

STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

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September 26, 2006

TO: Parties and Intervenors

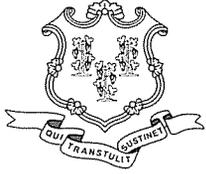
FROM: S. Derek Phelps, Executive Director

RE: **DOCKET NO. 272** - The Connecticut Light and Power Company and The United Illuminating Company Certificate of Environmental Compatibility and Public Need for the Construction of a New 345-kV Electric Transmission Line and Associated Facilities Between Scovill Rock Switching Station in Middletown and Norwalk Substation in Norwalk, Connecticut Including the Reconstruction of Portions of Existing 115-kV and 345-kV Electric Transmission Lines, the Construction of the Beseck Switching Station in Wallingford, East Devon Substation in Milford, and Singer Substation in Bridgeport, Modifications at Scovill Rock Switching Station and Norwalk Substation and the Reconfiguration of Certain Interconnections.

Comments have been received on the water crossings in Segment 3 from the Department of Transportation, dated September 19, 2006. Attached please find a copy of the document for your review.

SDP/laf

c: Council Members



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NOTICE OF SERVICE

I hereby affirm that a photocopy of this document was sent to each Party and Intervenor on the service list dated September 6, 2006.

Dated: September 27, 2006



Lisa Fontaine
Custodian of Docket No. 272



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



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

Phone:

RECEIVED
SEP 25 2006

CONNECTICUT
SITING COUNCIL

SEP 19 2006

Mr. John J. Prete
Middletown-Norwalk Project Director
United Illuminating Company
157 Church Street
P.O. Box 1564
New Haven, CT 06506

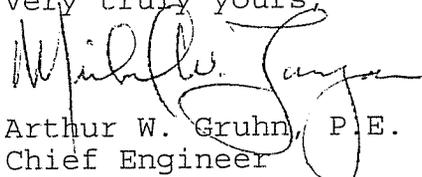
Dear Mr. Prete:

**Subject: Docket No. 272 - Segment 3
Review Comments for D&M Plan for the Construction
Of the Pequonnock River, Yellow Mill Creek,
Bruce Brook and Longbrook Water Crossings
345 kV Double Circuit Underground Transmission
Line**

The Connecticut Department of Transportation (ConnDOT) has reviewed and commented on your D&M submission of the above water crossings, dated August 22, 2006.

Please have these comments reviewed by your office/consultant as soon as possible. Comments are referenced by their respective office by number and letter. Please be sure to respond to comments by their given designation. If you have any questions, please contact Mr. Sohrab Afrazi, Transportation Principal Engineer, Utilities, at telephone number (860) 594-3262.

Very truly yours,


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

Enclosure

cc: Mr. Daniel F. Caruso- Connecticut Siting Council(4)
Mr. Peter Novak - Northeast Utilities Service Company

DOCKET 272
UI'S SUBMISSION DEVELOPMENT AND MANAGEMENT PLANS FOR THE
CONSTRUCTION OF THE PEQUONNOCK RIVER, YELLOW MILL CREEK, BRUCE
BROOK and LONGBOOK CROSSING

Note: For the purposes of the attached current and future comments, please refer to the legend designating the specific office from which the comment originated.

BD = Bridge Design, **BM** = Bridge Maintenance, **CBD** = Consultant Bridge Design, **CD** = Consultant Design, **DC** = Construction,
EC = Environmental Compliance, **EP** = Environmental Planning,
F = Financial, **GS** = Graphic Services, **H** = Hydraulics, **L** = Lab,
M = Maintenance, **MS** = Miscellaneous, **R** = Rails, **S** = Soils,
T = Traffic, **U** = Utilities.

All comments referenced in these comments numbered 1 through 99 shall carry equal weight, unless it is discovered that there is a conflict between or among any of those requirements. In the case of such a conflict, the comment with the stricter requirements, as determined by the Connecticut Department of Transportation (ConnDOT), will take precedence.

COMMENTS AND RESPONSES ARE RELATED TO SUBMISSION DATED August 22, 2006

General

1T A continuous lane closure on Route 1 is not allowed. If it is absolutely necessary to have a continuous lane closure, a proposal with justification must be submitted to the Department for review. Approval must be obtained from Department Management.

2T Please provide written responses specific to each comment and provide answers to all questions. Please note that many of the comments are the same comments that were made on the D&M Plan for the roadway submission.

3T The Traffic Typical Sheets were not included with this submission.

4T The guidelines and Typical Traffic Control Plans for Maintenance Operations were not included in this submission.

5T Since the last review, a new specification for Trafficpersons was developed. Please include the special provision for ITEM #0970005A - TRAFFICPERSON (STATE POLICE OFFICER), ITEM #0970006A - TRAFFICPERSON (MUNICIPAL POLICE OFFICER), ITEM #0970007A - TRAFFICPERSON (UNIFORMED FLAGGER) in the transmission line contract. This special provision is available on the Department's web site under Owned Special Provisions.

D&M Submission Report

6T Please ensure that this D&M Report is consistent with the D&M Report for the roadway.

7T In Section 4.1.1 Work Hours, on page 9, it states that the proposed work hours may be extended, on a temporary and case-by-case basis to complete critical installation items. Any exceptions to the allowable work periods for lane closures must be submitted for review and approval by Department Management during the design phase.

8T In Section 4.1.1 Work Hours, on page 9, it states that directional drilling operations must proceed continuously seven (7) days a week and at all hours of the day and night. As previously commented, on, some roadways, a continuous lane closure will not be allowed due to heavy traffic volumes. Any exceptions to the allowable work periods for lane closures must be approved by Department management. Will there be any issues with working at night at the locations in which directional drilling will be done?

9T In Section 4.1.2 Special Construction Timing Windows, on page 7, it states that the special timing windows for the lines, along with conditions associated with them, are "as follows", but there is nothing following.

10T In Section 6.4.1.4 Population Concentrations, on page 15, it states that construction activities will be scheduled between 7:00 a.m. and 7:00 p.m., Monday through Saturday, in residential areas. If a lane closure is needed, it may not be feasible to limit work to daytime construction in all areas because the traffic volumes may be too high to allow a lane closure during daytime hours.

11T In Section 6.5.1 Worksite Safety Plan on pages 18 and 19, it states that traffic will be rerouted and it also mentions detours. Lane closures will only be allowed within the allowable periods and temporary full closures will not be allowed. Any proposed exceptions must be submitted for review and approval by Department management.

12T In Section 6.5.2 Traffic Maintenance and Control, on page 19, in reference to the last two sentences in the first paragraph, please revise to state that the Contractor must maintain access to all drives or provide temporary access unless permission is granted from the owner in advance.

13T In Section 6.5.2 Traffic Maintenance and Control, on page 19, in reference to the second paragraph regarding lane closures, please revise to state that lane closures will only be allowed during the allowable periods. Also in reference to the second paragraph, totally blocking streets and intersections will not be allowed.

14T In Section 6.5.4 Pavement Cutting and Removal, please revise the first statement. The Longbrook crossing is on Route 1.

15T In Section 6.5.11 Temporary Plating of Trench, it mentions sidewalks. Please note that all temporary conditions of sidewalks must comply with ADA requirements.

16T In Section 6.5.14.1 Notification, on page 24, it states that notification will be given to all parties at least ten days before construction commences within the right-of-way of local streets and state roads. Please check with the District 3 Maintenance office and the District 3 Construction office to ensure that this notice is sufficient. Please add that the Encroachment Permit must be submitted to District 3 Maintenance.

17T In Section 6.5.14.2 Road Construction, Road Crossings and Traffic Control, in the second paragraph, please remove "with suitable detours".

18T In Section 6.5.14.4 Residential Impact Mitigation Plan, on page 25, it states that construction activities in residential areas will be limited to daylight hours, generally between 7:00 a.m. and 7:00 p.m. If a lane closure is needed, it may not be feasible to limit work to daytime construction in all areas because the traffic volumes may be too high to allow a lane closure during daytime hours.

19T In Section 6.5.14.4 Residential Impact Mitigation Plan, it states that critical operations may require deviation from scheduled work hours. Any deviations must be submitted for review and approval by Department Management during the design phase.

20T In Section 7 Procedures for Notices and Reports, on pages 29 and 30, please include notification to the Department of the start of construction and of any changes.

21T Please ensure that the Traffic Maintenance and Control Plan is consistent with the Traffic Maintenance and control plan for the roadway.

22T In Appendix C - General Work Rules, please revise the first paragraph to clarify that lane closures will only be allowed during certain allowable periods and that detours of State roadways will not be allowed.

23T In Appendix C - Proposed Traffic Maintenance and Control Plan, under General Work Rules, in reference to the second paragraph, alternating one-way traffic operations will only be allowed during certain allowable work periods as approved by the Department and the municipalities.

24T In Appendix C - Proposed Traffic Maintenance and Control Plan, under General Work Rules, in reference to the second paragraph, Department Management must approve any exceptions to lane closures exceeding the allowable periods.

25T In Appendix C - Proposed Traffic Maintenance and Control Plan, in reference to Temporary Plating of Trench section, please ensure that the Department's steel plate requirements are included in the transmission line contract.

26T In Appendix C - Proposed Traffic Maintenance and Control Plan, under Notification, it states that 24-hour notice will be provided to the Department before impacting intersections. Section 6.5.14.1 states that a ten-day notice will be provided. Please clarify and confirm with District 3 Maintenance and District 3 Construction that the notice is sufficient.

27T In Appendix C - Proposed Traffic Maintenance and Control Plan, under Notification, please remove the third statement regarding a ten-day notice for State road detours. Full closures of State roads will not be allowed.

28T In Appendix C, under Notification, in reference to the fifth paragraph, access to abutters must be maintained or temporary access provided unless permission is granted from the owner in advance.

29T In Appendix C - Proposed Traffic Maintenance and Control Plan, in reference to Daily Allowable Active Work hours and Traffic Impacts, it is recommended to revise language similar to the Department's samples and include special provisions Prosecution and Progress and Maintenance and Protection of Traffic in the transmission line contract. Please refer to the samples previously provided.

30T In Appendix C - Proposed Traffic Maintenance and Control Plan, under Daily Allowable Active Work Hours and Traffic Impacts, for the section of Route 1 from Longbrook Ave. to Route 110, a portion of this section is one-way and this section must be broken into separate sections. Therefore, please revise the heading "Route 1 from Longbrook Ave. to Route 110 (East Main Street)" to "Route 1 (bi-directional traffic) from Longbrook Ave. to where Route 1 N.B. and S.B. separate."

31T In Appendix C - Proposed Traffic Maintenance and Control Plan, under Daily Allowable Active Work Hours and Traffic Impacts, please add a section "Route 1 S.B. (one-way westbound) from where Route 1 N.B. and S.B. separate to Route 110." Based on the traffic volumes from count station no. 138 2078, the Contractor can be allowed a lane closure between 8:30 p.m. and 6:00 a.m.

32T In Appendix C - Proposed Traffic Maintenance and Control Plan, under Daily Allowable Active Work Hours and Traffic Impacts, please add a section "Route 1 S.B. (one-way westbound) from Route 110 to Route 130" since the transmission line extends slightly past Route 110. Based on the traffic volumes from count station no. 138 2128, the Contractor can be allowed a lane closure between 8:30 p.m. and 6:00 a.m.

33T In reference to Appendix C - Proposed Traffic Maintenance and Control Plan, Daily Allowable Active Work Hours and Traffic Impact, District 3 Maintenance and District 3 Construction must review all allowable work periods.

34T In Appendix C - Proposed Traffic Maintenance and Control Plan, under Daily Allowable Active Work Hours and Traffic Impacts, please revise the minimum travel path width for the alternating one-way traffic operation to 12 feet.

35T In Appendix C - Proposed Traffic Maintenance and Control Plan, under Other Work Stipulations, the word "flows" should be replaced with "operations."

36T In Appendix C - Proposed Traffic Maintenance and Control Plan, under Other Work Stipulations, the entire list of holidays are not typically included in every project. Please review and include the appropriate holidays. Also, the holiday restrictions are typically included before the hourly restrictions in the special provision for Prosecution and Progress - Limitations of Operations.

37T In Appendix C, please add the following statement to the Requirements for Winter in the special provision for Maintenance and Protection of Traffic in the transmission line contract:

This meeting shall be held prior to October 31 of each year and will include, but not be limited to, discussion of the status and schedule of the following items: pavement restoration, traffic signal work, pavement markings, and signing.

38T In Appendix C, under Signing Patterns, please add a reference to the Department's typical Maintenance Traffic Control Plans.

39T Please include the Maintenance Traffic Control Plans and associated guidelines for Traffic Control During Maintenance Operations in the special provision for Maintenance and Protection of Traffic in the transmission line contract.

40T Please include the special provision for Section 12.08 Sign Face Sheet Aluminum, which is available on the Department's web site, in the specification package in the transmission line contract.

41T In Appendix C, under Restoration of Traffic Facilities, please revise the statement about construction signs. Construction signs shall conform to the special provision for Item No. 1220011A Construction Signs - Type III Retroreflective Sheeting.

42T Please include the special provision for Item No. 111805xA - Temporary Signalization.

43T Please replace the nine pages of Traffic Control During Construction Operations with the three pages titled Traffic Control During Maintenance Operations previously provided.

44T Please include the following Traffic Typical Sheets, which are available on the Department's web site, in the transmission line contract:

Typical Delineation, Delineator and Object Marker Details
Typical Sign Support and Sign Placement Details Gore Exit Sign
Typical Metal Sign Posts and Sign Mounting Details
Special Details and Typical Pavement Markings for Two-Way Highways
Signs for Construction and Permit Operations
Typical Construction Sign Supports and Channelizing Devices

45T Please include the following special provisions, which are available on the Department's web site, in the transmission line contract:

Item No. 09790003A - Construction Barricades - Type III
Item No. 1220011A- Construction Signs - Type III Reflective Sheeting

46T Please refer to the sample Prosecution and Progress specification and Maintenance and Protection of Traffic specifications that were previously provided for applicable requirements that should be included in the transmission line contract.

General Maintenance and Protection of Traffic (M&PT) Comments

47T Please ensure that the towns are provided an opportunity to review this submission.

48T Please ensure that District 3 Maintenance and District 3 Construction are provided an opportunity to review this and please ensure that they are consulted for input on the M&PT plans as needed.

49T Lane lines on the submitted plans are shown as solid lines: Typically, lane lines are broken lane lines 10 feet in length with a 30' space in between.

50T Please ensure that shifting tapers are adequate, in accordance with Section 6C.08 of the Manual on Uniform Traffic Control Devices - 2003 Edition (MUTCD), based on 85% speeds.

51T In areas where traffic will be traveling adjacent to TPCBC during stage construction, it is recommended that a minimum of 11' travel lanes and 1' shoulders be maintained. If there is no feasible way to provide this, then 10' lanes and 1' shoulders should be provided.

52T Please ensure that the taper rates for the TPCBC and the temporary impact attenuation systems are adequate for 85% speeds.

53T At intersecting roadways and driveways, please ensure that temporary impact attenuation systems and TPCBC are located such that they will not obstruct motorists' sightlines. Also, please verify that the widths of the openings and the turning radii are adequate.

54T Please ensure that all blunt ends of TPCBC are adequately protected or are outside the clear zone.

55T Please review all runs of TPCBC for installation of delineators and include the appropriate delineator items in the Contract. Type DE-7 Delineators are to be installed on runs of TPCBC to the right of traffic and Type DE-7A Delineators are to be installed on runs of TPCBC to the left of traffic. Please refer to Traffic Typical Sheet 7 "Typical Delineation and Delineator and Object Marker Details" for additional information.

56T Please include notes, similar to the following, on the plans:

- Existing conflicting pavement markings shall be removed or covered, including those pavement markings outside of the travelway.
- The appropriate Type DE-7 or Type DE-7A Delineators shall be installed on the TPCBC as specified on the typical sheet "Typical Delineation and Delineator and Object Marker Details."
- Existing signs are to be relocated as needed and as directed by the Engineer during construction so that they are in the appropriate location and visible to motorists. Some signs

may have to be temporarily located within the work area. This work will be paid for under Item #0971001A - Maintenance and Protection of Traffic.

- Existing signs in conflict with temporary signs shall be covered, removed or revised to meet field conditions.
- The locations of temporary signs shown on the plans are approximate and shall be adjusted by the Contractor to meet field conditions.
- Temporary signs shall be mounted on posts when feasible.
- The locations of Traffic Drums shown on the plans are approximate and shall be adjusted by the Contractor to meet field conditions and to clearly define access to and egress from all roadways and driveways.
- The height of temporary sheet piling shall not extend above the height of the TPCBC.

57T Please show Construction Barricades Type III at the ends of the work areas.

58T Where applicable, please provide a callout at each intersection that will require temporary signalization, with the site number, to clearly indicate to the Contractor during which stages temporary signalization will be required.

59T It is recommended to decrease the spacing between advance warning signs to 100 feet.

60T What modifications to the existing traffic signal(s) will be needed? Please specify and include the necessary items for temporary signalization in the transmission line contract.

61T When a sidewalk or pedestrian route has to be closed, please show how pedestrians will be detoured or provide a temporary sidewalk, and include the appropriate signing. Please refer to the MUTCD. Please include temporary pedestrian curb ramps and pedestrian signal indications as needed. If it is necessary to cross pedestrians to the other side of the roadway, please ensure it is at a signalized intersection with adequate sight lines. Also, please coordinate with the public bus companies to add bus stops and/or revise bus routes as appropriate.

62T Please show the locations where the temporary pavement markings match the existing pavement markings.

Drawing No. 24214-744 - M&PT for Horizontal Directional Drill

63T Please confirm with the City that a continuous lane closure on Noble Avenue is acceptable.

64T Is it intended to have a continuous alternating one-way traffic operation or a continuous single direction one-way operation?

65T If this will be an alternating one-way traffic operation, will it be controlled with stop signs, temporary signals, or Trafficpersons?

66T Are there any existing sidewalks or is there pedestrian traffic? If so, please show the appropriate pedestrian detour signing and sidewalk closed signing. Please refer to the MUTCD. Please include temporary pedestrian curb ramps and pedestrian signal indications as needed. If it is necessary to cross pedestrians to the other side of the roadway, please ensure it is at a signalized intersection with adequate sight lines. Also, please coordinate with the public bus companies to add bus stops and/or revise bus routes as appropriate.

67T Is there an existing traffic signal at the intersection of Noble Avenue and Pulaski Street? Will temporary signalization be needed? If so, please include the appropriate notes on the plan and include the special provision in the contract.

68T Please show how the lane on Noble Avenue will be closed. Please show the construction signs, traffic control devices, temporary pavement markings and taper lengths.

69T If there is a single direction one-way operation, where will traffic in the other direction be detoured to? Please show the necessary signs.

70T Advance warning signs, ROAD WORK AHEAD, ONE LANE ROAD AHEAD, signal-, stop-, or flagger- ahead signs are needed. Please refer to the MUTCD.

71T Does the trailing end of the TPCBC in the southwest corner of the intersection need to be protected?

72T The temporary impact attenuation system appears to extend into the travelway. Will it restrict motorists' sight lines? Please relocate as needed to maintain adequate intersection sight distance.

73T Please show temporary shoulder line pavement markings and provide one-foot shoulders.

74T Please show a Construction Barricade Type III at each end of the work area in front of the TPCBC leading taper.

75T Is the lane arrangement diagram for Noble Avenue or Pulaski Street? Please label.

Drawing No. 24214-745 – M&PT Plan for Jack & Bore – Yellow Mill River

76T It appears that there is an existing sidewalk on the south side of Route 1. Please show the appropriate pedestrian detour signing and additional sidewalk closed signing (sidewalk closed ahead - cross here and pedestrian with arrow signs). Please refer to the MUTCD. Please include temporary pedestrian curb ramps and pedestrian signal indications as needed. If it is necessary to cross pedestrians to the other side of the roadway, please ensure it is at a signalized intersection with adequate sight lines. Also, please coordinate with the public bus companies to add bus stops and/or revise bus routes as appropriate.

77T The SIDEWALK CLOSED sign should be a rectangular sign.

78T It is recommended to add a SHOULDER CLOSED AHEAD sign, a lane shift symbol sign, and a "REDUCE SPEED TO 25 MPH" sign on both approaches on Barnum Avenue.

79T Please ensure the lane shift taper length of 85 feet is adequate for 85% speeds and in accordance with the MUTCD.

80T If feasible, please increase the distance between the shoulder line pavement marking and the TPCBC.

81T Are any temporary NO PARKING signs needed?

Drawing No. 24214-746 – M&PT Plan for Jack & Bore at Bruce Brook

82T Are there any existing sidewalks or is there pedestrian traffic? If so, please show the appropriate pedestrian detour signing and sidewalk closed signing. Please refer to the MUTCD. Please include temporary pedestrian curb ramps and pedestrian signal indications as needed. If it is necessary to cross pedestrians to the other side of the roadway, please ensure it is at a signalized intersection with adequate sight lines. Also, please coordinate with the public bus companies to add bus stops and/or revise bus routes as appropriate.

83T Are there any existing traffic signals at these intersections? Will temporary signalization be needed? If so, please include the appropriate notes on the plan and include the special provision in the contract.

84T Are any signs needed for the one-way operation of the drives? Are DO NOT ENTER signs needed?

85T Please add a "SHOULDER CLOSED" sign, a shift symbol sign, and a "REDUCE SPEED TO 25 MPH" sign on both approaches to the work zone.

86T Will the intersection sight distance out of the drive on the south side be adequate?

87T Please show a Construction Barricade Type III in front of the TPCBC at Sta. 161+50.

Drawing No. 24214-747 -- M&PT Plan - Jack & Bore - Longbrook Culvert

88T This M&PT Plan shows a continuous lane closure on Route 1 eastbound, which is not allowed unless justification is provided and approval is granted from Department Management.

89T It appears that the lane closure taper length does not conform to the MUTCD.

90T There is an existing sidewalk on the south side of Route 1. Please show the appropriate pedestrian detour signing and sidewalk closed signing. Please refer to the MUTCD. Please include temporary pedestrian curb ramps and pedestrian signal indications as needed. If it is necessary to cross pedestrians to the other side of the roadway, please ensure it is at a signalized intersection with adequate sight lines. Also, please coordinate with the public bus companies to add bus stops and/or revise bus routes as appropriate.

91T There is a traffic signal at this intersection, Intersection No. 138-272 - Route 1 (Barnum Ave. Cut-Off) at Burlington Coat Factory Driveway. Will temporary signalization be needed? If so, please include the appropriate notes on the plan and include the special provision in the contract.

92T Please add a "Shoulder Closed Ahead" and a shift symbol sign for the Route 1 westbound approach.

93T Please add a REDUCE SPEED TO 25 MPH sign on both Route 1 eastbound and westbound approaches to the work zone.

94T For the drives on the south side of Route 1, are the intersection sight distances adequate?

95EP The report states that due to the small area of disturbance, UI has opted not to prepare an Invasive Species Control and Management Plan. Despite the size of the area of disturbance, the barren landscape will increase the chances for invasive species to take hold. Disturbed soils within DOT R.O.W. and within wetland corridors should be handled as to minimize the spread of invasive species. The DOT is routinely asked by the regulatory agencies to remove invasive species as part of any project. This section should be clarified and at least state that the area will receive proper turf establishment.

96EC Section 6.5.8 Disposal of Materials, specifically Sections 6.5.8.3 and 6.5.10: As stated, UI will be responsible for handling and disposal of any contaminated or hazardous materials (soils, sediments, groundwater, concrete, etc.) that may be encountered during their work on CTDOT property, and as such UI will be the owner of such materials.

97M UI needs to continue coordinating its track side installation design with Metro-North.

98M UI is reminded that any chain link fence disturbed by its operations needs to be replaced. This specifically refers to the fence along the permanent railroad boundary line south of the tracks. This property line is approximately 20 feet outside the edge of the rail viaduct. I believe that the other fence (about 40 feet from the viaduct) was placed along a temporary construction easement.

99M The 20 foot wide easement was originally acquired for the Peck Railroad Bridge replacement and subsequently passed along to one (or more) of the I-95 contractors. If UI has not yet done so, please have them confirm the status of this easement.