Connecticut Siting Council
Docket No. 272

Development & Management Plan
for the
Middletown-Norwalk
345-kV Transmission Line Project

Segment 4b – Sasco Creek to Father Conlon Place in Norwalk

Volume 3 of 3

May 2006

TRAFFIC INVENTORY REPORT FOR MAINTENANCE AND PROTECTION OF TRAFFIC

MIDDLETOWN TO NORWALK 345-kV TRANSMISSION PROJECT

TOWN OF WESTPORT, CONNECTICUT

Prepared For:

Connecticut Light & Power

Prepared By:
BL Companies
Engineers/Planners/Surveyors/Landscape Architects
Meriden, Connecticut

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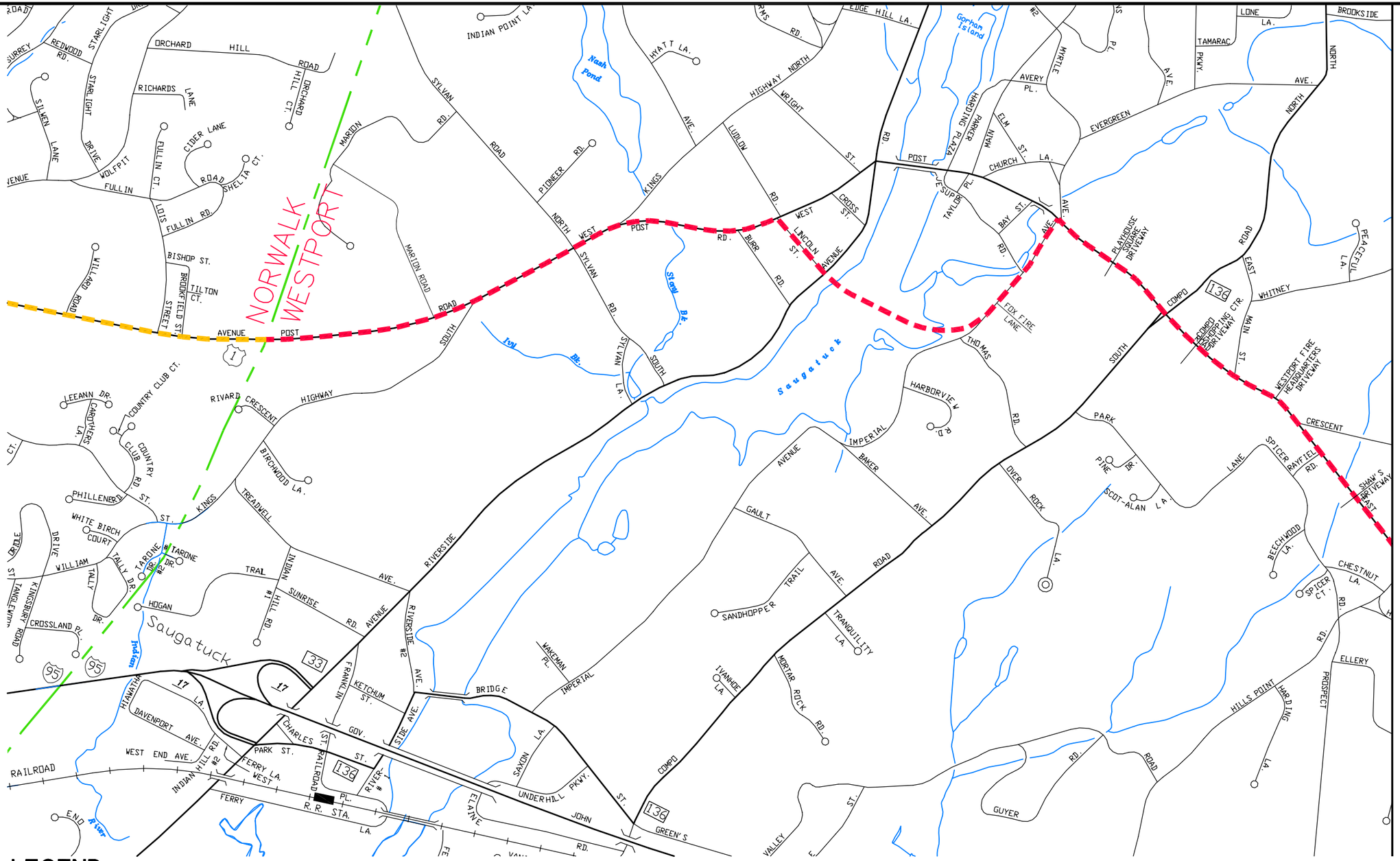
I. INTRODUCTION

Connecticut Light and Power (CL&P) in conjunction with the United Illuminating Company will be constructing approximately 23 miles of a 345-kV underground transmission line through Norwalk, Westport, Fairfield, Bridgeport, Stratford, and Milford. As approved by the Connecticut Siting Council, most of the route is in the public right-of-way, primarily along the State Highway System.

This report, prepared for CL&P, focuses on the approximate 4.8 miles of transmission line located in the Town of Westport, as illustrated in Figures W.1 and W.2. The remaining municipalities are addressed in separate documents. The selected route travels along Route 1 (Post Road West) from the Westport/Norwalk town line to the Lincoln Street/Ludlow Road intersection where the route then travels down Lincoln Street to Route 33 (Riverside Avenue) and the Saugatuck River. The line crosses the Saugatuck River to the west side of Imperial Avenue where the selected route travels across the entrances to two municipal parking lots. The selected route travels up Imperial Avenue to Route 1 (Post Road East) and then along Route 1 (Post Road East) to the Westport/Fairfield town line.

This report provides a recommended strategy for maintenance and protection of traffic. The strategy includes the locations where typical Connecticut Department of Transportation (ConnDOT) Maintenance Traffic Control Plans will be utilized; the locations where more specific maintenance and protection of traffic plans will be developed; and the recommended hours of operation. Recommendations are based on

a detailed field inventory of the selected routes, traffic volumes, the type and duration of construction, and data compiled from local and State agencies. Specifically, local and State agencies were contacted for pertinent traffic data, roadway improvement projects, development projects, yearly local events, transit and bus routes and other data that may affect maintenance and protection of traffic planning. This report discusses the traffic/transportation environment along the route, the proposed construction, other construction projects such as public roadway improvement projects and major traffic generators, key locations, and traffic issues. Traffic issues include hours of operation, lane closures, need for detours, and areas where on-street parking will be affected. This report forms the basis for the development of detailed Traffic Control Plans (TCP) and detailed maintenance and protection of traffic report to be implemented for construction of the underground transmission line segment through the Town of Westport.



LEGEND

— — — CL&P SELECTED ROUTE – WESTPORT

— — — CL&P SELECTED ROUTE – NORWALK (SEE SEPARATE REPORT)

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SELECTED ROUTE

MIDDLETOWN TO NORWALK
345-kV TRANSMISSION PROJECT
WESTPORT, CONNECTICUT

Scale 1"=1000'
Project No. 05C1314
Date 2/24/06
CAD File 158_TRPT05C1314 FIG W1

XREF(s): NONE

FIGURE W.1

MATCHLINE (SEE FIGURE W.1)

LEGEND

- CL&P SELECTED ROUTE – WESTPORT
- CL&P SELECTED ROUTE – FAIRFIELD (SEE SEPARATE REPORT)

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SELECTED ROUTE

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
WESTPORT, CONNECTICUT

Scale	1"=1000'
Project No.	05C1314
Date	2/23/06
CAD File	158_TRPT05C1314 FIG W2

XREF(s): NONE

FIGURE W.2

II. CORRIDOR INVENTORY AND DESCRIPTION

An investigation of the existing traffic/transportation conditions of the roadways along the selected transmission line route formed the basis for preparing a recommended strategy for maintenance and protection of traffic. This investigation included a detailed field reconnaissance and preliminary research of pertinent planning and traffic data at local and State agencies.

Selected Transmission Line Route

As illustrated in Figures W.1 and W.2, the selected route runs from the Westport/Norwalk town line along Route 1 (Post Road West) to the Lincoln Street/Ludlow Road intersection where the route then travels down Lincoln Street to Route 33 (Riverside Avenue) and the Saugatuck River. The line crosses the Saugatuck River to the west side of Imperial Avenue where the selected route travels across the entrances to two municipal parking lots. From the parking lot the selected route travels up Imperial Avenue to Route 1 (Post Road East) and then along Route 1 (Post Road East) to the Westport/Fairfield town line.

For description and maintenance and protection of traffic purposes, the route was divided into segments of generally uniform characteristics. The following graphic/charts are included in this report to aid in the understanding of these characteristics:

- Figures W.3 and W.4, located in the body of the report, summarize traffic signal locations along the selected route as well as average daily traffic volumes (ADT's).

- A route inventory sheet is located in Appendix II. The sheet summarizes in tabular format items such as number of travel lanes, roadway widths, speed limit, sidewalk and on-street parking locations, illumination, bus routes, ADT's, peak hour volumes, traffic signal locations and abutting land use types.

- Figures W.8 through W.11, located in Appendix II, pictorially summarize land use classification along the route as well as typical roadway widths.

- Hourly traffic volume graphs for selected locations can be found in Appendix III.

- Aerial photographs of each signalized intersection are provided in Appendix IV.

- Aerial photographs of each vault location are provided in Appendix VI.

A. Route 1 (Post Road West) from Westport/Norwalk town line to Lincoln Street/Ludlow Road

The selected transmission line route travels along approximately 1 mile of Route 1 (Post Road West) in Westport from the Westport/Norwalk town line to the Lincoln Street/Ludlow Road intersection. This segment of Route 1 (Post Road West) is a northeast/southwesterly State maintained facility that provides two travel lanes in each direction. The roadway has the following characteristics:

- The typical curb-to-curb width varies from 50 feet to 62 feet.

- Posted speed limit of 35 miles per hour.

- Illumination provided throughout.

- Sidewalks typically not present.

- Although there is little signing to prevent on-street parking, on-street parking was not evident along this stretch of Route 1.

Land use is primarily commercial/retail with office uses. There is residential land use west of Marion Road and institutional uses near Burr Road. The institutional uses include:

- Kings Highway Elementary School located along the southerly side of Route 1 (Post Road West) just west of Burr Road.
- A nursing home located along the south side of Route 1 (Post Road West) just east of Burr Road.

Four signalized intersections (all State maintained) are located along this roadway segment and include in order from west to east the following:

1. Route 1 (Post Road West) at Kings Highway South
2. Route 1 (Post Road West) at Sylvan Road North/Sylvan Road South
3. Route 1 (Post Road West) at Kings Highway North
4. Route 1 (Post Road West) at Lincoln Street/Ludlow Road

Based on information provided by the Norwalk Transit Authority regarding bus routes, Westport Route #1 travels along this segment of Route 1 (Post Road West) with a stop at the Sylvan Road North/Sylvan Road South intersection. The Westport Coastal Link bus route runs along this segment without stops. The Coastal Link travels along the Route 1 corridor through the towns of Norwalk, Westport, Fairfield, Bridgeport, and Milford. Also a local shuttle serving the Saugatuck railroad station (located near the shoreline) runs along this segment without stops.

Average Daily Traffic volumes (ADT's) between the Westport/Norwalk town line and the Lincoln Street/Ludlow Road intersection average about 18,550 vehicular trips.

Photo 1. Route 1 (Post Road West) looking northeasterly east of the Westport/Norwalk town line.

Photo 2. Route 1 (Post Road West) looking southwesterly west of Kings Highway S.

This segment includes crossing of Stony Brook located east of Kings Highway.

B. Lincoln Street from Route 1 (Post Road West) to Route 33 (Riverside Avenue) and Route 33 (Riverside Avenue) in the vicinity of Lincoln Street

Lincoln Street is a municipal road, approximately 0.1 miles long, and runs essentially northwest/southeast from Route 1 (Post Road West) to Route 33 (Riverside Avenue). Lincoln Street, a two lane facility (one lane in each direction), has the following characteristics:

- Typical roadway width of 28 feet.
- No posted speed limit.
- Illumination provided.
- Sidewalks provided along the majority of the facility.
- On-street parking permitted, except for the approach area to the Route 33 (Riverside Avenue) intersection.

Land use is residential. Access to the parking lot for Assumption Church and school is provided along Lincoln Street with additional access provided from Burr Road.

East of the Lincoln Street terminus with Route 33 (Riverside Avenue) the selected transmission line route will cross the Saugatuck River and continues off road until reaching Imperial Avenue.

Photo 3. Lincoln Street looking southeasterly east of Route 1 (Post Road West).

Photo 4. Lincoln Street looking southeasterly west of Route 33 (Riverside Avenue).

Traffic volume information for Lincoln Street was not available from the Town.

Route 33 (Riverside Avenue) will be crossed laterally by the selected transmission line route. Route 33 (Riverside Avenue) runs essentially north/south and is a two-lane facility with the following characteristics in the vicinity of Lincoln Street:

- Typical roadway width of 36 feet.
- Posted speed limit of 25 miles per hour.
- Illumination provided.
- Sidewalks provided along the westerly side of the facility.
- On-street parking permitted.

Westport bus Route #1 travels along Route 33 (Riverside Avenue) past the Lincoln Street intersection. Several commuter shuttles, servicing the Saugatuck railroad station, also traverse Route 33 (Riverside Avenue) past the Lincoln Street intersection.

Route 33 (Riverside Avenue) carries an ADT of about 12,400 vehicular trips.

C. Imperial Avenue from Commuter Parking Lot to Route 1 (Post Road East)

The approximately one-quarter mile long segment of Imperial Avenue located along the transmission line selected route is a north/south, two lane (one lane in each direction), municipal facility. It offers the following characteristics:

- Typical roadway width of 28 feet.
- Posted speed limit of 25 miles per hour.

- Sidewalks are partially provided.
- Illumination is present.
- On-street parking is typically prohibited throughout. However, there is on-street parking in front of a dental office located along the easterly side of Imperial Avenue north of Jesup Road.

Land use is office related with some residential uses. The Westport Women's Club is located along the westerly side of Imperial Avenue across from Fox Fire Lane. Municipal facilities are located along Jesup Road, which runs from Route 1 (Post Road East) to Imperial Avenue. A commuter lot and a municipal parking lot are located along the westerly side of Imperial Avenue, opposite Thomas Road. A commuter shuttle runs from the commuter lot to the Saugatuck railroad station. The shuttle does not run along the selected underground transmission line route.

One all way stop controlled intersection is located at the Imperial Avenue intersection with Jesup Road. Crosswalks are present at this location.

ADT information for this municipal facility indicates that Imperial Avenue carried a daily traffic volume of about 5,100 vehicular trips in 1994.

Photo 5. Imperial Avenue looking southbound north of Fox Fire Lane.

Photo 6. Imperial Avenue looking southbound north of Jesup Road.

Photo 7. Imperial Avenue looking southbound between Route 1 (Post Road West) and Jesup Road.

Photo 8. Imperial Avenue looking northbound south of Route 1 (Post Road West).

D. Route 1 (Post Road East) from Imperial Avenue to Westport/Fairfield town line

The selected transmission line route travels along 3.2 miles of Route 1 (Post Road East) in Westport from Imperial Avenue to the Westport/Fairfield town line. This segment of Route 1 (Post Road East) is an east/westerly State maintained facility that provides two travel lanes in each direction. A short segment, 1600 feet, between Roseville Road/Hills Point Road and the Sherwood Island Connector (S.R. 476) is divided by a grass median. The roadway has the following characteristics:

- Typical curb-to-curb width varies from 52 to 60 feet.
- Posted speed limit ranges between 30 miles per hour and 35 miles per hour:
  - 30 miles per hour between Imperial Avenue and Roseville Road/Hills Point Road
  - 35 miles per hour between Roseville Road/Hills Point Road and the Westport/Fairfield town line.
- Illumination is provided throughout.
- Sidewalks are typically provided between Imperial Avenue and Crescent Road (near the downtown Westport area), throughout the remaining segment length sidewalk availability is sporadic.
- On-street parking is typically prohibited. In areas not posted for “no parking”, on-street parking was not evident.

Fourteen signalized intersections are also located along this roadway segment and include in order from west to east the following:

1. Route 1 (Post Road East) at Imperial Avenue/Myrtle Avenue
2. Route 1 (Post Road East) at Playhouse Square driveway
3. Route 1 (Post Road East) at Route 136 (Compo Road North/Compo Road South)
4. Route 1 (Post Road East) at Compo Shopping Center driveway

5. Route 1 (Post Road East) at Westport Fire Headquarters driveway
6. Route 1 (Post Road East) at Shaw's supermarket driveway
7. Route 1 (Post Road East) at Roseville Road/Hills Point Road
8. Route 1 (Post Road East) at Sherwood Island Connector (S.R. 476)
9. Route 1 (Post Road East) at Cedar Road/West Parish Road
10. Route 1 (Post Road East) at Church Street North/Church Street South
11. Route 1 (Post Road East) at Morningside Drive North/Morningside Drive South
12. Route 1 (Post Road East) at Turkey Hill Road North/Turkey Hill Road South
13. Route 1 (Post Road East) at Maple Avenue North/Maple Avenue South
14. Route 1 (Post Road East) at Bulkley Avenue North/Bulkley Avenue South

All of the above traffic signals are State maintained with the exception of the fire pre-emption signal located at the Westport Fire Headquarters driveway. This signal is maintained by the Town.

Land use is typically commercial/retail with the following land uses of specific interest:

- The First Congregational Church located along the northerly side of Route 1 (Post Road East) east of Imperial Avenue/Myrtle Avenue.
- A Datco school bus yard located along the southerly side of Route 1 (Post Road East) between Imperial Avenue/Myrtle Avenue and Route 136 (Compo Road North/Compo Road South).
- The Westport Fire Headquarters located within the northwesterly quadrant of the Route 1 (Post Road East) at Crescent Road intersection.
- A municipal recreational park located within the southeasterly quadrant of the Route 1 (Post Road East) at Morningside Drive North/Morningside Drive South intersection.

- Harvest Commons, a residential condominium development located along the northerly side of Route 1 (Post Road East) east of the Turkey Hill Road North/Turkey Hill Road South intersection.

- Regent's Park, a condominium development, located along the southerly side of Route 1 (Post Road East) approximately half way between Turkey Hill Road North/Turkey Hill Road South and Maple Avenue North/Maple Avenue South.

- The Westport Inn located along the northerly side of Route 1 (Post Road East) across from George Street.

- A mobile home park located along the northerly side of Route 1 (Post Road East) east of Oakview Circle.

- Landsdowne Commons, a condominium complex, located along the southerly side of Route 1 (Post Road East) across from the mobile home park.

Two unsignalized mid-block crosswalks are located along Route 1 (Post Road East); the first is located between the mobile home park and Landsdowne Commons; and the second at Westfair Drive.

Westport bus Route #4 runs along this segment of Route 1 (Post Road East) with stops at the Hills Point Road/Roseville Road and Bulkley Avenue North/Bulkley Avenue South intersections. The Westport Coastal Link also runs along this segment without stops. A commuter route servicing the Saugatuck railroad station runs along a small segment of this section of Route 1 (Post Road East) from Imperial Avenue to Compo Road North/Compo Road South. Three Westport After School shuttles traverse this section, two of which have stops at the Morningside Drive intersection with Route 1 (Post Road East).

ADT's vary along the segment. The ADT between Imperial Avenue/Myrtle Avenue and Route 136 (Compo Road North/Compo Road South) is about 22,700 vehicular trips. The ADT near the Westport/Fairfield town line is about 22,200 vehicular trips. The highest ADT's along this segment of Route 1 (Post Road East) occur west and east of the Sherwood Island Connector (S.R. 476). West of the connector the ADT is about 26,700 vehicular trips and east of the connector the ADT is about 24,600 vehicular trips.

This segment includes the crossing of a few watercourse culverts, as well as, Sasco Creek at the Westport/Fairfield town line.

Photo 9. Route 1 (Post Road East) looking westbound toward the Imperial Avenue/Myrtle Avenue intersection.

Photo 10. Route 1 (Post Road East) looking eastbound toward the Playhouse Square intersection.

Photo 11. Route 1 (Post Road East) looking eastbound toward the Compo Shopping Center intersection.

Photo 12. Route 1 (Post Road East) looking eastbound east of East Main Street.

Photo 13. Route 1 (Post Road East) looking eastbound east of Crescent Street.

Photo 14. Route 1 (Post Road East) looking eastbound west of Roseville Road/Hills Point Road.

Photo 15. Route 1 (Post Road East) looking eastbound east of Roseville Road/Hills Point Road.

Photo 16. Route 1 (Post Road East) looking eastbound east of Colonial Road.

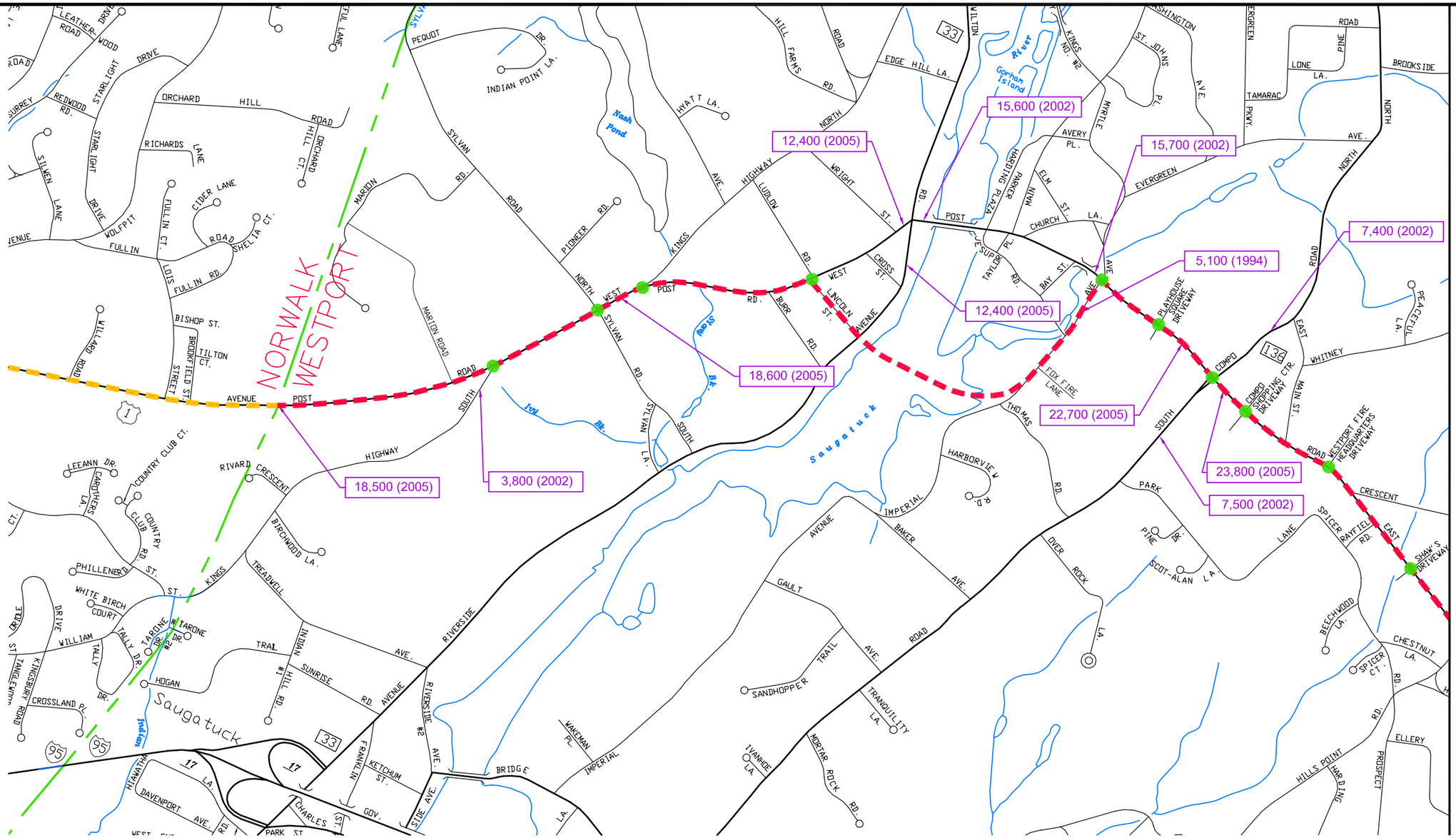
Photo 17. Route 1 (Post Road East) looking eastbound east of Morningside Drive North/Morningside Drive South.

Photo 18. Route 1 (Post Road East) looking eastbound east of Turkey Hill Road North/Turkey Hill Road South.

Photo 19. Route 1 (Post Road East) looking eastbound west of Maple Avenue North/Maple Avenue South.

Photo 20. Route 1 (Post Road East) looking eastbound west of Oakview Circle.

Photo 21. Route 1 (Post Road East) looking eastbound between Westfair Drive and Bulkley Avenue North/Bulkley Avenue South.



LEGEND

XX,XXX – ADT

(XXXX) – YEAR

● – TRAFFIC SIGNAL

– CL&P SELECTED ROUTE – WESTPORT

– CL&P SELECTED ROUTE – NORWALK (SEE SEPARATE REPORT)

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TRAFFIC SIGNAL LOCATIONS AND ADT'S

MIDDLETOWN TO NORWALK
345-kV TRANSMISSION PROJECT
WESTPORT, CONNECTICUT

Scale 1"=1000'
Project No. 05C1314
Date 3/15/06
CAD File 158_TRPT05C1314 FIG W3W4

XREF(s): NONE

FIGURE W.3

MATCHLINE (SEE FIGURE W.3)

13,300 (2005)

24,600 (2005)

13,400 (2005)

14,600 (2002)

2,400 (2002)

22,200 (2005)

22,200 (2005)

WESTPORT

FAIRFIELD

LEGEND

XX,XXX – ADT

(XXXX) – YEAR

● – TRAFFIC SIGNAL

– – – – CL&P SELECTED ROUTE – WESTPORT

– – – – CL&P SELECTED ROUTE – FAIRFIELD (SEE SEPARATE REPORT)

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TRAFFIC SIGNAL LOCATIONS AND ADT'S

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
WESTPORT, CONNECTICUT

Scale 1"=1000'
Project No. 05C1314
Date 3/15/06
CAD File 158_TRPT05C1314 FIG W3W4

XREF(s): NONE

FIGURE W.4

III. WORK BY OTHERS

Public Roadway Improvement Projects

The following are state projects that are proposed in the immediate vicinity of the Connecticut Siting Council approved selected CL&P underground transmission line route:

- State Project #158-191 – Route 1, Intersection Improvements at Route 1 and Route 136 (in design).
- State Project #158-193 – Route 1, Intersection Improvements and Operation Lane: Route 1 at Shaw's shopping center, Route 1 at Roseville Road, Route 1 at Hills Point Road, Route 1 at Buckley Avenue North and South (in design)

IV. CONSTRUCTION SEQUENCE AND UNDERSTANDING

The construction of the 345-kV underground transmission line is a five (5) step process. The steps are performed sequentially, but not necessarily continuously. Therefore, periods of no visible construction activity or traffic disruption may occur between steps.

1. Splice Vault Excavation and Installation.

Large splice vaults will be installed at intervals of approximately 1650 feet. The vaults are installed in pairs, with 16 pairs anticipated in Westport. ConnDOT has requested that wherever possible, vaults be located outside the travel way along the State roadways. Each vault measures 32' long, 9' wide and 10' high. An excavation pit of about 36' long, 14' deep and 13' wide is needed for each vault.

For any splice vaults in the roadway, the duration of construction for each pair is expected to be 7-14 days working nights only, or 2-4 days working 24 hours around the clock. Depending on the exact location and the task being performed, 2 or 3 traffic lanes will have to be closed for installation. The actual installation of the pre-cast concrete vault sections will require the use of a crane, which itself needs effectively two lanes for the outriggers and swing clearance. This installation will typically occur in the timeframe of one night. Backfilling, etc., may require a narrower work area. Should the excavation have to remain "open" when work is not in progress, protective barrier will be required if traffic is not maintained in the lane(s) of the excavation, and a special design for bridging the excavation if traffic is maintained in the lane(s) of the excavation.

2. Duct-bank Excavation and Installation.

The pavement will be saw cut to the width of the excavation. The excavation and duct bank will be approximately 4' wide with a minimum 30" deep cover. The depth of the trench will vary depending on underground conflicts but will have a typical depth of 5 feet. The duct bank will contain 10 conduits and will be encased in concrete, cast in place. The trench will be backfilled and temporary pavement installed. In general, two travel lanes will be required for this work. Steel plates will be required if the trench can not be backfilled at the end of the work day and the travel lanes must be opened. It is anticipated that 50-150 feet of duct-bank can be installed per day per crew.

3. Cable Pulling.

Cable reel carts and pulling machines will be set up over the vaults. Assuming a normal work shift, it is anticipated that six (6) work days will be required to pull cable between each pair of vaults. In general, one to two lanes of traffic will have to be closed for this activity.

4. Cable Splicing.

This is a time consuming activity requiring a controlled environment in the vaults. As such, a specially designed trailer is parked over the vault. Cable splicing will require 12 days per set of vaults, assuming a 24-hour work shift. For vault locations within the roadway, one to two traffic lanes will be occupied by this activity.

5. Pavement Restoration

The final task is the restoration of pavement. The trench will be temporarily repaired in accordance with temporary trench repair details (see Restoration and Maintenance and Protection of Traffic Plans, separate document). Typically two travel lanes will be occupied by this operation. At completion of the project, a mill and overlay will be constructed on State and local roadways in accordance with ConnDOT and Town standards to a width agreed to by CL&P, ConnDOT, and the Town, within limits as set forth in the Encroachment Permit and the Town Road Opening Permit (see Restoration and Maintenance and Protection of Traffic Plans, separate document).

V. RECOMMENDATIONS FOR MAINTENANCE AND PROTECTION OF TRAFFIC

This project is a utility infrastructure improvement. However, from the perspective concerning the impact of construction on traffic, two of the construction elements, splice vault and duct-bank installation, are similar to major roadway corridor reconstruction and thus have the need for detailed maintenance and protection of traffic procedures. Although the cable pulling and cable splicing may be less intrusive than the duct-bank and splice vault construction, the location and duration dictate the need to address maintenance and protection of traffic.

This section of the report is divided into two parts; General Recommendations applicable to the entire project; and Specific Recommendations developed for the individual areas of work.

General Recommendations

1. All work within the ConnDOT Right-of-Way shall be completed in accordance with the State of Connecticut, Department of Transportation, Standard Specifications for Roads, Bridges, and Incidental Construction, Form 816 and the Supplemental Specifications dated 7/1/05.

2. Temporary traffic control plans shall be developed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), Part 6, and ConnDOT specifications.

3. Where appropriate, the ConnDOT typical Maintenance Traffic Control Plans shall be used (see Appendix XIII). Non-standard traffic control plans shall be developed where the typical Maintenance Traffic Control Plans do not apply, and submitted for review and approval by ConnDOT. Any Contractor requested revisions must be submitted to ConnDOT for review and approval at least 30 days prior to implementation.

4. Traffic control devices shall meet the requirement of NCHRP Report 350, Recommended Procedures for the Safety Performance Evaluation of Highway Features.

5. All flaggers shall be in accordance with the requirements under Section 9.74 "Trafficperson" in the State of Connecticut Department of Transportation Standard Specifications for Roads, Bridges and Incidental Construction, Form 816 and shall have completed training through ATSSA (American Traffic Safety Services Association) or other organizations, as approved by ConnDOT.

6. The Contractor shall have at least one person trained as a work zone safety supervisor through ATSSA, or other organization approved by ConnDOT.

7. The Contractor shall maintain access for emergency vehicles through the work zone at all times.

8. Access accommodations shall be made for pedestrians at all times. Pedestrian access to businesses shall be maintained during those times when the businesses are open unless permission is granted from the business owner to close access.

9. The Contractor shall maintain vehicular access to and egress from all commercial and residential driveways. At least one access will be maintained or a temporary access will be provided. The Contractor will be allowed to close driveways to perform the required work during those periods when the businesses are closed unless permission is granted from the business owner to close the driveway during business hours. If a temporary closure of a residential driveway is necessary, the Contractor shall coordinate with the owner to determine the time period of the closure.

10. Roadway occupancy will be scheduled during off-peak hours where possible, and where necessary, at night. Local noise ordinances (see Appendix V) will be investigated for nighttime activities.

11. The need to maintain traffic signal operation, including detection and interconnect is important, particularly along high volume routes. Temporary detection may require the use of means other than loops, such as microwave or video in areas of poor pavement. Use of a traffic signal contractor on stand-by duty during new construction activities should be provided.

12. During night work, existing roadway lighting must be maintained. Temporary lighting may have to be provided.

13. The Contractor should only excavate a length of roadway that can be completed, including paving, in one work day (or work night) during the allowable work period as defined in the Specific Recommendations. If necessary, due to limited

allowable work hours, steel plates may be used to bridge the excavation. See General Recommendation #13.

14. Steel plates will be required if the duct bank trench cannot be backfilled at the end of the allowable work period. No more than 300 feet of trench length shall be plated per the design waivers in the December 30, 2005 letter from Arthur Gruhn, PE, Chief Engineer for ConnDOT, to Anne Bartosewicz, Middletown-Norwalk Project Director (see Appendix XIV). Per the December 30, 2005 letter steel plates will be permitted for use from March 15 to the day before Thanksgiving in November. ConnDOT will permit the use of steel plates on weekends, within the above stated time period, however, no more than 40 feet of trench length shall be plated. If two safety inspections are conducted daily, up to 100 feet of trench length shall be plated. Plates at intersections are prohibited. Such plates shall meet the remaining ConnDOT requirements for steel plates as outlined in "Guidelines for Use of Steel Plates in State Highway Right of Way" and be inspected and maintained on a daily basis.

15. The Contractors work schedule should be coordinated on a daily basis, with at a minimum: ConnDOT inspection personnel, the Bridgeport Traffic Operations Center, and local police, fire departments and EMT personnel.

16. The Contractors work schedule shall be made available on a weekly basis to other impacted road users and local officials, such as: local elected officials, public works personnel, emergency service providers, hospitals, public transit providers, Board of Education transportation coordinators, US Postal Service, etc.

17. For any roadway closure, a construction sign should be installed in both directions in the vicinity of the closure two weeks prior to notify motorists of the date(s) of the construction.

18. If there is more than one alternating one-way traffic operation at one time on a roadway, then there shall be at least one mile between signing patterns.

19. No work shall be permitted on Sunday mornings between 8:00 a.m. and Noon within 1000 feet of a place of worship.

Specific Recommendations

A. Route 1 (Post Road West) from Norwalk/Westport Town Line to Lincoln Street/Ludlow Road

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including turning lanes at intersections, on-street parking, and sidewalks on:

    - Route 1 (Post Road West):
        - Monday – Friday: 6:00 a.m. to 9:00 a.m.
          3:00 p.m. to 6:00 p.m.

        - Saturday – Sunday: 10:00 a.m. to 4:00 p.m.

2. When actively working, during the following periods, the Contractor will be allowed to close one lane on Route 1 (Post Road West) in the direction listed below only and maintain one lane of traffic in that direction. The paved travel path for this one direction shall be not less than 12 feet in width. In the opposite direction of travel, no lane closures shall be permitted. The travel path for this direction shall not be less than 24 feet. This configuration shall be in accordance with a ConnDOT typical Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

    - Route 1 (Post Road West):
        - Monday – Friday: Midnight to 6:00 a.m.
          9:00 a.m. to 3:00 p.m.
          6:00 p.m. to Midnight

        - Saturday – Sunday: Midnight to 10:00 a.m.
          4:00 p.m. to Midnight

3. When actively working during the following periods, the contractor will be allowed to close two lanes on Route 1 (Post Road West) and maintain one lane of traffic in each the eastbound and westbound direction. Each direction shall be on a paved travel way of not less than 12 feet in width. This configuration shall be in accordance with a ConnDOT typical Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

    - Route 1 (Post Road West):
        - Monday – Friday: Midnight to 6:00 a.m.
          9:00 a.m. to 3:00 p.m.
          6:00 p.m. to Midnight

- Saturday – Sunday: Midnight to 10:00 a.m.
  4:00 p.m. to Midnight

4. When actively working, during the following periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel path not less than 12 feet in width. The length of the alternating one-way traffic operation shall not exceed 300 feet, and shall require Trafficpersons (uniformed flaggers or Town Police).

   - Route 1 (Post Road West):
     - Monday – Friday: Midnight to 6:00 a.m.
       8:00 p.m. to Midnight

     - Saturday – Sunday: Midnight to 10:00 a.m.
       8:00 p.m. to Midnight

5. The Kings Highway Elementary School is located along the eastbound side of Route 1 (Post Road West) immediately west of Burr Road. The Contractor shall not be permitted to work within 1000 feet of the school during the period starting one hour before the commencement of the school day to one hour after the completion of the school day.

6. A nursing home is located within the southeast quadrant of the Route 1 (Post Road West) intersection with Burr Road. Although it would be preferential to prohibit night work (Monday through Friday between 8:00 p.m. and 7:00 a.m., Saturday and Sunday between 8:00 p.m. and 8:00 a.m.) exceeding Town noise ordinances, due to traffic volumes, daytime work hours are limited and do not provide a sufficient work period. Thus it will not be feasible to restrict night work. Therefore, it is suggested that the Contractor choose to perform work that will be less disruptive during nighttime hours.

7. Traffic control signal equipment at the following locations will be impacted by construction activities. Disturbed “local” detectors shall be restored or temporary detection must be provided within 24 hours.

   - Route 1 (Post Road West) at Kings Highway South (Int. #158-251) – Potentially replace conduit and wiring across Route 1 easterly leg of the intersection during the duct bank construction process.

   - Route 1 (Post Road West) at Sylvan Road North/Sylvan Road South (Int. #158-209) – Replace system loop detectors SD1 and SD2 located along Route 1 westbound just west of Sylvan Road North/Sylvan Road South. Replace system loop detectors SD3 and SD4 located along Route 1 eastbound just east of Sylvan Road North/Sylvan Road South. These system detectors will need replacement during the duct bank construction process as well as during the mill and overlay process.

- Route 1 (Post Road West) at Kings Highway North (Int. #158-233) – Replace local loop detector D1 located within the Route 1 eastbound left turn lane during the duct bank installation and the mill and overly processes. Potentially replace the conduit and wiring located across the easterly Route 1 leg of the intersection during the duct bank installation process.

- Route 1 (Post Road West) at Lincoln Street/Ludlow Street (Int. #158-210) – Replace the local detector on the Lincoln Street approach to the intersection during both the duct bank construction process and the mill and overlay process.

See Figure W.5 for allowable work hours map.

B. Lincoln Street and Route 33 (Riverside Avenue)

Lincoln Street:

1. No night work (Monday through Friday, 8:00 p.m. to 7:00 a.m.) exceeding Town noise ordinances shall be permitted on Lincoln Street due to the surrounding residences. Construction on Saturday and Sunday shall be prohibited.

2. When actively working, during the allowable periods, the Contractor will be allowed to close Lincoln Street to through traffic. A Detour Plan has been developed, see the Maintenance and Protection of Traffic Specifications (separate document).

Route 33 (Riverside Avenue):

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including turning lanes at intersections, on-street parking, and sidewalks on:

    - Route 33 (Riverside Avenue):
        - Monday – Friday: 6:00 a.m. to 6:00 p.m.

        - Saturday – Sunday: 10:00 a.m. to 4:00 p.m.

2. When actively working, during the following periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel path not less than 12 feet in width. The length of the alternating one-way traffic operation shall not exceed 300 feet, and shall require Trafficpersons (uniformed flaggers or Town Police). One-way traffic operation shall be in accordance with a ConnDOT typical Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

- Route 33 (Riverside Avenue):
  - Monday – Friday: Midnight to 6:00 a.m.
    7:00 p.m. to Midnight

  - Saturday – Sunday: Midnight to 10:00 a.m.
    7:00 p.m. to Midnight

See Figure W.5 for allowable work hours map.

C. Imperial Avenue

1. No night work (Monday through Friday, 8:00 p.m. to 7:00 a.m.) exceeding Town noise ordinances shall be permitted on Imperial Avenue between Thomas Road and Jesup Road due to the surrounding residences. Saturday and Sunday construction shall be prohibited.

2. When actively working, during the allowable periods, the Contractor will be permitted to close Imperial Avenue to through traffic in two segments between Thomas Road and Route 1 (Post Road East). The first segment is between Thomas Road and Jesup Road. The second segment is between Jesup Road and Route 1 (Post Road East). The Contractor will be permitted to work along only one segment at a time. A Detour Plan has been developed, see the Maintenance and Protection of Traffic Specification (separate document).

See Figure W.6 for allowable work hours map.

D. Route 1 (Post Road East) from Imperial Avenue to Westport/Fairfield Town Line

Imperial Avenue to Hills Point Road/Roseville Road:

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including turning lanes at intersections, on-street parking, and sidewalks on:

   - Route 1 (Post Road East):
     - Monday – Friday: 6:00 a.m. to 6:30 p.m.

     - Saturday – Sunday: 10:00 a.m. to 4:00 p.m.

2. When actively working, during the following periods, the Contractor will be allowed to close one lane on Route 1 (Post Road East) in the direction listed below and maintain one lane of traffic in that direction. The paved travel path for this direction shall not be less than 12 feet in width. In the opposite direction of travel, no lane closures shall be permitted. The travel path for the opposite direction shall not be

less than 24 feet. This configuration shall be in accordance with a ConnDOT typical Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

- Route 1 (Post Road East):
  - Monday – Friday: Midnight to 6:00 a.m.
    6:30 p.m. to Midnight

  - Saturday – Sunday: Midnight to 10:00 a.m.
    4:00 p.m. to Midnight

3. When actively working, during the following periods, the Contractor will be allowed to close two lanes on Route 1 (Post Road East) and maintain one lane of traffic in each the eastbound and westbound direction on a paved travel path not less than 12 feet in width in each direction. The configuration shall be in accordance with a typical ConnDOT Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

   - Route 1 (Post Road East):
     - Monday – Friday: Midnight to 6:00 a.m.
       6:30 p.m. to Midnight

     - Saturday – Sunday: Midnight to 10:00 a.m.
       4:00 p.m. to Midnight

4. A Datco school bus yard is located along the eastbound side of Route 1 (Post Road East) opposite Playhouse Square. The Contractor shall be prohibited to perform any work within 1000 feet of the school bus yard that will interfere with school bus operations.

5. When actively working, during the following periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel path not less than 12 feet in width. The length of alternating one-way traffic operation shall not exceed 300 feet, and shall require Trafficpersons (uniformed flaggers or Town Police). The configuration shall be in accordance with a typical ConnDOT Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

   - Route 1 (Post Road East):
     - Monday – Friday: Midnight to 6:00 a.m.
       9:00 p.m. to Midnight

     - Saturday – Sunday: Midnight to 10:00 a.m.
       9:00 p.m. to Midnight

6. Traffic control signal equipment at the following locations will be impacted by construction activities. Disturbed "local" detectors shall be restored or temporary detection must be provided within 24 hours.

    - Route 1 (Post Road East) at Imperial Avenue/Myrtle Avenue (Int. #158-215) – Replace local loop detectors D4D and D4C on the Imperial Avenue northbound approach to the intersection. Replace system detectors SD3 and SD4 located along Route 1 eastbound just east of Imperial Avenue. Replacement of both the local and system detectors will be necessary during both the duct bank construction processes and the mill and overlay process.

    - Route 1 (Post Road East) at Route 136 (Compo Road North/Compo Road South) (Int. #158-228) – Replace both the Route 1 eastbound and westbound local loop detectors located within the left turn lanes during both the duct bank construction processes and the mill and overlay process.

    - Route 1 (Post Road East) at Compo Shopping Center driveway (Int. #158-216) – Replace system loop detectors SD3 and SD4 located along Route 1 westbound just west of the shopping center driveway and potentially replace local loop detector D1 located within the eastbound Route 1 left turn lane. Replacement of these detectors would be necessary during the duct bank construction process and the mill and overlay process. During vault construction replacement of the Compo Shopping Center driveway southbound local loop detector D4B will be necessary. Also during vault construction protection of the pedestal and traffic signal face located within the northeast corner of the intersection will be required as well as protection of CL& P pole #9233 located within the Compo Shopping Center driveway median.

    - Route 1 (Post Road East) at Shaw's supermarket driveway (Int. #158-227) – Replace conduit and wiring running across the easterly most driveway of the Cadillac dealership during the vault construction process as well as the handhole located just west of the Cadillac dealership easterly most driveway. Replace system loop detectors SD1 and SD2 located along Route 1 westbound just west of the supermarket driveway during mill and overlay process.

See Figure W.6 for allowable work hours map.

<u>Route 1 (Post Road East) from Hills Point Road/Roseville Road to the Sherwood Island Connector (S.R. 476):</u>

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including turning lanes at intersections, on-street parking, and sidewalks on:

- Route 1 (Post Road East) EB:
  - Monday – Friday: 6:00 a.m. to 6:30 p.m.

  - Saturday – Sunday: 10:00 a.m. to 4:00 p.m.

Work is proposed only along the eastbound side of Route 1 (Post Road East) of this median divided segment of roadway. No work shall be permitted along the westbound direction of Route 1 (Post Road East).

2. When actively working, during the following periods, the Contractor will be allowed to close one eastbound through lane while maintaining one eastbound through lane and one eastbound turning lane at the Sherwood Island Connector (S.R. 476) intersection. Each maintained lane shall be on a paved travelway of not less than 12 feet in width. In the westbound direction of travel, no lane closures shall be permitted. This configuration shall be in accordance with a ConnDOT typical Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

   - Route 1 (Post Road East) EB:
     - Monday – Friday: Midnight to 6:00 a.m.
       6:30 p.m. to Midnight

     - Saturday – Sunday: Midnight to 10:00 a.m.
       4:00 p.m. to Midnight

3. Traffic control signal equipment at the following location will be impacted by construction activities. Disturbed "local" detectors shall be restored or temporary detection must be provided within 24 hours.

   - Route 1 (Post Road East) at Roseville Road/Hills Point Road (Int. #158-217) – Replace local loop detector D3 located within the Route 1 eastbound left turn lane during both the duct bank construction phase and the mill and overlay phase.
   -

See Figure W.6 for allowable work hours map.

<u>Route 1 (Post Road East) between Sherwood Island Connector (S.R. 476) to the Westport/Fairfield Town line:</u>

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including turning lanes at intersections, on-street parking, and sidewalks on:

   - Route 1 (Post Road East):
     - Monday – Friday: 6:00 a.m. to 6:30 p.m.

- Saturday – Sunday: 10:00 a.m. to 4:00 p.m.

2. When actively working, during the following periods, the Contractor will be allowed to close one lane of Route 1 (Post Road East) as listed below and maintain one lane of traffic in that direction on a paved travel path of not less than 12 feet. Two lanes shall be maintained in the opposite direction on a paved travel path not less than 24 feet in width. This configuration shall be in accordance with a ConnDOT typical Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

   - Route 1 (Post Road East):
     - Monday – Friday: Midnight to 6:00 a.m.
       6:30 p.m. to Midnight

     - Saturday – Sunday: Midnight to 10:00 a.m.
       4:00 p.m. to Midnight

3. When actively working during the following periods, the Contractor will be permitted to close two lanes of Route 1 (Post Road East) and maintain one lane in each direction of travel on a paved travel path of not less than 24 feet in width. This configuration shall be in accordance with a ConnDOT typical Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

   - Route 1 (Post Road East):
     - Monday – Friday: Midnight to 6:00 a.m.
       6:30 p.m. to Midnight

     - Saturday – Sunday: Midnight to 10:00 a.m.
       4:00 p.m. to Midnight

4. When actively working, during the following periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel path not less than 12 feet in width. The length of alternating one-way traffic operation shall not exceed 300 feet and shall require Trafficpersons (uniformed flaggers or Town Police). This configuration shall be in accordance with a ConnDOT typical Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

   - Route 1 (Post Road East):
     - Monday – Friday: Midnight to 6:00 a.m.
       9:00 p.m. to Midnight

     - Saturday – Sunday: Midnight to 10:00 a.m.
       9:00 p.m. to Midnight

5. There are several residential areas along this roadway segment and include from west to east:

   - Harvest Commons, east of Turkey Hill Road North
   - Regent's Park condominium development, between Turkey Hill Road North and Maple Avenue North
   - Westport Inn, west of Oakview Circle
   - Landsdowne Commons condominium development, east of Oakview Circle
   - Mobile home park, opposite Landsdowne Commons

   It would be preferential to prohibit night work (Monday through Friday from 8:00 p.m. to 7:00 a.m., Saturday and Sunday 8:00 p.m. to 8:00 a.m.) exceeding Town noise ordinances, however, due to traffic volumes daytime work hours are limited and the daytime work period insufficient. Thus it will not be feasible to restrict night work. Therefore it is suggested that the Contractor choose to perform work that will be less disruptive during nighttime hours.

6. Traffic control signal equipment at the following location will be impacted by construction activities. Disturbed "local" detectors shall be restored or temporary detection must be provided within 24 hours.

   - Route 1 (Post Road East) at Sherwood Island Connector (S.R. 476) (Int. #158-229) – Replace local loop detector D1 located within the Route 1 eastbound left turn lane during duct bank construction and during the mill and overlay process. Replace local loop detector D5 located within the Route 1 westbound left turn lane during the mill and overlay process.

   - Route 1 (Post Road East) at Cedar Road/West Parish Road (Int. #158-218) – Replace system loop detectors SD1 and SD2 located along Route 1 westbound west of Cedar Road during both the duct bank construction and mill and overlay phases.

   - Route 1 (Post Road East) at Church Street North/Church Street South (Int. #158-238) – Potential replacement of conduit and wiring across the Route 1 westerly leg of the intersection may be required during vault construction and full depth pavement reconstruction.

   - Route 1 (Post Road East) Maple Avenue North/Maple Avenue South (Int. #158-221) – During the vault construction phase potential replacement of the conduit, wiring and handhole located adjacent to CL&P pole #26011 may be required. Shoring of the span pole located adjacent to CL&P pole #26011 may also be required during the construction of the duct bank connections to the vaults. Protection of the pedestal with pedestrian push button and traffic signal face may also be required during the construction of the duct bank connections to the vaults. During both the duct bank construction and mill and overlay phases replacement of the local loop detector D4 on the Maple Avenue North approach

to the intersection will be required. Replace local loop detector D1 located within the Route 1 eastbound left turn lane during the duct bank installation and the mill and overlay processes.

- Route 1 (Post Road East) at Buckley Avenue North/Buckley Avenue South (Int. #158-222) – Potentially replace conduit and wiring across the Route 1 westerly leg of the intersection during the duct bank construction process.

See Figure W.7 for allowable work hours map.

E. Vault Installation/Construction

The following are recommendations specific to vault installation and construction and are in addition to the previously listed recommendations. Aerial photographs of each vault location are provided in Appendix VI, ConnDOT typical Maintenance Traffic Control Plans can be found in Appendix XIII. In general, duct bank connections to off-street vaults will require special provisions to be addressed in Maintenance and Protection of Traffic Plans. From west to east along the selected route, the following provides specific recommendations for each vault location:

Vaults 7511 and 6411 are located along the eastbound side of Route 1 (Post Road West), about 1,000 feet west of Kings Highway South, in the front yard of an office building. The duct bank connection construction will impact Route 1 (Post Road West). There are no sidewalks in the construction zone.

- Due to the proximity of the construction area to the roadway, temporary concrete barrier curbing shall be installed around the vault construction zone in accordance with the Maintenance and Protection of Traffic Plans.
- In order to accommodate the temporary concrete barrier curb, the Contractor will be allowed to close the eastbound shoulder on Route 1 (Post Road West) during construction in accordance with the Maintenance and Protection of Traffic Plans. The Contractor is permitted to work during the allowable hours determined in Section A of the Specific Recommendations.

Vaults 7512 and 6412 are located with the majority of the construction zone on private property along the eastbound side of Route 1 (Post Road West) about 600 feet east of Kings Highway South. Although the vaults are on private property, the duct bank connection construction will encroach on Route 1 (Post Road West) and the adjacent sidewalk.

- Due to the proximity of the construction area to the roadway, temporary concrete barrier curbing shall be installed around the vault construction zone in accordance with the Maintenance and Protection of Traffic Plans.

- The Contractor will be allowed to close the eastbound shoulder on Route 1 (Post Road West) and maintain two 11' (minimum) eastbound travel lanes during construction in accordance with the Maintenance and Protection of Traffic Plans. The Contractor is permitted to work during the allowable hours determined in Section A of the Specific Recommendations.
- The Contractor shall install a temporary bituminous sidewalk and provide for safe pedestrian passage in accordance with the Maintenance and Protection of Traffic Plans.

Vaults 7513 and 6413 are located in the front yard of the Saab dealership located along the westbound side of Route 1 (Post Road West) approximately 400 feet east of Kings Highway North. It appears that there will be no impact to the roadway and there are no sidewalks in the construction zone.

Vaults 7514 and 6414 are located with the majority of the construction area on private property, namely, the parking lot of Assumption Church located along the southbound side of Lincoln Street. Although the vaults are located on private property, the duct bank connection construction will impact Lincoln Street. There are no sidewalks in the construction zone.

- Due to the proximity of the construction area to the roadway, temporary concrete barrier curbing shall be installed around the vault construction zone in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor shall be permitted to work as determined in Section B of the Specific Recommendations.

Vaults 7515 and 6415 are located within Town property, the Town Parking lot located along the southbound side of Imperial Avenue just north of Thomas Road. Although the vaults are in the parking lot, the duct bank connection construction will impact Imperial Avenue. Also, access to the parking lot will be completely blocked by the construction zone. Coordination with the Town will be required.

- The Contractor is permitted to work as determined in Section C of the Specific Recommendations.

Vaults 7516 and 6416 are located in the center of Route 1 (Post Road East). Specifically, the vaults are located within the inside eastbound and inside westbound travel lanes about 130 feet east of the Route 1 at Imperial Avenue signalized intersection.

- The Contractor will be allowed to maintain traffic operations during construction in accordance with the Maintenance and Protection of Traffic Plans. The Contractor is permitted to work as determined in Section D of the Specific Recommendations.
- The Contractor shall install a steel support system over the excavation(s) to accommodate traffic during non-construction hours.

- A Trafficperson shall be required at the intersection of Route 1 (Post Road East) and Bay Street to maintain traffic operations.

Vaults 7517 and 6417 are located within the front parking area of the Compo Shopping Center, partially within the signalized driveway. The Compo Shopping Center is located along the westbound side of Route 1 (Post Road East) east of route 136 (Compo Road North/Compo Road South). The duct bank connection construction will impact Route 1 (Post Road East) as well as the adjacent sidewalk.

- The Contractor is permitted to work as determined in Section D of the Specific Recommendations.
- The Contractor shall close the sidewalk within the construction zone and provide a temporary sidewalk or pedestrian detour for safe pedestrian passage.
- Due to the proximity of the construction area to the adjacent sidewalk, the Contractor shall install fencing around the vault construction area.
- Temporary traffic control signal work may be required due to the proximity of the construction zone to the signalized driveway.
- Maintain pedestrian access to and from the adjacent businesses entrances and exits.

Vaults 7518 and 6418 are located within the front inventory area of a Cadillac dealership located east of Crescent Road. The dealership is along the westbound side of Route 1 (Post Road East). The duct bank connection construction will impact Route 1 (Post Road East). There are no sidewalks within the construction zone.

- Due to the proximity of the vault construction zone to the roadway, temporary concrete barrier curbing shall be installed around the vault construction zone in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor will be allowed to maintain traffic operations on Route 1 (Post Road East) during vault construction in accordance with the Maintenance and Protection of Traffic Plans. The Contractor is permitted to work as determined in Section D of the Specific Recommendations.
- The Contractor will be allowed to maintain traffic operations on Route 1 (Post Road East) during duct bank connection construction as determined in Section D of the Specific Recommendations.

Vaults 7519 and 6419 are located within the grass median and adjacent shoulder along Route 1 (Post Road East) east of Hills Point Road/Roseville Road. It appears that the construction zone will impact the Route 1 (Post Road East) eastbound shoulder area.

- Due to the proximity of the vault construction zone to the roadway, temporary concrete barrier curbing shall be installed around the vault construction zone in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor will be allowed to maintain traffic operations on Route 1 (Post Road East) during construction in accordance with the Maintenance and

Protection of Traffic Plans. The Contractor is permitted to work as determined in Section D of the Specific Recommendations.

Vaults 7520 and 6420 are located in the front yard of a restaurant along the westbound side of Route 1 (Post Road East), east of the Sherwood Island Connector (S.R. 476). Although the vaults do not impact Route 1 (Post Road East) the duct bank connection construction will. There are no sidewalks within the construction zone.

- Due to the proximity of the vault construction zone to the roadway, concrete barrier curbing and fencing shall be installed around the vault construction zone in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor will be allowed to maintain traffic operations on Route 1 (Post Road East) during vault construction in accordance with the Maintenance and Protection of Traffic Plans. The Contractor is permitted to work as determined in Section D of the Specific Recommendations.
- The Contractor will be allowed to maintain traffic operations on Route 1 (Post Road East) during duct bank connection construction as determined in Section D of the Specific Recommendations.

Vaults 7521 and 6421 are located primarily within the eastbound side of Route 1 (Post Road East) at the approach to the signalized intersection of Church Street South/Church Street North. A portion of the vaults and the duct bank (easterly connection) construction area is actually within the intersection. A portion of the vault construction area also impacts on the inside westbound Route 1 (Post Road East) intersection.

- The Contractor will be allowed to maintain traffic operations on Route 1 (Post Road East) during construction as determined in Section D of the Specific Recommendations.
- The Contractor shall install a steel support system over the excavation(s) to accommodate traffic during non-construction hours.
- During the allowable work periods, movements into and out of Church Street South and Church Street North will be limited. Specifically, the through movement from Church Street South will be prohibited and Church Street South will be limited to right turns in and out only. A Detour Plan has been developed and is included in the Maintenance and Protection of Traffic Special Provisions.

Vaults 7522 and 6422 are located primarily within the eastbound side of Route 1 (Post Road East) with some encroachment into the inside westbound Route 1 (Post Road East) travel lane. The vaults are located about 800 feet east of the Morningside Drive North/Morningside Drive South.

- The Contractor will be allowed to maintain traffic operations on Route 1 (Post Road East) during construction as determined in Section D of the Specific Recommendations.

- The Contractor shall install a steel support system over the excavation(s) to accommodate traffic during non-construction hours.

Vaults 7523 and 6423 are located along the westbound side of Route 1 (Post Road East) in the front yard of a retail development. The retail development is located between Old Road and Mill Street. Vault construction will impact the sidewalk located along the northerly side of Route 1 (Post Road East). The duct bank connection construction will impact Route 1 (Post Road East) as well as the adjacent sidewalk.

- Due to the proximity of the vault construction zone to the roadway, temporary concrete barrier curbing shall be installed around the vault construction zone in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor will be allowed to maintain two 11' (minimum) westbound travel lanes on Route 1 (Post Road East) during vault construction in accordance with the Maintenance and Protection of Traffic Plans. The Contractor is permitted to work during the allowable hours determined in Section D of the Specific Recommendations.
- The Contractor will be allowed to maintain traffic operations on Route 1 (Post Road East) during duct bank connection construction as determined in Section D of the Specific Recommendations.
- Due to the proximity of the construction area to the adjacent sidewalk, the Contractor shall install fencing around the vault construction area.
- The Contractor will install temporary pavement striping in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor shall install a temporary bituminous sidewalk and provide for safe pedestrian passage in accordance with the Maintenance and Protection of Traffic Plans.

Vaults 7524 and 6424 are located in the front parking area of a retail development located within the northeast quadrant of the signalized intersection of Route 1 (Post Road East) at Maple Avenue North/Maple Avenue South. Although it appears that the construction zone primarily outside of Route 1 (Post Road East) and there are no adjacent sidewalks it may impact the adjacent traffic control signal and the westbound Route 1 (Post Road East) shoulder.

- The Contractor will be allowed to maintain traffic operations on Route 1 (Post Road East) during construction as determined in Section D of the Specific Recommendations.
- Temporary traffic control signal work may be required due to the proximity to the Maple Avenue North/Maple Avenue South signalized intersection with Route 1 (Post Road East).
- During the following times, the Contractor will be allowed to maintain one travel lane of alternating one-way traffic on Maple Avenue North during construction in accordance with the ConnDOT Maintenance Traffic Control Plans (See Appendix XIII):
    - Monday – Friday: Midnight to 6:00 a.m.

9:00 p.m. to Midnight

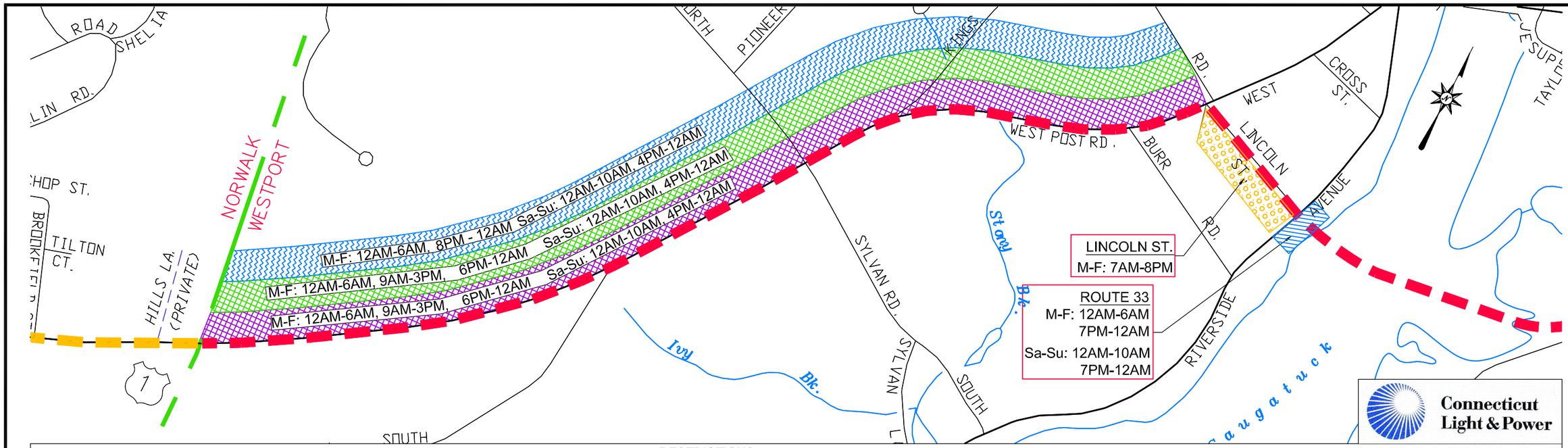
- Saturday – Sunday: Midnight to 10:00 a.m.
  9:00 p.m. to midnight

- A Trafficperson will be required during construction to maintain traffic operations between Route 1 (East Post Road) and Maple Avenue North.

Vaults 7525 and 6425 are located within the front parking area of an auto repair shop. The shop is located along the eastbound side of Route 1 (Post Road East) east of Oakview Circle. There is no impact to the roadway and there is no adjacent sidewalk.

Vaults 7526 and 6426 are located in the front parking area of the Stop & Shop plaza. The plaza is located along the eastbound side of Route 1 (Post Road East) just west of Bulkley Avenue North/Bulkley Avenue South. The duct bank connection construction will impact Route 1 (Post Road East). There is no adjacent sidewalk.

- The Contractor will be allowed to maintain traffic operations on Route 1 (Post Road East) during construction as determined in Section D of the Specific Recommendations.
- Due to the proximity of the construction area to the adjacent sidewalk, the Contractor shall install fencing around the vault construction area.



Connecticut Light & Power

LEGEND

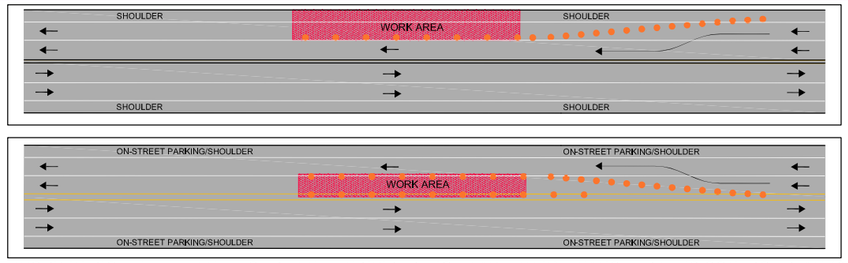
- CL&P SELECTED ROUTE – WESTPORT
- CL&P SELECTED ROUTE – NORWALK (SEE SEPARATE REPORT)

RESTRICTIONS:

1) THE KINGS HIGHWAY ELEMENTARY SCHOOL IS LOCATED ALONG THE EASTBOUND SIDE OF ROUTE 1 (POST ROAD WEST) IMMEDIATELY WEST OF BURR ROAD. THE CONTRACTOR SHALL NOT WORK BE PERMITTED TO WORK WITHIN 1000 FEET OF THE SCHOOL DURING THE PERIOD STARTING ONE HOUR BEFORE THE COMMENCEMENT OF THE SCHOOL DAY TO ONE HOUR AFTER THE COMPLETION OF THE SCHOOL DAY.

2) A NURSING HOME IS LOCATED WITHIN THE SOUTHEAST QUADRANT OF THE ROUTE 1 (POST ROAD WEST) INTERSECTION WITH BURR ROAD. IT WOULD BE PREFERENTIAL TO PROHIBIT NIGHT WORK (M - F BETWEEN 8PM AND 7AM, SA -SU BETWEEN 8PM AND 8AM) PER THE TOWN NOISE ORDINANCES. DUE TO TRAFFIC VOLUMES, DAYTIME WORK HOURS ARE LIMITED AND DO NOT PROVIDE A SUFFICIENT WORK PERIOD. THUS IT IS SUGGESTED THAT THE CONTRACTOR CHOOSE TO PERFORM WORK THAT WILL BE LESS DISRUPTIVE DURING NIGHTTIME HOURS.

ONE LANE - ONE DIRECTION



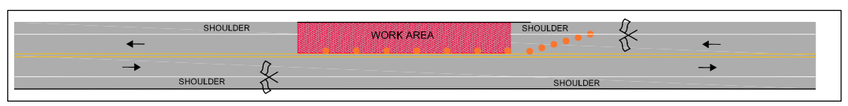
WORK IN RIGHT/LEFT LANE -FOUR LANE UNDIVIDED HIGHWAY -- MAINTENANCE TRAFFIC CONTROL PLAN 10 & 11

WORK HOURS:

ROUTE 1 (POST ROAD WEST)
EB: M-F: 12AM-6AM, 9AM-3PM, 6PM-12AM
Sa-Su: 12AM-10AM, 4PM-12AM

WB M-F: 12AM-6AM, 9AM-3PM, 6PM-12AM
Sa-Su: 12AM-10AM, 4PM-12AM

ONE LANE - ALTERNATING TRAFFIC



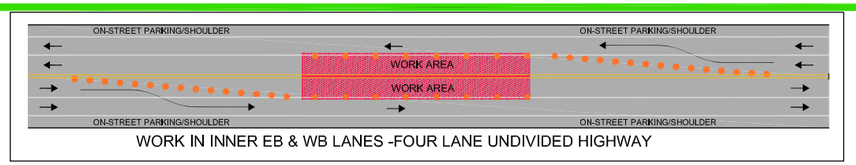
WORK IN TRAVEL LANE AND SHOULDER -TWO LANE HIGHWAY – ALTERNATING ONE-WAY TRAFFIC OPERATIONS
MAINTENANCE TRAFFIC CONTROL PLAN 13

WORK HOURS:

RTE. 1 (POST ROAD WEST)
M-F: 12AM-6AM, 8PM - 12AM
Sa-Su: 12AM-10AM, 4PM-12AM

ROUTE 33 (RIVERSIDE AVE.)
M-F: 12AM-6AM, 7PM-12AM
Sa-Su: 12AM-10AM, 7PM-12AM

ONE LANE - EACH DIRECTION



WORK IN INNER EB & WB LANES -FOUR LANE UNDIVIDED HIGHWAY

WORK HOURS: RTE. 1 (POST ROAD WEST) M-F: 12AM-6AM, 9AM-3PM, 6PM-12AM Sa-Su: 12AM-10AM, 4PM-12AM

ROAD CLOSURE AND DETOUR

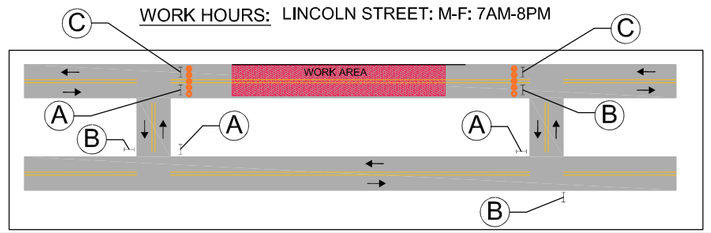
LEGEND:

A DETOUR

B DETOUR

C ROAD CLOSED TO THRU TRAFFIC

WORK HOURS: LINCOLN STREET: M-F: 7AM-8PM



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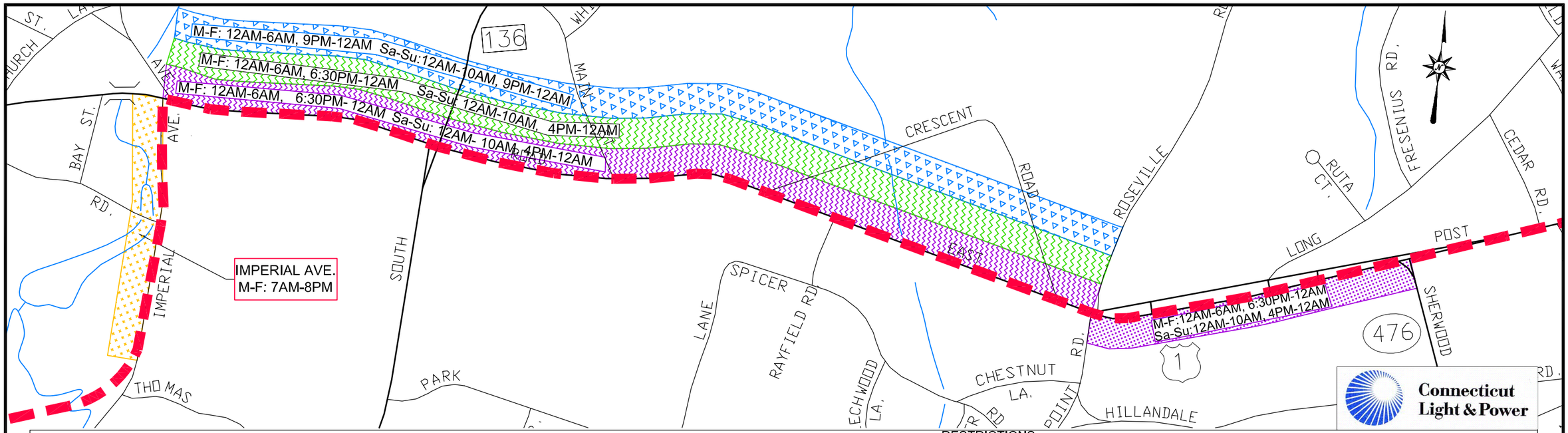
ALLOWABLE WORK HOURS MAP

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
WESTPORT, CONNECTICUT

Scale 1"=500'
Project No. 05C1314
Date 3/15/06
CAD File 158_TRPT05C1314 FIG W5

XREF(s): XR05C131401

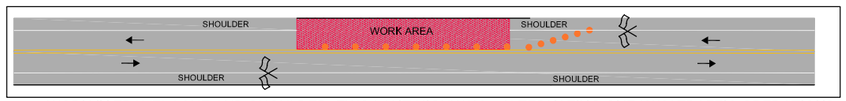
FIGURE W.5



LEGEND

— CL&P SELECTED ROUTE — WESTPORT

ONE LANE - ALTERNATING TRAFFIC

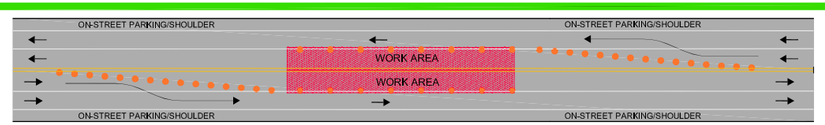


WORK IN TRAVEL LANE AND SHOULDER -TWO LANE HIGHWAY -- ALTERNATING ONE-WAY TRAFFIC OPERATIONS
MAINTENANCE TRAFFIC CONTROL PLAN 13

WORK HOURS:

ROUTE 1 (POST ROAD EAST) BETWEEN IMPERIAL AVE. AND HILLS POINT RD.
M-F: 12AM-6AM, 9PM - 12AM
Sa-Su: 12AM-10AM, 9PM - 12AM

ONE LANE - EACH DIRECTION

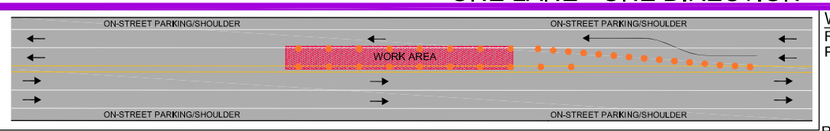


WORK IN INNER EB & WB LANES -FOUR LANE UNDIVIDED HIGHWAY

WORK HOURS:

ROUTE 1 (POST ROAD EAST) BETWEEN IMPERIAL AVE. AND HILLS POINT RD.
M-F: 12AM - 6AM, 6:30PM - 12AM
Sa-Su: 12AM-10AM, 4PM - 12AM

ONE LANE - ONE DIRECTION



WORK IN RIGHT/LEFT LANE -FOUR LANE UNDIVIDED HIGHWAY -- MAINTENANCE TRAFFIC CONTROL PLAN 10 & 11

WORK HOURS:

ROUTE 1 (POST ROAD EAST) BTW. IMPERIAL AVE. & HILLS POINT RD.
EB: M-F: 12AM-6AM, 6:30PM-12AM
Sa-Su: 12AM-10AM, 4PM-12AM
WB: M-F: 12AM-6AM, 6:30PM-12AM
Sa-Su: 12AM-10AM, 4PM-12AM

ROUTE 1 (POST ROAD EAST) BTW. HILLS POINT ROAD & S.R. 476
EB: M-F: 12AM-6AM, 6:30PM-12AM Sa-Su: 12AM-10AM, 4PM-12AM

RESTRICTIONS:

1) A DATCO SCHOOL BUS YARD IS LOCATED ALONG THE EASTBOUND SIDE OF ROUTE 1 (POST ROAD EAST) OPPOSITE PLAYHOUSE SQUARE. THE CONTRACTOR SHALL BE PROHIBITED TO PERFORM ANY WORK WITHIN 1000 FEET OF THE SCHOOL BUS YARD THAT WILL INTERFERE WITH SCHOOL BUS OPERATIONS.

2) * FROM HILLS POINT ROAD/ROSEVILLE ROAD TO THE SHERWOOD ISLAND CONNECTOR (S.R. 476), WHEN ACTIVELY WORKING THE CONTRACTOR WILL BE ALLOWED TO CLOSE ONE EASTBOUND THROUGH LANE AND ONE EASTBOUND TURN LANE AT THE SHERWOOD ISLAND CONNECTOR INTERSECTION. IN THE WESTBOUND DIRECTION OF TRAVEL, NO LANE CLOSURES SHALL BE PERMITTED.

3) THE FIRST CONGREGATIONAL CHURCH IS LOCATED ALONG THE NORTHERLY SIDE OF ROUTE 1 (POST ROAD EAST) EAST OF IMPERIAL AVENUE/MYRTLE AVENUE. THE CONTRACTOR SHALL NOT BE PERMITTED TO PERFORM ANY WORK WITHIN 1000 FEET OF THE CHURCH ON SUNDAY BETWEEN 8AM-12PM.

4) WHEN ACTIVELY WORKING DURING THE ALLOWABLE PERIODS, THE CONTRACTOR WILL BE PERMITTED TO CLOSE IMPERIAL AVENUE TO THROUGH TRAFFIC IN TWO SEGMENTS BETWEEN THOMAS RD. AND ROUTE 1 (POST ROAD EAST). THE FIRST SEGMENT IS BETWEEN THOMAS RD. AND JESUP ROAD. THE SECOND SEGMENT IS BETWEEN JESUP RD. AND ROUTE 1 (POST ROAD EAST.). THE CONTRACTOR WILL BE PERMITTED TO WORK ALONG ONLY ONE SEGMENT AT A TIME.

ROAD CLOSURE AND DETOUR

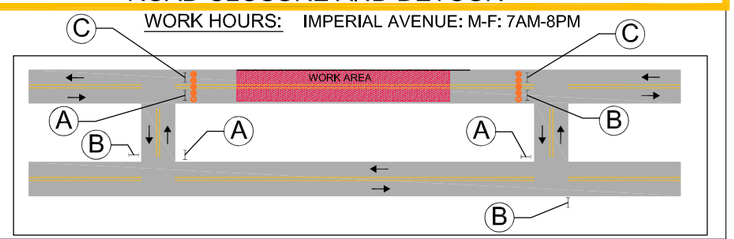
LEGEND:

A — DETOUR

B — DETOUR

C — ROAD CLOSED TO THRU TRAFFIC

WORK HOURS: IMPERIAL AVENUE: M-F: 7AM-8PM



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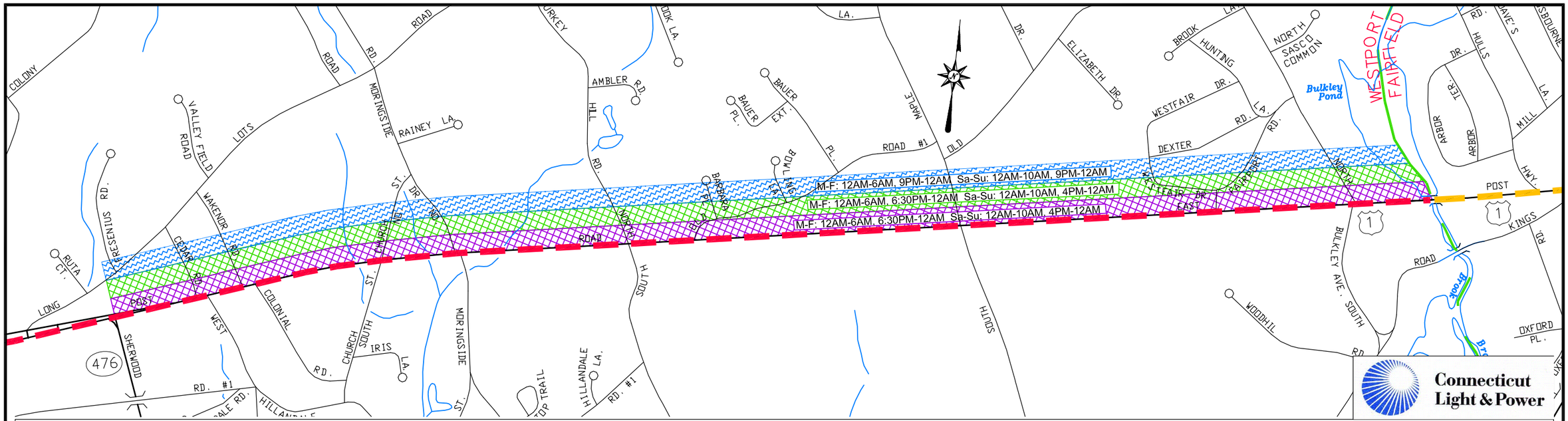
ALLOWABLE WORK HOURS MAP

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
WESTPORT, CONNECTICUT

Scale 1"=500'
Project No. 05C1314
Date 3/15/06
CAD File 158_TRPT05C1314 FIG W6

XREF(s): XR05C131401

FIGURE W.6

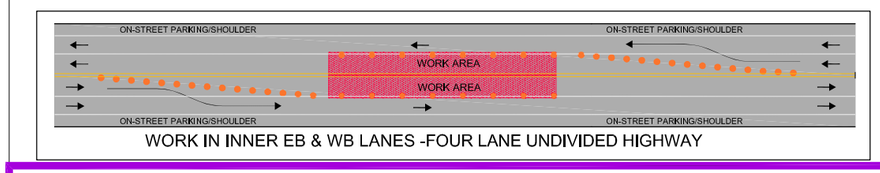


LEGEND

— CL&P SELECTED ROUTE – WESTPORT

— CL&P SELECTED ROUTE – FAIRFIELD (SEE SEPARATE REPORT)

ONE LANE - EACH DIRECTION



WORK IN INNER EB & WB LANES -FOUR LANE UNDIVIDED HIGHWAY

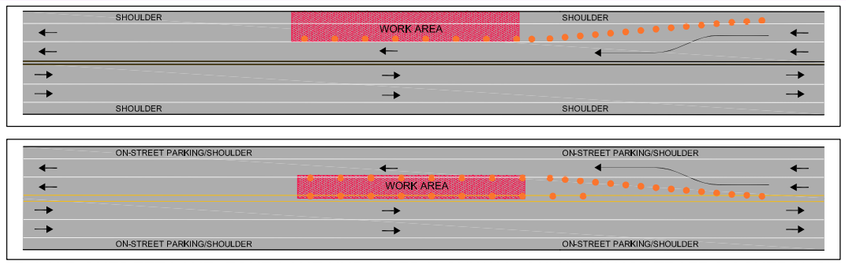
WORK HOURS:

ROUTE 1 (POST ROAD EAST)

M-F: 12AM-6AM, 6:30PM-12:00AM

Sa-Su: 12AM-10AM, 4PM-12AM

ONE LANE - ONE DIRECTION



WORK IN RIGHT/LEFT LANE -FOUR LANE UNDIVIDED HIGHWAY -- MAINTENANCE TRAFFIC CONTROL PLAN 10 & 11

WORK HOURS:

ROUTE 1 (POST ROAD EAST)

EB: M-F: 12AM-6AM, 6:30PM-12AM

Sa-Su: 12AM-10AM, 4PM-12AM

WB M-F: 12AM-6AM, 6:30PM-12AM

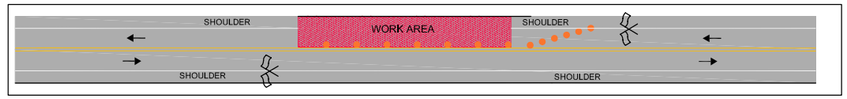
Sa-Su: 12AM-10AM, 4PM-12AM

RESTRICTIONS:

1) THERE ARE SEVERAL RESIDENTIAL AREAS ALONG ROUTE 1 (POST ROAD EAST), INCLUDING:
- HARVEST COMMONS, EAST OF TURKEY HILL ROAD NORTH
- REGENT'S PARK CONDOMINIUMS, BTW. TURKEY HILL ROAD NORTH AND MAPLE AVENUE NORTH
- WESTPORT INN, WEST OF OAKVIEW CIRCLE
- LANDSDOWNE COMMONS CONDOMINIUMS, EAST OF OAKVIEW CIRCLE
- MOBILE HOME PARK, OPPOSITE LANDSDOWNE COMMONS.

IT WOULD BE PREFERENTIAL TO PROHIBIT NIGHT WORK (M - F BETWEEN 8PM AND 7AM, SA - SU BETWEEN 8PM AND 8AM) PER THE TOWN NOISE ORDINANCES. DUE TO TRAFFIC VOLUMES, DAYTIME WORK HOURS ARE LIMITED AND DO NOT PROVIDE A SUFFICIENT WORK PERIOD. TO THE EXTENT POSSIBLE, IT IS SUGGESTED THAT THE CONTRACTOR CHOOSE TO PERFORM WORK THAT WILL BE LESS DISRUPTIVE DURING NIGHTTIME HOURS IN THESE RESIDENTIAL AREAS.

ONE LANE - ALTERNATING TRAFFIC



WORK IN TRAVEL LANE AND SHOULDER -TWO LANE HIGHWAY -- ALTERNATING ONE-WAY TRAFFIC OPERATIONS MAINTENANCE TRAFFIC CONTROL PLAN 13

WORK HOURS:

ROUTE 1 (POST ROAD EAST)

M-F: 12AM-6AM, 9PM-12AM

Sa-Su: 12AM-10AM, 9PM-12AM

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ALLOWABLE WORK HOURS MAP

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
WESTPORT, CONNECTICUT

Scale 1"=800'
Project No. 05C1314
Date 3/15/06
CAD File 158_TRPT05C1314 FIG W7

XREF(s): NONE

FIGURE W.7

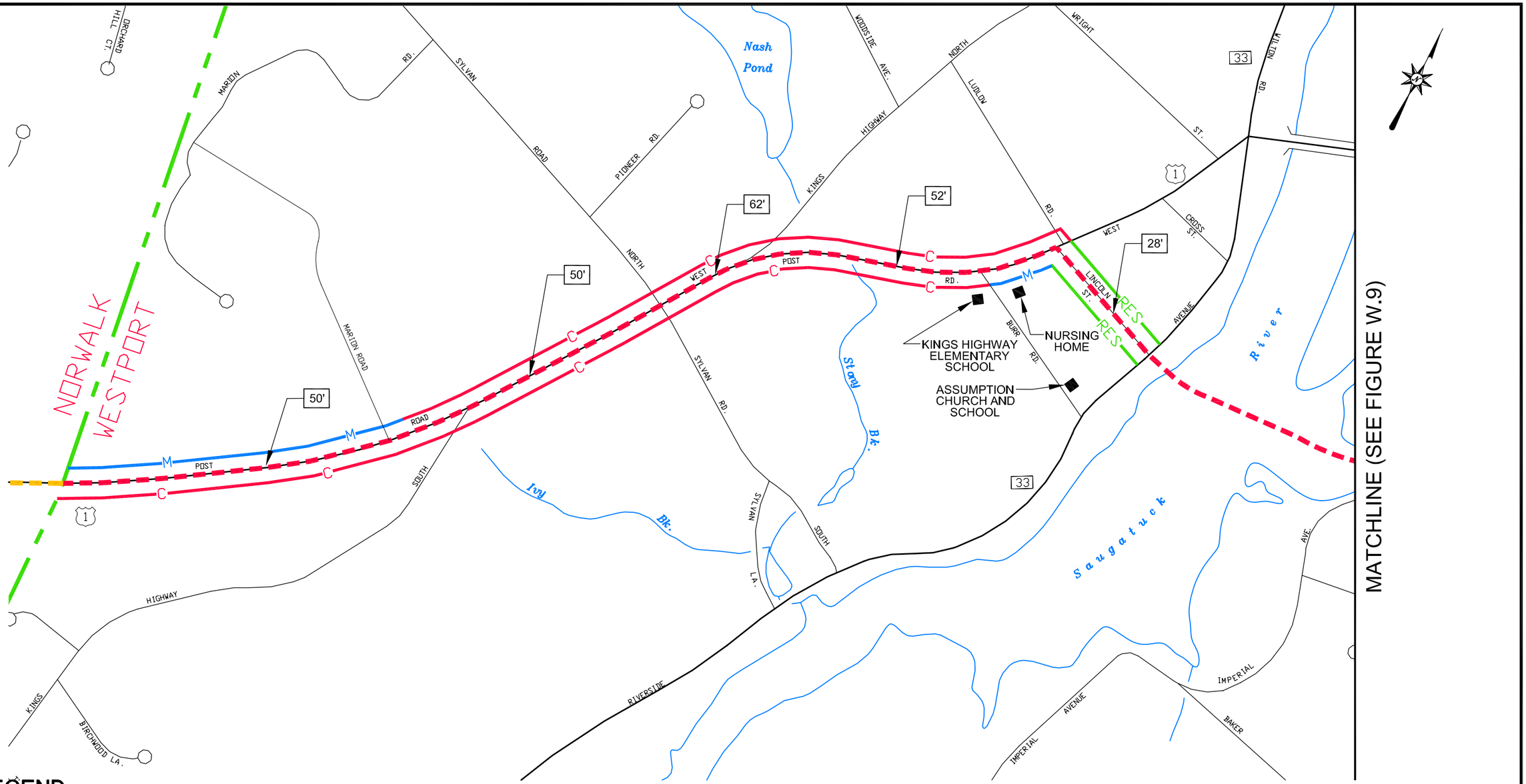
APPENDIX II

ROUTE INVENTORY
(WESTPORT)

CL&P - MIDDLETOWN TO NORWALK
ROUTE INVENTORY

Town/City: Westport

Roadway Name	From	To	Distance (feet)	# Travel Lanes	Width (c-c)	Speed Limit	Sidewalks Location	Parking Location	Illum. Y/N	Bus Route	ADT	PK. Hr. Volume	Traffic Signals at:	Comments	Abutting Commercial	Abutting Residential	Land Uses Of Concern
Route 1	Westport/Norwalk TL	Kings Highway South	2,055	4	50	35	NW (Partial)	-	Y	Y	18,500	1,740 (Noon)	Kings Highway South		Y	Y	
	Kings Highway South	Sylvan Road N and S	1,110	4	50	35	SE (Partial)	-	Y	Y			Sylvan Road N and S		Y	N	
	Sylvan Road N and S	Kings Highway North	1,690	4	62	35	-	-	Y	Y	18,600	1,655 (5pm)	Kings Highway North		Y	N	
	Kings Highway North	Lincoln St./Ludlow Rd.	1,600	4	52	35	SE (Partial)	-	Y	Y			Lincoln St./Ludlow Rd.		Y	Y	Kings Hwy Elementary School, Nursing Home
Lincoln Street	Route 1	Riverside Avenue	705	2	28	-	NE & SW	SE & NW	Y	N					N	Y	Assumption Church and School
Imperial Avenue	Commuter Lot	Route 1	1,150	2	28	25	W (Partial)	NB (Partial)	Y	Y					Y	Y	
Route 1	Imperial Ave./Myrtle Ave.	Route 136 (Compo)	1,395	4	56	30	N & S	-	Y	Y	22,700	2,080 (Noon)	Imperial Ave./Myrtle Ave		Y	N	Church, School bus yard
													Playhouse Square				
													Compo Road N&S				
	Route 136 (Compo)	Crescent Road	1,665	4	56	30	N (Partial) & S	-	Y	Y	23,800	2,165 (Noon)	Compo Shopping Center		Y	N	Westbrook Fire Headquarters
													Westport Fire Headquarters				
	Crescent Road	Roseville/Hills Point	1,725	4	56	30	S (Partial)	-	Y	Y			Shaw's Supermarket		Y	N	
													Roseville/Hills Point				
Route 1 (EB Only)	Roseville/Hills Point	Sherwood (S.R. 476)	1,615	2	37	35	S (Partial)	-	Y	Y	13,400	1,415 (Noon)	Sherwood (S.R. 476)		Y	N	
Route 1	Sherwood (S.R. 476)	W. Parish Rd./Cedar Rd	665	4	60	35	S (Partial)	-	Y	Y	24,600	2,225 (5pm)	W. Parish Rd./Cedar Rd.		Y	N	
	W. Parish Rd./Cedar Rd.	Church St. N & S	1,495	4	53	35	N & S (Partial)	-	Y	Y			Church St. N & S		Y	N	
	Church St. N & S	Morningside Dr. N & S	625	4	53	35	N	-	Y	Y			Morningside Dr. N & S		Y	N	
	Morningside Dr. N & S	Turkey Hill Rd. N & S	1,335	4	53	35	N (Partial)	-	Y	Y			Turkey Hill Rd. N & S		Y	N	Recreational Park, Harvest Commons (Condo's)
	Turkey Hill Rd. N & S	Maple Ave. N & S	2,640	4	53	35	N & S (Partial)	-	Y	Y			Maple Ave. N & S		Y	Y	Regents Park (Condo's)
	Maple Ave. N & S	Bulkley Ave N & S	3,120	4	54	35	N & S (Partial)	-	Y	Y	22,200	2,040 (5pm)	Bulkley Ave N & S		Y	Y	Westport Inn, Landsdowne Commons (Condo's), Mobile Home Park
	Bulkley Ave N & S	Westport/Fairfield TL	630	4	52	35	N (Partial)	-	Y	Y	22,200	2,080 (5pm)			Y	N	



LEGEND

- CL&P SELECTED ROUTE – WESTPORT
- CL&P SELECTED ROUTE – NORWALK (SEE SEPARATE REPORT)
- RES – RESIDENTIAL LAND USE
- C – COMMERCIAL LAND USE
- M – MIXED LAND USE (COMMERCIAL AND RESIDENTIAL)
- ■ – LAND USE OF CONCERN
- XX' – TYPICAL CURB–TO–CURB WIDTH

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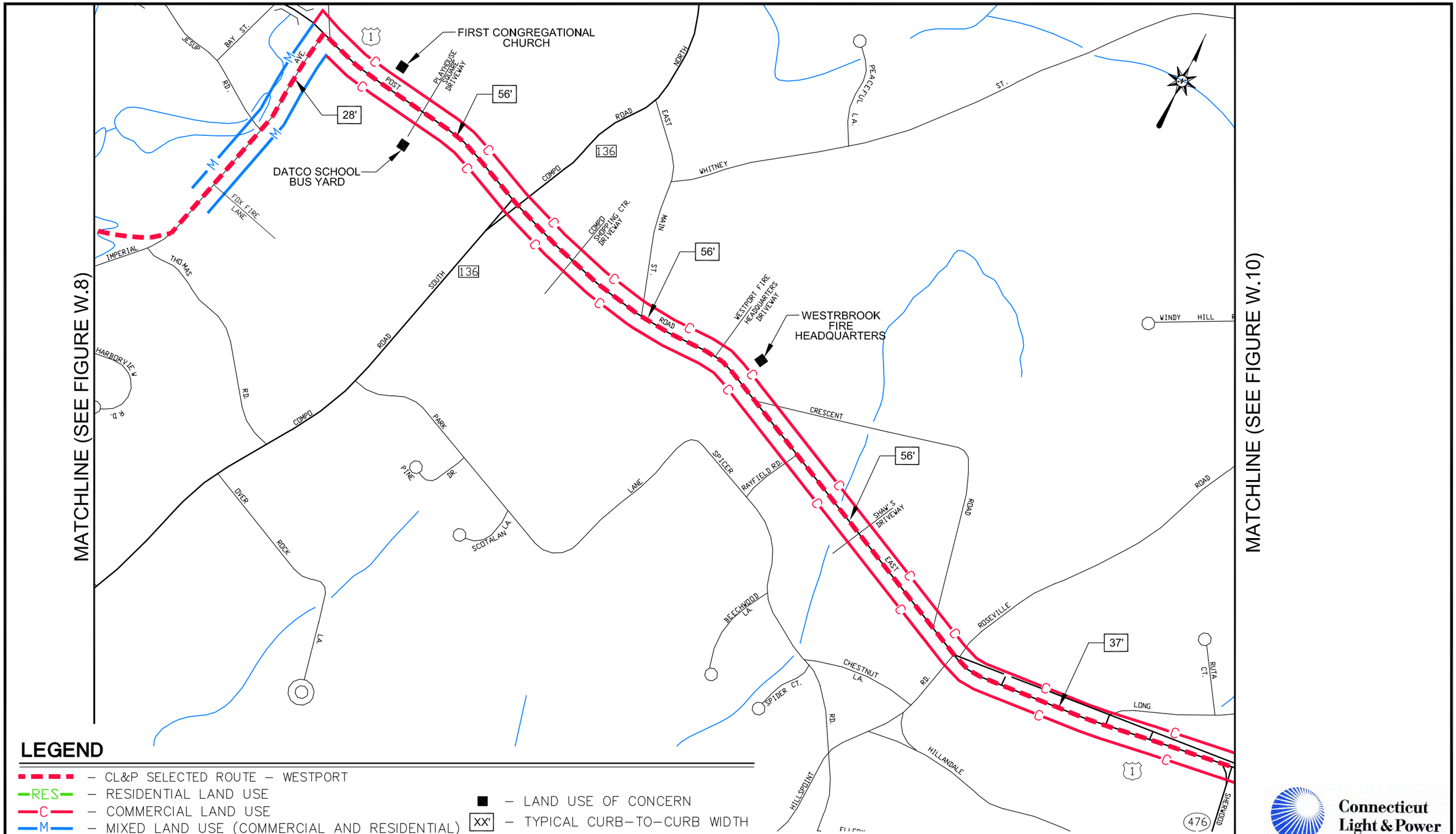
LAND USE AND ROADWAY WIDTHS

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
WESTPORT, CONNECTICUT

Scale 1"=500'
Project No. 05C1314
Date 5/02/06
CAD File 158_TRPT05C1314 FIG W8–W11

XREF(s): NONE

FIGURE W.8



LEGEND

- CL&P SELECTED ROUTE – WESTPORT
- RES – RESIDENTIAL LAND USE
- C – COMMERCIAL LAND USE
- M – MIXED LAND USE (COMMERCIAL AND RESIDENTIAL)
- ■ – LAND USE OF CONCERN
- XX' – TYPICAL CURB–TO–CURB WIDTH

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LAND USE AND ROADWAY WIDTHS

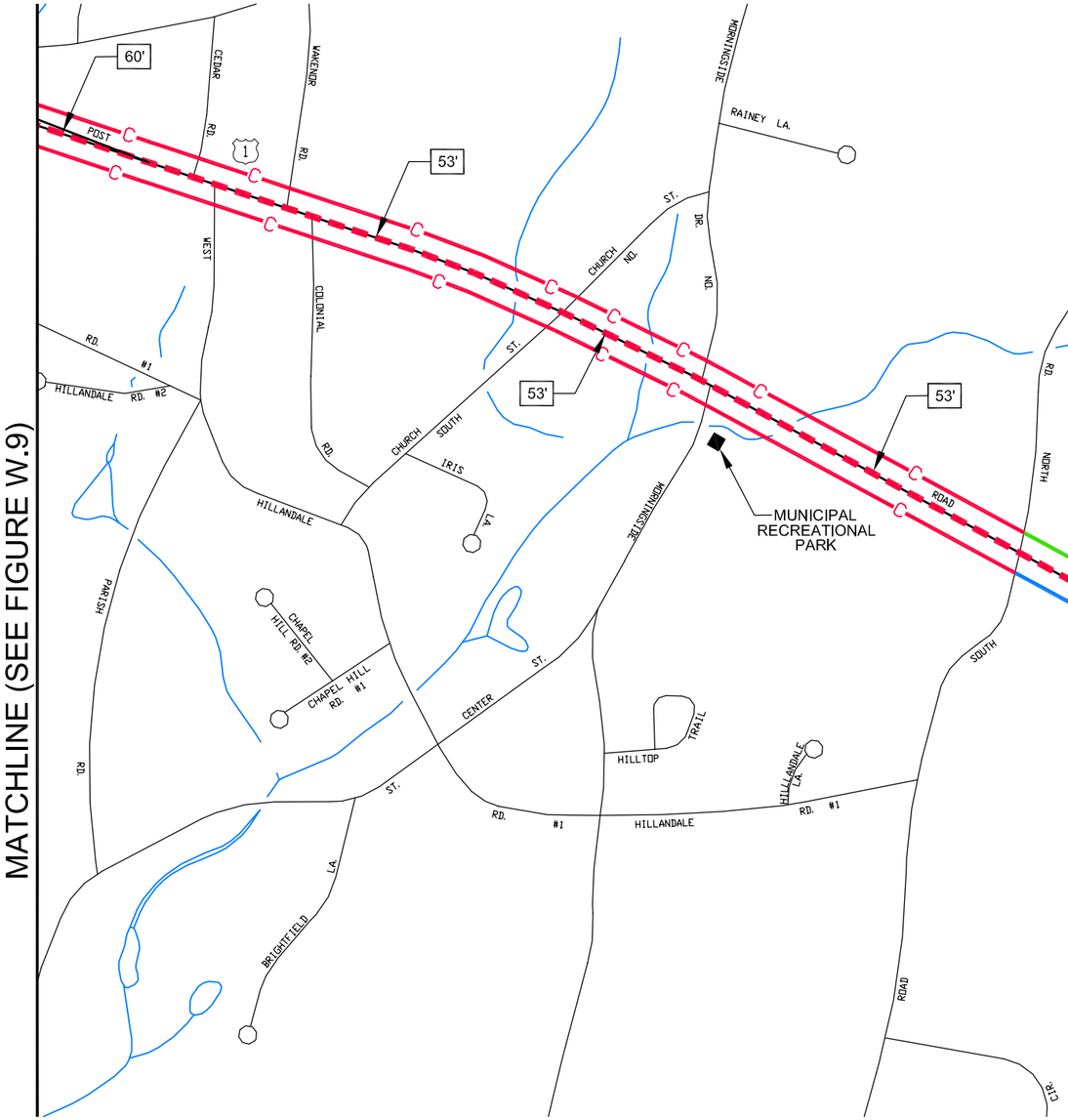
MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
WESTPORT, CONNECTICUT

Scale	1"=500'
Project No.	05C1314
Date	2/24/06
CAD File	158_TRPT05C1314 FIG W8–W11

XREF(s): NONE

FIGURE W.9

MATCHLINE (SEE FIGURE W.9)



MATCHLINE (SEE FIGURE W.11)

LEGEND

- C — CL&P SELECTED ROUTE — WESTPORT
- RES — RESIDENTIAL LAND USE
- C — COMMERCIAL LAND USE
- M — MIXED LAND USE (COMMERCIAL AND RESIDENTIAL)
- ■ — LAND USE OF CONCERN
- XX' — TYPICAL CURB–TO–CURB WIDTH

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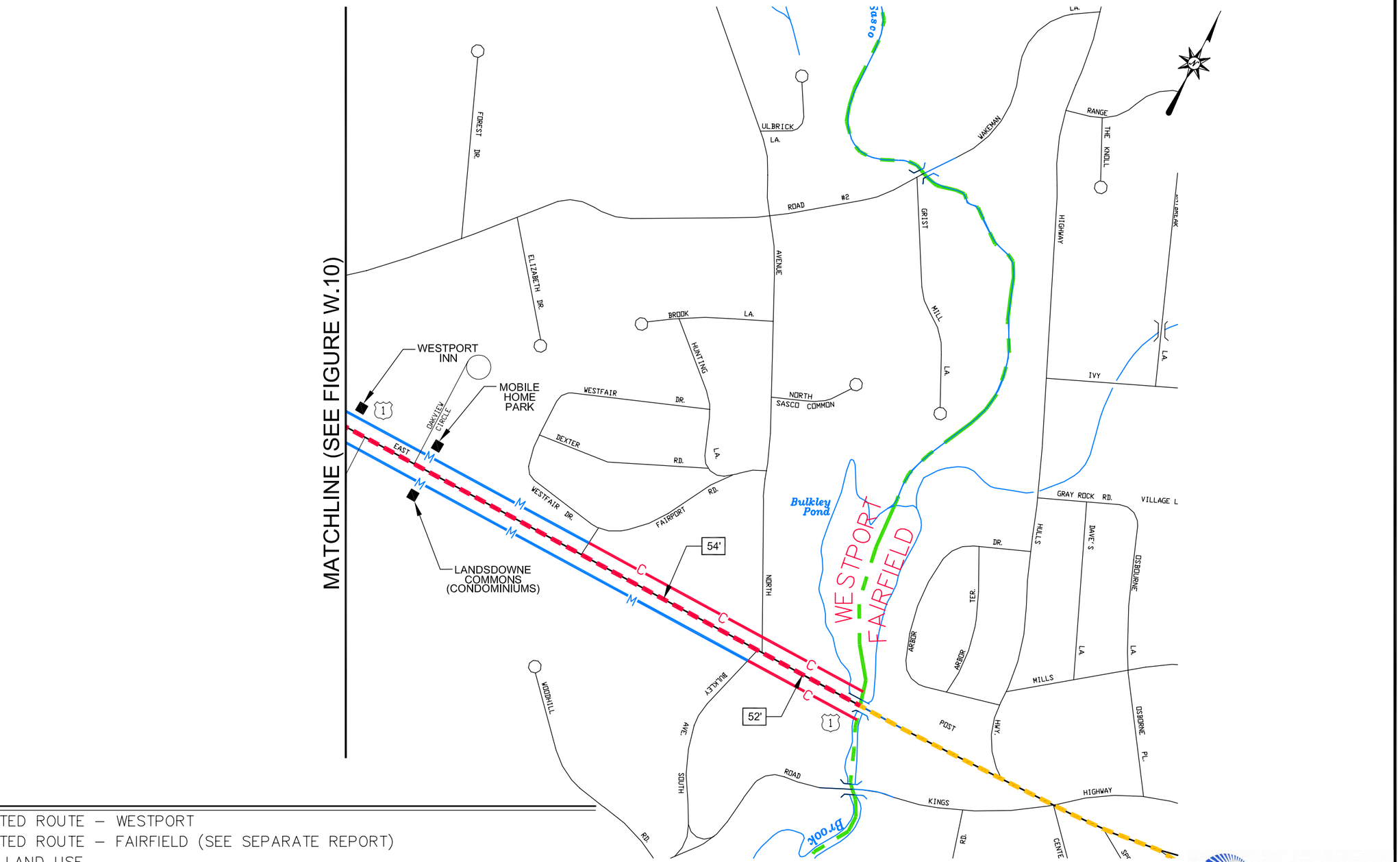
LAND USE AND ROADWAY WIDTHS

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
WESTPORT, CONNECTICUT

Scale	1"=500'
Project No.	05C1314
Date	2/24/06
CAD File	158_TRPT05C1314 FIG W8–W11

XREF(s): NONE

FIGURE W.10



LEGEND

- CL&P SELECTED ROUTE – WESTPORT
- CL&P SELECTED ROUTE – FAIRFIELD (SEE SEPARATE REPORT)
- RES – RESIDENTIAL LAND USE
- C – COMMERCIAL LAND USE
- M – MIXED LAND USE (COMMERCIAL AND RESIDENTIAL)
- ■ – LAND USE OF CONCERN
- XX' – TYPICAL CURB–TO–CURB WIDTH

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WESTPORT, CONNECTICUT

Scale	1"=500'
Project No.	05C1314
Date	2/24/06
CAD File	158_TRPT05C1314 FIG W8–W11

XREF(s): NONE

FIGURE W.11

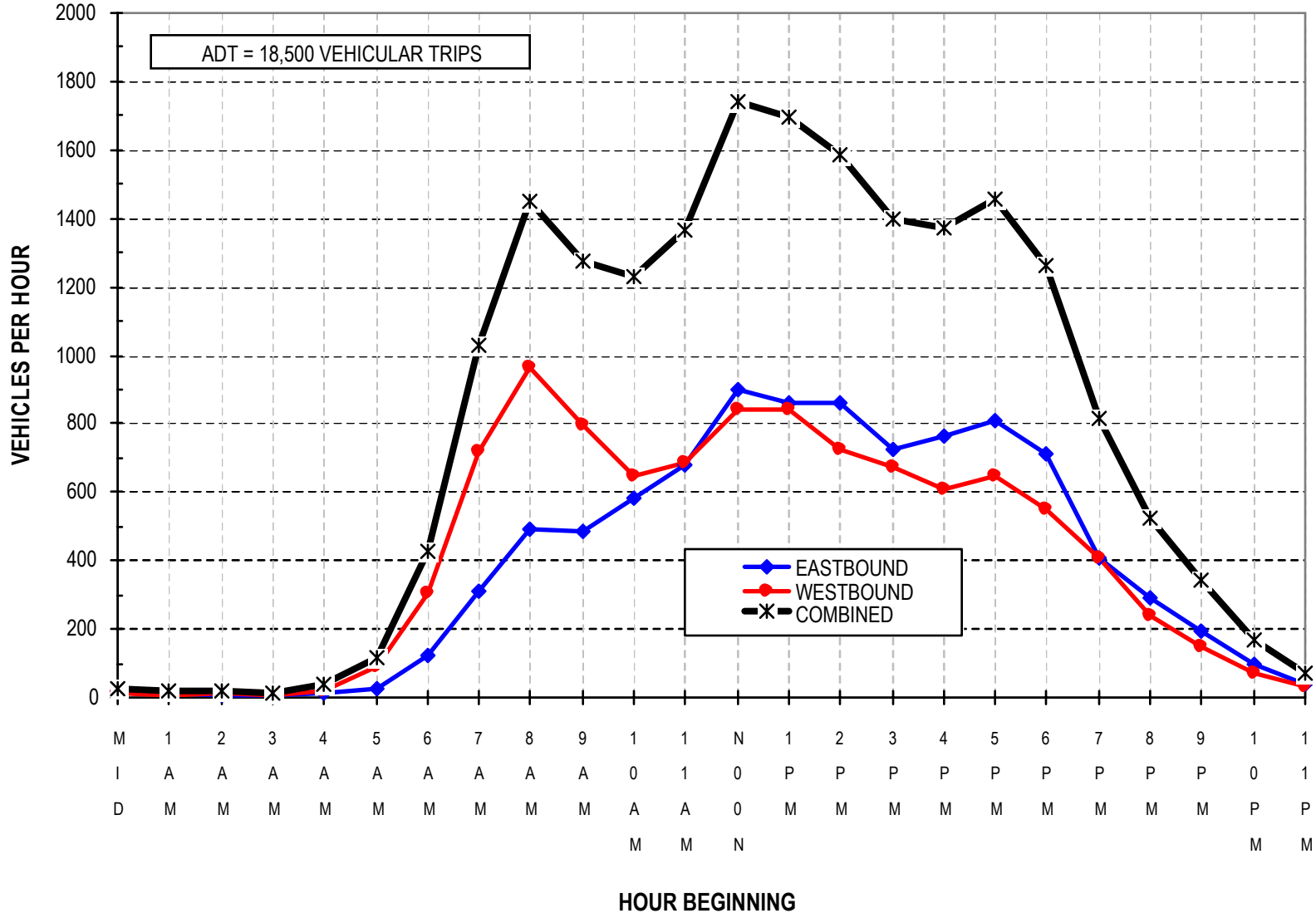
APPENDIX III

SELECTED HOURLY TRAFFIC VOLUME GRAPHS (WESTPORT)

Route 1 (Post Road West)
and side streets

HOURLY TRAFFIC VOLUMES - ROUTE 1 (AT WESTPORT/NORWALK TOWN LINE)

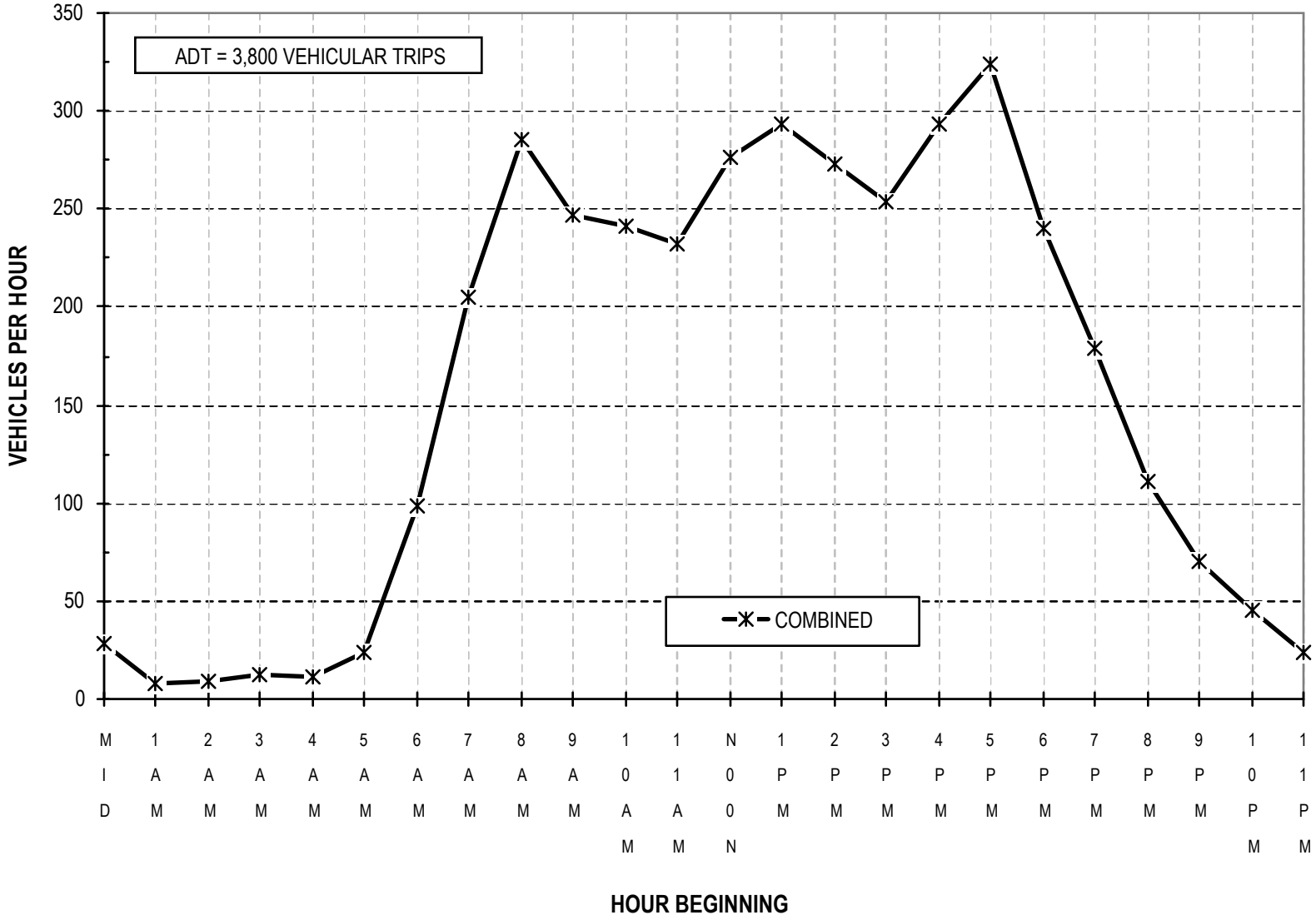
WESTPORT, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2005

HOURLY TRAFFIC VOLUMES - KINGS HIGHWAY SOUTH (S/O ROUTE 1)

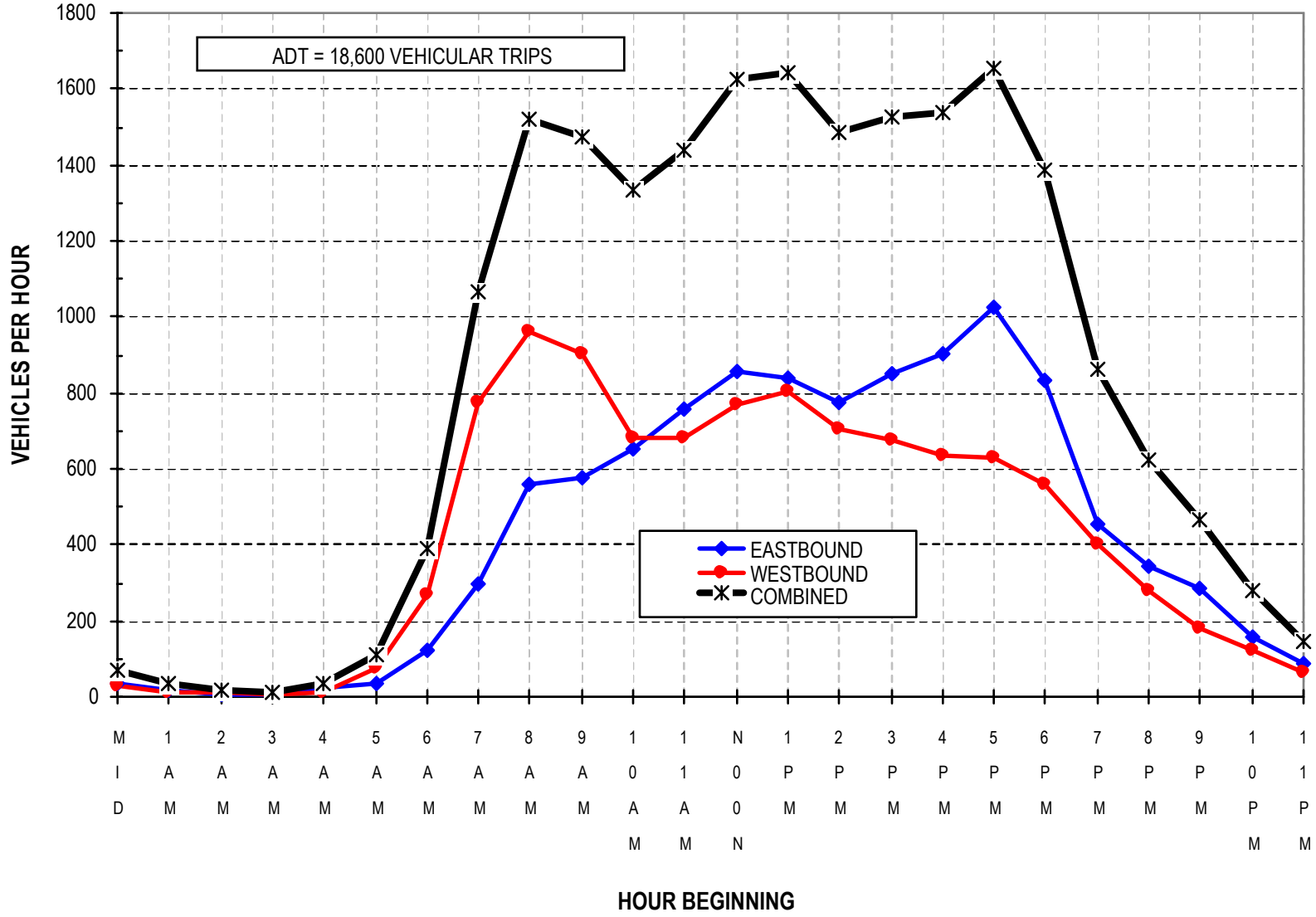
WESTPORT, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2002

HOURLY TRAFFIC VOLUMES - ROUTE 1 (SW/O KINGS HIGHWAY NORTH)

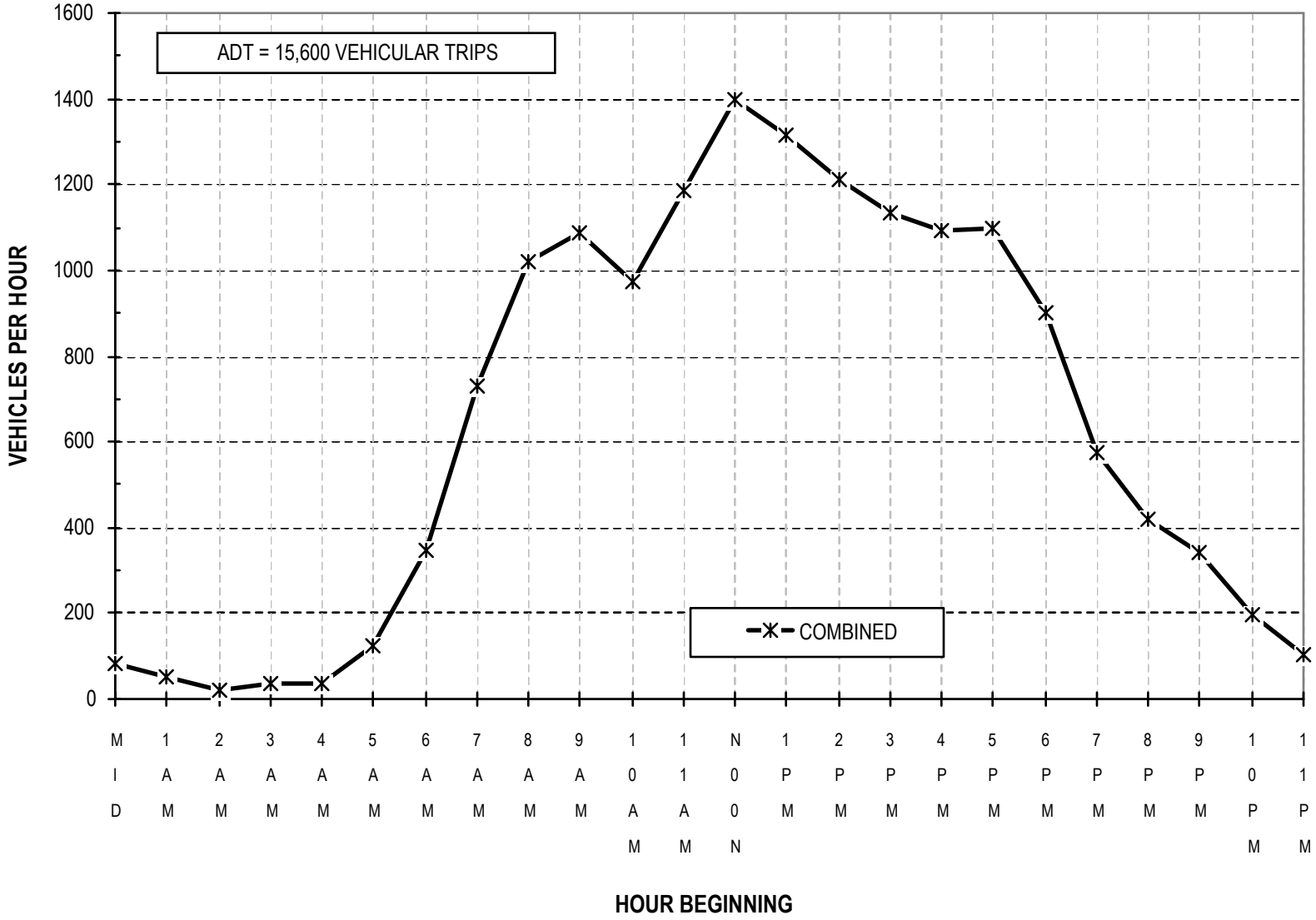
WESTPORT, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2005

HOURLY TRAFFIC VOLUMES - ROUTE 1 (E/O ROUTE 33)

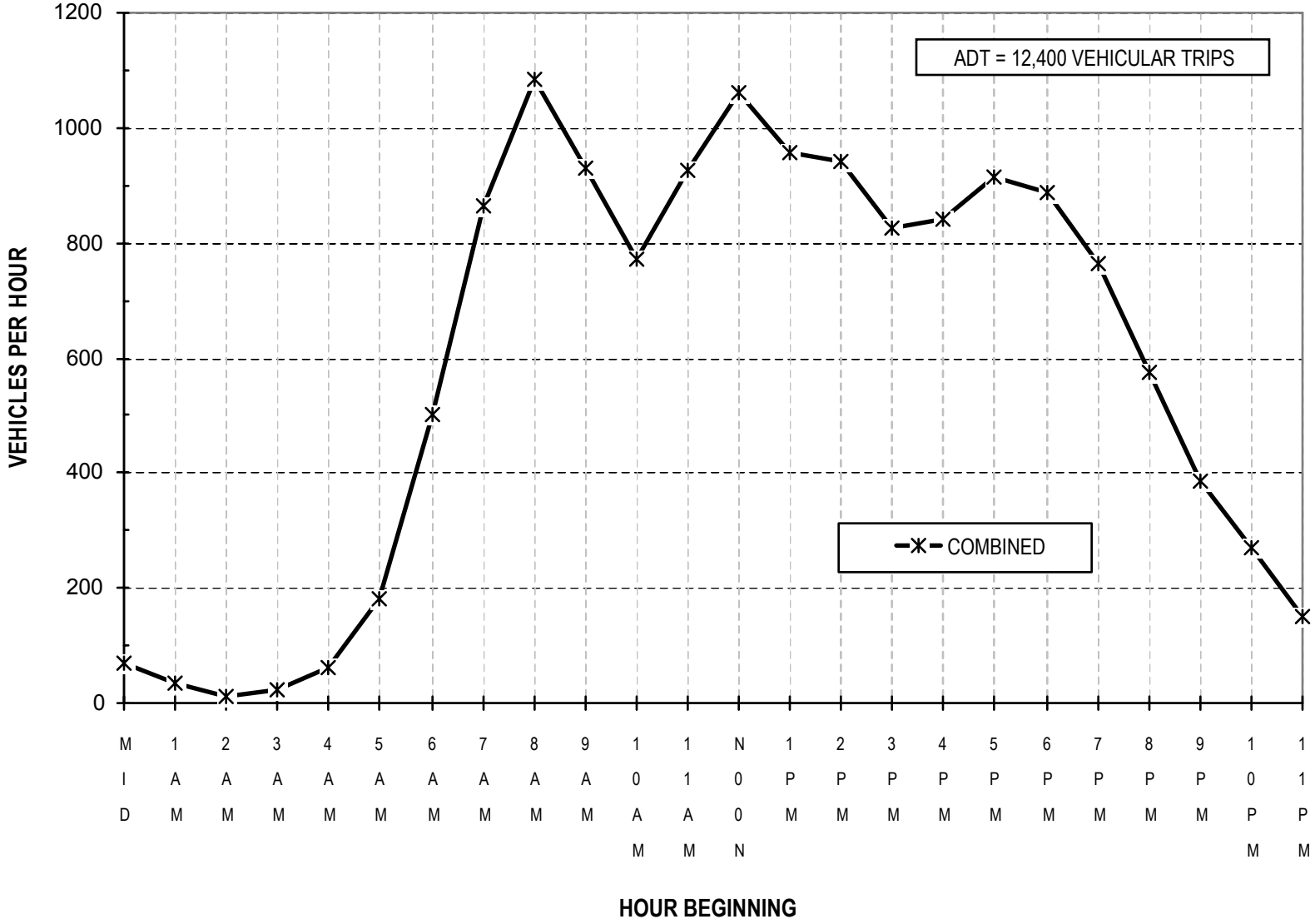
WESTPORT, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2002

HOURLY TRAFFIC VOLUMES - ROUTE 33 (S/O ROUTE 1)

WESTPORT, CT

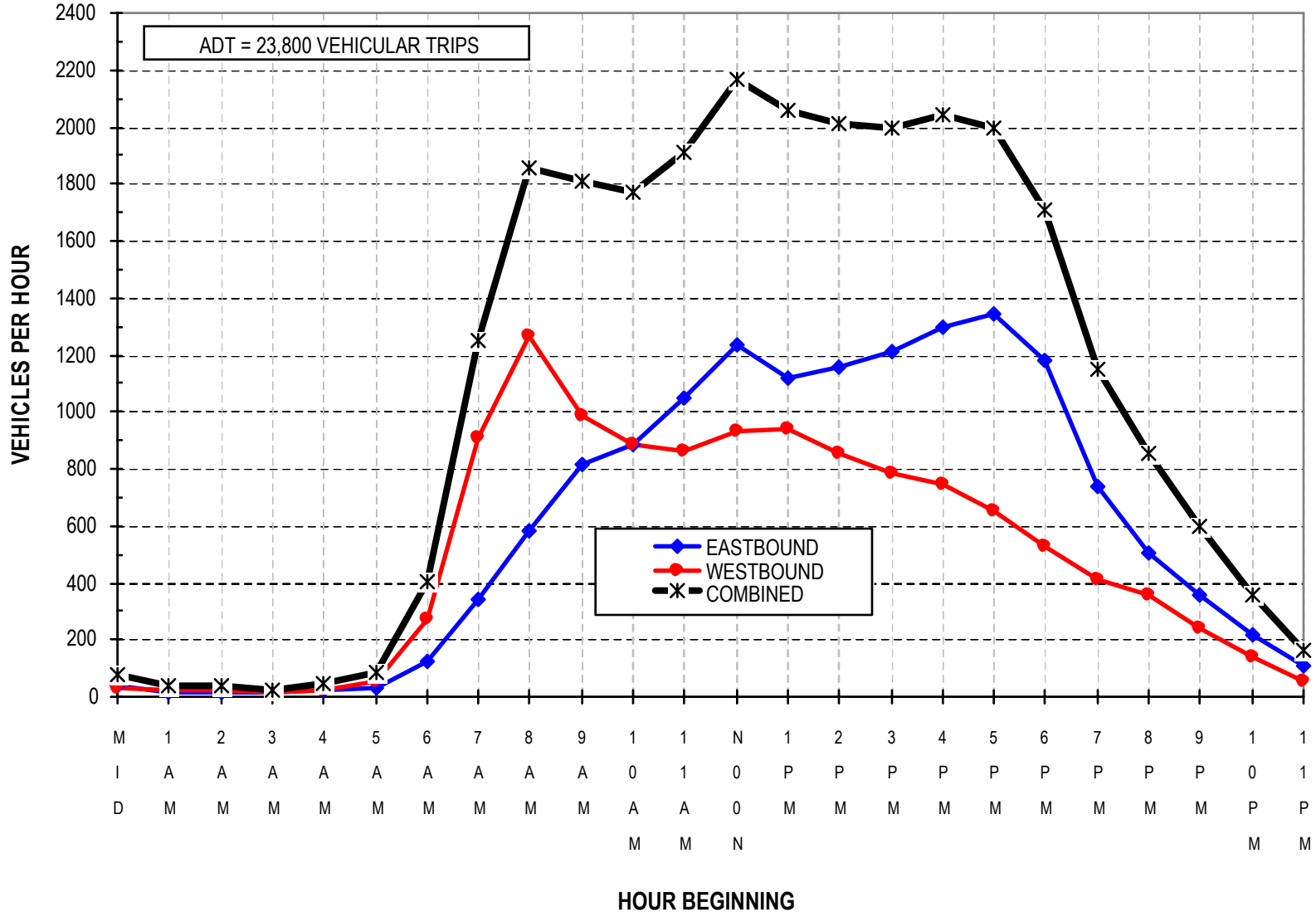


REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2005

Route 1 (Post Road East) and side streets

HOURLY TRAFFIC VOLUMES - ROUTE 1 (E/O ROUTE 136)

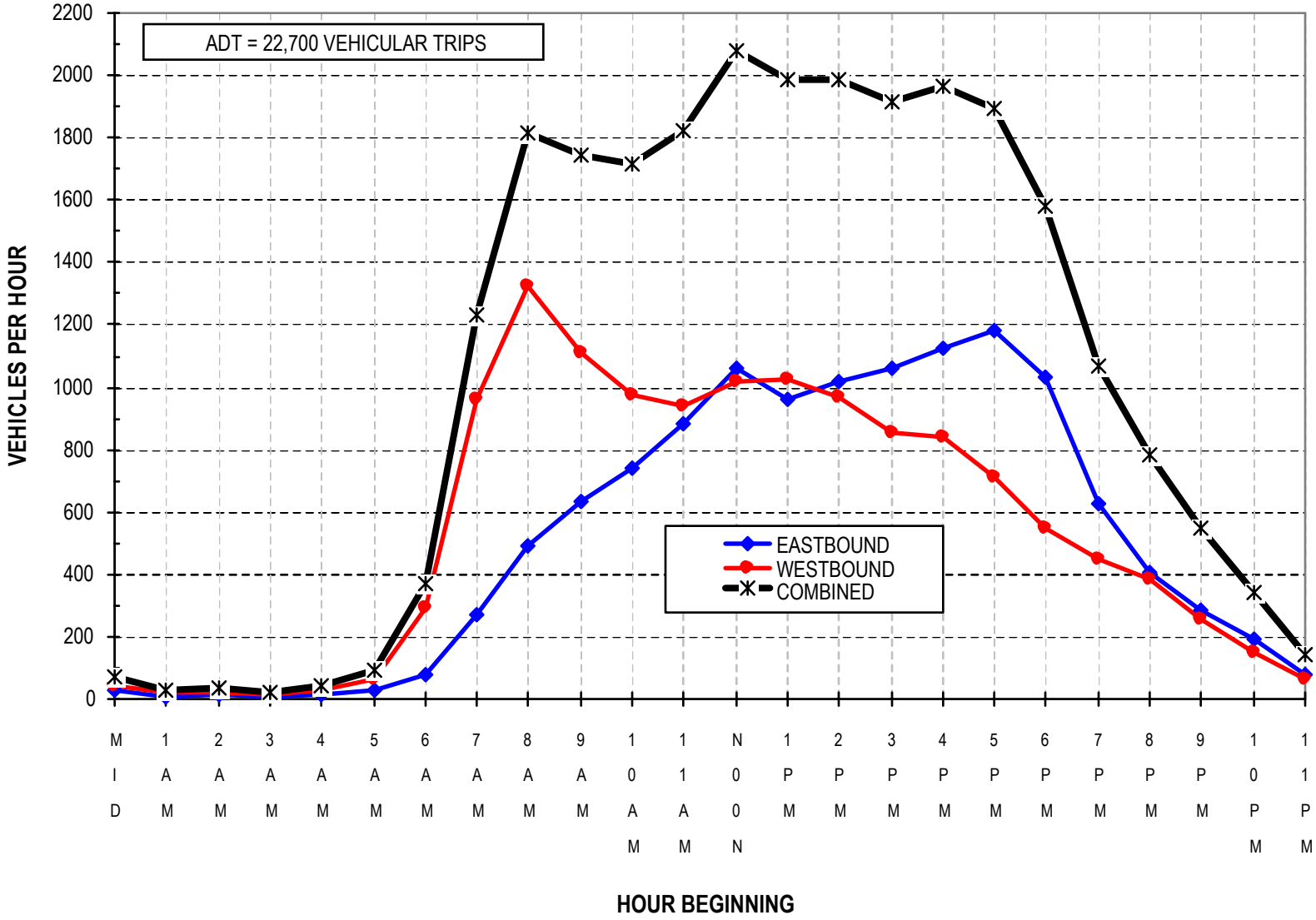
WESTPORT, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2005

HOURLY TRAFFIC VOLUMES - ROUTE 1 (W/O ROUTE 136)

WESTPORT, CT

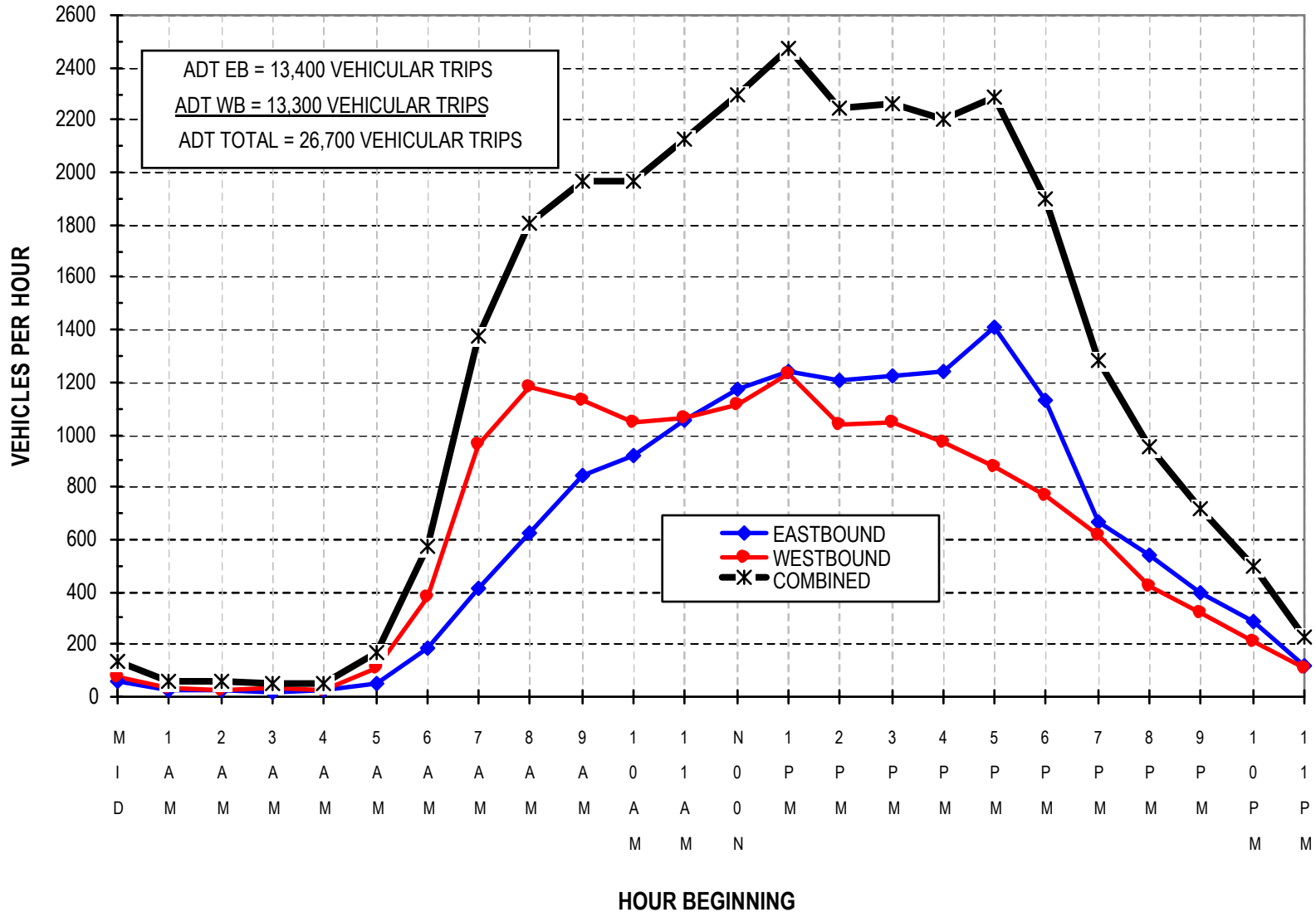


REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2005

HOURLY TRAFFIC VOLUMES - ROUTE 1

(W/O SHERWOOD ISLAND CONNECTOR (S.R. 476))

WESTPORT, CT

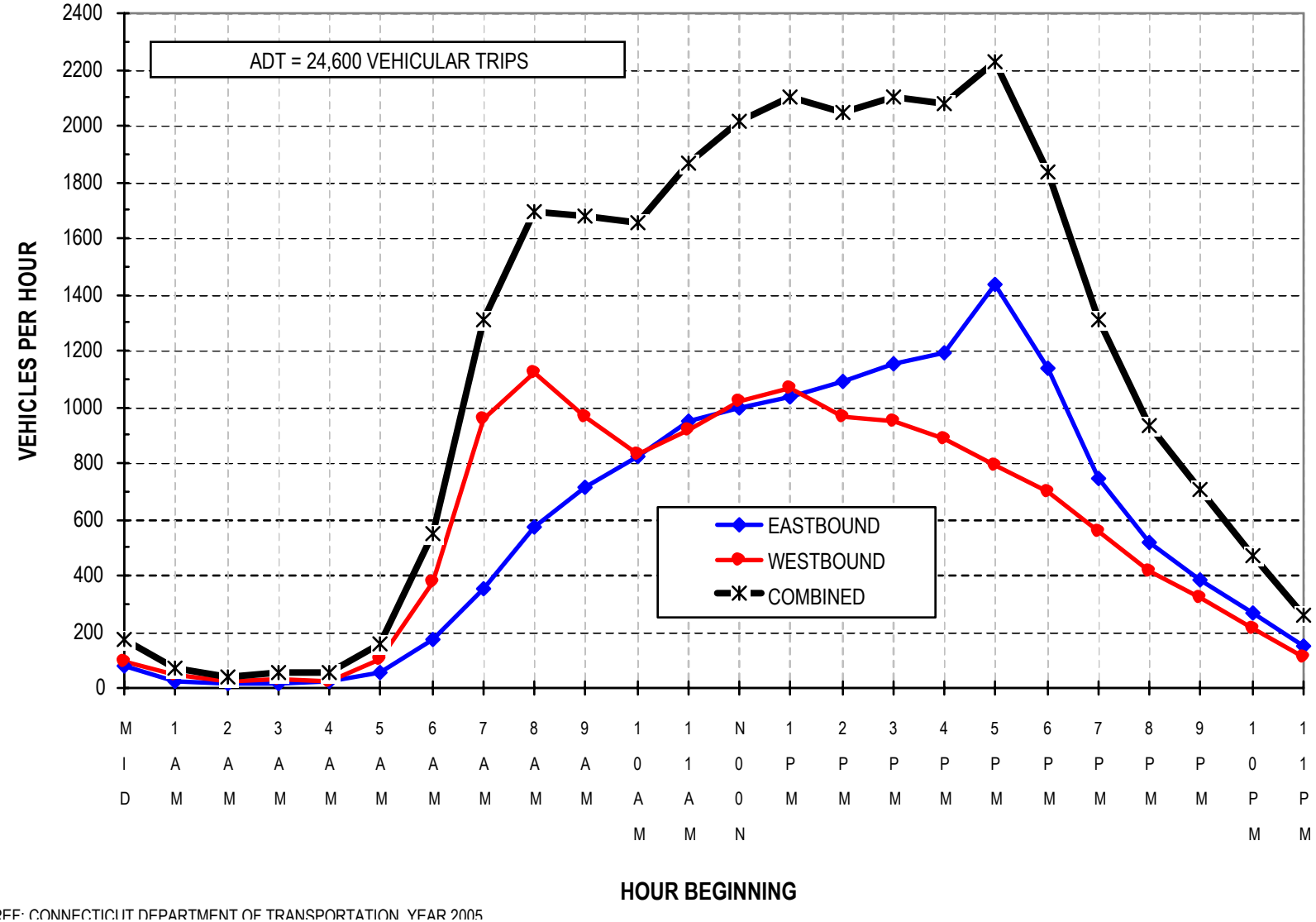


REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2005

HOURLY TRAFFIC VOLUMES - ROUTE 1

(E/O SHERWOOD ISLAND CONNECTOR (S.R. 476))

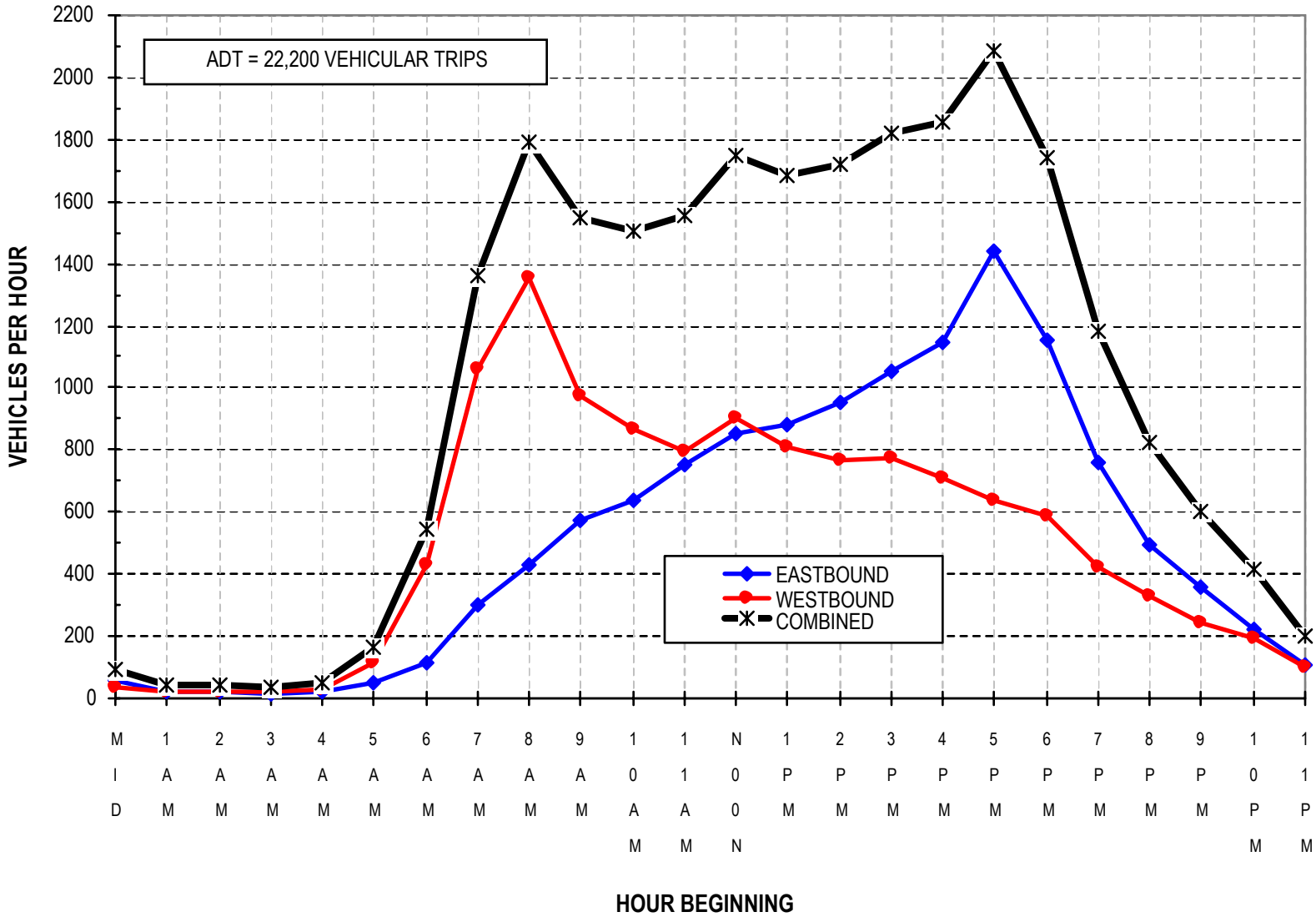
WESTPORT, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2005

HOURLY TRAFFIC VOLUMES - ROUTE 1 (AT WESTPORT/FAIRFIELD TOWN LINE)

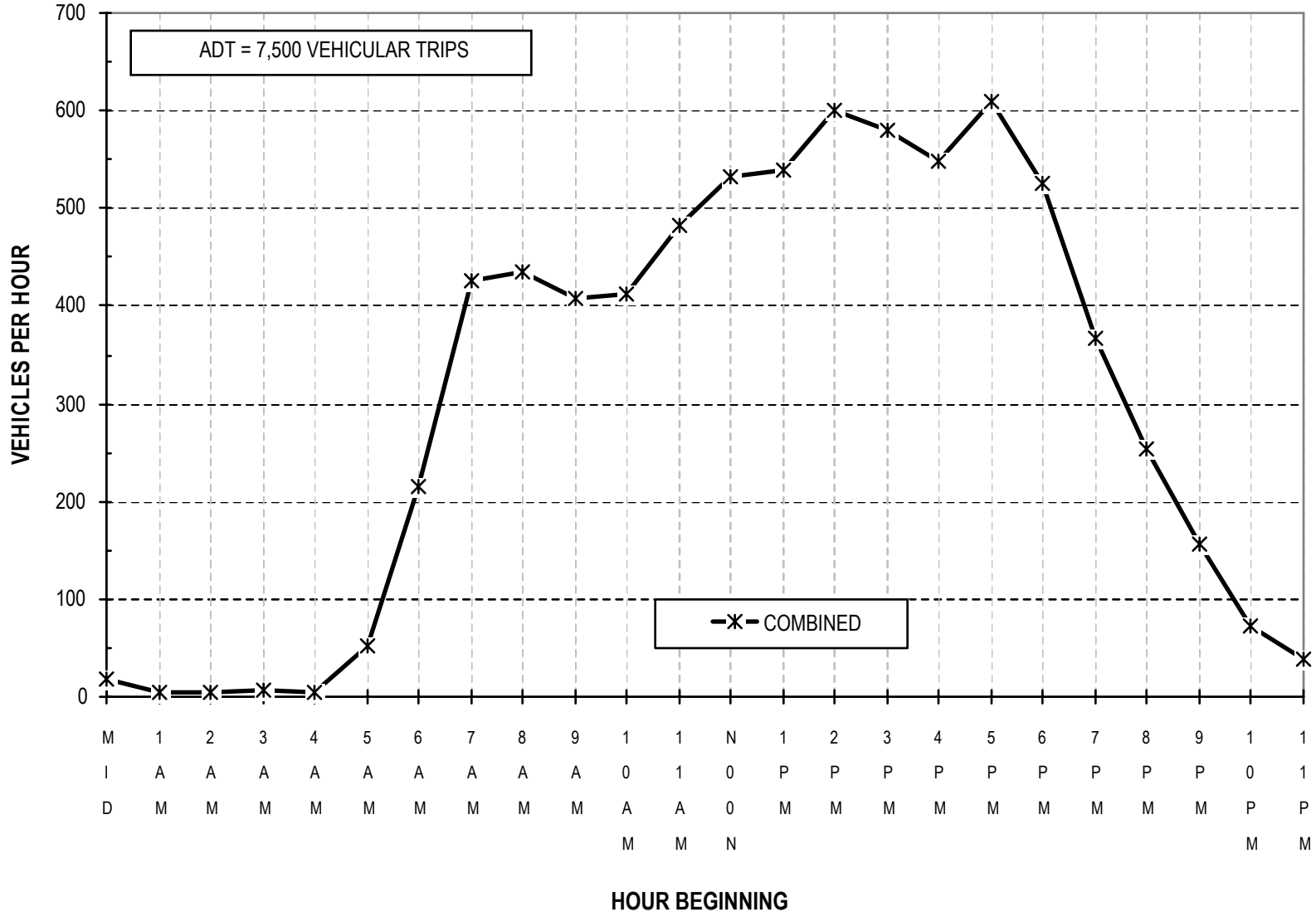
WESTPORT, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2005

HOURLY TRAFFIC VOLUMES - ROUTE 136 (S/O ROUTE 1)

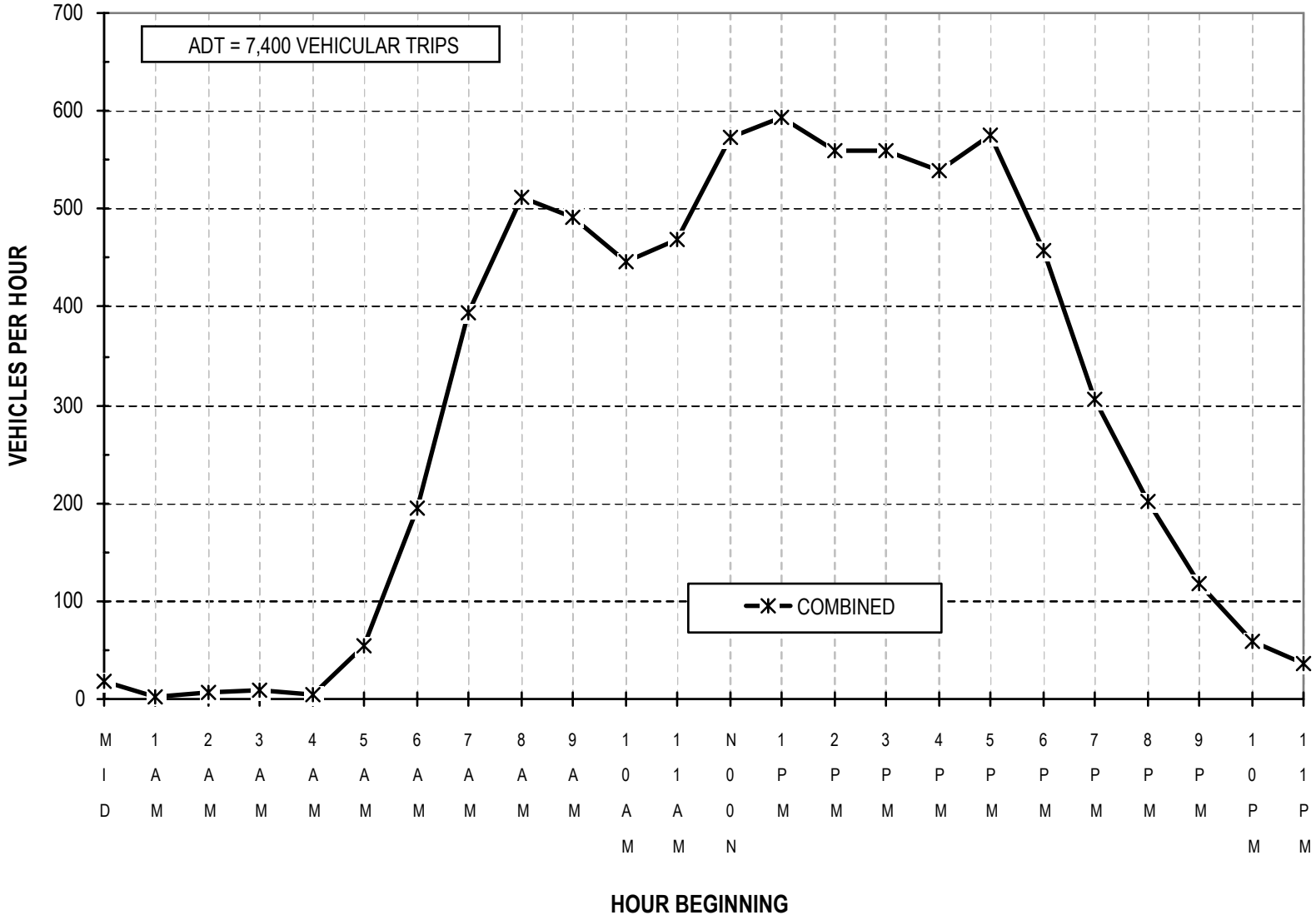
WESTPORT, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2002

HOURLY TRAFFIC VOLUMES - ROUTE 136 (N/O ROUTE 1)

WESTPORT, CT

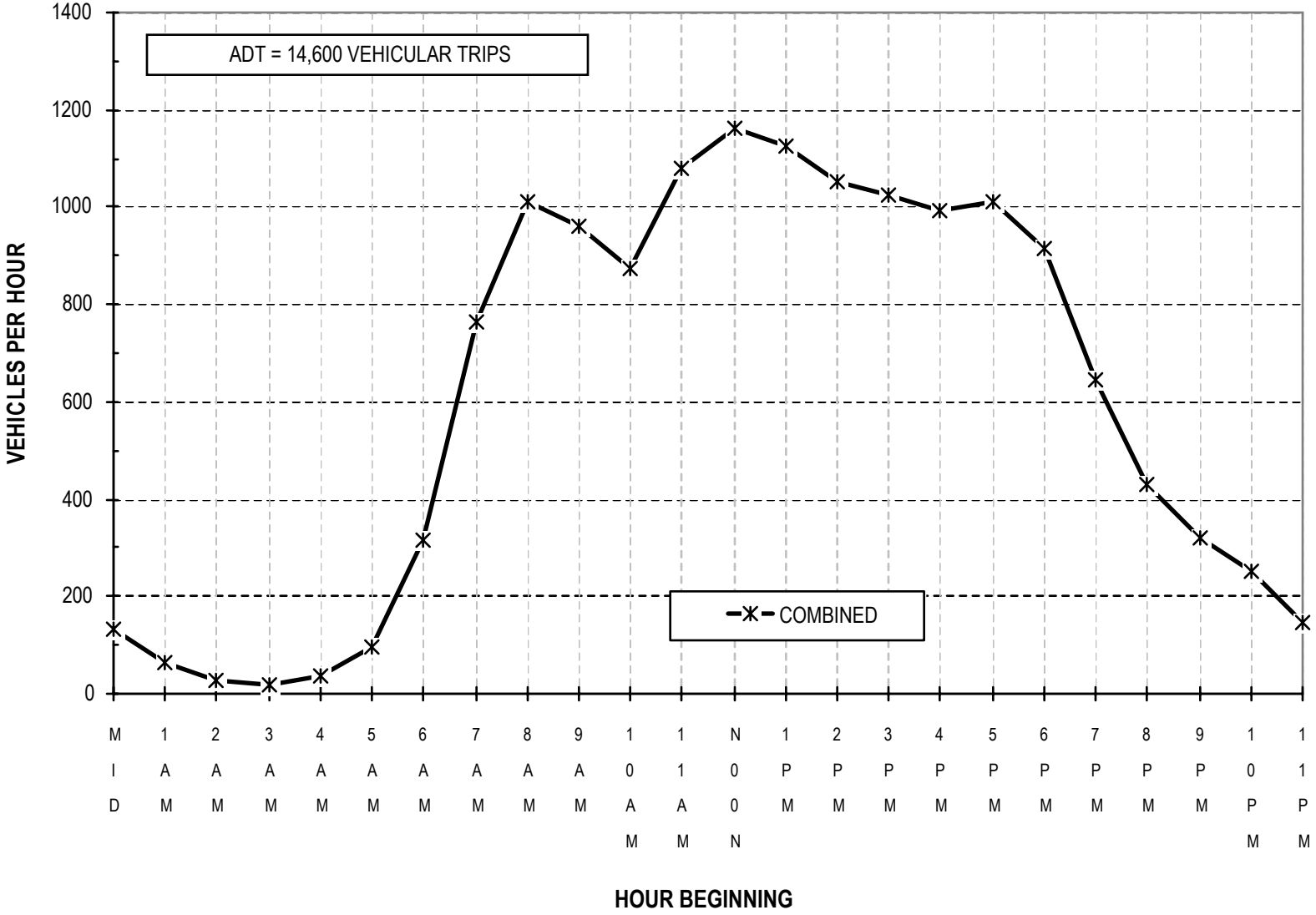


REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2002

HOURLY TRAFFIC VOLUMES -

SHERWOOD ISLAND CONNECTOR (S.R. 476) (S/O ROUTE 1)

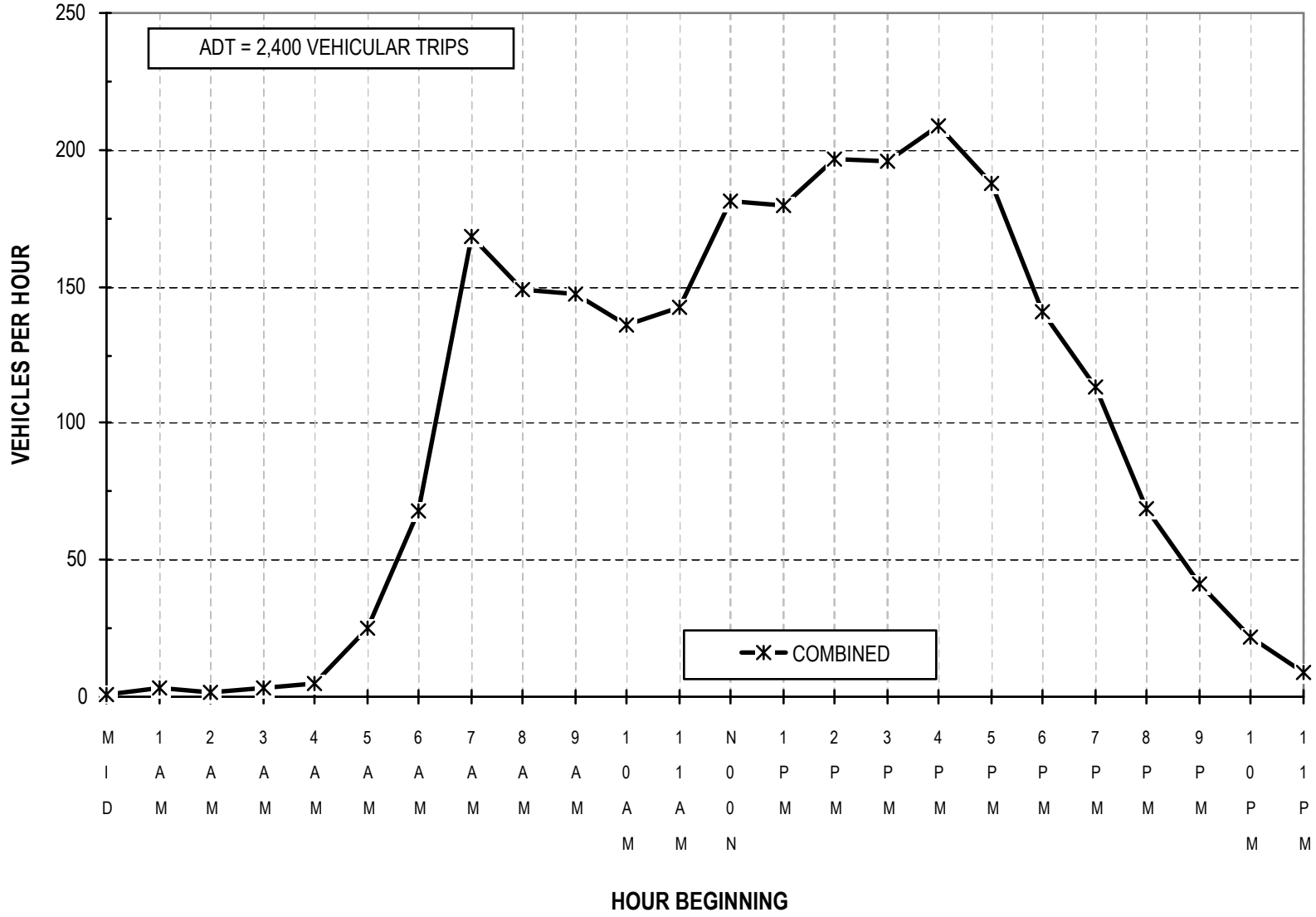
WESTPORT, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2002

HOURLY TRAFFIC VOLUMES - TURKEY HILL ROAD SOUTH (S/O ROUTE 1)

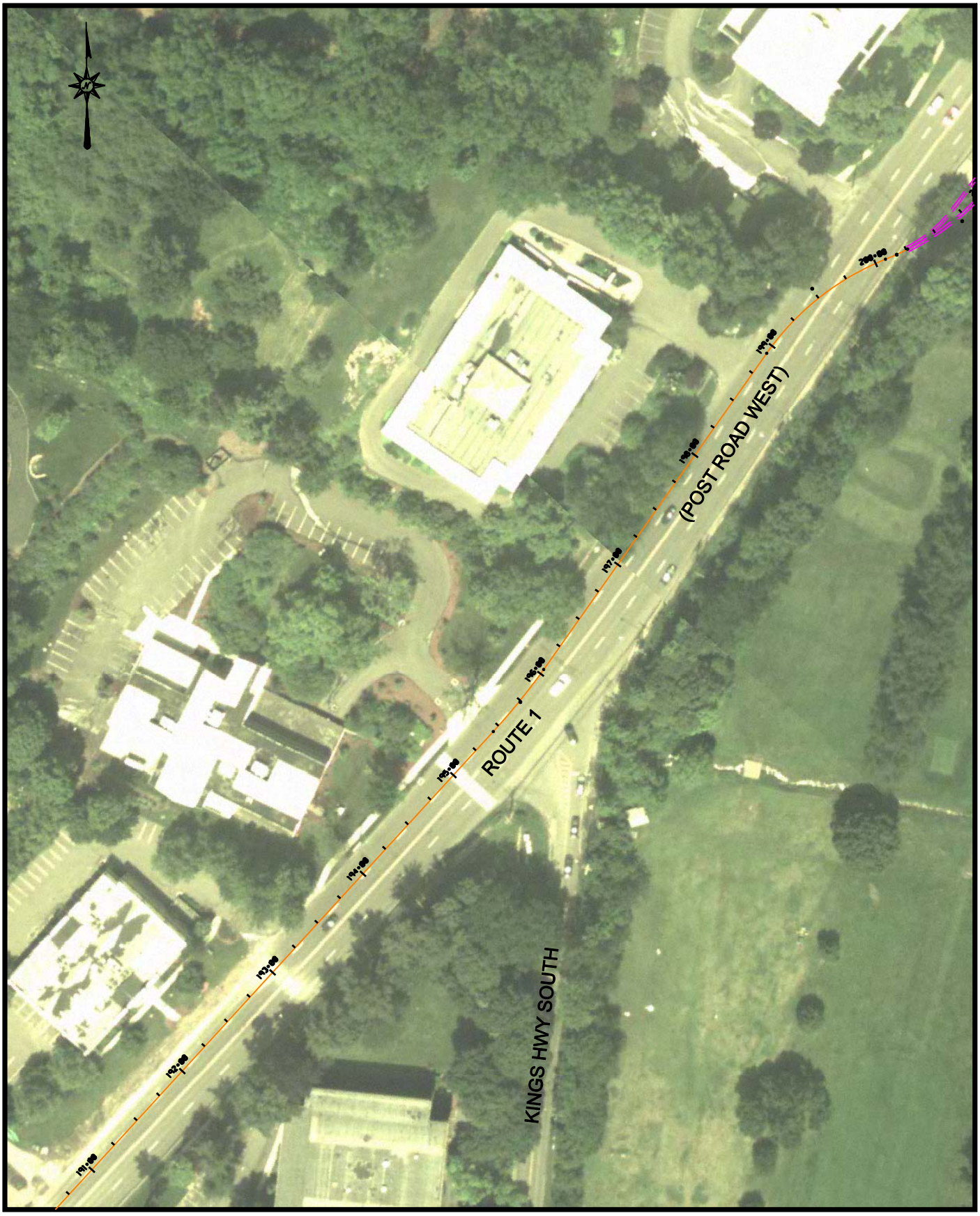
WESTPORT, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2002

APPENDIX IV

SIGNALIZED INTERSECTIONS AERIAL PHOTOGRAPHS (WESTPORT)



SIGNALIZED INTERSECTION #158-251
ROUTE 1 (POST RD. WEST) AT KINGS HWY. SOUTH
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-1

BL Companies

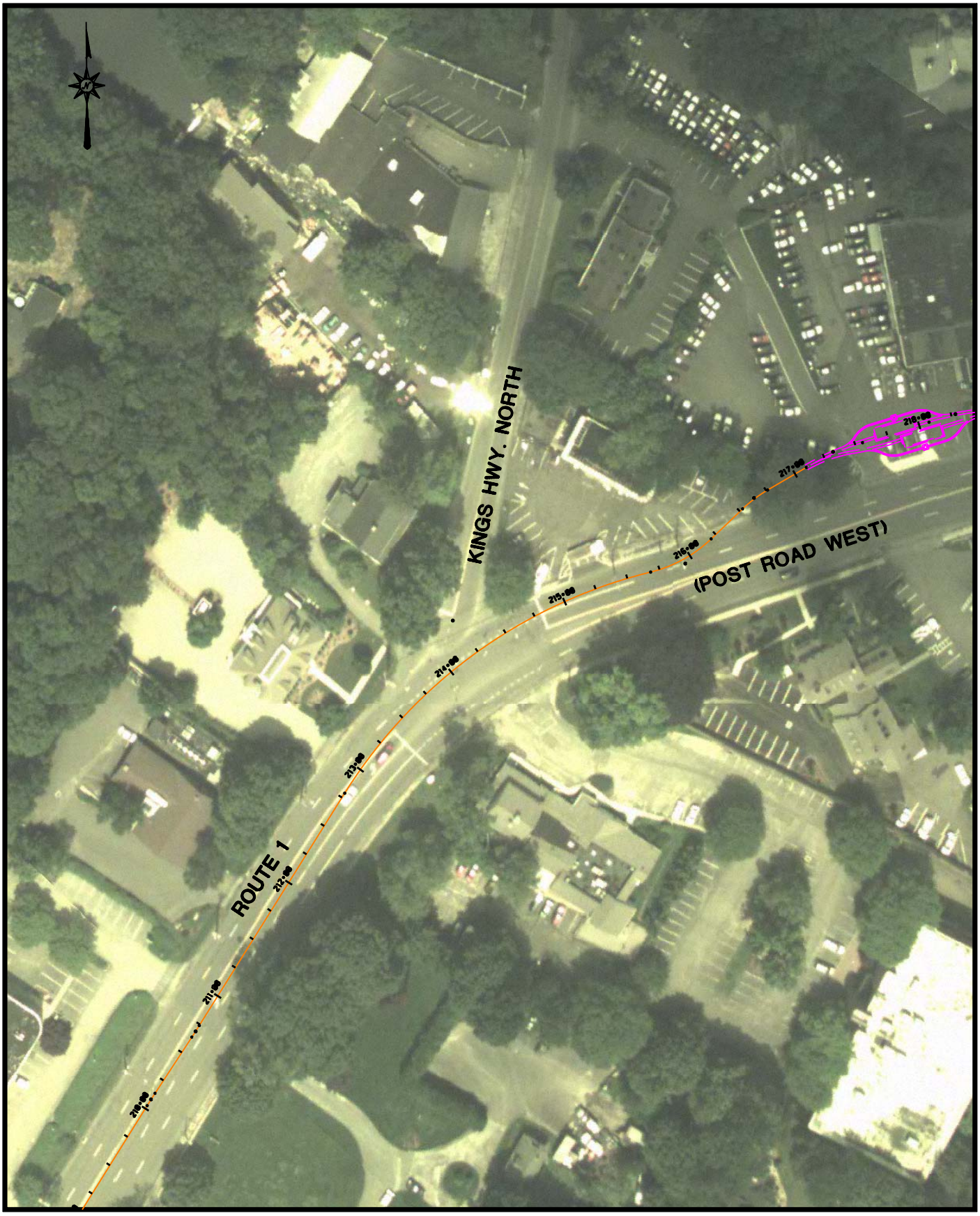
CAD File: 158_TRPT05C1314 FIG WI01.dgn

SIGNALIZED INTERSECTION #158-209
ROUTE 1 (POST RD. W.) AT SYLVAN RD. N./SYLVAN RD. S.
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-2

CAD File: 158_TRPT05C1314 FIG WI02.dgn



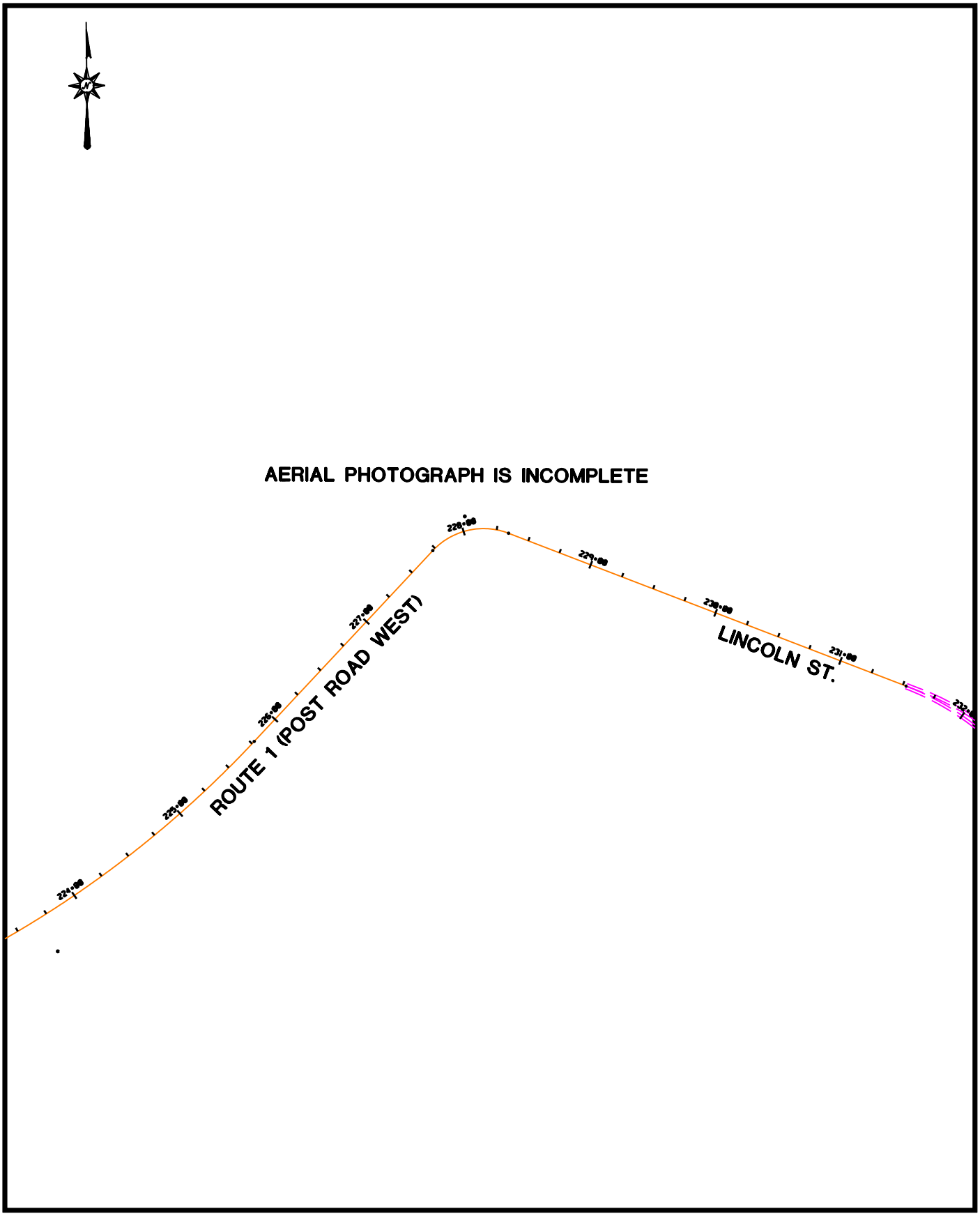
SIGNALIZED INTERSECTION #158-233
ROUTE 1 (POST RD. WEST) AT KINGS HWY. NORTH
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-3

BL Companies

CAD File: 158_TRPT05C1314 FIG WI03.dgn

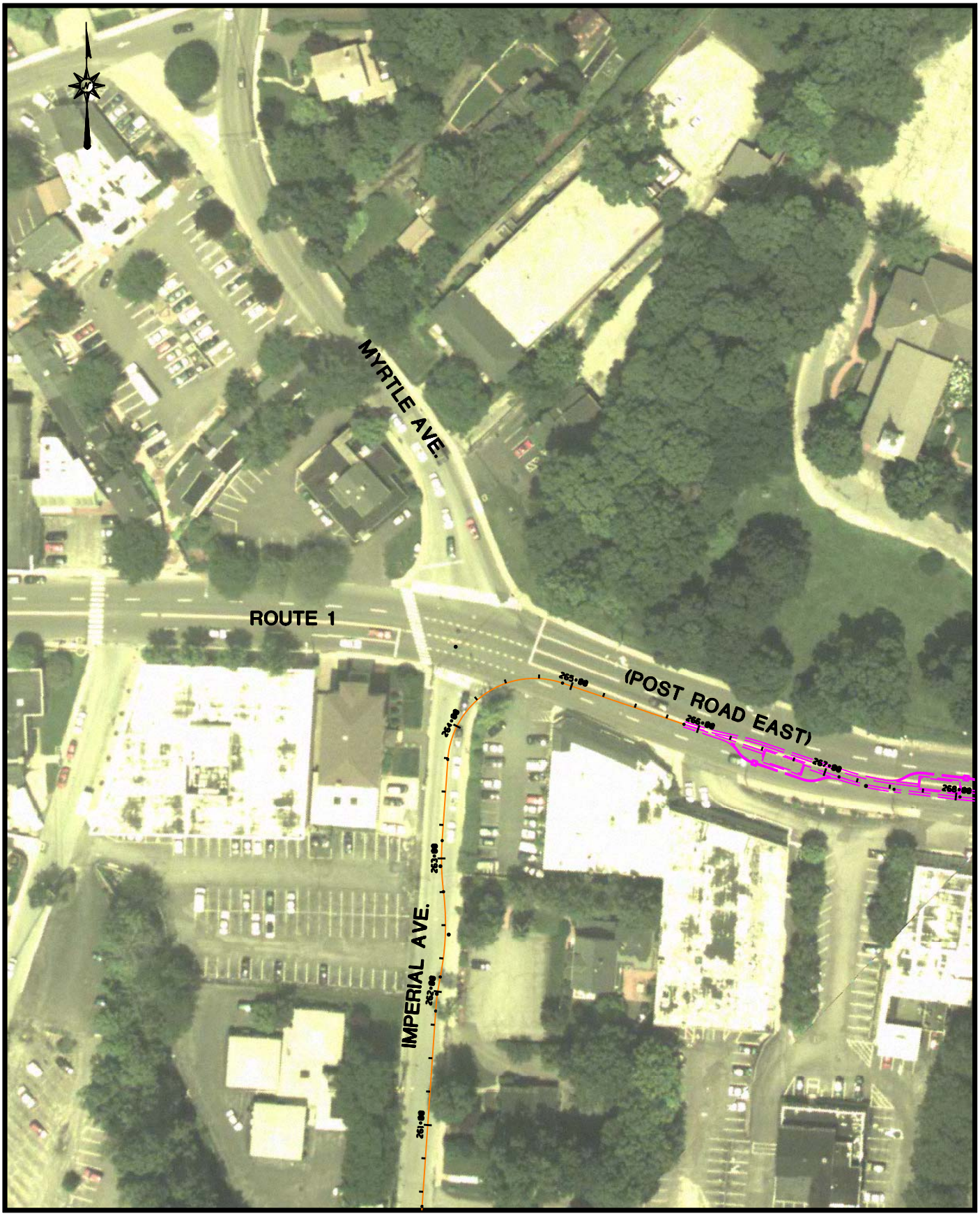


SIGNALIZED INTERSECTION #158-210
ROUTE 1 (POST RD. WEST) AT LINCOLN ST.
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-4

CAD File: 158_TRPT05C1314 FIG WI04.dgn



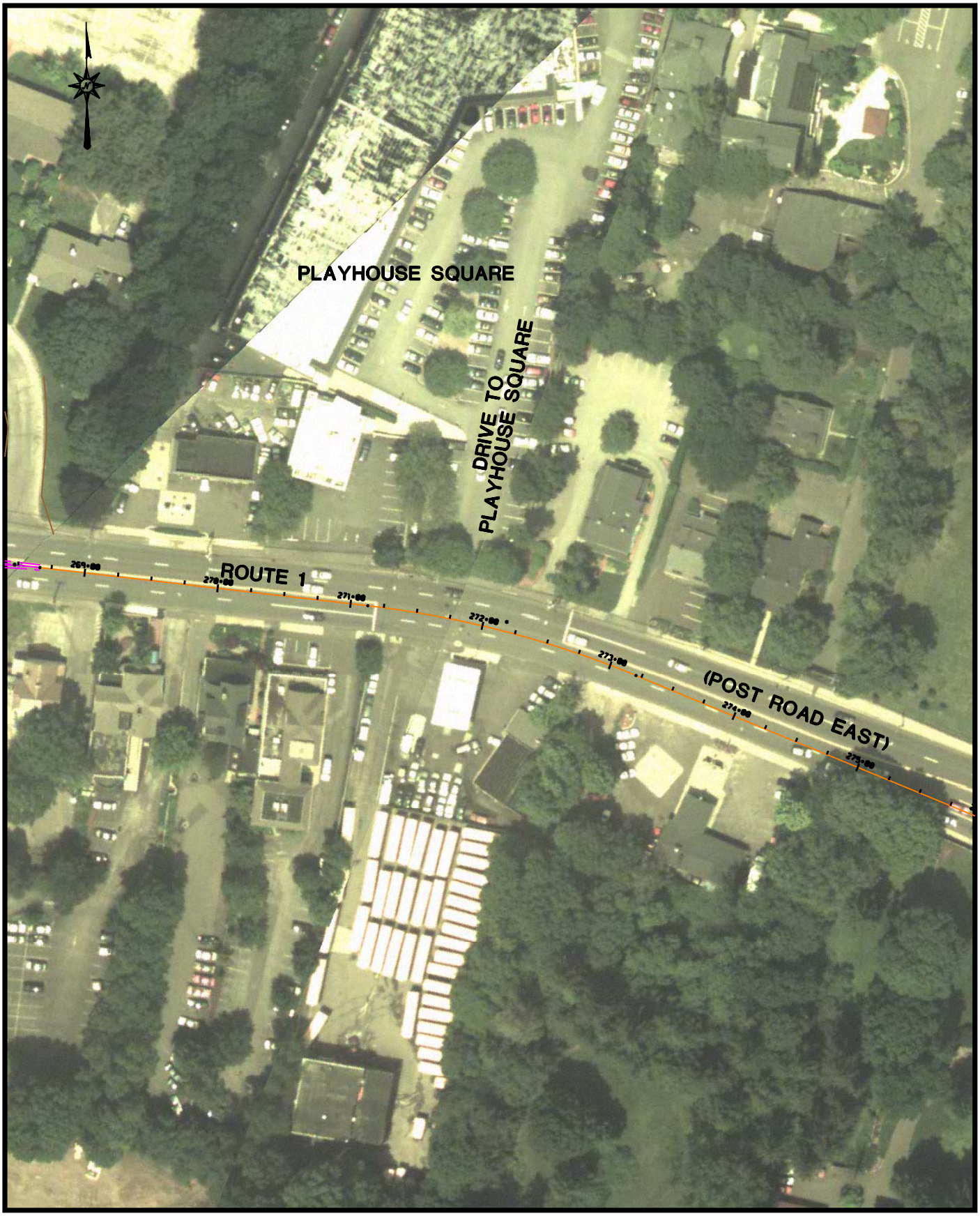
BL Companies

SIGNALIZED INTERSECTION #158-215
ROUTE 1 (POST RD. EAST) AT IMPERIAL AVE./MYRTLE AVE.
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-5

CAD File: 158_TRPT05C1314 FIG WI05.dgn



BL Companies

SIGNALIZED INTERSECTION #158-203
ROUTE 1 (POST RD. EAST) AT PLAYHOUSE SQUARE
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-6

CAD File: 158_TRPT05C1314 FIG WI06.dgn

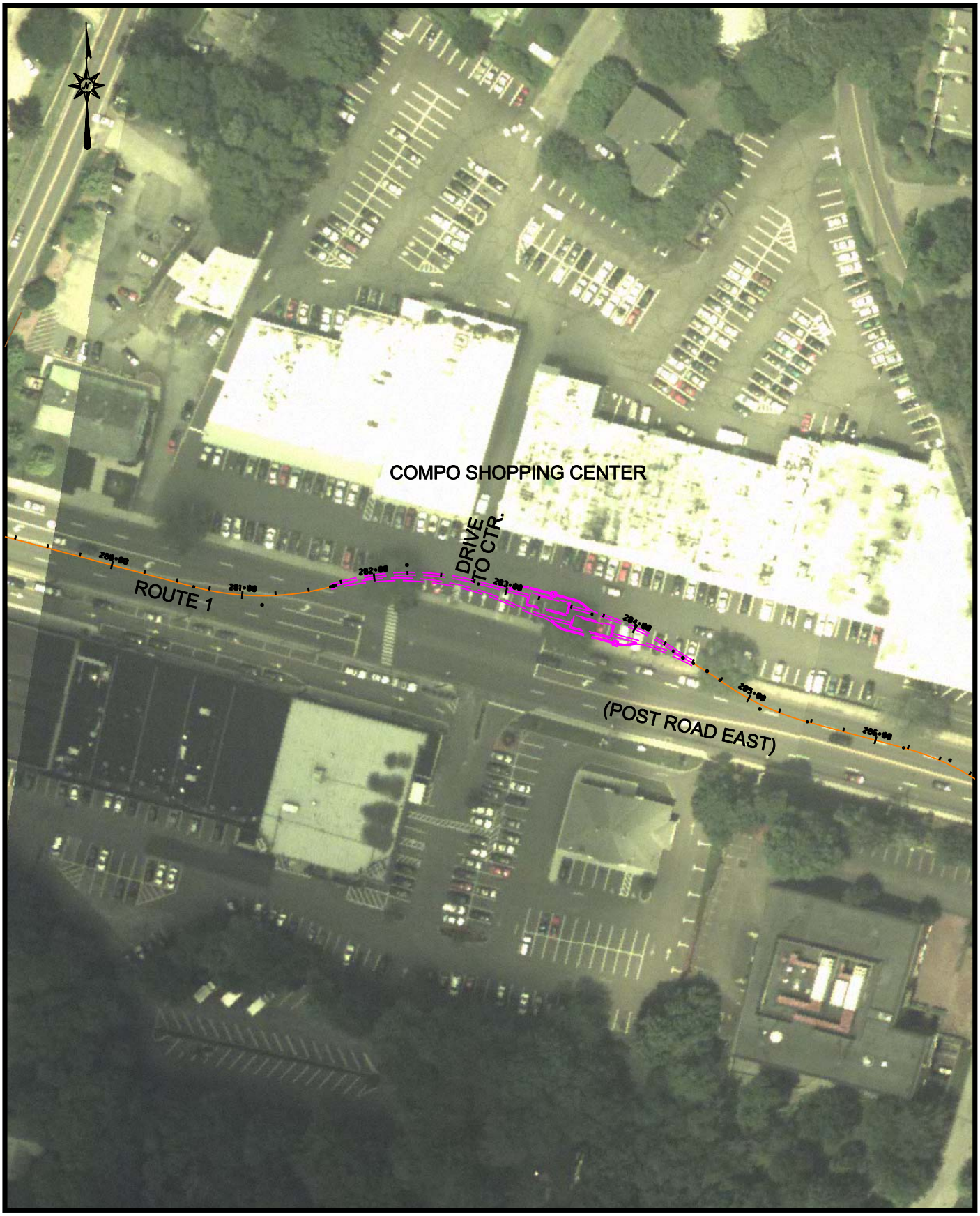
BL Companies

SIGNALIZED INTERSECTION #158-228
ROUTE 1 (POST RD. EAST) AT ROUTE 136
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-7

CAD File: 158_TRPT05C1314 FIG WI07.dgn

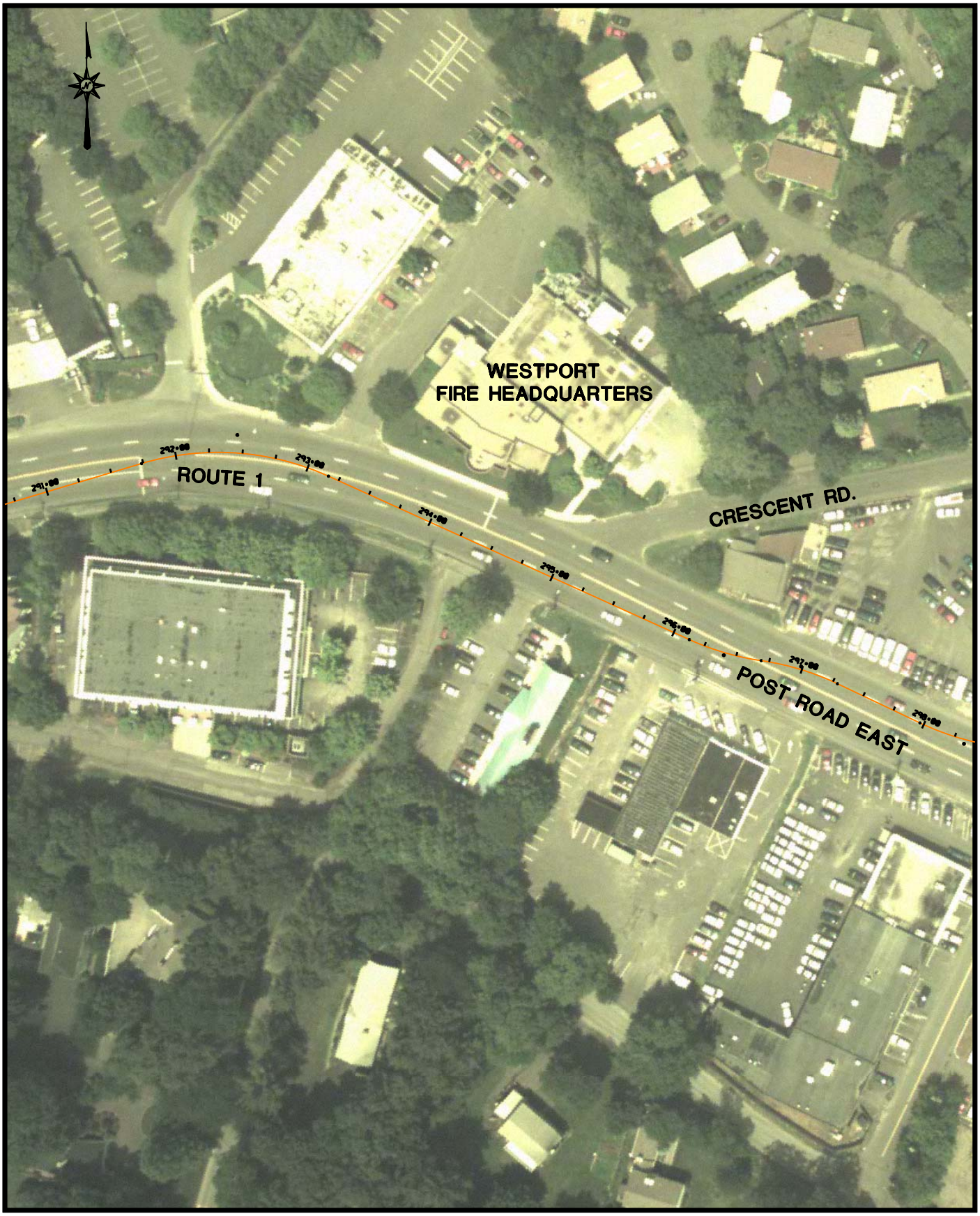


SIGNALIZED INTERSECTION #158-216
ROUTE 1 (POST RD. EAST) AT COMPO SHOPPING CENTER
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-8

CAD File: 158_TRPT05C1314 FIG WI08.dgn



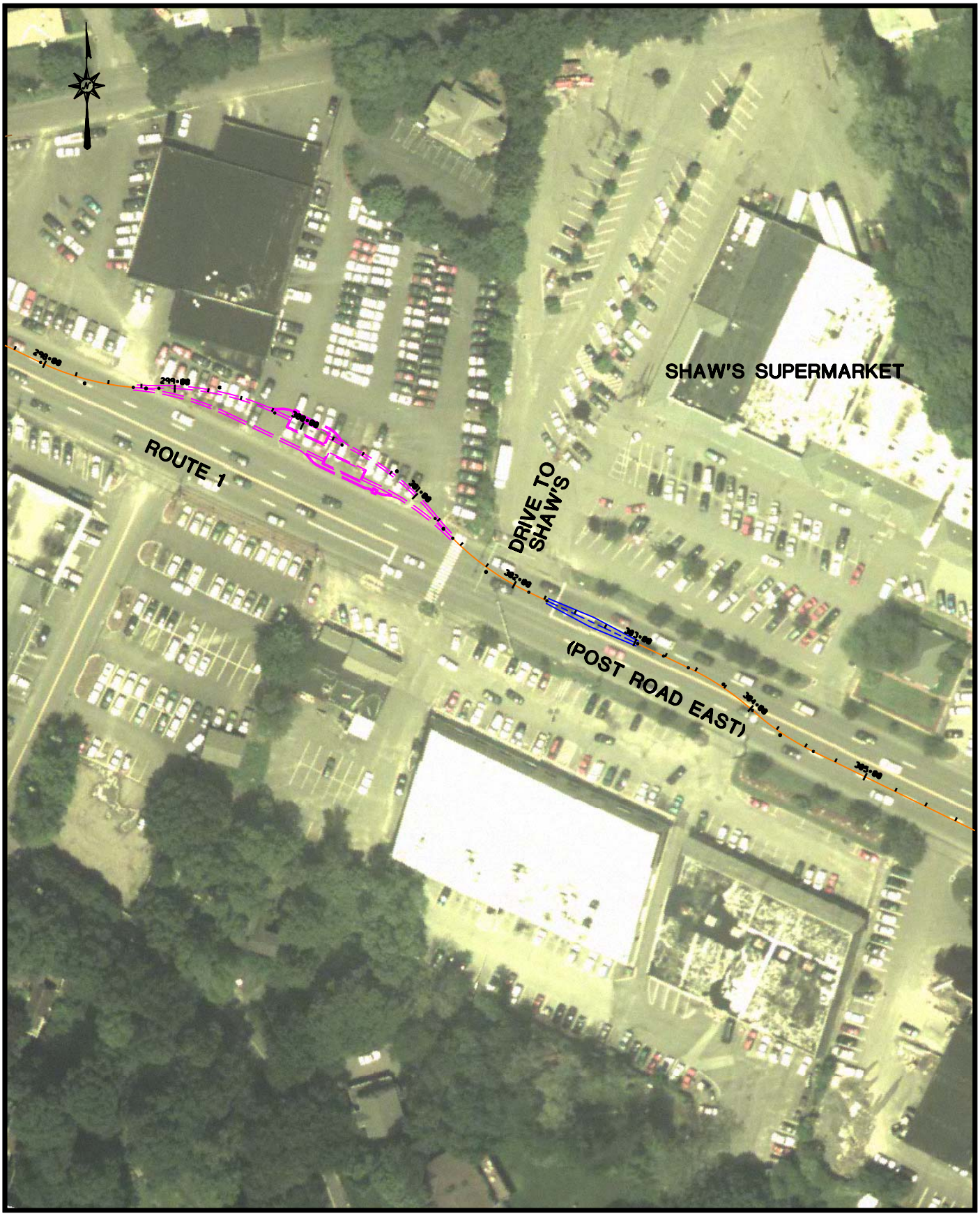
SIGNALIZED INTERSECTION #158-237
RTE. 1 (POST RD. E.) AT WESTPORT FIRE HEADQUARTERS
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-9

BL Companies

CAD File: 158_TRPT05C1314 FIG WI09.dgn



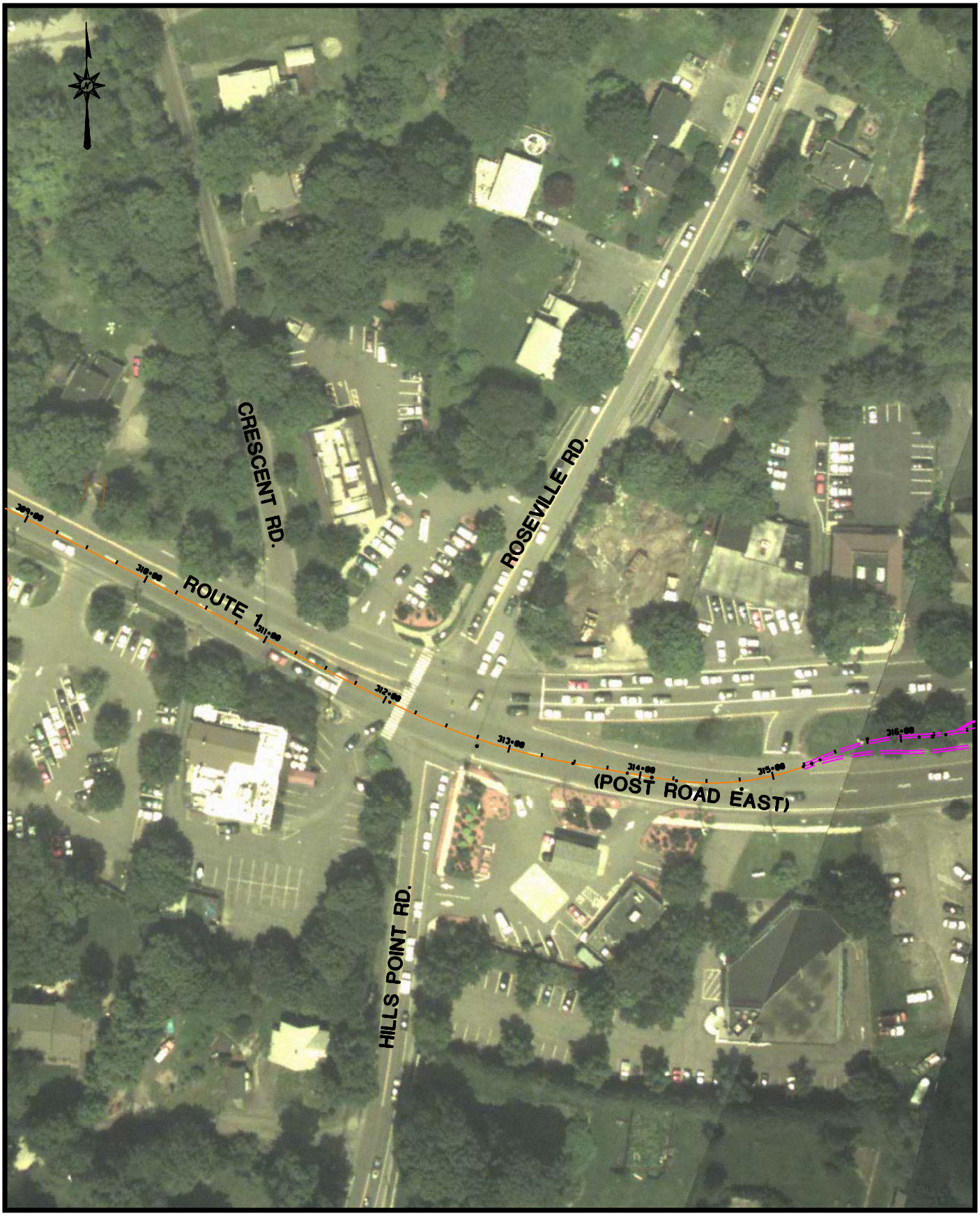
BL Companies

SIGNALIZED INTERSECTION #158-227
ROUTE 1 (POST RD. EAST) AT SHAW'S SUPERMARKET
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-10

CAD File: 158_TRPT05C1314 FIG WI10.dgn



SIGNALIZED INTERSECTION #158-217
RTE. 1 (POST RD. E.) AT HILLS POINT RD./ROSEVILLE RD.
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-11

BL Companies

CAD File: 158_TRPT05C1314 FIG WI11.dgn

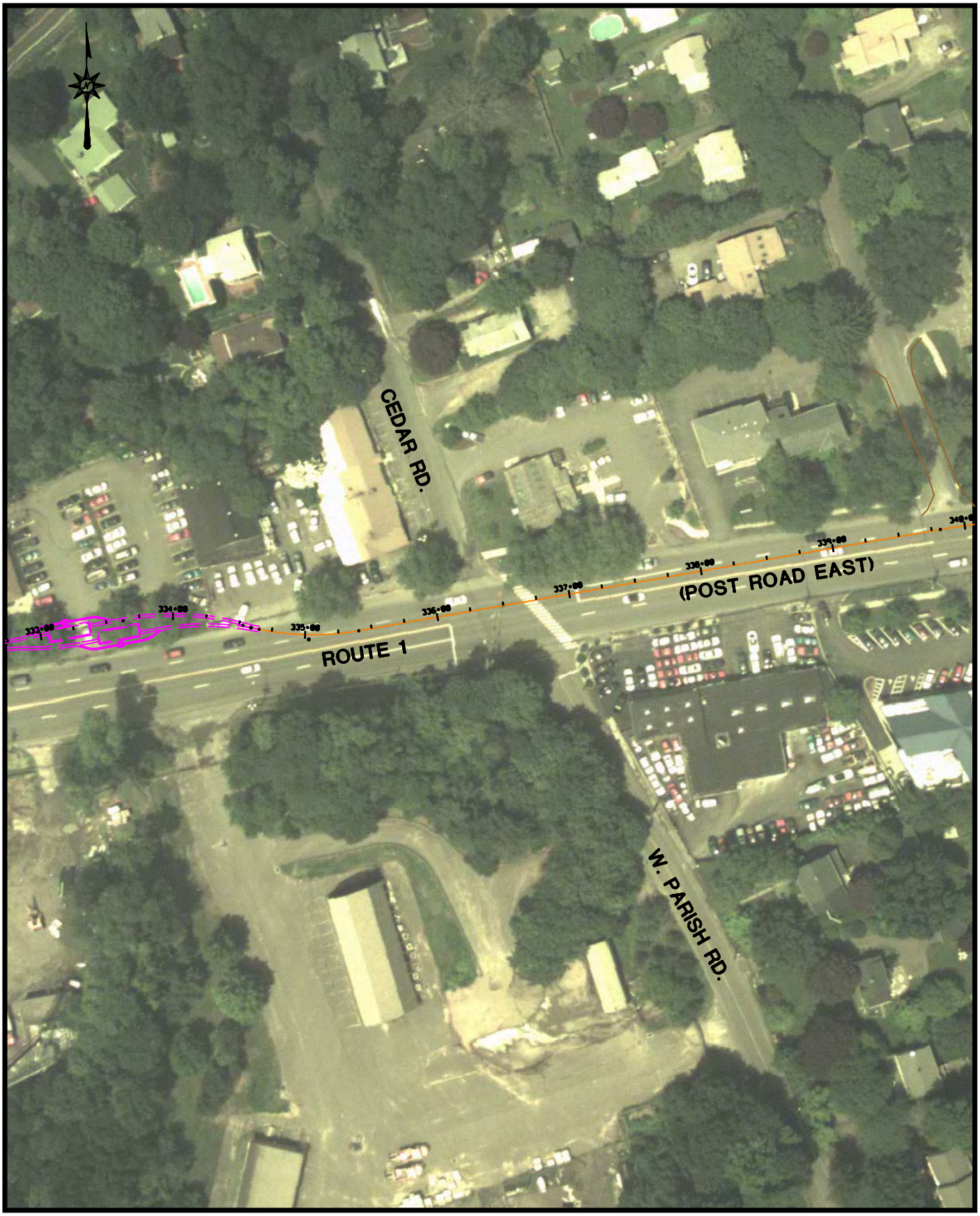
BL Companies

SIGNALIZED INTERSECTION #158-229
ROUTE 1 AT SHERWOOD ISLAND CONNECTOR (S.R. 476)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-12

CAD File: 158_TRPT05C1314 FIG WI12.dgn



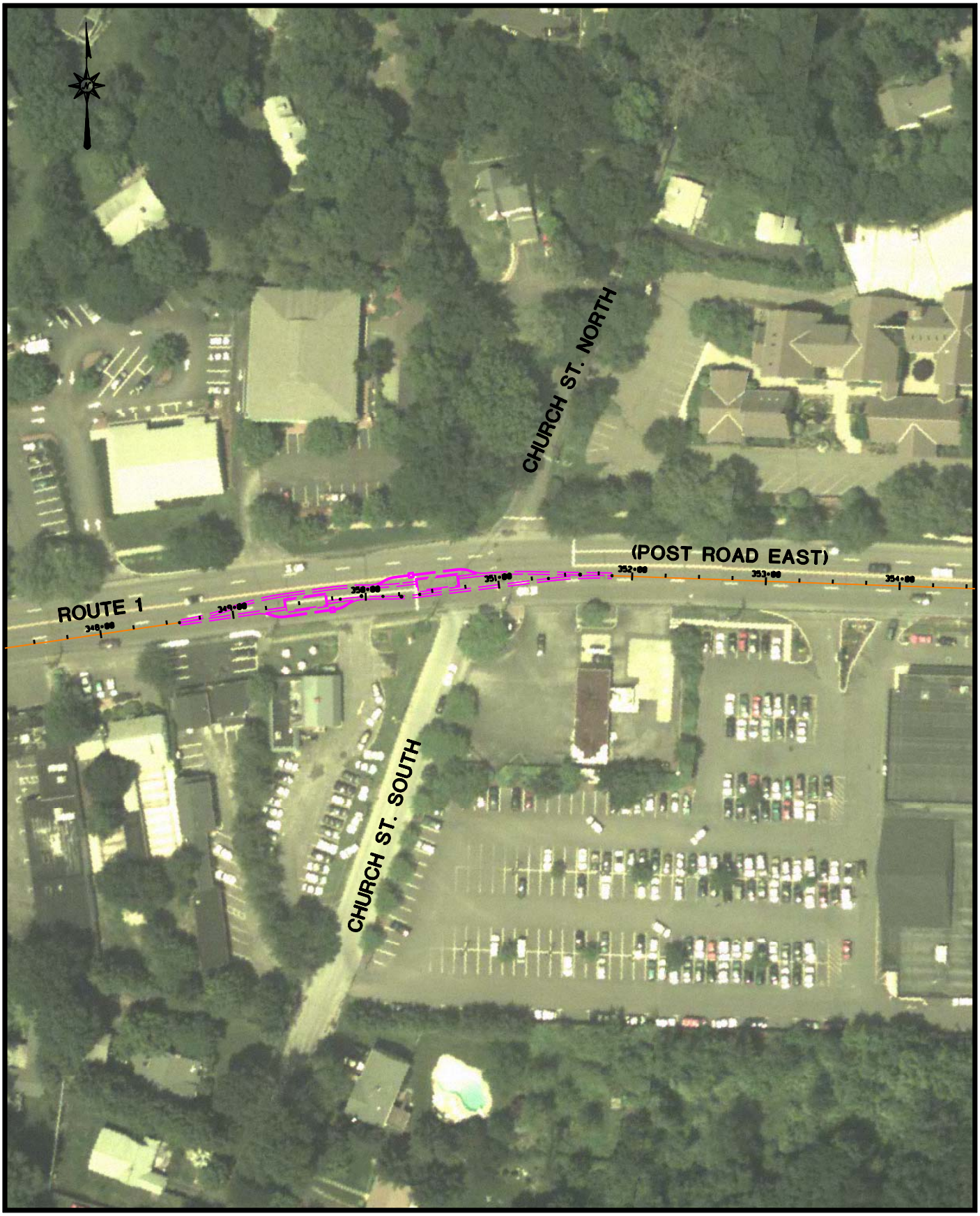
SIGNALIZED INTERSECTION #158-218
ROUTE 1 (POST RD. EAST) AT CEDAR RD./W. PARISH RD.
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-13

BL Companies

CAD File: 158_TRPT05C1314 FIG WI13.dgn



SIGNALIZED INTERSECTION #158-238
ROUTE 1 (POST RD. E.) AT CHURCH ST. N./CHURCH ST. S.
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-14

BL Companies

CAD File: 158_TRPT05C1314 FIG WI14.dgn

SIGNALIZED INTERSECTION #158-219
ROUTE 1 (POST RD. E.) AND MORNINGSIDE DR. N. AND S.
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-15

BL Companies

CAD File: 158_TRPT05C1314 FIG WI15.dgn

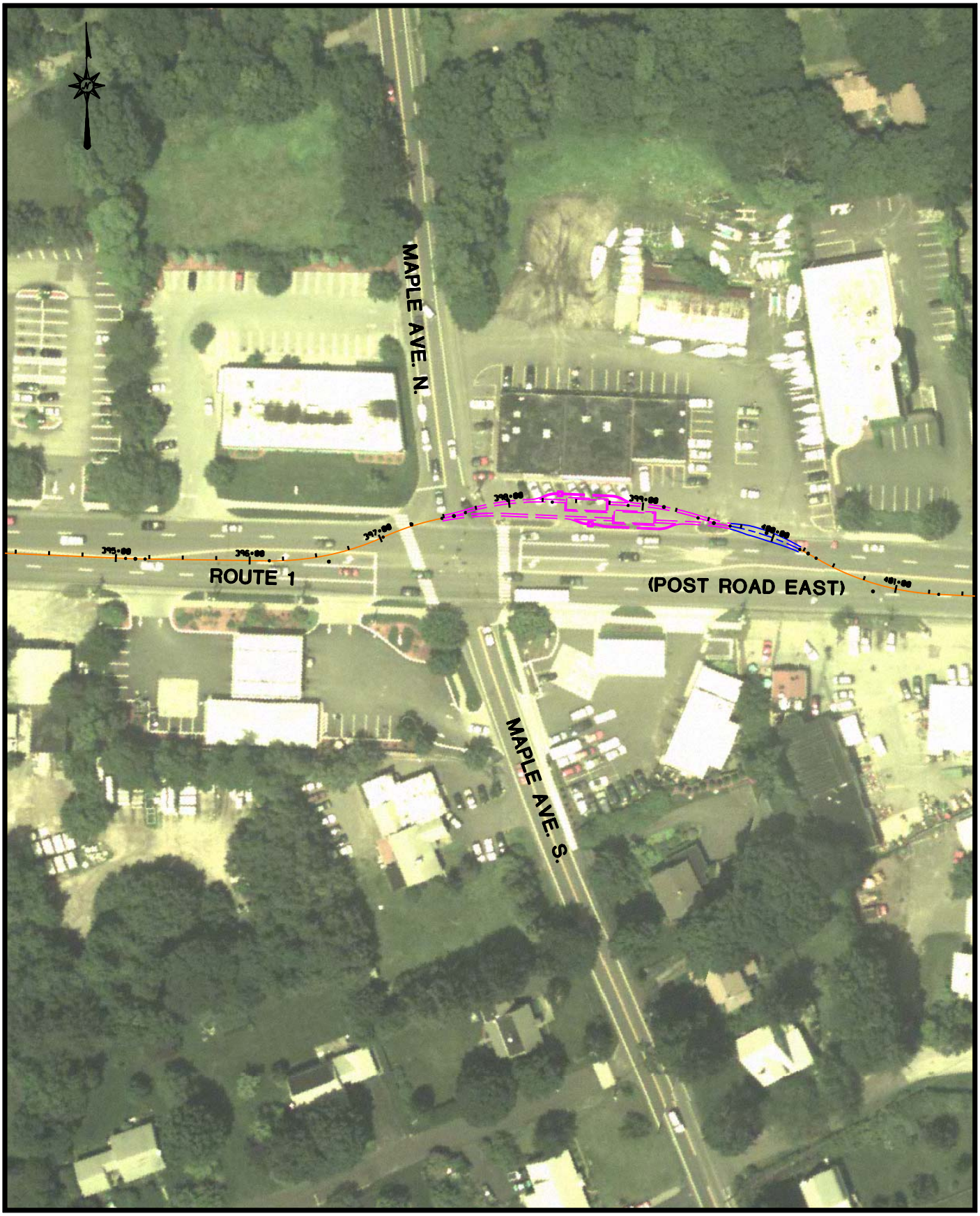
SIGNALIZED INTERSECTION #158-220
ROUTE 1 (POST RD. EAST) AT TURKEY HILL RD. N. AND S.
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-16

BL Companies

CAD File: 158_TRPT05C1314 FIG WI16.dgn



BL Companies

SIGNALIZED INTERSECTION #158-221
ROUTE 1 (POST RD. EAST) AT MAPLE AVE. N. AND S.
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-17

CAD File: 158_TRPT05C1314 FIG WI17.dgn

SIGNALIZED INTERSECTION #158-222
ROUTE 1 (POST RD. EAST) AT BULKLEY AVE. N. AND S.
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WI-18

CAD File: 158_TRPT05C1314 FIG WI18.dgn

APPENDIX V

TOWN OF WESTPORT
SELECTED ORDINANCES

Town of Westport, CT

Chapter 85: NOISE

[HISTORY: Adopted by the Representative Town Meeting of the Town of Westport: Art. I, 11-28-1956, effective 1-5-1957. Amendments noted where applicable.]

GENERAL REFERENCES
Police Department — See Chapter 19 of the Charter.
Zoning — See Ch. 150.

ARTICLE I Construction and Repair Work [Adopted 11-28-1956, effective 1-5-1957; amended in its entirety 10-7-2003, effective 10-17-2003]

§ 85-1. Excessive noise prohibited during certain hours.

Except in cases of emergency, construction or repair work that is accompanied by noise shall be prohibited within the Town of Westport between the hours of 8:00 p.m. and 7:00 a.m. on weekdays and 8:00 a.m. on Saturday, Sunday and legal holidays.

§ 85-2. Authority to perform prohibited work during emergencies.

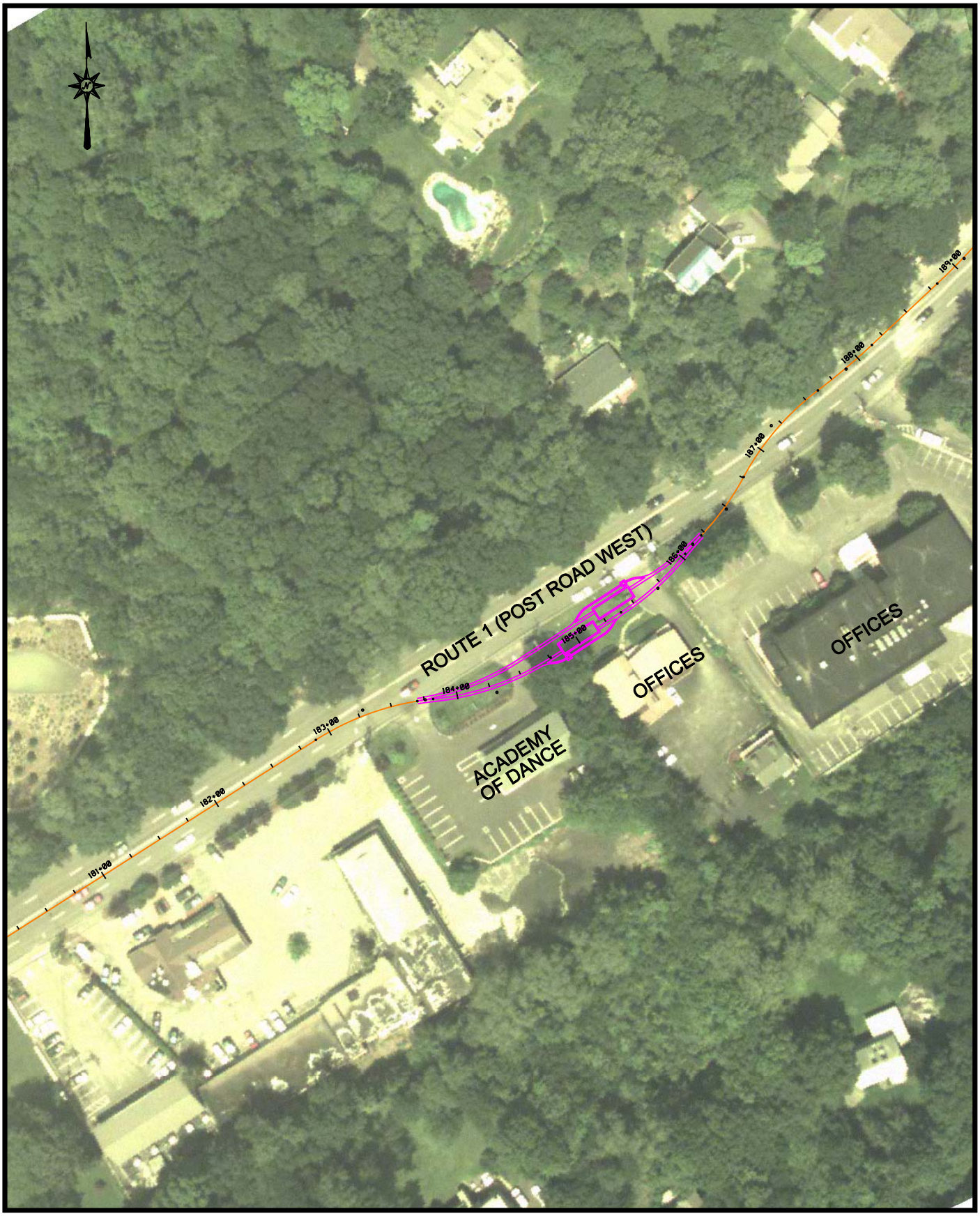
Any person, firm or corporation may apply to the Chief of Police or, in his or her absence, to the Acting Chief of Police for permission to perform such prohibited work in the event of emergency. The Chief of Police or such Acting Chief of Police shall have the power and authority to determine whether an emergency exists and to grant such permission.

§ 85-3. Violations and penalties.

Any person, firm or corporation violating any provision of this article shall be fined not more than $99 for each offense.

APPENDIX VI

VAULT LOCATIONS
AERIAL PHOTOGRAPHS
(WESTPORT)



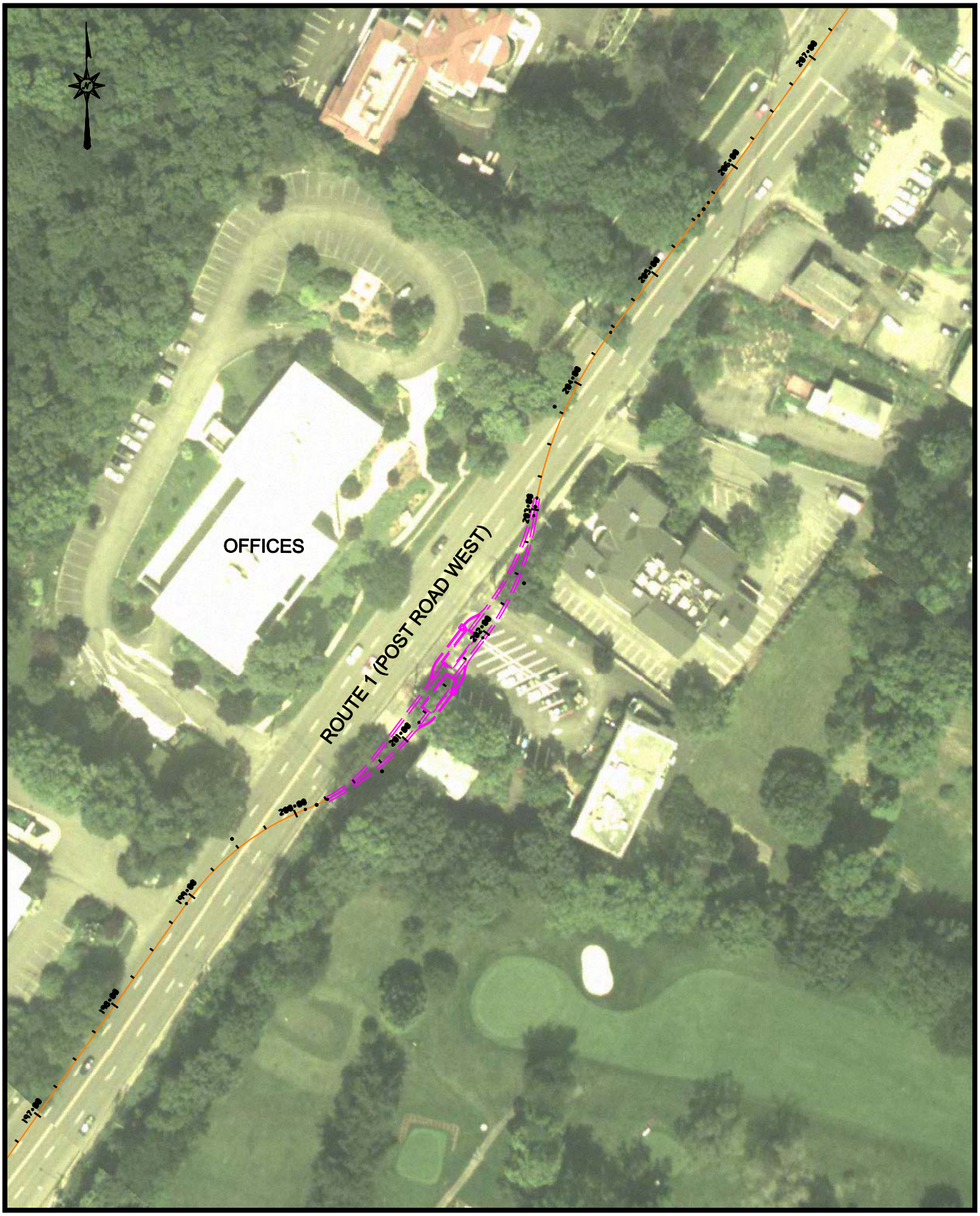
BL Companies

VAULTS 7511 AND 6411
ROUTE 1 (POST ROAD WEST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-1

CAD File: 158_TRPT05C1314 FIG WV01.dgn



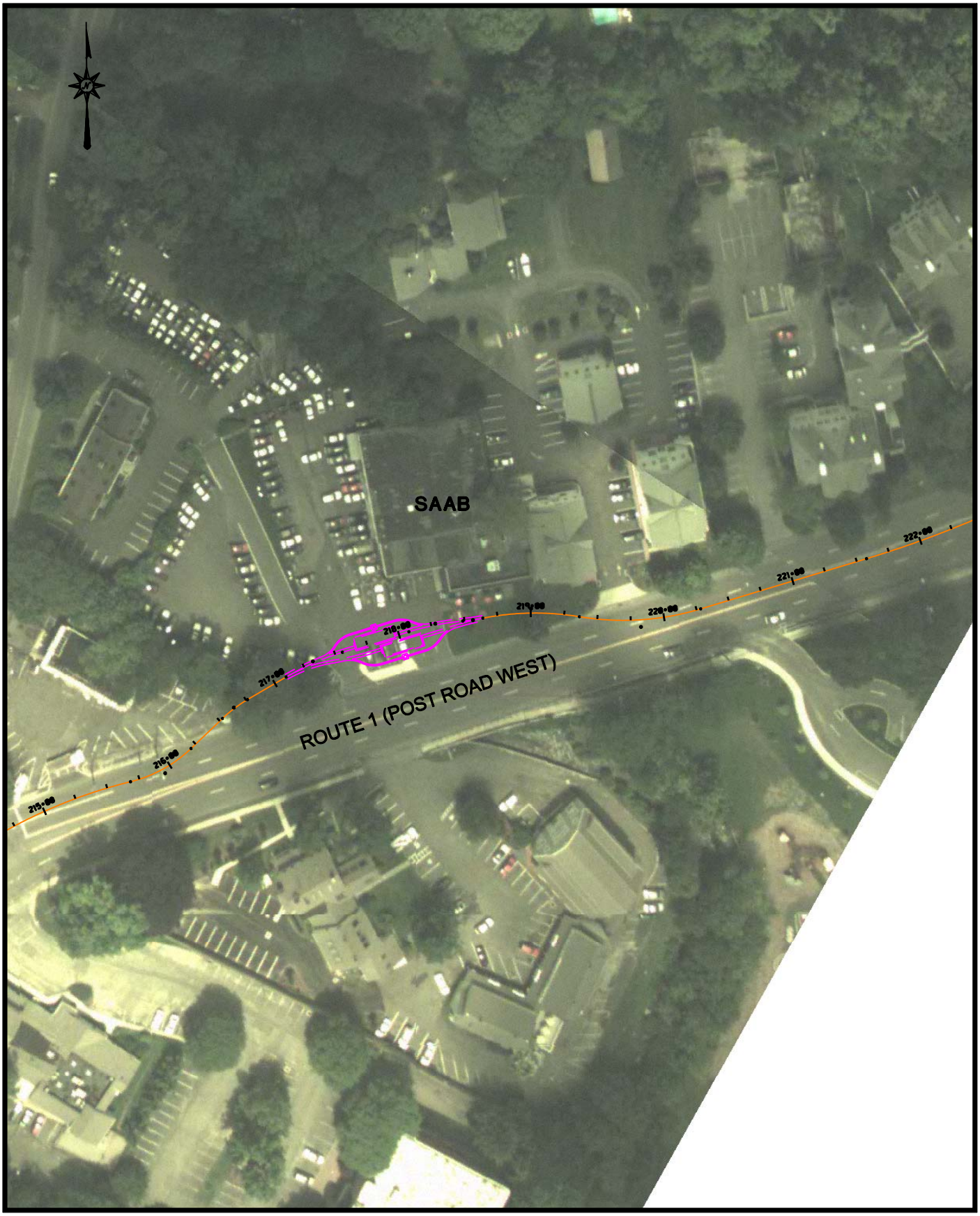
BL Companies

VAULTS 7512 AND 6412
ROUTE 1 (POST ROAD WEST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-2

CAD File: 158_TRPT05C1314 FIG WV02.dgn



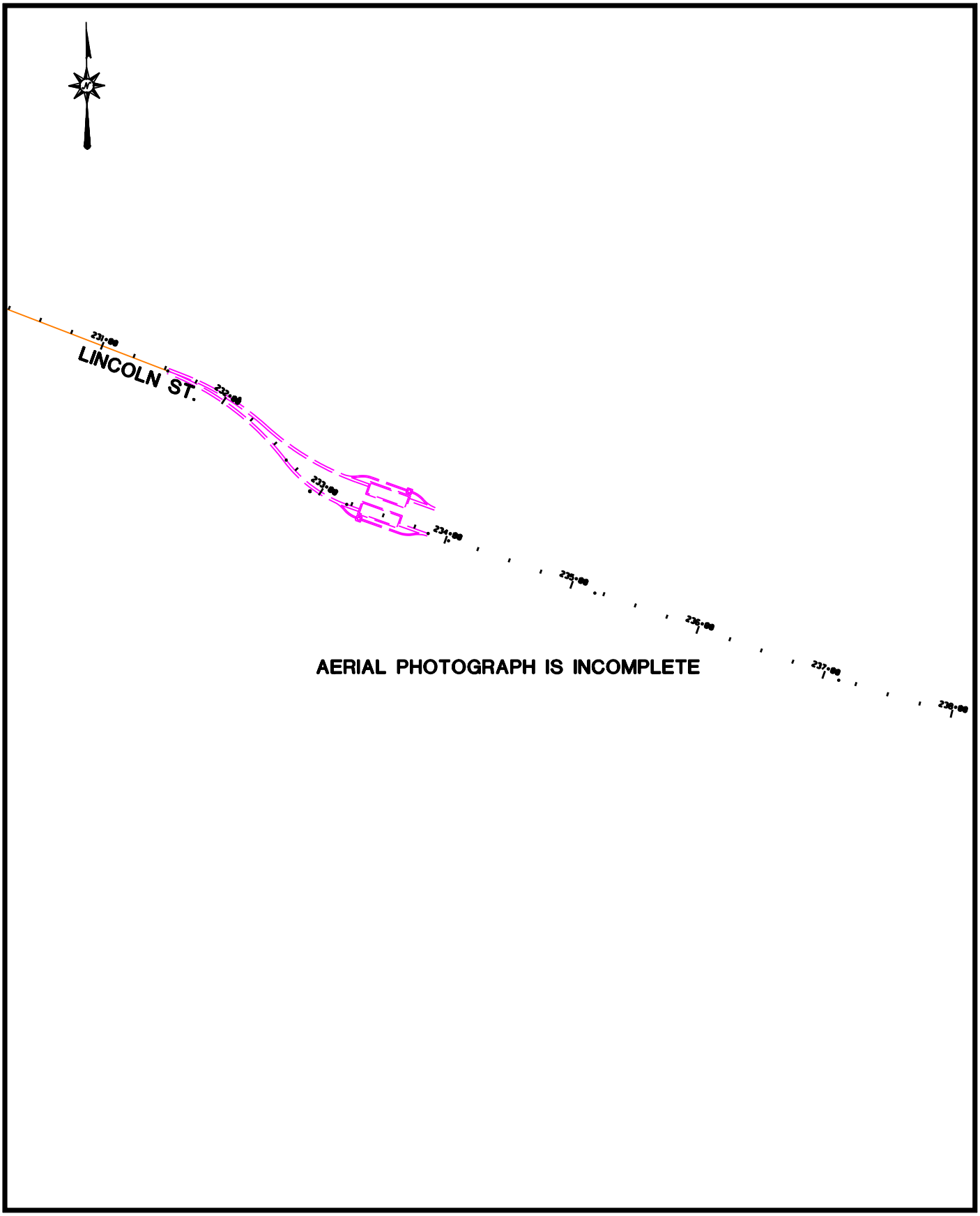
BL Companies

VAULTS 7513 AND 6413
ROUTE 1 (POST ROAD WEST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-3

CAD File: 158_TRPT05C1314 FIG WV03.dgn



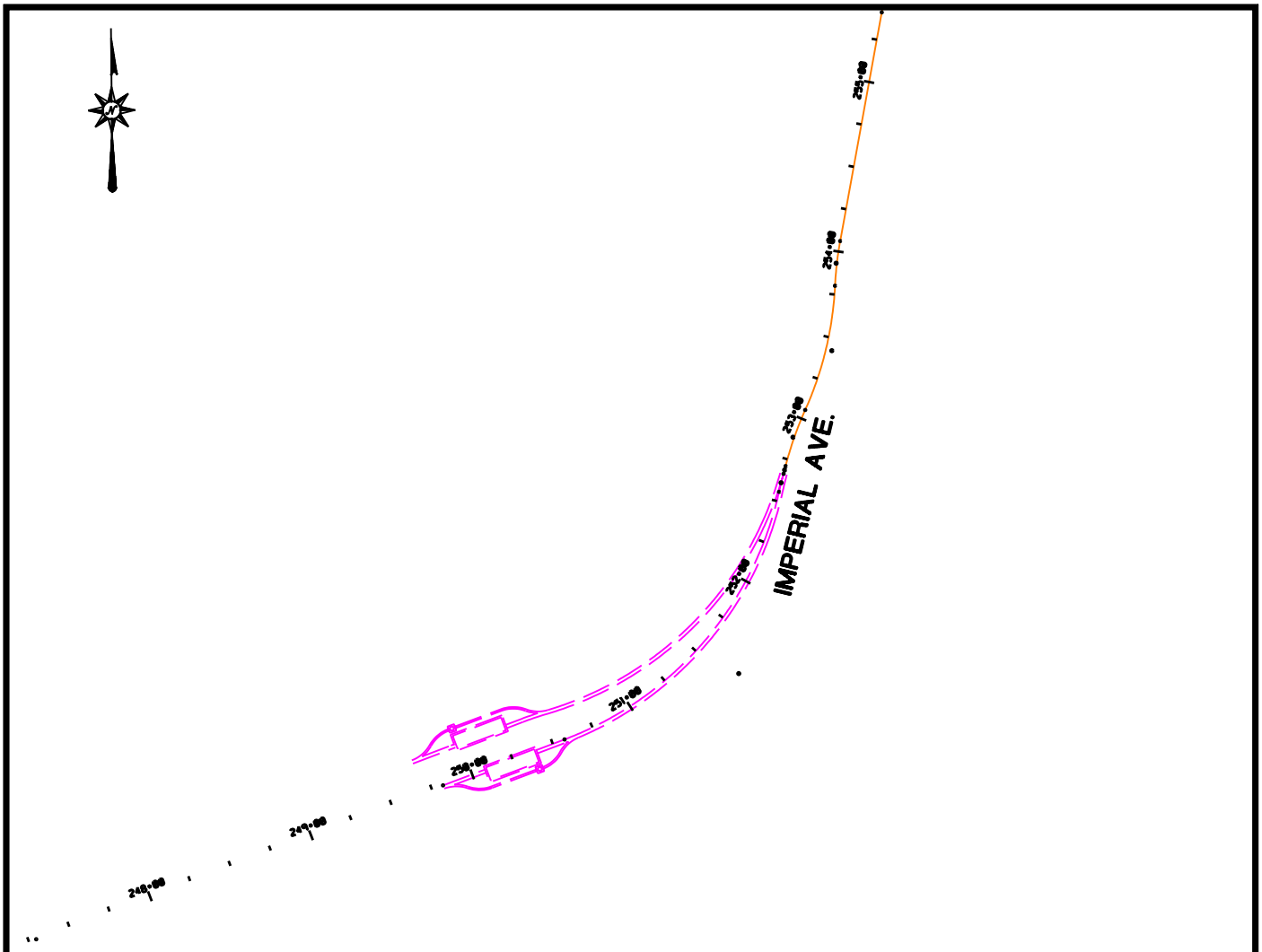
BL Companies

VAULTS 7514 AND 6414
LINCOLN STREET
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-4

CAD File: 158_TRPT05C1314 FIG WV04.dgn



VAULTS 7515 AND 6415
IMPERIAL AVENUE
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-5

BL Companies

CAD File: 158_TRPT05C1314 FIG WV05.dgn

BL Companies

VAULTS 7516 AND 6416
ROUTE 1 (POST ROAD EAST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-6

CAD File: 158_TRPT05C1314 FIG WV06.dgn

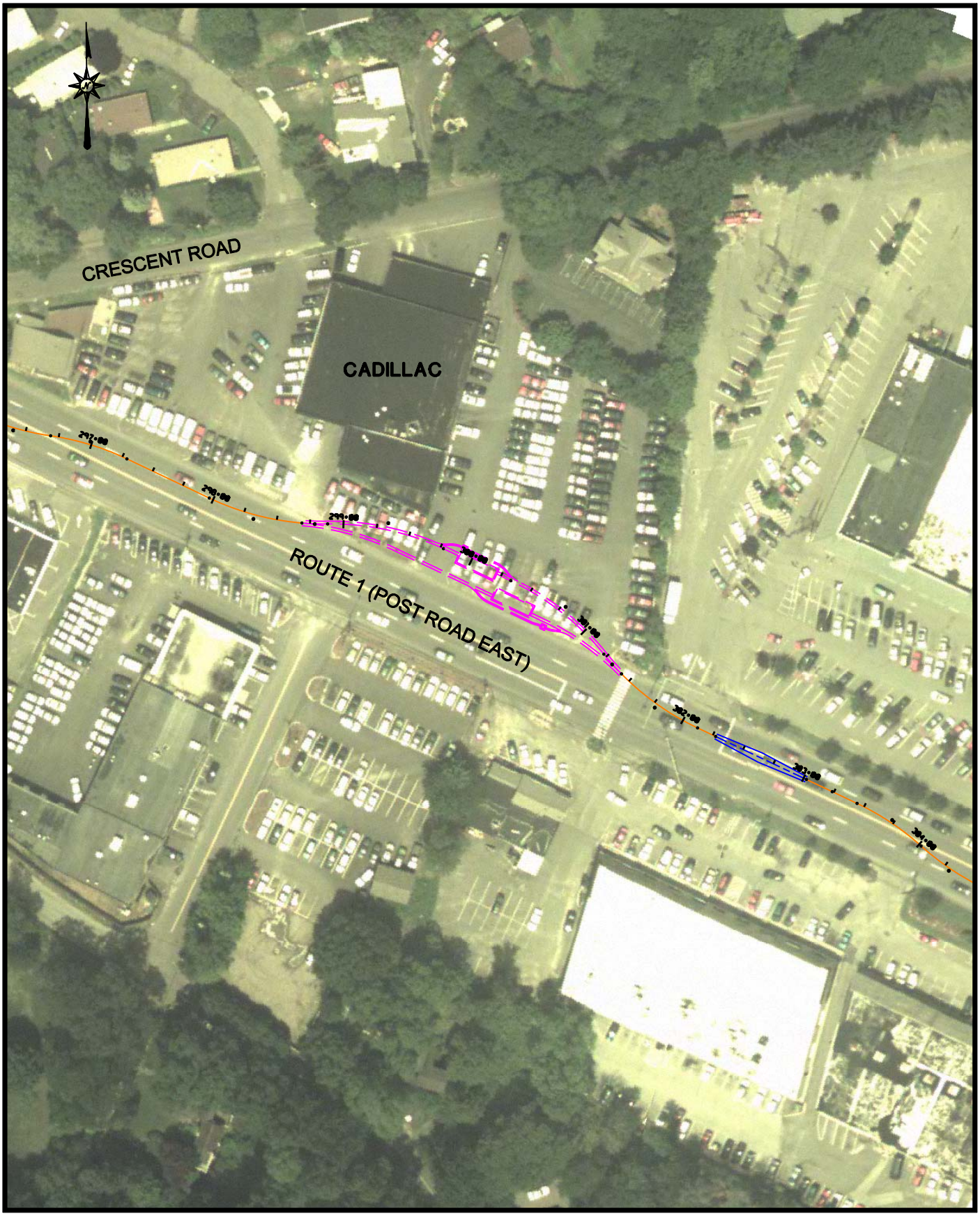
BL Companies

VAULTS 7517 AND 6417
ROUTE 1 (POST ROAD EAST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-7

CAD File: 158_TRPT05C1314 FIG WV07.dgn



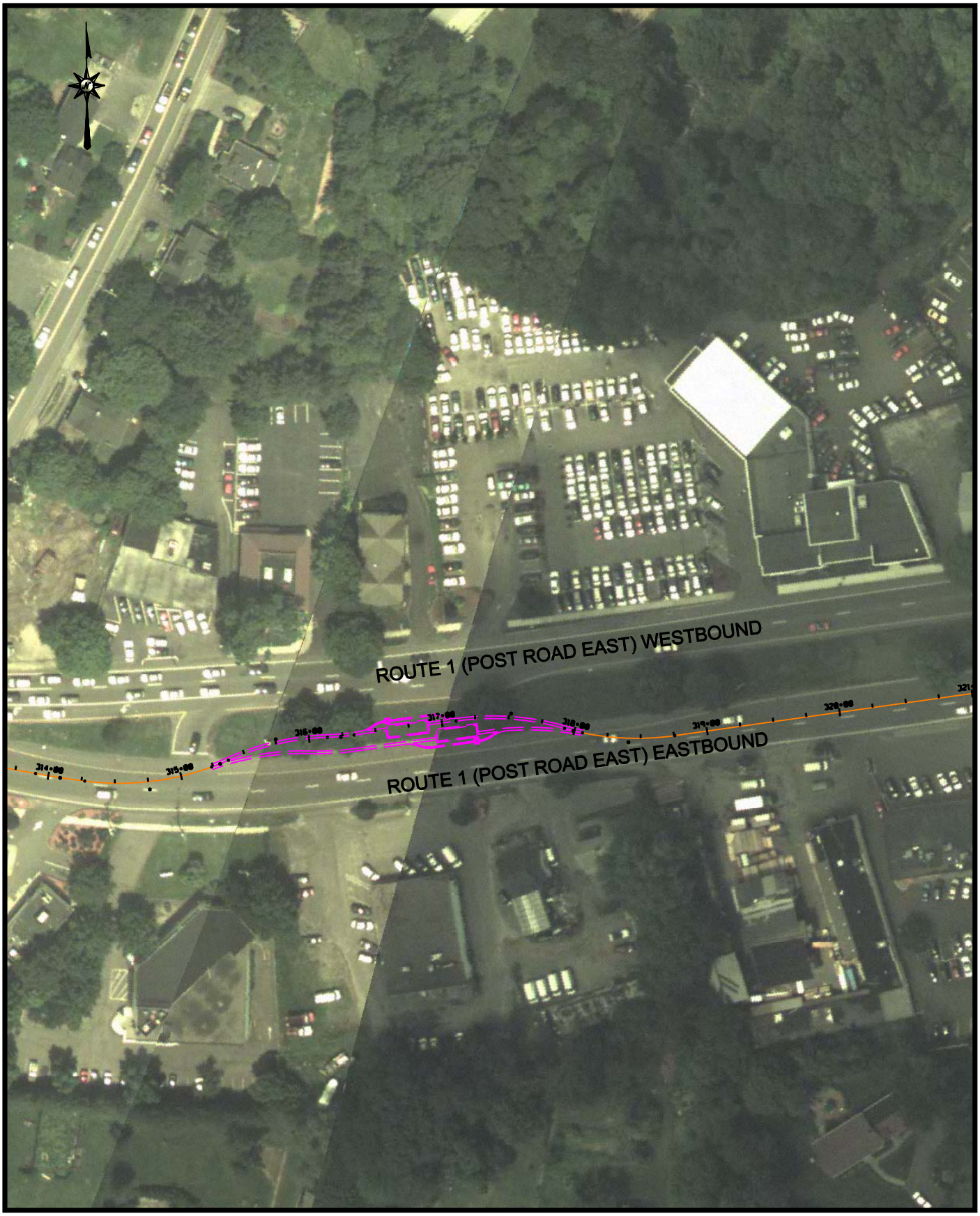
BL Companies

VAULTS 7518 AND 6418
ROUTE 1 (POST ROAD EAST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-8

CAD File: 158_TRPT05C1314 FIG WV08.dgn



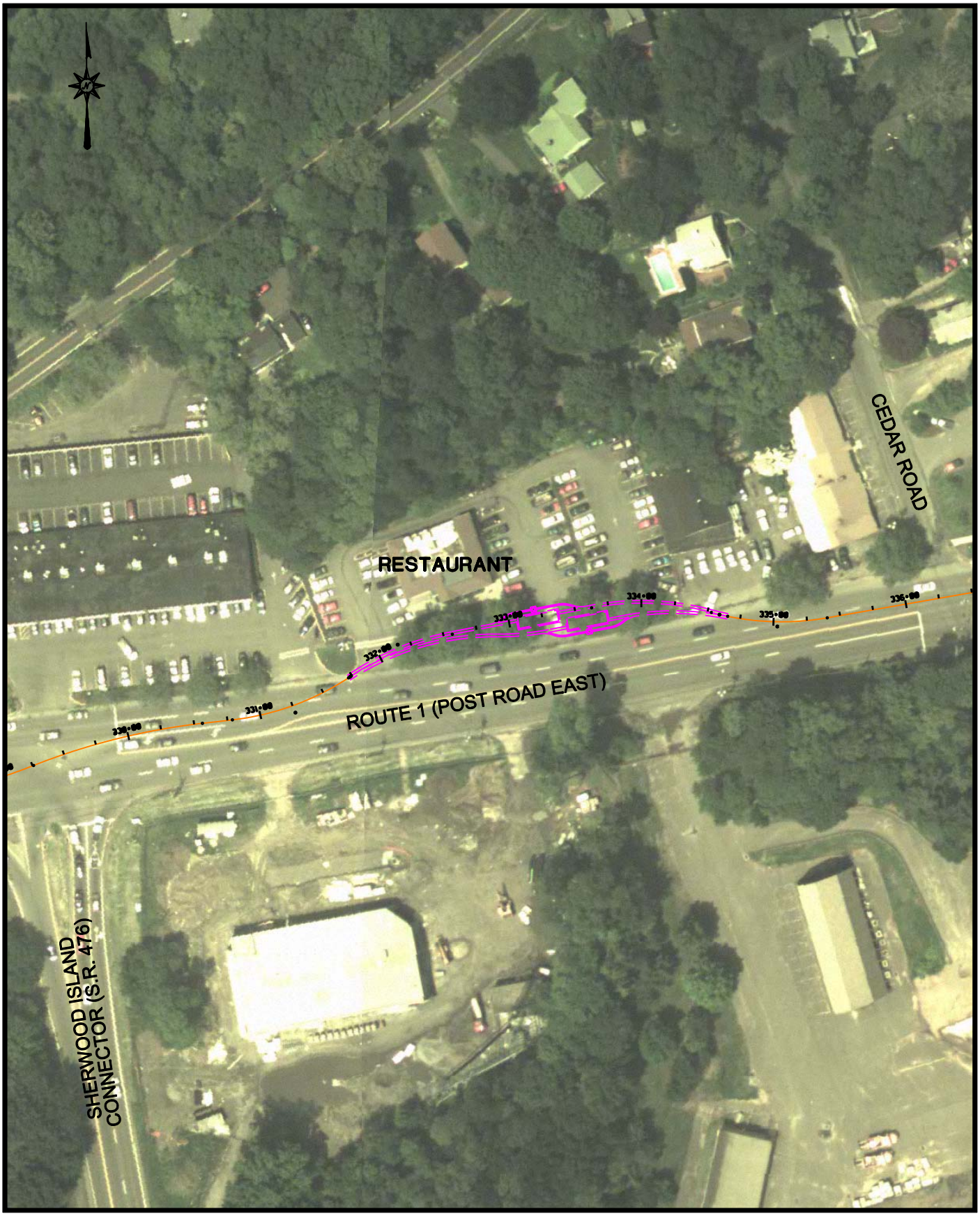
BL Companies

VAULTS 7519 AND 6419
ROUTE 1 (POST ROAD EAST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-9

CAD File: 158_TRPT05C1314 FIG WV09.dgn



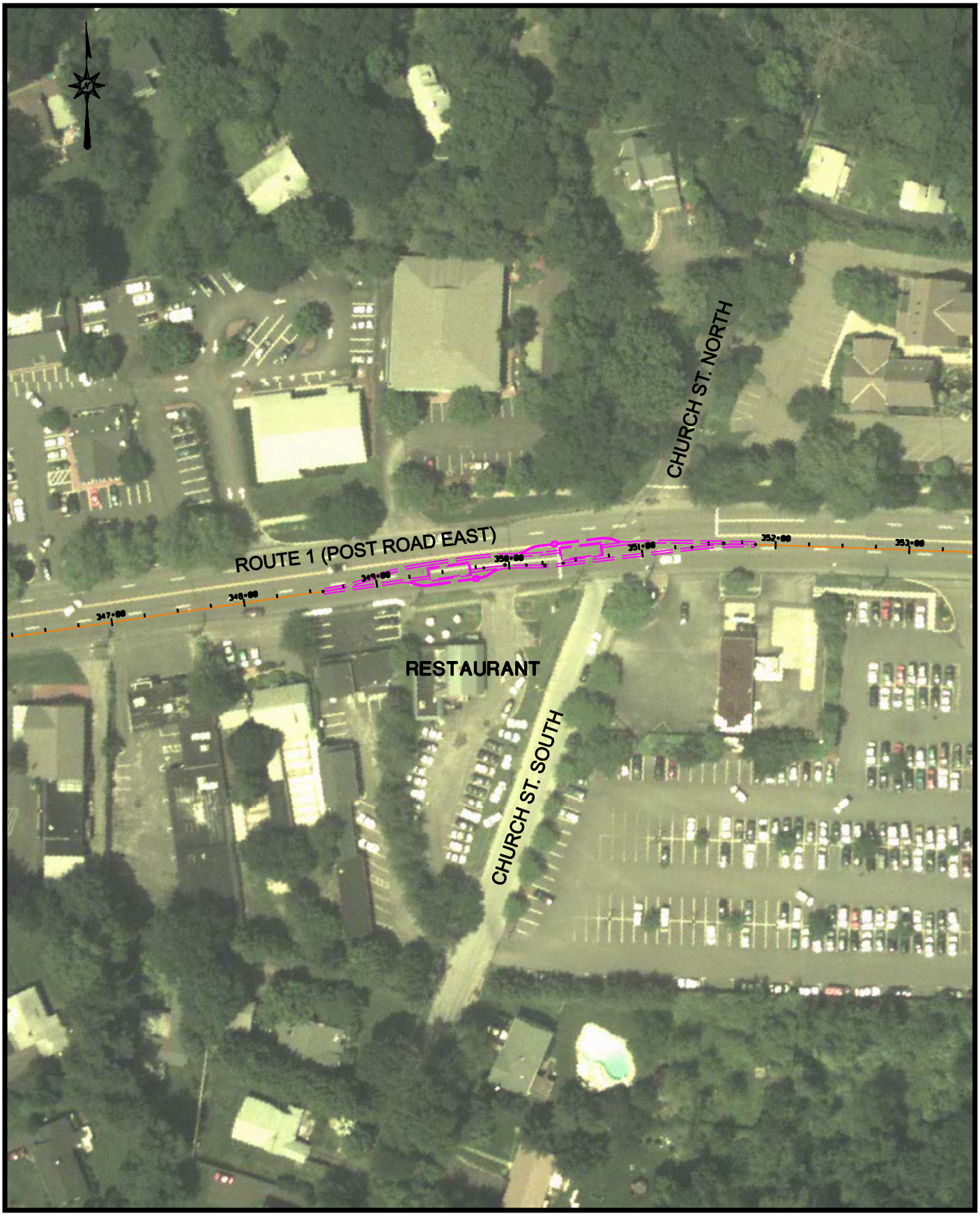
BL Companies

VAULTS 7520 AND 6420
ROUTE 1 (POST ROAD EAST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-10

CAD File: 158_TRPT05C1314 FIG WV10.dgn



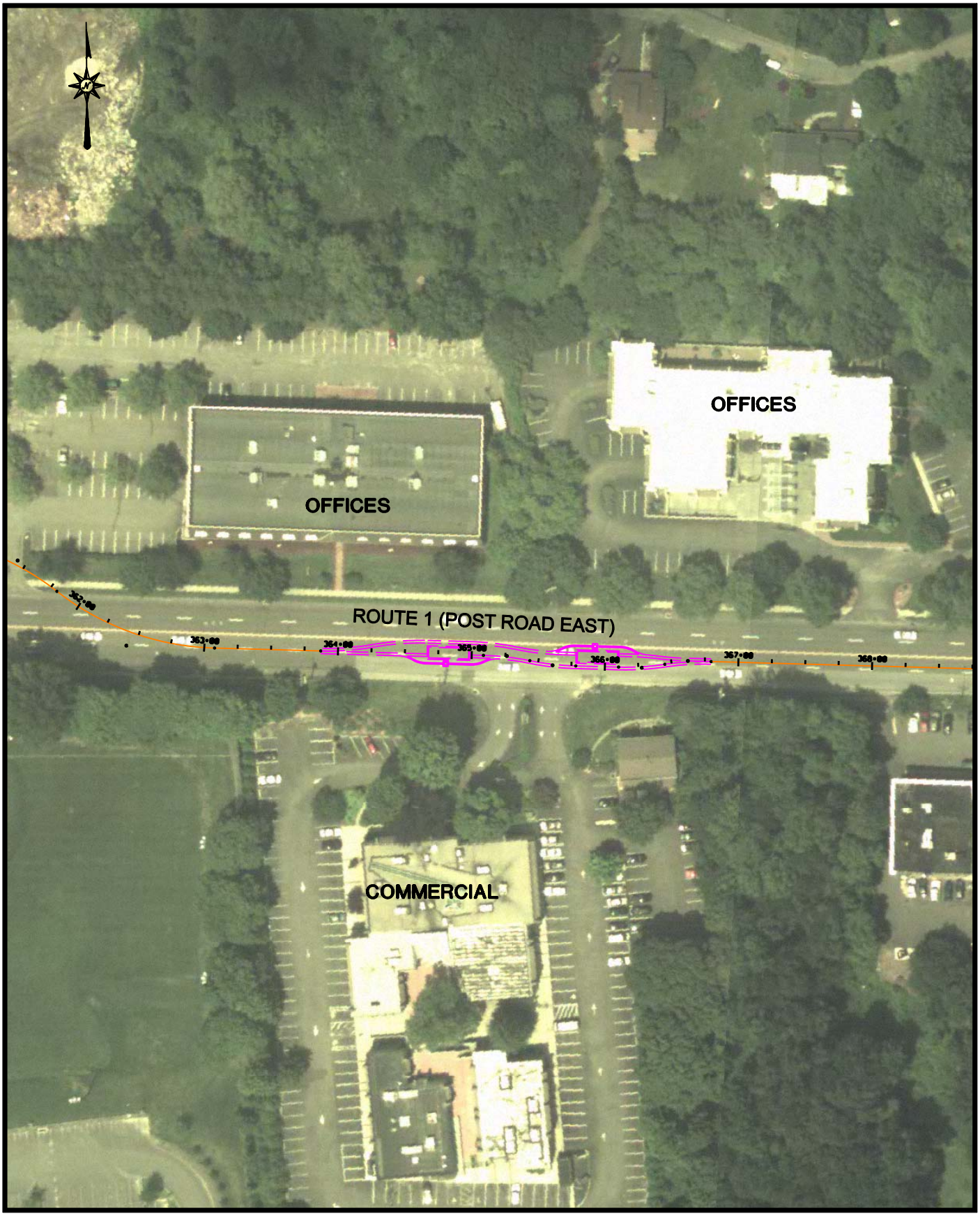
BL Companies

VAULTS 7521 AND 6421
ROUTE 1 (POST ROAD EAST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-11

CAD File: 158_TRPT05C1314 FIG WV11.dgn



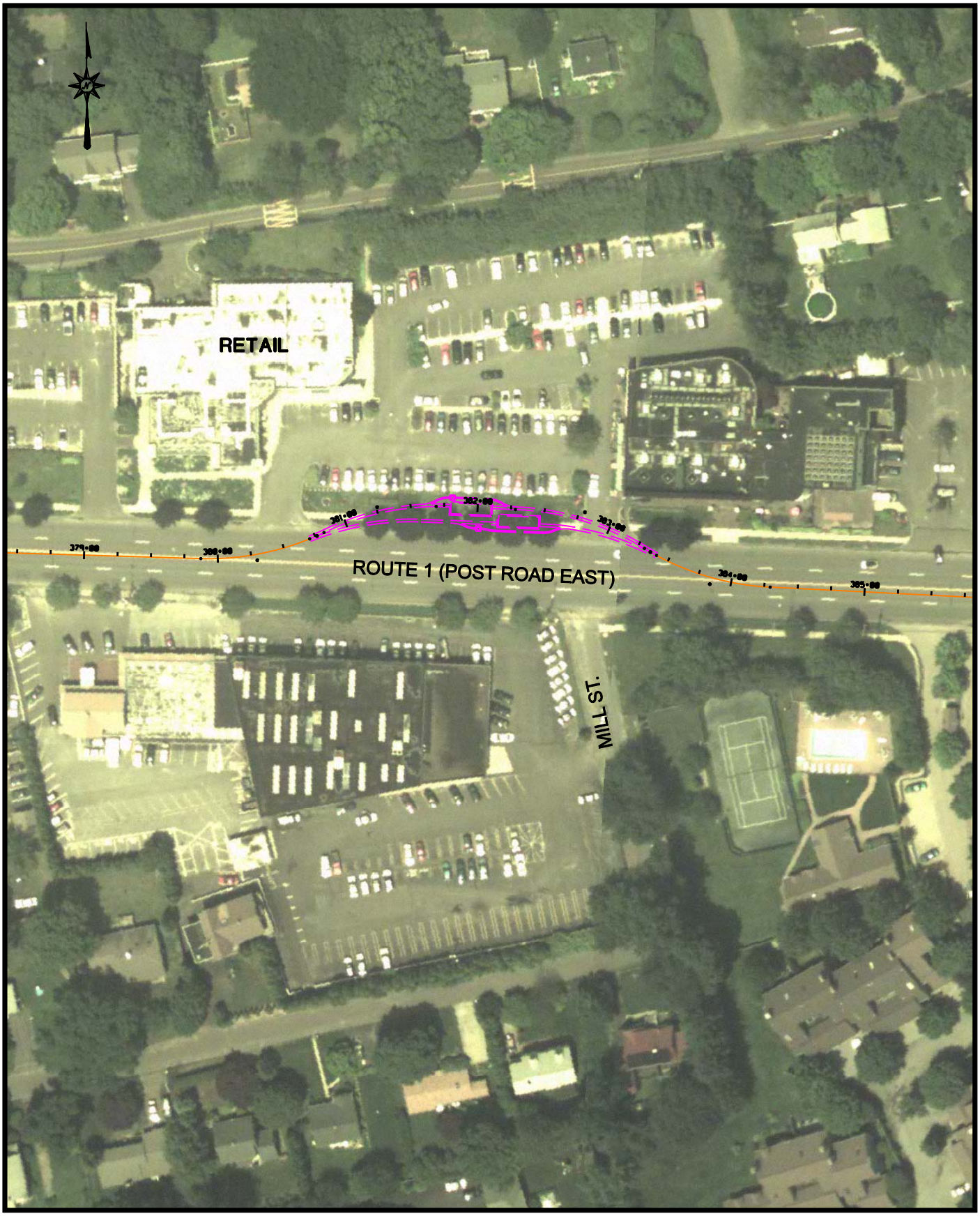
BL Companies

VAULTS 7522 AND 6422
ROUTE 1 (POST ROAD EAST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-12

CAD File: 158_TRPT05C1314 FIG WV12.dgn



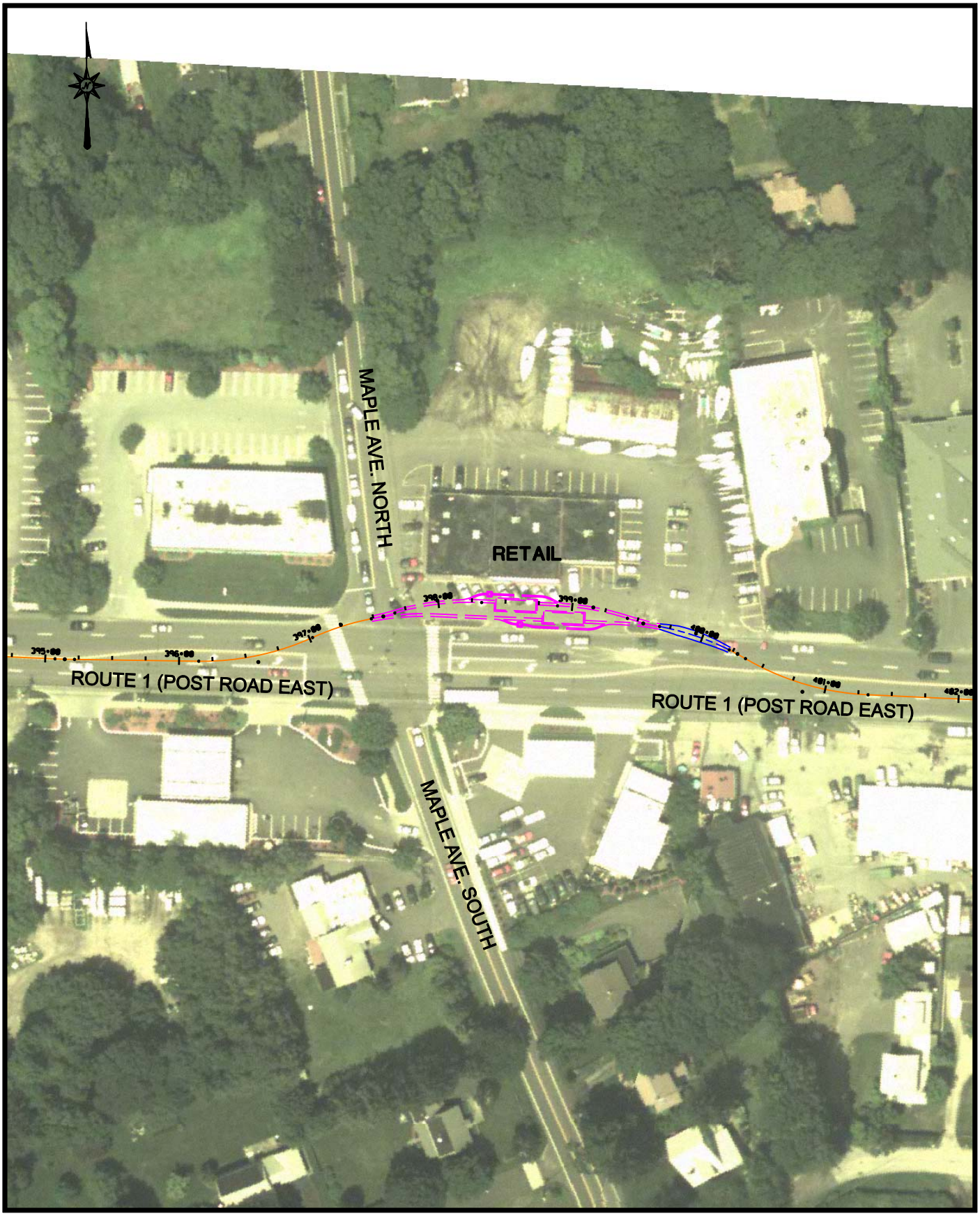
BL Companies

VAULTS 7523 AND 6423
ROUTE 1 (POST ROAD EAST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-13

CAD File: 158_TRPT05C1314 FIG WV13.dgn



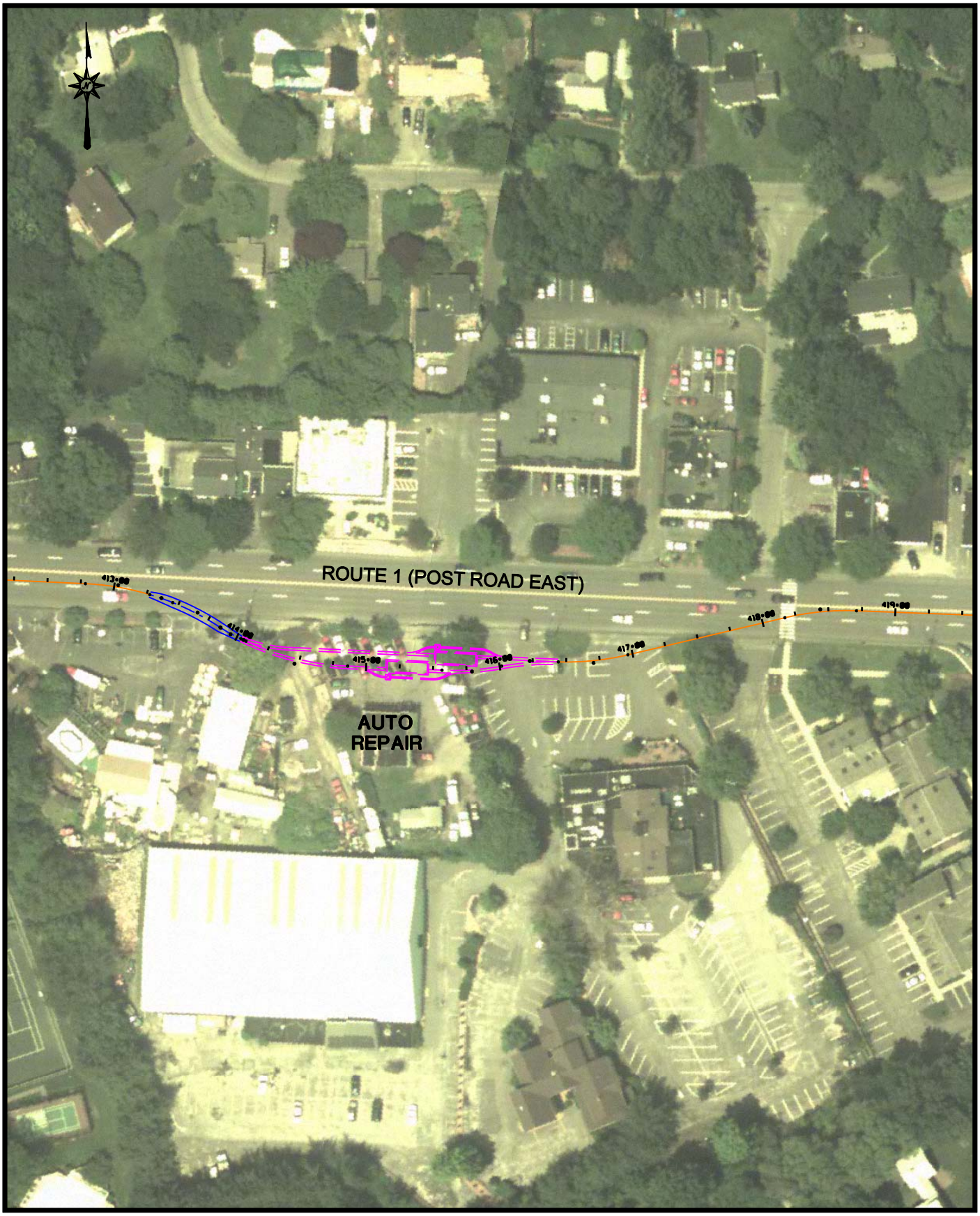
BL Companies

VAULTS 7524 AND 6424
ROUTE 1 (POST ROAD EAST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-14

CAD File: 158_TRPT05C1314 FIG WV14.dgn



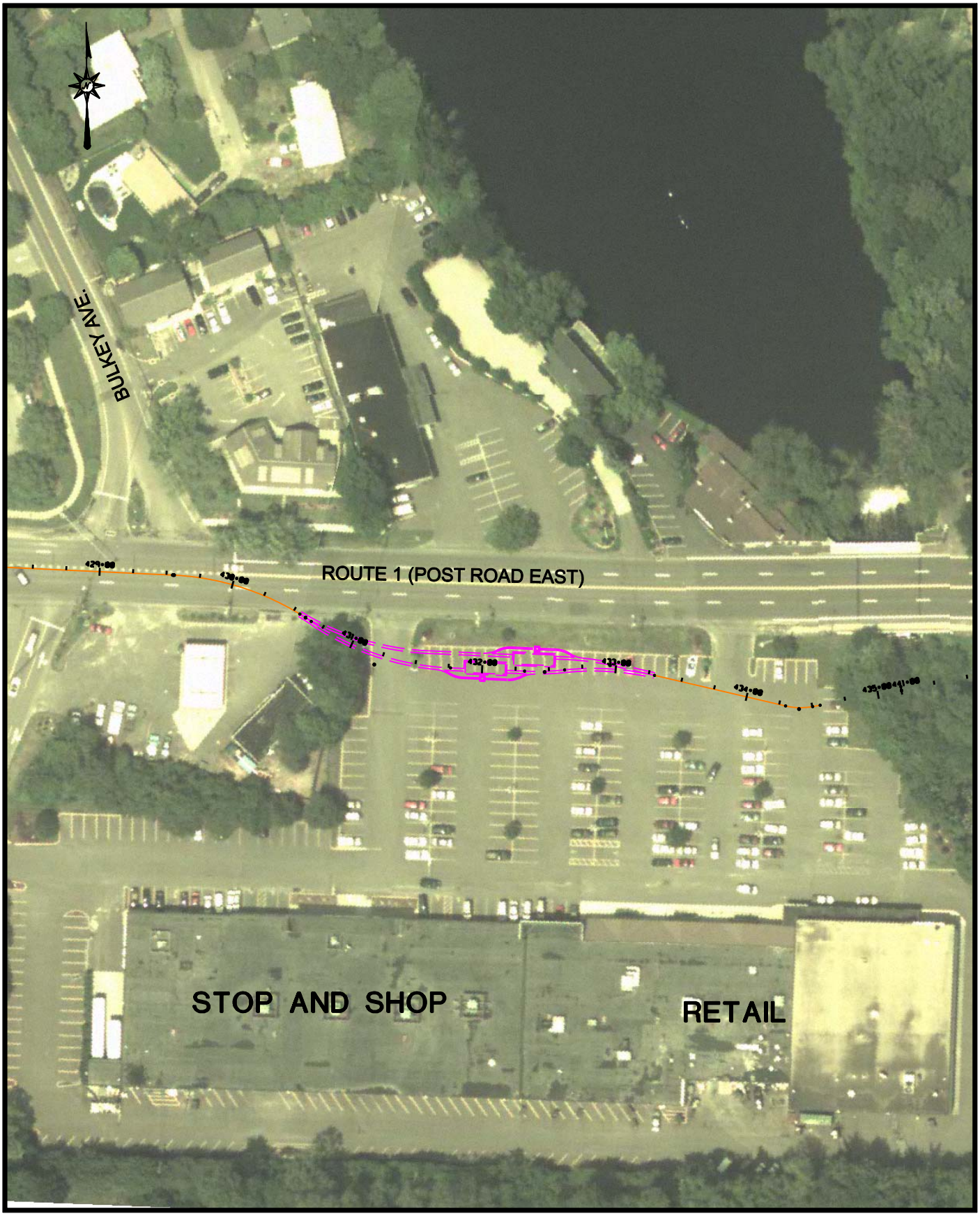
BL Companies

VAULTS 7525 AND 6425
ROUTE 1 (POST ROAD EAST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-15

CAD File: 158_TRPT05C1314 FIG WV15.dgn



BL Companies

VAULTS 7526 AND 6426
ROUTE 1 (POST ROAD EAST)
WESTPORT, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE WV-16

CAD File: 158_TRPT05C1314 FIG WV16.dgn

TRAFFIC INVENTORY REPORT FOR MAINTENANCE AND PROTECTION OF TRAFFIC

MIDDLETOWN TO NORWALK 345-kV TRANSMISSION PROJECT

CITY OF NORWALK, CONNECTICUT

Prepared For:

Connecticut Light & Power

Prepared By:
BL Companies
Engineers/Planners/Surveyors/Landscape Architects
Meriden, Connecticut

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FIGURES

APPENDIX

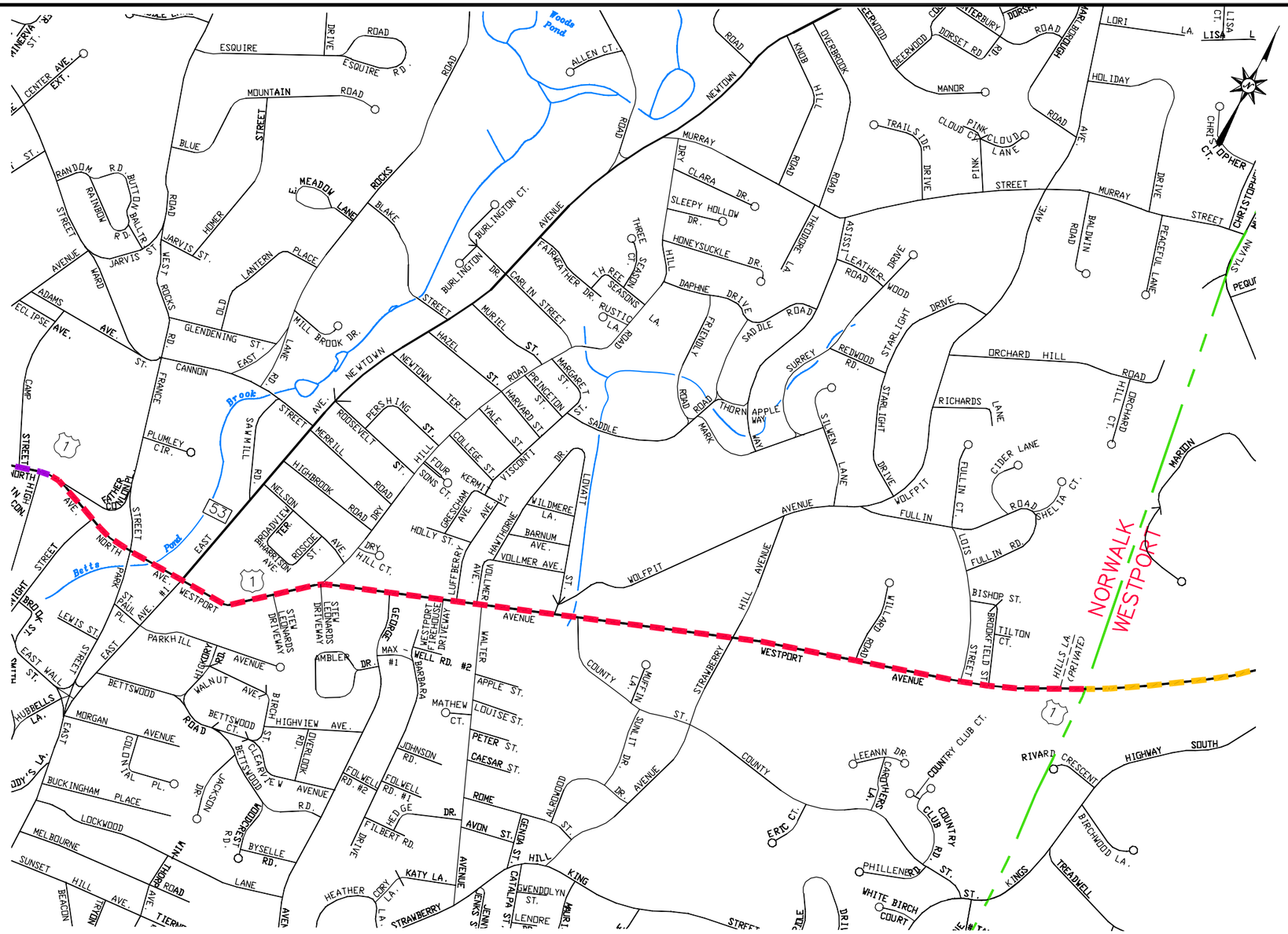
I. INTRODUCTION

Connecticut Light and Power (CL&P) in conjunction with the United Illuminating Company will be constructing approximately 23 miles of a 345-kV underground transmission line through Norwalk, Westport, Fairfield, Bridgeport, Stratford, and Milford. As approved by the Connecticut Siting Council, most of the route is in the public right-of-way, primarily along the State Highway System.

This report, prepared for CL&P, focuses on the 1.7 miles of transmission line located in the City of Norwalk as illustrated in Figure N.1 from the intersection of Route 1 (North Avenue) at Father Conlon Place to the Norwalk/Westport town line. The remaining portion of the selected route in Norwalk from the Norwalk Substation to the intersection of Route 1 (North Avenue) at Father Conlon Place is covered in a separate document. The remaining municipalities are also addressed in separate documents. The portion of the selected route discussed in this report travels along Route 1 (North Avenue) from the Father Conlon Place intersection to Route 1 (Westport Avenue) and along Route 1 (Westport Avenue) to the Norwalk/Westport Town Line.

This report provides a recommended strategy for maintenance and protection of traffic. The strategy includes the locations where typical Connecticut Department of Transportation (ConnDOT) Maintenance Traffic Control Plans will be utilized; the locations where more specific maintenance and protection of traffic plans will be developed; and the recommended hours of operation. Recommendations are based on a detailed field inventory of the selected routes, traffic volumes, the type and duration of

construction and the data compiled from local and State agencies. Specifically, local and state agencies were contacted for pertinent traffic data, roadway improvement projects, development projects, yearly local events, transit and bus routes and other data that may affect maintenance and protection of traffic planning. This report discusses the traffic/transportation environment along the route, the proposed construction, other construction projects such as public roadway improvement projects and major traffic generators, key locations, and traffic issues. Traffic issues include hours of operation, lane closures, need for detours, and areas where on-street parking will be affected. This report forms the basis for the development of detailed Traffic Control Plans (TCP) and a detailed maintenance and protection of traffic report to be implemented for construction of the underground transmission line segment through the City of Norwalk.



LEGEND

- — CL&P SELECTED ROUTE – NORWALK
- — CL&P SELECTED ROUTE – NORWALK (SEE SEPARATE REPORT)
- — CL&P SELECTED ROUTE – WESTPORT (SEE SEPARATE REPORT)

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SELECTED ROUTE

MIDDLETOWN TO NORWALK
345-kV TRANSMISSION PROJECT
NORWALK, CONNECTICUT

Scale	1"=1000'
Project No.	05C1314
Date	5/02/06
CAD File	102_TRPT05C1314 FIG N1

XREF(s): NONE

FIGURE N.1

II. CORRIDOR INVENTORY AND DESCRIPTION

An investigation of the existing traffic/transportation conditions of the roadways along the selected transmission line route formed the basis for preparing a recommended strategy for maintenance and protection of traffic. This investigation included a detailed field reconnaissance and preliminary research of pertinent planning and traffic data at local and State agencies.

Selected Transmission Line Route

As illustrated in Figure N.1, the portion of the selected route addressed in this report travels along Route 1 (North Avenue) from the intersection with Father Conlon Place to Route 1 (Westport Avenue) and along Route 1 (Westport Avenue) to the Norwalk/Westport Town Line.

For description and maintenance and protection of traffic purposes, the route was divided into segments of generally uniform characteristics. The following graphic/charts are included in this report to aid in the understanding of these characteristics:

- Figure N.2, located in the body of the report, summarizes traffic signal locations along the selected route as well as Average Daily Traffic volumes (ADT's).
- A route inventory sheet is located in Appendix VIII. The sheet summarizes in tabular format items such as number of travel lanes, roadway widths, speed limit, sidewalk and on-street parking locations, illumination, bus routes, ADT's, peak hour volumes, traffic signal locations and abutting land use types.
- Figure N.6, located in Appendix VIII, pictorially summarizes land use classification along the route as well as typical roadway widths.
- Hourly traffic volume graphs for selected locations can be found in Appendix IX.

- Aerial photographs of each signalized intersection are provided in Appendix X.
- Aerial photographs of each vault location are provided in Appendix XII.

A. Route 1 (North Avenue) from Father Conlon Place to Route 53 (East Avenue)

This approximately 0.25-mile segment of Route1 (North Avenue), from Father Conlon Place to Route 53 (East Avenue) is an east/west State-maintained roadway with the following characteristics:

- Two travel lanes; one eastbound and one westbound.
- Curb-to-curb width in this segment varies:
  - From Father Conlon Place to Knight Street: width varies 40' to 30'
  - From Knight Street to Park Street: width averages 40'
  - From Park Street to East Avenue: width averages 45'
- Posted speed limit of 30 miles per hour.
- Illumination provided throughout on the north side of North Avenue
- Sidewalk provided throughout on the north side of North Avenue
- Although there are no bus stop designations in this segment, the Norwalk Transit District "Coastal Link" route travels along the Route 1 corridor, 7 days a week from 5:45 am to 9:45 pm.
- There are parking restrictions along the north side of Route 1 (North Avenue) from Father Conlon Place to France Street.

Photo 1. Route 1 (North Avenue), looking west at intersection with Park Street/France Street.

One signalized intersection (City-maintained) is located along this portion of Route 1 (North Avenue) at Route 53 (East Avenue)/East Avenue (Intersection #102-216).

The ADT along Route1 (North Avenue) is about 16,200 vehicular trips east of France Street and about 17,400 vehicular trips west of Father Conlon Place.

B. Route 1 (Westport Avenue) from East Avenue to Norwalk/Westport Town Line

This 1.5-mile segment of Route 1 (Westport Avenue), from East Avenue to the Norwalk/Westport Town line is an east/west State-maintained roadway with the following characteristics:

- Four travel lanes; two eastbound and two westbound.

- Curb to curb width in this segment varies:
  - From East Avenue to George Avenue: width averages 55’
  - From George Avenue to Walter Avenue: width averages 45’
  - Walter Avenue to Strawberry Hill Avenue: width averages 40’
  - Strawberry Hill Avenue to Lois Street: width averages 58’
  - Lois Street to Norwalk/Westport Town Line: width varies 54’ to 50’
- Posted speed limits of 30 and 35 miles per hour.
- Illumination provided throughout.
- Locations of sidewalk vary:
  - Sidewalk is located along the north side of Route 1 (Westport Avenue) from East Avenue to Lois Street.
  - Sidewalk is located along the south side of Route 1 (Westport Avenue) from George Avenue to Strawberry Hill Avenue and from Renzulli Road (private road) to the Norwalk/Westport Town Line.
- There are parking restrictions on the north side of Route 1 (Westport Avenue) from Brookfield Street to the Norwalk/Westport Town Line.
- The Norwalk Transit District “Coastal Link” route travels along the Route 1 corridor, 7 days a week from 5:45 am to 9:45 pm. One bus stop along this route is in front of Stew Leonard’s Supermarket, located on Route 1 (Westport Avenue) across from Dry Hill Road. The “7” route runs along Route 1 (Westport Avenue) and also has a bus stop in front of Stew Leonard’s.
- The Norwalk Transit District “5/6” route runs along Route 1 (Westport Avenue) and has stops at the intersections of Route 1 (Westport Avenue) and East Avenue and Route 1 (Westport Avenue) and Wolfpit Avenue.

Land uses along Route 1 (Westport Avenue) are a combination of mostly retail and commercial with some residential. Land uses of specific interest include the following:

- Kingsway Apartments on the south side of Route 1 (Westport Avenue) between George Avenue and Walter Avenue.

- City of Norwalk Firehouse on the south side of Route 1 (Westport Avenue) between George Avenue and Walter Avenue.

- Four motel buildings, two on each side of Route 1 (Westport Avenue), all between County Street and Strawberry Hill Avenue.

- The Round Tree Inn located on the north side of Route 1 (Westport Avenue), between Willard Road and Lois Street.

Photo 2: Route 1 (Westport Avenue), looking west towards Strawberry Hill Avenue

Photo 3: Route 1 (Westport Avenue), looking west at intersection with Wolfpit Avenue.

Ten signalized intersections are located along this portion of Route 1 (Westport Avenue) and include the following:

1. Route 1 (Westport Ave.) at Stew Leonards driveway, between East Ave. and Dry Hill Rd. (State-maintained, Intersection #102-308)

2. Route 1 (Westport Avenue) at Dry Hill Road and Stew Leonards driveway (State-maintained, Intersection #102-249)

3. Route 1 (Westport Avenue) at George Avenue (State-maintained, Intersection #102-217)

4. Route 1 (Westport Avenue) at the City of Norwalk Firehouse, west of Luffberry Avenue (Town-maintained, Intersection #102-276).

5. Route 1 (Westport Avenue) at Vollmer Avenue and Walter Avenue (State-maintained, Intersection #102-218)

6. Route 1 (Westport Avenue) at County Street (State-maintained, Intersection #102-260)

7. Route 1 (Westport Avenue) at Strawberry Hill Avenue (State-maintained, Intersection #102-219)

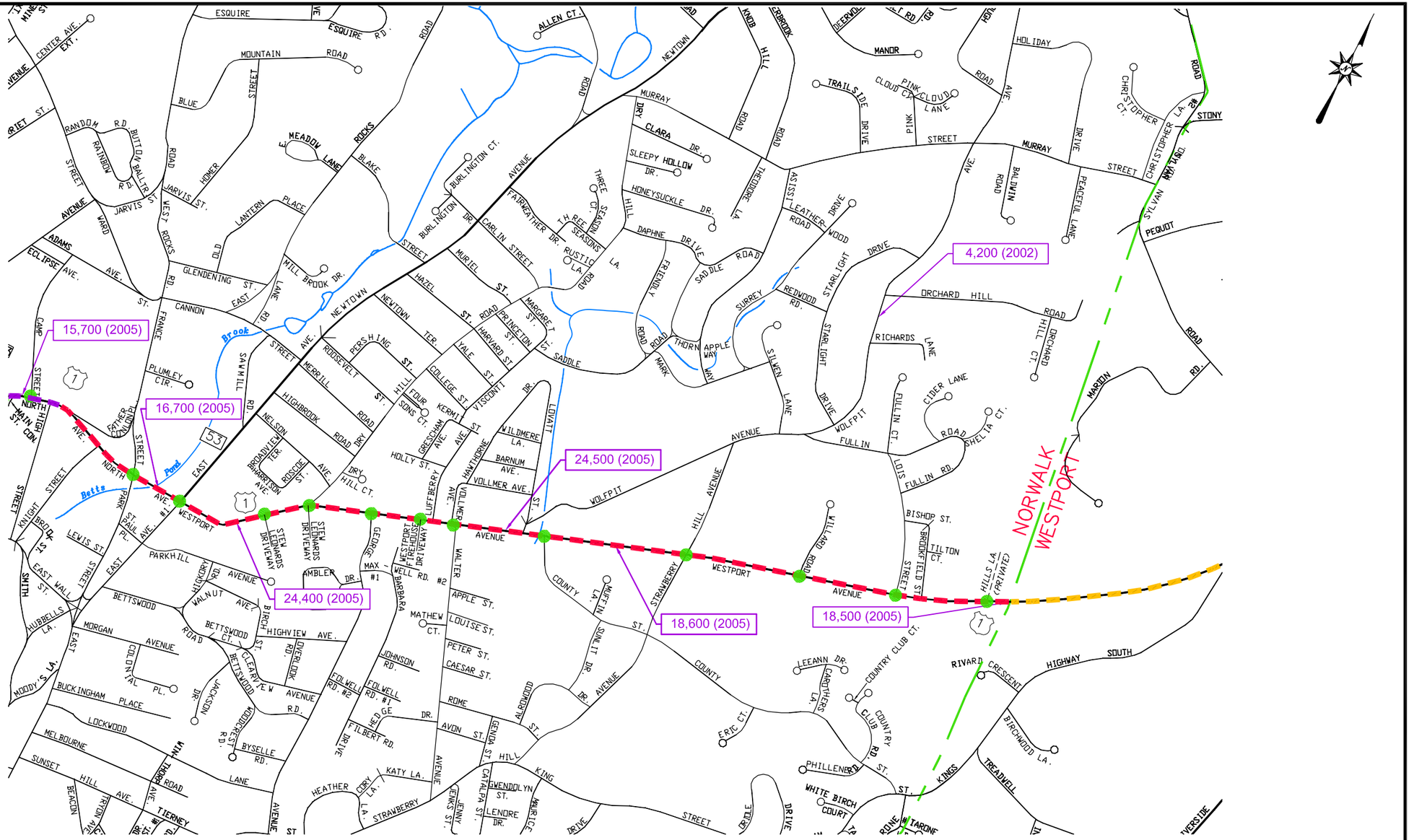
8. Route 1 (Westport Avenue) at Willard Road (State-maintained, Intersection #102-248)

9. Route 1 (Westport Avenue) at Lois Street (State-maintained, Intersection #102-306)

10. Route 1 (Westport Avenue) at Hills Lane and Pepperidge Farms Baking Company (State-maintained, Intersection #102-267)

These signals are part of a closed loop system and many have vehicle detectors on Route 1.

The ADT along Route 1 (Westport Avenue) varies between 22,600 vehicular trips near the intersection with East Avenue to a high of 23,700 east of Walter Avenue to 18,900 vehicular trips near the Norwalk/Westport Town line.



LEGEND

XX,XXX – ADT

(XXXX) – YEAR

– TRAFFIC SIGNAL

– CL&P SELECTED ROUTE – NORWALK

– CL&P SELECTED ROUTE – NORWALK (SEE SEPARATE REPORT)

– CL&P SELECTED ROUTE – WESTPORT (SEE SEPARATE REPORT)

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ADT & TRAFFIC SIGNAL LOCATIONS

345–kV TRANSMISSION LINE
MIDDLETOWN–NORWALK
NORWALK, CONNECTICUT

Scale 1"=1000'
Project No. 05C1314
Date 5/03/06
CAD File 102_TRPT05C1314 FIG N2

XREF(s): NONE

FIGURE N.2

III. WORK BY OTHERS

Public Roadway Improvement Projects

The following are state projects that are proposed in the immediate vicinity of the

Connecticut Siting Council approved CL&P 345-kV Transmission Line project area in

Norwalk and the anticipated start dates:

- State Project #102-285, Route 1 – Intersection improvements and operational lane at Stuart Avenue, at Strawberry Hill Avenue, at Willard Road and at Lois Street (7/07)

- State Project #102-H077, Route 1 – Intersection improvements at Route 1 at Route 53 (East Avenue) (TBD)

The following are projects outlined in the City's Five Year Capital Plan Fiscal Year 2006-

2010 and in the general vicinity of the CL&P 345-kV Transmission Line project area:

- Traffic Calming – Strawberry Hill 2005-06, 2006-07, 2007-08
- East Avenue Traffic Signal 2005-06

Development Projects

- Condominium Complex at the location of the former Pepperidge Farms Baking Company on Hills Lane, immediately west of the Norwalk/Westport Town Line. (TBD)

IV. CONSTRUCTION SEQUENCE AND UNDERSTANDING

The construction of the 345-kV underground transmission line is a five (5) step process. The steps are performed sequentially, but not necessarily continuously. Therefore, periods of no visible construction activity or traffic disruption may occur between steps.

1. Splice Vault Excavation and Installation.

Large splice-vaults will be installed at intervals of approximately 1,650 feet. The vaults are installed in pairs, with 6 pairs anticipated in Norwalk. ConnDOT has requested that, wherever possible, vaults be located outside the travel way along the State roadways. Each vault measures 32' long, 9' wide and 10' high. An excavation pit of about 36' long, 14' deep and 13' wide is needed for each vault.

For any splice vaults in the roadway, the duration of construction for each pair is expected to be 7-14 days working nights only, or 2-4 days working 24 hours around the clock. Depending on the exact location and the task being performed, 2 or 3 traffic lanes will have to be closed for installation. The actual installation of the pre-cast concrete vault sections will require the use of a crane, which itself needs effectively two lanes for the outriggers and swing clearance. This installation will typically occur in the timeframe of one night. Backfilling, etc., may require a narrower work area. Should the excavation have to remain "open" when work is not in progress, protective barrier will be required if traffic is not maintained in the lane(s) of the excavation, and a special design for bridging the excavation if traffic is maintained in the lane(s) of the excavation.

2. Duct-bank Excavation and Installation.

The pavement will be saw cut to the width of the excavation. The excavation and duct-bank will be approximately 4’ wide with a minimum 30” deep cover. The depth of the trench will vary depending on underground conflicts but will have a typical depth of 5 feet. The duct-bank will contain 10 conduits and will be encased in concrete, cast in place. The trench will be backfilled and temporary pavement installed. In general, two travel lanes will be required for this work. Steel plates will be required if the trench cannot be backfilled at the end of the work day and the travel lanes must be opened. It is anticipated that 50-150 feet of duct-bank can be installed per day per crew.

3. Cable Pulling.

Cable reel carts and pulling machines will be set up over the vaults. Assuming a normal work shift, it is anticipated that six (6) work days will be required to pull cable between each pair of vaults. In general, one to two lanes of traffic will have to be closed for this activity.

4. Cable Splicing.

This is a time consuming activity requiring a controlled environment in the vaults. As such, a specially designed trailer is parked over the vault. Cable splicing will require 12 days per set of vaults, assuming a 24-hour work shift. For vault locations within the roadway, one to two traffic lanes will be occupied by this activity.

5. Pavement Restoration

The final task is the restoration of pavement. The trench will be temporarily repaired in accordance with temporary trench repair details (see Restoration and Maintenance and Protection of Traffic Plans, separate document). Typically two travel lanes will be occupied by this operation. At completion of the project, a mill and overlay will be constructed in accordance with ConnDOT standards to a width agreed to by CL&P and ConnDOT, within limits as set forth in the Encroachment Permit (see Restoration and Maintenance and Protection of Traffic Plans, separate document).

V. RECOMMENDATIONS FOR MAINTENANCE AND PROTECTION OF TRAFFIC

This project is a utility infrastructure improvement. However, from the perspective concerning the impact of construction on traffic, two of the construction elements, splice vault and duct-bank installation, are similar to major roadway corridor reconstruction and thus have the need for detailed maintenance and protection of traffic procedures. Although the cable pulling and cable splicing may be less intrusive than the duct-bank and splice vault construction, the location and duration dictate the need to address maintenance and protection of traffic.

This section of the report is divided into two parts; General Recommendations applicable to the entire project; and Specific Recommendations developed for the individual areas of work.

General Recommendations

1. All work within the ConnDOT Right-of-Way shall be completed in accordance with the State of Connecticut, Department of Transportation, Standard Specifications for Roads, Bridges, and Incidental Construction, Form 816 and the Supplemental Specifications dated 7/1/05.

2. Temporary traffic control plans shall be developed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), Part 6, and ConnDOT specifications.

3. Where appropriate, the ConnDOT typical Maintenance Traffic Control Plans shall be used (see Appendix XIII). Non-standard traffic control plans shall be developed where the typical Maintenance Traffic Control Plans do not apply, and submitted for review and approval by ConnDOT. Any Contractor requested revisions must be submitted to ConnDOT for review and approval at least 30 days prior to implementation.

4. Traffic control devices shall meet the requirement of NCHRP Report 350, Recommended Procedures for the Safety Performance Evaluation of Highway Features.

5. All flaggers shall be in accordance with the requirements under Section 9.74 "Trafficperson" in the State of Connecticut Department of Transportation Standard Specifications for Roads, Bridges and Incidental Construction, Form 816 and shall have completed training through ATSSA (American Traffic Safety Services Association) or other organizations, as approved by ConnDOT.

6. The Contractor shall have at least one person trained as a work zone safety supervisor through ATSSA, or other organization approved by ConnDOT.

7. The Contractor shall maintain access for emergency vehicles through the work zone at all times.

8. Access accommodations shall be made for pedestrians at all times. Pedestrian access to businesses shall be maintained during those times when the businesses are open unless permission is granted from the business owner to close access.

9. The Contractor shall maintain vehicular access to and egress from all commercial and residential driveways. At least one access will be maintained or a temporary access will be provided. The Contractor will be allowed to close driveways to perform the required work during those periods when the businesses are closed unless permission is granted from the business owner to close the driveway during business hours. If a temporary closure of a residential driveway is necessary, the Contractor shall coordinate with the owner to determine the time period of the closure.

10. Roadway occupancy will be scheduled during off-peak hours where possible, and where necessary, at night. Local noise ordinances will be investigated for nighttime activities (see Appendix XI).

11. The need to maintain traffic signal operation, including detection and interconnect is important, particularly along high volume routes. Temporary detection may require the use of means other than loops, such as microwave or video in areas of poor pavement. Use of a traffic signal contractor on stand-by duty during new construction activities should be provided.

12. During night work, existing roadway lighting must be maintained. Temporary lighting may have to be provided.

13. The contractor should only excavate a length of roadway that can be completed, including paving, in one work day (or work night) during the allowable work period as defined in the Specific Recommendations. If necessary, due to limited

allowable work hours, steel plates may be used to bridge the excavation. See General Recommendation #13.

14. Steel plates will be required if the duct-bank trench cannot be backfilled at the end of the allowable work period. No more than 300 feet of trench length shall be plated per the design waivers in the December 30, 2005 letter from Arthur Gruhn, PE, Chief Engineer for ConnDOT, to Anne Bartosewicz, Middletown-Norwalk Project Director (see Appendix XIV). Per the December 30, 2005 letter steel plates will be permitted for use from March 15 to the day before Thanksgiving in November. ConnDOT will permit the use of steel plates on weekends, within the above stated time period, however, no more than 40 feet of trench length shall be plated. If two safety inspections are conducted daily, up to 100 feet of trench length shall be plated. Plates at intersections are prohibited. Such plates shall meet the remaining ConnDOT requirements for steel plates as outlined in "Guidelines for Use of Steel Plates in State Highway Right of Way" and be inspected and maintained on a daily basis.

15. The Contractors work schedule should be coordinated on a daily basis, with at a minimum: ConnDOT inspection personnel, City of Norwalk Engineering Department and local police, fire departments, and EMT personnel.

16. The Contractors work schedule shall be made available on a weekly basis to other impacted road users and local officials, such as: local elected officials, public works personnel, emergency service providers, hospitals, public transit providers, Board of Education transportation coordinators, US Postal Service, etc.

17. For any roadway closure, a construction sign should be installed in both directions in the vicinity of the closure two weeks prior to notify motorists of the date(s) of the construction.

18. If there is more than one alternating one-way traffic operation at one time on a roadway, then there shall be at least one mile between signing patterns.

19. No work shall be permitted on Sunday mornings between 8:00 a.m. and Noon within 1,000 feet of a place of worship.

Specific Recommendations

A. Route 1 (North Avenue) from Father Conlon Place to Route 53 (East Avenue)

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including turning lanes at intersections, and sidewalks on:

    - Route 1 (North Avenue):
        - Monday – Friday: 6:00 a.m. to 8:00 p.m.
        - Saturday – Sunday: 10:00 a.m. to 4:00 p.m.

2. When actively working, during the following periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel path not less than 12 feet in width. The length of the alternating one-way traffic operation shall not exceed 300 feet, and shall require traffic persons (uniformed flaggers or Town Police). One-way traffic operation shall be in accordance with a ConnDOT typical Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

    - Route 1 (North Avenue):
        - Monday – Friday: Midnight to 6:00 a.m.
8:00 p.m. to Midnight
        - Saturday – Sunday: Midnight to 10:00 a.m.
8:00 p.m. to Midnight

3. Traffic control signal equipment at the following locations will be impacted by construction activities. Disturbed “local” loop detectors shall be restored or temporary detection must be provided within 24 hours.

    - Route 1 (North Avenue) at Park Street/France Street (Int. #102-215) – Signal plan has been requested from the City but not yet received.
    - Route 1 (North Avenue) at Route 53 (East Avenue)/East Avenue (Int. #102-216) – Replace local detectors D1 located within the Route 1 westbound left turn lane, D2 located within the westbound Route 1 approach to the intersection and D3 located within the Route 1 eastbound approach to the intersection during both the duct-bank construction and mill and overlay phases of construction. Potentially replace the conduit and wiring located across the Route 1 westerly leg of the intersection.

See Section D for vault recommendations.

See Figure N.3 for allowable work hours map.

B. Route 1 (Westport Avenue) between Route 53 (East Avenue) and Wolfpit Avenue

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including turning lanes at intersections, and sidewalks on:

   - Route 1 (Westport Avenue):
     - Monday – Friday: 6:00 a.m. to 9:00 a.m.
       Noon to 6:00 p.m.

     - Saturday – Sunday: 10:00 a.m. to 4:00 p.m.

2. Kingsway Apartments complex is located between George Avenue and Walter Avenue on the north side of Route 1. Although it would be preferential to prohibit night work (8:00 a.m. to 7:00 a.m. Sunday through Thursday, 8:00 p.m. to 8:00 a.m. Friday, and 8:00 p.m. to 9:00 a.m. Saturday, see Appendix XI for the City of Norwalk Noise Control Ordinance), due to traffic volumes, daytime work hours are limited and do not provide a sufficient work period. Thus it will not be feasible to restrict night work. Equipment to reduce noise shall be investigated by the Contractor. A variance through the Director of Health will be sought for such activities.

3. The City of Norwalk Firehouse is located between George Avenue and Walter Avenue along the southerly side of Route 1 (Westport Avenue). The Contractor shall provide access to and egress from the Firehouse to Route 1 (Westport Avenue) at all times.

4. When actively working, during the following periods, the Contractor will be allowed to close one lane in one direction only and maintain the other lane in that direction. The paved travel path for this one direction shall not be less than 12 feet in width. No lane closures shall be permitted in the opposite direction. Traffic operations shall be in accordance with a typical ConnDOT Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

   - Route 1 (Westport Avenue) EB & WB:
     - Monday – Friday: Midnight to 6:00 a.m.
       9:00 a.m. to Noon
       6:00 p.m. to Midnight

     - Saturday – Sunday: Midnight to 10:00 a.m.
       4:00 p.m. to Midnight

5. When actively working, during the following periods, the Contractor will be allowed to close two lanes on Route 1 (Westport Avenue) and maintain two lanes of traffic operations, one in each direction each with a paved travel way of at least 12 feet in width, in accordance with a typical ConnDOT Maintenance Traffic Control Plan to be modified for work in the inside lane on both sides of the road, (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

   - Route 1 (Westport Avenue):
     - Monday – Friday: Midnight to 6:00 a.m.
       9:00 a.m. to Noon
       6:00 p.m. to Midnight

     - Saturday – Sunday: Midnight to 10:00 a.m.
       4:00 p.m. to Midnight

6. When actively working, during the following periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel path not less than 12 feet in width. The length of alternating one-way traffic operation shall not exceed 300 feet, and shall require Trafficpersons (uniformed flaggers or Town police). One-way traffic operation shall be in accordance with ConnDOT typical Maintenance Traffic Control Plans (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

   - Route 1 (Westport Avenue):
     - Monday – Friday: Midnight to 6:00 a.m.
       9:00 p.m. to Midnight

     - Saturday – Sunday: Midnight to 10:00 a.m.
       9:00 p.m. to Midnight

7. Traffic control signal equipment at the following locations will be impacted by construction activities. Disturbed “local” loop detectors shall be restored or temporary detection must be provided within 24 hours.

   - Route 1 (Westport Avenue) at Stew Leonards driveway (Int. #102-308) – Replace local loop detectors D1 located within the eastbound Route 1 left turn lane during both the duct-bank installation and mill and overlay process. Replace local detectors D5 located within the westbound Route 1 left turn lane during the mill and overlay process.

   - Route 1 (Westport Avenue) at Dry Hill Road/Stew Leonards driveway (Int. #102-249) – Replace local loop detectors D1 and D5 located within the Route 1 eastbound and westbound left turn lanes during the mill and overlay process.

- Route 1 (Westport Avenue) at George Avenue (Int. #102-217) – Replace all local (D1 and D3) and system detectors (SD1, SD2, SD3, and SD4) located along Route 1 during both the duct-bank and mill and overlay process.

- Route 1 (Westport Avenue) at City of Norwalk Firehouse (Int. #102-276) – Signal plan requested from the City but not yet received.

See Section D for vault recommendations.

See Figure N.3 for allowable work hours map.

C. Route 1 (Westport Avenue) between Wolfpit Avenue and Norwalk/Westport Town Line:

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including turning lanes at intersections, and sidewalks on:

    - Route 1 (Westport Avenue):
        - Monday – Friday: 6:00 a.m. to 9:00 a.m.
          3:00 p.m. to 6:00 p.m.

        - Saturday – Sunday: 10:00 a.m. to 4:00 p.m.

2. Four motel buildings are located between County Street and Strawberry Hill Avenue both on the northerly and southerly sides of Route 1 (Westport Avenue). The Round Tree Inn is located between Willard Road and Lois Street on the north side of Route Although it would be preferential to prohibit night work (8:00 a.m. to 7:00 a.m. Sunday through Thursday, 8:00 p.m. to 8:00 a.m. Friday, and 8:00 p.m. to 9:00 a.m. Saturday, see Appendix XI for the City of Norwalk Noise Control Ordinance), due to traffic volumes, daytime work hours are limited and do not provide a sufficient work period. Thus it will not be feasible to restrict night work. Equipment to reduce noise shall be investigated by the Contractor. A variance through the Director of Health will be sought for such activities.

3. When actively working, during the following periods, the Contractor will be allowed to close two lanes of Route 1 (Westport Avenue) and maintain and protect one lane in each direction, with each direction to have a paved travel path of not less than 12 feet in width in accordance with a typical ConnDOT Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

    - Route 1 (Westport Avenue):
        - Monday – Friday: Midnight to 6:00 a.m.
          9:00 a.m. to 3:00 p.m.
          6:00 p.m. to Midnight

- Saturday – Sunday: Midnight to 10:00 a.m.
  4:00 p.m. to Midnight

4. When actively working, during the following periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel path not less than 12 feet in width. The length of alternating one-way traffic operation shall not exceed 300 feet, and shall require Trafficpersons (uniformed flaggers or Town police). One-way traffic operation shall be in accordance with a ConnDOT typical Maintenance Traffic Control Plan (see Appendix XIII for ConnDOT typical Maintenance Traffic Control Plans).

   - Route 1 (Westport Avenue):
     - Monday – Friday: Midnight to 6:00 a.m.
       9:00 a.m. to 3:00 p.m.
       8:00 p.m. to Midnight

     - Saturday – Sunday: Midnight to 10:00 a.m.
       8:00 p.m. to Midnight

5. Traffic control signal equipment at the following locations will be impacted by construction activities. Disturbed "local" loop detectors shall be restored or temporary detection must be provided within 24 hours.

   - Route 1 (Westport Avenue) at County Street (Int. #102-260) – Potentially replace conduits and wiring located across Route 1 during duct-bank installation.

   - Route 1 (Westport Avenue) at Strawberry Hill Avenue (Int. #102-219) – Replace all system detectors (SD1, SD2, SD3, and SD4) located along Route 1 during both the duct-bank construction and mill and overlay process.

   - Route 1 (Westport Avenue) at Willard Road (Int. #102-248) – Replace local loop detectors D1 located within the eastbound Route 1 left turn lane during both the duct-bank construction and mill and overlay phases. Potentially replace conduit and wiring across Route 1 during the duct-bank installation process.

   - Route 1 (Westport Avenue) at Lois Street (Int. #102-306) – Replace local loop detector D5 located within the westbound Route 1 left turn lane and local loop detector D1 located within the eastbound Route 1 left turn lane during both the duct-bank installation and mill and overlay phases.

   - Route 1 (Westport Avenue) at Hills Lane/Pepperidge Farms Company Driveway (Int. #102-267) – Replace system detectors SD3 and SD4 located along Route 1 eastbound just east of Hills Lane during both the duct-bank construction and mill and overlay phases. Replace detector SD2 located along Route 1 westbound just west of the Pepperidge Farms Company driveway.

See Section D for vault recommendations.

See Figure N.4 for allowable work hours map.

D. Vault Installation/Construction

The following are recommendations specific to vault installation and construction and are in addition to the previously listed recommendations. Aerial photographs of each vault location are provided in Appendix XII. In general, duct-bank connections to off-street vaults will require special provisions to be addressed in Maintenance and Protection of Traffic Plans. From west to east along the selected route the following provides specific recommendations for each vault location:

Vaults 7505 and 6405 are located on the north side of Route 1 (North Avenue), between Route 1 (North Avenue) and Father Conlon Place. Although the vaults do not impact either Father Conlon Place or Route 1 (North Avenue), the duct-bank connection construction will encroach upon Route 1 (North Avenue). There are no sidewalks in the construction zone.

- Due to the proximity of the construction area to Route 1 (North Avenue), the Contractor shall install concrete barrier curbing around the vault construction zone in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor will be allowed to maintain traffic operations on Route 1 (North Avenue) during duct-bank connection construction as determined in Section A of the Specific Recommendations.
- Due to the proximity of the construction area to the adjacent sidewalk, the Contractor shall install fencing around the vault construction area.

Vaults 7506 and 6406 are located on private property in the parking lot of a shopping center located on the north side of Route 1 (Westport Avenue), between East Avenue and Dry Hill Road. Although the vaults are on private property, the duct-bank connection construction will encroach upon Route 1 (Westport Avenue) and the adjacent sidewalk.

- The Contractor will be allowed to maintain traffic operations on Route 1 (Westport Avenue) as determined in Section B of the Specific Recommendations.
- The Contractor shall close the sidewalk within the construction zone and provide a temporary sidewalk or pedestrian detour for safe pedestrian passage.
- Due to the proximity of the construction area to the adjacent sidewalk, the Contractor shall install fencing around the vault construction area.

Vaults 7507 and 6407 are located partially on private property on the north side of Route 1 (Westport Avenue), between Dry Hill Road and Luffberry Avenue. Although the vault construction will not impact Route 1 (Westport Avenue), the duct-bank connection construction will encroach upon Route 1 (Westport Avenue) and the adjacent sidewalk.

- The Contractor will be allowed to maintain traffic operations on Route 1 (Westport Avenue) during construction as determined in Section B of the Specific Recommendations.
- The Contractor shall close the sidewalk within the construction zone and provide a temporary sidewalk or pedestrian detour for safe pedestrian passage.
- Due to the proximity of the construction area to the adjacent sidewalk, the Contractor shall install fencing around the vault construction area.

Vaults 7508 and 6408 are located in the parking lot of a shopping plaza on the north side of Route 1 (Westport Avenue), between Wolfpit Avenue and Strawberry Hill Avenue. Although the vaults are located on private property, the duct-bank connection construction will impact the adjacent sidewalk.

- Due to the proximity of the construction area to the adjacent sidewalk the Contractor shall install fencing around the construction zone.
- The Contractor shall close the sidewalk within the construction zone and provide a temporary sidewalk or pedestrian detour for safe pedestrian passage.

Vaults 7509 and 6409 are located partially on private property in the parking lot of a shopping plaza located on the north side of Route 1 (Westport Avenue), between Strawberry Hill Avenue and Willard Road. Although the vaults are on private property, the duct-bank connection construction will encroach upon Route 1 (Westport Avenue) and the adjacent sidewalk.

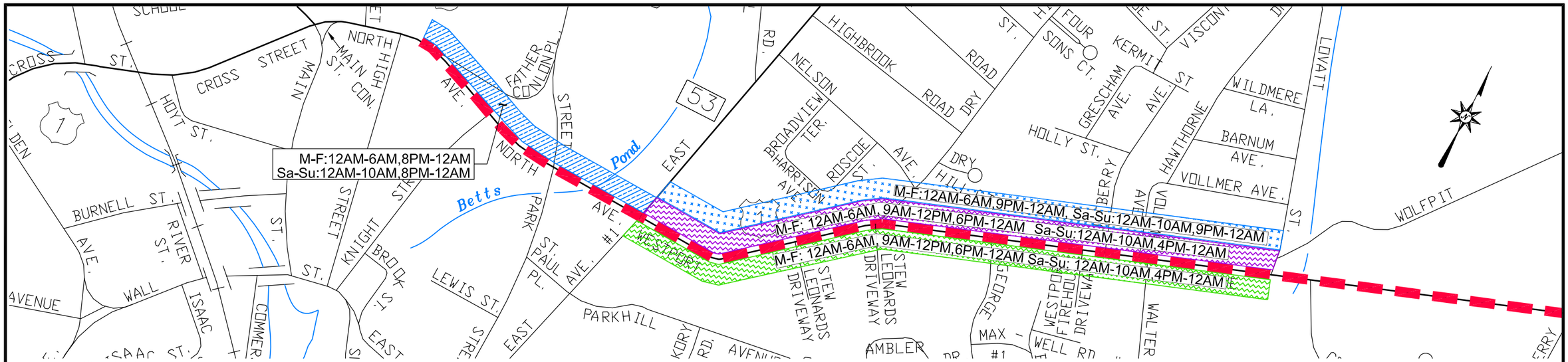
- The Contractor will be allowed to maintain traffic operations on Route 1 (Westport Avenue) during construction as determined in Section C of the Specific Recommendations.
- Due to the proximity of the construction area to the adjacent sidewalk the Contractor shall install fencing around the construction zone.
- The Contractor shall close the sidewalk within the construction zone and provide a temporary sidewalk or pedestrian detour for safe pedestrian passage.

Vaults 7510 and 6410 are located partially on private property in the parking lot of a retail building located on the south side of Route 1 (Westport Avenue), between Brookfield Street and the Norwalk-Westport Town Line. Although there is no impact to Route 1 (Westport Avenue), the duct-bank connection construction will encroach on Route 1 (Westport Avenue) and the adjacent sidewalk.

- The Contractor will be allowed to close the eastbound shoulder on Route 1 (Westport Avenue) and maintain two 11’ (minimum) eastbound travel lanes during construction in accordance with the Maintenance and Protection of Traffic

Plans. The Contractor is permitted to work during the allowable hours determined in Section C of the Specific Recommendations.

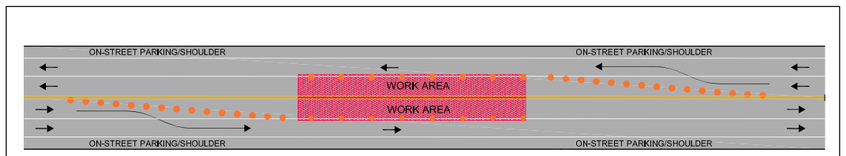
- The Contractor will install temporary concrete barrier curb around the vault construction site in accordance with the Maintenance and Protection of Traffic Plans.
- Due to the proximity of the construction area to the adjacent sidewalk the Contractor shall install fencing around the construction zone.
- The Contractor shall install a temporary bituminous sidewalk and provide for safe pedestrian passage in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor will install temporary pavement striping in accordance with the Maintenance and Protection of Traffic Plans.



LEGEND

— CL&P SELECTED ROUTE — NORWALK

ONE LANE - EACH DIRECTION



WORK IN INNER EB & WB LANES -FOUR LANE UNDIVIDED HIGHWAY

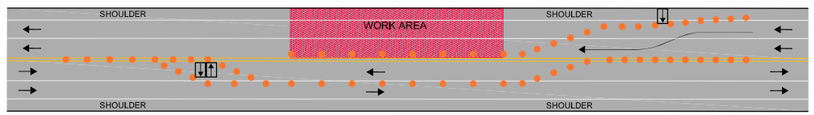
WORK HOURS:

ROUTE 1 (FROM EAST AVE. TO WOLFPIT AVE.)

M-F: 12:00AM-6:00AM, 9:00AM-2:00PM,
6:00PM-12:00AM

Sa-Su: 12:00AM-10:00AM, 4:00PM-12:00AM

TWO LANES - ONE DIRECTION



WORK IN BOTH LANES -FOUR LANE UNDIVIDED HIGHWAY
MAINTENANCE TRAFFIC CONTROL PLAN 12

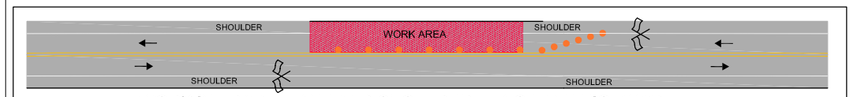
WORK HOURS:

ROUTE 1 (FROM EAST AVE. TO WOLFPIT AVE.)

M-F: 12:00AM-6:00AM, 9:00AM-12:00PM, 6:00PM-12:00AM

Sa-Su: 12:00AM-10:00AM, 4:00PM- 2:00AM

ONE LANE - ALTERNATING TRAFFIC



WORK IN TRAVEL LANE AND SHOULDER - TWO LANE HIGHWAY
ALTERNATING ONE-WAY TRAFFIC OPERATIONS
MAINTENANCE TRAFFIC CONTROL PLAN 13

WORK HOURS:

RTE. 1 (NORTH AVE.) BETWEEN FATHER CONLON PLACE & EAST AVE.

M-F: 12:00AM-6:00AM, 8:00PM-12:00AM, Sa: 12:00AM-10:00AM, 8:00PM-12:00AM

RTE. 1 (WESTPORT AVE.) BETWEEN EAST AVE. & WOLFPIT AVE.

M-F: 12:00AM-6:00AM, 9:00PM-12:00AM

Sa-Su: 12:00AM-10:00AM, 9:00PM-12:00AM

RESTRICTIONS:

1) CONTRACTOR MUST MAINTAIN A MINIMUM 12' WIDE PAVED TRAVEL PATH IN EACH DIRECTION.

2) NORWALK TRANSIT DISTRICT BUS ROUTE 5/6 TRAVELS ON ROUTE 1 (WESTPORT AVENUE) BETWEEN EAST AVENUE AND WOLFPIT AVENUE. BUS STOPS ARE AT THE INTERSECTIONS OF ROUTE 1 AND EAST AVENUE AND ROUTE 1 AND WOLFPIT AVENUE.

3) NORWALK TRANSIT DICTRICT BUS ROUTES "7" AND "COASTAL LINK" TRAVEL ON ROUTE 1 (WESTPORT AVENUE) AND HAVE A STOP ON ROUTE 1 IN FRONT OF STEW LEONARD'S.

4) KINGSWAY APARTMENT COMPLEX IS LOCATED BETWEEN GEORGE AVENUE AND WALTER AVENUE ON THE NORTH SIDE OF ROUTE 1. THE CONTRACTOR SHOULD CHOOSE TO DO WORK THAT IS LESS DISRUPTIVE DURING NIGHTTIME HOURS. A VARIANCE THROUGH THE DIRECTOR OF HEALTH WILL BE REQUIRED FOR NIGHT CONSTRUCTION THAT EXCEEDS THE CITY NOISE ORDINANCE.

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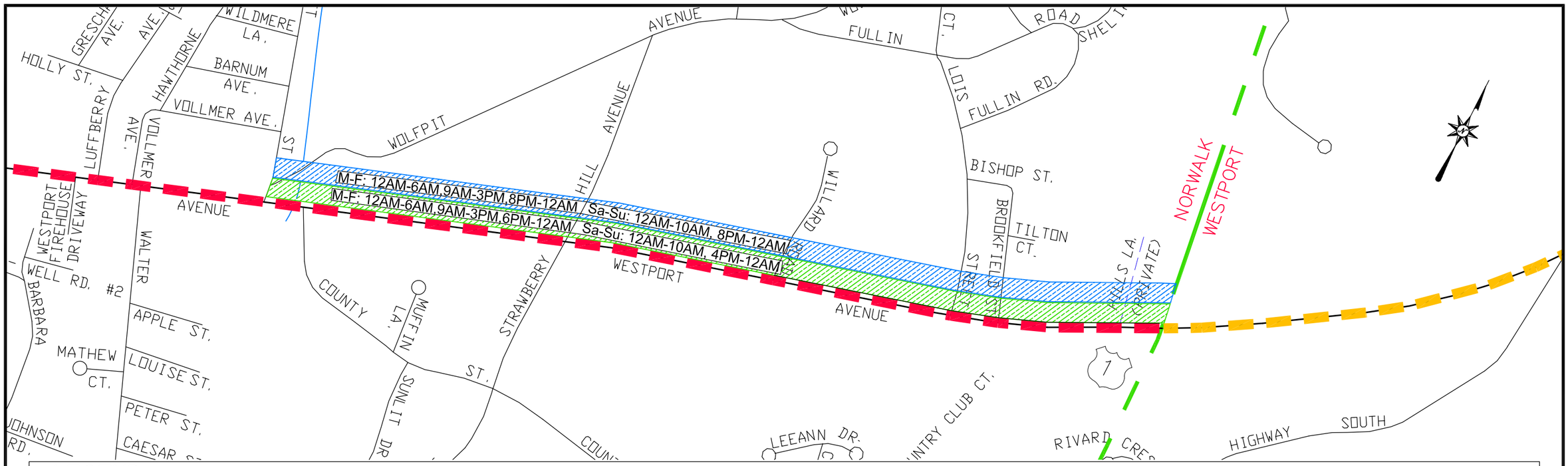
ALLOWABLE WORK HOURS MAP

MIDDLETOWN TO NORWALK
345-kV TRANSMISSION PROJECT
NORWALK, CONNECTICUT

Scale	1"=500'
Project No.	05C1314
Date	5/02/06
CAD File	102_TRPT05C1314 FIG N3

XREF(s): NONE

FIGURE N.3

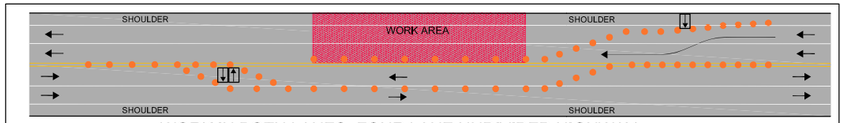


LEGEND

— CL&P SELECTED ROUTE – NORWALK

— CL&P SELECTED ROUTE – WESTPORT (SEE SEPARATE REPORT)

TWO LANES - ONE DIRECTION



WORK IN BOTH LANES -FOUR LANE UNDIVIDED HIGHWAY
MAINTENANCE TRAFFIC CONTROL PLAN 12

WORK HOURS:

ROUTE 1 (WESTPORT AVENUE)

M-F: 12:00AM-6:00AM, 9:00AM-3:00PM, 1:00PM-3:00PM, 6:00PM-12:00AM

Sa-Su: 12:00AM-10:00AM, 4:00PM-12:00AM

ONE LANE - ALTERNATING TRAFFIC

WORK IN TRAVEL LANE AND SHOULDER - TWO LANE HIGHWAY
ALTERNATING ONE-WAY TRAFFIC OPERATIONS
MAINTENANCE TRAFFIC CONTROL PLAN 13

WORK HOURS:

ROUTE 1 (WESTPORT AVENUE)

M-F: 12:00AM-6:00AM, 9:00AM-3:00PM, 8:00PM-12:00AM

Sa-Su: 12:00AM-10:00AM, 8:00PM-12:00AM

RESTRICTIONS:

1) THERE ARE FOUR MOTEL BUILDINGS LOCATED BETWEEN COUNTY STREET AND STRAWBERRY HILL AVENUE, ON BOTH THE NORTHERLY AND SOUTHERLY SIDES OF ROUTE 1 (WESTPORT AVENUE). EQUIPMENT TO REDUCE NOISE SHALL BE INVESTIGATED BY THE CONTRACTOR. A VARIANCE THROUGH THE DIRECTOR OF HEALTH WILL BE SOUGHT FOR NIGHT CONSTRUCTION THAT EXCEEDS THE CITY NOISE ORDINANCE.

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ALLOWABLE WORK HOURS MAP

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
NORWALK, CONNECTICUT

Scale	1"=500'
Project No.	05C1314
Date	5/02/06
CAD File	102_TRPT05C1314 FIG N4

XREF(s): NONE

FIGURE N.4