ATTACHMENT B

Representative Photographs

Attachment B

VISIBILITY ANALYSIS

Stratford 115-kV Transmission Line Upgrade Project
Baird Substation to Housatonic River Crossing
Stratford, Connecticut

Prepared for:

The United Illuminating Company
180 Marsh Hill Road
Orange, CT 06108

Prepared by:

All-Points Technology Corporation, P.C.
3 Saddlebrook Drive
Killingworth, CT 06419

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Project Introduction

The United Illuminating Company ("UIC") proposes to upgrade two existing transmission lines between the Baird and Barnum substations in the Town of Stratford, Fairfield County, Connecticut. The proposed upgrades, referred to as the Stratford 115-kV Transmission Line Upgrade Project (the "Project") includes: the removal and relocation of 63 existing transmission support structures positioned on steel columns ("bonnets") attached to the top of catenary structures within the Metro-North Railroad ("MNR") corridor; the relocation of four existing "take-off" structures at Barnum Substation; and, upgrading conductors along the relocated lines. The Project area extends approximately 1.9 miles from Baird Substation, past Barnum Substation, to just west of the Housatonic River.

The Project requires the removal of transmission lines and bonnets on both the north and south side of the MNR corridor and rebuilding the lines on new, galvanized steel monopoles. The new transmission line structures will range in heights from 70 to 95 feet tall above ground level ("AGL"). The take-off structures will range in heights from 120 to 180 feet AGL.

At the request of UIC, All-Points Technology Corporation, P.C. ("APT") prepared this Visibility Analysis to evaluate potential views associated with the Project.

Methodology

APT personnel conducted field reconnaissance on December 2, 2016 to determine where the catenary structures are visible today, photo-document existing conditions and assess the potential visibility of the proposed modifications. The geographic coordinates of the camera's position at each photo location were logged via GPS. Photographs were taken with a Canon EOS 6D digital camera body and Canon EF 24 to 105 millimeter ("mm") zoom lens, with the lens set to 50 mm to present a consistent field of view.

Three-dimensional computer models were developed for the existing building and components of the Project from AutoCAD information. Photographic simulations were then generated to portray scaled renderings of the proposed installations from 10 representative locations where they would be visible. Using field data, site plan information and image editing software, the proposed monopoles were scaled to the correct location and height, relative to existing conditions. For presentation purposes in this report, all of the photographs were produced in an approximate 7-inch by 10.5-inch format. A photolog map and copies of the existing conditions and photo-simulations are attached.

The simulations provide representations of the Project from several locations under similar settings as those encountered during the reconnaissance. Views of the installation can change throughout the seasons and the time of day, and are dependent on weather and other atmospheric conditions (e.g., haze, fog, clouds); the location, angle and intensity of the sun; and the specific viewer location. Weather conditions on included partly cloudy skies. The photo-simulations presented in this report provide an accurate portrayal of the Project components under comparable conditions.

Conclusions

The new monopoles and relocated transmission lines proposed for this Project would be visible from locations where the existing catenary-mounted bonnets and lines can be seen today.

Although the Project will result in increased heights of transmission line structures, in general the area of visibility would not expand appreciably due to the presence of intervening urban development. Further, the area has historically been occupied by the catenary structures and associated appurtenances of the MNR, as well as surrounding industrial/commercial land uses and the infrastructure of the Interstate 95 transportation corridor.

The results of this analysis demonstrate that the installations of taller galvanized steel monopoles to support the Project upgrades would not substantially change the visual environment in the Project area.

ATTACHMENTS

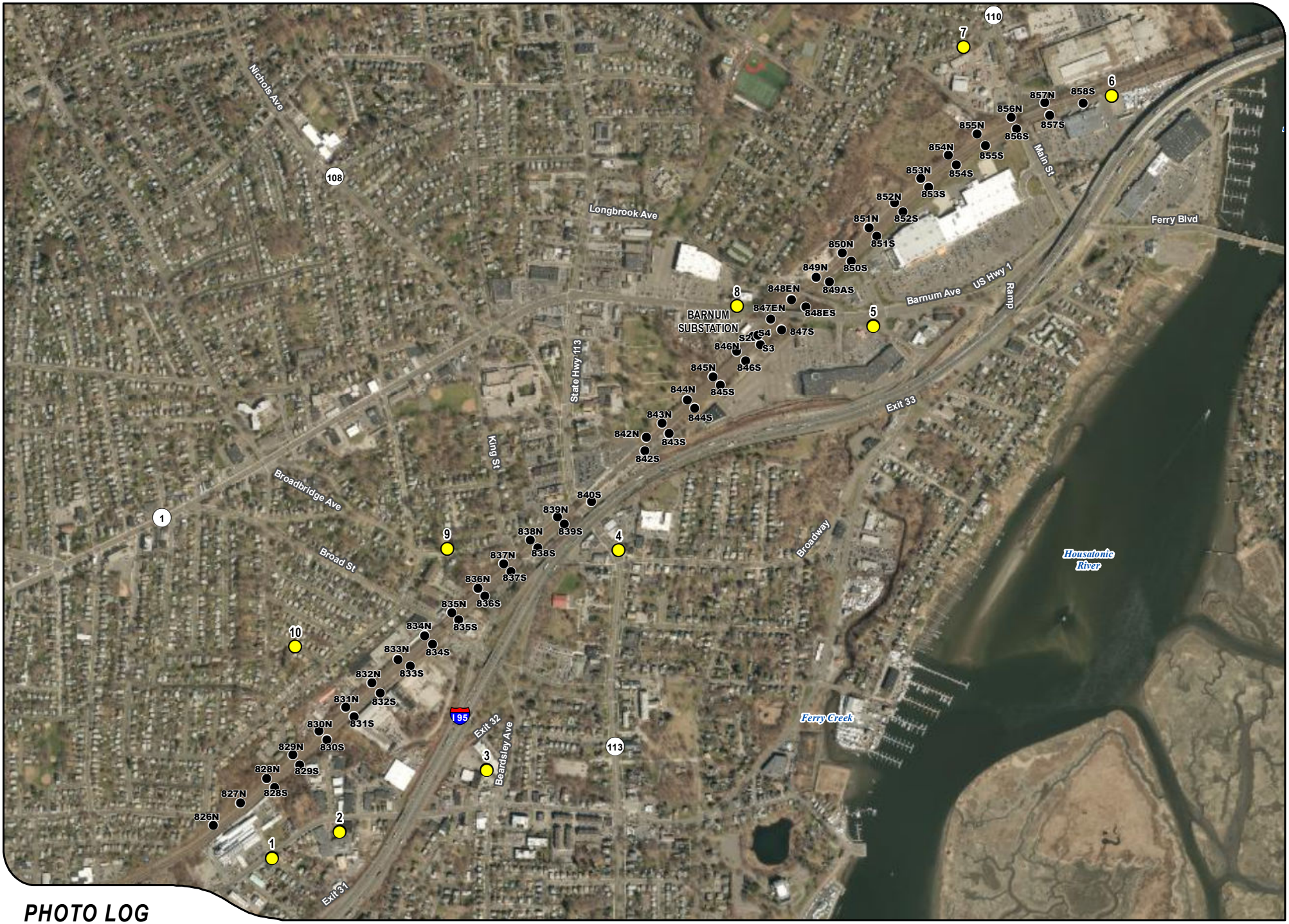

PHOTO LOG

Legend

Photo Location ● Existing Structure Location

N W E S

1,400 700 0 1,400 Feet

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
1	**ELANOR STREET AT STRATFORD AVENUE**	**NORTH**

SIMULATION

PHOTO	LOCATION	ORIENTATION
1	**ELANOR STREET AT STRATFORD AVENUE**	**NORTH**

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
2	**STRATFORD AVENUE**	**NORTH**

SIMULATION

PHOTO	LOCATION	ORIENTATION
2	**STRATFORD AVENUE**	**NORTH**

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
3	**LUNDYS LANE**	**NORTHWEST**

SIMULATION

PHOTO	LOCATION	ORIENTATION
3	**LUNDYS LANE**	**NORTHWEST**

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
4	**MAIN STREET**	**NORTHWEST**

SIMULATION

PHOTO	LOCATION	ORIENTATION
4	**MAIN STREET**	**NORTHWEST**

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
5	VETERANS BOULEVARD AT BARNUM AVENUE CUTOFF	NORTH

SIMULATION

PHOTO	LOCATION	ORIENTATION
5	**VETERANS BOULEVARD AT BARNUM AVENUE CUTOFF**	**NORTH**

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
6	**STOP & SHOP PARKING LOT**	**WEST**

SIMULATION

PHOTO	LOCATION	ORIENTATION
6	**STOP & SHOP PARKING LOT**	**WEST**

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
7	PATTERSON AVENUE	SOUTH

SIMULATION

PHOTO	LOCATION	ORIENTATION
7	**PATTERSON AVENUE**	**SOUTH**

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
8	**BARNUM AVENUE CUTOFF**	**SOUTH**

SIMULATION

PHOTO	LOCATION	ORIENTATION
8	**BARNUM AVENUE CUTOFF**	**SOUTH**

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
9	**BROADBRIDGE AVENUE**	**SOUTH**

SIMULATION

PHOTO	LOCATION	ORIENTATION
9	**BROADBRIDGE AVENUE**	**SOUTH**

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
10	**VERNON STREET**	**SOUTHEAST**

SIMULATION

PHOTO	LOCATION	ORIENTATION
10	**VERNON STREET**	**SOUTHEAST**