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VIA HAND DELIVERY

May 5, 2006

Pamela B. Katz
Chairman
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

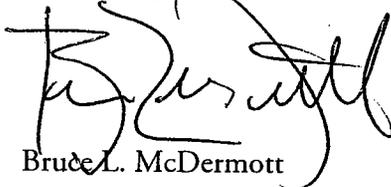
Re: Docket 272

Dear Chairman Katz:

Enclosed are an original and 15 copies of The United Illuminating Company's ("UI") responses to the Council's interrogatories regarding the Development and Management Plan for UI's portion of the underground electric transmission line.

Please do not hesitate to call me should you have any questions concerning this filing.

Very truly yours,



Bruce L. McDermott

cc: Melanie Howlett, City of Bridgeport
David Reif, McCarter & English, LLP
Service List (via electronic mail, w/out enclosure)

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INTERROGATORY CSC-1

Middletown/Norwalk Transmission Project
Singer Substation – Housatonic River West Bank 345-kV
Transmission Line D&M Plan
CSC Docket 272

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- Q-CSC-1 Explain the term “transition” as used throughout the plan?
- A-CSC-1 The term “transition” refers to the altering of the duct bank configuration (3 ducts wide by 2 ducts high, 2 ducts wide by 3 ducts high, or 6 ducts wide by 1 duct high) as required to pass above, below and between other utilities and obstacles encountered along the route. Duct bank configuration changes also occur at the horizontal directional drilling (“HDD”) site and at the jack and bore (“J&B”) sites. These duct bank configurations are depicted on Project Drawing Number 24214-702.

INTERROGATORY CSC-2

Middletown/Norwalk Transmission Project
Singer Substation – Housatonic River West Bank 345-kV
Transmission Line D&M Plan
CSC Docket 272

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- Q-CSC-2 Identify segments of the route with a range of stations numbers and vault locations by station number which are on state, municipal and private property. Identify owners for segments or vaults on private property.
- A-CSC-2 Please see the attached spreadsheet.

345KV ROUTE LINE SEGMENTS WITH STATION NUMBERS AND PROPERTY OWNER INFORMATION

TOWN	ROAD NAME	ENCROACHMENT ADDRESS	DESCRIPTION	BEGINNING STATION # (Approx.)	ENDING STATION # (Approx.)	PROPERTY OWNER	PROPERTY OWNER ADDRESS
Bridgeport	Ferry Access Road	Ferry Access Road Bridgeport, CT	Ferry Access	11+45	20+80	PSEG	1 Atlantic Avenue Stratford, CT
Bridgeport	Ferry Access Road	Ferry Access Road Bridgeport, CT	RR Viaduct	20+81	23+74	CDOT	N/A
Bridgeport	Harbor Yard Driveway	700 Main Street Bridgeport, CT	Harbor Yard Driveway	23+75	31+30	City of Bridgeport	N/A
Bridgeport	Water Street	1 Stratford Avenue Bridgeport, CT	Bus Station - Under the RR elevated tracks and onto intermodal	47+85	57+00	City of Bridgeport	N/A
Bridgeport	Pequonnock River	Corner of Noble and Kossuth Streets in Bridgeport, CT	Frisbee park	61+40	64+56	Frisbee Park, LLC	255 Kossuth Street Bridgeport, CT
Bridgeport	Barnum Avenue	1146 Barnum Avenue Bridgeport, CT	Lacey Corporation	116+88	118+50	Lacey Corporation	Same address
Stratford	Rte 1	1103 Barnum Avenue Stratford, CT	Tire Pro	227+20	227+80	Tire Pro	Need from Pam
Stratford	Rte 1	815 Barnum Avenue Stratford, CT	Auto Part Repair	242+60	242+90	Auto Part Repair	Need from Pam
Stratford	Metro North RR Line under Rte 1	Metro North RR Line under Rte 1	Metro North RR Line	248+55	251+90	CDOT	N/A
Stratford	Dock Shopping Complex	955 Ferry Blvd Stratford, CT	Dock Shopping Complex	280+85	296+86	Dock Shopping Complex	Willing Biddle Railroad Avenue Greenwich, CT 06830
Stratford	Rte 1		Potential SC-13				
Stratford	Rte 1		Potential SC-16				
Stratford	Rte 1		Potential SC-17				

INTERROGATORY CSC-3

Middletown/Norwalk Transmission Project
Singer Substation – Housatonic River West Bank 345-kV
Transmission Line D&M Plan
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Q-CSC-3 The D&M Plan narrative describes crossings for the Pequonnock River, Yellow Mill Creek, and Bruce Brook would be submitted under a separate D&M Plan; however, the D&M Plan drawings show horizontal directional bore and jack and bore locations for these water crossings. Explain and are these all of the watercourse and inland wetland crossings?

A-CSC-3 UI apologizes for any confusion caused by submitting the entire set of Plan and Profile (“P&P”) drawings with this D&M Plan. The P&P drawings provided are the drawings for the entire route, even though the D&M Plan itself is only for the underground portion and not the water crossings. A separate D&M Plan for just the water crossings is being developed. That Plan will contain only the drawings pertinent to the water crossings. UI will finalize the Crossing D&M Plan and will submit it to the Siting Council for approval on or about June 1, 2006.

Additionally, there is one water crossing (Long Brook in Stratford) that was inadvertently left off the list contained in UI’s Underground D&M Plan. The construction technique will be J&B. To summarize, the following are the HDD and J&B water crossing locations within UI’s underground project route:

- A. Pequonnock River – HDD
- B. Yellow Mill Creek – J&B
- C. Bruce Brook – 2 J&B locations
- D. Long Brook – J&B

INTERROGATORY CSC-4

Middletown/Norwalk Transmission Project
Singer Substation – Housatonic River West Bank 345-kV
Transmission Line D&M Plan
CSC Docket 272

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Q-CSC-4 Provide responses to DOT comments as submitted to the Council on
March 31, 2006.

A-CSC-4 See attached responses.

DOCKET 272
UI Segment 3 and Amendment
Bridgeport Singer Substation - Stratford Westbank of Housatonic
River

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.

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

All referenced comments number 1 through 189 shall carry equal weight, unless it is determined 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 3-6-06

1U: All work within the ConnDOT Right-of-Way shall be completed in accordance with the State of Connecticut, Department of Transportation, Standard Specifications for Roads, Bridges, and Incidental Construction, Form 816 and the Supplemental Specifications dated January 2005, attached as Exhibit A.

Response:

The Company agrees with the requirement to follow Standard Specifications for Roads, Bridges, and Incidental Construction, Form 816 and the Supplemental Specifications dated January 2005 for all CDOT roadways. The Company will ensure that the civil contractor understands and complies with this requirement via the enforcement of the Contract documents.

2U: In the event of an issue not approved by ConnDOT by a specific waiver request, the Department requirement shall stand.

Response:

The Company agrees with the requirement and will ensure that the civil contractor understands and complies with this requirement via the enforcement of the Contract documents.

3U: Route 1 is a back-up artery to I-95. UI and NU must include provisions in their upcoming construction contracts that will require contractors to immediately cease construction activities in the event of a major accident on I-95 and restore the travel lanes that may have been closed.

Response:

The Company will comply with this requirement.

4U: Encroachment Permit - Pursuant to the Connecticut Highway Encroachment Permit Regulations, an encroachment permit(s) must be secured before any work is performed in the State highway right-of-way. The encroachment permit(s) does not become effective until all necessary local and state licenses and permits are obtained by UI or their agent, and further, UI shall be subject to all Federal, State and local regulations. (See Exhibit B).

Response:

The Company and its contractor will comply with this requirement.

5U: The following reports were not provided to ConnDOT as requested: single vault structure study, water crossings, vault load design, vault inspection criteria, and EMI Study.

Response:

The single vault structure study, water crossings, vault load design, vault inspection criteria, and EMI Study are currently being prepared and will be provided to CDOT immediately upon their completion.

6U: All submittals or communiqué's to ConnDOT should include docket number, segment identifier, towns, and with plan submittals, include State and town ROW delineation.

Response:

The Company will comply with this requirement.

7U: The Department strongly recommends locating the vaults off of the State travelway. Vaults SC13A, SC13B, SC16A, SC16B, SC17A and SC17B are proposed in the State travelway. UI is required to take all necessary steps to locate the vaults off the State travelway where possible.

Response:

All Splice Chambers (SC) were spaced approximately 1800' apart because of the maximum cable length that can be transported safely over the roadways. This also implies that this limits the number of cable splices which is the weakest link in any cable system.

SC13A/B:

SC13A/B's location is on Barnum Avenue is in front of Auto Zone Automotive Store. Upon further investigation, the topography

(steep grade drop off) existing in front of the store prohibits locating SC13A/B off the traveled roadway.

SC16A/B:

SC16A/B's location is on Barnum Avenue just east of Essex Street and in front of the VFW Lodge. This area's existing traffic pattern has four through lanes with two turning lanes. In conjunction with our proposed Maintenance & Traffic Protection Plans, the traffic flow patterns during construction of SC116A/B will be safely maintained. Also, the final position eliminates the need to relocate a major UI underground distribution duct line.

SC17A/B:

SC17A/B's location is on Barnum Avenue just west of Route 110. The SC location was positioned to accommodate any future I-95 re-alignment and/or known development. To move SC17A/B in the north easterly direction off the road will impede this strategy. Additionally, the splicing chambers can not be moved across the street without disrupting the Raybestos cap (a Superfund site).

8U: Page 27, Section 6.8.8 explains the installation of fiber optic cable. Note 3 on D&M drawing 24214-702 contradicts the Department's understanding that UI provide gain to Municipal or ConnDOT. Please clarify.

Response:

UI has agreed to provide the gain as directed in Chapter 283, Section 16-233 of the Connecticut General Statutes. The State is responsible for all make ready work, which would include, but not be limited to conduit, fittings, pull boxes and covers, splices boxes and covers, and fiber optic cable. Note 3 on D&M drawing 24214-702 recognizes that if the State wants to utilize this gain, agreement as to the cost of the installation of the aforementioned equipment must be finalized between the State and the Company at least 30 days prior to the start of construction.

9U: Page 29, Section 6.8.9.3.2. have been submitted for review, should read submitted for review and approval by ConnDOT.

Response:

UI understands that the M&PT Plans for State roadways must be approved by CDOT. The first paragraph is intended to indicate that the M&PT Plan has been submitted for review, while the last sentence of the second paragraph acknowledges the fact that they must be approved.

10U: Page 29, Section 6.8.9.3.3 discusses utility separation

from the transmission line. The minimum clearance (vertical and horizontal) between the proposed transmission line, is to be governed by the individual utility being impacted.

Response:

All utilities and affected towns have been given the Middletown/Norwalk Project plans and profiles. Individual meetings have been conducted to discuss all design and separation concerns. Our final design and method and manner of construction will incorporate their comments.

11U D&M Plan, page 30, section 6.8.9.4 all impact or potential impact to railroad R.O.W. is to be reviewed and approved by ConnDOT and the impacted railroad.

Response:

UI will comply with this requirement. Preliminary meetings have been held with Metro-North to seek their comments. UI is in the process of obtaining an entry permit to gather the data to complete its engineering.

12U Page 35, Section 6.10, all submittals are to be reviewed and approved by ConnDOT.

Response:

UI agrees and will comply.

13U Prior to the ConnDOT issuance of an encroachment permit, the United Illuminating Company (UI) and ConnDOT shall enter into an Encroachment Agreement that will memorialize understandings relative to the installation of the proposed transmission system within the ConnDOT right-of-way.

Response:

UI agrees and will enter into such an agreement.

14E: Appendix I - Environmental Borings:

There were areas of environmental concern (AOECs) identified based on the UI investigative borings B1-B124 due to exceedances of the CTDEP Remediation Standard Regulations (RSRs) for GB. As a reminder, UI is the generator and owner of excess materials (soils, groundwater and other debris) and therefore UI is responsible for handling and disposing of all materials in accordance with State and Federal Regulations.

Response:

UI will comply with the handling and disposing of all materials in accordance with State and Federal Regulations.

15E: Section 4.2.6 Staging Areas, pg 9:

Do these staging areas include areas for excess soil stockpiles (once excavations are completed), or will there be other locations specific to soils?

Response:

Section 4.24 of the Civil Work Specification requires that the contractor acquire and UI approve specific sites for the storage of surplus earth and materials not suitable for backfill.

It will depend on the size and characteristics of site and the excess soils as to whether it is suitable for material and equipment only, or equipment, material and excess soils.

16E: Section 6.8.4.9.3 Contaminated Soils and/or Hazardous Substances and Waste, pg 22: Will UI's environmental inspector be monitoring soil conditions as the Contractor excavates/ handles these materials?

Response:

Yes, UI's environmental inspector will monitor the excavations to ensure that stockpiling and disposal will conform to all federal, state, and local requirements.

17E: Section 6.8.4.11 Removal of Water, pg 23: Will UI's environmental inspector be monitoring groundwater conditions as the Contractor encounters/handles it? In the event that contaminated groundwater is encountered, where would the temporary holding tanks be staged?

Response:

Yes. UI's Environmental Inspector will ensure the contractor will be following all State and DEP Regulations as it relates to groundwater. The contractor is responsible for obtaining lay down areas to stage his equipment. As we enter negotiations with a contractor, this will be an item of discussion. It is our intent that the contractor will transport frac tank(s) to the construction site as needed

18E: Does UI intend to develop a soil and groundwater handling plan, as is being done on the other Segments (4a & 4b)?

Response:

Yes.

19T Please provide written responses specific to each comment and provide answers to all questions.

20T Please label all state roadways with the appropriate route number on all plans. For example, on Drawing Nos. 24214-103 and 104, Water Street is Route 130.

Response:

UI agrees and will comply.

21T In the future, please do not change the drawing numbers between submissions.

Response:

The numbering system for the Maintenance and Protection of Traffic drawings will be maintained. Should drawings need to be added, the added drawings will carry the suffix A, B etc. The numbering system for the construction issue of the Plan and Profile drawings will be changed to reflect their suitability for construction status.

22T Please include a requirement in the transmission line contract that the Contractor must restore traffic to existing traffic operations immediately as directed by the Engineer in emergency situations such as in the case of an incident on I-95 in which traffic must be diverted onto Routes 1 and 130.

Response:

The Company will comply with this requirement.

Consultant's responses to 60% comments

23T-UI responded that where vaults will have longer-term impacts, a Maintenance and Protection of Traffic (M&PT) plan has been created to show how vehicular and pedestrian traffic will be managed at locations where lane and shoulder closures can not be avoided. Any exceptions to the allowable periods for lane closures must be approved by Department Management.

Response:

UI agrees and will comply.

24T 30T - The Traffic Typical Sheet for pavement markings was not included with this submission.

Response:

UI will include the Typical Sheet as requested.

25T 35T - The Traffic Typical Sheets were not included with this submission.

Response:

UI agrees and will comply. We assume that you are referring to sheets listed in 69T.

26T 37T - The response does not seem to make sense. Please clarify and elaborate.

Response:

All known CDOT, State and local projects have been incorporated into the 90% design and were also forwarded to the successful bidder.

27T 42T - The guidelines and Typical Traffic Control Plans for Maintenance Operations were not included in this submission.

Response:

UI will include the guidelines and Typical plans as requested.

28T 52T - The response states that the access to the Railroad Station will be addressed in the M&PT plan. However, one of the existing accesses is blocked by TPCBC. Is this acceptable to the Railroad Station? Are any signs needed?

Response:

The access that is being blocked is not critical for the operation of the station. Taxis that usually use the blocked drive will be able to use the drive that is located opposite State Street. Proper signs will be provided. UI will confirm that this is acceptable to the Railroad Station.

29T 53T and 57T - Please identify the traffic equipment that will be disturbed by construction. Please ensure that the signal items and special provisions are included in the transmission line contract so that the contractors can bid on the traffic signal work appropriately.

Response:

UI will include the appropriate specifications for traffic signal items. Please note, the Contractor did not bid on these items separately. They are all part of one general bid.

30T 54T - The response requests that we identify any specific locations of concern where the transmission line may affect the foundations of the traffic signal equipment. UI should review the entire length of the transmission line to determine if there will be issues with the proximity to signal equipment. Two examples are in the vicinity of Station 38+00 and in the vicinity of Station 42+00 on Route 130 (Water Street) where it appears that the excavation for the transmission line will be very close to mast arm foundations.

Response:

At the two sites, the contractor is instructed by a note on sheet 214-952 to ensure foundation integrity and proper signal operations. At all other locations only detectors and conduits will be disturbed and the contractor is instructed to maintain normal signal operations.

31T 56T - The response states that an M&PT plan has been created to address the installation of the transmission line in the middle of the Route 130 Southbound roadway in the area south of John Street. However, there does not appear to be a plan. Is an M&PT plan needed or is it feasible to use the steel plate support system so that existing traffic operations can be restored during the periods when the Contractor is not allowed a lane closure? Please address.

Response:

A specification instructs the contractor to use a steel plate system so the existing traffic operations can be restored.

32T 60T - The response to the question, how will traffic be maintained during the installation of the transmission line on Route 130 Northbound (on Drawing No. 714), was not answered and it states to refer to the response to 24T. The response to 24T states that a site-specific M&PT plan will be created; however there does not appear to be a plan for this situation. Is an M&PT plan needed or is it feasible to install a steel plate system to restore existing traffic operations at the end of the allowable lane closure work period? Please address.

Response:

A specification instructs the contractor to use a steel plate system so the existing traffic operations can be restored.

33T In reference to 72T, please include the following requirements for the I-95 ramps:

In Prosecution and Progress - Limitations of Operations special provision:

I-95 Ramps

The Contractor will not be allowed to perform any work that will interfere with existing traffic operations on:
Monday through Friday between 6:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 7:00 p.m.
Saturday and Sunday between 10:00 a.m. and 9:00 p.m.

In Maintenance and Protection of Traffic special provision:

I-95 Ramps

The Contractor shall maintain and protect existing traffic operations.

Excepted there from will be those periods, during the allowable periods, when the Contractor is actively working at which time the Contractor shall maintain and protect at least one lane of

traffic on a paved travel path not less than 11 feet in width.

Response:

UI agrees and will include the notes as requested.

34T In Section 4.0 Construction, in Section 4.1.1. Work Hours, on page 7, it states that normal work hours for most of the project construction will be between 7:00 a.m. and 7:00 p.m., with construction activities in public road rights-of-way being guided by the approved Construction Maintenance and Control Plan. 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.

Response:

The contractor is required to follow the more detailed work schedule in Appendix E.

35T In Section 4.1.1 Work Hours, on page 7, 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.

Response:

UI concurs.

36T In Section 4.1.1 Work Hours, on page 7, it states that splicing activities will be conducted on a 24-hour basis within each appropriate splicing chamber for a duration of up to two weeks. 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.

Response:

UI concurs.

37T 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.

Response:

Subsections 4.1.2.1, 4.1.2.2, and 4.1.2.3 were meant to provide the special timing windows referenced in Subsection 4.2. The special timing window for 4.1.2.1 will be contained in the crossing D&M Plan. Subsection 4.1.2.2 speaks to the timing window for wetland activity. Subsection 4.1.2.3 speaks to the timing window for grading and seeding.

38T In Section 6.7.2 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.

Response:

The contractor is required to follow the more detailed work schedule in Appendix E.

39T In Section 6.8.2 Traffic Maintenance and Control, on page 17, it states that one lane will be left open at all times during construction on East Main Street in Bridgeport where there are two existing lanes. However, two lanes may need to be maintained during some hours.

Response:

The contractor is required to follow the more detailed work schedule in Appendix E.

40T In Section 6.8.7.3 Cable Pulling, on page 26, the last statement states that once the cable installation is started, it will proceed without interruption until the installation is complete for that section of duct bank. 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.

Response:

UI concurs.

41T In Section 6.8.9.3.1 Notification, on page 28, 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.

Response:

UI agrees and will confirm that the notification is sufficient for both District Maintenance and Construction offices.

UI will add the requirement that the Encroachment Permit be submitted to District 3 Maintenance.

42T In Section 6.8.9.7 Residential Mitigation Plan, on page 30, 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.

Response:

The contractor is required to follow the more detailed work schedule in Appendix E.

43T In section 6.10 Public Safety, on page 34, in reference to the Traffic Management and Control Plan and Drawings, it states "These appendices have been reviewed and approved by CDOT and the municipalities of Bridgeport and Stratford." The Department had not yet reviewed them since they were just received with this submission. The Traffic Management and Control Plan and Drawings are not approved. Please refer to the comments below.

Response:

The D&M Plan submitted to the Siting Council has eliminated the word "approved" in Subsection 6.10 on page 35.

44T In Section 6.13 Maintenance, on page 35, please add that lane or shoulder closures for future maintenance will require an encroachment permit from District 3 Maintenance.

Response:

UI will modify the D&M Plan submitted previously to the Siting Council to include this requirement.

45T In Section 7 Procedures for Notices and Reports, on page 35, please include notification to the Department of the start of construction and of any changes.

Response:

UI will include CDOT in all notifications of the start of construction and of any changes regarding State roadways.

46T In Appendix E - Proposed Traffic Maintenance and Control Plan, under General Work Rules, in reference to the 2nd paragraph, alternating one-way traffic operations will only be allowed during certain allowable work periods as approved by the Department and the municipalities.

Response:

UI and its contractor will comply with this requirement.

47T In Appendix E - Proposed Traffic Maintenance and Control Plan, under General Work Rules, in reference to the 2nd

paragraph, Department Management must approve any exceptions to lane closures exceeding the allowable periods.

Response:

UI and its contractor will comply with this requirement.

48T In Appendix E - Proposed Traffic Maintenance and Control Plan, under General Work Rules, in reference to the last paragraph, it is recommended that pay items for traffic control during construction, for example traffic drums, construction signs, etc, be included in the transmission line contract. Refer to the attached list of Traffic items, descriptions, and pay units.

Response:

UI will identify the affected traffic items so the specifications to the appropriate signal items can be included. Please note, the Contractor did not bid on these items separately, they are all part of one general bid.

49T In Appendix E - 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.

Response:

UI will ensure that the Departments steel plate requirements are included in the transmission line contract.

50T In Appendix E - Proposed Traffic Maintenance and Control Plan, under Notification, it states that 24-hour notice will be provided to the Department before impacting intersections. Section 6.8.9.3.1 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.

Response:

UI agrees and will clarify with District 3 what length of notice would be required.

51T In Appendix E - 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.

Response:

UI will modify the D&M Plan submitted previously to the Siting Council to include this requirement

52T In Appendix E - 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 attached samples.

Response:

UI has put all bidders on notice that an approved Maintenance and Protection of Traffic (M&PT) plan approved by CDOT will be incorporated by reference into the contract documents. Prosecution and Progress statements have been incorporated into the M&PT specification. UI will review the M&PT specification prior to submission to CDOT and incorporate Prosecution and Progress statements.

53T In Appendix E - 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".

Response:

UI agrees and will break Route 1 into sections.

54T In Appendix E - 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.

Response:

UI agrees and will add the section.

55T In Appendix E - 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.

Response:

UI agrees and will add the section.

56T In reference to Appendix E - 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.

Response:

UI and its contractor will comply with this requirement.

57T In Appendix E - 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.

Response:

UI agrees and will revise the minimum travel path as required.

58T In Appendix E - Proposed Traffic Maintenance and Control Plan, under Daily Allowable Active Work Hours and Traffic Impacts, it states that night work will only be permitted in areas considered commercial/industrial. However, night work may be needed if volumes are too high to allow a lane closure during the day.

Response:

UI will comply with CDOT's requirements on all State roadways. However, the Town of Stratford has expressed concern about night-time work in residential areas adjacent to state roads. UI would be pleased to facilitate a meeting among the municipality, CDOT, UI and its contractor to explore opportunities to satisfy the needs of all interested parties.

59T In Appendix E - Proposed Traffic Maintenance and Control Plan, under Other Work Stipulations, the word "flows" should be replaced with "operations".

Response:

UI agrees and will comply.

60T In Appendix E - 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.

Response:

UI will include the appropriate holidays and follow the same order of restrictions as in the Special Provisions for Prosecution and Progress.

61T In Appendix E, 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.

Response:

UI agrees and will add the statement.

62T In Appendix E, under Signing Patterns, please add a reference to the Department's typical Maintenance Traffic Control Plans.

Response:

UI agrees and will add the reference.

63T Please include the Maintenance Traffic Control Plans in the special provision for Maintenance and Protection of Traffic in the transmission line contract.

Response:

UI agrees and will comply.

64T 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.

Response:

UI agrees and will include the referenced Special Provision in the specification package.

65T In Appendix E, 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. Please include this special provision in the transmission line contract.

Response:

UI will revise the sign statement and will include the referenced special provision.

66T Please include the special provision for Item No. 0979003A - Construction Barricades - Type III in the transmission line contract.

Response:

UI agrees and will include the referenced special provision.

67T Please include the special provision for Item No. 111805xA - Temporary Signalization.

Response:

UI agrees and will include the referenced special provision.

68T Please replace the nine pages of Traffic Control During Construction Operations with the attached pages titled Traffic Control During Maintenance Operations.

Response:

UI agrees and will replace the nine pages as requested.

69T 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

Response:

UI agrees and will include the listed special provisions.

70T 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

Response:

UI agrees and will include the listed special provisions.

71T Please include the Typical Traffic Control Plans and guidelines for Maintenance Operations for work that affects state roads in the contract specifications in the transmission line contract.

Response:

UI agrees and will include the plans and guidelines as requested.

72T Please refer to the sample Prosecution and Progress specification and Maintenance and Protection of Traffic specifications that are available on the Department's web site

for applicable requirements that should be included in the transmission line contract.

Response:

UI will incorporate the applicable requirements from the referenced specifications.

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

73T Please note that only the M&PT plans impacting state roads were reviewed. However, the comments contained herein should be reviewed and the applicable comments incorporated on the town road M&PT plans.

Response:

UI concurs. The comments will be reviewed and incorporated where applicable.

74T 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.

Response:

The required taper will be provided wherever there is room to develop proper rate.

75T 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.

Response:

UI agrees and will provide a minimum of ten foot lane and one foot shoulder.

76T Please ensure that the taper rates for the TPCBC and the temporary impact attenuation systems are adequate for 85% speeds.

Response:

The required taper rate will be provided wherever there is room to develop this rate. The shown temporary impact attenuation system is adequate for the 85% speed.

77T 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.

Response:

UI will comply wherever there is room to provide sight lines and turning radii while safely protecting the work zone.

78T Please ensure that all blunt ends of TPCBC are adequately protected or are outside the clear zone.

Response:

UI agrees and will comply.

79T 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.

Response:

UI agrees and will incorporate the appropriate delineators as required.

80T 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 and 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.

Response:

UI will incorporate the notes as required.

81T Please show Construction Barricades Type III at the ends of the work areas.

Response:

UI agrees and will comply.

82T 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 and the item under which the temporary signalization at each location will be paid.

Response:

All existing traffic signals will remain in operation during construction and there will be no temporary signalization needed.

83T Please label the lane closure tapers and show the minimum lane closure taper length.

Response:

UI agrees and will show taper information as required.

84T Drums should be shown along the lane closure tapers. Please refer to the MUTCD and/or the Typical Traffic Control Plans for Maintenance Operations.

Response:

UI agrees and will show traffic drums as required.

85T Please label the shifting tapers and show the minimum shifting taper length for the shifting taper prior to the work area and the one after the work area.

Response:

UI agrees and will show all shifting taper information on the plans as required.

86T It is recommended to decrease the spacing between advance warning signs to 100 feet.

Response:

UI agrees and will reduce the sign spacing as required.

87T 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.

Response:

The only modifications that may be needed, if detectors are damaged, are putting side streets on "maximum recall" until the contractor replaces the damaged detectors.

88T When a sidewalk has to be closed, please show how pedestrians will be detoured or provide a temporary sidewalk, and include the appropriate signing. Please include temporary pedestrian curb ramps and pedestrian signal indications as needed.

Response:

UI agrees and will show pedestrian detours with signing, curb ramps and signal indications as needed whenever a sidewalk has to be closed.

89T Please show the locations where the temporary pavement markings match the existing pavement markings.

Response:

UI agrees and will comply.

90T Please remove plan sheet 24214-942. Construction Traffic Control Plans will not be used in this project. Please include the Maintenance Traffic Control Plans in the contract specifications.

Response:

UI agrees and will remove sheet 24214-942 and include the Maintenance Traffic Control Plans.

Drawing No. 24214-950 – "Typical Maintenance and Protection of Traffic Schematic Layout at Splicing Chambers"

91T Please clarify that this plan only applies to locations in which there is only one existing lane of through traffic in each direction.

Response:

UI agrees and will comply.

92T Please call for a Type DE-9 Delineator to be installed on the first module of the temporary impact attenuation systems. Please include the item in the transmission line contract.

Response:

UI agrees and will call for the DE-9 Delineator as required.

93T Please call for Type DE-7 Delineators to be installed on the Temporary Precast Concrete Barrier Curb (TPCBC). Please include the item in the transmission line contract.

Response:

UI agrees and will call for this item as required.

94T Please call for Black Mask Pavement Marking Tape to cover existing conflicting pavement markings. Please include the item in the transmission line contract.

Response:

UI agrees and will comply.

95T Under "Notes", it states "All other areas shall be considered "residential" with no work allowed from 10 p.m. to 6 a.m. unless approved by the governing authorities." and under "General Notes" note no. 7 it states "In the City of Bridgeport, there will be no work between the hours of 10:00 p.m. and 6:00 a.m. unless specifically authorized. If a lane closure is needed, this may not be feasible in all areas because traffic volumes may be too high to allow a lane closure during the day."

Response:

UI will comply with CDOT's requirements on all State roadways. However, the Town of Stratford has expressed concern about night-time work in residential areas adjacent to state roads. UI would be pleased to facilitate a meeting among the municipality, CDOT, UI and its contractor to explore opportunities to satisfy the needs of all interested parties.

96T Under "General Notes", note nos. 5 and 6 include a 24-hour advance notice for lane closures and impacts to intersections. This does not seem sufficient. Please check with the Department's District 3 Maintenance and District 3 Construction offices to ensure this notice is sufficient. In Section 6.8.9.3.1 Notification states that at least a ten-day notice will be provided to the Department.

Response:

UI agrees and will confer with District 3 to ensure that their requirements are met.

97T Under general Notes", note no. 7 referencing state road detours should be revised or removed. Full closures of State roads will not be allowed.

Response:

UI agrees and will remove reference to full closure of State Roads.

98T Under "General Notes", note no. 13 is not clear. There appears to be a conflict with the language between "within 24 hours" and "prior to disruption". Should there be two separate sentences? Please clarify.

Response:

The note in question is note no. 15 on the more recent submission. This note should be replaced by two notes: The first note should convey that effort will be made to address possible disruption caused by damaged detectors prior to disruption occurrence.

The second note will be note no. 15 revised to convey that damaged detectors will be replaced within 24 hours.

99T Under "General Notes", in note no. 14, please add a statement referencing the Department's Standard Specifications Form 816 Sections 12.10 and 12.12 for permanent pavement markings and temporary pavement markings, respectively, for State roadways.

Response:

UI agrees and will add the statement as required.

100T Under "General Notes", in note no. 16, please replace "work zone safety guidelines...for construction" with "guidelines titled "Traffic Control During Maintenance Operations" and the typical Maintenance Traffic Control Plans.

Response:

UI agrees and will comply.

101T Under "General Notes", in note no. 18, please add "during each allowable period" at the end of the sentence.

Response:

UI agrees and will comply.

102T For the vault locations, can a steel support system be used to restore existing traffic operations by the end of the allowable work period?

Response:

No. In order for the vaults to be installed, very large excavations are required, for example the staggered two vault design will require a 17 feet wide by 70 feet long excavation. Installing a steel support system to span such a length would require vertical supports. This would be impossible to complete while the vault pit is being excavated, vaults being installed, and backfill being placed around the vaults.

Please note on the Maintenance and Protection of Traffic plans and specifications, existing number of traffic lanes will

be maintained during and after allowable work period for every vault location.

Drawing No. 24214-951 - "Maintenance and Protection of Traffic Typical Details"

103T Please show a DE-9 Delineator on the front of the first module of the temporary impact attenuation system.

Response:

UI agrees and will call for the DE-9 Delineator as required.

104T Please remove the details of the construction barricades, traffic cones and traffic drums since these details are shown on the Department's typical sheet titled "Typical Construction Sign Supports and Channelizing Devices". Please include this typical sheet in the contract.

Response:

UI agrees and will comply.

Drawing No. 24214-952 - "Maintenance and Protection of Traffic at Splice Chamber SC-2A and SC-2B"

105T Please label Route 130 on Water Street east of State Street.

Response:

UI agrees and will remove the detail and include the Department typical sheet.

106T Please confirm with the City that a continuous lane closure on Water Street is acceptable.

Response:

UI has conferred with the City of Bridgeport and, to the best of its knowledge, a continuous lane closure on Water Street is acceptable. UI will reconfirm this understanding.

107T Please show the lane closure taper for the left lane closure on Route 130 westbound.

Response:

The 3 lanes will be maintained south of the Route 130 intersection so no taper will be needed

108T There is an existing traffic signal at this location, Intersection No. 15-259 - Route 130 (Water Street and State Street) at Water Street. Will temporary signalization be needed? If so, please include the appropriate notes on the plan and include the special provision in the contract.

Response:

The contractor is to maintain existing traffic signal operations. There will not be a need for temporary signalization.

109T One of the access drives to the Railroad Station is blocked by the TPCBC. Is this acceptable to the Railroad Station?

Response:

The access that is being blocked is not critical for the operation of the station. Taxis that usually use the blocked drive will be able to use the drive that is located opposite State Street. Proper signs will be provided. UI will confirm that this is acceptable to the Railroad Station.

110T Is there sufficient width on Water Street to maintain the lane widths that are dimensioned on the plan considering the width of the temporary impact attenuation systems?

Response:

Yes.

111T Does the trailing end of the TPCBC on the right side of Water Street northbound need to be protected?

Response:

No. It is protected by the curbed island and it does not face opposing traffic.

112T Can the runs of TPCBC be shortened so that they will not interfere with the crosswalk and pedestrian signals on Water Street at the intersection with Route 130 (State Street)?

Response:

UI agrees and will adjust the TPCBC placement as required.

113T Please show the temporary shoulder line pavement markings.

Response:

UI agrees and will comply.

114T Please show traffic drums along the lane closure taper.

Response:

UI agrees and will comply.

115T Please show a Construction Barricade Type III at each end of the work area in front of the TPCBC leading taper.

Response:

UI agrees and will comply.

116T Please remove the arrow sign, sign no. 41-4221.

Response:

UI agrees and will comply.

Drawing No. 24214-963 – M&PT Plan for Vaults SC-11A and SC-11B

117T Based on the traffic signal plan, there are two lanes on Barnum Avenue eastbound and therefore a lane closure is needed. Please provide the appropriate signing and pavement markings for the lane closure.

Response:

UI agrees and will provide appropriate signing for lane closure.

118T Please confirm that the lane closure on Barnum Avenue is acceptable to the Town.

Response:

UI will confirm that the lane closure on Barnum Avenue is acceptable to Stratford.

119T On Route 1 (Barnum Avenue) westbound, the through lane needs to be shifted to the left. Is there adequate distance for at least the minimum shifting taper? Please show the appropriate signing and pavement markings for the lane shift. Also, please ensure that the appropriate lane-use signs and pavement markings are installed on the Route 1 westbound approach to the intersection.

Response:

UI will review the adequacy of the distance available for the minimum shifting taper. UI agrees and will comply with the remainder of the comment.

120T Under "Note", the first note references the appropriate traffic control plan on Drawing No. 24214-762 but this plan does not appear to be included in this submission. This applies to all plans. The typical Traffic Control Plans for Maintenance Operations should be included in the transmission line contract specifications.

Response:

UI will include the typical Traffic Control Plans for Maintenance Operations in the transmission line contract specifications. Typically, note no. 1 will refer to those specifications.

121T There is a traffic signal at this intersection, Intersection No. 138-202 - Route 1 at Barnum Ave, College St., and High Park Ave. Will temporary signalization be needed? Please include in the contract as needed. If so, please include the appropriate notes on the plan and include the special provision in the contract.

Response:

The contractor is to maintain existing traffic signal operations. There will not be a need for temporary signalization.

Drawing No. 24214-964 – M&PT Plan for Vaults SC-13A and SC-13B

122T There is an existing sidewalk on the south side of Route 1. Please show the appropriate pedestrian detour signing and sidewalk closed signing. Please include temporary pedestrian curb ramps and pedestrian signal indications as needed.

Response:

The sidewalk will remain in use during construction. A fence will separate the construction area from the sidewalk.

123T Are intersection sight distances adequate at the intersection of the drive on the south side of Route 1 that is located just east of the work area?

Response:

The barrier curb will be shifted to improve sight lines.

124T Please add "Reduce Speed to 25 mph" sign and a lane shift sign on both approaches on Route 1.

Response:

UI agrees and will add the appropriate signs as required.

125T Please show temporary pavement markings for the lane shift on each approach to the work zone.

Response:

UI agrees and will show temporary pavement marking as required.

126T Please ensure the lane shift taper is adequate.

Response:

UI agrees and will comply.

127T Please increase the distance between the shoulder line pavement marking and the TPCBC.

Response:

UI agrees and will comply.

128T Please show a Construction Barricade Type III at each end of the work area in front of the TPCBC leading taper.

Response:

UI agrees and will show the Construction Barricade as required.

Drawing No. 24214-965 – M&PT Plan for Vaults SC-14A and SC-14B

129T There is an existing sidewalk on the south side of Route 1. Please show the appropriate pedestrian detour signing and sidewalk closed signing. Please include temporary pedestrian curb ramps and pedestrian signal indications as needed.

Response:

UI agrees and will show a pedestrian detour with signing, curb ramps and signal indications as needed.

130T There is a traffic signal at this intersection, Intersection No. 138-236 – Route 1 (Barnum Ave.) at Route 108 (Nichols Ave.), King St. and Essex St. Will temporary signalization be needed? If so, please include the appropriate notes on the plan and include the special provision in the contract.

Response:

The contractor is to maintain existing traffic signal operations. There will not be a need for temporary signalization.

131T Please include the appropriate signs and call for the pedestrian signal heads to be bagged to prevent pedestrians from crossing Essex Street and Route 1 to and from the southeast corner where the work area is.

Response:

UI will provide the appropriate signs and call for the pedestrian signal to be bagged to prevent pedestrians from entering the work area.

132T Will the span pole in the southeast corner of the intersection be affected by construction due to the proximity of the excavation?

Response:

No. The contractor is responsible for the protection of the existing span pole.

133T There are two lanes of traffic in each direction on Route 1. Please show this on the plan.

Response:

UI agrees and will comply.

134T Is there sufficient width to maintain the four existing travel lanes on Route 1? Will the travel lanes have to be shifted? Please show the necessary pavement markings (shoulder lines and lane lines) and lane width dimensions. If the lanes have to be shifted, please show the necessary signing for the lane shift.

Response:

SC 14A/14B have been shifted further away from Route 1 and are now further from the travel portion of the roadway. Consequently, travel lanes will not need to be shifted. UI will clarify the number of travel lanes available and provide pavement markings and signing as appropriate.

135T Please add a "Shoulder Closed Ahead" sign on both approaches to the work zone.

Response:

If the shoulders need to be closed, the appropriate signs will be added as requested.

136T Please add "Route 108" next to "Nichols Avenue".

Response:

UI agrees and will comply.

Drawing No. 24214-966 – M&PT Plan for Vaults SC-15A and SC-15B

137T There is an existing sidewalk on the south side of Route 1. Please show the appropriate pedestrian detour signing and sidewalk closed signing. Please include temporary pedestrian curb ramps and pedestrian signal indications as needed.

Response:

The existing sidewalk stops east of this site. There is no continuous, active sidewalk near SC 15A/15B.

138T 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.

Response:

The contractor is to maintain existing traffic signal

operations. There will not be a need for temporary signalization.

139T Will the span pole in the small island in the southeast corner of the intersection be affected by construction due to the proximity of the excavation?

Response:

No. The Contractor is responsible for the protection of the existing span pole.

140T There are two lanes of traffic in each direction on Route 1. Please show this on the plan.

Response:

UI agrees and will show the traffic lanes as requested.

141T Is there sufficient width to maintain the four existing travel lanes on Route 1? Will the travel lanes have to be shifted? Please show the necessary pavement markings (shoulder lines and lane lines) and lane width dimensions. If the lanes have to be shifted, please show the necessary signing for a lane shift.

Response:

SCs 15A and 15B are now proposed further away from the curb line and consequently there will be enough width to provide 4 lanes. UI will provide pavement markings and signing as appropriate.

142T Please add a "Shoulder Closed Ahead" sign on both approaches to the work zone.

Response:

If the shoulders need to be closed, the appropriate signs will be added as requested.

143T There is one driveway closed sign for one driveway but it appears that two driveways will have to be closed. Please clarify and add the appropriate signs as needed. If the two driveways are closed, is there another access?

Response:

UI agrees and will comply; access will be maintained.

Drawing No. 24214-967 – M&PT Plan for Vaults SC-16A and SC-16B

144T There is a traffic signal at this intersection, Intersection No. 138-277 - Route 1 at Veterans Boulevard and Shopping Center Drive. Will temporary signalization be needed? If so, please

include the appropriate notes on the plan and include the special provision in the contract.

Response:

The contractor is to maintain existing traffic signal operations. There will not be a need for temporary signalization.

145T Will the pedestal for the pedestrian signal head and button that is located in the southeast corner of the intersection be affected by construction due to the proximity of the excavation?

Response:

UI proposes to cover the existing pedestrian signal head and provide signs that inform the public that the sidewalk is closed. This will have no impact on pedestrians because the sidewalk ends at this location and there is no sidewalk due east from this site. UI will inform the town of this action.

146T Will the utility pole, which the signal span is attached to, that is located in the in the southeast corner of the intersection be affected by construction due to the proximity of the excavation?

Response:

No. The Contractor is responsible for the protection of the existing span pole.

147T There are four lanes, one right-turn lane, two through lanes, and one left-turn lane, on Route 1 on each approach to the intersection. Please show this on the plan.

Response:

UI will show all lanes on the plan.

148T Is there sufficient width to maintain the existing travel lanes on Route 1? Will the travel lanes have to be shifted? Please show the necessary pavement markings (shoulder lines and lane lines) and lane width dimensions. If the lanes have to be shifted, please show the necessary signing for a lane shift.

Response:

The travel lanes will have to be reduced from six to five eleven foot lanes. UI proposes to shift the double yellow line to maintain two eastbound lanes. The westbound lanes would be: shared left and through lane, through lane and an exclusive right turn lane. Two foot shoulders would be provided on both sides of the road. All necessary pavement markings and signing will be shown as required.

149T Please add a "Shoulder Closed Ahead" sign on both approaches to the work zone.

Response:

UI agrees and will comply.

150T The traffic signal plan shows a two-lane approach on Veterans Boulevard. If only one lane can be maintained, please show traffic drums so that the second lane does not open and temporarily revise the lane-use.

Response:

UI agrees and will show traffic drums as requested.

151T There is an existing lane-use sign on Route 1 eastbound that is in the work area. Please call for this sign to be relocated.

Response:

UI agrees and will comply.

Drawing No. 24214-968 – M&PT Plan for Vaults SC-17A and SC-17B

152T There are three existing lanes on the Route 1 westbound approach and then one lane turns right onto Route 110 and two lanes continue on Route 1 westbound. The plan shows two lanes merging into one lane immediately. This is unacceptable. Can two lanes be maintained? Can a steel support system be used to restore existing traffic operations by the end of the allowable work period? If a continuous lane closure is needed, it must be approved by Department Management. If Department Management approves the continuous lane closure, the proper lane closure taper length with appropriate signs and pavement markings must be shown.

Response:

Yes. Two 10' lanes and 1' shoulder will be maintained to avoid the need for lane reduction.

No. In order for the vaults to be installed, very large excavations are required, for example the staggered two vault design will require a 17 feet wide by 70 feet long excavation. Installing a steel support system to span such a length would require vertical supports. This would be impossible to complete while the vault pit is being excavated, vaults being installed, and backfill being placed around the vaults.

153T There is a traffic signal at this intersection, Intersection No. 138-275 - Route 1 (Ferry Blvd. W.B.) at Route 110 (East Main Street). Will temporary signalization be needed? If so, please include the appropriate notes on the plan and include the special provision in the contract.

Response:

The Contractor is to maintain existing traffic signal operations. There will not be a need for temporary signalization.

154T Will the utility pole or the controller cabinet that are located near the vaults be affected by construction?

Response:

No. The Contractor is responsible for the protection of the existing span pole

155R UI will be required to enter into a formal license agreement for each location that occupies State owned rail property.

Response:

UI had recent meetings with Metro North representatives to jointly work through the design issues and discussed the necessary documentation needed to enter into a formal license agreement.

156R: The development of an Electromagnetic Interference (EMI) study to identify any potential impact to the existing railroad infrastructure that may result from the future 345 kV installation. Submission of the EMI report is required by the Office of Rail.

Response:

The Electromagnetic Interference (EMI) study is being conducted at this time. The results will be presented to the Metro North representatives, CDOT, town officials and various other utilities.

157R: General: We are still waiting to review an EMI study from UI documenting that the installation will have no impact on railroad electrical systems, or if there is an impact, the means of mitigating of the problem. Meanwhile, UI will continue to review the plans in anticipation of the report.

Response:

The EMI study is being conducted at this time. The results will be presented to the Metro North representatives, CDOT, town officials and various other utilities.

158R: Housy Siding (Sheet 24214-712): Prior to final approval, CDOT will need to see a cross-section of the installation under the railroad showing the cable duct bank relative to the anticipated foundations. Also, when the utility is ready to apply for an access permit from Metro-North for the installation, they

will need to provide specific drawings and more detailed construction methods indicating how they plan to protect the railroad.

Response:

UI agrees and will provide CDOT and Metro-North with all required drawings.

Also on Sheet 24214-712, Water Street is mislabeled. This is the driveway to the back of the arena and ballpark.

Response:

UI agrees and will correct the labeling on Sheet 24214-712.

I continue to assume that UI has coordinated the design with the City of Bridgeport. The city is building an elevated walkway from the garage to the rail station over the cable duct bank. These plans for this project (which is in construction) are available from the city. UI needs to show the foundations on this plan.

Response:

UI is in possession of these plans and will incorporate the foundation detail.

159R: Stratford Ave (Sheet 24214-714): As-built plans are available from Metro-North in their New York office. If they haven't done so already, UI needs to contact Dave Willard to locate the plans and arrange for the designer to go to the city to review and /or make copies of the plans. Again, UI needs to provide a cross section prior to our approval. And when the utility is ready to apply for an access permit from Metro-North for the installation, UI will need to provide specific drawings and more detailed construction methods indicating how they plan to protect the railroad.

Response:

UI has met with Metro-North and will comply. UI will provide CDOT and Metro-North with all required drawings.

160R: Sheets 24214-715 & 716: Plans for the **Pequonnock River Railroad Crossing** are also available from Metro-North. I mention this because while UI seems to be out far enough, they need to avoid any substructure features of our bridge and fender systems. As before, CDOT will need to see a cross-section of the installation under the railroad at **Nobel Avenue** showing the cable duct bank relative to the anticipated foundations. Also, when the utility is ready to apply for an access permit from Metro-North for the installation, they will need to provide specific drawings and more detailed construction methods indicating how they plan to protect the railroad.

Response:

UI has met with Metro-North and will comply. UI will provide CDOT and Metro-North with all required drawings.

161R: Sheets 24214-734 & 735: The boring and receiving pits appear to be well off the tracks. This is good. However, UI will still need to see details of the boring prior to approval. Also, because of the proximity of the boring to the tracks, Metro-North will still require an access permit backed up by boring details and methods.

Response:

UI will comply with this requirement.

162CBD: Sheet No. 103: In the vicinity of Station 32+00, the duct bank passes below I-95. This is Bridge No. 105A. The locations of the existing substructure should be reviewed for potential conflicts with the duct bank.

Response:

UI will review the existing sub-structure for potential conflicts as required.

163CBD: Sheet No. 105: It appears that the duct bank will pass below the Pequonnock River. When the river crossing scheme is finalized, it should be forwarded for review.

Response:

UI will comply

164CBD: Sheet No. 106: In the vicinity of Station 66+00 MNRR bridge no. 55.98 passes over Noble Avenue. The duct bank is shown being carried on Noble Avenue below the bridge. The substructure should be reviewed for potential conflicts with the new duct bank.

Response:

UI will review the existing sub-structure for potential conflicts as required.

165CBD: Sheet No. 111: In The vicinity of Station 114+00 the duct bank is shown passing below the Yellow Channel. When the crossing scheme is finalized, it should be forwarded for review.

Response:

UI will comply with this requirement.

166CBD: Sheet No. 124: In the vicinity of Station 240+00 the duct bank passes below Long Brook. When the crossing scheme is finalized it should be submitted for review. This applies also near Station 250+00 where the duct bank will pass below the railroad.

Response:

UI will comply.

167DC: Could the vaults at STA 102+00 (#SC6A, SC6B) be located outside the travel pavement?

Response:

SC 6A/6B appears to be located on a City of Bridgeport roadway. If this is incorrect, or another site is being referenced, please notify UI so we may address your concerns. Regarding SC 6A/6B, they are bounded by SCG on both sides and split by the Aquarian water main. When the Aquarian water main is relocated, these splicing chambers will be shifted south to the extent possible.

168DC: Vaults at STA 134+00 could be moved to the area on the north side of roadway to be outside the pavement.

Response:

SC 8A/8B appears to be located on a City of Bridgeport roadway. If this is incorrect, or another site is being referenced, please notify UI so we may address your concerns. Regarding SC 8A/8B, they are bounded by SBC to the north and Aquarian to the south. On the far north is a sewer main. Relocating approximately 3.5 feet to the south may be feasible. Moving north to the other side of the sewer is not a feasible option.

169DC: The proposed vaults between STA 242+00 to 243+00 appears to impact existing drainage structures. Please review and provide a resolution.

Response:

UI will comply.

170DC: At STA 254+40, the 345 kV duct bank should be deeper than 2.5' in order to avoid conflict with providing adequate embedment for guiderail posts.

Response:

UI will provide 4' OF cover over the duct bank in the vicinity of the guide rail.

171DC: The M&PT on Drawing #24214-954 shows a blunt end at the Temp. Precast Concrete Barrier Curb facing traffic with one (1) single barrel used as a crash cushion. Consider closing off the opening with T.P.C.B.C. and opening at the trailing end for access to install vaults #4A & 4B.

Response:

The location of SC- 4A and B has been shifted to minimize impact to the adjacent business. The M&PT drawing will be adjusted accordingly.

172DC: It seems that a detour plan should be in place for installation of Vaults SC-9A & SC-9B, SC-10A & SC-10B and SC-11A & SC-11B in order to allow wide vehicles to safely pass through the work zones.

Response:

UI will consult with the City of Bridgeport and the Town of Stratford in the development of these detour plans.

173DC: The procedure described in "Section 6.8.10.2 Proposed Deviations to the D&M Plan" addressed only notifying the Siting Council. The D&M plan change approval protocol should be followed to keep all parties informed. Please include the D&M Plan Change Approval Process.

Response:

UI will notify the parties affected by the change.

174M: Since this project will affect numerous traffic signals, it is highly recommended that the utility company hire an electrical contractor to provide 24 hour service for repair to any affected signals including traffic signal loop replacement.

Response:

UI will consider this suggestion.

175M: It is suggested that the utility company purchase several "Pre-Fabricated Loop Detectors of Surface Mount Loop Detectors" as described in the State of Connecticut Department of Transportation Standard Specifications for roads, Bridges and Incidental Construction - Form 816 for daily use over excavations until permanent pavement is in place.

Response:

UI will authorize its contractor to purchase a quantity of pre-fabricated loop detectors and surface mount loop detectors for use when existing loop detectors are damaged and need to be replaced.

176M: Establishment of temporary "No Parking Zones" may be required for on-street parking in the project limits.

Response:

UI will comply.

177M: A highway sign inventory is suggested in areas where work will be outside of the roadway. Highway signs should be safe guarded and restored properly.

Response:

UI will comply.

178M: Temporary pavement markings will be required over trenching with permanent pavement marking restoration after final paving.

Response:

UI will comply.

179M: Include plan copies of the all the traffic signals within the project limits with the contract documents.

Response:

UI will include all available traffic signal plans.

180M: Include District Construction Notes as well as State details for asphalt, curb, walk, pedestrian ramps on the plans.

Response:

UI will comply.

181M: Drawing Number 24214-010 - Notes: No. 3 The number and final location and whether such conduits will be installed, will be determined based on the successful resolution of security, cost and construction issues with the municipalities and CDOT.

Response:

UI has agreed to provide the gain as directed in Chapter 283, Section 16-233 of the Connecticut General Statutes. The State is responsible for all make ready work, which would include, but not be limited to conduit, fittings, pull boxes and covers, splices boxes and covers, and fiber optic cable. Note 3 on D&M drawing 24214-702 recognizes that if the State wants to utilize this gain, agreement as to the cost of the installation of the aforementioned equipment must be finalized between the State and the Company at least 30 days prior to the start of construction.

182M: Parking of personal and company vehicles will not be permitted on the city streets and/or State routes that will be supporting the route of the lines.

Response:

UI and its contractor will comply with this requirement.

183PDU: The plans use a rather broad brush approach to show the proposed duct alignment. This is not coordinated with the

existing lane lines. Also, the width of pavement repair is unspecified in the typical sections. This makes the exact extent of the proposed roadway disruption hard to evaluate in any given location.

Response:

UI will comply with the requirements of Section 12.12 of the CDOT Form 816. UI will comply with Directive 93-1 for pavement restoration.

The PDU anticipates that the nature of work will require more than one lane of traffic to be closed at times, since unplanned underground obstacles that must be avoided are almost inevitable in urban construction. Route 1 is one of the busiest highways in the state. The ramifications of closing multiple lanes are significant. THE M&P plans should address the method of maintaining traffic when this situation occurs.

Response:

UI has excavated approximately 1000 test pits to ensure, to the extent possible, that no major conflicts exist between the proposed duct system and existing facilities. UI agrees that unexpected obstructions may still be found. These obstructions will be handled on a case by case basis to minimize the disruption to the traffic on all CDOT, City and Town roadways including Route 1.

This is a matter of serious concern since the contractor will be working for the utility rather than the department. It is the department's responsibility to maintain traffic flow. The PDU does not believe that these plans are adequate to the task.

Response:

UI's Maintenance and Protection of Traffic Plan was developed by Traffic Engineering professionals after several consultations with all levels at the City of Bridgeport, the Town of Stratford and CDOT. UI welcomes any specific recommendations PDU would have to improve the proposed Plan.

184PDU: The PDU is concerned that the contractor will not be held to the restricted hours and limitations indicated in the report, since he is not under direct ConnDOT contract and supervision and it would financially benefit the utility to ignore these restrictions. This too can adversely influence traffic.

Response:

The contractor will be contractually obligated to adhere to the restricted hours and limitations indicated in the approved Maintenance and Protection of Traffic Plan. Additionally, inspectors, approved by CDOT will be on site to monitor compliance.

185PDU: The plans indicate that the Pequonnock River crossing will be installed using a drilling operation. There is no indication about how this is to be accomplished. The PDU anticipates that the drilling operation will create a significant amount of material which could cause environmental impacts to the river. ConnDOT should ensure that all required environmental regulations are met so that we do not assume any liability for approving plans that do not meet the standards to which we are normally held for our own projects.

Response:

The Horizontal Directional Drilling operation will conform to all requirements of the approved ACOE permit application.

186M: Note 1 on the "Typical Splice Chamber Details" sheet, Drawing No. 24214-020, references specifications for the design and fabrication requirements of the precast concrete splice chambers, but those are not provided. Forward these for review.

Response:

These specifications for the design and fabrication requirements of the precast concrete splice chambers will be supplied to CDOT for review and approval for use on CDOT roadways as soon as they are available and prior to fabrication.

187M: The Office of Maintenance, Bridge Operations unit and the unit of Oversize/Overweight Permits is requesting that the vaults be designed for the HS-25 Design vehicle in lieu of the HS-20 vehicle noted in the plans. The higher vehicle loading is required as these vaults will not be inspected by personnel responsible to the Department in addition to the recent notification that NU has had to significantly increase the number of these vaults (most to be located in the roadway) due to their requirements.

Response:

UI will comply with this requirement.

188M: This office also requests that the design computations from the manufacturer be submitted to the Department along with the actual load rating for both the inventory and operating (using the Department's 204,000 lb. on 8 axles operating vehicles-copy attached) conditions.

Response:

UI will comply with this requirement.

189CD: Two locations appear to be in conflict with Projects 138-211/212. These comments are based on the proposed concept plans for these projects.

- A pair of vaults will conflict with the realignment of Essex Place (Sta. 226+00 to Sta. 227+00)/
- UI Plans will conflict with the proposed widening at Sta. 232+00.

Response:

UI will review these locations. UI will meet with CDOT to acquire the necessary information to resolve the conflicts.

INTERROGATORY CSC-5

Middletown/Norwalk Transmission Project
Singer Substation – Housatonic River West Bank 345-kV
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- Q-CSC-5 Explain why locations of grounding boxes are away from vault locations.
- A-CSC-5 The grounding boxes are not separate but are integral to the splicing vaults. The fiber optic pulling and splicing boxes are separate from the splicing vaults. These contain the fiber optic cables that are part of the protection and control devices for energizing and de-energizing substation equipment and the lines between substations. These boxes are separate from the splicing vaults in order to avoid damage to the fiber optic cables in the event of an equipment failure in the splicing vaults. This separation ensures that the protective equipment in the substations will operate correctly and safely. These fiber optic enclosures are designed for HS-25 loading and are shown on Drawing Number 24214-707.

INTERROGATORY CSC-6

Middletown/Norwalk Transmission Project
Singer Substation – Housatonic River West Bank 345-kV
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- Q-CSC-6 Is UI installing conduit for use by the City of Bridgeport, Town of Stratford and State Department of Transportation? How would these entities access these conduits and where would these entities terminate their fiber? Is UI aware of any plans by NU to offer similar infrastructure?
- A-CSC-6 No. UI has provided for that space in the design of its duct line. In Docket No. 99-03-25, the DPUC ruled that all make ready costs are the responsibility of the user of that gain (the State or the municipality). UI has agreed to provide the gain as directed in §16-233 of the Connecticut General Statutes. The State is responsible for all make ready work, which would include, but not be limited to conduit, fittings, pull boxes and covers, splices boxes and covers, and fiber optic cable. Note 3 on D&M drawing 24214-702 recognizes that if the State wants to utilize this gain, agreement as to the cost of the installation of the aforementioned equipment must be finalized between the State and the Company a minimum of thirty days prior to the start of construction..

INTERROGATORY CSC-7

Middletown/Norwalk Transmission Project
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- Q-CSC-7 UI has stated the average depth of the duct bank is eight feet. Does this present an operational concern? Explain.
- A-CSC-7 UI has been unable to locate a reference to an average depth of the duct bank being eight feet. The bottom of the duct bank varies in depth from approximately eighteen feet to approximately four feet. At the HDD location, the depth approaches thirty feet below the river bed. At the J&B locations, the depth is approximately twenty-two feet to the bottom of the casing. The P&P drawings were developed to achieve the best compromise between depth, configuration, turning radii, soil thermal characteristics; concrete and flowable fill thermal characteristics, and adjacency to other utilities and obstacles. Assuming that the duct bank is installed according to the P&P drawings and that proper redesign is accomplished when unknown obstacles are encountered, there are no operating concerns.

INTERROGATORY CSC-8

Middletown/Norwalk Transmission Project
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Q-CSC-8 Provide station location for each statutory facility as identified in Public Act 04-246. Do splicing vaults exist in these locations? If so, to what extent have the vaults been shifted away from these facilities?

A-CSC-8 Please see the table below. UI started its underground design with the premise that splicing vaults would not be placed near statutory facilities unless there was a compelling reason to do so. UI was able to locate its splicing vaults away from statutory facilities in the initial design stage by beginning with this philosophy and has not had to shift them.

STATUTORY FACILITY	LOCATION	STATION NUMBER(S)	COMMENTS
The Bridge Academy School Southeast Corner of Noble Avenue and Pulaski Street	City of Bridgeport	64+44	Corner Building
		65+14	Corner Building
Barnum Annex School 391 East Washington Avenue	City of Bridgeport	72+99	Corner Building
Washington Park at Northeast Corner of Noble Avenue and Barnum Avenue	City of Bridgeport	72+71	Corner Park
		73+02	Edge Playground
		77+35	Corner Park
		82+08	Corner Park
The Bridge Academy School 510 Barnum Avenue	City of Bridgeport	90+93	Corner Building
		91+54	Corner Building
House of Faith Church 431 Hallett Street	City of Bridgeport	99+80	Corner Playground
		100+20	Corner Building
Household of Evelyn Bermudez (Daycare) 45 Elizabeth Street	City of Bridgeport	146+12	Corner Building
Cheyenne's Daycare & Learning Center	Town of Stratford	172+89	Corner Building
		173+45	Corner Building
Franklin School / Stratford Extended YMCA Daycare # 1895 Barnum Avenue	Town of Stratford	187+15	Corner Building
		187+86	Corner Building
		189+47	Corner Building
Household of Sarita C. Cubero (Daycare) 1630 Broadbridge Avenue	Town of Stratford	204+19	Corner Building

INTERROGATORY CSC-9

Middletown/Norwalk Transmission Project
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- Q-CSC-9 Is a detailed traffic control plan showing maintenance and protection of traffic a component of the Encroachment Permit issued by the Connecticut Department of Transportation? If not, explain.
- A-CSC-9 Yes. This Plan must be approved by the Connecticut Department of Transportation prior to the submission of the Encroachment Permit.

INTERROGATORY CSC-10

Middletown/Norwalk Transmission Project
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- Q-CSC-10 Is the Encroachment Permit issued by the DOT applicable to municipally-owned roads? If not, describe what permit would be required to construct within public roads rights-of way, other than state-owned and controlled roads? Would the Council's Certificate supersede any review and approval of a maintenance and protection of traffic plan by a municipality? If not, explain.
- A-CSC-10 The Encroachment Permit issued by the DOT is not applicable to municipally-owned roads. The following permits are required to construct within the public road rights-of-way, other than state-owned and controlled roads: excavation permits are generally required by municipalities for excavation within municipally-owned roads and sidewalks, and public safety permits are required by some towns..The Council's letter to the City of Bridgeport's attorney, dated May 2, 2006, addresses the Council's jurisdiction with respect to traffic plans.