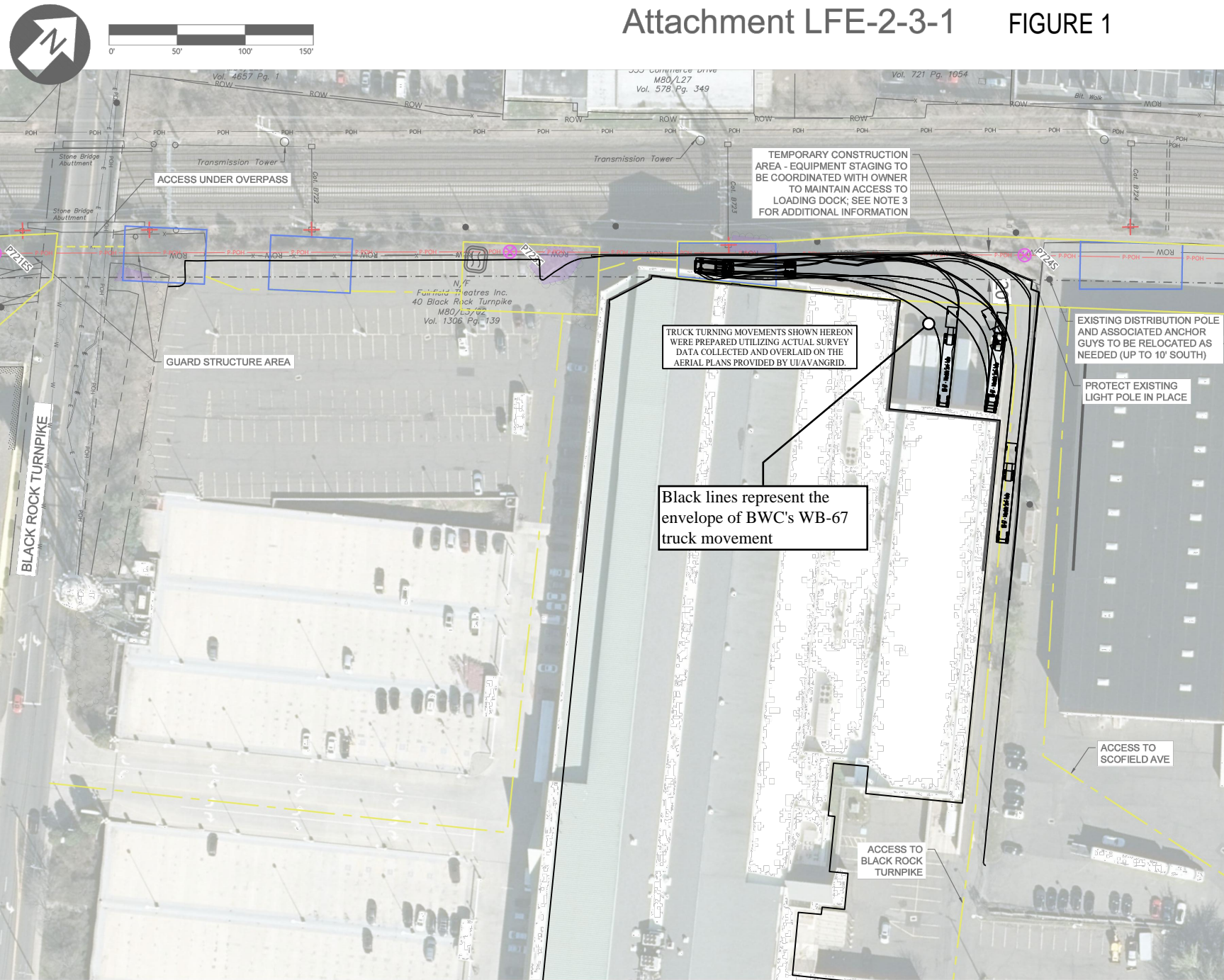
**Total D&P Goods**

[REDACTED]
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**Distribution Center Deliveries**

[REDACTED]
[REDACTED]

# Attachment LFE-2-3-1 FIGURE 1



## GENERAL NOTES

- PROPOSED POLE LOCATION:** THE ORIGINAL DESIGN IN THE APPLICATION PLACES THE POLE AND FOUNDATION FULLY ON THE BWC PROPERTY IN A GRASSY AREA THAT IS ADJACENT TO THE CTDOT RAILROAD CORRIDOR AND SEPARATED FROM THE USED, PAVED AREA BY BOLLARDS. PER THE DESIGN IN THE APPLICATION, THIS STRUCTURE IS A DEADEND STRUCTURE ASSOCIATED WITH A LARGER PULLING PAD TO FACILITATE THE INSTALLATION OF THE NEW OPGW AND 115KV CONDUCTOR IN BOTH THE EASTERLY AND WESTERLY DIRECTIONS.
- PROPOSED TEMPORARY EQUIPMENT ACCESS PATH:** THIS IS THE PROPOSED ROUTE THROUGH THE PROPERTY THAT UI AND CONTRACTOR EQUIPMENT WILL GENERALLY FOLLOW. THIS ROUTE WILL FOLLOW EXISTING PAVED AND GRAVEL ACCESSES. EQUIPMENT WILL NOT OCCUPY THIS AREA FOR ANY SIGNIFICANT DURATION. THESE ACCESS ROUTES THROUGH THE PROPERTY WILL BE DISCUSSED AND COORDINATED WITH THE PROPERTY OWNER DURING EASEMENT NEGOTIATIONS.
- PROPOSED TEMPORARY CONSTRUCTION AREA:** THIS IS THE PROPOSED AREA THAT WILL BE OCCUPIED BY CONSTRUCTION EQUIPMENT DURING THE INSTALLATION ACTIVITIES OF THE FOUNDATION, POLE, INSULATORS AND HARDWARE, AND WIRE. THE WORK AREA IS SIZED TO ACCOMMODATE VEHICULAR TURNING RADII AND MOVEMENT. EQUIPMENT WILL NOT TAKE UP THE ENTIRE AREA AT ANY ONE TIME. WORK ACTIVITIES AND DURATIONS INCLUDE:
  - o SITE PREP: 2 DAYS OR NIGHTS
  - o FOUNDATION DRILLING AND CONCRETE POURING: 3 DAYS OR NIGHTS
  - o POLE INSTALLATION: 1 DAY OR NIGHT
  - o OPGW AND 115KV CONDUCTOR INSTALLATIONS: 9 DAYS OR NIGHTS
  - o GROUNDING INSTALLATION / RESTORATION: PORTIONS OF 4 DAYS OR NIGHTS
 ALTHOUGH AT THIS TIME, IT CANNOT BE DICTATED WHERE EACH INDIVIDUAL PIECE OF EQUIPMENT WILL BE LOCATED DURING THE WORK ACTIVITIES, UI WILL WORK WITH BWC IN ORDER TO LIMIT THE IMPACTS TO THEIR OPERATIONS. HOWEVER, DUE TO THE NEED TO INSTALL NEW OPGW AND 115KV CONDUCTOR, THE ABILITY TO DO SO WOULD BE A BIT MORE COMPLEX. WHERE THE EXISTING SURFACE AREA IS NOT PAVEMENT OR GRAVEL, THE CONTRACTOR WILL UTILIZE TIMBER OR COMPOSITE MATTING LAID UPON THE EXISTING GROUND SURFACE TO LIMIT EARTH DISTURBANCE AND SUPPORT THE CONSTRUCTION EQUIPMENT. IN PAVEMENT AND GRAVEL AREAS, THE CONTRACTOR WILL STAGE THEIR EQUIPMENT ON THE EXISTING PAVED SURFACES. THEY WILL USE APPROPRIATE PROTECTION MEASURES FOR OUTRIGGER SUPPORT, ETC. EXISTING FENCES AND BOLLARDS WITHIN PROPOSED CONSTRUCTION AREAS WILL BE REMOVED TEMPORARILY TO SUPPORT CONSTRUCTION ACTIVITIES. UPON COMPLETION OF CONSTRUCTION, THESE WILL BE PERMANENTLY REPLACED TO MATCH PRE-CONSTRUCTION CONDITIONS.
- PROPOSED TEMPORARY BONNET REMOVAL WORK PAD AREA:** THIS IS THE PROPOSED AREA THAT WILL BE OCCUPIED BY CONTRACTOR EQUIPMENT DURING THE REMOVAL OF TRANSMISSION LINE BONNET STRUCTURES FROM THE EXISTING CTDOT CATENARY STRUCTURES. IT IS ANTICIPATED REMOVAL OF ONE BONNET STRUCTURE AND ASSOCIATED ASSEMBLIES CAN BE COMPLETED IN ONE TO TWO WORK SHIFTS. THE CONTRACTOR WILL UTILIZE THE EXISTING PAVEMENT AREAS TO STAGE THEIR EQUIPMENT. MATTING AND CRIBBING WILL BE USED TO SUPPORT ANY EQUIPMENT OUTRIGGERS. THE BONNET REMOVAL WORK WILL NOT OCCUR AT THE SAME TIME AS THE FOUNDATION/POLE INSTALLATION.
- FOLLOWING CONSTRUCTION ACTIVITIES, THE CONTRACTOR IS RESPONSIBLE TO RESTORE, AS CLOSE AS POSSIBLE, ANY WORK AREAS/ ACCESS ROUTES TO CONDITIONS THAT WERE PRESENT PRIOR TO CONSTRUCTION ACTIVITIES.

## LEGEND

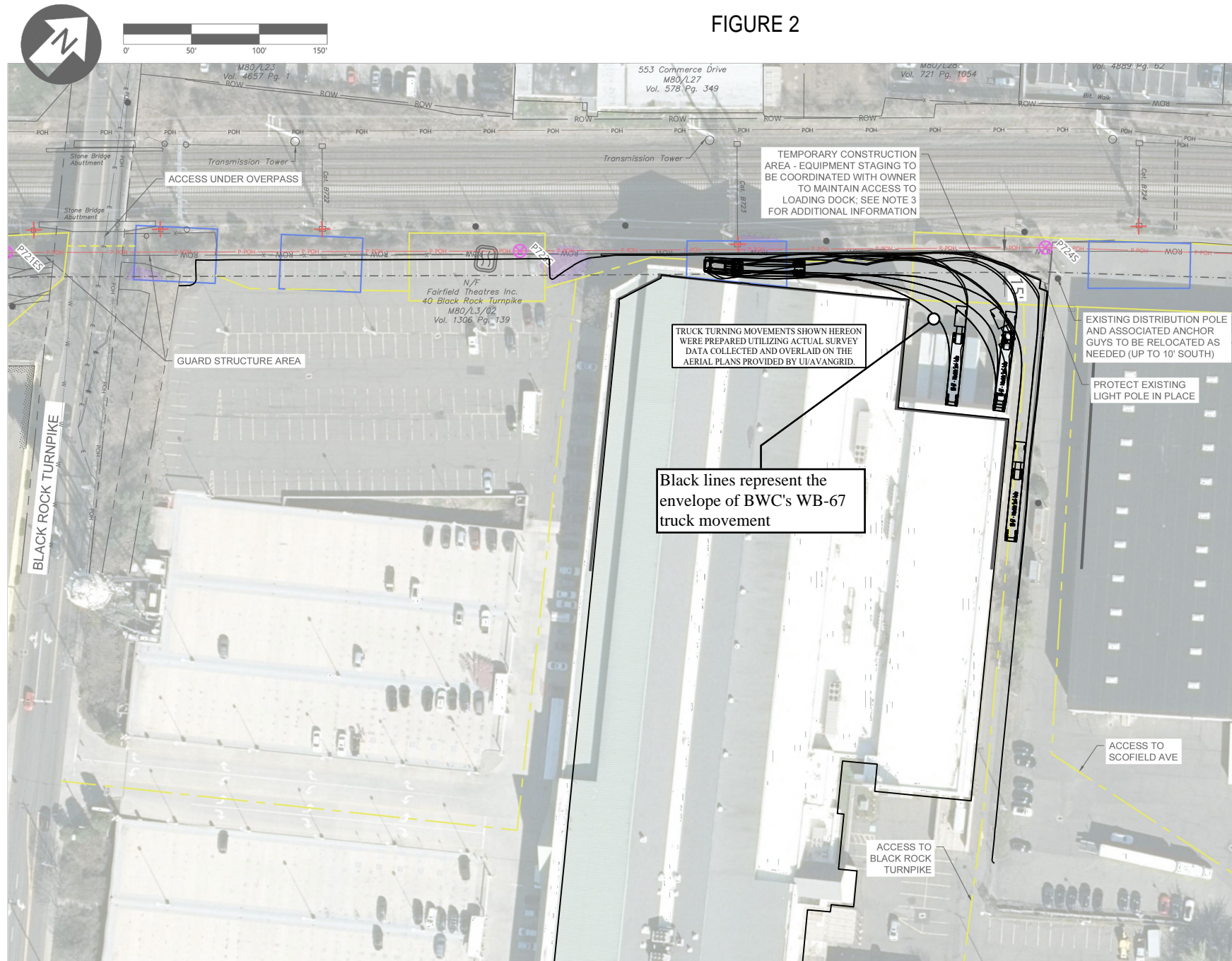
- |  |   |  |  |
|--|---|--|--|
|  | PROPOSED TRANSMISSION POLE                        |  | EXISTING HARDWARE ONLY TO BE REMOVED             |
|  | EXISTING TRANSMISSION/UTILITY POLE                |  | EXISTING STEEL POLE TO BE REMOVED                |
|  | PROPOSED TRANSMISSION CENTER LINE                 |  | EXISTING LATTICE TOWER TO BE REMOVED             |
|  | EXISTING CTDOT CORRIDOR BOUNDARY                  |  | EXISTING BONNET TO BE REMOVED                    |
|  | NEW UI PERMANENT EASEMENT BOUNDARY                |  | EXISTING WOOD POLE TO BE REMOVED                 |
|  | PROPOSED TEMPORARY EQUIPMENT ACCESS PATH          |  | EXISTING STEEL POLE TOP TO BE REMOVED AND CAPPED |
|  | PROPOSED TEMPORARY WORK/PULLING CONSTRUCTION AREA |  |  |
|  | PROPOSED TEMPORARY BONNET REMOVAL WORK PAD        |  |  |
|  | PROPOSED TREE CLEARING                            |  |  |
|  | EXISTING TREE LINE                                |  |  |
|  | EXISTING BUILDING LINE                            |  |  |

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PE Stamp		AVANGRID ENGINEERING CONFIDENTIAL, PROPRIETARY and TRADE SECRET INFORMATION Property of AVANGRID				UI 115 KV PROJECT FAIRFIELD TO CONGRESS DESIGN PER SITING COUNCIL APPLICATION (P724S AS A DEADEND TYPE STRUCTURE)	
DR.	SCALE AS SHOWN	FILE:					
CK.	NO.						
APP.							
REV.	DATE	BY	DESCRIPTION	APP.	DATE		
						LFE-2-3-1 A	REV.



FIGURE 2



GENERAL NOTES

- PROPOSED POLE LOCATION:** THIS OPTION PLACES THE POLE AND FOUNDATION FULLY ONTO THE CTDOT RAILROAD CORRIDOR. THIS SHIFTS THE POLE 9' CLOSER TO THE PROPERTY LINE SHARED WITH FEROLETO STEEL AND APPROXIMATELY 5' CLOSER TO THE TRACKS COMPARED TO THE ORIGINAL LOCATION IN THE APPLICATION. DUE TO THE CLEARANCES TO THE ADJACENT MNR SIGNAL WIRES, THE MNR SIGNAL WIRES ARE SUPPORTED BY PROPOSED P724S UNDER THIS OPTION. UNDER THIS CONFIGURATION, NEW METRO NORTH SIGNAL WIRES WILL HAVE TO BE INSTALLED STARTING AT P724S AND HEADING TO THE EAST.
- PROPOSED TEMPORARY EQUIPMENT ACCESS PATH:** THIS IS THE PROPOSED ROUTE THROUGH THE PROPERTY THAT UI AND CONTRACTOR EQUIPMENT WILL GENERALLY FOLLOW. THIS ROUTE WILL FOLLOW EXISTING PAVED AND GRAVEL ACCESSES. EQUIPMENT WILL NOT OCCUPY THIS AREA FOR ANY SIGNIFICANT DURATION. THESE ACCESS ROUTES THROUGH THE PROPERTY WILL BE DISCUSSED AND COORDINATED WITH THE PROPERTY OWNER DURING EASEMENT NEGOTIATIONS.
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  - o POLE INSTALLATION: 2 DAYS OR NIGHTS
  - o OPGW AND 115KV CONDUCTOR INSTALLATIONS: PORTIONS OF 3 DAYS OR NIGHTS
  - o SIGNAL WIRE INSTALLATION: 4 DAYS OR NIGHTS
  - o GROUNDING INSTALLATION / RESTORATION: PORTIONS OF 4 DAYS OR NIGHTS

ALTHOUGH AT THIS TIME, IT CANNOT BE DICTATED WHERE EACH INDIVIDUAL PIECE OF EQUIPMENT WILL BE LOCATED DURING THE WORK ACTIVITIES, UI WILL WORK WITH BWC IN ORDER TO LIMIT THE IMPACTS TO THEIR OPERATIONS. HOWEVER, DUE TO THE NEED TO INSTALL NEW MNR SIGNAL WIRES, THE ABILITY TO DO SO WOULD BE A BIT MORE COMPLEX. WHERE THE EXISTING SURFACE AREA IS NOT PAVEMENT OR GRAVEL, THE CONTRACTOR WILL UTILIZE TIMBER OR COMPOSITE MATTING LAID UPON THE EXISTING GROUND SURFACE TO LIMIT EARTH DISTURBANCE AND SUPPORT THE CONSTRUCTION EQUIPMENT. IN PAVEMENT AND GRAVEL AREAS, THE CONTRACTOR WILL STAGE THEIR EQUIPMENT ON THE EXISTING PAVED SURFACES. THEY WILL USE APPROPRIATE PROTECTION MEASURES FOR OUTRIGGER SUPPORT, ETC. EXISTING FENCES AND BOLLARDS WITHIN PROPOSED CONSTRUCTION AREAS WILL BE REMOVED TEMPORARILY TO SUPPORT CONSTRUCTION ACTIVITIES. UPON COMPLETION OF CONSTRUCTION, THESE WILL BE REPLACED PERMANENTLY TO MATCH PRE-CONSTRUCTION CONDITIONS.
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LEGEND

- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION/UTILITY POLE
- PROPOSED TRANSMISSION CENTER LINE
- EXISTING CTDOT CORRIDOR BOUNDARY
- NEW UI PERMANENT EASEMENT BOUNDARY
- PROPOSED TEMPORARY EQUIPMENT ACCESS PATH
- PROPOSED TEMPORARY WORK/PULLING CONSTRUCTION AREA
- PROPOSED TEMPORARY BONNET REMOVAL WORK PAD
- PROPOSED TREE CLEARING
- EXISTING TREE LINE
- EXISTING BUILDING LINE
- EXISTING HARDWARE ONLY TO BE REMOVED
- EXISTING STEEL POLE TO BE REMOVED
- EXISTING LATTICE TOWER TO BE REMOVED
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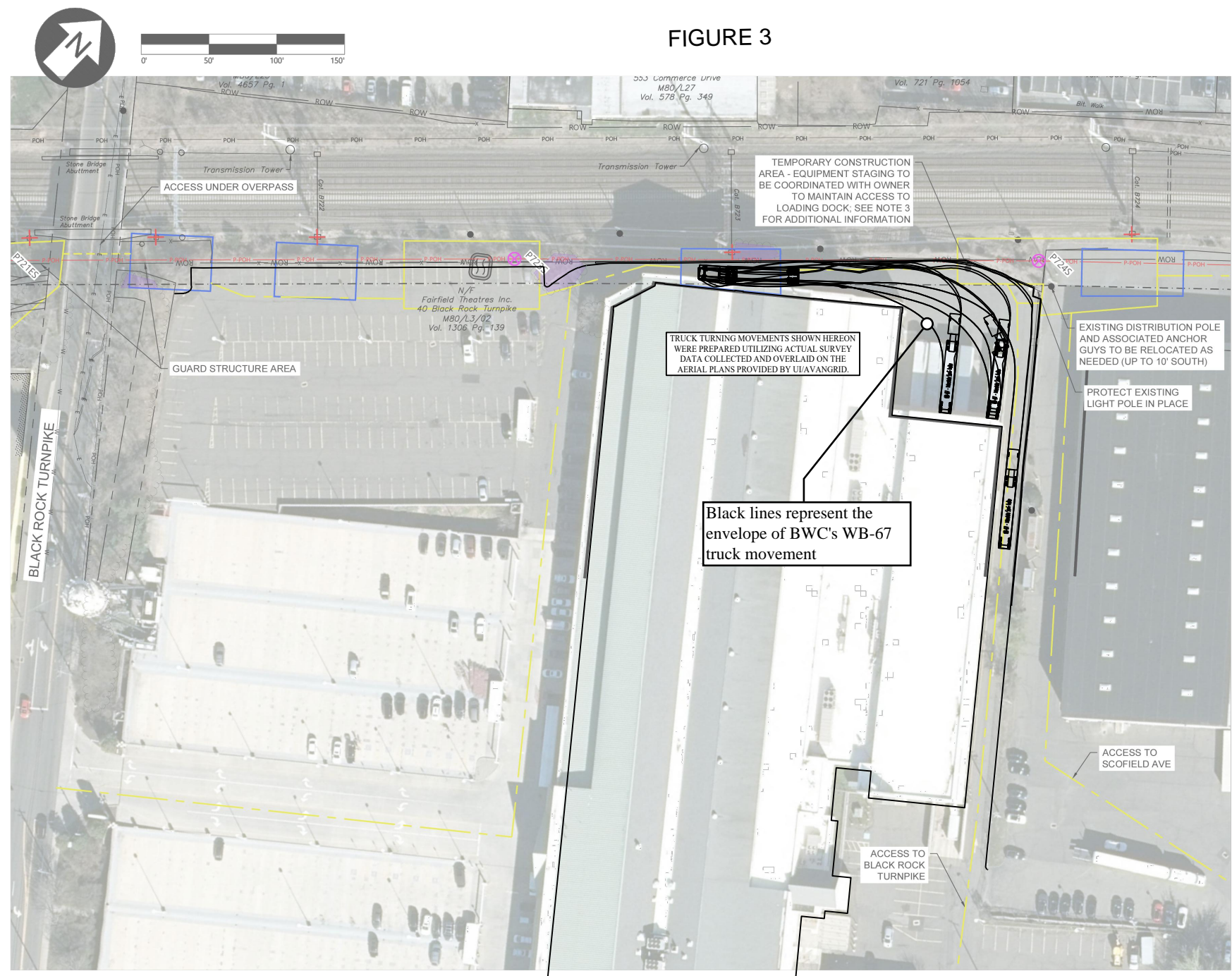
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ANSI D CADD Drawing. DO NOT REVISE MANUALLY.

PE Stamp		AVANGRID ENGINEERING CONFIDENTIAL, PROPRIETARY and TRADE SECRET INFORMATION Property of AVANGRID				UI 115 KV PROJECT FAIRFIELD TO CONGRESS OPTION 2-2 (P724S ON CTDOT PROPERTY AS A SUSPENSION TYPE STRUCTURE WITH MNR SIGNAL WIRES ATTACHED)	
				DR. _____ CK. _____ APP. _____		SCALE AS SHOWN FILE: NO. _____ LFE-2-3-1 B	
REV.	DATE	BY	DESCRIPTION	APP.	DATE	REV.	



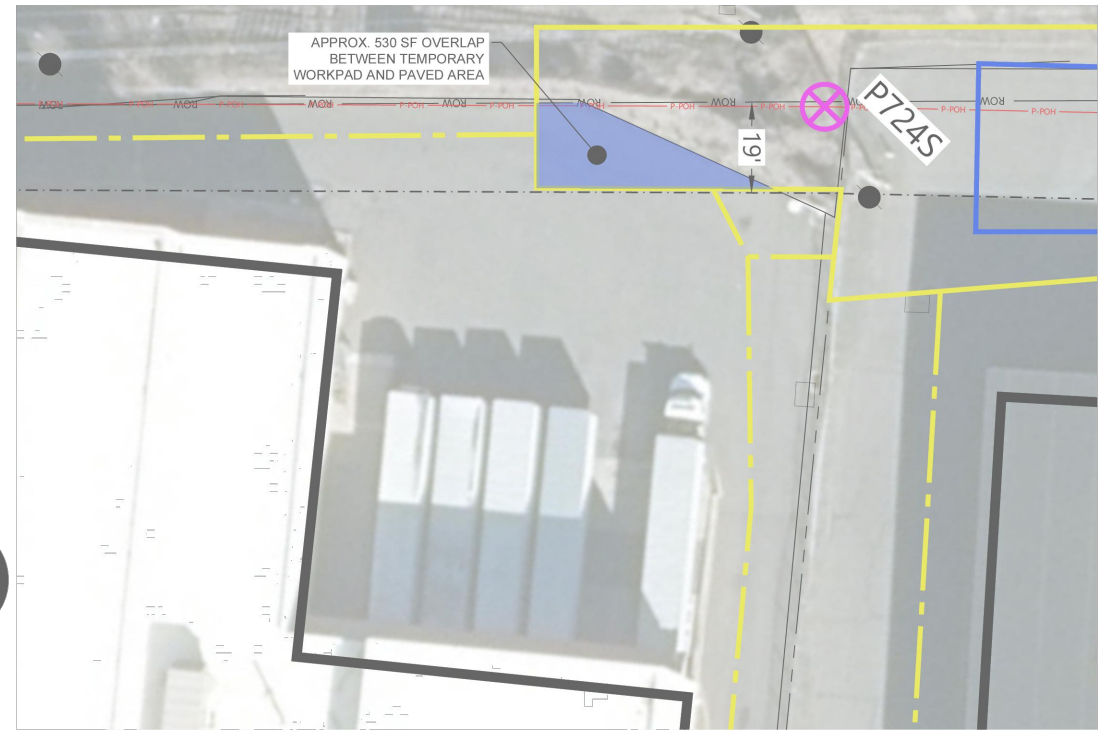
FIGURE 3



GENERAL NOTES

1. **PROPOSED POLE LOCATION:** THIS OPTION PLACES THE POLE INTO THE FARTHEST CORNER OF THE BWC PROPERTY AS POSSIBLE. THIS SHIFTS THE POLE 9' CLOSER TO THE PROPERTY LINE SHARED WITH FEROLETO STEEL AND APPROXIMATELY 1' CLOSER TO THE TRACKS COMPARED TO THE ORIGINAL LOCATION IN THE APPLICATION.
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