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

November 21, 2023

Deborah Denfeld
Team Lead – Transmission Siting
Eversource Energy
P.O. Box 270
Hartford, CT 06141
deborah.denfeld@eversource.com

RE: **PETITION NO. 1574** - The Connecticut Light and Power Company d/b/a Eversource Energy Declaratory Ruling, pursuant to Connecticut General Statutes §4-176 and §16-50k, for the Southington Substation to Cook Hill Junction Rebuild Project consisting of the replacement and reconductoring of electric transmission line structures along approximately 11.2 miles of its existing electric transmission line right-of-way shared by its existing 115-kilovolt (kV) 1690, 1208, 1355 and 1610 Lines between Southington Substation in Southington and Cook Hill Junction in Wallingford including the installation of approximately 650 feet of the 1690 Line underground at Lucchini Junction in Meriden, traversing the municipalities of Southington, Cheshire, Wallingford, and Meriden, Connecticut, and related electric transmission line and substation improvements. **Compliance with Condition Nos. 2, 3, 4, 5, and 7.**

Dear Deborah Denfeld:

The Connecticut Siting Council (Council) is in receipt of your correspondence dated November 20, 2023 regarding compliance with Condition Nos. 2, 3, 4, 5, and 7 of the Declaratory Ruling issued by the Council on August 18, 2023 for the above-referenced facility.

In accordance with Condition Nos. 2, 3, 4, 5, and 7, the correspondence includes the following:

a) a staging area off of Peter's Circle in Southington and provisions for erosion and sedimentation controls;
b) Department of Energy and Environmental Protection (DEEP) Stormwater Permit;
c) a letter from the State Historic Preservation Office regarding cultural resources protection measures;
d) Federal Aviation Administration obstruction evaluations for Structures 3663-1, 3666-1, 4066-1, and 4069-1 with required marking/lighting specifications for Structures 3666-1 and 4066-1; and
e) Wetland and Watercourse and Vernal Prool Protection Plans.

Therefore, the Council acknowledges that Condition Nos. 2, 3, 4, 5, and 7 have been satisfied. This acknowledgment applies only to the specified conditions satisfied by the November 20, 2023 correspondence.

Please be advised that deviations from the standards established by the Council in the Declaratory Ruling are enforceable under the provisions of Connecticut General Statutes §16-50u.

Thank you for your attention and cooperation.

Sincerely,

Melanie A. Bachman
Executive Director

MB/MP

c: Kathleen Shanley, Eversource Energy (Kathleen.shanley@eversource.com)

56 Prospect Street
P.O. Box 270
Hartford, CT 06141-0270

Deborah Denfeld
Team Lead – Transmission Siting
Tel: (860)-728-4654

November 20, 2023

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

Re: PETITION NO. 1574 - The Connecticut Light and Power Company d/b/a Eversource Energy petition for a declaratory ruling, pursuant to Connecticut General Statutes §4-176 and §16-50k, for the proposed Southington Substation to Cook Hill Junction Rebuild Project consisting of the replacement and reconductoring of electric transmission line structures along approximately 11.2 miles of its existing electric transmission line right-of-way shared by its existing 115-kilovolt 1690, 1208, 1355 and 1610 Lines between Southington Substation in Southington and Cook Hill Junction in Wallingford including the installation of approximately 650 feet of the 1690 Line underground at Lucchini Junction in Meriden, traversing the municipalities of Southington, Cheshire, Wallingford, and Meriden, Connecticut, and related electric transmission line and substation improvements.

Dear Attorney Bachman:

Pursuant to Section 16-50j-62(b)(1) of the Regulations of Connecticut State Agencies and in accordance with Conditions 2, 3, 4, 5, and 7 of the Connecticut Siting Council's ruling for the above-referenced Petition. In accordance with Conditions of the Connecticut Siting Council's ("Council") favorable ruling with regards to the above referenced Petition, dated August 18, 2023 (the "Approval"), The Connecticut Light and Power Company doing business as Eversource Energy submits the following information pursuant to Conditions 3, 4, 5 and 7 of the Council's ruling:

- Per Condition 2: a figure of the staging area on Eversource property, with access from Peter's Circle (Refer to Attachment A). Erosion and sedimentation controls are not required at the staging area because it is a flat gravel surface.

- Per Condition 3: a copy of the Connecticut Department of Energy and Environmental Protection ("CT DEEP") Storm Water General Permit, dated August 17, 2023. (Refer to Attachment B)

- Per Condition 4: a copy of the State Historic Preservation Office ("SHPO") Letter of Cultural Resources Assessment Survey, dated November 17, 2023. (Refer to Attachment C)

- Per Condition 5: a copy of the Federal Aviation Administration ("FAA") obstruction evaluations for Structures 3663-1, 3666-1, 4066-1 and 4069-1, dated August 3, 2023. (Refer to Attachment D)

- Per Condition 7: Wetland and Watercourse and Vernal Pool Protection Plans, dated September 19, 2023. (Refer to Attachment E)

Should you have any questions, please do not hesitate to contact me via telephone at (860) 728-4654 or e-mail at: deborah.denfeld@eversource.com.

Sincerely,

Deborah Denfeld

Deborah Denfeld

Team Lead – Transmission Siting

List of Attachments:

Attachment A: Staging Area

Attachment B: CT DEEP Storm Water General Permit

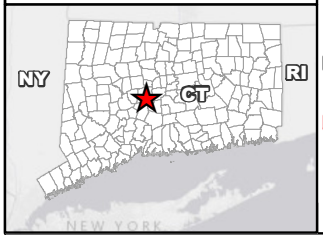
Attachment C: SHPO Letter

Attachment D: FAA Obstruction Evaluations

Attachment E: Wetland and Watercourse, and Vernal Pool Protection Plans

Attachment A: Staging Area

INDEX MAP



Legend

- Existing Structure
- Overhead Eversource Line
- Existing Laydown Yard
- Existing Access
- Eversource Owned Property
- Parcel Boundary
- Delineated Wetland Boundary Outline
- Delineated Perennial Watercourse
- Municipal Boundary
- Field Delineated Wetland
- Open Water

N

1 in = 400 feet

0 200 400 Feet

Note: Basemap Source: CTECO 2019 Aerial Impagery.
Approximate Wetland polygon created from combination of NWI Wetland Layer for Connecticut and CT Inland Wetland Soils Layer from CTDEEP.

EVERSOURCE ENERGY

Proposed Laydown Yard (Materials Only)
Southington to Cook Hill Junction Rebuild Project
1208/1355/1610/1610 Lines
Southington, CT

Date: 11/1/2023

AECOM

Attachment B: CT DEEP Storm Water General Permit

Connecticut Department of
ENERGY &
ENVIRONMENTAL
PROTECTION

79 Elm Street • Hartford, CT 06106-5127 www.ct.gov/deep Affirmative Action/Equal Opportunity Employer

Bureau of Materials Management and Compliance Assurance

Notice of Permit Authorization

August, 17 2023

MARK PAPPALARDO
EVERSOURCE ENERGY SERVICE COMPANY
107 SELDEN ST.
BERLIN, CT 06037-1616

Subject: General Permit Registration for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities
Application NO.: 202304166

MARK PAPPALARDO:

The Department of Energy and Environmental Protection, Water Permitting and Enforcement Division of the Bureau of Materials Management and Compliance Assurance, has completed the review of the Southington to Cook Hill Junction Rebuild Project (located at , Southington, Cheshire, Meriden & Wallingford) registration for the **General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities, effective 12/31/2020, modified 11/25/2022 (general permit)** . The project is compliant with the requirements of the general permit and the discharge(s) associated with this project is (are) authorized to commence as of the date of this letter. Permit No. GSN003952 has been assigned to authorize the stormwater discharge(s) from this project.

Questions can be emailed to deep.stormwater@ct.gov.

Attachment C: SHPO Letter

State Historic Preservation Office
Department of Economic and Community Development

CONNECTICUT

November 17, 2023

Mr. David George
Heritage Consultants, LLC
830 Berlin Turnpike
Berlin, CT 06057
(sent via email only to dgeorge@heritage-consultants.com)

Subject: Cultural Resources Assessment Survey
Eversource Energy Line 1208/1355/1610/1690 Structure Replacement Project
Southington, Cheshire, Meriden, and Wallingford, Connecticut

Dear Mr. George,

The State Historic Preservation Office (SHPO) has received your request for our comments regarding the potential effects of the referenced project on historic properties. SHPO understands that Eversource Energy plans to replace 114 electrical transmission structures, maintain 41 existing electrical transmission structures, construction of 15 pull pads, and the construction/maintenance of 60 access roads along the referenced lines. Because the project will require approvals from the Connecticut Siting Council, it is subject to review by this office pursuant to the Connecticut Environmental Policy Act. SHPO has reviewed the following technical memoranda prepared by Heritage Consultants (Heritage):

Cultural Resources Review of Proposed Project Items Associated with the Southington to Cook Hill Junction Rebuild Project along Lines 1208, 1355, 1610, and 1690 in Southington, Cheshire, Meriden, and Wallingford, Connecticut (dated June 30, 2022)

Results of the Pedestrian Survey of Moderate/High Sensitivity Items Associated with the Southington to Cook Hill Junction Rebuild Project along Lines 1208, 1355, 1610, 1690 in Southington, Cheshire, Meriden, and Wallingford, Connecticut (dated June 30, 2022)

The submitted technical memoranda are comprehensive and meet the standards set forth in the *Environmental Review Primer for Connecticut's Archaeological Resources.* The archaeological assessment survey of the Areas of Potential Effect (APEs) associated with the proposed project items was completed in June of 2022 and included a contextual overview of the project region, environmental characteristics, and a review of previously identified cultural resources. The literature review identified one previously recorded archaeological site, two properties listed on the National Register of Historic Places (NRHP), and a single inventoried historic property within 500 feet of proposed project items. Heritage concluded that none of the previously identified cultural resources will be impacted by the proposed actions.

The desktop review indicated that the APEs associated with 97 structure replacement locations, 37 structures to be maintained, two pull pad locations, and 19 proposed access roads were

previously subjected to an archaeological assessment survey and, as necessary, archaeological reconnaissance survey. Therefore, Heritage recommended no further archaeological examination of these 155 project items prior to construction. In addition, the results of the assessment survey indicated that the APEs associated with 13 structure replacements, four structures to be maintained, nine pull pads, and 37 access roads contained steep slopes, saturated soils not well correlated with significant archaeological deposits, and/or previous disturbances. As a result, no additional archaeological investigation of these 63 project items was recommended. Finally, the archaeological assessment memorandum indicated that four structure replacement locations, four pull pad areas, and five access roads retained a moderate/high archaeological sensitivity assessment.

A subsequent pedestrian survey of these 13 moderate/high archaeological sensitivity project items was completed by Heritage in June of 2022. The results of the pedestrian survey indicated that 10 of the project items contained steep slopes and/or signs of significant prior disturbance. As a result, they were reclassified as retaining no/low archaeological sensitivity. Finally, the remaining three project items that included Structure 4093-2, Pull Pad PP-778, and Access Road AR-4065 were determined to retain moderate/high archaeological sensitivity. However, the APEs associated with these three project items will be matted during construction. As a result, no additional archaeological investigation was recommended prior to initiation of construction. Based on the information submitted to this office, SHPO concurs with the findings of the provided technical memoranda and is of the opinion that no historic properties will be affected by the undertaking.

This office appreciates the opportunity to review and comment upon this project. Do not hesitate to contact Cory Atkinson, Staff Archaeologist and Environmental Reviewer, for additional information at (860) 500-2458 or cory.atkinson@ct.gov.

Sincerely,

Jonathan Kinney
State Historic Preservation Officer

Attachment D: FAA Obstruction Evaluations

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ANE-1936-OE

Issued Date: 08/03/2023

Joel Szarkowicz
Eversource Energy
56 Prospect Street
1st Floor
Hartford, CT 06103

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 4066-1
Location:	Meriden, CT
Latitude:	41-30-27.59N NAD 83
Longitude:	72-50-14.84W
Heights:	156 feet site elevation (SE)
	127 feet above ground level (AGL)
	283 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 02/03/2025 unless:

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-1936-OE.

Signature Control No: 574473178-595414052 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2023-ANE-1936-OE

The proposed transmission line replacement structure, at a height of 127 feet (ft.) above ground level (AGL), 283 ft. above mean sea level (AMSL), would be located 0.37 nautical miles (NM) west of the Meriden Markham Municipal Airport's (MMK), airport reference point (ARP), Meriden, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to MMK as follows:

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 30 ft.

The proposal also exceeds the VFR traffic pattern airspace Horizontal Surface for all categories of aircraft at MMK by 30 ft.

In order to facilitate the public comment process, the study was circularized on June 14, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received. The FAA received one comment supporting the proposal.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at MMK or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the Horizontal Surface and the VFR traffic pattern at MMK for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at MMK or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. The proposal would be located in proximity to another previously studied structure of greater AMSL height (2020-ANE-4341-OE) and would have no greater impact on aeronautical operations. Therefore, at 127 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be marked/lighted in accordance with FAA Advisory Circular 70/7460-1M.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation providing the conditions set forth in this determination are met.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Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ANE-1933-OE

Issued Date: 08/03/2023

Joel Szarkowicz
Eversource Energy
56 Prospect Street
1st Floor
Hartford, CT 06103

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 4069-1
Location:	Meriden, CT
Latitude:	41-30-52.81N NAD 83
Longitude:	72-50-21.48W
Heights:	168 feet site elevation (SE)
	127 feet above ground level (AGL)
	295 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 02/03/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 02, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on September 12, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 02, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on September 12, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-1933-OE.

Signature Control No: 574473171-595412698 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

The proposed transmission line replacement structure, at a height of 127 feet (ft.) above ground level (AGL), 295 ft. above mean sea level (AMSL), would be located 0.57 nautical miles (NM) northwest of the Meriden Markham Municipal Airport's (MMK), airport reference point (ARP), Meriden, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to MMK as follows:

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 42 ft.

The proposal also exceeds the VFR traffic pattern airspace Horizontal Surface for all categories of aircraft at MMK by 42 ft.

In order to facilitate the public comment process, the study was circularized on June 14, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received. The FAA received one comment supporting the proposal.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at MMK or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the Horizontal Surface and the VFR traffic pattern at MMK for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at MMK or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. The proposal would be located in proximity to another previously studied structure of greater AMSL height (2020-ANE-4341-OE) and would have no greater impact on aeronautical operations. Therefore, at 127 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation providing the conditions set forth in this determination are met.

Sectional Map for ASN 2023-ANE-1933-OE

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ANE-1935-OE

Issued Date: 08/03/2023

Joel Szarkowicz
Eversource Energy
56 Prospect Street
1st Floor
Hartford, CT 06103

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 3666-1 LP
Location:	Meriden, CT
Latitude:	41-30-52.75N NAD 83
Longitude:	72-50-22.04W
Heights:	179 feet site elevation (SE)
	117 feet above ground level (AGL)
	296 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 02/03/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 02, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on September 12, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-1935-OE.

Signature Control No: 574473175-595413602 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2023-ANE-1935-OE

The proposed transmission line replacement structure, at a height of 117 feet (ft.) above ground level (AGL), 296 ft. above mean sea level (AMSL), would be located 0.57 nautical miles (NM) northwest of the Meriden Markham Municipal Airport's (MMK), airport reference point (ARP), Meriden, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to MMK as follows:

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 43 ft.

The proposal also exceeds the VFR traffic pattern airspace Horizontal Surface for all categories of aircraft at MMK by 43 ft.

In order to facilitate the public comment process, the study was circularized on June 14, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received. The FAA received one comment supporting the proposal.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at MMK or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

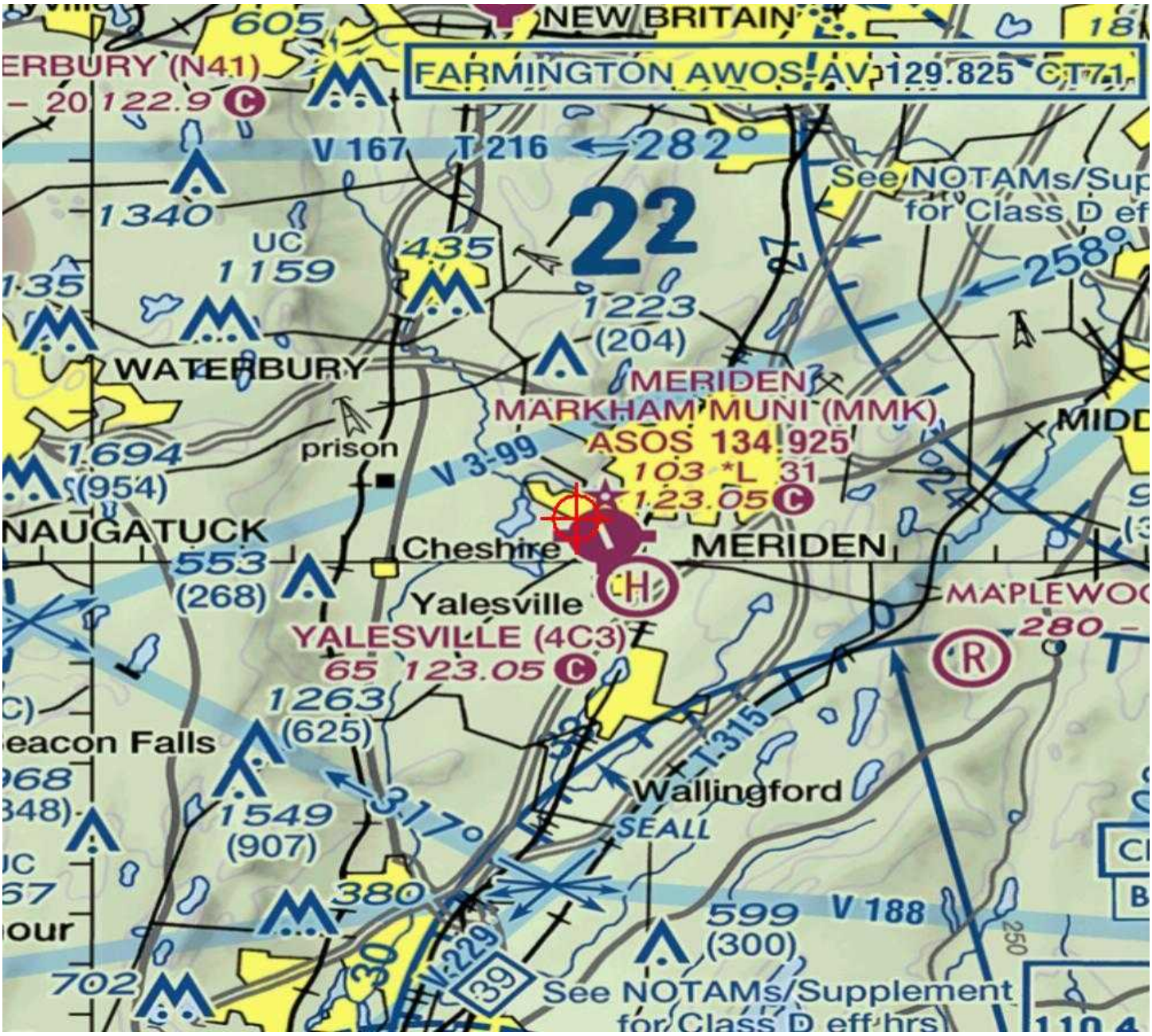
Study for possible VFR effect disclosed the proposal would exceed the Horizontal Surface and the VFR traffic pattern at MMK for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at MMK or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. The proposal would be located in proximity to another previously studied structure of greater AMSL height (2020-ANE-4341-OE) and would have no greater impact on aeronautical operations. Therefore, at 117 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be marked/lighted in accordance with FAA Advisory Circular 70/7460-1M.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation providing the conditions set forth in this determination are met.

Sectional Map for ASN 2023-ANE-1935-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ANE-1938-OE

Issued Date: 08/03/2023

Joel Szarkowicz
Eversource Energy
56 Prospect Street
1st Floor
Hartford, CT 06103

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 3663-1 LP
Location:	Meriden, CT
Latitude:	41-30-27.45N NAD 83
Longitude:	72-50-15.42W
Heights:	153 feet site elevation (SE)
	127 feet above ground level (AGL)
	280 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 02/03/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 02, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on September 12, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-1938-OE.

Signature Control No: 574473182-595414393 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

The proposed transmission line replacement structure, at a height of 127 feet (ft.) above ground level (AGL), 280 ft. above mean sea level (AMSL), would be located 0.37 nautical miles (NM) west of the Meriden Markham Municipal Airport's (MMK), airport reference point (ARP), Meriden, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to MMK as follows:

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 27 ft.

The proposal also exceeds the VFR traffic pattern airspace Horizontal Surface for all categories of aircraft at MMK by 27 ft.

In order to facilitate the public comment process, the study was circularized on June 14, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received. The FAA received one comment supporting the proposal.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at MMK or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the Horizontal Surface and the VFR traffic pattern at MMK for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at MMK or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. The proposal would be located in proximity to another previously studied structure of greater AMSL height (2020-ANE-4341-OE) and would have no greater impact on aeronautical operations. Therefore, at 127 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1M.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation providing the conditions set forth in this determination are met.

Sectional Map for ASN 2023-ANE-1938-OE

Attachment E: Wetland and Watercourse, and Vernal Pool Protection Plans

WETLAND AND WATERCOURSE PROTECTION PLAN

ALL PROJECT WORK SHALL COMPLY WITH RELEVANT PORTIONS OF 2022 EVERSOURCE'S BEST MANAGEMENT PRACTICES (BMP) MANUAL: CONNECTICUT CONSTRUCTION AND MAINTENANCE ENVIRONMENTAL REQUIREMENTS AND PROJECT-SPECIFIC STORMWATER POLLUTION CONTROL PLAN (SWPCP) AND PETITION MAPPING. WETLAND AND WATERCOURSE PROTECTION BMPS HAVE BEEN INCORPORATED INTO THE PROJECT MAPPING. ADDITIONAL BMPS MAY BE IMPLEMENTED DURING CONSTRUCTION BASED ON SITE SPECIFIC CONDITIONS, AND CONSTRUCTION METHODOLOGY AND TIMING.

VEGETATION MANAGEMENT

1. CONSIDER SOIL AND WEATHER CONDITIONS WHEN SCHEDULING VEGETATION REMOVAL ACTIVITIES.
2. MAXIMIZE THE USE OF UPLANDS FOR CLEARING/MOWING ACCESS ROUTES. WHERE ACCESS OVER WETLANDS OR WATERCOURSES IS REQUIRED, TEMPORARY MATTING MUST BE USED.
3. TEMPORARY WATERCOURSE CROSSINGS SHOULD BE INSTALLED PERPENDICULAR TO THE DIRECTION OF FLOW.
4. USE APPROPRIATELY SIZED EQUIPMENT FOR SITE CONDITIONS TO MINIMIZE IMPACTS.
5. USE A VARIETY OF EQUIPMENT, INCLUDING LOW-GROUND PRESSURE EQUIPMENT, AS APPROPRIATE TO MINIMIZE IMPACTS TO THE EXTENT PRACTICABLE.
6. REFUEL EQUIPMENT IN UPLANDS. WHERE REFUELING IS REQUIRED IN WETLANDS IT SHOULD BE DONE ON MATTING WITH PROPER TEMPORARY SPILL PREVENTION, CONTROL, AND CONTAINMENT. SPILL KITS SHOULD BE EASILY ACCESSIBLE AT ALL WORK AREAS.
7. FELL TREES DIRECTIONALLY (PARALLEL TO AND WITHIN THE ROW) TO MINIMIZE IMPACTS TO RESIDUAL VEGETATION, WHERE PRACTICAL.
8. CUT TREES CLOSE TO THE GROUND, LEAVING ROOT SYSTEMS AND STUMPS TO PROVIDE ADDITIONAL SOIL STABILITY.
9. EXISTING RIPARIAN VEGETATION WITHIN 25' OF WATERCOURSE BANKS WILL BE MAINTAINED, TO THE EXTENT PRACTICABLE AND CONSISTENT WITH ROW VEGETATION MANAGEMENT REQUIREMENTS.
10. STOCKPILE CUT TIMBER AND BRUSH ONLY IN UPLANDS.

CIVIL CONSTRUCTION

11. NO CONSTRUCTION ACTIVITIES WILL BE ALLOWED IN WETLANDS OR WATERCOURSES OUTSIDE OF THE WORK LIMITS DEFINED BY SWPCP AND PETITION MAPPING.
12. INSTALL EROSION AND SEDIMENTATION CONTROLS AROUND WORK SITES IN OR NEAR WETLANDS AND WATERCOURSES AS DETAILED IN THE SWPCP TO MINIMIZE THE POTENTIAL FOR EROSION AND SEDIMENTATION.
13. PLASTIC NETTING, WHICH MAY BE FOUND IN A VARIETY OF EROSION CONTROL PRODUCTS (E.G., EROSION CONTROL BLANKETS, STRAW WATTLES, AND REINFORCED SILT FENCE) IS NOT ALLOWED.
14. INSPECT AND MAINTAIN EROSION AND SEDIMENTATION CONTROLS THROUGHOUT CONSTRUCTION. SEDIMENT THAT ACCUMULATES BEHIND THESE CONTROLS WILL PERIODICALLY BE REMOVED AND PLACED IN UPLAND AREAS, IN A MANNER THAT WILL PRECLUDE THE POTENTIAL FOR SUBSEQUENT DEPOSITION INTO WETLANDS OR WATERCOURSES, OR WILL OTHERWISE BE DISPOSED OF OFF-SITE.
15. INSTALL TEMPORARY CONSTRUCTION MATTING FOR ACCESS ROADS ACROSS WETLANDS AND WATERCOURSES OR TO ESTABLISH SAFE AND STABLE CONSTRUCTION WORK PADS WITHIN WETLANDS, WHERE NECESSARY.
16. WHERE TEMPORARY CONSTRUCTION WORK PADS MUST BE CONSTRUCTED OVER WATERCOURSES, THE MATTING SHALL BE PLACED TO MAINTAIN FLOWS AND MINIMIZE AQUATIC HABITAT DISTURBANCE DURING THE CONSTRUCTION PERIOD.
17. MATTING IN WETLANDS OR OVER WATERCOURSES WILL BE PERIODICALLY SWEPT, WITH COLLECTED SOIL RELOCATED TO UPLANDS, TO MINIMIZE THE POTENTIAL FOR DEPOSITION INTO WETLANDS AND WATERCOURSES AS A RESULT OF RAIN OR VEHICLE / EQUIPMENT MOVEMENTS.
18. PROHIBIT VEHICLES OR EQUIPMENT FROM BEING PARKED OVERNIGHT ON ACCESS ROADS OR WORK PADS IN WETLANDS, EXCEPT FOR EQUIPMENT THAT CANNOT BE PRACTICALLY MOVED, SUCH AS CRANES OR DRILL RIGS. WHERE EQUIPMENT MUST BE STORED ON MATTED WORK PADS IN WETLANDS, SECONDARY CONTAINMENT MUST BE PROVIDED.
19. NO FUEL WILL BE STORED OR EQUIPMENT REFUELED WITHIN 100' OF ANY WETLAND, EXCEPT EQUIPMENT THAT CANNOT BE PRACTICALLY MOVED, SUCH AS CRANES OR DRILL RIGS. WHERE REFUELING IS REQUIRED WITHIN 100' OF WETLANDS, PROPER TEMPORARY SPILL PREVENTION, CONTROL, AND CONTAINMENT PROCEDURES MUST BE FOLLOWED.
20. REMOVE, FOLLOWING THE COMPLETION OF TRANSMISSION LINE WORK, TEMPORARY FILL MATERIALS FROM WORK SITES IN WETLANDS, INCLUDING ALL GEOTEXTILE FABRIC, AND TIMBER MATS USED FOR WORK PADS AND TEMPORARY ACCESS ROADS.
21. INSPECT AND MAINTAIN TEMPORARY EROSION AND SEDIMENTATION CONTROLS UNTIL WORK AREAS ARE STABILIZED AS DETERMINED BY EVERSOURCE.

DRILLING

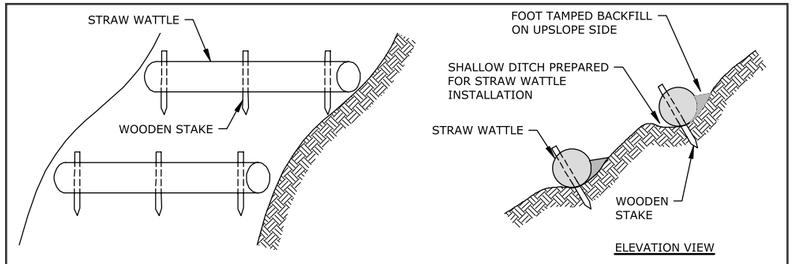
22. ESTABLISH PROPER CONTAINMENT FOR DRILLING SPOILS ON MATTED WORK PADS IN WETLANDS. SPIN-OFF BOXES SHOULD BE UNDERLAIN WITH GEOTECHNICAL FABRIC AND EMPTIED REGULARLY INCLUDING PRIOR TO ANY RAIN EVENTS. DRILLING SPOILS GENERATED IN WETLANDS MUST BE TRANSPORTED TO IN-ROW UPLANDS ON THE SAME PROPERTY OR A PRE-APPROVED OFF-SITE LOCATION.
23. PROHIBIT VEHICLES OR EQUIPMENT FROM BEING PARKED OVERNIGHT ON ACCESS ROADS OR WORK PADS IN WETLANDS, EXCEPT FOR EQUIPMENT THAT CANNOT BE PRACTICALLY MOVED, SUCH AS CRANES OR DRILL RIGS. WHERE EQUIPMENT MUST BE STORED ON MATTED WORK PADS IN WETLANDS, SECONDARY CONTAINMENT MUST BE PROVIDED.
24. NO FUEL WILL BE STORED OR EQUIPMENT REFUELED WITHIN 100' OF ANY WETLAND, EXCEPT EQUIPMENT THAT CANNOT BE PRACTICALLY MOVED, SUCH AS CRANES OR DRILL RIGS. WHERE REFUELING IS REQUIRED WITHIN 100' OF WETLANDS, PROPER TEMPORARY SPILL PREVENTION, CONTROL, AND CONTAINMENT PROCEDURES MUST BE FOLLOWED.
25. PROHIBIT MIXING, TESTING, STORAGE, OR DISPOSAL OF CONCRETE (USED FOR SOME STRUCTURE FOUNDATIONS) WITHIN 25' OF WETLANDS.

WETLAND INVASIVE SPECIES CONTROL

ALL PROJECT WORK SHALL COMPLY WITH RELEVANT PORTIONS OF 2022 EVERSOURCE'S BEST MANAGEMENT PRACTICES (BMP) MANUAL: CONNECTICUT CONSTRUCTION AND MAINTENANCE ENVIRONMENTAL REQUIREMENTS AND PROJECT-SPECIFIC STORMWATER POLLUTION CONTROL PLAN (SWPCP). THE FOLLOWING MEASURES SHALL BE IMPLEMENTED TO CONTROL THE SPREAD OF INVASIVE SPECIES IN WETLANDS ON EVERSOURCE ROWS.

1. ALL CONSTRUCTION EQUIPMENT, VEHICLES, AND MATERIALS (E.G., TIMBER MATS) MUST BE CLEAN AND FREE OF EXCESS SOIL, DEBRIS, AND VEGETATION BEFORE BEING MOBILIZED TO THE PROJECT ROWS.
2. TIMBER MATS OR EQUIVALENT WILL BE USED IN WETLANDS SO CONSTRUCTION VEHICLES THAT FREQUENTLY TRAVEL ALONG THE ROW CAN AVOID DIRECT WETLAND INTERACTION.
3. TO MINIMIZE THE POTENTIAL FOR SPREADING INVASIVE PLANT SPECIES FROM WETLAND-TO-WETLAND ALONG THE ROW, ANY EQUIPMENT OR MATTING USED IN A WETLAND CONTAINING INVASIVE PLANT SPECIES WILL BE CLEANED PRIOR TO RELOCATING TO ANOTHER WORK SITE. CLEANING WILL INVOLVE REMOVAL OF VISIBLE DIRT, DEBRIS AND VEGETATION BY DROPPING THE MATS OR THROUGH THE USE OF BROOMS, SHOVELS, AND, IF NEEDED, COMPRESSED AIR.
4. FINAL RESTORATION OF THE ROW IS TO BE CARRIED OUT IN ACCORDANCE WITH THE CURRENT VERSION OF THE EVERSOURCE BEST MANAGEMENT PRACTICES MANUAL CONSTRUCTION AND MAINTENANCE ENVIRONMENTAL REQUIREMENTS. UTILIZE STRAW BALES, WATTLES, COCONUT ROLLS, WOOD CHIP BAGS OR SILT FENCE IN LIEU OF TRADITIONAL HAY BALES WHICH MAY CONTAIN NOXIOUS OR INVASIVE SEED STOCK OR PLANT MATTER. THIS IS ESPECIALLY IMPORTANT WHEN EROSION CONTROLS ARE INSTALLED ADJACENT TO WETLANDS. EFFORTS WILL BE MADE DURING CONSTRUCTION TO MINIMIZE EQUIPMENT MOBILITY IN AREAS CONTAINING INVASIVE SPECIES SO AS TO AVOID DRAGGING INVASIVE PLANT MATERIAL BACK AND FORTH FROM ESTABLISHED STANDS INTO OTHER WETLANDS.

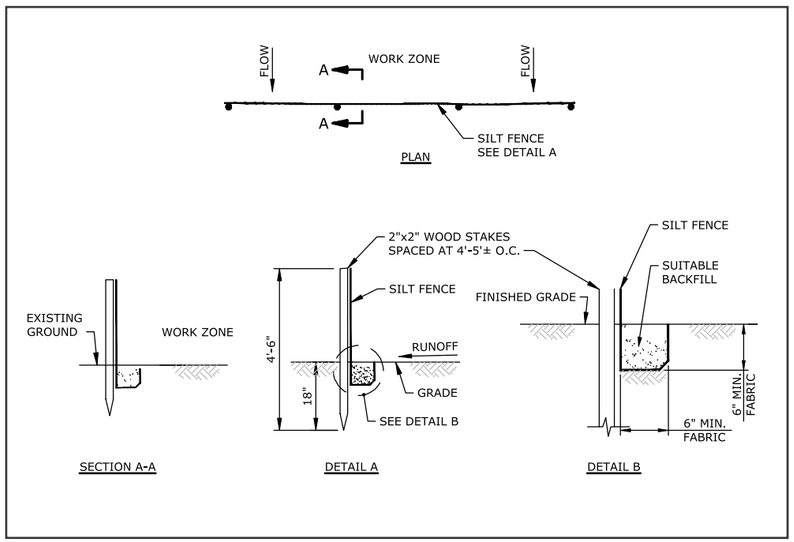
STRAW WATTLE ON SLOPE



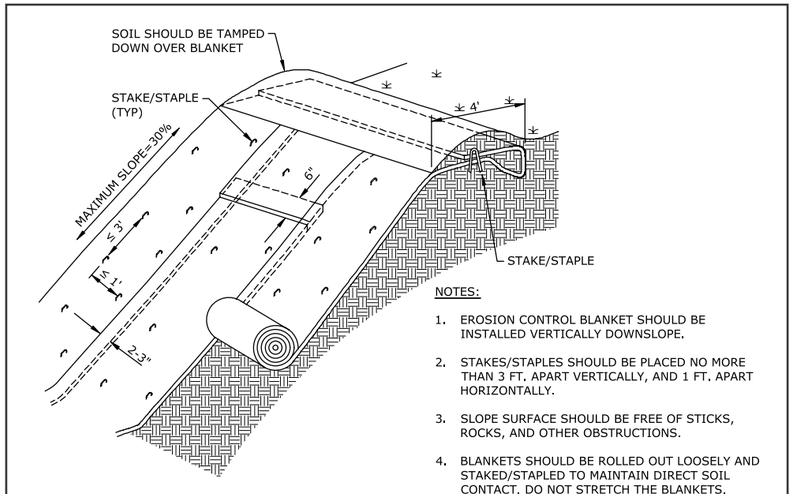
NOTES:

1. USE OF PRODUCTS WITH PLASTIC AND/OR NYLON NETTING IS PROHIBITED.
2. VERTICAL SPACING FOR SLOPE INSTALLATIONS TO BE DETERMINED BY SITE CONDITIONS: SLOPE GRADIENT AND SOIL TYPE. CONFIRM SPACING PER MANUFACTURER'S SPECIFICATIONS. SEE BELOW FOR TYPICAL REQUIREMENTS. COORDINATE SPACING AND LOCATION WITH EVERSOURCE ENVIRONMENTAL LICENSING AND PERMITTING.
   - 1:1 SLOPES = 10 FEET APART
   - 2:1 SLOPES = 20 FEET APART
   - 3:1 SLOPES = 30 FEET APART
3. MINIMUM 12" DIAMETER WATTLES SHOULD BE USED FOR HIGHLY DISTURBED AREAS (E.G. HEAVILY USED ACCESS ROADS WITH ADJACENT WETLANDS). MINIMUM 8" DIAMETER WATTLES SHOULD BE USED FOR LESS DISTURBED SOILS.

SILT FENCE



EROSION CONTROL BLANKET



NOTES:

1. EROSION CONTROL BLANKET SHOULD BE INSTALLED VERTICALLY DOWNSLOPE.
2. STAKES/STAPLES SHOULD BE PLACED NO MORE THAN 3 FT. APART VERTICALLY, AND 1 FT. APART HORIZONTALLY.
3. SLOPE SURFACE SHOULD BE FREE OF STICKS, ROCKS, AND OTHER OBSTRUCTIONS.
4. BLANKETS SHOULD BE ROLLED OUT LOOSELY AND STAKED/STAPLED TO MAINTAIN DIRECT SOIL CONTACT. DO NOT STRETCH THE BLANKETS.
5. USE OF PRODUCTS WITH PLASTIC AND/OR NYLON NETTING IS PROHIBITED.

NO.	DATE	REVISIONS	BY	CHK	APP	APP

EVERSOURCE ENERGY

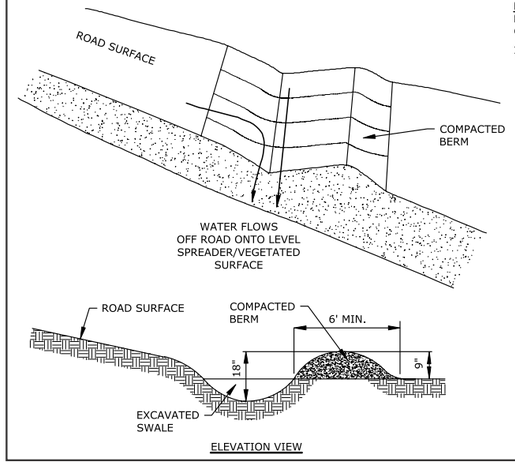
WETLAND AND WATERCOURSE PROTECTION PLAN & WETLAND INVASIVE SPECIES CONTROL

Southington Substation to Cook Hill Junction Rebuild Project

Cheshire, Meriden, Southington and Wallingford, Connecticut

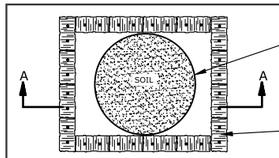
September 19, 2023

WATER BARS



NOTE:
FILL FOR BERMS SHALL BE A COMBINATION OF GRAVEL, SAND AND SILT TO ENSURE WATER TIGHTNESS AND STABILITY.

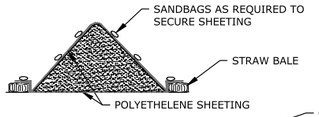
SOIL STOCKPILE MANAGEMENT



CONTAMINATED SOILS MUST BE ON AND COVERED WITH POLYETHYLENE SHEETING TO LIMIT EROSION. SHEETING NOT REQUIRED FOR NON-CONTAMINATED SOILS IF SEDIMENTATION AND EROSION CONTROLS COMPLETELY ENCLOSE STOCKPILE.

STRAW BALES AND/OR SILT FENCE

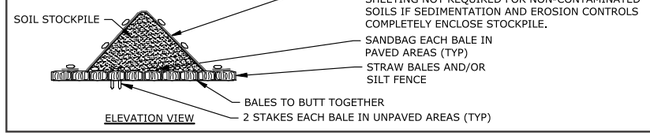
PLAN VIEW



SECTION A-A

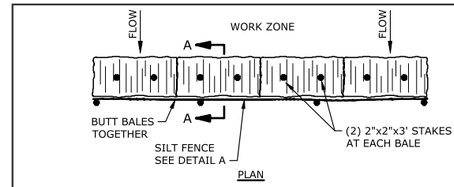
NOTE:

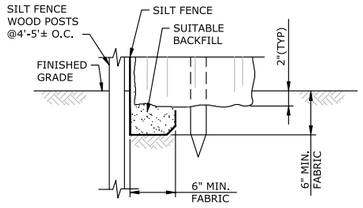
1. SANDBAGS (OR SIMILAR) MAY BE USED TO SECURE POLYETHYLENE SHEETING ON TOP OF THE STOCKPILE.
2. STRAW PRODUCTS ONLY; THE USE OF HAY OR HAY PRODUCTS IS STRICTLY PROHIBITED.



ELEVATION VIEW

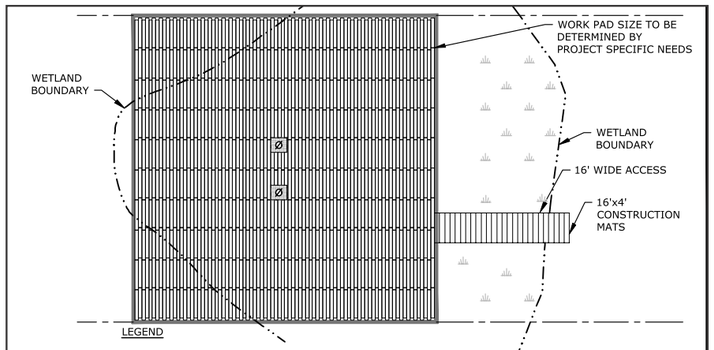
STRAW BALE BARRIER



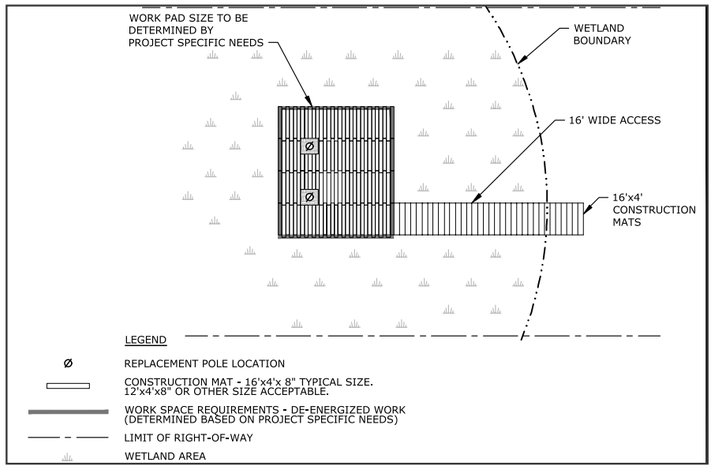


NOTE:
USE OF HAY AND/OR PRODUCTS CONTAINING WEED SEED IS PROHIBITED.

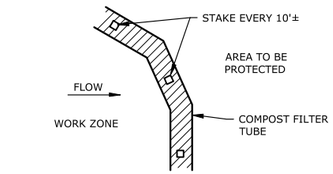
CONSTRUCTION MAT LAYOUT (LIVE LINE WORK)



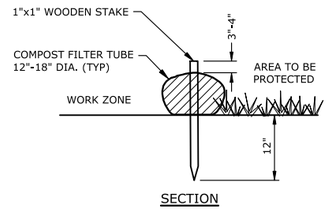
CONSTRUCTION MAT LAYOUT (DE-ENERGIZED LINE WORK)



COMPOST FILTER TUBE



PLAN

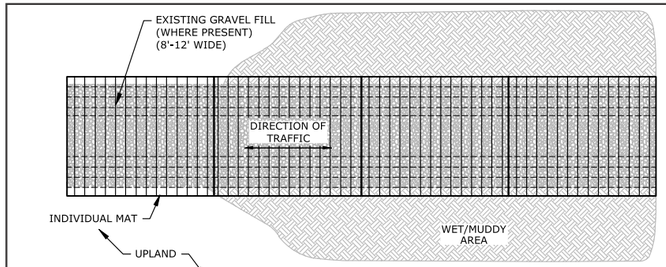


SECTION

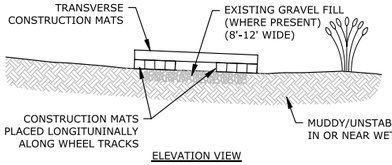
NOTES:

1. TUBES FOR COMPOST FILTERS SHALL BE JUTE MESH OR APPROVED BIODEGRADABLE MATERIAL.
2. TAMP TUBES IN PLACE TO ENSURE GOOD CONTACT WITH SOIL SURFACE.
3. PROVIDE 3' MINIMUM OVERLAP AT ENDS OF TUBES TO JOIN IN A CONTINUOUS BARRIER AND MINIMIZE UNIMPEDED FLOW.
4. COMPOST MATERIAL SHALL BE DISPERSED ON SITE WITHIN LIMITS OF WORK, AS DIRECTED.
5. INSTALL TUBES ALONG CONTOURS AND PERPENDICULAR TO SHEET OR CONCENTRATED FLOW.
6. DO NOT INSTALL IN PERENNIAL, EPHEMERAL, OR INTERMITTENT STREAMS.
7. CONFIGURE TUBES AROUND EXISTING SITE FEATURES TO MINIMIZE SITE DISTURBANCE AND MAXIMIZE CAPTURE AREA OF STORMWATER RUN-OFF.

CONSTRUICTION MAT WETLAND CROSSING



PLAN VIEW

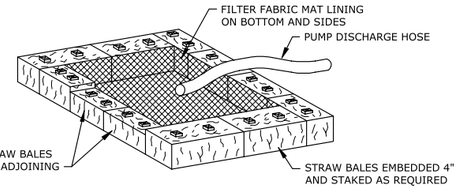


ELEVATION VIEW

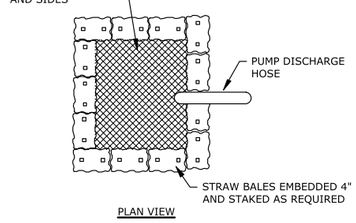
NOTES:

1. CONSTRUCTION MAT DIMENSIONS OF 12'x4'x8", 16'x4'x8" OR OTHER TO BE USED.

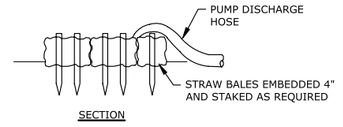
DEWATERING BASIN



PERSPECTIVE



PLAN VIEW



SECTION

NOTE:
PLACE DEWATERING/PUMPING SETTLING BASINS IN A WELL-VEGETATED AREA, OUTSIDE OF WETLANDS WHENEVER PRACTICABLE.

NO.	DATE	REVISIONS	BY	CHK	APP	APP

EVERSOURCE ENERGY

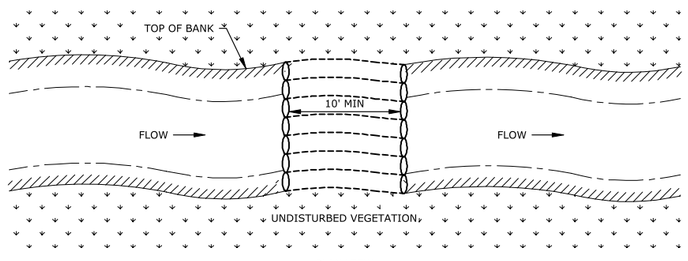
WETLAND AND WATERCOURSE PROTECTION PLAN DETAIL SHEETS

Southington Substation to Cook Hill Junction Rebuild Project

Cheshire, Meriden, Southington and Wallingford, Connecticut

September 19, 2023

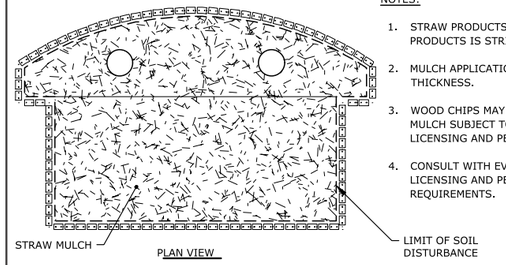
POLE FORD



NOTES:

1. POLES AND NONWOVEN GEOTEXTILE MUST BE REMOVED IMMEDIATELY AFTER USE.
2. LENGTH OF POLES SHALL BE AT LEAST 10 FEET.
3. USE OF HARDWOODS PROHIBITED.
4. CONSULT WITH EVERSOURCE ENVIRONMENTAL LICENSING AND PERMITTING PRIOR TO INSTALLATION OF POLED FORDS.

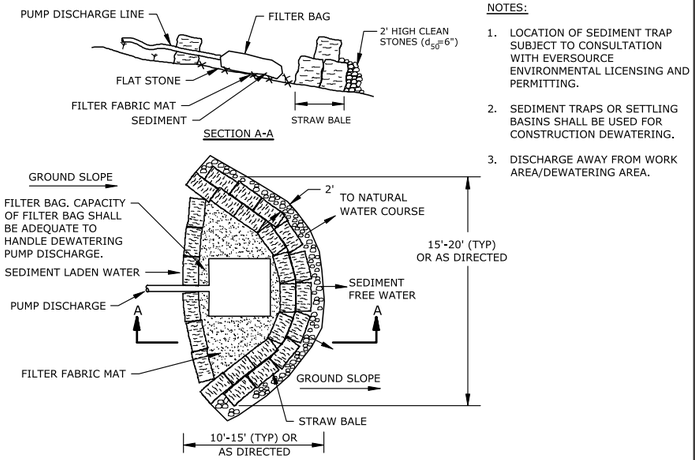
STRAW MULCH



NOTES:

1. STRAW PRODUCTS ONLY; THE USE OF HAY OR HAY PRODUCTS IS STRICTLY PROHIBITED.
2. MULCH APPLICATION SHALL NOT EXCEED 1" IN THICKNESS.
3. WOOD CHIPS MAY BE SUBSTITUTED FOR STRAW MULCH SUBJECT TO EVERSOURCE ENVIRONMENTAL LICENSING AND PERMITTING APPROVAL.
4. CONSULT WITH EVERSOURCE ENVIRONMENTAL LICENSING AND PERMITTING FOR PROJECT SPECIFIC REQUIREMENTS.

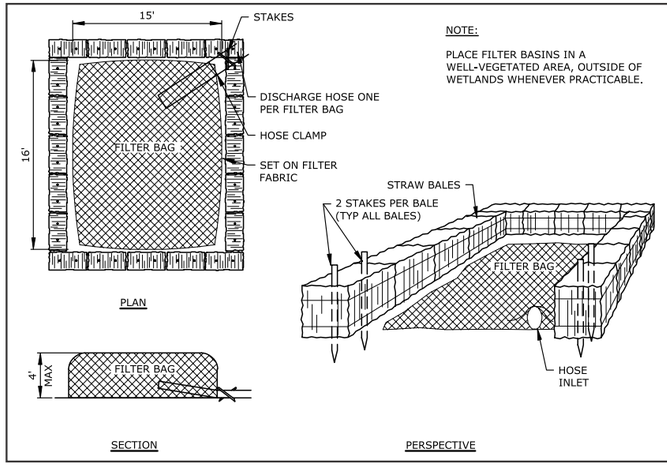
SEDIMENT TRAP



NOTES:

1. LOCATION OF SEDIMENT TRAP SUBJECT TO CONSULTATION WITH EVERSOURCE ENVIRONMENTAL LICENSING AND PERMITTING.
2. SEDIMENT TRAPS OR SETTLING BASINS SHALL BE USED FOR CONSTRUCTION DEWATERING.
3. DISCHARGE AWAY FROM WORK AREA/DEWATERING AREA.

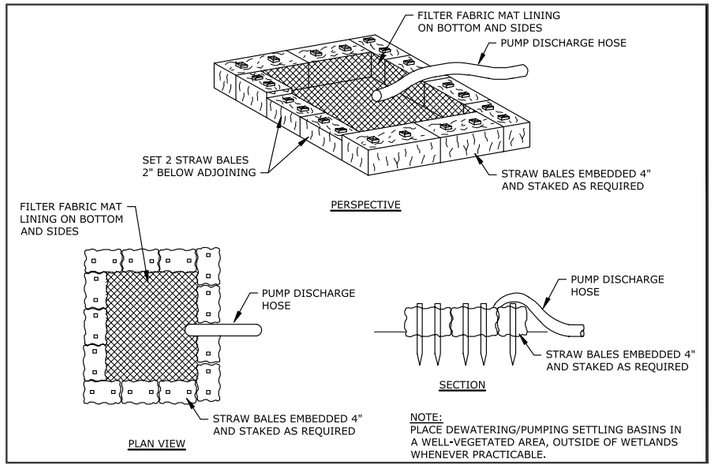
DEWATERING BASIN (FILTER BAG)



NOTE:

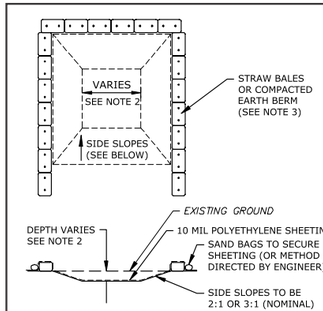
PLACE FILTER BASINS IN A WELL-VEGETATED AREA, OUTSIDE OF WETLANDS WHENEVER PRACTICABLE.

DEWATERING BASIN



NOTE:
PLACE DEWATERING/PUMPING SETTLING BASINS IN A WELL-VEGETATED AREA, OUTSIDE OF WETLANDS WHENEVER PRACTICABLE.

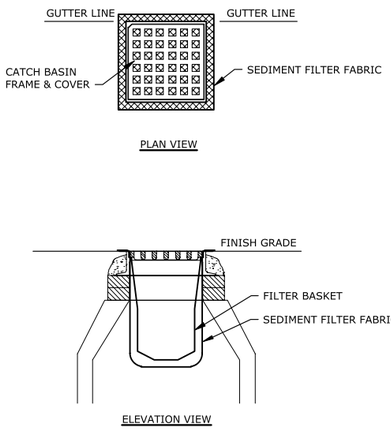
CONCRETE WASHOUT



NOTES:

1. CONCRETE WASHOUT AREA(S) SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE. THE CONCRETE WASHOUT AREA SHALL BE ENTIRELY SELF-CONTAINED.
2. THE CONTRACTOR SHALL SUBMIT THE DESIGN, LOCATION AND SIZING OF THE CONCRETE WASHOUT AREA(S) WITH THE PROJECTS'S EROSION AND SEDIMENTATION CONTROL PLAN.
3. LOCATION: WASHOUT AREA(S) ARE TO BE LOCATED AT LEAST 50 FEET FROM ANY STREAM, WETLAND, STORM DRAINS, OR OTHER SENSITIVE RESOURCE. THE FLOOD CONTINGENCY PLAN MUST ADDRESS THE CONCRETE WASHOUT IF THE WASHOUT IS TO BE LOCATED WITHIN THE FLOODPLAIN.
   SIZE: THE WASHOUT MUST HAVE SUFFICIENT VOLUME TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS INCLUDING, BUT NOT LIMITED TO, OPERATIONS ASSOCIATED WITH GROUT AND MORTAR.
4. SURFACE DISCHARGE IS UNACCEPTABLE. THEREFORE, STRAW BALES OR OTHER CONTROL MEASURES, SHOULD BE USED AROUND THE PERIMETER OF THE CONCRETE WASHOUT AREA FOR CONTAINMENT.
5. SIGNS SHOULD BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE CONCRETE AREA(S) AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS. WASHOUT AREA(S) SHOULD BE FLAGGED WITH SAFETY FENCING OR OTHER APPROVED METHOD.
6. WASHOUT AREA(S) ARE TO BE INSPECTED AT LEAST ONCE A WEEK FOR STRUCTURAL INTEGRITY, ADEQUATE HOLDING CAPACITY AND CHECKED FOR LEAKS, TEARS OR OVERFLOWS. (AS REQUIRED BY THE CONSTRUCTION SITE ENVIRONMENTAL INSPECTION REPORT) WASHOUT AREA(S) SHOULD BE CHECKED AFTER HEAVY RAINS.
7. HARDENED CONCRETE WASTE SHOULD BE REMOVED AND DISPOSED OF WHEN THE WASTE HAS ACCUMULATED TO HALF OF THE CONCRETE WASHOUT'S HEIGHT. THE WASTE CAN BE STORED AT AN UPLAND LOCATION. ALL CONCRETE WASTE SHALL BE DISPOSED OF IN A MANNER CONSISTENT WITH ALL APPLICABLE LAWS, REGULATIONS, AND GUIDELINES.

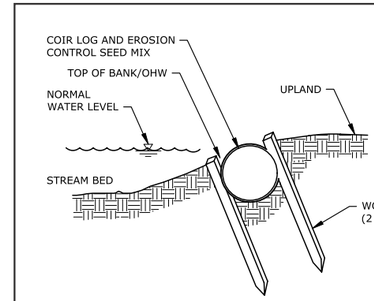
CATCH BASIN INLET PROTECTION SILT SACK



NOTES:

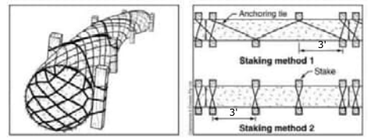
1. FILTER BASKET SHALL BE "SILT SAK" BY JENNIAN, MELROSE, MA; "DANDY BAG" BY DANDY PRODUCTS (1-800-591-2284); DRAIN PAC (91-800-272-2832); OR APPROVED EQUIVALENT SUBJECT TO CONSULTATION WITH EVERSOURCE ENVIRONMENTAL LICENSING AND PERMITTING.
2. FILTER BASKETS SHOULD BE USED IN COMBINATION WITH ANOTHER INLET PROTECTION MEASURE SUCH AS SEDIMENT FILTER FABRIC IF DRAINAGE AREA IS SMALL WITH SHALLOW FLOWS.

COIR LOG



NOTES:

1. USE OF PRODUCTS WITH PLASTIC AND/OR NYLON NETTING IS PROHIBITED.
2. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
3. INSTALLATION MAY INCLUDE SEEDING AND/OR OTHER NATIVE PLANT INSTALLATION. CONSULT EVERSOURCE ENVIRONMENTAL LICENSING AND PERMITTING.



TYPICAL STAKING

NO.	DATE	REVISIONS	BY	CHK	APP	APP

EVERSOURCE ENERGY

WETLADETAIL AND WATERCOURSE PROTECTION PLAN DETAIL SHEETS

Southington Substation to Cook Hill Junction Rebuild Project

Cheshire, Meriden, Southington and Wallingford, Connecticut

September 19, 2023

VERNAL POOL PROTECTION PLAN

ALL PROJECT WORK SHALL COMPLY WITH RELEVANT PORTIONS OF 2022 EVERSOURCE'S BEST MANAGEMENT PRACTICES (BMP) MANUAL: CONNECTICUT CONSTRUCTION AND MAINTENANCE ENVIRONMENTAL REQUIREMENTS AND PROJECT-SPECIFIC STORMWATER POLLUTION CONTROL PLAN (SWPCP) AND PETITION MAPPING. VERNAL POOL PROTECTION BMPS HAVE BEEN INCORPORATED INTO PROJECT MAPPING. ADDITIONAL BMPS MAY BE IMPLEMENTED DURING CONSTRUCTION BASED ON SITE SPECIFIC CONDITIONS, AND CONSTRUCTION METHODOLOGY AND TIMING. REFER TO BELOW, ILLUSTRATION OF VERNAL POOL ENVELOPE BMPS, AND SEASONAL ACTIVITY PERIODS FOR VERNAL POOL INDICATOR SPECIES..

VEGETATION MANAGEMENT

VERNAL POOL DEPRESSION (VPD)

1. PLACEMENT OF MATTING OR USE OF EQUIPMENT WITHIN THE VPD IS NOT ALLOWED AT ANY TIME.
2. IF VEGETATION MUST BE REMOVED FROM WITHIN THE VPD, IT SHALL NOT BE DONE DURING THE AMPHIBIAN BREEDING SEASON.
3. DURING VEGETATION REMOVAL, COMPATIBLE SPECIES WITHIN THE VPD MUST BE PROTECTED TO THE MAXIMUM EXTENT PRACTICABLE AT ALL TIMES. USE OF THE FOLLOWING MEASURES IS REQUIRED:
   A. IF VEGETATION MUST BE REMOVED, IT MUST BE DONE SELECTIVELY EITHER BY HAND OR WITH EQUIPMENT THAT CAN REACH IN AND CUT AND REMOVE IT.
   B. TREES THAT ARE HAND FELLED MUST BE LIFTED; NOT DRAGGED OUT OF THE VPD.
   C. TREES LOCATED OUTSIDE OF THE VPD SHALL NOT BE FELLED INTO THE VPD UNLESS THERE ARE SAFETY CONSIDERATIONS THAT DICTATE OTHERWISE.
   D. IF CUT VEGETATION, OR PORTIONS THEREOF, CANNOT BE SAFELY LIFTED OUT OF THE VPD IT MAY BE LEFT IN PLACE WITH THE APPROVAL OF EVERSOURCE OR THEIR DESIGNATED REPRESENTATIVE.
4. DO NOT DISTURB EXISTING, DOWNED WOODY DEBRIS.

VERNAL POOL 100' ENVELOPE (VPE)

5. VEGETATION REMOVAL WITHIN THE VPE SHALL BE AVOIDED TO THE MAXIMUM EXTENT PRACTICABLE DURING THE AMPHIBIAN BREEDING SEASON: SPRING BREEDERS (MARCH – JUNE); FALL BREEDERS (AUGUST – SEPTEMBER).
6. DURING VEGETATION REMOVAL, COMPATIBLE SPECIES WITHIN THE VPE MUST BE PROTECTED TO THE MAXIMUM EXTENT PRACTICABLE AT ALL TIMES. USE OF THE FOLLOWING MEASURES IS REQUIRED.
   A. IF VEGETATION MUST BE REMOVED, TO THE MAXIMUM EXTENT PRACTICABLE IT MUST BE DONE SELECTIVELY EITHER BY HAND OR WITH EQUIPMENT. NON-SELECTIVE MOWING OF VEGETATION SHALL ONLY BE USED IF IT IS ABSOLUTELY NECESSARY.
   B. USE OF EQUIPMENT SHOULD BE RESTRICTED TO EXISTING ACCESS ROADS AND OTHER IMPROVED SURFACES INSTEAD. ACCESS ROUTES WITHIN THE VPE SHALL BE MINIMIZED TO THE MAXIMUM EXTENT PRACTICABLE.
   C. IF EQUIPMENT IS REQUIRED WITHIN THE VPE, SOIL DISTURBANCE AND COMPACTION MUST BE MINIMIZED THROUGH THE USE OF MATTING OR LOW GROUND PRESSURE EQUIPMENT.
   D. MINIMIZE THE REMOVAL OF LOW GROWING VEGETATION WITHIN 25' OF THE VPD.
   E. USE OF EQUIPMENT AND/OR THE PLACEMENT OF MATS WITHIN 25' OF THE VPD ARE NOT ALLOWED UNLESS THERE ARE SAFETY CONSIDERATIONS THAT DICTATE OTHERWISE.
7. CUT VEGETATION, OR PORTIONS THEREOF, MAY BE LEFT IN PLACE WITHIN THE VPE WITH THE APPROVAL OF EVERSOURCE OR THEIR DESIGNATED REPRESENTATIVE.
8. PROTECT EXISTING, DOWNED WOODY DEBRIS TO THE MAXIMUM EXTENT PRACTICABLE, PARTICULARLY WITHIN 25' OF THE VPD.

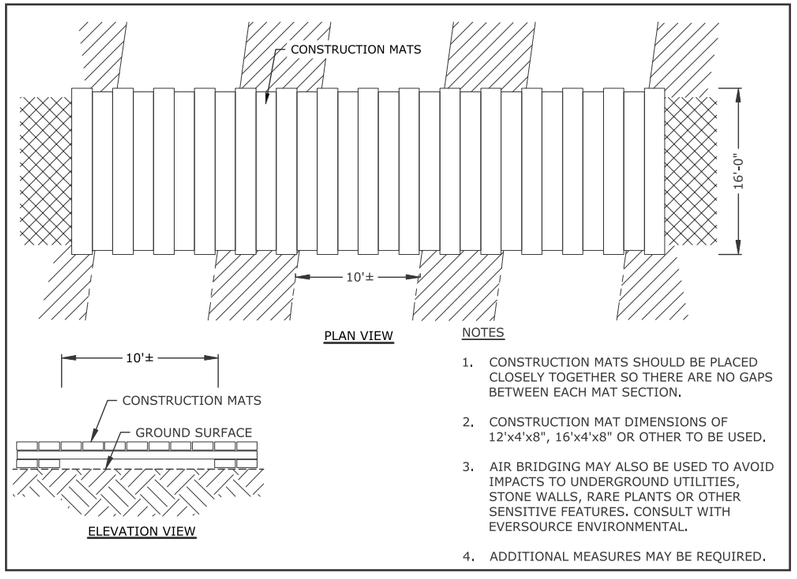
CIVIL CONSTRUCTION

9. INSTALL AND MAINTAIN EROSION AND SEDIMENTATION (E&S) CONTROLS IN ACCORDANCE WITH THE SWPCP AND AS NECESSARY TO PROTECT WATER QUALITY AND TO LIMIT THE POTENTIAL FOR SOIL DEPOSITION INTO A VPD. IF INSTALLATION OF E&S CONTROLS IS NECESSARY DURING THE BREEDING SEASON, USE OF MEASURES SUCH AS SYNCOPATED SILT FENCE, WATTLES, OR COMPOST SOCKS SHALL BE USED TO MAINTAIN AMPHIBIAN ACCESS TO AND FROM THE VPD.
10. PLASTIC NETTING, WHICH MAY BE FOUND IN A VARIETY OF EROSION CONTROL PRODUCTS (E.G., EROSION CONTROL BLANKETS, STRAW WATTLES, AND REINFORCED SILT FENCE) IS NOT ALLOWED.
11. WHERE FEASIBLE, THE USE OF TEMPORARY TIMBER MAT ACCESS ROADS AND WORK PADS IN LIEU OF CONSTRUCTING NEW GRAVEL ACCESS ROADS AND WORK PADS SHOULD BE EVALUATED IN ORDER TO MINIMIZE THE LOSS OF VEGETATED AREAS WITHIN A VPE.
12. TO THE EXTENT THAT CIRCUIT OUTAGE AND OTHER CONSTRUCTION TIMING CONSTRAINTS ALLOW, EVERSOURCE WILL ATTEMPT TO SCHEDULE THE INSTALLATION OF ACCESS ROADS AND WORK PADS NEAR VERNAL POOLS SO AS NOT TO INTERFERE WITH AMPHIBIAN BREEDING AND MIGRATION SEASONS.
13. FOR PROJECT ACTIVITIES THAT MUST OCCUR ADJACENT TO OR WITHIN VERNAL POOLS DURING AMPHIBIAN MIGRATION PERIODS, MEASURES WILL BE IMPLEMENTED ON A SITE-SPECIFIC BASIS AS NECESSARY TO FACILITATE UNENCUMBERED AMPHIBIAN ACCESS TO AND FROM VERNAL POOLS. THESE MEASURES ARE TYPICALLY SHOWN ON THE SWPCP. ADDITIONAL MEASURES MAY BE PROVIDED BY EVERSOURCE BASED ON SITE SPECIFIC CONDITIONS AT THE TIME OF CONSTRUCTION.
14. ADDITIONAL MEASURES THAT MAY BE CONSIDERED TO FACILITATE VERNAL POOL ACCESS INCLUDE SYNCOPATED SEDIMENTATION CONTROL FENCING OR WATTLES, ELEVATED CONSTRUCTION MATTING (CONSTRUCTION MAT AIR BRIDGE), AND ALIGNING EROSION AND SEDIMENTATION CONTROLS TO AVOID BIFURCATING VERNAL POOL HABITAT. INSTALLATION OF ANY MITIGATION DEVICES WILL BE BASED ON FIELD CONDITIONS, CONSTRUCTION REQUIREMENTS, AND SPECIES-SPECIFIC HABITAT REQUIREMENTS.
15. EROSION AND SEDIMENTATION CONTROL DEVICES WILL BE PROMPTLY REMOVED UPON FINAL REVEGETATION AND STABILIZATION OF THE ROW.

DRILLING

16. SPOILS STOCKPILES ON UPLAND WORK PADS SHOULD STOCKPILED AWAY FROM VERNAL POOLS AND PROTECTED WITH EROSION AND SEDIMENTATION CONTROLS (SILT FENCING, STRAW WATTLES, AND/OR COVERED WITH SEED AND STRAW). SPOILS GENERATED ON MATTED WORK PADS IN WETLANDS SHOULD BE TRUCKED TO AN APPROVED OFF-SITE LOCATION OR PLACED IN UPLANDS, IN-ROW ON THE SAME PROPERTY FROM WHICH THEY ORIGINATED.

CONSTRUCTION MAT (AIR BRIDGE)



NOTES

1. CONSTRUCTION MATS SHOULD BE PLACED CLOSELY TOGETHER SO THERE ARE NO GAPS BETWEEN EACH MAT SECTION.
2. CONSTRUCTION MAT DIMENSIONS OF 12'x4'x8", 16'x4'x8" OR OTHER TO BE USED.
3. AIR BRIDGING MAY ALSO BE USED TO AVOID IMPACTS TO UNDERGROUND UTILITIES, STONE WALLS, RARE PLANTS OR OTHER SENSITIVE FEATURES. CONSULT WITH EVERSOURCE ENVIRONMENTAL.
4. ADDITIONAL MEASURES MAY BE REQUIRED.

SEASONAL ACTIVITY PERIODS FOR VERNAL POOL INDICATOR SPECIES

	SPRING BREEDERS Wood Frog, Spotted Salamander, Jefferson Salamander, and Blue-spotted Salamander Complex	
	NOVEMBER - FEBRUARY	Pools are dormant
	MARCH - APRIL	Migration, breeding and egg deposition
	APRIL - JUNE	Egg hatching and larval development
	JUNE - OCTOBER	Metamorphosis and juvenile dispersal
HIGH SENSITIVITY PERIOD 0-100FT	MARCH – APRIL	High densities of adults migrating to and from breeding pools
	JUNE - JULY	High densities of metamorphs disperse from breeding pools into the adjacent forest

	FALL BREEDERS Marbled Salamander	
	AUGUST – SEPTEMBER	Migration, breeding and egg deposition
	NOVEMBER - MAY	Egg hatching and larval development
	MAY - JULY	Metamorphosis and juvenile dispersal
HIGH SENSITIVITY PERIOD 0-100FT	AUGUST-SEPTEMBER	Adults migrate to breeding pools
	MAY - JULY	High densities of metamorphs disperse from breeding pools into the adjacent forest

SYNCOPATED SILT FENCE

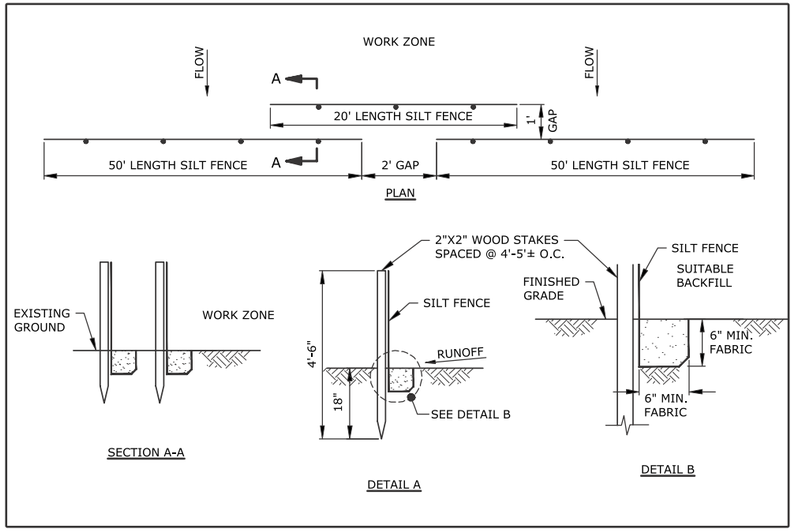
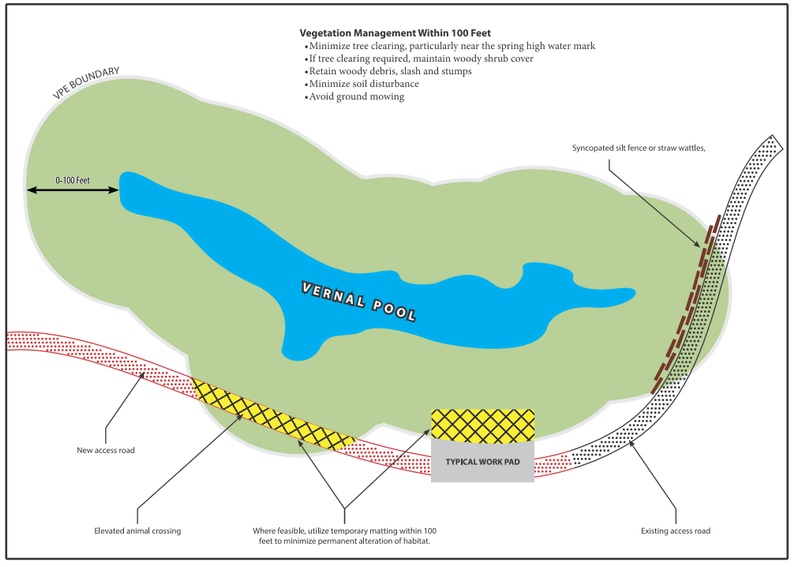


ILLUSTRATION OF VERNAL POOL ENVELOPE BMPS



NO.	DATE	REVISIONS	BY	CHK	APP	APP

EVERSOURCE ENERGY

VERNAL POOL PROTECTION PLAN

Southington Substation to Cook Hill Junction Rebuild Project

Cheshire, Meriden, Southington and Wallingford, Connecticut

September 19, 2023