TRAFFIC INVENTORY REPORT FOR MAINTENANCE AND PROTECTION OF TRAFFIC

MIDDLETOWN TO NORWALK 345-kV TRANSMISSION PROJECT

TOWN OF FAIRFIELD, CONNECTICUT

Prepared for:

Connecticut Light & Power

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

May, 2006

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PHOTOS

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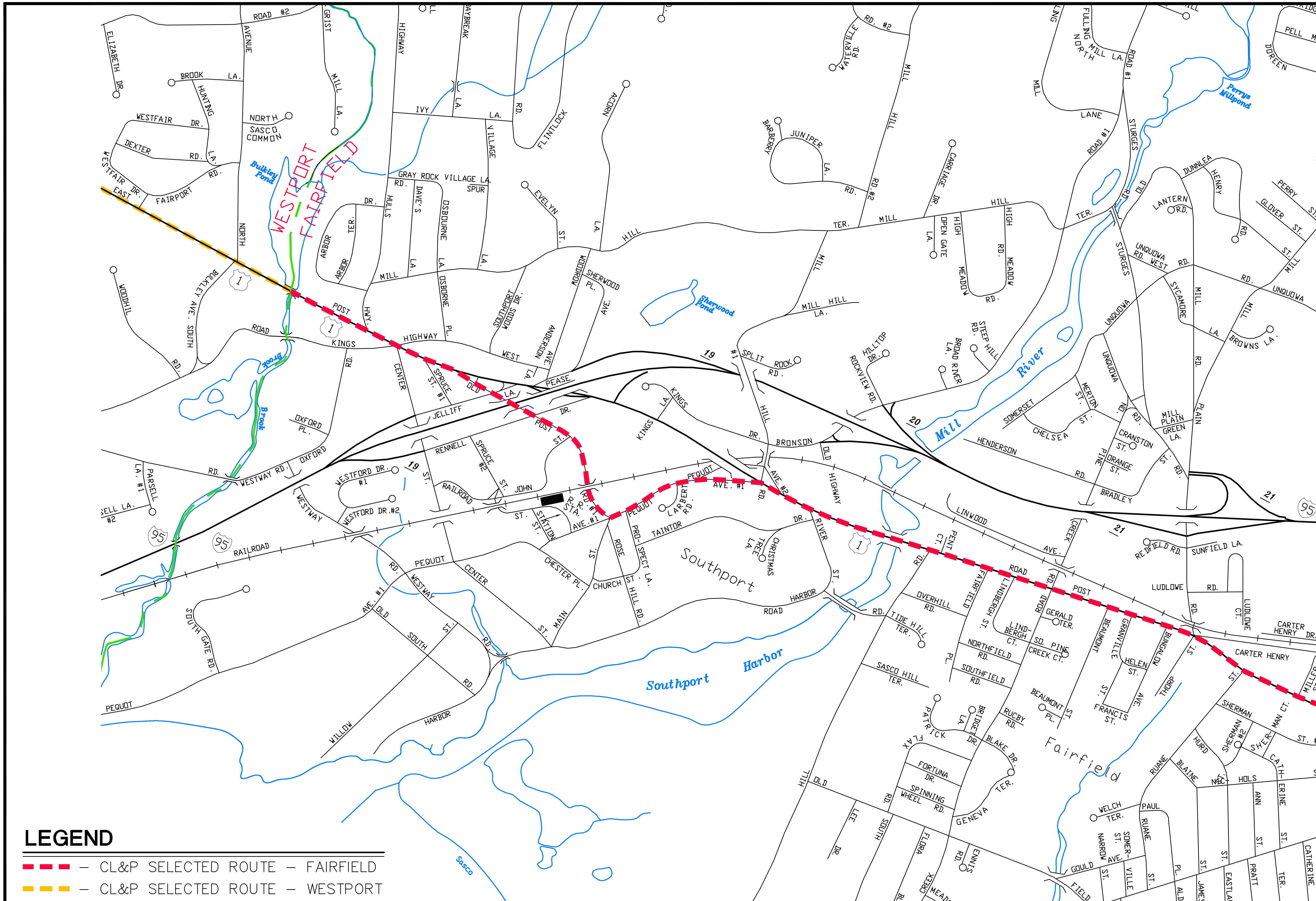
I. INTRODUCTION

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

This report, prepared for CL&P, focuses on the 3.6 miles of transmission line located in the Town of Fairfield as illustrated in Figures F.1 and F.2. The remaining municipalities will be addressed in separate documents. The selected route within Fairfield travels along Route 1 (Post Road) from the Fairfield/Westport town line to Old Post Road into Southport Village. From Old Post Road, the route continues along Pequot Avenue back to Route 1 (Post Road). The route remains on Route 1 (Post Road) to Route 130 (Post Road) where the selected route travels along Route 130 (Post Road) to the Fairfield/Bridgeport town line.

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

were contacted for pertinent traffic data, roadway improvement projects, development projects, yearly local events, transit and bus routes and other data that may affect maintenance and protection of traffic planning. This report discusses the traffic/transportation environment along the route, the proposed construction, other construction projects such as public roadway improvement projects and major traffic generators, key locations, and traffic issues. Traffic issues include hours of operation, lane closures, need for detours, and areas where on-street parking will be affected. 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 transmission line segment through the Town of Fairfield.



LEGEND

- CL&P SELECTED ROUTE – FAIRFIELD
- CL&P SELECTED ROUTE – WESTPORT

MATCHLINE (SEE FIGURE F.2)

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LAND SURVEYING
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SELECTED ROUTE

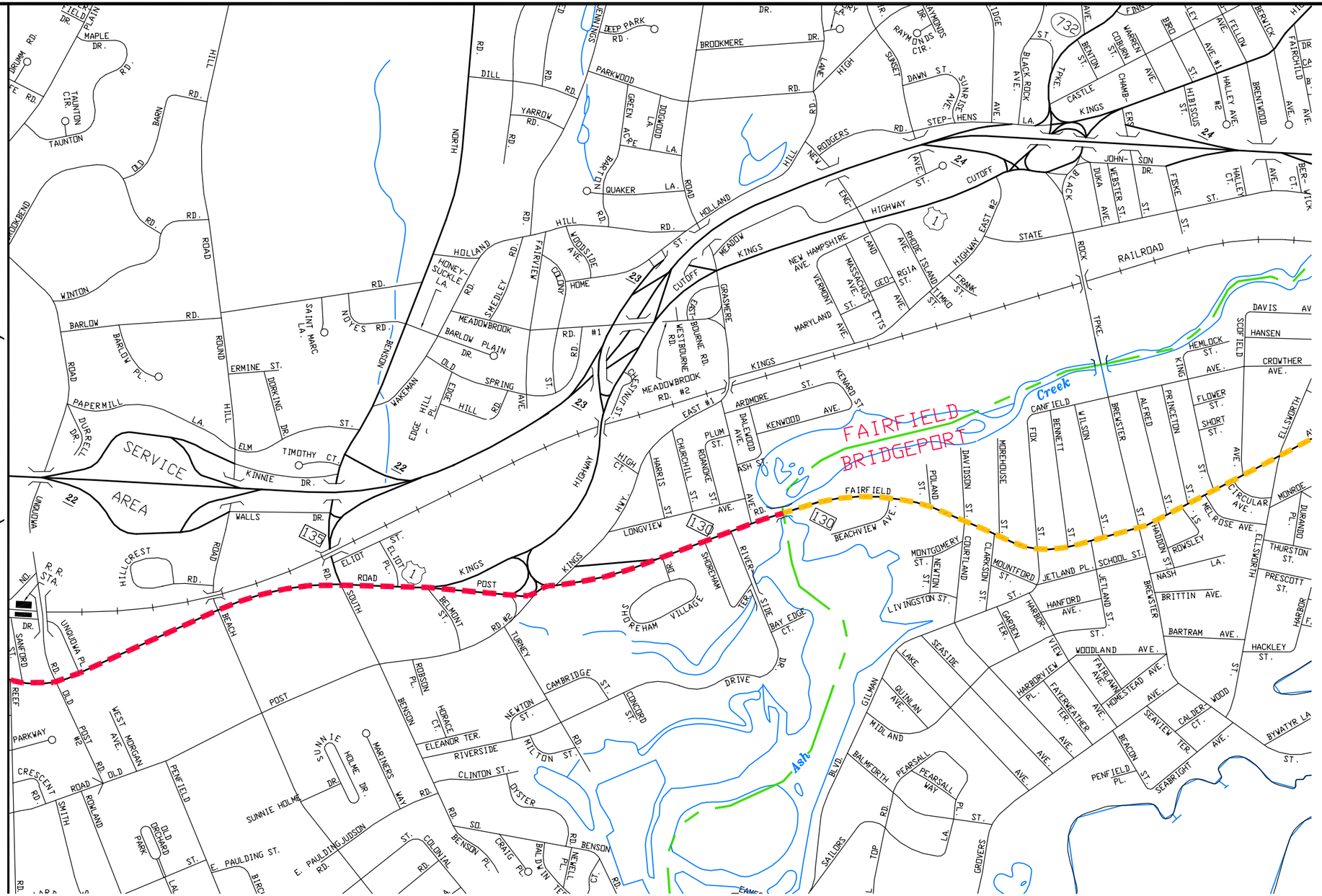
MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
FAIRFIELD, CONNECTICUT

Scale	1"=1000'
Project No.	05C1314
Date	6/30/05
Revised	4/17/06
CAD File	050_TRPT05C1314 FIG F1

FIGURE F.1

XREF(s): NONE

MATCHLINE (SEE FIGURE F.1)



LEGEND

— CL&P SELECTED ROUTE – FAIRFIELD

— CL&P SELECTED ROUTE – BRIDGEPORT

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XREF(s): NONE

FIGURE F.2

II. CORRIDOR INVENTORY AND DESCRIPTION

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

Selected Transmission Line Route

As illustrated in Figures F.1 and F.2, the selected route within Fairfield travels along Route 1 (Post Road) from the Fairfield/Westport town line to Old Post Road into Southport Village. From Old Post Road the route continues along Pequot Avenue back to Route 1 (Post Road). The route remains on Route 1 (Post Road) until Route 130 (Post Road) where the selected route travels along Route 130 (Post Road) to the Fairfield/Bridgeport town line.

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

- Figures F.3 and F.4, located in the body of the report, summarize traffic signal locations along the selected route as well as average daily traffic volumes (ADT's).
- A route inventory sheet is located in Appendix VIII. The sheet summarizes in tabular format items such as number of travel lanes, roadway widths, speed limit, sidewalk and on-street parking locations, illumination, bus routes, ADT's, peak hour volumes, traffic signal locations and abutting land use types.

- Figures F.8 through F.10, located in Appendix VIII, pictorially summarize land use classification along the route as well as typical roadway widths.
- Hourly traffic volume graphs for selected locations can be found in Appendix IX.
- Aerial photographs of each signalized intersection are provided in Appendix X.
- Aerial photographs of each vault are provided in Appendix XII.

A. Route 1 (Post Road) from Fairfield/Westport town line to Old Post Road.

This 0.3 mile segment of Route 1 (Post Road), from the Fairfield/Westport town line to Old Post Road is an east/west State maintained roadway with the following characteristics:

- Four travel lanes; two eastbound and two westbound.
- Typical curb to curb width of 55 feet.
- Posted speed limit of 35 miles per hour.
- Illumination provided throughout.
- Sidewalks sporadically provided.
- On-street parking permitted in select locations.
- A bus stop is located at the intersection of Route 1 (Post Road) with Hulls Highway.

Land use is a mix between commercial/retail and residential.

Two signalized intersections (both State-maintained) are also located along this roadway segment and include:

1. Route 1 (Post Road) at Hulls Highway

2. Route 1 (Post Road) at Kings Highway East/Center Street

The selected route will be crossing Sasco Creek. The method of crossing (eg. attaching to the bridge structure, jack and boring under the pond, etc.) is currently being investigated.

The Average daily traffic volume (ADT) along Route 1 (Post Road) at the Fairfield/Westport town line is 24,300 vehicular trips.

Photo 1. Route 1 (Post Road) looking westbound just east of the Sasco Creek Bridge and the Fairfield/Westport town line.

Photo 2. Route 1 (Post Road) looking eastbound towards Hulls Highway intersection.

Photo 3. Route 1 (Post Road) looking eastbound, west of Old Post Road.

B. Old Post Road to Pequot Avenue and Pequot Avenue to Route 1 (Post Road).

Old Post Road is an approximately 0.4-mile long local two-lane roadway that runs in the northwest/southeast direction. At the intersection with Route 1 (Post Road), Old Post Road is split into two one-way sections, and then quickly opens to two directional travel. Other characteristics include:

- One travel lane provided in each direction.
- The curb-to-curb width varies between 16 feet and 30 feet.
- No posted speed limit.
- Sidewalks provided near the Southport Village center.
- Illumination provided.
- On-street parking is apparent in two locations:
  - Along the northerly side of Old Post Road southeast of the Southport Racquet Club
  - Along the southerly side of Old Post Road near the Southport Village center.
- Interstate 95 passes over Old Post Road with vertical clearances of 13'-9" and horizontal clearance of 80 feet.
- Amtrak - Metro North Railroad passes over Old Post Road with vertical clearances of 12'-4" and horizontal clearance of 35 feet.
- There is an all-way stop controlled intersection within Southport Village center at the five-legged intersection of Old Post Rd. at Pequot Avenue/Main Street/Rose Hill Rd.

Land use is typically business/office related. The Southport Racquet Club is located along the northerly side of the road between Rennell Road and John Street. Southport

Green, a residential development is under construction at the southerly corner of the Old Post Road at Rennell Road intersection.

Although traffic volume data is not available, the Town's Engineering Department estimates that the ADT for Old Post Road is between 4,000 and 5,000 vehicular trips.

Photo 4. From Old Post Road looking northeast at Route 1 (Post Road).

Photo 5. Old Post Road looking southeast toward Jelliff Lane.

Photo 6. Old Post Road looking northwest toward the Interstate 95 overpass, east of Rennell Drive. Vertical clearance is sub-standard at 13'-9".

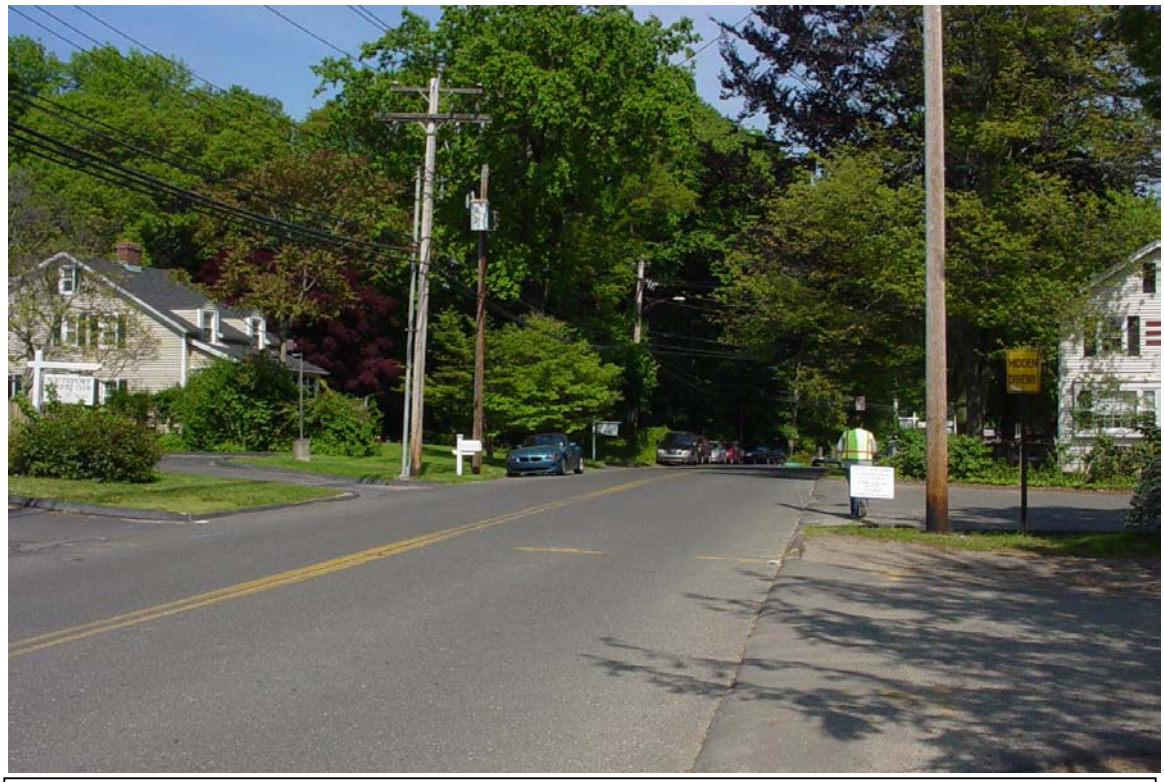


Photo 7. Old Post Road, immediately east of Rennell Road, looking southeast.

Photo 8. Old Post Road, east of the Southport Racquet Club, looking southeast.

Photo 9. Old Post Road, immediately west of Pequot Avenue, looking northwest.

Pequot Avenue is also a two lane local roadway that runs in the northeast/southwest direction. The selected transmission line route travels along 0.3 miles of this roadway that has the following characteristics:

- Typical curb-to-curb width of 40 feet.
- Posted speed limit of 25 miles per hour.
- Sidewalks near the Southport Village center.
- No illumination provided.

Land uses include retail/commercial, business and residential.

South of Route 1 (Post Road), Pequot Avenue splits into two sections. One section travels under Route 1 (Post Road) past Mill Hill Road. This section provides access between Pequot Avenue and Route 1 (Post Road) westbound, as well as, access from Route 1 eastbound to Pequot Avenue. The other section (the transmission line runs along this segment) intersects Route 1 from the south where it becomes one-way northbound. Left turns at this location from Pequot Avenue onto Route 1 (Post Road) are prohibited.

Although traffic volume data is not available, the Town's Engineering Department estimates that the ADT for Pequot Avenue is between 4,000 and 5,000 vehicular trips.

Photo 10. Pequot Avenue looking eastbound west of Larbert Road.

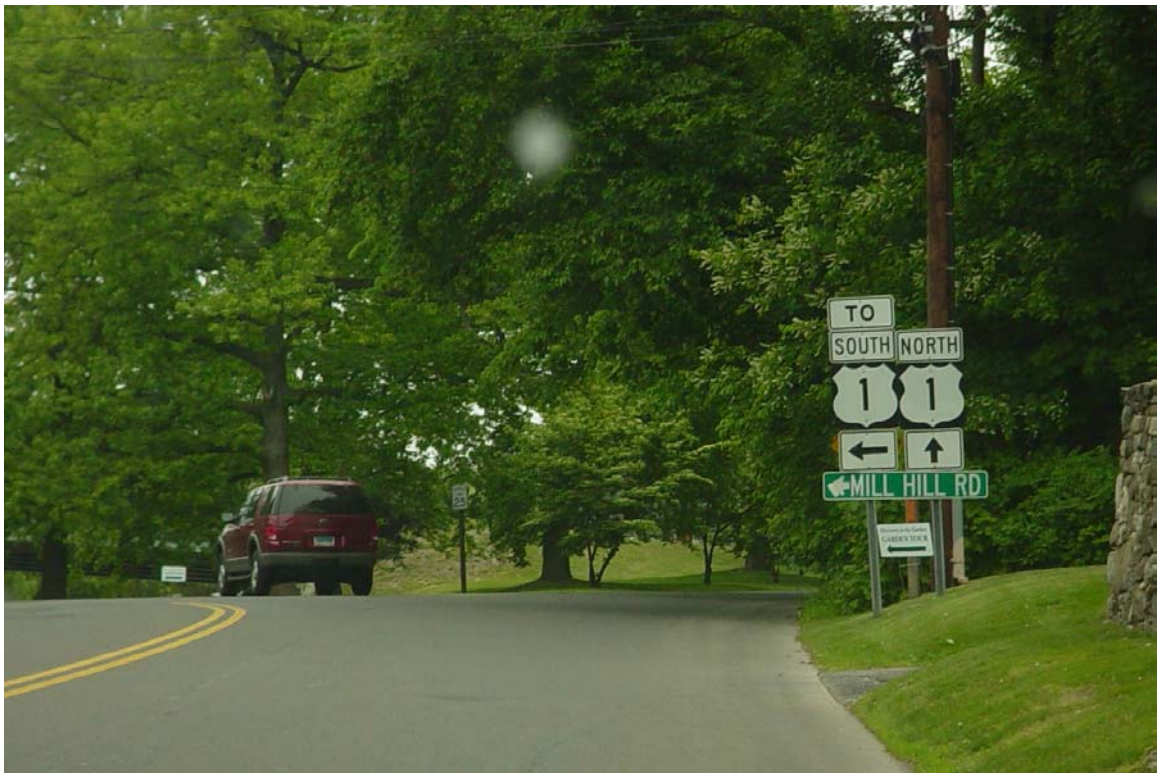


Photo 11. Pequot Avenue, south of Route 1 (Post Road), looking northeast at the split.

Photo 12. Pequot Avenue looking northeasterly toward Route 1 (Post Road). This section of Pequot Avenue becomes one-way in from Route 1 (Post Road) just south of the intersection between the two roads.

C. Route 1 (Post Road) from Pequot Avenue to South Pine Creek/North Pine Creek

This segment of the selected route is 0.6 miles long and is an east/west State maintained facility that offers the following characteristics:

- The number of travel lanes varies from four to three:
  - A typical section of four travel lanes (two eastbound and two westbound) is found between Pequot Avenue and just west of Lacey Place. Typical curb-to-curb width in this section is 56 feet.
  - A typical section of three travel lanes (one eastbound and two westbound) is provided from just west of Lacey Place to just west of North Pine Creek Road/South Pine Creek Road where the cross section returns to four travel lanes, two in each direction of travel. Typical curb-to-curb width in this section is 46 feet.
- The posted speed limit is 35 miles per hour.
- Sidewalks are typically provided in the area east of the Southport Harbor bridge crossing.
- On-street parking is primarily prohibited
- Illumination is provided throughout.

Land uses throughout this entire section are primarily commercial/retail although there are business and residential uses.

Two signalized intersections, both State maintained, are located along this stretch of Route 1 (Post Road) and include:

1. Route 1 (Post Road) at Sasco Hill Road
2. Route 1 (Post Road) at North Pine Creek Road/South Pine Creek Road

There is an unsignalized crosswalk at the Route 1 (Post Road) intersection with Lacey Place.

The selected route will be crossing the Southport Harbor Bridge. The method of crossing (eg. attaching to the bridge structure, jack and boring under the harbor, etc.) is currently being investigated.

East of Old Post Road and the Interstate 95 Exit 19 interchange the ADT is 17,400 vehicular trips. Although this ADT is outside the selected route, it is indicative of the traffic volumes along Route 1 (Post Road) east of Pequot Avenue.

Photo 13. Route 1 (Post Road) looking westbound toward Pequot Avenue.

Photo 14. Route 1 (Post Road) looking eastbound west of Lacey Place.

Photo 15. Route 1 (Post Road) looking eastbound west of Southport Harbor Bridge.

Photo 16. Route 1 (Post Road), east of Sasco Hill Road, looking eastbound.

D. Route 1 (Post Road) from South Pine Creek/North Pine Creek to Mill Plain Road/Carter Henry Drive/Thorpe Street

This 0.3 mile long segment is the approach to "downtown" Fairfield and is a State-maintained facility with the following characteristics:

- Typically, one travel lane provided in each direction. Additional lanes are provided at the North Pine Creek Road/South Pine Creek Road and Mill Plain Road/Carter Henry Drive/Thorpe Street intersections.
- Typical curb-to-curb width of 52 feet.
- On-street parking is typically provided.
- Sidewalks are present and begin to be "streetscaped".
- Illumination is provided throughout.

Land use is commercial/retail in nature. The ADT just west of Mill Plain Road along Route 1 is 18,200 vehicular trips.

Photo 17. Route 1 (Post Road) looking eastbound east of Granville Street.

E. Route 1 (Post Road) from Mill Plain Road/Carter Henry Drive/Thorpe Street to Beach Road/Round Hill Road

This approximate 0.7 mile long segment is essentially "downtown" Fairfield. The State maintained facility provides the following:

- A typical section of four travel lanes, two eastbound and two westbound.
- A curb-to-curb width of 62 feet.
- Posted speed limit of 25 miles per hour.
- Sidewalks and "streetscaping"

- Illumination throughout.
- On-street parking.
- Bus stops.

Land uses throughout this section are primarily commercial/retail with offices and residential uses. Three land uses of particular concern include:

- St. Thomas Aquinas Church located along the southerly side of Route 1 (Post Road) between Thorpe Street and Ruane Street.
- A public library located within the southeast quadrant of the Route 1 (Post Road) intersection with Old Post Road/Unquowa Road.
- The U.S. Post Office located along the northerly side of Route 1 (Post Road) east of Unquowa Place.

Seven traffic control signals, all State-maintained, are encountered along this segment of the selected route and consist of:

1. Route 1 (Post Road) at Mill Plain Road/Thorpe Street/Carter Henry Drive (5 legs)
2. Route 1 (Post Road) at Ruane Street
3. Route 1 (Post Road) at Miller Street
4. Route 1 (Post Road) at Reef Road/Sanford Street
5. Route 1 (Post Road) at Old Post Road/Unquowa Road/Unquowa Place
6. Route 1 (Post Road) at Shopping Center and U.S. Post Office crosswalk
7. Route 1 (Post Road) at Beach Road/Round Hill Road

The ADT just east of Mill Plain Road along Route 1 is 21,200 vehicular trips.

F. Route 1 (Post Road) from Beach Road/Round Hill Road to Route 130 (Post Road)

This 0.5 long State maintained roadway segment typically provides two travel lanes in each direction, eastbound and westbound, as well as the following characteristics:

- A typical curb-to-curb width between 64 and 68 feet.
- A posted speed limit of 30 miles per hour.
- Sidewalks provided throughout.
- Illumination provided throughout.
- Bus stops are present.
- On-street parking is prohibited.

Between the Route 1 (Post Road) intersections with Belmont Street/Kings Highway Cutoff and Kings Highway East, Route 1 splits into two one-way pairs and forms the Route 1 (Post Road)/Kings Highway Cutoff "traffic circle". The eastbound segment (the selected transmission line route runs along this segment) typically provides three lanes with a curb-to-curb width of 64 feet. At the narrowest point along this area of Route 1 (Post Road) the curb-to-curb width is 30 feet wide (two lane section).

Land use is primarily commercial/retail with office/business uses. A Fairfield Inn is located along the southerly side of Route 130 (Post Road) east of Old Post Road.

Two State-maintained traffic signals are located along this segment and include:

1. Route 1 (Post Road) at South Benson Road/North Benson Road
2. Route 1 (Post Road) at Belmont Street/Shopping Center

The ADT along Route 1 (Post Road) within the vicinity of North Benson Road and South Benson Road is 26,000 vehicular trips.

One water crossing, the extension of Turney Creek, occurs along this segment consisting of two 72-inch corrugated metal pipes across Route 1 (Post Road) just west of Old Post Road and Route 130 (Post Road).

Photo 18. Route 1 (Post Road) at Beach Road/Round Hill Road looking eastbound.

Photo 19. Route 1 looking eastbound west of North Benson Road/South Benson Road. Vennings Park is on the left in the photo.

Photo 20. Route 1 (Post Road) (Eastbound) looking eastbound west of Old Post Road and Route 130 (Post Road)

G. Route 130 (Post Road) from Route 1 (Post Road) to Fairfield/Bridgeport town line

The selected transmission line route travels along about 0.4 miles of Route 130 (Post Road) in Fairfield between Route 1 (Post Road) and the Fairfield/Bridgeport town line. Except for a small two lane one-way portion in the eastbound direction, at the Route 1 (Post Road)/Kings Highway Cutoff “traffic circle” this east/west roadway provides a four lane cross section with two travel lanes in each direction.

- The typical roadway width is 56 to 58 feet.
- The posted speed limit is 35 miles per hour.
- Parking is prohibited in the majority of locations.
- Illumination is provided.
- Sidewalks are provided in most areas.
- Bus stops are evident along this segment.

Land use is primarily commercial/retail in nature, with some residential. The Fairfield Inn is located along the southerly side of Route 130 (Post Road) across from the Kings Highway East intersection. Route 130 (Post Road), east of the Route 1 (Post Road)/Kings Highway Cutoff “traffic circle”, carries an ADT of 14,000 vehicular trips.

One State-maintained traffic signal is located along this segment at the intersection of Route 130 (Post Road) at Riverside Drive and Grasmere Avenue.

Two Turney Creek waterway crossings occur along Route 130 (Post Road) at the intersection with Old Post Road and include the following:

1. A 48-inch reinforced concrete pipe.
2. An approximately 18-foot wide twin culvert.

In addition, the selected transmission line route will cross Ash Creek, located at the Fairfield/Bridgeport town line. It is currently being investigated at this time what method will be utilized for this crossing (eg., bridge attachment, jack and boring, etc.).

Photo 21. Route 130 (Post Road) at Route 1 looking eastbound.

Photo 22. Route 130 looking eastbound at Riverside Drive.

Photo 23. Route 130 (Post Road) looking westbound just west of the Fairfield/Bridgeport town line and the Ash Creek bridge.

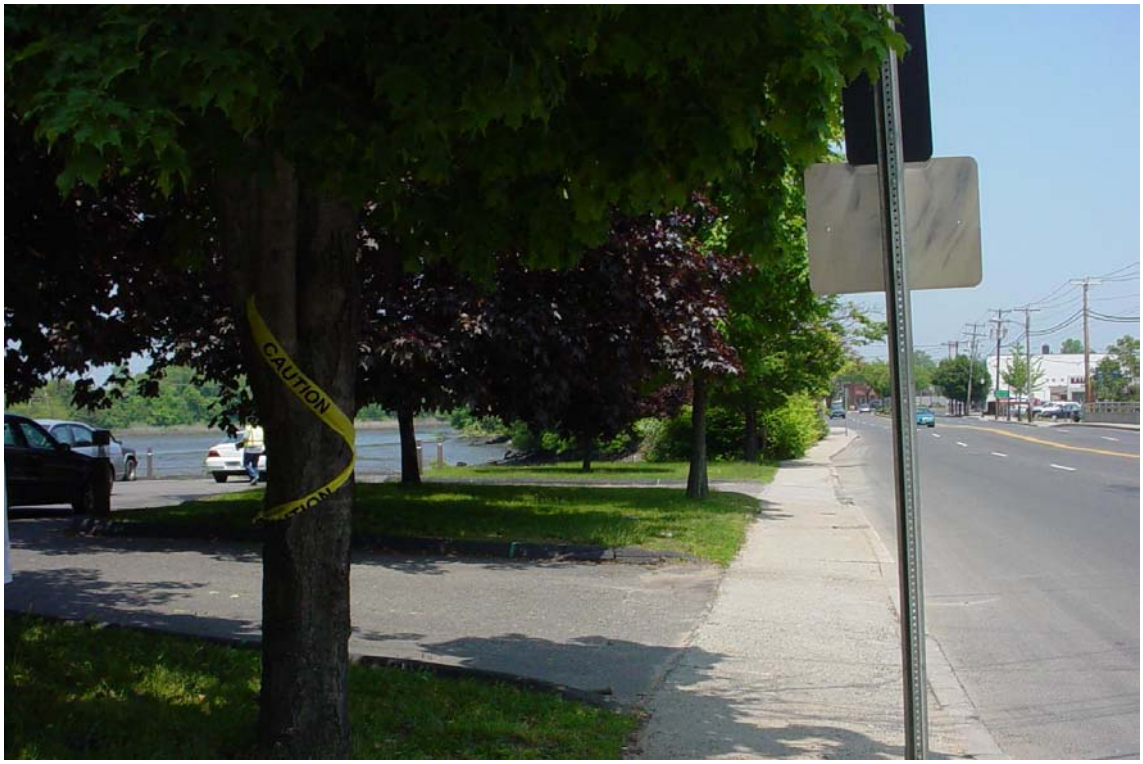
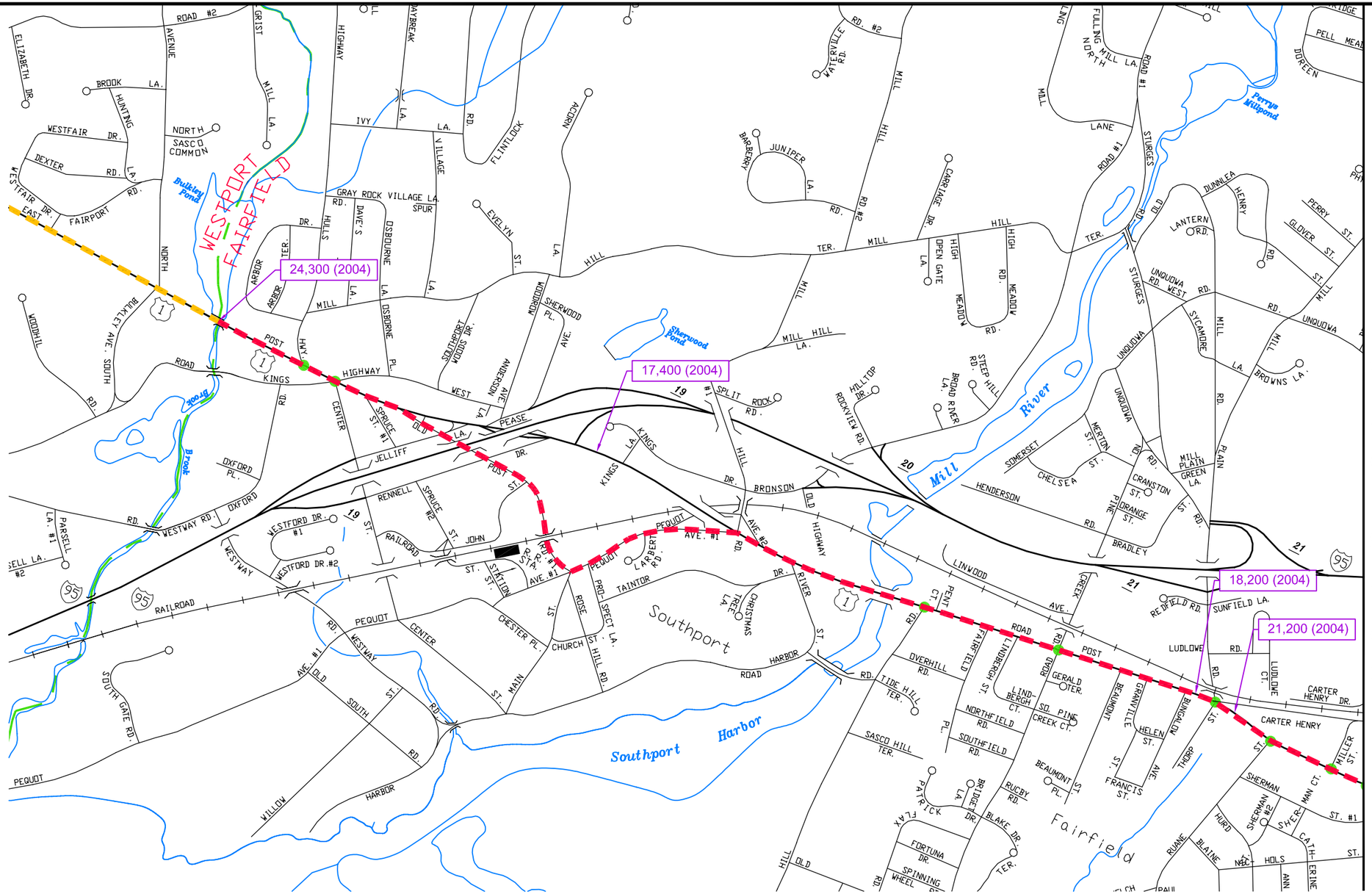


Photo 24. Route 130 (Post Road) looking eastbound west of Ash Creek bridge and Fairfield/Bridgeport town line.



LEGEND

XX,XXX: ADT
(XXXX): YEAR

– CL&P SELECTED ROUTE – FAIRFIELD
– CL&P SELECTED ROUTE – WESTPORT
– TRAFFIC SIGNAL

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TRAFFIC SIGNAL LOCATIONS AND ADT'S

MIDDLETOWN TO NORWALK
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XREF(s): NONE

FIGURE F.3

MATCHLINE (SEE FIGURE F.3)

14,000 (2004)

26,500 (2004)

26,000 (2004)

FAIRFIELD

BRIDGEPORT

LEGEND

XX,XXX: ADT

(XXXX): YEAR

— CL&P SELECTED ROUTE – FAIRFIELD

— CL&P SELECTED ROUTE – BRIDGEPORT

— TRAFFIC SIGNAL

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TRAFFIC SIGNAL LOCATIONS AND ADT'S

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XREF(s): NONE

FIGURE F.4

III. WORK BY OTHERS

Public Roadway Improvement Projects

The following are state projects that are anticipated in the immediate vicinity of the CL&P 345-kV Transmission Line project area in Fairfield and the anticipated start dates:

- State Project #173-350, I-95 - Update Signs, currently in progress.

The Town indicated that they are in the preliminary stages of design for a drainage system upgrade along Route 1 (Post Road) between Unquowa Road and Reef Road.

IV. CONSTRUCTION SEQUENCE AND UNDERSTANDING

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

1. Splice-vault Excavation and Installation.

Splice vaults will be installed at intervals of approximately 1,650 feet on center. The vaults are installed in pairs, with 12 pairs in Fairfield. ConnDOT requested no vaults be located within the travel way along State roadways. Each vault is approximately 32' long, 9' wide and 10' high. An excavation of about 36' long, 14' deep and 13' wide is needed for each vault.

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

2. Duct-bank Excavation and Installation.

The pavement will be saw cut to the width of the excavation. The excavation and duct bank will be approximately 4’ wide with a minimum 30” deep cover. The depth of the trench will vary depending on underground conflicts. The duct bank will contain 10 conduits and will be encased in concrete, cast in place. The trench will be backfilled and temporary pavement installed. In general, two travel lanes will be required for this work. Steel plates will be required if the trench can not be backfilled at the end of the work day and the travel lanes must be opened. It is anticipated that 50-150 feet of duct-bank 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 six (6) work-days will be required to pull cable between each pair of vaults. For in-street vault locations, one to two lanes of traffic will have to be closed for this activity.

4. Cable Splicing.

This is a time-consuming activity requiring a controlled environment in the vaults. As such, a specially designed trailer is parked over the vault. Cable splicing will require 24 days per set of vaults, assuming a 12-hour work shift. For in-street vaults, one to two traffic lanes 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, two travel lanes will be occupied by this operation. At completion of the project, a mill and overlay will be constructed on State and local roadways in accordance with ConnDOT and Town standards to a width agreed to by CL&P, ConnDOT, and the Town within limits as set forth in the State's Encroachment Permit and the Town's Road Opening Permit.

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 bank installation, are similar to major roadway corridor reconstruction. 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 and duration dictate the need to address maintenance and protection of traffic.

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

GENERAL RECOMMENDATIONS

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

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 be in accordance with the requirements under Section 9.74 “Trafficperson” in the State of Connecticut Department of Transportation

Standard Specification for Roads, Bridges and Incidental Construction, Form 816 and shall have completed training through ATSSA (American Traffic Safety Services Association) or other organizations, as approved by ConnDOT.

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

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 except in areas as noted under Specific Recommendations. Pedestrian access to businesses shall be maintained during those times when the businesses are open unless permission is granted from the business owner to close access.

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

9. Roadway occupancy will be scheduled during off-peak hours where possible, and where necessary, at night. Local noise ordinances will be investigated for night-time activities.

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

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

12. 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. A waiver will be required for this length and is expected to be requested for this project. Such plates shall meet the ConnDOT requirements for steel plates and be inspected and maintained on a daily basis.

13. The Contractors work schedule should be coordinated on a daily basis, with at a minimum: ConnDOT inspection personnel, the Fairfield Public Works/ Engineering Department, and local police and fire departments.

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

15. A list of emergency contacts and telephone numbers for CL&P, the Contractors, and Engineers shall be given to the Town Departments and each utility.

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

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

SPECIFIC RECOMMENDATIONS

For all nighttime work in the Town of Fairfield, a waiver for the Town's noise control regulations will be sought from the Town Police. Nighttime hours are from:

- Monday – Thursday, 12:00 a.m. to 7:00 a.m. and 10:00 p.m. to 12:00 a.m.
- Friday: 12:00 a.m. to 7:00 a.m. and 11:00 p.m. to 12:00 a.m.
- Saturday: 12:00 a.m. to 8:00 a.m. and 11:00 p.m. to 12:00 a.m.
- Sunday: 12:00 a.m. to 8:00 a.m. and 10:00 p.m. to 12:00 a.m.

See Appendix XI for the full text of the Fairfield Noise ordinance.

A. Route 1 (Post Road) from Fairfield/Westport Town Line to Old Post Road

1. Although there are abutting residences along Route 1 (Post Road) between the Fairfield/Westport town line and Center Street, high traffic volumes (an ADT of over 24,000 vehicular trips) limits work during daytime hours.

2. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including on-street parking, and sidewalks along the above route during the hours of:

   - Monday – Friday: 6:00 a.m. to 10:00 a.m.
     12:00 p.m. to 6:30 p.m.

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

3. When actively working, during the following period, the Contractor will be allowed to close one direction of Route 1 (Post Road) and maintain and protect two-way traffic operations on a paved travel path not less than 24-feet wide in the other direction in accordance with a ConnDOT Maintenance Traffic Control Plan (See Appendix XIII

for ConnDOT Maintenance Traffic Control Plans). On-street parking shall be prohibited. At least 48-hours notice for prohibition of parking shall be posted.

When actively working, during the following period, the Contractor will be allowed to close one lane in each direction along Route 1 (Post Road) and maintain and protect one travel lane, not less than 12 feet wide, in each direction and on-street parking, not less than 8 feet wide, in accordance with a ConnDOT Maintenance Traffic Control Plan to be modified (See Appendix XIII for the ConnDOT Maintenance Traffic Control Plans). The work period will be:

- Monday – Friday: 12:00 a.m. to 6:00 a.m.
  10:00 a.m. to 12:00 p.m.
  6:30 p.m. to 12:00 a.m.

- Saturday - Sunday: 12:00 a.m. to 10:00 a.m.
  4:00 p.m. to 12:00 a.m.

4. When actively working, during the following periods, the Contractor will be allowed to close one lane on Route 1 (Post Road) in one direction and maintain one 12-foot wide lane of traffic operation in that direction on a paved travel path. On-street parking may be removed if necessary. However, a notice for prohibition of parking shall be posted for at least 48 hours in advance. Should the curbside travel way remain open on-street parking shall remain. The total paved width for the travel way and parking is 20 feet minimum. The work periods will be:

   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     10:00 a.m. to 12:00 p.m.
     6:30 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 10:00 a.m.
     4:00 p.m. to 12:00 a.m.

5. When actively working during the following periods, the Contractor will be allowed to maintain alternating one-way traffic operations on a paved travel path not less than 12 feet in width in accordance with a ConnDOT Maintenance Traffic Control Plan to be modified (See Appendix XIII for the ConnDOT Maintenance Traffic Control Plans) with on-street parking prohibited. At least 48 hours notice of prohibition of parking shall be posted.

   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     8:00 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 10:00 a.m.
     4:00 p.m. to 12:00 a.m.

6. Bus stops within construction zones shall be maintained or temporarily relocated.

7. The following signal equipment will be affected by construction:

    - Route 1 (Post Road) at Hulls Highway (State Int. #050-203) – Replace both system detectors located along Route 1 (eastbound) east of Hulls Highway.

    - Route 1 (Post Road) at Kings Highway East (State Int. #050-246) – Replace the systems detectors located on both the Route 1 (Post Road) eastbound and westbound approaches to the intersection. Shore the span pole on the northeast corner of the intersection

See Figure F.5 for Allowable Work Hours Map.

See Section J for vault recommendations.

B. Old Post Road and Pequot Avenue

Old Post Road:

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

    - Monday – Friday: 7:00 a.m. to 6:00 p.m.

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

2. When the Contractor is not actively working s/he shall maintain and protect one lane of traffic in each direction on a paved travel path of not less than 20 feet in width.

3. When actively working, during the allowable periods, the Contractor will be allowed to close the roadway and detour traffic as shown on the detour plans in the Maintenance and Protection of Traffic Special Provisions.

    - Monday – Friday: 12:00 a.m. to 7:00 a.m.
      6:00 p.m. to 12:00 a.m.

    - Saturday - Sunday: 12:00 a.m. to 10:00 a.m.
      4:00 p.m. to 12:00 a.m.

4. When actively working during the allowable periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel way not less than 12 feet in width in accordance with a ConnDOT Maintenance Traffic Control Plan to be modified (See Appendix XIII for the ConnDOT Maintenance Traffic Control Plans). The length of the alternating one-way traffic operation shall not exceed 300 feet, and shall require traffic persons.

    - Monday – Friday: 12:00 a.m. to 7:00 a.m.

6:00 p.m. to 12:00 a.m.

- Saturday - Sunday: 12:00 a.m. to 10:00 a.m.
  4:00 p.m. to 12:00 a.m.

See Figure F.5 for Allowable Work Hours Map.

See Section J for vault recommendations.

Pequot Avenue:

1. Due to adjacent residential properties, the Contractor will not be allowed to perform any nighttime work, or any work that will interfere with the existing number of lanes of traffic:

   - Monday – Thursday: 12:00 a.m. to 7:00 a.m.
     10:00 p.m. to 12:00 a.m.

   - Friday: 12:00 a.m. to 8:00 a.m.
     11:00 p.m. to 12:00 a.m.

   - Saturday - Sunday: all day

   Nighttime hours are as defined in the Fairfield noise ordinance (see Appendix XI).

2. When the Contractor is not actively working s/he shall maintain and protect one lane of traffic in each direction on a paved travel path of not less than 20 feet in width.

3. When actively working, during the allowable periods, the Contractor will be allowed to close the roadway and detour traffic as shown on Detour Plans to be developed:

   - Monday – Thursday: 7:00 a.m. to 10:00 p.m.

   - Friday: 8:00 a.m. to 11:00 p.m.

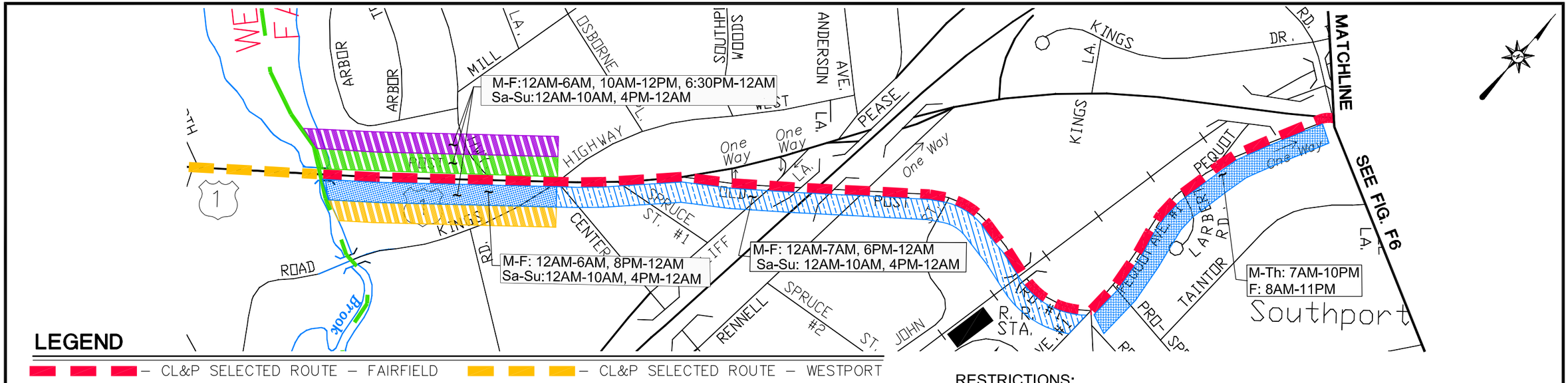
4. When actively working during the allowable periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel way not less than 12 feet in width in accordance with a ConnDOT Maintenance Traffic Control Plan to be modified (See Appendix XIII for the ConnDOT Maintenance Traffic Control Plans). The length of the alternating one-way traffic operation shall not exceed 300 feet, and shall require traffic persons.

   - Monday – Thursday: 7:00 a.m. to 10:00 p.m.

   - Friday: 8:00 a.m. to 11:00 p.m.

See Figure F.5 for Allowable Work Hours Map.

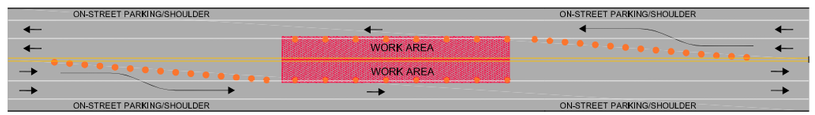
See Section J for vault recommendations.



LEGEND

— CL&P SELECTED ROUTE – FAIRFIELD — CL&P SELECTED ROUTE – WESTPORT

ONE LANE - EACH DIRECTION



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

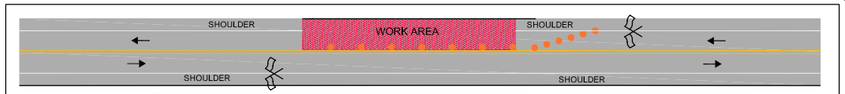
WORK HOURS:

ROUTE 1 (POST ROAD):

MONDAY-FRIDAY: 12:00 AM-6:00 AM, 10:00 AM-12:00 AM, 6:30 PM-12:00 AM

SATURDAY-SUNDAY: 12:00 AM-10:00 AM, 4:00 PM-12:00 AM

ONE LANE - ALTERNATING TRAFFIC

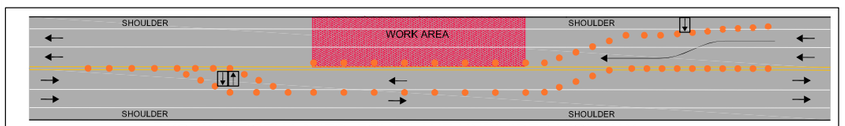


WORK IN TRAVEL LANE AND SHOULDER - TWO LANE HIGHWAY
ALTERNATING ONE-WAY TRAFFIC OPERATIONS
MAINTENANCE TRAFFIC CONTROL PLAN 13

WORK HOURS:

- ROUTE 1 (POST ROAD):
  MONDAY-FRIDAY: 12:00AM-6:00AM, 8:00PM-12:00AM
  SATURDAY-SUNDAY:12:00AM-10:00AM, 4:00PM-12:00AM
- OLD POST ROAD:
  MONDAY-FRIDAY: 12:00AM-7:00AM, 6:00PM-12:00AM
  SATURDAY-SUNDAY:12:00AM-10:00AM, 4:00PM-12:00AM
- PEQUOT AVENUE:
  MONDAY-THURSDAY: 7:00AM-10:00PM
  FRIDAY: 8:00AM - 11:00PM

TWO LANES - ONE DIRECTION



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

WORK HOURS:

ROUTE 1 (POST ROAD):

MONDAY-FRIDAY: 12:00 AM-6:00 AM, 10:00 AM-12:00 AM, 6:30 PM-12:00 AM

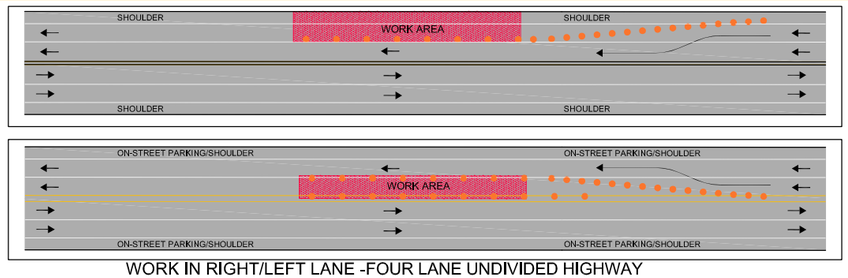
SATURDAY-SUNDAY: 12:00 AM-10:00 AM, 4:00 PM-12:00 AM

RESTRICTIONS:

1) ON OLD POST ROAD, THE CONTRACTOR MAY CLOSE THE ROADWAY IN THE AREA OF CONSTRUCTION AND DETOUR TRAFFIC AS SHOWN ON THE DETOUR PLANS INCLUDED IN THE MAINTENANCE AND PROTECTION OF TRAFFIC SPECIAL PROVISIONS DURING THE FOLLOWING HOURS: MONDAY -FRIDAY: 12:00AM - 7:00 AM, 6:00 PM - 12:00 AM, SATURDAY & SUNDAY: 12:00 AM - 10:00 AM, 4:00 PM - 12:00 AM.

2) ON PEQUOT AVENUE, THE CONTRACTOR MAY CLOSE THE ROADWAY IN THE AREA OF CONSTRUCTION AND DETOUR TRAFFIC AS SHOWN ON THE DETOUR PLANS INCLUDED IN THE MAINTENANCE AND PROTECTION OF TRAFFIC SPECIAL PROVISIONS DURING THE FOLLOWING HOURS: MONDAY -THURDAY: 7:00 AM - 10:00 PM AND FRIDAY: 8:00 AM - 11:00 PM.

ONE LANE - ONE DIRECTION



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

WORK HOURS: ROUTE 1 (POST ROAD): MONDAY-FRIDAY: 12:00AM-6:00AM, 10:00AM-12:00PM, 6:30PM-12:00AM
SATURDAY-SUNDAY: 12:00AM-10:00AM, 4:00PM-12:00AM

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Meriden, CT 06450
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(203) 630-2615 Fax

ALLOWABLE WORK HOURS MAP

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
FAIRFIELD, CONNECTICUT

Scale 1"=600'
Project No. 05C1314
Date 4/27/06
CAD File 050_TRPT05C1314 FIG F5

XREF(s): NONE

FIGURE F.5

C. Route 1 (Post Road) from Pequot Avenue to South Pine Creek/North Pine Creek

1. During the following periods the Contractor will not be permitted to interfere with the existing number of lanes, sidewalks or on-street parking.

   - Monday – Friday: 6:00 a.m. to 9:00 a.m.
     3:00 p.m. to 6:00 p.m.

   - Saturday - Sunday: 9:00 a.m. to 6:00 p.m.

2. When actively working during the following periods the Contractor must maintain a minimum of three lanes along Route 1 (Post Road) in accordance with a ConnDOT Maintenance Traffic Control Plan (See Appendix XIII for ConnDOT Maintenance Traffic Control Plans):

   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     9:00 a.m. to 3:00 p.m.
     6:00 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
     6:00 p.m. to 12:00 a.m.

3. When actively working during the following periods the Contractor must maintain a minimum of two lanes, one 12 foot wide paved travel way in each direction, in accordance with a ConnDOT Maintenance Traffic Control Plan (See Appendix XIII for ConnDOT Maintenance Traffic Control Plans):

   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     9:00 a.m. to 3:00 p.m.
     6:00 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
     6:00 p.m. to 12:00 a.m.

   On-street parking shall be removed during working hours and at least 48-hours notice for prohibition of parking shall be posted.

4. When actively working during the following periods, the Contractor will be allowed to maintain alternating one way traffic operations on a paved travel path not less than 12 feet wide in accordance with a ConnDOT Maintenance Traffic Control Plan to be modified (See Appendix XIII for the ConnDOT Maintenance Traffic Control Plans) with on-street parking prohibited. At least 48 hours notice for prohibition of parking shall be posted.

   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     8:00 p.m. to 12:00 a.m.

- Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
  8:00 p.m. to 12:00 a.m.

5. There are residences located along Route 1 between Pequot Avenue and River Street. Equipment to reduce noise while performing night work in this area shall be investigated by the Contractor.

6. The following signal equipment will be affected by construction. Disturbed "local" loop detectors shall be restored or temporary detection must be provided within 24 hours.

   - Route 1 (Post Road) at Sasco Hill Road (State Int. #050-262) – Replace local detector (D2) located on the Route 1 eastbound approach to the intersection.

   - Route 1 (Post Road) at North and South Pine Creek Road (State Int. #050-205) – Replace system detector located along Route 1 (eastbound) east of North and South Pine Creek Road.

See Figures F.5 and F.6 for Allowable Work Hours Maps.

See Section J for vault recommendations.

D. Route 1 (Post Road) from South Pine Creek/North Pine Creek to Ruane Street

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including on-street parking, and sidewalks along the above route during the hours of:

   - Monday – Friday: 6:00 a.m. to 9:00 a.m.
     3:00 p.m. to 6:00 p.m.

   - Saturday - Sunday: 9:00 a.m. to 6:00 p.m.

2. When actively working during the following periods, the Contractor must maintain a minimum of two lanes, one 12-foot wide paved travel way in each direction, in accordance with a ConnDOT Maintenance Traffic Control Plan (See Appendix XIII for ConnDOT Maintenance Traffic Control Plans):

   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     9:00 a.m. to 3:00 p.m.
     6:00 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
     6:00 p.m. to 12:00 a.m.

3. On-street parking shall be removed during working hours and at least 48-hours notice for prohibition of parking shall be posted.

4. When actively working during the allowable periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel way not less than 12 feet in width in accordance with a ConnDOT Maintenance Traffic Control Plan (See Appendix XIII for ConnDOT Maintenance Traffic Control Plans). The length of the alternating one-way traffic operation shall not exceed 300 feet, and shall require traffic persons. Where removal of on-street parking is necessary, at least 48 hours notice shall be posted.

    - Monday – Friday: 12:00 a.m. to 6:00 a.m.
      8:00 p.m. to 12:00 a.m.

    - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
      8:00 p.m. to 12:00 a.m.

5. The following signal equipment will be affected by construction: Disturbed "local" loop detectors shall be restored or temporary detection must be provided within 24 hours.

    - Route 1 (Post Road) at Thorp Street/Mill Plan Road/Carter Henry Drive (State Int. #050-206) – Replace local detector (D1) located along the Route 1 eastbound approach to the intersection.

See Figure F.6 for Allowable Work Hours Map.

See Section J for vault recommendations.

E. Route 1 (Post Road) from Ruane Street to Unquowa Place

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

    - Monday – Friday: 6:00 a.m. to 9:00 a.m.
      3:00 p.m. to 6:00 p.m.

    - Saturday - Sunday: 9:00 a.m. to 6:00 p.m.

2. When actively working during the following periods, the Contractor must maintain a minimum of two lanes, one 12 foot wide paved travel way in each direction, in accordance with a ConnDOT Maintenance Traffic Control Plan (See Appendix XIII for ConnDOT Maintenance Traffic Control Plans):

    - Monday – Friday: 12:00 a.m. to 6:00 a.m.
      9:00 a.m. to 3:00 p.m.

6:00 p.m. to 12:00 a.m.

- Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
  6:00 p.m. to 12:00 a.m.

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

   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     8:30 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
     6:00 p.m. to 12:00 a.m.

See Figure F.6 for Allowable Work Hours Map.

See Section J for vault recommendations.

F. Route 1 (Post Road) from Unquowa Place to Beach Road/Round Hill Road

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including on-street parking, and sidewalks along the above route during the hours of:

   - Monday – Friday: 5:30 a.m. to 6:30 p.m.

   - Saturday - Sunday: 9:00 a.m. to 6:00 p.m.

   - Days of Downtown and Sherman Green (located on the corner of Reef Road) activities to be determined in cooperation with the Town.

3. When actively working during the following periods, the Contractor must maintain a minimum of two lanes, one 12 foot wide paved travel way in each direction, in accordance with a ConnDOT Maintenance Traffic Control Plan (See Appendix XIII for ConnDOT Maintenance Traffic Control Plans):

   - Monday – Friday: 12:00 a.m. to 5:30 a.m.
     6:30 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
     6:00 p.m. to 12:00 a.m.

2. When actively working during the allowable periods, the Contractor will be allowed to maintain and protect at least an alternating one-way traffic operation on a paved travel way not less than 12 feet in width in accordance with ConnDOT Maintenance Traffic Control Plan 13 (See Appendix XIII for ConnDOT Maintenance Traffic Control Plans). The length of the alternating one-way traffic operation shall not exceed 300 feet, and shall require traffic persons. Where removal of on-street parking is necessary, at least 48 hours notice shall be posted.

    - Monday – Friday: 12:00 a.m. to 5:30 a.m.
      9:00 p.m. to 12:00 a.m.

    - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
      6:00 p.m. to 12:00 a.m.

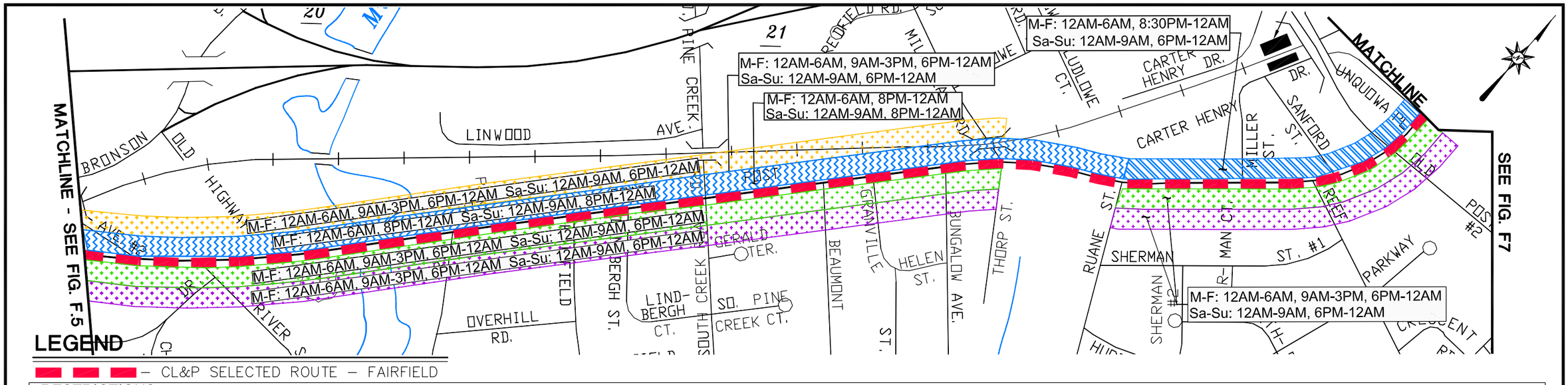
3. The following signal equipment will be affected by construction. Disturbed "local" loop detectors shall be restored or temporary detection must be provided within 24 hours.

    - Route 1 (Post Road) at Unquowa Place/Unquowa Road/Old Post Road (State Int. #050-212) – Replace local detector (D1) on Unquowa Place southbound approach. Protect the pedestal mounted pedestrian signal head and push button on the northeast corner of Route 1 at Unquowa Place intersection.

    - Route 1 (Post Road) at Beach Road/Round Hill Road (State Int. # 050-215) – Possible replacement of local detectors (D1) on the Route 1 eastbound approach to the intersection.

See Figure F.6 for Allowable Work Hours Map.

See Section J for vault recommendations.



RESTRICTIONS:

1) ON UNQUOWA PLACE, WHEN THE CONTRACTOR IS NOT WORKING, S/HE SHALL MAINTAIN AND PROTECT ONE LANE OF TRAFFIC IN EACH DIRECTION ON A PAVED TRAVEL PATH OF NOT LESS THAN 20' IN WIDTH.

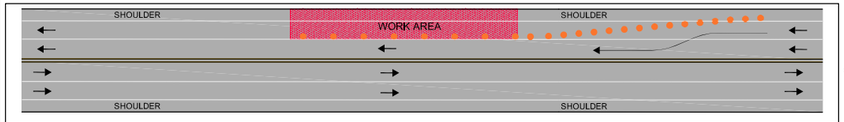
ONE LANE - ALTERNATING TRAFFIC

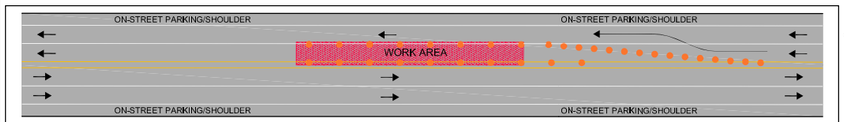
WORK IN TRAVEL LANE AND SHOULDER - TWO LANE HIGHWAY
ALTERNATING ONE-WAY TRAFFIC OPERATIONS
MAINTENANCE TRAFFIC CONTROL PLAN 13

WORK HOURS:

- ROUTE 1 (POST ROAD) FROM PEQUOT AVENUE TO RUANE STREET:
  MONDAY-FRIDAY: 12:00AM-6:00AM, 8:00PM-12:00AM
  SATURDAY-SUNDAY: 12:00AM-9:00AM, 8:00PM-12:00AM
- ROUTE 1 (POST ROAD) FROM RUANE STREET TO UNQUOWA PL.:
  MONDAY-FRIDAY: 12:00AM-6:00AM, 8:30PM-12:00AM
  SATURDAY-SUNDAY: 12:00AM-9:00AM, 6:00PM-12:00AM

ONE LANE - ONE DIRECTION



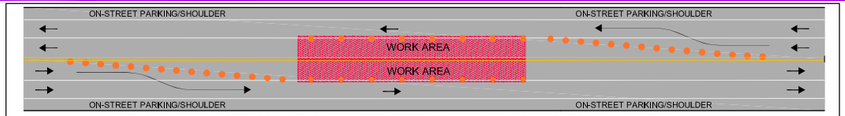


WORK IN RIGHT/LEFT LANE -FOUR LANE UNDIVIDED HIGHWAY
MAINTENANCE TRAFFIC CONTROL PLAN 10 & 11

WORK HOURS:

- ROUTE 1 (POST ROAD) FROM PEQUOT AVENUE. TO THORP STREET:
  MONDAY-FRIDAY: 12:00AM-6:00AM, 9:00AM-3:00PM, 6:00PM-12:00AM
  SATURDAY-SUNDAY: 12:00AM-9:00AM, 6:00PM-12:00AM
- ROUTE 1 (POST ROAD) FROM RUANE STREET TO UNQUOWA PL.:
  MONDAY-FRIDAY: 12:00AM-6:00AM, 9:00AM-3:00PM, 6:00PM-12:00AM
  SATURDAY-SUNDAY: 12:00AM-9:00AM, 6:00PM-12:00AM

ONE LANE - EACH DIRECTION

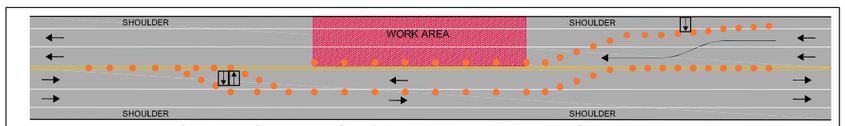


WORK IN INNER EB & WB LANES -FOUR LANE UNDIVIDED HIGHWAY

WORK HOURS:

ROUTE 1 (POST ROAD) *EXCLUDING ROUTE 1 (POST ROAD) BETWEEN THORP STREET AND RUANE STREET:*
MONDAY-FRIDAY: 12:00AM-6:00AM, 9:00 AM-3:00PM, 6:00PM-12:00AM SATURDAY-SUNDAY: 12:00AM-9:00AM, 6:00PM-12:00AM

TWO LANES - ONE DIRECTION



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

WORK HOURS:

ROUTE 1 (POST ROAD) *EXCLUDING ROUTE 1 (POST ROAD) BETWEEN THORP STREET AND RUANE STREET:*
MONDAY-FRIDAY: 12:00AM-6:00AM, 9:00 AM-3:00PM, 6:00PM-12:00AM SATURDAY-SUNDAY: 12:00AM-9:00AM, 6:00PM-12:00AM

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ENVIRONMENTAL SCIENCES

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ALLOWABLE WORK HOURS MAP

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
FAIRFIELD, CONNECTICUT

Scale 1"=600'
Project No. 05C1314
Date 4/27/06
CAD File 050_TRPT05C1314 FIG F6

XREF(s): NONE

FIGURE F.6

G. Route 1 (Post Road) from Beach Road/Round Hill Road to Belmont Street

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including on-street parking, and sidewalks along the above route during the hours of:

   - Monday – Friday: 5:30 a.m. to 6:30 p.m.

   - Saturday - Sunday: 9:00 a.m. to 6:00 p.m.

2. When actively working between Beach Road/Round Hill Road and Belmont Street during the following periods, the Contractor must maintain a minimum of two lanes, one 12 foot wide paved travel way in each direction, in accordance with a ConnDOT Maintenance Traffic Control Plan (See Appendix XIII for ConnDOT Maintenance Traffic Control Plans):

   - Monday – Friday: 12:00 a.m. to 5:30 a.m.
     6:30 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
     6:00 p.m. to 12:00 a.m.

3. When actively working between Beach Road/Round Hill Road and Belmont Street 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 way not less than 12 feet in width, in accordance with a ConnDOT Maintenance Traffic Control Plan (See Appendix XIII for ConnDOT Maintenance Traffic Control Plans). The length of the alternating one-way traffic operation shall not exceed 300 feet, and shall require traffic persons.

   - Monday – Friday: 12:00 a.m. to 5:30 a.m.
     9:00 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
     6:00 p.m. to 12:00 a.m.

H. Route 1 (Post Road) from Belmont Street To Route 130 (Post Road)

1. For the one way eastbound section of Route 1 from Belmont Street to Old Post Road, the Contractor may close one lane and maintain one 12-foot wide lane on a paved travel path between Belmont Street and the Route 1/Kings Highway Cutoff traffic circle during the following work hours:

   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     6:30 p.m. to 12:00 a.m.

- Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
  6:00 p.m. to 12:00 a.m.

2. The Contractor may close one lane and maintain two lanes on a paved travel path not less than 24 feet wide within the Route 1/Kings Highway Cutoff traffic circle during the following work hours:

   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     6:30 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
     6:00 p.m. to 12:00 a.m.

3. The Contractor may close one lane and maintain one 12-foot wide lane on a paved travel path between the Route 1/Kings Highway Cutoff traffic circle and Route 130 during the following work hours:

   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     6:30 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
     6:00 p.m. to 12:00 a.m.

4. There is a hotel located along Route 1 south of the Route 1/Kings Highway Cutoff traffic circle and Route 130. Equipment to reduce noise while performing night work in this area shall be investigated by the Contractor.

5. The following signal equipment will be affected by construction. Disturbed “local” loop detectors shall be restored or temporary detection must be provided within 24 hours.

   - Route 1 (Post Road) at Route 135 (North Benson Road)/South Benson Road (State Int. #050-201) – Replace local detector (D5) on the Route 1 westbound approach to the intersection.

   - Route 1 (Post Road) at Belmont Street (State Int. # 050-261) – Replace local detector (D1) on the Route 1 eastbound approach.

See Figure F.7 for Allowable Work Hours Map.

See Section J for vault recommendations.

I. Rte. 130 (Post Road) from Rte. 1 (Post Road) to Fairfield/Bridgeport Town line

1. The Contractor will not be allowed to perform any work that will interfere with the existing number of lanes of traffic, including on-street parking, and sidewalks along the above route during the hours of:

   - Monday – Friday: 6:00 a.m. to 9:00 a.m.
     3:00 p.m. to 6:30 p.m.

   - Saturday - Sunday: 9:00 a.m. to 6:00 p.m.

2. When actively working, during the following period, the Contractor will be allowed to close two lanes on Route 130 (Post Road) and maintain and protect two-way traffic operations on a paved travel path not less than 24-feet wide in accordance with a ConnDOT Maintenance Traffic Control Plan (See Appendix XIII for ConnDOT Maintenance Traffic Control Plans). On-street parking may be prohibited, if necessary. At least 48 hours notice for prohibition of parking shall be posted in the area between Shoreham Terrace and Riverside Drive.

   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     9:00 a.m. to 3:00 p.m.
     6:30 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
     6:00 p.m. to 12:00 a.m.

3. When actively working during the following period, the Contractor will be allowed to close three lanes on Route 130 (Post Road) and maintain alternating one-way traffic on a 12-foot wide lane. A Trafficperson will be required. The work periods will be:

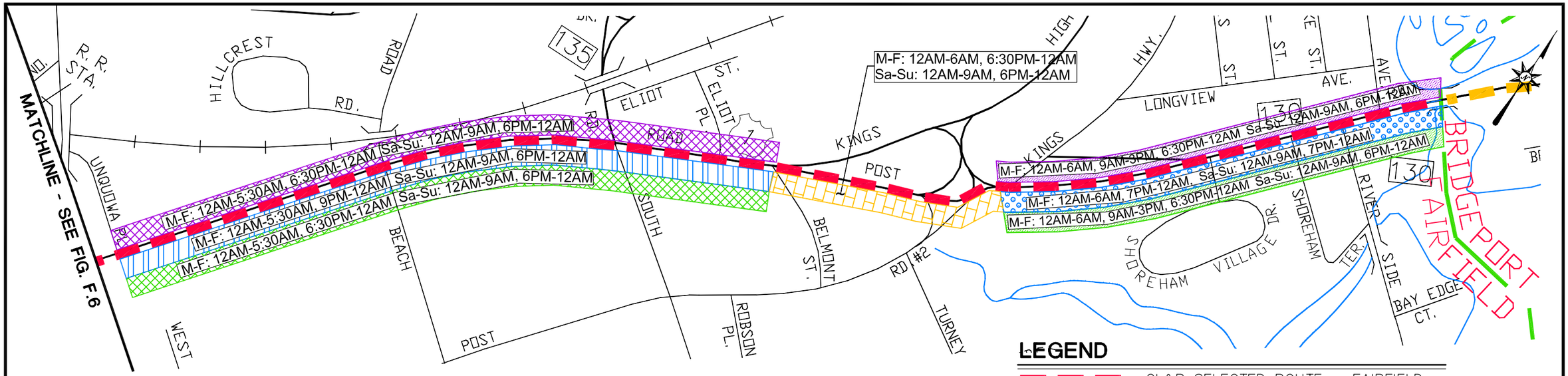
   - Monday – Friday: 12:00 a.m. to 6:00 a.m.
     7:00 p.m. to 12:00 a.m.

   - Saturday - Sunday: 12:00 a.m. to 9:00 a.m.
     7:00 p.m. to 12:00 a.m.

4. Bus stops within construction zones shall be maintained or temporarily relocated.

See Figure F.7 for Allowable Work Hours Map.

See Section J for vault recommendations.



LEGEND

— CL&P SELECTED ROUTE – FAIRFIELD

— CL&P SELECTED ROUTE – BRIDGEPORT

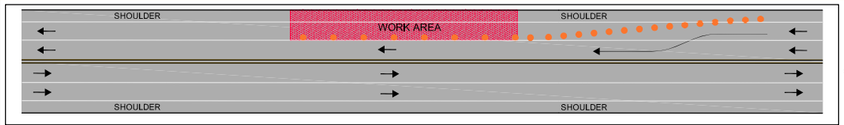
ONE LANE - ALTERNATING TRAFFIC

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

WORK HOURS:

- ROUTE 1 (POST ROAD) FROM UNQUOWA PLACE TO BELMONT STREET:
  MONDAY-FRIDAY: 12:00AM-5:30AM, 9:00PM-12:00AM
  SATURDAY-SUNDAY: 12:00AM-9:00AM, 6:00PM-12:00AM
- ROUTE 130 (POST ROAD) FROM ROUTE 1 (POST ROAD) TO FAIRFIELD/BRIDGEPORT TOWN LINE:
  MONDAY-FRIDAY: 12:00AM-6:00AM, 7:00PM-12:00AM
  SATURDAY-SUNDAY: 12:00AM-9:00AM, 7:00PM-12:00AM

ONE LANE - ONE DIRECTION

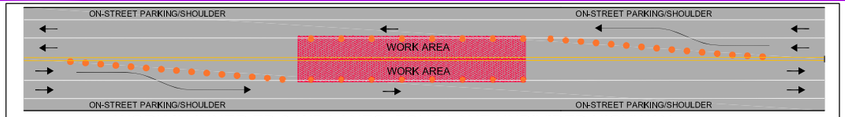


WORK IN RIGHT/LEFT LANE -FOUR LANE UNDIVIDED HIGHWAY
MAINTENANCE TRAFFIC CONTROL PLAN 10 & 11

WORK HOURS:

- ROUTE 1 (POST ROAD) FROM BELMONT STREET TO ROUTE 130 (POST ROAD):
  MONDAY-FRIDAY: 12:00AM-6:00AM, 6:30PM-12:00AM
  SATURDAY-SUNDAY: 12:00AM-9:00AM, 6:00PM-12:00AM

ONE LANE - EACH DIRECTION

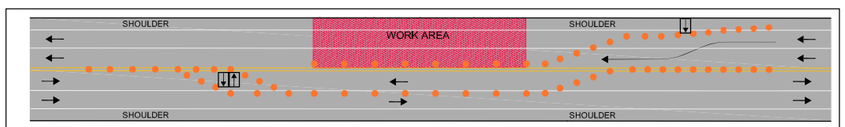


WORK IN INNER EB & WB LANES -FOUR LANE UNDIVIDED HIGHWAY

WORK HOURS:

- ROUTE 1 (POST ROAD) FROM UNQUOWA PLACE TO BELMONT STREET:
  MONDAY-FRIDAY: 12:00AM-5:30AM, 6:30PM-12:00AM SATURDAY-SUNDAY: 12:00AM-9:00AM, 6:00PM-12:00AM
- ROUTE 130 (POST ROAD) FROM ROUTE 1 (POST ROAD) TO FAIRFIELD/BRIDGEPORT TOWN LINE:
  MONDAY-FRIDAY: 12:00AM-6:00AM, 9:00AM-3:00 PM, 6:30PM-12:00AM SATURDAY-SUNDAY: 12:00AM-9:00AM, 6:00PM-12:00AM

TWO LANES - ONE DIRECTION



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

WORK HOURS:

- ROUTE 1 (POST ROAD) FROM UNQUOWA PLACE TO BELMONT STREET:
  MONDAY-FRIDAY: 12:00AM-5:30AM, 6:30PM-12:00AM SATURDAY-SUNDAY: 12:00AM-9:00AM, 6:00PM-12:00AM
- ROUTE 130 (POST ROAD) FROM ROUTE 1 (POST ROAD) TO FAIRFIELD/BRIDGEPORT TOWN LINE:
  MONDAY-FRIDAY: 12:00AM-6:00AM, 9:00AM-3:00 PM, 6:30PM-12:00AM SATURDAY-SUNDAY: 12:00AM-9:00AM, 6:00PM-12:00AM

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ALLOWABLE WORK HOURS MAP

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
FAIRFIELD, CONNECTICUT

Scale 1"=600'
Project No. 05C1314
Date 4/27/06
CAD File 050_TRPT05C1314 FIG F7

XREF(s): NONE

FIGURE F.7

J. Vault Installation/Construction

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

Vaults 7527 and 6427 (formerly Vault Location MN-F-27) are along the northern side of Route 1 (Post Road) at the Kings Highway East intersection. Although the vaults are outside of the roadway right-of-way, the vault and duct bank connection construction areas will encroach on Route 1 (Post Road) and Kings Highway East. The following are specific recommendations for vault and duct bank connection construction:

- The Contractor must maintain two 12-foot (minimum) travel lanes on Kings Highway East at all times during construction. The Contractor shall be permitted to work the same hours as determined for Route 1 (Post Road) in Section A of the Specific Recommendations.
- The Contractor will be allowed to close the outer westbound travel lane on Route 1 (Post Road) during construction in accordance with the ConnDOT Maintenance Traffic Control Plans (See Appendix XIII). The Contractor shall be permitted to work as determined in Section A of the Specific Recommendations.
- A traffic signal span pole and a pedestrian push button are located within the work zone and may require temporary support, relocation, etc.
- The Contractor shall install temporary concrete barrier curb around the vault construction area in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor shall install fencing around the vault construction area.
- The Contractor shall close the sidewalk within the vault construction zone and provide a temporary sidewalk for safe pedestrian passage in accordance with the Maintenance and Protection of Traffic Plans.

Vaults 7528 and 6428 (formerly Vault Location MN-F-28) are located along the southerly side of Old Post Road within private property west of John Street and opposite the Southport Racquet Club. The following are specific recommendations for the vault and duct bank connection construction:

- The Contractor shall install temporary concrete barrier curb around the vault construction area in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor shall install fencing around the vault construction area.

Vaults 7529 and 6429 (formerly Vault Location MN-F-29) are located within the Pequot Avenue travel way west of Larbert Road. The following are specific recommendations for the vault and duct bank connection construction:

- Closure of Pequot Avenue between Prospect Lane & Larbert Road is recommended for the duration of the vault installation and construction, in accordance with a Detour Plan included in the Maintenance and Protection of Traffic Special Provisions. The Contractor shall be permitted to work as determined in Section B of the Specific Recommendations.
- The Contractor will be allowed to maintain one travel lane of alternating one-way traffic on Pequot Avenue during construction in accordance with the ConnDOT Maintenance Traffic Control Plans (See Appendix XIII). The Contractor shall be permitted to work as determined in Section B of the Specific Recommendations.
- The Contractor shall install steel support system over excavation to accommodate traffic during non-construction periods.

Vaults 7530 and 6430 (formerly Vault Location MN-F-30) are partially located on private property within the southeasterly corner of the Route 1 (Post Road) intersection with River Street. Although the vaults are on private property, the duct bank connection and vault construction area will impact River Street and Route 1 (Post Road). The following are specific recommendations for the vault and duct bank connection construction:

- There are adjacent residences on River Street, thus any work impacting River Street should be limited to daytime hours:
    - Monday – Thursday: 7:00 a.m. to 10:00 p.m.
    - Friday: 8:00 a.m. to 11:00 p.m.

- During the following times, the Contractor will be allowed to maintain one travel lane of alternating one-way traffic on River Street during construction in accordance with the ConnDOT Maintenance Traffic Control Plans (See Appendix XIII):
    - Monday – Thursday: 7:00 a.m. to 10:00 p.m.
    - Friday: 8:00 a.m. to 11:00 p.m.

- The Contractor will be allowed to close the outside eastbound travel lane Route 1 (Post Road) during construction in accordance with the ConnDOT Maintenance Traffic Control Plans (See Appendix XIII). The Contractor shall be permitted to work as determined in Section C of the Specific Recommendations.
- The Contractor shall install temporary concrete barrier curb around the vault construction area in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor shall install fencing around the vault construction area.
- The Contractor will close the sidewalk within the construction zone and provide for safe pedestrian passage.

Vaults 7531 and 6431 (formerly Vault Location MN-F-31) are located on the eastbound travel lanes of Route 1 (Post Road) west of Fairfield Place. The following are specific recommendations for the vault and duct bank connection construction:

- The Contractor will be allowed to maintain one travel lane of alternating one-way traffic on Route 1 (Post Road) during construction in accordance with the ConnDOT Maintenance Traffic Control Plans (See Appendix XIII). The Contractor shall be permitted to work as determined in Section C of the Specific Recommendations.

Vaults 7532 and 6432 (formerly Vault Location MN-F-32) are located on the eastbound travel lanes of Route 1 (Post Road), east of Beaumont Street. The following are specific recommendations for the vault and duct bank connection construction:

- The Contractor will be allowed to maintain one travel lane of alternating one-way traffic on Route 1 (Post Road) during construction in accordance with the ConnDOT Maintenance Traffic Control Plans (See Appendix XIII). The Contractor shall be permitted to work as determined in Section D of the Specific Recommendations.

Vaults 7533 and 6433 (formerly Vault Location MN-F-33) are located on the middle of the Route 1 (Post Road) at the intersection of Route 1 (Post Road) and Ruane Street. The following are specific recommendations for the vault and duct bank connection construction:

- The Contractor will be allowed to maintain one travel lane of alternating one-way traffic on Route 1 (Post Road) during construction in accordance with the ConnDOT Maintenance Traffic Control Plans (See Appendix XIII). The Contractor shall be permitted to work as determined in Section E of the Specific Recommendations.

Vaults 7534 and 6434 (formerly Vault Location MN-F-34) are located in the paved parking area between Unquowa Road and Unquowa Place. Although the vaults do not impact the roadways, the vault and duct bank connection construction areas will impact Unquowa Road and Unquowa Place. The following are specific recommendations for the vault and duct bank connection construction:

- The Contractor will install temporary concrete barrier curb around the vault construction area in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor will install fencing around the vault construction area.
- The Contractor will close the sidewalk within the construction zone and provide for safe pedestrian passage in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor will be allowed to maintain one travel lane of alternating one-way traffic on Unquowa Place during construction in accordance with the ConnDOT Maintenance Traffic Control Plans (See Appendix XIII). The Contractor shall be permitted to work the same hours as determined for Route 1 (Post Road) in Section E of the Specific Recommendations.

Vaults 7535 and 6435 (formerly Vault Location MN-F-35) is located within the middle of the westbound travel lanes of Route 1 (Post Road), east of Beach Road/Round Hill Road. The following are specific recommendations for the vault and duct bank connection construction:

- When actively working between Beach Road/Round Hill Road and Belmont Street the Contractor must maintain a minimum of two lanes, one 12 foot wide paved travel way in each direction, in accordance with the Maintenance and Protection of Traffic Plans. The Contractor shall be permitted to work as determined in Section G of the Specific Recommendations.
- Temporarily relocate bus stops during the length of construction activity.
- The Contractor shall install steel support system over the excavation(s) to accommodate traffic during non-construction periods.
- A Trafficperson will be required during construction to maintain access to/from Beach Road and Round Hill Road.
- During vault and duct bank connection construction, the following traffic movements will be restricted:
    - Through movements between Round Hill Road and Beach Road.
    - Left turns from Route 1 (Post Road) westbound to Beach Road.

Vaults 7536 and 6436 (formerly Vault Location MN-F-36) are located partially within private property along the northerly side of Route 1 (Post Road) just west of Eliot Place. Although the vaults are outside of road, the vault and duct bank connection construction area will encroach on Eliot Place and Route 1 (Post Road). The following are specific recommendations for the vault and duct bank connection construction:

- The Contractor shall close the sidewalk within the construction zone and provide a temporary sidewalk for safe pedestrian passage in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor shall install temporary concrete barrier curb around the vault construction area in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor shall install fencing around the vault construction area.
- Temporarily relocate bus stop during the length of construction activity.
- During the duct bank connection construction, a Trafficperson will be required to maintain access to/from Eliot Place.
- The Contractor will be allowed to maintain one travel lane of alternating one-way traffic on Eliot Place during construction in accordance with the ConnDOT Maintenance Traffic Control Plans (See Appendix XIII). The Contractor shall be permitted to work the same hours as determined for Route 1 (Post Road) in Section G of the Specific Recommendations.
- The Contractor will be allowed to maintain two travel lanes, one in each direction, on Route 1 (Post Road) during construction in accordance with the ConnDOT

Maintenance Traffic Control Plans (See Appendix XIII). The Contractor shall be permitted to work as determined in Section G of the Specific Recommendations.

Vaults 7537 and 6437 (formerly Vault Location MN-F-37) are located on private property within the Fairfield Inn parking lot located on the southerly side of Route 130 (Post Road) east of Old Post Road and behind the sidewalk. The following are specific recommendations for the vault and duct bank connection construction:

- Due to the location, work hours shall be limited to daytime hours:
  - Monday – Thursday: 7:00 a.m. to 10:00 p.m.
  - Friday & Saturday: 8:00 a.m. to 11:00 p.m.
  - Sunday: 8:00 a.m. to 10:00 p.m.

- The Contractor shall install temporary concrete barrier curb around the vault construction area in accordance with the Maintenance and Protection of Traffic Plans.
- The Contractor shall install fencing around the vault construction area.
- The Contractor will close the sidewalk within the construction zone and provide a temporary sidewalk for safe pedestrian passage in accordance with the Maintenance and Protection of Traffic Plans.

Vaults 7538 and 6438 (formerly Vault Location MN-F-38) are located on private property located along the northerly side of Route 130 (Post Road) opposite Shoreham Terrace. Although the vaults do not encroach on the Route 130 (Post Road) travel way or sidewalk, the duct bank connection construction will. The following are specific recommendations for the vault and duct bank connection construction:

- The Contractor will be allowed to close the outer westbound travel lane on Route 130 (Post Road) during construction in accordance with the ConnDOT Maintenance Traffic Control Plans (See Appendix XIII). The Contractor shall be permitted to work as determined in Section I of the Specific Recommendations.
- The Contractor will close the sidewalk within the construction zone and provide for safe pedestrian passage.

APPENDIX VIII

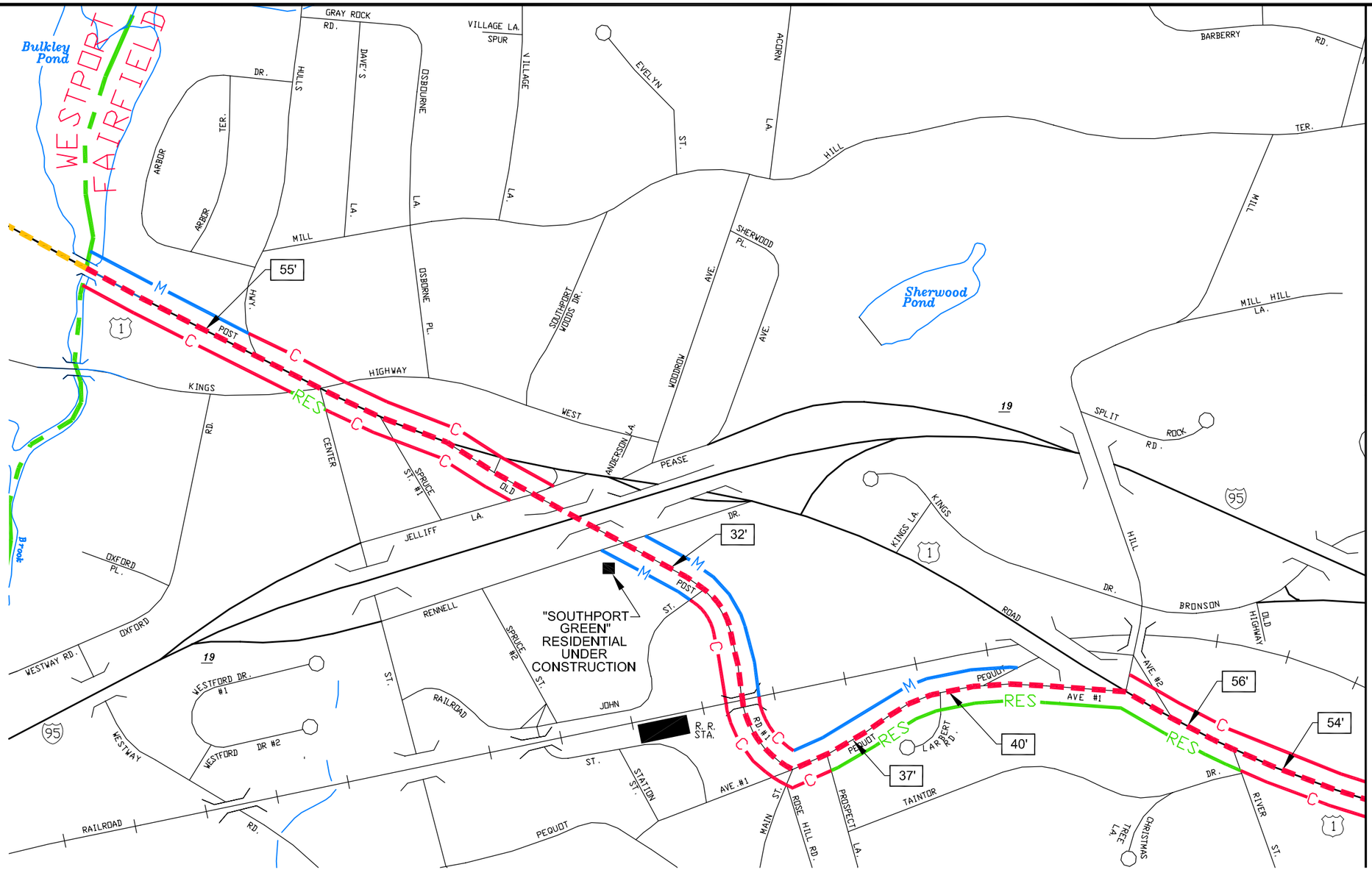
ROUTE INVENTORY

NU - MIDDLETOWN TO NORWALK

ROUTE INVENTORY

Town/City: Fairfield

Roadway Name	From	To	Distance (feet)	# Travel Lanes	Width (c-c)	Speed Limit	Sidewalks Location	Parking Location	Illum. Y/N	Bus Route	ADT	PK. Hr. Volume	Traffic Signals at:	Comments	Abutting Commercial	Abutting Residential	Land Uses Of Concern
Route 1 (Post Rd.)	Westport TL	Hulls Highway	865	4	52-60	35	S (partial)	-	Y	Y	24,300	2,095 (5pm)	Hulls Highway		Y	Y	
	Hulls Highway	Kings Hwy West/Center St.	315	4	60-62	35	N	WB	Y	Y			Kings Hwy West/Center St.		Y	Y	
	Kings Hwy West/Center St.	Old Post Road	620	4	62-64	35	N & S	-	Y	Y					Y	N	
Old Post Road	Route 1 (Post Rd.)	Pequot Ave.	2,275	2	16-30	-	N & S (partial)	-	Y	N					N	Y	
Pequot Ave.	Old Post Rd.	Route 1 (Post Rd.)	1,585	2	32-40	25	E (partial)	-	N	N					Y	Y	
Route 1 (Post Rd.)	Pequot Ave.	Sasco Hill Road	1,815	3/4	46-56	35	S (partial)	NO PKNG	Y	Y			Sasco Hill Road		Y	Y	
	Sasco Hill Road	S. and N. Pine Creek Roads	1,265	3/4	46-50	35	N & S	NO PKNG	Y	Y			S. and N. Pine Creek Roads		Y	Y	
	S. and N. Pine Creek Roads	Beaumont Street	590	2/3	52	25	N & S	EB & WB	Y	Y					Y	N	
	Beaumont Street	Granville Street	250	2	50-52	25	N & S	EB & WB	Y	Y					Y	N	
	Granville Street	Bungalow Avenue	280	2	50-52	25	S	EB	Y	Y					Y	N	
	Bungalow Avenue	Mill Plain Rd./Thorpe Street	280	2	52-56	25	S	WB (partial)	Y	Y	18,200	1,460 (5pm)	Mill Plain Rd./Thorpe Street		Y	N	
	Mill Plain Rd./Thorpe Street	Ruane Street	605	2/3	48-60	25	N & S	EB	Y	Y	21,200	1,715 (5pm)	Ruane Street		Y	Y	Church
	Ruane Street	Miller Street	595	4	62-68	25	N & S	EB & WB	Y	Y			Miller Street		Y	N	
	Miller Street	Reef Rd./Sanford St.	350	4	68-80	25	N & S	EB & WB	Y	Y			Reef Rd./Sanford St.		Y	N	
	Reef Rd./Sanford St.	Old Post Rd./Unquowa Rd.	420	4	50-72	25	N & S	EB & WB	Y	Y			Old Post Rd./Unquowa Rd.		Y	N	
	Old Post Rd./Unquowa Rd.	Unquowa Pl.	230	4	56	25	N & S	EB & WB	Y	Y			Unquowa Pl.		Y	N	Library
	Unquowa Pl.	Shopping Center	220	4		25	N & S	EB & WB	Y	Y			Shopping Center		Y	N	
	Shopping Center	P.O. Crosswalk	270	4		25	N & S	EB & WB	Y	Y			P.O. Crosswalk		Y	N	U.S. Post Office
	P.O. Crosswalk	Beach Road	880	4		25	N & S	EB & WB	Y	Y			Beach Road		Y	N	
	Beach Road	N. and S. Benson Roads	1,195	4	64-68	30	N & S	NO PKNG	Y	Y	26,000	2,135 (5pm)	N. and S. Benson Roads		Y	N	
	N. and S. Benson Roads	Belmont Street	760	4	66-72	30	N & S	NO PKNG	Y	Y	26,500	2,185 (7am)	Belmont Street		Y	N	
Route 1 (Post Rd.) (Eastbound)	Belmont Street	Old Post Rd.	830	2/3	30-66	30	S	NO PKNG	Y	Y					Y	N	
Rte. 130 (Post Rd.) (Eastbound)	Old Post/Route 1 (Post Rd.)	Kings Highway East	435	2	25-35	30	S (partial)	NO PKNG	Y	Y					Y	Y	Fairfield Inn
Route 130 (Post Rd.)	Kings Highway East	Shoreham Village Dr.	950	4	56-138	35	S	NO PKNG	Y	Y	14,000	1,380 (7am)		Grass islands present	Y	Y	Fairfield Inn
	Shoreham Village Dr.	Shoreham Terrace	435	4	56-58	35	N & S	NO PKNG	Y	Y					Y	Y	
	Shoreham Terrace	Riverside Drive	245	4	58	35	N & S	EB & WB (partial)	Y	Y			Riverside Drive		Y	N	
	Riverside Drive	Bridgeport TL	540	4	48-58	35	N & S	NO PKNG	Y	Y					Y	N	



LEGEND

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

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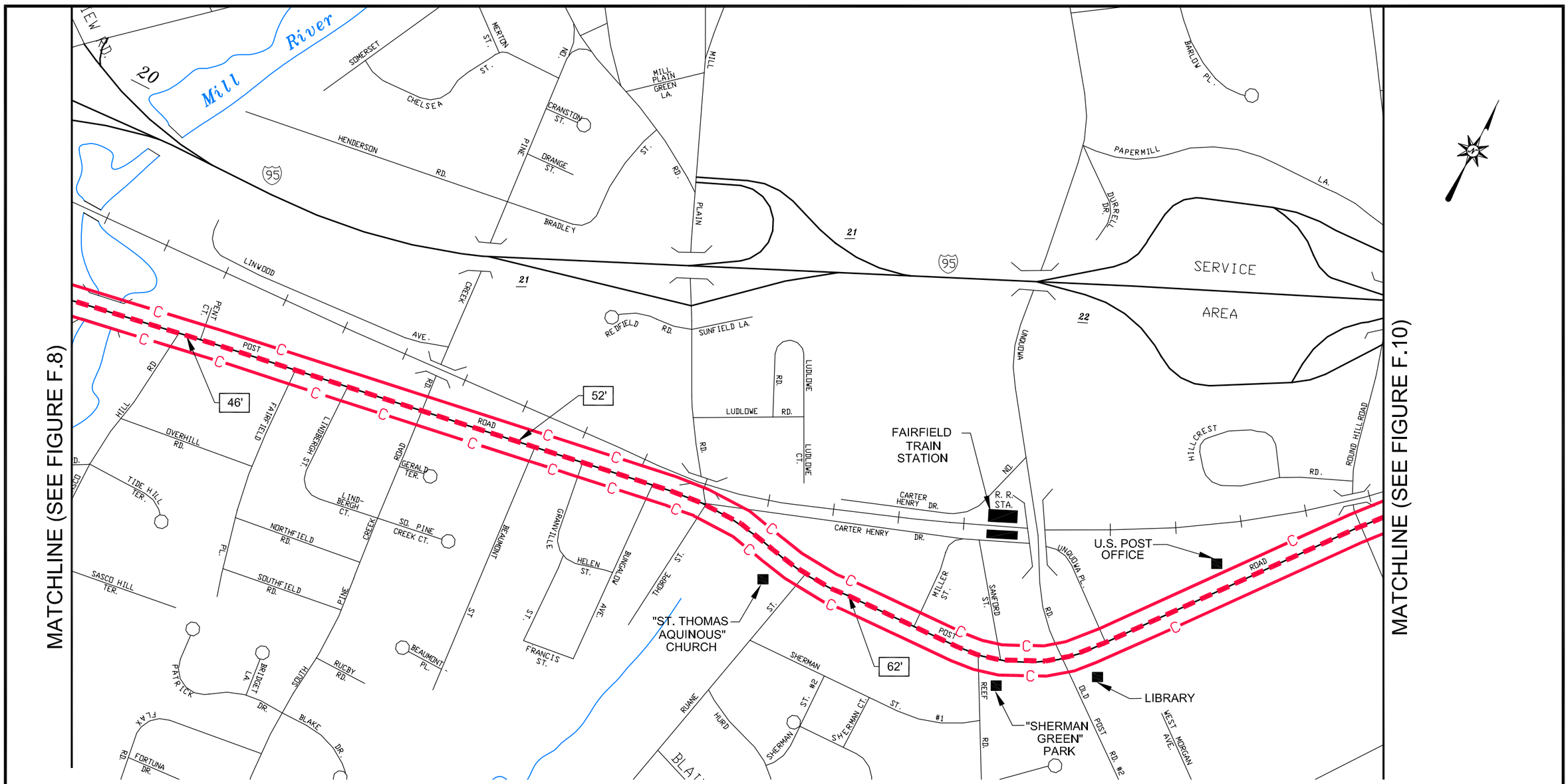
LAND USE AND ROADWAY WIDTHS

MIDDLETOWN TO NORWALK
345–kV TRANSMISSION PROJECT
FAIRFIELD, CONNECTICUT

Scale	1"=500'
Project No.	05C1314
Date	7/12/05
Revised	4/17/06
CAD File	050_TRPT05C1314 FIG F8F9F10

XREF(s): NONE

FIGURE F.8



LEGEND

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

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ENVIRONMENTAL SCIENCES

355 Research Parkway
Meriden, CT 06450
(203) 630-1406
(203) 630-2615 Fax

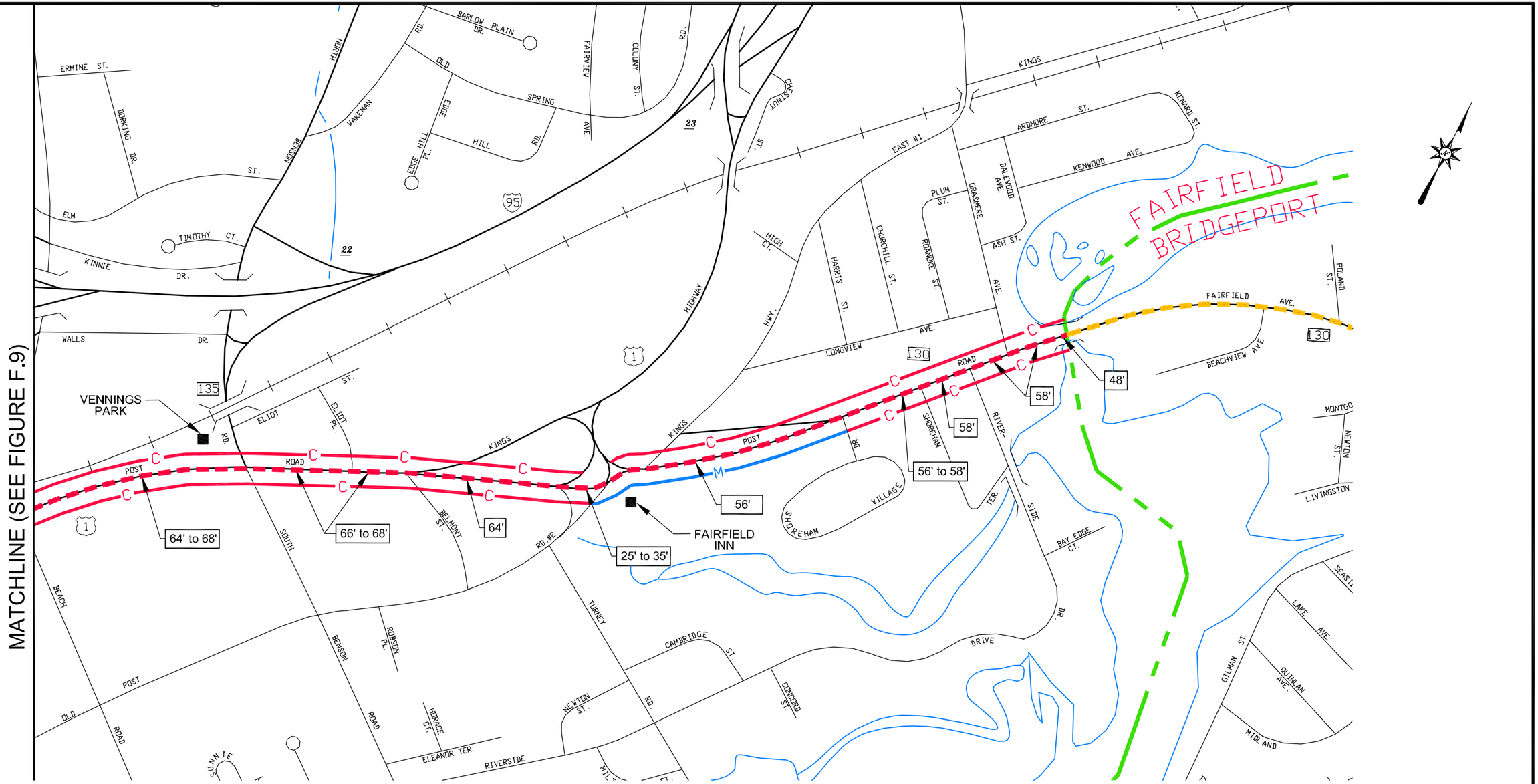
LAND USE AND ROADWAY WIDTHS

MIDDLETOWN TO NORWALK
345-kV TRANSMISSION PROJECT
FAIRFIELD, CONNECTICUT

Scale	1"=500'
Project No.	05C1314
Date	7/12/05
Revised	4/17/06
CAD File	050_TRPT05C1314 FIG F8F9F10

XREF(s): NONE

FIGURE F.9



LEGEND

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

Connecticut Light & Power

BL Companies

ARCHITECTURE
ENGINEERING
PLANNING
LANDSCAPE ARCHITECTURE
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ENVIRONMENTAL SCIENCES

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CAD File	050_TRPT05C1314 FIG F8F9F10

XREF(s): NONE

FIGURE F.10

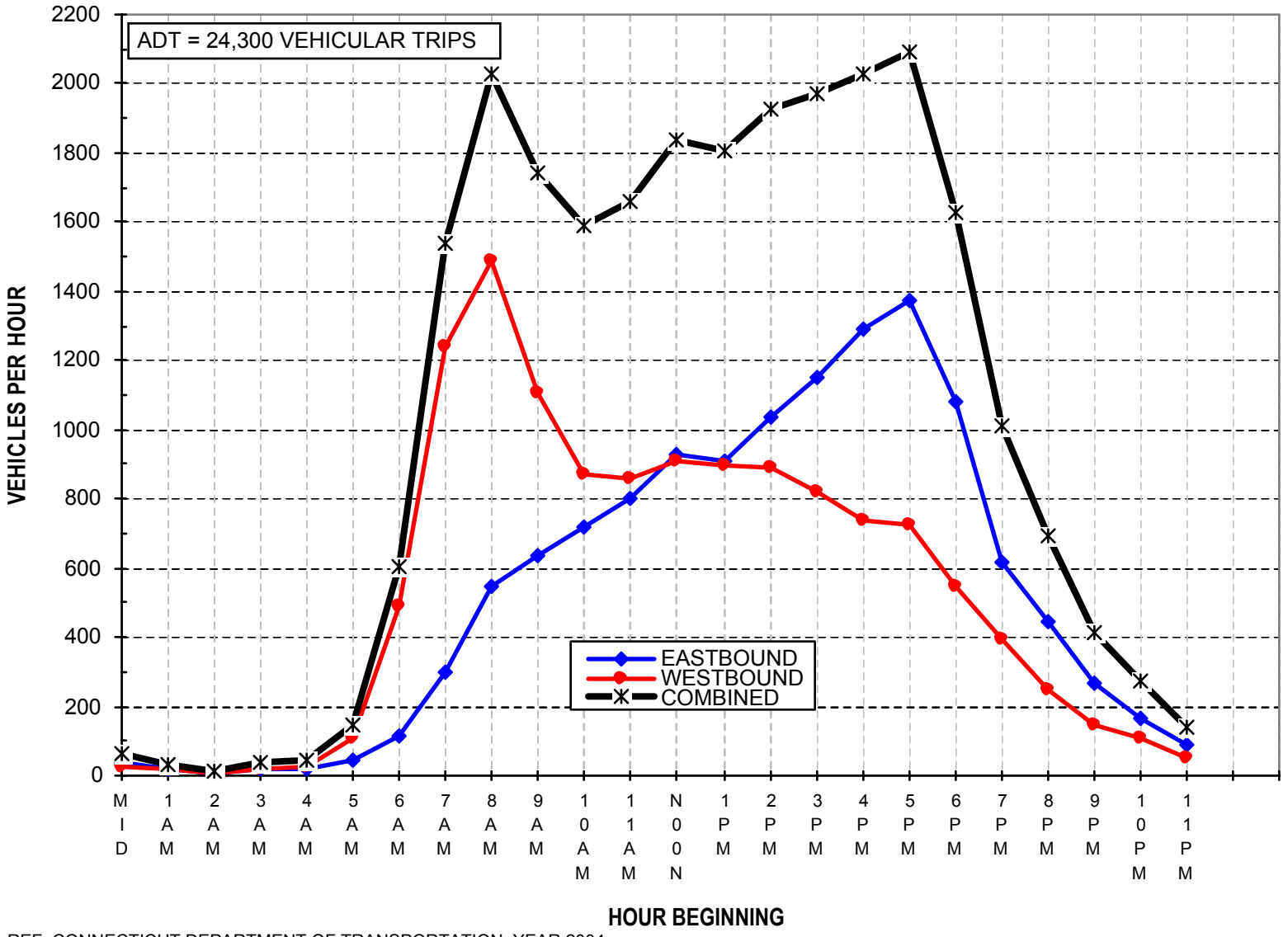
APPENDIX IX

SELECTED HOURLY TRAFFIC VOLUME GRAPHS

Route 1 (Post Road)

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

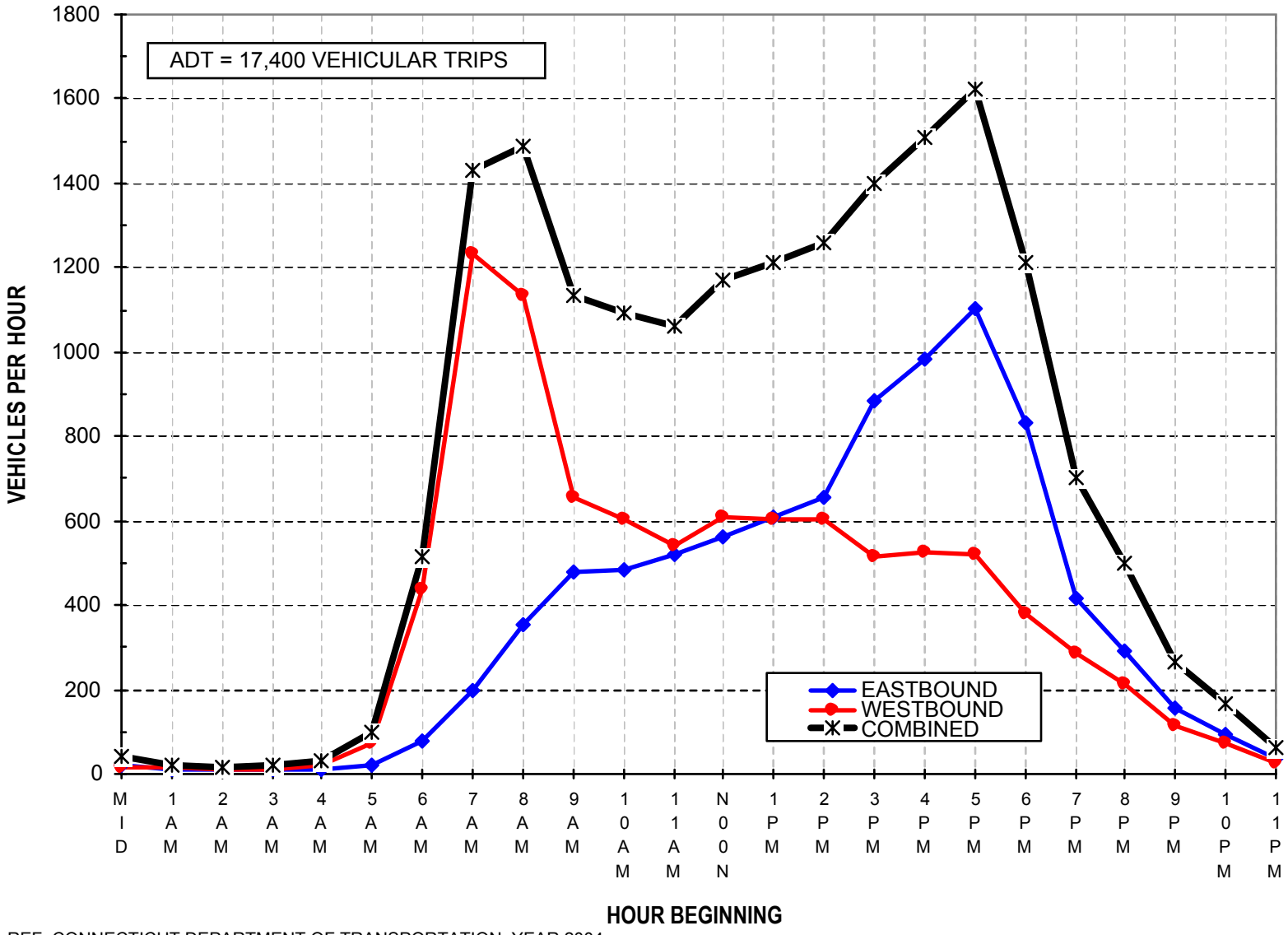
FAIRFIELD, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2004

HOURLY TRAFFIC VOLUMES - ROUTE 1 (W/O KINGS LANE)

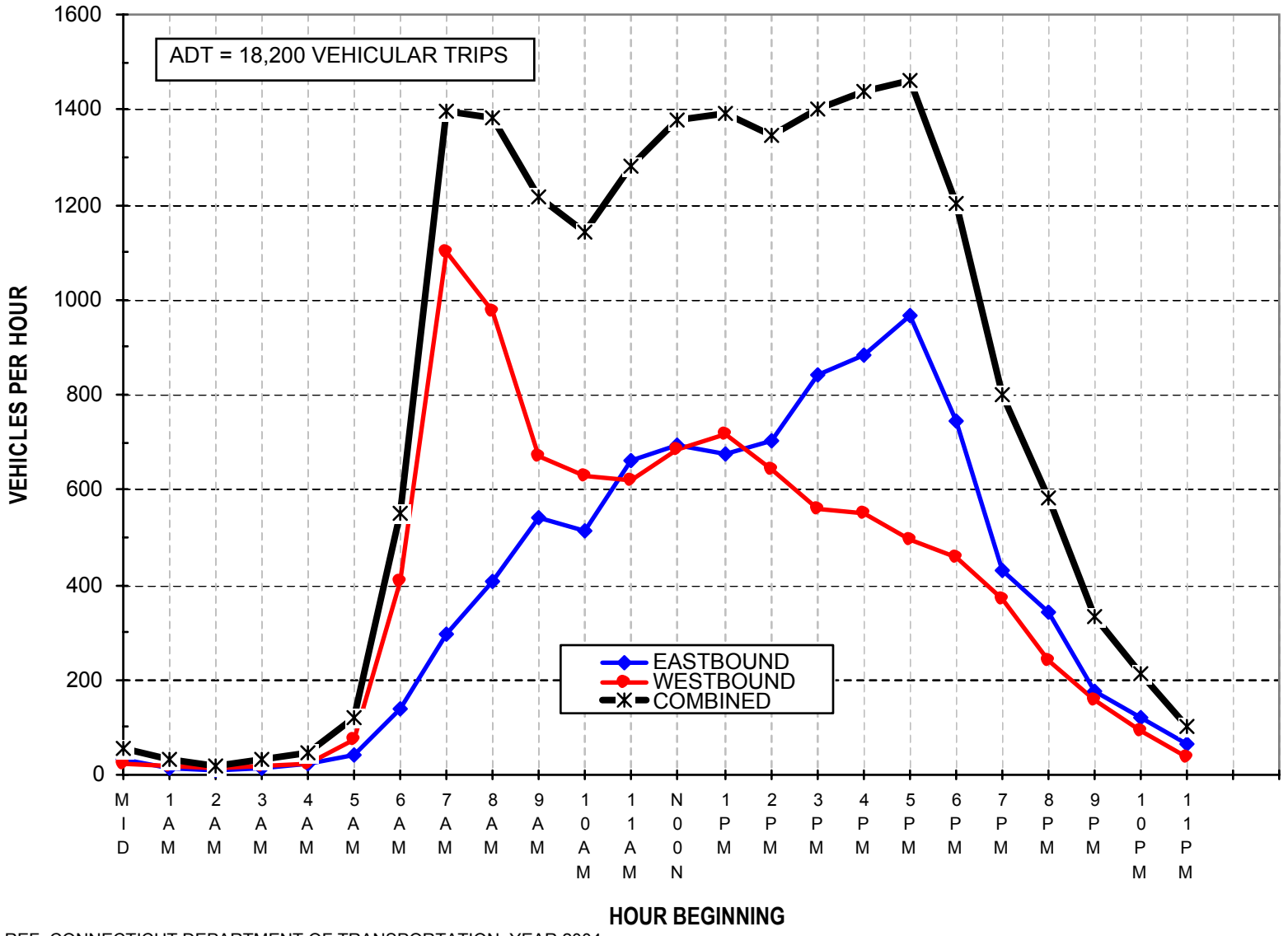
FAIRFIELD, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2004

HOURLY TRAFFIC VOLUMES - ROUTE 1 (W/O MILL PLAIN ROAD)

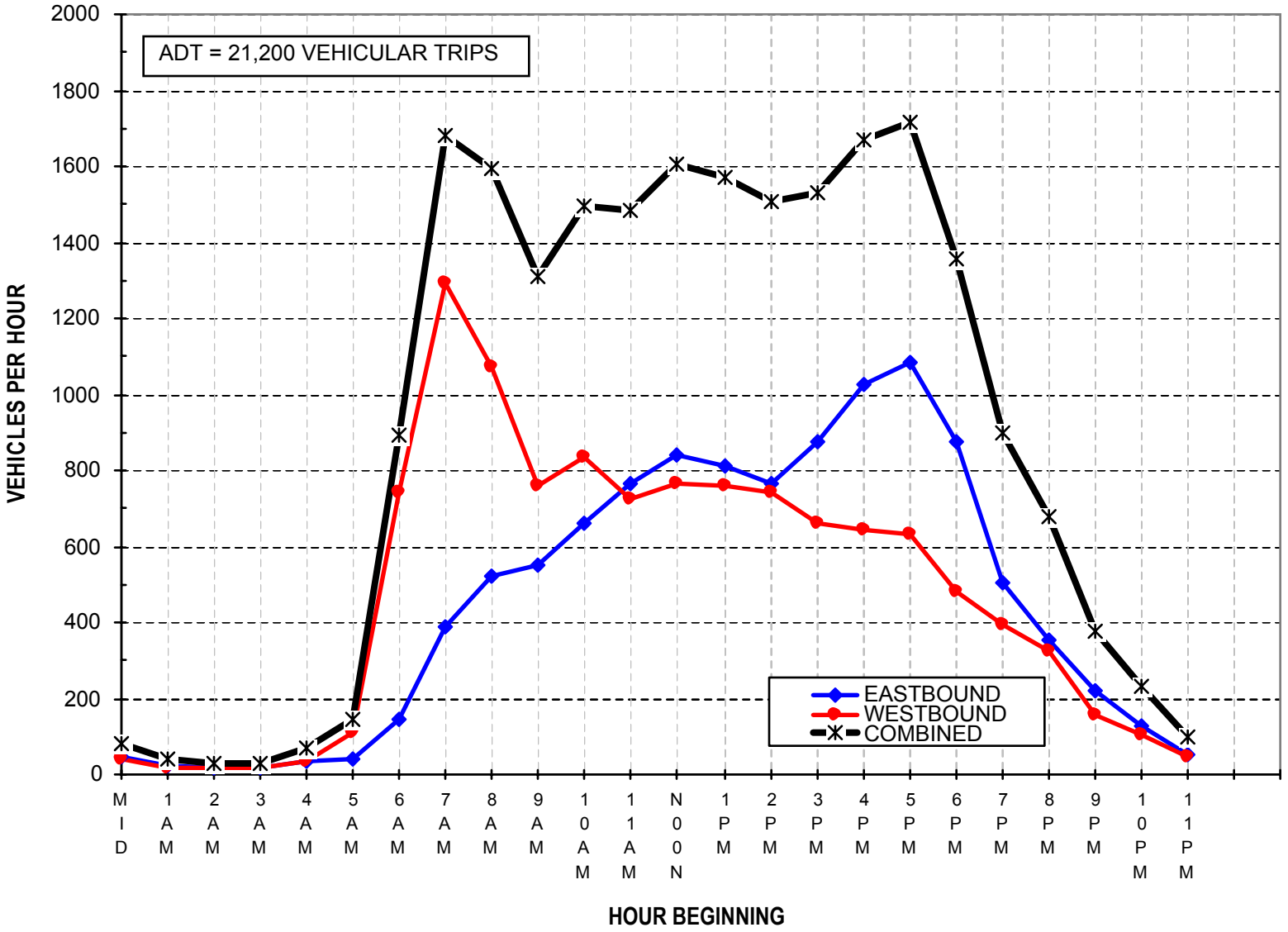
FAIRFIELD, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2004

HOURLY TRAFFIC VOLUMES - ROUTE 1 (E/O MILL PLAIN ROAD)

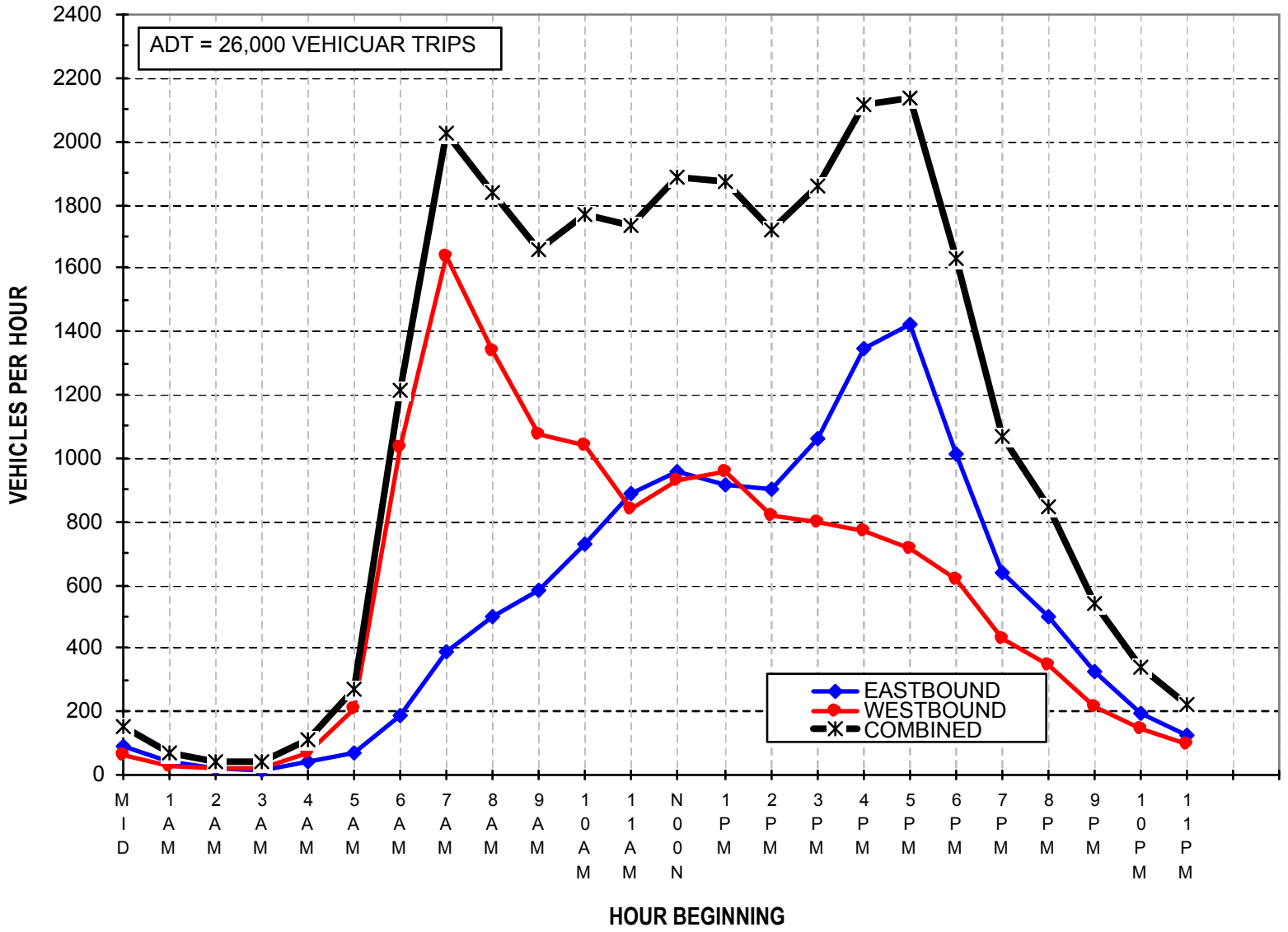
FAIRFIELD, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2004

HOURLY TRAFFIC VOLUMES - ROUTE 1 (SW/O ROUTE 135)

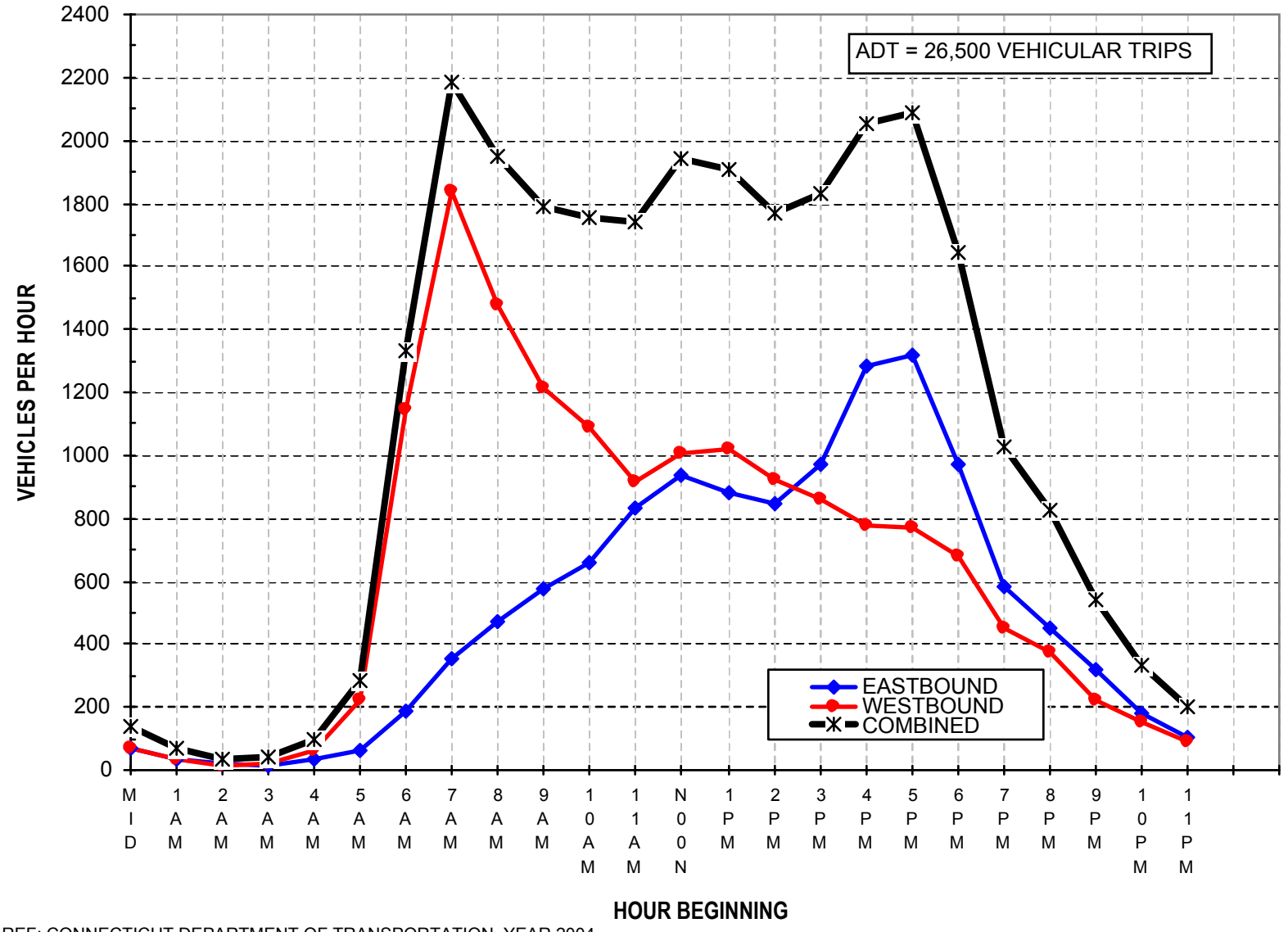
FAIRFIELD, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2004

HOURLY TRAFFIC VOLUMES - ROUTE 1 (NE/O ROUTE 135)

FAIRFIELD, CT

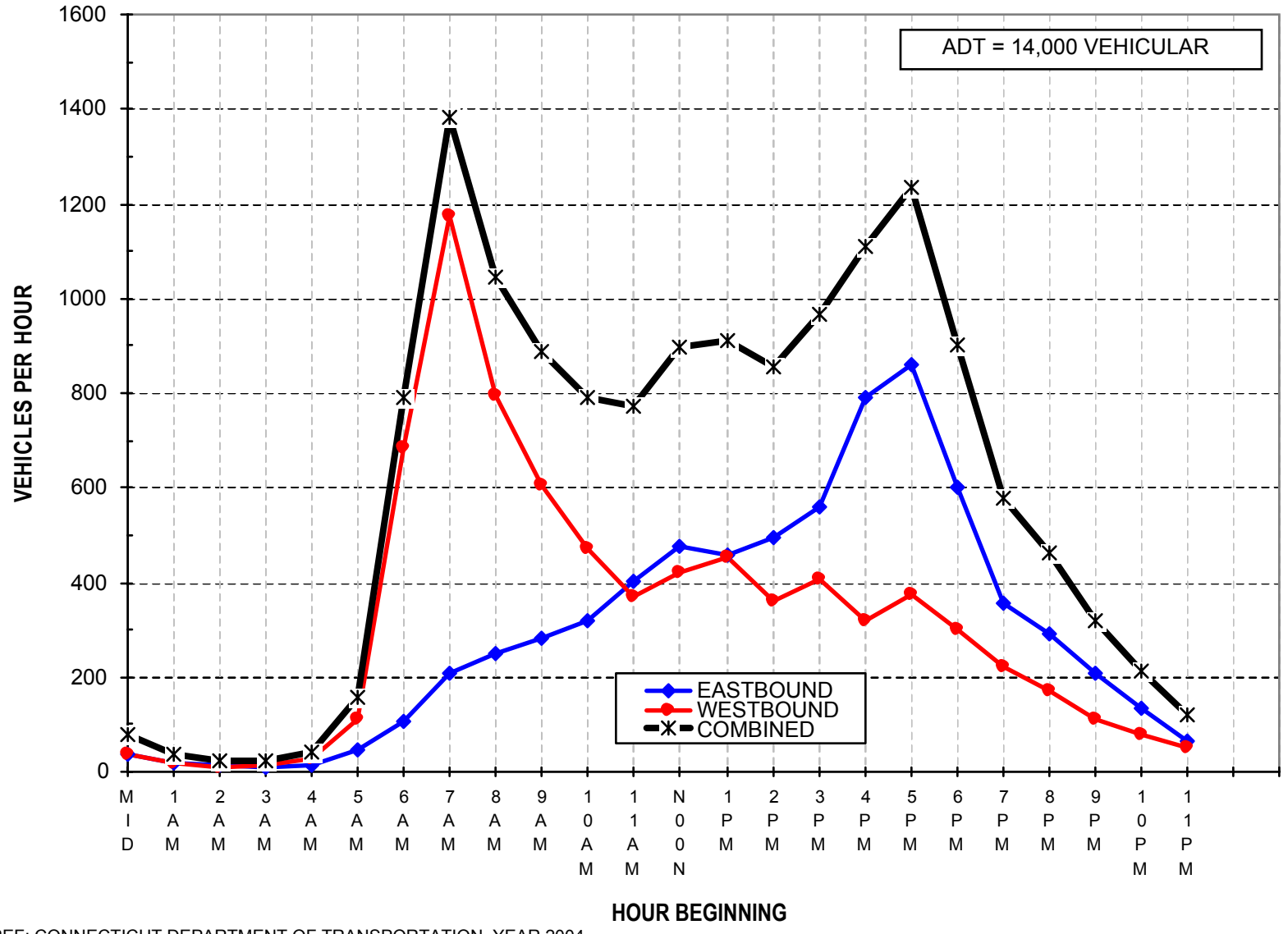


REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2004

Route 130 (Post Road)

HOURLY TRAFFIC VOLUMES - ROUTE 130 (NE/O KINGS HIGHWAY EAST)

FAIRFIELD, CT



REF: CONNECTICUT DEPARTMENT OF TRANSPORTATION, YEAR 2004

APPENDIX X

SIGNALIZED INTERSECTIONS
AERIAL PHOTOGRAPHS

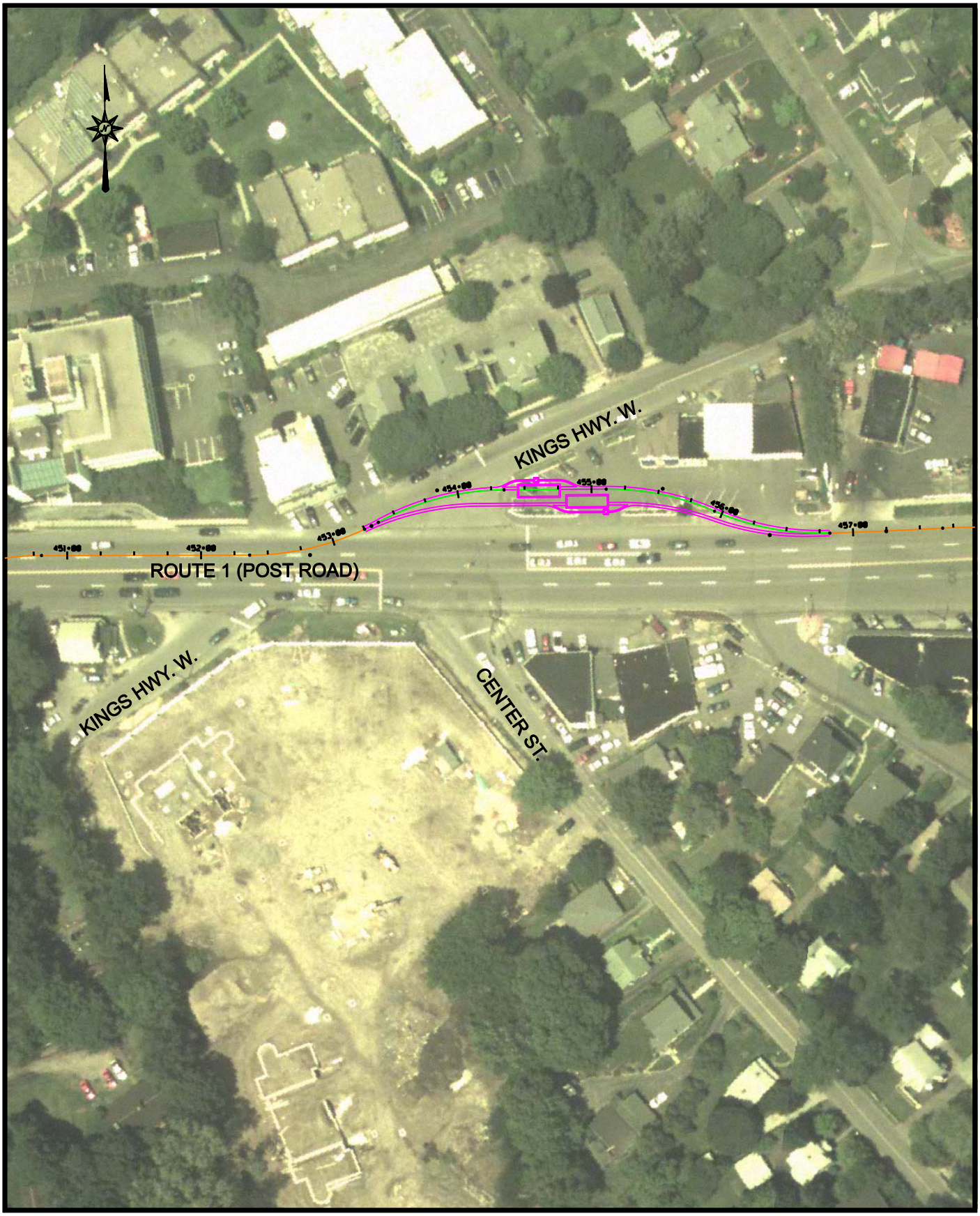
BL Companies

SIGNALIZED INTERSECTION #050-203
ROUTE 1 (POST RD.) AND HULLS HIGHWAY
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-1

CAD File: 050_TRPT05C1314FIG FI01.dwg



SIGNALIZED INTERSECTION 050-246
ROUTE 1 (POST RD.) AND KINGS HIGHWAY EAST
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-2

BL Companies

CAD File: 050_TRPT05C1314FIG FI02.dwg

BL Companies

SIGNALIZED INTERSECTION #050-262
ROUTE 1 (POST RD.) AND SASCO HILL RD.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-3

CAD File: 050_TRPT05C1314FIG FI03.dwg

SIGNALIZED INTERSECTION #050-205
ROUTE 1 (POST RD.) AT S. AND N. PINE CREEK RD.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-4

BL Companies

CAD File: 050_TRPT05C1314FIG FI04.dwg

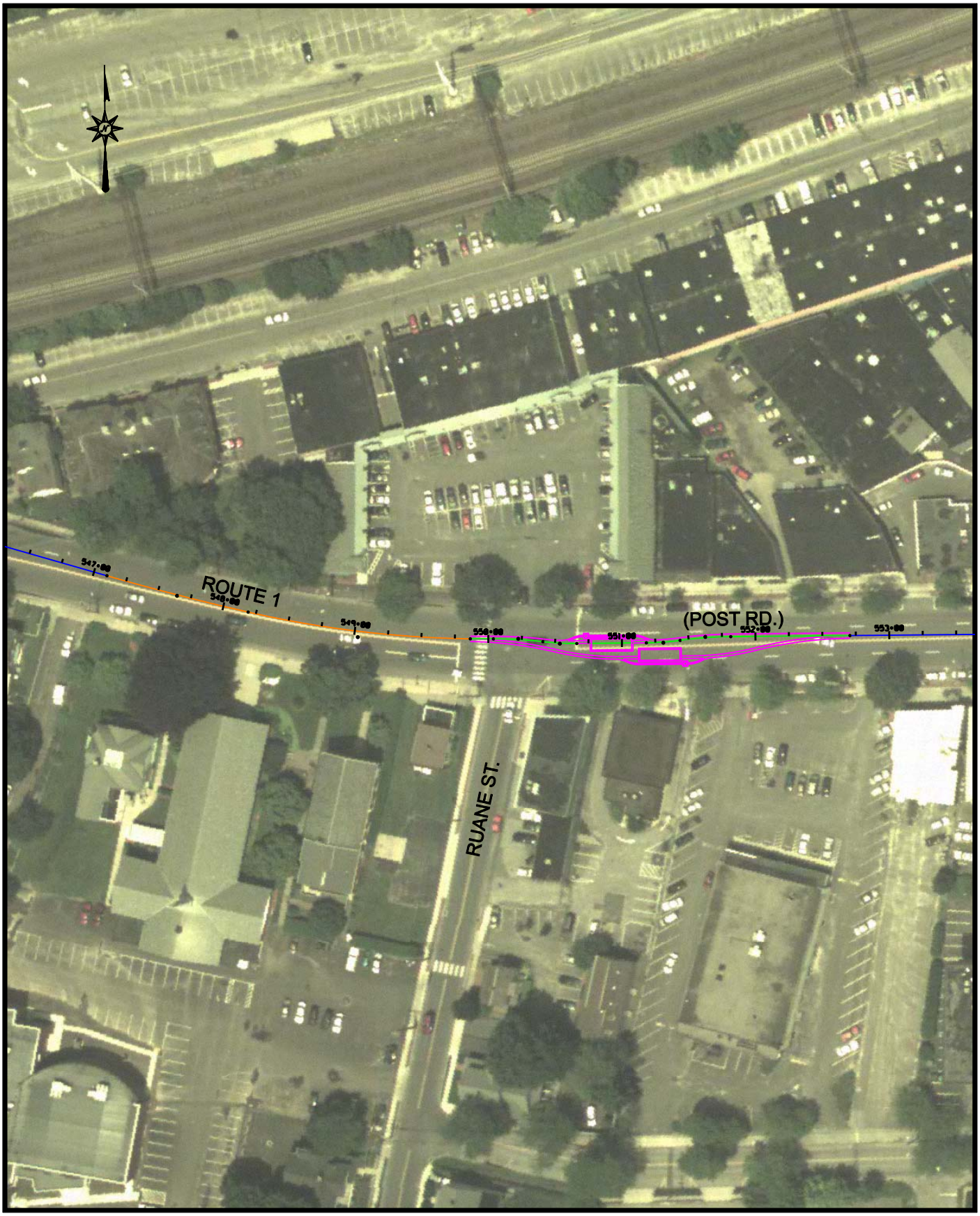
SIGNALIZED INTERSECTION #050-206
RTE. 1 AT THORPE ST./MILL PLAIN RD./CARTER HENRY DR.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-5

BL Companies

CAD File: 050_TRPT05C1314FIG FI05.dwg



BL Companies

SIGNALIZED INTERSECTION #050-207
ROUTE 1 (POST RD.) AT RUANE ST.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-6

CAD File: 050_TRPT05C1314FIG FI06.dwg

SIGNALIZED INTERSECTION #050-208
ROUTE 1 (POST RD.) AT MILLER ST.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-7

BL Companies

CAD File: 050_TRPT05C1314FIG FI07.dwg

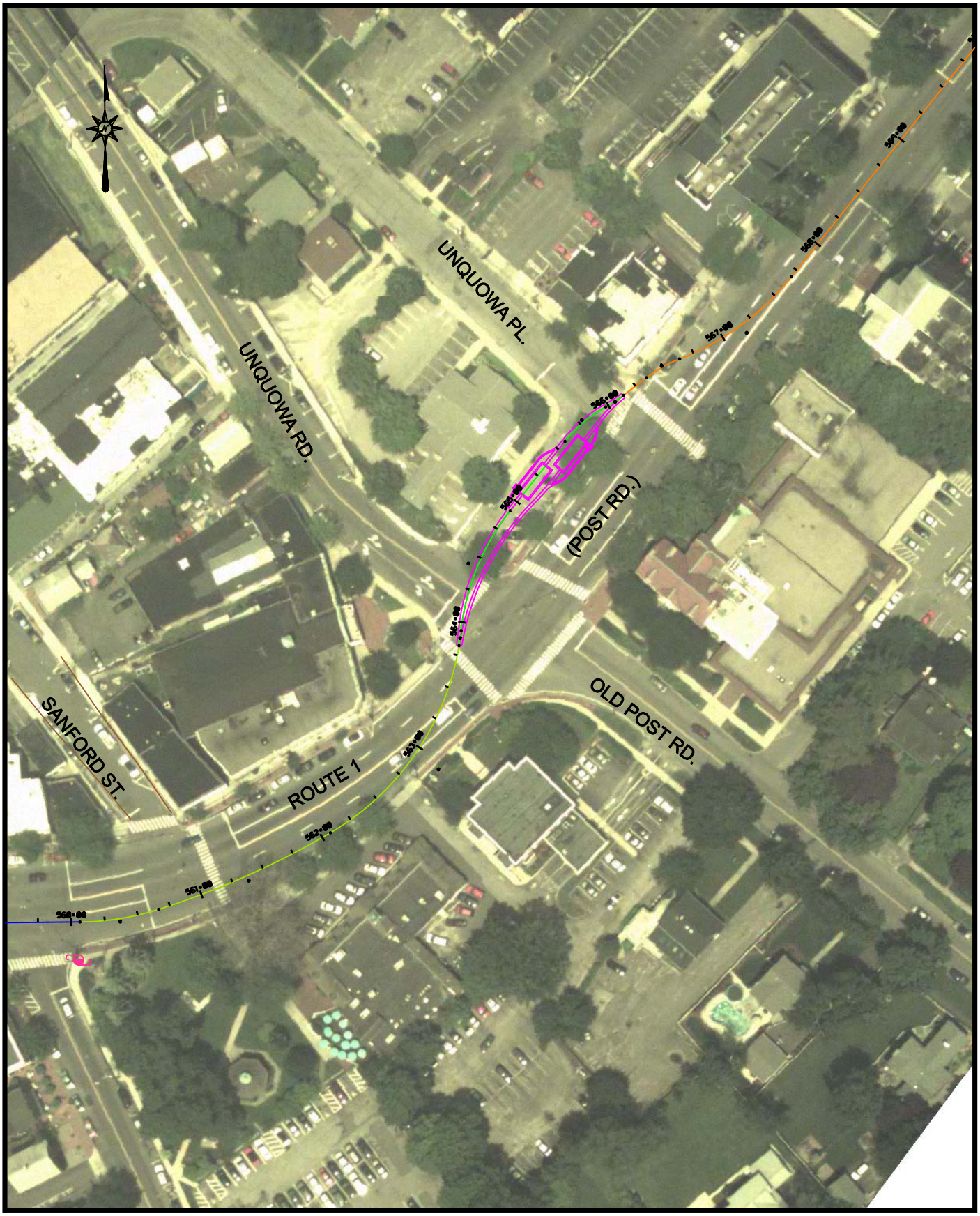
BL Companies

SIGNALIZED INTERSECTION #050-209
ROUTE 1 (POST RD.) AT REEF RD. AND SANFORD ST.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-8

CAD File: 050_TRPT05C1314FIG FI09.dwg



BL Companies

SIGNALIZED INTERSECTION #050-212
RTE. 1 AT OLD POST RD./UNQUOWA RD./UNQUOWA PL.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-9

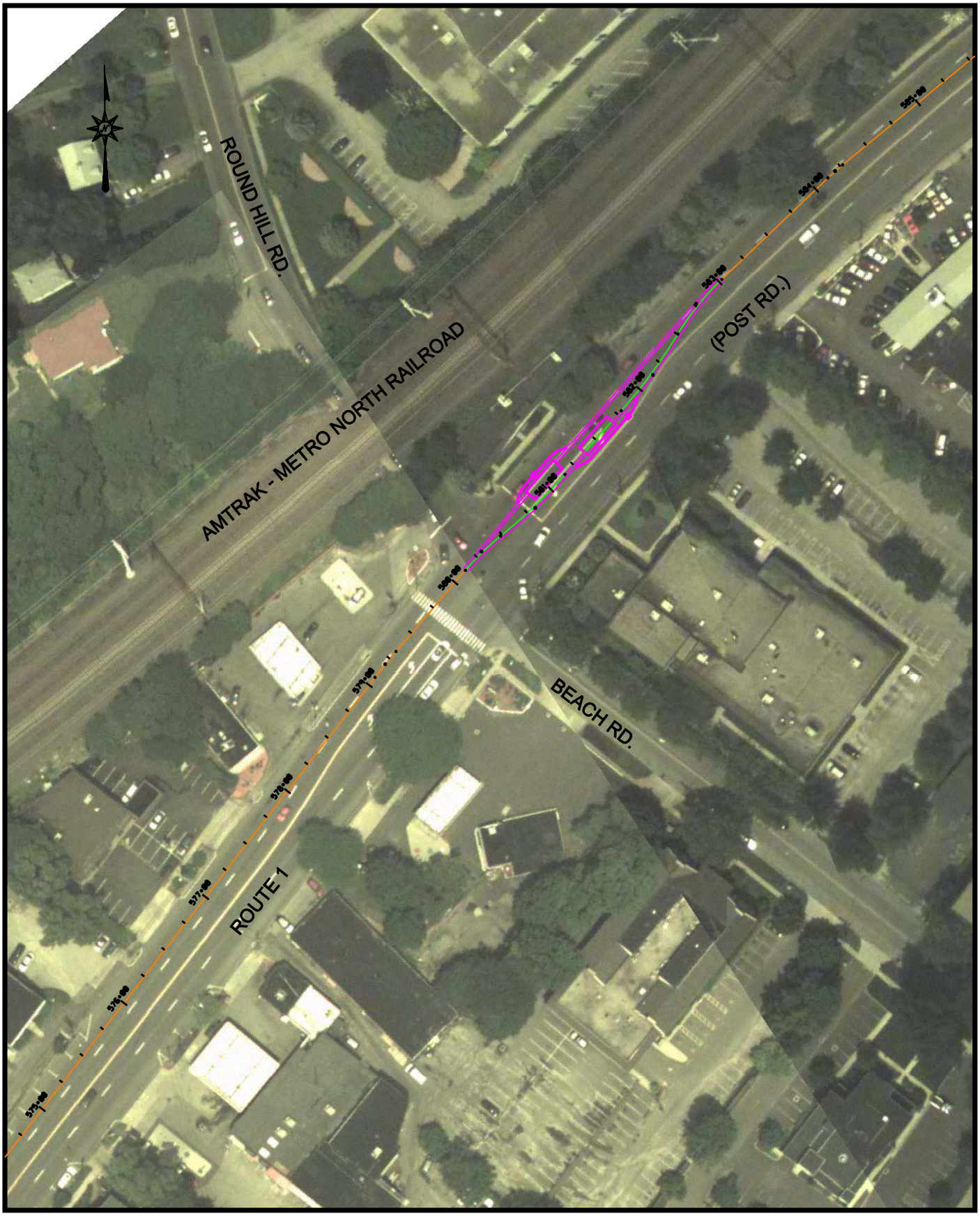
CAD File: 050_TRPT05C1314FIG FI10.dwg

SIGNALIZED INTERSECTION #050-214
RTE. 1 AT SHOPPING CENTER DR./P.O. PEDESTRIAN XING.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-10

CAD File: 050_TRPT05C1314FIG FI10.dwg



SIGNALIZED INTERSECTION #050-215
ROUTE 1 (POST RD.) AT BEACH RD. AND ROUND HILL RD.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-11

CAD File: 050_TRPT05C1314FIG FI11.dwg

BL Companies

SIGNALIZED INTERSECTION #050-201
ROUTE 1 (POST RD.) AT N. AND S. BENSON RD.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-12

CAD File: 050_TRPT05C1314FIG FI12.dwg

BL Companies

SIGNALIZED INTERSECTION #050-261
ROUTE 1 (POST RD.) AT BELMONT ST.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-13

CAD File: 050_TRPT05C1314FIG FI13.dwg

BL Companies

SIGNALIZED INTERSECTION #050-231
RTE. 130 (POST RD.) AT RIVERSIDE DR./GRASMERE AVE.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FI-14

CAD File: 050_TRPT05C1314FIG FI14.dwg

APPENDIX XI

TOWN OF FAIRFIELD
NOISE ORDINANCE

LARRY GROSS

Chapter 78

NOISE

[HISTORY: Adopted by the Representative Town Meeting of the Town of Fairfield 6-25-85. Amendments noted where applicable.]

§ 78-1. Legislative intent.

Government is instituted to protect life, liberty and property. Loud, excessive and unreasonable noise during the nighttime hours is an interference with a person's right to the use and enjoyment of his property, especially in residential areas where human beings sleep or areas where serenity and tranquility are essential to the intended use of the land. The purpose of this chapter is to provide an objective standard and procedure for enforcing property rights.

§ 78-2. Definitions.

As used in this chapter, the following items shall have the meanings indicated:

AMBIENT NOISE or BACKGROUND NOISE — Noise of a measurable intensity which exists at a point as a result of a combination of many distant sources individually indistinguishable.

BUSINESS DISTRICT — Any business district, including Business District No. 1, Business District No. 2, Business District No. 3, Designed Business District No. 1, Designed Business District No. 2, Designed Business District No. 3 and Designed Business District No. 4, as defined in the Zoning Regulations of the Town of Fairfield.

DECIBEL — A logarithmic unit of measure in measuring magnitudes of sound. The symbol is "dB."

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

EMITTER — A person who creates, causes to be created or allows the noise.

IMPULSE NOISE — Sound of short duration [generally less than one (1) second] with an abrupt onset and rapid decay.

INDUSTRIAL DISTRICT — Any industrial district, including Industrial District No. 1, Industrial District No. 2, Designed Industrial District No. 1, Designed Industrial District No. 2 and Designed Research District, as defined in the Zoning Regulations of the Town of Fairfield.

MOTOR VEHICLE — Shall be defined as per Section 14-1(26) of the Connecticut General Statutes (Revision of 1958, as amended).

NIGHTTIME HOURS — The hours between 10:00 p.m. and 7:00 a.m., Sunday through Thursday, and 11:00 p.m. to 8:00 a.m., Friday and Saturday. During any state or national holiday, the weekend schedule will be in effect from the previous evening through the end of the holiday.

NOISE — Any sound, the intensity of which exceeds the standards set forth in § 78-5 of this chapter.

NOISE LEVEL — The sound pressure level, as measured with a sound level meter.

PERSON — Any individual, including the singular and plural, firm, partnership, association, syndicate, company, trust, corporation, mu-

nicipality, agency or political administrative subdivision of the state or other legal entity of any kind.

PREMISES — Any building, structure, land or portion thereof, including all appurtenances, and shall include yards, lots, courts, inner yards and real properties without buildings or improvements, owned or controlled by a person. The emitter's "premises" includes contiguous publicly dedicated street and highway rights-of-way and waters of the state.

PROPERTY LINE — That real or imaginary line along the ground surface and its vertical extension which:

A. Separates real property owned or controlled by another person; and

B. Separates real property from the public right-of-way.

RECEPTOR — The person who receives the noise impact.

RESIDENTIAL DISTRICT — Any residential district, including Residential Districts AAA, AA, R-3, R-2, A, B, C, Designed Residence District No. 1 and Designed Residence District No. 2, as defined in the Zoning Regulations of the Town of Fairfield, and all uses permitted therewith either as a right or as a special use.

SOUND — The transmission of energy through solid, liquid or gaseous media in the form of vibrations which constitute alterations in pressure or position of the particles in the medium and which, in the air, evoke physiological sensations, including but not limited to an auditory response when impinging on the ear.

SOUND LEVEL METER — An instrument used to take sound level measurements and which should conform, as a minimum, to the operational specifications of the American National Standards Institute for sound level meters (Type s2A).

§ 78-3. Excessive noise prohibited.

It shall be unlawful for any person to emit or cause to be emitted any noise from such person's property beyond the boundaries of his property lines in excess of the noise levels set forth in § 78-5 during the nighttime hours, except in those incidences provided for in §§ 78-8 and 78-9. "Nighttime

hours" shall mean the hours between 10:00 p.m. and 7:0C nday through Thursday, and 11:00 p.m. and 8:00 a.m., Friday and Satu

§ 78-4. Noise level measurement procedures.

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

A. Instruments used to determine noise levels shall co... as a minimum, to the operational specifications of the Americ... National Standards Institute for sound level meters (Type s2A), maintained in calibration and good working order, and instrument manufacturer's instructions for use of the instruments shall be followed.

B. All personnel conducting sound measurements shall be trained in the current techniques and principles of sound-measuring equipment and instrumentation.

C. Measurements shall be taken at a point that is located at least one (1) foot beyond the boundary of the emitter's property line within the premises of the complaining receptor. The emitter's premises includes his/her individual unit of land or group of contiguous parcels under the same ownership as indicated by public land records.

§ 78-5. Noise level standards.

A. No person shall emit noise exceeding the levels stated herein during nighttime hours, except in those incidences provided for in §§ 78-8 and 78-9 of this chapter:

Zone in Which Emitter is Located	Zone in Which Receptor is Located		
	Industrial	Business	Residential
Industrial	70 dBA	66 dBA	51 dBA
Business	62 dBA	62 dBA	45 dBA
Residential	62 dBA	55 dBA	45 dBA

B. Background noise and impulse noise. In those individual cases where the ambient or background noise levels caused by sources not subject to this chapter exceed the standards contained herein, a source (impulse or sustained) shall be considered to cause excessive noise i

the noise emitted by such source exceeds the background noise levels by five (5) dBA, provided that no source subject to this chapter shall emit in excess of eighty (80) dBA at any time, with the exceptions of those sources referenced in Subsection C, and provided that this subsection shall not be interpreted as decreasing the noise level standards of § 78-5 of this chapter.

C. All motor vehicles operated within the limits of the Town of Fairfield 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, Sections 14-80a-1a through 14-80a-10a, Maximum Permissible Noise Levels for Vehicles.

§ 78-6. Administration and enforcement.

The Chief of Police shall be responsible for enforcing the provisions of this chapter upon the complaint of any person and shall, upon such complaint, carry out the intent of this chapter as specified in § 78-3. Upon receiving the first complaint, the police shall make the required sound level reading. If the sound level exceeds the standards enumerated in § 78-5, a verbal warning shall be given to the emitter. If such noise does not cease, and upon receiving a second complaint, the police shall follow the procedures as set forth in § 78-7. Notwithstanding that enforcement of this chapter shall be initiated by such complaint, no signed complaint shall be required by the Police Department to enforce or administer any of the provisions of this chapter.

§ 78-7. Violations and penalties.

Any person found in violation of the provisions of this chapter shall be given an infraction notice which incorporates a fine of fifty dollars ($50.) for the first offense and ninety dollars ($90.) for each additional offense within a twenty-four-hour period. Failure to pay the fine in the time prescribed in the infraction notice will result in the issuance of a summons to appear in Superior Court.

§ 78-8. Exceptions.

The noise level standards defined in § 78-5 shall not apply to any noise emitted by or related to:

A. Natural phenomena.

B. Any bell or chime from any building clock, school or church.

C. Any siren, whistle or bell lawfully used by emergency vehicles or any other alarm systems used in emergency situations; provided, however, that burglar or fire alarms not terminating within thirty (30) minutes after being activated shall be unlawful.

D. Warning devices required by the Occupational Safety and Health Administration or other state or federal safety regulations.

§ 78-9. Exemptions.

The following shall be exempt from these regulations, subject to special conditions as spelled out:

A. Noise created as a result of or relating to an emergency.

B. Noise created by snow-removal equipment.

C. Noise created by certificated aircraft operating under the control of the Federal Aviation Administration.

D. Noise created as a result of or relating to maintenance and repairs conducted by public utilities.

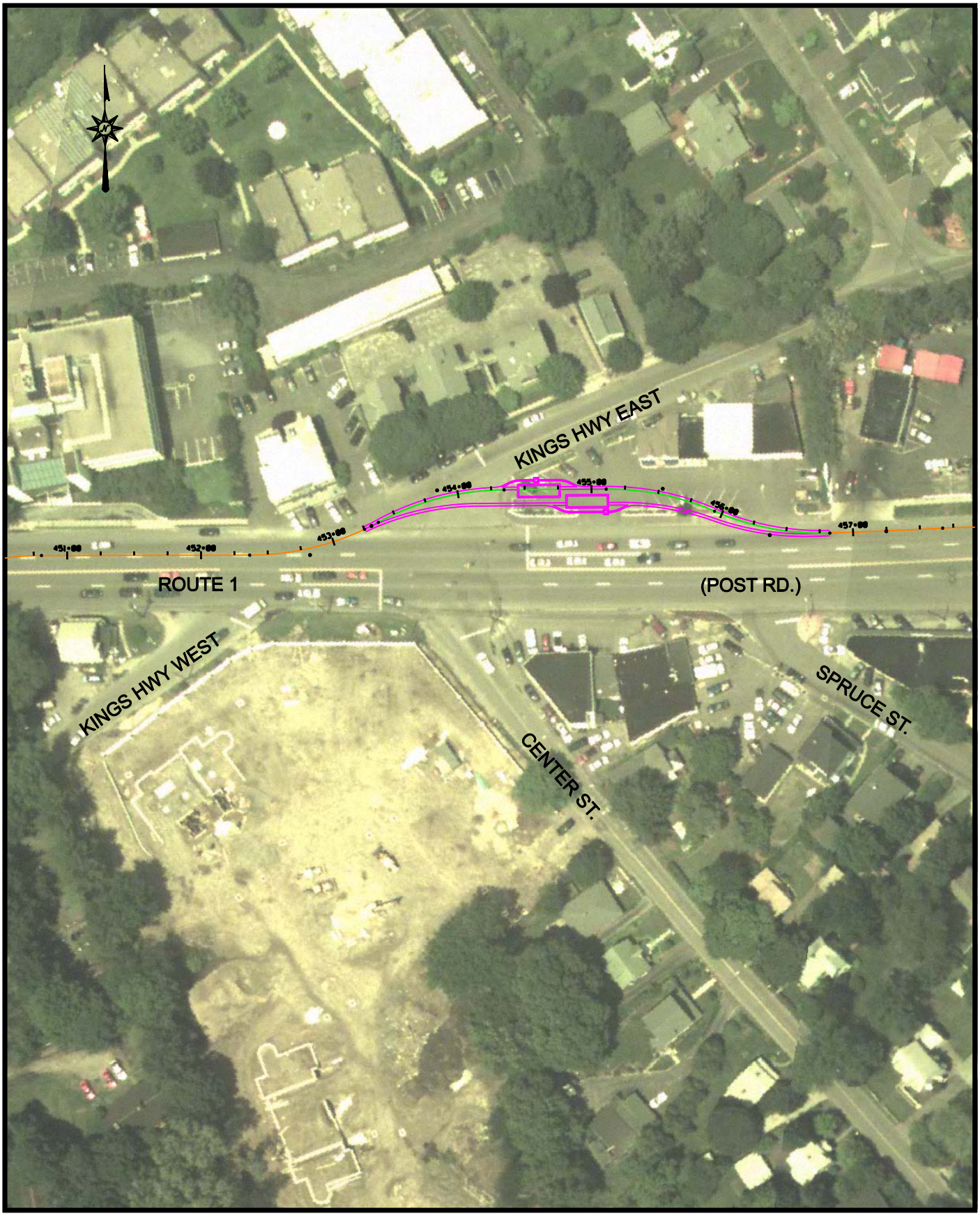
E. Noise generated from swimming pool pumps, air-conditioning systems and heating systems which are in good working order and which meet the specifications accepted by federal, state and town agencies designated to govern their installation and standards of performance.

F. Noise created by public celebrations and on-site recreational or sporting activities which are sanctioned by the State of Connecticut or the Town of Fairfield.

G. Any person who owns or operates any stationary noise source granted a variance pursuant to Section 22a-69-7.1 of the Regulations of Connecticut State Agencies shall be exempt from provisions of this chapter by said variance. Any person seeking a variance pursuant to Section 22a-69-7.1 of the Regulations of Connecticut State Agencies shall not be subject to the provisions of this chapter while the variance application is pending.

APPENDIX XII

VAULT LOCATIONS
AERIAL PHOTOGRAPHS



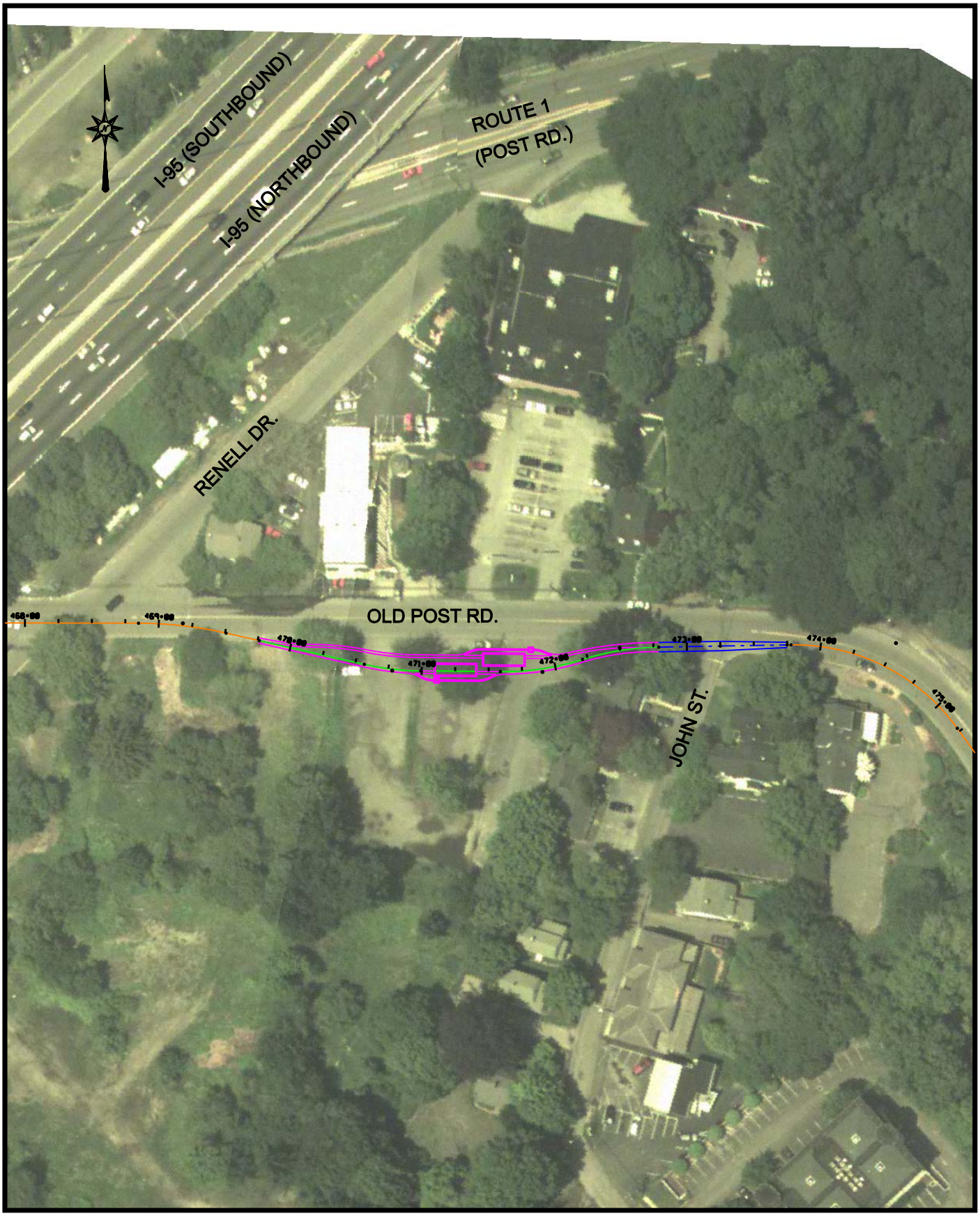
BL Companies

VAULTS 7527 AND 6427
ROUTE 1 (POST RD.)
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-1

CAD File: 050_TRPT05C1314 FIG FV01.dgn

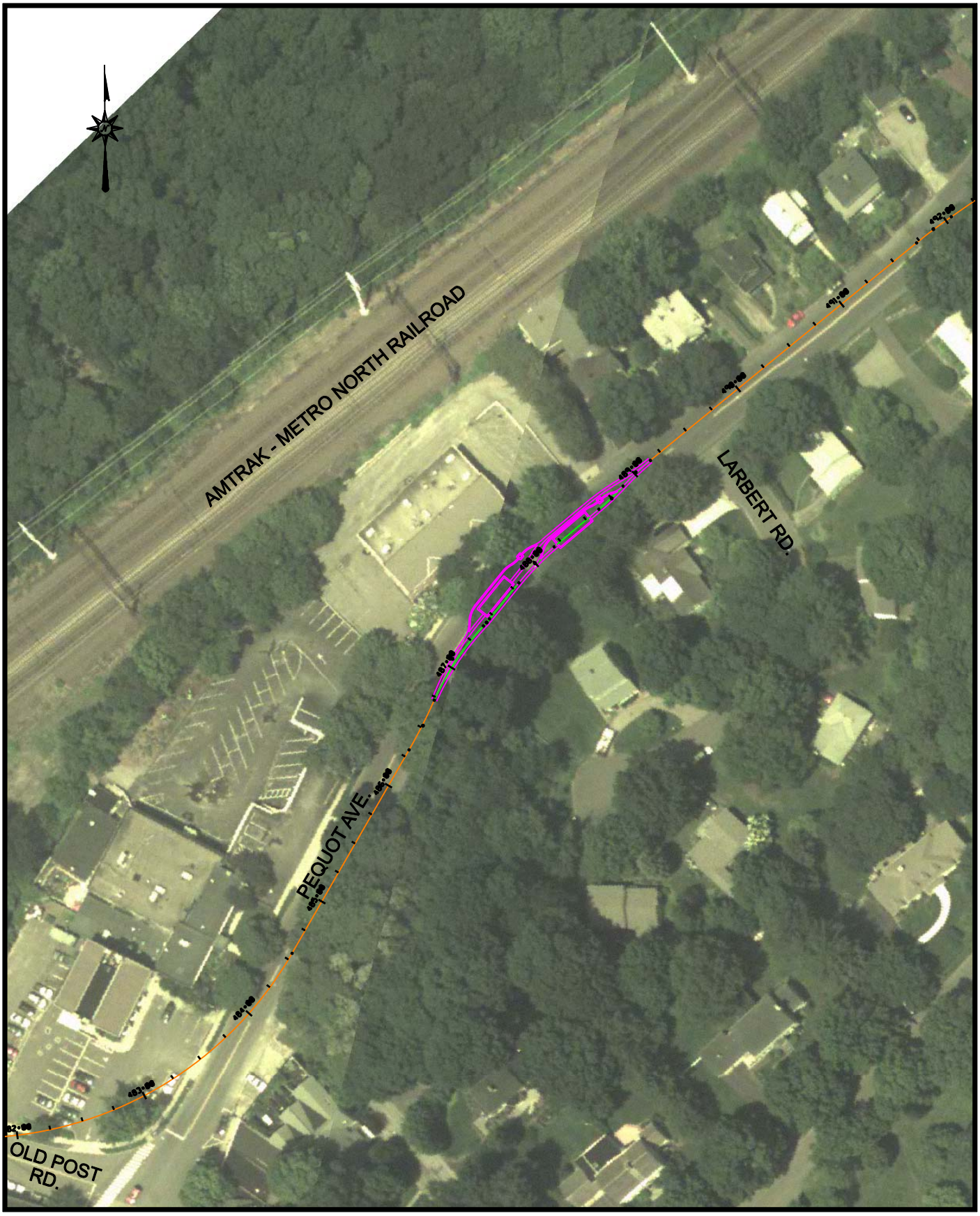


VAULTS 7528 AND 6428
OLD POST RD.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-2

CAD File: 050_TRPT05C1314 FIG FV02.dgn



BL Companies

VAULTS 7529 AND 6429
PEQUOT AVE.
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-3

CAD File: 050_TRPT05C1314 FIG FV02.dgn

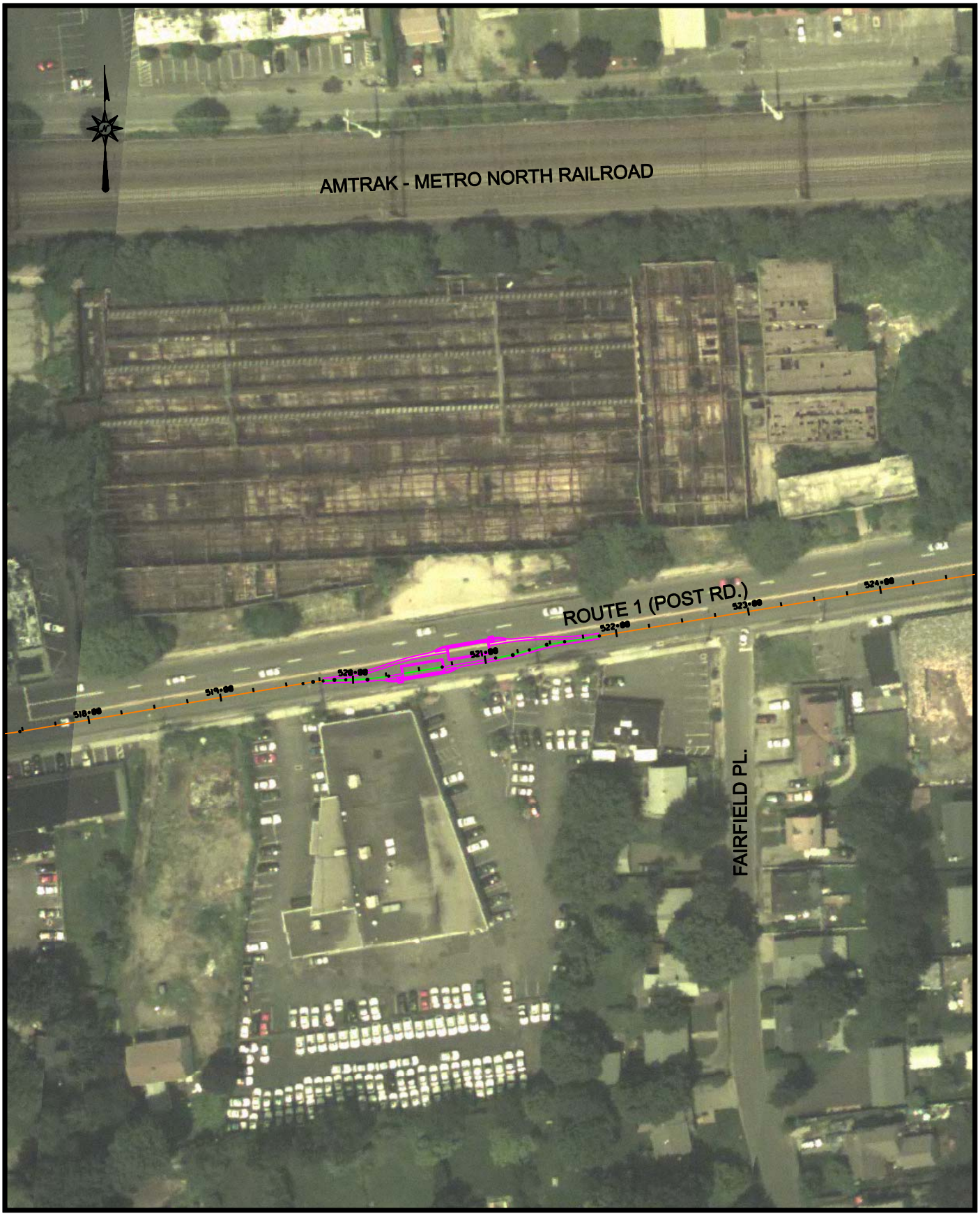
BL Companies

VAULTS 7530 AND 6430
ROUTE 1 (POST RD.)
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-4

CAD File: 050_TRPT05C1314 FIG FV04.dwg



BL Companies

VAULTS 7531 AND 6431
ROUTE 1 (POST RD.)
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-5

CAD File: 050_TRPT05C1314 FIG FV02.dgn

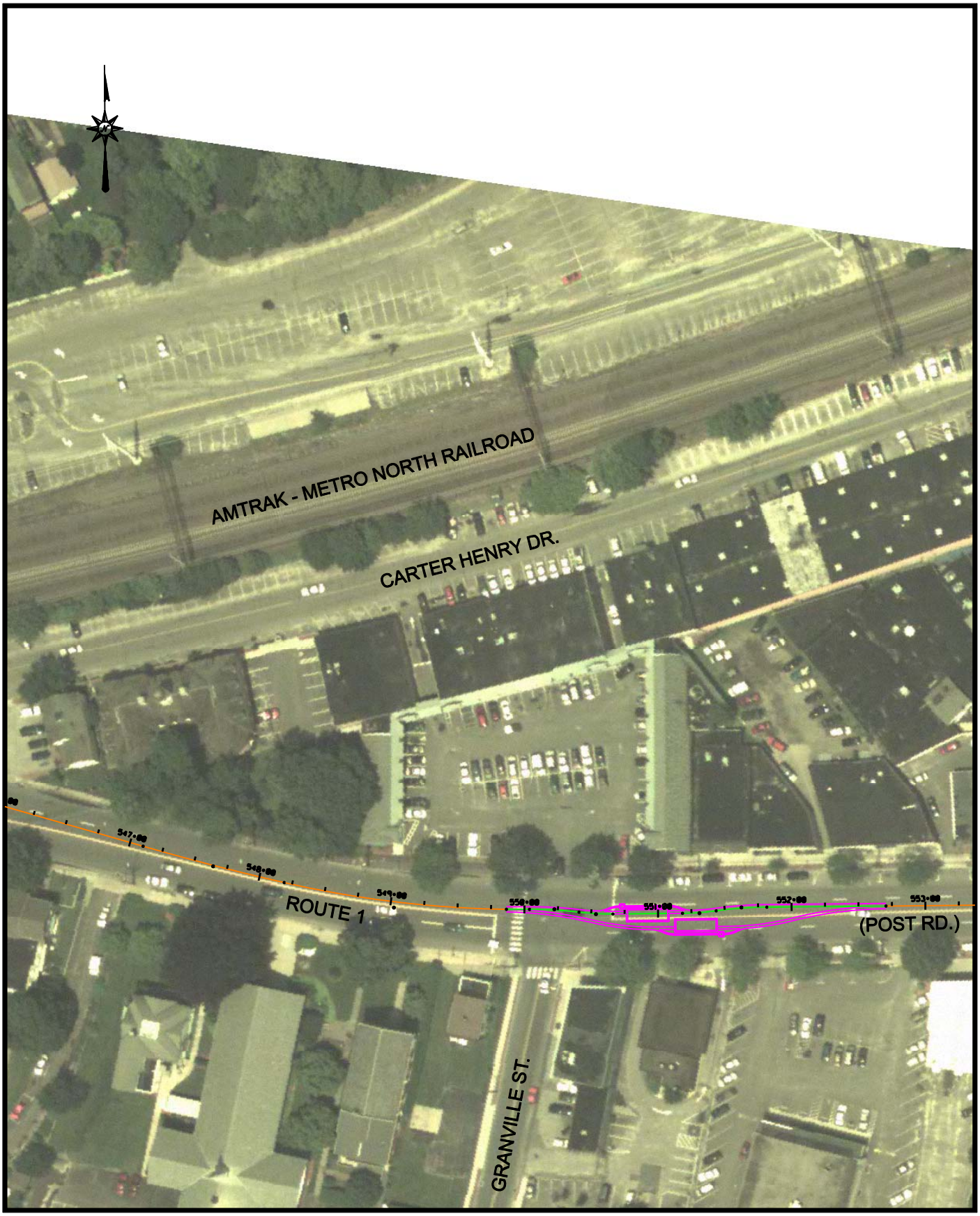
BL Companies

VAULTS 7532 AND 6432
ROUTE 1 (POST RD.)
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-6

CAD File: 050_TRPT05C1314 FIG FV06.dwg



BL Companies

VAULTS 7533 AND 6433
ROUTE 1 (POST RD.)
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-7

CAD File: 050_TRPT05C1314 FIG FV07.dwg

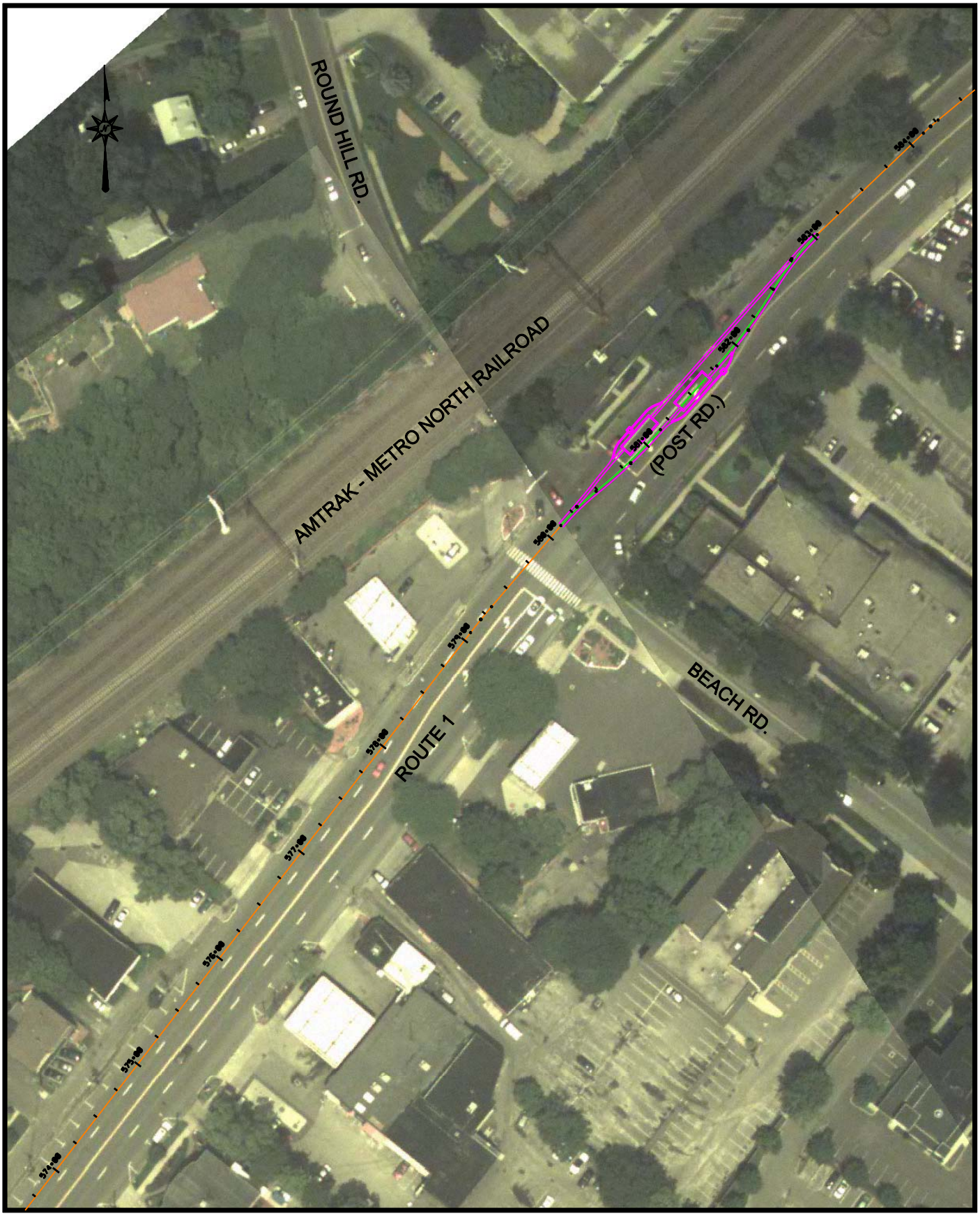
BL Companies

VAULTS 7534 AND 6434
ROUTE 1 (POST RD.)
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-8

CAD File: 050_TRPT05C1314 FIG FV08.dgn



BL Companies

VAULTS 7535 AND 6435
ROUTE 1 (POST RD.)
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-9

CAD File: 050_TRPT05C1314 FIG FV09.dwg

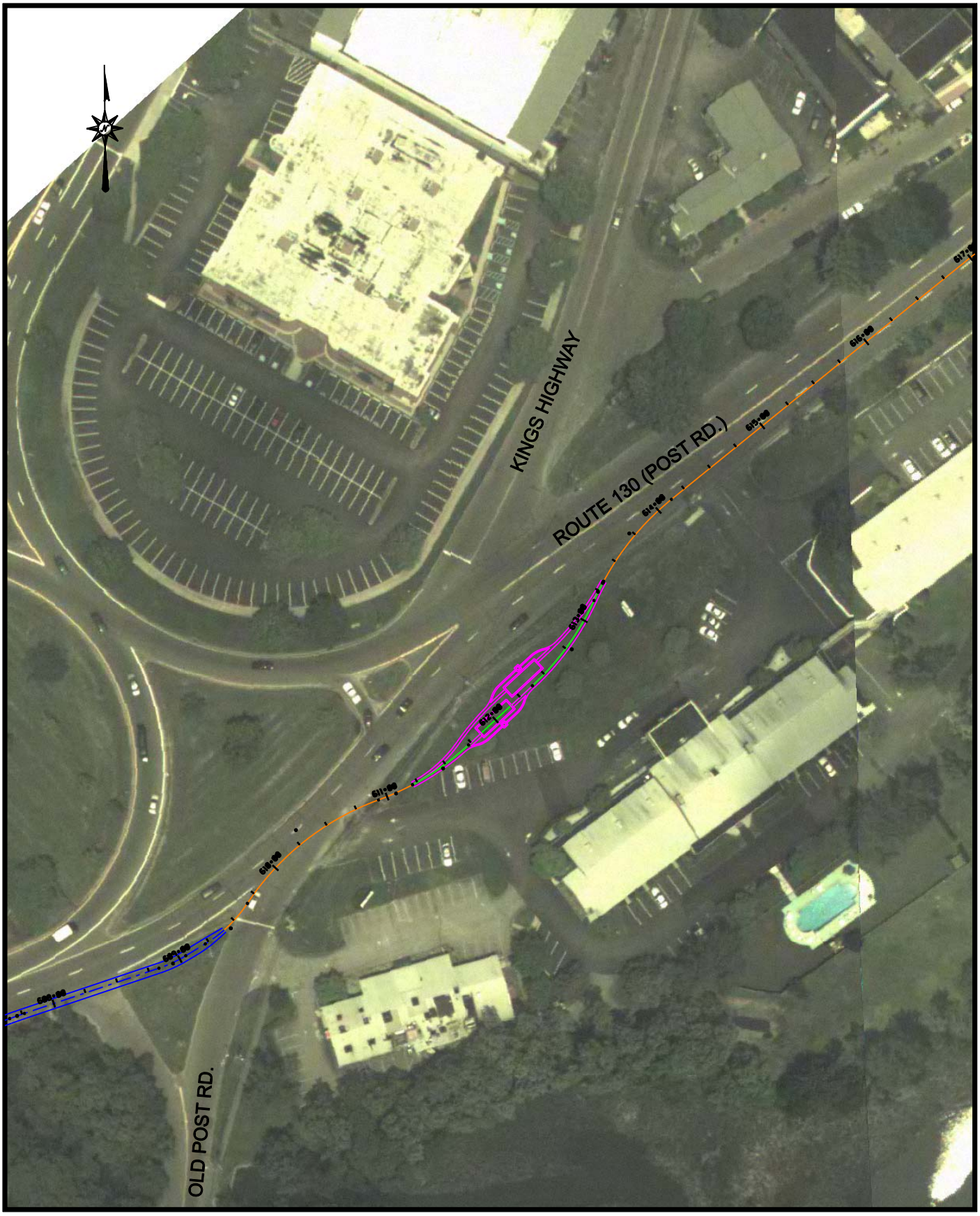
BL Companies

VAULTS 7536 AND 6436
ROUTE 1 (POST RD.)
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-10

CAD File: 050_TRPT05C1314 FIG FV10.dgn



BL Companies

VAULTS 7537 AND 6437
ROUTE 130 (POST RD.)
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-11

CAD File: 050_TRPT05C1314 FIG FV11.dwg

BL Companies

VAULTS 7538 AND 6438
ROUTE 130 (POST RD.)
FAIRFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE FV-12

CAD File: 050_TRPT05C1314 FIG FV12.dgn

APPENDIX XIII

RELEVANT ConnDOT MAINTENANCE TRAFFIC CONTROL PLANS

NOTES FOR TRAFFIC CONTROL PLANS

1. IF A TRAFFIC STOPPAGE OCCURS IN ADVANCE OF SIGN (A), THEN THE INSTALLATION OF AN ADDITIONAL SIGN (A) IN ADVANCE OF THE STOPPAGE SHOULD BE CONSIDERED.

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. IF THIS PLAN REMAINS IN CONTINUOUS OPERATION FOR MORE THAN 36 HOURS, THEN 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 TRAVEL PATHS 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 SHORT DURATION OPERATIONS, 4 TRUCK MOUNTED ATTENUATOR UNITS MAY BE USED TO CREATE THE TAPER IN LIEU OF TRAFFIC CONES/DRUMS.

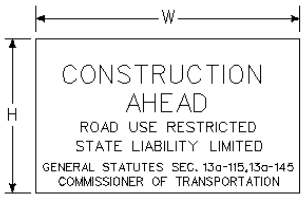
10. FOR THE INSTALLATION OF PAVEMENT MARKINGS, VEHICLE 1 SHALL HAVE A SIGN WITH THE LEGEND "LINE PAINTING".

REV'D 7-02

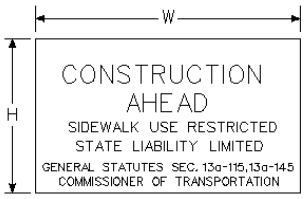
CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING &
HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

MAINTENANCE
TRAFFIC CONTROL PLAN
NOTES

SERIES 16 SIGNS



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



		W H
16-S	80-1619	48" x 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.

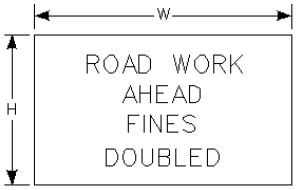
THE LOCATION OF SERIES 16 SIGNS SHOULD BE INSTALLED AS DIRECTED BY THE ENGINEER OR SUPERVISOR, OR MAY BE FOUND ELSEWHERE IN THE PLANS.
IF SIGNS ARE TO BE POST MOUNTED THEN:

SIGN 16-E OR 16-H SHALL BE USED ON ALL EXPRESSWAYS.
SIGN 16-H OR 16-M SHALL BE USED ON ALL RAMPS, OTHER STATE ROADWAYS, AND MAJOR TOWN/CITY ROADWAYS.
SIGN 16-M SHALL BE USED ON OTHER TOWN ROADWAYS.
IF SIGNS ARE TO BE MOUNTED ON PORTABLE SUPPORTS, THEN SIGN 16-M SHALL BE USED.

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.

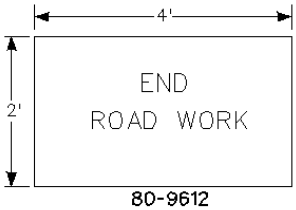
THE "ROAD WORK AHEAD FINES DOUBLED" REGULATORY SIGN SHALL BE PLACED AFTER THE SERIES 16 SIGN AND IN ADVANCE OF THE "ROAD WORK AHEAD" SIGN.



	W H
31-1906	48" x 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
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

MAINTENANCE
TRAFFIC CONTROL PLAN

REQUIRED SIGNS

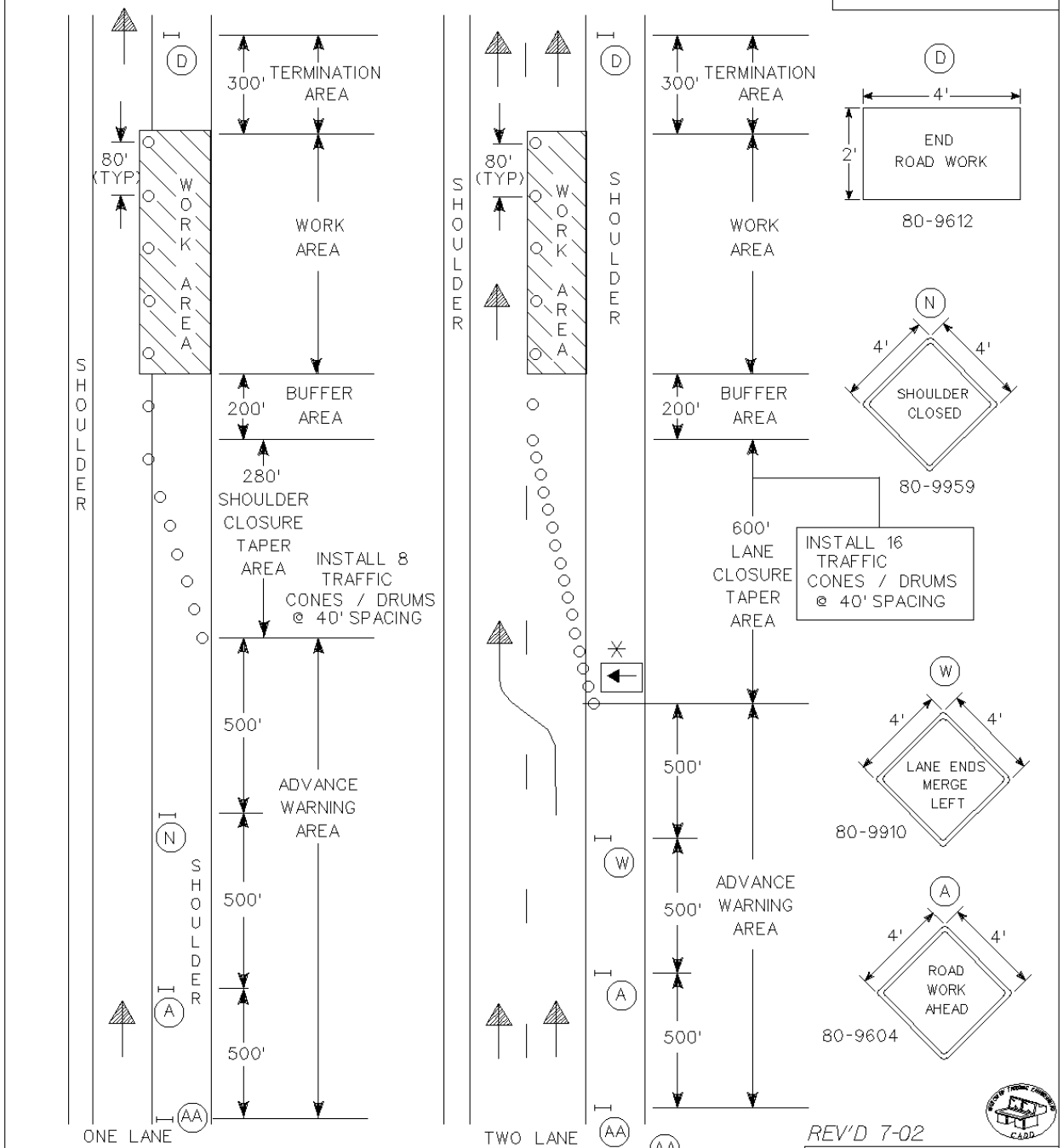
Required Signs.dgn

APPROVED J.Carey PRINCIPAL ENGINEER DATE 1/31/02

Rev. Date 11/8/01

WORK ON TURNING ROADWAYS/RAMPS

SIGN FACE
54 SQ. FT (MIN.)



I DENOTES PORTABLE SIGN SUPPORT

○ DENOTES TRAFFIC CONE (36" MIN.) OR TRAFFIC DRUM

HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SEE NOTES 1, 2, 3, 4, 5, 7 & 9

✳ OPTIONAL

REV'D 7-02

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

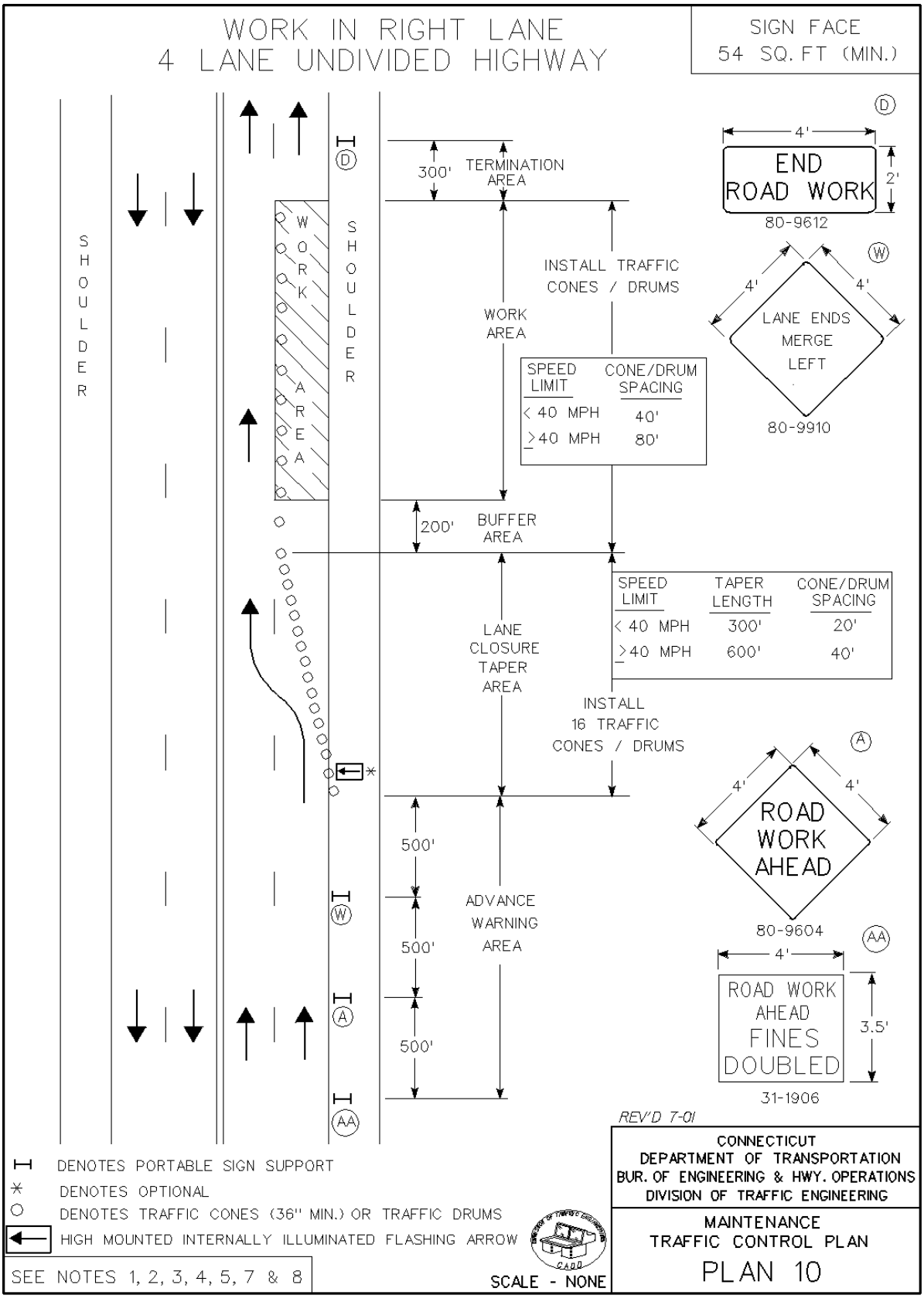
MAINTENANCE
TRAFFIC CONTROL PLAN
PLAN 9

SCALE NONE

APPROVED Charles S. Harlow
PRINCIPAL ENGINEER

DATE 7/19/02

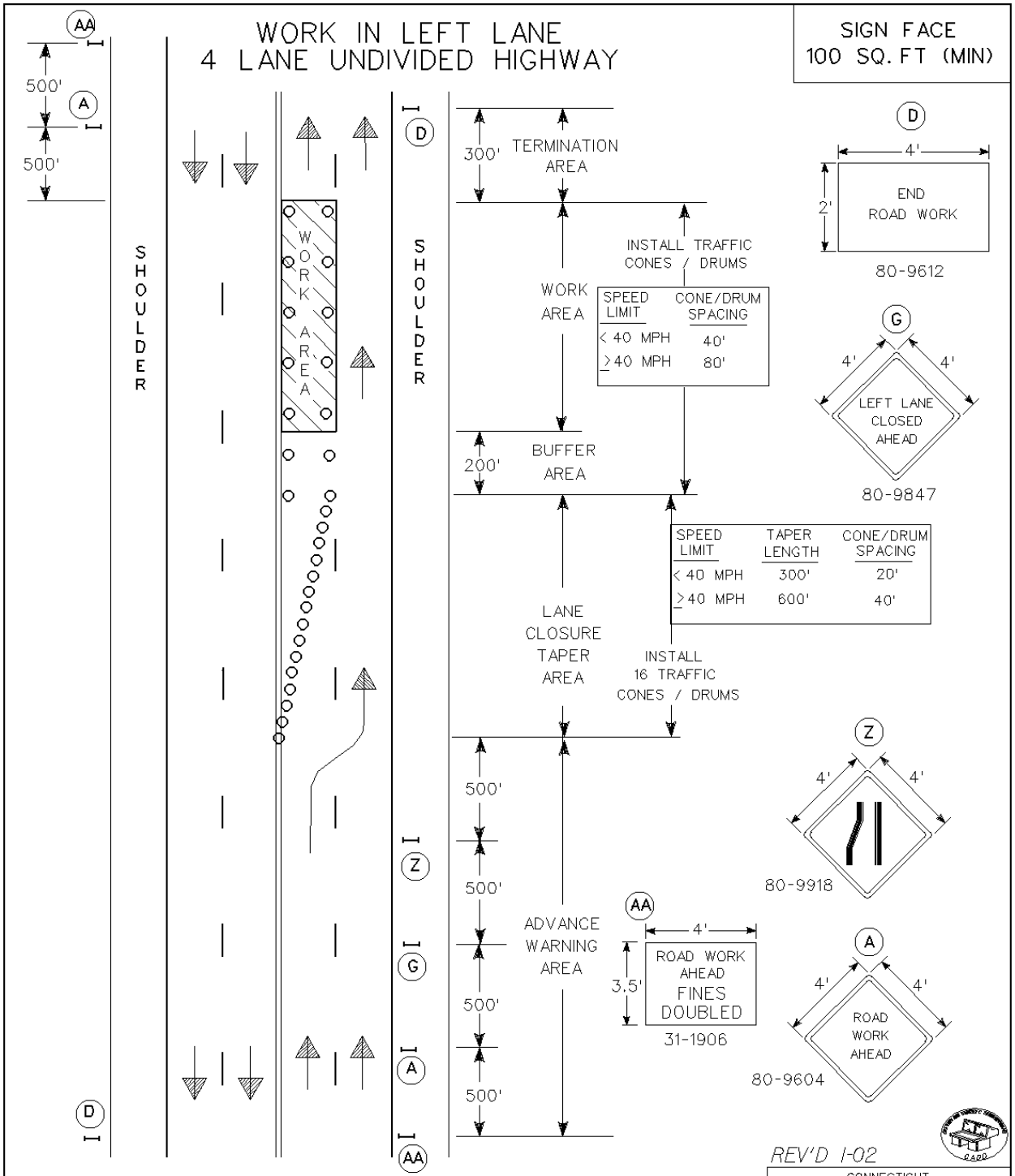
Rev. Date 11/8/01



APPROVED J.F. Carey DATE 7-23-01
PRINCIPAL ENGINEER

Rev. Date 11/8/01

WORK IN LEFT LANE
4 LANE UNDIVIDED HIGHWAY



SIGN FACE
100 SQ. FT (MIN)

REV'D 1-02

NOTE:
PLACE THE FIRST TWO TRAFFIC CONES / DRUMS ON THE CENTERLINE.
O DENOTES TRAFFIC CONE (36" MIN.) OR TRAFFIC DRUM
I DENOTES PORTABLE SIGN SUPPORT

SEE NOTES 1, 2, 3, 4, 5, 7 & 8

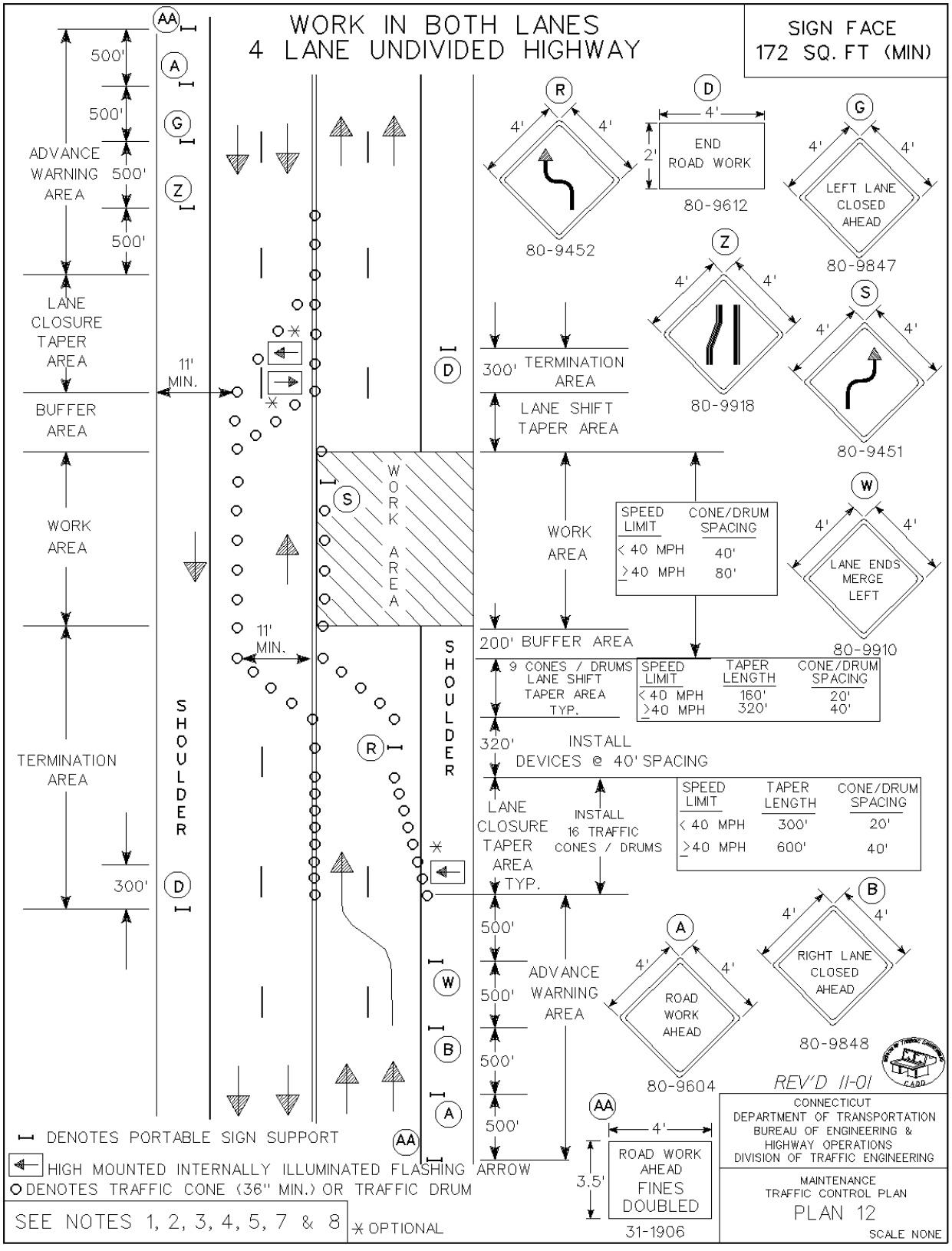
CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

MAINTENANCE
TRAFFIC CONTROL PLAN
PLAN 11

SCALE NONE

APPROVED J. Carey
PRINCIPAL ENGINEER
DATE 1/31/02

Rev. Date 11/8/01

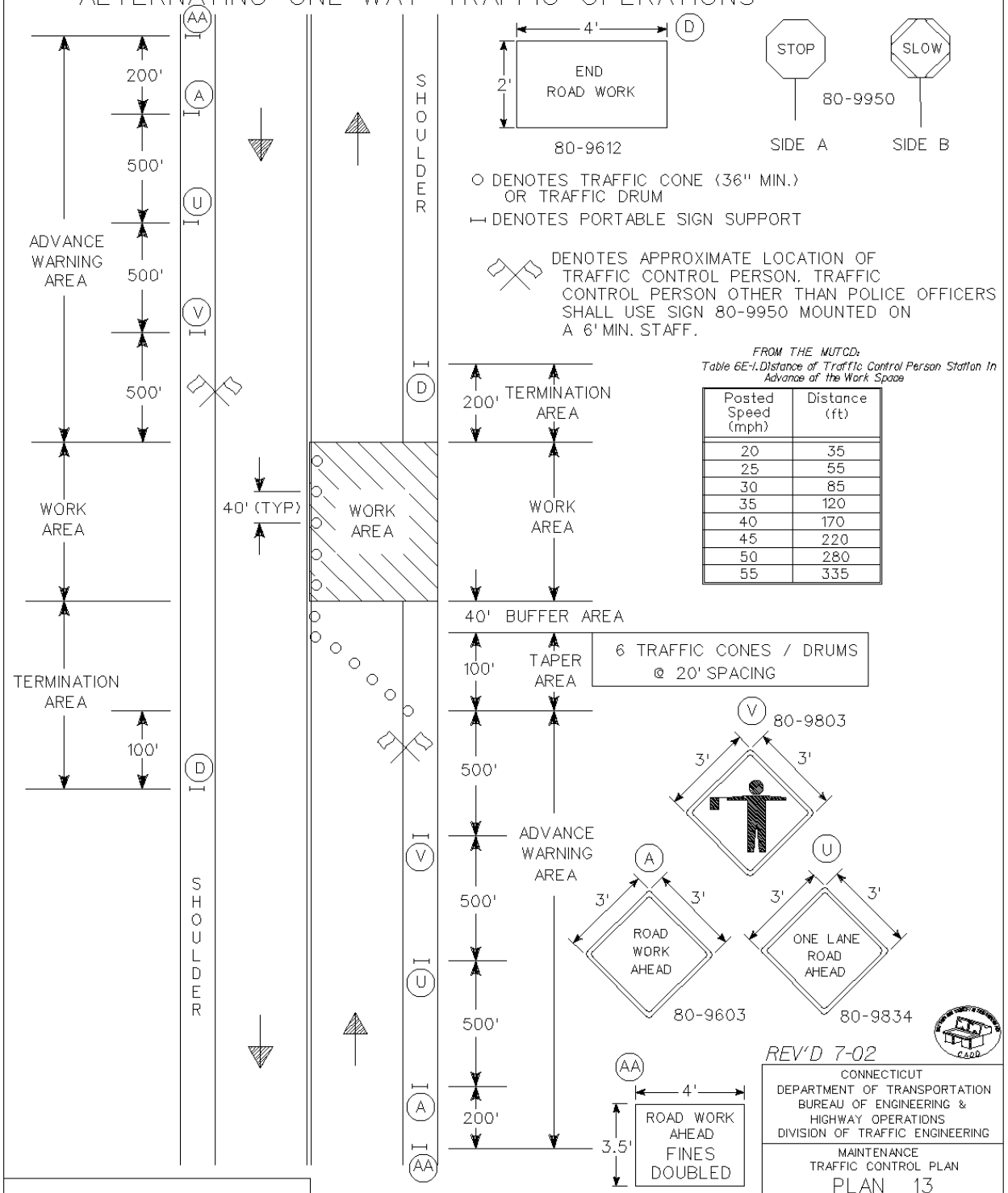


APPROVED John F. Carey
PRINCIPAL ENGINEER
DATE 11/15/01

Rev. Date 11/8/01

WORK IN TRAVEL LANE AND SHOULDER
TWO LANE HIGHWAY
ALTERNATING ONE-WAY TRAFFIC OPERATIONS

SIGN FACE
98 SQ. FT (MIN)



FROM THE MUTCD:
Table 6E-1. Distance of Traffic Control Person Station In Advance of the Work Space

Posted Speed (mph)	Distance (ft)
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335

SEE NOTES 1, 2, 5, 7 & 8

REV'D 7-02

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

MAINTENANCE
TRAFFIC CONTROL PLAN
PLAN 13

SHEET 1 OF 2 SCALE NONE

APPROVED Charles S. Harlow
PRINCIPAL ENGINEER
DATE 7/19/02

Rev. Date 11/8/01

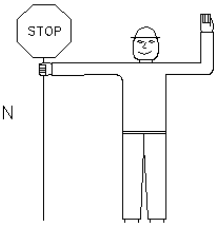
WORK IN TRAVEL LANE AND SHOULDER
TWO LANE HIGHWAY
ALTERNATING ONE-WAY TRAFFIC OPERATIONS

HAND SIGNAL METHODS TO BE USED BY TRAFFIC CONTROL PERSONS

THE FOLLOWING METHODS FROM SECTION 6E.04 TRAFFIC CONTROL PERSON PROCEDURES IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" SHALL BE USED BY TRAFFIC CONTROL PERSONS WHEN DIRECTING TRAFFIC THROUGH A WORK AREA. THE STOP/SLOW SIGN PADDLE (SIGN NO. 80-9950) SHOWN ON THE TYPICAL DETAIL SHEET ENTITLED "SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS" SHALL BE USED.

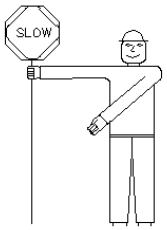
A. TO STOP TRAFFIC

TO STOP ROAD USERS, THE TRAFFIC CONTROL PERSON SHALL FACE ROAD USERS AND AIM THE STOP PADDLE FACE TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FREE ARM SHALL BE HELD WITH THE PALM OF THE HAND ABOVE SHOULDER LEVEL TOWARD APPROACHING TRAFFIC.



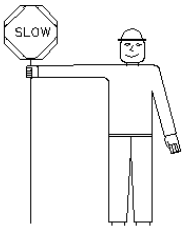
B. TO DIRECT TRAFFIC TO PROCEED

TO DIRECT STOPPED ROAD USERS TO PROCEED, THE TRAFFIC CONTROL PERSON SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE TRAFFIC CONTROL PERSON SHALL MOTION WITH THE FREE HAND FOR ROAD USERS TO PROCEED.



C. TO ALERT OR SLOW TRAFFIC

TO ALERT OR SLOW TRAFFIC, THE TRAFFIC CONTROL PERSON SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. TO FURTHER ALERT OR SLOW TRAFFIC, THE TRAFFIC CONTROL PERSON HOLDING THE SLOW PADDLE FACE TOWARD ROAD USERS MAY MOTION UP AND DOWN WITH THE FREE HAND, PALM DOWN.



SEE NOTES 1, 2, 5, 7 & 8

REV'D 7-02

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

MAINTENANCE
TRAFFIC CONTROL PLAN
PLAN 13

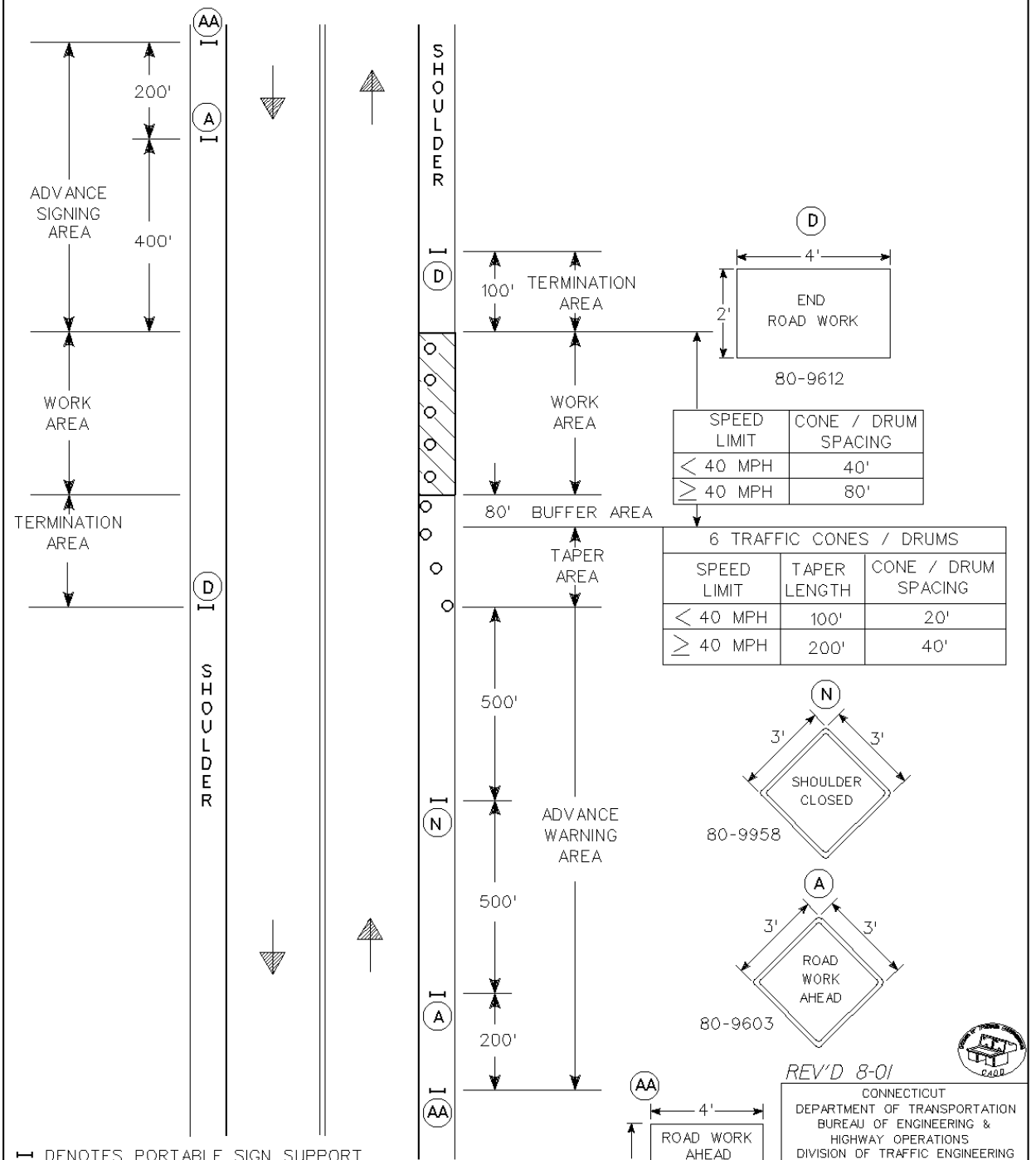
SHEET 2 OF 2 SCALE NONE

APPROVED Charles S. Harlow PRINCIPAL ENGINEER DATE 7/19/02

Rev. Date 11/8/01

WORK IN SHOULDER - TWO LANE HIGHWAY

SIGN FACE
71 SQ. FT (MIN)



I DENOTES PORTABLE SIGN SUPPORT

O DENOTES TRAFFIC CONE (36" MIN.) OR TRAFFIC DRUM

SEE NOTES 1, 2, 5 & 8

REV'D 8-01

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

MAINTENANCE
TRAFFIC CONTROL PLAN

PLAN 14

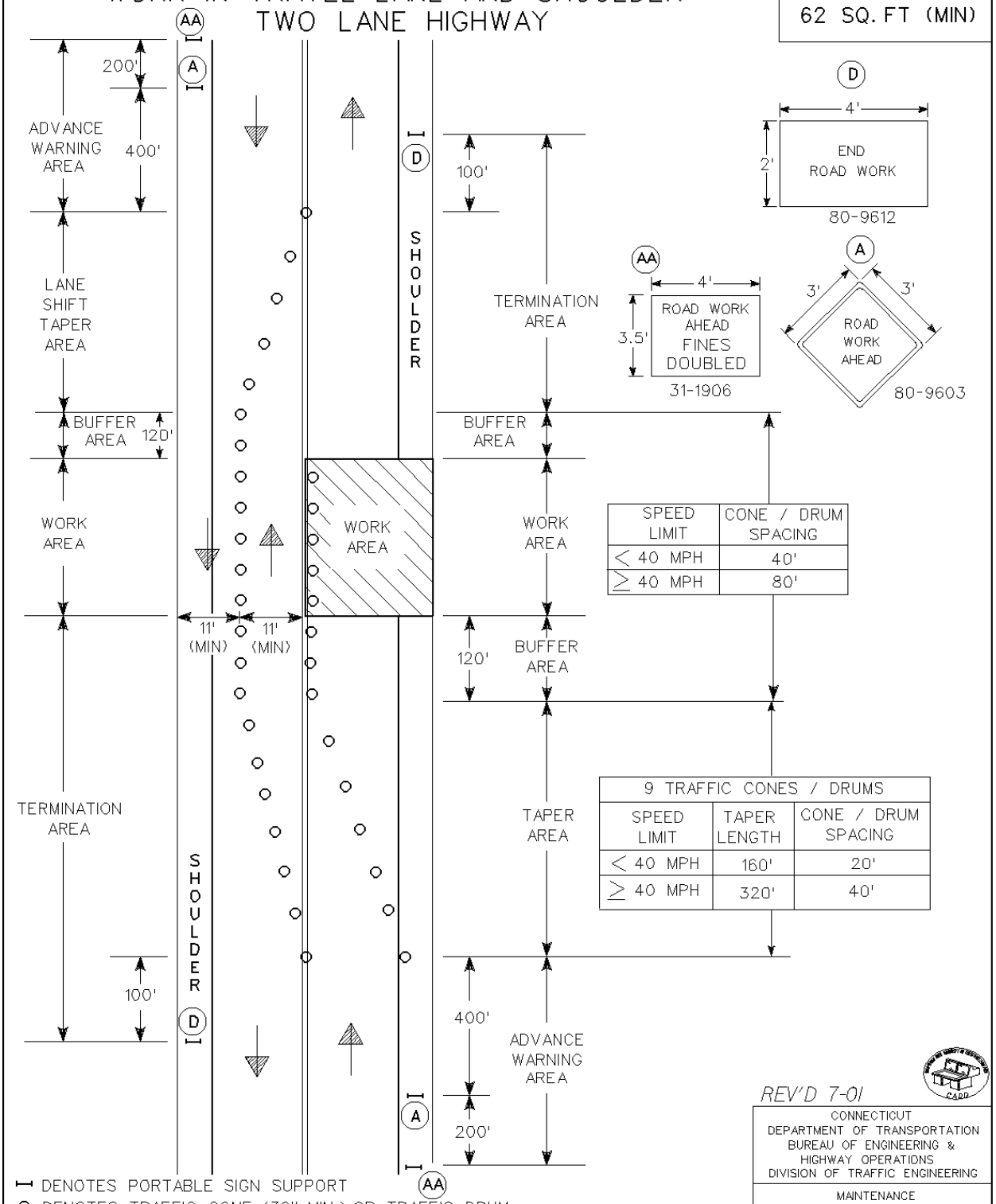
SCALE NONE

APPROVED John F. Carey
PRINCIPAL ENGINEER
DATE 8/7/01

Rev. Date 11/8/01

WORK IN TRAVEL LANE AND SHOULDER
TWO LANE HIGHWAY

SIGN FACE
62 SQ. FT (MIN)



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 (36" MIN.) OR TRAFFIC DRUM

SEE NOTES 1, 2, 5, 7 & 8

REV'D 7-01

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

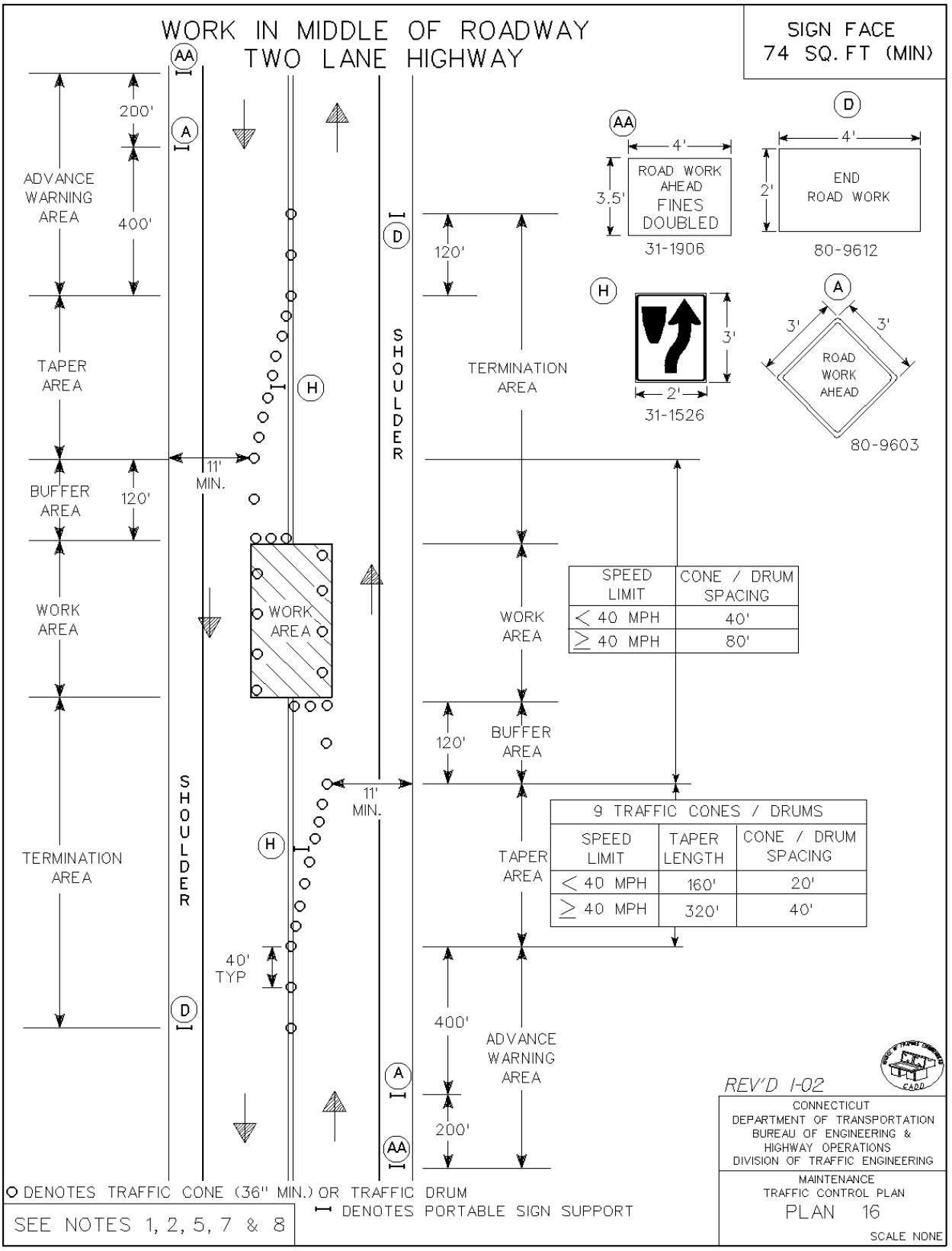
MAINTENANCE
TRAFFIC CONTROL PLAN
PLAN 15
SCALE NONE

APPROVED J.F. Carey
PRINCIPAL ENGINEER
DATE 7-23-01

Rev. Date 11/8/01

WORK IN MIDDLE OF ROADWAY
TWO LANE HIGHWAY

SIGN FACE
74 SQ. FT (MIN)



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'

O DENOTES TRAFFIC CONE (36" MIN.) OR TRAFFIC DRUM
I DENOTES PORTABLE SIGN SUPPORT

SEE NOTES 1, 2, 5, 7 & 8

REV'D 1-02

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

MAINTENANCE
TRAFFIC CONTROL PLAN
PLAN 16

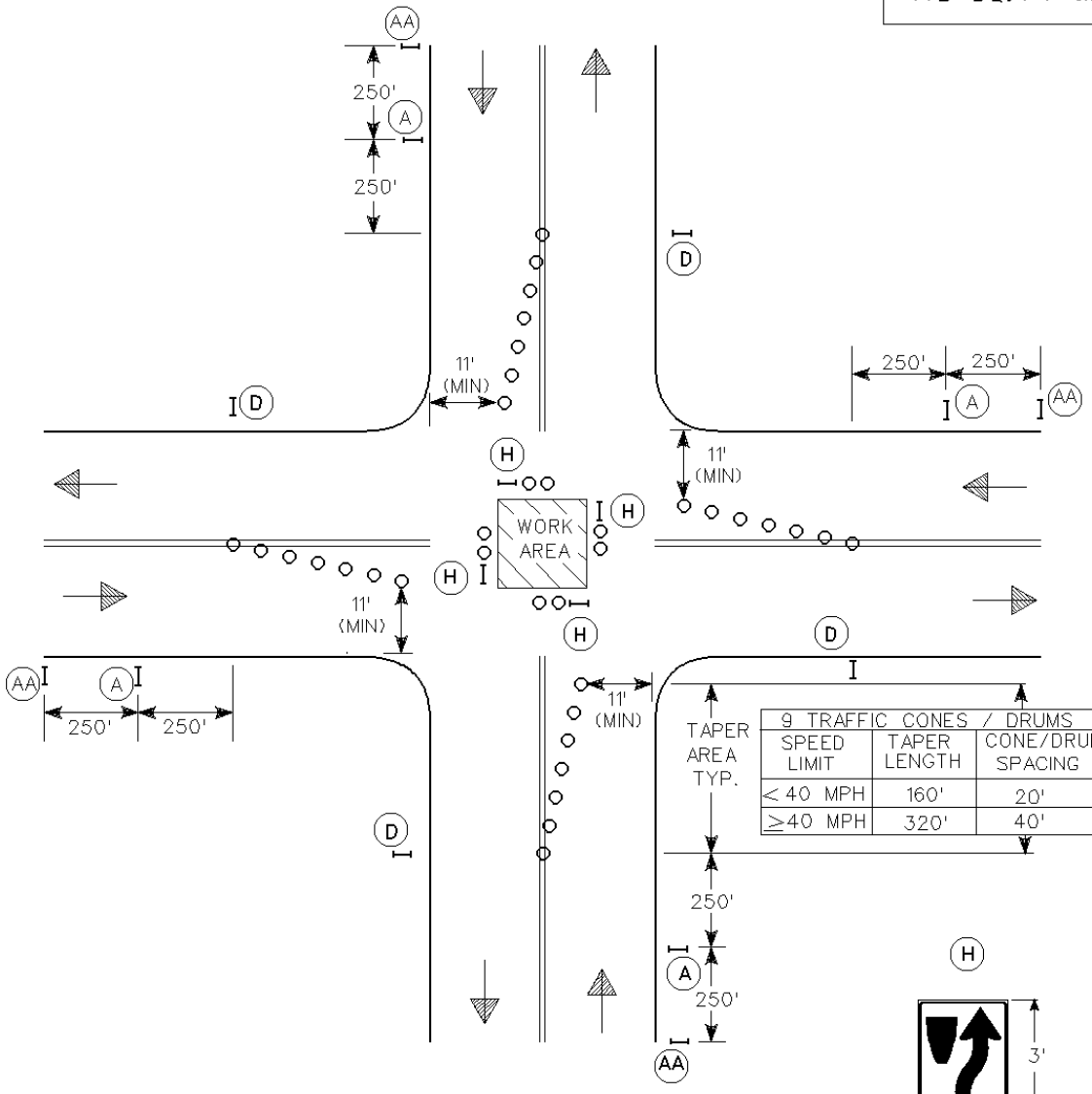
SCALE NONE

APPROVED John F. Carey
PRINCIPAL ENGINEER
DATE 1/31/02

Rev. Date 11/8/01

WORK IN MIDDLE OF ROADWAY AT INTERSECTION

SIGN FACE
148 SQ. FT (MIN)



O DENOTES TRAFFIC CONE (36" MIN.) OR TRAFFIC DRUM
I DENOTES PORTABLE SIGN SUPPORT

SEE NOTES 1, 2, 5 & 7

REV'D 11-01

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

MAINTENANCE
TRAFFIC CONTROL PLAN
PLAN 17

SCALE NONE

APPROVED John F. Carey
PRINCIPAL ENGINEER
DATE 11-15-01

APPENDIX XIV

ConnDOT CORRESPONDENCE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

December 30, 2005

Ms. Anne Bartosewicz
Middletown - Norwalk Project Director
Northeast Utilities Service Company
107 Selden Street
Berlin, Connecticut 06037

Dear Ms. Bartosewicz:

Subject: Middletown – Norwalk
345kV Transmission Project

On December 7, 2005, you sent two letters to me concerning several issues related to the subject project. The following is a response to each of your inquiries:

Eight (8) continuous daytime work hours at select locations on Routes 1 and 130:

Lane closures on these routes during the morning peak hours (6-9 am) and the evening peak hours (3-6 pm) cannot be approved. As you know, this area is subjected to heavy commuter traffic flows. Additionally, Route 1 is a designated diversion route for Interstate 95. The Department empathizes with your dilemma, but these are the same restrictions we would impose on our own contractors working on these routes.

Please note that if your engineers are able to configure a construction sequence that does not involve lane closures during the morning or evening peak hours, you may very well be able to accomplish your goal.

Eleven (11) continuous nighttime work hours:

(Same comments as above.)

Use of steel plates up to 300' in length:

The existing Department of Transportation (Department) guideline for the use of steel plates indicates a maximum length of 160'. On the Bethel-Norwalk 345kV project, the maximum length was increased to 300'. The 300' limit is approved for the Middletown - Norwalk 345kV project.

Use of steel plates from March 15 through December 23:

The existing Department guideline for the use of steel plates indicates that steel plates are not to be used from November 1 through April 30. The Department permitted Northeast Utilities (NU) to use steel plates from March 15 to the day before Thanksgiving on the Bethel-Norwalk 345kV project. Your current request is a further expansion of the Bethel-Norwalk waiver and cannot be approved. However, the waiver that was granted for the Bethel-Norwalk project is approved for the Middletown-Norwalk project. Therefore, NU will be permitted to utilize steel plates from March 15 through the day before Thanksgiving on the Middletown – Norwalk 345kV project. All other provisions of the Department's "Guidelines for Use of Steel Plates in State Highway Right of Way" remain in effect unless waived in writing by the Department.

Use of steel plates during holidays and weekends:

The Department is willing to permit the use of steel plates on weekends and holidays, subject to the following limitations:

- Maximum length of 40'
- Maximum length of 100' if two safety inspections are conducted on a daily basis

Use of steel plates at intersections:

Since intersections are subjected to heavy amounts of braking and turning maneuvers, the Department cannot approve the use of steel plates at these locations.

If you have any questions, please feel free to call me.

Very truly yours,

Arthur W. Gruhn, P.E.
Chief Engineer
Bureau of Engineering
and Highway Operations