APPENDICES

A Docket 272 Selected Portions of Decision and Order

B Municipal Correspondence

C Right-of-Way Vegetation Clearing Standard TRM 81.021

D Sediment and Erosion Control Plan

E Protected Species Summary Letter

F D&M Plan Change Approval Process

G Traffic Inventory Report

APPENDIX A

DOCKET 272
SELECTED PORTIONS OF DECISION AND ORDER

APPENDIX A

DOCKET 272

SELECTED PORTIONS OF DECISION AND ORDER

14. The Certificate Holders shall not commence construction of the overhead and underground electric transmission system until securing Council approval of a D&M Plan, consistent with the Regulations of Connecticut State Agencies Section 16-50j-60 through Section 16-50j-62 and which includes the following elements:

    a. A detailed site plan showing the placement of the access roads, structure foundations, equipment and material staging area for the overhead route;
    b. A detailed site plan showing the underground route, splice boxes, provisions for underground cable protection, and equipment and material staging area;
    c. Identification of horizontal directional drill and jack and boring sites;
    d. An erosion and sediment control plan, consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control as amended for both overhead and underground routes;
    e. Provisions for crossing inland wetland and watercourses for both overhead and underground routes;
    f. Vegetative clearing plan;
    g. A wetland restoration plan;
    h. Invasive species management plan;
    i. A Plan for a pre-construction survey for all other endangered, threatened and species of special concern, flag areas of mudwort and bayonet grass, sweep areas for eastern box turtle and wood turtle prior to construction and abide to construction periods as outlined by the DEP Wildlife Division;
    j. A post-construction electric and magnetic field monitoring plan;
    k. A plan for installing construction fencing at vernal pools near construction activities and a buffer area be established around inland wetlands;
    l. An inland wetlands restoration plan;
    m. Monitoring and Operations Plan for each water body crossing;
    n. A traffic control plan to include scheduling of construction hours during nights and/or weekends and mitigation of lighting and noise;
    o. A blasting plan
    p. Groundwater best management practices plan;
    q. Identification of developed areas for staging and equipment lay down, field office trailers, sanitary facilities and parking before establishing a new area;
    r. Excavated material in upland construction may be allowed to be graded in proximity to the structure and excavated soil in wetland construction shall be stockpiled in an upland area for use in wetland restoration;
    s. Conductor installation sites shall be within the existing ROW, use of existing cleared areas, to the extent possible, and pulling sites will not be allowed in wetlands;
    t. A plan for the following: structure #4010 may be eliminated; in Woodbridge, details on removal of structure #3920 and new poles may be eliminated in the area of wetland #133; a number of structures within wetland #70 adjacent to Tamarac Swamp in Wallingford may be reduced, especially structures #8769 and 8800; and a set of existing pole structures immediately adjacent to the Farmington Can Recreational Trail in Hamden could be removed.

15. The Certificate Holders are directed to consult with DEP on the following matters:
    a. Concerning horizontal directional drill and the jack and bore crossing techniques;
    b. Fording streams; and
    c. Construction scheduling at the Milford boat launch and the line should be sited so as to not interfere unreasonably with any future maintenance needs.

16. The Certificate Holders shall abide to the following Regional Water Authority (RWA) conditions:

    a. Shall provide all information necessary for the RWA to prepare a DPH Change in Use Application and Revocable License Agreement for the construction activities on RWA owned watershed land.
    b. Shall prepare a Stormwater Pollution Prevention Plan (SWPPP) during the development of the Development and Management Plan (D&M Plan). The D&M Plan shall be prepared in accordance with the Connecticut Guidelines for Soil Erosion and Sediment Control.
    c. Refueling of construction equipment on public water supply watershed and aquifer areas shall only be conducted over portable spill container areas. Absorbent spill response materials shall be readily available on-site. The RWA shall be immediately notified of any hazardous material spills or other water quality incidents on its public water supply watershed or aquifers.
    d. Any fuel, oils, paints solvents, or other hazardous material stored on-site during the construction process shall be in a secure area with at least 100 percent secondary containment.
    e. Submittal of an Integrated Pest Management Plan for long-term maintenance of right-of-ways and submittal of an annual summary of pesticide use and other maintenance activities on RWA property.
    f. If blasting is required, pre-blast surveys of RWA facilities shall be done, recording seismographs shall be in place during blasting and copies of the survey and sand seismograph results shall be provided to the RWA.
    g. Provision of reimbursement for reasonable costs incurred by the RWA regarding review and inspection of the Project, including costs for review by its special consultants, and costs associated with designing and relocating the RWA's facilities, if required.
    h. Preliminary and final D&M Plans shall be provided to the RWA for its review comments. The RWA shall be allowed at least 30 days to review and comment.
    i. The RWA shall receive between three and five days notice prior to commencement of construction activity on public water supply watershed or aquifers, or in the vicinity of RWA facilities.

17. The Certificate Holders shall use the DOT encroachment permit process developed for Docket No. 217 project as a template.

18. The Certificate Holders shall provide the following permits prior to the commencement of construction:

    a. Department of Public Health change-in-use permit;
    b. Office of Long Island Sound Programs (OLISP) coastal permits for the Singer and East Devon Substations: and
    c. DEP water body crossing permits.

19. The Certificate Holders shall obtain necessary waste management permits for activity in any solid waster disposal areas and remove and dispose of contaminated soil per municipal, state and federal regulations.

20. The Certificate Holders shall hire an independent environmental consultant, subject to Council approval, to monitor and report on the installation of the overhead and underground transmission system.

21. The Certificate Holders shall conduct a Phase II Archeological Reconnaissance Survey in consultation with the Connecticut Historical Commission prior to construction.

APPENDIX B

MUNICIPAL CORRESPONDENCE

City of Wallingford

Town

OFFICE OF THE MAYOR

TOWN OF WALLINGFORD
CONNECTICUT

WILLIAM W. DICKINSON, JR.
MAYOR

45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE 203 294-2070
FAX 203 294-2073

August 23, 2005

Anne Bartosewicz, Project Manager
Northeast Utilities System
107 Selden Street
Berlin, CT 06037

Dear Ms. Bartosewicz:

A resident of Shweky Court in Wallingford has contacted me concerning the Transmission Line Project and the proposed structures in Section 5. Mr. Bloise of 15 Shweky Court questions why Section 5 does not have the option to choose a two straight monopole configuration. That design would provide the lowest EMF readings and was identified in previous meetings. He and his family would like to encourage the design which results in significant reduction of EMF levels.

Please advise me. Thank you.

Sincerely,

William W. Dickinson, Jr.
Mayor

jms

Legislative Office Building Hartford, CT 06106
Phone: 1 (800) 842-1421

SENATOR LEN FASANO

Fax

To:	Al Cretella	**From:**	Becky Hawkins
Fax:	(360) 665-6550	**Pages:**	2 including cover
Phone:		**Date:**	9/22/05
Re:		**CC:**	

Urgent **For Review** **Please Comment** **Please Reply** **Please Recycle**

Al:

Thank you for your help. If you have any questions please call me at (860) 240-0474.

Becky Hawkins

Hawkins, Rebecca

From: Mikulski, Carol [CMikulski@wallingford.k12.ct.us]
Sent: Friday, May 20, 2005 2:56 PM
To: Sen. Fasano, Len
Subject: Proposed Power Upgrade

Sen. Fasano,

I reside at 170 High Hill Road in Wallingford which is located south of Carpenter Lane. I have several questions in regards to the proposed power line upgrade.

1. The power company proposal in my neighborhood (cross section 5) proposes adding 108' monopole. Can this pole be added in the already decreed right of way? If not, will the widening of the row reduce the existing tree buffer that exists west of High Hill Road?
2. I believe the town owns land west of the existing row. If this is true, could property be swapped with the power company to locate power lines further west of the homes in that area?
3. Finally, in the design phase, is it possible that the existing "H" frame pole be replaced with a 108' monopole and still remain in the existing cleared row?

Thank you for your attention to this matter.

Sincerely,

James Mikulski
170 High Hill Road
Wallingford, CT 06492
203-265-2175

fax to
(203) 741-1054

State of Connecticut
HOUSE OF REPRESENTATIVES
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

REPRESENTATIVE MARY M. MUSHINSKY
EIGHTY-FIFTH DISTRICT

188 SOUTH CHERRY STREET
WALLINGFORD, CONNECTICUT 06492
TELEPHONE
HOME: (203) 269-8378
CAPITOL: (860) 240-8500
TOLL FREE: 1-800-842-8267

SELECT COMMITTEE ON CHILDREN

ENVIRONMENT COMMITTEE
FINANCE REVENUE AND BONDING COMMITTEE
BONDING SUB-COMMITTEE

Pat Bardzes
c/o Burns & McDonald
fax (203) 741-1054

Dear Pat,

Please include the two constituent responses that accompany this message in your survey findings regarding power line preferences in Wallingford.

Thank you-
Mary Mushinsky
State Rep. 85th District
Wallingford

2 responses follow

1

Thanks for including this response- Mary Mushinsky

fax to. Pat Bandzes (203) 741-1054
Burns & McDonald

from: Rep. Mary Mushinsky, Wallingford, CT

Sept. 26, 2005

Dear Pat,

Another response came in recently regarding another constituent's preferences along the transmission line in S.W Wallingford:

homeowner — John Sartori
48 Nod Brook Rd.
Wallingford, CT 06492

height - prefers higher tower

color — prefers brown - will accept silver

plantings — requests trees as buffer

Thanks for including this response - Mary Mushinsky

fax to: Pat Bandzes (203) 741-1054
Burns & McDonald

from: Rep. Mary Mushinsky - Wallingford, CT

Sept. 26, 2005

Dear Pat,

The following response came in recently regarding constituents' preferences along the transmission line in S.W. Wallingford:

homeowner - Gail Ford
33 Nod Brook Rd
Wallingford, CT 06492
(203) 284-8853

height - prefers lower for property values, but will accept higher pole.
" no real gain from +30 feet"

- would prefer to get rid of old towers & put both sets of lines on one pole

Color - prefers brown

Thanks for including this response - Mary Mushinsky

middletown | norwalk

Senator Leonard Fasano
Legislative Office Building
Hartford, CT 06106

October 4, 2005

Dear Len,

I am providing answers to the questions received from your office on September 22, 2005. Please do not hesitate to let me know if you need any additional information about the Middletown – Norwalk Transmission Line Project.

Sincerely,

Albert W. Cretella, III
Middletown – Norwalk Project Manager
Northeast Utilities

Received via fax from Senator Fasano (Becky Hawkins) on 9/22/05

From: Mikulski, Carol [CMikulski@wallingford.k12.ct.us]
Sent: Friday, May 20, 2005 2:56 PM
To: Sen. Fasano, Len
Subject: Proposed Power Upgrade

Sen. Fasano,

I reside at 170 High Hill Rd in Wallingford which is located south of Carpenter Lane. I have several Questions in regards to the proposed power line upgrade.

1. The power company proposal in my neighborhood (cross section 5) proposes adding 108' monopole. Can this pole be added in the already decreed right of way? If not, will the widening of the row reduce the existing tree buffer that exists west of High Hill Road?
2. I believe the town owns land west of the existing row. If this is true, could property be swapped with the power company to locate the power lines further west from the homes in that area?
3. Finally, in the design phase, is it possible that the existing "H" frame pole be replaced with a 108' monopole and still remain in the existing cleared row?

Thank you for your attention in this matter.

Sincerely,

James Mikulski
170 High Hill Road
Wallingford, CT 06492
(203) 265-2175

middletown | norwalk

Response to Questions:

1. The power company proposal in my neighborhood (cross section 5) proposes adding 108' monopole. Can this pole be added in the already decreed right of way? If not, will the widening of the row reduce the existing tree buffer that exists west of High Hill Road?

   Yes. For the portion of the MN Project in this area, no additional easement acquisition or property purchase is required to construct the transmission line approved by the Connecticut Siting Council (CSC). Installation of the new transmission line will require additional vegetative clearing west of High Hill Road.

2. I believe the town owns land west of the existing row If this is true, could property be swapped with the power company to locate the power lines further west from the homes in that area?

   Northeast Utilities owns the land in fee along this portion of the transmission line. The property to the west is owned by Bristol Myers Squibb Company, not the town of Wallingford. Along the westerly side of the existing transmission line are environmentally sensitive wetlands. If the lines were relocated to the west, these wetlands would suffer an unnecessary environmental impact. As an environmental steward, Northeast Utilities has designed this transmission line to avoid impacting wetlands wherever possible.

3. Finally, in the design phase, is it possible that the existing "H" frame pole be replaced with a 108' monopole and still remain in the existing cleared row?

   The CSC decision for building the new overhead 345-kV transmission line along this ROW (Cross Section 5) does not include the replacement or relocation of the existing H-frame structures.

88 High Hill Road
Wallingford, CT 06492
(203) 265-6964
soconn1@comcast.net
November 5, 2005

Mayor William Dickinson, Jr
Town of Wallingford
45 South Main Street
Wallingford, CT 06492

Re Tower Height

Dear Mr Dickinson:

We join with those of our neighbors on High Hill Road who favor galvanized steel towers with a height of 175 feet.

Sincerely

Seán O'Connor
Maris Fiondella

TOWN OF WALLINGFORD

Town Hall
45 South Main Street
Wallingford, CT 06492
Telephone: 203.294 2070
Fax: 203.294 2073

Date: 11/10/05

Sent by: Gail

Department: Mayor's Office

Telephone: 294-2070

No. of Pages (Including cover sheet)
3

Sent to FAX #: 203-741-1054

Institution: Burns + McDonnell

Department:

Individual: Patricia C. Bradyes

Andrew C Good and Fiona McPhee
52 High Hill Road
Wallingford CT 06492

Dear Mr. Dickinson,
With reference to your letter of Nov 2nd, we have a strong preference for **small** pylons There seems little point in having even more residents suffer from the view of the pylons than is currently the case. Those who are already in view of the current pylons purchased with knowledge of this view, though really they should be compensated for the change (which would likely decrease the opposition to the project)

Yours sincerely,

Andrew C Good and Fiona McPhee

Connecticut
Light & Power
The Northeast Utilities System

107 Selden Street, Berlin CT 06037

Northeast Utilities Service Company
P.O. Box 270
Hartford, CT 06141-0270
(860) 665-5000

February 7, 2006

The Honorable William W. Dickinson
Mayor, Town of Wallingford
Municipal Building
45 South Main Street
Wallingford, CT 06492-0427

Dear Mayor Dickinson,

In their April 7, 2005 decision (Docket No. 272, Middletown-Norwalk Transmission Line Project), the Connecticut Siting Council (CSC) encouraged CL&P to seek additional input from municipalities prior to filing their Development & Management (D&M) Plans. This letter contains the resolution of comments and requests received from the Town of Wallingford for the residences south of Carpenter Lane and the planned Beseck Switching Station to the Cheshire town line (Segment 2a).

History

On July 19, 2005, CL&P met with Wallingford officials to review the CSC decision and to discuss the process and schedule for the town to provide input. Prior to that, on May 3, 2005, you hosted an informational meeting with residents where you solicited their input on structure height. This input was provided to me at our July 19 meeting. A public meeting was held on September 15, 2005. During this public meeting, Wallingford residents had the opportunity to express their preferences regarding structure height and finish and to discuss limited movement of structures along the Right-of-Way in small group meetings with our design engineers. An independent Technical Advisor was provided as an additional resource for the town and its residents. Further comments from residents were received via fax from your office, State Representative Mary Mushinsky, and State Senator Len Fasano following the September 15 meeting.

We have listened and thoughtfully reviewed your specific comments and recommendations. Note that, in many cases, we received conflicting preferences from residents living in the same area. When this occurred, we did not choose between them but applied the CSC decision.

Appendix A contains a summary of our resolution of your requests for Wallingford residences south of Carpenter Lane and the planned Beseck Switching Station to the Cheshire town line (Segment 2a). Unless otherwise noted, all structure numbers and references are as shown in our Preliminary Plan & Profile drawings, dated August 2005.

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In accordance with the process previously discussed with you, CL&P will provide a copy of the draft D&M Plan to your town over the next week. CL&P expects to file this final D&M Plan (Segment 2a) with the CSC in March 2006.

Thank you for your participation and cooperation in this process. We value the input provided and believe that it has resulted in a design that better serves your community and the needs of CL&P's customers. Please do not hesitate to contact us should you have further questions or concerns.

Very truly yours,

Anne Bartosewicz
Middletown-Norwalk Project Director

Enclosure:
Appendix A - Resolution of Comments and Requests

C: Raymond Smith - Director, Wallingford Department of Public Utilities
Pamela B. Katz – Chairwoman, Connecticut Siting Council
Mary Mushinsky - State Representative
Len Fasano - State Representative

APPENDIX A
Resolution of Comments & Requests
Town of Wallingford – Segment 2a
(NOTE: For residences south of Carpenter Lane/Beseck Switching Station to the Cheshire Town Line)

Requester Name	Address	Comment or Request	Resolution
High Hill Road			
Andrew Good and Fiona McPhee	52 High Hill Rd.	Prefers lower structures.	This area of High Hill Road will use a delta structure design, ranging in height from 95' to 120'. Due to conflicting preferences, the structures will have a weathering steel finish in accordance with our design standards. We can not accommodate resident requests to move the structures further west on the right of way since doing so would negatively impact wetlands. Moving the structures onto Bristol-Myers Squibb property would require additional easements.
Michael and Deborah Puglia	70 High Hill Rd.	Prefers lower structures.	
James Vumbaco (erroneously listed with Segment 1a)	81 High Hill Rd.	Prefers lower structures.	
Sean O'Conner and Maris Fiondella	88 High Hill Rd.	Prefers 175' structures.	
		Prefer galvanized steel finish	
Richard Gordon (erroneously listed wit Segment 1a)	93 High Hill Rd.	Prefers higher structures (May 2005) Prefers lower structures (Sept. 2005)	
		Move structures to the west side of the right of way; move onto Bristol-Myers Squibb property.	
		Prefers weathering steel finish.	
Bob Birdsey	112 High Hill Rd.	Move structures to the west side of the right of way; move onto Bristol-Myers Squibb property.	
		Prefers weathering steel finish.	
Carol and James Mikulski	170 High Hill Rd.	Move structures to the west side of right of way.	
		Remove existing H-Frame and replace with single monopole.	
		Prefers lower structures.	

Requester Name	Address	Comment or Request	Resolution
Williams Road			
Robert Pogmore	177 Williams Rd.	Prefers higher structures.	In the Williams Road area, we will use a delta structure design, ranging in height from 95' to 120'
Karen and Gary Marotta	184 Williams Rd.	Prefers lower structures.	
Barbara Sreilis and Daniel Leary	209 Williams Rd.	Prefers higher structures.	
Kerry Taylor	489 Williams Rd.	Prefers higher structures.	
William Taylor	490 Williams Rd.	Prefers higher structures.	
Linda and Paul Hibson	596 Williams Rd.	Prefers lower structures.	
Durham Road			
Peter Doolittle	1268 Durham Rd.	Prefers lower structures.	In the Durham Road area, we will use a delta structure design, ranging in height from 90' to 120'.
		Prefers weathering steel finish.	
Paul and Lee Aiken	1274 Durham Rd.	Prefers higher structures.	Yes, the structures will have a weathering steel finish.
		Prefers weathering steel finish.	
Ken Damato	1280 Durham Rd.	Prefers delta structures.	
		Prefers weathering steel finish.	
Steve Arena	1288 Durham Rd.	Prefers delta structures which would allow less vegetation to be cut.	
		Prefers weathering steel finish.	
Schweky Court			
Jose and Brenda Riccitelli-Pestana	5 Schweky Ct.	Requested EMF reading.	Completed 8/24/05.
		Requested drawing #01279-29.	Drawing provided on 9/26/05.
		Prefers shorter, H-Frame structures.	In the Schwecky Court area, we will use a delta structure design, ranging in height from 100' to 125'.
		Prefers weathering steel finish.	
Frank Blois	15 Schweky Ct.	Prefers higher , low EMF structures	Yes, the structures will have a weathering steel finish.
		Prefers weathering steel finish.	

Requester Name	Address	Comment or Request	Resolution
East Center Street			
Dennis & Terry Carruthers	1010 East Center St.	Requested EMF reading	Completed 11/2/05.
		Requests that existing 345-kV structure #8793 remain in its current location.	Yes, this structure will remain in its current location.
		Requests that new 345-kV structure #24262 be moved approx. 100' north away from her home; prefers taller monopole design.	Yes, we can accommodate this request to move #24262 approx. 100' northeast and raise its height from 105' to 115'.
		Prefers weathering steel finish.	Yes, the structures in this area will have a weathering steel finish.
Tamarac Swamp Road			
Kathleen Brenner	14 Tamarac Swamp Rd.	Prefers higher structures for EMF reasons.	In the Tamarac Swamp Road area, we will use a delta structure design, ranging in height from 120' to 140'.
		Move structures as far east on right of way as possible	No, in this location, the existing 345-kV transmission line structures will remain in their current location and will not be moved further east.
		Prefers galvanized steel finish.	No, for consistency purposes, structures in this area will have a weathering steel finish.
		Requested PLS-CADD #01229-10029.	Drawing provided on 9/22/05.
Mulligan Drive			
Michael Kisiel	8 Mulligan Dr.	Not concerned about EMF due to distance of structures from his home; prefers lower structures.	In the Mulligan Drive area, we will use a delta structure design, ranging in height from 105' to 160'.
		Prefers weathering steel finish.	Yes, the structures in this area will have a weathering steel finish.
Natalie Campbell	12 Mulligan Dr.	Prefers lower 105' structures.	
		Prefers weathering steel finish.	
East Main Street			
Bob Parisi	23 East Main St.	Prefers lower structures.	In the East Main Street area, we will use a compact delta structure design with a typical height of 115'.

Requester Name	Address	Comment or Request	Resolution
Mariot Circle			
Walter Reynolds	58 Mariot Circle	Prefers higher structures.	In the Mariot Circle area, we will use a single, compact composite structure design that carries both the 345-kV and 115-kV circuits. In accordance with the April 7, 2005 CSC Decision and Order, these structures will range in height from 130' to 140'.
Stephan Macombor	70 Mariot Circle	Prefers lower structures.	
Robert Stewart	72 Mariot Circle	Prefers higher structures.	
Nod Brook Road			
William and Cheryln Gill	3 Nod Brook Rd.	Prefers lower structures.	In the Nod Brook Road area, we will use a delta structure design for the new 345-kV circuit, ranging in height from 105' to 125'.
Gail Ford	33 Nod Brook Rd.	Prefers lower structures on a single pole for property value reasons.	
		Prefers weathering steel finish.	Due to reliability restrictions, we are not permitted to put three circuits on one structure.
Barbara Ramelli	42 Nod Brook Rd.	Prefers highest structure possible; concerned about EMF.	
		Prefers galvanized steel finish.	Due to conflicting preferences, the structures in this area will have a weathering steel finish in accordance with our design standards.
Carrie O'Connor	46 Nod Brook Rd.	Prefers higher structures.	
		Prefers galvanized steel finish.	
John Sartori	48 Nod Brook Rd.	Prefers higher structures.	
		Prefers weathering steel finish.	
Wood Edge Circle			
Mark McKierman	4 Wood Edge Circle	Prefers lower structures on a single pole.	In the Wood Edge Circle area, we will use a delta structure design for the new 345-kV circuit with a typical height of 115'. Due to reliability restrictions, we are not permitted to put three circuits on one structure.
		Prefers weathering steel finish.	Yes, the structures in this area will have a weathering steel finish.

Requester Name	Address	Comment or Request	Resolution
Ashley Lane			
Lorna and Joseph Palazzi	6 Ashley Lane	Prefers lower structures.	In the Ashley Lane area, we will use a delta structure design, ranging in height from 110' to 130'.
		Prefers galvanized steel finish.	Yes, the structures in this area will have a galvanized steel finish.
Tuttle Avenue			
Jane Shweky	1746 Tuttle Ave.	Prefers higher structures.	Structures on the east side of Tuttle Avenue in Wallingford will use a delta design with a typical height of 120'. There will be multiple structures on the west side of Tuttle in Cheshire to accommodate the transition from overhead to underground 115-kV transmission. These structures will range in height from 130' to 155'.

OFFICE OF THE MAYOR
TOWN OF WALLINGFORD
CONNECTICUT

WILLIAM W. DICKINSON, JR
MAYOR

45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE 203 294-2070
FAX 203 294-2073

February 23, 2006

SENT VIA FAX: 203-741-1054

TO: Pat Bandzes, Burns & McDonnell

FROM: Mayor William W. Dickinson, Jr.

RE: CL&P Transmission Lines

Following are names, addresses and phone numbers of residents at yesterday afternoon's meeting:

Tom Pallotta	9 Shweky Court	294-0663
Art & Pat Sousa	7 Shweky Court	284-1036
John & Marie Montano	11 Shweky Court	284-0532
Joe & Brenda Riccitelli-Pestana	5 Shweky Court	284-1407
Al Czaplinski	5 Stoneybrook Rd	741-0740
Gary Dreissen	3 Amie Lane	269-5333
Carey & Frank Blois (Meadowbrook Homeowners Assoc.)	15 Shweky Court	269-8248
Dennis & Theresa Carruthers	1010 E. Center St.	265-1846

Jms

February 25, 2006

The Honorable William W. Dickinson
Mayor, Town of Wallingford
Wallingford Town Hall
45 South Main Street
Wallingford, CT 06492

RE: CL&P and UI Transmission Line Project (Docket # 272)

Dear Mayor Dickinson,

Thank you for your time and interest while meeting with Shweky Court and Stoney Brook residents on the evening of February 22nd regarding power pole placement in our neighborhood. This letter serves as an additional written request that pole #24262 not be moved 100 feet northeast, and that it remain next to the existing H frame closest to East Center Street as was originally planned and approved. Please forward this request to any additional individuals who can assist in facilitating this change back to the original engineered plan. We as a community greatly appreciate your assistance in this matter that greatly impacts us.

Thank you again for your time and attention to this matter.

Sincerely,

The Meadow Brook Homeowners Association of Wallingford, Incorporated
Representing Stoney Brook Road, Amie Lane and Shweky Court
Totaling 34 Homeowners

Gary Dreissen pwp
President

pp. John Sienko
Vice President

Albert Czapliski
Treasurer

Maria Montano
Secretary

February 25, 2006

The Honorable William W. Dickinson
Mayor, Town of Wallingford
Wallingford Town Hall
45 South Main Street
Wallingford, CT 06492

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Thank you again for your time and attention to this matter.

Sincerely,

Paul M. Lizardi

Paul M. Lizardi
7 Stoney Brook Rd
Wallingford, CT 06492

February 25, 2006

The Honorable William W. Dickinson
Mayor, Town of Wallingford
Wallingford Town Hall
45 South Main Street
Wallingford, CT 06492

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Thank you again for your time and attention to this matter.

Sincerely,

Brenda Riccitelli-Pestana

Mr. and Mrs. Jose and Brenda Riccitelli-Pestana
5 Shweky Court
Wallingford, CT
(203) 284-1407

February 27, 2006

The Honorable William W. Dickinson
Mayor, Town of Wallingford
Wallingford Town Hall
45 South Main Street
Wallingford, CT 06492

RE: CL&P and UI Transmission Line Project (Docket #272)

Dear Mayor Dickinson,

This letter is in regard to the placement of pole #24262, which greatly impacts our neighborhood of Shweky Court and that of our fellow neighborhood association member, Stoney Brook Road. The original design called for this new pole to be placed next to the existing H frame closest to East Center Street, which has already been approved. As you know, a resident of East Center Street has asked that this pole be moved 100 feet northeast, which would be greatly detrimental to the aesthetics of our neighborhood. We request that this pole not be moved and that, instead, the original plan is respected and maintained. Please forward this request to those who can assist in facilitating this request. Thank you for your time and concern.

Sincerely,

Thomas and Suzanne Pallotta
9 Shweky Court

Suzanne Pallotta

Thomas Pallotta

February 25, 2006

The Honorable William W. Dickinson
Mayor, Town of Wallingford
Wallingford Town Hall
45 South Main Street
Wallingford, CT 06492

RE: CL&P and UI Transmission Line Project (Docket # 272)

Dear Mayor Dickinson,

Thank you for your time and interest while meeting with Shweky Court and Stoney Brook residents on the evening of February 22nd regarding power pole placement in our neighborhood. This letter serves as an additional written request that pole #24262 not be moved 100 feet northeast, and that it remain next to the existing H frame closest to East Center Street as was originally planned and approved. Please forward this request to any additional individuals who can assist in facilitating this change back to the original engineered plan. We as a community greatly appreciate your assistance in this matter that greatly impacts us.

Thank you again for your time and attention to this matter.

Sincerely,

John & Marie Montano
#11 Shweky Ct
Wlfd, CT 06492
H 203-284-0532

February 25, 2006

The Honorable William W. Dickinson
Mayor, Town of Wallingford
Wallingford Town Hall
45 South Main Street
Wallingford, CT 06492

RE: CL&P and UI Transmission Line Project (Docket # 272)

Dear Mayor Dickinson,

Thank you for your time and interest while meeting with Shweky Court and Stoney Brook residents on the evening of February 22nd regarding power pole placement in our neighborhood. This letter serves as an additional written request that pole #24262 not be moved 100 feet northeast, and that it remain next to the existing H frame closest to East Center Street as was originally planned and approved. Please forward this request to any additional individuals who can assist in facilitating this change back to the original engineered plan. We as a community greatly appreciate your assistance in this matter that greatly impacts us.

Thank you again for your time and attention to this matter.

Sincerely,

Albert Czaplinski Jr

ALBERT CZAPLINSKI, JR.
5 STONEY BROOK RD
WALLINGFORD, CT. 06492
203/741-0740

February 25, 2006

The Honorable William W. Dickinson
Mayor, Town of Wallingford
Wallingford Town Hall
45 South Main Street
Wallingford, CT 06492

RE: CL&P and UI Transmission Line Project (Docket # 272)

Dear Mayor Dickinson,

Thank you for your time and interest while meeting with Shweky Court and Stoney Brook residents on the evening of February 22nd regarding power pole placement in our neighborhood. This letter serves as an additional written request that pole #24262 not be moved 100 feet northeast, and that it remain next to the existing H frame closest to East Center Street as was originally planned and approved. Please forward this request to any additional individuals who can assist in facilitating this change back to the original engineered plan. We as a community greatly appreciate your assistance in this matter that greatly impacts us.

Thank you again for your time and attention to this matter.

Sincerely,

Cynthia Sousa
Patricia Sousa

7 Shweky Court

February 25, 2006

The Honorable William W. Dickinson
Mayor, Town of Wallingford
Wallingford Town Hall
45 South Main Street
Wallingford, CT 06492

RE: CL&P and UI Transmission Line Project (Docket # 272)

Dear Mayor Dickinson,

Thank you for your time and interest while meeting with Shweky Court and Stoney Brook residents on the evening of February 22nd regarding power pole placement in our neighborhood. This letter serves as an additional written request that pole #24262 not be moved 100 feet northeast, and that it remain next to the existing H frame closest to East Center Street as was originally planned and approved. Please forward this request to any additional individuals who can assist in facilitating this change back to the original engineered plan. We as a community greatly appreciate your assistance in this matter that greatly impacts us.

Thank you again for your time and attention to this matter.

Sincerely,

OFFICE OF THE MAYOR

TOWN OF WALLINGFORD
CONNECTICUT

WILLIAM W. DICKINSON, JR.
MAYOR

45 SOUTH MAIN STREET
WALLINGFORD, CT 06492
TELEPHONE 203 294-2070
FAX 203 294-2073

March 8, 2006

Ms. Patricia C. Bandzes
Community Relations Manager
Burns & McDonnell
35 Thorpe Avenue Suite 203
Wallingford, CT 064912

Dear Ms. Bandzes:

Thank you for your interest and attention to the issue of pole #24262 and its proposed placement 100 feet northeast from the existing H frame in the utility right of way, proximate to East Center Street, Shweky Court, Stoneybrook Road and Amie Lane in Wallingford. Residents in the vicinity of the right of way are concerned about EMF exposure and adverse aesthetic impacts caused by the project in general, and by the 100-foot change in proposed location of the pole structure.

With regard to the new pole location, the concern of the Carruther's family on East Center Street regarding EMF exposure if the pole is closer to them, appears to be the one specific health concern related to the placement of the pole. If it can be quantified with certainty that placement of the pole will not adversely affect EMF exposure, then all parties appear to have similar aesthetic concerns. I have been informed previously that such quantification is not available, and thus acquiesce in your placement of the pole. Should such quantification be available, I would want to be informed as our acceptance of the new pole location could change.

In order to address aesthetic concerns, we urge CL&P to include in the project the planting of trees on the properties on Shweky Court. In addition, a tree line should be planted along the edges of the right of way to screen the structures and replace the tree line which will be removed to facilitate construction. The project will have a disruptive and intrusive affect on this quiet neighborhood and every reasonable effort should be made to mitigate its impact. Thank you for your attention and assistance.

Sincerely,

William W. Dickinson, Jr
Mayor

jms
cc: Ray Smith

Bandzes, Patricia

From: Bandzes, Patricia
Sent: Tuesday, March 21, 2006 6:14 PM
To: 'Raymond F. Smith'
Cc: 'bartoab@NU.COM'; 'creteaw@NU.COM'; Hogan, Jim
Subject: FW: Notification of Start of Construction - Beseck SS

Attachments: Cheshire P&P 3-21-06.pdf

Cheshire P&P 3-21-06.pdf (7 MB...

To clarify -- the actual transition structure # is 4663A, located near the other two mentioned.

Thank you,
Pat

Patricia C. Bandzes
Community Relations
Middletown-Norwalk Transmission Project

Burns & McDonnell
35 Thorpe Avenue, Suite 203
Wallingford, CT 06492-1999
[P] (203) 284-8590 x 229
[F] (203) 741-1054
www.burnsmcd.com
Email: pbandzes@burnsmcd.com

-----Original Message-----
From: Bandzes, Patricia
Sent: Tuesday, March 21, 2006 6:09 PM
To: 'Raymond F. Smith'
Cc: 'bartoab@NU.COM'; 'creteaw@NU.COM'; Hogan, Jim
Subject: RE: Notification of Start of Construction - Beseck SS

Ray,

The latest P&P drawing you requested is attached. Transition structure #s are: 24209, 4663 and 4663A.

We want to make you aware of concerns that we have regarding this move from Cheshire to Wallingford. There is a wetland just east of Tuttle Road that would be disturbed by the underground duct bank in the right of way. Also, the route in the streets would be difficult to navigate given the twists and turns associated with a Tuttle Road/Old Farms Road underground route.

Please contact me if I can be of further assistance.

Pat

Patricia C. Bandzes
Community Relations
Middletown-Norwalk Transmission Project

Burns & McDonnell
35 Thorpe Avenue, Suite 203

Wallingford, CT 06492-1999
[P] (203) 284-8590 x 229
[F] (203) 741-1054
www.burnsmcd.com
Email: pbandzes@burnsmcd.com

-----Original Message-----
From: Raymond F. Smith [mailto:rfs100@sbcglobal.net]
Sent: Tuesday, March 21, 2006 11:51 AM
To: Bandzes, Patricia
Subject: Re: Notification of Start of Construction - Beseck SS

Pat,
Thanks for the update.
I have a question about the transition pole in Cheshire. Do you have a drawing that depicts the transition for the 115KV line near Tuttle Avenue(plan and profile)?
How much area is required for the OH/UG conversion structure Ray?

Connecticut
Light & Power
The Northeast Utilities System

107 Selden Street, Berlin CT 06037

Northeast Utilities Service Company
P.O. Box 270
Hartford, CT 06141-0270
(860) 665-5000

March 23, 2006

The Honorable William W. Dickinson
Mayor, Town of Wallingford
Municipal Building
45 South Main Street
Wallingford, CT 06492-0427

Re: Draft D&M Plan; Segment 2a

Dear Mayor Dickinson,

Thank you for your response of March 8, 2006 regarding the shifting of structure #24262 one-hundred (100) feet northeast on the property of Dennis and Terry Carruthers, East Center Street in Wallingford. We respect the concerns that have been raised by them as well as their neighbors located on Shweky Court, Stoney Brook Road and Amie Lane. As we have previously indicated to residents and as stated in our Development and Management (D&M) Plan filing, our design gives priority to residents living on the right of way (ROW), such as the Carruthers. In response to your question regarding changes in EMF levels, the effect of the proposed structure shift is negligible.

CL&P does not replace vegetation removed within the ROW for construction purposes. CL&P does have vegetation policies that we can share with property owners who would like to landscape on their property within the utility easement. Plantings cannot interfere with the long-term operation, reliability and maintenance of the transmission line. In this case, the first 200 feet of the road for the Stoney Brook development is located within the ROW and must conform to our vegetation policies for safety purposes.

Regarding your request to plant trees along Shweky Court, the majority of these properties are not adjacent to the ROW and do not have a utility easement. They are on the west side of the ROW and construction of the new transmission structures will be on the east side of the ROW. CL&P does plan to restore the ROW with low-growing vegetation grasses - indigenous to the site - at the base of the structures.

It is our plan to file the Segment 2a D&M Plan with the Connecticut Siting Council (CSC) that will show structure #24262 in its planned location (shifted 100 feet). Should the municipality or residents wish to comment further on this D&M Plan, they should do so during the 30-day comment period provided for in the CSC's Decision and Order for Docket No. 272.

We thank you again for your communication and cooperation during this process. Please call me if you have questions, 860-665-2771.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

C: Raymond Smith - Director, Wallingford Department of Public Utilities
Pamela B. Katz – Chairman, Connecticut Siting Council

Bandzes, Patricia

From: Bandzes, Patricia
Sent: Friday, March 24, 2006 10:04 AM
To: 'Raymond F. Smith'
Cc: 'bartoab@NU.COM'; creteaw@NU.COM; Hogan, Jim
Subject: RE: Chesire/Wallingford pole

Attachments: SECTION_7AB.pdf

SECTION_7AB.pdf
(414 KB)

Ray,

The conceptual pole drawing is not yet complete. Attached is the cross section (7AB) for the transition structure as shown in the latest D&M Plan. The diameter of the foundation and pole is expected to be about 2 feet more on a transition structure vs. a tangent.

This cross section is for the transition structure being located in Cheshire. The heights of the structures will change if the location of the transition structure changes.

I am trying to track down a photo of similar transition structure being used on our Bethel-Norwalk Project. If I find one, I will send it along.

Let me know if I can provide any further information.

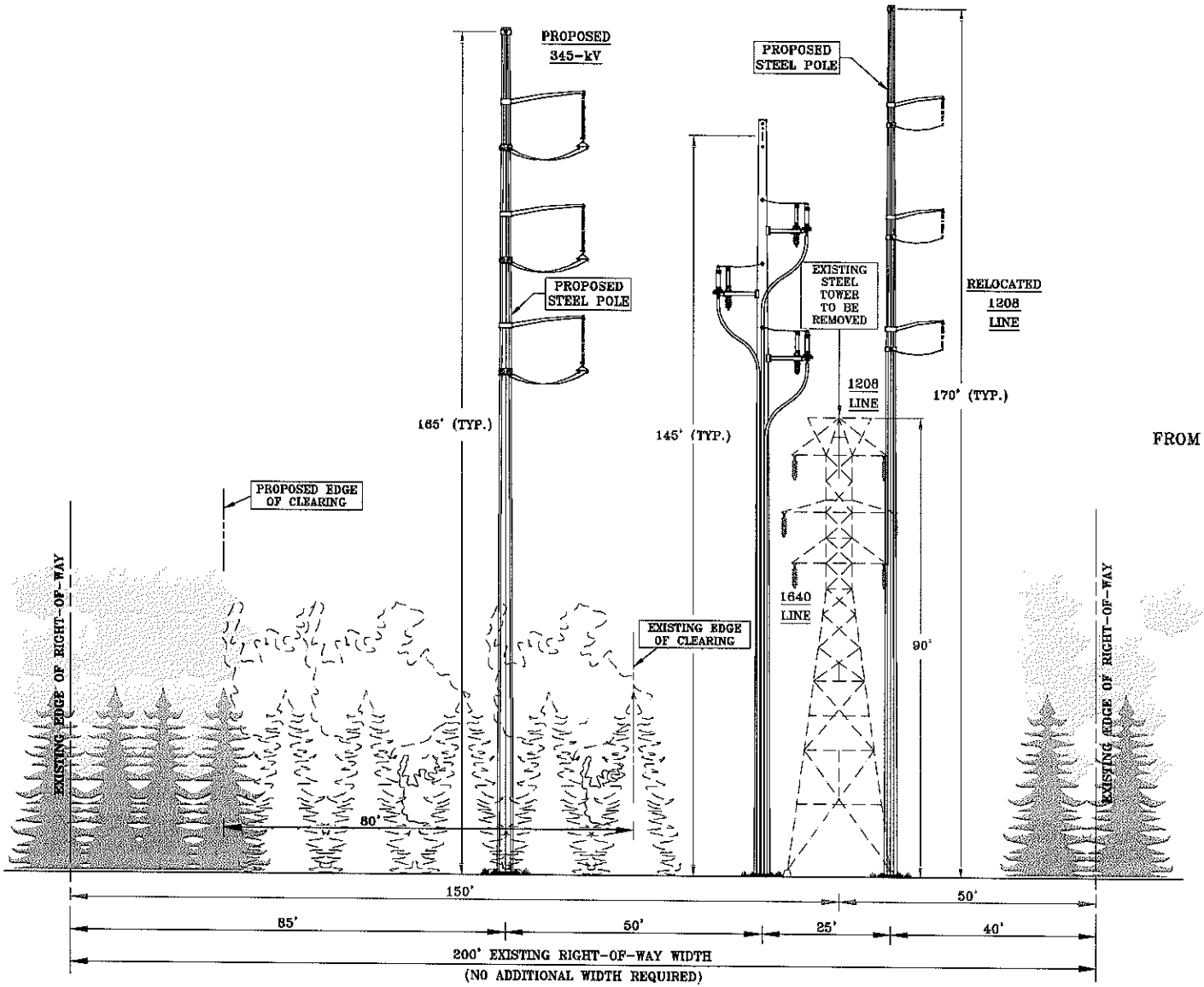
Have a good weekend,
Pat

Patricia C. Bandzes
Community Relations
Middletown-Norwalk Transmission Project

Burns & McDonnell
35 Thorpe Avenue, Suite 203
Wallingford, CT 06492-1999
[P] (203) 284-8590 x 229
[F] (203) 741-1054
www.burnsmcd.com
Email: pbandzes@burnsmcd.com

-----Original Message-----
From: Raymond F. Smith [mailto:rfs100@sbcglobal.net]
Sent: Wednesday, March 22, 2006 5:09 PM
To: Bandzes, Patricia
Subject: Chesire/Wallingford pole

Pat, Thanks, but I was looking for a detailed drawing that showed the riser pole configuration. Fairly detailed. For example, is there any switch included, on the pole (unlikely) or adjacent? Etc. etc., Do you have a photo of a similar transition pole? My thinking is that the structure will take up quite a bit of space compared to a tangent pole.
Ray



LOOKING WEST
FROM WALLINGFORD/CHESHIRE TOWN LINE
IN THE TOWN OF CHESHIRE

NOTE: SEE INDEX MAP FOR
LOCATION OF CROSS SECTION

Northeast Utilities System

The United Illuminating Company

TITLE: TYPICAL CROSS SECTION
MIDDLETOWN – NORWALK
345-kV TRANSMISSION LINE

BY JMH – Bidded	CHKD	APP	APP
DATE 03/2008	DATE	DATE	DATE
SCALE N.T.S.	MICROFILM DATE	DWG. NO. XS-001 FIGURE 7AB	
P.A.#			

City of Cheshire

Bandzes, Patricia

From: Milone, Michael [mmilone@cheshirect.org]
Sent: Wednesday, September 07, 2005 3:21 PM
To: Bandzes, Patricia; Albert Cretella, III
Cc: lkowalczykk@cox.net; pvaidya@quantronix.com; Rose99Kuhn@aol.com; Lisa86Steve@aol.com; heather@vonfischer.com; LRLMI@aol.com; Pgargiulo@cox.net; Michael.Gargiulo@Visaer.com; Alphanyr@Netscape.net; RBUTURLA@BMD-LAW.COM
Subject: Questions - Transmission Line Upgrade

From: Michael A. Milone, Town Manager

Subject: Questions – Transmission Line Upgrade

As a follow up to the presentation made by Northeast Utilities on August 25, 2005 to our Cheshire residents, a number of questions were generated. Most of these questions were posed that evening and some were not, but we were asked to submit all our questions in writing, which is the reason for this email.

If possible, please provide the answers to me as you have them. Also, I would appreciate an extension on the September 16, 2005 date to respond to this Plan, in order to ensure that our residents' concerns are appropriately reflected in our letter.

Thank you.

Questions for / Request for Information from Northeast Utilities

1. Please provide a table of EMF's for the composite design and split phase design, starting at tower height of 105' and provided in multiples of 10' to 195'. Please provide each at peak load and average load.

2. The following questions relate to the transition structure for the underground 115Kv line at 300' from the Wallingford Town line:

   A. From the meeting is this point where the existing first lattice structure exists on the Cheshire Town line from Wallingford?
   B. Given this location, is the current single lattice structure to be replaced with three structures; 2 post-end monopoles and one transition monopole?
   C. Is the 345Kv post end monopole to be erected approximately 65' from the existing single lattice structure on the Southeast side?
      1.) Will the new structure then be approximately 80' from the Southeast right of way? (Previously the existing structure was 145' from the Southeast right of way.)
   D. Is there going to be a clearing, for these new structures, of the entire right of way on the Southeast side? What about the Northwest side?
   E. On the map that was provided at the recent Cheshire meeting, line 1630 is being placed on the 115Kv post end monopole on the Northwest side of the right of way I do not see line 1208 on this map. Can you please explain what happened to 1208?
   F. Given this new structural arrangement, what are the EMF estimates measured in mG for Southeast and Northwest?

G. Is there an alternative to the displayed transition structure?

3. Please look into the technical feasibility of moving structures (in Section 8A) closest to Old Lane Road to further North; i.e. directly into the existing structures on the Land Trust Property for the 115Kv and the 345Kv lines and provide the criteria if deemed technically non-feasible In this assessment we would like you to explore a variety of options such as increasing the span, height, shifting the poles to the West (within the ROW), use of Angle frames, etc.

4. Please provide GPS pole coordinates for the proposed design.

5. At the Cook Hill junction, how many structures will be erected, based on composite and split phase design? Please provide the height, type of pole, EMF levels (peak and average), and GPS coordinates.

6 Please indicate conductor to ground distance for the options that are presented. At these distances, what impact will EMF's have on a pacemaker directly under the line?

7. What is your projected peak load on these lines in 5 years and 10 years compared to average peak load?

8. What impact will planned construction have on the following: (a) well water; (b) septic systems; (c) structural integrity of residence and out buildings; (d) drainage? Will Northeast Utilities correct any problems impacting any of these items?

9. What is the timeframe and quality of restoration of property to its current state following the construction period?

10 On the May 28, 2004 map, Cross Section 8A, Option 5 (345Kv split phase with 115KvUG in street) was apparently rejected. Please confirm that Siting Council rejected this option and explain why.

11 On the May 28, 2004 map, and revised July 20, 2004, Option 2 (345Kv Split Phase Offset in ROW, both 115Kv lines UG) were apparently rejected by the Siting Council. Please confirm rejection and explain why.

12 Please confirm a statement made by one of the Northeast Utility representatives (August 25, 2005 meeting) that split phasing both 345Kv and 115Kv on the same pole will not reduce EMF's.

13. Please confirm that a second 345Kv line cannot be accommodated in the existing ROW

14 There was a statement made by Northeast Utility representatives (August 25, 2005 meeting) that new poles will be erected where existing poles are located and yet the maps didn't seem to conform to this. We would like to know the exact mapping location of these replacement towers.

15. What is the process for removing the footings on the existing towers?

16. Can we have the engineering drawings that were used in Northeast Utilities' August 25, 2005 presentation?

17. At the August 25, 2005 meeting, the term "blowout" was used to justify reconductoring the Line 1610

(115Kv). What does "blowout" mean? What are the implications of a blowout?

18. In the meeting of August 25, 2005, Northeast Utilities specified the minimum conductor to ground clearance for a 345Kv line to be 29 feet. Our calculations, based on the National Electric Safety Code (1997) show a value of 25 feet. Which is correct? We are assuming that the NESC 2002/2007 version does not specifically modify or alter the formula. If it does, please provide us the details and changes to the computation.

19. What is the wind tolerance of these proposed lines and their associated structures? What is the weight tolerance (icing) of these lines?

20. These questions relate to the so-called "dead-end structure" identified as the set of H frames north of the junction heading out towards Pinebrook.

    A. What is the design of a dead-end structure (type, pole height, line configuration)?
    B. Is the circuit going to be completely deactivated?
    C. Can the circuit be terminated on the existing H frames?
    D. If C is "yes," then can the termination occur on the existing poles at the next northerly set of H frames at the horse farm, while removing the extra H frames closest to the junction?

21. We understand that should Cheshire (on Section 8A) select the composite design, Northeast Utilities will eliminate 4 structures from the Old Farms Road South to North corridor. Please confirm.

22. If we select the Composite design, in addition to removing the structures mentioned above, (question #21) we would like structure 24206 to be eliminated; i.e. the line would come from Hamden (structure 24205) directly to Cheshire structure (24207). Is this possible?

23. Please confirm the number of structures at Cook Hill Junction will be reduced if we select the Composite design. How many will the final design consist of? Where will the dead-end structure (for Line 1690) be located?

24. If we select the Composite Design, is it possible to move the 115Kv lines closer to the existing (soon to be non-existent) Steel Lattice structure Side, and the 345Kv line closer to the H-Frame side (i.e. reverse the proposed configuration)?

25. If we elect to go with the Split Phase, can Northeast Utilities eliminate structure 4018 (carrying the 115Kv line)? Thus, the line from Hamden (structure 4017) would go straight to structure (4019) in Cheshire.

Michael A. Milone
Town Manager

middletown | norwalk

September 9, 2005

Mr. Michael A. Milone
Town Manager
Town of Cheshire
Cheshire Town Hall
Cheshire, CT 06410

Dear Michael,

Thank you for the opportunity to meet with residents on August 25, 2005 and to discuss their comments and questions regarding our final design.

Enclosed are responses to the questions contained in your email dated September 7, 2005. We believe these responses provide sufficient information for Cheshire to provide input on structure height, structure finish and longitudinal location as permitted by the Siting Council's decision.

Input received by September 16, 2005 will allow us to incorporate as many changes as possible in the D&M Plan. We, therefore, hope you can provide us comments by this date. Otherwise, we will proceed with the preparation of the D&M Plan based on the design specified in the Siting Council's decision.

Very truly yours,

Anne Bartosewicz
Project Director

ATTACHMENT, dated 9/9/05

Response to Cheshire
Requests for Information

Q1: Please provide a table of EMF's for the composite design and split phase design, starting at tower height of 105' and provided in multiples of 10' to 195'. Please provide each at peak load and average load.

A1: The currently available calculated magnetic field levels for the 15 GW New England and 27.7 GW New England load cases for the composite design and split phase design at various structure heights for both cross sections 7B and 8A are provided in the attached tables.

Q2: The following questions relate to the transition structure for the underground 115Kv line at 300' from the Wallingford Town line:

Q2A: From the meeting, is this point where the existing first lattice structure exists on the Cheshire Town line from Wallingford?

A2A: Yes, this is lattice Structure #4663 shown in Volumes 9 and 11 of the CSC Application.

Q2B: Given this location, is the current single lattice structure to be replaced with three structures; 2 post-end monopoles and one transition monopole?

A2B: Yes, two monopole structures and one overhead-to-underground transition structure will be installed at this location.

Q2C: Is the 345Kv post end monopole to be erected approximately 65' from the existing single lattice structure on the Southeast side?

A2C: Yes

Q2C(1): Will the new structure then be approximately 80' from the Southeast right of way? (Previously the existing structure was 145' from the Southeast right of way.)

A2C(1): The 345-kV monopole would be located approximately 85' from the southeast ROW boundary.

Q2D: Is there going to be a clearing, for these new structures, of the entire right of way on the Southeast side? What about the Northwest side?

A2D: Approximately 80' of clearing will be performed on the southeast side at the transition structure location. The clearing on the southeast side will taper from 80' as the line crosses Old Farms Road to approximately 20' of clearing by the new composite Structure #24212.

Q2E: On the map that was provided at the recent Cheshire meeting, line 1630 is being placed on the 115Kv post end monopole on the Northwest side of the right of way. I do not see line 1208 on this map. Can you please explain what happened to 1208?

A2E: Line 1630 was incorrectly noted and should be Line 1208.

ATTACHMENT, dated 9/9/05

Q2F: Given this new structural arrangement, what are the EMF estimates measured in mG for Southeast and Northwest?

A2F: See response A1.

Q2G: Is there an alternative to the displayed transition structure?

A2G: No. The final design has not yet been completed but is expected to be similar to the transition structure shown in our August 25th presentation.

Q3: Please look into the technical feasibility of moving structures (in Section 8A) closest to Old Lane Road to further North; i.e. directly into the existing structures on the Land Trust Property for the 115Kv and the 345Kv lines and provide the criteria if deemed technically non-feasible. In this assessment we would like you to explore a variety of options such as increasing the span, height, shifting the poles to the West (within the ROW), use of Angle frames, etc.

A3: It is our understanding that the Land Trust Property consists of parcels 95-27 and 95-28 in the CSC application, Volume 9, Segment 24. Structure #24206 cannot be moved north into the Land Trust Property because this additional length exceeds the allowable maximum span between Structures #24205 and #24206.

Q4: Please provide GPS pole coordinates for the proposed design.

A4: Enclosed are preliminary Connecticut state plane coordinates for the poles. Note that the final structure locations and their associated coordinates have not yet been verified by field surveys.

Q5: At the Cook Hill junction, how many structures will be erected, based on composite and split phase design? Please provide the height, type of pole, EMF levels (peak and average), and GPS coordinates.

A5: Split phase will require two monopoles (Structure #24210 on PLS-CADD) for the new 345-kV line and three poles (Structure #4026) for Circuit 1208 (to be located just north of the three existing wood poles which will be eliminated - Structure #4025 as referenced in the CSC Application, Segment 81 of Volume 11).

Composite design will require one monopole (Structure #24210 on the PLS-CADD) for the new 345-kV line and Line 1208 will be the same as the split phase.

In addition, approximately 100 to 300 feet north of Cook Hill Junction, Line 1690 will have to terminate at two new wood structures.

Final design details will be provided in the D&M Plan.

The current EMF data is provided in A1.

Q6: Please indicate conductor to ground distance for the options that are presented. At these distances, what impact will EMF's have on a pacemaker directly under the line?

A6: NU standards require a minimum 29' for 345-kV and 24' for 115-kV conductor-to-ground clearance for safety reasons. Generally, as the structure height is increased, the

conductor-to-ground clearance increases proportionately. We are not aware of any impact of EMF on pacemakers, however, you should check with your physician.

Q7: What is your projected peak load on these lines in 5 years and 10 years compared to average peak load?

A7: NU does not project peak loads. ISO New England is the regional transmission organization (RTO) responsible for meeting the electricity demands for New England's residents and businesses. See their web site at: http://www.iso-ne.com/index.html .

Q8: What impact will planned construction have on the following: (a) well water; (b) septic systems; (c) structural integrity of residence and out buildings; (d) drainage? Will Northeast Utilities correct any problems impacting any of these items?

A8: No impact is anticipated as a result of construction activities. If negligent, we will correct any negative impacts resulting from our construction activities.

Q9: What is the timeframe and quality of restoration of property to its current state following the construction period?

A9: A specific has timeframe has not been determined and will be addressed in the D&M Plan. Property will be restored to a similar state that existed prior to construction.

Q10: On the May 28, 2004 map, Cross Section 8A, Option 5 (345Kv split phase with 115KvUG in street) was apparently rejected. Please confirm that Siting Council rejected this option and explain why.

A10: Yes, the CSC rejected this option. You can find details on the April 7, 2005 CSC decision on their Web site at: http://www.ct.gov/csc/site/default.asp . See Docket 272.

Q11: On the May 28, 2004 map, and revised July 20, 2004, Option 2 (345Kv Split Phase Offset in ROW, both 115Kv lines UG) were apparently rejected by the Siting Council. Please confirm rejection and explain why.

A11: Yes, the CSC rejected this option. You can find details on the April 7, 2005 CSC decision on their Web site at: http://www.ct.gov/csc/site/default.asp . See Docket 272.

Q12: Please confirm a statement made by one of the Northeast Utility representatives (August 25, 2005 meeting) that split phasing both 345Kv and 115Kv on the same pole will not reduce EMF's.

A12: The statement above was mischaracterized, however, split phasing both 345-kV and 115-kV on the same structure is not consistent with good engineering design.

Q13: Please confirm that a second 345Kv line cannot be accommodated in the existing ROW.

A13: A 165' ROW can accommodate a variety of transmission line configurations. The M-N Project configuration is one 345-kV circuit and two 115 –kV circuits. The latest ISO New England Regional System Plan can be found at http://www.iso-ne.com.

Q14: There was a statement made by Northeast Utility representatives (August 25, 2005 meeting) that new poles will be erected where existing poles are located and yet the maps didn't seem to conform to this. We would like to know the exact mapping location of these replacement towers.

A14: Attached are the latest preliminary PLS-CADD design drawings which show the preliminary design location of the replacement structures. As we previously indicated, "dead-end" structures for composite and split phase configurations will require multiple poles at each location. The D&M Plan will contain specific details on the number of structures that will be needed at each location.

Q15: What is the process for removing the footings on the existing towers?

A15: It is not our standard practice to remove concrete footings. The concrete footings for the existing lattice structures will have the steel angles cut flush to the top of concrete. Wooden H-frames do not have concrete footings. It is our standard practice to cut the poles at ground level.

Q16: Can we have the engineering drawings that were used in Northeast Utilities' August 25, 2005 presentation?

A16: The latest set of preliminary PLS-CADD drawings are being provided.

Q17: At the August 25, 2005 meeting, the term "blowout" was used to justify reconductoring the Line 1610 (115Kv). What does "blowout" mean? What are the implications of a blowout?

A17: "Blowout" is the movement of the wire (conductor) from the wind. Adequate clearances from the wire needs to be maintained during blowout for safety and reliability reasons. Spans between structures and other design parameters dictate that blowout conditions do not move the conductor outside of the ROW boundary.

Q18: In the meeting of August 25, 2005, Northeast Utilities specified the minimum conductor to ground clearance for a 345Kv line to be 29 feet. Our calculations, based on the National Electric Safety Code (1997) show a value of 25 feet. Which is correct? We are assuming that the NESC 2002/2007 version does not specifically modify or alter the formula. If it does, please provide us the details and changes to the computation.

A18: The latest version of the Code being used in this design (NESC 2002) results in a clearance of 25.07' for clearance above streets, roads, driveways, parking lots and other land, including cultivated, grazing and forest. NESC Code provides minimum values for safety reasons. NU design standards for off road vehicle areas uses 29' clearance. This additional 4' of clearance provides some tolerance for surveys, construction activities or other differing site conditions.

Q19: What is the wind tolerance of these proposed lines and their associated structures? What is the weight tolerance (icing) of these lines?

A19: The wind design parameters used include: the NESC district loading, the NESC extreme wind of 32 psf (112 mph) on the wires, and a 37 psf (120 mph) on the structures. The extreme ice condition is based on NU's design experience and 1" radial ice.

Q20: These questions relate to the so-called "dead-end structure" identified as the set of H frames north of the junction heading out towards Pinebrook.

A: What is the design of a dead-end structure (type, pole height, line configuration)?
B: Is the circuit going to be completely deactivated?

C: Can the circuit be terminated on the existing H frames?
D: If C is "yes," then can the termination occur on the existing poles at the next northerly set of H frames at the horse farm, while removing the extra H frames closest to the junction?

A20: The existing 1690 circuit on the steel lattice structures will be deactivated (de-energized) and remain in place north of Cook Hill Junction. A description of the dead-end structure necessary to accomplish this is provided in A5.

Circuits 1610 and 1208, currently on H-Frames, will remain in service (energized). Also see A5 for a description of the structures associated with these circuits.

Q21: We understand that should Cheshire (on Section 8A) select the composite design, Northeast Utilities will eliminate 4 structures from the Old Farms Road South to North corridor. Please confirm.

A21: If Cheshire selects the composite design rather than split phase, four poles can be eliminated in the ROW between Cook Hill Junction and Old Lane Road. Due to construction limitations, the composite monopoles must be located at the center line of the exisiting eastern H-frame which is 40' from the east ROW boundary.

Q22: If we select the Composite design, in addition to removing the structures mentioned above, (question #21) we would like structure 24206 to be eliminated; i.e. the line would come from Hamden (structure 24205) directly to Cheshire structure (24207) Is this possible?

A22: See response A3.

Q23: Please confirm the number of structures at Cook Hill Junction will be reduced if we select the Composite design. How many will the final design consist of? Where will the dead-end structure (for Line 1690) be located?

A23: See response A5.

Q24: If we select the Composite Design, is it possible to move the 115Kv lines closer to the existing (soon to be non-existent) Steel Lattice structure Side, and the 345Kv line closer to the H-Frame side (i.e. reverse the proposed configuration)?

A24: See response A21. Introducing additional line crossings to reverse the proposed configuration is not consistent with good utility practice and has adverse consequences on reliability.

Q25: If we elect to go with the Split Phase, can Northeast Utilities eliminate structure 4018 (carrying the 115Kv line)? Thus, the line from Hamden (structure 4017) would go straight to structure (4019) in Cheshire

A25: Structure #4018 cannot be removed because this additional length exceeds the allowable, maximum span between structures.

Cheshire Structure Coordinates

Structure Number	Structure Name	Description	X Easting (ft)	Y Northing (ft)	Z Elevation (ft)
4018	10-scsp-02-ugx.085.str	Center of Pole	960360.172	725502.21	301.723
4019	10-scsp-02-ugx.085.str	Center of Pole	960534.436	725691.818	279.924
4020	10-scsp-02-ugx.080.str	Center of Pole	960833.877	726017.625	261.857
4021	10-scsp-02-ugx.090.str	Center of Pole	961235.91	726455.059	240.483
24206	33-cdcsp-02-ugx.125.str	Center of Pole	960316.463	725540.743	269.056
24207	33-cdcsp-02-ugx.100.str	Center of Pole	960490.214	725730.991	277.974
24208	33-cdcsp-02-ugx.105.str	Center of Pole	960788.35	726057.436	261.831
24209	33-cdcsp-02-ugx.125.str	Center of Pole	961189.519	726496.696	239.985
24210	33-scsp-85-dgx.140.str	Center of Str	961526.568	726865.748	232.946
		Right Pole	961525.647	726886.068	232.946
		Left Pole	961527.489	726845.428	232.946
4026	10-scsf-90-dgx.075.str	Right Pole	961563.854	726905.677	227.336
		Center Pole	961584.85	726908.69	227.336
		Left Pole	961605.846	726911.703	227.336
24211	31-dcsp-02-ugx.140.str	Center of Pole	962045.75	726585.02	227.324
24212	31-dcsp-05-ugx.150.str	Center of Pole	962768.18	726148.95	220.392
4663	10-scsp-10-dgx.120.str	Center of Pole	963360.741	725818.009	218.409
115kV RISER	10-scsp-10-dgx.120.str	Center of Pole	963340.758	725783.089	218.345
24213	30-scsp-10.140.str	Center of Pole	963320.87	725748.1	218.28

27.7 GW Summary
Cross Section 8A

middletown | norwalk

		Transmission ROW																								
	Site Condition	150'	135'	120'	105	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	2.3	2.7	3.3	4.0	5.0	6.4	8.4	11.6	16.9	26.3	44.0	114.9	116.2	87.6	53.3	36.2	25.4	17.6	12.1	8.6	6.4	4.9	3.9	3.1	2.6	2.2	1.9
0	Composite Monopole 345/115-kV 105 feet typical height 115-kV UG	3.6	4.0	4.5	5.0	5.7	6.6	7.6	8.9	10.7	11.6	15.6	27.2	48.5	98.6	146.1	109.3	54.3	40.0	30.3	23.5	18.6	15.0	12.4	10.3	8.8	7.5	6.5
1	Composite Monopole 345/115-kV 125 feet typical height 115-kV UG	3.5	3.8	4.3	4.8	5.5	6.2	7.1	8.3	9.8	10.8	14.1	22.6	34.6	52.5	64.8	57.7	37.7	30.1	24.2	19.6	16.1	13.3	11.2	9.5	8.1	7.0	6.1
2	Composite Monopole 345/115-kV 155 feet typical height 115-kV UG	3.2	3.6	4.0	4.4	4.9	5.6	6.3	7.2	8.3	9.3	11.5	16.2	21.1	26.2	29.2	28.0	22.5	19.5	16.8	14.5	12.4	10.7	9.3	8.1	7.1	6.2	5.5
3	345 kV Split Phase - 105 feet Typical height a 115 kV Line UG	0.8	1.0	1.1	1.4	1.6	2.0	2.5	3.3	4.2	5.0	8.7	22.7	40.1	62.7	70.7	48.5	21.3	14.9	10.7	8.0	6.1	4.8	3.8	3.1	2.6	2.1	1.8
4	345 kV Split Phase - 135 feet Typical height a 115 kV Line UG	0.8	0.9	1.0	1.2	1.4	1.7	2.0	2.3	2.6	3.9	4.7	5.5	6.1	11.1	15.5	15.1	10.8	8.6	6.9	5.6	4.5	3.7	3.1	2.6	2.2	1.9	1.6

15 GW Summary
Cross Section 8A

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	Site Condition	150'	135'	120'	105	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
												Transmission ROW																
	Existing Lines (For Reference)	0.5	0.5	0.6	0.8	0.9	1.1	1.5	2.0	2.7	4.0	6.2	13.0	8.2	6.7	7.6	4.9	2.8	2.0	1.5	1.1	0.9	0.7	0.6	0.5	0.4	0.4	0.3
0	Composite Monopole 345/115-kV 105 feet typical height 115-kV UG	1.1	1.3	1.4	1.6	1.8	2.1	2.4	2.9	3.6	4.9	5.0	8.5	14.6	28.5	42.1	31.9	16.0	11.8	9.0	7.0	5.6	4.5	3.7	3.1	2.6	2.3	2.0
1	Composite Monopole 345/115-kV 125 feet typical height 115-kV UG	1.1	1.2	1.4	1.5	1.7	2.0	2.3	2.7	3.5	4.4	4.3	6.9	10.4	15.5	19.0	17.0	11.2	9.0	7.2	5.9	4.8	4.0	3.4	2.9	2.4	2.1	1.9
2	Composite Monopole 345/115-kV 155 feet typical height 115-kV UG	1.0	1.1	1.3	1.4	1.6	1.8	2.1	2.4	3.1	3.6	3.3	4.8	6.3	7.9	8.7	8.4	6.7	5.9	5.1	4.3	3.7	3.2	2.8	2.4	2.1	1.9	1.7
3	345 kV Split Phase - 105 feet Typical height a 115 kV Line UG	0.1	0.2	0.2	0.2	0.3	0.4	0.5	0.8	1.9	2.2	1.8	4.3	10.1	18.3	20.7	14.0	6.0	4.1	3.0	2.2	1.6	1.3	1.0	0.8	0.7	0.6	0.5
4	345 kV Split Phase - 135 feet Typical height a 115 kV Line UG	0.2	0.2	0.2	0.3	0.3	0.4	0.6	0.9	1.8	1.6	0.8	1.0	1.9	3.6	4.7	4.4	3.0	2.4	1.9	1.5	1.2	1.0	0.8	0.7	0.6	0.5	0.4

27.7 GW Summary
Cross Section 7B

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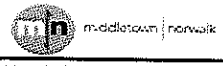
	Site Condition	150'	135'	120'	105	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	1.2	1.4	1.5	1.7	1.9	2.2	2.5	2.8	3.3	3.9	4.6	9.5	15.2	26.8	50.0	76.2	34.3	23.4	16.6	12.3	9.4	7.4	5.9	4.9	4.1	3.4	2.9
0	Composite Monopole 345/115-kV 130 feet Typical Height	5.4	6.0	6.6	7.5	8.4	9.6	11.0	12.8	15.0	17.8	21.4	45.1	71.8	119.9	173.8	145.4	59.3	45.0	38.4	30.7	24.4	20.0	16.7	14.1	12.1	10.5	9.2
1	Composite Monopole 345/115-kV 150 feet Typical Height	5.2	5.8	6.4	7.2	8.1	9.1	10.4	11.9	13.8	16.2	19.1	36.2	51.6	71.7	86.5	80.4	44.5	36.0	30.8	26.5	21.6	18.1	15.3	13.1	11.4	9.9	8.7
2	Composite Monopole 345/115-kV 180 feet Typical Height	4.9	5.4	6.0	6.6	7.4	8.3	9.3	10.5	11.9	13.6	15.7	25.5	32.1	38.6	42.4	41.1	29.2	25.5	21.4	20.7	17.5	15.0	13.1	11.4	10.1	8.9	7.9

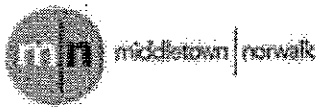
15 GW Summary
Cross Section 7B



	Site Condition	150'	135'	120'	105	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.3	0.3	0.4	0.7	1.0	1.8	4.4	10.6	4.4	2.9	2.0	1.4	1.1	0.8	0.7	0.5	0.4	0.4	0.3
0	Composite Monopole 345/115-kV 130 feet Typical Height	1.6	1.7	1.9	2.2	2.4	2.8	3.2	3.7	4.3	5.2	6.2	13.0	20.8	34.7	50.3	42.6	17.9	14.6	10.6	7.6	6.6	5.6	4.7	4.0	3.5	3.0	2.6
1	Composite Monopole 345/115-kV 150 feet Typical Height	1.5	1.7	1.9	2.1	2.3	2.6	3.0	3.5	4.0	4.7	5.5	10.5	14.9	20.8	25.2	23.7	13.4	11.4	9.9	6.4	5.7	4.9	4.3	3.7	3.2	2.8	2.5
2	Composite Monopole 345/115-kV 180 feet Typical Height	1.4	1.6	1.7	1.9	2.1	2.4	2.7	3.0	3.4	3.9	4.5	7.4	9.3	11.2	12.4	12.2	8.8	7.9	8.8	4.8	4.4	4.0	3.5	3.1	2.8	2.5	2.2

Bandzes, Patricia

From: Bandzes, Patricia
Sent: Monday, September 26, 2005 12:46 PM
To: 'lrlmu@aol.com'; 'rose99kuhn@aol.com'
Cc: 'mmilone@cheshirect.org'; bartoab@NU.COM; 'creteaw@NU COM'; Hogan, Jim
Subject: Your Inquiry - Transition Structures
Attachments: Cheshire FINAL Q&A 9-9-05.pdf



Mr. Umile and Ms. Kuhn,

I am responding to your recent inquiries regarding the planned transition structure at the Wallingford/Cheshire town line. This structure is needed to accommodate the transition from overhead to underground for the 115-kV line near the Cheshire border. I understand the concern you share about the visual impact that this structure may have on your neighborhood.

First, the design of this structure is still preliminary. The best information we have at this time is contained in a letter from our Project Director Anne Bartosewicz to Cheshire Town Manager Michael Milone, dated September 9, 2005. See attached letter, specifically, responses to Q2. This includes the estimated coordinates and distances that you requested.

Regarding your request for a picture of this proposed structure, the photo presented in both our June 27 and August 25 presentations is the best we have at this time. (Mr. Umile – I could not find any other photo that you referred to in our phone conversation. If you find it, can you please send it to me?)

As far as moving this structure into Wallingford, that is not something we would propose as it would require an increase in the amount of underground cable. In addition, there are wetlands both west and east of Tuttle Avenue in Wallingford that would be adversely impacted by relocating this structure.

Thank you for your inquiries. Please do not hesitate to call (1-866-MID-NORW) should you have further questions.

Pat

Patricia C. Bandzes
Community Relations Manager
Middletown-Norwalk Transmission Project

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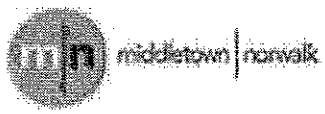
Bandzes, Patricia

From: Bandzes, Patricia
Sent: Wednesday, October 05, 2005 10:29 AM
To: 'mmilone@cheshirect.org'
Cc: bartoab@nu.com; creteaw@NU.COM; Hogan, Jim; Collins, Mike
Subject: Response to Structure Question



Michael,

Below is our response to the recent question received from one of your residents. We will wait to hear the results of your meeting tonight Please do not hesitate to contact us should you have further questions.

Pat

Structure diameters will vary from 4' to 8' depending on structure configuration (delta, composite, split phase), structure type (tangent, deadend) and structure height.

As a rule of thumb, structure diameters will increase approximately 6" for every 15' of structure height.

Foundation diameters will typically be at least 2.5' larger than the diameter of the structures.

Taller structures and/or structures with more conductors (split phase, composite) will have larger forces at the ground line resulting in larger foundations.

Construction techniques will most likely be similar for all the structures. However, as structures get taller, it is possible larger equipment may be required to install the foundations and to erect the structures. Also, more time may be required to construct the line using taller structure.

Patricia C. Bandzes
Community Relations Manager
Middletown-Norwalk Transmission Project

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TOWN OF CHESHIRE

Michael A Milone, Town Manager
84 South Main Street • Cheshire, Connecticut 06410-3193
203-271-6660 • Fax: 203-271-6639

October 17, 2005

Ms. Ann Bartosewicz
Northeast Utilities
P. O. Box 270
Hartford, CT 06141

Re: 345Kv Transmission Line Upgrade

Dear Ms. Bartosewicz,

Thank you for the information that you and your staff have provided in the last few weeks in answer to the questions we have had with regard to the referenced project. I met with some of the affected residents on September 19, 2005, along with our Special Counsel, Attorney Richard Buturla, and Councilman Tod Dixon, in an effort to provide you with our reaction to the plan that was submitted and approved by the Siting Council. As a result of that meeting, and a follow up meeting on October 5, 2005, the residents have asked that we convey the following information to you:

First of all, relative to the transition tower that is being constructed in Cheshire just west of the Wallingford town line, we feel that consideration should be given for that tower to be constructed in Wallingford. The reasons for relocation are (1) it would not impact residents as the current plan requires; (2) it would not require the 80' clear cutting of existing trees; and (3) when originally presented, the plans showed the transition tower in Wallingford.

Given the projected Electro Magnetic Field (EMF) levels as represented by Northeast Utilities in the attached documents, with respect to the cross section 7B, the residents support the composite tower configuration at a height of 150 feet. In addition, for the section of the project identified as 8A, the homeowners would also recommend composite towers but at a height of 105 feet. Unfortunately, this issue (Section 8A) was not the result of a unanimous vote, with 8 homeowners supporting a tower height of 105 feet, 3 homeowners supporting 120-foot towers, and 2 homeowners supporting 150-foot towers. Since most homeowners requesting the taller towers were clustered around the "Cook Hill Junction," I wonder if both factions can be satisfied. If this is not possible, please respect the outcome of this vote for the shorter, 105 foot towers.

We would note that these recommendations are based upon the accuracy of the projected EMF level. To the extent that the information provided turns out to be erroneous, Cheshire and its residents fully reserve all of their rights and remedies.

Finally, relative to the towers, the residents voiced their preference for galvanized poles.

Since extensive road excavation will be required in order to bury the 115Kv line along Old Farms Road; it is recommended that the roadway be paved from curb to curb, and not repaired by simply patching the affected section. Additionally, we want to ensure that the road would be open at all times during the time that the road is under construction, especially since there are no quick or easy detours to follow in order to reach other parts of the neighborhood.

Additionally, because of the concerns of problems resulting from the construction, we would like a comprehensive pre-construction survey done of this entire area so there is baseline data in the event of any resulting damage to property, impact on water quality or resulting soil contamination. Also, we urge that existing vegetation be preserved to ensure adequate screening between the residences and the proposed towers. We would also ask for screening to be planted around the base of all of the support structures, complete removal of all debris and materials resulting from any construction or clearing, and we urge that no chemicals be used for clearing vegetation.

Since many of the homes in this neighborhood have driveways that go under the power lines, residents are concerned that they will have limited access to their properties during construction. Therefore, please ensure that clear access from the street to all homes is maintained throughout the construction period.

Given the concerns that we all share over EMF exposure, we would expect quarterly monitoring of EMF discharge and regular reporting so that the information can be provided to the Town. We would also expect that should these EMF readings significantly exceed those estimates provided in your flow charts, that the Town, and/or residents, will have some recourse.

You should be advised that the Town and its residents are cooperating with Northeast Utilities in this process in an attempt to ameliorate an overly burdensome situation. To the extent future events, changes in the law or newly discovered information becomes available, the Town and its residents reserve their right to supplement this response. By its participation, the Town does not accept any responsibility for the design or construction of this project.

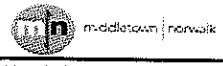
I hope this clarifies the Town's position; and if you have any questions, please don't hesitate to contact me.

Very truly yours,

Michael A. Milone

Michael A. Milone
Town Manager

15 GW Summary
Cross Section 7B



	Site Condition	150'	135'	120'	105	90'	75'	60'	45'	30'	15'	Transmission ROW S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.3	0.3	0.4	0.7	1.0	1.8	4.4	10.6	4.4	2.9	2.0	1.4	1.1	0.8	0.7	0.5	0.4	0.4	0.3
0	Composite Monopole 345/115-kV 130 feet Typical Height	1.6	1.7	1.9	2.2	2.4	2.8	3.2	3.7	4.3	5.2	6.2	13.0	20.8	34.7	50.3	42.6	17.9	14.6	10.6	7.6	6.6	5.6	4.7	4.0	3.5	3.0	2.6
1	Composite Monopole 345/115-kV 150 feet Typical Height	1.5	1.7	1.9	2.1	2.3	2.6	3.0	3.5	4.0	4.7	5.5	10.5	14.9	20.8	25.2	23.7	13.4	11.4	9.9	6.4	5.7	4.9	4.3	3.7	3.2	2.8	2.5
2	Composite Monopole 345/115-kV 180 feet Typical Height	1.4	1.6	1.7	1.9	2.1	2.4	2.7	3.0	3.4	3.9	4.5	7.4	9.3	11.2	12.4	12.2	8.8	7.9	8.8	4.8	4.4	4.0	3.5	3.1	2.8	2.5	2.2

27.7 GW Summary
Cross Section 8A

middletown | norwalk

		Transmission ROW																								
	Site Condition	150'	135'	120'	105	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
	Existing Lines (For Reference)	2.3	2.7	3.3	4.0	5.0	6.4	8.4	11.6	16.9	26.3	44.0	114.9	116.2	87.6	53.3	36.2	25.4	17.6	12.1	8.6	6.4	4.9	3.9	3.1	2.6	2.2	1.9
0	Composite Monopole 345/115-kV 105 feet typical height 115-kV UG	3.6	4.0	4.5	5.0	5.7	6.6	7.6	8.9	10.7	11.6	15.6	27.2	48.5	98.6	146.1	109.3	54.3	40.0	30.3	23.5	18.6	15.0	12.4	10.3	8.8	7.5	6.5
1	Composite Monopole 345/115-kV 125 feet typical height 115-kV UG	3.5	3.8	4.3	4.8	5.5	6.2	7.1	8.3	9.8	10.8	14.1	22.6	34.6	52.5	64.8	57.7	37.7	30.1	24.2	19.6	16.1	13.3	11.2	9.5	8.1	7.0	6.1
2	Composite Monopole 345/115-kV 155 feet typical height 115-kV UG	3.2	3.6	4.0	4.4	4.9	5.6	6.3	7.2	8.3	9.3	11.5	16.2	21.1	26.2	29.2	28.0	22.5	19.5	16.8	14.5	12.4	10.7	9.3	8.1	7.1	6.2	5.5
3	345 kV Split Phase - 105 feet Typical height a 115 kV Line UG	0.8	1.0	1.1	1.4	1.6	2.0	2.5	3.3	4.2	5.0	8.7	22.7	40.1	62.7	70.7	48.5	21.3	14.9	10.7	8.0	6.1	4.8	3.8	3.1	2.6	2.1	1.8
4	345 kV Split Phase - 135 feet Typical height a 115 kV Line UG	0.8	0.9	1.0	1.2	1.4	1.7	2.0	2.3	2.6	3.9	4.7	5.5	6.1	11.1	15.5	15.1	10.8	8.6	6.9	5.6	4.5	3.7	3.1	2.6	2.2	1.9	1.6

Response to 9/16/05 Cheshire Question

Middletown Norwalk Project
Line Flows for 15 GW and 27.7 GW load cases

27.7 GW - Today Case

Line	From Bus	To Bus	MW *	MVAR	MVA	Amps	Summer Normal Amps
New 345	Beseck (Wallingford)	East Devon (Milford)	0	0	0	0	0
1208	Wallingford	Southington	-141.1	22.8	143	717.9225	1440
1610	Glenlake Jct (Woodbridge)	Southington	-121.4	23.7	123.7	621.0281	895
1640	Devon (Milford)	Wallingford	-46.4	14.1	48.5	243.4912	595
1690	Devon (Milford)	Lucchini Jct (Meriden)	-99.2	20.9	101.4	509.0723	1110

15 GW - Today Case

Line	From Bus	To Bus	MW *	MVAR	MVA	Amps	Summer Normal Amps
New 345	Beseck (Wallingford)	East Devon	0	0	0	0	0
1208	Wallingford	Southington	-26.6	-0.9	26.6	133.5436	1440
1610	Glenlake Jct (Woodbridge)	Southington	-10.3	0.1	10.3	51.7105	895
1640	Devon (Milford)	Wallingford	8.3	-1.6	8.5	42.67372	595
1690	Lucchini Jct (Meriden)	Devon (Milford)	-5.2	-0.9	5.2	26.10627	1110

27.7 GW - Post M-N

Line	From Bus	To Bus	MW *	MVAR	MVA	Amps	Summer Normal Amps
New 345	Beseck (Wallingford)	East Devon	894.5	57.1	896.3	1499.939	3410
1208	Wallingford	Southington	-96.8	18.3	98.5	494.5131	1440
1610	Glenlake Jct (Woodbridge)	Southington	-80.5	11.5	81.3	408.1615	895
1640	Devon (Milford)	Wallingford	-11.2	-4.1	12	60.24525	895
1690	Devon (Milford)	Lucchini Jct (Meriden)	0	0	0	0	0

15 GW - Post M-N

Line	From Bus	To Bus	MW *	MVAR	MVA	Amps	Summer Normal Amps
New 345	Beseck (Wallingford)	East Devon	252.1	-32.8	254.2	425.3984	3410
1208	Wallingford	Southington	-33.9	-2.4	34	170.6949	1440
1610	Glenlake Jct (Woodbridge)	Southington	-17.3	-1.4	17.3	86.85356	895
1640	Devon (Milford)	Wallingford	7.9	-0.3	7.9	39.66145	895
1690	Devon (Milford)	Lucchini Jct (Meriden)	0	0	0	0	0

MW* A positive number indicates that the direction of the flow is "From Bus" to "To Bus"
A negative number indicates that the direction of the flow is "To Bus" to "From Bus"

September 19, 2005

15 GW Summary
Cross Section 8A

middletown | norwalk

	Site Condition	150'	135'	120'	105	90'	75'	60'	45'	30'	15'	S/E Edge	50'	25'	Center	25'	50'	N/W Edge	15'	30'	45'	60'	75'	90'	105'	120'	135'	150'
												Transmission ROW																
	Existing Lines (For Reference)	0.5	0.5	0.6	0.8	0.9	1.1	1.5	2.0	2.7	4.0	6.2	13.0	8.2	6.7	7.6	4.9	2.8	2.0	1.5	1.1	0.9	0.7	0.6	0.5	0.4	0.4	0.3
0	Composite Monopole 345/115-kV 105 feet typical height 115-kV UG	1.1	1.3	1.4	1.6	1.8	2.1	2.4	2.9	3.6	4.9	5.0	8.5	14.6	28.5	42.1	31.9	16.0	11.8	9.0	7.0	5.6	4.5	3.7	3.1	2.6	2.3	2.0
1	Composite Monopole 345/115-kV 125 feet typical height 115-kV UG	1.1	1.2	1.4	1.5	1.7	2.0	2.3	2.7	3.5	4.4	4.3	6.9	10.4	15.5	19.0	17.0	11.2	9.0	7.2	5.9	4.8	4.0	3.4	2.9	2.4	2.1	1.9
2	Composite Monopole 345/115-kV 155 feet typical height 115-kV UG	1.0	1.1	1.3	1.4	1.6	1.8	2.1	2.4	3.1	3.6	3.3	4.8	6.3	7.9	8.7	8.4	6.7	5.9	5.1	4.3	3.7	3.2	2.8	2.4	2.1	1.9	1.7
3	345 kV Split Phase - 105 feet Typical height a 115 kV Line UG	0.1	0.2	0.2	0.2	0.3	0.4	0.5	0.8	1.9	2.2	1.8	4.3	10.1	18.3	20.7	14.0	6.0	4.1	3.0	2.2	1.6	1.3	1.0	0.8	0.7	0.6	0.5
4	345 kV Split Phase - 135 feet Typical height a 115 kV Line UG	0.2	0.2	0.2	0.3	0.3	0.4	0.6	0.9	1.8	1.6	0.8	1.0	1.9	3.6	4.7	4.4	3.0	2.4	1.9	1.5	1.2	1.0	0.8	0.7	0.6	0.5	0.4

Connecticut Light & Power

The Northeast Utilities System

107 Selden Street, Berlin CT 06037

Northeast Utilities Service Company
P.O. Box 270
Hartford, CT 06141-0270
(860) 665-5000

February 6, 2006

Michael Milone
Town Manager, Town of Cheshire
84 South Main Street
Cheshire, CT 06410

Dear Michael,

In their April 7, 2005 decision (Docket No. 272, Middletown-Norwalk Transmission Line Project), the Connecticut Siting Council (CSC) encouraged CL&P to seek additional input from municipalities prior to filing their Development & Management (D&M) Plans. This letter contains the resolution of comments and requests received from the Town of Cheshire.

History

On July 27, 2005, CL&P met with Cheshire officials to review the CSC decision and to discuss the process and schedule for the town to provide input. A follow-up meeting took place on August 23 to specifically discuss the 115-kV section of the transmission line through the Old Farms Road/Old Lane Road neighborhood. An independent Technical Advisor was provided as an additional resource for the town and its residents.

A public meeting was held on August 25, 2005. During this public meeting, Cheshire residents had the opportunity to ask questions and express their preferences in small group meetings with our design engineers. Discussions included their preferences regarding structure height and finish and limited movement of structures along the overhead right of way.

On September 7, 2005, CL&P received an email from you containing 25 questions resulting from the public meeting. CL&P responded to these questions on September 9. Additional questions were received by CL&P on September 16 and October 4; responses were provided to the Town on September 19 and October 5, 2005, respectively. The Town forwarded their final requests and preferences to CL&P in a letter dated October 17, 2005.

We have listened and thoughtfully reviewed your comments and requests. Appendix A contains a summary of CL&P's resolution of your requests. Unless otherwise noted, all structure numbers and references are as shown in our Preliminary Plan & Profile drawings, dated August 2005.

middletown | norwalk

In accordance with the process previously discussed with you, C&LP will provide a copy of the draft D&M Plan to your town over the next week. We expect to file this final D&M Plan (Segment 2a) with the CSC in March 2006.

Thank you for your participation and cooperation in this process. We value the leadership you provided in facilitating a town-wide response. We believe that the input received has resulted in a design that better serves your community and the needs of CL&P's customers. Please do not hesitate to contact us should you have further questions or concerns.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

Enclosure:
Appendix A - Resolution of Comments and Requests

c: Pamela B. Katz – Chairwoman, Connecticut Siting Council

APPENDIX A
Resolution of Comments & Requests
Town of Cheshire – Segment 2a

Requester Name	Address	Comment or Request	Resolution
Town of Cheshire	84 South Main St.	Requests 150' height for overhead composite structures from Wallingford/Cheshire town line to Cook Hill Junction (XS 7B).	Yes, this request can be accommodated, up to and including structure # 24210 at Cook Hill Junction.
Town of Cheshire	84 South Main St.	Requests 105' height overhead composite structures from Cook Hill Junction to Cheshire/Hamden town line (XS 8A).	Yes, we can accommodate this request to use lower structure heights and include both the 345-kV and 115-kV circuits on a single composite monopole. Due to terrain and span requirements, as well as the transition from the taller structures requested at Cook Hill Junction, the lowest structure that meets minimum ground to wire clearance is 120'. As a result of the change to a composite design and the resulting new alignment, we were able to eliminate structures #24207/4019.
Town of Cheshire	84 South Main St.	Requests galvanized steel finish for all overhead structures.	Yes, a galvanized steel finish will be used for all overhead structures.
Town of Cheshire	84 South Main St.	Requests that overhead to underground transition structure west of Wallingford town line be constructed in Wallingford rather than Cheshire.	No, we can not accommodate this request. Wallingford does not support moving this transition structure into their town. Also, see our September 26, 2005 response to two of your residents, Mr. Umille and Ms. Kuhn. In this response, we stated that we do not support this move since it would increase the amount of underground cable needed, as well as adversely affect wetlands to the east and west of Tuttle Avenue in Wallingford.
Town of Cheshire	84 South Main St.	For underground construction, requests that Old Farms Road be paved curb-to-curb rather than patched.	Pavement resurfacing plans will be provided for the town's review and approval prior to construction.

Requester Name	Address	Comment or Request	Resolution
Town of Cheshire	84 South Main St.	For underground construction, requests that Old Farms Road be open and that clear access from the homes to the street be maintained at all times.	Residents and emergency vehicles will have access during construction. Maintenance and Protection of Traffic (MPT) Plans will be provided for the town's review and approval prior to construction.
Town of Cheshire	84 South Main St.	Requests a comprehensive pre-construction survey for Old Farms Road area to provide a baseline for potential damage to property, water quality or soil contamination.	CL&P does not routinely test soils or wells before or after construction. Any alleged damage complaints associated with construction activities will be thoroughly investigated. If it determined that the damage was a direct result of construction activities, the owner will be compensated for damages.
Town of Cheshire	84 South Main St.	Requests that we preserve existing vegetation to ensure adequate screening between residences and structures. Requests vegetation be planted around the base of all structures and that no chemicals be used for clearing vegetation.	CL&P clears only vegetation needed for the safe, reliable operation and maintenance of its transmission lines. Additional details on right of way vegetation clearing will be included in the Development & Management Plan. CL&P does not routinely plant around transmission structures. No herbicides will be used during construction.
Town of Cheshire	84 South Main St.	Requests complete removal of all debris and materials used during construction.	Our construction contractor will remove and dispose of all construction debris and materials in accordance with local, state and federal regulations.
Town of Cheshire	84 South Main St.	Requests quarterly monitoring and reporting of EMF discharge.	In accordance with the CSC's April 7, 2005 Decision and Order, CL&P will file a post-construction EMF monitoring plan.
Rosemarie Kuhn	27 Old Farms Rd	Requested EMF reading.	Completed September 12, 2005
Karen Smith	36 Old Farms Rd	Requested EMF reading.	Completed September 21, 2005
Heather Von Fischer	57 Old Farms Rd	Requested EMF reading.	Completed September 12, 2005
Lisa Berardi	86 Old Farms Rd	Requested EMF reading.	Completed September 21, 2005
Timothy Kennedy	89 Old Farms Rd	Requested EMF reading.	Completed September 21, 2005
Janet Brennan	102 Old Farms Rd	Requested EMF reading.	Completed September 21, 2005
Bonnie Donato	125 Old Farms Rd	Requested EMF reading.	Completed September 12, 2005

Requester Name	Address	Comment or Request	Resolution
Lois Goglio	309 Old Lane Rd.	Resident owns property that straddles the Cheshire/Hamden town line. She owns a horse barn located at the edge of the right of way in between two structures. Requests that structures #24204 (345-kV) and #4016 (115-kV) be moved closer to the barn, increased in height or eliminated. Also requests that we consider using a split phase design for the 345-kV line in this area.	Yes, we will eliminate structures #24204/4016 and increase the heights of #24203/4016 to accommodate the longer span. No, the split phase design request can not be accommodated for the following reason: The Town of Cheshire selected the composite design in lieu of the split phase design for the overhead section between Cook Hill Junction and the Hamden town line. The Town of Hamden selected the shorter, compact delta design. It is not possible to transition to split phase for one span length.
Prakash Vaidya	398 Old Lane Rd	Requested EMF reading.	Completed September 12, 2005

TOWN OF CHESHIRE

Michael A. Milone, Town Manager
84 South Main Street • Cheshire, Connecticut 06410-3193
203-271-6660 • Fax: 203-271-6639

Ms. Ann Bartosewicz
Northeast Utilities
P. O. Box 270
Hartford, CT 06141

February 24, 2006

Re: 345Kv Transmission Line Upgrade

Dear Ms. Bartosewicz,

Thank you for your letter of February 6, 2006 responding to the comments and concerns that were raised in my previous letter to you of October 17, 2005. We have reviewed your response and your draft Development and Management (D&M) Plan, and we still have some continuing concerns, as well as some additional questions about the draft D&M Plan. They are the following:

1. Relative to the transition tower that is being constructed in Cheshire just west of the Wallingford Town line, we previously requested that consideration be given for that tower to be constructed in Wallingford. Our reasons for relocation were (1) it would not impact residents as the current plan requires; (2) it would not require the 80′ clear cutting of existing trees; and (3) when originally presented, the plans showed the transition tower in Wallingford.

Your response indicated that you could not accommodate this request for a variety of reasons; however, I have some remaining issues to discuss.

Contingent on the fact that structures cannot be moved to the Wallingford side, can the three transition structures behind the resident's home (95/13), pole #'s 4663,4663A, 24207, be moved farther westward, closer to the road rather than closer to the back of this resident's home?

2. A second concern we raised, relative to a comprehensive pre-construction survey for Old Farms Road, cannot be accommodated according to your response. However, your response indicated that *"Any alleged damage complaints associated with construction activities will be thoroughly investigated. If it determined that the damage was a direct result of construction activities, the owner will be compensated for damages."* However, how can Northeast Utilities

adequately evaluate any possible damage complaints if there is no baseline data (i.e. property condition, water quality, soil condition) as a point of reference?

3. The draft D&M Plan indicates (Vol. 1, Section 2-4) that the parcels listed will require an *"acquisition of easement."* Relative to the Umile residence at 120 Old Farms Rd., when will the property owner be contacted?

4. There are several different tower heights listed throughout Vols. 1&2, anywhere from 108′ (Page 1-4, Vol.1) to 165′ (listed on *"Structure Data Summary"* Vol. 2 sheet 21 of 30). In addition, the illustrations of new poles depict another height (130′). Can we assume the tower heights will be as listed on the chart entitled, *"Structure Data Summary"* on sheet 21 of 30 in Vol. 2, or will the tower heights be those as discussed in Vol. 2, App. B, *"Resolution of Comments & Requests?"*

5. On Map (Vol. 2 sheet 21 of 30) under *"Erosion Control Notes"* the symbol 10 appears at several areas on the map. Can the term *"install inlet protection"* be explained since we could not find reference to it in the document?

6. Please explain *"stone wall"* as it appears on the legend on the same map as above. Note that *"stone wall"* extends from the "Barry's" residence (95/34) across Old Farms Rd. or is this something that currently lies underground? Please explain.

We look forward to your response; and if you have any questions, please don't hesitate to contact me.

Very truly yours,

Michael A. Milone

Michael A. Milone
Town Manager

Copy: Old Farms Rd. residents (via email)
Councilwoman Elizabeth Esty (via email)
Attorney John Knott, Jr.
Attorney Richard Buturla (via email)

Bandzes, Patricia

From: Milone, Michael [mmilone@cheshirect.org]
Sent: Friday, March 03, 2006 9:10 AM
To: Bandzes, Patricia
Subject: FW: powerlines

Pat- I am forwarding the email that I received from the Donato's and would appreciate it if you could correspond with them directly, and c c me. I will let them know that they will hear from a N U. rep directly. Thanks, Michael
-----Original Message-----
From: Bonnie and Michael Donato [mailto:mikebon@snet.net]
Sent: Friday, March 03, 2006 8:03 AM
To: Milone, Michael; alsquare3@cox.net; Lisa86Steve@aol.com; Bonnie K Donato
Subject: powerlines

Mike: Thank you for pursuing this aspect of the situation. I realize you want an answer today, however I have a few questions and need clarification prior to providing a definitive answer.

With the response that the three poles in question can be moved 100' to the west with an increase in height of 15'.. what will happen with the current structure on the property at (95/13) I would like to know exactly what the 'picture' would be where the current poles are and exactly where would be the new structure. In other words....would the current pole be completely replaced with the three structures 100' from their current position or would the current pole be replaced with *** and in addition the three structures would be 100'. Given the need to increase the height of the poles I am assuming the current structure would be completely replace (they need the additional height given the additional footage for the line swag). What about the need for additional clearing with the movement of the three structures, by our property.

If the situation is with a complete replacement/removal of current structure (where the structure is now it would be removed) with the new structure 100' and the lines are no closer in proximity to our house, then our answer is absolutely yes. If however the current structure would be replaced with **** and the three structures moving 100', I would need to know what the change would be in the current structure as well as the clearing.

Mike: please let me know as soon as possible. I will be in the office (677.5753 or bonnie.donato@bms.com) until about noon at which time you can always reach me at 203.671.5634. I will also check email this evening.

Best regards
Bonnie

Bandzes, Patricia

From: bonnie.donato@bms.com on behalf of Bonnie K Donato [bonnie.donato@bms.com]
Sent: Friday, March 03, 2006 12:37 PM
To: Hogan, Jim
Cc: Bandzes, Patricia
Subject: Re: Wallingford/Cheshire Transition Structures
Attachments: bonnie.donato.vcf

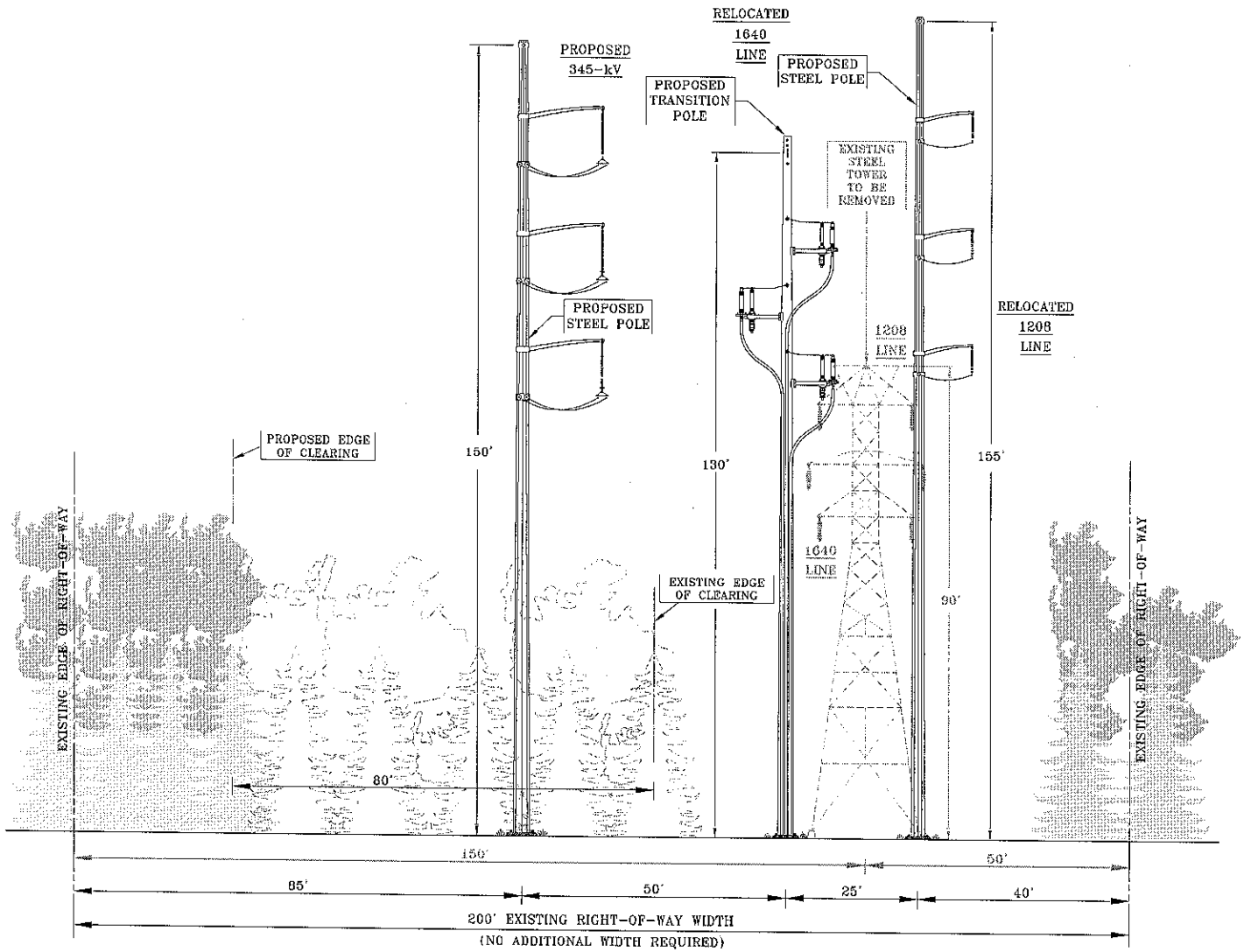
Jim and Pat:

Thank you for speaking with me today. I have received the photos and will get back to you as soon as possible with monday morning the latest

Best regards
Bonnie

Hogan, Jim wrote:

> As we discussed this morning, attached are three PDF files that will be helpful in deciding on the location of the transition structures.
>
> These files represent the following:
>
> Original 7AB.pdf – Cross Section of Transition Structure in original location
> Moved 7AB.pdf – Cross Section of Transition Structure moved 100 ft. west
> Donato Plan.pdf – Plan view showing the original location and the moved 100 ft. west location
>
> As we discussed, we need your input as soon as possible.
>
> Jim Hogan
> Engineering Manager
> Middletown-Norwalk Project
> 816 822-3470



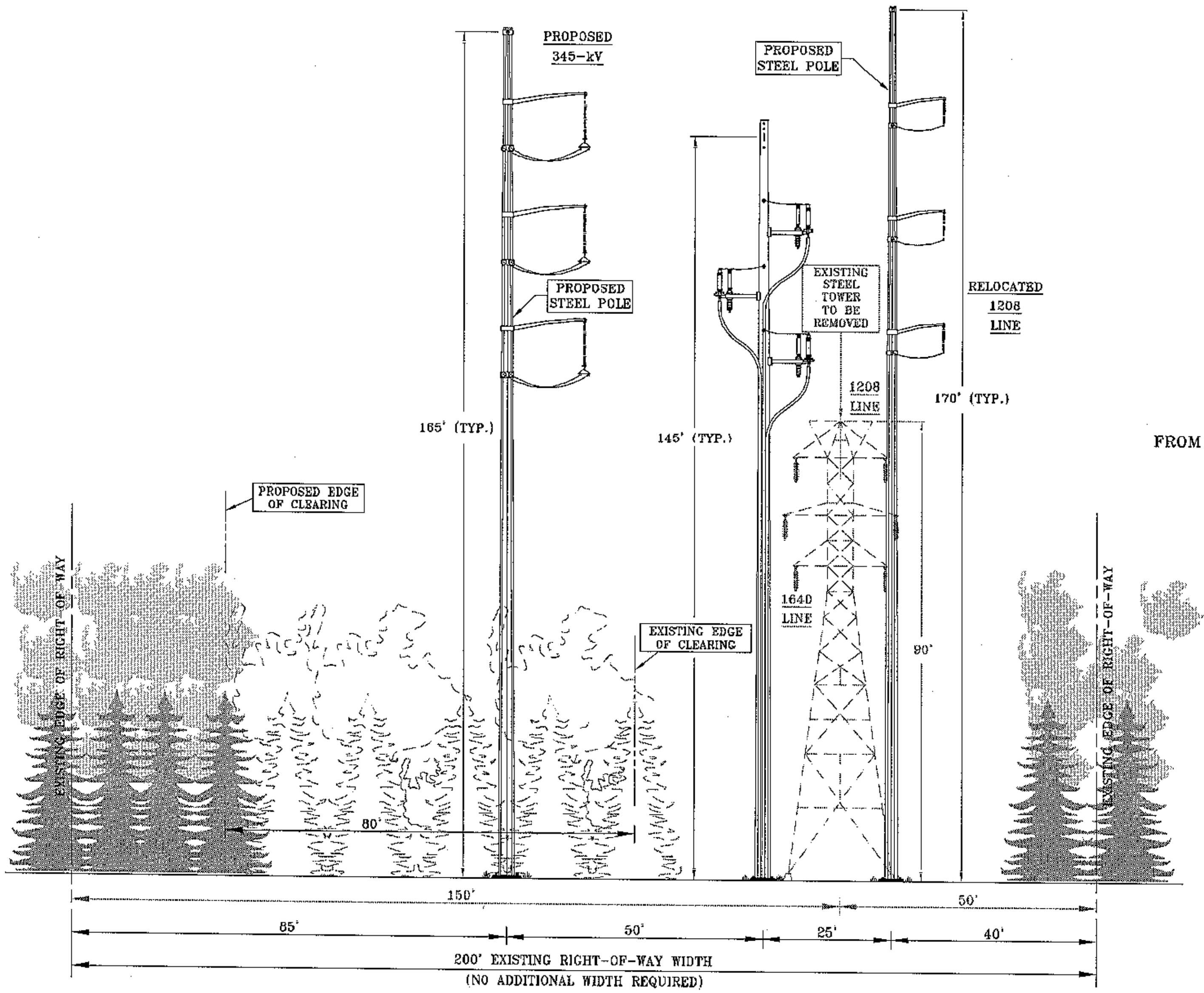
LOOKING WEST FROM WALLINGFORD/CHESHIRE TOWN LINE
IN THE TOWN OF CHESHIRE

NOTE: SEE INDEX MAP FOR
LOCATION OF CROSS SECTION

Northeast Utilities System

The United Illuminating Company

TITLE	TYPICAL CROSS SECTION MIDDLETOWN – NORWALK 345-kV TRANSMISSION LINE		
BY JNH – B&MeD	CHKD	APP	APP
DATE 01/2006	DATE	DATE	DATE
SCALE N.T.S.	MICROFILM DATE	DWG. NO. XS-001 FIGURE 7AB	
P.A. #			



LOOKING WEST
FROM WALLINGFORD/CHESHIRE TOWN LINE
IN THE TOWN OF CHESHIRE

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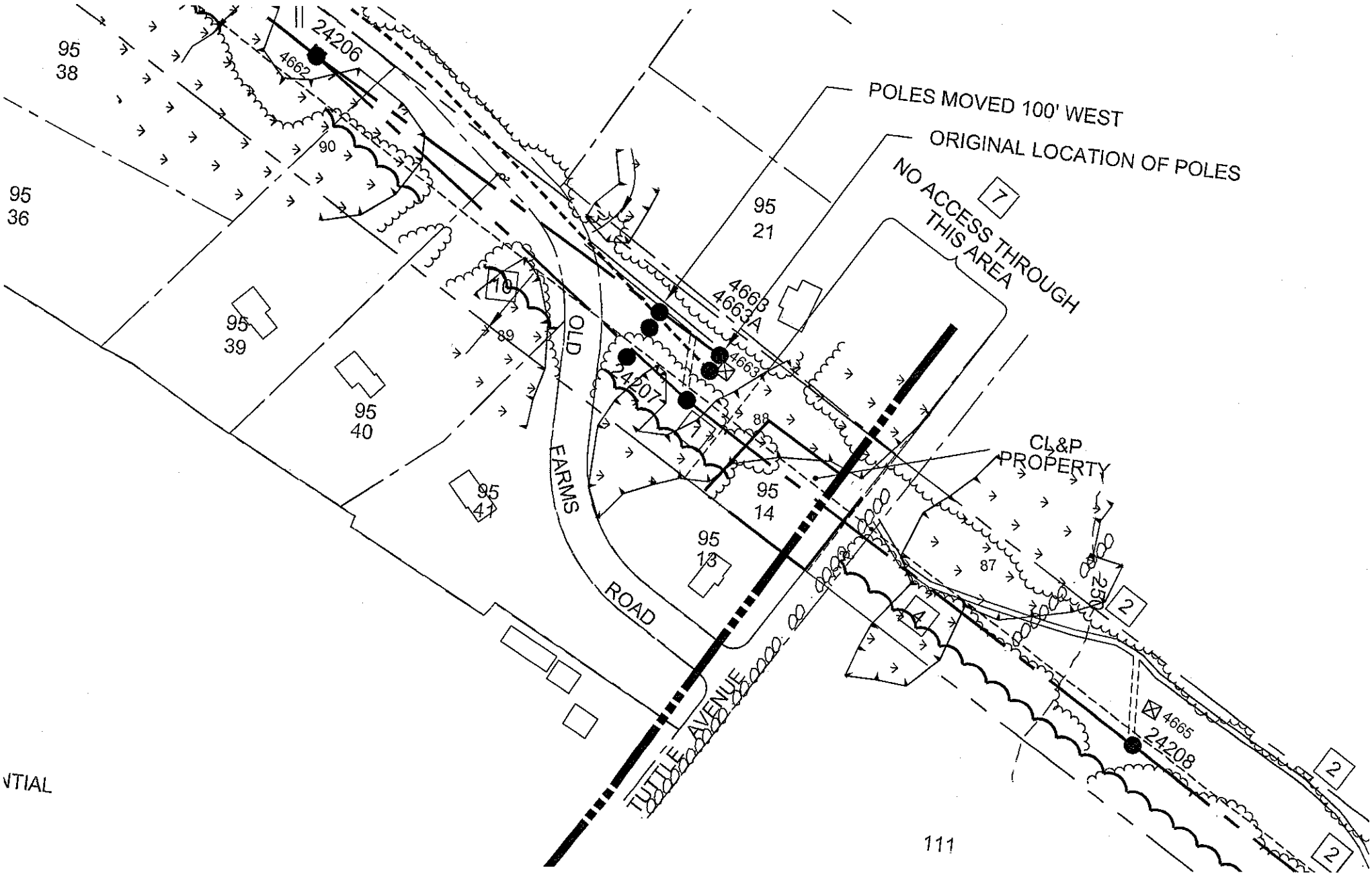
LOCATION OF CROSS SECTION

Northeast Utilities System

The United Illuminating Company

TITLE	TYPICAL CROSS SECTION MIDDLETOWN - NORWALK 345-kV TRANSMISSION LINE		
BY JWH - B&McD	CHKD	APP	APP
DATE 03/2006	DATE	DATE	DATE
SCALE N.T.S.	MICROFILM DATE	DWG. NO. XS-001 FIGURE 7AB	
P.A. #			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21
95
14
95
13
24206
4662
90
19
89
OLD
FARMS
ROAD
24207
4663
4663A
4663B
88
POLES MOVED 100' WEST
ORIGINAL LOCATION OF POLES
NO ACCESS THROUGH
THIS AREA
7
CL&P
PROPERTY
87
25
2
4
TUTTLE AVENUE
4665
24208
2
2
VTIAL
111

Bandzes, Patricia

From: Bandzes, Patricia
Sent: Friday, March 03, 2006 1:14 PM
To: 'mmilone@cheshirect.org'
Cc: 'bartoab@NU.COM'
Subject: FW: Wallingford/Cheshire Transition Structures
Attachments: bonnie.donato.vcf

Michael,

Fyi. We spoke with Ms. Donato today and she thinks she wants to move the structures but wants to confirm this with her husband over the weekend using the drawings we sent. We told her that we were in the process of finalizing our drawings so that we were going to proceed with the move, but for her to contact me as soon as she knows either way.

Thanks for your help with this matter. We should have an official response to your Feb. 24 letter to you in the next few days.

Have a good weekend,

Pat

Patricia C. Bandzes
Community Relations
Middletown-Norwalk Transmission Project

Burns & McDonnell
35 Thorpe Avenue, Suite 203
Wallingford, CT 06492-1999
[P] (203) 284-8590 x 229
[F] (203) 741-1054
www.burnsmcd.com
Email: pbandzes@burnsmcd.com

From: bonnie.donato@bms.com [mailto:bonnie.donato@bms.com]
Sent: Friday, March 03, 2006 12:37 PM
To: Hogan, Jim
Cc: Bandzes, Patricia
Subject: Re: Wallingford/Cheshire Transition Structures

Jim and Pat:

Thank you for speaking with me today I have received the photos and will get back to you as soon as possible with monday morning the latest.

Best regards
Bonnie

Hogan, Jim wrote:

As we discussed this morning, attached are three PDF files that will be helpful in deciding on the location of the transition structures.

These files represent the following:

Original 7AB pdf – Cross Section of Transition Structure in original location
Moved 7AB.pdf – Cross Section of Transition Structure moved 100 ft. west
Donato Plan pdf – Plan view showing the original location and the moved 100 ft. west location

As we discussed, we need your input as soon as possible.

Jim Hogan
Engineering Manager
Middletown-Norwalk Project
816 822-3470

Bandzes, Patricia

From: Bonnie and Michael Donato [mikebon@snet.net]
Sent: Sunday, March 05, 2006 9:10 PM
To: Hogan, Jim; bonnie.donato@bms.com
Cc: Bandzes, Patricia; alsquare3@cox.net; Michael Milone
Subject: Re: Wallingford/Cheshire Transition Structures

All:

Our first and preferred preference is for the structure to be on the Wallingford town line, as was originally to presented to us. Given this is no longer feasible and the transition structure plus two additional structures, one for a 345 and one for a 115 Kv line, are to be erected we prefer all structures to be located 100 feet west of the current single structure.

Thank you for your time and I must repeat that our preference is the design that was originally discussed with the Cheshire community: transition tower to be placed East of Tuttle.

Best regards
Bonnie

Connecticut
Light & Power
The Northeast Utilities System

107 Selden Street, Berlin CT 06037

Northeast Utilities Service Company
P.O. Box 270
Hartford, CT 06141-0270
(860) 665-5000

March 6, 2006

Michael Milone
Town Manager
84 South Main Street
Cheshire, CT 06410

Re: Michael Milone letter to Anne Bartosewicz, dated February 24, 2006. (Town of Cheshire response to draft Development & Management Plan)

Dear Michael,

Thank you for your February 24, 2006 letter that provides us with additional input on the Segment 2a Development & Management (D&M) Plan. CL&P offers the following in response to the questions and issues you raise in your letter.

1. Per your request, we have evaluated whether structures #'s 4663, 4663A and 24207 can be moved further west towards Old Farms Road. These structures can be moved 100' to the west, however, this will result in a 15' increase in structure heights. Structure #4663 would increase from 155' to 170'; structure #4663A from 130' to 145'; and structure #24207 from 150' to 165'. This option was discussed with the affected residents (Donato) on March 3, 2006 and they have requested that we proceed with this move.

2. Regarding your second concern that CL&P should perform a comprehensive pre-construction survey of soils, wells, and other property, we would again reiterate that it is not CL&P's policy to perform such tests before or after construction. Any complaints of construction damage to wells or other property will be thoroughly investigated and the owner fairly compensated for damages determined to be caused by construction activities. The primary purpose for the collection of this type of baseline data would be to protect CL&P from any improper claims for damage that pre-existed our construction activities. Therefore, the decision as to whether to conduct such testing is ours to make. Please note that this position is consistent with similar requests received from other municipalities along the right of way.

3. The parcel owned by the Umile's does not require an easement; however, parcel 95 13, owned by Bonnie Korenblat and Michael Donato, will require an easement. Volume 1, Section 2.3, Table 2-1, "Landowner Information for Parcels Requiring Acquisition of Easement" will be revised to reflect this information. The Donato's should expect to be contacted by a CL&P representative over the next month.

4. Regarding the inconsistency in structure heights, the most current information can be found in the "Structure Data Summary" table located in Vol. 2, Sheet 21 of 30.

5. The [10] symbol noted in the legend as "install inlet protection (if applicable)" refers to the sedimentation barrier protection that will be placed around culverts (storm drains) as part of our sedimentation and erosion control measures (see D &M Plan, Section 3.2.2 and Appendix D for more details).

6. The "stone wall" symbol that you reference is a drafting error that will be corrected in the final D&M Plan.

Thank you again for your response and feedback. We expect to file the final D&M Plan for Segment 2a with the Connecticut Siting Council later this month

Please call me if you have questions, 860-665-2771.

Sincerely,

Anne Bartosewicz
Middletown-Norwalk Project Director

c: Pamela B Katz – Chairwoman, Connecticut Siting Council
Old Farms Road resident representatives (via email)
Bonnie and Michael Donato (via email)

Bandzes, Patricia

From: Bandzes, Patricia
Sent: Monday, March 06, 2006 9:53 AM
To: 'Bonnie and Michael Donato'; Hogan, Jim; bonnie donato@bms.com
Cc: alsquare3@cox.net; Michael Milone; 'bartoab@NU COM'
Subject: RE: Wallingford/Cheshire Transition Structures

Bonnie and Michael,

We will proceed with this change and move the structures (#4663, 4663A and 24207) 100' to the west. Thank you for your prompt response

Please call me if you have further questions regarding the Middletown-Norwalk Transmission Project.

Regards,
Pat

Patricia C. Bandzes
Community Relations
Middletown-Norwalk Transmission Project

Burns & McDonnell
35 Thorpe Avenue, Suite 203
Wallingford, CT 06492-1999
[P] (203) 284-8590 x 229
[F] (203) 741-1054
www.burnsmcd.com
Email: pbandzes@burnsmcd.com

From: Bonnie and Michael Donato [mailto:mikebon@snet.net]
Sent: Sunday, March 05, 2006 9:10 PM
To: Hogan, Jim; bonnie.donato@bms.com
Cc: Bandzes, Patricia; alsquare3@cox.net; Michael Milone
Subject: Re: Wallingford/Cheshire Transition Structures

All:

Our first and preferred preference is for the structure to be on the Wallingford town line, as was originally to presented to us. Given this is no longer feasible and the transition structure plus two additional structures, one for a 345 and one for a 115 Kv line, are to be erected we prefer all structures to be located 100 feet west of the current single structure

Thank you for your time and I must repeat that our preference is the design that was originally discussed with the Cheshire community: transition tower to be placed East of Tuttle.

Best regards
Bonnie

Bandzes, Patricia

From: Bandzes, Patricia
Sent: Monday, March 06, 2006 1:25 PM
To: 'bonnie.donato@bms.com'
Cc: Bonnie and Michael Donato; Hogan, Jim; alsquare3@cox.net; Michael Milone; bartoab@NU.COM; creteaw@NU.COM
Subject: RE: Wallingford/Cheshire Transition Structures

Bonnie,

Sorry, but no chance.

It is my understanding that moving the transition structures to the Wallingford side was never a formal option presented by CL&P. I know that the Town and many residents were pushing for this option and that may be where this misinformation originated.

To reiterate, it is our position that the transition structure can not be moved to Wallingford. The Town of Wallingford does not accept moving this structure into their town. Also, CL&P does not support this move since it would increase the amount of underground cable needed, as well as adversely affect wetlands to the east and west of Tuttle Avenue.

Pat

Patricia C. Bandzes
Community Relations
Middletown-Norwalk Transmission Project

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35 Thorpe Avenue, Suite 203
Wallingford, CT 06492-1999
[P] (203) 284-8590 x 229
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Email: pbandzes@burnsmcd.com

From: bonnie.donato@bms.com [mailto:bonnie.donato@bms.com]
Sent: Monday, March 06, 2006 1:04 PM
To: Bandzes, Patricia
Cc: Bonnie and Michael Donato; Hogan, Jim; alsquare3@cox.net; Michael Milone; bartoab@NU.COM
Subject: Re: Wallingford/Cheshire Transition Structures

Pat: By this email are you saying there is no chance at all that the structure would be on the wallingford side, as originally discussed

Best regards
Bonnie

Bandzes, Patricia wrote:

Bonnie and Michael,

Bandzes, Patricia

From: Bonnie and Michael Donato [mikebon@snet.net]
Sent: Thursday, March 09, 2006 2:18 PM
To: siting.council@ct.gov
Cc: Michael Milone; alsquare3@cox.net; Lisa and Steve B; Bandzes, Patricia; elizabeth.esty@yale.edu; Bonnie K Donato; RoseMarie Kuhn
Attachments: 3565247113-original 7AB.pdf

Dear Siting Council:

I would like to take this opportunity to voice my concern and lack of support for the proposed current structure of the powerlines in Cheshire. My name is Bonnie MK Donato and I live at 125 Old Farms Road. My house is on the corner of Tuttle and Old Farms and is the house adjacent to the current single structure housing the powerlines. The utility company and Cheshire have agreed to put one of the lines (115Kv) underground. In order to do this there must be a transition structure.
Consequently, with the proposed changes in powerlines and those for Cheshire, the transition structure will be put on my property. Therefore I will have **three structures instead of one: one transition structure, one structure for 345 Kv and one structure for 115Kv** (see attachment, original 7AB). Moreover, the distance from the proposed structures **will be moved closer to our residence, approximately** 70 feet closer. While I support the initiative to put a line underground, I do not support the solution that involves three structures to be erected on 125 Old Farms Road. CL&P has agreed to move the structures 100 feet west of the existing structures. However, we will still be going from **one structure to three structures and having the 345 Kv line much closer to our residence.** I do not believe this solution should be accepted by the siting council.

A solution to this situation, which I feel has not been thoroughly investigated or seriously considered, is placing the structures on the east side of Tuttle avenue. I would like to request this option be considered by the siting council. When the possibility of placing a line underground was discussed with the residence of Cheshire, the location of the structure was originally to be located east of Tuttle. While I do not want to put this in someone elses backyard, the property in Wallingford has not been developed as of yet. The property is for sale. Consequently, the builders can determine the location of homes given the location of the structures. The homes on Old Farms already exist and cannot be moved, whereas on Wallingford the homes are yet to be built, property yet to be bought.

I request the siting council to consider this option as the current proposal for Cheshire is not acceptable.

Best regards,
Bonnie MK Donato, PhD
203.677.5753
203.272.9074

cc: fax to siting council 860.827.2950 Pamela B. Katz, P.E.
Anne Bartosewicz

APPENDIX C

RIGHT-OF-WAY VEGETATION CLEARING STANDARD TRM 81.021

General

The major factor positively affecting transmission line reliability is a well managed program of vegetation control directed toward tall and fast-growing trees and invasive shrub species in and adjacent to transmission line rights-of-way. Vegetation related outages of high-voltage transmission lines can be minimized by applying this clearing standard to new and replacement lines and post-construction periodic vegetation management. The clearance minimums in this standard will provide safe clearances after re-growth at the end of a typical four (4) year maintenance cycle.

This specification conforms to the scope and intent of the NEPOOL Operating Procedures OP-3 Appendix 3-D1 titled "NEPOOL Right-of-Way Vegetation Management Standard" dated 02/26/99.

Clearance Between Conductors and Woody Vegetation

Transmission lines within the Northeast Utilities' system present a variety of woody vegetation control situations. Regulatory permit conditions often specify "buffers" or "screenings" at visually sensitive highway and local road crossings and other locations which require special attention to the desired screening and to the necessary clearances. Northeast Utilities' right-of-way vegetation clearing practices differ in specific areas as defined below:

1. Under and adjacent to the conductors of the transmission line as depicted on Figure C; cut all tall-maturing tree species of any height while retaining existing compatible woody shrub species (see Appendix 1).
2. At structure sites and access roads; clear cut what is required to insuring clear construction and maintenance areas as depicted on Figure C.
3. At road crossings, within 15 feet of the edge of clearing and other sensitive areas that may be specified under the regulatory permit; retain low-maturing tree species such as Flowering Dogwood (see Appendix 2) to the extent that they will not conflict with operation of the transmission line throughout the vegetation maintenance cycle.
4. At ravines, river crossings, and similar locations; allow tree species to remain where the conductors will be significantly higher than normal and where the vegetation at full mature height would not violate Figure A clearances or will not cause construction, or access or problems.

The minimum clearances established in Figures A, B, and C between conductors and woody vegetation includes the allowance for re-growth over the periodic maintenance cycle of 4 years in order to prevent clearance problems to the energized conductors between maintenance cycles. The defined clearances cover all types of vegetation including natural growth, orchards, ornamental plantings, nursery stock, and danger trees.

The minimum clearances applicable to woody vegetation are shown in the included figures.

Figure A; Minimum Conductor Clearances
Figure B; Danger Tree Clearance
Figure C; Clear Cut Area for New Construction

Where orchards, ornamental plantings, or nursery stock exist, the maximum tree height is shown in Figure A. Individual easements or other legal instruments may define site specific maximum allowable tree heights.

Where rights exist beyond the edge of the right-of-way, any tree designated as a "danger tree", i.e.; a tree that can fall within the dimensions noted in Figure B, will be removed at the discretion of the arborist. In sensitive areas adjacent to or within the right-of-way or where rights or other permission to remove danger trees cannot be obtained, the solution is to remove those portions of the tree canopy projecting into the right-of-way and those portions of a tree which, if they become detached, may fall within the clearance area.

On sidehill rights-of-way, danger trees can be found significantly further from the conductors on the up-hill side of the right-of-way than they will be on the down-hill side of the right-of way.

Clearing Activities

There are four distinct right-of-way vegetation clearing areas and activities:

1. Preparatory clearing for new transmission line construction.
2. Preparatory clearing for the replacement of an existing line, structure or appurtenance.
3. Clearing for wind-displaced conductor clearances.
4. Maintenance clearing.

Each clearing activity accomplishes a different objective by completing a different level of vegetation removal. New construction, equipment replacement, or repair typically involves activities 1 or 2, and 3.

Preparatory Clearing for New Construction

This clearing consists of clear cutting three distinct areas of the right-of-way and removing other trees which may be a hazard to the line due to their mature height as defined by Figure C. These clearing areas are:

1. At each structure site for a distance of twenty-five (25) feet from all surfaces of the structure, all poles of a multiple pole structure, and all anchor locations.
2. The full length of all access road and spurs to structure sites for a cleared width of fifteen (15) feet.
3. A width along the centerline of construction to a horizontal distance outside the two outermost conductors in accordance with Figure A. Low-maturing woody shrub species are typically not removed, and low maturing tree species such as Flowering Dogwood may be allowed to remain along the outer edges ("B" dimension of Figure A).

For new construction, in addition to the twenty-five (25) foot cleared area around the structure, a lay-down and assembly area may be required that is considerably larger. This area is dependant upon topography, the type of structure to be assembled, and the type of foundation required at the site.

Preparatory Clearing for Structure Maintenance or the Replacement of an Existing Line

This clearing is similar to new construction clearing with the following exceptions:

1. Clearing is dependant on the relative location of the rebuilt line with respect to the existing cleared area and the proposed construction method for installation of conductors and shield wires. These factors may significantly reduce or eliminate needed clearing.

2. The structure site and access clearing will still be required but may also be significantly reduced.
3. When structures from the old line are removed, the clear area at these sites and the access spurs to them will be allowed to naturally re-vegetate with native plant species which may include native grasses, forbs or shrubs.

Clearing for Conductor Clearance

After the conductors are installed a reference is established to determine required conductor clearances. Additional ”danger trees” outside of the initial cleared area will be identified and removed in accordance with the clearance envelope lines shown in Figure B.

Maintenance Clearing

This clearing will allow natural re-vegetation across the entire width of the right-of-way to the extent that the mature height of any second growth vegetation remains under the clearance envelope lines shown in Figure A. Normally maintenance in the area under the conductors will result in vegetation heights which do not exceed eight (8) feet. Additionally, at each clearing cycle the right-of-way will be examined to determine if any new danger trees have developed. If so, arrangements for their removal will be negotiated as needed and the trees removed or overhanging portions trimmed.

Decision Responsibility for Clearing Woody Vegetation

For initial clearing, the transmission line Construction Manager, with assistance as necessary from the Project Engineer, will be responsible for obtaining approval from the Transmission Supervisor, Vegetation Management before allowing vegetation to remain which conflicts with the clearances shown in Figures A, B, and C.

APPENDIX 1

SHRUB SPECIES ALLOWED TO REMAIN: (PARTIAL LIST)

COMMON NAME	GENUS/SPECIES
Arrowwood Viburnum	*Viburnum dentatum*
Bayberry	*Myrica pennsylvanica*
Blueberry - Highbush	*Vaccinium corymbosum*
Blueberry - Lowbush	*Vaccinium angustifolium & V. vacillans*
Brambles	*Rubus spp.*
Buttonbush	*Cephalanthus occidentalis*
Dogwood - Gray	*Cornus racemosa*
Dogwood - Redosier	*Cornus stolonifera*
Dogwood - Silky	*Cornus amomum*
Elderberry	*Sambucus spp.*
Hazelnut	*Corylus americana & C. cornuta*
Honeysuckle - Bush	*Diervilla lonicera*
Honeysuckle - Fly	*Lonicera canadensis*
Honeysuckle - Tartarian	*Lonicera tatarica*
Huckleberry	*Gaylussacia spp.*
Maple-leaf Viburnum	*Viburnum acerifolium*
Meadowsweet - Broad-leaved	*Spirea latifolia*
Meadowsweet - Narrow-leaved	*Spirea alba*
Mountain Laurel	*Kalmia spp.*
Oblong Fruited Juneberry	*Amelanchier bartramiana*
Oldfield Common Juniper	*Juniperus depressa*
Pasture Juniper	*Juniperis communis*
Running Shadbush	*Amelanchier stolonifera*
Sheeplaurel	*Kalamia augustifolia*
Spicebush	*Lindera benzoin*
Steeplebush	*Spirea tomentosa*
Sweetfern	*Comptonia peregrina*
Sweetpepperbush	*Clethra alnifolia*
Winterberry	*Ilex verticillata*
Witch Hobble	*Vburnum alnifolium*
Witherod	*Viburnum cassinoides*

APPENDIX 2

LOW-MATURING TREE SPECIES ALLOWED TO REMAIN ALONG THE SIDES OF CLEARING: (PARTIAL LIST)

All species listed above including:

Alder	*Almus spp.*
Dogwood - Alternate-leaved	*Cornus alternifolia*
Dogwood - Flowering	*Cornus florida*
Sumac - Shining	*Rhus copillina*
Sumac - Smooth	*Rhus glabra*
Sumac - Staghorn	*Rhus typhina*
Willows (except tree species)	*Salix spp.*
Witch-Hazel	*Hamamelis virginiana*

Figure A

Minimum Conductor Clearances

* All Other Woody Species		
Line Voltage	A (ft.)	B (ft.)
69 & 115 kV	12	11
230 & 345 kV	16	15

* Orchards		
Line Voltage	A (ft.)	B (ft.)
69 & 115 kV	14	11
230 & 345 kV	18	15

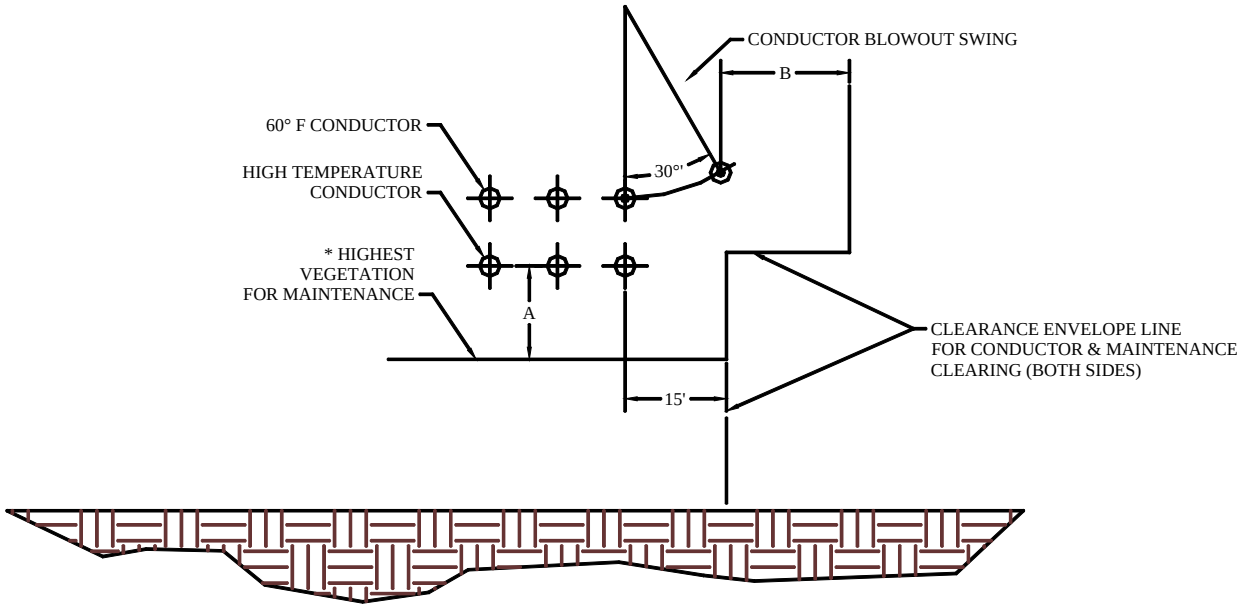


Figure B

Danger Tree Clearances

Line Voltage	A (ft.)
69 & 115 kV	6
230 & 345 kV	10

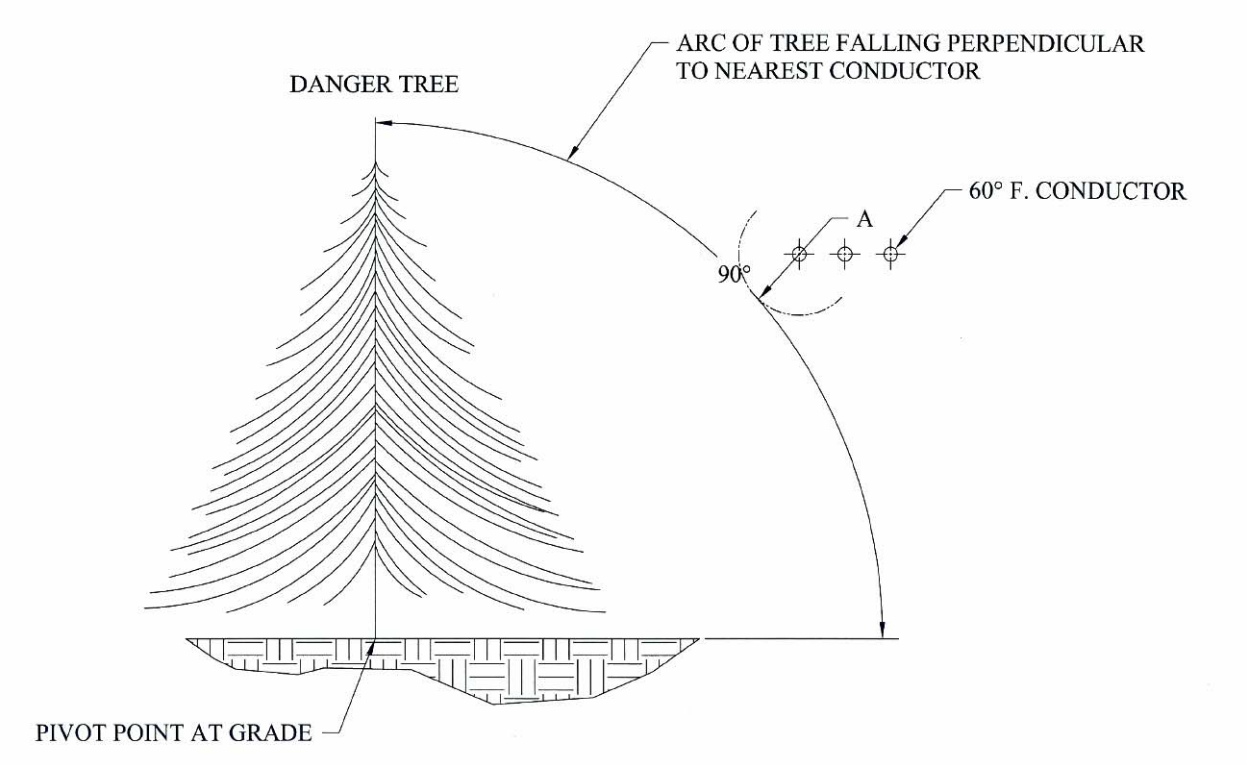
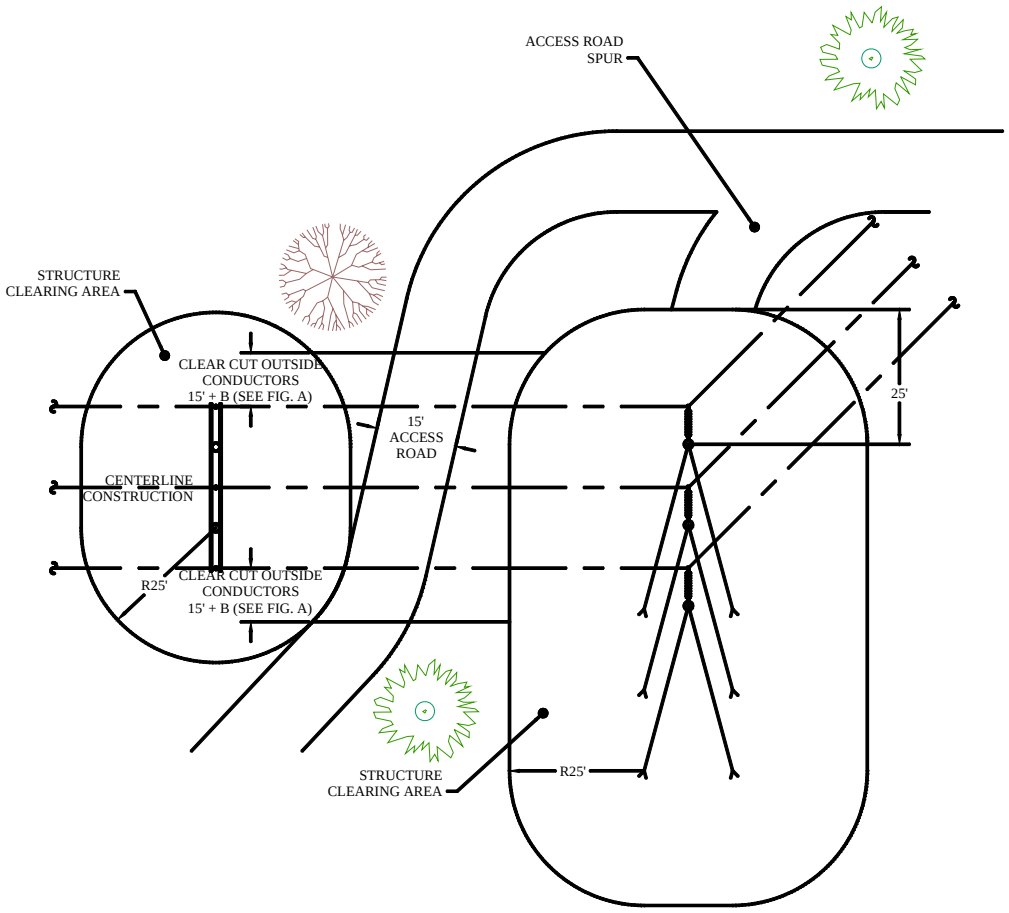


Figure C

Clear Cut Area for New Construction


ACCESS ROAD
SPUR
STRUCTURE
CLEARING AREA
CLEAR CUT OUTSIDE
CONDUCTORS
15' + B (SEE FIG. A)
15'
ACCESS
ROAD
25'
CENTERLINE
CONSTRUCTION
R25'
CLEAR CUT OUTSIDE
CONDUCTORS
15' + B (SEE FIG. A)
STRUCTURE
CLEARING AREA
R25'

APPENDIX D

SEDIMENT AND EROSION CONTROL PLAN

APPENDIX D

SEDIMENT AND EROSION CONTROL PLAN

The objective of this Plan is to minimize the potential for erosion and sedimentation impact during construction and to effectively restore the work areas and other disturbed areas. This objective will be met by implementing the erosion and sediment control measures contained in this section. These erosion and sediment control measures will serve as minimum erosion sedimentation by:

- Minimizing the quantity and duration of soil exposure
- Protecting areas of critical concern during construction by redirecting and reducing the velocity of runoff
- Installing and maintaining erosion and sediment control measures during construction
- Establishing vegetation where required as soon as possible following final grading
- Inspecting the work areas and maintaining erosion and sediment control as necessary until final stabilization and inspection are achieved.

It is Connecticut Light and Power Company (CL&P) responsibility for ensuring that all contracts implement and maintain erosion and sediment control measures during construction. This plan includes erosion and sediment control techniques that apply to all areas of construction, expands on the impact minimization associated with clearing, grading, installation, and restoration phases and discusses the use of construction safety precautions.

1.0 Standard Construction Methods

Construction of an aboveground electric transmission line consists of several distinct phases: clearing, grading, drilling of foundations, installation of new structures and restoration.

1.1 CLEARING

All clearing activities will conform to the methods dictated in this section.

- Transmission line right-of-way boundaries will be clearly delineated in the field before commencement of clearing activities. The Owner's Representative (OR) will ensure that no clearing occurs beyond these boundaries.
- Trees to be saved shall be clearly marked (flagging, snow fencing, etc.) before commencement of clearing operations. As part of the pre-construction planning and vegetation inventory, efforts have been, and will continue to be, made to identify unique or specimen trees that are located within or near the construction workspace. Landowners will be consulted concerning their desire to protect such trees. The specified trees will be flagged and, to the extent practical, attempts will be made to preserve the identified trees during the construction process.
- Stemmed vegetation such as brush, shrubs and trees shall be removed at or near the ground surface to allow the root system to remain intact.
- All existing fences and walls shall be maintained by the use of temporary fences section (gap). Prior to removal, the fence or wall will be properly braced and similar material used to construct the gap. At no time will an opening be left unattended. The gap will be replaced after cleanup with a permanent fence or wall of the same or similar material and condition.
- When pruning is necessary, it shall be conducted as follows:
  a. Cuts shall be smooth
  b. Branch collars shall not be cut (i.e., cuts should be made immediately in front of the branch collar)

c. Large, heavy branches shall be precut on the underside to prevent splitting or peeling
d. Climbing spurs shall not be used

- Trees shall be cut to grade within the non-paved work area
- Trees and limbs will not be permitted to fall into wetlands or watercourses, where possible.
- Construction activity with the potential for generating high-decibel noise levels will be restricted to the period between 7am and 7pm or in accordance with local regulations.
- Brush will be piled at the edge of the work area to provide additional runoff protection or additional wildlife habitat.
- All brush will be removed from wetland areas.
- Chips may be left on the workspace with OR approval if placement does not inhibit revegetation.
- Chips will not be left in wetlands or agricultural lands or stockpiled in such a location that they may be transported into wetland or agricultural lands.

1.2 GRADING

When existing topography and/or terrain does not permit crews and equipment to operate safely and does not provide access or an effective work area, grading may be required. The following general construction methods will be employed by CL&P during grading.

1.2.1 Removal of Tree Stumps

In upland areas, stumps can be removed across the entire width of the construction workspace; however, in wetlands, stumps will be removed only if they are in a structure foundation location. Stumps that create construction constraints or safety concerns may require removal from under a work pad or on a side slope. Stumps may be chipped in upland areas. Grindings will be removed from the wetlands to the maximum extent practicable.

1.2.2 Rock Disposal

Excess rock, including drilled rock, shall be used or disposed of by one or more of the following methods:

- Windrowed in uplands per landowner agreement and applicable permits, or removed if it exceeds that of surrounding terrain.
- Hauled to disturbed property per landowner agreement. As part of the agreement, the landowner will accept responsibility for the rock and not place it in a wetland area.
- Removed and disposed at an approved site that is traditionally used for rock debris disposal.
- Used to construct stonewalls or fences, if approved by CL&P per landowner agreement.
- Used to improve designated construction access roads per appropriate approval.

1.2.3 Water Bars/Terraces (Slope breakers where necessary)

- Water bars/terraces shall be installed diagonally across the work area when needed.
- A temporary channel will be excavated and a compacted berm created adjacent to the channel or ridge of compacted soil.
- The type of soil, degree of slope, runoff area and location of suitable outlets determines the number and shape of water bars required. The minimum guidelines for water bar spacing per the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control are:

Percent (%) Slope	Spacing (feet)
1	400
2	245
5	125
10	78
15	58

- The bar/terrace will be created in such a way as not to prohibit safe passage.
- Water bars/terraces will be maintained and repaired at the end of each day.
- Water bars/terraces will divert water to a well vegetated area. If a vegetated area is unavailable, erosion control barriers shall be installed at the limit of the construction workspace at the outlet of the water bar.
- Silt fence, straw/hay bales or sandbags may be used in place of water bars/terraces per the OR.

1.2.4 Temporary Erosion Control Barriers

Straw/hay bales and silt fences are interchangeable, except where noted below. Temporary erosion control barriers shall be installed prior to initial disturbance of soil and maintained as described below.

- At the outlet of a water bar when existing vegetation is not adequate to control erosion.
- Along banks of waterbodies between the workspace and waterbody after clearing.
- Downslope of any stock piled soil in the vicinity of waterbodies and vegetated wetlands.
- At sideslope and downslope boundaries of the construction area where runoff is not otherwise directed by a water bar/terrace.
- Maintain throughout construction and remain in place until permanent soil stabilization has been judged successful, at which time they will be removed (straw/hay bales may be left in place).
- Between wetlands and adjacent disturbed upland areas and as necessary to prevent siltation of ponds, wetlands, or other waterbodies adjacent to /downslope of the work areas.
- At the edge of the construction workspace as needed to contain soil and sediment.
- To be inspected on a daily basis in areas of active construction or equipment operation, on a weekly basis in areas with no construction or equipment operation and within 24 hours of a storm event that is 0.5 inches or greater.

1.2.4.1 Silt Fence Installation and Maintenance

- All silt fences shall be installed as directed by manufacturer and applicable permit conditions.
- A sufficient supply of silt fence shall be stockpiled onsite for emergency use and maintenance.

1.2.4.2 Straw/Hay Bale Installation and Maintenance

Straw/hay bales may be used in place of, or in addition to, silt fence. If straw/hay bales are to be used it must be installed and maintained as described below.

- It shall be anchored in place with at least two 2-inch diameter stakes.
- Bindings on bales shall be horizontal, in compliance with 2002 CT Guidelines for soil Erosion and Sediment Control.
- Bales shall be replaced if damaged or allowing water flow underneath.
- Damaged bales shall be replaced with new bales as deemed necessary by the OR.

- A sufficient supply of bales shall be maintained onsite for emergency use.
- Bales bound with wire or plastic shall not be used.

1.3 DRILLING OF FOUNDATIONS

To prepare for the installation of the concrete foundations, holes must be drilled into the ground. Since many of the proposed foundation locations are located on rock, rock drilling is likely to be required. Excess rock shall be disposed of as described in Section 1.2.2 of this Plan. Excess soil generated by the preparation for the foundation will be disposed of by:

- Spreading in uplands or removed if it exceeds that of surrounding terrain.
- Hauled to disturbed property per landowner request. As part of the agreement, the landowner will accept responsibility for the spoil. It cannot be placed in a wetland area.
- Removed and disposed at an approved site that is traditionally used for soil disposal.
- Used to improve designated construction access roads per appropriate approval.

Temporary erosion control barriers must also be installed around spoil piles as described in Section 1.2.4 of this Plan. Spoil will be stored at least 50 feet from waterbodies, where possible.

Underground utilities shall be located and carefully exposed, by hand digging if necessary. Appropriate authorities, such as ”Call Before You Dig”, will be notified 72 hours in advance of conducting any drilling.

1.4 INSTALLATION

Transmission line structures will be transported and unloaded in the general vicinity of their location. The structures will not be stored in wetlands or other waterbodies. Once the foundation holes are drilled, the foundations will be constructed. The foundations consist of re-inforced concrete with an above-grade bolting system. Excavations may require dewatering as a result of storm water or groundwater. Dewatering shall be conducted as described below.

- The dewatering location shall be a fairly level upland that is well vegetated, as to allow for the water to drain to the ground. Water will not be discharged to a wetland or waterbody.
- The dewatering area shall consist of a 10 ft by 10 ft straw/hay bale perimeter (size adjusted per water volume. Straw/hay bales shall be installed and maintained per Section 1.2.4.2 of this Plan.
- The pump hose shall be connected to a filter bag that is placed within the straw/hay bale barrier. The pump hose shall contain a diffuser nozzle or be installed to allow for a low discharge rate to prevent scouring.
- Additional straw/hay bales can be used to increase detention and filtering.

Once the foundations are cured (approximately 7 to 28 days) the steel transmission line structures will be erected and bolted securely to the foundation.

After all the structures are erected, the electric cables will be strung via pulley system from designated pulling areas. These areas will not be located within 50 feet of the edge of a wetland or waterbody.

1.5 RESTORATION AND REVEGETATION

Restoration and revegetation of the work areas incorporates permanent erosion and sediment control measures. However, in the event that final restoration cannot occur in a timely manner due to weather or soil conditions, temporary erosion and sediment control measures will be maintained until weather is suitable for final cleanup and revegetation. In no case shall final cleanup be delayed beyond the end of the next growing season.

1.5.1 Temporary Erosion Control

- Stabilization measures shall be initiated as soon as practical on portions of the workspace where activities have temporary or permanently ceased except:
  a. When the initiation of stabilization measures are precluded by weather. Stabilization measures shall be initiated as soon as machinery is able to obtain access to the work areas.
  b. When activities will resume within 21 days, stabilization measures do not have to be initiated by the fourteenth day following the cessation of activities.
- If construction is completed more than 30 days before the perennial vegetation seeding season, wetland areas and adjacent to waterbodies shall be mulched with straw or equivalent for a minimum of 100 feet on either side of the waterbody.
- Temporary plantings will be fertilized in accordance with the recommendations of the local NRCS office or other soil conservation authority.
- Temporary sediment barriers will be removed when an area is successfully revegetated in compliance with applicable regulatory approvals.

1.5.2 Permanent Restoration Measures

- Final grading around structure foundations shall be completed after installing foundation and pole structure, weather permitting.
- For wetland and/or stream impacted areas, re-contouring will be completed as soon as the foundation and pole structures are installed and temporary wetland stream access location structures such culverts, pipe flume, or matting have been removed. These erosion and sediment control structures shall be removed upon completion of that portion of the project and when they are no longer needed for construction purposes/access. Permanent structures within streams or wetlands may require federal, state, or local permitting.
- Construction debris shall be removed from the workspace, and the area shall be graded so that the soil is left in the proper condition for mulching, seeding or natural revegetation.
- Permanent water bars/terraces shall be constructed in association with final grading and prior to seeding.
- Permanent water bars will be constructed to replace temporary erosion control barriers at road and waterbody crossings.
- Permanent water bars/terraces will be constructed to the same specifications as temporary water bars.

1.5.3 Revegetation and Seeding

- The workspace will be seeded within 7 working days of final grading, weather and soil conditions permitting and planted in accordance with recommended seeding dates.
- Where broadcast or hydro-seeding occurs the seedbed will be scarified to ensure sites for seed to lodge and germinate.
- The seedbed will be prepared to an average depth of 3-4 inches using appropriate equipment to provide a firm, smooth seedbed, free of debris.

- Slopes steeper than 3:1 shall be seeded immediately after final grading in accordance with recommended seeding dates, weather permitting.
- The seed shall be applied and covered uniformly in accordance with the 2002 Connecticut Guidelines for Erosion and Sedimentation Control Guidelines. Broadcast or hydro-seeding can be used at double the recommended seeding rates. Where broadcast seeding is used, the seedbed shall be firmed after seeding.
- Areas seeded will be mulched with straw to prevent erosion.

1.5.4 Mulching

- After seeding, mulch will be applied at a rate of approximately 2 tons per acre on the disturbed areas, except wetlands, lawns, agriculture areas and areas where hydro-mulch is used.
- If construction or restoration activity is interrupted for extended periods (greater than 21 days), mulch will be applied.
- If mulching before seeding, mulch application will be increased on all slopes within 100 feet of waterbodies and wetlands to a rate of 3 tons/acre at a 4 inch depth.
- Mulch shall be anchored immediately after placement on steep slopes and stream banks.
- When mechanically anchoring mulch, mulch anchoring tool or tracked equipment will be used to crimp the mulch to a depth of 2-3 inches.
- When anchoring with liquid mulch binders, application rates will be as recommended by the manufacturer. Liquid mulch binders will not be used within 100 feet of wetlands or waterbodies.

1.5.5 Matting/Netting

- Matting or netting will be applied to sensitive areas (i.e., steep slopes, banks of waterbodies, bar ditches, etc.), in accordance with permit requirements.
- Matting or netting will be anchored with pegs or staples.

1.5.6 Monitoring/Reporting

- CL&P will conduct follow-up inspections after the first and second growing seasons after seeding to monitor the success of revegetation. In upland areas, revegetation will be considered successful if vegetation cover is sufficient to prevent erosion of soils disturbed in the workspace. Sufficient vegetation coverage is defined as a uniform 70%. If sufficient vegetative cover has not been achieved after two full growing seasons, additional restoration measures will be implemented. Erosion control devices shall be removed upon successful stabilization and revegetation of disturbed areas.
- CL&P will implement one or more of the following measures in cooperation with the landowner, if warranted or required, to control off-road vehicles:
    - Post and maintain, as necessary, appropriate signage
    - Installing a locking gate with fencing to prevent bypassing
    - In extremely sensitive areas, planting conifers or other appropriate shallow-rooted trees and shrubs in underground areas and overhead line areas across the workspace except where access is required for periodic inspection and maintenance use by CL&P. The spacing of trees and shrubs and length of workspace plantings shall comply with CL&P and national codes. This method will be used only when reflected on site specific plans or required by a regulatory agency
    - Installing a slash and timber barrier or boulders across the ROW.

2.0 Safety

- Temporary safety fences shall be erected at ROW crossings (e.g., residential areas, sensitive environmental areas, road crossings, etc.) where necessary.
- The length of time that the foundation pit/hole is left open shall be minimized through coordination by the construction inspector and the construction contractor.
- Soil tracked onto roads by construction equipment shall be minimized and will be cleaned in a manner consistent with all applicable permits. If stone access pads are used in residential or active agricultural areas, synthetic fabric will be used to facilitate removal.
- CL&P may employ flagmen and/or police detail for traffic control, temporary traffic detours and/or off-site parking facilities and busing for work crews.
- An electric utility surveyor/inspectors will be on-site at all times while construction activities occur near electric utilities.
- Overhead spotters will be on-site during construction activities.

3.0 Access Roads

- The contractor will not make any arrangements with landowners to use, change, or improve private access roads or property beyond those specified on the drawings or designated in the landowner agreement.
- Water bars will be necessary on steep slopes if the road will require grading or regrading as described in Section 1.2.3.
- If side ditches are required to provide drainage, they shall be excavated parallel to the road to carry runoff away from the road.
- Where an access road crosses an intermittent drain, culverts or pipe flumes will be installed as necessary to maintain existing drainage patterns, and clean stone/rock will be used to improve the surface of access roads for stabilization and/or rutting protection.
- If open water crossings are required, an equipment bridge will be used.
- Access roads will be restored to pre-construction condition unless specified otherwise by the landowner and approved by applicable permits.
- If subsoils are unstable, the use of timber mats may be required. These materials will be removed during clean up**.**
- Erosion control barriers will be installed, inspected and maintained as required at the edge of access roads where necessary to prevent siltation of ponds, wetlands of other adjacent/downslope waterbodies.

4.0 Inadvertent Disturbance Off Right-Of-Way

CL&P will restrict all activities to the permitted construction work areas. However, under extreme circumstances, such as while working on steep slopes in slippery conditions, and while grading on steep side hills, some inadvertent disturbance may occur outside of these areas. In the event that inadvertent disturbances occur, the following procedures will be implemented:

- The operator or foreman will immediately report the occurrence to a CL&P Inspector, who will notify the construction inspector and environmental inspector. The environmental inspector will then notify the appropriate CL&P personnel.
- The conditions that caused the disturbance will be evaluated, and the construction inspector and environmental inspector will determine whether work at the site can continue under those conditions.

- The nature of the disturbance will be evaluated and corrective actions taken as deemed necessary by the construction inspector and environmental inspector. Such measures may include immediate re-contouring and seeding of the disturbed site, and/or installation of erosion control devices to contain the disturbance.
- CL&P will notify the landowner and appropriate agencies of the disturbance

5.0 Waterbodies and Wetlands

5.1 WETLANDS

CL&P will protect and minimize potential adverse impacts to wetlands by:

- Expediting construction in and around wetlands and limiting the amount of equipment and mainline construction activities within wetlands to reduce disturbances of wetland soils
- Limiting grading to the amount necessary to provide a safe workspace
- Segregating disturbed topsoil from subsoil, as practical, depending on soil saturation at the time of construction
- Restoring wetlands to their original configurations and contours
- Permanently stabilizing upland areas near wetlands as soon as practical after transmission line structure installation
- Inspecting the ROW periodically during and after construction and repairing any erosion control or restoration features until permanent revegetation is successful

Additional workspace at wetland crossings will be minimized and located at least 50 feet from the edge of the wetland where topographic conditions permit. No refueling of construction vehicles will occur within 100 feet of any wetland resource area. The setbacks from watercourses and wetlands will be clearly marked in the field before the start of construction. Hazardous materials, chemicals, fuels or lubricating oils will not be stored nor will concrete coating activities be conducted within 100 feet of a wetland or waterbody boundary.

5.1.1 Clearing

- Equipment will not be allowed to work in wetlands unless it will not damage the existing root systems and as approved by the OR. Bulldozers will not be used for clearing. Trees and brush will be cut at ground level by hydro axes, tree shears, grinders or chainsaws.
- Stumps will be left in place, except at foundation locations or unless the removal is necessary to ensure worker safety. Stumps may be ground to a suitable height for safety reasons.

5.1.2 Grading

- Grading will be limited to the immediate work area of the foundation location, except where topography requires additional grading for safety reasons. Where grading is required, topsoil will be segregated and returned as an even layer to all graded areas.
- Prior to grading along or within wetlands, temporary erosion control barriers shall be installed on the down slope side of the area to be graded.

5.1.3 Drilling/Stock Piling

Since the drilled hole/pit will be filled with concrete to form the foundation, the spoil will be removed from the wetland by side-casting in adjacent uplands or by hauling it out of the wetland by vehicle, to be disposed of as described below.

- Spread in uplands or removed if it exceeds that of surrounding terrain.
- Hauled to disturbed property per landowner agreement. As part of the agreement, the landowner will accept responsibility for the spoil. It cannot be placed in a wetland area.
- Removed and disposed at an approved site that is traditionally used for soil disposal.
- Used to improve designated construction access roads per appropriate approval.

Spoil will be stored at least 100 feet from wetlands. Spoil placed up gradient of wetlands will be contained with sediment control.

Excess rock shall be disposed of as described in Section 1.2.2 of this Plan.

5.1.4 Cleanup/Restoration

- All construction debris shall be removed following foundation completion and transmission line structure erection.
- Once the structures are erected, CL&P will restore the original contours (within 6 inches) and flow regimes to the extent practical with the exceptions of unnatural features and unstable grades.
- The disturbed areas will be seeded with annual rye grass (40 pounds/acre, unless standing water is present) to stabilize the area until indigenous hydrophilic vegetation can become reestablished. If the wetland is within an active agricultural parcel, reseeding will be performed according to appropriate land management or state agency permits and/or landowner agreements.
- If weather limits the effectiveness of reseeding efforts, non-paved work areas may be mulched to minimize erosion until conditions are suitable for reseeding at the discretion of the OR and as allowed by all applicable permits.
- No fertilizer or lime shall be used in wetlands unless specified by the NRCS.

5.1.5 Monitoring

CL&P or its designated OR will monitor wetland revegetation efforts annually for a period of two years. Revegetation will be considered successful if at least 70% of the total cover is native species and the level of diversity of the native species present after construction is at least 50 % of the level originally found in the wetland. If the area is not showing signs of re-establishing native wetland vegetation during the first growing season following construction, CL&P will develop and implement (in consultation with a professional wetland scientist) a plan to revegetate the wetland with native wetland species.

5.2 WATERBODIES

CL&P will ensure that construction across or within waterbodies is completed in the shortest amount of time possible to minimize the duration of potential adverse impacts.

5.2.1 Additional Work Space Areas

Cable pulling locations, additional temporary workspaces, or staging areas will be located 50 feet beyond the edge of an intermittent waterbody and 100 feet from perennial streams.

5.2.2 Spoil Pile Placement/Control

Spoil will be stored at least 50 feet from stream banks and waterbody crossings, where possible. Spoil placed up gradient of stream banks will be contained with sediment control.

5.2.3 Equipment Crossings

Measures will include the use of timber mats laid adjacent to and across streambeds, flume pipes covered by fill material (clean gravel or crushed stone) or portable bridges as approved by the OR. Flume pipes will conform to waterbody crossing dimensions and alignments. Stream channels will not be permanently straightened or realigned for any reason, unless a permit has been acquired to do so. The size and number of the flumes will be sufficient for maximum anticipated flows.

If fill for an equipment crossing includes log riprap or other erodable materials sandbags will be placed in the waterbody at the upstream and downstream ends of the crossing to stabilize and seal the flume pipes. To prevent erosion, sandbags will be placed high enough along both sides of the equipment crossing to contain the fill material (straw/hay bales may also be used for this purpose).

5.2.4 Clearing/Grading

- The construction of the equipment crossing will use one of the following:
  a. Timber mats with or without flumes
  b. Clean rock fill and flumes
- Equipment bridges will be maintained to prevent soil from entering the waterbody.
- If more than one-week will pass between the time when the area is cleared and when the pipe is installed, the clearing crew may:
  a. Leave a 10 foot vegetative strip on either side of the waterbody (excluding the equipment crossing). Trees greater than 4 inches in diameter may be removed from the vegetative strip at the time of initial clearing
  b. Install sediment barriers at the top of the stream bank if no vegetation strip is left.

5.2.5 Drilling/Stock Piling

Procedures for drilling and stock piling shall be consistent with Section 5.1.3 of this Plan.

5.2.6 Cleanup/Restoration

- During restoration, flume pipes, sand bags and other materials will be removed and the stream will be restored to preconstruction contours or better.
- Stabilize waterbody banks and install temporary sediment barriers within 24 hours of completing the crossing.
- Equipment crossing will be left in place if needed for access during seeding. They will be removed if 1) more than one month will pass between final cleanup/grading and the beginning of initial permanent seeding and 2) appropriate alternative access is available.
- Jute thatching or other erosion control material will be used to stabilize stream banks as necessary.
- Banks of waterbodies disturbed during construction shall be restored in accordance with the 2002 CT Guidelines for Soil Erosion and Sediment Control as well as applicable approvals from the Department of Environmental Protection and the U.S. Army Corps of Engineers. Trees and/or shrub species selected for use in restoration shall be native and provide habitat components for existing fisheries as well as resident migratory wildlife.

5.2.7 Temporary Erosion and Sediment Control

- Install sediment barriers immediately after initial disturbance of the waterbody or adjacent upland. Sediment barriers must be properly maintained throughout construction

and reinstalled as necessary, until replacement by permanent erosion controls or restoration of adjacent upland areas are complete.

- Install sediment barriers across the entire construction access road or disturbed area at all waterbody crossings. Temporary interceptor dikes may be used in lieu of sediment barriers in front of equipment bridges or timber mats across the travel lane.
- Install sediment barriers as necessary along the edge of the access road or construction area to contain spoil and sediment within them where waterbodies are adjacent or parallel to the access road or construction area.

5.2.8 Restoration

- Return waterbody banks to preconstruction contours.
- Limit the placement of riprap to the slopes along the disturbed waterbody crossing.
- Install seeded erosion control fabric along waterbodies with flow conditions.
- Revegetate disturbed riparian areas with conservation grasses and legumes. In the event that final cleanup is deferred more than 20 days after the structure is installed, all slopes adjacent to waterbodies shall be mulched with 3 tons/acre of straw for a minimum of 100 feet on each side of the waterbody crossing.
- Remove all temporary sediment barriers when restoration of adjacent upland areas is successful as specified in Section 1.5.2 of this Plan.
- Install a permanent interceptor dike at the base of slopes near each waterbody crossed. Permanent interceptor dikes may not be installed in agricultural areas.

6.0 Stabilization of Disturbed Areas Over Winter

If portions of the Project are constructed in the late fall or early winter (due, for example, to timing restrictions), revegetation and permanent site stabilization immediately after the completion of construction will be impractical. In addition, inclement weather late in the construction season also could delay final restoration on transmission line segments.

When such circumstances delay final restoration and permanent site stabilization, temporary erosion control measures will be used to minimize the potential for erosion until clean-up and permanent revegetation can proceed. These measures may include the following:

- Maintain or install hay or straw/hay bales as silt barriers in swales, at the base of slopes, adjacent to streams and wetlands at access road crossings, and in other areas subject to sedimentation from low velocity runoff.

- Use straw or hay mulch stabilized with a binder or equivalent on disturbed slopes greater than 5%.

- Temporarily seed critical areas (e.g., stream banks on access roads) with a fast-germinating grass such as winter rye.

- Conduct periodic inspections of the construction ROW over the winter and early spring to ensure that the temporary measures are maintained and are effective.

In the event of such inclement weather conditions late in the construction season, final ROW restoration will be deferred until the following spring or early summer, after the ground has thawed, and soil conditions are suitable.

APPENDIX E

PROTECTED SPECIES SUMMARY LETTER

middletown | norwalk

August 18, 2005

Environmental & Geographic Information Center
Natural Diversity Data Base
Connecticut Department of Environmental Protection
79 Elm Street
Hartford, CT 06106

Attention: Dawn M. McKay
Subject: Middletown to Norwalk 345kV Transmission Line Project
Rare, Threatened, and Endangered Species Consultation

Dear Ms. McKay:

Thank you for reviewing our project, for your comments, and for forwarding our request for review and comments to the appropriate DEP biologists for their input. Subsequently, we consulted with the DEP biologists and this letter summarizes the results of those consultations.

Plants
Two species of special concern (Mudwort [Limosella subulata], and Bayonet Grass [Scirpus paludosus]) were identified as occurring within the project vicinity. Further consultations with Kenneth Metzler (DEP NDDB) indicated that these species occur hundreds of feet away from (and upstream of) the location of our crossing of the Saugatuck River, where we propose to use horizontal directional drilling to install the cable beneath the river bed. Mr. Metzler concurs that our project will have no affect on these species.

Amphibians
Two species of special concern (Wood Turtle [Clemmys insculpta], and Eastern Box Turtle [Terrapene Carolina]) are known to occur within the immediate vicinity of our right-of-way in several locations. We consulted with Julie Victoria (DEP Wildlife Division) about the potential to encounter these turtles, and what to do if that should happen.

Wood Turtle: this species is dormant from Nov. 1 to April 1, and because it hibernates within the banks of streams, will not be disturbed when construction occurs during these months. Environmental inspectors (including those working for the Companies, and the independent environmental monitor who will make periodic reports to the Siting Council) will be informed of the habitat areas of this species.

In instances where construction occurs between April 1 and November 1 within the Wood Turtle's habitat area, construction vehicles will be confined to existing right-of-way access roads except when approaching and working at pole locations. Access roads and construction work areas at pole locations will be "swept" prior to commencement of construction activities each

morning by the environmental inspectors. Construction personnel will be trained to look for turtles, and in the procedure to follow if one should occur within or near construction work areas and access roads.

In wetlands, construction mats will be placed over access ways and construction work areas to protect the wetland resources. The areas to be protected by construction mats will likewise be swept by the Companies' environmental inspector immediately prior to placement of the mats. Silt fencing can impact turtle travel, and it will not be used to limit construction zones, although it may be installed temporarily for erosion and sediment control where necessary.

Eastern Box Turtle: Like the Wood Turtle, this species is also dormant from November 1 to April 1. Eastern Box Turtles are often found on transmission line right-of-ways. The same measures used for protection of the Wood Turtle (above) will be used for the Eastern Box Turtle.

Birds

Four (4) species of birds were identified as occurring within or near the project.

Jenny Dickson (DEP Wildlife Division) addressed the two species of shorebirds which have been observed at the Durham Meadows Wildlife Management Area, the Blue-wing teal (Anas discors) and King Rail (Rallus elegans). The nesting period for these species is between April 1 and July 31. Ms. Dickson indicated that if the Companies could prohibit construction during this period, no other measures would be needed to protect these species. The Companies do not plan to construct in the area of the Durham Meadows Wildlife Management Area during the nesting period.

Julie Victoria (DEP Wildlife Division) addressed the other two bird species: Red-shouldered Hawk (Buteo lineatus) and Peregrine Falcon. The Red-shouldered Hawk has been delisted, and is no longer a species of special concern. The Peregrine Falcon (Falco peregrinus) does not occur on the Companies'route alignment.

Please contact me if you have any comments on the Companies' proposed mitigation efforts.

Thank you all again for your time and consideration.

Sincerely,

Jeff Borne

Jeffrey Borne, Sr. Scientist

cc: Kenneth Metzler, Jennie Dickson, Julie Victoria (DEP)
Donald D. Biondi, Susan Giansante, Anne Bartosewicz (NU)
Katherine Shanley, John Prete (UI)
Edward Beene (Burns & McDonnell)

APPENDIX F

D&M PLAN CHANGE APPROVAL PROCESS

APPENDIX F

D&M PLAN CHANGE APPROVAL PROCESS

Identification of Significant Changes:

Once CL&P identifies a required change to the D&M Plan, it must determine whether it is a "significant change," because such changes require advance Council approval. CL&P proposes the following criteria for identifying significant changes: a "significant change" is a change to the Project that significantly reduces the amount of protection to the environment or significantly increases potential public concerns. To be "significant", the change must have a meaningful impact to the environment, public, or other permits.

For the underground portion of the Project, once CL&P identifies a potential change, it will consult with a Connecticut Department of Transportation (CDOT) representative to reach an agreement as to whether the change is "significant." Any changes to existing CDOT facilities or affecting planned projects of CDOT will be considered "significant."

Procedure for Council Review of "Significant Changes" to D&M Plan:

"Urgent" Case: If the change is "urgent" (i.e., if having to wait until the next regularly scheduled meeting of the Council to obtain approval of the change would have a material impact on construction cost or scheduling), then CL&P will contact Council staff to determine if the Council chairman will grant oral permission for the change so as to allow construction to continue in accordance with the proposed change. If oral permission is granted, CL&P will continue construction in accordance with the change and will file documentation regarding the change within 24 hours. If oral permission is denied, CL&P will file the proposed D&M Plan Change with the Council for review and will hold construction impacted by the change pending the Council's determination.

"Non-Urgent" Case: If the change is not "urgent," then CL&P will file the proposed D&M Plan Change with the Council for review at its next meeting and will delay the construction impacted by the change pending the Council's determination.

Procedure for Council Review of Other Types of Changes to the D&M Plan:

For purposes of reviewing and processing changes to an approved D&M Plan that are not deemed to be "significant", CL&P will categorize the change as one of the following:

Non-significant change: a change to the Project that may reduce the amount of protection to the environment or may increase potential public concerns, but only in a minor or trivial manner.

Positive Change: A change to the Project that increases the amount of protection to the environment or decreases public concerns, having no negative aspects in this regard (that is, positive impacts may not be considered to offset any negative impacts).

Minor Change: A change to a design aspect of a drawing, where the design has no bearing on the environment or potential public concerns.

For "non-significant" and "positive" changes, CL&P will inform Council staff of the change by phone (or telephone message) and will file appropriate documentation with the Council within 24 hours. There will be no "hold" on construction for such non-significant and positive changes.

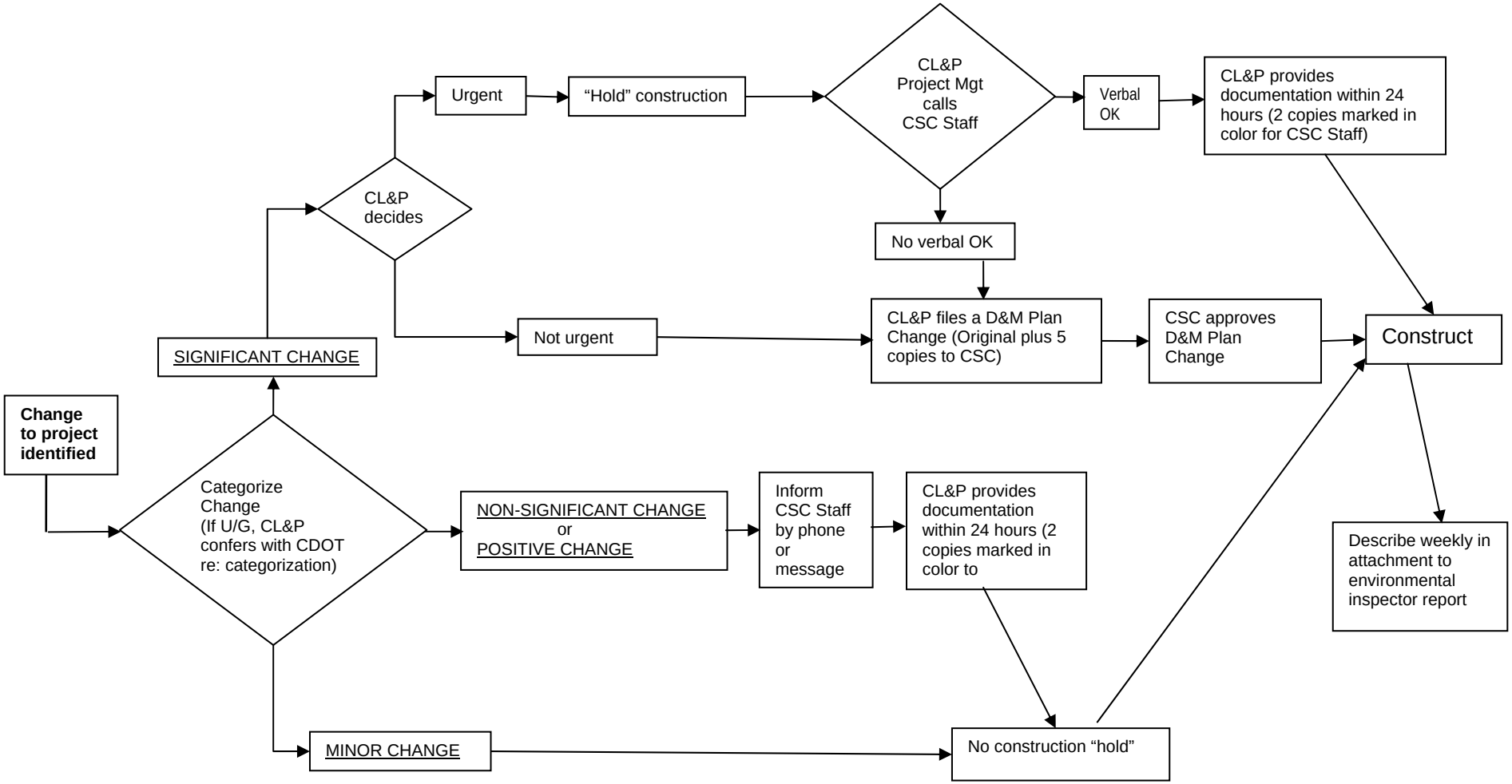
For "minor changes", there will be no formal notification process prior to proceeding with construction incorporating the change, and the reporting of such changes will occur biweekly, as described below.

Weekly Reporting of All Changes to D&M Plans

CL&P will document all D&M Plan changes - significant, non-significant, positive, and minor – in an attachment to the environmental inspector's weekly report.

Middletown-Norwalk Transmission Project

D&M Plan Change Approval Process



APPENDIX G

TRAFFIC INVENTORY REPORT

APPENDIX G

TRAFFIC INVENTORY REPORT FOR MAINTENANCE AND PROTECTION OF TRAFFIC

MIDDLETOWN TO NORWALK 345-kV TRANSMISSION PROJECT

SEGMENT 2A

TOWN OF HAMDEN
TOWN OF CHESHIRE

CONNECTICUT

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

March 2006

CONTENTS

FIGURES

APPENDIX

PHOTOS

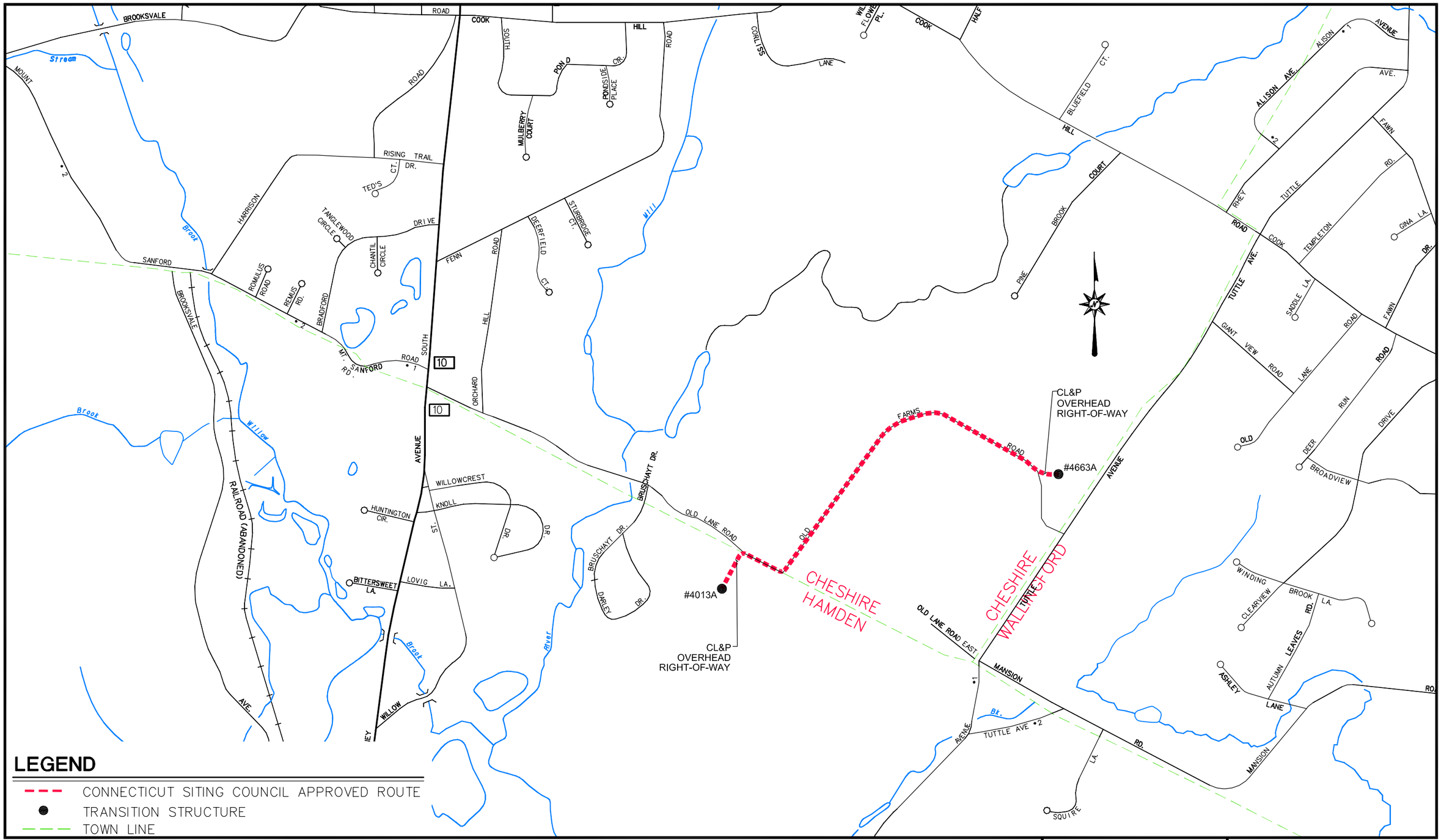
I. INTRODUCTION

The Connecticut Light and Power Company (CL&P), in conjunction with The United Illuminating Company, will be constructing approximately 24 miles of double circuit 345-kilovolt underground transmission line through Norwalk, Westport, Fairfield, Bridgeport, Stratford and Milford. This project also includes the construction of approximately 1 mile of single circuit 115-kilovolt underground transmission line through Hamden and Cheshire. As approved by the Connecticut Siting Council, most of this underground route is in the public right-of-way, primarily along the State Highway System. CL&P's 115-kV section in Hamden and Cheshire, however, is on Town roads and does not impact any State highways.

This report focuses on the 0.13 miles of proposed underground transmission line located in the Town of Hamden and the 0.80 miles of proposed underground transmission line located in the Town of Cheshire as illustrated in Figure C.1. The remaining municipalities will be addressed in separate documents. The selected route starts in Hamden, in the CL&P overhead right-of-way, at transition structure #4013A. The selected route enters Old Lane Road from the CL&P overhead right-of-way, crosses the Hamden-Cheshire town line and travels in an easterly direction on Old Lane Road until the intersection with Old Farms Road. The proposed underground transmission line route travels northeast and then southeast on Old Farms Road. (Between Station 39+06 and Station 42+08, and between Station 53+45 and Station 56+42, the proposed transmission line route is both within the roadway limits of Old Lane Road and within the CL&P overhead right-of-way.) The selected route then travels east onto the unpaved portion of the CL&P overhead right-of-way to transition structure #4663A.

This report provides a recommended strategy for maintenance and protection of traffic; for example, where standard Connecticut Department of Transportation (ConnDOT) templates can be utilized; where more specific maintenance and protection of traffic plans should be developed; and what hours of operation should be permitted. Recommendations are based on a detailed field inventory of the selected route and the

type and duration of construction. Local 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, key locations, and traffic issues. It 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 Town of Hamden and the Town of Cheshire.



LEGEND

- CONNECTICUT SITING COUNCIL APPROVED ROUTE
- TRANSITION STRUCTURE
- TOWN LINE

BL Companies

ARCHITECTURE
ENGINEERING
PLANNING
LANDSCAPE ARCHITECTURE
LAND SURVEYING
ENVIRONMENTAL SCIENCES

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115-kV UNDERGROUND CABLE ROUTE

MIDDLETOWN TO NORWALK
345-kV TRANSMISSION PROJECT
HAMDEN – CHESHIRE, CONNECTICUT

Scale 1"=1000'
Project No. 05C1314
Date 3/27/06
CAD File 025_TRPT05C1314 FIG C1

XREF(s): NONE

FIGURE C.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 C.1, the selected route starts in Hamden, in the CL&P overhead right-of-way, at transition structure #4013A. The selected route travels underground in a northeasterly direction to Old Lane Road. The proposed underground route travels southeast along Old Lane Road, crosses the Hamden-Cheshire town line and continues east on Old Lane Road until the intersection with Old Farms Road. The proposed underground transmission line route travels northeast and then southeast on Old Farms Road. (Between Station 39+06 and Station 42+08, and between Station 53+45 and Station 56+42, the proposed transmission line route is both within the roadway limits of Old Lane Road and within the CL&P overhead right-of-way.) The selected route then travels east onto the unpaved portion of the CL&P overhead right-of-way to transition structure #4663A.

For description and for 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:

- A route inventory sheet is located in Appendix I. 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 and abutting land use types.
- Figure C.3, located in Appendix I, pictorially summarizes land use classification along the route as well as typical roadway widths.
- Aerial photos of each vault location are provided in Appendix IV.

A. <u>Old Lane Road from the CL&P Overhead Right-Of-Way to the Hamden-Cheshire Town Line</u>

The selected transmission line route travels from the CL&P overhead right-of-way along 0.05 miles of Old Lane Road to the Hamden-Cheshire town line. This segment of Old Lane Road is an east-west, Town-maintained road that has one travel lane in each direction. The roadway has the following characteristics:

- The typical curb-to-curb width is 30'. See figure C.3, Appendix I for more detail.
- Posted speed limit is 25 miles per hour.
- There is no illumination along this segment of roadway.

Photo 1: Old Lane Road (Hamden), looking west.

B. <u>Old Lane Road from the Hamden-Cheshire Town Line to Old Farms Road</u>

The selected transmission line route travels from the Hamden-Cheshire town line along 0.45 miles of Old Lane Road to Old Farms Road. This segment of Old Lane Road is an east-west, Town-maintained road that has one travel lane in each direction. The roadway has the following characteristics:

- The typical curb-to-curb width is 30'. See figure C.3, Appendix I for more detail.
- Posted speed limit is 25 miles per hour.
- There is no illumination along this segment of roadway.

Photo 2: Old Lane Road (Cheshire-Hamden Town Line), looking southeast at the intersection with Old Farms Road.

Photo 3: Old Lane Road (Cheshire) at the intersection with Old Farms Road, looking northwest.

C. <u>Old Farms Road from Old Lane Road to the CL&P Overhead Right-Of-Way</u>

The selected transmission line route travels along 0.72 miles of Old Farms Road, in Cheshire, from Old Farms Road to the unpaved portion of the CL&P overhead right-of-way. This segment of Old Farms Road is a north-south, semi-circular, Town-maintained road that has one travel lane in each direction. The roadway has the following characteristics:

- The typical curb-to-curb width is 30'. See figure C.3, Appendix I for more detail.
- Posted speed limit is 25 miles per hour.
- There is illumination along the west side of the roadway.

Photo 4: Old Farms Road (Cheshire) at approx. Sta. 32+00, looking northeast.

Photo 5: Old Farms Road (Cheshire) at approx. Sta. 46+00, looking southeast.

Photo 6: Old Farms Road (Cheshire), looking east, at the unpaved portion of the CL&P overhead Right-Of-Way.

III. WORK BY OTHERS

Public Roadway Improvement Projects

Information regarding public roadway improvement projects has been requested from the Town of Hamden and the Town of Cheshire.

In Hamden, according to the Town's Council Approved Budget for the Fiscal Period January 1, 2005 to June 30, 2006, there are currently no planned projects that should affect the Hamden segment of Old Lane Road.

Preliminary information was received from the Town of Cheshire regarding projects that are slotted for the next five years and their anticipated start dates. According to the Town of Cheshire Five Year Capital Expenditure Plan and Annual Capital Expenditure Budget, there are currently no planned projects that should affect these segments of either Old Lane Road or Old Farms Road.

IV. CONSTRUCTION SEQUENCE AND UNDERSTANDING

The construction of the 115-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 2,000 feet on center. There are two separate vault locations anticipated in Cheshire. Each vault measures 24' long, 7' wide and 10' high. An excavation of about 28' long, 14' deep and 11' wide is needed for each vault.

For the vaults in the roadway, the duration of construction for each vault is expected to be 4-8 days working 12 hours a day. Depending on the exact location and the task being performed, one traffic lane will have to be closed for installation. The installation of the pre-cast concrete vault sections will, at times, require the use of a crane, effectively using a minimum of an entire lane for the outriggers and swing clearance. This installation will typically occur in the timeframe of one day. Backfilling, etc., may use 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 of the excavation. If traffic is maintained in the lane of the excavation, a special design for bridging the excavation will be required.

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" cover above the duct bank. The depth of the trench will vary depending on underground conflicts. The duct bank will contain 4 conduits and will be encased in concrete, cast in place. The trench will be backfilled and temporary pavement installed. In general, one travel lane 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 100-200 feet of duct-bank installation can be done 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 two (2) work days will be required to pull cable between each vault. In general, one lane 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 vault, assuming a 12-hour work shift. For vault locations within the roadway, one traffic lane will be occupied by this activity.

5. Pavement Restoration

The final task is to restore the pavement. The trench will be temporarily repaired in accordance with temporary trench repair details to be developed. Typically one travel lane will be occupied by this operation. At completion of the project, a mill and overlay for the entire width of the affected roadway will be constructed in accordance with the applicable Town standards of the Town of Hamden and the Town of Cheshire.

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, vault and duct 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 splicing may be less intrusive than the duct-bank and vault construction, the location of the vaults and duration of the splicing 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. Temporary traffic control plans shall be developed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), Part 6, and ConnDOT specifications.

2. Where appropriate, the ConnDOT standard Construction Traffic Control Plans shall be used. Non-standard traffic control plans shall be developed where the standard Construction Traffic Control Plans do not apply, and submitted for review and approval by either the Town of Hamden or the Town of Cheshire, depending on the area of construction.

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

4. Flaggers shall have completed training through ATSSA (American Traffic Safety Services Association) or other organizations, as approved by the Town of Hamden (for the portion of the project in Hamden) and The Town of Cheshire (for the portion of the project in Cheshire).

5. The Contractor shall have at least one person trained as a work zone safety supervisor through ATSSA, or as approved by the Town of Hamden (for the portion of the project in Hamden) and The Town of Cheshire (for the portion of the project in Cheshire).

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

7. Access accommodations shall be made for pedestrians at all times.

8. The Contractor shall maintain vehicular access to and egress from all residential driveways. If a temporary closure of a residential driveway is necessary, the Contractor shall provide at least 48-hour advance notice of the closure.

9. Local noise ordinances will be investigated for daytime and nighttime activities. See the Specific Recommendations for allowable work hours.

10. During evening work, existing roadway lighting must be maintained. Temporary lighting may have to be provided.

11. 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. Such plates shall be inspected and maintained on a daily basis.

12. The Contractors work schedule should be coordinated on a daily basis, with at a minimum: any inspection personnel and local police and fire departments.

The Contractor's 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.

Specific Recommendations

The following recommendations apply to both Old Lane Road and Old Farms Road:

The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic during the following periods:

- Monday – Saturday: 6:00 p.m. to 8:00 a.m.
- Sunday: All Day

When the Contractor is not actively working, the Contractor shall maintain and protect one lane of traffic in each direction on a paved travel path not less than 24' in width, in accordance with standard traffic control plan 13 (See Appendix II).

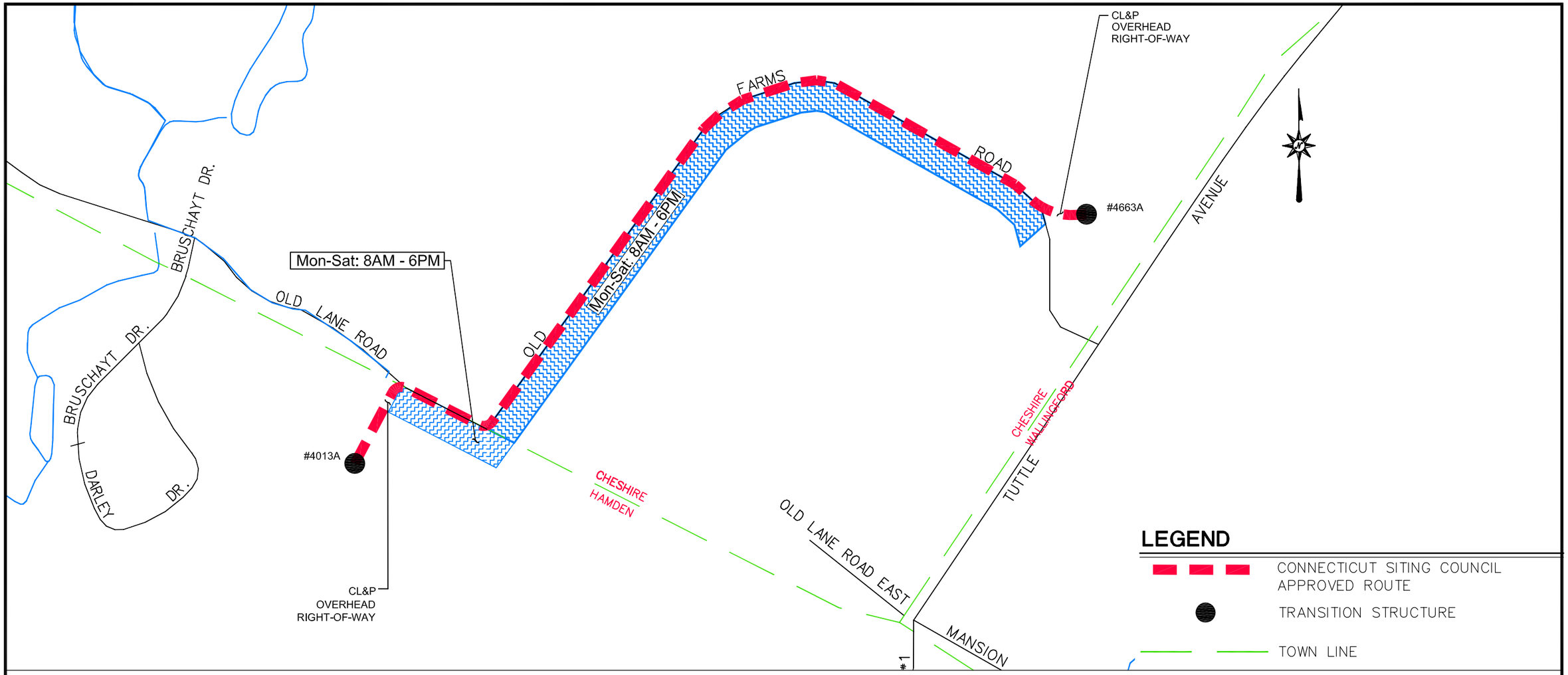
When actively working, during the following periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel path not less than 12-feet in width, in accordance with standard Traffic Control Plan 13. The length of the alternating one-way traffic operation shall not exceed 300-feet, and shall require traffic persons.

- Monday – Saturday: 8:00 a.m. to 6:00 p.m.

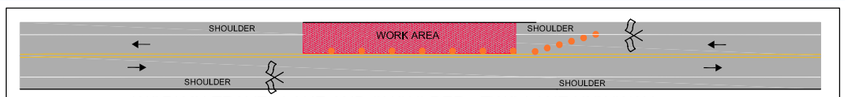
Because of the alignment of these portions of Old Lane Road and Old Farms Road and the lack of available detour routes, it will sometimes be difficult for school busses to travel through the construction area. Although this issue is not entirely avoidable, by starting construction at 8:00 a.m. the potential for conflict is lessened.

The Contractor shall maintain vehicular access to and egress from all residential driveways. If a temporary closure of a residential driveway is necessary, the Contractor shall provide at least 48-hour advance notice of the closure.

See Section C for vault recommendations.



ONE LANE - ALTERNATING TRAFFIC



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

WORK HOURS:

OLD LANE ROAD:
Mon-Sat: 8AM-6PM

OLD FARMS ROAD:
Mon-Sat: 8AM-6PM

RESTRICTIONS:

1) THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND EGRESS FROM ALL DRIVEWAYS. IF A TEMPORARY CLOSURE OF A RESIDENTIAL DRIVEWAY IS NECESSARY, THE CONTRACTOR SHALL PROVIDE AT LEAST 48-HOUR ADVANCE NOTICE OF THE CLOSURE.

2) WHILE NOT WORKING, THE CONTRACTOR MUST MAINTAIN A MINIMUM 12' WIDE PAVED TRAVEL PATH IN EACH DIRECTION.

3) THE LENGTH OF ALTERNATING ONE-WAY TRAFFIC SHALL NOT EXCEED 300 FEET AND SHALL REQUIRE TRAFFIC PERSONS.

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ALLOWABLE WORK HOURS MAP

MIDDLETOWN TO NORWALK
345-kV TRANSMISSION PROJECT
HAMDEN – CHESHIRE, CONNECTICUT

Scale 1"=500'
Project No. 05C1314
Date 3/27/06
CAD File 025_TRPT05C1314 FIG C2

XREF(s): NONE

FIGURE C.2

C. Vault Installation/Construction

The following are recommendations specific to vault installation and construction and are in addition to those listed above. From west to east along the selected route, the following provides specific recommendations for each vault location:

Vault Location 2201 is located on Old Farms Lane (approximate Station 25+75), in the middle of the northbound travel lane. The following are specific recommendations for the vault construction:

The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic during the following periods:

- Monday – Saturday: 6:00 p.m. to 8:00 a.m.
- Sunday: All Day

When the Contractor is not actively working, the Contractor shall maintain and protect one lane of traffic in each direction on a paved travel path not less than 24’ in width, in accordance with standard traffic control plan 13 (See Appendix II).

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, in accordance with standard Traffic Control Plan 13. The length of the alternating one-way traffic operation shall not exceed 300-feet, and shall require traffic persons.

- Monday – Saturday: 8:00 a.m. to 6:00 p.m.

The Contractor shall maintain vehicular access to and egress from all residential driveways. If a temporary closure of a residential driveway is necessary, the Contractor shall provide at least 48-hour advance notice of the closure.

See Section C for vault recommendations.

Vault Location 2202 is located on Old Farms Lane (Station 40+25), in the northbound/eastbound travel lane. The following are specific recommendations for the vault construction:

The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic

- Monday – Saturday: 6:00 p.m. to 8:00 a.m.
- Sunday: All Day

When the Contractor is not actively working, the Contractor shall maintain and protect one lane of traffic in each direction on a paved travel path not less than 24’ in width, in accordance with standard traffic control plan 13 (See Appendix II).

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, in accordance with standard Traffic Control Plan 13. The length of the alternating one-way traffic operation shall not exceed 300-feet, and shall require traffic persons.

- Monday – Saturday: 8:00 a.m. to 6:00 p.m.

The Contractor shall maintain vehicular access to and egress from all residential driveways. If a temporary closure of a residential driveway is necessary, the Contractor shall provide at least 48-hour advance notice of the closure.

See Section C for vault recommendations.

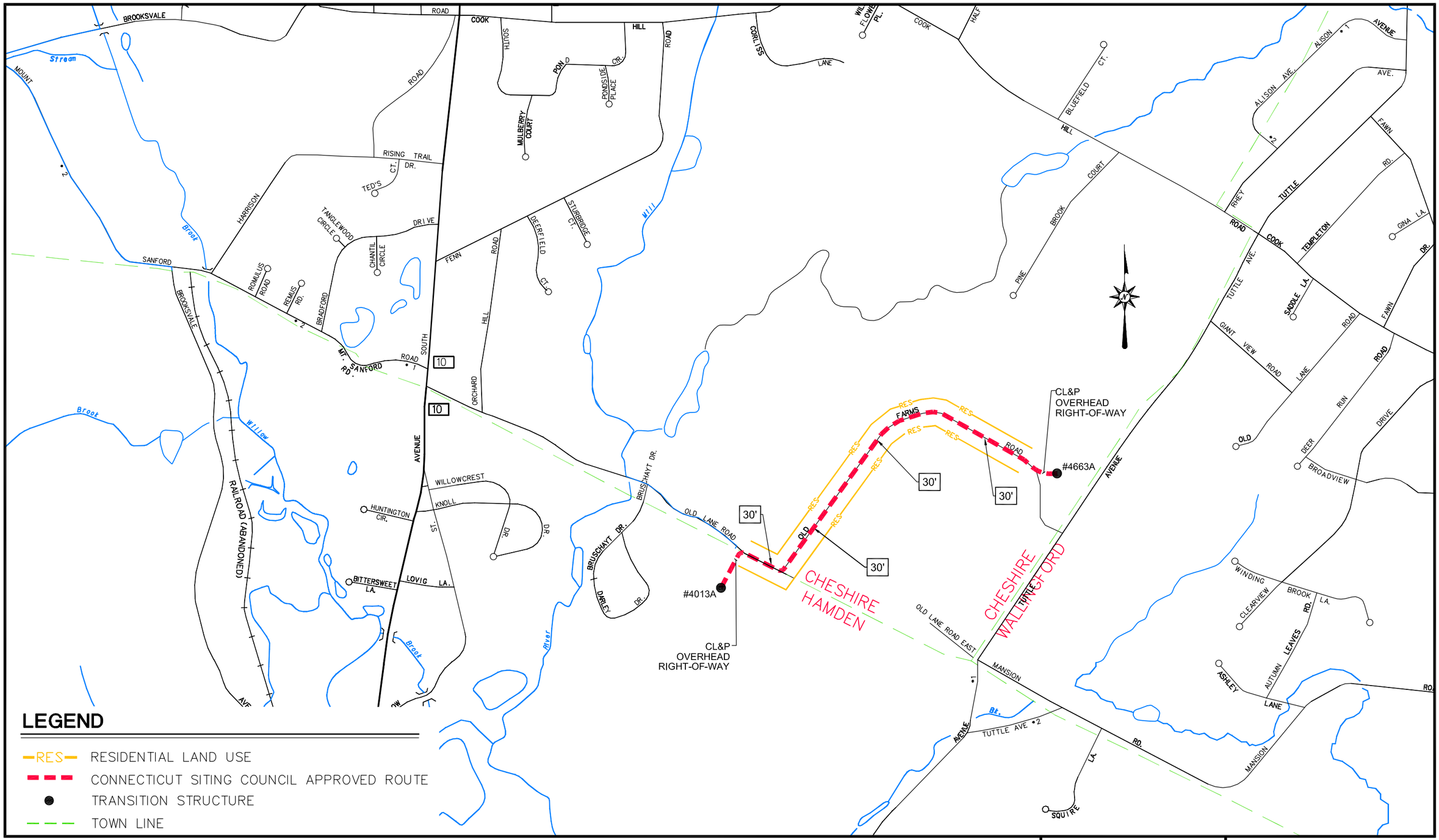
APPENDIX I

ROUTE INVENTORY

NU - MIDDLETOWN TO NORWALK
ROUTE INVENTORY

Town/City: Hamden - Cheshire

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
Connecticut Siting Council Approved Route:																	
HAMDEN																	
CL&P Overhead Right-Of-Way	Transition Structure #4013A	Old Lane Road	455'	N/A	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		N	Y	
Old Lane Road	CL&P Overhead Right-Of-Way	Hamden-Cheshire Town Line	255'	2	30'	25 MPH	N/A	N/A	N	Y (School Bus)	N/A	N/A	N/A		N	Y	
CHESHIRE																	
Old Lane Road	Hamden-Cheshire Town Line	Old Farms Road	240'	2	30'	25 MPH	N/A	N/A	N	Y (School Bus)	N/A	N/A	N/A		N	Y	
Old Farms Road	Old Lane Road	CL&P Overhead Right-Of-Way	3,780'	2	30'	25 MPH	N/A	N/A	Y	Y (School Bus)	N/A	N/A	N/A		N	Y	
CL&P Overhead Right-Of-Way	Old Lane Road	Transition Structure #4663A	190'	N/A	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		N	Y	



LEGEND

- RES — RESIDENTIAL LAND USE
- CONNECTICUT SITING COUNCIL APPROVED ROUTE
- TRANSITION STRUCTURE
- TOWN LINE

BL Companies

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(203) 630-2615 Fax

LAND USE AND ROADWAY WIDTHS

MIDDLETOWN TO NORWALK
345-kV TRANSMISSION PROJECT
HAMDEN – CHESHIRE, CONNECTICUT

Scale 1"=1000'
Project No. 05C1314
Date 3/27/06
CAD File 025_TRPT05C1314 FIG C3

XREF(s): NONE

FIGURE C.3

APPENDIX II

RELEVANT ConnDOT STANDARD CONSTRUCTION TRAFFIC CONTROL PLANS

NOTES FOR TRAFFIC CONTROL PLANS

1. IF A TRAFFIC STOPPAGE OCCURS IN ADVANCE OF SIGN (A), THEN AN ADDITIONAL SIGN (A) SHALL BE INSTALLED IN ADVANCE OF THE STOPPAGE.
2. SIGNS (AA), (A) AND (D) SHOULD BE OMITTED WHEN THESE SIGNS HAVE ALREADY BEEN INSTALLED TO DESIGNATE A LARGER WORK ZONE THAN THE WORK ZONE THAT IS ENCOMPASSED ON THIS PLAN.
3. SEE TABLE #1 FOR ADJUSTMENT OF TAPERS IF NECESSARY.
4. A CHANGEABLE MESSAGE SIGN MAY BE UTILIZED ONE HALF TO ONE MILE IN ADVANCE OF THE LANE CLOSURE TAPER.
5. IF THIS PLAN REMAINS IN CONTINUOUS OPERATION FOR MORE THAN 72 HOURS, THEN TRAFFIC DRUMS SHALL BE USED IN PLACE OF TRAFFIC CONES.
6. ANY LEGAL SPEED LIMIT SIGNS WITHIN THE LIMITS OF A ROADWAY / LANE CLOSURE AREA WILL BE COVERED WITH AN OPAQUE MATERIAL WHILE THE CLOSURE IS IN EFFECT AND UNCOVERED WHEN THE ROADWAY / LANE CLOSURE IS REOPENED TO ALL LANES OF TRAFFIC.
7. IF THIS PLAN REMAINS IN CONTINUOUS OPERATION FOR MORE THAN 36 HOURS, THEN THE EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ERADICATED OR COVERED AND TEMPORARY PAVEMENT MARKINGS THAT DEPICT THE PROPER TRAVELPATHS SHALL BE INSTALLED.
8. DISTANCES BETWEEN SIGNS IN THE ADVANCE WARNING AREA MAY BE REDUCED TO 200' ON LOW SPEED URBAN ROADS (SPEED LIMIT < 40 MPH).
9. FOR LANE CLOSURES ONE (1) MILE OR LONGER, A "REDUCE SPEED TO 45 MPH" SIGN SHALL BE PLACED AT THE ONE MILE POINT AND AT EACH MILE THEREAFTER.
10. IF THIS PLAN IS TO REMAIN IN OPERATION DURING THE HOURS OF DARKNESS, INSTALL BARRICADE WARNING LIGHTS - HIGH INTENSITY ON ALL POST-MOUNTED DIAMOND SIGNS IN THE ADVANCE WARNING AREA.
11. A CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE HALF TO ONE MILE IN ADVANCE OF THE LANE CLOSURE TAPER.

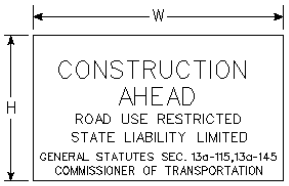
REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING &
HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

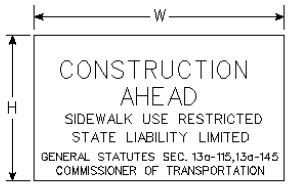
CONSTRUCTION
TRAFFIC CONTROL PLAN
NOTES

NOTES.DGN

SERIES 16 SIGNS



		W	H
16-E	80-1605	84"	60"
16-H	80-1608	60"	42"
16-M	80-1613	30"	24"



		W	H
16-S	80-1619	48"	30"

THE 16-S SIGN SHALL BE USED ON ALL PROJECTS THAT REQUIRE SIDEWALK RECONSTRUCTION OR RESTRICT PEDESTRIAN TRAVEL ON AN EXISTING SIDEWALK.

SERIES 16 SIGNS SHALL BE INSTALLED IN ADVANCE OF THE TRAFFIC CONTROL PATTERNS TO ALLOW MOTORISTS THE OPPORTUNITY TO AVOID A WORK ZONE. SERIES 16 SIGNS SHALL BE INSTALLED ON ANY MAJOR INTERSECTING ROADWAYS THAT APPROACH THE WORK ZONE. ON LIMITED- ACCESS HIGHWAYS, THESE SIGNS SHALL BE LOCATED IN ADVANCE OF THE NEAREST UPSTREAM EXIT RAMP AND ON ANY ENTRANCE RAMPS PRIOR TO OR WITHIN THE WORK ZONE LIMITS.

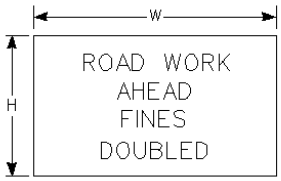
THE LOCATION OF SERIES 16 SIGNS CAN BE FOUND ELSEWHERE IN THE PLANS OR INSTALLED AS DIRECTED BY THE ENGINEER.
SIGNS 16-E AND 16-H SHALL BE POST MOUNTED.
SIGN 16-E SHALL BE USED ON ALL EXPRESSWAYS.
SIGN 16-H SHALL BE USED ON ALL RAMPS, OTHER STATE ROADWAYS, AND MAJOR TOWN/CITY ROADWAYS.
SIGN 16-M SHALL BE USED ON OTHER TOWN ROADWAYS.

REGULATORY SIGN "ROAD WORK AHEAD, FINES DOUBLED"

THE REGULATORY SIGN "ROAD WORK AHEAD, FINES DOUBLED" SHALL BE INSTALLED FOR ALL WORK ZONES THAT OCCUR ON ANY STATE HIGHWAY IN CONNECTICUT WHEN THERE ARE WORKERS ON THE HIGHWAY OR WHEN THERE IS OTHER THAN EXISTING TRAFFIC OPERATIONS.

THE "ROAD WORK AHEAD, FINES DOUBLED" REGULATORY SIGNS SHALL NOT BE INSTALLED ON TOWN ROADS.

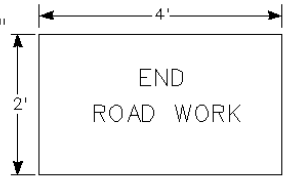
THE "ROAD WORK AHEAD FINES DOUBLED" REGULATORY SIGN SHALL BE PLACED AFTER THE SERIES 16 SIGN AND IN ADVANCE OF THE "ROAD WORK AHEAD" SIGN.



	W	H
31-1906	48"	42"

"END ROAD WORK" SIGN

THE LAST SIGN IN THE PATTERN MUST BE THE "END ROAD WORK" SIGN.



80-9612

REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
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DIVISION OF TRAFFIC ENGINEERING

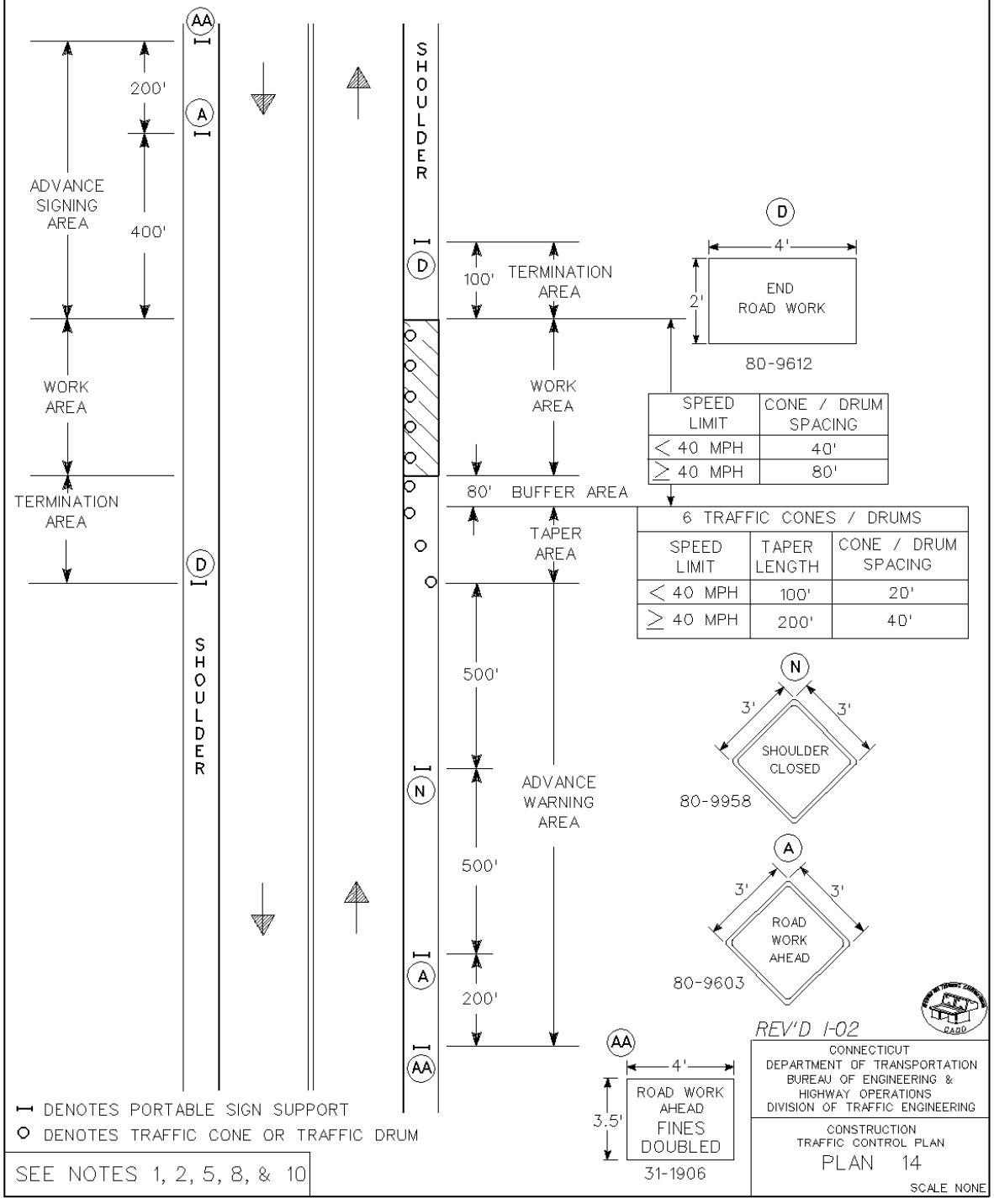
CONSTRUCTION
TRAFFIC CONTROL PLAN

REQUIRED SIGNS

APPROVED J.Carey PRINCIPAL ENGINEER DATE 1-02

WORK IN SHOULDER - TWO LANE HIGHWAY

SIGN FACE
71 SQ. FT (MIN)



SEE NOTES 1, 2, 5, 8, & 10

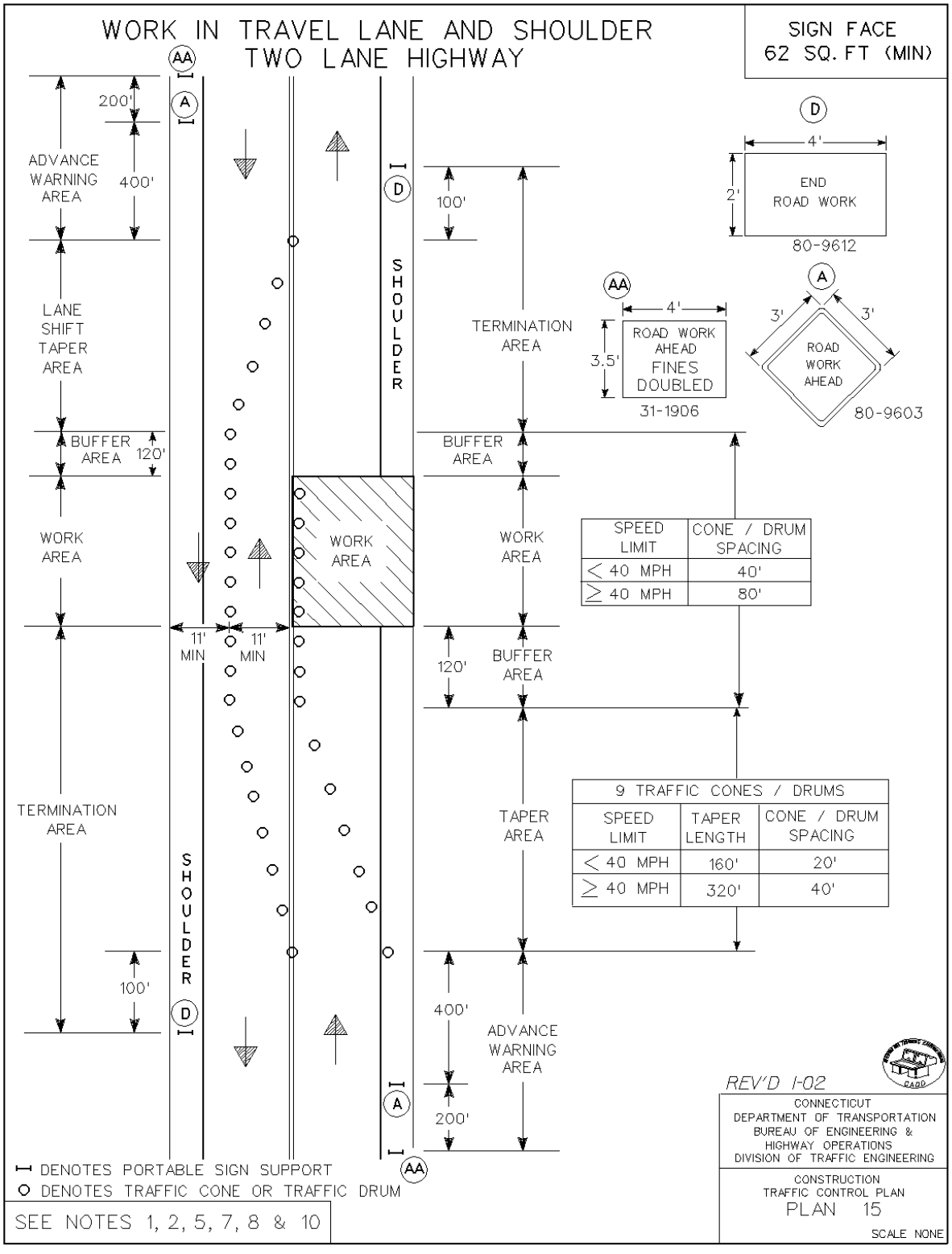
REV'D 1-02

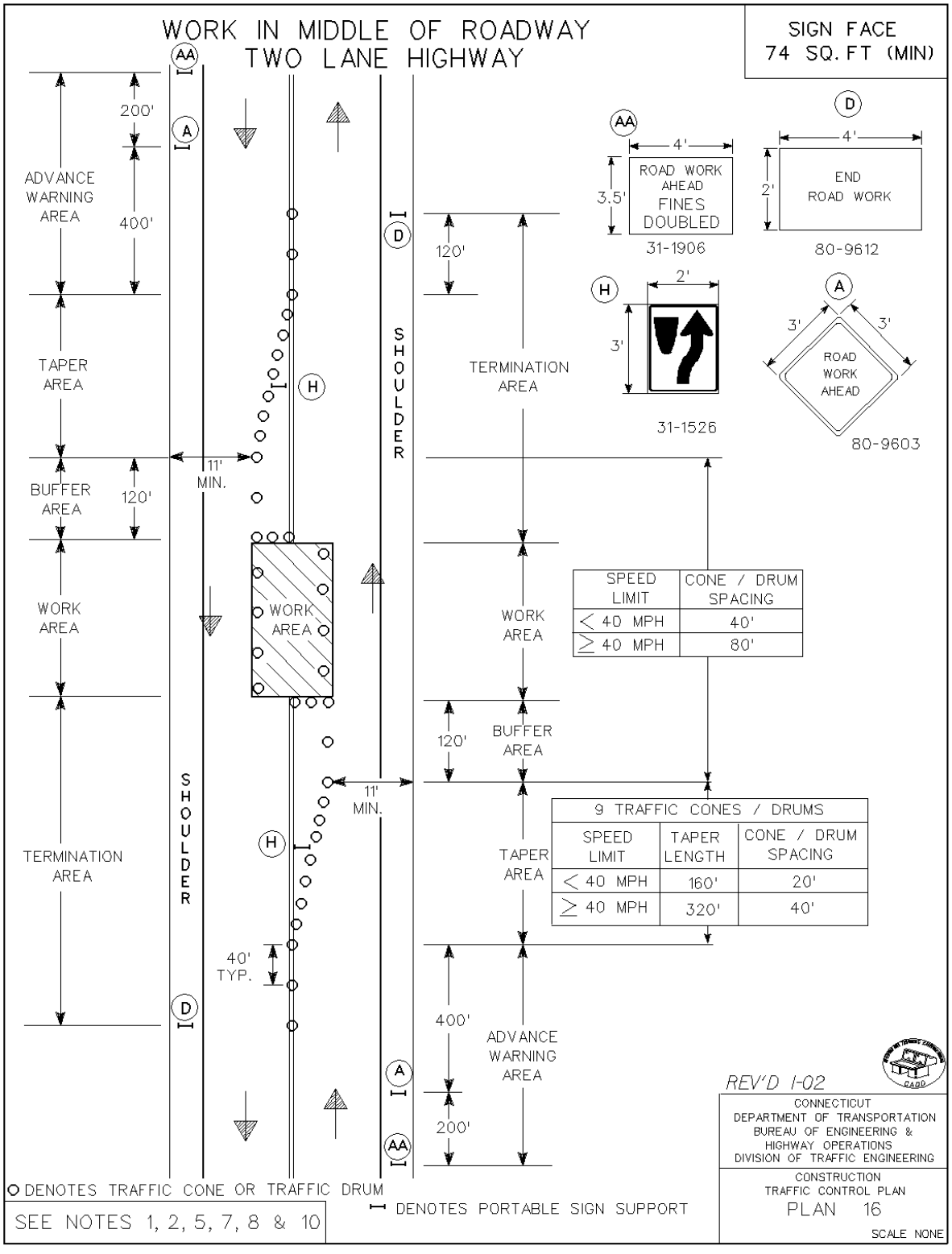
CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION
TRAFFIC CONTROL PLAN
PLAN 14

SCALE NONE

APPROVED J.Carey
PRINCIPAL ENGINEER
DATE 1-02

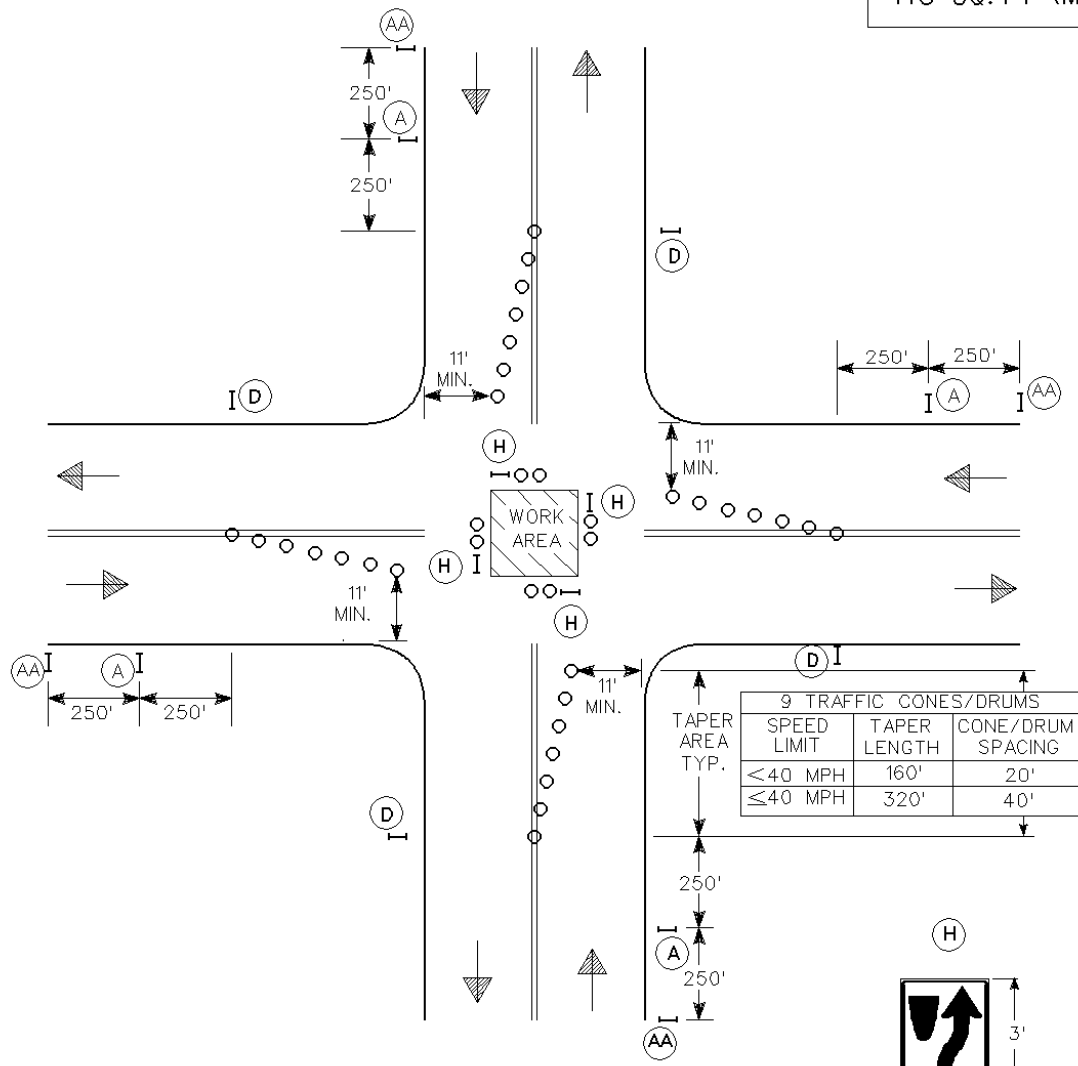

WORK IN TRAVEL LANE AND SHOULDER
TWO LANE HIGHWAY
SIGN FACE
62 SQ. FT (MIN)
AA
A
D
200'
400'
ADVANCE WARNING AREA
LANE SHIFT TAPER AREA
BUFFER AREA
120'
WORK AREA
TERMINATION AREA
100'
SHOULDER
11' MIN
11' MIN
WORK AREA
100'
TERMINATION AREA
BUFFER AREA
WORK AREA
120'
BUFFER AREA
TAPER AREA
400'
ADVANCE WARNING AREA
200'
4'
2'
END ROAD WORK
80-9612
4'
3.5'
ROAD WORK AHEAD
FINES DOUBLED
31-1906
3'
3'
ROAD WORK AHEAD
80-9603
SPEED LIMIT
CONE / DRUM SPACING
< 40 MPH
40'
≥ 40 MPH
80'
9 TRAFFIC CONES / DRUMS
SPEED LIMIT
TAPER LENGTH
CONE / DRUM SPACING
< 40 MPH
160'
20'
≥ 40 MPH
320'
40'
I DENOTES PORTABLE SIGN SUPPORT
O DENOTES TRAFFIC CONE OR TRAFFIC DRUM
SEE NOTES 1, 2, 5, 7, 8 & 10
REV'D 1-02
CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING
CONSTRUCTION
TRAFFIC CONTROL PLAN
PLAN 15
SCALE NONE
APPROVED J.Carey
PRINCIPAL ENGINEER
DATE 1-02



APPROVED J.Carey PRINCIPAL ENGINEER DATE 1-02

WORK IN MIDDLE OF ROADWAY AT INTERSECTION

SIGN FACE
148 SQ. FT (MIN)



9 TRAFFIC CONES/DRUMS		
SPEED LIMIT	TAPER LENGTH	CONE/DRUM SPACING
<40 MPH	160'	20'
≤40 MPH	320'	40'

O DENOTES TRAFFIC CONE OR TRAFFIC DRUM
I DENOTES PORTABLE SIGN SUPPORT

SEE NOTES 1, 2, 5, 7 & 10

REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING &
HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION
TRAFFIC CONTROL PLAN
PLAN 17

SCALE NONE

APPROVED J.Carey PRINCIPAL ENGINEER DATE 1-02

APPENDIX III

RELEVANT TOWN ORDINANCES

TOWN OF CHESHIRE
ORDINANCES

Chapter 14 STREETS AND SIDEWALKS*

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*Cross references: Planting of trees, etc., in street limits, § 10-3; failure to remove ice and snow from street an offense, § 10-4; littering, § 10-5; sales and solicitations on streets, Ch. 13.

Sec. 14-1. Excavations.

(a) *Definitions.* For the purpose of this section, the following terms, phrases, words, and their derivations shall have the meaning given herein. When not inconsistent with the context, words used in the present tense include the future, words in the plural number include the singular number and words in the singular number include the plural number. The word "shall" is always mandatory and not merely directly.

Contractor means any person, firm, or corporation doing business subject to this section, either as principal contractor or as a subcontractor.

Director is the director of public works of the town.

Engineer is the town engineer of the town.

Pavement means all surfaces installed and designed to carry or guide vehicular or pedestrian traffic.

Person is any person, firm, partnership, association, corporation, company or organization of any kind.

Street or *highway* means the entire width or any dedicated or other legally acquired public highway situated in the town.

(b) *Permit requirements.* No person, firm or corporation shall make any excavation, trench or otherwise alter, open or remove the surface of any street or highway, or begin to reconstruct, repair, alter or grade any sidewalk, curb, curbcut, driveway or street in the Town of Cheshire until a permit has been obtained from the director of public works or his authorized agent.

(c) *Application.* Application for a street excavation permit shall be made on forms provided by the department of public works. The application shall include the following information:

(1) The location of the work area.

(2) A description of the work to be done.

(3) The name and address of the party doing the work.

(4) The name and address of the party for whom the work is being done.

(5) The name and address of the owner or agent in charge of all properties abutting the work area.

(6) Estimated cost of the work.

(7) Estimated starting time and duration of the work.

(8) Such other information as the director or his authorized agent shall find reasonably necessary for the issuance of a permit.

The director of public works may require detailed plans and specification and other engineering to be submitted with the application where he shall deem the same to be necessary.

The Cheshire department of public works, its agents and contractors shall not be required to obtain a permit when working in a street or highway in the Town of Cheshire.

When sidewalks, curbs, curbcuts, driveways or streets are to be altered simultaneously, one permit and fee shall be required.

(d) *Fees.* Applicants for a permit issued pursuant to this section, shall pay a fee to the Town of Cheshire in the amount established by resolution of the town council.

(e) *Rules and regulations.* The director of public works is hereby authorized and empowered to adopt from time to time such rules, regulations and specifications for the construction and repair of pavement, sidewalks, driveway aprons, curbs, curbcuts, handicapped ramps and trench excavations as may be in the best interest of the town to effectuate the terms of this section. Said regulations and any amendments, addenda, revisions, updates and supplements thereto shall be filed in the town clerks office.

(f) *Insurance and bond.* No permit for excavating in any town street or highway in the Town of Cheshire shall be granted until the applicant shall file with the department of public works evidence of public liability insurance coverage of:

(1) Not less than $200,000.00 liability for one (1) person, $500,000.00 liability for one accident and $500,000.00 property damage.

(2) A performance bond in the minimum amount of $3,000.00 and in greater amounts if required by the director of public works, said performance bond to be in an amount in relation to the estimated cost of the work as determined by the director of public works, all conditioned that the applicant shall backfill all excavations and restore the street or highway to a condition as approved by the director of public works as specified.

(3) That the applicant shall save harmless and indemnify the town, its officers and employees from any and all liability, damages and costs that may in any manner be incurred by the town by reason of or in connection with the act or omission of the permittee, his agents or servants.

(4) All such bonds and insurance coverages required by this section shall be for the period of the calendar year and renewals.

(5) Evidence of such insurance shall be filed with the director of public works, in form and in companies or sureties satisfactory to the director of public works.

Any work not completed under this section within three (3) days after notice in writing to the person, firm or corporation taking out a permit for the same may be completed by the town and all costs shall be billed to the person, firm or corporation taking out such permit. No further permits shall be issued to said person, firm or corporation so billed until the balance owed the town is paid. All remittances shall be payable to the treasurer of the town.

(g) *Standards for issuance of permit.* The director of public works shall issue a permit hereunder when he finds:

(1) That the plans for the proposed work have been approved by the town engineer or his designee.

(2) That the work shall be done according to the standard specifications of the town for public work of like character.

(3) That the operation will not unreasonably interfere with vehicular and pedestrian traffic, the demand and necessity for parking spaces, and the means of egress to and from the property affected and adjacent properties.

(h) *Maintenance.* By accepting a permit, the permittee shall guarantee to maintain the repaving for a period of two (2) years after placement of the permanent patch by the contractor. The performance bond shall include said conditions of maintenance within its provisions.

(i) *Approval of the director of public works.* All operations for which a permit is granted hereunder shall be subject to the inspection and approval of the director of public works.

(j) *Violations.* Any person, firm or corporation violating any provision of this section or any regulations promulgated hereunder shall be fined fifty dollars ($50.00) per day for each provision of the section thus violated. Each day of such violation shall be deemed a separate offense.

(k) *Separability.* In the event that any part of this section is found to be invalid by a court of competent jurisdiction, such finding shall not affect the remaining portions of this section.

(Res. of 2-25-56, §§ 1--4; Amend. of 11-14-95)

Sec. 14-2. Rights-of-way.

(a) *Definitions.* For purposes of this section, the following words shall be defined as follows:

Motor vehicle means any vehicle propelled or drawn by gasoline, electricity, solar power or by any power other than muscular that can be lawfully operated on public roads or streets.

Mailbox means a privately owned and maintained repository for the sole purpose of sending or receiving material via the United States Postal Service.

Newspaper box is a privately owned and maintained repository for the sole purpose of receiving newspaper.

Right-of-way is real property public highway interest which was obtained by the Town of Cheshire with or without deed and which is under the custody and control of the Town of Cheshire.

(b) No wall, fence, structure, or other man placed object or thing that if struck or impacted by a motor vehicle would create a risk of bodily injury to the operator and any passengers of the motor vehicle shall be built, erected, installed, placed or located within a town right-of-way; excepting there from those such structures in existence prior to the effective date of the ordinance from which this section is derived.

(c) Curbside mailboxes and curbside newspaper boxes or both a combination of the two may be mounted on a single post that comply with the following requirements do not violate subsection (b):

A curbside mailbox, a curbside newspaper box or a combination of the two may be mounted on a wood post provided that the wood post does not exceed twenty-five (25) inches in cross section if located upon a state highway or thirty-six (36) inches in cross section upon all other roads. If a metal post is used, it shall be aluminum or of sufficient weakness to break upon impact of any motor vehicle. If a vinyl or plastic post, or a post

encased by vinyl or plastic, is used, it shall be of sufficient weakness to break upon impact of a motor vehicle from the effective date of the ordinance from which this section is derived. From the effective date of this section, no newly constructed or rebuilt masonry posts or enclosures will be allowed.

(d) If there exists any such wall, fence, structure, or other man placed object in violation of this section, upon twenty-four (24) hours' notice, the property owner, tenant or occupant having care of such land shall remove such structure within twenty-four (24) hours of notice of such violation.

(Res. Enact. 1-14-03)

TOWN OF HAMDEN
ORDINANCES

TOWN OF HAMDEN
LEGISLATIVE COUNCIL

AN ORDINANCE AMENDING SECTIONS 97.01 through 97.08 OF THE CODE OF ORDINANCES TO PROVIDE FOR THE PROPER PERMITTING, RESTORATION AND PERMANENT PATCHING OF PUBLIC STREETS AFTER EXCAVATION

NOW, THEREFORE, BE IT SO ORDAINED THAT SECTIONS 97.01 through 97.08 OF THE HAMDEN CODE OF ORDINANCES are amended as follows:

WHEREAS, excavations, road openings and construction work on or adjacent to streets and roadways in the Town of Hamden can significantly alter the conditions and appearance of the Town's streets and roadways; and

WHEREAS, the restoration of streets and roadways after such excavation, road openings and construction work by contractors often does not return the Town's streets or roadways to their original condition or appearance, thereby creating an uneven and patchy streetscape within the Town; and

WHEREAS, the Town has heretofore borne the financial responsibility for repaving and restoring streets and roadways that have been altered because of excavations, road openings and construction; and

WHEREAS, taxpayers of Hamden should not bear the substantial financial burden of repaving and repairing streets and roadways that have been altered because of such excavations, road openings and construction; and

WHEREAS, permittees and contractors performing excavation, road openings and construction work that alters the appearance of the Town's streets and roadways should bear the financial burden of repaving and restoring the Town's streets and roadways for the benefit and use of the Town.

NOW, THERFORE, BE IT SO ORDAINED THAT SECTIONS 97.01 THROUGH 97.08 OF THE HAMDEN CODE OF ORDINANCES are amended as follows:

97.01 PERMITS REQUIRED.

No person, firm or corporation shall make any opening, excavation or perform construction work of any kind within or through any street or roadway or adjacent to streets and roadways that significantly alter the conditions and appearances of streets and roadways in the Town of Hamden, except under the control and direction of the Town Engineer and after a receipt of a permit issued by the Town Engineer. The Town Engineer shall have the authority to grant the permits on the terms and conditions for the excavation and backfilling of the excavations in any street or highway and for the

replacement of pavements removed as hereinafter provided. Permits shall be issued in compliance with the terms hereof, and a fee as set by the legislative council will be charged for each permit, according to Section. 97.01B of the Code of Ordinances.

97.01B EXCAVATION PERMIT FEES; CALL BEFORE YOU EXCAVATE

The Town Engineer will collect a permit fee for excavation work based on the following schedule:

a. For each excavation up to 200 sq. ft.	$75.00
b. For each excavation in excess of 200 sq. ft. and up to one block in length	$125.00
c. For each additional block or part of an additional block	$125.00

In addition, at least 24 hours prior to beginning any excavation work, the Permittee shall contact the Town Engineer's office at (203) 287-2553 to inform of the specific date when excavation will begin and its expected duration on any street or roadway in the Town.

97.02 INSURANCE / BOND.

(A) No permit for excavating in any street or highway in the town shall be granted until the applicant files with the Town Engineer evidence of insurance coverage of not less than $25,000/$50,000 liability and $5000 property damage and a performance bond in the minimum amount of $10,000 and a street excavation bond in the minimum amount of $1000. The amount of such performance bond may be increased on larger projects as required by the Town Engineer and shall require that the applicant fill all excavations and restore the street or highway to a condition as approved by the Town Engineer as hereinafter specified. The insurance coverage and performance bond shall further require that the applicant save and indemnify the Town from any and all liability, damages and costs that may in any manner be incurred by the Town by reason of or in connection with the applicant's excavation work and the backfilling thereof, as well as the applicant's replacement of paving thereafter. All performance bonds required by this chapter shall be for the period of the calendar year and renewals shall be filed with the Town Engineer before January 1st of each year. All insurance coverages shall be for the expected duration of the excavation, backfilling and replacement paving work, plus for such additional time as required by the Town Engineer, which shall be no less than 90 days after completion of the applicant's work.

(B) Contractors and public service corporations may dispense with the filing of a separate bond for each excavation by filing annually with the Town Engineer the proper evidence of insurance coverage heretofore provided for, conditioned, however, that an application must be made for a permit for each separate excavation. Evidence of insurance coverage and performance bond satisfactory to the Town Engineer shall be

presented, and the performance bond shall be in the amount approved by the Town Engineer.

(C) Any person, firm or corporation providing proof of a performance bond or insurance coverage as provided in this section shall be required to also provide notice to the Town in the event of cancellation of a performance bond or insurance coverage. Notice shall be forwarded to the Town Engineer, in writing, within 24 hours of cancellation.

97.03 EXCAVATIONS

(A) [No change to current text.]
(B) [No change to current text.]

(C) Street Moratorium

No excavations shall be made in a street that has been reconstructed or resurfaced within the last five (5) years. When excavations are deemed unavoidable by the Director of Public Works or his designee, they will be subject to special restoration requirements according to standard detail regulations as established and promulgated by the Director of Public Works, with the advice of the Town Engineer as needed.

97.04 RESTORATION: TEMPORARY PATCHING

(A) All excavations made under permit, within the street lines, provided for in §§ 97.01 to 97.10 inclusive, shall be backfilled with bank-run gravel as approved by the Department of Public Works. All excavations shall be backfilled and compacted or suitably covered to the satisfaction of the Director of Public Works or his designee at the end of each workday, unless suitable alternatives have been previously approved by the Director of Public Works or his designee. The contractor shall be responsible for the cost of repairs due to settlement or use of improper backfill material. Improper backfill shall be re-excavated and temporarily patched in accordance with the provisions of this article. In the event of the failure of a temporary patch, the contractor will be notified and will repair the same within twenty-four (24) hours of notification. Upon failure to comply with this provision or for emergency situations when the public is at risk, the Director of Public Works or his designee may direct the repair to be done and will bill the contractor. The contractor shall be liable for the full expense of such work, with such expense to be paid within forty-five (45) days of billing. Delinquent payments will be charged against the performance bond.

(B) Material removed from the excavations may be used for backfill upon written permission of the Director of Public Works or his designee. In all cases when the material used for backfill is that which was excavated from the trench, the backfilling must be done in properly compacted layers of two (2) feet for the entire depth of the trench. All muck, clay, frozen earth or other deleterious material shall be replaced with bank-run gravel. When bank-run gravel is used for backfilling, all materials removed

from the excavation shall be removed from the site and properly disposed of by the contractor. All ditches within the travelway of any street or highway shall be sealed immediately by the contractor with a suitable patching material approved by the Department of Public Works.

(C) For utility companies or those companies that have a full permanent paving schedule as determined by the Town Engineer, the trench shall be placed in kind as a minimum. The trench shall be properly backfilled and sealed with a temporary patch for a period not to exceed one hundred and eighty (180) days. Pavement shall be restored to conform to Section 4.01 "Bituminous Concrete" of "Form 814A – State of Connecticut, Department of Transportation, Standard Specifications for Roads, Bridges and Incidental Construction", as may be amended from time to time. For those streets or roadways having a concrete base or surface, the trench shall be temporarily backfilled as specified above. The backfill shall be brought to a level to allow for the replacement of the concrete to the thickness of the original contract or as directed by the Director of Public Works or the State of Connecticut, as applicable.

Concrete placed in any trench shall be allowed to cure for not less than 72 hours. During the curing period, all excavations shall be properly protected by barricades and warning lights, furnished and maintained by the contractor. If the concrete is a base material, the top surface shall be of bituminous concrete or other paving material approved by the Department of Public Works with a minimum compacted thickness of three (3) inches, properly joined and sealed to the existing pavement. The sides of all excavations and patches shall be cut in a straight line where joined to the old pavement. If the concrete is the finished paving material, the concrete shall be screened and rubbed to the satisfaction of the Director of Public Works.

In case of any question, Section 4.01 "Concrete Pavement" of Form 814A – State of Connecticut, Department of Transportation, Standard Specifications for Roads, Bridges and Incidental Construction", as may be amended from time to time, may govern.

97.04a RESTORATION: PERMANENT PATCHING

(A) Only utility companies or those companies that have a permanent paving schedule as determined by the Town Engineer shall be exempt from this section.

(B) After a proper settling period, beyond the maintenance period established pursuant to section 97.05, all temporary patches shall be made permanent by the Town or its contract designee as directed by the Director of Public Works.

(C) The Town Engineer shall establish and collect permanent patch restoration fees to cover all costs associated with restoring and maintaining sections of the streets and roadways that were excavated and temporarily patched, consistent with this chapter. The fee shall be collected at the time of the application for a permit issued under this

chapter. The Town shall be exempt from the provisions of this section when it performs its own work.

1. The permanent patch restoration free for each excavation shall be a minimum cash deposit in the amount of Seven Hundred and Fifty Hundred Dollars ($750.00) in the form of cash, money order or certified check to cover the cost of all repairs relating to permanent patching made by the Town or a contractor engaged by the Town. This deposit shall also cover the cost of any repairs which might occur because of settlement of the trench after the period in which the contractor is responsible pursuant to section 97.05. The Town Engineer may require an amount in excess of the minimum required if he deems it necessary to cover a larger project or several anticipated excavations.

2. The Town Engineer may also adjust the restoration fee amount to include a surcharge for administration and inspections.

3. The monies collected shall be deposited in a special account and utilized to cover expenses incurred by the Town for restoration work caused by the issuance of permits under this chapter and for similar pavement repairs.

(D) The permittee shall also reimburse the Town for any and all costs the Town may incur in replacement or repair of traffic controls or pavement markings disrupted, damaged or removed by work performed under an excavation permit.

(E) The permittee and persons liable under section 97.06 may be billed by the Town for all patching items and protection measures not done by the permittee. If billed by the Town there will be an additional percentage charge for administration and handling costs.

(F) All invoices shall be paid no later than forty-five (45) days from the date of billing. A monthly service charge of twenty-five dollars ($25.00) will be imposed on accounts forty-five days past due.

(G) When a permittee under this section excavates fifty percent or more of the width of the existing paved surface of a street, the Director of Public Works or his designee may direct that the entire area of the existing pavement be milled and/or resurfaced.

(H) The expense of restoration work performed by the Town or its agents shall be drawn from the restoration fee or, if the restoration fee is insufficient, collected from the permittee or its surety by any proper action.

97.05 MAINTENANCE OF TEMPORARY PATCH

The contractor shall guarantee to maintain the repaired excavation for a period of 180 days after its acceptance by the Town and in the event that it is necessary to make any repairs to the excavation or restoration of the pavement during this 180

day period, this guarantee shall be extended to include a period of 30 days from the date of such repair work.

97.06 PROTECTION OF [No change to current text.]

97.07 VIOLATIONS OF REGULATIONS PROHIBITED

a. If any person, firm or corporation does not abide by all of the provisions of this chapter, the Town by action of the Town Engineer has the authority to refuse the contractor any permits for excavation work for any length of time deemed necessary.

b. Any person, firm or corporation that violates any provision of this chapter shall be fined not more than one hundred dollars ($100) for each such offense. Each day that the violation of these regulations continues shall be deemed to be a separate offense for the purpose of the penalty.

c. The cancellation of the bond or insurance shall automatically void any permit which has been issued.

d. In the case of an emergency, if the contractor or any of his representatives are not available, the Town has the right to repair any defect to eliminate any hazard or remove any emergency condition which it may deem necessary, and the contractor shall reimburse the Town for any costs incurred in the completion of the same.

97.08 INTERPRETATION

In the event of any question as to the interpretation of any of the provisions of this chapter the decision of the Town Engineer or the Director of Public Works as applicable shall be final.

Approved by the Legislative Council at its meeting held on February 5, 2001.

APPROVED AS TO FORM:

Susan Gruen
Acting Town Attorney

Carol Noble
Carol Noble, President
Legislative Council

APPROVED:

Evelyn Parise
Evelyn Parise, Clerk
Legislative Council

Carl J. Amento
Mayor

DATE:

Ordinance Number: 432
Published: 2/8/01
Newspaper: New Haven Register
Effective Date: 3/1/01

TOWN OF HAMDEN
LEGISLATIVE COUNCIL

AN ORDINANCE PROVIDING FOR THE REDUCTION OR ELIMINATION OF EXCESSIVE NOISE AND THE ADMINSTRATION THEREOF

WHEREAS, excessive sound and vibration are a serious hazard to the health, safety, welfare and the quality of life of the residents of the Town of Hamden; and

WHEREAS, individuals have a right to and should be ensured an environment free from excessive sound and vibration that may jeopardize their health, safety, or welfare, or degrade the quality of life; and

WHEREAS, the Town seeks to protect, preserve and promote the health, safety, welfare and quality of life of its residents; and

WHEREAS, there exists a substantial body of science and technology by which excessive sound and vibration may be substantially abated; and

WHEREAS, Town seeks to protect, preserve and promote the health, safety, welfare and quality of life of its residents by the reduction, control and prevention of noise.

NOW, THEREFORE, BE IT SO ORDAINED

SECTION 1: DEFINITIONS

As used in this chapter, the following terms shall have the meanings indicated in the interpretation and enforcement of this ordinance. Where terms are not defined under the provisions of this chapter and are defined in the noise regulations of the Connecticut Department of Environmental Protection, they shall have the same meanings ascribed to them in those regulations. Otherwise, they shall have ascribed to them their ordinarily accepted meanings or such meaning as the context herein may imply.

ANSI – The American National Standards Institute or its successor body. Any ANSI standard referred to in this ordinance shall be deemed to incorporate further revisions by reference.

CONSTRUCTION: Any site preparation, assembly, erection, substantial repair, alteration or similar action, but excluding demolition, for or of public or private structures, utilities, rights-of-way or similar property.

DAYTIME HOURS: The hours between 7:00 am and 9:00 p.m., weekdays and Saturday, and the hours between 8:00 am and 9:00 p.m. on Sunday.

EMERGENCY: Any occurrence or set of circumstances involving actual or imminent physical trauma or property damage which demands immediate action.

EMERGENCY SOUND SIGNAL: An audible electronic or mechanical siren or signal device attached to an authorized emergency vehicle or within or attached to a building pole or other structure for the purpose of sounding or testing an alarm relating to fire or emergency management.

EMITTER: An individual or entity who is the owner or occupant of the premises from which noise commences.

EXCESSIVE NOISE: Emitter noise zone levels from noise sources exceeding the standards set forth in Section 3 of this ordinance beyond the boundary of the emitter's noise zones.

IMPULSE NOISE: Means noise of short duration (generally less than one second), especially of high intensity, abrupt onset and rapid decay, and often rapidly changing spectral composition.

MAINTENANCE EQUIPMENT: All engine or motor-powered garden or maintenance tools intended for repetitive use, including, but not limited to lawnmowers, riding tractors, blowers, and including equipment intended for infrequent service work including, but not limited to, chain saws, log chippers or paving rollers.

MOBILE SOURCES OF NOISE: Mobile sources of noise shall include, but are not limited to such sources as automobiles, trucks and other vehicles used to transport individuals or items along public rights-of-way.

NIGHTTIME HOURS: The hours between 9:00 p.m. and 7:00 a.m. weekdays and Saturday, and the hours after 9:00 p.m. and before 8:00 a.m. on Sunday.

NOISE ZONE: Means an individual unit of land or a group of contiguous parcels under the same ownership as indicated by public land records and, as relates to noise Emitters, includes contiguous publicly-dedicated streets and highway rights-of- way, railroad rights-of-way, water bodies and waters of the State.

RECEPTOR: An individual or entity who is the owner or occupant of premises affected by or receiving noise.

SITE: Means the area bounded by a property line on or in which a source of noise exists.

SOUND LEVEL METER: Means an instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement of sound levels. The sound level meter shall conform to ANSI Specifications for Sound Level Meters S1.4-1984 (1997).

SECTION 2: CLASSIFICATION OF NOISE ZONES AND NOISE DISTRICTS

A. Noise zone classifications shall be based on the designated use of any parcel or tract, based on the zoning district in which a parcel is located as described on the Zoning Map and in the Zoning Regulations of the Town of Hamden, as amended from time to time; provided that any parcel whose use is lawfully nonconforming to its district a the time this ordinance is enacted shall be classified for noise emission purposes according to the district appropriate for the nonconforming use. The current designation shall be the determining factor and any change in the zoning map or zoning regulations will also represent a change in the Noise District.

B. Noise Districts

1. Residential Noise District – Lands or Noise Zones contained within residential districts by the Planning & Zoning Regulations of the Town of Hamden shall be designated as Residential Noise Districts and shall be subject to the noise standards prescribed therefor or defined by this ordinance.

2. Business Noise District – Lands contained within business districts by the Planning & Zoning Regulations of the Town of Hamden shall be designated as Business Noise Districts and shall be subject to the noise standards prescribed therefor or defined by this ordinance.

3. Manufacturing Noise District – Lands contained within manufacturing districts by the Planning & Zoning Regulations of the Town of Hamden shall be designated as Manufacturing Noise Districts and shall be subject to the noise standards prescribed therefor or defined by this ordinance.

4. Mixed Use Noise District (referred to as Controlled Development Districts or CDD) – Lands contained within mixed used districts by the Planning & Zoning Regulations of the Town of Hamden shall be designated as Business Noise Districts for purposes of this ordinance and shall be subject to the noise standards prescribed therefor or defined by this ordinance.

C. Within a noise district, the Emitter's noise zone is defined as his/her individual unit of land or group of contiguous parcels under the same ownership as indicated by the public land records. The emitter's noise zone also includes contiguous street and highway rights-of-way, railroad rights-of-way and water.

SECTION 3: NOISE STANDARDS

a. No person shall cause or allow the emission of excessive noise as defined herein beyond the boundaries of his/her Noise District or Noise Zone as measured at any point on a Receptor's tract or parcel of land, so as to exceed the levels stated herein. The source of noise measured shall be the responsibility of the Emitter.

b. Impulse Noise

1. No person shall cause or allow the emission of impulse noise in excess of 80 dB peak sound pressure level during the nighttime.

2. No person shall cause or allow the emission of impulse noise in excess of 100 dB peak sound pressure at any time to any Noise District or Noise Zone.

c. Noise District and Noise Zone Standards

1. No person in a Manufacturing Noise District shall emit noise exceeding the levels stated herein and applicable to the Receptor's Noise Districts and Noise Zones:

	RECEPTOR			
	Manufacturing	Business	Residential	
			Day	Night
Manufacturing Emitter to	70 dbA	66 dBA	61 dBA	51 dBA

Levels emitted in excess of the values listed above shall be considered excessive and unnecessary noise.

2. No person in a Business Noise District shall emit noise exceeding the levels stated herein and applicable to the Receptor's Noise Districts and Noise Zones:

	RECEPTOR			
	Manufacturing	Business	Residential	
			Day	Night
Business Emitter to	62 dbA	62 dBA	55 dBA	45 dBA

Levels emitted in excess of the values listed above shall be considered excessive and unnecessary noise.

3. No person in a Mixed Use District ("CDD") shall emit noise exceeding the levels stated herein and applicable to the Receptor's Noise Districts and Noise Zones:

	RECEPTOR			
	Manufacturing	Business	Residential	
			Day	Night
Mixed Use Emitter to	62 dbA	62 dBA	55 dBA	45 dBA

Levels emitted in excess of the values listed above shall be considered excessive and unnecessary noise.

4. No person in a Residential Noise District shall emit noise exceeding the levels stated herein and applicable to the Receptor's Noise Districts and Noise Zones:

	RECEPTOR			
	Manufacturing	Business	Residential	
			Day	Night
Residential Emitter to	62 dbA	55 dBA	55 dBA	45 dBA

Levels emitted in excess of the values listed above shall be considered excessive and unnecessary noise.

d. Motor Vehicle Noise

All motor vehicles operated within the limits of the Town of Hamden shall be subject to the noise standards and decibel levels as set forth in the Regulations of the State of Connecticut, Department of Motor Vehicles, Title 14, Sec. 14-80a-1 through 14-8-a-18, as amended from time to time.

No sound amplifying devices on or within motor vehicles shall emit noise in excess of the noise levels as specified in Section 3 of this Ordinance.

SECTION 4: EXCLUSIONS

The provisions of this chapter shall not apply to noise or sound emitted by or related to:

a. Natural phenomena;
b. The unamplified sound of the human voice;
c. The unamplified sound made by any wild or domestic animal;
d. Bells, carillons, or chimes associated with specific religious observances and/or organizations;
e. A public emergency sound signal attached to an authorized emergency vehicle in the immediate act of responding to an emergency, or located within or attached to a building, pole or other structure for the purpose of sounding or testing an alarm relating to fire or emergency management;

f. Snow removal equipment provided the equipment is maintained in good repair so as to minimize noise and that noise discharged from exhausts shall be adequately muffled to prevent loud and/or explosive noises therefrom;
g. Farming equipment or farming activity; and
h. Refuse, solid waste or recyclable materials collection.

SECTION 5: EXEMPTIONS

The following shall be exempt from this chapter, subject to the special conditions as specified:

1. Noise created by any construction activity which is conducted during daytime hours;
2. Noise created by recreational activities that are authorized by the Town, including, but not limited to, parades, sporting events, concerts and fireworks displays;
3. Noise created by the operation of public facility maintenance equipment or private property maintenance equipment during daytime hours; and
4. Noise created by blasting, other than that conducted in connection with construction activities, provided that the blasting is conducted between 8:00 a.m. and 5:00 p.m., at specified hours previously announced to the public, and provided that a permit for such blasting has been obtained from local authorities.

SECTION 6: EQUIPMENT AND MEASUREMENT

For the purpose of determining noise levels as set forth in this Ordinance, the following guidelines shall be applicable:

a. A person conducting sound measurements shall have been trained in the techniques and principles of sound measuring equipment and instrumentation.
b. Instruments used to determine noise levels shall be of standard design, maintained in calibration, and good working order, and instrument manufacturer's instructions for use of the instruments shall be followed.
c. Measurements taken to determine compliance with this Ordinance, in particular Section 3, shall be taken at any elevation and at any point beyond the boundary of the Emitter's Noise District or Noise Zone and within the Receptor's Noise District or Noise Zone.

SECTION 7: ENFORCEMENT AND PENALTIES

The Hamden Police Department shall be responsible for enforcement of the provisions of this chapter. Any person in violation of any section of any provision of this chapter may be fined in an amount not to exceed one hundred dollars ($100) per violation. Each day a violation continues after the time for correction of the violation has been given in an order, shall constitute a continuing violation and the amount of the fine shall be doubled for each day said violation continues, said fine not to exceed four hundred ($400) dollars per day.

All notices and fines required or permitted by this ordinance shall emanate from the Hamden Police Department. Fines shall be paid to the Hamden Department of Police Services.

SECTION 8: APPEAL

A. Whenever a fine is imposed under this ordinance, the person fined may, within 10 days from the date of the noise ticket, appeal by filing a written notice of appeal to the Town's Hearing Officer. The filing of an appeal shall stay any fine imposed until such time as a decision is rendered on the appeal.

B. The provisions of this ordinance may be enforced by citation and hearing as permitted by Conn. Gen. Stat. 7-152(c).

SECTION 9: EFFECTIVE DATE

Pursuant to Connecticut General Statutes § 22a-73, this ordinance shall not be effective until it has been approved by the Commissioner of the State Department of Environmental Protection.

Adopted by the Legislative Council at its meeting held on December 4, 2000.

APPROVED AS TO FORM:

SUSAN GRUEN
Town Attorney

Carol L. Noble
CAROL L. NOBLE, President
Legislative Council

APPROVED:

CARL J. AMENTO
Mayor

Evelyn Parise
EVELYN M. PARISE, Clerk
Legislative Council

Ordinance No.: 428
Published: 12/7/00
Newspaper: New Haven Register
Effective: 12/28/00

APPENDIX IV

VAULT LOCATION MAPS

BL Companies

VAULT #2201
OLD FARMS ROAD
CHESHIRE, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE CV1

CAD File: 083RPT05C131401.dgn

BL Companies

VAULT #2202
OLD FARMS ROAD
CHESHIRE, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE CV2

CAD File: 083RPT05C131401.dgn