UIL HOLDINGS CORPORATION

157 Church Street, New Haven CT 06510-2100
203-499-2000

VIA ELECTRONIC MAIL

July 24, 2015

Mr. Robert Stein
Chairman
The Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051

Re: Petition No. 1176 – The United Illuminating Company petition for a declaratory ruling that no Certificate of Environmental Compatibility and Public Need is required for the proposed Bridgeport 115-kV transmission line upgrade project consisting of the northern and southern sections of 115-kV lines extending from Congress Substation in the City of Bridgeport to Baird Substation in the Town of Stratford, Connecticut, and related substation improvements.

Dear Chairman Stein:

Following the submission of the referenced Petition, The United Illuminating Company (the "Company") identified an error in the Petition. The Company apologizes for the mistake and asks that the Council remove the General Permit Registration Form that is contained in Attachment D to the Petition. The only document that should be in Attachment D is the June 16, 2015 letter from Dawn McKay at the Department of Energy & Environmental Protection to Joseph Lenahan. Additionally, attached is a revised electronic version of the Petition that the Company asks replace what is currently on the Council's website.

Please do not hesitate to contact me should you have any questions concerning this letter.

Very truly yours,

Bruce L. McDermott

Bruce L. McDermott
Managing Counsel – Operations
UIL Holdings Corporation
On Behalf of The United Illuminating Company

A UIL HOLDINGS COMPANY
The United Illuminating Company
180 Marsh Hill Road, Orange, CT
06477-3629 203-499-2000

July 17, 2015

VIA Electronic and Hand Delivery

Chairman
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051

Dear Chairman Stein:

Enclosed please find an original plus twenty copies of the petition to the Connecticut Siting Council requesting a determination that no Certificate of Environmental Compatibility and Public Need is necessary for The United Illuminating Company's ("UI") proposed Bridgeport 115-kV Transmission Line Upgrade Project (the "Project"). The Project will replace transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport. A majority of the new structures will be located within the Connecticut Department of Transportation's ("CDOT") existing right-of-way. The remaining structures will require the acquisition of permanent easements.
Prior to the submittal of this Petition, UI representatives presented the Project to the City of Bridgeport and the Town of Stratford and held a Public Open House on 6/24/15. A letter of support was issued by both Mayors and is included in the Petition.[1] In addition, all adjacent property owners are being notified concurrent to this submittal.

Should you have any questions, please contact Ms. Amy Hicks – Analyst, Public Outreach & Permitting (203) 499-2586.

A check in the amount of $625 for the required filing fee is also attached.

Very truly yours,

Richard J. Reed, PMP
Vice President – Engineering & Project Excellence
The United Illuminating Company

Enclosures

[1] See "Bridgeport 115-kV Transmission Line Upgrade Project Supplemental Report in Support of the Petition for Declaratory Ruling" Attachment G.

PETITION TO THE
CONNECTICUT SITING COUNCIL FOR DECLARATORY RULING

FOR THE UPGRADE OF
THE 115-kV TRANSMISION LINES BETWEEN BAIRD SUBSTATION AND CONGRESS SUBSTATION IN
BRIDGEPORT AND STRATFORD, CONNECTICUT

SUBMITTED BY

THE UNITED ILLUMINATING COMPANY

July 17, 2015

STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL

PETITION OF THE UNITED ILLUMINATING	:	PETITION NO. _____
COMPANY FOR A DECLARATORY RULING THAT	:	
NO CERTIFICATE OF ENVIRONMENTAL	:	
COMPATIBILITY AND PUBLIC NEED IS REQUIRED	:	
REGARDING UPGRADES TO 115-kV	:	
TRANSMISSION LINES IN BRIDGEPORT AND	:	
STRATFORD, CONNECTICUT	:	JULY 17, 2015

PETITION FOR DECLARATORY RULING

This petition is filed pursuant to Section 16-50k of the Connecticut General Statutes and Section 16-50j-39 of the Regulations of Connecticut State Agencies requesting a determination from the Connecticut Siting Council (the "Council") that no Certificate of Environmental Compatibility and Public Need ("Certificate") is necessary for The United Illuminating Company's ("UI") proposed Bridgeport 115-kV Transmission Line Upgrade Project (the "Project"). These lines connect the Baird Substation in the Town of Stratford and Congress Substation in the City of Bridgeport. These lines are currently supported on bonnets that are attached on top of the Metro-North Railroad's ("MNR") lattice catenary structures. Originally built in the early 1900s, some of these catenary structures are over one hundred years old and UI attached to the structures in the 1940s. The Project will replace the existing bonnets with new tubular steel monopoles for both lines between the two stations, for a total distance of approximately 2.3 miles. A majority of the new structures will be located within the Connecticut Department of Transportation's ("CDOT") existing right-of-way ("ROW"). The remaining structures will require the acquisition of permanent easements. UI submits that a Certificate is not required because the Project, although it encompasses "modifications" of a "facility", will not have substantial adverse environmental effect.

The Southwest Connecticut Transmission Planning Study shows that under certain conditions the reliability of the area transmission system will be at risk. The risks include damaging overloads to 115-kV transmission lines which in turn expose the electric system and our customers to unacceptable reliability risks. The proposed modifications will result in enhanced delivery of safe and reliable power to UI customers served by the local area substations.

Due to the physical limitations of the structural support system for the 115-kV lines (Metro-North Railroad catenary system), new transmission structures (galvanized steel monopoles) and new 1590 kcmil ACSS conductor are needed for both lines along this 2.3 mile transmission line corridor. All of these structures will be adjacent to the existing CDOT ROW. The Project will result in safer conditions for UI maintenance crews and improve the reliability of the electric transmission system by replacing all of the original structures.

The Project is in two sections: 1) from Baird Substation in Stratford to Congress Substation in Bridgeport where the overhead transmission (North Section) line extends for approximately 2.3 miles east to west and 2) from Baird Substation in Stratford to Congress Substation in Bridgeport, where the overhead transmission (South Section) line extends east to west for approximately 2.3 miles (see Figures 1 and 2).

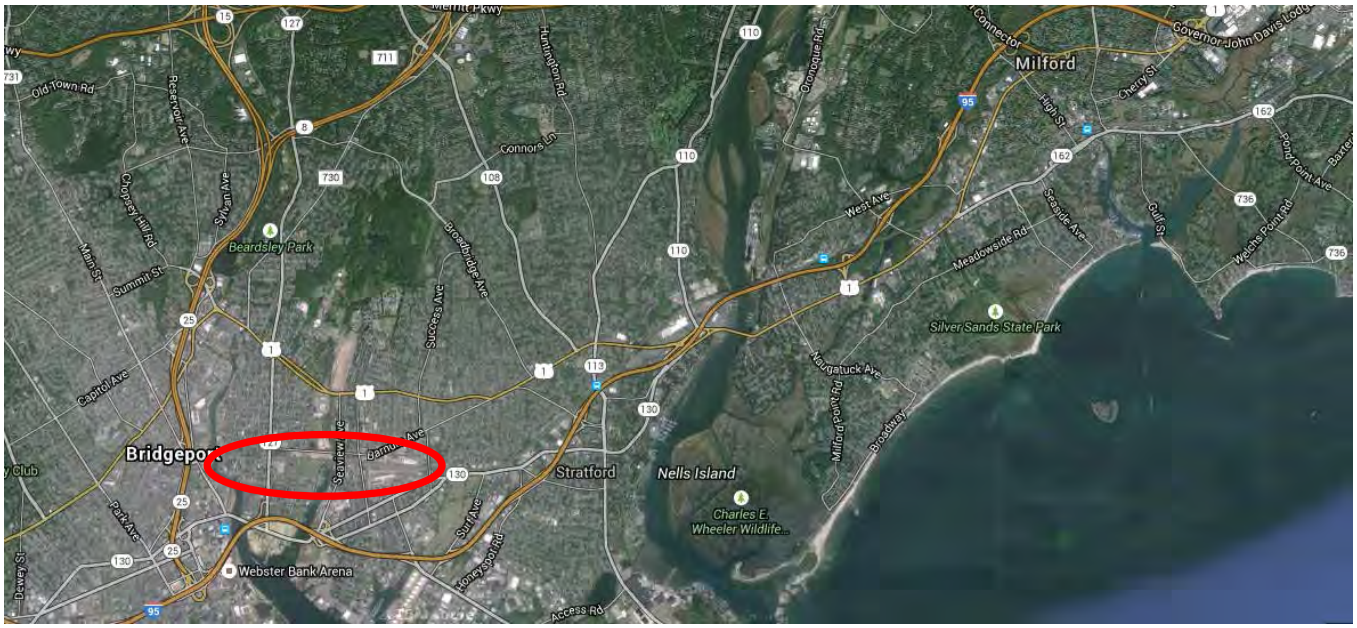

Figure 1: Overview map of Baird to Congress 115-kV Transmission Lines

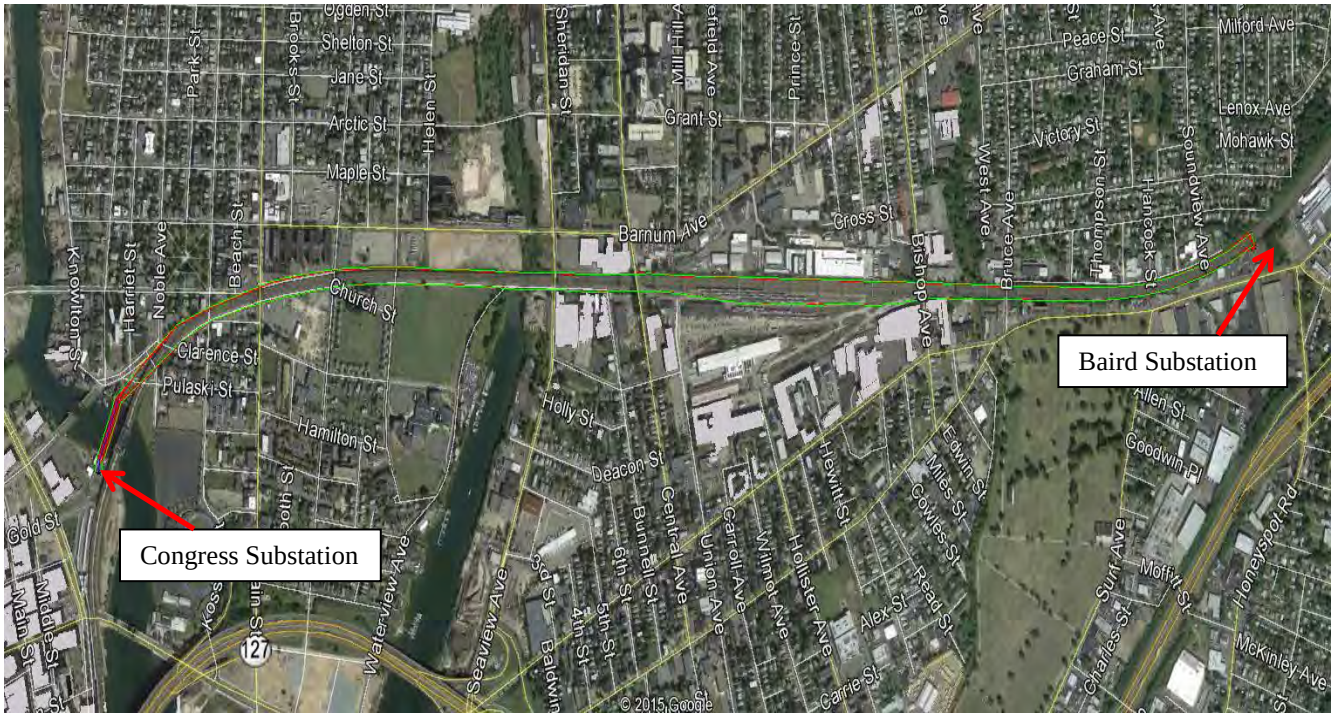

Figure 2: Baird to Congress 115-kV Transmission Lines

UI is proposing to upgrade the 115-kV transmission lines by relocating its facilities off of 94 steel columns (commonly referred to as “bonnets”) on MNR catenary structures onto 83 new tubular steel monopole structures as follows:

1. For the North Section, all existing structures are within the MNR ROW. The overhead transmission line is currently constructed as a single circuit, with one conductor per phase on the northern side of the existing steel lattice catenary structures. The existing 47 115-kV steel bonnets that are attached to the top of the MNR catenary structures and the associated conductors will be replaced by a single set of conductors in a vertical orientation supported by 42 115-kV tubular steel monopoles.

2. For the South Section, all of the existing structures are within the MNR ROW. The existing 47 115-kV steel bonnets that are attached to the top of the MNR catenary structures and the associated conductors will be replaced by 41 115-kV tubular steel monopoles.

While the above-referenced work constitutes a "modification" of the existing facility, as set forth in the attached report entitled "Bridgeport 115-kV Transmission Line Upgrade Project Supplemental Report in Support of the Petition for Declaratory Ruling" (the "Supplemental Report") UI believes that there will be no substantial adverse environmental impact associated with the proposed Project for the following reasons:

- CDOT's existing and some private ROW will be used for the replacement structures.
- There will be no permanent effects on wetlands from access roads.
- Tree clearing along the ROW will cause minimal disturbance.
- No adverse effects will occur to fisheries, groundwater and surface water resources; no work is planned in any aquifer protection area or within any stream channel encroachment lines.
- There will be no significant visual impact to the character of the ROW. In addition the total number of structures will be reduced from 94 to 83.

- EMF levels will increase but remain well below international safety guidelines.

Based on the above and as more fully described in the Supplemental Report, UI respectfully submits that the proposed Project will not have a substantial adverse environmental impact and does not warrant submission of a full Certificate application to the Council. Accordingly, UI requests that the Council declare that the proposed Project described herein will not have a substantial adverse environmental effect and, therefore, that no Certificate of Environmental Compatibility and Public Need is required.

The name, title, address and telephone number of the person to whom correspondence and communication in regard to this petition are to be addressed is:

Richard J. Reed, PMP
Vice President – Engineering & Project Excellence
The United Illuminating Company
180 Marsh Hill Road
Orange, CT 06477
Telephone: 203.926.4500
Email: rich.reed@uinet.com

The name, address, and telephone of the petitioner's attorney is:

Bruce L. McDermott
Managing Counsel - Operations
UIL Holdings Corporation
157 Church Street
P.O. Box 1564
New Haven, CT 06506-0901
Telephone: 203.499.2422
Email: bruce.mcdermott@uinet.com

Very truly yours,

THE UNITED ILLUMINATING COMPANY

By: _____
Richard J. Reed, PMP

BRIDGEPORT 115-KV TRANSMISSION LINE UPGRADE PROJECT SUPPLEMENTAL REPORT
IN SUPPORT OF THE PETITION FOR A DECLARATORY RULING

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ATTACHMENTS:

Attachment A – Representative Photos
Attachment B – Key Map, Aerial Segment Maps and Descriptions
Attachment C – BL Wetland Report
Attachment D – Correspondence with Connecticut Department of Energy & Environmental Protection
Attachment E – Cultural Review and Study
Attachment F – EMF
Attachment G – Letters from City Officials
Attachment H – Signed Notice Letters
Attachment I – Open House Materials

EXECUTIVE SUMMARY

The Bridgeport 115-kV Transmission Line Upgrade Project (the "Project") will not result in any substantial adverse environmental effect for the following reasons (references in parentheses are to the Sections in this Supplemental Report):

1. The Connecticut Department of Transportation's ("CDOT") existing right-of-way ("ROW") will be used for most of the replacement structures. The rest will require acquisition of permanent easements.
2. There will be no permanent effects on wetlands from access roads. (B)
3. Tree clearing along the ROW will cause minimal disturbance. (B)
4. No Connecticut State listed species are anticipated to be impacted from the proposed Project. (D)
5. No negative effects will occur to fisheries, groundwater and surface water resources; no work is planned in an aquifer protection area.
6. The visual character of the ROW will not adversely change because although structure heights are increasing there will be no significant impact to the visual character. In addition the total number of structures will be reduced from 94 to 83. (A)
7. EMF levels will increase but remain well below international safety guidelines. (F)

A. PROJECT BACKGROUND

United Illuminating's ("UI") Bridgeport 115-kV Transmission Line Upgrade Project fulfills UI's obligation to provide reliable service to its customers and to meet the reliability standards mandated by national and regional authorities responsible for the reliability of the transmission system, i.e., the North American Electric Reliability Corporation ("NERC"), the Northeast Power Coordinating Council ("NPCC") and Independent System Operator of New England ("ISO-NE").

Transmission Planning – National and Regional Reliability Standards

In 2006, the Federal Energy Regulatory Commission ("FERC") designated NERC as the nation's Electric Reliability Organization ("ERO"). FERC approved mandatory reliability standards developed by NERC in 2007. These mandatory reliability standards apply to UI as a transmission owner ("TO") and as a transmission planner ("TP") of the bulk power system, as designated by NERC through its compliance registry procedures. In addition to satisfying NERC reliability standards, UI must also satisfy NPCC and ISO-NE reliability standards. Both monetary and non-monetary penalties may be imposed for violations of the NERC, NPCC, and ISO-NE Reliability Standards.

Transmission Planning Process

ISO-NE, as the registered NERC reliability authority, along with UI and The Connecticut Light & Power Company ("CL&P"), as the TOs in Connecticut, must comply with NERC and NPCC planning standards by performing reliability assessment studies of the transmission system. UI, along with ISO-NE and CL&P, completed a long-term (2018) reliability Needs Assessment of the Southwest Connecticut ("SWCT") area. This assessment's objective is to evaluate the reliability performance of SWCT in meeting NERC, NPCC, ISO-NE, CL&P and UI standards and criteria. The study was conducted in accordance with the regional planning process as outlined in the ISO-NE Open Access Transmission Tariff ("OATT"). This study identified reliability transmission needs in the greater New Haven, greater Bridgeport, and Naugatuck Valley areas of UI's service territory related to capacity limitations, unacceptable voltage performance, and high short circuit current levels. Additional details of specific reliability concerns/needs were initially provided in the SWCT Needs Assessment report, dated July 13, 2011, which is posted on the ISO-NE website[2].

Bridgeport 115-kV Transmission Line Upgrade Project - Need

The Southwest Connecticut Transmission Planning Study shows that under certain conditions the reliability of the area transmission system will be at risk. The risks include damaging overloads to 115-kV transmission lines which in turn expose the electric system and our customers to unacceptable reliability risks.

Due to the physical limitations of the structural support system for the 115-kV lines Metro-North Railroad ("MNR") catenary system), new transmission structures (galvanized steel monopoles) and new 1590 kcmil ACSS conductor are recommended along this 2.3 mile transmission line corridor.

[2]https://smd.iso-ne.com/committees/comm_wkgrps/prtcpnts_comm/pac/ceii/reports/2011/final_swct_needs_report.pdf

B. TECHNICAL DESCRIPTION

B.1. EXISTING TRANSMISSION LINES

There are two overhead 115-kV transmission lines that connect the Baird Substation in the Town of Stratford and Congress Substation in the City of Bridgeport. These lines are currently supported on bonnets that are attached on top of the MNR's lattice catenary structures. Originally built in the early 1900s some of these catenary structures are over one hundred years old. However, UI did not attach to these structures until the 1940s. This Project will replace the existing bonnets with new tubular steel monopoles for both lines between the two stations, for a total distance of approximately 2.3miles.

The existing CDOT ROW is generally 100 feet wide but can vary significantly depending on location. Single 795-kcmil conductor plus a 4/0 Cu shield wire are used for both circuits. The majority of the existing catenary structures have a typical height of 57 feet (ranging between 55 feet and 102 feet). An overhead transmission line is on the northern side of the MNR catenary system and a second overhead transmission line is on the southern side. Cross-sections of the existing and proposed ROW conditions are depicted in Figures B-1 and B-2.

B.2. PROPOSED TRANSMISSION LINE UPGRADE

Due to the required increased thermal capability, as described in the Project Background section, and the physical limitations of the existing structures, UI plans to replace the existing bonnets, conductor, and hardware using galvanized tubular steel monopoles to support new 1590-kcmil ACSS conductors for both circuits. The details of the proposed Project are as follows:

B.2.1. NORTHERN OVERHEAD TRANSMISSION LINE

The northern overhead transmission line occupies the northern side of the ROW, and will be offset from the existing structure centerline by 15 to 25 feet. The majority of the new structures will have a typical height of 80 feet (ranging from 80 to 120 feet). Generally the ROW is 100 feet wide but varies from location to location. A cross-section of the existing and proposed ROW conditions is depicted in Figure B-1.

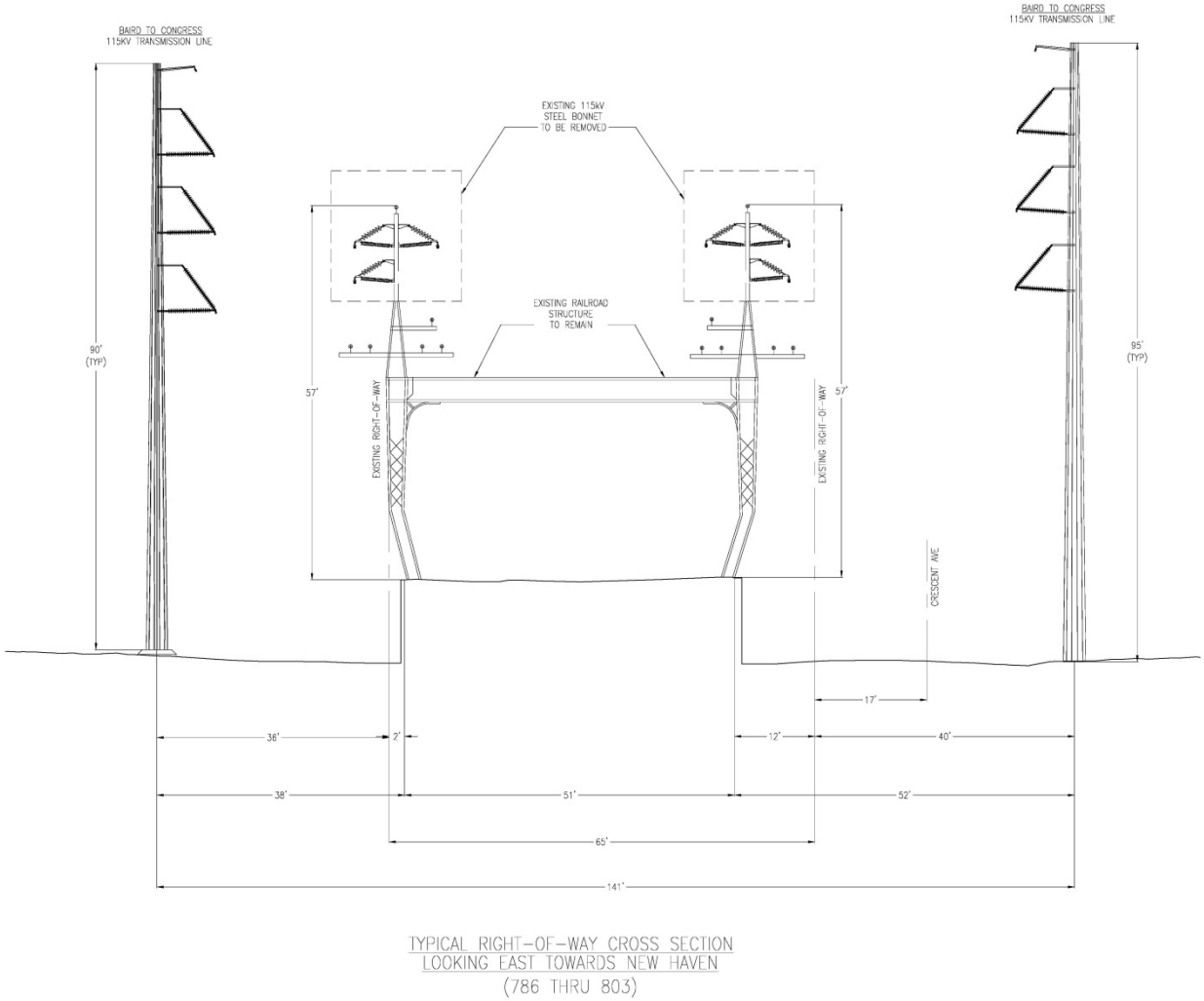


Figure B-1: Cross-Section – Existing & Proposed Conditions

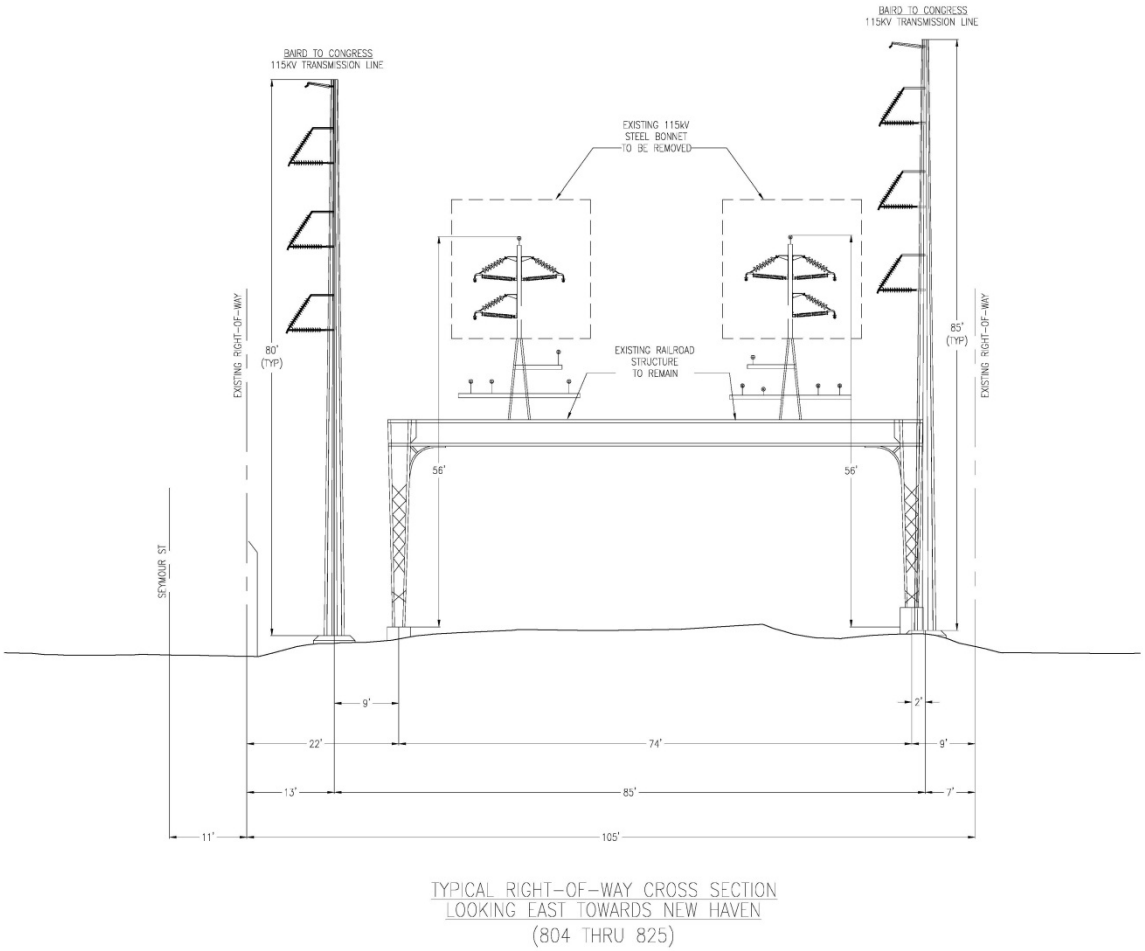


Figure B-2: Cross-Section – Existing & Proposed Conditions

B.2.2. SOUTHERN OVERHEAD TRANSMISSION LINE

The southern overhead transmission line occupies the southern side of the ROW, and will be offset from the existing structure centerline by 15 to 25 feet. The majority of the new structures will have a typical height of 90 feet (ranging from 80 to 120 feet). Generally the ROW is 100 feet wide but varies from location to location. A cross-section of the existing and proposed ROW conditions is depicted in Figure B-1.

Alternate power sources supply Baird and Congress Substations and will be utilized during construction to prevent substation outages. During project construction these two stations will remain in service even though lines will be de-energized for a portion of the work. Specifically, lines will be de-energized during the cutover, when the new conductor is installed going into both stations. The cutover will occur one line at a time. After the new conductor is energized, construction on the other circuit will begin. Accordingly, continuity of service to UI's customers will be maintained during project construction as is reasonably possible. If an outage is necessary the impacted customers will be notified in advance of the outage. Following their removal, the original bonnets, conductors, and hardware from both lines will be managed in accordance with the Connecticut General Statutes for solid waste and UI's best management practices.

The Project key map, aerial segment maps and descriptions are included in Attachment B.

C. ENVIRONMENTAL EFFECTS

Based on a review of the data associated with the proposed Project, there will be no substantial environmental impact to the State of Connecticut or its residents as a result of the Project. The Project will replace 94 existing transmission structures from UI's Baird Substation in Stratford to its Congress Substation in Bridgeport. At one point along the existing transmission ROW, the Project will span the Pequonnock River, just east of the Congress Street Substation. At the close of the Project, all areas which were impacted due to construction will be restored as best as possible to their original state.

C.1. AIR QUALITY AND NOISE

Based upon UI's review of the proposed Project, there will not be any significant concerns or risks as it relates to air quality or noise. Since the duration of the Project is minimal, the air quality effects will be extremely minor and temporary. The effects will be a result of fugitive dust from vehicle traffic, construction activities and exhaust from vehicles. UI will maintain a high level of compliance and should fugitive dust become an issue, dust suppression techniques such as water or the chemical application of "Top-Seal" will be implemented to the affected area. UI is also required to manage any fugitive dust emissions through its Stormwater Pollution Control Plan ("SWPCP").

Since the Project is located in both Stratford and Bridgeport, UI will comply with both municipalities Noise Ordinances. UI will abide by the documents titled "TOWN OF STRATFORD NOISE CONTROL ORDINANCE (date approved July 28, 1981)" and "CITY OF BRIDGEPORT – AN ORDINANCE PROVIDING FOR THE REDUCTION AND ELIMINATION OF NOISE BY ESTABLISHING MAXIMUM NOISE LEVELS UPON AND BETWEEN PREMISES, OFFENSES AND PENALTIES IN THE CITY OF BRIDGEPORT, CONN (date approved September 15, 1984)". Any noise generated will be directly from construction activities. No permanent noise increase will result upon completion of the Project.

C.2. INLAND WETLANDS/WATERCOURSES AND FLOODPLAINS

From July 30-31, 2014 UI performed a wetlands and resource area survey for the presence of inland and tidal wetlands, waterways, vernal pools and floodplains/ways within the ROW *See* Attachment C. The following methods were used to determine the presence of inland/tidal wetlands, vernal pools, waterways and floodplains/ways:

a) United State Department of Agriculture (USDA) Soil Survey Manual (1993),
b) Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeastern Region (Version 2.0, January 2012), and
c) CT Department of Energy and Environmental Protection (DEEP) Inland Wetlands and Watercourse Act (Connecticut General Statutes §§ 22a-36 through 45)

Additionally, the United States Army Corp of Engineers (ACOE) Highway Methodology Workbook was utilized to better understand the functionality of each wetland. The following are 13 specific functions used to assess each of the wetlands within the Project area:

a) Groundwater Recharge/Discharge,
b) Floodflow Alteration
c) Fish/Shellfish Habitat
d) Sediment/Toxicant Retention,
e) Nutrient Removal/Retention/Transformation,
f) Production Export,
g) Sediment/Shoreline Stabilization,
h) Wildlife Habitat,
i) Recreation,
j) Education/Scientific Value,
k) Uniqueness/Heritage,
l) Visual Quality/Aesthetics, and
m) Endangered Species.

During the delineation, it was discovered that six resource areas were identified within the project footprint/ROW[3] Based on an outline of the proposed Project's construction footprint, UI anticipates having approximately 3,800 square feet of temporary wetland impact (see Table 1) from the placement of construction (i.e., swamp) mats to allow for a safe construction pad and/or access road. *See* Attachment B. The approximately 5 square feet of permanent impact will be generated from the placement of a monopole foundation. Additional measures such as silt fence, hay-bales, diversionary swales, water bars, erosion blankets and the use of track vehicles will be used to manage any loose sediment from migrating into resource areas. Based on the total square footage of wetland impacts and existing river crossing UI is applying for the ACOE Category I General Permit.

Table 1 – Estimated Impact to Resource Areas

	Temporary Impact	Permanent Impact	Secondary Impact
Construction Pads	3,295	0	0
Access Roads	500	0	0
Structures	0	5	0

[3] Palustrine emergent persistent seasonally flooded/saturated wetland; palustrine emergent wetland: palustrine unconsolidated bottom permanently flooded wetland; estuarine subtidal unconsolidated bottom watercourse riverine; lower perennial unconsolidated bottom river; and an estuarine subtidal unconsolidated bottom river.

C.3 VERNAL POOL AND AMPHIBIAN HABITAT BREEDING AREAS

Based on the BL Wetland Report, there were no vernal pools identified within the proposed Project construction footprint area. *See* Attachment C.

C.4. STORMWATER MANAGEMENT & SOIL EROSION AND SEDIMENT CONTROL

Based on the construction footprint of approximately 13 acres and the type of activities being proposed on the Baird Congress Project, UI intends to register under the State of Connecticut's General Permit for the Discharge of Stormwater and Remediation Wastewaters from Construction Activities (DEEP-WPED-GP-015). In addition to the registration, UI will submit a SWPCP outlining UI's approach for managing erosion and sedimentation during construction on a site by site basis. The SWPCP will cover everything from vegetation clearing, grading of access roads, work pad development and restoration activities. During these activities, UI will ensure the implementation of the outlined soil erosion and sediment controls identified within the SWPCP are being installed and maintained properly through weekly and when necessary daily inspections. UI also will comply with the CT DEEP document, "2002 Connecticut Guidelines for Soil Erosion and Sediment Control." Some of the control measures and preventive maintenance techniques that are anticipated to be used during the Project are as follows:

Control Measures:

a. Installation of silt fence, hay bales,
b. silt blankets,
c. check dams,
d. water bars,
e. drainage swales,

Techniques:

a. Minimize width of roadways and work pad/construction areas,
b. Use of track equipment in sensitive or resource areas,
c. Use of heavy equipment to compact soils in large areas,
d. Vehicles will exit at the same location they entered from.

All sediment and erosion controls will be maintained and monitored throughout the duration of the Project per the conditions outlined in both the CT DEEP Stormwater General Permit and UI's SWPCP. Once UI completes the Project, an inspection of construction sites will take place in order to identify areas where stabilization techniques and restoration will need to be performed. Restoration will be achieved by restoring the disturbed area(s) with such items as: seed, mulch, reinstallation of silt fence and diversionary swales. Inspections of the area(s) where restoration has been performed will take place once per month for a period of three months or until stabilization is achieved.

C.5. VEGETATION

Based on the historic and current use of the CDOT ROW and a review of UI's Baird Congress Project area, there will be no negative impacts to vegetation. Presently, both CDOT/MNR and UI maintain the ROW, by applying their "Line Clearance & Vegetation Management Specification" and removing any low growth vegetation in order to meet Federal and State standards. Any large growing trees invasive to the clearance requirements on the ROW are also maintained by removing or trimming them to meet the Federal and State standards.

C.6. NATURAL DIVERSITY DATABASE & SPECIES HABITAT REVIEW

On June 2, 2015, UI submitted a National Diversity Database (NDDB) request to the CT DEEP Wildlife Division. On June 16, 2015, CT DEEP responded saying, "CT DEEP does not anticipate negative impacts to State-listed species resulting from your proposed activity at the site based upon the information contained within the NDDB." *See* Attachment D.

C.7. SOIL MANAGEMENT

From October 31, 2013 through January 13, 2014, UI performed a soil pre-characterization event which consisted of retrieving multiple samples from both the north and south sides of the ROW in Stratford and Bridgeport. The samples were analyzed for waste profiling purposes related to the management of spoils. Based upon the classification of soil samples taken within the defined Project scope, all material will be managed in accordance with the Connecticut General Statutes Guidelines for solid waste management. If material needs to be stored onsite, all spoils will be stockpiled within a hay-bale corral and covered by poly/plastic until a time is fit for the spoils to be transported off the ROW to a permitted facility.

C.8. GROUNDWATER

From January 14, 2014 through January 20, 2014, UI retrieved groundwater samples from multiple temporary monitoring wells installed on both the north and south sides of the ROW in Stratford and Bridgeport. The lab results generated from the samples were analyzed for comparison to the appropriate CT DEEP General Permit criterion for groundwater management. Based on the results of the groundwater sample and proposed depths of the piers required for the construction of the towers, UI will need to obtain the CT DEEP General Permit – Groundwater Remediation Wastewaters to Sanitary Sewer (DEP-WD-GP-007). UI also intends to work with the local water pollution control authority for the discharge of this water.

C.9. VISUAL

UI performed a visual impact study of the proposed Project area and concluded the view shed in the vicinity of the Project will not change significantly. The structure heights along the rail will increase; however structures spanning the river will be the same as the existing river crossing structures, resulting in no significant impact to the visual character. *See* Attachment A.

C.10. CULTURAL REVIEW AND STUDY

In March of 2014, UI retained Heritage Consultants LLC to perform a Cultural Resource Review and Study of the proposed Project area. The review and study consisted of the following:

1. Gathering data regarding the identification of cultural resources situated within the vicinity of the Area of Potential Impact,
2. Investigating the proposed Project area for natural and historical characteristics,
3. Identifying culturally sensitive resources.

In addition to the Cultural Resource Review a "Project Review Form" was submitted to the Connecticut State Historic Preservation Office (CT SHPO). On March 13, 2015, UI received a letter from the CT SHPO office stating that a review of the Project was performed and no adverse effects on historic properties were identified *See* Attachment E.

C.11. CONFIGURATION OF STRUCTURES NEAR AN AIRPORT

The closest airport to the Project is Igor Sikorsky Airport, located approximately 5.0 miles to the southwest. The new structures will not be in the airplanes' glide path. In addition, since the proposed structures are below 200 feet in height, no Federal Aviation Administration ("FAA") mandated navigational strobe lights or any special painting of the proposed structures will be required. The Project is not anticipated to carry health and safety risks to airport patrons or property.

As required by the FAA for river crossings, marker balls will be installed across the Pequonnock River.

C.12. FEDERAL, STATE AND LOCAL LAND USE PLAN

The CDOT /UI existing ROW has been upheld as both a conduit for public transportation and electrical infrastructure for the past century. However, based on the need for UI to develop a more functional and secure transmission system, the existing structures and lines are to be moved into a new ROW abutting the existing corridor. Therefore, the Project's land use within the ROW is consistent with local, state and federal initiatives.

C.13. ACCESS ROADS & WORK PADS

During the Project, UI will need to build both access roads and work pads in order to permit safe passage and to implement work practices. Through the construction of the access roads and work pads UI intends to trim and remove vegetation, flatten un-level ground and excavate areas where and when necessary. Prior to any of the previously described construction activities for the building of access roads and work pads UI will install all of the necessary sediment and erosion controls as outlined in UI's Baird to Congress SWPCP. UI anticipates access roads to range from 12 to 16 feet in width. UI has made certain that temporary access through wetlands or spanning mean high water to mean high water over streams are kept to 12 feet in width. Work pad sizes will range from 900 square feet up to 9,500 square feet. Work pads range in size due to certain types of equipment needed and obstructions and or grading challenges.

Where it was not possible to avoid certain sensitive areas such as wetlands, UI has worked to minimize those impacts during the Project. As outlined in Section C.2. - Table 1, UI anticipates a total of 3,800 square feet of wetland/resource area impact. Of the 3,800 square feet of impact, 3,795 will occur through the temporary of construction mats during the Project. The remaining 5 square feet of impact will be permanent in nature. The permanent impact will be from a portion of a foundation needing to be located within wetland. Due to certain clearance requirements, there will be vegetation clearing around sensitive areas such as wetlands and riparian areas rivers and streams. During the clearing of vegetation at these locations UI will not perform any grubbing and will not fully remove the vegetation in order to minimize any secondary impacts to the sensitive area. At the close of the civil and electrical phases of the Project, all areas that were impacted due to construction will be restored. Restoration includes, but is not limited to, seeding (upland and/or wetland), mulching and the stabilization of soils. Throughout the duration of the project, UI will perform weekly and, when necessary, more frequent inspections of all access roads, work pads, sediment and erosion controls and restoration to ensure these functions are performing accordingly.

D. CONSTRUCTION

D.1. OVERVIEW OF CONSTRUCTION

UI will construct the Project in several stages, some overlapping in time. Certain work activities and sequences may vary, based on factors such as site-specific conditions, the final Project design, the availability of circuit outages, and the requirements of regulatory approvals. UI will complete pre-construction planning activities and continue consulting with the affected municipalities and State and federal agencies to avoid adverse effects to the environment and to the public.

D.2. CONSTRUCTION PROCEDURES

The Project will be constructed in accordance with UI specifications, established industry practices, UI's *Best Management Practices Manual Construction & Maintenance Environmental Requirements Connecticut*, and any conditions of the decision issued by the Connecticut Siting Council ("Council"). A typical construction sequence will be as follows:

D.2.1. Pre-construction activities include the following:

- Survey and stake the monumented line of corridor, ROW boundaries, and future structure locations, and
- Mark wetland and watercourse boundaries, cultural resource areas of concern where avoidance or special procedures are required and sensitive environmental resource areas that are to be avoided.

D.2.2. Construction activities include the following:

- Establish field construction areas and prepare staging and lay-down areas;
- Prepare the ROW (including the installation of erosion and sediment ("E&S") controls, removal of vegetation as needed, and access road improvement/installation);
- Prepare work areas (pads) at structure sites;
- Excavate and install foundations, erect new structures, and, if necessary, install guy lines and anchors;
- Install conductors and wires;
- Remove existing transmission line structures and associated conductors and wires; and
- Clean-up and restore, including planting vegetation in disturbed sites.

Construction equipment such as pickup trucks, bucket trucks, front loaders, reel trailers, bulldozers, wood chippers, cranes, forklifts, side booms and dump trucks are anticipated to be involved in the overhead transmission lines within the existing ROW.

D.3. RIGHT-OF-WAY VEGETATION CLEARING

ROW expansion is needed for the Baird to Congress Section; however, for any additional clearing necessary on private property UI will obtain the owner's approval. All other clearing will be within UI's existing ROW. Vegetation will be removed within the proposed ROW as follows:

- to clear overgrowth from the locations for the new structures, providing unobstructed access;
- to remove off-ROW hazard trees;
- to provide access between existing access roads and new structure locations; and
- to maintain required North American Electric Reliability Corporation clearances.

Some vegetation will be removed outside the existing ROW as follows:

- to remove off-ROW hazard trees;
- to provide access between new access locations and new structure locations; and
- to maintain required North American Electric Reliability Corporation clearances.

UI will minimize vegetation clearing activities to the extent possible and stabilize disturbed areas as soon as possible.

D.4. CONSTRUCTION SCHEDULE

The planned in-service date for the Project is End of the Year of 2018. Construction activities are planned to commence the first quarter of 2017 with access road preparation and ROW vegetation clearing, assuming all required regulatory approvals have been obtained by that time.

E. ELECTRIC AND MAGNETIC FIELDS

UI retained Exponent to model the EMF levels associated with the rebuild of the northern and southern transmission lines. Based on their analysis the EMF levels will increase but remain well below international safety guidelines. Exponent modeled the EMF with existing and proposed configurations in four sections:

- Section BC-1 represents the existing and proposed configuration along Crescent Avenue between structures C24 and 803, east of the Congress Street Substation in Bridgeport, Connecticut. Circuit A-1 is rebuilt on a steel monopole approximately 27 feet north of the existing centerline with 12-foot vertical conductor spacing. Circuit B-1 is rebuilt on a steel monopole approximately 47 feet south of its existing location. The width of the ROW in section BC-1 is 65 feet.
- Section BC-2 includes the spans between structures 804 to 812, where the ROW widens to 195 feet. Circuit A-1 is rebuilt approximately 24 feet north of its existing centerline, and circuit B-1 is moved approximately 9 feet south of its existing centerline. The rebuilt circuits are each supported by single-circuit monopoles with 12-foot vertical conductor spacing.
- Section BC-3 includes spans east of the Bishop Avenue, between structures 812 and 818. Circuit A-1 is rebuilt on a vertical steel monopole approximately 6 feet north of its existing centerline with 12-foot vertical conductor spacing. Circuit B-1 is rebuilt on a vertical steel monopole also with 12-foot conductor spacing, approximately 9 feet south of its existing centerline. The ROW width in section BC-3 is 126 feet.
- Section BC-4 models the remaining spans east of structure 818 and the Baird Substation, ending at structure B824. Circuit A-1 is rebuilt on a vertical steel monopole approximately 35 feet north of its existing centerline, and Circuit B-1 is rebuilt on a vertical steel monopole within approximately 4 feet of the existing centerline. In the rebuilt configuration, both circuits have 12-foot vertical spacing. The ROW width in section BC-4 is 101 feet.

Table 2. Projected transmission line loading

				Current Magnitude (Amperes)			
				Pre-Project		Post-Project	
Line	kV	From	To	Average	Peak	Average	Peak
A-1	115	Baird	Congress	664	1035	676	1054
B-1	115	Baird	Congress	663	1034	675	1054

Calculated electric-field profiles are depicted in Figures 2-5 for Sections BC-1 through BC-4, respectively. Table 3 summarizes the calculated electric-field levels on the ROW and ROW edges. Calculated magnetic-field profiles for average loading conditions are depicted in Figures 6-9 for Sections BC-1 through BC-4, respectively. Table 4 summarizes the calculated magnetic-field levels on the ROW and ROW edges for average-load conditions, and Table 5 includes the calculated magnetic-field levels at the same reporting locations for peak-load conditions. *See* Attachment F for the full EMF report.

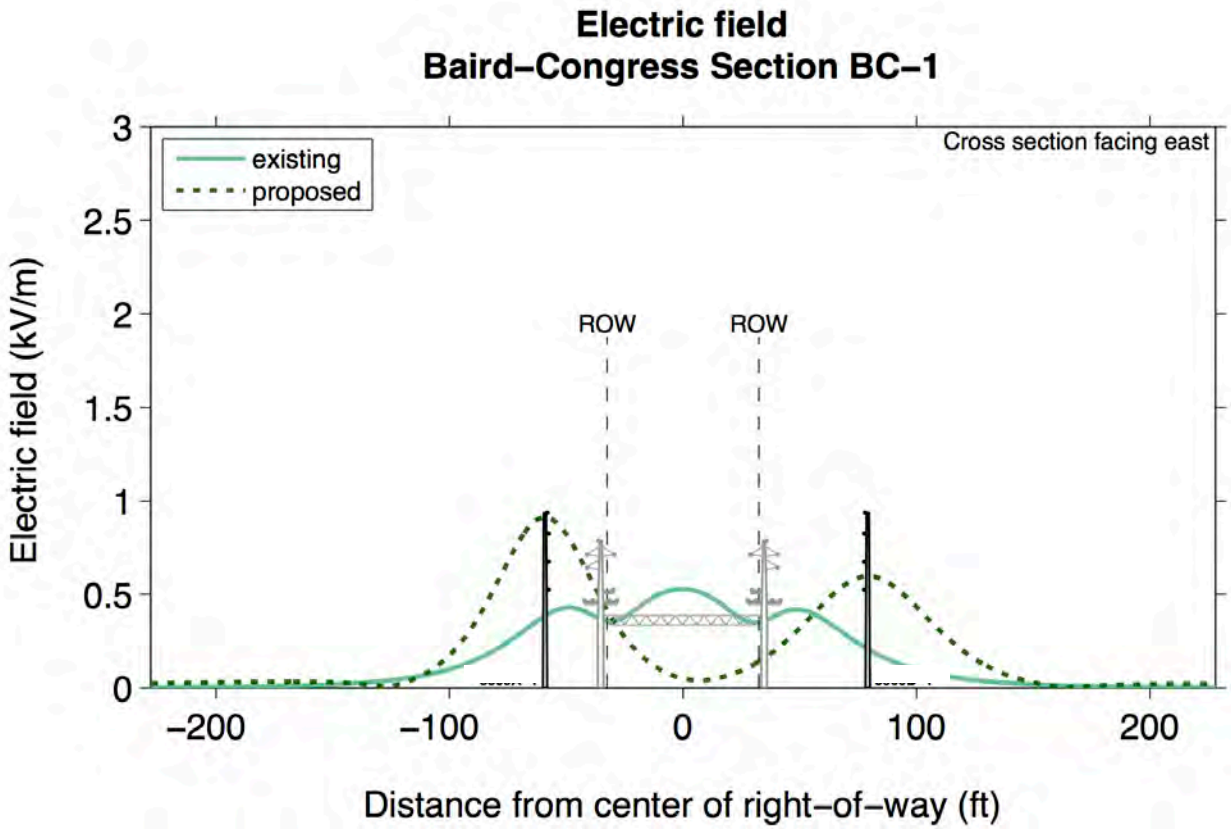


Figure 1. Calculated electric-field profile in section BC-1 for existing and proposed configurations, between structures C24 and 803.

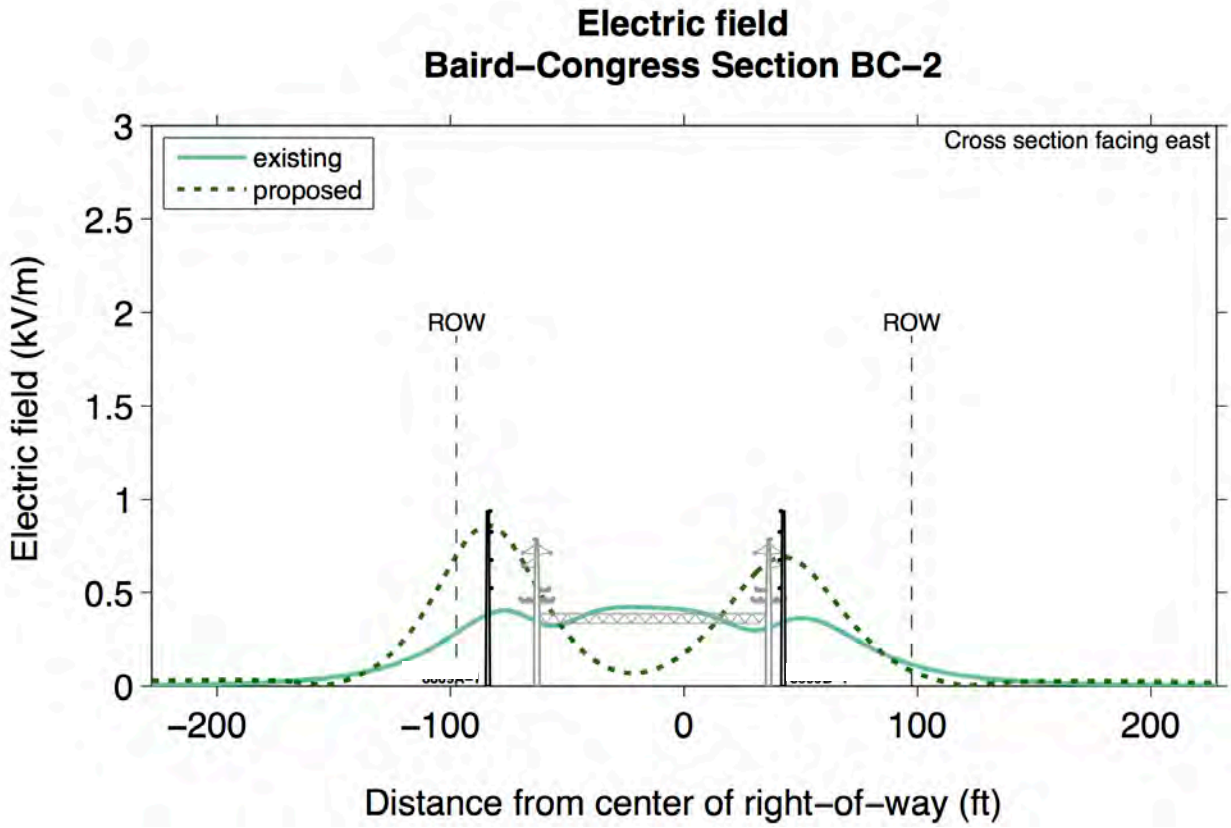


Figure 2. Calculated electric-field profile in section BC-2 for existing and proposed configurations, between structures 804 and 812.

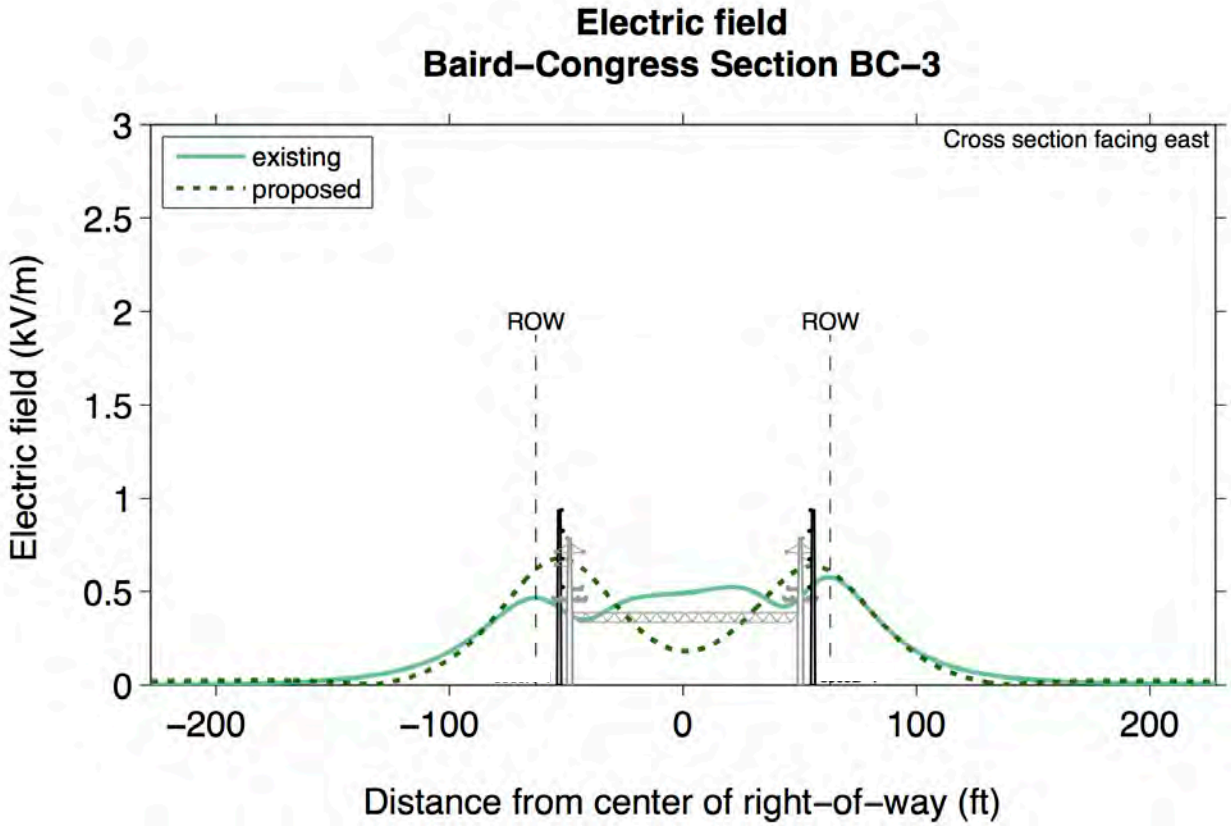


Figure 3. Calculated electric-field profile in section BC-3 for existing and proposed configurations, between structures 812 and 818.

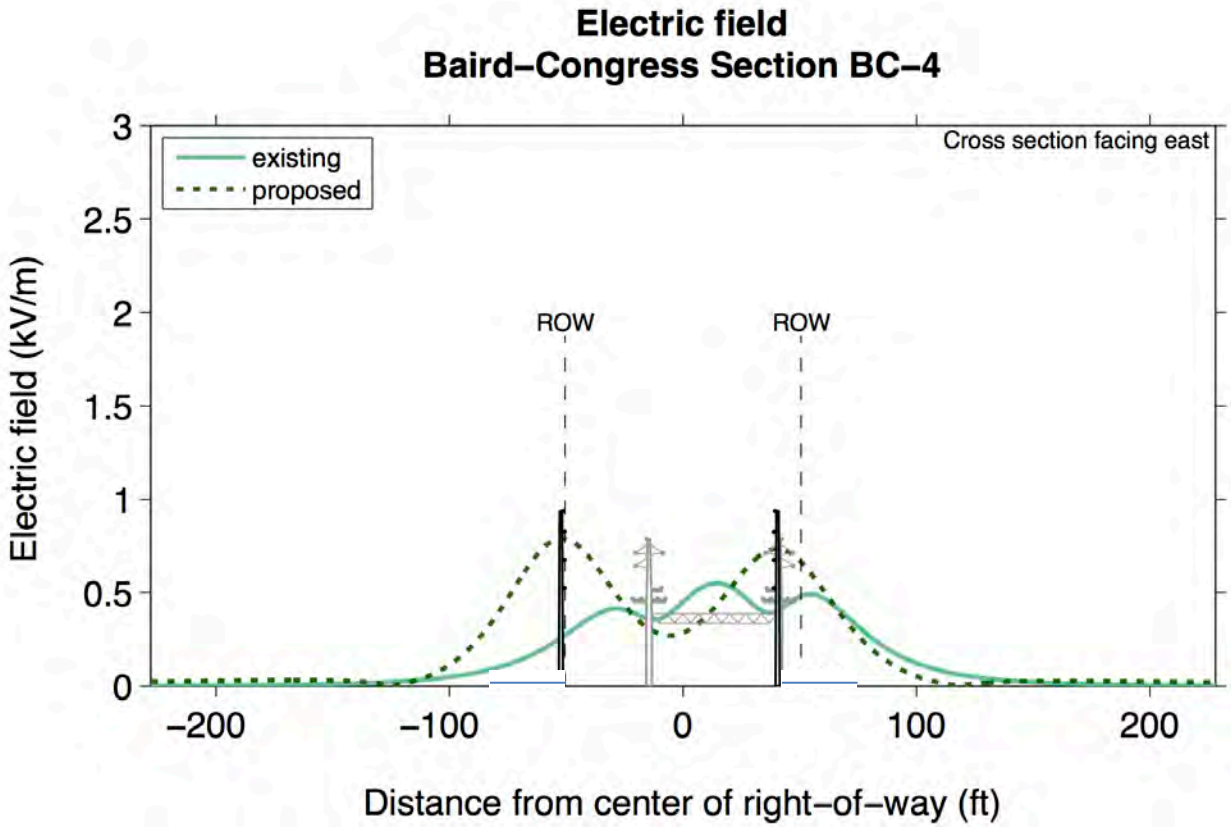


Figure 4. Calculated electric-field profile in section BC-4 for existing and proposed configurations, between structures 818 and B824.

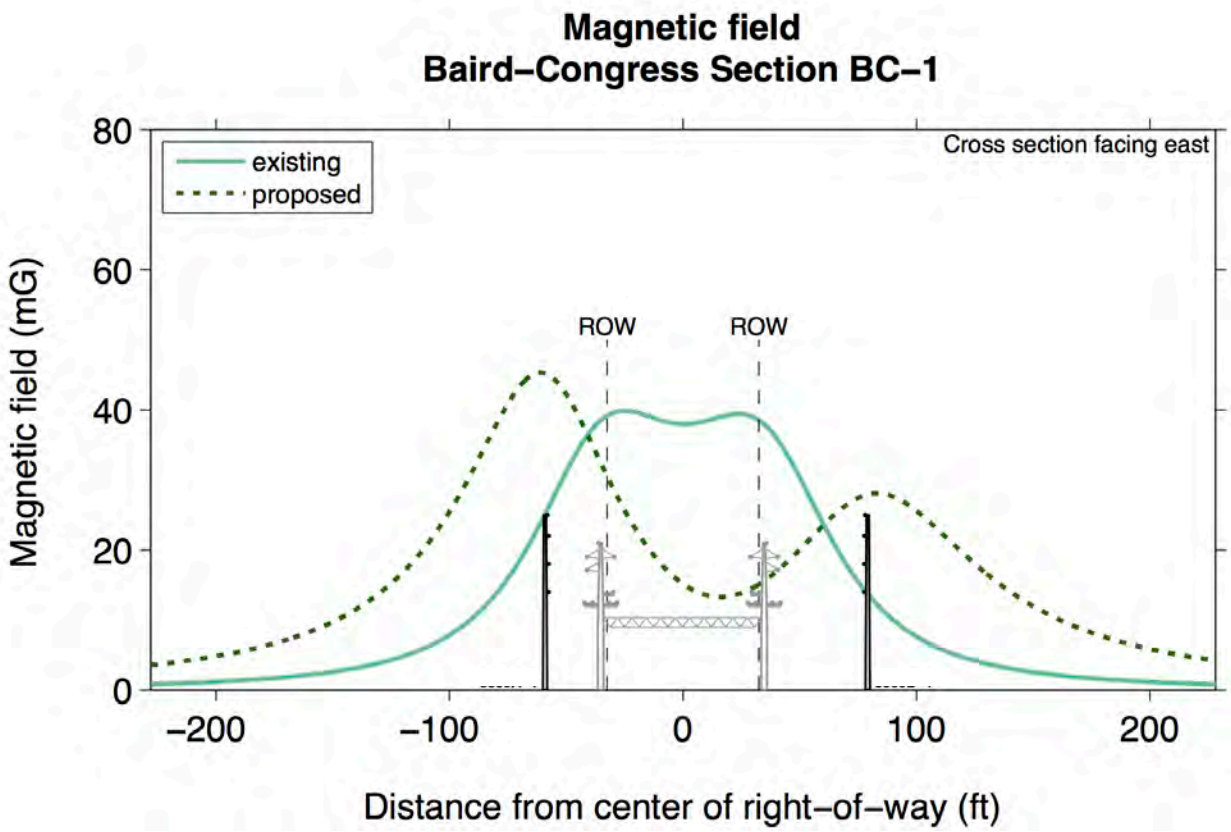


Figure 5. Calculated magnetic-field profile in section BC-1 for existing and proposed configurations, average load case, between structures C24 and 803.

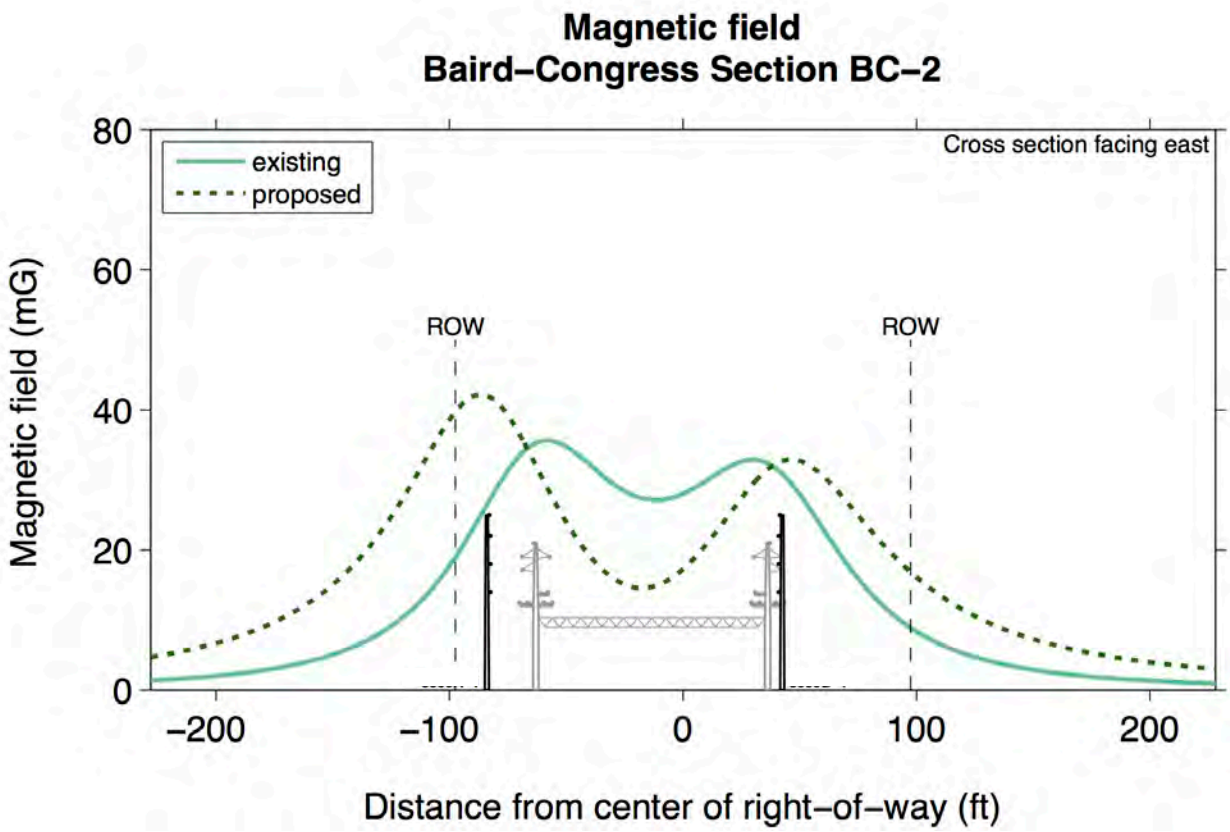


Figure 6. Calculated magnetic-field profile in section BC-2 for existing and proposed configurations, average load case, between structures 804 and 812.

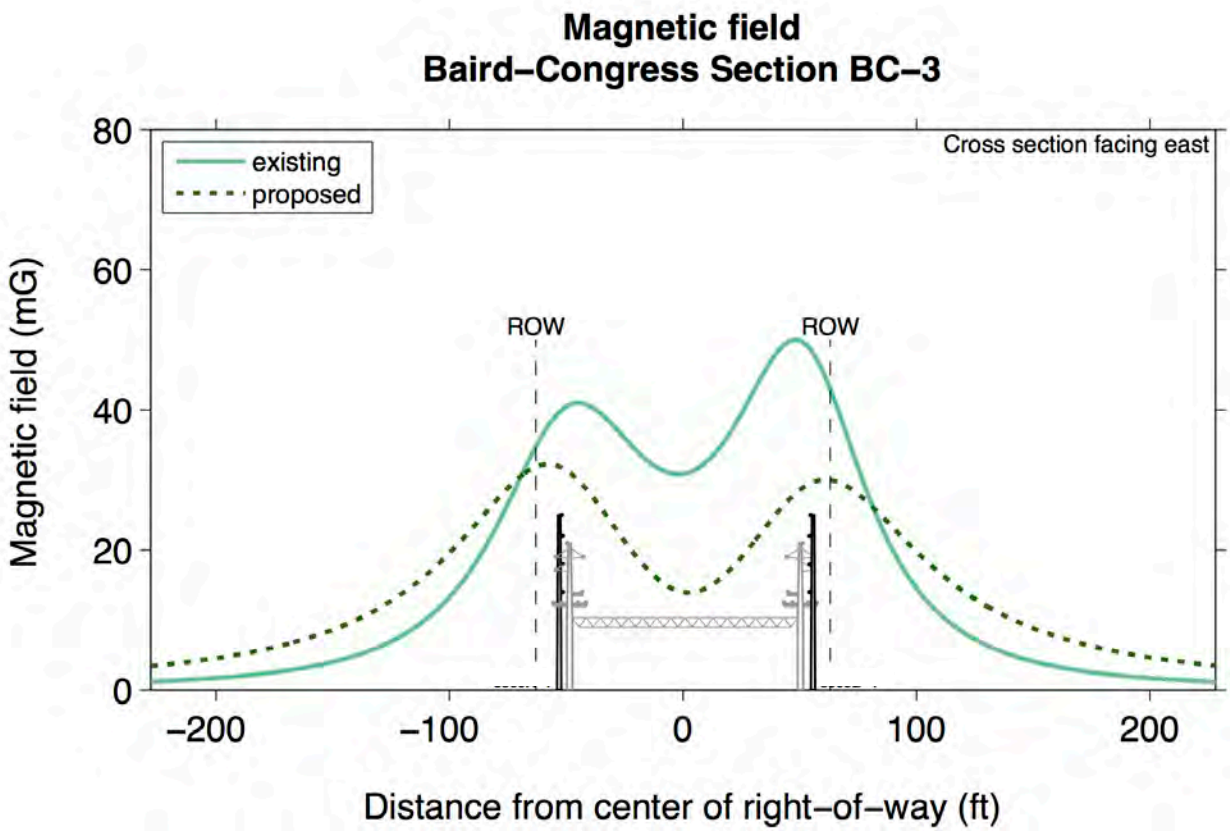


Figure 7. Calculated magnetic-field profile in section BC-3 for existing and proposed configurations, average load case, between structures 812 and 818.

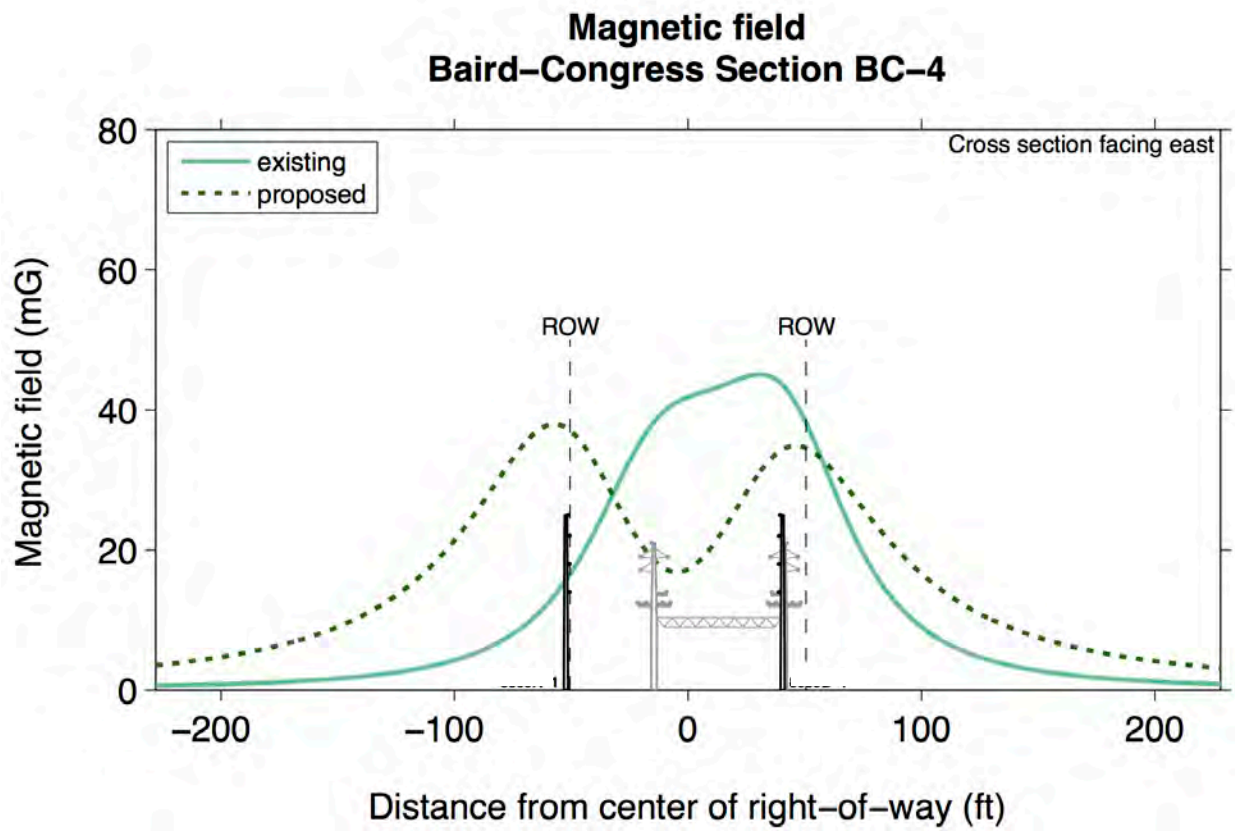


Figure 8. Calculated magnetic-field profile in section BC-4 for existing and proposed configurations, average load case, between structures 818 and B824.

Table 3 Calculated electric-field levels

		Electric Field (kV/m)				
Section	**Configuration**	**100 feet north of -ROW edge**	**North edge of ROW**	**Max on profile**	**South edge of ROW**	**100 feet south of +ROW edge**
BC-1	Existing	0.03	0.36	0.53	0.35	0.03
	Proposed	0.01	0.43	0.91	0.14	0.11
BC-2	Existing	0.01	0.28	0.42	0.12	0.01
	Proposed	0.03	0.69	0.86	0.08	0.02
BC-3	Existing	0.02	0.47	0.58	0.58	0.02
	Proposed	0.02	0.62	0.68	0.61	0.02
BC-4	Existing	0.01	0.27	0.55	0.48	0.02
	Proposed	0.03	0.79	0.79	0.67	0.03

Table 4 Calculated magnetic-field levels, average load case

Section	Configuration	Magnetic Field (mG)				
		100 feet north of -ROW edge	North edge of ROW	Max on profile	South edge of ROW	100 feet south of +ROW edge
BC-1	Existing	3.6	39.1	39.9	38.6	3.6
	Proposed	13.1	30.9	45.3	15.0	16.1
BC-2	Existing	2.1	18.7	35.6	9.0	1.4
	Proposed	6.9	39.5	42.2	17.0	4.1
BC-3	Existing	3.2	34.8	50.0	43.0	3.2
	Proposed	7.2	31.9	32.2	30.0	7.4
BC-4	Existing	1.6	16.3	45.0	38.5	2.8
	Proposed	8.9	37.2	38.0	34.6	7.5

Table 5 Calculated magnetic-field levels, peak load case

Section	Configuration	Magnetic Field (mG)				
		100 feet north of -ROW edge	North edge of ROW	Max on profile	South edge of ROW	100 feet south of +ROW edge
BC-1	Existing	5.7	60.9	62.1	60.3	5.6
	Proposed	20.4	48.1	70.6	23.4	25.1
BC-2	Existing	3.3	29.2	55.5	14.1	2.2
	Proposed	10.7	61.6	65.8	26.6	6.4
BC-3	Existing	4.9	54.2	78.0	67.1	5.0
	Proposed	11.2	49.7	50.3	46.8	11.5
BC-4	Existing	2.5	25.4	70.2	60.1	4.3
	Proposed	13.9	58	59.2	54.1	11.7

F. MUNICIPAL AND COMMUNITY OUTREACH

As a part of the Project planning process, UI has regularly corresponded and coordinated with the municipalities of Stratford and Bridgeport, and the property abutters. UI representatives have met with Mayors Finch and Harkins, on several occasions, to discuss the proposed Project. Subsequently, UI received letters of endorsement from Mayors Finch and Harkins. Letters from municipal officials are included in Attachment H. Additionally an Open House was held at Two Roads Brewery on June 24th, 2015 in order to provide property owners and others information on the proposed Project. UI ran an ads in the Stratford Star, and the Connecticut Post on June 11th and June 18th, two weeks prior to the event *See* Attachment I. There was a sign posted on the fences of the substation properties as well. An invitation was extended to both Mayors and their staff, for the Open House. UI had 6 attendees at the event.

G. CONCLUSION

Based on the foregoing, UI respectfully submits that the Project will not have a substantial adverse environmental effect and, therefore, does not require a Certificate of Environmental Compatibility and Public Need pursuant to Conn. Gen. Stat. § 16-50k(a).

Attachment A
Representative Photos

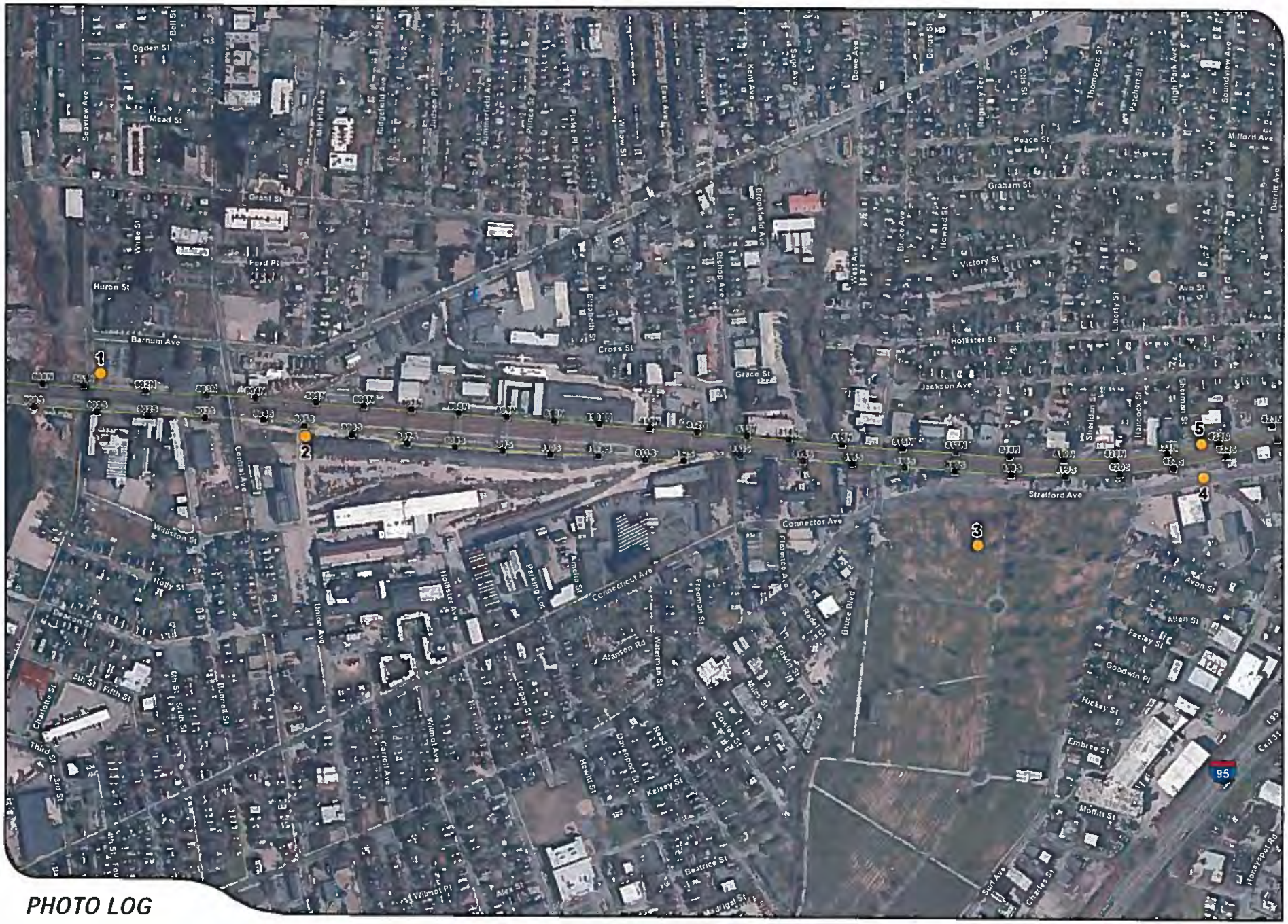


PHOTO LOG

Legend

- Transmission Structure
- Transmission Line
- Photo Location

BAIRD TO CONGRESS LINE

350 175 0 350 Feet

1 inch = 700 feet

ALL POINTS THE INDEXGY CORPORATION

ui

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
1	LACEY MANUFACTURING COMPANY PARKING LOT (35mm Focal Length)	EAST

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

SIMULATION

PHOTO	LOCATION	ORIENTATION
1	**LACEY MANUFACTURING COMPANY PARKING LOT (35mm Focal Length)**	**EAST**

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
2	UNION AVENUE	WEST

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

SIMULATION

PHOTO	LOCATION	ORIENTATION
2	**UNION AVENUE**	**WEST**

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
3	ST MICHAEL'S CEMETERY	NORTHWEST

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

SIMULATION

PHOTO	LOCATION	ORIENTATION
3	**ST MICHAEL'S CEMETERY**	**NORTHWEST**

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
4	STRATFORD AVENUE (35mm Focal Length)	NORTHWEST

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

SIMULATION

PHOTO	LOCATION	ORIENTATION
4	**STRATFORD AVENUE (35mm Focal Length)**	**NORTHWEST**

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

DOCUMENTATION

PHOTO	LOCATION	ORIENTATION
5	**SEYMOUR STREET (35mm Focal Length)**	**WEST**

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

SIMULATION

PHOTO	LOCATION	ORIENTATION
5	**SEYMOUR STREET (35mm Focal Length)**	**WEST**

ALL-POINTS TECHNOLOGY CORPORATION

The United Illuminating Company

Attachment B

Key Map, Aerial Segment Maps and Descriptions

CONTEXT MAP

BRIDGEPORT

INDEX MAP

LEGEND:

ALL CONSTRUCTION TRAFFIC	UNDERGROUND ELECTRIC LINE
TOWN LINE	GAS LINE
UI PROPERTY LINE	SANITARY SEWER
PROPERTY LINE	STORM SEWER
RAILROAD EDGE OF RIGHT-OF-WAY	FIBER OPTIC TELECOMMUNICATIONS LINE
EASEMENT	WATER LINE
DISTRIBUTION POLE	SURVEY CONTROL POINT
EXISTING STRUCTURE	PROPOSED STRUCTURE

COASTAL JURISDICITON LINE	FEMA SPECIAL FLOOD HAZARD AREAS
WATERCOURSE	NATURAL DIVERSITY DATABASE (NDDB) AREA
LIMIT OF WETLANDS	EXISTING ACCESS ROAD
MEAN HIGH WATER	CONSTRUCTION AREA
FEMA 100 YEAR	OCCUPATION AREA
WETLANDS/MARSH	VEGETATION CLEARANCE
VERNAL POOL	WETLAND IMPACT AREA

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS:

DRAWING INDEX: 24217-0002

BLACK & VEATCH
Building a world of difference®

DESIGNER	MAP	DRAWN	JSF
CHECKED	-	DATE	09/08/2014
PROJECT # 178453			

NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
D	09/18/2015	ISSUE FOR UI REVIEW - PROJECT 178453	RMG	MAP	-	-
C	04/30/2015	ISSUE FOR UI 70% REVIEW - REVISED - PROJECT 178453	RMG	MAP	-	-
B	01/30/2015	ISSUE FOR UI 70% REVIEW - PROJECT 178453	RMG	MAP	-	-
A	09/08/2014	ISSUE FOR REVIEW - EASEMENT	EJT	MAP	-	-

No	Date	Revision	By	Chkd	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
CONGRESS ST TO 786N

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24217-0801

DRAWING #:24217-0801

Structure Location Congress St to 786 Crescent Avenue Bridgeport

General Work Description:
New steel monopoles will be installed at 786N. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of foundation – 3 Days
- Installation of steel pole – 4 Days
- Installation of wire – 5 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: Y
Environmentally Sensitive Area: N
Night work: N
Feeder/Signal Outages: N
Track Outages: N

Reference Drawings:
24217-100 – Plan & Profile
24217-300 – Drilled Pier Foundations
24217-506 – 786N Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- WC2 – Pequonnock River

Access

- Crescent Ave, Bridgeport, CT 06608
  - A-785A, 786N

Construction Footprint

- Occupation Area = xx square feet (Crescent Ave.)

Structure A-785A:

- Upland Vegetation/Land Clearing = 0 square feet (Pulaski St.)
- Access Road = 0 square feet (Crescent Ave.)
- Work Pad = 17,100 square feet 48' X 195' (Pulaski St.)

Structure 786N:

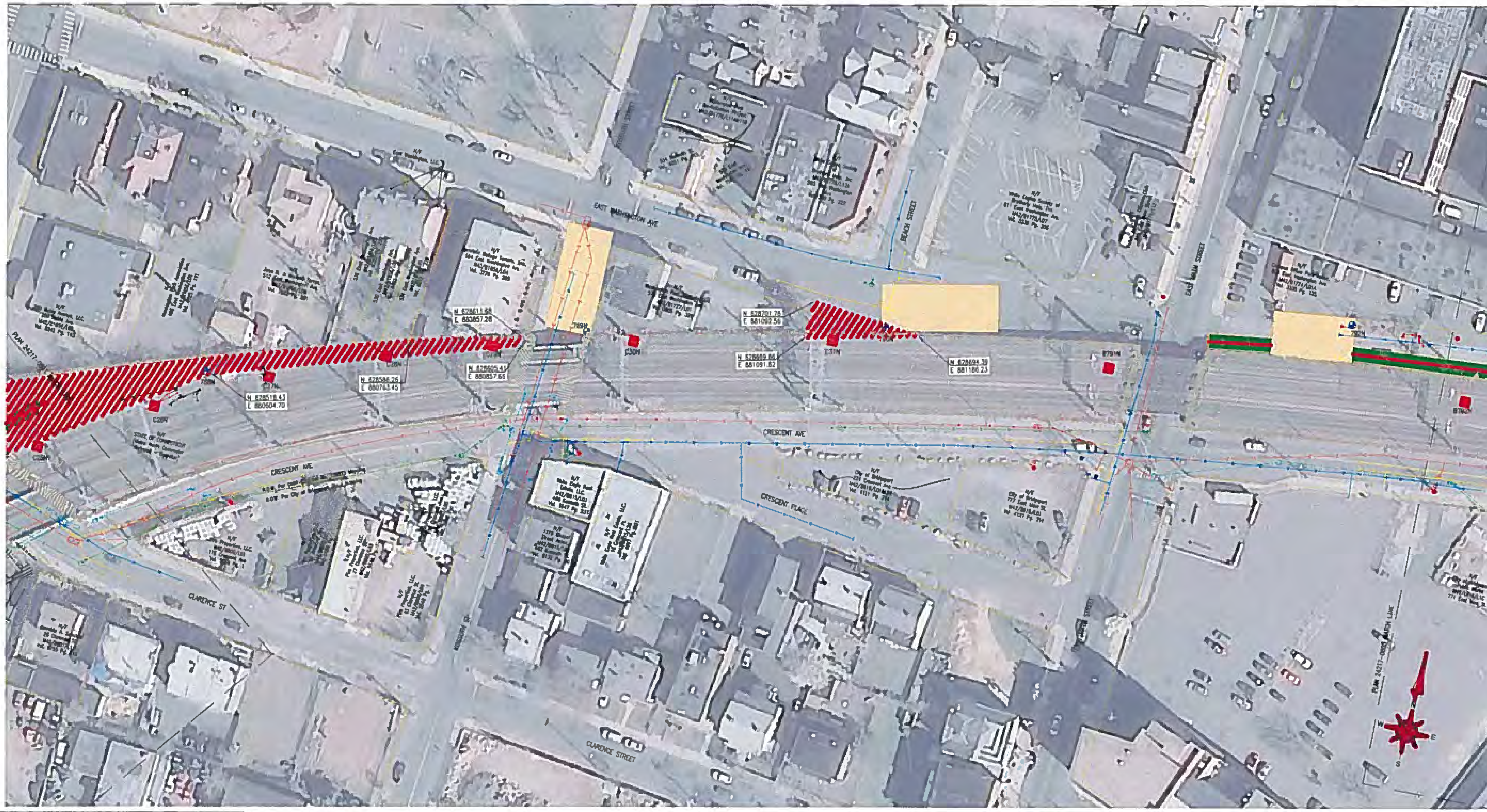
- Upland Vegetation/Land Clearing = 0 square feet (Crescent Ave.)
- Access Road = 0 square feet (Crescent Ave.)
- Work Pad =9,500 square feet 50' X 190' (Crescent Ave.)

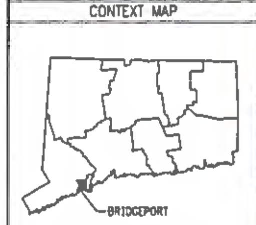
Road Crossings

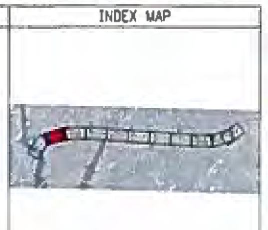
- Pulaski St., Clarence St.

Aerial Imagery

- USGS 18txl510600 dated March 18, 2012







LEGEND:

ALL CONSTRUCTION TRAFFIC	UNDERGROUND ELECTRIC LINE
TOWN LINE	GAS LINE
UI PROPERTY LINE	SANITARY SEWER
PROPERTY LINE	STORM SEWER
RAILROAD EDGE OF RIGHT-OF-WAY	FIBER OPTIC TELECOMMUNICATIONS LINE
EASEMENT	WATER LINE
DISTRIBUTION POLE	SURVEY CONTROL POINT
EXISTING STRUCTURE	PROPOSED STRUCTURE

COASTAL JURISDICITON LINE	FEMA SPECIAL FLOOD HAZARD AREAS
WATERCOURSE	NATURAL DIVERSITY DATABASE (NDDB) AREA
LIMIT OF WETLANDS	EXISTING ACCESS ROAD
MEAN HIGH WATER	CONSTRUCTION AREA
FEMA 100 YEAR	OCCUPATION AREA
WETLANDS/MARSH	VEGETATION CLEARANCE
VERNAL POOL	WETLAND IMPACT AREA

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS.

DRAWING INDEX: 24217-0002

BLACK & VEATCH
Building a world of difference®

DESIGNER	MAP	DRAWN	JSF
CHECKED	-	DATE	09/08/2014
PROJECT # 178453			

NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
D	05/18/2015	ISSUE FOR UI REVIEW – PROJECT 178453	RMG	MAP	-	-
C	04/30/2015	ISSUE FOR UI 70% REVIEW – REVISED – PROJECT 178453	RMG	MAP	-	-
B	01/30/2015	ISSUE FOR UI 70% REVIEW – PROJECT 178453	RMG	MAP	-	-
A	09/08/2014	ISSUE FOR REVIEW – EASEMENT	EJJ	MAP	-	-

No	Date	Revision	By	Chkd	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
788N TO 792N

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24217-0802

DRAWING #:24217-0802

Structure Locations 788 to 792
Clarence St., Kossuth St., and 572 East Washington Ave.
Bridgeport

General Work Description:
New steel monopoles will be installed at 788N, 789N, 790N, and 792N. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Upland Vegetation clearing – 5 Days
- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24217-100 – Plan & Profile
24217-300 – Drilled Pier Foundations
24217-501 – 790N Structure Loading
24217-504 – 789N, 792N Structure Loading
24217-507 – 788N Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- Clarence St., Bridgeport, CT 06608
  - 788N
- Kossuth St., Bridgeport, CT 06608
  - 789N
- East Washington Ave., Bridgeport, CT 06608
  - 790N, 792N

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 788N:

- Upland Vegetation/Land Clearing = 8,500 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 4,700 square feet 147' X 32'(MNR ROW)

Structure 789N:

- Upland Vegetation/Land Clearing = 1,100 square feet (MNR ROW)
- Access Road = 0 square feet (Kossuth St)
- Work Pad = 3,600 square feet 40' X 90'(Kossuth St)

Structure 790N:

- Upland Vegetation/Land Clearing = 650 square feet (572 East Washington Ave)
  = 650 square feet (East Washington Ave)
  = 200 square feet (MNR ROW)
- Access Road = 0 square feet (572 East Washington Ave)
- Work Pad = 4,000 square feet 40' X 100'(572 East Washington Ave)

Structure 792N:

- Upland Vegetation/Land Clearing = 0 square feet (East Washington Ave)
- Access Road = 0 square feet (East Washington Ave)
- Work Pad = 2,800 square feet 40' X 70'(East Washington Ave)

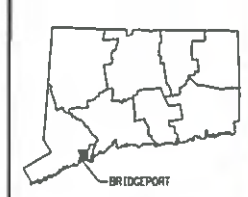
Road crossings

- Kossuth St., East Main St.

Aerial Imagery

- USGS 18txl510600 dated March 18, 2012
- USGS 18txl525600 dated March 18, 2012

CONTEXT MAP



INDEX MAP

LEGEND:

- ALL CONSTRUCTION TRAFFIC
- TOWN LINE
- UI PROPERTY LINE
- PROPERTY LINE
- RAILROAD EDGE OF RIGHT-OF-WAY
- EASEMENT
- DISTRIBUTION POLE
- EXISTING STRUCTURE
- UNDERGROUND ELECTRIC LINE
- GAS LINE
- SANITARY SEWER
- STORM SEWER
- FIBER OPTIC TELECOMMUNICATIONS LINE
- WATER LINE
- SURVEY CONTROL POINT
- PROPOSED STRUCTURE
- COASTAL JURISDICITON LINE
- WATERCOURSE
- LIMIT OF WETLANDS
- MEAN HIGH WATER
- FEMA 100 YEAR
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- VERNAL POOL
- FEMA SPECIAL FLOOD HAZARD AREAS
- NATURAL DIVERSITY DATABASE (NDDB) AREA
- EXISTING ACCESS ROAD
- CONSTRUCTION AREA
- OCCUPATION AREA
- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS:

DRAWING INDEX: 24217-0002

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DESIGNER	MAP
DRAWN	JSF
CHECKED	-
DATE	09/08/2014
PROJECT #	178453

NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
D	05/18/2015	ISSUE FOR UI REVIEW - PROJECT 178453	RWC	MAP	-	-
C	04/30/2015	ISSUE FOR UI 70% REVIEW - REVISED - PROJECT 178453	RWC	MAP	-	-
B	07/30/2015	ISSUE FOR UI 70% REVIEW - PROJECT 178453	RWC	MAP	-	-
A	09/08/2014	ISSUE FOR REVIEW - EASEMENT	CJJ	MAP	-	-

No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
793N TO 796N

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24217-0803

DRAWING #:24217-0803

Structure Locations 793 to 796
East Washington Ave.
Bridgeport

General Work Description:
New steel monopoles will be installed at 793N, 794N, 795N, and 796N. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: N
Feeder/Signal Outages: N
Track Outages: N

Reference Drawings:
24217-100 & 14217-101 – Plan & Profile
24217-300 – Drilled Pier Foundations
24217-501 – 793N, 795N Structure Loading
24217-504 – 794N, 796N Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- East Washington Ave., Bridgeport, CT 06608
  - 793N, 794N, 795N, 796N

Construction Footprint

- Occupation Area = xx square feet (East Washington Ave)

Structure 793N:

- Upland Vegetation/Land clearing = 0 square feet (East Washington Ave)
- Access road = 0 square feet (East Washington Ave)
- Work pad = 4,000 square feet 40' X 100'(East Washington Ave)

Structure 794N:

- Upland Vegetation/Land clearing = 0 square feet (East Washington Ave)
- Access road = 0 square feet (East Washington Ave)
- Work pad = 5,000 square feet 50' X 100'(East Washington Ave)

Structure 795N:

- Upland Vegetation/Land clearing = 0 square feet (East Washington Ave)
- Access road = 0 square feet (East Washington Ave)
- Work pad = 5,000 square feet 50' X 100'(East Washington Ave)

Structure 796N:

- Upland Vegetation/Land clearing = 0 square feet (East Washington Ave)
- Access road = 0 square feet (East Washington Ave)
- Work pad = 5,000 square feet 30' X 50'(East Washington Ave)

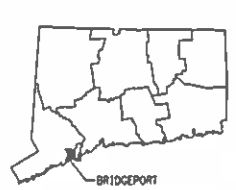
Road crossings

- Pembroke St., Hallett St.

Aerial Imagery

- USGS 18txl525600 dated March 18, 2012

CONTEXT MAP



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- FEMA SPECIAL FLOOD HAZARD AREAS
- NATURAL DIVERSITY DATABASE (NDDB) AREA
- EXISTING ACCESS ROAD
- CONSTRUCTION AREA
- OCCUPATION AREA
- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

REFERENCE DRAWINGS:

DRAWING INDEX: 24217-0002

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

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DESIGNER	MAP
DRAWN	JSF
CHECKED	-
DATE	09/08/2014
PROJECT #	178453

NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
D	05/18/2015	ISSUE FOR UI REVIEW - PROJECT 178453	RWG	MAP	-	-
C	04/30/2015	ISSUE FOR UI 70% REVIEW - REVISED - PROJECT 178453	RWG	MAP	-	-
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A	09/08/2014	ISSUE FOR REVIEW - EASEMENT	EJJ	MAP	-	-

No	Date	Revision	By	Chkd.	Engr	Supv.

The United Illuminating Company

Drawn	Date	Scale 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
797N TO 800N

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24217-0804

DRAWING #:24217-0804

Structure Locations 797 to 800
East Washington Ave, Seaview Avenue
Bridgeport

General Work Description:
New steel monopoles will be installed at 797N, 798N, 799N, and 800N. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 10 Days
- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: Y
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24217-101 – Plan & Profile
24217-300 – Drilled Pier Foundations
24217-500 – 798N, 799N Structure Loading
24217-503 – 797N, 800N Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways
W1/WC1
Access
- East Washington Ave., Bridgeport, CT 06608
  - 797N, 798N, 799N
- Seaview Ave., Bridgeport, CT 06608
  - 800N

Construction Footprint
- Occupation Area = xx square feet (East Washington Ave)

Structure 797N:
- Upland Vegetation/Land Clearing = 0 square feet (812 Barnum Ave)
- Access Road = 2,400 square feet (812 Barnum Ave)
- Work Pad = 5,000 square feet 50' X 100'(812 Barnum Ave)

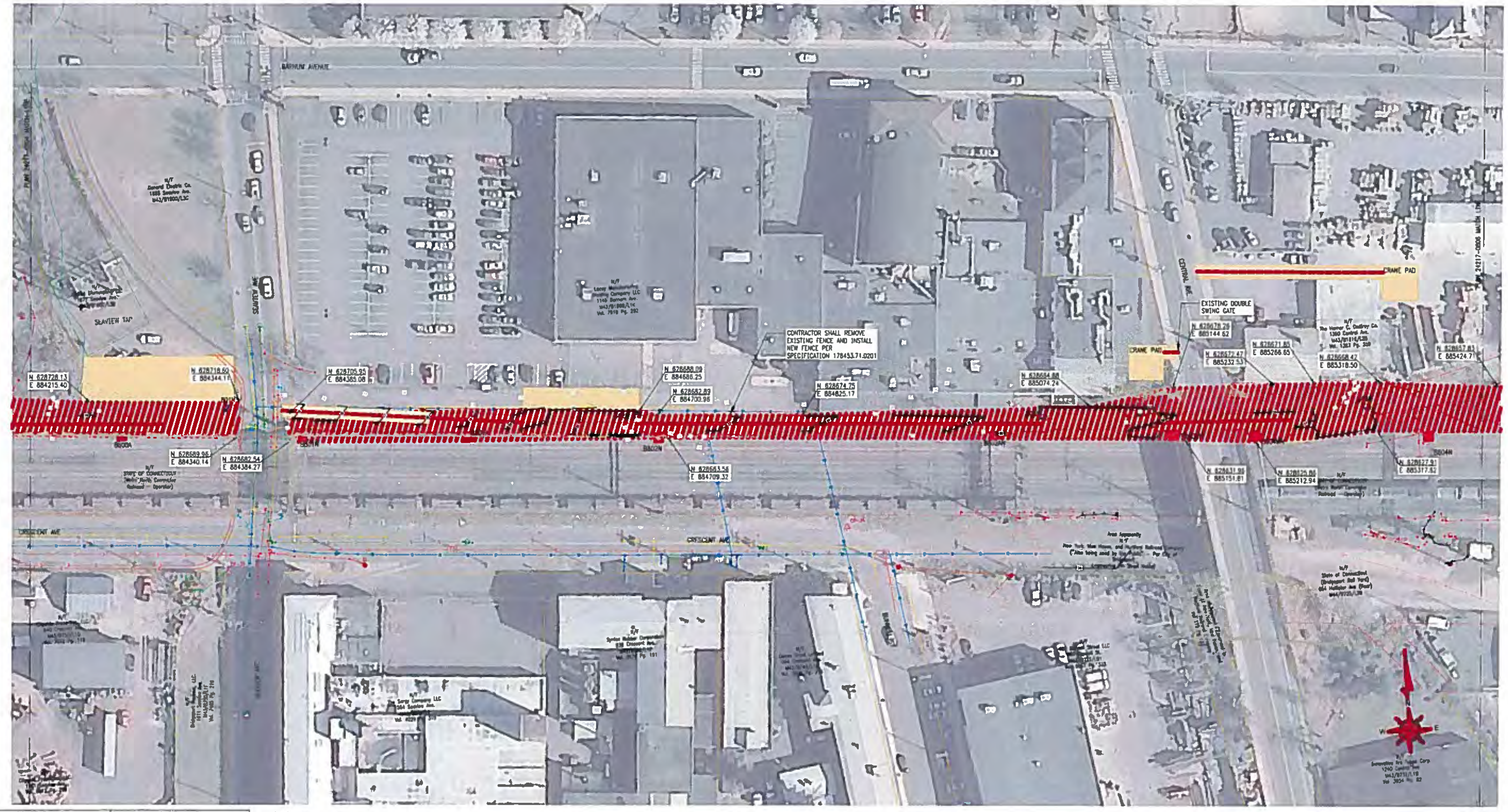
Structure 798N:
- Upland Vegetation/Land Clearing = 0 square feet (812 Barnum Ave)
- Access Road = 2,700 square feet (812 Barnum Ave)
- Work Pad = 5,000 square feet 50' X 100'(812 Barnum Ave)

Structure 799N:
- Upland Vegetation/Land Clearing = 0 square feet (812 Barnum Ave)
- Access Road = 2,500 square feet (812 Barnum Ave)
- Work Pad = 5,000 square feet 50' X 100'(812 Barnum Ave)

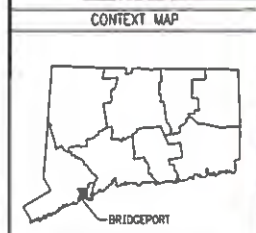
Structure 800N:
- Upland Vegetation/Land Clearing = 4,400 square feet (812 Barnum Ave)
- Wetland Vegetation Clearing = 3,300 square feet (W1/WC1)
- Access Road = 3,000 square feet (812 Barnum Ave)
- Work Pad = 750 square feet 15' X 50'(812 Barnum Ave)
- Crane Pad = 2,000 square feet 40' X 50' (812 Barnum Ave)
- Wetland Temporary Impact = 25 square feet (W1/WC1)
- Wetland Permanent Impact = 10 square feet (W1/WC1)

Road crossings
- None

Aerial Imagery
- USGS 18txl525600 dated March 18, 2012



CONTEXT MAP



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- OCCUPATION AREA
- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

REFERENCE DRAWINGS:

DRAWING INDEX: 24217-0002

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

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DESIGNER	MAP
DRAWN	JSF
CHECKED	–
DATE	09/08/2014
PROJECT #	178453

NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
D	05/18/2015	ISSUE FOR UI REVIEW – PROJECT 178453	RMG	MAP	–	–
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B	01/30/2015	ISSUE FOR UI 70% REVIEW – PROJECT 178453	RMG	MAP	–	–
A	09/08/2014	ISSUE FOR REVIEW – EASEMENT	EJS	MAP	–	–

No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
801N TO 804N

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24217-0805

DRAWING #:24219-0805

Structure Locations 801 to 804
1677 Seaview Avenue, 1146 Barnum Avenue
Bridgeport

General Work Description:
New steel monopoles will be installed at 801N, 802N, 803N, and 804N. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 20 Days
- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24217-102 – Plan & Profile
24217-300 – Drilled Pier Foundations
24217-500 – 802N, 803N, 804N Structure Loading
24217-503 – 801N Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways
- NA

Access
- 1677 Seaview Ave., Bridgeport, CT 06610
  - 801N
- 1146 Barnum Ave., Bridgeport, CT 06610
  - 802N, 803N, 804N

Construction Footprint
- Occupation Area = xx square feet (MNR ROW)

Structure 801N:
- Upland Vegetation/Land Clearing = 2,500 square feet (1146 Barnum Ave)
  =500 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 6,700 square feet 52' X 130'(MNR ROW/1677 Seaview Ave)

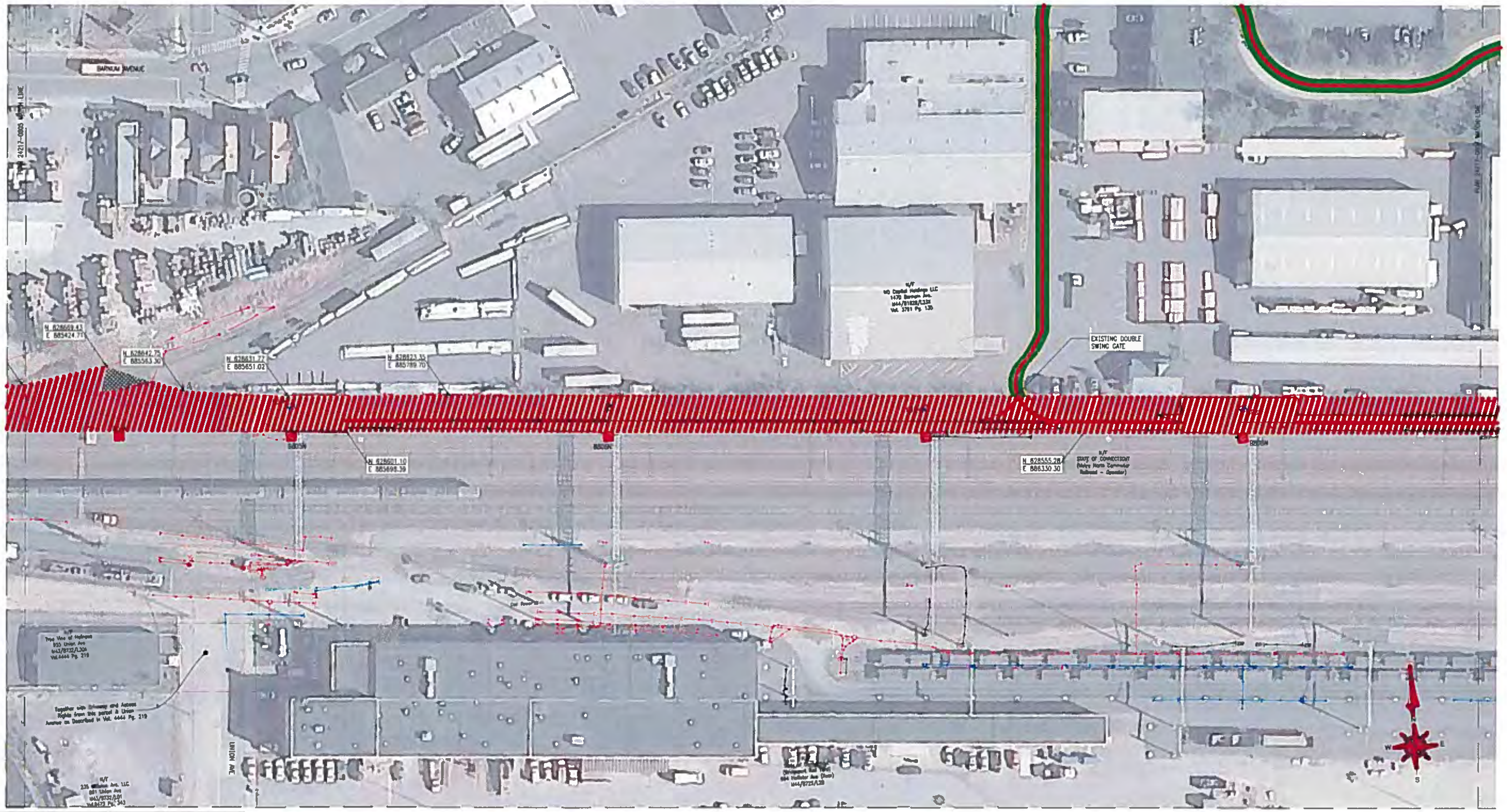
Structure 802N:
- Upland Vegetation/Land Clearing =7,800 square feet (1146 Barnum Ave)
- Access Road = 2,400 square feet (1146 Barnum Ave)
- Work Pad = 4,000 square feet 40' X 100'(1146 Barnum Ave)

Structure 803N:
- Upland Vegetation/Land Clearing = 8,900 square feet (1146 Barnum Ave)
- Access Road = 4,200 square feet 1146 Barnum Ave)
- Work Pad = 2,500 square feet 25' X 100'(1146 Barnum Ave)
- Crane Pad = 900 square feet 30' X 30' (1146 Barnum Ave)

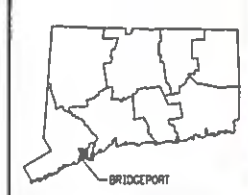
Structure 804N:
- Upland Vegetation/Land Clearing = 13,400 square feet (MNR ROW)
- Access Road = 1,400 square feet (MNR ROW)
- Work Pad = 1,680 square feet 24' X 70'(MNR ROW)
- Crane Pad = 900 square feet 30' X 30' (1360 Central Ave)

Road crossings
- Seaview Ave., Central Ave.

Aerial Imagery
- USGS 18txl525600 dated March 18, 2012



CONTEXT MAP



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- WETLAND IMPACT AREA

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS:

DRAWING INDEX: 24217-0002

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DESIGNER	MAP	DRAWN	JSF
CHECKED	-	DATE	09/08/2014
PROJECT #	178453		

NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
0	05/18/2015	ISSUE FOR UI REVIEW – PROJECT 178453	RMC	MAP	-	-
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No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
805N TO 808N

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24217-0806

DRAWING #:24217-0806

Structure Locations 805 to 808
1470 Barnum Avenue
Bridgeport

General Work Description:
New steel monopoles will be installed at 805N, 806N, 807N, and 808N. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 25 Days
- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: Y
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24217-102 – Plan & Profile
24217-300 – Drilled Pier Foundations
24217-500 – 805N, 806N, 807N, 808N Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- W2

Access

- 1470 Barnum Ave, Bridgeport, CT 06610
  - 805N, 806N, 807N, 808N

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 805N:

- Upland Vegetation/Land Clearing = 8,800 square feet (MNR ROW)
  = 800 square feet (1360 Central Ave)
- Wetland Vegetation Clearing = 500 square feet (W2)
- Access Road = 2,100 square feet (MNR ROW)
- Work Pad = 3,000 square feet 30' X 100'(MNR ROW)

Structure 806N:

- Upland Vegetation/Land Clearing = 8,000 square feet (MNR ROW)
- Access Road = 2,100 square feet (MNR ROW)
- Work Pad = 3,000 square feet 30' X 100' (MNR ROW)

Structure 807N:

- Upland Vegetation/Land Clearing = 8,200 square feet (MNR ROW)
- Access Road = 540 square feet (MNR ROW)
- Work Pad = 3,000 square feet 30' X 100'(MNR ROW)

Structure 808N:

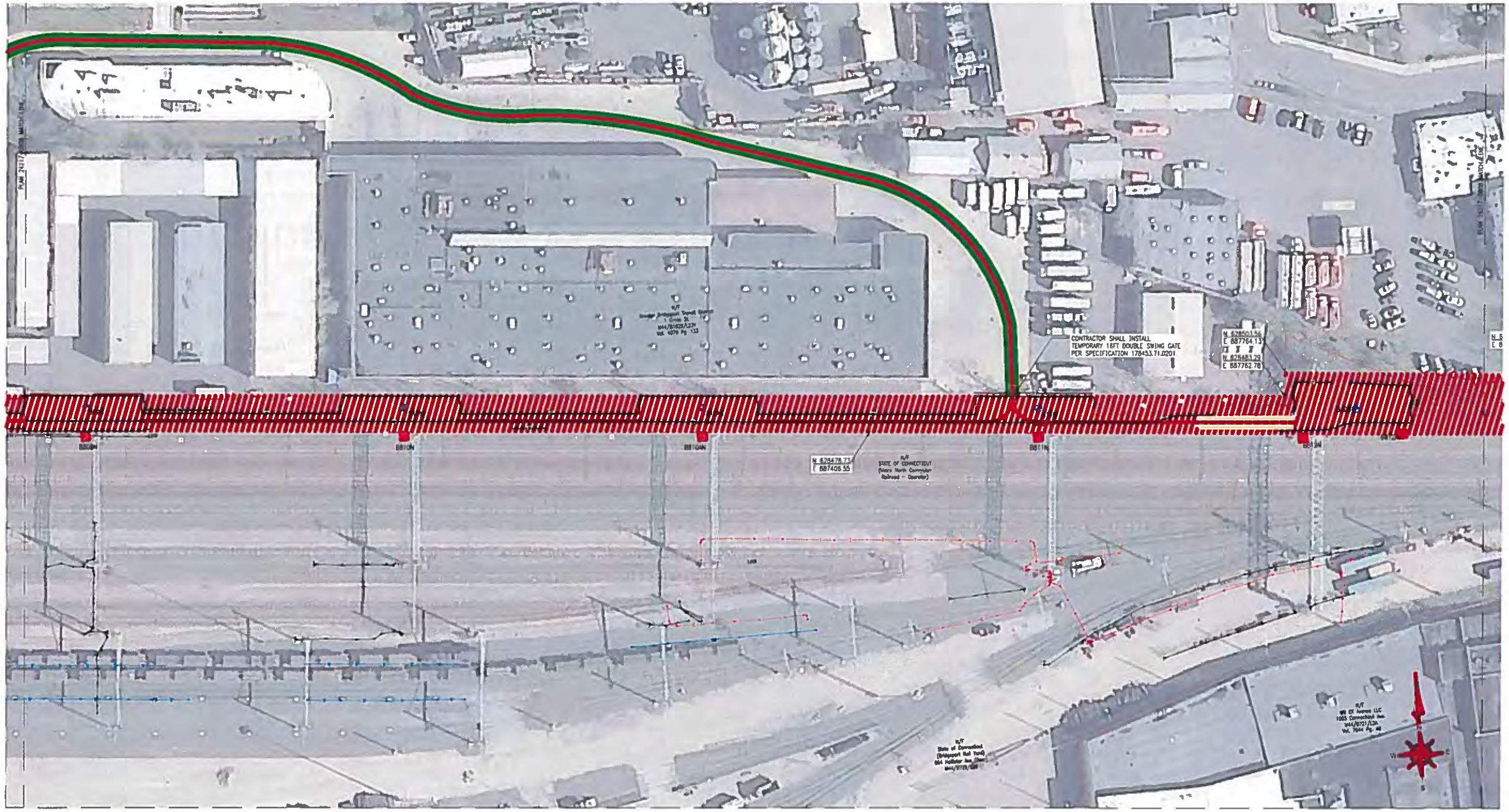
- Upland Vegetation/Land Clearing = 8,100 square feet (MNR ROW)
- Access Road = 2,000 square feet (MNR ROW)
- Work Pad = 3,000 square feet 30' X 100'(MNR ROW)

Road crossings

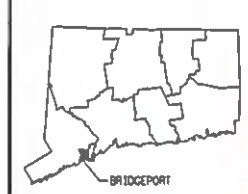
- None

Aerial Imagery

- USGS 18txl525600 dated March 18, 2012
- USGS 18txl540600 dated March 18, 2012



CONTEXT MAP



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REFERENCE DRAWINGS:

DRAWING INDEX: 24217-0002

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

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DESIGNER	MAP
DRAWN	JSF
CHECKED	-
DATE	09/08/2014
PROJECT #	178453

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No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
809N TO 812N

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24217-0807

DRAWING #:24217-0807

Structure Locations 809 to 812
1470 Barnum Avenue, 1 Cross Street
Bridgeport

General Work Description:
New steel monopoles will be installed at 809N, 810N, 810AN, 811N, and 812N. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 25 Days
- Installation of foundation – 15 Days
- Installation of steel pole – 20 Days
- Installation of wire – 25 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24217-102 & 103 – Plan & Profile
24217-300 – Drilled Pier Foundations
24217-500 – 809N, 810N, 810AN, 811N, 812N Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- 1470 Barnum Avenue, Bridgeport, CT 06610
  - 809N
- 1 Cross Street, Bridgeport, CT 06610
  - 810N, 810AN, 811N, 812N

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 809N:

- Upland Vegetation/Land Clearing = 8,100 square feet (MNR ROW)
- Access Road = 2,100 square feet (MNR ROW)
- Work Pad = 3,000 square feet 30' X 100'(MNR ROW)

Structure 810N:

- Upland Vegetation/Land Clearing = 7,900 square feet (MNR ROW)
- Access Road = 1,900 square feet (MNR ROW)
- Work Pad = 3,000 square feet 30' X 100' (MNR ROW)

Structure 810AN:

- Upland Vegetation/Land Clearing = 8,100 square feet (MNR ROW)
- Access Road 2,300 square feet (MNR ROW)
- Work Pad = 3,000 square feet 30' X 100'(MNR ROW)

Structure 811N:

- Upland Vegetation/Land Clearing = 8,500 square feet (MNR ROW)
- Access Road = 0 square feet (1 Cross St)
- Work Pad = 3,000 square feet 30' X 100'(MNR ROW)

Structure 812N:

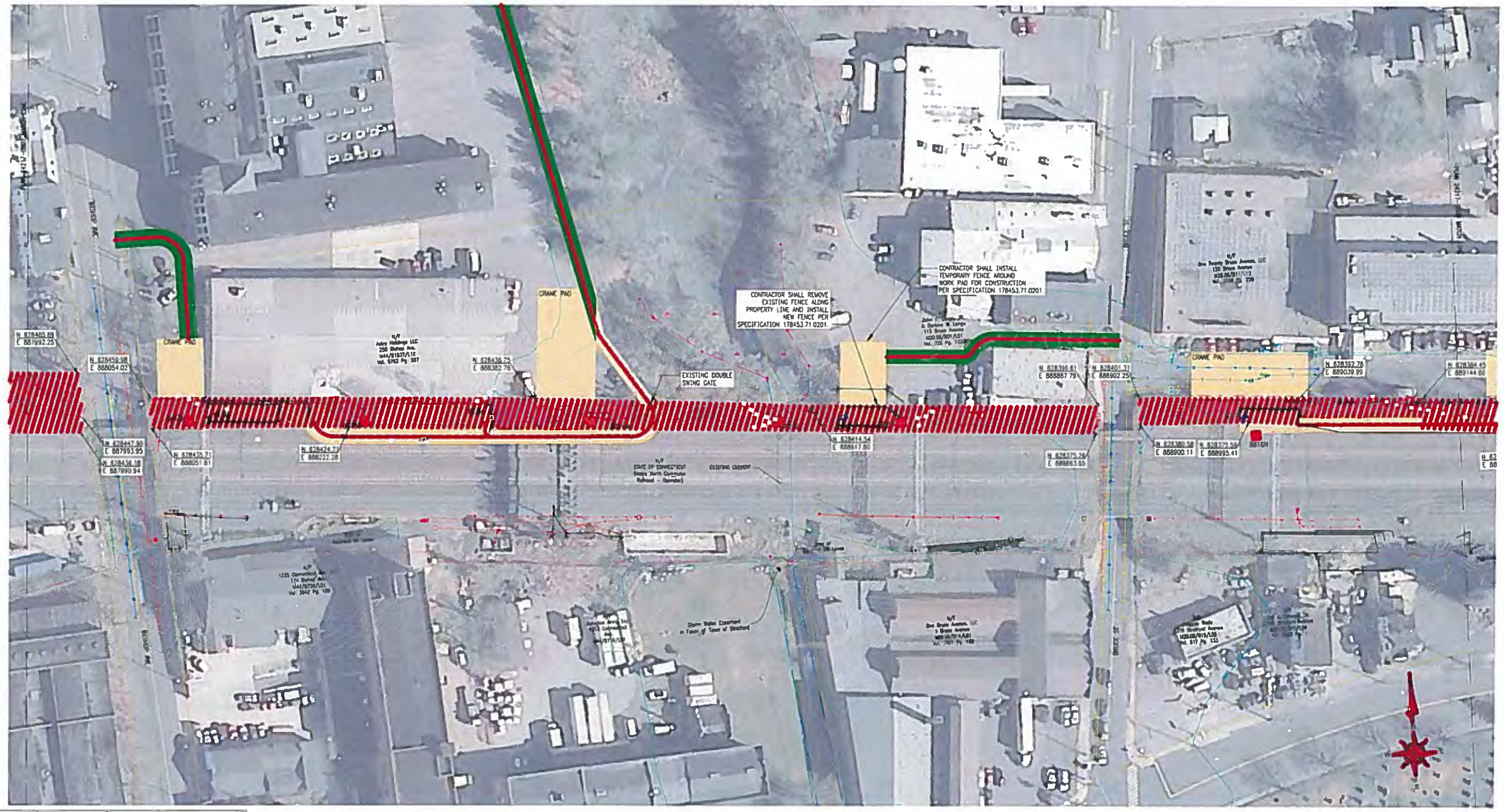
- Upland Vegetation/Land Clearing = 11,200 square feet (MNR ROW)
  = 2,900 square feet (1 Cross St)
- Access Road = 2,100 square feet (MNR ROW)
- Work Pad = 4,000 square feet 40' X 100'(MNR ROW)

Road Crossings

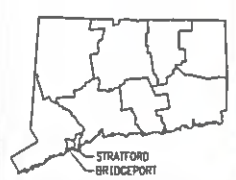
- None

Aerial Imagery

- USGS 18txl540600 dated March 18, 2012



CONTEXT MAP



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- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS:

DRAWING INDEX: 24217-0002

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DESIGNER	MAP
DRAWN	JSF
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DATE	09/08/2014
PROJECT #	178453

NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
D	05/18/2015	ISSUE FOR UI REVIEW – PROJECT 178453	RWC	MAP	–	–
C	04/30/2015	ISSUE FOR UI 70% REVIEW – REVISED – PROJECT 178453	RWC	MAP	–	–
B	01/30/2015	ISSUE FOR UI 70% REVIEW – PROJECT 178453	RWC	MAP	–	–
A	09/08/2014	ISSUE FOR REVIEW – EASEMENT	CJJ	MAP	–	–

No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
813N TO 816N

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24217-0808

DRAWING #:24217-0808

Structure Locations 813 to 816
308 Grace St, 208 Bishop Avenue, 115 Bruce Avenue, Seymour St
Bridgeport, Stratford

General Work Description:
New steel monopoles will be installed at 813N, 814N, 815N, and 816N. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 25 Days
- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24217-102 & 103 – Plan & Profile
24217-300 – Drilled Pier Foundations
24217-500 – 816N Structure Loading
24217-502 – 813N, 814N, 815N Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- 208 Bishop Ave, Bridgeport CT, 06610
  - 813N Crane Pad
- 308 Grace Street, Bridgeport Ct, 06611
  - 813N, 814N, 815N
- Seymour St., Stratford CT, 06615
  - 816N

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 813N:

- Upland Vegetation/Land Clearing = 3,200 square feet (MNR ROW)
  = 900 square feet (250 Bishop Ave)
- Access Road = 1,900 square feet (MNR ROW)
- Work Pad = 1,500 square feet 15' X 100'(MNR ROW)
- Crane Pad = 2,000 square feet 50' X 40' (250 Bishop Ave)

Structure 814N:

- Upland Vegetation/Land Clearing = 5,200 square feet (MNR ROW)
  = 1,300 square feet (250 Bishop Ave)
- Access Road = 2,300 square feet (MNR ROW)
  = 700 square feet (250 Bishop Ave)
- Work Pad = 1,500 square feet 15' X 100'(MNR ROW)
- Crane Pad = 5,000 square feet 50' X 100' (250 Bishop Ave)

Structure 815N:

- Upland Vegetation/Land Clearing = 6,900 square feet (MNR ROW)
- Access Road 0 square feet (115 Bruce Ave)
- Work Pad = 2,800 square feet 40' X 70'(MNR ROW)

Structure 816N:

- Upland Vegetation/Land Clearing = 6,200 square feet (MNR ROW)
- Access Road = 2,600 square feet (MNR ROW)
- Work Pad = 1,000 square feet 20' X 50' (MNR ROW)
- Crane Pad = 4,000 square feet 40' X 100'(Seymour St)

Road Crossings

- Bishop Ave., Bruce St.

Aerial Imagery

- USGS 18txl540600 dated March 18, 2012

CONTEXT MAP

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- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

REFERENCE DRAWINGS:

DRAWING INDEX: 24217-0002

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

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DESIGNER	MAP
DRAWN	JSF
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DATE	09/08/2014
PROJECT #	178453

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C	04/30/2015	ISSUE FOR UI 70% REVIEW - REVISED - PROJECT 178453	RMC	MAP	-	-
B	01/30/2015	ISSUE FOR UI 70% REVIEW - PROJECT 178453	RMC	MAP	-	-
A	09/08/2014	ISSUE FOR REVIEW - EASEMENT	EJT	MAP	-	-

No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
817N TO 820N

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24217-0809

DRAWING #:24217-0809

Structure Locations 817 to 820
Seymour St
Stratford

General Work Description:
New steel monopoles will be installed at 817N, 818N, 819N, and 820N. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 20 Days
- Installation of foundation –12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24217-103 – Plan & Profile
24217-300 – Drilled Pier Foundations
24217-500 – 817N, 818N Structure Loading
24217-505 – 819N, 820N Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- Seymour St., Stratford CT, 06615
  - 817N, 818N, 819N, 820N

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 817N:

- Upland Vegetation/Land Clearing = 7,800 square feet (MNR ROW)
- Access Road = 3,600 square feet (MNR ROW)
- Work Pad = 1,000 square feet 20' X 50' (MNR ROW)
- Crane Pad = 4,000 square feet 40' X 100' (SEYMOUR ST)

Structure 818N:

- Upland Vegetation/Land Clearing = 8,500 square feet (MNR ROW)
- Access Road = 1,700 square feet (MNR ROW)
- Work Pad = 1,250 square feet 25' X 50'(MNR ROW)
- Crane Pad = 4,000 square feet 40' X 100' (SEYMOUR ST)

Structure 819N:

- Upland Vegetation/Land Clearing = 6,900 square feet (MNR ROW)
  = 500 square feet (SEYMOUR ST)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 4,500 square feet 45' X 100'(MNR ROW)

Structure 820N:

- Upland Vegetation/Land Clearing = 5,900 square feet (MNR ROW)
  = 300 square feet (SEYMOUR ST)
- Access Road = 1,000 square feet (MNR ROW)
- Work Pad = 2,100 square feet 21' X 100' (MNR ROW)
- Crane Pad = 3,500 square feet 35' X 100' (SEYMOUR ST)

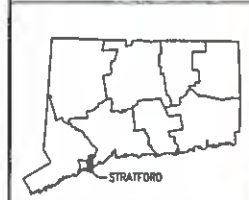
Road Crossings

- None

Aerial Imagery

- USGS 18txl540600 dated March 18, 2012

CONTEXT MAP



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- NATURAL DIVERSITY DATABASE (NDDB) AREA
- EXISTING ACCESS ROAD
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- OCCUPATION AREA
- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

REFERENCE DRAWINGS:

DRAWING INDEX: 24217-0002

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

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DESIGNER MAP	DRAWN JSF
CHECKED -	DATE 09/08/2014
PROJECT # 178453	

NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
D	05/18/2015	ISSUE FOR UI REVIEW - PROJECT 178453	RMC	MAP	-	-
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A	09/08/2014	ISSUE FOR REVIEW - EASEMENT	CJJ	MAP	-	-

No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
821N TO 824N

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24217-0810

DRAWING #:24217-0810

Structure Locations 821 to Baird Substation
Seymour St
Stratford

General Work Description:
New steel monopoles will be installed at 821N, 822N, 823N, and 824N. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 25 Days
- Installation of foundation – 16 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24217-104 – Plan & Profile
24217-300 – Drilled Pier Foundations
24217-500 – 824N Structure Loading
24217-505 – 821N, 822N Structure Loading
24217-508 – 823N Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- Seymour St., Stratford CT, 06615
  - 821N, 822N, 823N, 824N

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 821N:

- Upland Vegetation/Land Clearing = 4,600 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 3,500 square feet 35' X 100'(MNR ROW)

Structure 822N:

- Upland Vegetation/Land Clearing = 3,700 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 3,500 square feet 35' X 100' (MNR ROW)

Structure 823N:

- Upland Vegetation/Land Clearing = 8,800 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 3,000 square feet 30' X 100'(MNR ROW)

Structure 824N:

- Upland Vegetation/Land Clearing = 8,500 square feet (MNR ROW)
- Access Road = 3,600 square feet (MNR ROW)
- Work Pad = 2,800 square feet 40' X 70'(MNR ROW)

Road Crossings

- None

Aerial Imagery

- USGS 18txl540600 dated March 18, 2012
- USGS 18txl555600 dated March 18, 2012

CONTEXT MAP

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- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS:

DRAWING INDEX: 24217-0002

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DESIGNER	MAP
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DATE	04/30/2015
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NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
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A	04/30/2015	ISSUE FOR UI 70% REVIEW - REVISED - PROJECT 178453	RMG	MAP	-	-

No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn ____ Date ____ Scale: 1"=40'
Chkd. ____ Design Engr. ____ Design Supv. ____

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
825ANN TO BAIRD SUBSTATION

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24217-0811

DRAWING #:24217-0811

Structure Locations 825 to Baird Substation
Jackson Avenue, Stratford Avenue
Stratford

General Work Description:
New steel monopoles will be installed at 825ANN & 825ANS. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 15 Days
- Installation of foundation – 10 Days
- Installation of steel pole – 10 Days
- Installation of wire – 15 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24217-104 – Plan & Profile
24217-300 – Drilled Pier Foundations
24217-512 – 825ANN Structure Loading
24217-513 – 825ANS Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- Jackson Ave., Stratford CT, 06615
  - 825ANN
- Stratford Ave., Stratford CT, 06615
  - 825ANS

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 825ANN:

- Upland Vegetation/Land Clearing = 9,100 square feet (MNR ROW)
  = 700 square feet (Jackson Ave)
- Access Road = 0 square feet
- Work Pad = 4,100 square feet 41' X 100'(MNR ROW)

Structure 825ANS:

- Upland Vegetation/Land Clearing = XXX square feet (MNR ROW)
- Access Road = XXX square feet (MNR ROW)
- Work Pad = XXX square feet XX' X XXX' (MNR ROW)

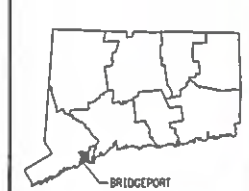
Road Crossings

- None

Aerial Imagery

- USGS 18txl555600 dated March 18, 2012

CONTEXT MAP



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REFERENCE DRAWINGS:

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40' 20' 0 40' 80'

PRELIMINARY

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No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn ____ Date ____ Scale: 1"=40'
Chkd. ____ Design Engr. ____ Design Supv. ____

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
CONGRESS STREET TO 786S

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24218-0801

DRAWING #:24218-0801

Structure Location 786
Noble Avenue
Bridgeport

General Work Description:
New steel monopoles will be installed at 786S. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 5 Days
- Installation of foundation – 3 Days
- Installation of steel pole – 4 Days
- Installation of wire – 10 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: Y
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24218-100 – Plan & Profile
24218-300 – Drilled Pier Foundations
24218-509 – 786S Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- Noble Ave., Bridgeport, CT 06608
  - 786S

Construction Footprint

- Occupation Area = xx square feet (Noble Ave.)

Structure 786S:

- Upland Vegetation/Land Clearing = 8,700 square feet (22 Clarence St.)
- Access Road = 0 square feet (Noble Ave. & Clarance St.)
- Work Pad = 8,700 square feet 95' X 92' (22 Clarence St.)

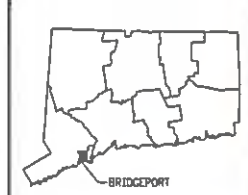
Road Crossings

- Pulaski St., Noble Ave.

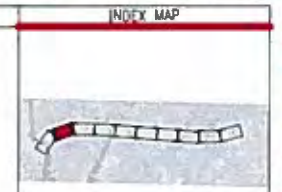
Aerial Imagery

- USGS 18txl510600 dated March 18, 2012

CONTEXT MAP



INDEX MAP



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40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS:

DRAWING INDEX: 24218-0002

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No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
788S TO 792S

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24218-0802

DRAWING #:24218-0802 Structure Locations 788 to 792

118 Crescent Avenue, 140 Crescent Avenue, 224 Crescent Avenue, 777 East Main Street, 774 East Main St.
Milford

General Work Description:
New steel monopoles will be installed at 788S, 789S, 791S, and 792S. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24218-100 – Plan & Profile
24218-300 – Drilled Pier Foundations
24218-505 – 788S, 792S Structure Loading
24218-506 – 789S, 791S Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- Crescent Ave., Bridgeport, CT 06608
  - 788S, 789S, 791S, 792S

Construction Footprint

- Occupation Area = xx square feet (Crescent Ave.)

Structure 788S:

- Upland Vegetation/Land Clearing = 0 square feet (118 Crescent Ave)
- Access Road = 0 square feet (118 Crescent Ave)
- Work Pad = 2,800 square feet 40' X 70' (118 Crescent Ave)

Structure 789S:

- Upland Vegetation/Land Clearing = 0 square feet (Crescent Ave.)
- Access Road = 0 square feet (Crescent Ave.)
- Work Pad = 4,000 square feet 40' X 100' (Crescent Ave.)

Structure 791S:

- Upland Vegetation/Land Clearing = 0 square feet (224 Crescent Ave.)
- Access Road = 0 square feet (224 Crescent Ave)
- Work Pad = 5000 square feet 50' X 100'(224 Crescent Ave/777 East Main St)

Structure 792S:

- Upland Vegetation/Land Clearing = 0 square feet (774 East Main St)
- Access Road = 0 square feet (774 East Main St)
- Work Pad = 5,000 square feet 50' X 100'(774 East Main St)

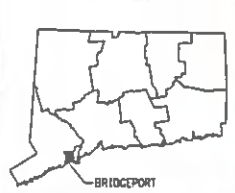
Road Crossings

- Clarence St., Kossuth St., East Main St.

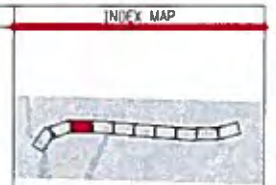
Aerial Imagery

- USGS 18txl510600 dated March 18, 2012
- USGS 18txl525600 dated March 18, 2012

CONTEXT MAP



INDEX MAP



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- GAS LINE
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- NATURAL DIVERSITY DATABASE (NDDB) AREA
- EXISTING ACCESS ROAD
- CONSTRUCTION AREA
- OCCUPATION AREA
- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS:

DRAWING INDEX: 24218-0002

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DESIGNER MAP	DRAWN JSF
CHECKED -	DATE 09/08/2014
PROJECT # 178453	

NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
D	05/18/2015	ISSUE FOR UI REVIEW - PROJECT 178453	RMG	MAP	-	-
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B	01/30/2015	ISSUE FOR UI 70% REVIEW - PROJECT 178453	RMG	MAP	-	-
A	09/08/2014	ISSUE FOR REVIEW - EASEMENT	EJJ	MAP	-	-

No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
793S TO 796S

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24218-0803

DRAWING #:24218-0803

Structure Locations 793 to 796
774 East Main Street, Crescent Avenue, 252 Hallett Street
Bridgeport

General Work Description:
New steel monopoles will be installed at 793S, 794S, 795S, and 796S. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24218-100 & 14220-101 – Plan & Profile
24218-300 – Drilled Pier Foundations
24218-500 – 796S Structure Loading
24218-501 – 795S Structure Loading
24218-505 – 793S Structure Loading
24218-506 – 794S Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- Crescent Ave., Bridgeport, CT 06608
  - 793S, 794S, 795S, 796S

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 793S:

- Upland Vegetation/Land Clearing = 0 square feet (774 East Main St)
- Access Road = 0 square feet (774 East Main St)
- Work Pad = 5,000 square feet 50' X 100'(774 East Main St)

Structure 794S:

- Upland Vegetation/Land Clearing = 0 square feet (Crescent Ave)
- Access Road = 0 square feet (Crescent Ave)
- Work Pad = 4,000 square feet 40' X 100'(Crescent Ave)

Structure 795S:

- Upland Vegetation/Land Clearing = 0 square feet (Crescent Ave)
- Access Road = 0 square feet (Crescent Ave)
- Work Pad = 4,000 square feet 40' X 100'(Crescent Ave)

Structure 796S:

- Upland Vegetation/Land Clearing = 0 square feet (252 Hallett St)
- Access Road = 0 square feet (252 Hallett St)
- Work Pad = 4,000 square feet 40' X 100'(252 Hallett St)

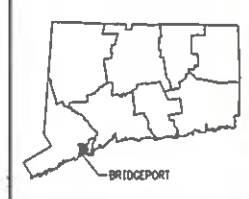
Road Crossings

- Pembroke St., Hallett St.

Aerial Imagery

- USGS 18txl525600 dated March 18, 2012

CONTEXT MAP



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- NATURAL DIVERSITY DATABASE (NDDB) AREA
- EXISTING ACCESS ROAD
- CONSTRUCTION AREA
- OCCUPATION AREA
- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

REFERENCE DRAWINGS:

DRAWING INDEX: 24218-0002

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

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DESIGNER MAP	DRAWN JSF
CHECKED –	DATE 09/08/2014
PROJECT # 178453	

NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
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B	01/30/2015	ISSUE FOR UI 70% REVIEW – PROJECT 178453	RWC	MAP	–	–
A	09/08/2014	ISSUE FOR REVIEW – EASEMENT	CJJ	MAP	–	–

No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
797S TO 800S

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24218-0804

DRAWING #:24218-0804

Structure Locations 797 to 800
252 Hallett Street, Crescent Avenue
Bridgeport

General Work Description:
New steel monopoles will be installed at 797S, 798S, 799S, and 800S. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24218-101 – Plan & Profile
24218-300 – Drilled Pier Foundations
24218-500 – 797S, 798S, 799S, 800S Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- Crescent Ave., Bridgeport, CT 06608
  - 797S, 798S, 799S
- Crescent Ave., Bridgeport, CT 06607
  - 800S

Construction Footprint

- Occupation Area = xx square feet (City of Bridgeport)

Structure 797S:

- Upland Vegetation/Land Clearing = 0 square feet (252 Hallett St)
- Access Road = 0 square feet (252 Hallett St)
- Work Pad = 4,000 square feet 40' X 100'(252 Hallett St)

Structure 798S:

- Upland Vegetation/Land Clearing = 0 square feet (252 Hallett St)
- Access Road = 0 square feet (252 Hallett St)
- Work Pad = 4,000 square feet 40' X 100'(252 Hallett St)

Structure 799S:

- Upland Vegetation/Land Clearing = 0 square feet (252 Hallett St)
- Access Road = 0 square feet (252 Hallett St)
- Work Pad = 4,000 square feet 40' X 100'(252 Hallett St)

Structure 800S:

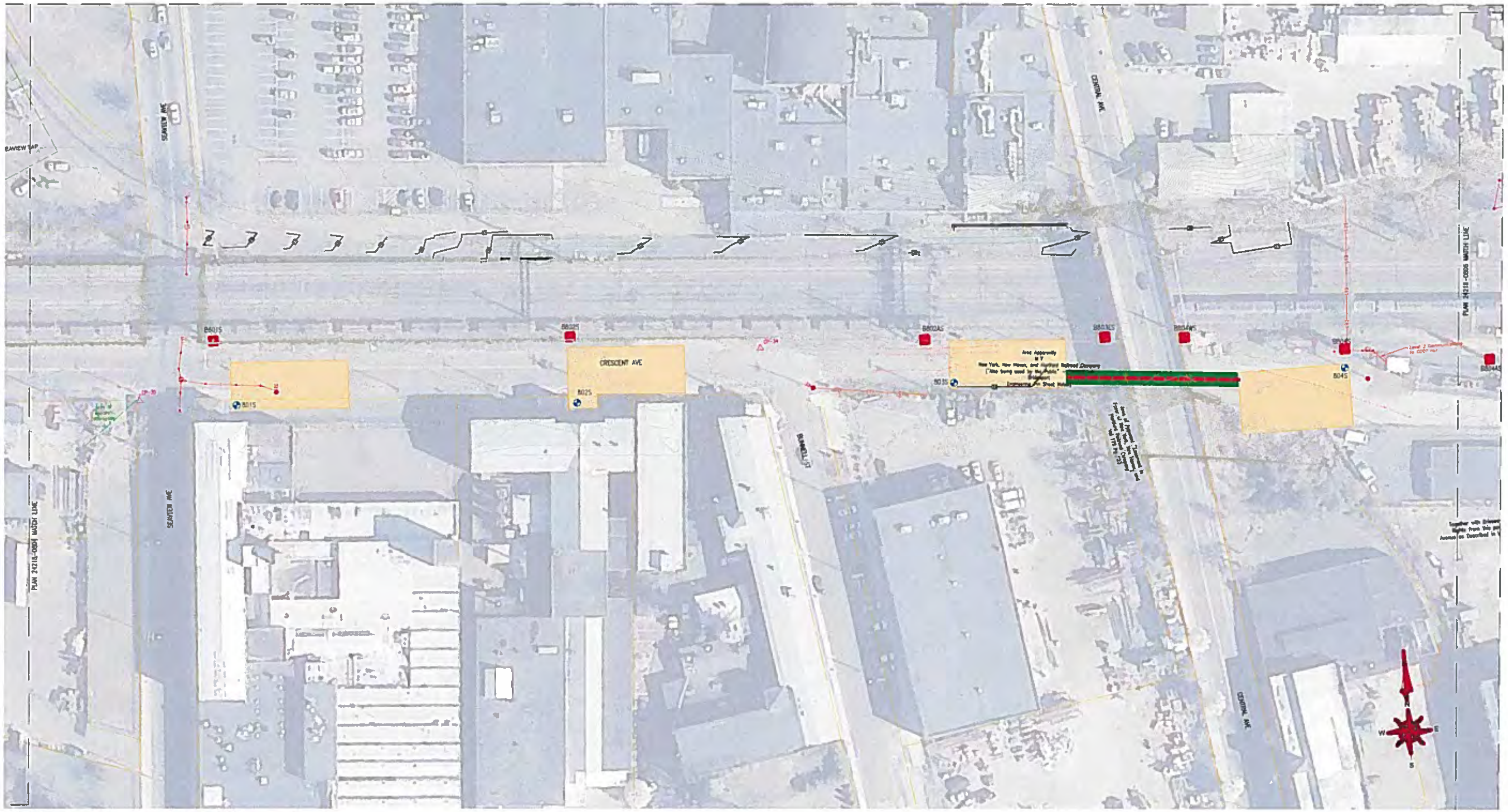
- Upland Vegetation/Land Clearing = 0 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 4,350 square feet 43' X 100'(MNR ROW)

Road Crossings

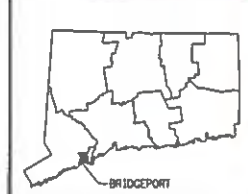
- None

Aerial Imagery

- USGS 18txl525600 dated March 18, 2012



CONTEXT MAP



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- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS:

DRAWING INDEX: 24218-0002

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DESIGNER	MAP
DRAWN	JSF
CHECKED	–
DATE	09/08/2014
PROJECT #	178453

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No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
801S TO 804S

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24218-0805

DRAWING #:24218-0805

Structure Locations 801 to 804
1546 Seaview Avenue, 938 Crescent Avenue, Crescent Avenue, Union Avenue
Bridgeport

General Work Description:
New steel monopoles will be installed at 801S, 802S, 803S, and 804S. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of foundation – 12 Days
- Installation of steel pole –169 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24218-101 – Plan & Profile
24218-300 – Drilled Pier Foundations
24218-500 – 801S, 802S, 803S Structure Loading
24218-508 – 804S Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- Crescent Ave., Bridgeport, CT 0607
  - 801S, 802S, 803S
- Union Ave., Bridgeport, CT 06607
  - 804S

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 801S:

- Upland Vegetation/Land Clearing = 0 square feet (Crescent Ave)
- Access Road = 0 square feet (Crescent Ave)
- Work Pad = 3,200 square feet 40' X 100'(Crescent Ave)
  = 800 square feet (1564 Seaview Ave)

Structure 802S:

- Upland Vegetation/Land Clearing = 0 square feet (Crescent Ave)
- Access Road = 0 square feet (Crescent Ave)
- Work Pad = 4,100 square feet 43' X 100'(Crescent Ave)
  = 250 square feet (938 Crescent Ave)

Structure 803S:

- Upland Vegetation/Land Clearing = 0 square feet (Crescent Ave)
- Access Road = 0 square feet (Crescent Ave)
- Work Pad = 4,000 square feet 40' X 100'(Crescent Ave)

Structure 804S:

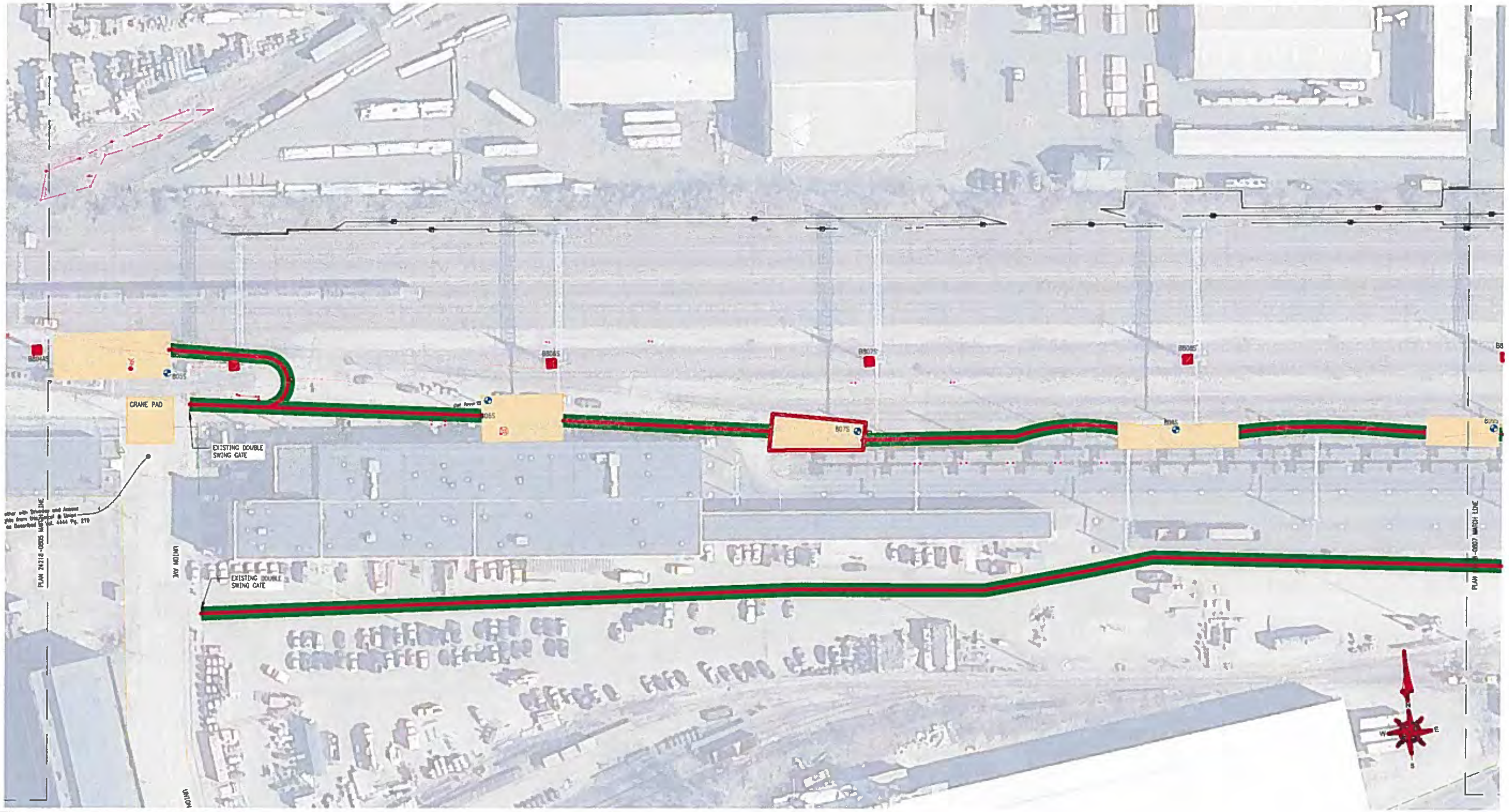
- Upland Vegetation/Land Clearing = 0 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 5,100 square feet 53' X 95'(MNR ROW)

Road Crossings

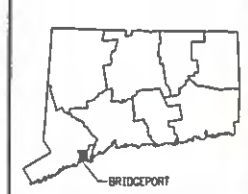
- Seaview Ave., Bunnell St., Central Ave.

Aerial Imagery

- USGS 18txl525600 dated March 18, 2012



CONTEXT MAP



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- WETLAND IMPACT AREA

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS:

DRAWING INDEX: 24218-0002

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DESIGNER	MAP
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No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
805S TO 809S

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24218-0806

DRAWING #:24218-0806

Structure Locations 805 to 809
Union Avenue
Bridgeport

General Work Description:
New steel monopoles will be installed at 805S, 806S, 807S, 808S, and 809S. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of foundation – 15 Days
- Installation of steel pole – 20 Days
- Installation of wire – 25 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: Y
Feeder/Signal Outages: Y
Track Outages: Y

Reference Drawings:
24218-102 – Plan & Profile
24218-300 – Drilled Pier Foundations
24218-502 – 806S, 808S, 809S Structure Loading
24218-504 – 805S Structure Loading
24218-508 – 807S Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- Union Ave., Bridgeport, CT 06607
  - 805S, 806S, 807S, 808S, 809S

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 805S:

- Upland Vegetation/Land Clearing = 0 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 4,000 square feet 40' X 100'(MNR ROW)
- Crane Pad = 1,600 square feet 40' X 40' (MNR ROW)

Structure 806S:

- Upland Vegetation/Land Clearing = 0 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 2,800 square feet 40' X 70'(MNR ROW)

Structure 807S:

- Upland Vegetation/Land Clearing = 0 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 2,200 square feet 28' X 80' (MNR ROW)

Structure 808S:

- Upland Vegetation/Land Clearing = 0 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 2,100 square feet 21' X 100'(MNR ROW)

Structure 809S:

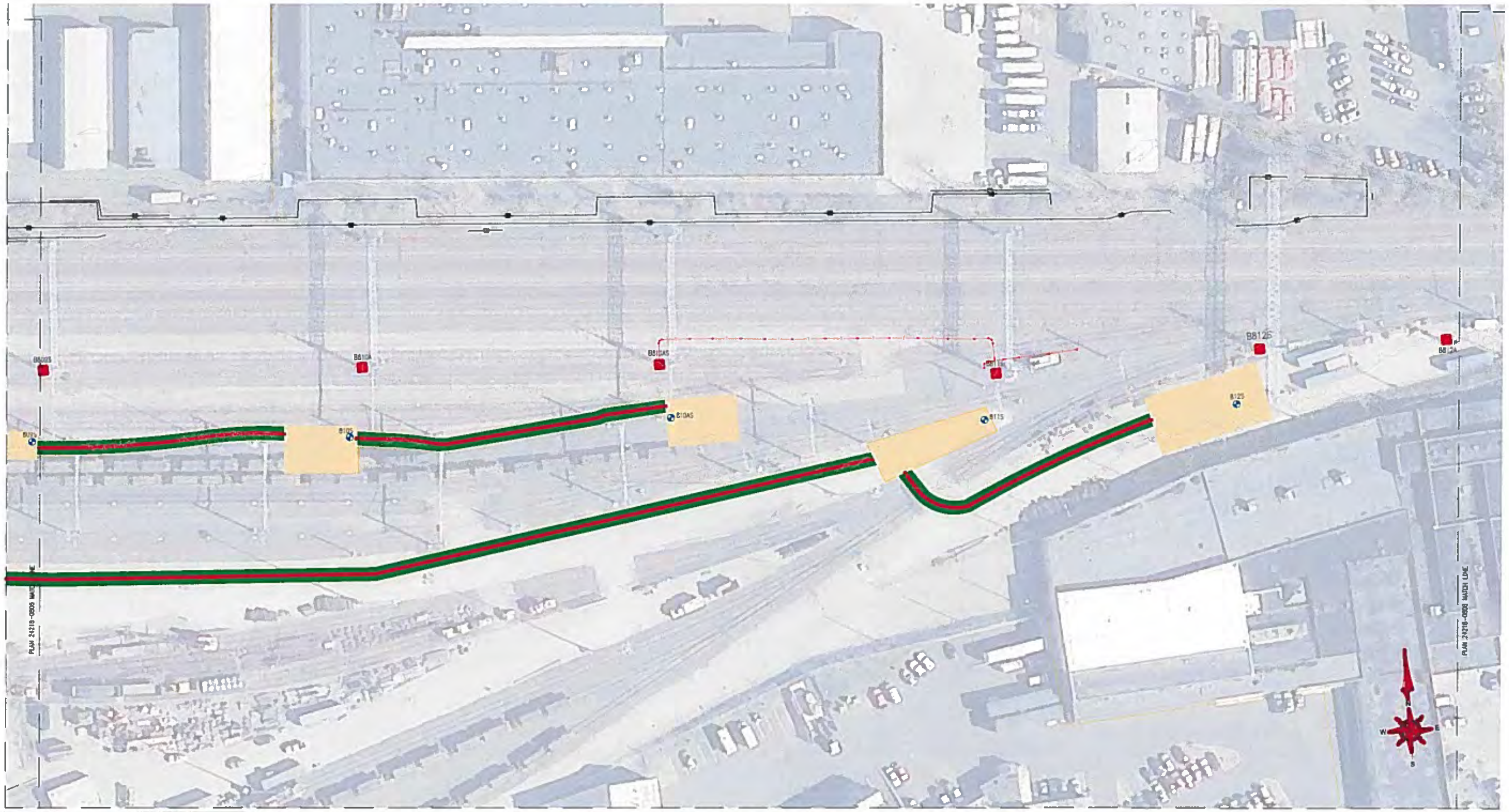
- Upland Vegetation/Land Clearing = 0 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 1,500 square feet 24' X 62'(MNR ROW)

Road Crossings

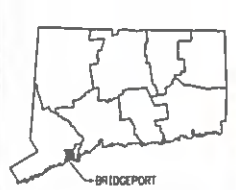
- None

Aerial Imagery

- USGS 18txl525600 dated March 18, 2012



CONTEXT MAP



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40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS:

DRAWING INDEX: 24218-0002

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DESIGNER MAP	DRAWN JSF
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The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
809S TO 812S

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24218-0807

DRAWING #:24218-0807

Access Road to 810 to 812
664 Hollister Avenue
Bridgeport

General Work Description:
New steel monopoles will be installed at 810S, 810AS, 811S, and 812S. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: N
Feeder/Signal Outages: N
Track Outages: N

Reference Drawings:
24218-102 – Plan & Profile
24218-300 – Drilled Pier Foundations
24218-508 – 810S, 810AS, 811S, 812S Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- 664 Hollister Ave., Bridgeport, CT 06607
  - 810S, 810AS, 811S, 812S

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 810S:

- Upland Vegetation/Land Clearing = 0 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 2,500 square feet 40' x 62' (MNR ROW)

Structure 810AS:

- Upland Vegetation/Land Clearing = 0 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 2,500 square feet 40' x 62' (MNR ROW)

Structure 811S:

- Upland Vegetation/Land Clearing = 0 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 3,100 square feet 31' x 100' (MNR ROW)

Structure 812S:

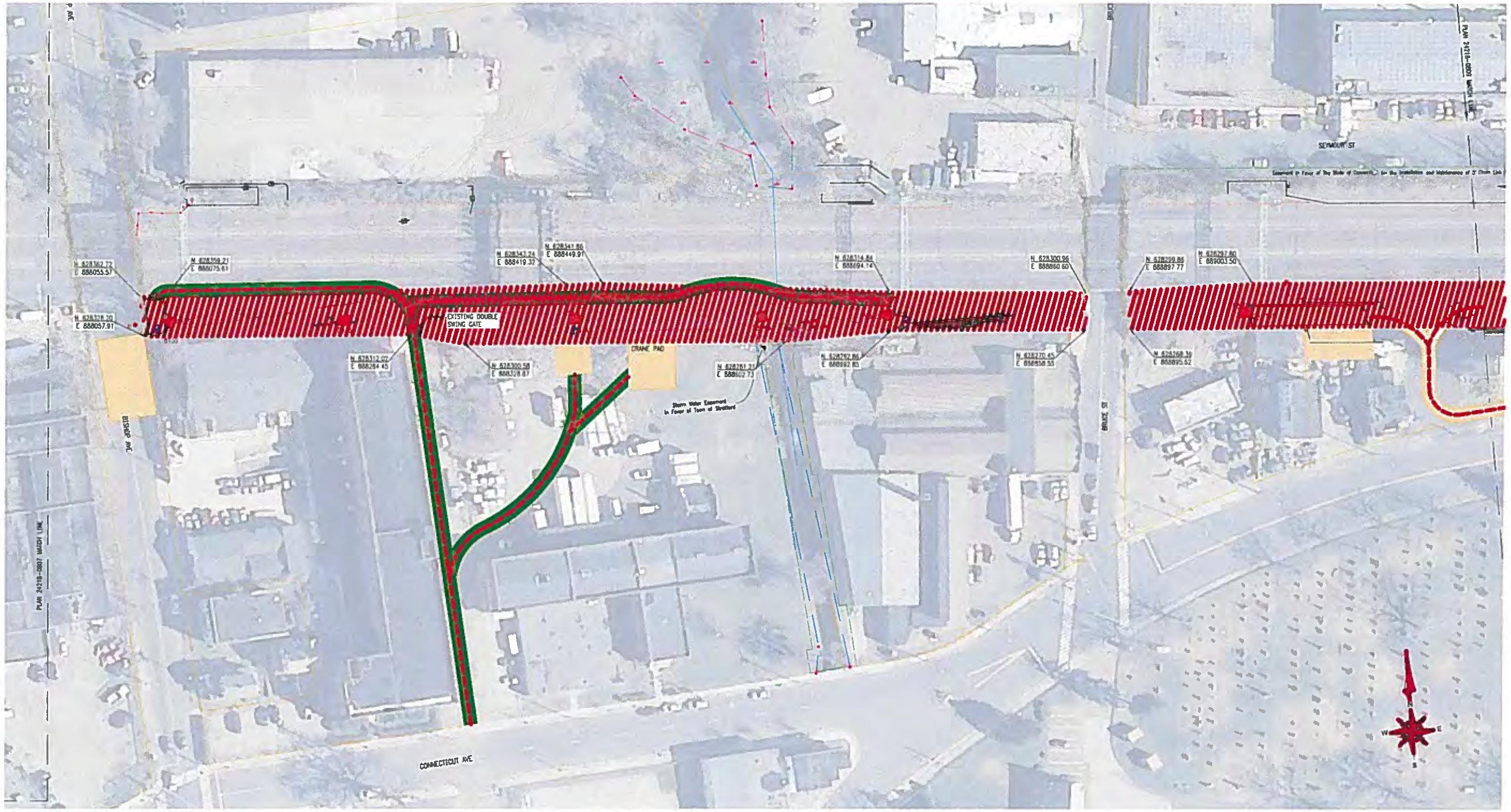
- Upland Vegetation/Land Clearing = 0 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 5,000 square feet 50' x 100' (MNR ROW)

Road Crossings

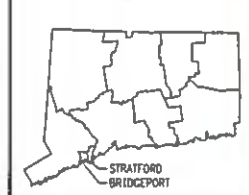
- None

Aerial Imagery

- USGS 18txl540600 dated March 18, 2012



CONTEXT MAP



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- WETLAND IMPACT AREA

REFERENCE DRAWINGS:

DRAWING INDEX: 24218-0002

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

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DESIGNER	MAP
DRAWN	JSF
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C	04/30/2015	ISSUE FOR UI 70% REVIEW - REVISED - PROJECT 178453	RMG	MAP	-	-
B	01/30/2015	ISSUE FOR UI 70% REVIEW - PROJECT 178453	RMG	MAP	-	-
A	09/08/2014	ISSUE FOR REVIEW - EASEMENT	EJJ	MAP	-	-

No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
813S TO 816S

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24218-0808

DRAWING #:24218-0808

Access Road to 813 to 816
1313 Connecticut Avenue & 2350 Stratford Avenue
Bridgeport & Stratford

General Work Description:
New steel monopoles will be installed at 813S, 814S, 815S, and 816S. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 15 Days
- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: N
Feeder/Signal Outages: N
Track Outages: N

Reference Drawings:
24218-102 & 103 – Plan & Profile
24218-300 – Drilled Pier Foundations
24218-503 – 815S, 816S Structure Loading
24218-504 – 814S Structure Loading
24218-510 – 813S Structure Loading

Right-of-way Description:

Wetlands, Watercourses and Waterways

- NA

Access

- 1313 Connecticut Ave., Bridgeport, CT 06607
  - 813S, 814S, 815S
- 2350 Stratford Ave., Stratford, CT 06615
  - 816S

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 813S:

- Upland Vegetation/Land Clearing = 6,500 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 450 square feet 15' x 30' (MNR ROW)
- Crane Pad = 2,800 square feet 40' x 70' (Bishop Ave)

Structure 814S:

- Upland Vegetation/Land Clearing = 14,700 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 1,300 square feet 30' x 43' (1313 Connecticut Ave)
- Crane Pad = 1,600 square feet 40' X 40' (1313 Connecticut Ave)

Structure 815S:

- Upland Vegetation/Land Clearing = 10,400 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 2,500 square feet 25' x 100' (MNR ROW)

Structure 816S:

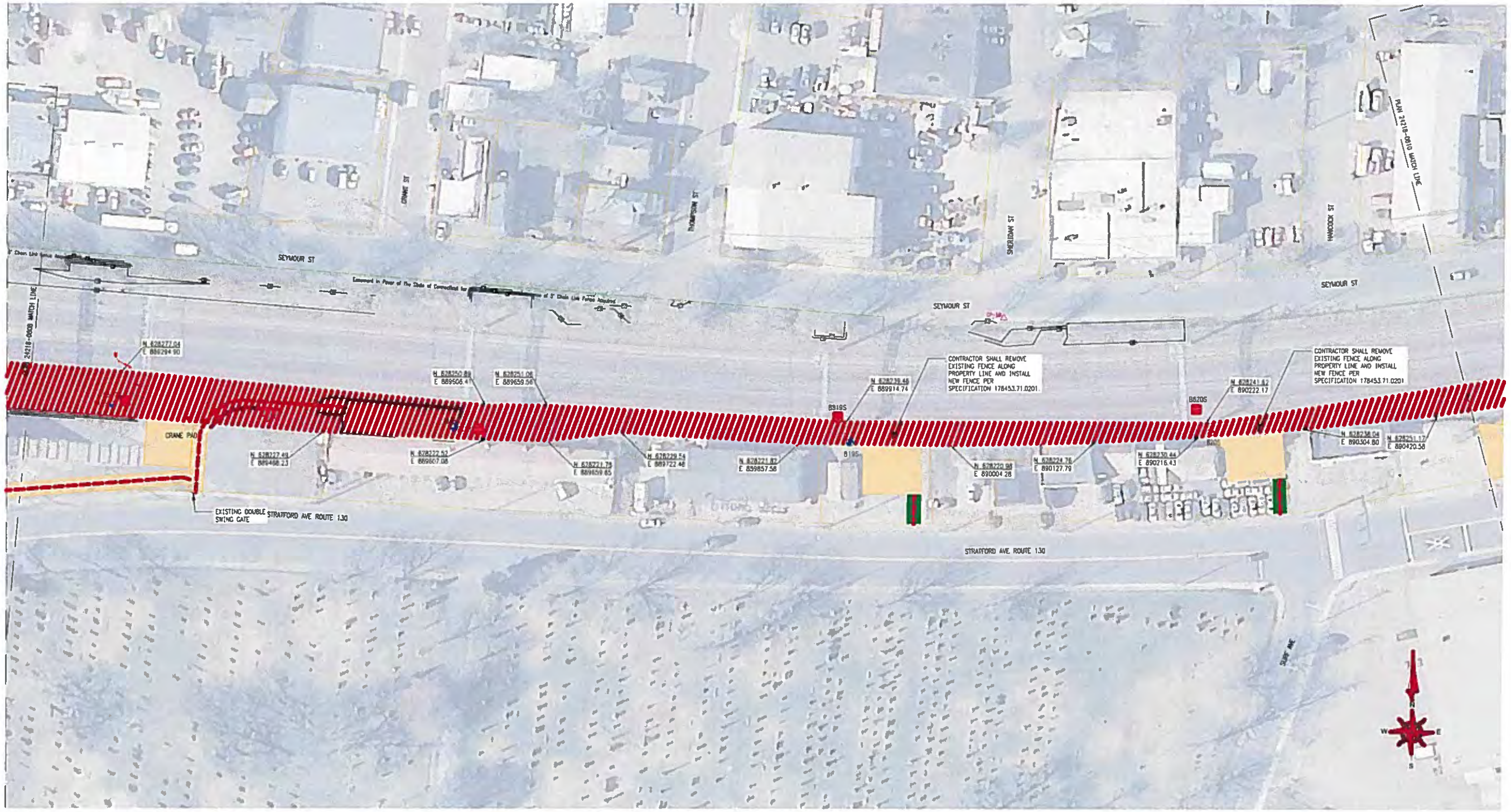
- Upland Vegetation/Land Clearing = 9,000 square feet (MNR ROW)
- Access Road = 3,700 square feet (2350 Stratford Ave)
- Work Pad = 3,400 square feet 45' x 100' (MNR ROW)

Road Crossings

- Bishop Ave., Bruce St.

Aerial Imagery

- USGS 18txl540600 dated March 18, 2012



CONTEXT MAP

INDEX MAP

LEGEND:

- ALL CONSTRUCTION TRAFFIC
- TOWN LINE
- UI PROPERTY LINE
- PROPERTY LINE
- RAILROAD EDGE OF RIGHT-OF-WAY
- EASEMENT
- DISTRIBUTION POLE
- EXISTING STRUCTURE
- UNDERGROUND ELECTRIC LINE
- GAS LINE
- SANITARY SEWER
- STORM SEWER
- FIBER OPTIC TELECOMMUNICATIONS LINE
- WATER LINE
- SURVEY CONTROL POINT
- PROPOSED STRUCTURE
- COASTAL JURISDICITON LINE
- WATERCOURSE
- LIMIT OF WETLANDS
- MEAN HIGH WATER
- FEMA 100 YEAR
- WETLANDS/MARSH
- VERNAL POOL
- FEMA SPECIAL FLOOD HAZARD AREAS
- NATURAL DIVERSITY DATABASE (NDDB) AREA
- EXISTING ACCESS ROAD
- CONSTRUCTION AREA
- OCCUPATION AREA
- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

REFERENCE DRAWINGS:

DRAWING INDEX: 24218-0002

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

BLACK & VEATCH
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DESIGNED	MAP	DRAWN	JSF
CHECKED	-	DATE	09/08/2014
PROJECT # 178453			

NO	DATE	REVISION	DRN	DESN	CHKD	SUPR
D	05/18/2015	ISSUE FOR UI REVIEW - PROJECT 178453	RMC	MAP	-	-
C	04/30/2015	ISSUE FOR UI 70% REVIEW - REVISED - PROJECT 178453	RMC	MAP	-	-
B	01/30/2015	ISSUE FOR UI 70% REVIEW - PROJECT 178453	RMC	MAP	-	-
A	09/08/2014	ISSUE FOR REVIEW - EASEMENT	EJJ	MAP	-	-

No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1" = 40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
817S TO 820S

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24218-0809

DRAWING #:24218-0809

Structure Locations 817 to 820
2350 Stratford Avenue, 2160 Stratford Avenue, 1980 Stratford Avenue
Stratford

General Work Description:
New steel monopoles will be installed at 817S, 818S, 819S, and 820S. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 15 Days
- Installation of foundation – 12 Days
- Installation of steel pole – 16 Days
- Installation of wire – 20 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: N
Feeder/Signal Outages: N
Track Outages: N

Reference Drawings:
24218-103 – Plan & Profile
24218-300 – Drilled Pier Foundations
24218-503 – 817S Structure Loading
24218-507 – 818S Structure Loading
24218-508 – 819S, 820S Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- 2350 Stratford Ave., Stratford, CT 06615
  - 817S
- 2160 Stratford Ave., Stratford, CT 06615
  - 818S, 819S
- 1980 Stratford Ave., Stratford, CT 06615
  - 820S

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 817S:

- Upland Vegetation/Land Clearing = 11,100 square feet (MNR ROW)
- Access Road = 750 square feet (2350 Stratford Ave)
- Work Pad = 3,500 square feet 35' x 100' (MNR ROW)
- Crane Pad = 1,600 square feet 40' X 40' (2350 Stratford Ave)

Structure 818S:

- Upland Vegetation/Land Clearing = 8,900 square feet (MNR ROW)
- Access Road = 2,300 square feet (MNR ROW)
- Work Pad = 2,800 square feet 28' x 100' (MNR ROW)

Structure 819S:

- Upland Vegetation/Land Clearing = 5,800 square feet (MNR ROW)
- Access Road = 0 square feet (2160 Stratford Ave)
- Work Pad = 3,400 square feet 56' x 60' (MNR ROW)

Structure 820S:

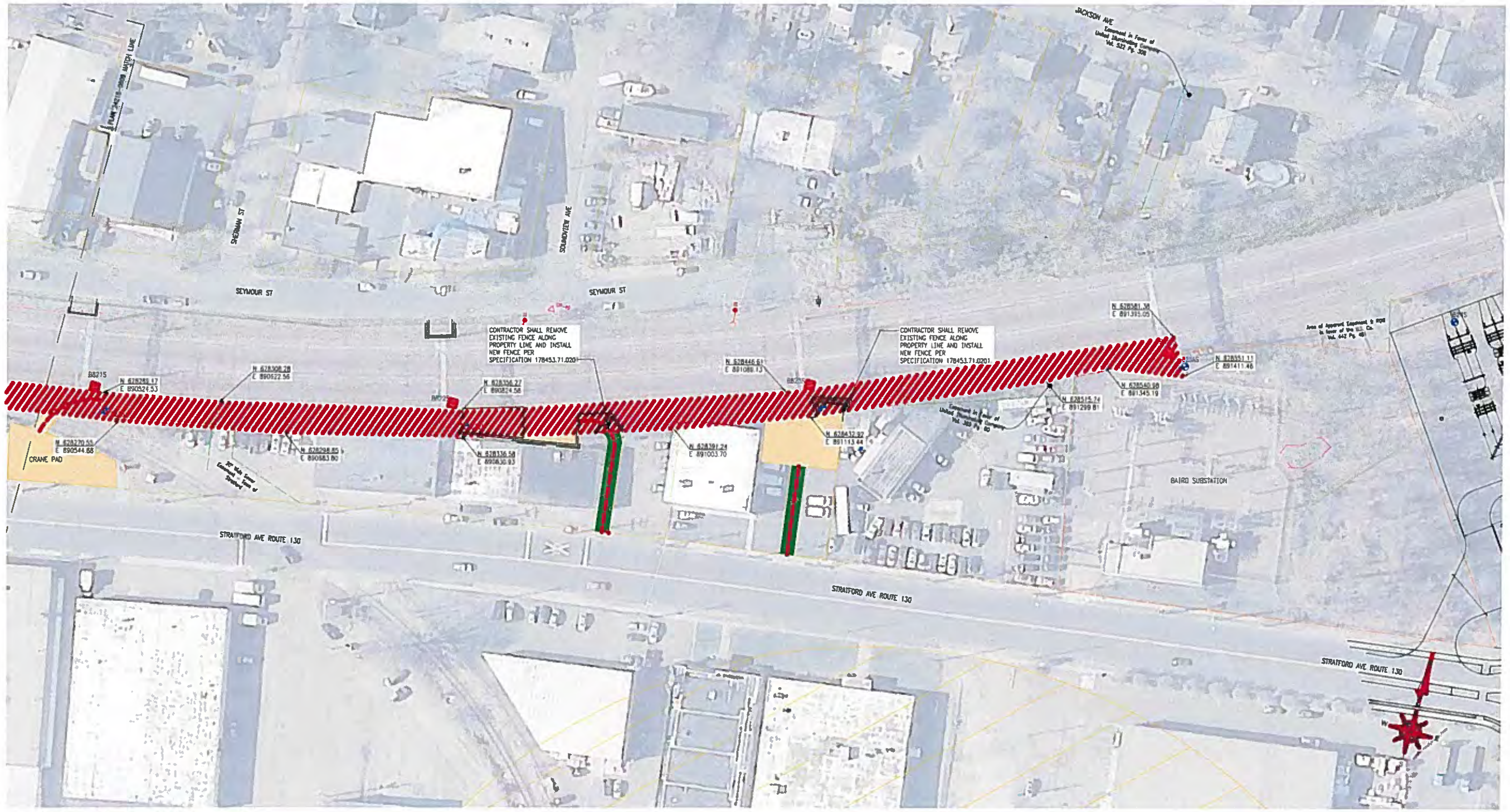
- Upland Vegetation/Land Clearing = 4,600 square feet (MNR ROW)
- Access Road = 0 square feet (1980 Stratford Ave)
- Work Pad = 2,800 square feet 46' x 60' (MNR ROW)

Road Crossings

- None

Aerial Imagery

- USGS 18txl540600 dated March 18, 2012



CONTEXT MAP

INDEX MAP

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- UNDERGROUND ELECTRIC LINE
- GAS LINE
- SANITARY SEWER
- STORM SEWER
- FIBER OPTIC TELECOMMUNICATIONS LINE
- WATER LINE
- SURVEY CONTROL POINT
- PROPOSED STRUCTURE
- COASTAL JURISDICITON LINE
- WATERCOURSE
- LIMIT OF WETLANDS
- MEAN HIGH WATER
- FEMA 100 YEAR
- WETLANDS/MARSH
- VERNAL POOL
- FEMA SPECIAL FLOOD HAZARD AREAS
- NATURAL DIVERSITY DATABASE (NDDB) AREA
- EXISTING ACCESS ROAD
- CONSTRUCTION AREA
- OCCUPATION AREA
- VEGETATION CLEARANCE
- WETLAND IMPACT AREA

40' 20' 0 40' 80'

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

REFERENCE DRAWINGS:

DRAWING INDEX: 24218-0002

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DESIGNER MAP	DRAWN JSF
CHECKED -	DATE 09/08/2014
PROJECT # 178453	

NO	DATE	REVISION	DRN	DESN	CHKD	SUPV
D	05/18/2015	ISSUE FOR UI REVIEW - PROJECT 178453	RMC	MAP	-	-
C	04/30/2015	ISSUE FOR UI 70% REVIEW - REVISED - PROJECT 178453	RMC	MAP	-	-
B	01/30/2015	ISSUE FOR UI 70% REVIEW - PROJECT 178453	RMC	MAP	-	-
A	09/08/2014	ISSUE FOR REVIEW - EASEMENT	EJT	MAP	-	-

No	Date	Revision	By	Chkd.	Engr.	Supv.

The United Illuminating Company

Drawn	Date	Scale: 1"=40'
Chkd.	Design Engr.	Design Supv.

115KV TRANSMISSION LINE
GENERAL ACCESS PLAN
821S TO BAIRD

CAD FILE NAME	SEQUENCE No.	DRAWING NUMBER
		24218-0810

DRAWING #:24218-0810

Structure Locations 821 to Baird Substation
1860 Stratford Avenue
Stratford

General Work Description:
New steel monopoles will be installed at 821S, 822S, 823S, 824S and 825AS. The following construction activities will occur with the stated durations, but may not occur on consecutive dates and may occur concurrently.

- Installation of access road/clearing – 25 Days
- Installation of foundation – 15 Days
- Installation of steel pole – 20 Days
- Installation of wire – 25 Days

See reference drawings below for details.

Special Provisions:
Permit #s
NDDB area: N
Environmentally Sensitive Area: N
Night work: N
Feeder/Signal Outages: N
Track Outages: N

Reference Drawings:
24218-103 – Plan & Profile
24218-300 – Drilled Pier Foundations
24218-508 – 821S, 822S Structure Loading
24218-513 – 823S Structure Loading

Right-of-way Description:
Wetlands, Watercourses and Waterways

- NA

Access

- 1940 Stratford Ave., Stratford, CT 06615
  - 821S
- 1860 Stratford Ave., Stratford, CT 06615
  - 822S, 823S
- 1770 Stratford Ave., Stratford, CT 06615
  - 824S, 825AS

Construction Footprint

- Occupation Area = xx square feet (MNR ROW)

Structure 821S:

- Upland Vegetation/Land Clearing = 6,700 square feet (MNR ROW)
- Access Road = 800 square feet (MNR ROW)
- Work Pad = 2,000 square feet 20' x 100' (MNR ROW)
- Crane Pad = 3,400 square feet 38' X 90' (1940 Stratford Ave)

Structure 822S:

- Upland Vegetation/Land Clearing = 6,900 square feet (MNR ROW)
- Access Road = 350 square feet (MNR ROW)
- Work Pad = 2,800 square feet 28' x 100' (MNR ROW)

Structure 823S:

- Upland Vegetation/Land Clearing = 10,300 square feet (MNR ROW)
- Access Road = 0 square feet (MNR ROW)
- Work Pad = 3,000 square feet 46' x 65' (MNR ROW)

Structure 824AS:

- Upland Vegetation/Land Clearing = XXX square feet (MNR ROW)
- Access Road = XXX square feet (MNR ROW)
- Work Pad = XXX square feet XX' x XX' (MNR ROW)

Road Crossings

- None

Aerial Imagery

- USGS 18txl540600 dated March 18, 2012

Attachment C

BL Wetland Report

Architecture
Engineering
Environmental
Land Surveying
Companies

Wetland Identification and Delineation Report

Baird to Congress 115KV Transmission Line

Bridgeport, CT

BL Project No.: 13S1872

Prepared for

Black & Veatch
11401 Lamar Avenue
Overland Park, KS 66211

Prepared by

BL Companies, Inc.
355 Research Parkway
Meriden, CT 06450

February 7, 2014

Wetland Identification and Delineation Report

Baird to Congress 115KV Transmission Line
Bridgeport, CT

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III. Regulatory Information 2

IV. Functions and Values 3

V. Site Investigation 4

VI. Resource Descriptions 6

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VIII. Preparer 8

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A. Photographs
B. Resource Mapping
C. Wetland Survey Mapping
D. Wetland Data Sheets

I. INTRODUCTION

BL Companies, Inc. (BL) conducted a site investigation to delineate state and federal wetlands and Waters of the United States. The project site is located in the Town of Bridgeport, Connecticut (**Figure 1**). The coordinates for the approximate center of the project are Latitude 41.1854 N and Longitude -73.1638 W. The project site is a 2.3 mile long, 50 foot wide corridor on the north and south sides of the Metro North rail way and associated wetlands in the vicinity of the right-of-way (hereinafter referred to as the "Site").

The purpose of this report is to document and describe state, and federal jurisdictional wetlands, i.e. Waters of the United States.

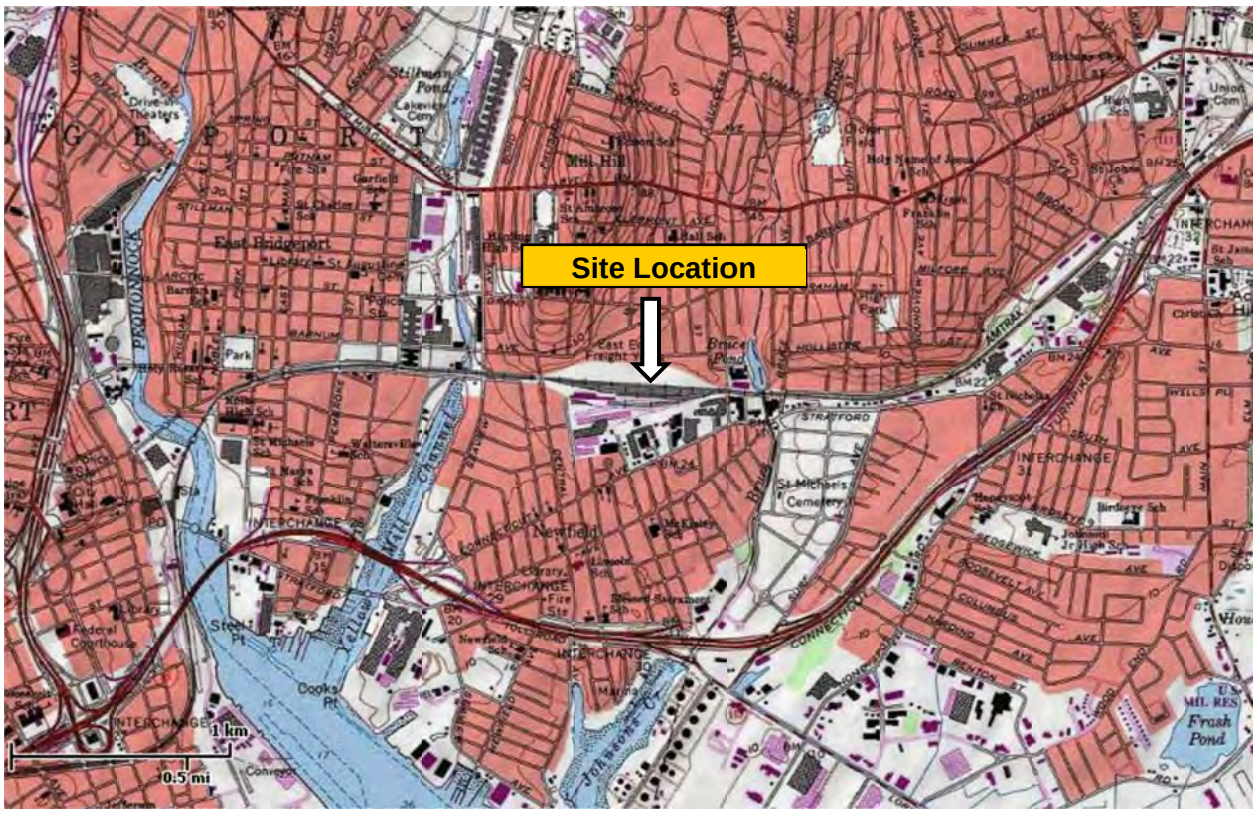

Figure 1 – Site Location Map Bridgeport, CT

II. METHODS

This investigation involved a wetland/watercourse delineation that was completed by a wetland scientist and qualified soil scientist and conducted in accordance with the principles and practices noted in the United States Department of Agriculture (USDA) Soil Survey Manual (1993). The soil classification system of the National Cooperative Soil Survey was used in this investigation to identify the soil map units present on the project site.

Vegetation, soils, and hydrology were observed and documented during the site investigation in accordance with state and federal delineation methodologies. Soil types were identified by observing soil morphology (soil texture, color, structure, etc.). To observe the morphology of the soils, numerous test pits and/or hand borings (generally to a depth of at least two feet) are completed. Where wetland and/or watercourses were determined to be present, their boundaries were identified with flags and hung from vegetation or small wood stakes if in fields or grass communities. These flags are labeled "Wetland Boundary" and generally spaced a maximum of approximately 50 feet apart. It is important to note that flagged wetland and watercourse boundaries are subject to change until verified by local, state, or federal regulatory agencies.

III. REGULATORY INFORMATION

Wetlands and watercourses are regulated by both state, municipal and federal laws and regulations, each with different definitions and regulatory requirements. Accordingly, the State and municipalities may regulate wetland and waters that fall outside of federal jurisdiction; however, where federal jurisdiction exists concurrent State jurisdiction is almost always present.

State/Municipal Jurisdiction

Inland wetland determinations are based on the presence of poorly drained, very poorly drained, alluvial, or floodplain soils and submerged land. Watercourses are defined as "rivers, streams, brooks, waterways, lakes, ponds, marshes, swamps, bogs and all other bodies of water, natural or artificial, vernal or intermittent, public or private, which are contained within, flow through or border upon the state or any portion thereof." Intermittent watercourse determinations are made based on the presence of a defined permanent channel and bank, and two of the following characteristics: (1) evidence of scour or deposits of recent alluvium or detritus, (2) the presence of standing or flowing water for a duration longer than a particular storm

incident, and (3) the presence of hydrophytic vegetation. (See Inland Wetlands and Watercourses Act §22a-38 CGS.)

The DEEP's Office of Long Island Sound Programs (OLISP) regulates all activities conducted in tidal wetlands and in tidal, coastal or navigable waters in Connecticut under the Structures, Dredging and Fill Act (Conn. Gen. Statutes (CGS) Sec. 22a-359 - 22a-363f, inclusive) and the Tidal Wetlands Act (CGS Sec. 22a-28 - 22a-35, inclusive). Recently, The High Tide Line (HTL), which was used as the jurisdictional limit for DEEP OLISP, was replaced by a Coastal Jurisdiction Line (CJL). The CJL elevation for Bridgeport is 5.0' (NAVD 88). Tidal wetlands are also separately regulated below the CJL, and up to one foot above the CJL if the area is deemed "capable of supporting" tidal wetland vegetation based on field investigations, through identification of certain plants and the presence of tidal waters.

Federal Jurisdiction

Jurisdictional wetlands at the Federal level consist of "waters of the United States", which includes lakes, rivers and streams, as well as vegetated wetlands (See 33 CFR 328.8). The onsite waters and wetlands, regulated by the U.S. Army Corps of Engineers (ACOE), were delineated in accordance with the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual Northcentral and Northeast Region* (Version 2.0) (January 2012). This *Manual* requires there to be dominant hydrophytic vegetation, hydric soils, and hydrological conditions present in determining wetland areas

Federal coastal jurisdiction under the Section 404 Clean Water Act includes navigable waters of the US below the High Tide Line (HTL). Federal jurisdiction includes all waters and their tributaries to the head of tide, which extends shoreward to the mean high water line under Section 10 of the Rivers and Harbors Act, and extends shoreward to the 1 year frequency tidal flood under Section 404 of the Clean Water Act.

IV. Functions and Values

Biophysical elements such as a wetland's landscape position, size, geology, hydrology, substrate, and vegetation determine the wetland functions and to what capacity they are performed. Due to the differing biophysical characteristics between on-site wetlands, the functions the wetlands provide and the capacity to perform those functions vary. To better understand these differences, a description of the assessed wetland functional values was completed based on the United States Army Corps of Engineers (ACOE) Highway Methodology Workbook (1993) and its supplement workbook. This method requires a description of each of the wetland communities as

well as indicating the functions they provide. The ACOE workbook includes the following thirteen (13) functions and values that have been recognized as functions wetlands can provide:

- Groundwater Recharge/Discharge,
- Floodflow Alteration,
- Fish and Shellfish Habitat,
- Sediment/Toxicant Retention,
- Nutrient Removal/Retention/Transformation,
- Production Export,
- Sediment/Shoreline Stabilization,
- Wildlife Habitat,
- Recreation,
- Education/Scientific Value,
- Uniqueness/Heritage,
- Visual Quality/Aesthetics, and
- Endangered Species.

V. SITE INVESTIGATION

The project Site was investigated on July 30-31, 2013, with a temperature in the upper 80's ^{0}F under sunny conditions.

The field investigations were conducted within the area of between the East side of the Pequonnock River to the Baird Substation (East of Soundview Avenue) and wetlands within a minimum of 50 feet north and south of the Metro North rail way Right-of-Way.

Areas identified as jurisdictional wetlands at the federal, state and municipal levels during the field investigations included:

1. A palustrine emergent persistent seasonally flooded/saturated wetland (PEM1E) with an associated perennial unconsolidated bottom river to the north of the Metro North ROW. This river continues through a concrete arch under the tracks and roads; and
2. A palustrine emergent wetland (PEM) with in a drainage ditch to the north of the Metro North ROW; and
3. A palustrine unconsolidated bottom permanently flooded wetland (PUBHx) that is located north of Bruce Brook; and
4. An estuarine subtidal unconsolidated bottom watercourse (E1UBL)(Yellow Mill Channel) that receives tidal and fresh waters and is located on both the north and south sides of the Metro North ROW; and

5. A riverine lower perennial unconsolidated bottom river (R2UB) (Bruce Brook); and
6. An estuarine subtidal unconsolidated bottom river (E1UBL) (Pequonnock River) that flows under the Metro North track system in this area.

Data on the current plant communities, soils, and hydrology were documented to support the wetland delineation. Some of the common plant species observed in the study area are listed in **Table 1**. Descriptions of the delineated wetland resources are provided in **Section VI.** Photographs of the identified wetland resources, taken to provide visual documentation of the area, are located in **Appendix A**. The location of the data points are identified on the wetland mapping located in **Appendix C,** and data sheets are located in **Appendix D**.

In the State of Connecticut, vernal pools are identified through field verification as an official vernal pool inventory is not in place at this time. During the field visits, no vernal pools were identified along the project study area.

Table 1: Common Plants in the Study Area and the Wetland Indicator Status

Common Name	Scientific Name	Indicator Status
Tree Stratum		
Black Willow	*Salix nigra*	OBL
Red Maple	*Acer rubrum*	FAC
Silver Maple	*Acer saccharinum*	FACW
Sapling, Shrub and Vine Stratum		
Eastern Poison-Ivy	*Toxicodendron radicans*	FAC
Black Willow	*Salix nigra*	OBL
Stag-horn Sumac	*Rhus typhina*	FACU
Herb Stratum		
Saltwater Cord Grass	*Spartina alterniflora*	OBL
Highbush Blueberry	Vaccinium corymbosum	FACW
Harlequin Blueflag	*Iris versicolor*	OBL
Common Reed	*Phragmites australis*	FACW
Pointed Broom Sedge	*Carex scoparia*	FACW
Arrow-Leaf Tearthumb	*Persicaria sagittata*	OBL
Common Fox Sedge	Carex vulpinoidea	OBL
Purple Loosestrife	*Lythrum salicaria*	OBL
Green Arrow-Arum	*Peltandra virginica*	OBL
Rambler Rose	*Rosa multiflora*	FACU
American Pokeweed	*Phytolacca americana*	FACU

Source: Lichvar, R.W. 2012 *The National Wetland Plant List; 2013 wetland ratings, Phytoneuron 2013-49; 1-241*. http://wetland_plants.usace.army.mil/
Cold Regions Research and Engineering Laboratory, US Army Corps of Engineers.

VI. RESOURCE DESCRIPTIONS

Wetland 1: USFWS Classification: PEM1E

Wetland 1 is classified as a palustrine emergent persistent seasonally flooded/saturated wetland (PEM1E). This wetland system continues under the Metro North ROW and Crescent Avenue through a culvert. Wetland 1 is dominated by Common Reed (*Phragmites australis*), which is considered a non-native and aggressive invasive plant. Wetland 1 was delineated with sequentially numbered flags 1 through 8 (north east side) and 21 through 22 (north west side). Wetland 1 has an associated stream that was delineated with sequentially numbered flags 1 through 6 (south side) and 10 through 11 (north side). All flags are open ended. These wetlands receive overland storm water runoff from roads, onsite upland areas, contribution from tributaries and tidal input. Wetland 1 flushes into watercourse 1(Yellow Mill Channel).

The wetland soil series identified through available mapping is Udorthents-Urban complex and Water. Udorthents consist primarily of areas that have been cut for leveling or filled for development.

This wetland system provides the following functions and values: groundwater recharge/discharge, flood flow alteration, fish and shellfish habitat, sediment/toxicant retention, nutrient removal, product export, sediment/shoreline stabilization, wildlife habitat, recreation, educational/scientific value, uniqueness/heritage and visual quality/aesthetics.

The Site is designated as "Zone AE", as well as a designated floodway in the Flood Insurance Rate Map for Fairfield County, Connecticut (09001C0441G), effective July 8, 2013. Please refer to **Appendix B** for FEMA FIRM Map.

Wetland 2: USFWS Classification: PEM

Wetland 2 is classified as a palustrine emergent wetland (PEM) located south of the Metro North ROW and along the side of tracks used for maintenance. This small wetland is characterized as a drainage swale. This area was delineated using sequentially numbered flags 1 through 10 (closed loop). The wetland is dominated by Common Reed (*Phragmites australis*), which is considered a non-native and aggressive invasive plant.

The soil profile is considerably disturbed from historic site activities due to fill and construction. The soil series identified is Udorthents-Urban land complex- Udorthents consist primarily of areas that have been cut for leveling or filled for development. Hydrologic conditions are influenced by the storm events and surface ponding.

This wetland provides the following functions and values: flood flow alteration and sediment / toxicant retention.

The Site has no designation on the Flood Insurance Rate Map for Fairfield County, Connecticut (09001C0441G), effective July 8, 2013. Please refer to **Appendix B** for FEMA FIRM Map.

Wetland 3: USFWS Classification: PUBHx

Wetland 3 is classified as a palustrine unconsolidated bottom permanently flooded wetland (PUBHx) located on the north side of the site and Bruce Brook, and is east of Bishop Avenue. This large wetland system receives water from Bruce Brook and is extensive. This area was delineated using sequentially numbered flags 1 through 8 (open ended). The wetland is dominated by Green Arrow-Arum (*Peltandra virginica*). Forest fringe surrounds the wetland; however, there is less than 3% forest cover within the wetland boundary.

The soil series identified is Udorthents-Urban land complex. Udorthents consist primarily of areas that have been cut for leveling or filled for development. Hydrologic conditions are influenced by the storm events, Bruce Brook, groundwater connection and surface ponding.

Wetland 3 provides the following functions and values: groundwater recharge/discharge, flood flow alteration, fish and shellfish habitat, sediment/toxicant retention, nutrient removal, product export, wildlife habitat, recreation. Fish were noted at the time of the field visit.

The Site is designated as "Zone AE" in the Flood Insurance Rate Map for Fairfield County, Connecticut (09001C0442G), effective July 8, 2013. Please refer to **Appendix B** for FEMA FIRM Map.

Watercourse 1: USFWS Classification: E1UBL

Watercourse 1 is classified as an estuarine subtidal unconsolidated bottom wetland (E1UBL) located south of wetland 1 (Yellow Mill Channel). Watercourse 1 has been disturbed and diverted through culverts under Congress Avenue and the Metro North train tracks. Watercourse 1 is dominated by Salt water Cord Grass (*Spartina alterniflora),* a typical tidal emergent plant. This area was delineated with sequentially numbered flags 40 through 43 (south west side) and 50 through 52 (south east side). All are open ended. The river width was approximately three (3) to twenty (20) feet and depth varied with tidal flow. The river bottom consisted of small pools, riffles, cobbles, gravel and organic muck.

Watercourse 2: USFWS Classification: E1UBL

The Pequonnock River is identified as Watercourse 2, and is classified as estuarine subtidal unconsolidated bottom wetland (E1UBL). River depth and width were not measured at the time of the field visit, but are both large in scale. This area was delineated using sequentially numbered flags 1 through 4 on the east side and 20 through 26 on the west side. The banks on both the east and west sides were

reinforced with rip rap. Evidence of fish and shell fish were present. Aquatic fauna was also present.

Watercourse 3: USFWS Classification: R3UB4

Watercourse 3 is classified as riverine upper perennial unconsolidated bottom organic (R3OW). This watercourse is named Bruce Brook and is influenced by the daily tide. River depth and width were not measured at the time of the field visit as they were both large in scale. This area was delineated using sequentially numbered flags 1 through 5 on the west side and 101 through 105 on the east side. The river flowed in a southernly direction through Wetland 3 where it was channelized through a concrete culvert under the Metro North tracks and roads to the south. Evidence of fish and shell fish were present.

VII. SUMMARY

BL Companies identified three (3) regulated and jurisdictional wetland areas and three (3) watercourses on the Site. Poorly drained soils, hydric soils, hydrophytic vegetation, and hydrology were all observed in the wetland locations satisfying the criteria of the State and ACOE methodology for wetland delineations. Two(2) watercourses were tidal in nature and the third is perennial with tidal influence. In addition to the descriptions within the previous sections of this report, supporting data forms and photographs are attached that document the findings of the on-site field investigations.

VIII. PREPARER

Raina Huebner
Rhuebner@blcompanies.com
203-630-1406

Ms. Huebner holds a Master's Degree in Wetland, Watercourse and Ecosystem Management and Soil Science. Ms. Huebner has been delineating federal and state wetlands for the past 4 years. In addition, Ms. Huebner has acted as lead wetland scientist and conducted many function value impact assessments throughout New England, New York, New Jersey, Pennsylvania and Ohio. Ms. Huebner received a Certificate of Army Corps Wetland Delineation Training (Institute for Wetland Education and Environmental Research), holds a Wetland Professional in Training certification. Ms. Huebner is a standing member of the Society of Soil Scientists of Southern New England, is a Soil Scientist, and meets the criteria as a Soil Scientist in the State of Connecticut.

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APPENDIX A

Wetland 1: North side of the ROW looking north

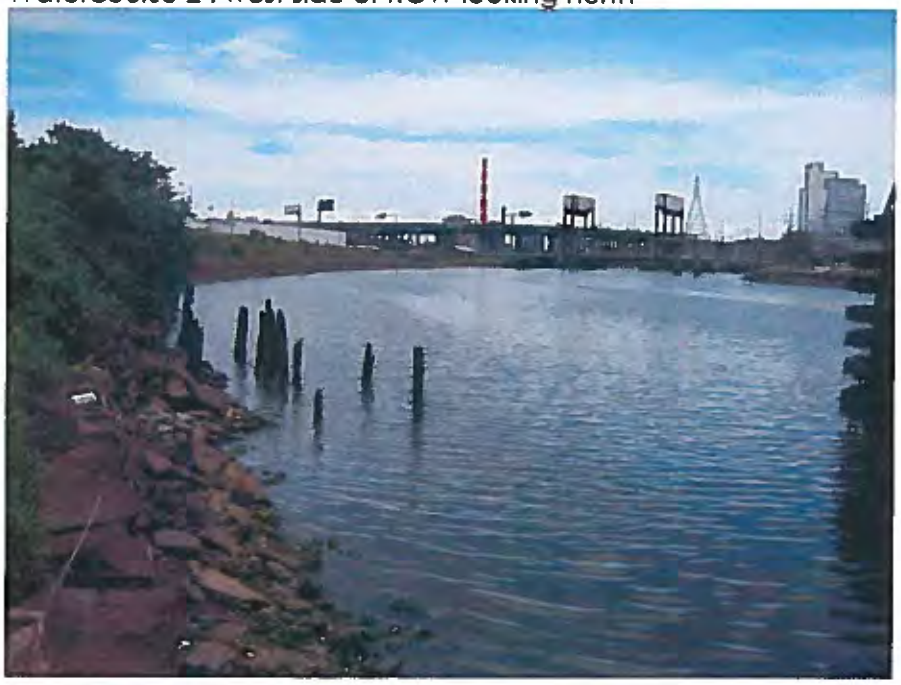
Wetland 2: North side of ROW looking west

Wetland 3: South side of ROW looking east

Watercourse 1: Yellow Mill Channel, south side of ROW looking north to the culvert that connects to Wetland 1

Watercourse 1: north side of ROW looking south

Watercourse 2 : west side of ROW looking north



Watercourse 3: Bruce Brook west side of ROW looking north

APPENDIX B

Soil Map—State of Connecticut

Map Unit Legend

State of Connecticut (CT600)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
229B	Agawam-Urban land complex, 0 to 8 percent slopes	11.4	2.4%
260B	Charlton-Urban land complex, 3 to 8 percent slopes	2.0	0.4%
260C	Charlton-Urban land complex, 8 to 15 percent slopes	10.3	2.2%
306	Udorthents-Urban land complex	152.8	31.9%
307	Urban land	279.5	58.4%
W	Water	22.6	4.7%
Totals for Area of Interest		478.7	100.0%

U.S. Fish and Wildlife Service

National Wetlands Inventory

Baird-Congress

Feb 6, 2014

Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

User Remarks:

MAP SCALE 1" = 500'

50 0 500 1000 FEET

PANEL 0441C

FIRM

FLOOD INSURANCE RATE MAP

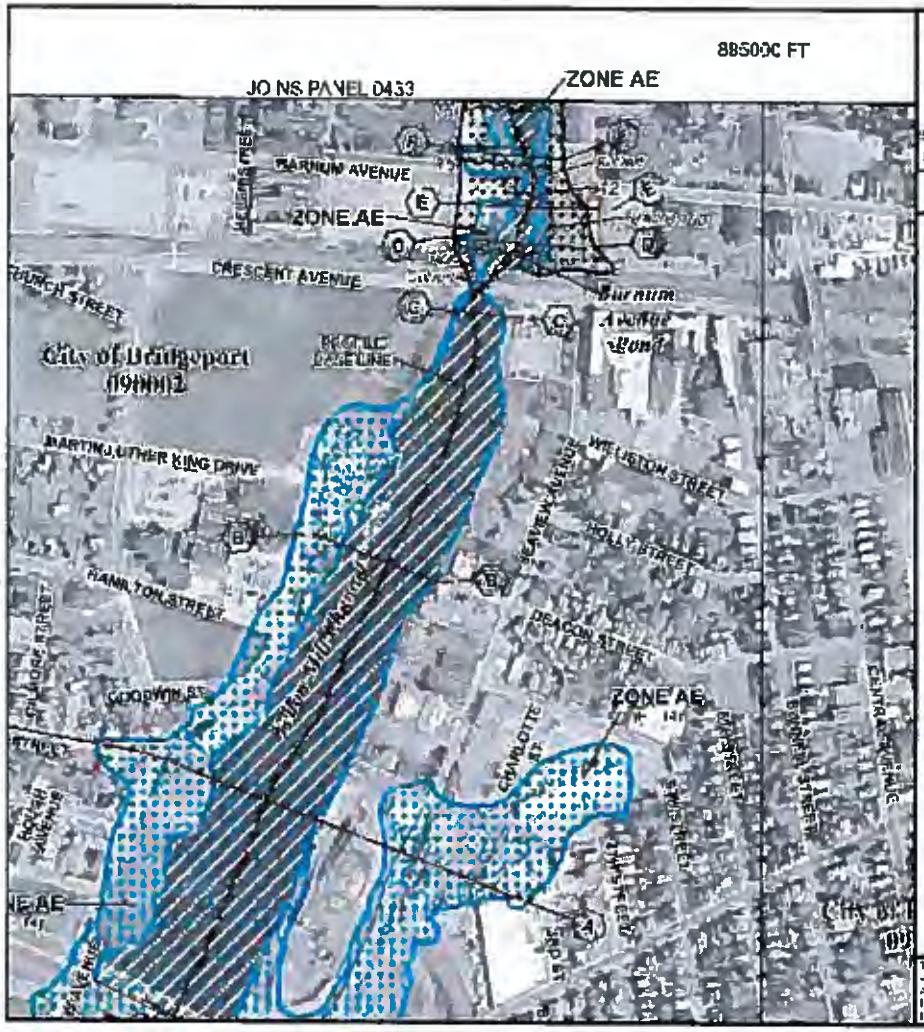
FAIRFIELD COUNTY, CONNECTICUT (ALL JURISDICTIONS)

PANEL 441 OF 626

MAP NUMBER 09001C0441G

MAP REVISED JULY 8, 2013

Federal Emergency Management Agency



MAP SCALE 1" = 500'

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PANEL 0441G

FIRM

FLOOD INSURANCE RATE MAP

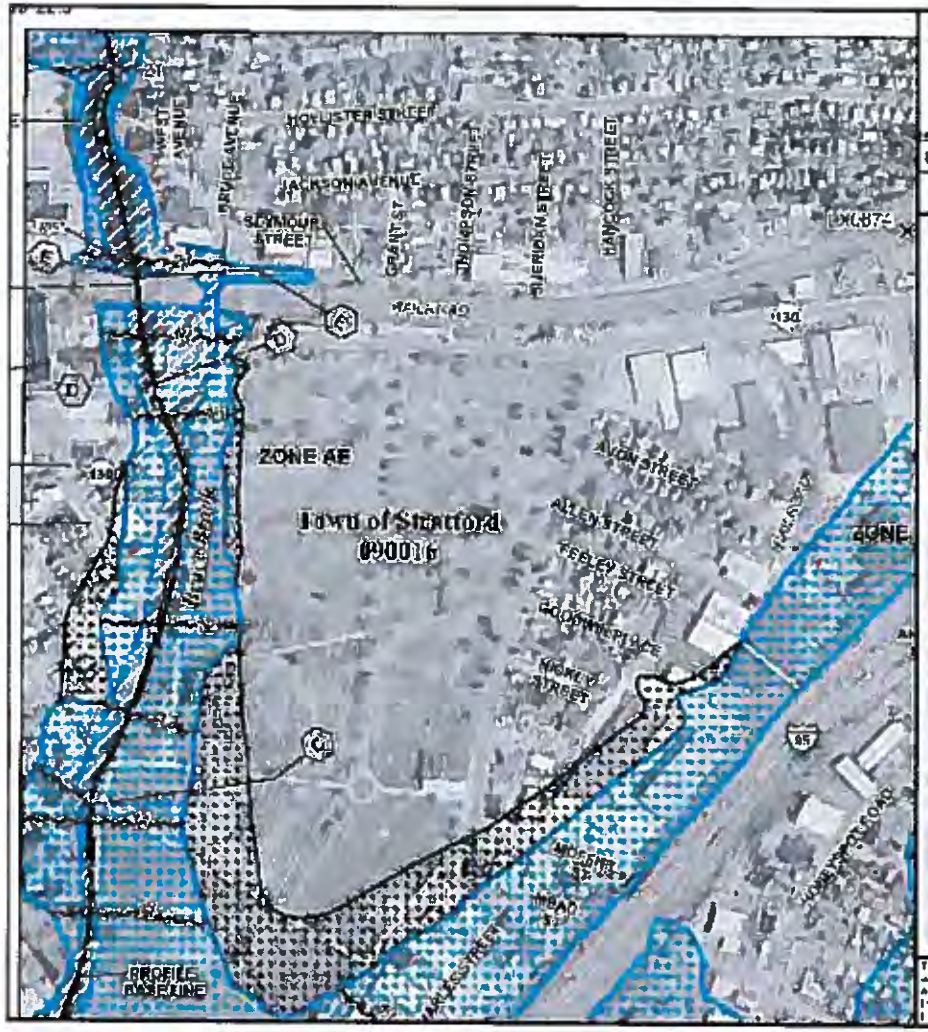
FAIRFIELD COUNTY, CONNECTICUT (ALL JURISDICTIONS)

PANEL 441 OF 626

MAP NUMBER 09001C0441G

MAP REVISED JULY 8, 2013

Federal Emergency Management Agency



MAP SCALE 1" = 500'

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PANEL 0442C

FIRM

FLOOD INSURANCE RATE MAP

FAIRFIELD COUNTY, CONNECTICUT (ALL JURISDICTIONS)

PANEL 442 OF 626

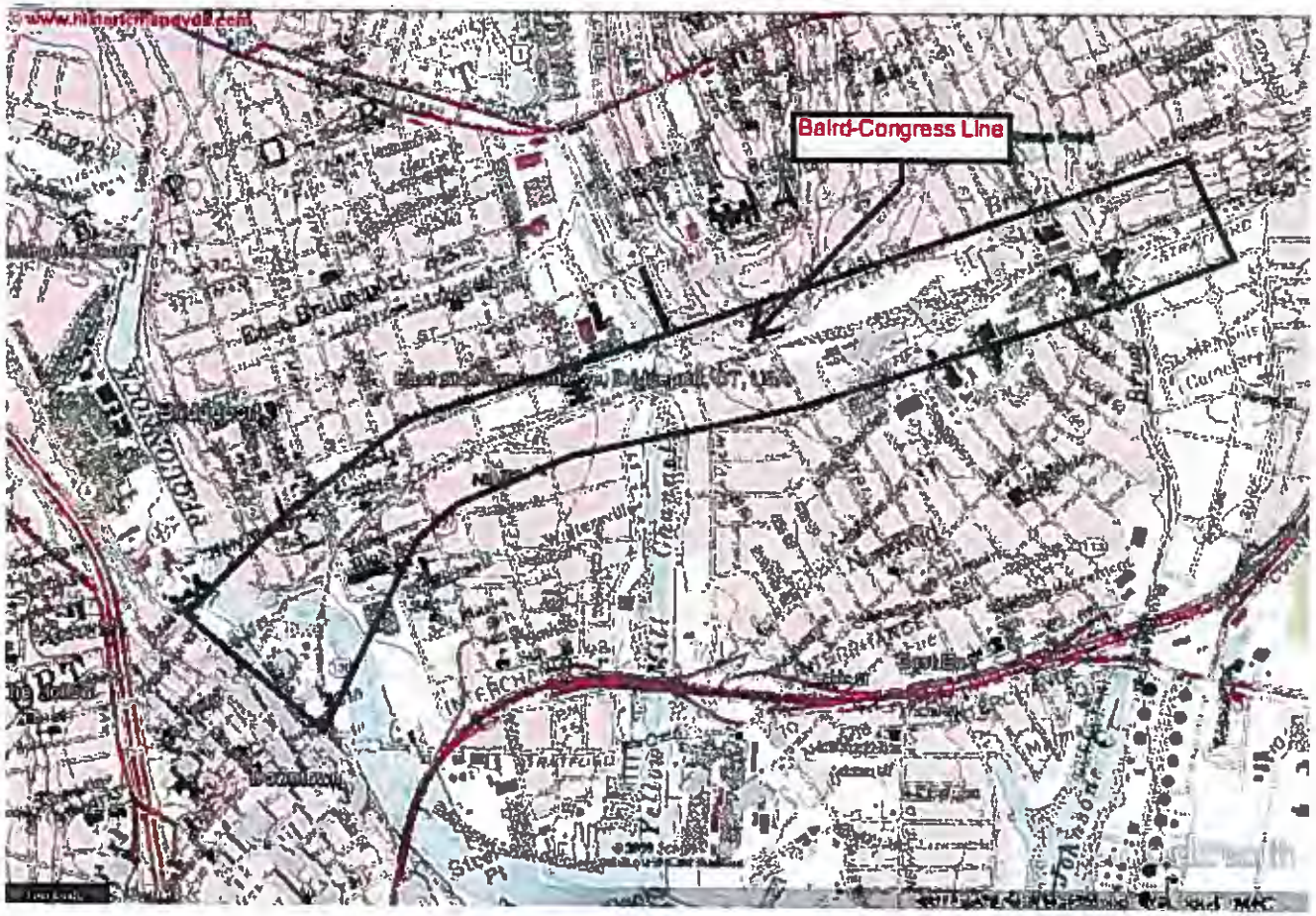
COMMUNITY	NUMBER	PANEL	SUFFIX
[illegible]	[illegible]	[illegible]	[illegible]
STRATFORD, TOWN OF	[illegible]	[illegible]	[illegible]

MAP NUMBER
09001C0442G

MAP REVISED
JULY 8, 2013

Federal Emergency Management Agency

Baird-Congress USGS 7.5 Minute Topo



EFH Data Notice: Essential Fish Habitat (EFH) is defined by textual descriptions contained in the fishery management plans developed by the regional Fishery Management Councils. In most cases mapping data can not fully represent the complexity of the habitats that make up EFH. This report should be used for general interest queries only and should not be interpreted as a definitive evaluation of EFH at this location. A location-specific evaluation of EFH for any official purposes must be performed by a regional expert. Please refer to the following links for the appropriate regional resources.

Query Results

Degrees, Minutes, Seconds: Latitude = , Longitude =
Decimal Degrees: Latitude = , Longitude =

The query location intersects with spatial data representing EFH and/or HAPCs for the following species/management units.

HAPCs

No Habitat Areas of Particular Concern (HAPC) were identified at the report location.

EFH Areas Protected from Fishing

No EFH Areas Protected from Fishing (EFHA) were identified at the report location.

NOAA HABITAT CONSERVATION
NATIONAL MARINE FISHERIES SERVICE

HABITAT PROTECTION

EFH View Tool | Data Query Tool

Activate Location Query

Print This Report

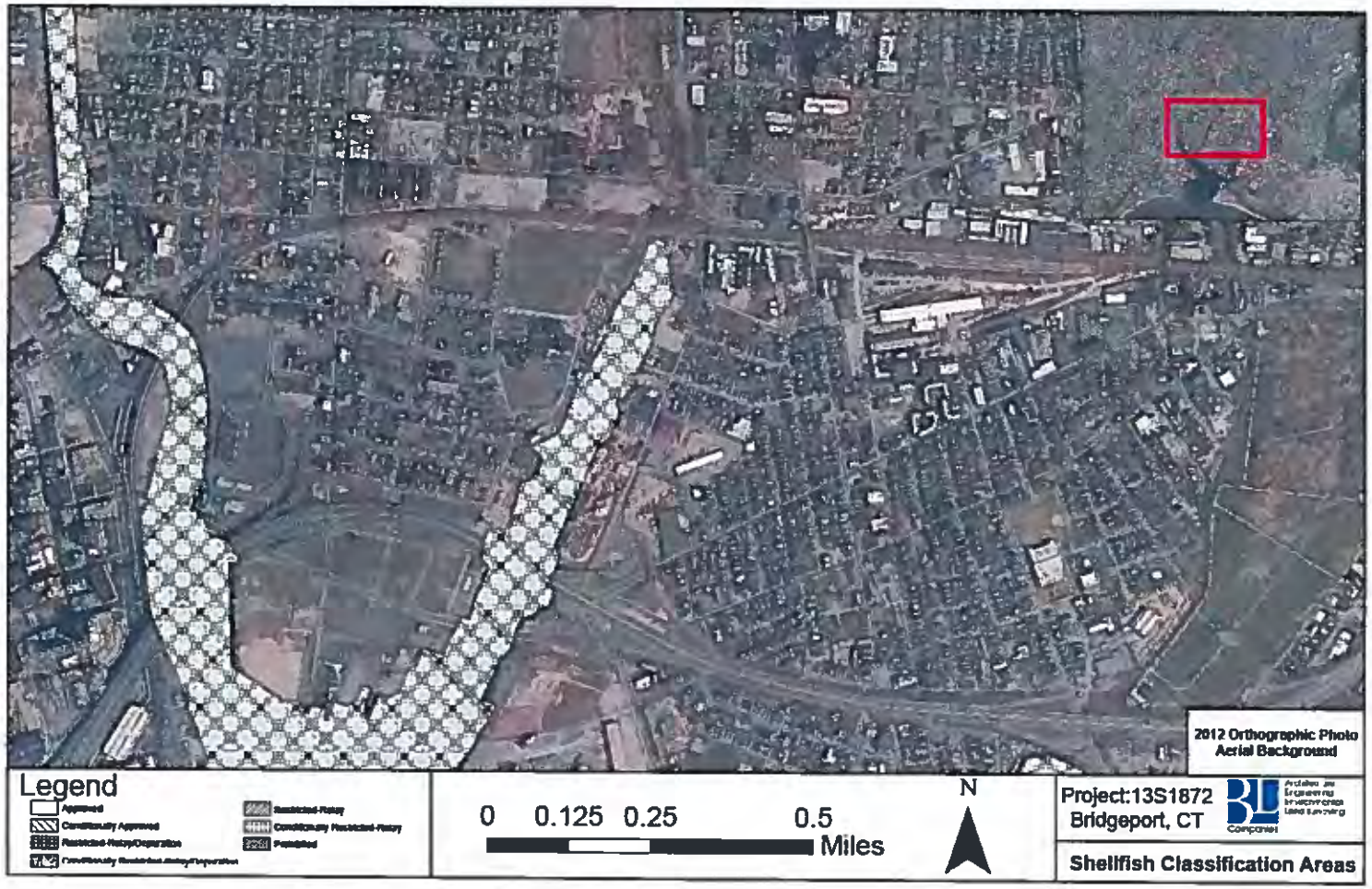
EFH Data Notice: Essential Fish Habitat (EFH) is defined by textual descriptions contained in the fishery management plans developed by the regional Fishery Management Councils. In most cases mapping data can not fully represent the complexity of the habitats that make up EFH. This report should be used for general interest queries only and should not be interpreted as a definitive evaluation of EFH at this location. A location-specific evaluation of EFH for any official purposes must be performed by a regional expert. Please refer to the following links for the appropriate regional resources.

Query Results

Degrees, Minutes, Seconds: Latitude = , Longitude =
Decimal Degrees: Latitude = , Longitude =

The query location intersects with spatial data representing EFH and/or HAPCs for the following species/management units.

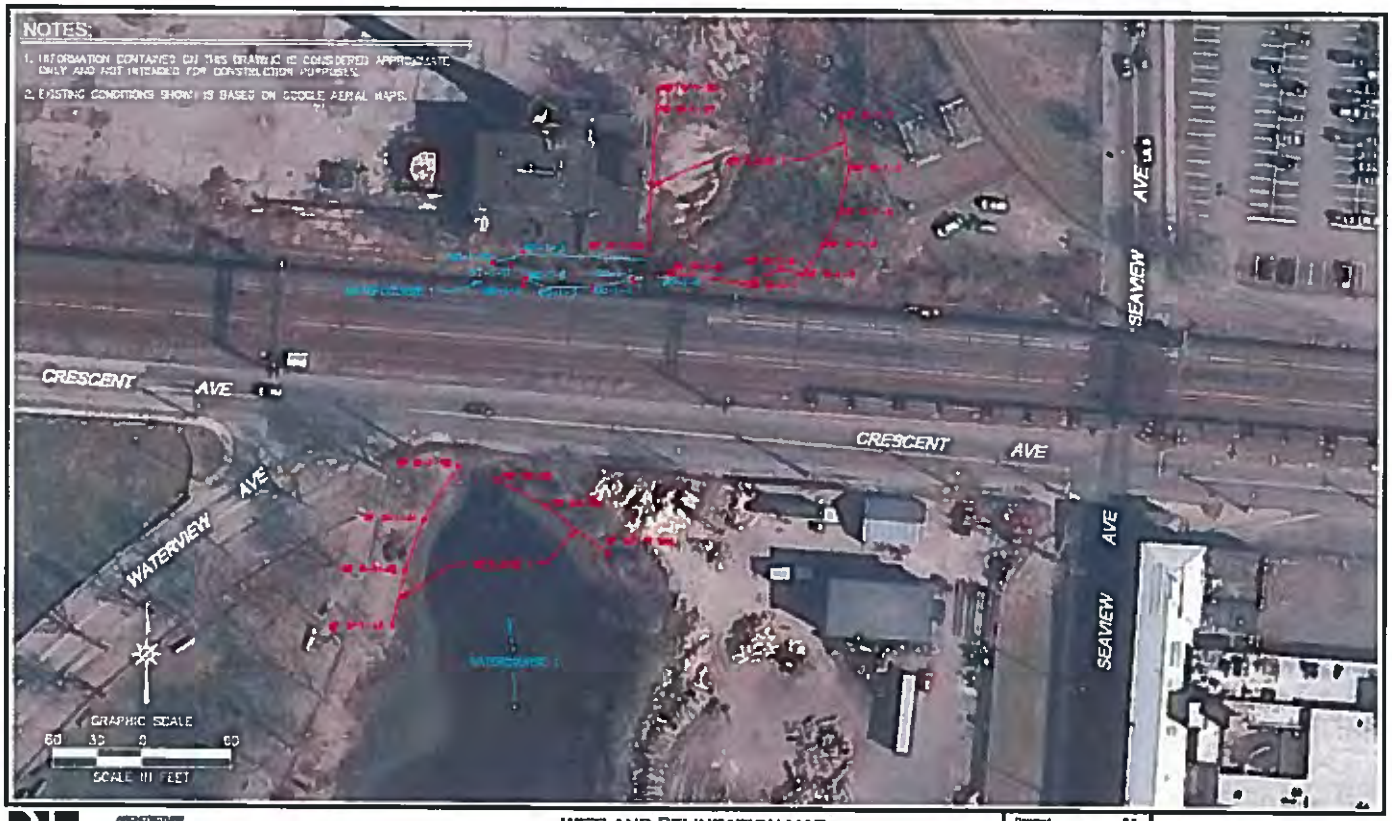
Zoom: | Extent: | Location Query: | Help:



Project:13S1872
Bridgeport, CT

Shellfish Classification Areas

APPENDIX C



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ENGINEERING
PLANNING
LANDSCAPE ARCHITECTURE
LAND SURVEYING
ENVIRONMENTAL SCIENCES

WETLAND DELINEATION MAP

115 KV TRANSMISSION LINE
– CONGRESS ST TO BAIRD
BRIDGEPORT, CT

WD-1

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LANDSCAPE ARCHITECTURE
LAND SURVEYING
ENVIRONMENTAL SCIENCES

OVERALL WETLAND DELINEATION MAP

BAIRD – CONGRESS TRANSMISSION LINE
BARNUM AVE AND CENTRAL AVE OVERPASS
BRIDGEPORT, CONNECTICUT

Designed
Drawn
Checked
Approved
Scale
Project No.
Date
CAD File

WD-3

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LAND SURVEYING
ENVIRONMENTAL SCIENCES

365 Research Parkway
Meriden, CT 06450
(203) 639-1406
(203) 639-2515 Fax

OVERALL WETLAND DELINEATION MAP

BAIRD – CONGRESS TRANSMISSION LINE
BRUCE STREET AND SEYMOUR STREET
BRIDGEPORT, CONNECTICUT

Designed	[illegible]
Drawn	R.V.L.
Checked	
Approved	
Scale	[illegible]
Project No.	139-072
Date	02/16/14
CAD File	[illegible]

WD-4

BL Companies

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LANDSCAPE ARCHITECTURE
LAND SURVEYING
ENVIRONMENTAL SCIENCES

WETLAND DELINEATION MAP

115 KV TRANSMISSION LINE
– CONGRESS ST TO BAIRD
BRIDGEPORT, CT

Designed
Drawn
Checked
Approved
Scale
Project No.
Date
CAD File

WD-2

Attachment D

Correspondence with Connecticut Department of Energy & Environmental Protection

Connecticut Department of

ENERGY &
ENVIRONMENTAL
PROTECTION

June 16, 2015

Joseph E. Lenahan III
Fuss & O'Neill, Inc.
146 Hartford Rd
Manchester, CT 06040
jlenahan@fando.com

Project: FAC-008, Baird-Congress, Installation of Transmission Towers within Right-of-Ways Along the Length of Railroad in Bridgeport
NDDB Determination No.: 201504127

Dear Joseph E. Lenahan III,

I have reviewed Natural Diversity Data Base (NDDB) maps and files regarding the area delineated on the map provided for the proposed FAC-008, Baird-Congress, Installation of Transmission Towers within Right-of-Ways Along the Length of Railroad in Bridgeport, Connecticut. I do not anticipate negative impacts to State-listed species (RCSA Sec. 26-306) resulting from your proposed activity at the site based upon the information contained within the NDDB. The result of this review does not preclude the possibility that listed species may be encountered on site and that additional action may be necessary to remain in compliance with certain state permits. This determination is good for one year. Please re-submit an NDDB Request for Review if the scope of work changes or if work has not begun on this project by June 16, 2016.

Natural Diversity Data Base information includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Department of Energy and Environmental Protection's Natural History Survey and cooperating units of DEEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available.

Please contact me if you have further questions at (860) 424-3592, or dawn.mckay@ct.gov . Thank you for consulting the Natural Diversity Data Base.

Sincerely,

Dawn M. McKay

Dawn M. McKay
Environmental Analyst 3

Attachment E
CT SHPO Letter &
Cultural Resource Review

HERITAGE CONSULTANTS, LLC

INTEGRATED HISTORIC PRESERVATION PLANNING

March 21, 2014

Shawn C. Crosbie
Environmental Analyst
UIL Holdings Corporation
180 Marsh Hill Road
Orange, Connecticut 06477

RE: Preliminary Archeological Assessment of the Proposed United Illuminating Baird to Congress Project in Bridgeport and Stratford, Connecticut

Mr. Crosbie:

Heritage Consultants, LLC, is pleased to have this opportunity to provide United Illuminating, with the following preliminary archeological assessment of the proposed United Illuminating Baird to Congress Project in Bridgeport and Stratford, Connecticut. The currently proposed project plans for the separation of the existing utility lines from the overhead catenary system along Metro North's rail line system to a series of free-standing poles near the edge of the existing railroad corridor (Figure 1). The current project entailed completion of an existing conditions cultural resources summary based on the examination of GIS data obtained from the Connecticut State Historic Preservation Office, as well as historic maps, aerial photographs, and topographic quadrangles maintained by Heritage Consultants, LLC. This investigation did not consider the effects of the proposed construction upon built resources, and it is based upon project location information provided to Heritage Consultants, LLC by United Illuminating. The objectives of this study were: 1) to gather and present data regarding previously identified cultural resources situated within the vicinity of the Areas of Potential Effect; 2) to investigate the proposed project areas in terms of their natural and historical characteristics; and 3) to evaluate the need for completing additional cultural resources investigations.

Brief Contextual History of the New York and New Haven Railroad (Metro North)

In order to evaluate possible impacts the construction project may have cultural resource in the region, it was necessary to produce a historical context of the area. Railroad history in Fairfield and New Haven began in the 1840s, when the state's third railroad, the New York and New Haven Railroad, was incorporated. Its line from New Haven into New York State was completed in 1849, and it featured a single 69 mile iron track designed mainly for passenger traffic. During the 1860s, the line's economic situation improved, allowing for replacement of the rails with steel, the construction of new stations, and the expansion of maintenance facilities. The railroad also began to take more of an interest in freight shipping at that time. In 1872, the New York and New Haven Railroad merged with the Hartford and New Haven Railroad. Together they were the largest transportation company in Connecticut, and was renamed the New York, New Haven, and Hartford Railroad. Over the succeeding three decades, company leaders carried out a series of acquisitions and long-term leases, through which the rail line became a near-monopoly on transportation in the state. The company owned railroads (including almost 1,000 steam engines by 1904), steamboats, and electric trolley lines (Turner and Jacobus 1987). In the process it also purchased a number of electricity generation facilities (Campbell 1950). The company was an early

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Phone (860) 667-3001 • Fax (860) 667-3008
Email: info@heritage-consultants.com

experimenter with electric engines, first moving the route between New Haven and New York to that mode of propulsion. The choice of overhead wire systems was made because the third-rail system was demonstrably unsafe on open tracks (Turner and Jacobus 1987).

In 1907, the rail line participated in fiscal overreach and shady dealings in the opening years of the twentieth century which led to a 1907 exposé and a series of investigations, fiscal retrenchment, and a series of fatal accidents. The president of the company resigned in 1913 and a series of prosecutions under the Sherman Anti-Trust Act led to some divestments. This anti-trust process was interrupted by the federal takeover of the railroads during World War I, and in 1920 a partially revived company began adding buses and trucking companies to its portfolio. Old debts from the pre-war era caught up to it during the Great Depression, however, and in 1935 it entered bankruptcy and a 12 year long period of reorganization that carried the company through World War II. In 1947, however, it was taken over by a corporate profiteer, and the combination of persistently deferred maintenance, cost-cutting, and competition from Interstate 95 (opened in 1958 as the Connecticut Turnpike) led to a new bankruptcy in 1961. This bankruptcy led to its forced merger – and consequent disappearance as a corporate entity – into the new Penn Central Transportation Company in 1968. That poorly-run company went into bankruptcy in by 1970, and in 1985, the Connecticut Department of Transportation bought much of the track and facilities. It now operates as Metro North.

Electrical Generation and Transmission along the Railroad Corridor

The process of using electricity to power New York, New Haven and Hartford Railroad trains began in 1904, when the process of electrifying the track between Woodlawn, New York, and Stamford, Connecticut was begun. Opened for use in 1907, it was the country's first trunk line electrification and used alternating current, which was a break with the less efficient direct current systems that had been in common use up to that point. Much of the system was designed and built by Westinghouse Electric and Manufacturing Company, which was pioneering commercial use of alternating current at the time. Between 1911 and 1914, the electrification was continued an additional 45 miles to New Haven. Power generation was at first handled by a plant in Cos Cob, Greenwich, which was the first facility for generating 11,000 volts of alternating current at 25 cycles for railroad use. This later became the standard for railroad electrification in the United States. The plant included a monitoring and control system, and transmission was along an overhead catenary and trolley wire system. Electricity was also provided to stations and maintenance facilities. Finally, a signaling and communications system was also added. Various components of the system were improved while in service between 1907 and 1924. By 1912, extension of electrification required the company to begin buying power from a Consolidated Edison predecessor company, in addition to that provided by the expanded Cos Cob plant (Stewart 2000).

Regardless of where the power came from, the railroad developed two different systems for transmitting it to the trains. There is an unusual section within a small area in Stamford, near the Darien line, which contains three wires above the track spaced by hangars, forming a downward-pointing triangle. The powered trolley wire comprises the lower point. Use of this type of system, however, showed that the hangers caused too much wear on the contact wire. As a result, flexible clips were installed to hold a new trolley wire below the original one, and no more of the triangular suspension system was built. The remainder of the electrical line uses a simpler system, with the catenary line suspended from "hanger beams" between "bridges." The powered trolley line is suspended by hangers from those. The four trolley wires (for the four tracks) were insulated from one another and a system of separate powered sections and circuit breakers helped make operation and repair safer. The system also called for steel open truss bridges over the tracks about 300 feet apart to support the complex of wires. It also includes "anchor bridges" about every two miles, which are much stronger structures that help support the weight of the wires and also carry transformers, access walkways, and other necessary items (Stewart 2000). This

system has remained in place and in operation for over 100 years; however, the proposed project calls for the separation of the existing utility lines from the overhead catenary system to free-standing poles.

Results of the Current Investigation

As the historical discussion above suggests, the portions of Bridgeport and Stratford containing the proposed project tower locations were settled by the middle of the nineteenth century. This is confirmed by Figures 2 and 3, Sheets 1 and 2, historic maps from 1856 and 1867, respectively, which demonstrate that these areas contained a well-developed system of roads and residential homes, as well as the tracks associated with the New York and New Haven Railroad (now Metro North). The area also likely contained many parcels of open land that were likely use for agricultural purposes at that time. Figure 4, Sheets 1 and 2, which are aerial images taken in 1934, show that in the decades between 1860 and 1930 significant changes to the landscape occurred, including a large area of urban sprawl comprised of new roads, residences, commercial operations, and industrial facilities. By 1934, Bridgeport had become a major city in Connecticut. In addition, New York and New Haven Railroad was fully built and in operation by the early twentieth century, and its facilities had been greatly improved since the 1850s to include additional lines and large rail yards. Figure 5, Sheet 1 and 2 document the continued development of the area surrounding the proposed tower locations and the associated railroad corridor as of 1965. These additional developments include housing subdivisions, more large commercial facilities, and the recently built Interstate 95 corridor. Figure 6, Sheets 1 and 2 represent an aerial image captured in 1990; it shows continued growth in the region, with a large build out of the area adjacent of the eastern portion of the study area. Finally, Figures 7 and 8, Sheets 1 and 2, aerial images dating from 2006 and 2012, respectively, show the areas encompassing the proposed tower locations in their essentially modern state. It confirms the developed nature of the proposed project areas and their proximity to the Metro North line.

During the current investigation, Heritage Consultants, LLC also collected data relating to previously completed cultural resources investigations within the vicinity of the proposed project areas. The survey files of the Connecticut State Historic Preservation Office and Heritage Consultants, LLC revealed that these portions of Bridgeport and Stratford, Connecticut have been subjected to six large scale cultural resources studies (CHPC 234, 820, 1283, 1376, 1509 and 1715) (Figure 9, Sheets 1 and 2). CHPC 234 is particularly important for the current investigation since was specific to the existing railroad corridor containing the currently proposed project items. During the 1980s, De Leuw, Cather completed CHPC234, which resulted in the identification of two historic bridges, a single historic railroad viaduct, one historic railroad station (which had recently burned down), one National Register listed building, and one National Register District in Bridgeport, Connecticut. This survey resulted in the recordation of one National Register listed structure, two National Register eligible structures, a single historic railroad station, and the Housatonic River Bridge in Stratford, Connecticut. Since the results of this investigation simply represent an inventory of what cultural resources present in the area as of 1980, there were no recommendations concerning additional recordation of these cultural resources.

Heritage Consultants, LLC also completed a review of previously recorded archaeological sites and National Register of Historic Places Properties in the vicinity of the proposed tower locations that are on file with the Connecticut State Historic Preservation Office (Figures 10 and 11, Sheets 1 and 2). This review resulted in the identification of two previously recorded archaeological sites and nine National Register of Historic Places properties and historic districts within 0.4 km (0.25 mi) of the proposed tower locations. The archaeological sites (15-7 and 15-20) consist of a Woodland period cemetery that has been destroyed and a scatter of “stone posts” that were attributed to a Native American occupation from an unspecified period. The latter site also has been destroyed. The National Register of Historic Places properties and historic districts consist of the Connecticut Railway and Lighting Barn, Pequonnock River Bridge, East Bridgeport Historic District, East Main Street Historic District, Deacons Point Historic

District, American Chain Company, Gateway Village Historic District, Remington Village Historic District, and Wilmot Apartments Historic District (see Figure 11, Sheets 1 and 2). These cultural resources date from the nineteenth and twentieth centuries and are considered significant in the areas of architecture, industrial development, engineering, community planning, and design. Despite the presence of the above-referenced cultural resources within 0.4 km (0.25 mi) of the proposed project areas, none will be impacted directly by the proposed tower construction project. In addition, since the electrical utilities already exist in the area and are located on catenaries associated with the railroad corridor, the addition of new towers of similar heights next to the existing catenaries will present no new impacts to known cultural resources in the project region.

In addition to a review of historic maps, aerial images, previously completed cultural resources investigations, and previously recorded cultural resources, Heritage Consultants, LLC reviewed, environmental characteristics that frequently are used to predict the location of yet-to-be-identified archeological sites. Typically distance to water, slope, and soil types are included as part of these predictive models. Favorable conditions are characterized by gently sloping, well-drained, undisturbed soils in close proximity to fresh water. While some of the proposed towers are situated in proximity to gently sloping areas and fresh water sources, it is clear in Figure 12, Sheets 1 and 2 that the soils situated along almost the entirety of the railroad corridor have been substantially impacted by development over the last 150 years or more. These soils have been designated as either Udorthents or Urban Land. While Udorthents are characterized by soils that have been substantially disturbed through cutting and filling activities, Urban Land is described as a land surface where at least 85 percent of it is covered by streets, parking lots, buildings and other impervious surfaces. Generally, the original soils within these series have been so significantly altered through excavating or filling that no other soil designation is possible. Udorthents and Urban Land soil types retain little, if any, potential to yield intact cultural deposits. Finally, pedestrian survey of the areas encompassing each of the proposed project items also was completed. Photos 1 through 18, which are representative photographs of the proposed project areas, clearly show the disturbed nature of each area, as well as the presence of underground facilities.

Summary and Recommendations

A review of environmental characteristics, historic maps and aerial images, and previously recorded cultural resources was used to assess the potential for the proposed project areas to contain intact subsurface deposits. Given the substantial amount of development within the proposed areas and the large number of previous disturbances, it is highly unlikely that intact soil deposits remain. Therefore, it is the professional opinion of Heritage Consultants, LLC that no further archeological investigations of the tower locations associated with the proposed United Illuminating Baird to Congress Upgrade Project in Bridgeport and Stratford, Connecticut are warranted.

If you have any questions regarding this Technical Memorandum, or if we may be of additional assistance with this or any other projects you may have, please do not hesitate to call us at 860-667-3001 or email us info@heritage-consultants.com. We are at your service.

Sincerely,

Nicholas Griffis, M.A.
Staff Archaeologist

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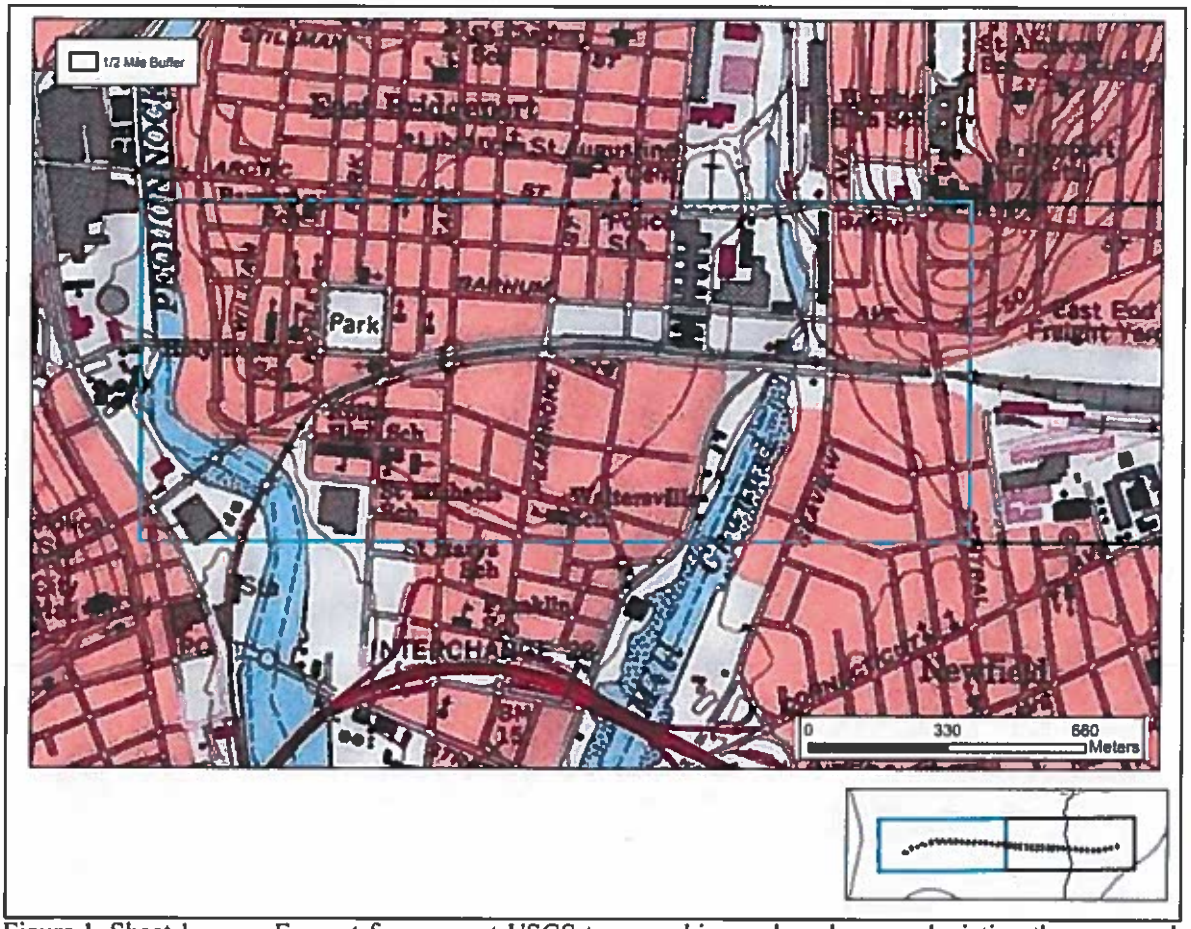

Figure 1, Sheet 1. Excerpt from recent USGS topographic quadrangle map, depicting the proposed Baird to Congress Project Area.

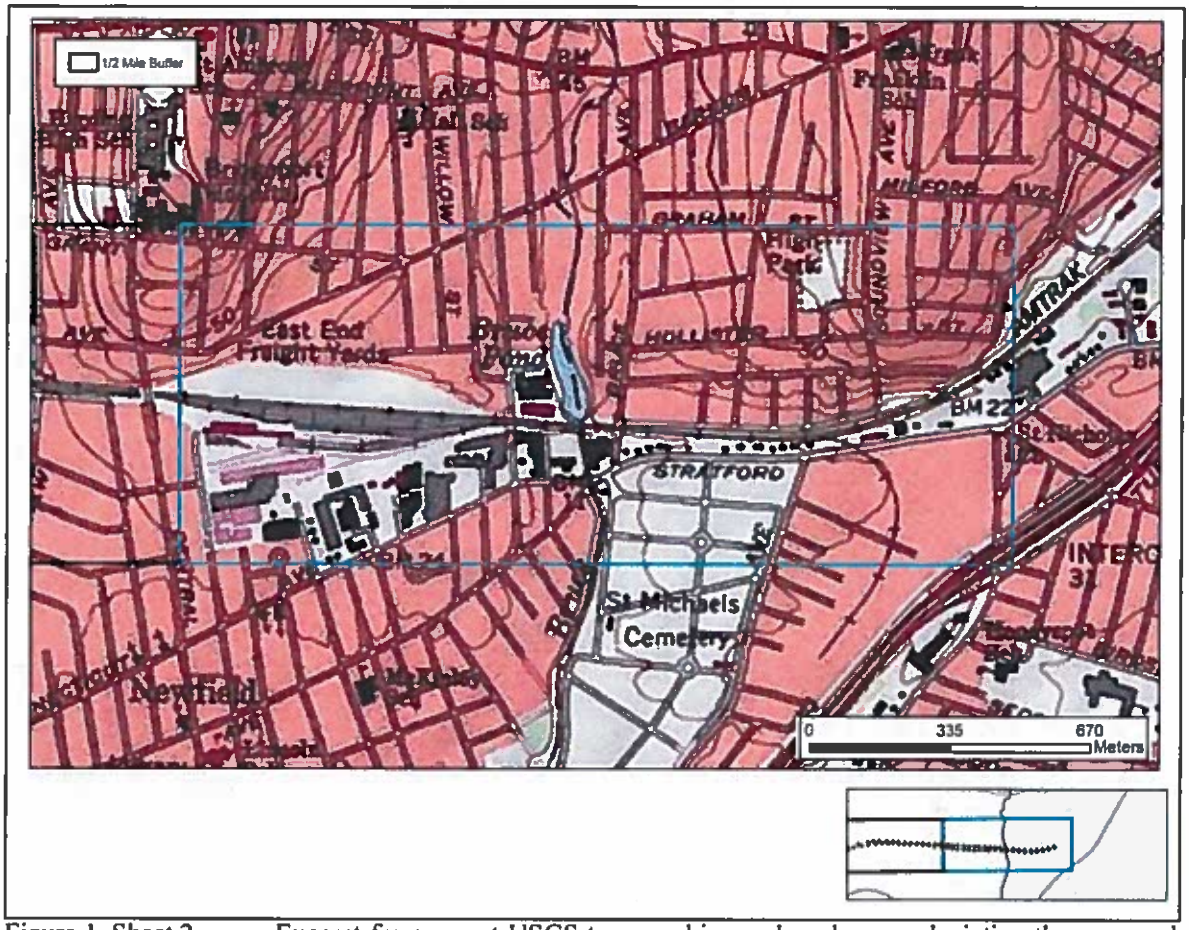

Figure 1, Sheet 2. Excerpt from recent USGS topographic quadrangle map, depicting the proposed Baird to Congress Project Area.

Figure 2, Sheet 1. Excerpt from a 1856 historic map depicting the proposed Baird to Congress Project Area.

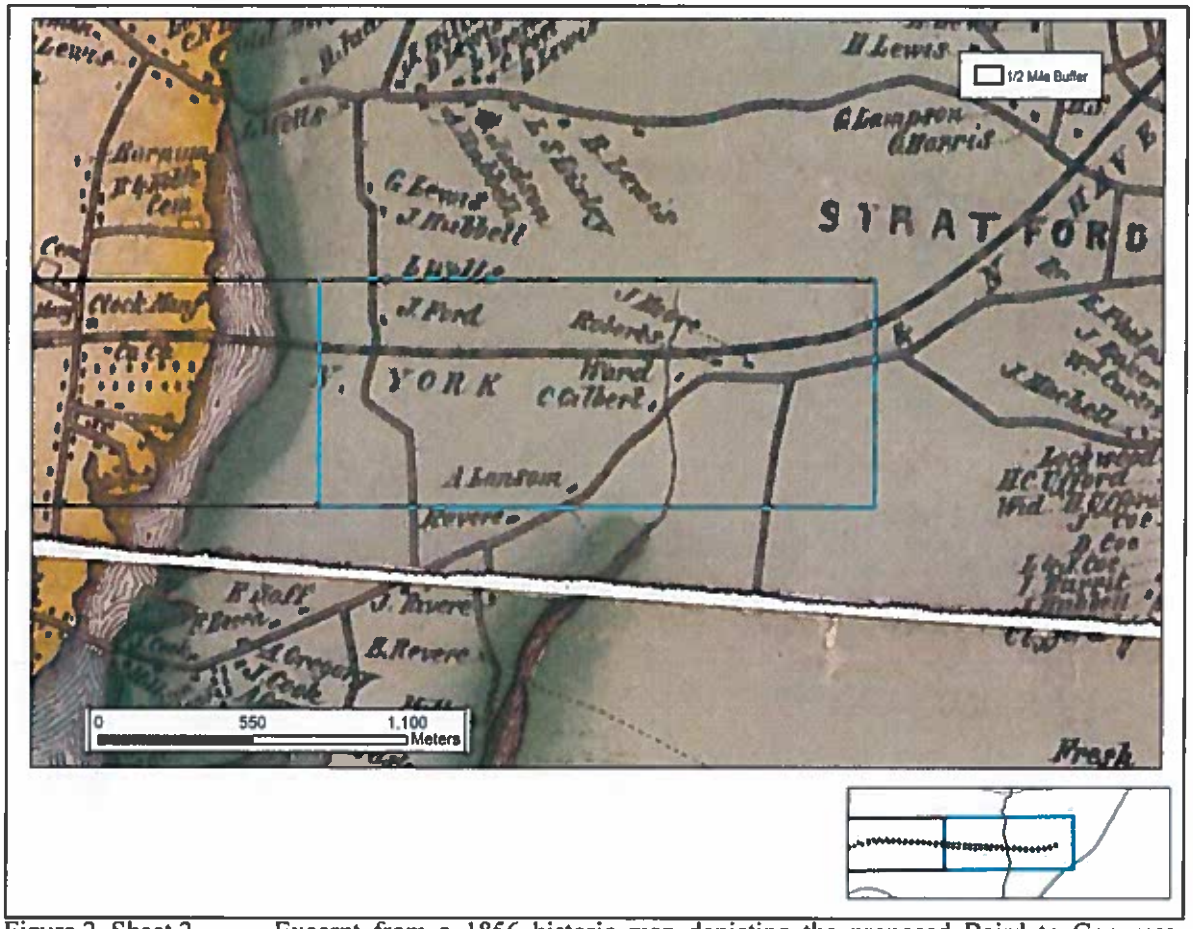

Figure 2, Sheet 2. Excerpt from a 1856 historic map depicting the proposed Baird to Congress Project Area.

Figure 3, Sheet 1. Excerpt from a 1867 historic map depicting the proposed Baird to Congress Project Area.

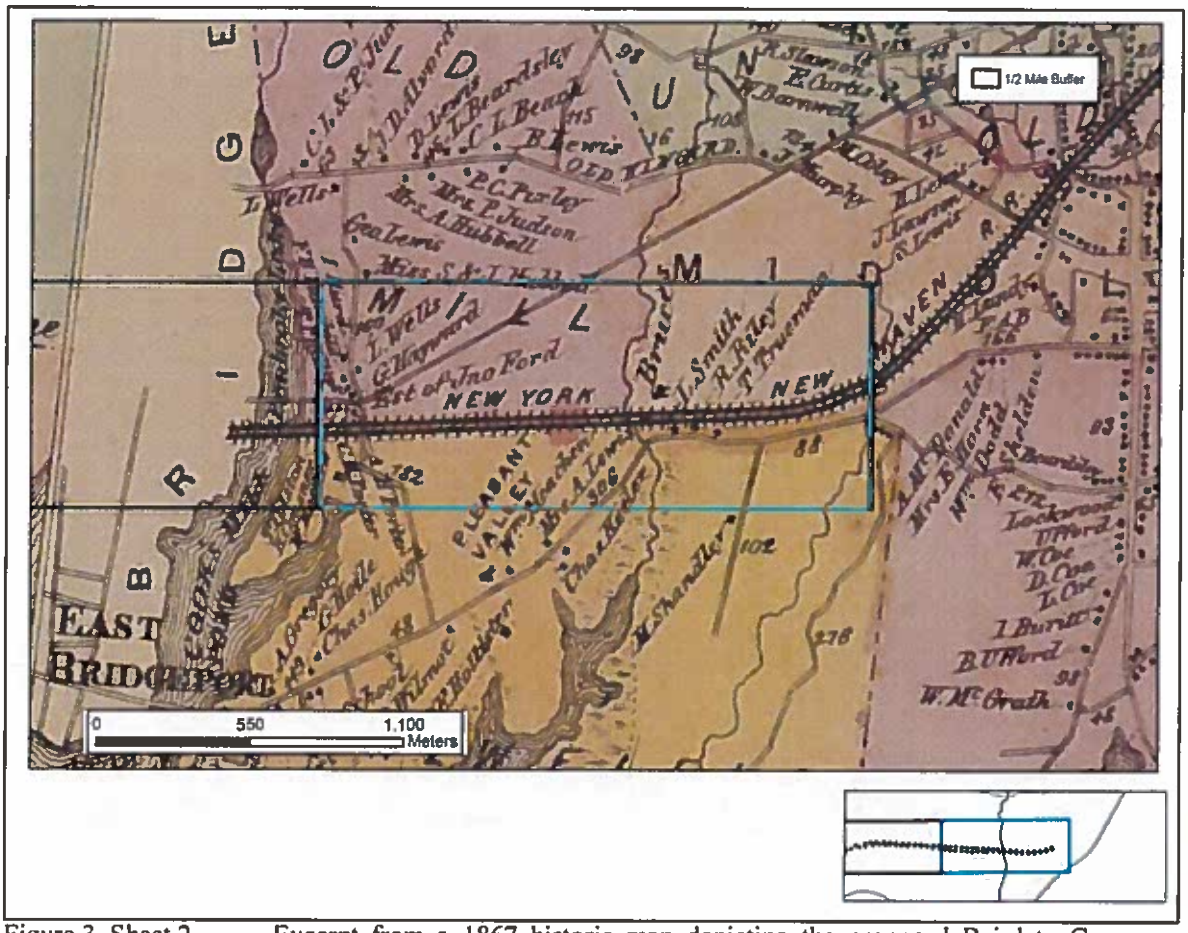

Figure 3, Sheet 2. Excerpt from a 1867 historic map depicting the proposed Baird to Congress Project Area.

Figure 4, Sheet 1. Excerpt from a 1934 aerial image depicting the proposed Baird to Congress Project Area.

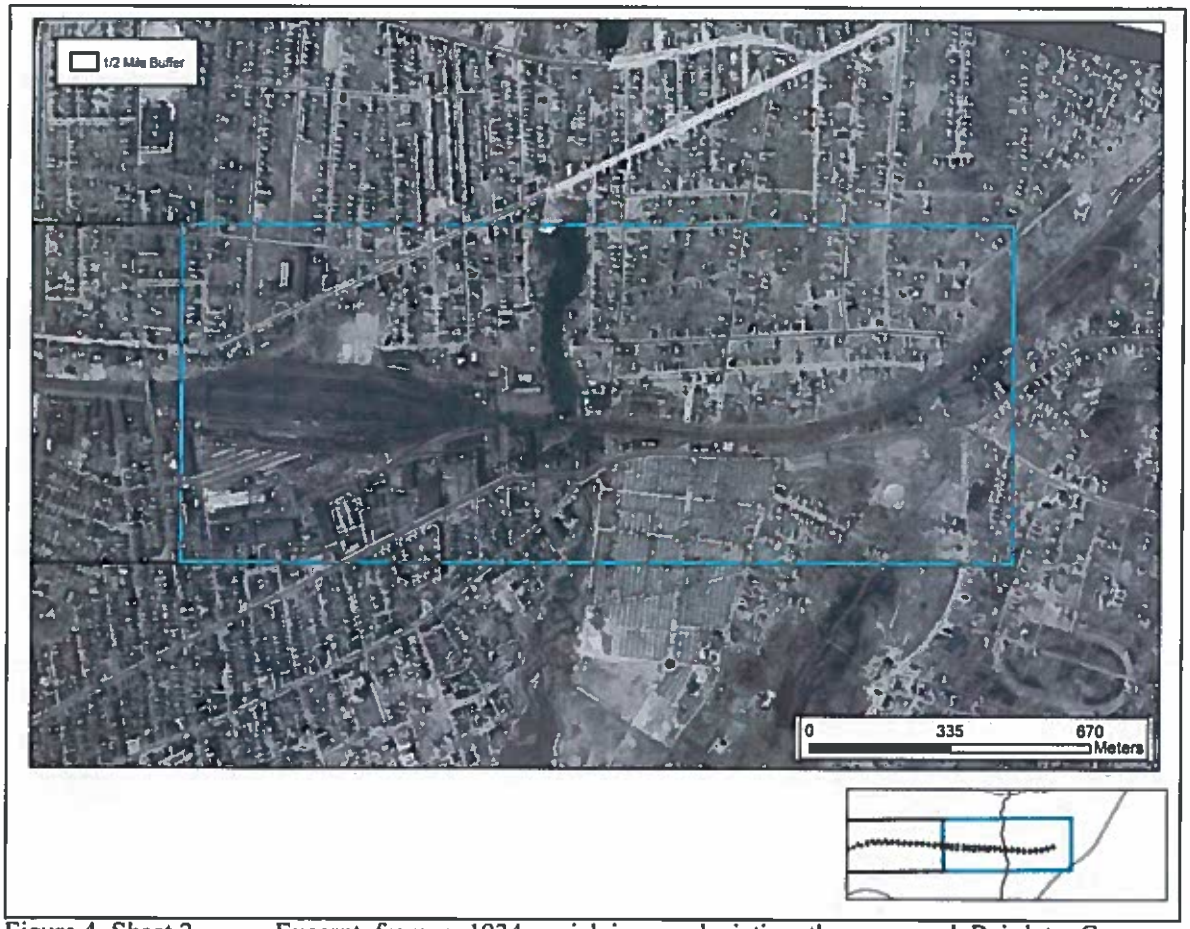

Figure 4, Sheet 2. Excerpt from a 1934 aerial image depicting the proposed Baird to Congress Project Area.

Figure 5, Sheet 1. Excerpt from a 1965 aerial image depicting the proposed Baird to Congress Project Area.

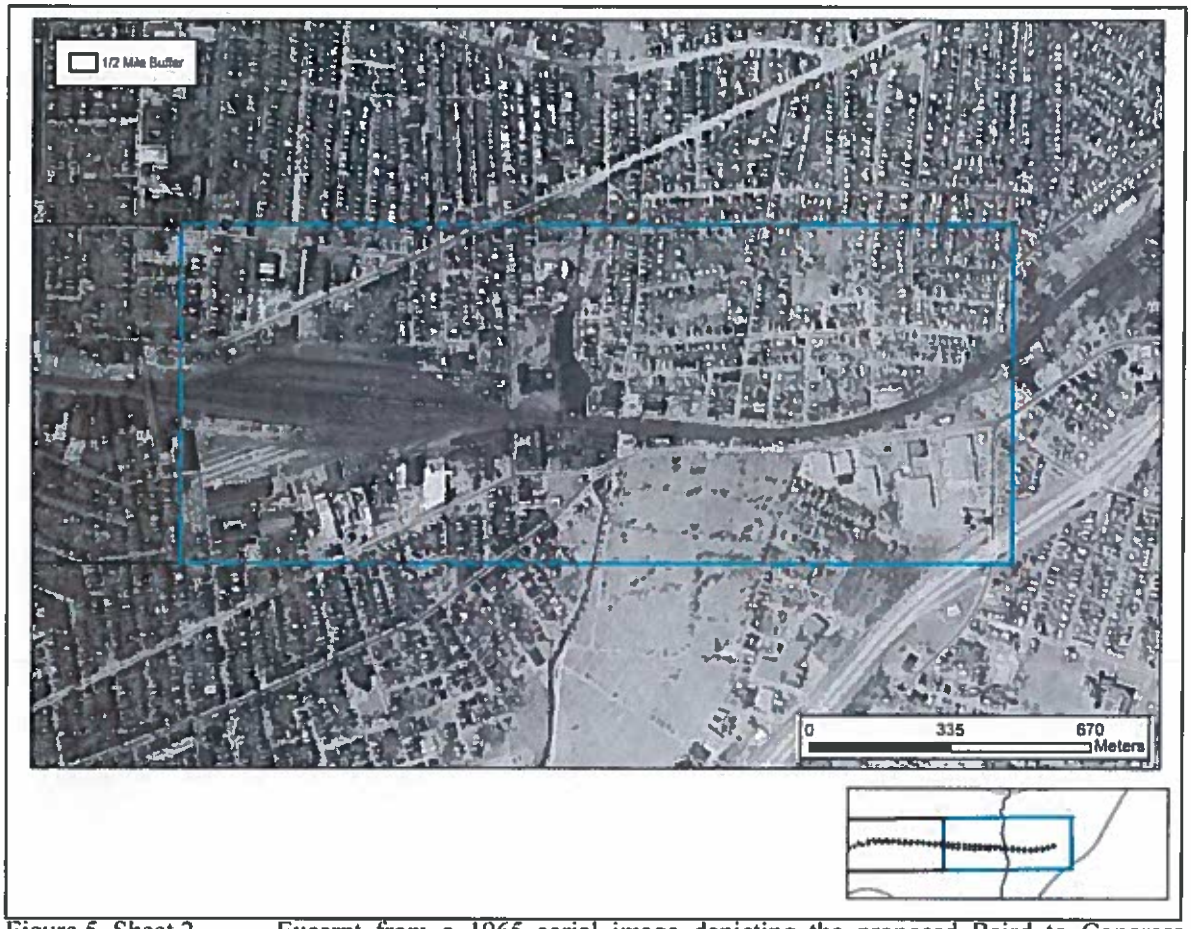

Figure 5, Sheet 2. Excerpt from a 1965 aerial image depicting the proposed Baird to Congress Project Area.

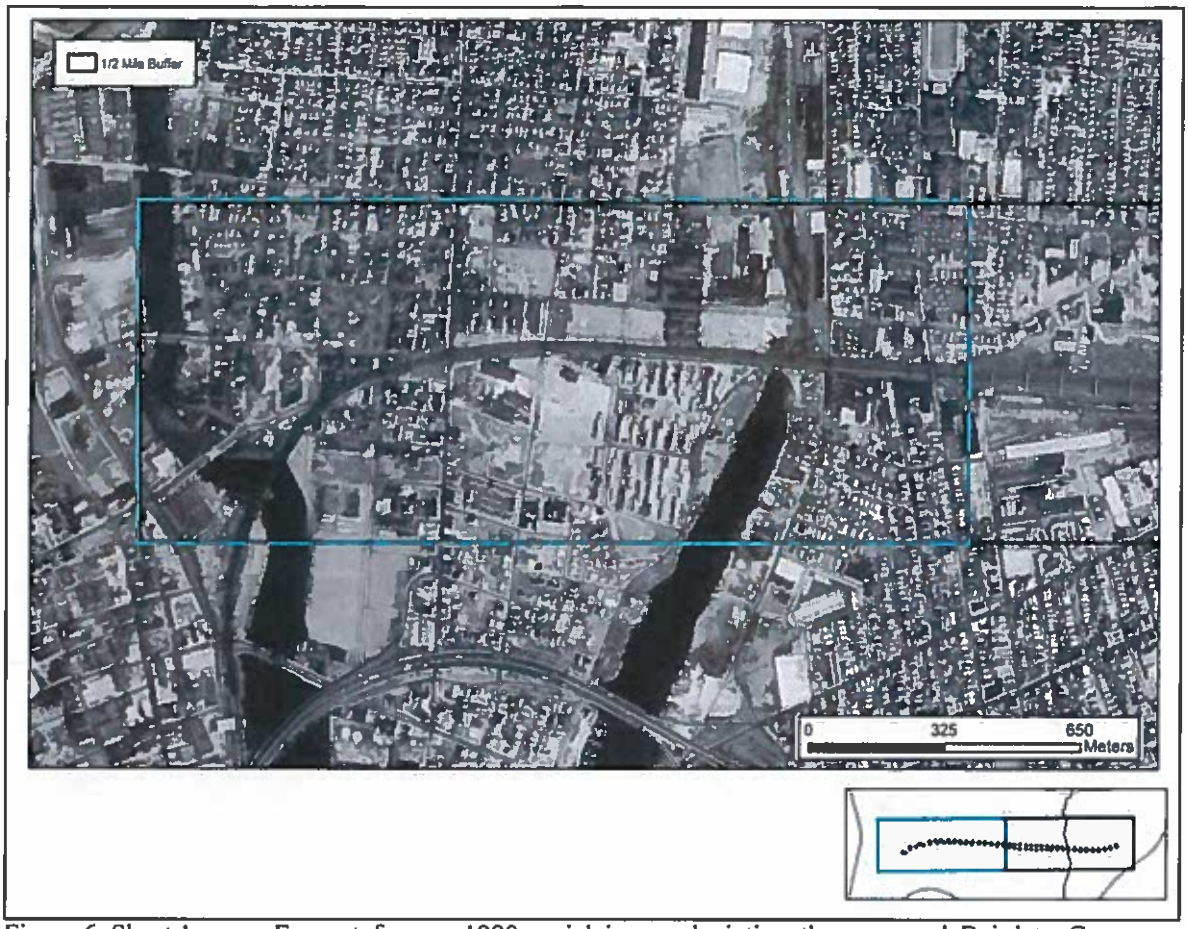

Figure 6, Sheet 1. Excerpt from a 1990 aerial image depicting the proposed Baird to Congress Project Area.

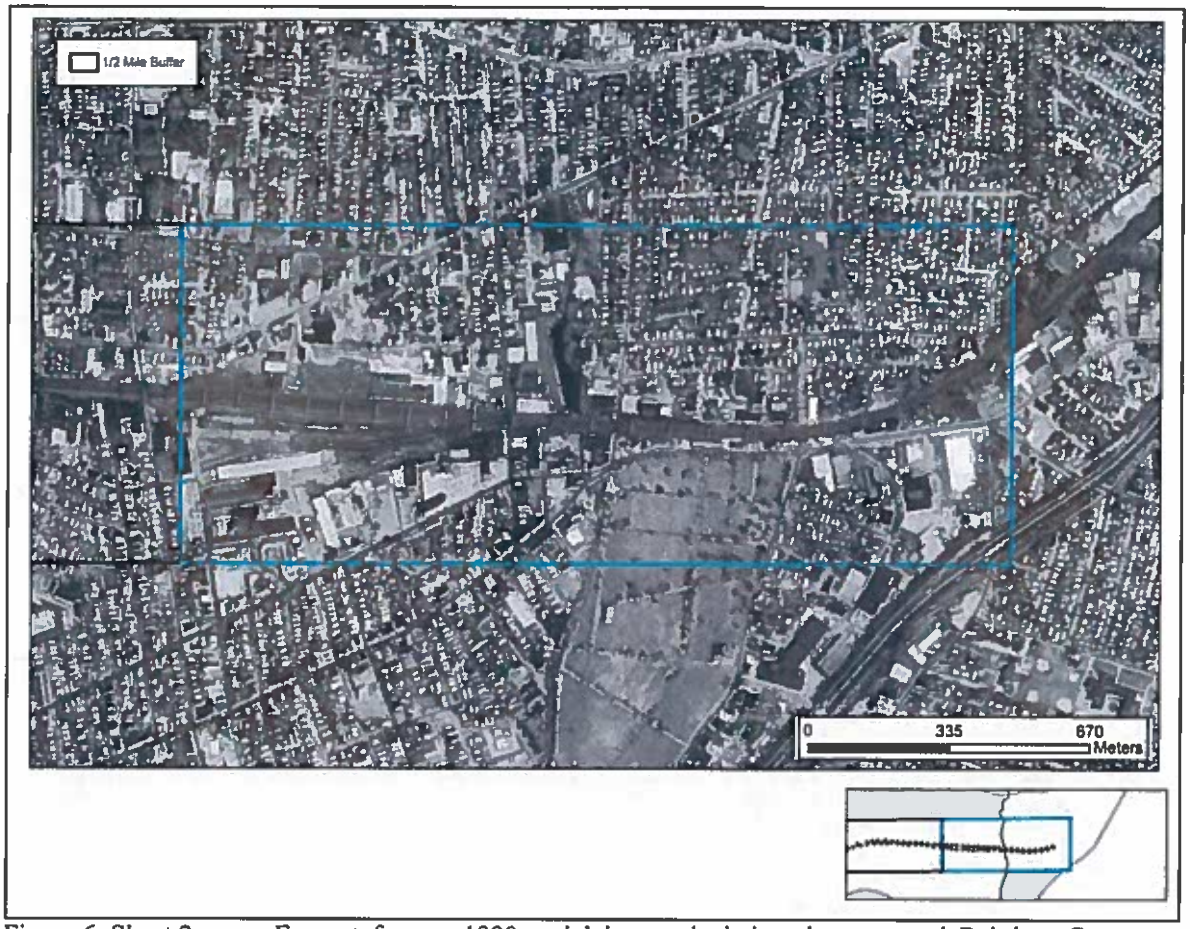

Figure 6, Sheet 2. Excerpt from a 1990 aerial image depicting the proposed Baird to Congress Project Area.

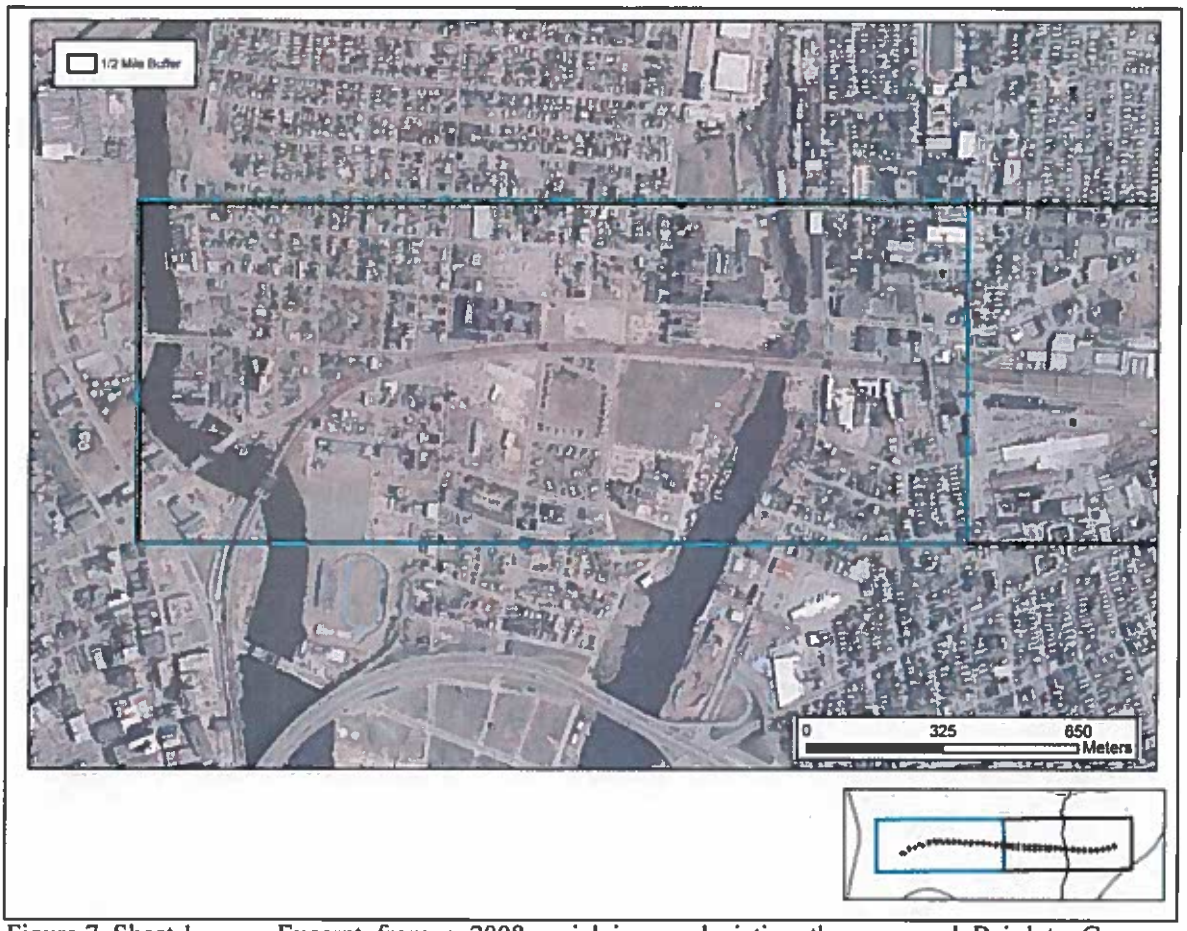

Figure 7, Sheet 1. Excerpt from a 2008 aerial image depicting the proposed Baird to Congress Project Area.

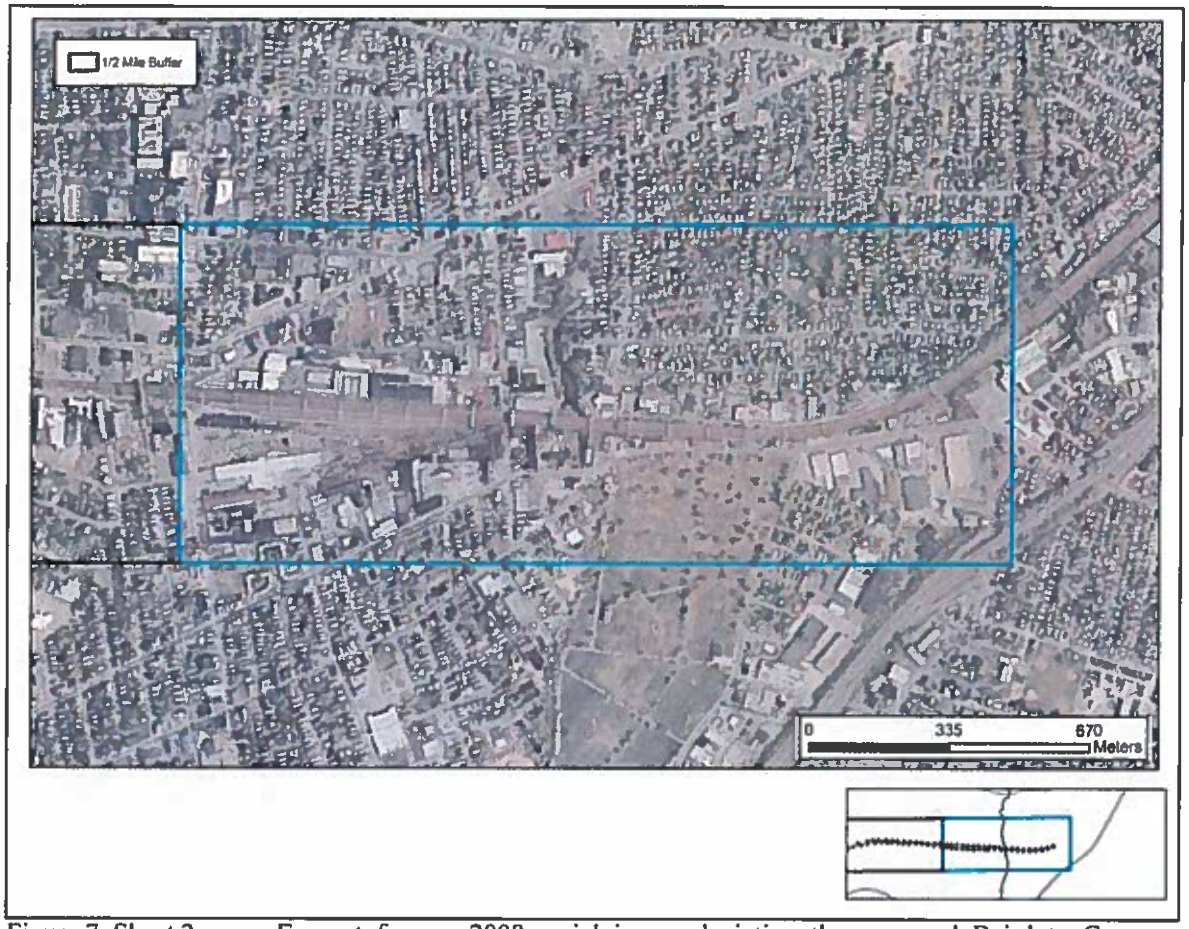

Figure 7, Sheet 2. Excerpt from a 2008 aerial image depicting the proposed Baird to Congress Project Area.

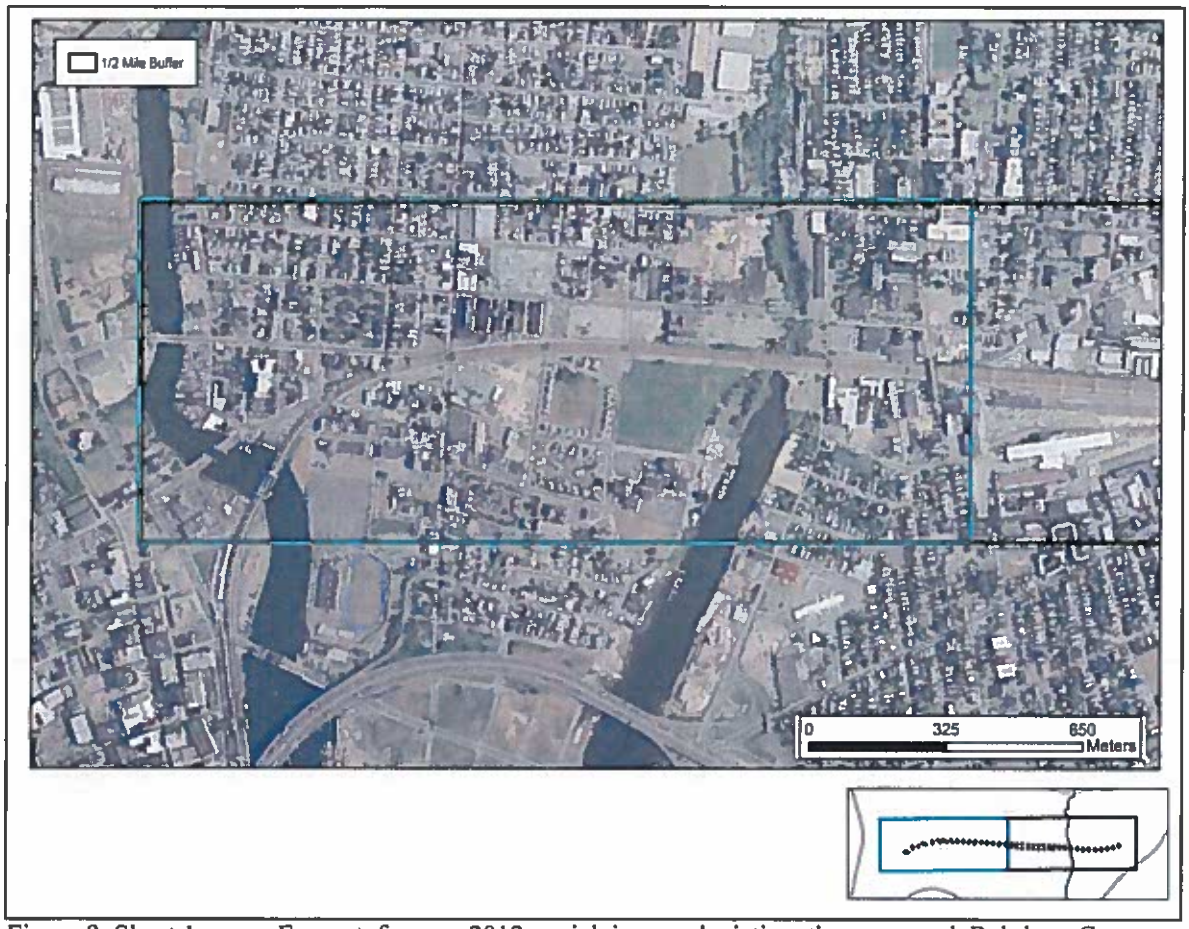

Figure 8, Sheet 1. Excerpt from a 2012 aerial image depicting the proposed Baird to Congress Project Area.

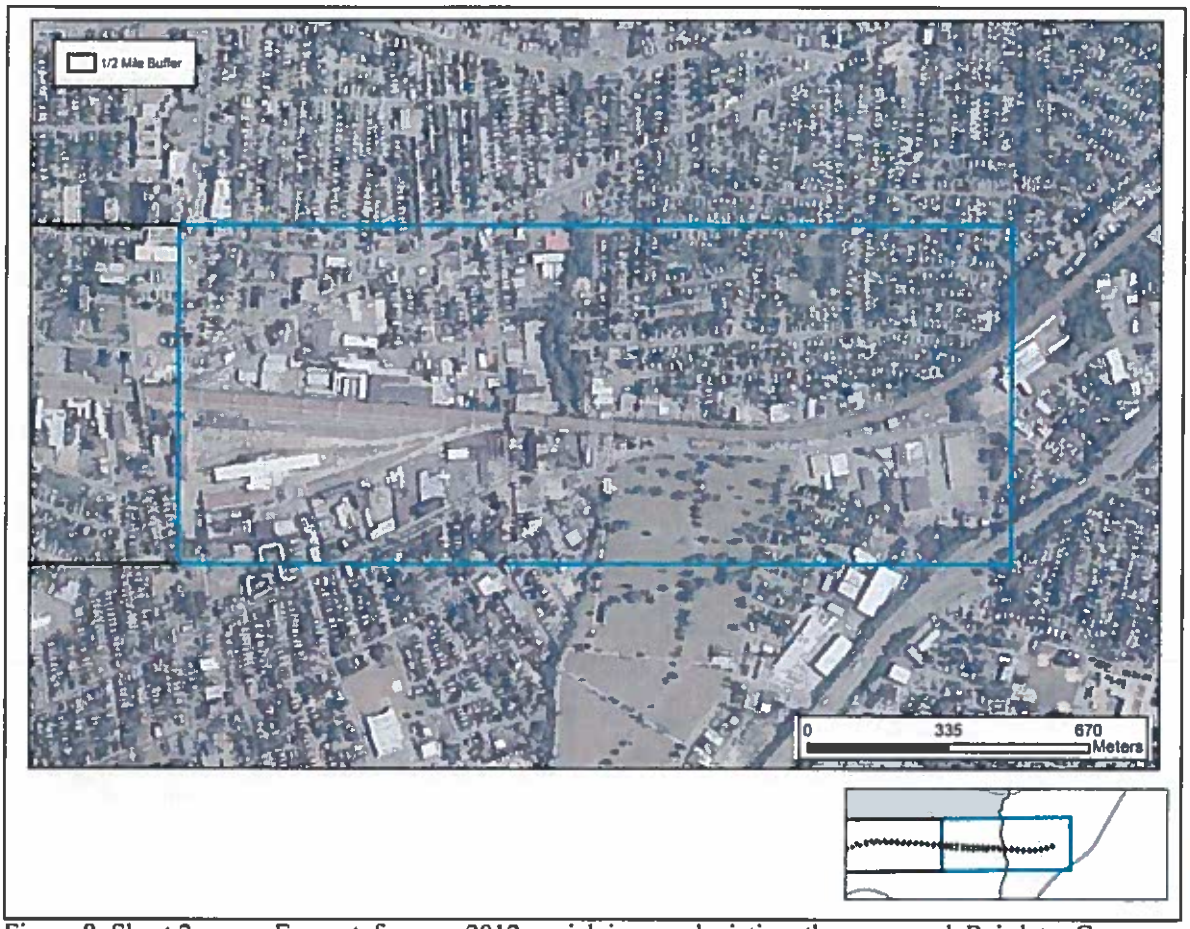

Figure 8, Sheet 2. Excerpt from a 2012 aerial image depicting the proposed Baird to Congress Project Area.

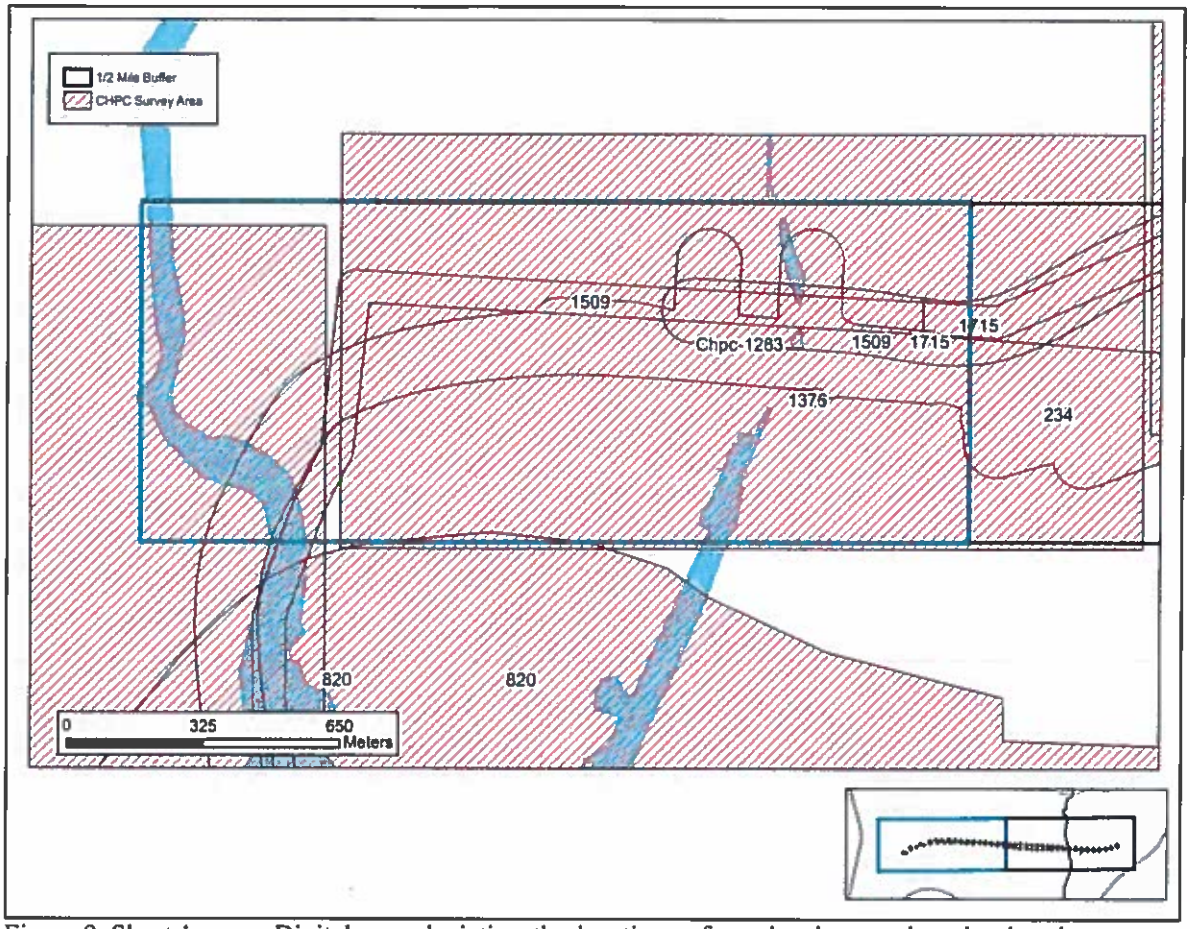

Figure 9, Sheet 1. Digital map depicting the locations of previously completred cultural resources surveys in the vicinity of the proposed Baird to Congress Project Area.

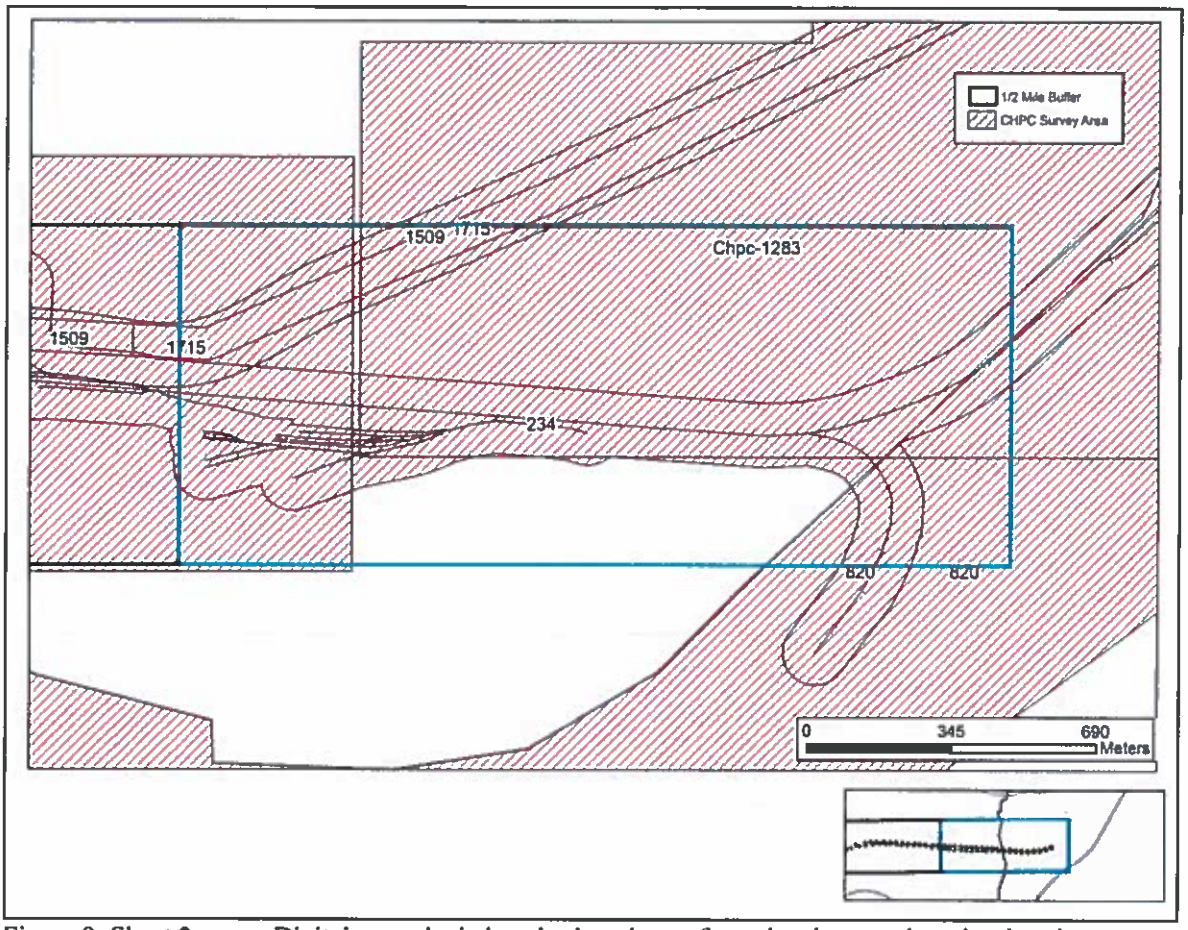

Figure 9, Sheet 2. Digital map depicting the locations of previously completred cultural resources surveys in the vicinity of the proposed Baird to Congress Project Area.

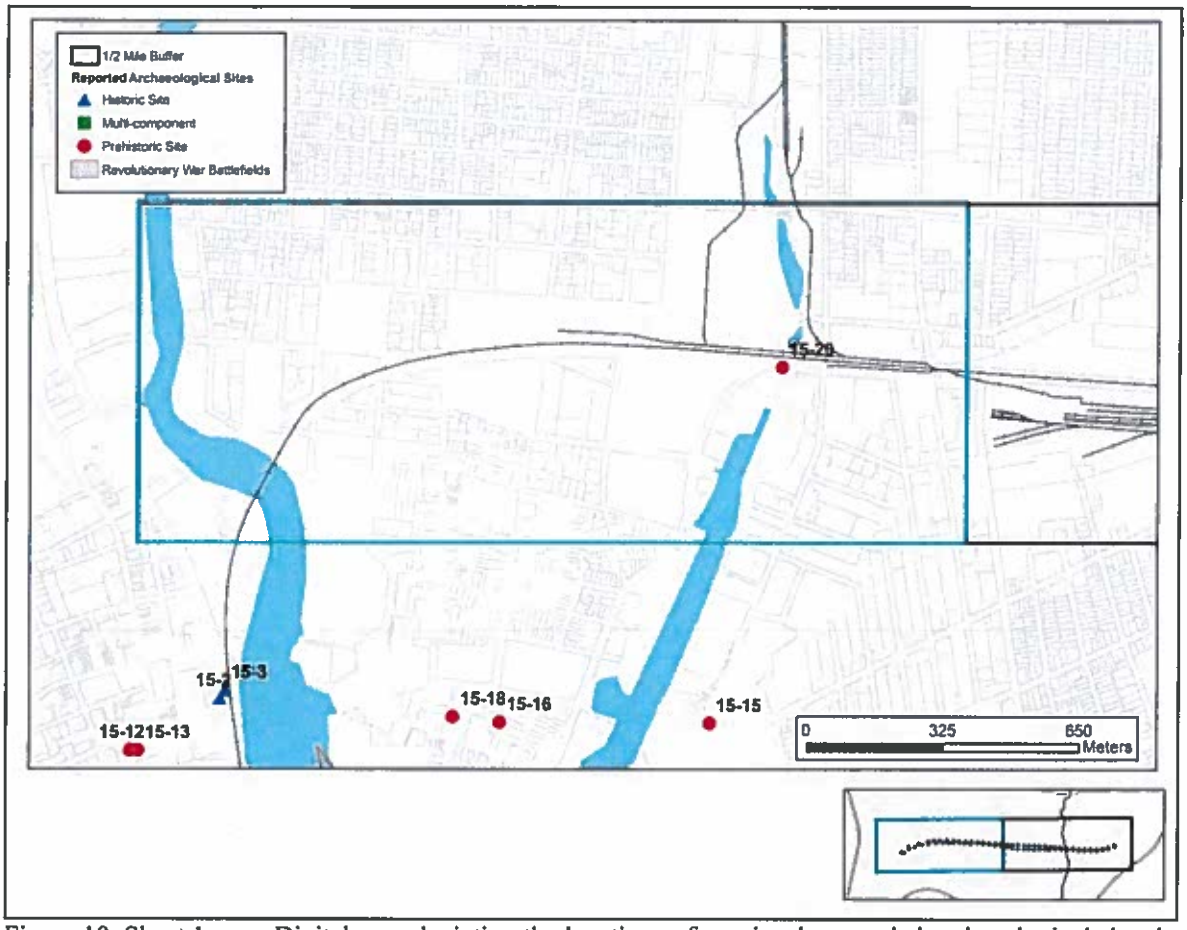

Figure 10, Sheet 1. Digital map depicting the locations of previously recorded archaeological sites in the vicinity of the proposed Baird to Congress Project Area.

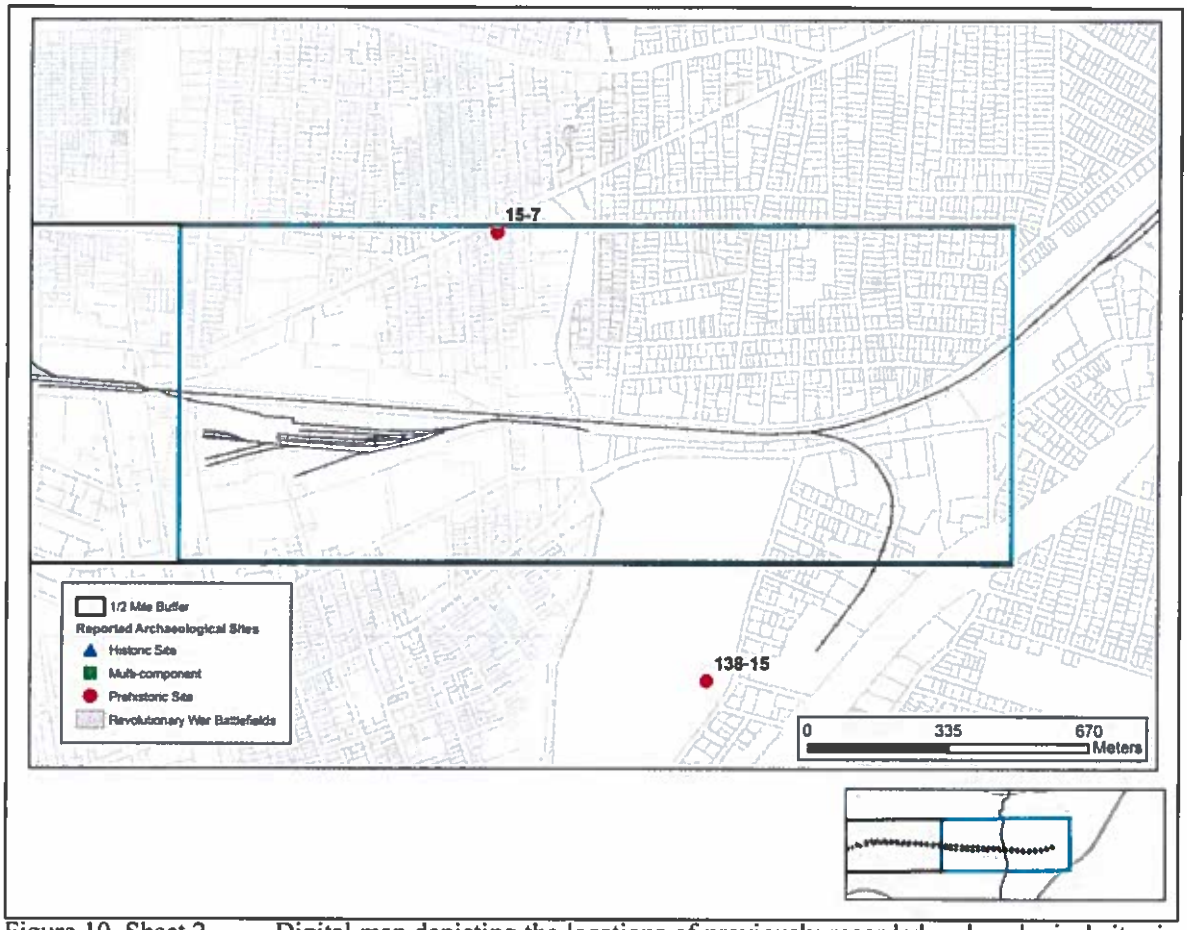

Figure 10, Sheet 2. Digital map depicting the locations of previously recorded archaeological sites in the vicinity of the proposed Baird to Congress Project Area.

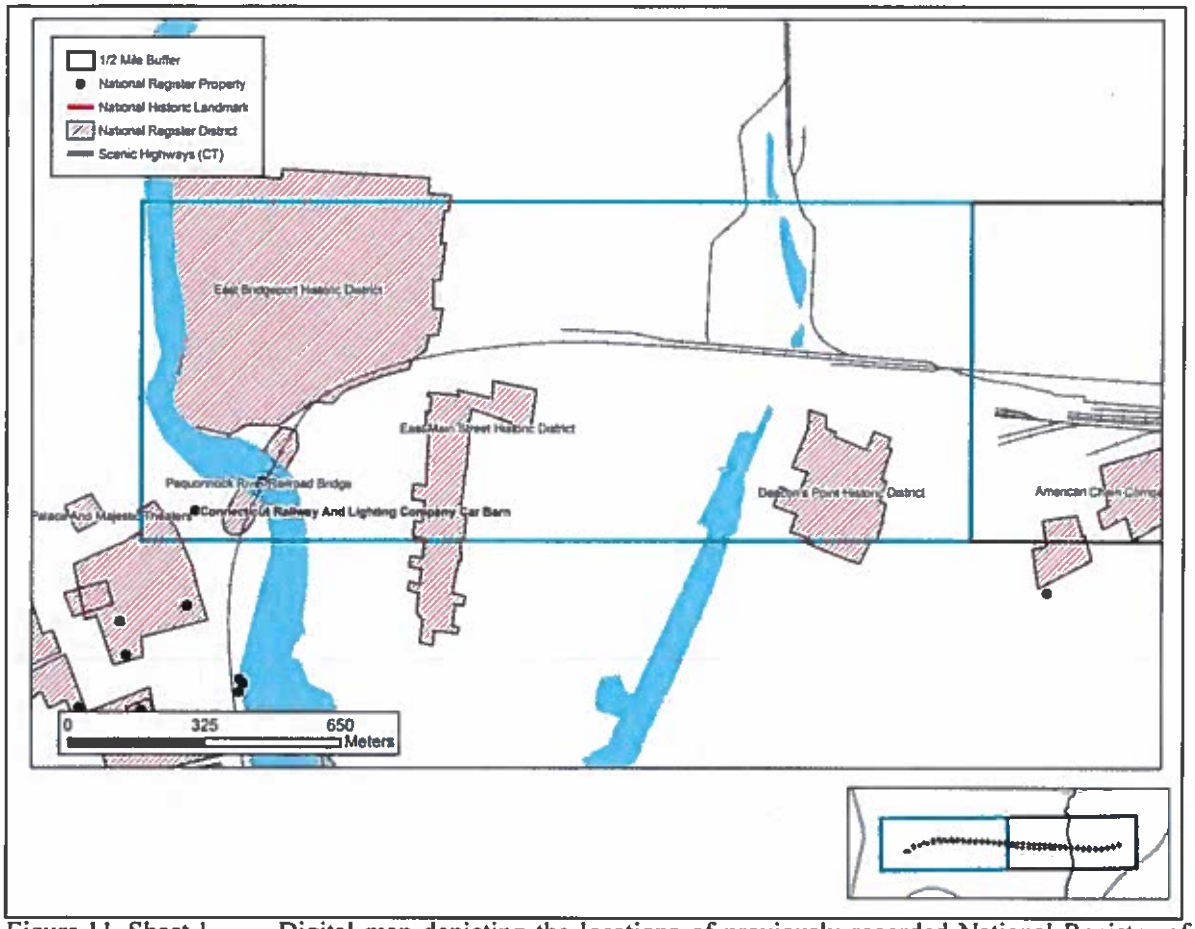

Figure 11, Sheet 1. Digital map depicting the locations of previously recorded National Register of Historic Places properties in the vicinity of the proposed Baird to Congress Project Area.

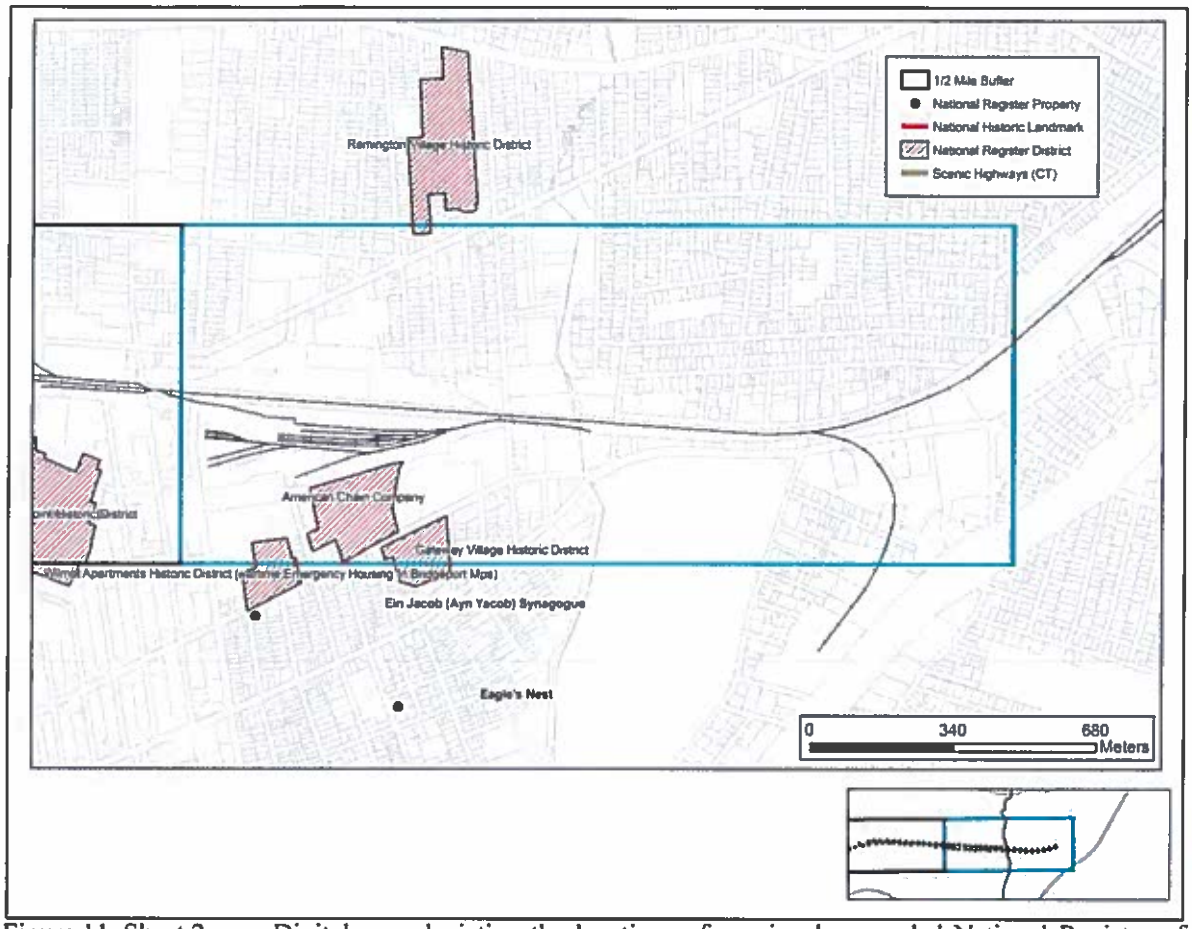

Figure 11, Sheet 2. Digital map depicting the locations of previously recorded National Register of Historic Places properties in the vicinity of the proposed Baird to Congress Project Area.

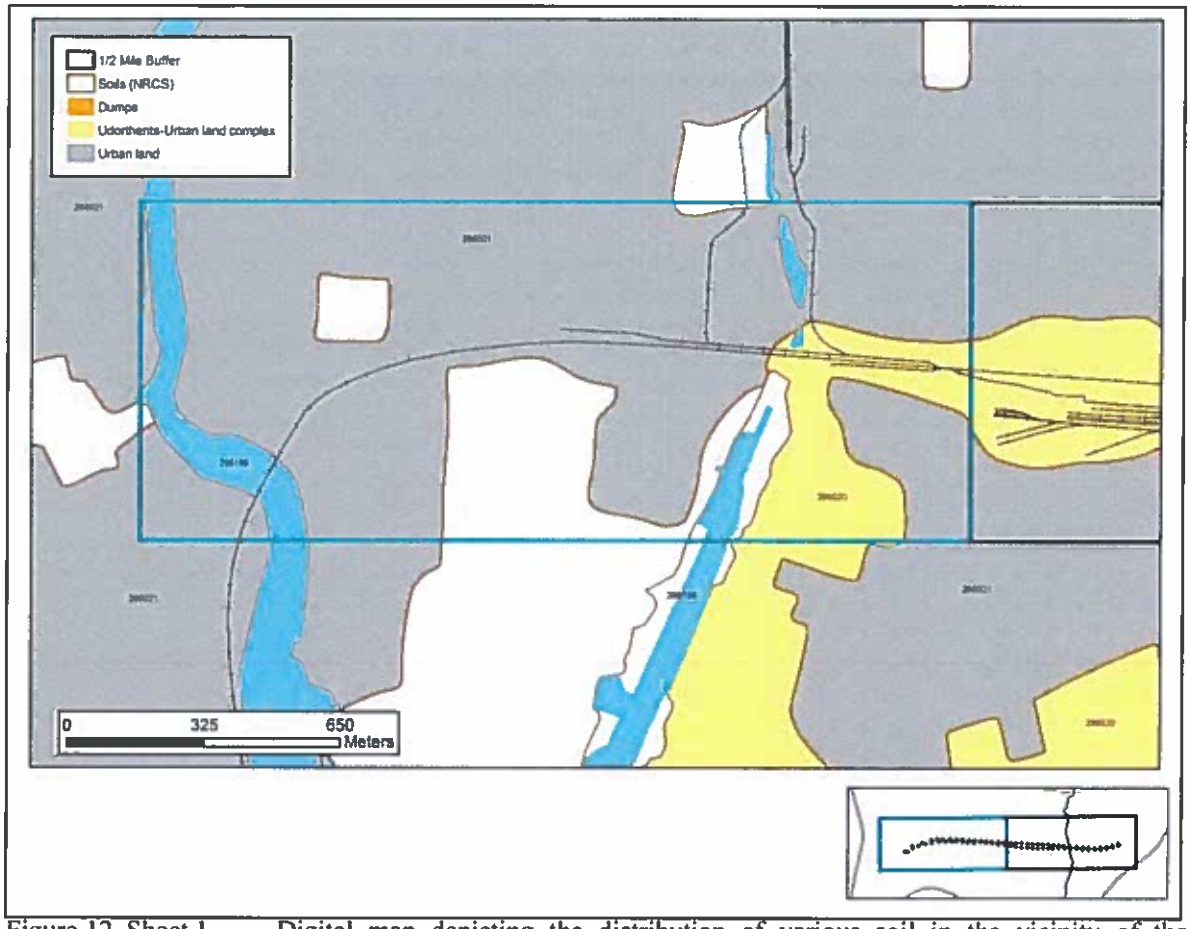

Figure 12, Sheet 1. Digital map depicting the distribution of various soil in the vicinity of the proposed Baird to Congress Project Area.

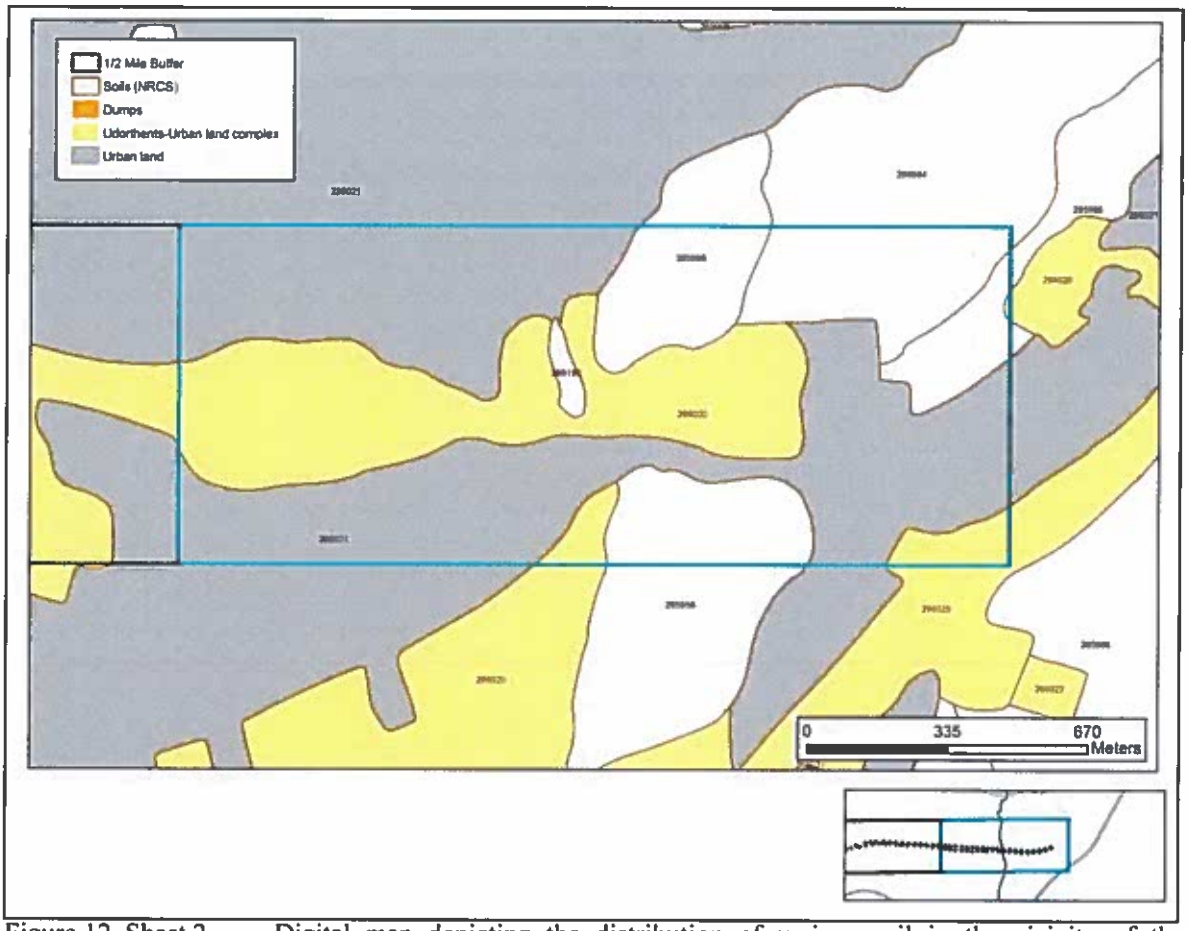

Figure 12, Sheet 2. Digital map depicting the distribution of various soil in the vicinity of the proposed Baird to Congress Project Area.

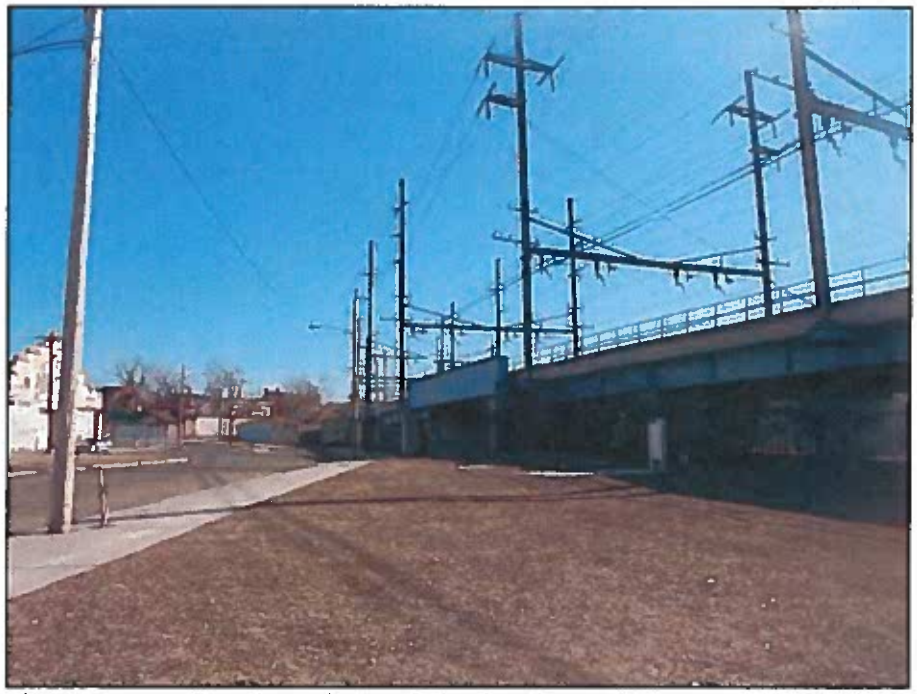

Photo 1. Overview photo of the locations of Towers BC01, BC13, BCG01 and BCG25 facing northeast.

Photo 2. Overview photo of the locations of Towers BCG27, BC02, BC14, and BCG02, as well as access road facing east.

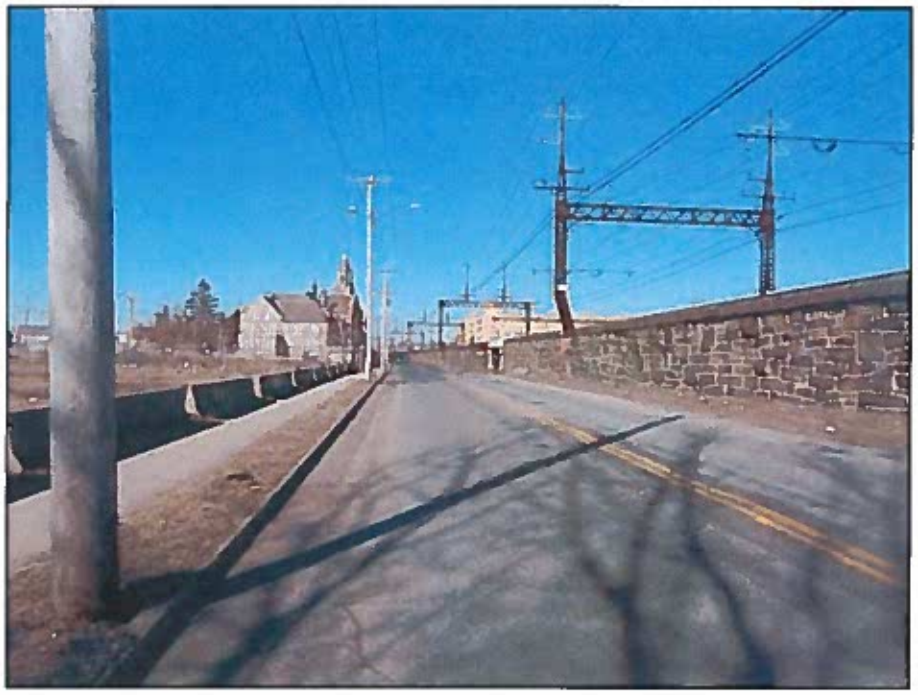

Photo 3. Overview photo of the location of Towers BC15, BCG05, BCG30, and BC03, as well facing west.

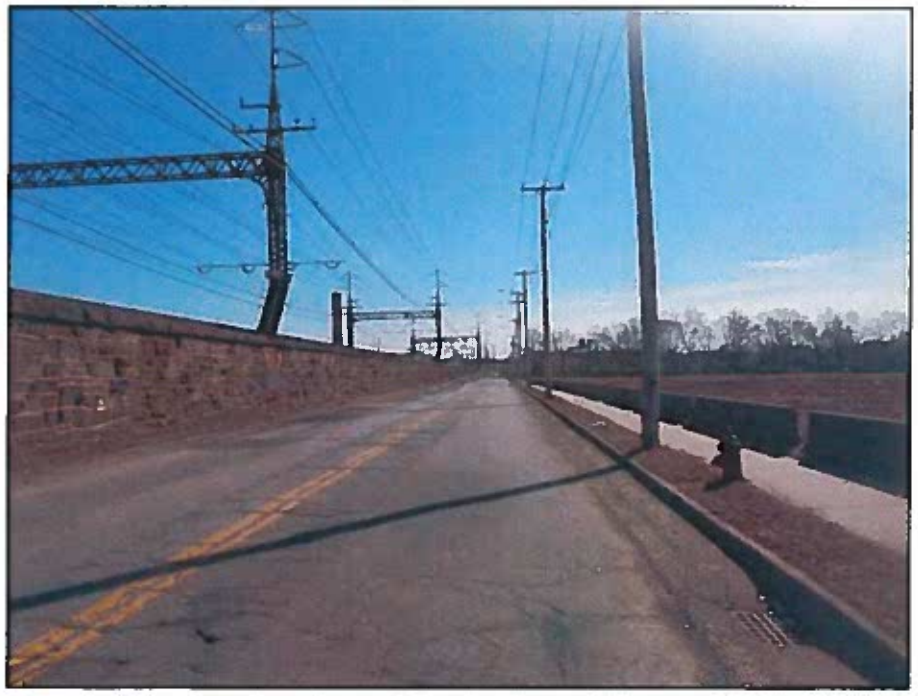

Photo 4. Overview photo of the locations of Towers BCG31, BCG32, BCG06, BCG33, and BCG0 facing east.

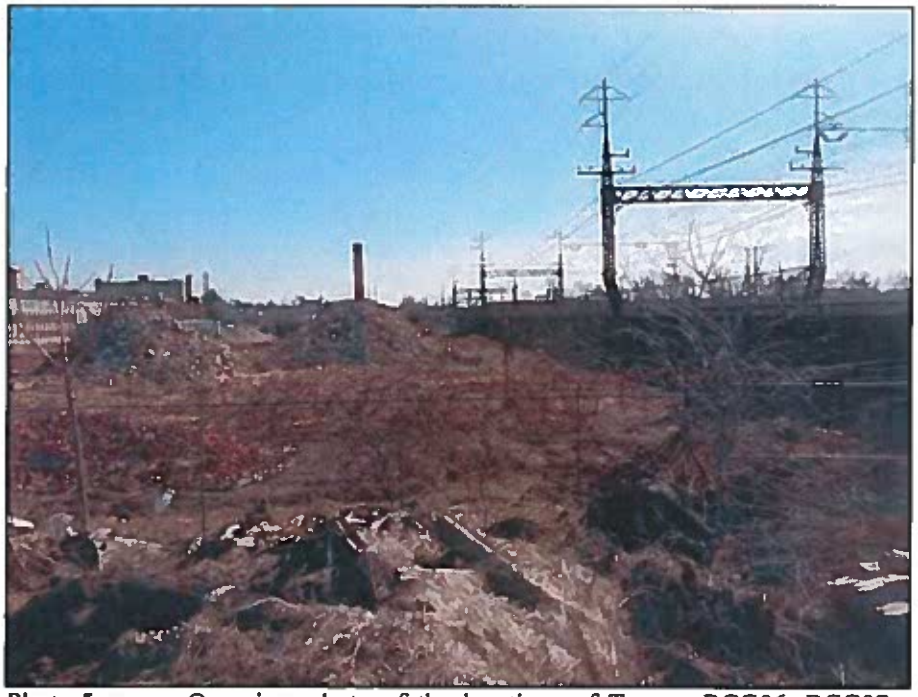

Photo 5. Overview photo of the locations of Towers BCG06, BCG07, and BC04, as well as proposed access road facing east.

Photo 6. Overview photo of the locations of Towers BCG09, BC05, and BCG10, as well as proposed access road facing east.

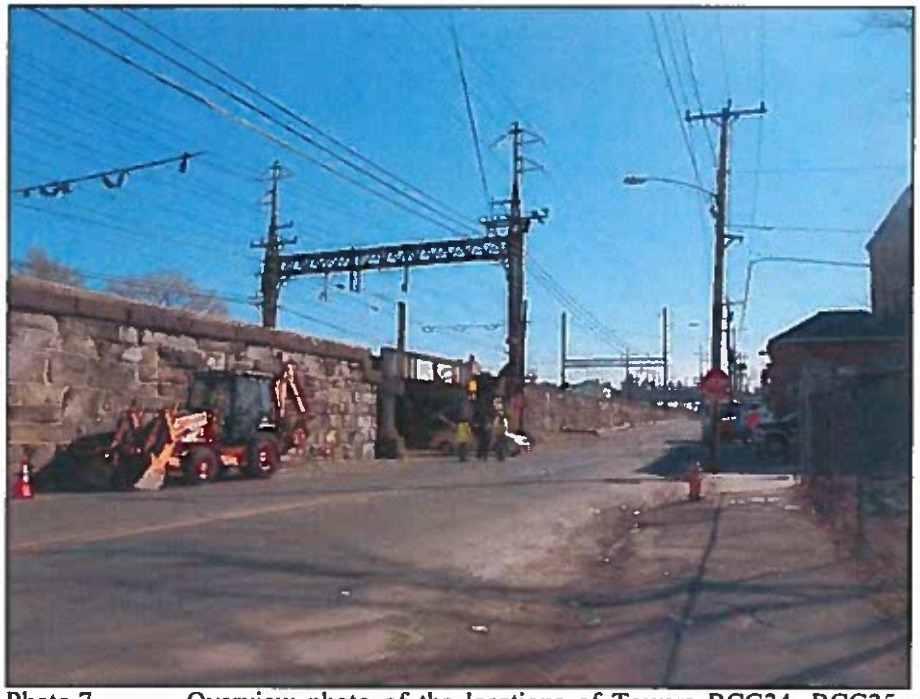

Photo 7. Overview photo of the locations of Towers BCG34, BCG35, and BC17 facing east.

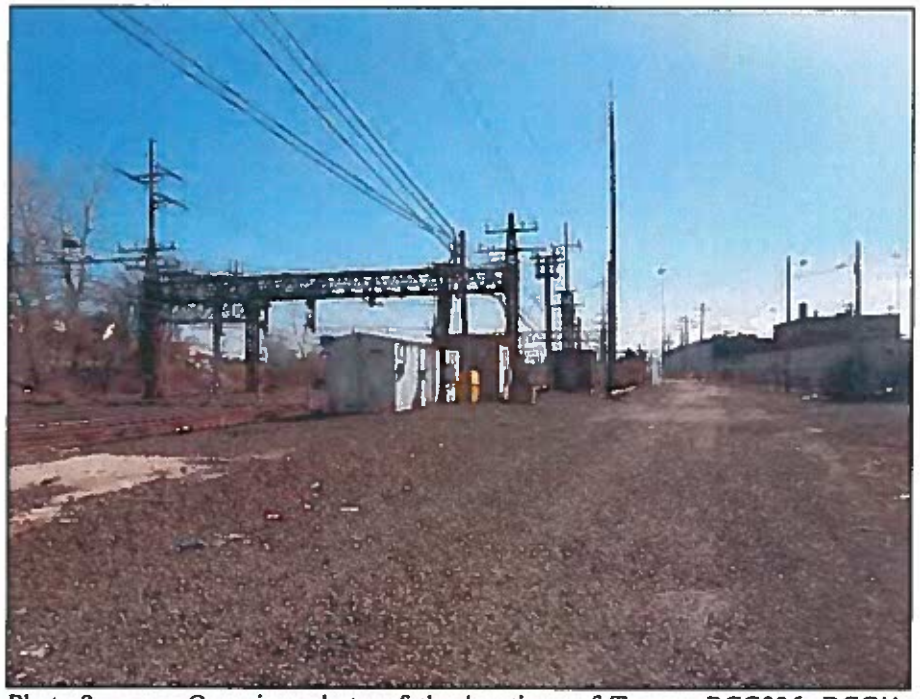

Photo 8. Overview photo of the locations of Towers BCG326, BCG!1, BCG37, and BC06 facing east.

Photo 9. Overview photo of the locations of Towers BCG13 and BCG12 facing west.

Photo 10. Overview photo of the locations of Towers BCG14 and BC07, as well as proposed access road facing east.

Photo 11. Overview photo of proposed access to Towers BC06 and BCG12 facing southwest.

Photo 12. Overview photo of proposed access to Towers BCG13 and CG14 facing south.

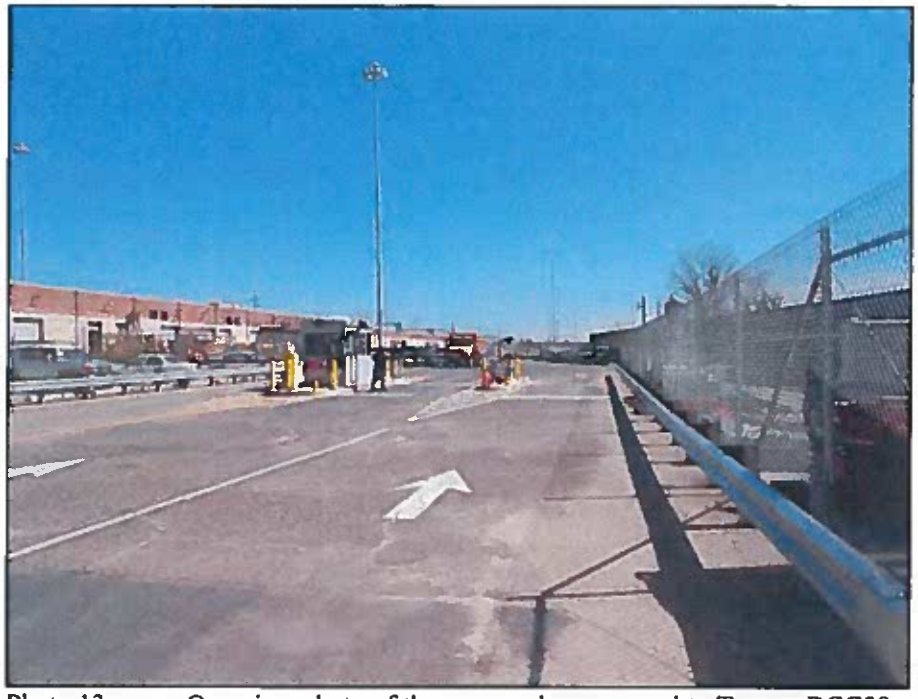

Photo 13. Overview photo of the proposed access road to Towers BCG38, BCG39, BCG40, BC19, BCG41, BCG42, BCG43, and BC20 facing east.

Photo 14. Overview photo of the locations of Towers BCG20, BC10, BCG21, and BCG47, as well as proposed access road facing east.

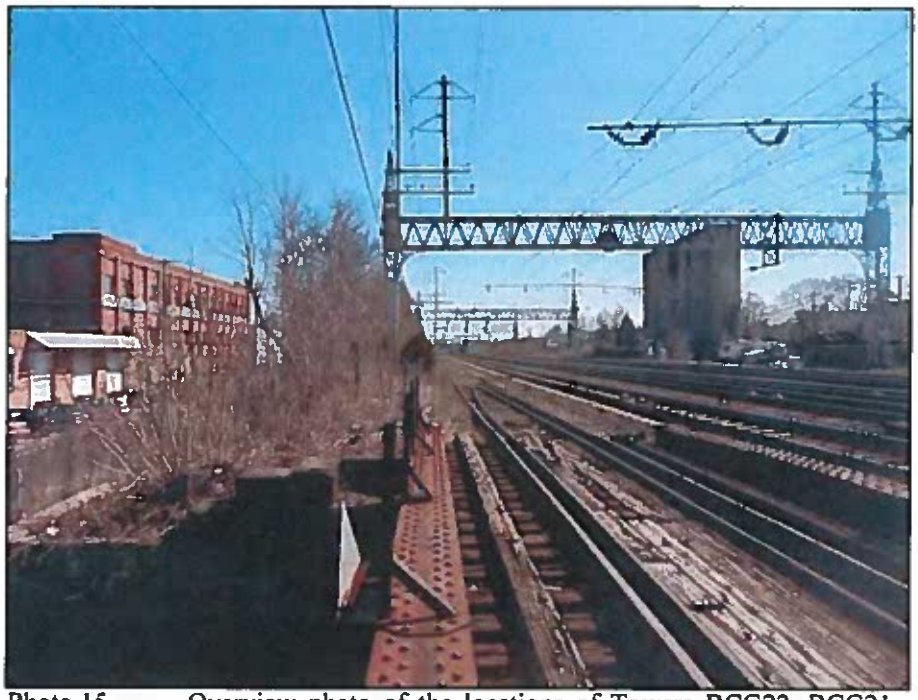

Photo 15. Overview photo of the locations of Towers BCG22, BCG21, and BCG47, as well as proposed access road, facing west.

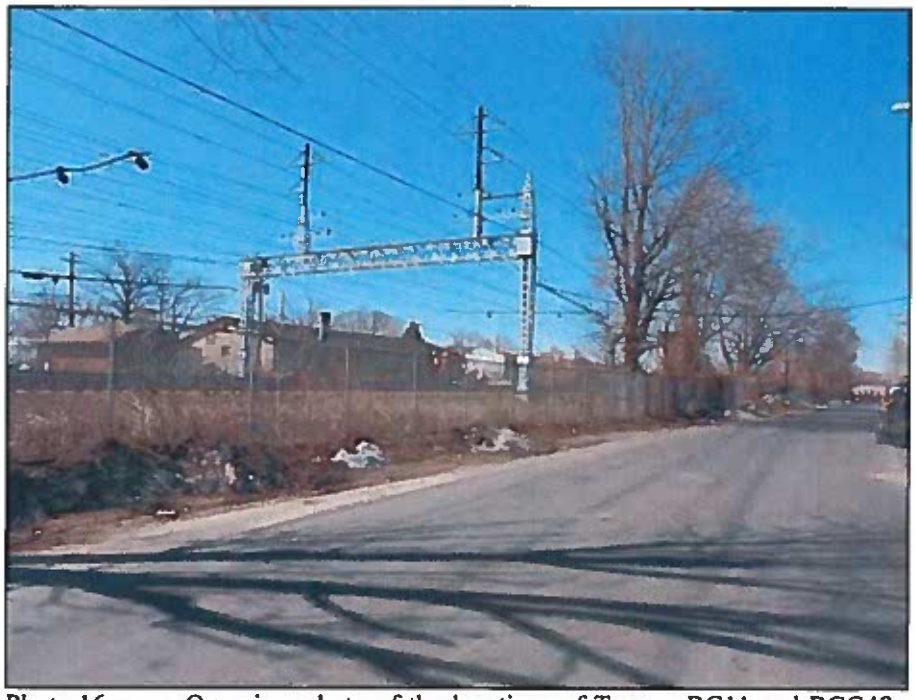

Photo 16. Overview photo of the locations of Towers BC11 and BCG48, as well as proposed access road facing west.

Photo 17. Overview photo of the locations of Towers BCG49, BCG48, and BC11, as well as proposed access road facing west.

Photo 18. Overview photo of proposed access road to Towers BC23 and BC12.

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PROJECT REVIEW COVER FORM

1. This information relates to a previously submitted project. ☐ You do not need to complete the rest of the form if you have been previously issued a SHPO Project Number. Please attach information to this form and submit

SHPO Project Number _____
(Not all previously submitted projects will have project numbers)

Project Address Intersection of Stratford Avenue and Honeyspot Road in Stratford, Connecticut
(Street Address and City or Town)

2. This is a new Project. ☐ If you have checked this box, it is necessary to complete ALL entries on this form .

Project Name Baird to Congress Upgrade Project

Project Location Along the Metro North line between Baird and Congress Street
Include street number, street name, and or Route Number. If no street address exists give closest intersection.

City or Town Bridgeport and Stratford Connecticut
In addition to the village or hamlet name (if appropriate), the municipality must be included here.

County Fairfield
If the undertaking includes multiple addresses, please attach a list to this form.

Date of Construction (for existing structures)_____

PROJECT DESCRIPTION SUMMARY (include full description in attachment):

United Illuminating plans to separate their existing utility line along the railway corridor from the catenaries owned by Metro North. A series of free standing poles owned and maintained by United Illuminations will be installed.

TYPE OF REVIEW REQUESTED

a. Does this undertaking involve funding or permit approval from a State or Federal Agency?

[x] Yes [ ] No

Agency Name/Contact	Type of Permit/Approval	State	Federal
CT SHPO		x	

	Yes	No
b. Have you consulted the SHPO and UCONN Dodd Center files to determine the presence or absence of previously identified cultural resources within or adjacent to the project area?	x	
If yes: Was the project site wholly or partially located within an identified archeologically sensitive area?		x
Does the project site involve or is it substantially contiguous to a property listed or recommended for listing in the CT State or National Registers of Historic Places?		x
Does the project involve the rehabilitation, renovation, relocation, demolition or addition to any building or structure that is 50 years old or older?		x

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PROJECT REVIEW COVER FORM

The Historic Preservation Review Process in Connecticut Cultural Resource Review under the National Historic Preservation Act – Section 106 http://www.achp.gov/106summary.html involves providing technical guidance and professional advice on the potential impact of publicly funded, assisted, licensed or permitted projects on the state's historic, architectural and archaeological resources. This responsibility of the State Historic Preservation Office (SHPO) is discharged in two steps: (1) identification of significant historic, architectural and archaeological resources; and (2) advisory assistance to promote compatibility between new development and preservation of the state's cultural heritage.

Project review is conducted in two stages. First, the SHPO assesses affected properties to determine whether or not they are listed or eligible for listing in the Connecticut State or National Registers of Historic Places. If so, it is deemed "historic" and worthy of protection and the second stage of review is undertaken. The project is reviewed to evaluate its impact on the properties significant materials and character. Where adverse effects are identified, alternatives are explored to avoid, or reduce project impacts; where this is unsuccessful, mitigation measures are developed and formal agreement documents are prepared stipulating these measures. For more information and guidance, please see our website at: http://www.cultureandtourism.org/cct/cwp/view.asp?a=3933&q=293820

ALL PROJECTS SUBMITTED FOR REVIEW MUST INCLUDE THE FOLLOWING MATERIALS*:

[x] **PROJECT DESCRIPTION** Please attach a full description of the work that will be undertaken as a result of this project. Portions of environmental statements or project applications may be included. The project boundary of the project should be clearly defined**

[x] **PROJECT MAP** This should include the precise location of the project – preferably a clear color image showing the nearest streets or roadways as well as all portions of the project. Tax maps, Sanborn maps and USGS quadrangle maps are all acceptable, but Bing and Google Earth are also accepted if the information provided is clear and well labeled. The project boundary should be clearly defined on the map and affected legal parcels should be identified.

[ ] **PHOTOGRAPHS** Clear, current images of the property should be submitted. Black and white photocopies will not be accepted. Include images of the areas where the proposed work will take place. May require: exterior elevations, detailed photos of elements to be repaired/replaced (windows, doors, porches, etc.) All photos should be clearly labeled.

For Existing Structures	Yes	N/A	Comments	
Property Card	[ ]	[ ]		
For New Construction	**Yes**	**N/A**	**Comments**	
Project plans or limits of construction (if available)	[ ]	[ ]		
If project is located in a Historic District include renderings or elevation drawings of the proposed structure	[ ]	[ ]		
Soils Maps http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm	[ ]	[ ]		
Historic Maps http://magic.lib.uconn.edu/	[x]	[ ]		
For non-building-related projects (dams, culverts, bridge repair, etc)	**Yes**	**N/S**	**Comments**	
Property Card	[ ]	[ ]		
Soils Map (see above)	[x]	[ ]		
Historic Maps (see above)	[x]	[ ]		
STAFF REVIEW AREA	Above	Date	Below	Date
Indicate date of Review and Initials of Reviewer				

PROJECT CONTACT

Name Mr. Shawn Crosbie Title Environmental Analyst

Firm/Agency United Illuminating Holdings Corporation

Address 180 Marsh Hill Road

City Orange State CT Zip 06477

Phone 203.926.4595 Cell 203.915.2573 Fax

Email shawn.crosbie@uinet.com

*Note that he SHPO's ability to complete a timely project review depends largely on the quality of the materials submitted.

** Please be sure to include the project name and location on *each page* of your submission.

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PROJECT REVIEW COVER FORM

SHPO USE ONLY

Based on our review of the information provided to the State Historic Preservation Office, it is our opinion that:

- [X] No historic properties will be affected by this project. No further review is requested.
- [ ] This project will cause no adverse effects to the following historic properties. No further review is requested:
- [ ] This project will cause no adverse effects to the following historic properties, conditional upon the stipulations included in the attached letter:
- [ ] Additional information is required to complete our review of this project. Please see the attached letter with our requests and recommendations.
- [ ] This project will adversely affect historic properties as it is currently designed or proposed. Please see the attached letter for further details and guidance.

Daniel T. Forrest — 3/13/15

Daniel T. Forrest
Deputy State Historic Preservation Officer

Date

Attachment F

Electric and Magnetic Fields (EMF)

Exponent®

Electric and Magnetic Field Assessment: Baird to Congress 115 kV Upgrades

Electric and Magnetic Field Assessment: Baird to Congress 115 kV Upgrades

Prepared by

Exponent, Inc.
420 Lexington Avenue
Suite 1740
New York, NY 10170

July 2, 2015

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Executive Summary

The United Illuminating Company (UI) seeks to rebuild an approximate 2.3-mile section of the 115-kilovolt (kV) double-circuit overhead transmission lines between the Baird Substation in Stratford, Connecticut, and the Congress Street Substation in Bridgeport, Connecticut. Pre-construction measurements were taken at nine locations along the route and the values of the electric field (0.01-0.08 kilovolts per meter [kV/m]) and magnetic field (0.9-6.9 milligauss [mG]) are consistent with existing sources of electric and magnetic fields (EMF). After this construction, the EMF levels at northern and southern edges of the right-of-way (ROW) are expected to be higher than those produced by the existing transmission lines. The anticipated increase in EMF is due primarily to the closer proximity of the repositioned conductors to the ROW edges, or their location outside the existing ROW.

In the majority of spans along Crescent Avenue, the existing circuits are to be rebuilt on proposed structures north and south of the existing ROW, off the raised railroad bed. At locations 100 feet north of the existing ROW, operation of the project is anticipated to increase the calculated magnetic field from approximately 3.6 mG (pre-construction) to 13 mG (post-construction) under average-load conditions. At 100 feet south of the existing ROW under average-load conditions, the calculated magnetic field increases from 3.6 mG (pre-construction) to 16 mG (post-construction). The anticipated increase in calculated magnetic fields is somewhat higher under peak-load conditions, a 15 mG increase 100 feet north of the existing ROW and 20 mG increase 100 feet south of the existing ROW. Off the ROW, the maximum calculated electric field in the proposed position of the circuits is 0.9 kV/m, compared to 0.4 kV/m in the existing configuration.

At locations east of Central Avenue, the 115-kV circuits are rebuilt on the existing ROW on new structures. In spans where the circuits are relocated farther away from the railroad tracks, the calculated EMF levels at the ROW edges increase. For instance, between Central Avenue and Bishop Avenue and east of Grant Street (Section BC-2 and BC-4), the proposed project is anticipated to increase the electric field at the northern ROW edge from approximately 0.3-0.4 kV/m (pre-construction) to 0.7-0.8 kV/m (post-construction). Likewise, under average-load

conditions, the proposed project would increase the calculated magnetic-field level from 19-26 mG (pre-construction) to 37-40 mG (post-construction) at the northern ROW edge. A similar increase is anticipated on the southern ROW edge between Central Avenue and Bishop Avenue (Section BC-2), where the calculated magnetic field increases from 9 to 17 mG under average-load conditions. Elsewhere, the centerline of the repositioned circuits is more closely aligned with the existing centerline. At these locations, the calculated electric fields vary by smaller amounts, increasing by less than 0.2 kV/m at the ROW edges. The calculated magnetic fields also vary by smaller amounts in these spans, decreasing by 3-13 mG at the ROW edges for average-load conditions.

The anticipated increase in calculated magnetic fields—noted above between Central Avenue and Bishop Avenue and east of Grant Street—is somewhat higher under peak-load conditions. At these locations, an increase of approximately 18-33 mG is anticipated at the northern ROW edge. Likewise, at the southern ROW edge between Central Avenue and Bishop Avenue, the calculated magnetic field increases by approximately 13 mG under peak-load conditions.

The resulting EMF levels associated with the project are far below international safety- and health-based standards for public exposure to EMF. Though the distribution and catenary conductors of the Metro North Railroad were not included in the magnetic-field modeling, the increases noted above are a conservative upper bound on project-related changes in the calculated magnetic field.

The engineering design and other activities initiated by UI demonstrate compliance with the Connecticut Siting Council's EMF Best Management Practices.

Background

Any source that generates, transmits, or uses electricity produces electric and magnetic fields (EMF). Electricity travels as current from distant generating sources on high-voltage transmission lines, to substations, then on to local distribution lines, and finally to our homes and workplaces for consumption. All things connected to our electrical system—power lines; wiring in our homes, businesses, and schools; and all electric appliances and machines—are a source of EMF. In North America, the vast majority of electricity is transmitted as alternating current (AC) at a frequency of 60 cycles per second measured in Hertz (Hz), i.e., 60 Hz. The EMF from these AC sources is commonly referred to as power-frequency or extremely low frequency (ELF) EMF.

Both electric fields and magnetic fields are properties of the space near all electrical sources. Electric fields exert a force on electrically charged objects, while magnetic fields exert a force on moving electrical charges. Although commonly referred to together as EMF, they each have different properties.

Electric fields are produced by voltage applied to electrical conductors and equipment. The electric field is expressed in measurement units of volts per meter (V/m) or kilovolts per meter (kV/m), where 1 kV/m is equal to 1,000 V/m. The electric-field level increases as the voltage increases. Electric fields are present even when an appliance is turned off if it is still connected to the power source.

Since conducting objects such as buildings, fences, and trees easily block electric fields, the major sources of exposure to electric fields indoors are appliances, equipment, and machines within homes, office, and factories. Transmission lines, distribution lines, and other power-related infrastructure are the major source of electric fields outdoors.

Transmission line electric fields emanate radially outward from the charged conductor and terminate at any other conducting object such as trees, fences, vehicles, people, or transmission line towers. Electric fields are vector quantities meaning that they have both a magnitude and direction.

Magnetic fields are the result of the flow of electric currents through wires and electrical devices. The strength of a magnetic field is expressed as magnetic flux density in units called gauss (G) or mG, where 1 G = 1,000 mG.[1] In general, the strength of a magnetic field increases as the current increases, but the strength also depends on characteristics of the source, including the arrangement and separation of the conductors. Unlike electric fields, magnetic fields are not easily blocked by conducting objects. In addition, a time-varying magnetic field (such as that used in power transmission systems) induces an electric field and currents in nearby conducting objects. Like electric fields, magnetic fields are vector quantities described by both their magnitude and direction.

The intensity of both electric fields and magnetic fields diminishes with increasing distance from the source. In the case of transmission lines, they generally decrease with distance from the conductors in proportion to the square of the distance. Since line voltage is quite stable and does not change very much over time, electric-field levels are also stable. Magnetic-field levels, however, can vary depending on load conditions (i.e., the current flowing in a conductor).

[1] Scientists also refer to magnetic flux density at these levels in units of microtesla (µT). Magnetic flux density in mG units can be converted to µT by dividing by 10 (i.e., 1 mG = 0.1 µT).

EMF Guidance

After more than 30 years of research that includes hundreds of studies, none of the scientific organizations conducting reviews of scientific and medical research has concluded that exposure to EMF in the ELF frequency range is a demonstrated cause of any long-term adverse effect on health. Compliance with exposure guidelines, as recommended by the World Health Organization (WHO), provides protection against possible short-term adverse responses to EMF.

The evidence in support of a causal relationship is weak because it is founded largely, if not entirely, on some epidemiology studies that reported statistical associations between magnetic-field exposure (or some proxy of exposure) and a disease. Scientists have placed less weight on these associations because they are weak, often inconsistent between studies, and possibly due to errors in the way the study was designed or conducted. Overall, animal studies have not reported an increase in cancer among animals exposed to high levels of EMF, and no mechanism has been discovered in laboratory studies that would explain how electric or magnetic fields could initiate disease.

Most notably, a weak association has been reported between childhood leukemia and estimates of long-term exposure to high, average magnetic-field levels (IARC, 2002). Combined with the limitations of epidemiology and the lack of consistent findings from animal and laboratory studies, however, the overall body of research does not indicate that this association, or any other, is causal in nature.

More relevant EMF assessment criteria are the exposure limits recommended by scientific organizations. These exposure limits were developed to protect health and safety and are based on reviews and evaluations of relevant health research. These guidelines include exposure limits for the general public recommended by the International Committee on Electromagnetic Safety (ICES) and the International Commission on Non-Ionizing Radiation Protection (ICNIRP) to address health and safety issues (ICES 2002; ICNIRP 2010).

The only confirmed relationship between EMF and an adverse biological or health effect is when electric currents, at very high levels of exposure, are induced in the body and experienced as stimulation of nerves. The level at which such short-term effects occur is typically much higher than levels found under transmission lines, and still higher than levels found in most homes or commercial establishments. As mentioned, ICES and ICNIRP have recommended exposure limits to protect against the occurrence of these acute adverse effects from short-term exposures. Table 1 summarizes the recommended exposure limits.

Table 1. Reference levels for whole body exposure to 60-Hz fields: general public

Organization	Magnetic fields	Electric fields*
ICNIRP, reference level	2,000 mG	4.2 kV/m
ICES, maximum permissible exposure	9,040 mG	5 kV/m 10 kV/m†

*Both organizations judged that evidence for effects from long-term exposure was insufficient for setting exposure standards.
†Exception within a transmission line ROW.

The WHO established the International EMF Project in 1996, in response to public concerns about exposures to EMF and possible adverse health effects. The Project's membership includes 8 international organizations, 8 collaborating institutions and over 54 national authorities. The overall purpose of the Project is to assess any possible health and environmental effects of exposure to static and time-varying EMF. A key objective was to evaluate the scientific literature and make a status report on health effects, to be used as the basis for a coherent international response. The review was prepared by 21 scientists from around the world with expertise in a wide range of disciplines and published in June 2007 as part of WHO's Environmental Health Criteria Programme.

The WHO concluded the following:

> Acute biological effects have been established for exposure to ELF electric and magnetic fields in the frequency range up to 100 kHz that may have adverse consequences on health. Therefore, exposure limits are needed. International guidelines exist that have addressed this issue. Compliance with these guidelines provides adequate protection. Consistent epidemiological evidence suggests that chronic low-intensity ELF magnetic field exposure is associated with an increased risk of

> childhood leukaemia. However, the evidence for a causal relationship is limited, therefore exposure limits based upon epidemiological evidence are not recommended, but some precautionary measures are warranted. (WHO, 2007, p. 355)

The absence of clear evidence for adverse effects after continued research and testing increases the certainty that there is not an adverse effect, or that any risk associated with exposure is small. Because of the inherent limitations of scientific investigation, it is very difficult for a review panel to ever completely rule out the possibility that EMF in our communities and workplaces might have some adverse effect. Science cannot prove the absence of any effect but can effectively address uncertainty about effects by continued research. Given the amount and quality of research that has been conducted thus far, the opinions from the WHO and other agencies are consistent that ELF EMF is not a cause of long-term, adverse health effects.

The Connecticut Siting Council (CSC) adopted "EMF Best Management Practices for the Construction of Electric Transmission Lines in Connecticut" (BMP) in 2007 based upon a consensus of health and scientific agencies that the scientific evidence "reflects the lack of credible scientific evidence for a causal relationship between MF [magnetic field] exposure and adverse health effects" (CSC, 2007, p. 3). Nevertheless, the CSC concluded that precautionary measures for the siting of new transmission lines in the state of Connecticut are appropriate and should include "the use of effective no-cost and low-cost technologies and management techniques on a project-specific basis to reduce MF [magnetic field] exposure to the public while allowing for the development of efficient and cost-effective electrical transmission projects" (CSC, 2007, p. 11). The BMP also stated that the CSC will "consider and review evidence of any new developments in scientific research addressing MF and public health effects or changes in scientific consensus group positions regarding MF" (CSC, 2007, p. 5).

In Council Docket No. 370, issued in 2010, the CSC again considered the status of current research on EMF and health, and concluded: "There is no new evidence that might alter the scientific consensus articulated in the Council's [CSC] 2007 EMF BMP document."[2] This same conclusion was articulated in the latest 2014 update to the CSC's EMF BMP guidance based

[2] Connecticut Siting Council Docket 370, Opinion at 12; Docket 370A-MR Opinion at 4; *and see* Docket 370 Findings of Fact par, 284-286 (http://www.ct.gov/csc/cwp/view.asp?a=3&Q=437458&PM=1)

upon reports submitted by Exponent in Council Dockets 424 and 435 (CSC, 2014). As specified in the 2014 BMP, compliance is demonstrated by providing reference to new developments in EMF scientific research, calculations of EMF, consideration of buffer zones, and engineering controls.[3] For this project, the CSC's 2014 BMP serves as the current reference to new developments in EMF scientific research, calculations of EMF are provided here, and the project has been designed with due consideration to the following engineering controls:

- Distance – In the majority of spans, the proposed structures are now to be constructed farther away from the railroad line in an area with less frequent public access and exposure;
- Height of Support Structures – The proposed structures are higher than the existing structures shared with Metro North;
- Conductor Configuration – The line will be rebuilt on monopoles in a vertical configuration that serves in some configurations to increase the height of the conductors above ground; and,
- Optimum Phasing – The phasing of adjacent circuits was considered in the engineering plan for this project and the phasing selected will result in lower magnetic-field levels than the standard A-B-C:A-B-C phasing.

As there are no areas where children congregate adjacent to the proposed rebuilt transmission lines, the above engineering controls and other actions that minimize potential exposure to EMF by UI serve to confirm compliance with the CSC's EMF BMP.

[3] Pre-construction EMF measurements were also taken per the 2007 BMP at the original proposed site of the project. These measurements likely provide an upper bound to the existing EMF levels at the current proposed location because of the presence of EMF sources related to Metro North at the original site.

EMF Modeling

Between the Baird Substation in Stratford, Connecticut, and the Congress Street Substation in Bridgeport, Connecticut, the conductors of the existing northern and southern circuits are mounted on metal support "bonnets" that are attached to Metro North Railroad structures. The structures also support Metro North's signal and feeder wires of its New Haven Line. The proposed upgrade would reposition the northern circuit to new steel monopoles to the north of the existing structures, and reposition the southern circuit to new steel monopoles to the south of the existing structures.

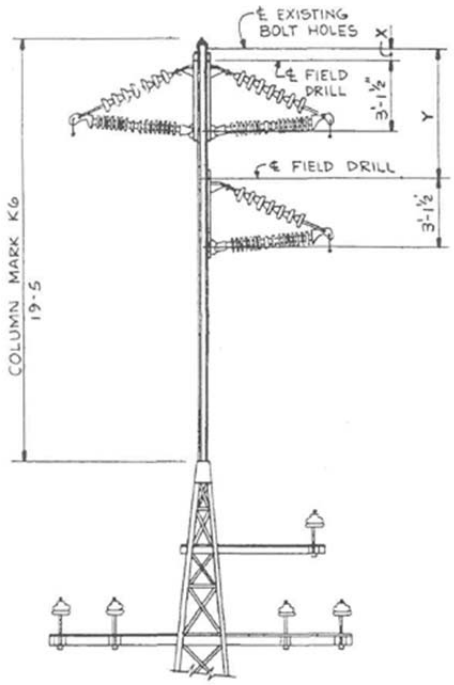

Figure 1. Existing "bonnet" supports for the existing 115-kV circuits between the Baird Substation and the Congress Street Substation.

UI retained Exponent to model the EMF levels associated with the rebuild of the northern and southern transmission lines. Exponent modeled the EMF with existing and proposed configurations in four sections:

- ***Section BC-1*** represents the existing and proposed configuration along Crescent Avenue between structures C24 and 803, east of the Congress Street Substation in Bridgeport, Connecticut. The northern circuit is rebuilt on a steel monopole structures approximately 27 feet north of the existing centerline with 12-foot vertical conductor spacing. The southern circuit is rebuilt on a steel monopole structures approximately 47 feet south of its existing location. The width of the ROW in section BC-1 is 65 feet.
- ***Section BC-2*** includes the spans between structures 804 to 812, where the ROW widens to 195 feet. The northern circuit is rebuilt approximately 24 feet north of its existing centerline, and the southern circuit is moved approximately 9 feet south of its existing centerline. The rebuilt circuits are each supported by single-circuit monopole structures with 12-foot vertical conductor spacing.
- ***Section BC-3*** includes spans east of Bishop Avenue, between structures 812 and 818. The northern circuit is rebuilt on a vertical steel monopole structures approximately 6 feet north of its existing centerline with 12-foot vertical conductor spacing. The southern circuit is rebuilt on a vertical steel monopole also with 12-foot conductor spacing, approximately 9 feet south of its existing centerline. The ROW width in section BC-3 is 126 feet.
- ***Section BC-4*** models the remaining spans east of structure 818 and the Baird Substation, ending at structure B824. The northern circuit is rebuilt on a vertical steel monopole structures approximately 35 feet north of its existing centerline, and the southern circuit is rebuilt on vertical steel monopole structures within approximately 4 feet of the existing centerline. In the rebuilt configuration, both circuits have 12-foot vertical spacing. The ROW width in section BC-4 is 101 feet.

In the proposed configurations of Sections BC-1 through BC-4, the northern circuit is supported on single-circuit vertical monopole structures with A-B-C phasing, top to bottom, and the southern circuit is phased B-A-C, top to bottom.

Calculation Assumptions

Existing and proposed levels of EMF were calculated using computer algorithms developed by the Bonneville Power Administration, an agency of the U.S. Department of Energy (BPA, 1991). These algorithms have been shown to accurately predict EMF levels measured near transmission lines. The electric fields and magnetic fields were calculated as the resultant of x, y, and z field vectors. Exponent calculated electric- and magnetic-field levels at 1 meter (3.28 feet) above ground, in accordance with the Institute of Electrical and Electronics Engineers' (IEEE) Std. C95.3.1-2010 and IEEE Std. 0644-1994a, as the root-mean-square value of the field ellipse at each location along a transect perpendicular to the transmission centerlines.

The inputs to the program are data regarding voltage, current flow, phasing, and conductor configurations. UI Transmission & Substation Engineering provided Exponent with data regarding the conductor position, size, voltage, and phasing of the existing and proposed circuits. The values of EMF associated with the transmission lines were calculated along profiles perpendicular to the transmission lines at the point of lowest conductor sag (mid-span), i.e., closest to the ground. The transmission line conductors were assumed to be positioned at maximum sag for the entire distance between structures and over flat terrain. An overvoltage condition of 5% was used for all 115-kV circuits in calculating electric fields from the transmission lines. These modeling assumptions are made to ensure that the calculated values represent the maximum expected EMF values for the cases analyzed. Distribution and catenary conductors operated by Metro North Railroad were not included in the model in order to limit the assessment to project-related sources, rather than the time-varying EMF and largely intermittent exposure associated with the passage of trains on the New Haven Line. A further discussion of the EMF from Metro North Railroad conductors is included in the pre-construction measurements section, below.

Projected operational data for the Northern and Southern transmission lines were provided by UI Transmission Planning, and are summarized in Table 2, below.

Table 2. Projected transmission line loading

				Current Magnitude (Amperes)			
				Pre-Project		Post-Project	
Line	kV	From	To	Average	Peak	Average	Peak
Northern	115	Baird	Congress	664	1035	676	1054
Southern	115	Baird	Congress	663	1034	675	1054

Results and Discussion

Calculated electric-field profiles are depicted in Figures 2-5 for Sections BC-1 through BC-4, respectively. Table 3 summarizes the calculated electric-field levels on the ROW and ROW edges. Calculated magnetic-field profiles for average loading conditions are depicted in Figures 6-9 for Sections BC-1 through BC-4, respectively. Table 4 summarizes the calculated magnetic-field levels on the ROW and ROW edges for average-load conditions, and Table 5 includes the calculated magnetic-field levels at the same reporting locations for peak-load conditions.

In Section BC-1, the existing circuits are rebuilt off the raised railroad bed on proposed structures north and south of the existing ROW. At locations 100 feet north of the existing ROW, the proposed project is anticipated to increase the calculated magnetic field from approximately 3.6 mG (pre-construction) to 13 mG (post-construction) under average-load conditions. At 100 feet south of the existing ROW under average loading, the calculated magnetic field increases from 3.6 mG (pre-construction) to 16 mG (post-construction). The anticipated increase in calculated magnetic fields is somewhat higher under peak-load conditions, a 15 mG increase 100 feet north of the existing ROW and a 20 mG increase 100 feet south of the existing ROW. Off the ROW, the maximum calculated electric field in the proposed position of the circuits is 0.9 kV/m, compared to 0.4 kV/m in the existing configuration.

In Sections BC-2 through BC-4, the 115-kV circuits are rebuilt on the existing ROW on new structures. In spans where the circuits are relocated farther away from the railroad tracks, calculated EMF levels at the ROW edges increase:

- **Section BC-2 and BC-4, north ROW edge** – at these locations, operation of the project is anticipated to increase the electric field from approximately 0.3-0.4 kV/m (pre-construction) to 0.7-0.8 kV/m (post-construction). Likewise, under average-load conditions, operation of the project increases the calculated magnetic field from 19-26 mG (pre-construction) to 37-40 mG (post-construction). The anticipated increase in calculated magnetic fields is somewhat higher (18-33 mG) under peak-load conditions.
- **Section BC-2, south side of ROW** – at this location, operation of the project increases the calculated magnetic field from approximately 9 mG (pre-construction) to 17 mG (post-construction) under average-load conditions. The anticipated increase in calculated magnetic fields is somewhat higher (approximately 13 mG) under peak-load conditions. Since the southern circuit is set back over 50 feet from the ROW edge in the pre-construction and post-construction configurations, the calculated electric field is quite small (<0.15 kV/m) before and after operation of the project.

At other locations, the centerline of the repositioned circuits is more closely aligned with the existing centerline. At these locations, the calculated electric fields vary by smaller amounts, increasing by less than 0.2 kV/m at the ROW edges. The calculated magnetic fields also vary by smaller amounts in these spans, decreasing by 3-13 mG at the ROW edges for average-load conditions.

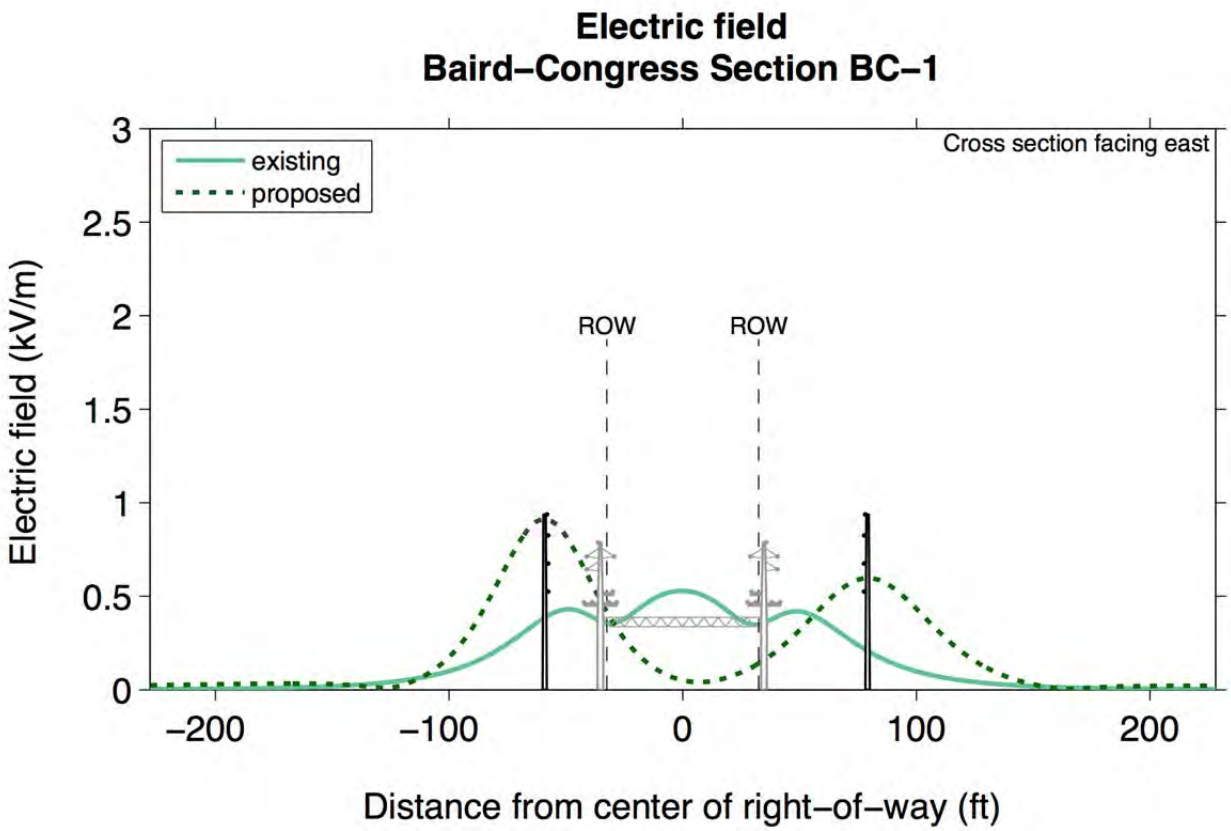

Figure 2. Calculated electric-field profile in section BC-1 for existing and proposed configurations, between structures C24 and 803.

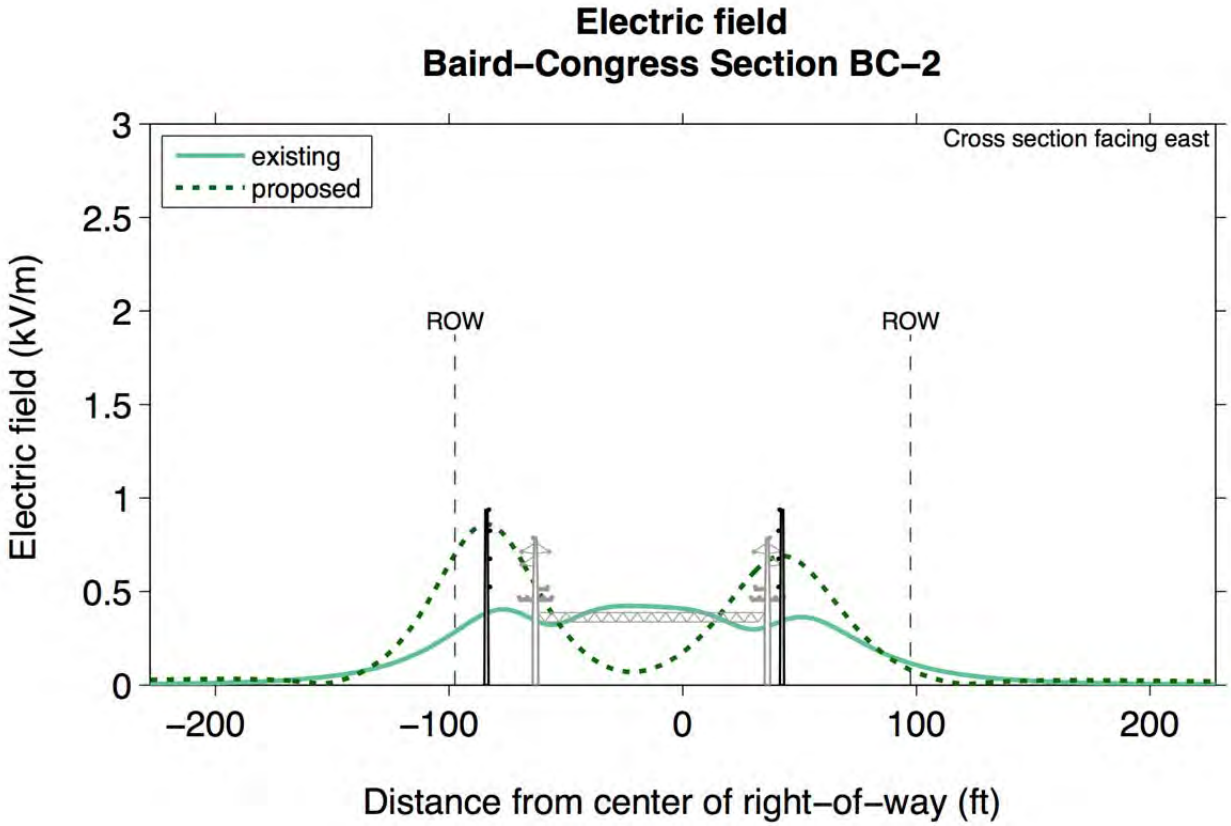

Figure 3. Calculated electric-field profile in section BC-2 for existing and proposed configurations, between structures 804 and 812.

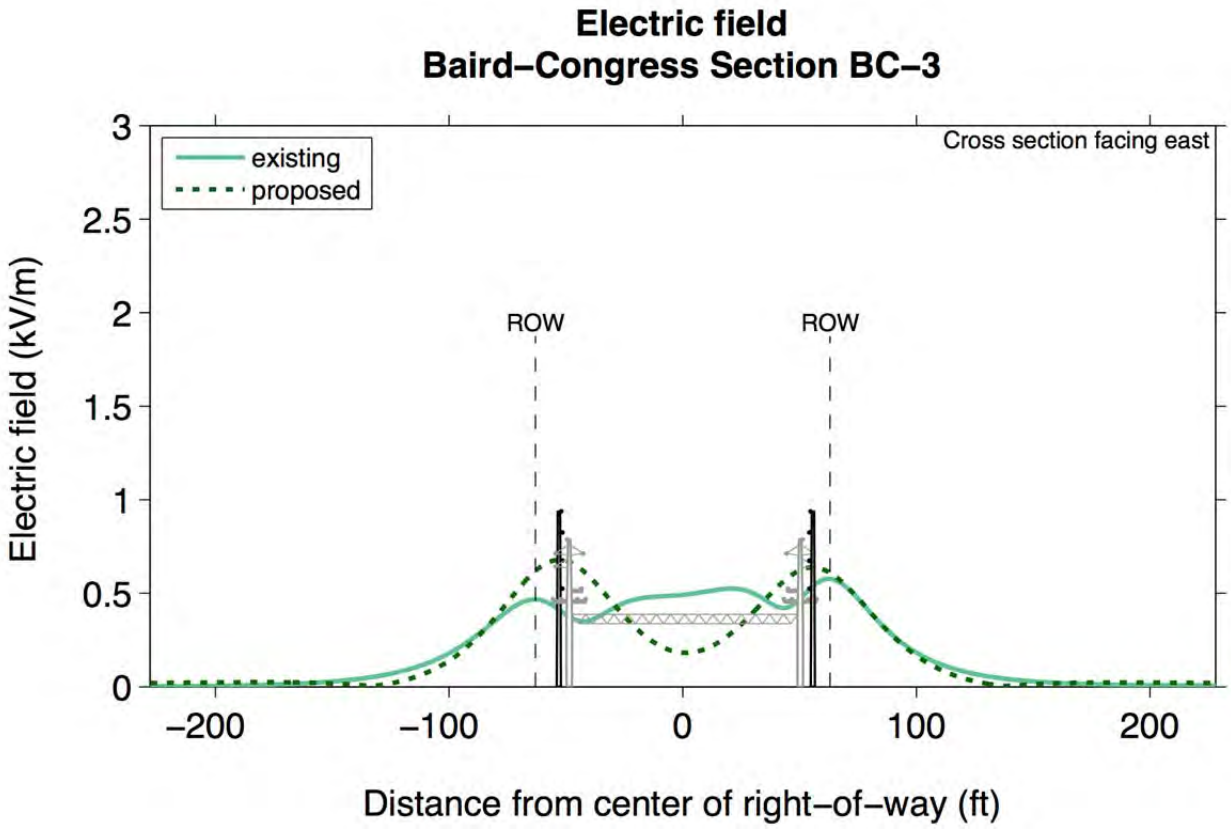

Figure 4. Calculated electric-field profile in section BC-3 for existing and proposed configurations, between structures 812 and 818.

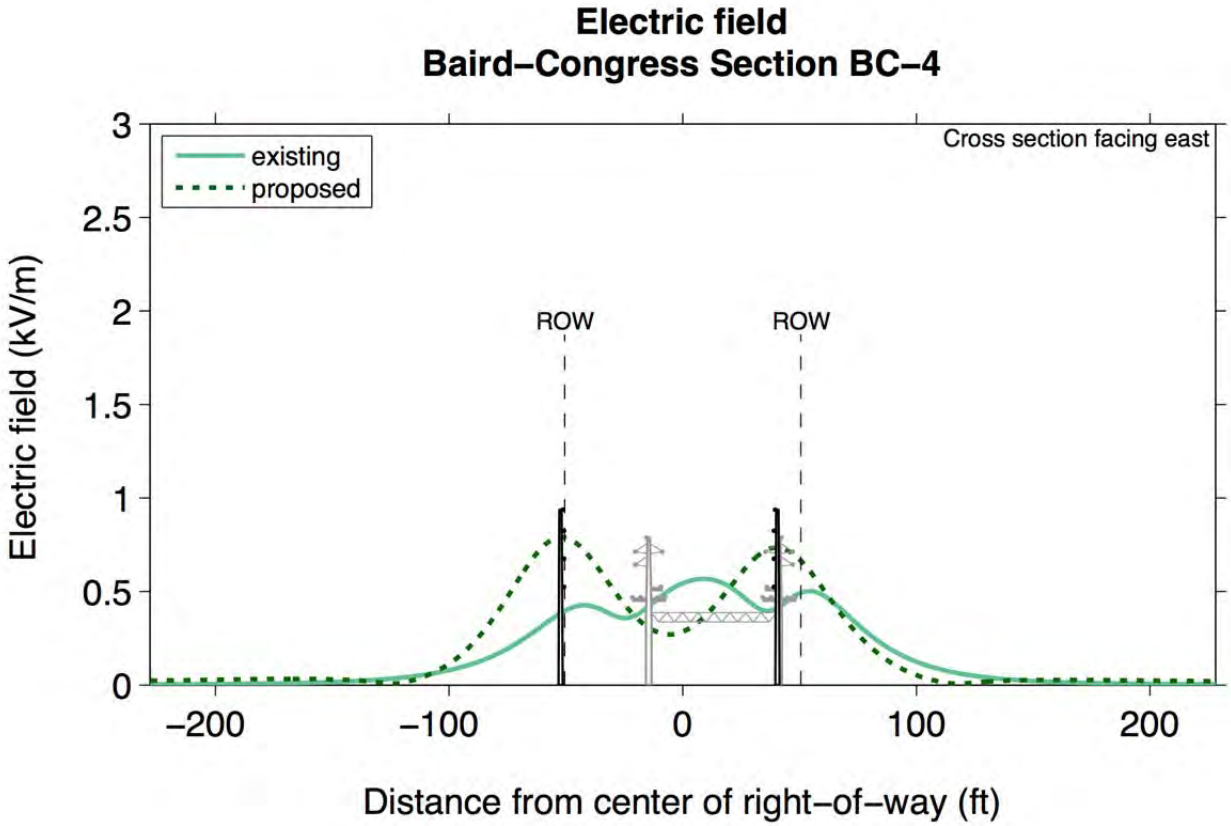

Figure 5. Calculated electric-field profile in section BC-4 for existing and proposed configurations, between structures 818 and B824.

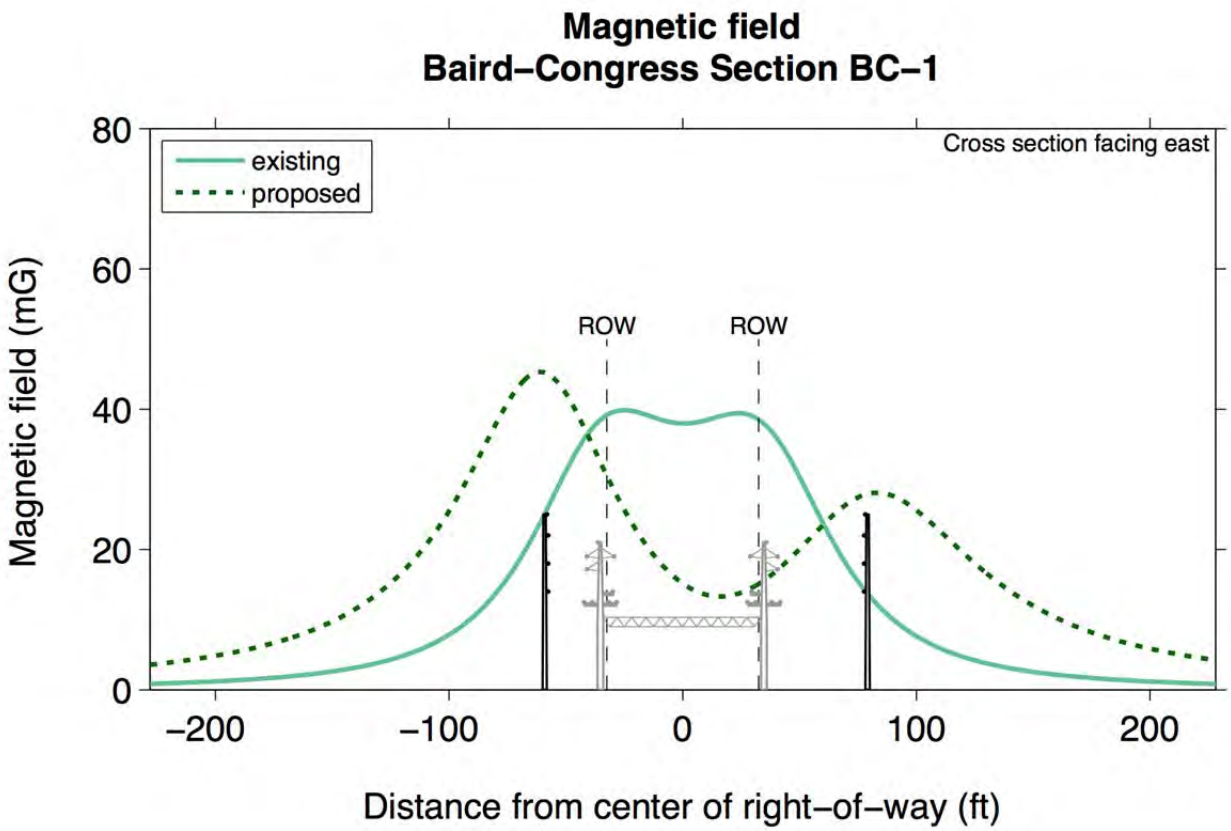

Figure 6. Calculated magnetic-field profile in section BC-1 for existing and proposed configurations, average-load case, between structures C24 and 803.

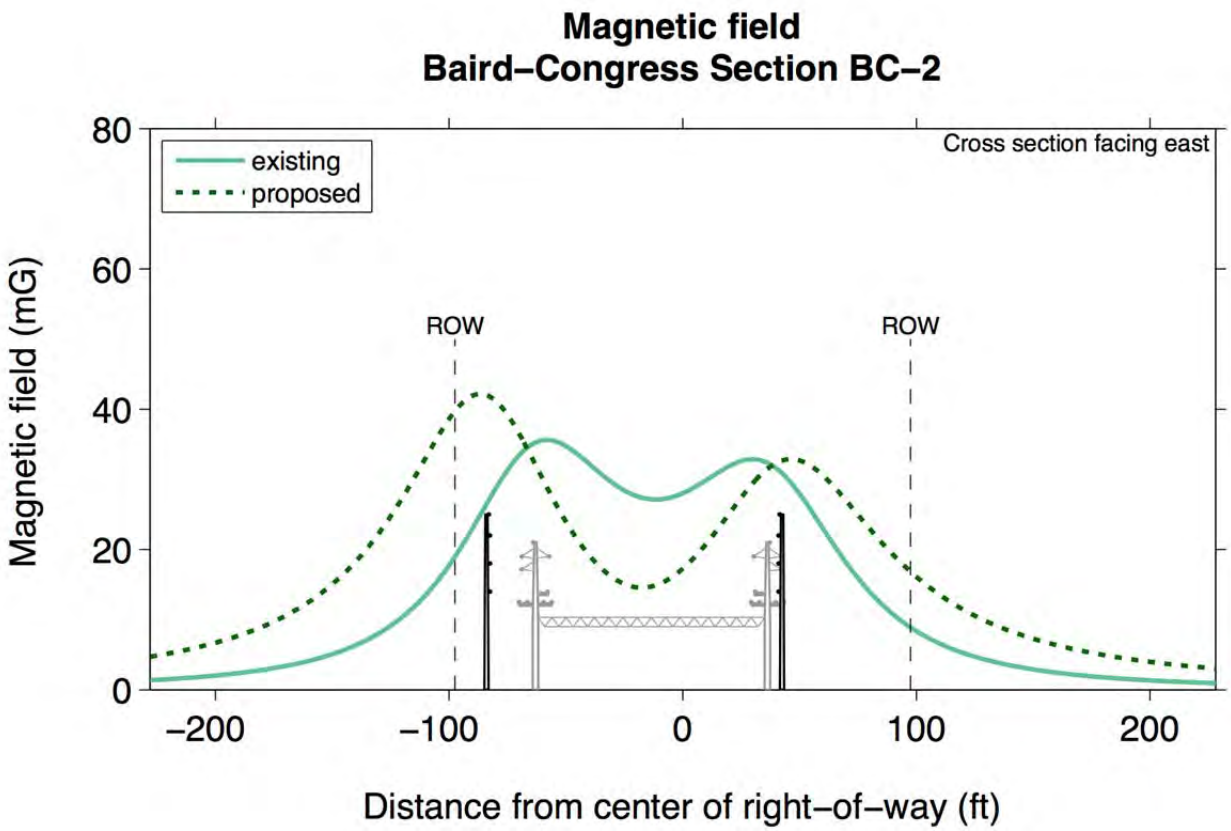

Figure 7. Calculated magnetic-field profile in section BC-2 for existing and proposed configurations, average-load case, between structures 804 and 812.

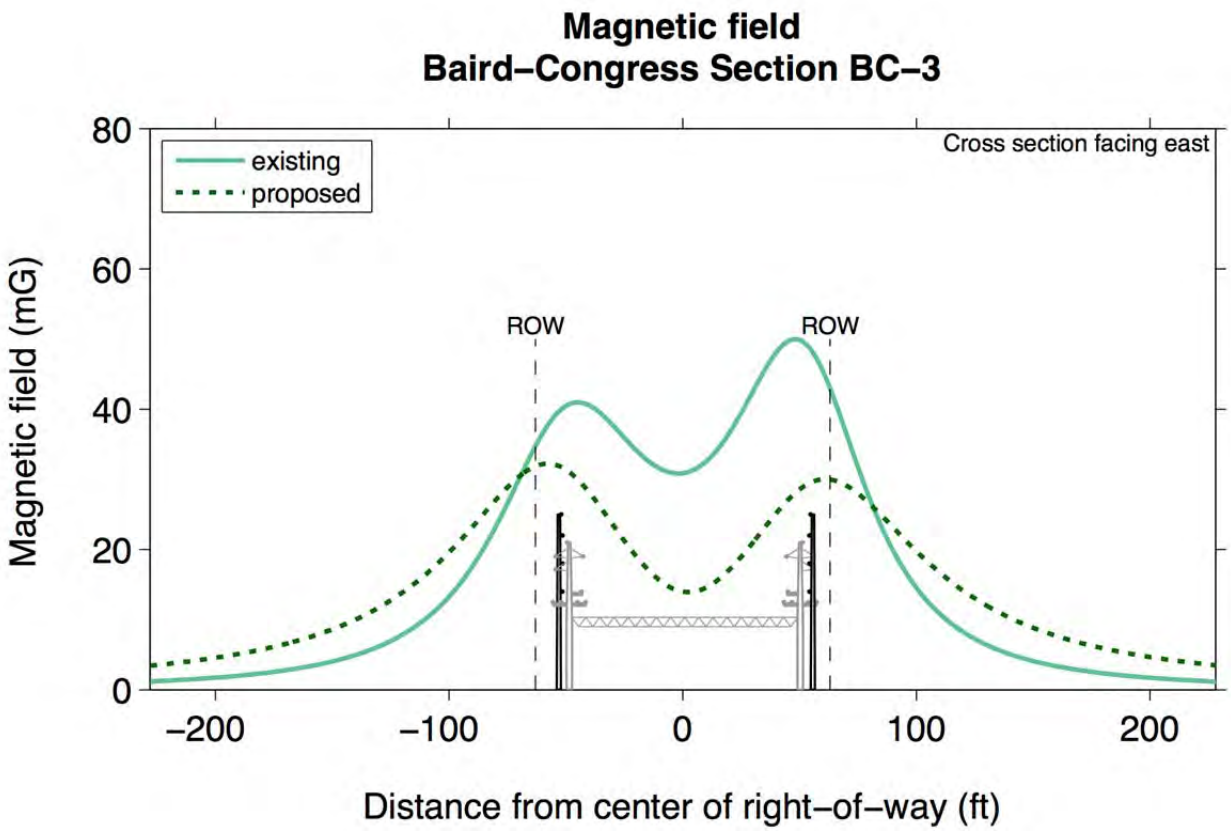

Figure 8. Calculated magnetic-field profile in section BC-3 for existing and proposed configurations, average-load case, between structures 812 and 818.

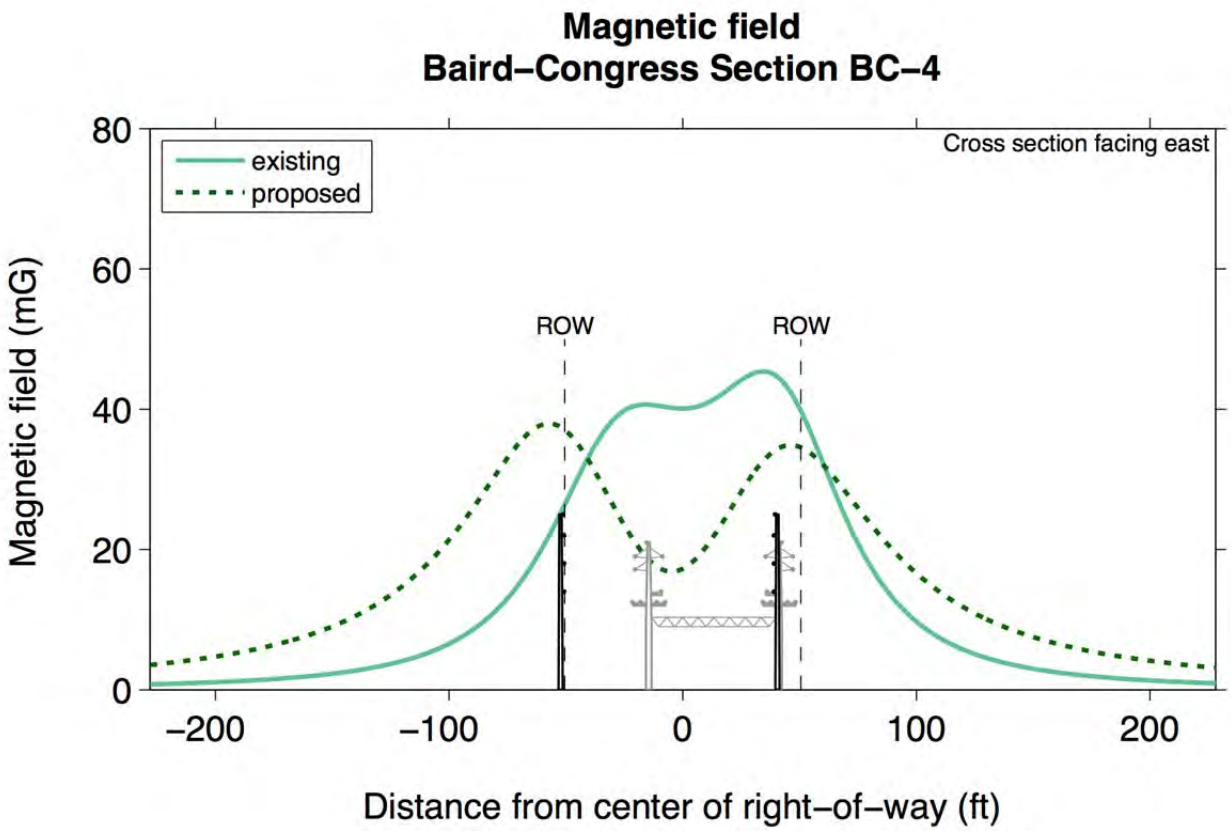

Figure 9. Calculated magnetic-field profile in section BC-4 for existing and proposed configurations, average-load case, between structures 818 and B824.

Table 3 Calculated electric-field levels

		Electric Field (kV/m)				
Section	**Configuration**	**100 feet north of -ROW edge**	**North edge of ROW**	**Max on profile**	**South edge of ROW**	**100 feet south of +ROW edge**
BC-1	Existing	0.03	0.36	0.53	0.35	0.03
	Proposed	0.01	0.43	0.91	0.14	0.11
BC-2	Existing	0.01	0.28	0.42	0.12	0.01
	Proposed	0.03	0.69	0.86	0.08	0.02
BC-3	Existing	0.02	0.47	0.58	0.58	0.02
	Proposed	0.02	0.62	0.68	0.61	0.02
BC-4	Existing	0.02	0.39	0.57	0.49	0.02
	Proposed	0.03	0.79	0.79	0.67	0.03

Table 4 Calculated magnetic-field levels, average-load case

Section	Configuration	Magnetic Field (mG)				
		100 feet north of -ROW edge	North edge of ROW	Max on profile	South edge of ROW	100 feet south of +ROW edge
BC-1	Existing	3.6	39.1	39.9	38.6	3.6
	Proposed	13.1	30.9	45.3	15.0	16.1
BC-2	Existing	2.1	18.7	35.6	9.0	1.4
	Proposed	6.9	39.5	42.2	17.0	4.1
BC-3	Existing	3.2	34.8	50.0	43.0	3.2
	Proposed	7.2	31.9	32.2	30.0	7.4
BC-4	Existing	2.3	26.1	45.4	40.2	3.0
	Proposed	8.9	37.2	38.0	34.6	7.5

Table 5 Calculated magnetic-field levels, peak-load case

Section	Configuration	Magnetic Field (mG)				
		100 feet north of -ROW edge	North edge of ROW	Max on profile	South edge of ROW	100 feet south of +ROW edge
BC-1	Existing	5.7	60.9	62.1	60.3	5.6
	Proposed	20.4	48.1	70.6	23.4	25.1
BC-2	Existing	3.3	29.2	55.5	14.1	2.2
	Proposed	10.7	61.6	65.8	26.6	6.4
BC-3	Existing	4.9	54.2	78.0	67.1	5.0
	Proposed	11.2	49.7	50.3	46.8	11.5
BC-4	Existing	3.5	40.6	70.8	62.6	4.7
	Proposed	13.9	58	59.2	54.1	11.7

Pre-construction measurements

In order to characterize the EMF prior to operation of the project, existing conditions were measured on June 4, 2015. The measurements were taken at a height of 1 meter (3.28 feet) above ground in accordance with the standard methods for measuring near power lines (IEEE Std. 644-1994a). Both electric fields and magnetic fields were expressed as the total field computed as the resultant of field vectors measured along vertical, transverse, and longitudinal axes.[4] The electric field was measured in units of kV/m with a single-axis field sensor and meter manufactured by Enertech Consultants. The magnetic field was measured in units of mG by orthogonally-mounted sensing coils whose output was logged by a digital recording meter (EMDEX II) manufactured by Enertech Consultants. These instruments meet the IEEE's instrumentation standard for obtaining accurate field measurements at power line frequencies (IEEE Std.1308-1994b). The meters were calibrated by the manufacturer by methods like those described in IEEE Std. 644-1994a.

The locations of point measurements recorded in the vicinity of the project are depicted in Figure 10, overlaid on the project route. EMF readings at these locations are summarized in Table 6. The Metro North New Haven Line includes a 12.6-kV, 60-Hz catenary system that powers some rolling stock, and magnetic fields in the vicinity of the tracks would be expected to exhibit variation with traction load during periods of train acceleration. The readings in Table 6 represent steady-state EMF readings, which were observed to fluctuate with the passage of east- and west-bound trains.

[4] Measurements along the vertical, transverse, and longitudinal axes were recorded as root-mean-square magnitudes. Root mean square refers to the common mathematical method of defining the effective voltage, current, or field of an AC system.

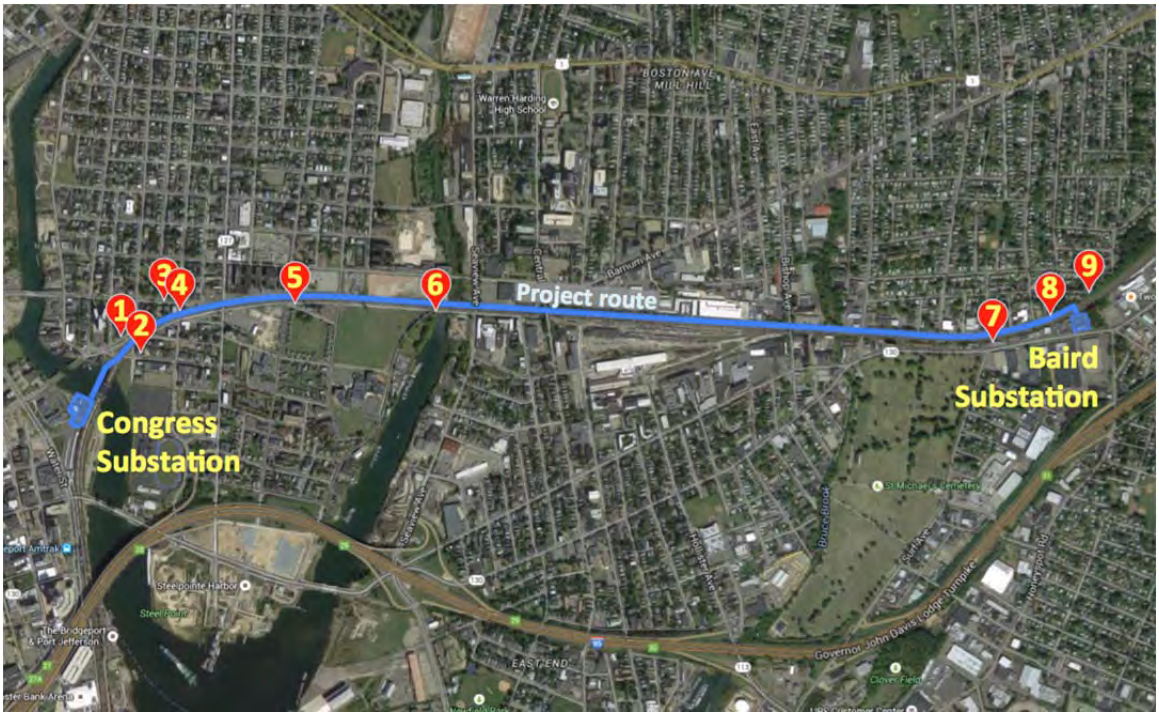

Figure 10. Map of the proposed route between the Baird Substation and the Congress Street Substation, showing measurement locations 1-9.

Table 6. Measured EMF levels

Location	Section	Address	Distance from ROW edge (ft)	Measured magnetic field (mG)	Measured Electric field (kV/m)
1	BC-1	63 Crescent Ave.	115	1.2	0.01
2	BC-1	202 Noble Ave.	70	2.9	0.02
3	BC-1	Washington Park	200	0.9	0.01
4	BC-1	493-539 Kossuth St.	15	2.9	0.01
5	BC-1	422-544 Crescent Ave.	40	2.5	0.02
6	BC-1	Water View Park	40	3.9	0.04
7	BC-4	1935 Stratford Ave.	20	2.5	0.05
8	BC-4	384 Seymour St.	20	6.9	0.08
9	BC-4	22 Jackson Ave.	60	2.4	0.03

Figure 11 depicts the measured magnetic field on a span in section BC-1 between structures 799 and 800, overlaid on the calculated magnetic-field profile for this section. The calculated profile in Figure 11 was modeled for the existing configuration with a 110-ampere load on the 115 kV transmission lines. The data show that the un-modeled conductors of the Metro North Railroad electrical system (which are nearer to the ground) primarily affect EMF levels beneath the existing structures. For this reason, the modeled EMF profiles provide a conservative bound on project-related changes in EMF beyond the ROW edges.

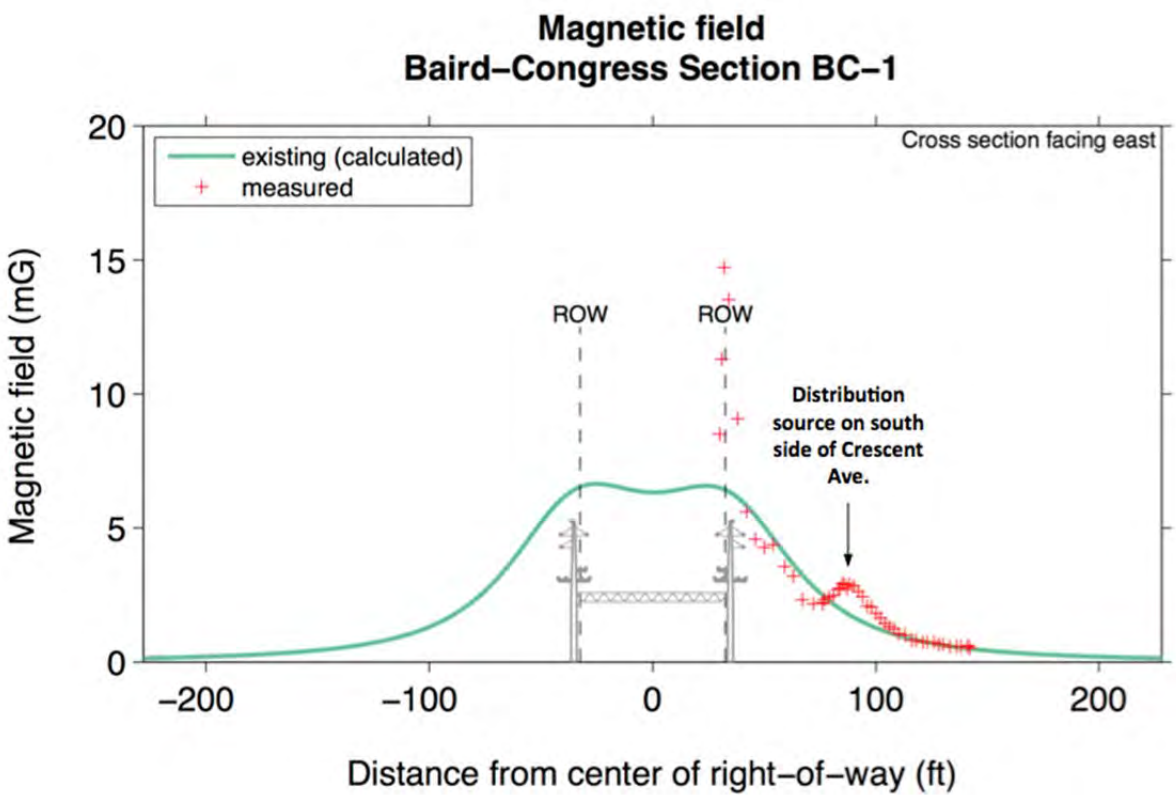

Figure 11. Measured magnetic-field profile of the existing transmission-line configuration between proposed structures 799 and 800, in section BC-1.

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Limitations

At the request of UI, Exponent took measurements of electric fields and magnetic fields along the proposed route of the project and calculated the levels of EMF associated with the existing and proposed transmission lines. This report summarizes work performed to date and presents the findings resulting from that work. In the analysis, we have relied on geometry, material data, usage conditions, specifications, and various other types of information provided by the client. UI has confirmed to Exponent that the summary of data contained herein is not subject to Critical Energy Infrastructure Information restrictions. We cannot verify the correctness of this input data, and rely on the client for the data's accuracy. Although Exponent has exercised usual and customary care in the conduct of this analysis, the responsibility for the design and operation of the project remains fully with the client.

The findings presented herein are made to a reasonable degree of engineering and scientific certainty. Exponent reserves the right to supplement this report and to expand or modify opinions based on review of additional material as it becomes available, through any additional work, or review of additional work performed by others.

The scope of services performed during this investigation may not adequately address the needs of other users of this report, and any re-use of this report or its findings, conclusions, or recommendations presented herein are at the sole risk of the user. The opinions and comments formulated during this assessment are based on observations and information available at the time of the investigation. No guarantee or warranty as to future life or performance of any reviewed condition is expressed or implied.

Attachment G

Letters from City Officials

TOWN OF STRATFORD

Stratford Town Hall, 2725 Main Street, Stratford, CT 06615
Phone: 203-385-4001 • Fax: 203-385-4108
www.townofstratford.com

OFFICE OF THE MAYOR

July 13, 2015

To Whom It May Concern:

I am writing this letter in support of the proposed Baird to Congress Railroad Transmission Line Upgrade project. This project will result in a greater capacity for service and a benefit to the residents of Stratford.

In preparation for this project, representatives from the United Illuminating Company (UI) have participated in a series of meetings with the Town of Stratford to discuss the Baird to Congress railroad transmission line upgrade project. Additionally, UI held a public Open House for this project at the Two Roads Brewing Company on June 24, 2015. Attendance was minimal with no objections for the Project brought forth by the community.

As you know, UI has an obligation to provide reliable service to its customers and to meet the reliability standards mandated by national and regional authorities responsible for the reliability of the transmission system, i.e., the North American Electrical Reliability Corporations ("NERC"), the Northeast Power Coordinating Council ("NPCC") and Independent System Operator of New England ("ISO-NE"). In order to meet these reliability requirements UI needs to rebuild the transmission lines between the Baird and Congress Substations. This rebuild will provide greater capacity and continued reliability for our region

I strongly support and endorse the Baird to Congress project. It is both a necessary and important project that will help to strengthen the electrical system in Stratford and provide a direct benefit to our residents and businesses.

If you have any questions regarding this letter, please do not hesitate to contact my office.

Best Regards,

John A. Harkins
Mayor

OFFICE OF THE MAYOR
CITY OF BRIDGEPORT, CONNECTICUT
MARGARET E. MORTON GOVERNMENT CENTER
999 BROAD STREET
BRIDGEPORT, CONNECTICUT 06604
TELEPHONE (203) 576-7201
FAX (203) 576-3913

BILL FINCH
Mayor

June 26, 2015

Mrs. Samantha Marone
Permitting & Public Outreach
The United Illuminating Company
180 Marsh Hill Road
Orange, CT 06477

Dear Mrs. Marone,

This letter is to confirm that representatives from The United Illuminating Company (UI) have participated in a series of meetings with the City of Bridgeport to discuss the Baird to Congress railroad transmission line upgrade project, the majority of which will occur in Bridgeport. We understand that the Baird to Congress project is made necessary by UI's obligation to provide reliable service to its customers and to meet the reliability standards mandated by national and regional authorities responsible for the reliability of the transmission system, i.e., the North American Electrical Reliability Corporations ("NERC"), the Northeast Power Coordinating Council ("NPCC") and Independent System Operator of New England ("ISO-NE").

In order to meet these reliability requirements UI needs to rebuild the transmission lines between the Baird and Congress Substations and plans to do so by relocate those lines off of the railroad viaduct and onto adjacent land. This rebuild will provide greater capacity and continued reliability for our region and will benefit the needs of our residents and businesses.

The City has conveyed to UI in these meetings our support for this project, coupled with our concerns about impacts to adjacent neighborhoods and current and future redevelopment projects. UI has been very responsive to these concerns and has incorporated into their design mitigating features that will ensure that this project is a positive force in the continued revitalization of the City's East Side and East End neighborhoods.

Sincerely,

Bill Finch
Mayor

Attachment H

Signed Notice Letters

Railroad T-Line Upgrades
THE PLAN AHEAD

July 17, 2015

Mayor John A. Harkins
2725 Main Street
Stratford CT 06615

Dear Mayor Harkins:

The United Illuminating Company ("UI") has filed a Petition for Declaratory Ruling ("Petition") with the Connecticut Siting Council ("Council") for a determination that no Certificate of Environmental Compatibility and Public Need is required for the replacement of transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport. The Project will replace the existing bonnets that are attached to the top of the Metro-North Railroad's catenary structures with new steel monopoles. The Project is approximately 2.3 miles long.

A copy of the petition is enclosed for your information. Should you wish to comment or express concerns about the Project, please do so by sending the comments/concerns to:

Attorney Melanie Bachman
Acting Executive Director/Staff Attorney
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051
Email: siting.council@ct.gov

Please do not hesitate to also contact Samantha Marone at 203-499-3824 if you have any questions regarding the Petition or the proposed work. You may also feel free to view information on our Projects at https://theplanahead.uinet.com.

Sincerely,

Richard J. Reed
VP Engineering & Project Excellence

Enclosures

A UIL HOLDINGS COMPANY

Railroad T-Line Upgrades
THE PLAN AHEAD

July 17, 2015

Mayor Bill Finch
Margaret E. Morton Government Center
999 Broad Street
Bridgeport, CT 06604

Dear Mayor Finch:

The United Illuminating Company ("UI") has filed a Petition for Declaratory Ruling ("Petition") with the Connecticut Siting Council ("Council") for a determination that no Certificate of Environmental Compatibility and Public Need is required for the replacement of transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport. The Project will replace the existing bonnets that are attached to the top of the Metro-North Railroad's catenary structures with new steel monopoles. The Project is approximately 2.3 miles long.

A copy of the petition is enclosed for your information. Should you wish to comment or express concerns about the Project, please do so by sending the comments/concerns to:

Attorney Melanie Bachman
Acting Executive Director/Staff Attorney
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051
Email: siting.council@ct.gov

Please do not hesitate to also contact Samantha Marone at 203-499-3824 if you have any questions regarding the Petition or the proposed work. You may also feel free to view information on our Projects at https://theplanahead.uinet.com.

Sincerely,

Richard J. Reed
VP Engineering & Project Excellence

Enclosures

A UIL HOLDINGS COMPANY

UI Railroad T-Line Upgrades
THE PLAN AHEAD

July 17, 2015

Dear Property Owner:

The purpose of this letter is to notify you that The United Illuminating Company ("UI") is filing a Petition for Declaratory Ruling ("Petition") with the Connecticut Siting Council ("Council"). In it, UI proposes to replace transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport. These lines are currently supported on bonnets that are attached on top of the Metro-North Railroad's lattice catenary structures. The Project will replace the existing bonnets with new tubular steel monopoles for both lines between the two stations, for a distance of approximately 2.3 miles. A majority of the new structures will be located within the Connecticut Department of Transportation's existing right-of-way.

UI is required to notify town(s) and abutting property owners of its proposed activity in order to allow those notified 30 days to comment about the Project to the Council. Please accept this letter as notice of UI's proposed work. You have 30 days from the date of this letter to send any comments to the Council at the following address:

Attorney Melanie Bachman
Acting Executive Director/Staff Attorney
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051
Email: siting.council@ct.gov

Complete Petition materials can be found in the Pending Proceedings area at http://www.ct.gov/csc.

Please do not hesitate to contact Samantha Marone at 203-499-3824 if you have any questions regarding the Petition or the proposed work. You may also feel free to view information on our Projects at https://theplanahead.uinet.com.

Sincerely,

Christopher Hughes, PMP
Project Manager

A UIL HOLDINGS COMPAN

Railroad T-Line Upgrades
THE PLAN AHEAD

July 17, 2015

The Honorable Terry Backer
State Representative – 121st District
Legislative Office Building, Room 2102
Hartford, CT 06106

Dear Representative Backer:

The United Illuminating Company ("UI") has filed a Petition for Declaratory Ruling ("Petition") with the Connecticut Siting Council ("Council") for a determination that no Certificate of Environmental Compatibility and Public Need is required for the replacement of transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport. The Project will replace the existing bonnets that are attached to the top of the Metro-North Railroad's catenary structures with new steel monopoles. The Project is approximately 2.3 miles long.

A copy of the petition is enclosed for your information. Should you wish to comment or express concerns about the Project, please do so by sending the comments/concerns to:

Attorney Melanie Bachman
Acting Executive Director/Staff Attorney
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051
Email: siting.council@ct.gov

Please do not hesitate to also contact Samantha Marone at 203-499-3824 if you have any questions regarding the Petition or the proposed work. You may also feel free to view information on our Projects at https://theplanahead.uinet.com.

Sincerely,

Richard J. Reed
VP Engineering & Project Excellence

Enclosures

A UIL HOLDINGS COMPANY

Railroad T-Line Upgrades
THE PLAN AHEAD

July 17, 2015

The Honorable Andre Baker
State Representative – 124th District
Legislative Office Building, Room 5008
Hartford, CT 06106

Dear Representative Baker:

The United Illuminating Company ("UI") has filed a Petition for Declaratory Ruling ("Petition") with the Connecticut Siting Council ("Council") for a determination that no Certificate of Environmental Compatibility and Public Need is required for the replacement of transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport. The Project will replace the existing bonnets that are attached to the top of the Metro-North Railroad's catenary structures with new steel monopoles. The Project is approximately 2.3 miles long.

A copy of the petition is enclosed for your information. Should you wish to comment or express concerns about the Project, please do so by sending the comments/concerns to:

Attorney Melanie Bachman
Acting Executive Director/Staff Attorney
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051
Email: siting.council@ct.gov

Please do not hesitate to also contact Samantha Marone at 203-499-3824 if you have any questions regarding the Petition or the proposed work. You may also feel free to view information on our Projects at https://theplanahead.uinet.com.

Sincerely,

Richard J. Reed
VP Engineering & Project Excellence

Enclosures

A UIL HOLDINGS COMPANY

Railroad T-Line Upgrades
THE PLAN AHEAD

July 17, 2015

The Honorable Christopher Rosario
State Representative – 128th District
Legislative Office Building, Room 5006
Hartford, CT 06106

Dear Representative Backer:

The United Illuminating Company ("UI") has filed a Petition for Declaratory Ruling ("Petition") with the Connecticut Siting Council ("Council") for a determination that no Certificate of Environmental Compatibility and Public Need is required for the replacement of transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport. The Project will replace the existing bonnets that are attached to the top of the Metro-North Railroad's catenary structures with new steel monopoles. The Project is approximately 2.3 miles long.

A copy of the petition is enclosed for your information. Should you wish to comment or express concerns about the Project, please do so by sending the comments/concerns to:

Attorney Melanie Bachman
Acting Executive Director/Staff Attorney
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051
Email: siting.council@ct.gov

Please do not hesitate to also contact Samantha Marone at 203-499-3824 if you have any questions regarding the Petition or the proposed work. You may also feel free to view information on our Projects at https://theplanahead.uinet.com.

Sincerely,

Richard J. Reed
VP Engineering & Project Excellence

Enclosures

A UIL HOLDINGS COMPANY

Railroad T-Line Upgrades
THE PLAN AHEAD

July 17, 2015

The Honorable Ezequiel Santiago
State Representative – 130th District
991 State Street
Bridgeport, CT 06605

Dear Representative Santiago:

The United Illuminating Company ("UI") has filed a Petition for Declaratory Ruling ("Petition") with the Connecticut Siting Council ("Council") for a determination that no Certificate of Environmental Compatibility and Public Need is required for the replacement of transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport. The Project will replace the existing bonnets that are attached to the top of the Metro-North Railroad's catenary structures with new steel monopoles. The Project is approximately 2.3 miles long.

A copy of the petition is enclosed for your information. Should you wish to comment or express concerns about the Project, please do so by sending the comments/concerns to:

Attorney Melanie Bachman
Acting Executive Director/Staff Attorney
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051
Email: siting.council@ct.gov

Please do not hesitate to also contact Samantha Marone at 203-499-3824 if you have any questions regarding the Petition or the proposed work. You may also feel free to view information on our Projects at https://theplanahead.uinet.com.

Sincerely,

Richard J. Reed
VP Engineering & Project Excellence

Enclosures

A UIL HOLDINGS COMPANY

Railroad T-Line Upgrades
THE PLAN AHEAD

July 17, 2015

The Honorable Kevin Kelly
State Senate – 21st District
Legislative Office Building, Room 3400
Hartford, CT 06106

Dear Senator Kelly:

The United Illuminating Company ("UI") has filed a Petition for Declaratory Ruling ("Petition") with the Connecticut Siting Council ("Council") for a determination that no Certificate of Environmental Compatibility and Public Need is required for the replacement of transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport. The Project will replace the existing bonnets that are attached to the top of the Metro-North Railroad's catenary structures with new steel monopoles. The Project is approximately 2.3 miles long.

A copy of the petition is enclosed for your information. Should you wish to comment or express concerns about the Project, please do so by sending the comments/concerns to:

Attorney Melanie Bachman
Acting Executive Director/Staff Attorney
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051
Email: siting.council@ct.gov

Please do not hesitate to also contact Samantha Marone at 203-499-3824 if you have any questions regarding the Petition or the proposed work. You may also feel free to view information on our Projects at https://theplanahead.uinet.com.

Sincerely,

Richard J. Reed
VP Engineering & Project Excellence

Enclosures

A UIL HOLDINGS COMPANY

Railroad T-Line Upgrades
THE PLAN AHEAD

July 17, 2015

The Honorable Edwin A. Gomes
State Senate – 23rd District
Legislative Office Building, Room 3800
Hartford, CT 06106

Dear Senator Gomes:

The United Illuminating Company ("UI") has filed a Petition for Declaratory Ruling ("Petition") with the Connecticut Siting Council ("Council") for a determination that no Certificate of Environmental Compatibility and Public Need is required for the replacement of transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport. The Project will replace the existing bonnets that are attached to the top of the Metro-North Railroad's catenary structures with new steel monopoles. The Project is approximately 2.3 miles long.

A copy of the petition is enclosed for your information. Should you wish to comment or express concerns about the Project, please do so by sending the comments/concerns to:

Attorney Melanie Bachman
Acting Executive Director/Staff Attorney
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051
Email: siting.council@ct.gov

Please do not hesitate to also contact Samantha Marone at 203-499-3824 if you have any questions regarding the Petition or the proposed work. You may also feel free to view information on our Projects at https://theplanahead.uinet.com.

Sincerely,

Richard J. Reed
VP Engineering & Project Excellence

Enclosures

A UIL HOLDINGS COMPANY

Railroad T-Line Upgrades
THE PLAN AHEAD

July 17, 2015

The Honorable Laura Hoydick
State Representative – 120th District
Legislative Office Building, Room 4200
Hartford, CT 06106

Dear Representative Hoydick:

The United Illuminating Company ("UI") has filed a Petition for Declaratory Ruling ("Petition") with the Connecticut Siting Council ("Council") for a determination that no Certificate of Environmental Compatibility and Public Need is required for the replacement of transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport. The Project will replace the existing bonnets that are attached to the top of the Metro-North Railroad's catenary structures with new steel monopoles. The Project is approximately 2.3 miles long.

A copy of the petition is enclosed for your information. Should you wish to comment or express concerns about the Project, please do so by sending the comments/concerns to:

Attorney Melanie Bachman
Acting Executive Director/Staff Attorney
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051
Email: siting.council@ct.gov

Please do not hesitate to also contact Samantha Marone at 203-499-3824 if you have any questions regarding the Petition or the proposed work. You may also feel free to view information on our Projects at https://theplanahead.uinet.com.

Sincerely,

Richard J. Reed
VP Engineering & Project Excellence

Enclosures

A UIL HOLDINGS COMPANY

STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

The United Illuminating Company Petition for a Declaratory Ruling that No Certificate of Environmental Compatibility and Public Need is Required for the Proposed Upgrade of the 115-kV Transmission Lines Between Baird Substation and Congress Substation in Bridgeport and Stratford, CT	)	Petition ____
	)	July 17, 2015

AFFIDAVIT OF SERVICE OF NOTICE

STATE OF CONNECTICUT)
: ss: Orange July 17, 2015
COUNTY OF NEW HAVEN)

I, Bohdan Katreczko, being duly sworn, states:

1. I am a Manager in Environmental and Real Estate for The United Illuminating Company ("UI"), 180 Marsh Hill Road, Shelton, CT 06477. I am over the age of eighteen years and understand the obligations of making statements under oath.

2. I am familiar with *The United Illuminating Company Petition for a Declaratory Ruling that No Certificate of Environmental Compatibility and Public Need is Required for the Proposed Upgrade of the 115-kV Transmission Lines Between Baird Substation and Congress Substation in Bridgeport and Stratford, CT.*

3. I hereby certify, in accordance with Regulations of Connecticut State Agencies Section 16-50j-40 that a copy of the Petition concerning the proposed replacement of transmission structures on two line sections from Baird Substation in Stratford to Congress Substation in Bridgeport was mailed to July 17, 2015 to the following:

The Honorable Ezequiel Santiago

State Representative – 130th District

991 State Street

Bridgeport, CT 06605

The Honorable Edwin A. Gomes

State Senate – 23rd District

Legislative Office Building

Room 3800

Hartford, CT 06106-1591

The Honorable Andre Baker

State Representative – 124th District

Legislative Office Building

Room 5008

Hartford, CT 06106

The Honorable Laura Hoydick

State Representative – 120th District

Legislative Office Building

Room 4200

Hartford, CT 06106

The Honorable Kevin Kelly

State Senate – 21st District

Legislative Office Building

Room 3400

Hartford, CT 06106

Mayor Bill Finch Margaret E. Morton Government Center 999 Broad Street Bridgeport, CT 06604
Mayor John A. Harkins 2725 Main Street Stratford CT 06615
The Honorable Terry Backer State Representative – 121st District Legislative Office Building Room 2102 Hartford, CT 06106-1591
The Honorable Christopher Rosario State Representative – 128th District Legislative Office Building, Room 5006 Hartford, CT 06106

4. Additionally, I hereby certify, in accordance with Regulations of Connecticut State Agencies Section 16-50j-40 that notice of the filing of the Petition was mailed on July 17, 2015 to owners of property that abuts the right-of-way between Baird Substation and Congress Substation. The list of abutting property owners was developed from both the Town of Stratford and City of Bridgeport individual GIS websites available publicly on-line as well as Bridgeport's Vision Appraisal Website. Stratford's GIS website links directly to the assessor's cards online. Further, UI has contracted with Cornerstone Energy Services, Inc. who provided further assistance via visits to the town halls for direct research on noted discrepancies. This process began in early June and was substantially completed on July 10,

2015. The table below lists the property owners to whom notice of the filing of the Petition was provided. In accordance with the Council's March 16, 2015 Memorandum regarding Petitions for Declaratory Rulings – Notice Requirements, in addition to the list of abutters who were notified of the filing of the Petition, abutters maps are attached to this Affidavit.

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
101	20 Crescent Ave, Bridgeport	Richard C & Marjorie H Arden	42-0858-2	12 Ridge Rd, Stratford CT 06497
105	255 Kossuth St, Bridgeport	Jai Alai Assoc Bridgeport	26-0804-01X	255 Kossuth St, Bridgeport CT 06608
108	155 Pulaski St #157, Bridgeport	603 ARTIC LLC	42-0801-2A	PO Box 277, Rye NY 10580
109	159 Pulaski St #161, Bridgeport	Elias S Mahigel	42-0801-15	4847 E. Lake Harriet Parkway, Minneapolis MN 55419
113	42 Clarence St, Bridgeport	David Wheatley	42-0801-13	5 Golf View Dr, Easton CT 06612
118.01	83 Clarence Street, #87	Piro Properties LLC	42/800/4	6 Honey Hill Rd, Norwalk CT 06851
119	482 Kossuth St #486, Bridgeport	City of Bridgeport	42-0815-02	45 Lyon Terrace, Bridgeport CT 06604
122	26 Crescent Place #28, Bridgeport	City of Bridgeport	42-0815-21	45 Lyon Terrace, Bridgeport CT 06604
136	271 Hallet St #273, Bridgeport	Bridgeport Housing Authority	42-0856-02	150 Highland Ave, Bridgeport CT 06604
139	Bridgeport	Water Channel		NO LETTER MAILED
147	1240 Central Ave, Bridgeport	M & M Enterprises	43-732-01B	1020 Woodman Drive Suite 100, Dayton OH 54532

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
148	955 Union Ave, Bridgeport	True Vine of Holiness	43-732-30A	955 Union Ave, Bridgeport CT 06610
153	160 Bishop Ave, Bridgeport	1225 Connecticut Ave LLC	44-720-02	Norman Goodman - Property Manager. PO Box 351 West Haven, CT
154	148 Bishop Ave, Bridgeport	1225 Connecticut Ave LLC	44-720-03	Norman Goodman - Property Manager. PO Box 351 West Haven, CT
155	134 Bishop Ave #142, Bridgeport	Henry Johnson	44-720-04A	134 Bishop Ave, Bridgeport CT 06607
164	Stratford Ave, Stratford	Ronald Shulman	30/8/20/21	PO Box 2845, Westport CT 06880
165	2000 Stratford Ave, Stratford	Main-Wheeler LLC	30/8/20/14	PO Box 2845, Westport CT 06880
166	1980 Stratford Ave, Stratford	William and Johanne Forth	30/8/20/15	84 Juniper Dr, Milford CT 06460
167	1940 Stratford Ave, Stratford	William and Johanne Forth	30/8/20/16	84 Juniper Dr, Milford CT 06460
173	Stratford Ave, Stratford	United Illuminating Company, c/o Annette Potasz	30/8/20/22	180 Marsh Hill Road, Orange CT 06477
174	1650 Stratford Ave, Stratford	Two Roads Brewing Company LLC	30/8/20/03	1700 Stratford Ave, Stratford CT 06615
207	474 East Washington Ave, Bridgeport	Apostolic Mission Church of Our Lord Jesus Christ	42/1656/1	474 East Washington Ave, Bridgeport CT 06608
208	480 Washington Ave, Bridgeport	Washington Park Revitalization Project LMT Partnership	42/1656/10	651 State St OFC, Bridgeport CT 06604
209	496 East Washington Ave, Bridgeport	Washington Park Revitalization Project LMT Partnership	42/1656/9	1062 Fairfield Ave, Bridgeport CT 06605
221	803 East Washington Ave, Bridgeport	Campus Office Park Associates	42/1774/1A	PO Box 2182, Bridgeport CT 06608

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
222	867 East Washington Ave, Bridgeport	Campus Office Park Associates	42/1772/1	PO Box 2182, Bridgeport CT 06608
223	965 East Washington Ave, Bridgeport	Campus Office Park Associates	43/1771/1	PO Box 2182, Bridgeport CT 06608
225	1677 Seaview Ave, Bridgeport	United Illuminating Co. , c/o Annette Potasz	43/1800/3B	180 Marsh Hill Road, Orange CT 06477
226	1695 Seaview Ave, Bridgeport	General Electric Co	43/1800/3C	PO Box 4900, Scottsdale AZ 85261
229	1360 Central Ave, Bridgeport	The Homer C Godfrey Co	43/1816/2B	1360 Central Ave, Bridgeport CT 06610
231	1 Cross St, Bridgeport	Greater Bridgeport Transit Authority	44/1828/23Y	1 Cross St, Bridgeport CT 06610
232.01	241 Bishop Avenue Rear, Bridgeport	The Standard Oil & Charcoal Company	44/1828/3A	299 Bishop Avenue, Bridgeport CT 06610
235	115 Bruce Ave, Stratford	John F Jr. & Darlene W Longo	20/8/1/1	111 Bruce Ave, Stratford CT 06615
252	95 Jackson Ave, Stratford	Gene and Bethany Gabriele	30/8/19/12	95 Jackson Ave, Stratford CT 06615
253	91 Jackson Ave, Stratford	Joan Whalberg	30/8/19/13	91 Jackson Ave, Stratford CT 06615
253.01	91 Jackson Ave (vacant excess), Stratford	Joan Whalberg	30/8/19/14	91 Jackson Ave, Stratford CT 06615
254	65 Jackson Ave, Stratford	Georgia M & Robert J Chonka	30/8/19/15	65 Jackson Ave, Stratford CT 06615
255	57 Jackson Ave, Stratford	Manuel Jose Vasquez	30/8/19/16	55 Jackson Ave, Stratford CT 06615
256	55 Jackson Ave, Stratford	Manuel Jose Vasquez	30/8/19/17	55 Jackson Ave, Stratford CT 06615
257	45 Jackson Ave, Stratford	Jouis R Jr & Anne Marie Pierro	30/8/19/18	45 Jackson Ave, Stratford CT 06615
330	2 Cross Street, Bridgeport	Bridgeport United Recycling Inc.	44/1828/A1A	50 Cross Street, Bridgeport CT 06610

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
331	6 Cross Street, Bridgeport	Bridgeport United Recycling Inc.	44/1828/A1	50 Cross Street, Bridgeport CT 06610
332	22 Cross Street, Bridgeport	Bridgeport United Recycling Inc.	44/1828/A15A	50 Cross Street, Bridgeport CT 06610
333	50 Cross Street, Bridgeport	Bridgeport United Recycling Inc.	44/1828/A10A	50 Cross Street, Bridgeport CT 06610
334	70 Cross Street, Bridgeport	Bridgeport United Recycling Inc.	44/1828/A9A	50 Cross Street, Bridgeport CT 06610
335	13 East Avenue #23, Bridgeport	Estate of John P. Millo, Joyce Millo Executrix	44/1828/A4A	22 Doris Drive, Monroe CT 06468
337	304 Bishop Avenue, Bridgeport	Bishop Allied Associates LLC	44/1837/2X	323 North Avenue, Bridgeport CT 06606
338	Bruce's Pond Bridgeport	N/A		NO LETTER MAILED
396	12 Jackson Avenue, Stratford	Caroline Corniello	30/8 10/13	365 Village Street, Northford, CT 06472
423	135 Clarence Street, Bridgeport	City of Bridgeport Fire Department	42/815/6	45 Lyon Terrace, Bridgeport CT 06604
437	173 Pulaski Street, Bridgeport	Elias S. Mahigel	42/801/3	4847 E Lake Harriet Parkway, Minneadpolis, MN 55419
336.01	259 Bishop Avenue, Bridgeport	The Standard Oil & Charcoal Company	44/1828/A3	299 Bishop Avenue, Bridgeport CT 06610
406.01	120 Bishop Avenue, Bridgeport	1225 Connecticut Ave LLC	44/720/5	Norman Goodman - Property Manager. PO Box 351 West Haven, CT
526	1488 Barnum Avenue, Bridgeport	1460 Barnum Avenue LLC	44/1828/1	1460 Barnum Avenue, Bridgeport CT 06610
528	83 Clarence Street, #87	Piro Properties LLC	42/800/4	6 Honey Hill Rd, Norwalk CT 06851

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
102	24 Crescent Ave, Bridgeport	State of Connecticut c/o Office of the Commissioner	42-0858-3	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
103	90 Pulaski St, Bridgeport	State of Connecticut c/o Office of the Commissioner	42-0858-3A	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
104	110 Pulaski St, Bridgeport	State of Connecticut c/o Office of the Commissioner	42-0858-03B	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
104.01	RR section at Crescent	State of Connecticut c/o Office of the Commissioner	N/A	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
104.02	44 Crescent Ave #52	State of Connecticut c/o Office of the Commissioner	42-0858-03B	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
104.03	40 Crescent Ave	State of Connecticut c/o Office of the Commissioner	42-0864-01	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
105.01	125 Pulaski Street	State of Connecticut c/o Office of the Commissioner	42/864/3	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
107	202 Noble Ave #204, Bridgeport	CT Realty04 LLC	42-0801-02	PO Box 277, Rye NY 10580
111	22 Clarence St, Bridgeport	State of Connecticut c/o Office of the Commissioner	42-0801-01	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
112	26 Clarence St, Bridgeport	Oswaldo A Sanchez	42-0801-11	447 Shelton St, Bridgeport CT 06608
115	118 Crescent Ave, Bridgeport	Piro Properties LLC	42-0800-01	6 Honey Hill Rd, Norwalk CT 06851
116	140 Crescent Ave, Bridgeport	Piro Properties LLC	42-0800-02	6 Honey Hill Rd, Norwalk CT 06851

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
117	77 Clarence St, Bridgeport	Piro Properties LLC	42-0800-03	6 Honey Hill Rd, Norwalk CT 06851
118	156 Crescent Ave #162, Bridgeport	Piro Properties LLC	42-0800-05	6 Honey Hill Rd, Norwalk CT 06851
120	490 Kossuth St, Bridgeport	White Eagle Real Estate LLC	42-0815-01	16 Crescent Place, Bridgeport CT 06608
121	16 Crescent Place, Bridgeport	White Eagle Real Estate LLC	42-0815-22	16 Crescent Place, Bridgeport CT 06608
127	224 Crescent Ave, Bridgeport	City of Bridgeport	42-0816-1	45 Lyon Terrace, Bridgeport CT 06604
128	244 Crescent Ave, Bridgeport	City of Bridgeport	42-0816-2	45 Lyon Terrace, Bridgeport CT 06604
129	777 East Main St #793, Bridgeport	City of Bridgeport	42-0816-3	45 Lyon Terrace, Bridgeport CT 06604
130	774 East Main St, Bridgeport	City of Bridgeport	42-0818-01C	45 Lyon Terrace, Bridgeport CT 06604
134	99 Church St, Bridgeport	Slovak Roman Catholic Church	42-0856-01	79 Church St, Bridgeport CT 06608
135	540 Crescent Ave, Bridgeport	Bridgeport Housing Authority	42-0856-03	150 Highland Ave, Bridgeport CT 06604
137	552 Crescent Ave, Bridgeport	United Illuminating Company, c/o Annette Potasz	42-0857-01A	180 Marsh Hill Road, Orange CT 06477
138	252 Hallet St, Bridgeport	Bridgeport Housing Authority	43-0857-99	150 Highland Ave, Bridgeport CT 06604
140	1581 Seaview Ave, Bridgeport	Yellow Mill Pond, LLC	43-750-01F	179 William Street, Bridgeport CT 06608
141	640 Crescent Ave, Bridgeport	Yellow Mill Pond, LLC	43-750-01D	179 William Street, Bridgeport CT 06608
142	1611 Seaview Ave, Bridgeport	Bridgeport Renewal LLC Yale New Haven Health	43-750-01A	267 Grant St. - Legal & Risk Svc, Bridgeport CT 06610
143	1564 Seaview Ave, Bridgeport	City of Bridgeport	43-749-1	45 Lyon Terrace, Bridgeport CT 06604

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
144	938 Crescent Ave, Bridgeport	938 Crescent Avenue LLC	43-749-17	938 Crescent Ave, Bridgeport CT 06607
145	964 Crescent Ave, Bridgeport	Queen Grant Limited c/o Herbert Harrington	43-749-16	21 Queens Grant Dr, Fairfield CT 06824
146	480 Bunnell St, Bridgeport	480 Bunnell St LLC	43-733-01	480 Bunnell St, Bridgeport CT 06607
149	664 Hollister Ave Rear, Bridgeport	State of Connecticut c/o Office of the Commissioner	43-725-02B	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
150	664 Hollister Ave Rear, Bridgeport	State of Connecticut c/o Office of the Commissioner	44-725-02B	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
151	1085 Connecticut Ave, Bridgeport	WR CT Avenue LLC c/o Westrock Dev LLC	44-721-02A	656 Central Park Ave, Yonkers NY 10704
152	174 Bishop Ave, Bridgeport	VMF REO1, LLC	44-720-01	Norman Goodman - Property Manager. PO Box 351 West Haven, CT
156	1313 Connecticut Ave, Bridgeport	Salvation Army Inc	44-719-01	1313 Connecticut Ave, Bridgeport CT 06607
157	1 Bruce Ave, Stratford	One Bruce Ave LLC	20/8/14/1	1 Bruce Ave, Stratford CT 06615-6102
158	2370 Stratford Ave, Stratford	Thomas Wade	20/8/15/5	2370 Stratford Ave, Stratford CT 06615-6422
159	2360 Stratford Ave, Stratford	Carl A Selvaggi, JR	20/8/15/4	2360 Stratford Ave, Stratford CT 06615
160	2350 Stratford Ave, Stratford	Town of Stratford	20/8/15/3	2725 Main St, Stratford CT 06615
161	2220 Stratford Ave, Stratford	Aloukik LLC	20/8/15/6	2200 Stratford Ave, Stratford CT 06615
162	2180 Stratford Ave, Stratford	William Forth	20/8/15/2	2180 Stratford Ave, Stratford CT 06615-6422

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
163	2160 Stratford Ave, Stratford	William Forth	20/8/15/1	2160 Stratford Ave, Stratford CT 06615
168	Approx 1900 Stratford Ave, Stratford	State of Connecticut c/o Office of the Commissioner	40/09/22/01	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
169	1860 Stratford Ave, Stratford	Rgris Realty, LLC	30/8/20/17	105 Topaz Place, Stratford CT 06614
170	1800 Stratford Ave, Stratford	Demarco Associates LLP	30/8/20/18	1800 Stratford Ave, Stratford CT 06615-6425
171	1780 Stratford Ave, Stratford	Ademir Fedumenti & Gre LLC	30/8/20/1	1780 Stratford Ave, Stratford CT 06615
172	1770 Stratford Ave, Stratford	United Illuminating Company, c/o Annette Potasz	30/8/20/2	180 Marsh Hill Road, Orange CT 06477
206	280 Noble Ave, Bridgeport	280 Noble Ave LLC	42/1656/2	10779 Heather Ridge Dr, San Diego CA 92130
210	512 East Washington Ave, Bridgeport	Jose R & Marlene Torres	42/1656/8	512 East Washington Ave, Bridgeport CT 06608
211	526 East Washington Ave, Bridgeport	East Washington LLC	42/1656/7	2861 Fairfield Ave, Bridgeport CT 06605
212	530 East Washington Ave, Bridgeport	East Washington LLC	42/1656/6	2861 Fairfield Ave, Bridgeport CT 06605
213	534 East Washington Ave, Bridgeport	East Washington LLC	42/1656/5	2861 Fairfield Ave, Bridgeport CT 06605
214	564 East Washington Ave, Bridgeport	Apostolic Refuge Temple Inc	42/1656/4	540 East Washington Ave, Bridgeport CT 06608
215	572 East Washington Ave #596, Bridgeport	Washington Park Revitalization Project LMT Partnership	42/1777/1	534 Kossuth St, Bridgeport CT 06608
224	812 Barnum Ave, Bridgeport	City of Bridgeport	43/1800/1A	45 Lyon Terrace, Bridgeport CT 06604

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
227	1146 Barnum Ave, Bridgeport	Lacey Manufacturing Holding Company LLC	43/1808/1K	1146 Barnum Ave, Bridgeport CT 06610
228	ROW	State of Connecticut c/o Office of the Commissioner		P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
230	1470 Barnum Ave, Bridgeport	1460 Barnum Avenue LLC	44/1828/23X	1460 Barnum Ave, Bridgeport CT 06610
232	241 Bishop Ave, Bridgeport	Standard Oil of Connecticut Inc	44/1828A/2A	299 Bishop Ave, Bridgeport CT 06610
233	250 Bishop Ave, Bridgeport	Astro Holdings, LLC	44/1837/1X	250 Bishop Ave, Bridgeport CT 06610
529	40 Crescent Avenue	State of Connecticut c/o Office of the Commissioner	42/864/1	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
530	44 Crescent Avenue #52	State of Connecticut c/o Office of the Commissioner	42/864/2	P.O. Box 317546 2800 Berlin Turnpike, Newington CT 06131-7546
100	4 Crescent Ave, Bridgeport	Teresa Fernandes	42-858-1	45 Third Ave, Stratford CT 06615
106	401 Kossuth St, Bridgeport	Central Connecticut Coast and Men's Christian Assoc	42-0802-01	1240 Chapel St, New Haven CT 06511
110	173 Pulaski St, Bridgeport	Elias S Mahigel	42-0801-03	4847 E. Lake Harriet Parkway, Minneapolis MN 55419
114	44 Clarence St, Bridgeport	Shrom Properties	42-0801-10	305 Knowlton Street, Bridgeport CT 06608
123	42 Crescent Place, Bridgeport	The Church of God of Prophecy Inc	42-0815-19A	42 Crescent Place, Bridgeport 06608
124	56 Crescent Place #58, Bridgeport	Angel Luis & Nereida Davila	42-0815-18	56 Crescent Place, Bridgeport CT 06608

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
125	66 Crescent Place #68, Bridgeport	Lucien Investors LLC	42-0815-17	30 Park Blvd, Stratford CT 06615
126	759 East Main St #767, Bridgeport	Stephen A & Louise Delvento	42-0815-16	385 Stepney Rd, Easton CT 06612
131	826 Pembroke St, Bridgeport	Bridgeport Housing Authority	42-0855-16	150 Highland Ave, Bridgeport CT 06604
132	838 Pembroke St, Bridgeport	Bridgeport Housing Authority	42-0855-15	150 Highland Ave, Bridgeport CT 06604
133	38 Church St, Bridgeport	St. Cyril & Methodius Slovak	42-0855-18	79 Church St, Bridgeport CT 06608
200	376 East Washington Ave, Bridgeport	Bridgeport Housing Authority	42/1658-1A	150 Highland Ave, Bridgeport CT 06604
201	43 Crescent Ave, Bridgeport	Ola A Etal Added and Clive and Sandra Russell	42/1657/6A	56 Harriet St, Bridgeport CT 06608
202	47 Crescent Ave, Bridgeport	47-53 Crescent LLC	42/1657/7	45 Knollwood Road, Suite 400, Elmsford, NY 10523
203	53 Crescent Ave, Bridgeport	47-53 Crescent LLC	42/1657/8	45 Knollwood Road, Suite 400, Elmsford, NY 10523
204	63 Crescent Ave, Bridgeport	Iglesia Bautista Bethel De Puerto Rico Inc	42/1657/9	63 Crescent Ave, Bridgeport CT 06608
205	71 Crescent Ave #79, Bridgeport	DGS Enterprises LLC	42/1657/10A	28 Burr St, Easton CT 06612
216	554 Kossuth St #556, Bridgeport	Washington Park Revitalization Project LMT Partnership	42/1776/11A	1062 Fairfield Ave, Bridgeport CT 06605
217	579 East Washington Ave #581, Bridgeport	Washington Park Revitalization Project LMT Partnership	42/1776/11B	1062 Fairfield Ave, Bridgeport CT 06605
218	595 East Washington Ave, Bridgeport	Society of White Eagles Brotherly Help Inc	42/1776/12A	595 East Washington Ave, Bridgeport CT 06608

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
219	617 East Washington Ave, Bridgeport	Society of White Eagles Brotherly Help Inc	42/1775/7	595 East Washington Ave, Bridgeport CT 06608
220	845 East Main St #849, Bridgeport	WCG8 LLC	42/1775/12	97 Catherine St 2nd Floor, Bridgeport CT 06604
234	304 Bishop Ave, Bridgeport	Bishop Allied Associated LLC	44/1837/2X	323 North Ave, Bridgeport CT 06606
236	120 Bruce Ave, Stratford	One Twenty Bruce Ave LLC	20/8/11/13	c/o Electric Heater Co. PO Box 288, Stratford CT 06615
237	45 Seymour St, Stratford	The Electric Heater Company	20/8/11/7	PO Box 288, Stratford CT 06615
238	110 Seymour St, Stratford	Facility Services Inc	20/8/11/1	110 Seymour St, Stratford CT 06615
239	134 Seymour St, Stratford	Active Real Estate Holding LLC	20/8/12/12	c/o Philip Amador 134 Seymour St, Stratford CT 06615
240	121 Seymour St, Stratford	Frederick Michael Dapp	20/8/12/13	123 Seymour St, Stratford CT 06615
241	7 Thompson St, Stratford	Rosa Hernandez	20/8/12/1	7 Thompson St, Stratford CT 06615
242	15 Thompson St, Stratford	Frederick and Sharon Dapp	20/8/12/2	15 Thompson St, Stratford CT 06615
243	210 Seymour St, Stratford	Donald Butterworth and Linnea Scheck	20/8/13/6	10 Thompson St, Stratford CT 06615
244	264 Seymour St, Stratford	Seymour Sheridan Inc	30/8/16/1	15 Commerce Dr, Monroe CT 06468
245	10 Hancock St, Stratford	10 Hancock Main Condos	30/8/17/10	10 Hancock St, Stratford CT 06615
245.01	10 Hancock St, Unit 2, Stratford	Gary & Barbara & James & Noreen Salce	30 /8 / 17 / 10	10 Hancock St, Unit 2, Stratford CT 06615
245.02	10 Hancock St, Unit 5, Stratford	Unit 5 LLC	30 /8 / 17 / 10	10 Hancock St, Unit 5, Stratford CT 06615
245.03	10 Hancock St, Stratford	Condo Main 10 Hancock	30 /8 / 17 / 10	10 Hancock St, Stratford CT 06615

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
245.04	10 Hancock St, Unit 4, Stratford	Jeffery E Bloch	30 /8 / 17 / 10	195 Woodhouse Rd, Fairfield CT 06430
245.05	10 Hancock St, Unit 1, Stratford	Gary & Barbara Salce	30 /8 / 17 / 10/	10 Hancock St, Unit 1, Stratford CT 06615
246	300 Seymour St, Stratford	David & Sharon Jalbert	30/8/17/1	300 Seymour St, Stratford CT 06615
247	25 Sherman St, Stratford	25 Sherman St LLC	30/8/17/2	25 Sherman St, Stratford CT 06615
248	382 Seymour St, Stratford	106 Trowel St LLC	30/8/18/1	6141 Main St, Trumbull CT 06611
249	456 Seymour St, Stratford	Ironman LLC	30/8/19/1	456 Seymour St, Stratford CT 06615
250	456 Seymour St, Stratford	Ironman LLC	30/8/19/2	4 Farm View Rd, Monroe CT 06468
251	101 Jackson Ave, Stratford	Jose R & Marlene Pavon	30/8/19/11	101 Jackson Ave, Stratford CT 06615
321	1184 Barnum Avenue, Bridgeport	Lacey Manufacturing Holding Company LLC	43/1808/18	1146 Barnum Ave, Bridgeport CT 06610
322	1198 Barnum Avenue, Bridgeport	1198 Barnum LLC c/o The Homer Godfredy Company	43/1816/31	1360 Central Avenue, Bridgeport CT 06610
323	1220 Barnum Avenue, Bridgeport	Homer C. Godfrey Company	43/1816/27	1360 Central Avenue, Bridgeport CT 06610
324	1250 Barnum Avenue, Bridgeport	Homer C. Godfrey Company	43/1816/23B	1360 Central Avenue, Bridgeport CT 06610
325	1266 Barnum Avenue, Bridgeport	Homer C. Godfrey Company	43/1816/22	1360 Central Avenue, Bridgeport CT 06610
326	1276 Barnum Avenue, #1278, Bridgeport	Miranda Awilda	43/1816/21	1276 Barnum Avenue, Bridgeport CT 06610
327	1282 Barnum Avenue, #1284, Bridgeport	CAZ3AU-Previlon & Wilfred Previlon	43/1816/20	1282 Barnum Avenue, Bridgeport CT 06610

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
328	1288 Barnum Avenue, #1292, Bridgeport	Salvatore & Mary L. Gabriele	43/1816/19	1288 Barnum Avenue, Bridgeport CT 06610
353	15 Thompson Street, Stratford	Frederick W. & Sharon Dapp	20/8/12/2	15 Thompson Street, Stratford CT 06615
354	29 Thompson Street, Stratford	Donald C. Butterworth & Linnea Scheck	20/8/12/3	72 Howard Street, Stratford CT 06615
389	44 Jackson Avenue, Stratford	Sagamore Apartments Inc	30/8 10/10	13 Bi Hartford Avenue Glens Falls NY 12801
393	32 Jackson Avenue, Stratford	John J Scarpetti & Carol R Hecht	30/8 10/11	465 Woodstock Avenue, Stratford CT 06614
394	24 Jackson Avenue, Stratford	Frank Mellers	30/8 10/12	70 Bittersweet Lane, Stratford, CT 06614
395	22 Jackson Avenue, Stratford	Bank of New York Mellon	30/8 10/12A	400 Countrywide Way, Simi Valley CA 93065
397	1785 Stratford Avenue, Stratford	Stratford Town Fair Associates LLC	30/827/1A	460 Coe Avenue, East Haven CT 06512
398	1791 Stratford Avenue, Stratford	Marante Dagoberto	30/827/2	40 Maplewood Avenue, Bridgeport CT 06604
399	1795 Stratford Avenue, Stratford	Park Avenue Machines Inc.	30/827/3	8 Coachman's Place, Wilton CT 06897
400	1805 Stratford Avenue, Stratford	1805 Stratford Avenue LLC	30/827/4	421 Tunxis Hill Road, Fairfield CT 06825
401	1855 Stratford Avenue, Stratford	1805 Stratford Avenue LLC	30/827/8	421 Tunxis Hill Road, Fairfield CT 06825
403	1915 Stratford Avenue, Stratford	Frank Kosakowski	30/827/6	75 Richards Drive, Monroe CT 06468
404	1935 Stratford Avenue, Stratford	1935 Stratford Avenue LLC	30/8/27/7	c/o John Demattia 3241 Main Street, Stratford CT 06615

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
406	132 Bishop Avenue, Bridgeport	Henry Johnson	44/720/4B	692 Central Avenue, Bridgeport CT 06607
407	1069 Connecticut Avenue, Bridgeport	WR CT Avenue LLC	44/723/3A	655 Central Park Avenue, Yonkers NY 10704
407.01	861 Union Avenue, Bridgeport	235 Williston Avenue LLC	43/732/1	105 Country Ridge Drive, Rye Brook NY 10573
411	221 Hallett Street	Bridgeport Housing Authority	42/855/10	150 Highland Avenue, Bridgeport CT 06604
411.01	261 Hallett Street, Bridgeport	Bridgeport Housing Authority	42-855-13	150 Highland Avenue, Bridgeport CT 06604
412	70 Church Street, Bridgeport	Bridgeport Housing Authority	42/855/14	150 Highland Avenue, Bridgeport CT 06604
412.01	812 Pembroke Street, Bridgeport	Bridgeport Housing Authority	42-855-17	150 Highland Avenue, Bridgeport CT 06604
413	800 Pembroke Street, Bridgeport	Bridgeport Housing Authority	42-855-22	150 Highland Avenue, Bridgeport CT 06604
414	786 Pembroke Street, Bridgeport	Bridgeport Housing Authority	42-855-19	150 Highland Avenue, Bridgeport CT 06604
415	751 East Main Street, #755, Bridgeport	Avdiu Hasim	42/815/15	49 Shore Road #A, Old Greenwich CT 06879
416	741 East Main Street, #747, Bridgeport	Aamir Mumtaz	42/815/14	355 Lakeshore Drive, Pleasantville, NY 10570
417	739 East Main Street, Bridgeport	Elizabeth Crespo	42/815/13	114 Milne Street, Bridgeport CT 06606
418	169 Clarence Street, Bridgeport	Juan Hernandez	42/815/9	91 Elmwood Avenue, Bridgeport CT 06605

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
419	159 Clarence Street #161, Bridgeport	Helen C & Anna Staron & Irene Antoni	42-815-8	161 Clarence Street, Bridgeport CT 06608
420	145 Clarence Street #147, Bridgeport	Erin Martin	42-815-7	145 Clarence Street, Bridgeport CT 06608
424	125 Clarence Street, Bridgeport	Mercatante Properties LLC	42-815-5	18 Southview Street, Pleasantville NY 10570
429	113 Clarence Street, Bridgeport	Mark & Zuzana Scheck	42-815-4	113 Clarence Street, Bridgeport CT 06608
430	107 Clarence Street, Bridgeport	Lorenzo & Johanna F Taylor	42-815-3	107 Clarence Street, Bridgeport CT 06608
431	443 Kossuth Street, #449, Bridgeport	T Smith & Associates, LLC	42/801/14B	425 Kossuth Street, Bridgeport CT 06608
433	66 Clarence Street, #70, Bridgeport	K M M Realty LLC	42/801/8	177 Pulaski Street, Bridgeport CT 06608
436	177 Pulaski Street, Bridgeport	K M M Realty LLC	42/801/4	177 Pulaski Street, Bridgeport CT 06608
500	605 Barnum Avenue, Bridgeport	First Church of God & Saints of Christ Inc.	42/1764/6	P.O. Box 5226, Bridgeport CT 06610
501	631 Barnum Avenue, Bridgeport	John Condo	42/1764/8	15A Revolutionary Road, Cortlandt Manor
502	649 Barnum Avenue, #651, Bridgeport	DHR Realty LLC	42/1764/9	3743 Park Avenue, Fairfield CT 06432
503	671 Barnum Avenue, Bridgeport	Habitat Berkshire Realty LLC	42/1765/6	1542 Barnum Avenue, Bridgeport CT 06610
504	673 Barnum Avenue, #675, Bridgeport	Habitat for Humanity of Coastal Fairfield County	42/1765/7	1558 Barnum Avenue, Bridgeport CT 06610

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
505	685 Barnum Avenue, Bridgeport	Washington Cabezas Jr.	42/1765/8	1440 Madison Avenue, Bridgeport CT 06606
506	693 Barnum Avenue, #699, Bridgeport	Household of Faith Freewill Baptist Church	42/1765/9	431 Hallett Street, Bridgeport CT 06608
507	707 Barnum Avenue, Bridgeport	Household of Faith Freewill Baptist Church	42/1765/10	431 Hallett Street, Bridgeport CT 06608
508	761 Barnum Avenue, Bridgeport	Tip Toes Real Estate LLC	43/1766/2	761 Barnum Avenue, Bridgeport CT 06608
509	889 Barnum Avenue, Bridgeport	Remgrit Realty Inc	43/1767/2	c/o Shotgun LLC, 323 North Avenue Bridgeport CT 06604
510	1526 Barnum Avenue, Bridgeport	1558 Barnum Avenue LLC	44/1828/12B	1460 Barnum Avenue, Bridgeport CT 06610
511	1316 Barnum Avenue, Bridgeport	Wade Brothers LLC	43/1816/12B	1316 Barnum Avenue, Bridgeport CT 06610
512	850 Union Avenue, Bridgeport	Pequonnock Enterprises	44/725/1K	P.O. Box 5187, Bridgeport CT 06610
513	650 Hollister Avenue, Bridgeport	Pequonnock Enterprises	44/724/10	850 Union Avenue, Bridgeport CT 06607
514	955-D Connecticut Avenue, Bridgeport	Ronald M. Cuccaro	44/724/9J	955-D Connecticut Avenue, Bridgeport CT 06607
516	100 Bishop Avenue, #102, Bridgeport	Tony H. Dib	44/717/13	100 Bishop Avenue, Bridgeport CT 06610
517	80 Bishop Avenue, Bridgeport	J & R Realty Co Inc	44/717/14	80 Bishop Avenue, Bridgeport CT 06607
518	30 Florence Avenue, Bridgeport	Walls of Salvation Christian	44/718/1K	79 Greenwood Lane, Monroe CT 06468

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
519	1963 Stratford Avenue, Bridgeport	1963 Stratford Avenue LLC	44/718/2K	1963 Stratford Avenue, Bridgeport CT 06607
520	1987 Stratford Avenue, Bridgeport	Maurice Barnes	44/718/7	25 Griffin Street, Stratford CT 06615
521	1 Honeyspot Road, Stratford	St. Nicholas Russian Orthodox Church	30/8/21/1	1 Honeyspot Road, Stratford CT 06615
522	1747 Stratford Avenue, Stratford	1747 Stratford Avenue LLC	30/8/23/11	1650 Bushwick Avenue, Brooklyn NY 11207
523	1725 Stratford Avenue, Stratford	Robert J. Scioscia Sr.	30/8/23/10	1725 Stratford Avenue, Stratford, CT 06615
531	737 East Main Street	Juan Hernandez	42/815/12	91 Elmwood Avenue, Bridgeport CT 06605
532	774 Pembroke Street	Bridgeport Housing Authority	42/855/20	150 Highland Avenue, Bridgeport CT 06604
533	762 Pembroke Street	Bridgeport Housing Authority	42/855/21	150 Highland Avenue, Bridgeport CT 06604
534	235 Hallett Street	Bridgeport Housing Authority	42/855/11	150 Highland Avenue, Bridgeport CT 06604
536	209 Hallett Street	Bridgeport Housing Authority	42/855/9	150 Highland Avenue, Bridgeport CT 06604
537	199 Hallett Street	Bridgeport Housing Authority	42/855/8	150 Highland Avenue, Bridgeport CT 06604
538	185 Hallett Street	Bridgeport Housing Authority	42/855/7	150 Highland Avenue, Bridgeport CT 06604
539	1105 Barnum Avenue	Lacey Manufacturing Holding Company LLC	43/1809/25	1146 Barnum Ave, Bridgeport CT 06610

Owner ID	Property Address	Owner Name	M/B/L	Mailing Address
540	1899 Seaview Avenue	General Electric Co	43/1801/1	GE Company, Properties PO Box 4900 Scottsdale, AZ 85261
352	26 Grant Street, Stratford	Raymond E. Anderson Jr.	20/8/12/11	26 Grant Street, Stratford CT 06615
542	1935 Stratford Avenue, Stratford	1935 Stratford Avenue LLC	30/8/27/7	c/o John Demattia 3241 Main Street, Stratford CT 06615
543	1016 Barnum Avenue, #1026, Bridgeport	General Electric Co	43/1800/7A	GE Company, Properties PO Box 4900 Scottsdale, AZ 85261
544	1895 Stratford Avenue, Stratford	1895 Stratford Avenue LLC	30/8/27/5	35 Brentwood Avenue, Fairfield CT 06825
545	810 Union Avenue	810 Union Avenue LLC	44/725/2K	810 Union Avenue, Bridgeport CT 06607

Bohdan Katreczko

Bohdan Katreczko

Subscribed and sworn to before me this 17th day of July 2015

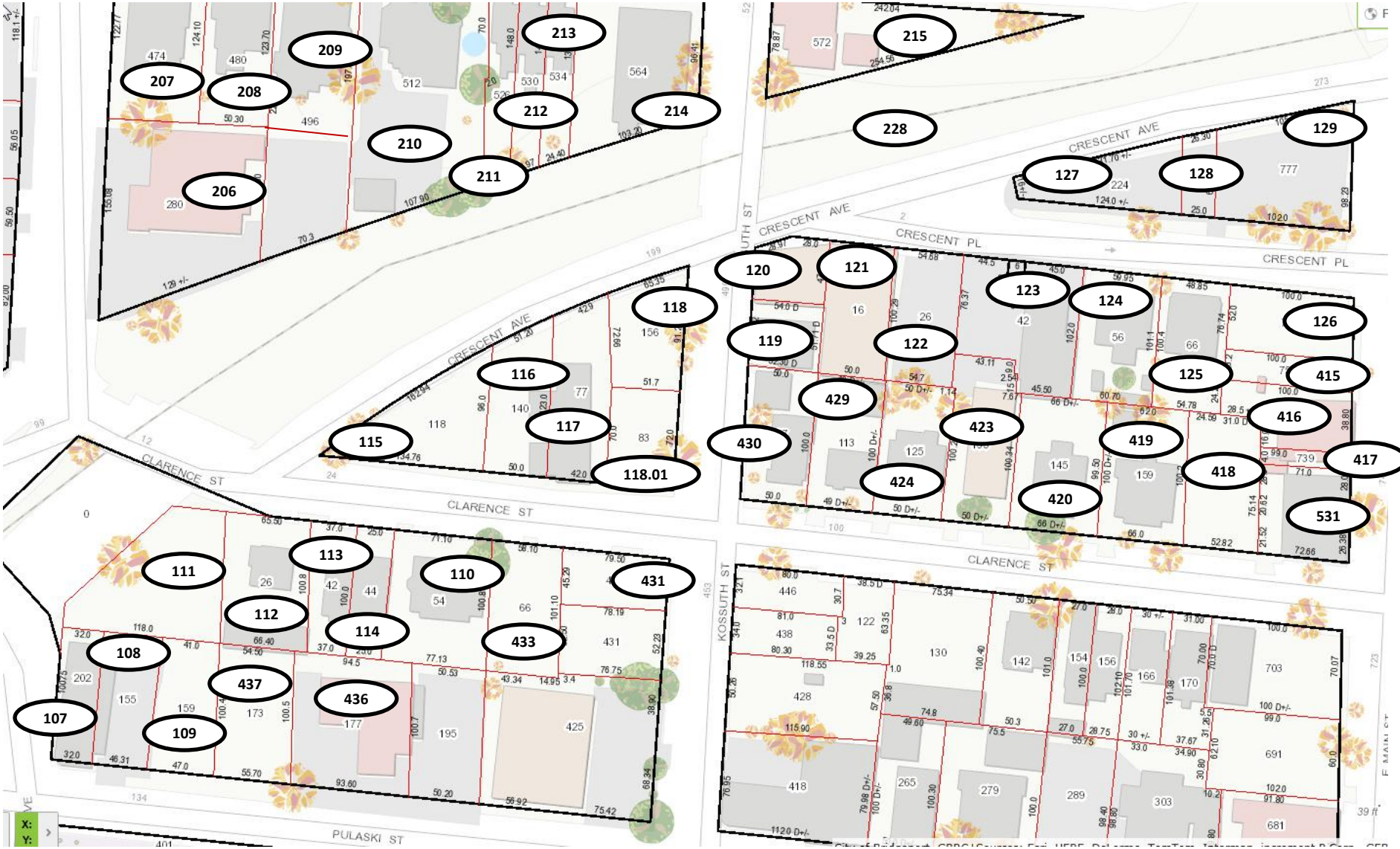
Heidi E. Glatzel

Notary Public/ HEIDI E. GLATZEL

~~Commissioner of Superior Court~~

MY COMMISSION EXPIRES: 6-30-19

Baird Congress Abutters Map



Baird Congress Abutters Map

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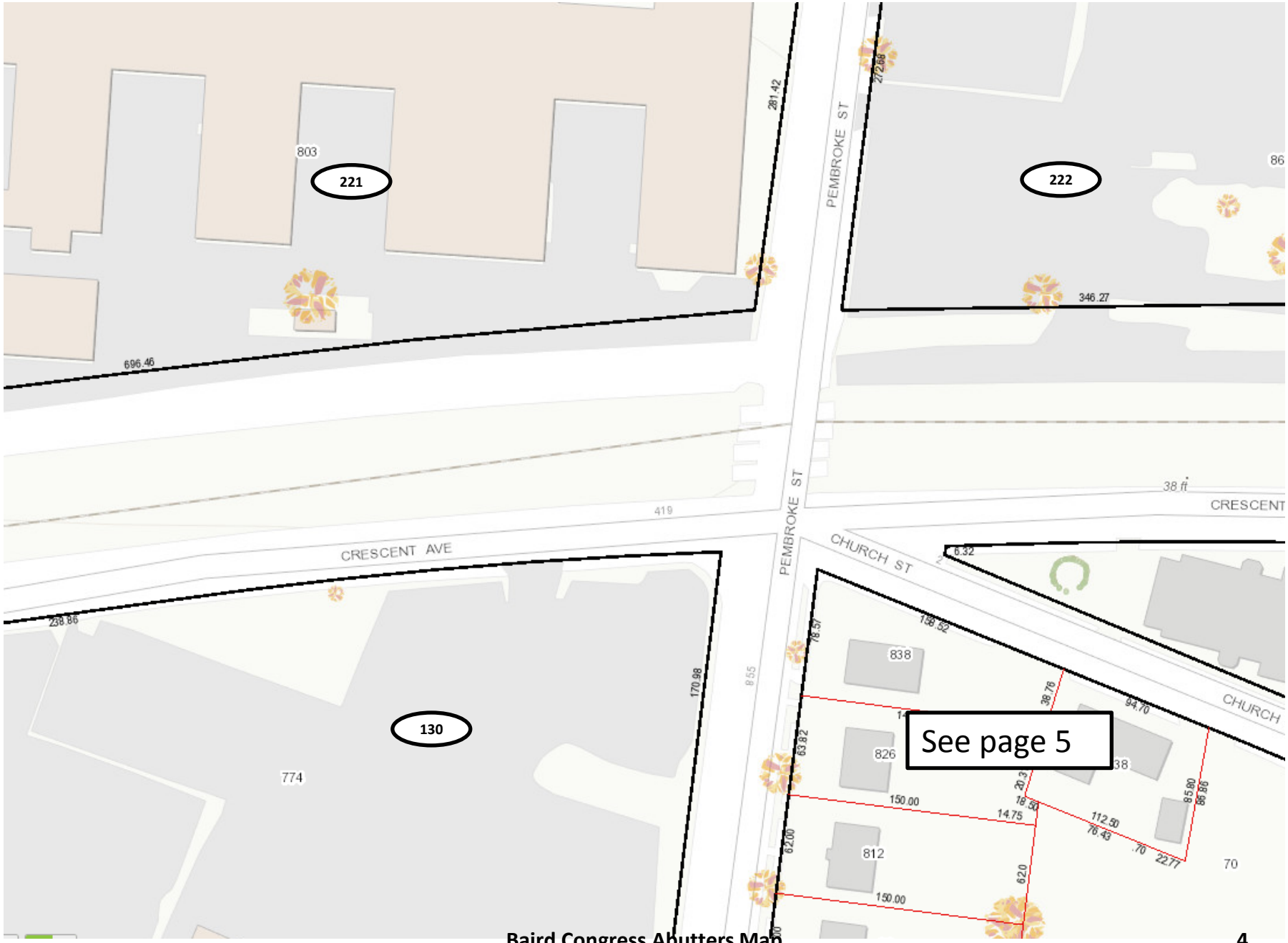

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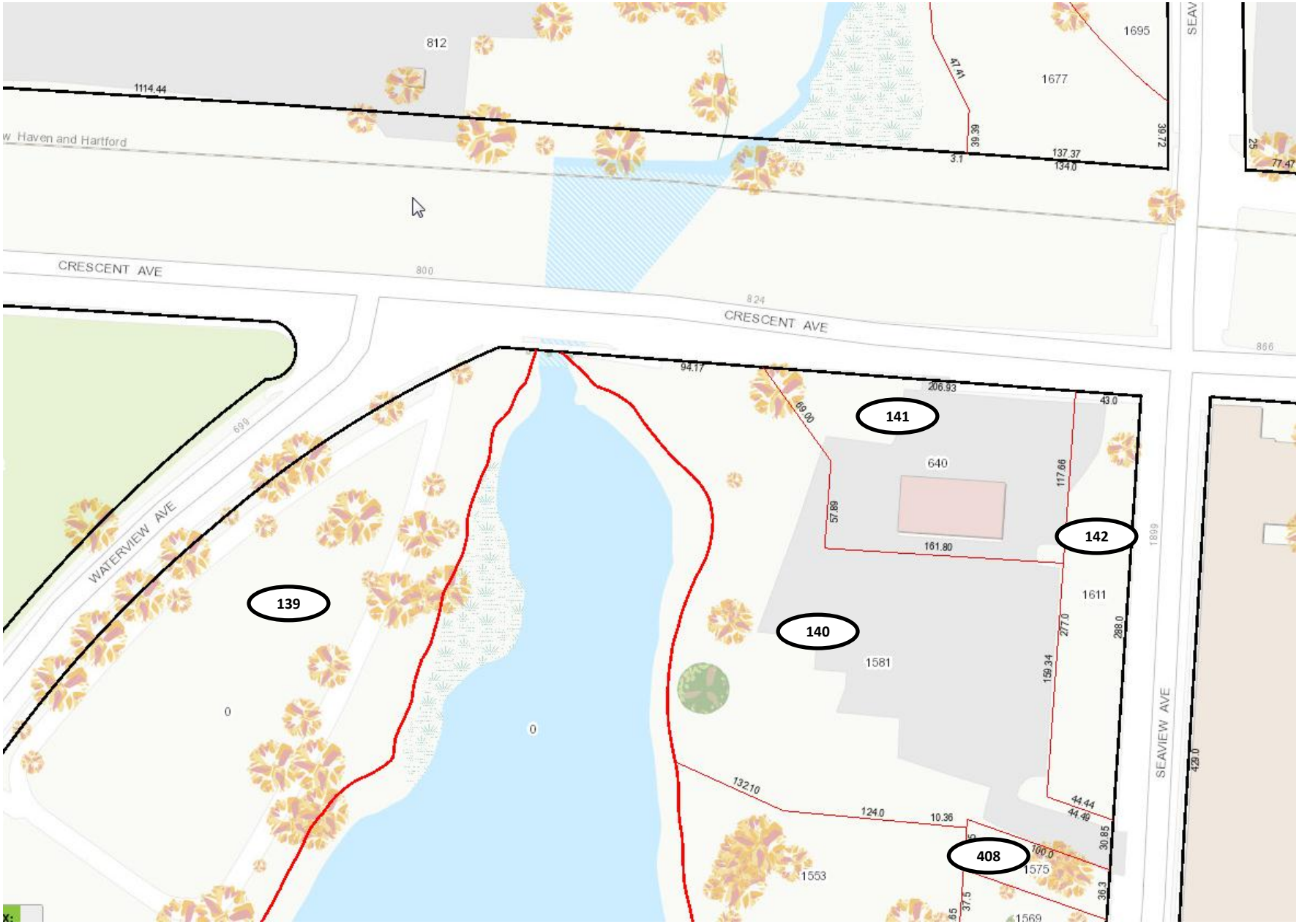
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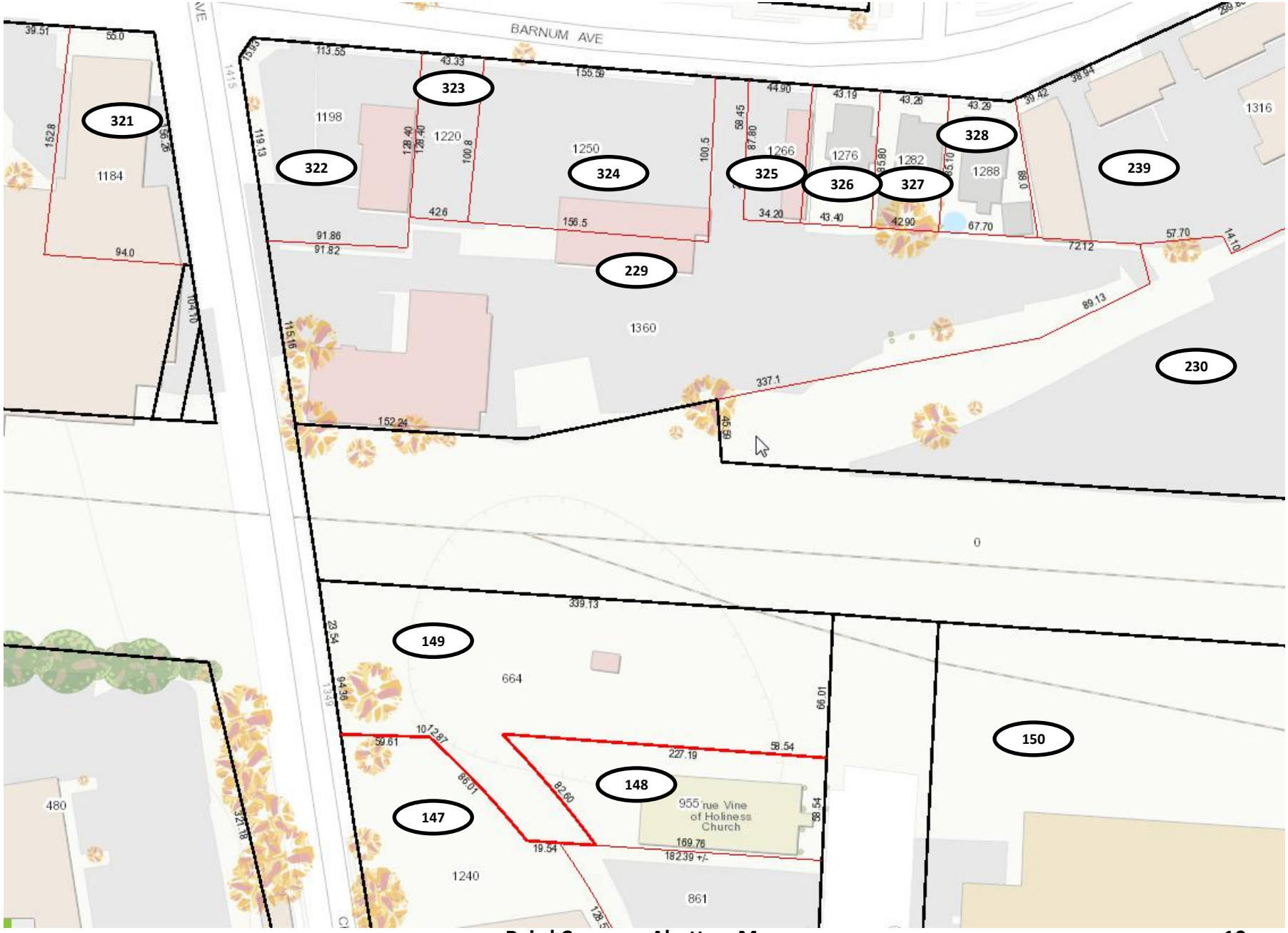
Baird Congress Abutters Map



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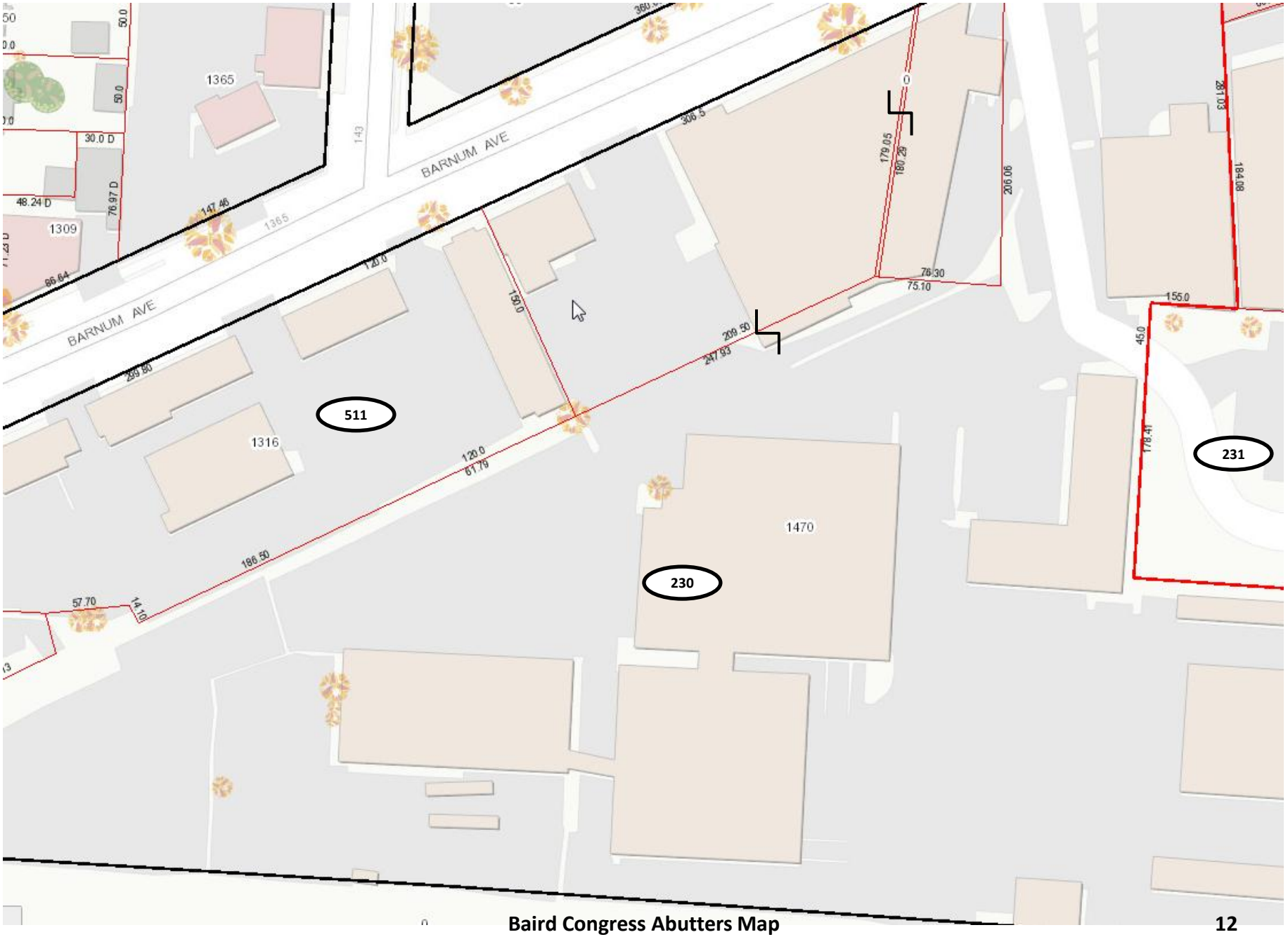

Baird Congress Abutters Map

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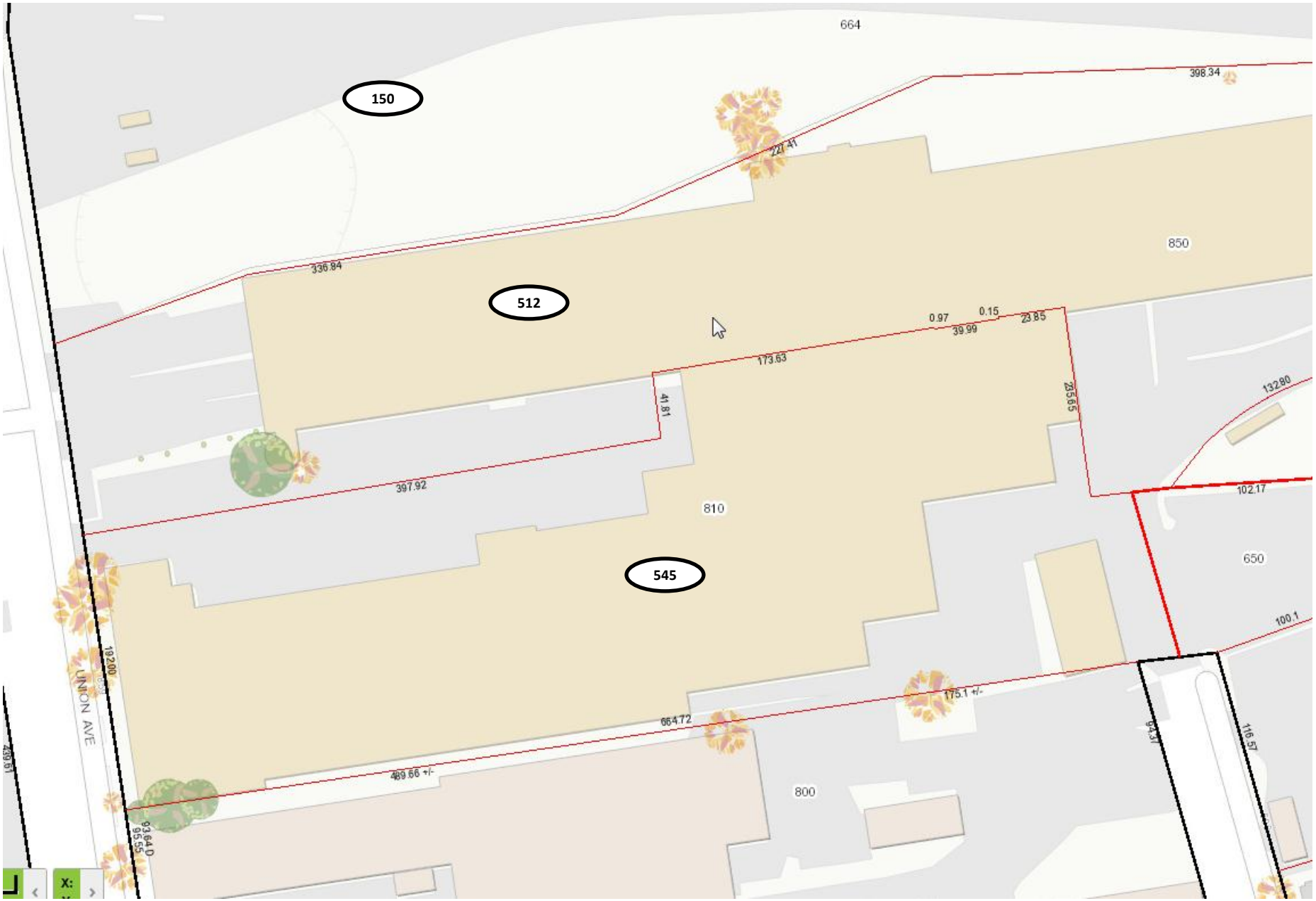
Baird Congress Abutters Map



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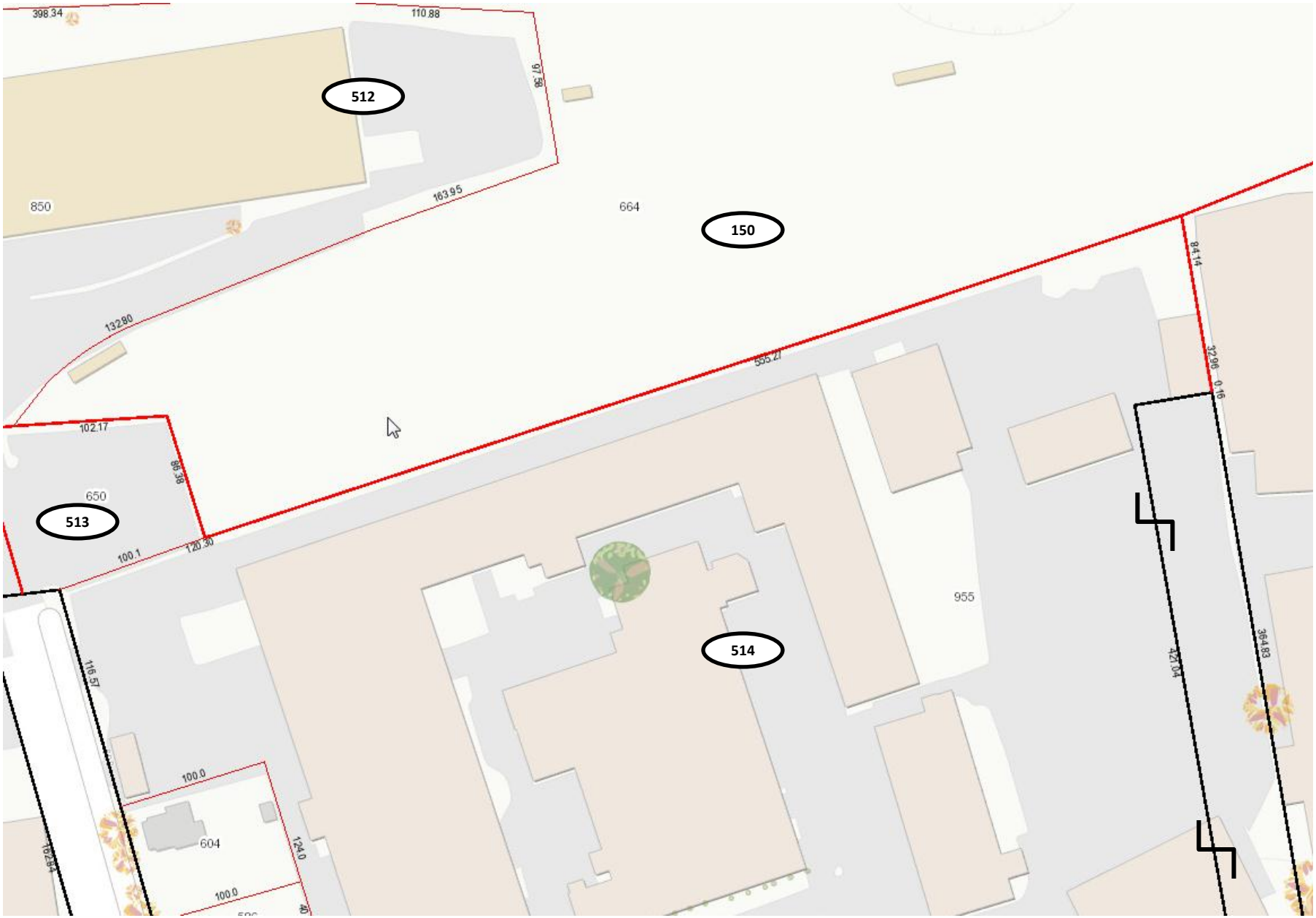
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Baird Congress Abutters Map

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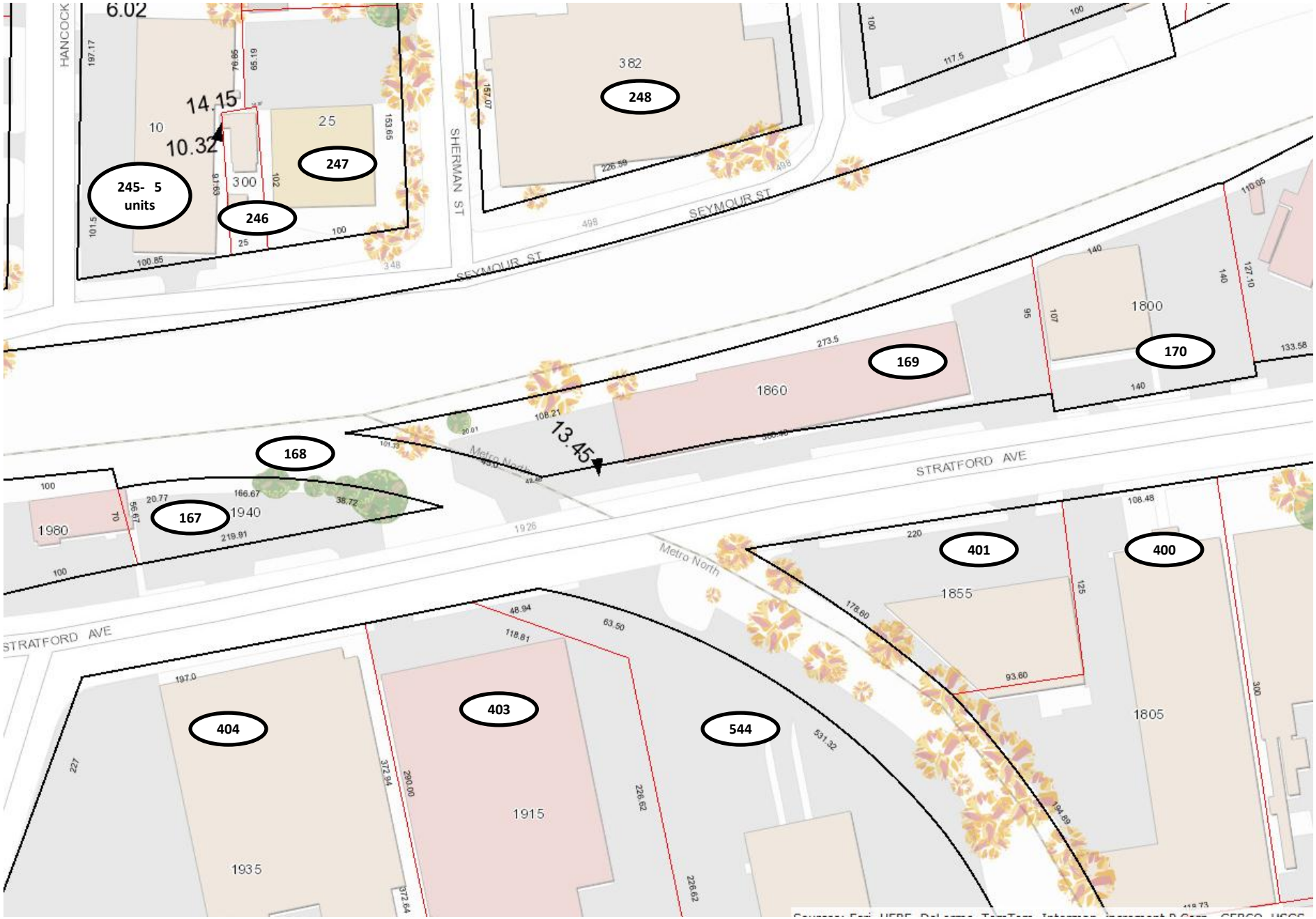
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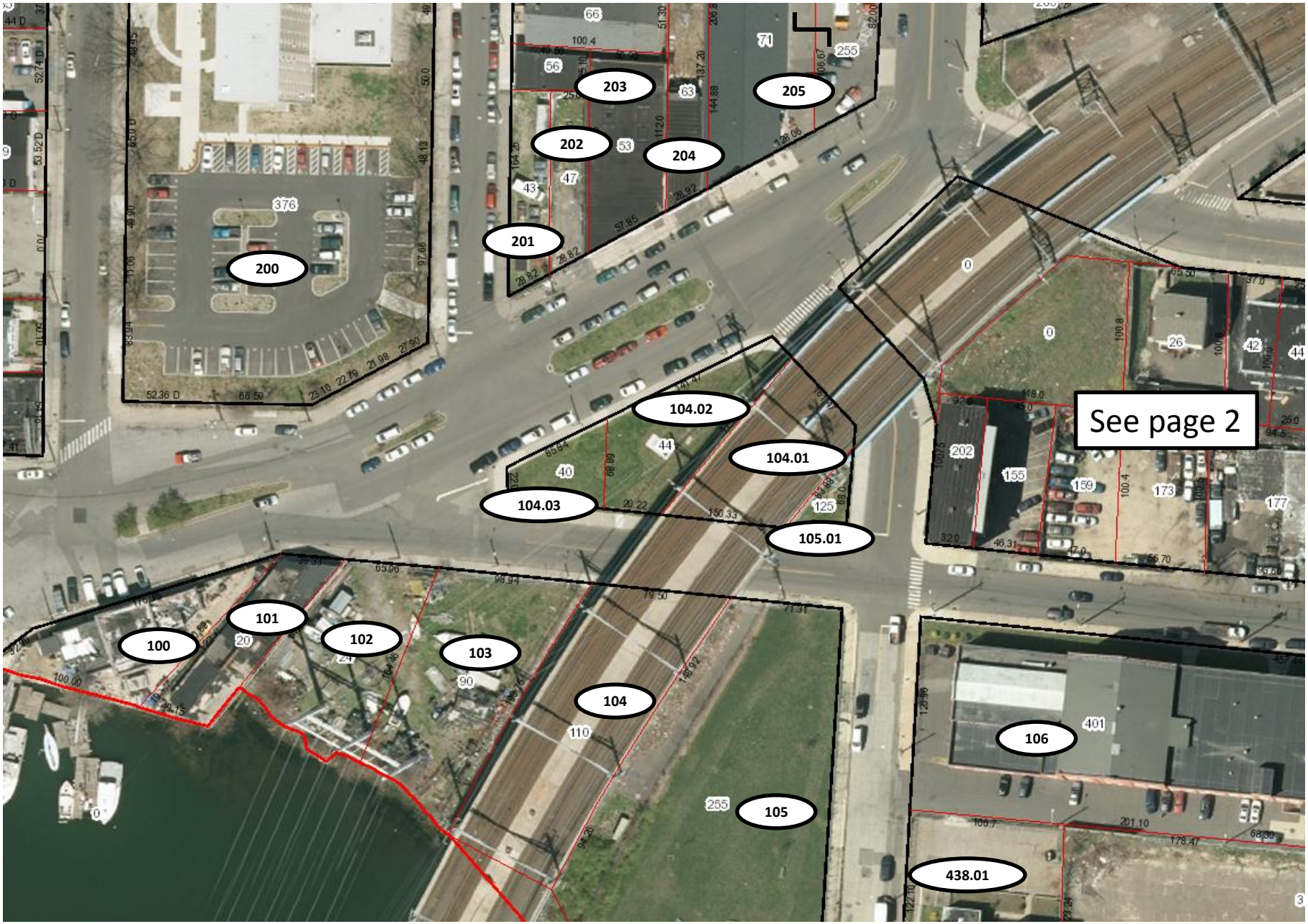

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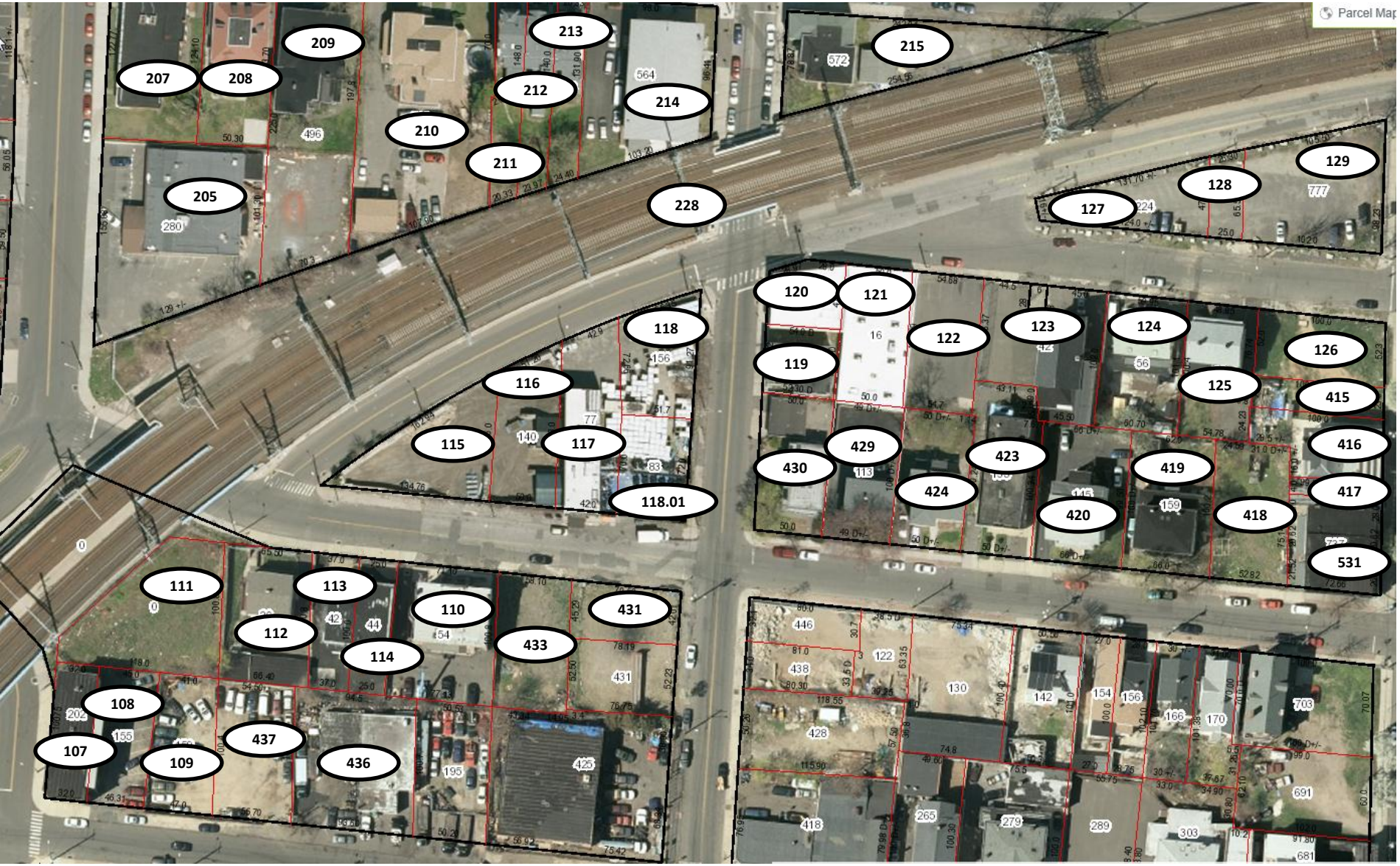

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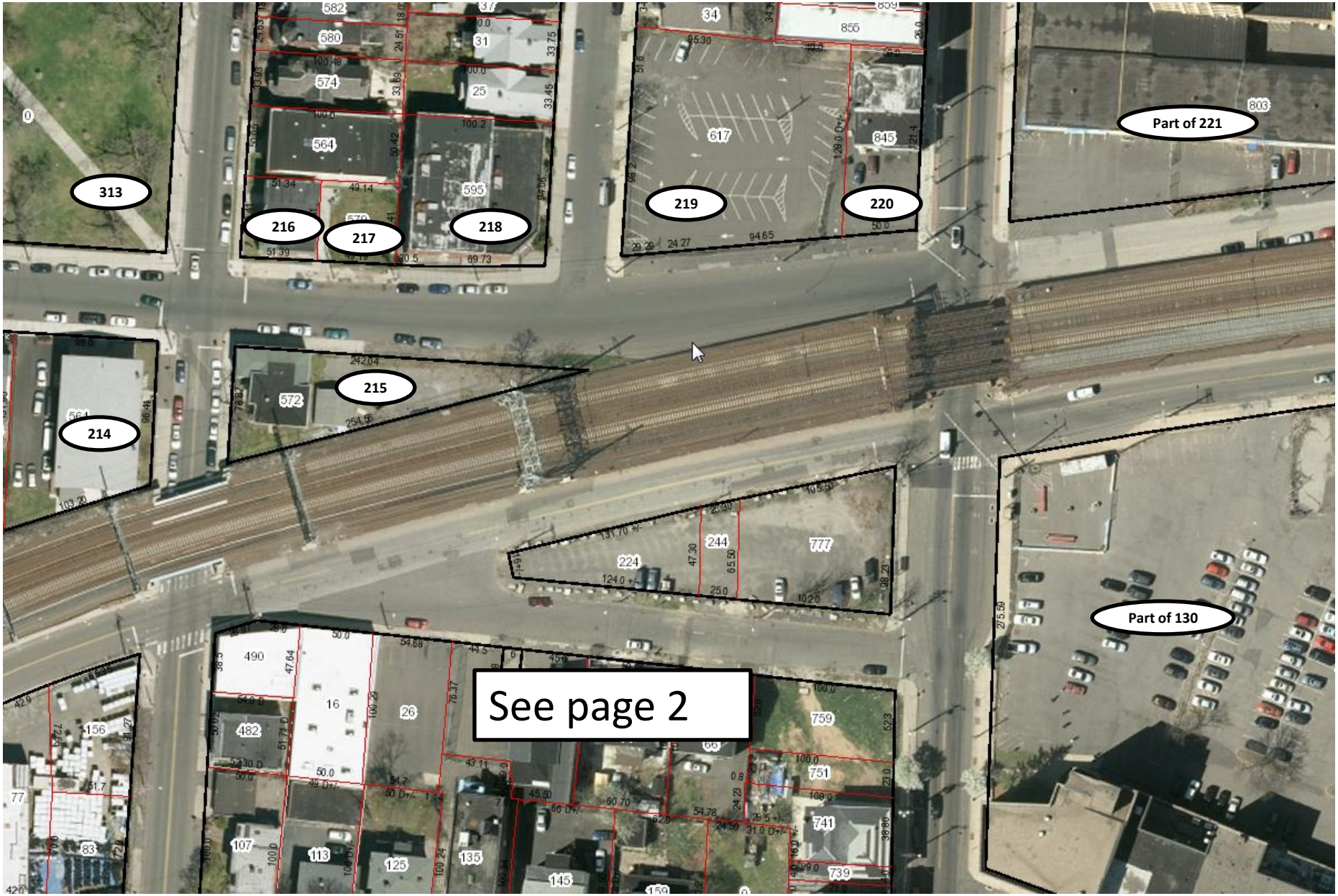
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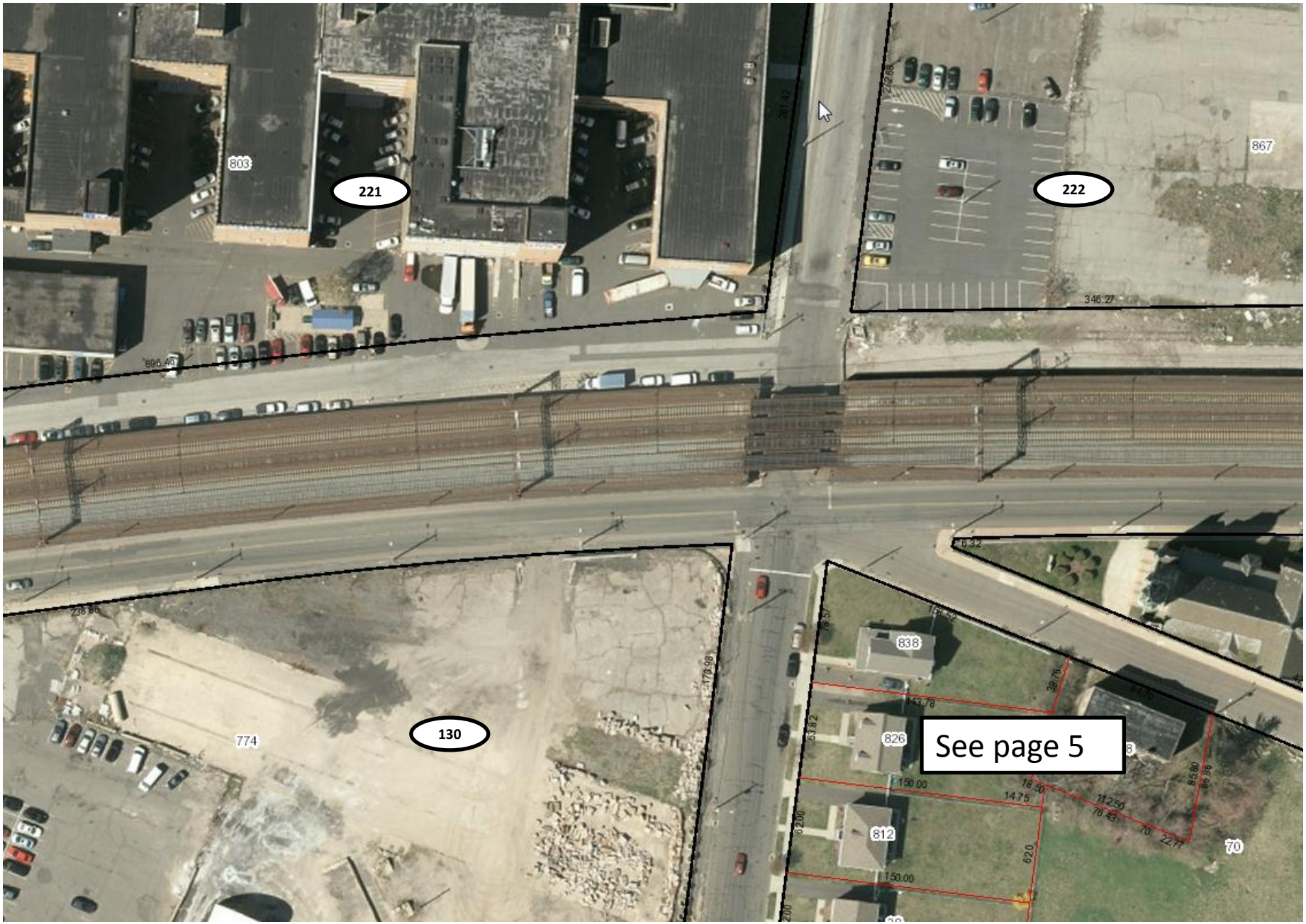
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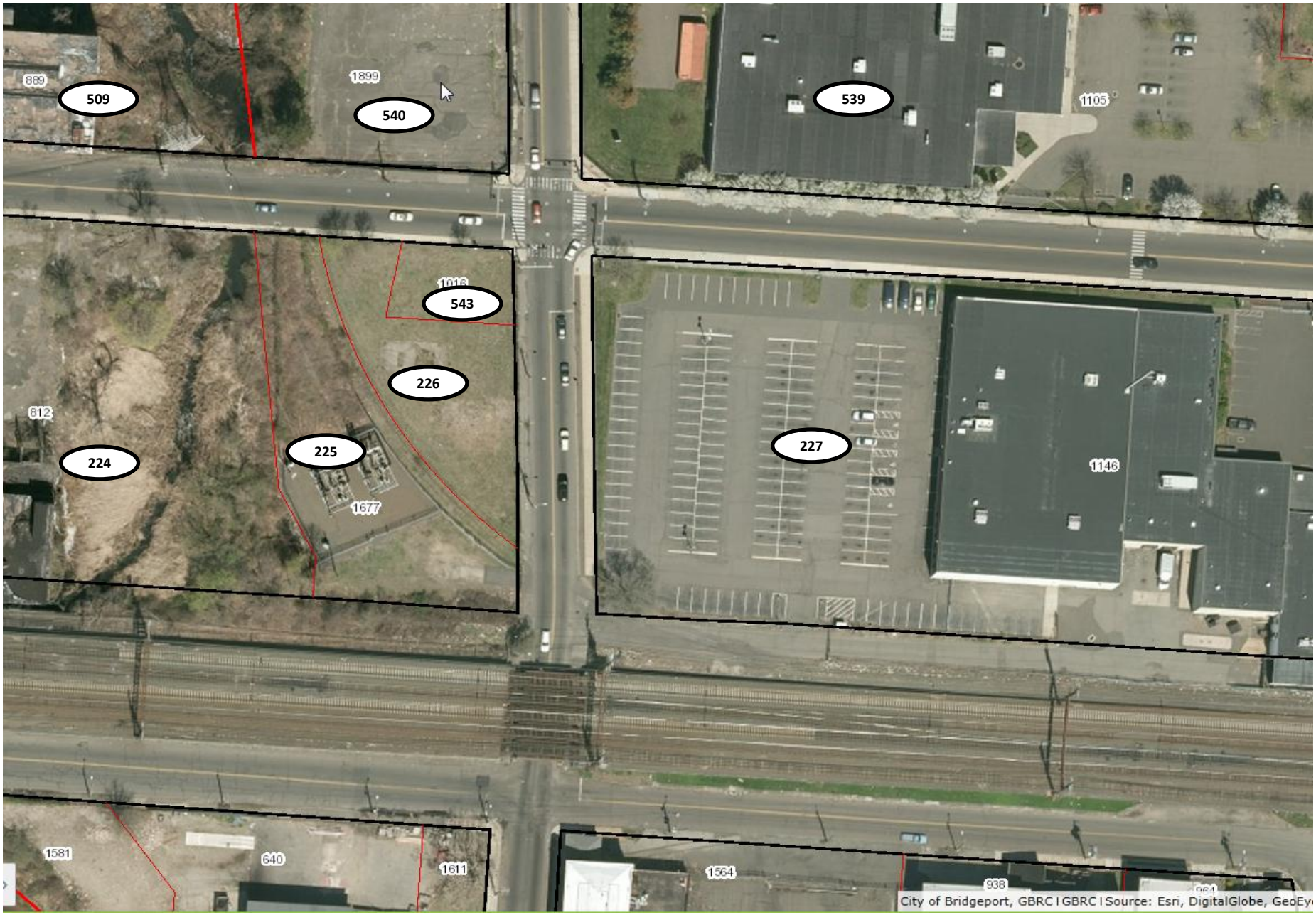

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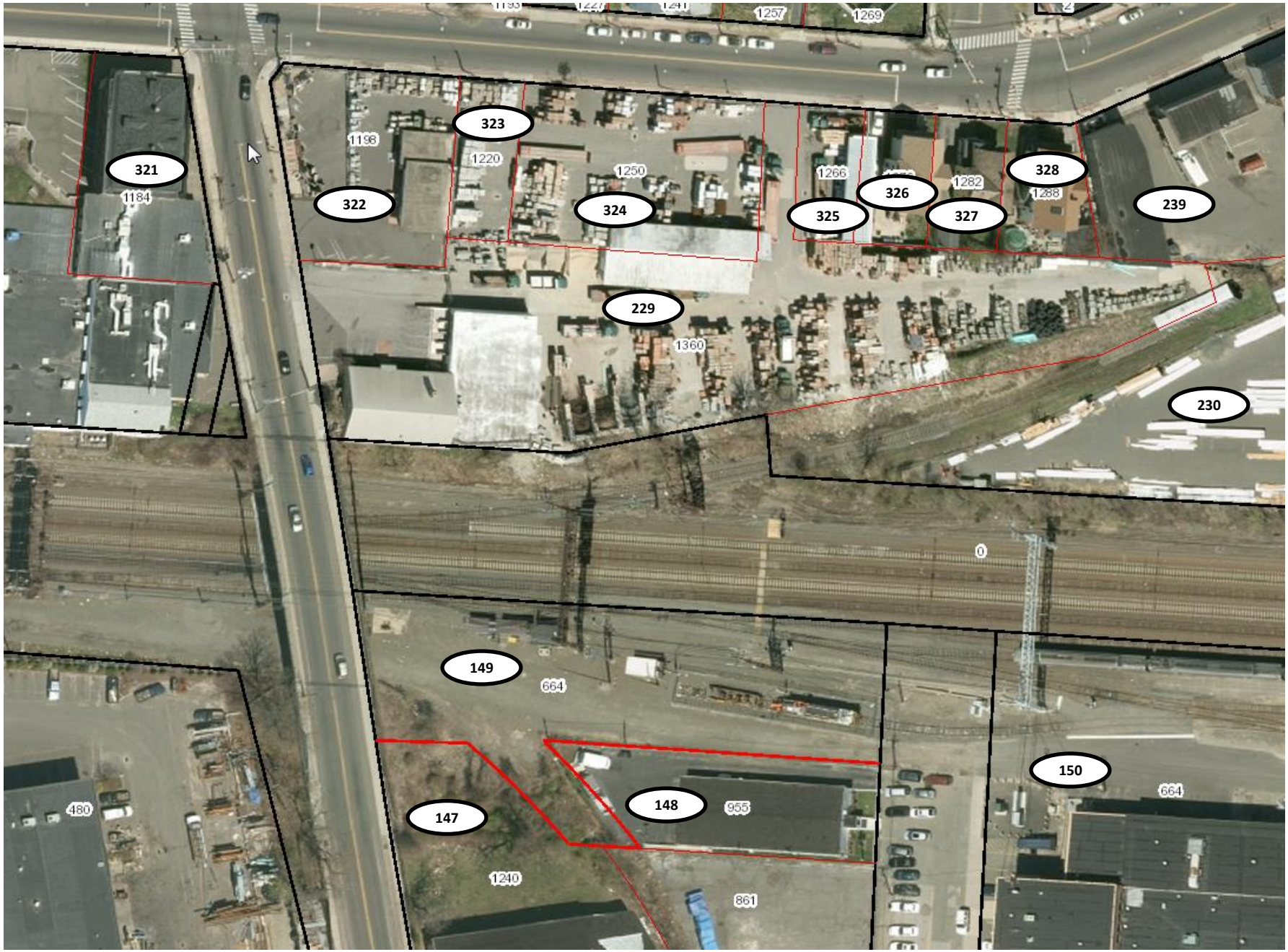

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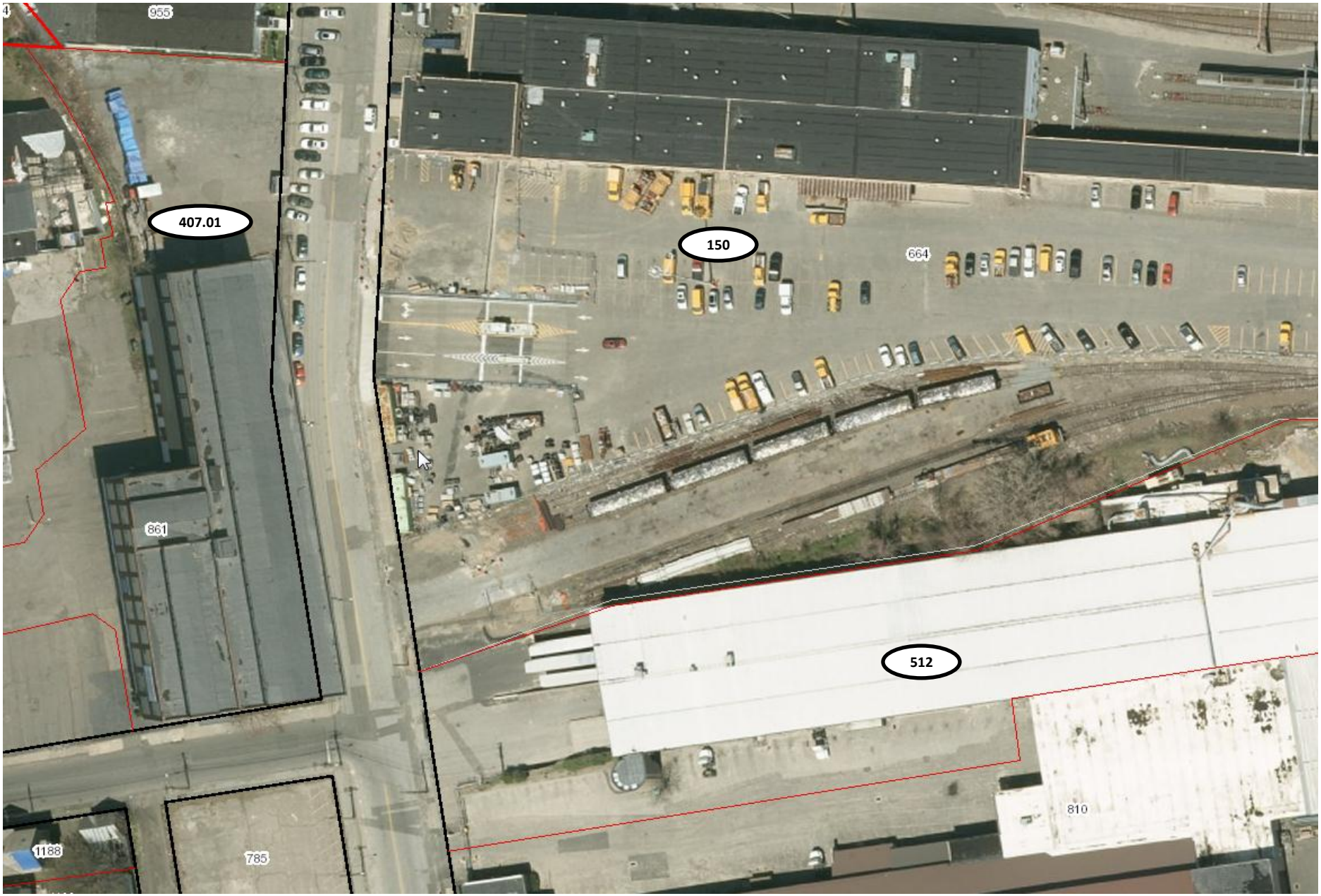

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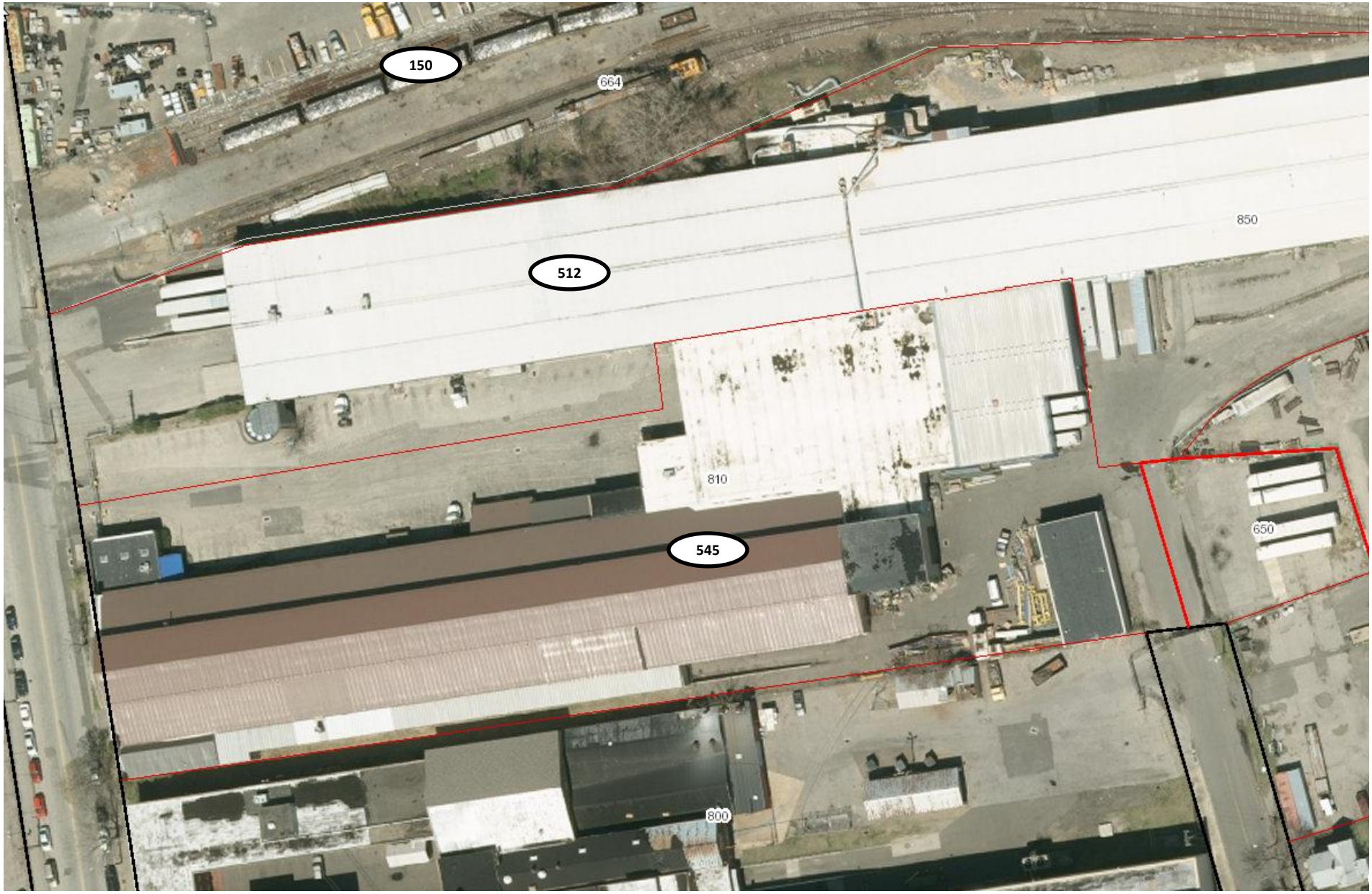

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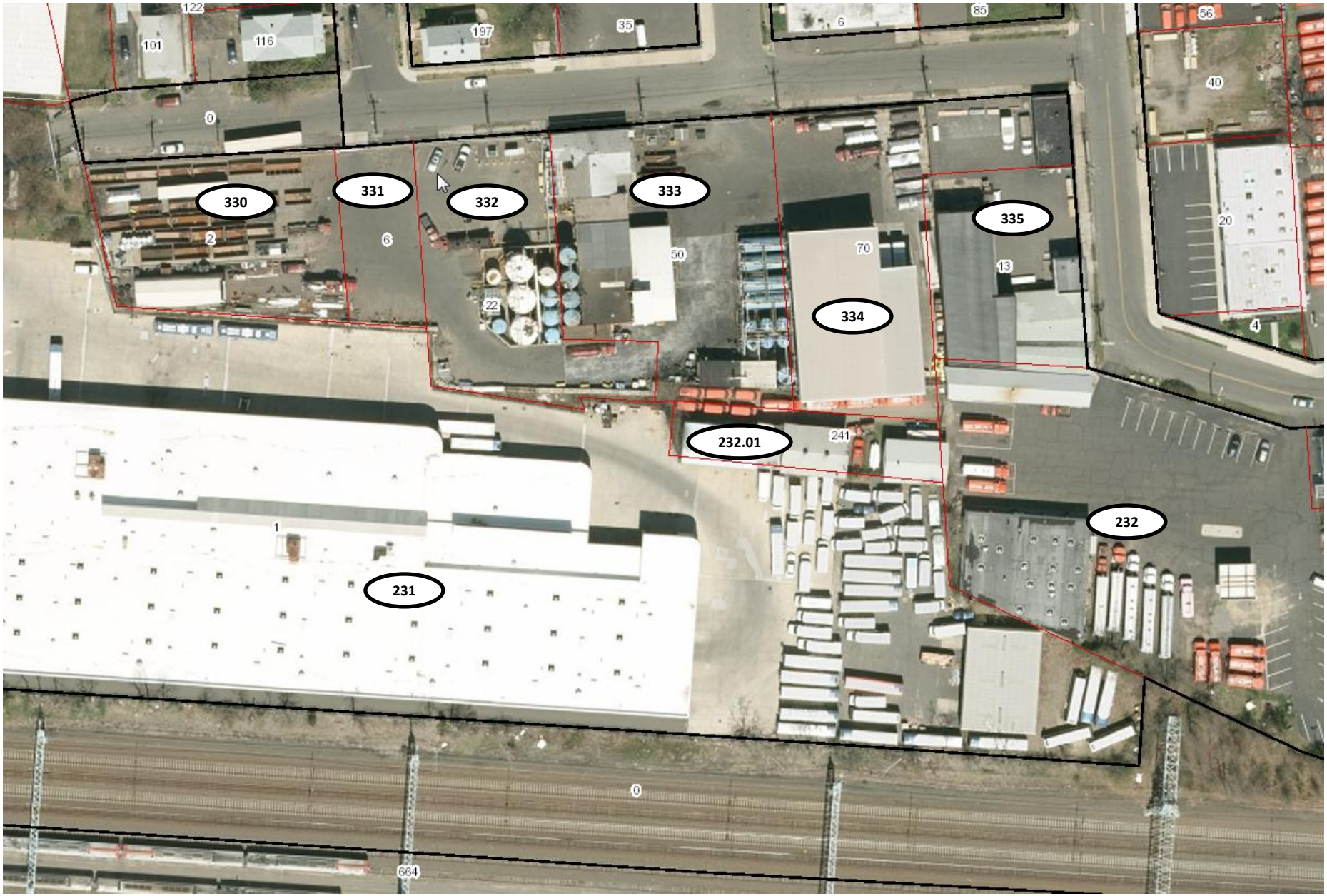

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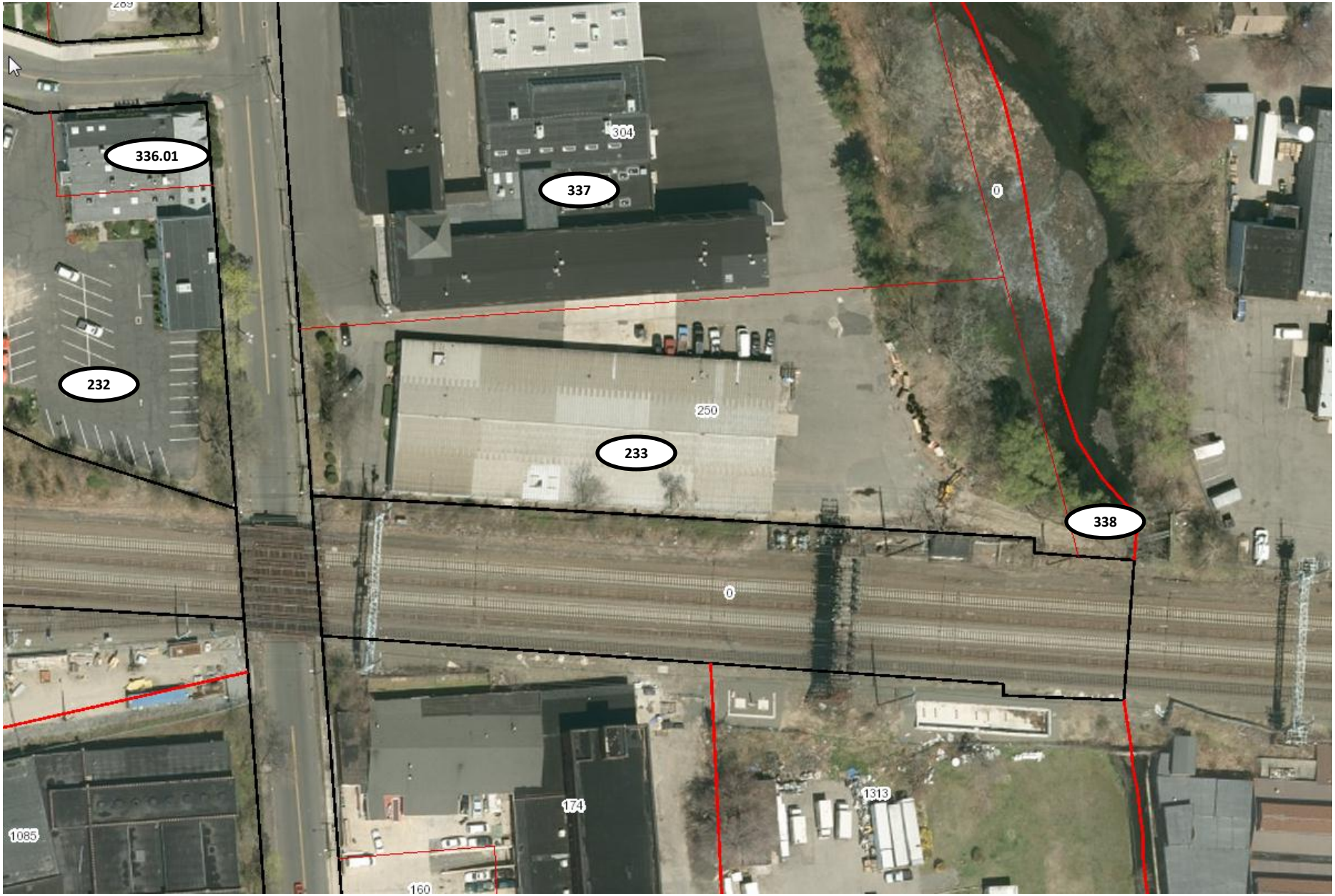

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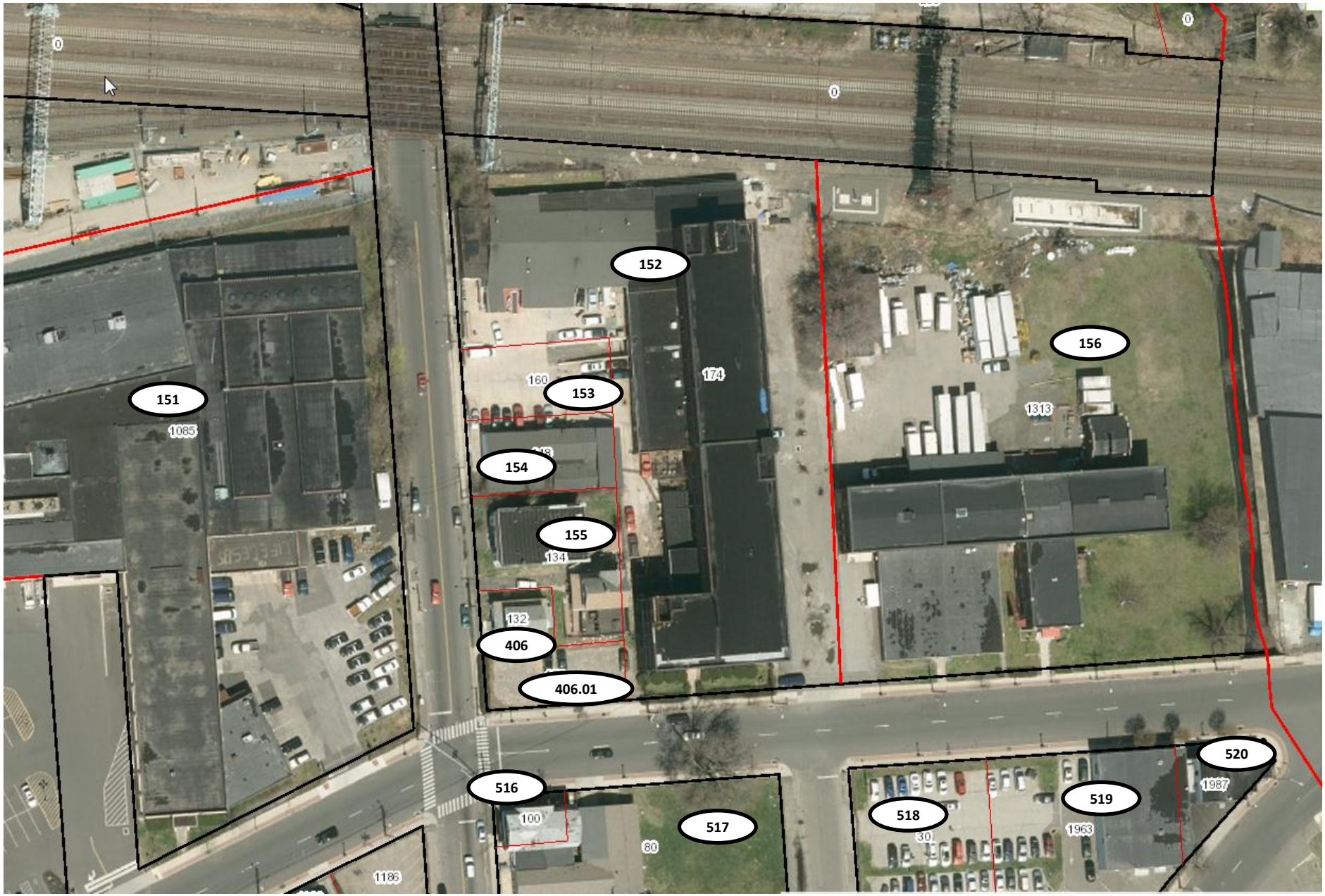

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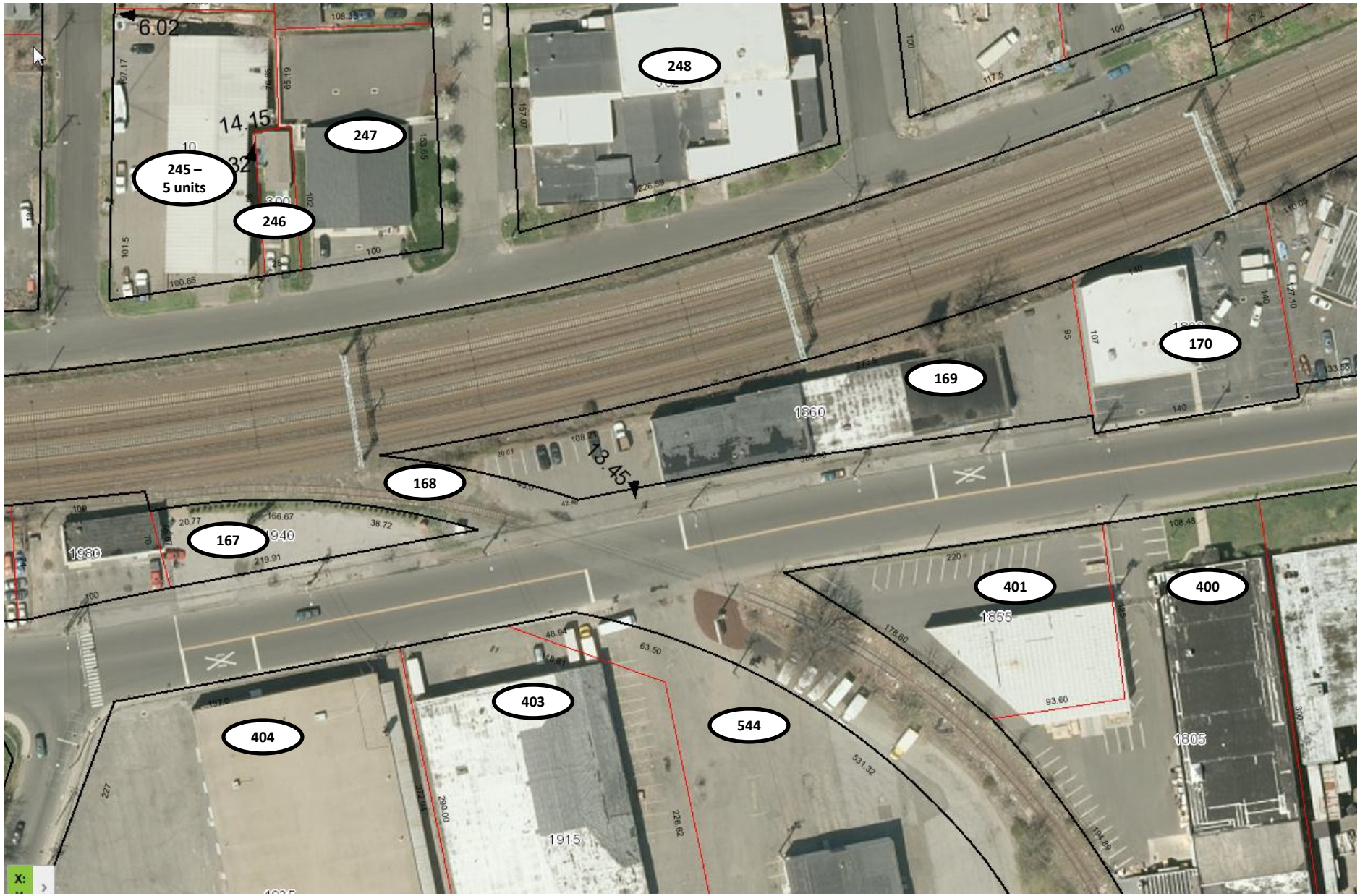
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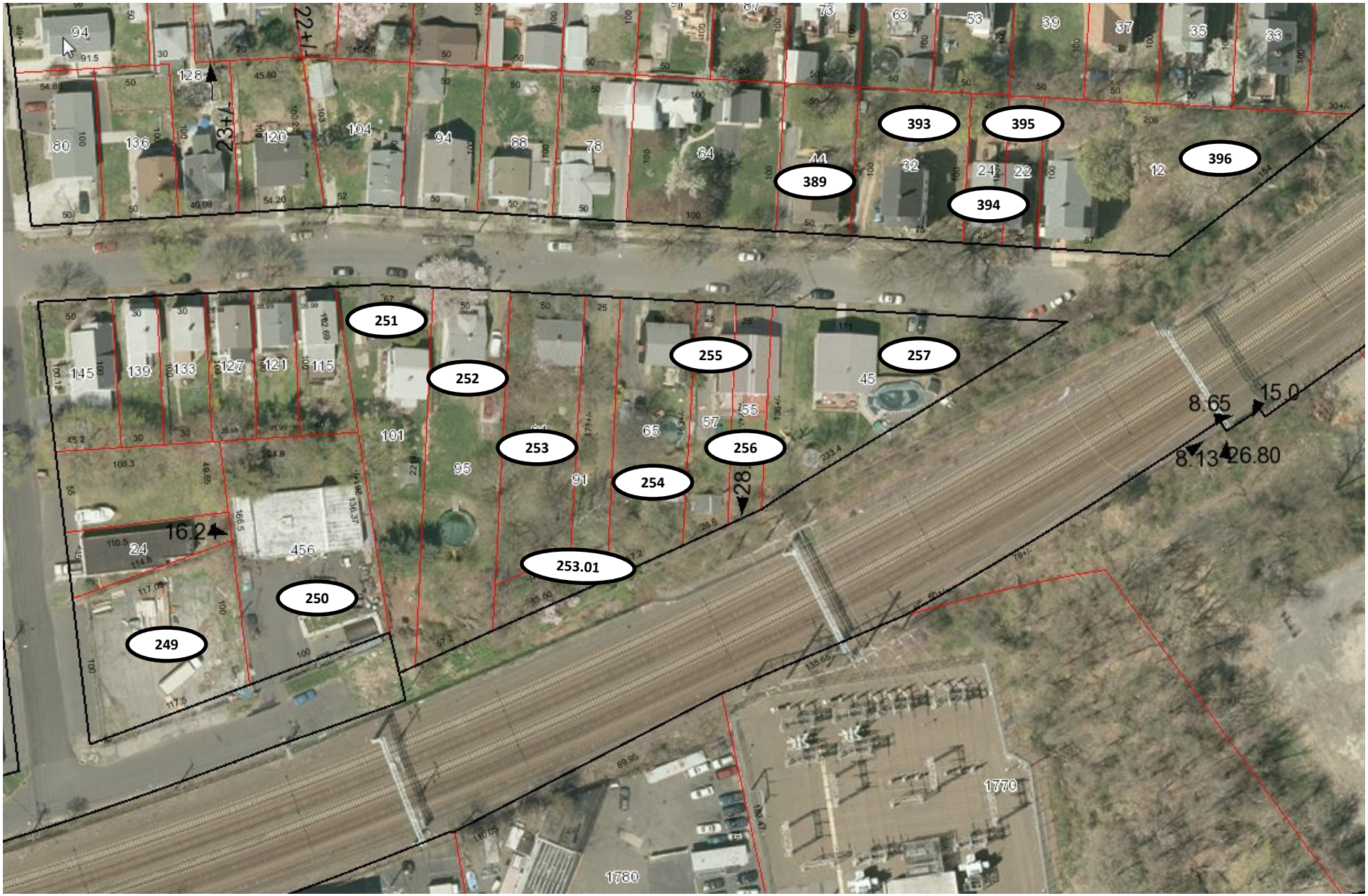
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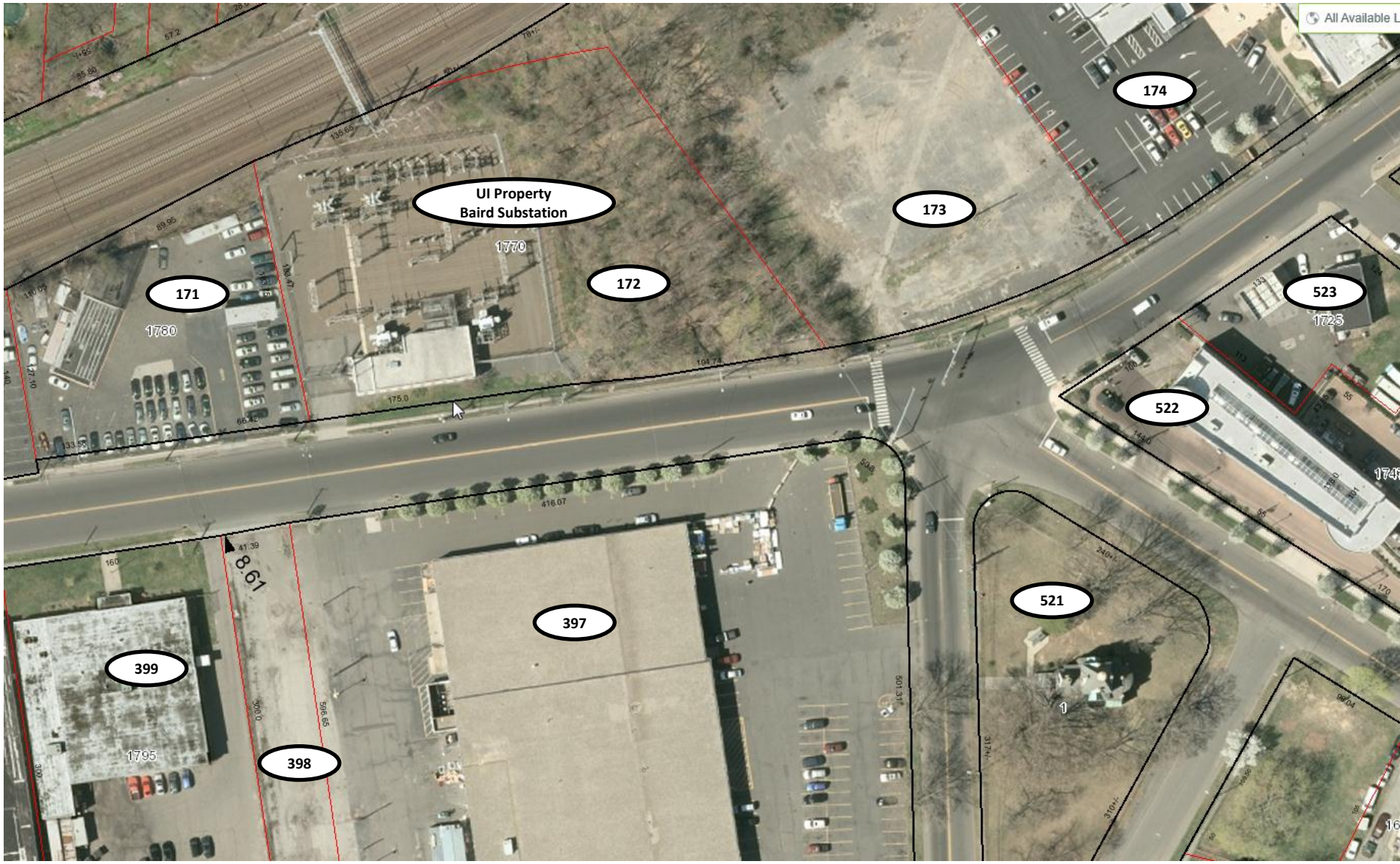

Baird Congress Abutters Map - Aerial

Attachment I

Open House Materials

THE PLAN AHEAD℠

WHO: The United Illuminating Company
WHERE: Two Roads Brewing Company, 1700 Stratford Avenue, Stratford, CT 06615
WHEN: June 24, 2015
TIME: 6 to 8 p.m.

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OPEN HOUSE

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The United Illuminating Company
c/o Amy Hicks
180 Marsh Hill Road
Orange, CT 06477

A **UIL HOLDINGS** COMPANY

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Congress Substation
PUBLIC OPEN H

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FROM THE FRONT PAGE

BACK TO NATURE

Christian Abraham/Hearst Connecticut Media

Ansonia Nature Center Director Ali Rubbelmann, second from right, watches as Samantha Viele, 8, of Beacon Falls, pick fresh lettuce during the center's Family Organic Gardening program. At left is mom Tia Mandrozos and brother Ethan Viele, 11, at right. Families are invited to meet each Friday throughout the summer for the free program from 3:30 to 5 p.m. For more information, visit www.ansonianaturecenter.org

STRATFORD

From page A1

CEO since November 2011.

Since Stratford's budget for both the current fiscal year and the next one were structured with the assumption the waste treatment plant sale would happen, Town Hall will have to dig deep into its cash reserves to make up the difference.

This, in turn, is expected to result in a lower bond rating, making it more expensive for the town to borrow money. The cash reserves for the current fiscal year are expected to drop to $4 million from about $9 million. Experts say the town should have $20 million in the bank, or about 10 percent of its budget, to handle emergencies such as natural disasters and other calamities.

Harkins wanted to sell the plant at the foot of Birdseye Street to the Greater New Haven Water Pollution Control Authority. The sale would have netted the town $16 million in cash and the removal of $37 million in Stratford's bonded debt when the transaction is finalized, which was set to be inked in a few weeks.

Of that cash, $11 million would be an outright payment for the plant, with the remaining $5 million from the WPCA's cash reserve fund. The $37 million is debt left over from a major plant upgrade in 2009. Now those plans are on hold.

Also on hold is the already-approved budget for the 2015-16 fiscal year, which is back in the lap of the Town Council.

The mayor has said that "everything is on the table" because Town Hall will have to deal with an anticipated $5.2 million shortfall for 2015-16 if the waste treatment plant is scuttled. Some of the options facing the Town Council include sending out supplemental tax bills and/or making severe cuts in town services.

The next fiscal year begins July 1.

Nocera played a key role in Harkins' push to join the regional New Haven authority. The mayor's critics, fueled by the Facebook page "WPCA Stratford: Get Answers," have charged that the sale strips the town of a key asset "to satisfy fiscal recklessness," an assertion that Harkins vehemently disagrees with.

"Why would you *not* want lower taxes and lower sewer use fees?" Harkins has rhetorically asked on several occasions.

The anti-sale group and the mayor have locked horns on just about everything, with the mayor saying the sale would mean lower taxes and sewer fees that will increase more gradually than if the town kept the plant. The Get Answers group says that an opposite scenario will happen. They also regard the Harkins administration as being dismissive and aloof.

Meanwhile, Nocera says he's looking forward to the Danbury move. Boughton, like Harkins, is a Republican.

Nocera holds a bachelor's degree from Marist College and served a key role in the administration of Mayor Ryan J. Bingham in Torrington between 2005 and 2011.

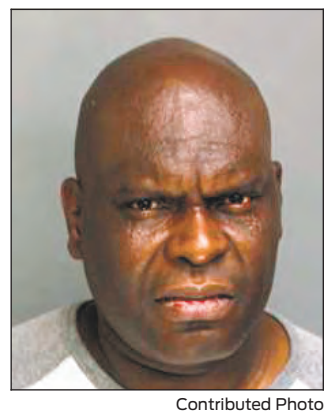
He said he was glad to serve Stratford, but the Danbury opportunity was attractive.

"I would like to express my gratitude to the town of Stratford and specifically Mayor John Harkins and his administration for my time here," Nocera said this week. "I truly enjoyed every minute of my tenure."

BRIDGEPORT

Cabbie accused of sex assault gets probation

By Daniel Tepfer



Contributed Photo

Yves Pierre, a local cab driver, charged with sexually assaulting a Sacred Heart University student, has been granted probation.

BRIDGEPORT — A local cab driver, charged with sexually assaulting a Sacred Heart University student, has been granted probation.

Yves Pierre, 45, who had been charged with third-degree sexual assault and unlawful restraint following the Sept. 28, 2014, incident, was granted accelerated rehabilitation following a hearing in Bridgeport before state Superior Court Judge Earl Richards on Tuesday.

Under accelerated rehabilitation, Pierre, a driver for the Yellow Cab Co., did not plead guilty to the charges, but was ordered to serve two years of probation by the judge. If Pierre commits no other crimes during that probation, the charges against him will be dismissed.

Assistant State's Attorney Tatiana Messina told the judge she was "more than willing" to go to trial on the case, but the victim did not want to come to court to testify.

"She wants to put this behind her and get on with her life," the prosecutor told the judge.

"It was a pragmatic resolution of the matter that was acceptable to both sides," said Pierre's lawyer, John R. Gulash.

Police said Pierre is accused of sexually assaulting the student he picked up in his cab at the university.

The young woman said she and some friends hailed the cab to take them to a party of college students on Wood Terrace, police said. The woman said she sat in the front seat.

During the drive, police said Pierre began massaging the woman's body, sticking his hand between her legs.

When they got to the student's destination, police said the woman's friends got out of the cab but Pierre then locked the woman in the cab with him.

Police said he then put his lips to her neck and began touching her between her legs.

The woman managed to get the door unlocked and fled the cab, police said.

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UI A UIL HOLDINGS COMPANY

WHO: The United Illuminating Company

WHERE: Two Roads Brewing Company, 1700 Stratford Avenue Stratford, CT 06615

WHEN: June 24, 2015

TIME: 6 to 8 p.m.

UI Railroad T-Line Upgrades

THE PLAN AHEAD℠

The United Illuminating Company is proposing upgrades to the transmission electrical infrastructure along the Metro-North Railroad corridor from Bridgeport to Stratford. These improvements are necessary for UI to continue to provide reliable service to its customers and to meet the reliability standards mandated by national and regional authorities responsible for the transmission system.

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OPEN HOUSE

Newspaper: Stratford Star, Ad Number: 180422, Issue Date: 06/11/2015

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WITH BOB GIANOTTI

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UI Railroad T-Line Upgrades

THE PLAN AHEAD™

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OPEN HOUSE

FROM THE FRONT PAGE

ANSONIA

From page A1

in their lives as much as a spiritual presence in ours."

On June 28, St. Peter and St. Paul Ukrainian Greek Catholic Church, one of the first of its type in the United States, will mark the 100th anniversary of its construction.

The Rev. Paul P. Chomnycky, bishop of the Ukrainian Diocese of Stamford, will spend the weekend here meeting parishioners in the church hall and burying a time capsule outside on June 27 and offering a 10 a.m. divine liturgy on June 28 and partaking with several priests and parishioners in the 12:30 p.m. celebratory brunch day at the Oronoque Country Club, 385 Oronoque Lane, Stratford.

Religiously, the June 28 date is significant to parishioners, since it is the day before the feast of St. Peter and St. Paul — the patron saints not just of this church, but of Rome.

Historically, June 28 stands out as both the beginning of World War I in 1914 and that war's end in 1919 with the signing of the Treaty of Versailles. It marks the first major war in which many of the church's Eastern European immigrants served their new country.

All this comes at a time of renewed aggression in Eastern Europe between Ukraine and Russia. However, those same feelings are not shared between parishioners at St. Peter and St. Paul and the adjacent Three Saints Russian Orthodox Church. For the 12th consecutive year, the two parishes will be conducting a joint picnic in August.

"What's going on in Ukraine is on the minds of everyone here," said the Rev. Edward Young, who took over as the church's pastor 10 months ago. "The parishioners are praying, hoping the conflict will end peacefully and justly."

Meanwhile, he said Ukrainian Greek Catholics will continue to celebrate "our faith in this beautiful building designed in western Ukraine and built here."

In 1894, Valley immigrants who came from many of the Austrian crown lands in Eastern Europe, including western Ukraine, Lemkivshchyna, Galicia, Hungary and Romania, organized with the intent to form a church. Their efforts created one of the first Ukrainian Greek Catholic parishes in the U.S., Terlecky said.

These first families bore names like Chomkowych, Dokla, Gbur, Hodio, Horbal, Hylwa, Karlak, Klanko, Pedbereznak. Skurat, Smereznak and Zuraw.

"Those are all well-known names in the Valley," said Ansonia Mayor David Cassetti, a lifelong resident. "The story of longevity of this church is a fantastic one. We have a lot of Ukrainian and Eastern European residents who have contributed to the growth of the Valley. They should be applauded for keeping their church alive for 100 years."

The first was built in 1897 on the corner of May and Basset streets. In 1908, it was heavily damaged by fire, forcing services to be conducted in City Hall.

Meanwhile, parishioners began planning for a new church. They began by purchasing a hilly piece of land sitting on Clifton and Howard avenues and Short Street for $7,000 in 1910.

They consulted an architect in Lviv, who proposed a Byzantine design in the shape of a Greek cross. That design was transformed to blueprints by Johnson and Burns, a Hartford architectural firm. The Eastern Engineering and Construction Co. in Derby built the church.

They surrounded the green copper dome with red slate tiles. They used yellow brick for the outside and artificial Numidian marble inside. A huge candelabra was hung from the domed ceiling to light the church. A five-tier icon screen divided by two huge golden doors was built to separate the altar from the main body of the church.

"The parishioners who built this church had the knowledge of their identity," said Terlecky. "Just look at the cornerstone, which is written in both Church Slavonic and in English. The words in "Union with Rome" are expressed very clearly in both languages. Those first parishioners knew they were Catholic, even if their Roman Catholic brethren didn't."

Autumn Driscoll / Hearst Connecticut Media

The Rev. Edward Young reads an inscription from 1915 at St. Peter and St. Paul Ukrainian Catholic Church which is celebrating the 100th anniversary of its building in Ansonia.

But because of the Greek Catholic rite's differences — allowing priests in Eastern Europe to marry, offering square instead of round hosts at communion, confirming babies at baptism — priests were suspended by local Roman Catholic bishops.

"We did not get our first bishop until 1907," Terlecky said.

As the years went by, parishioners continued to remodel their church in their rite's style.

In 1954, huge stained glass windows that now decorate the church's sides were imported from the Tyrolese Art Glass Co. in Innsbruck, Austria, at a cost of $14,000.

"The Howard Avenue side shows the Mother of God praying to the Holy Souls in purgatory," said Young, the church's pastor.

He said Father Lar Drive (named for the late the Rev. Basil Lar, who served the church as pastor from 1949-79) side of the building shows "Jesus handing the keys to the kingdom of God to St. Peter."

Off to the side on that window are St. Cyril and St. Methodius, the missionary brothers who introduced Orthodox Christianity to the Slavic people as well as St. Joseph, the husband of Mary, and St. Josaphat, who died trying to unite Eastern European Orthodox and Catholics.

But Young is proudest of a stained glass window inside the front entrance. It shows a painting of a Lemko church under which are the words: 'In Memory of our Immigrant Parents."

This church, too, was damaged by fire on March 13, 1957, at a cost of $80,000. As the fire burned, teachers and students from the then-adjacent Pine High School assisted Lar, then the pastor, by removing religious articles.

Esther Rozum, and Marilyn Michel, both of Seymour, are longtime parishioners. The oldest is Anna Prokopchik, of Ansonia, who will turn 101 in August.

"My parents were married in this church," said Rozum, who is known for her 47 years in Seymour Town Hall as an assistant, then town clerk. "I was baptized here, married here and had my three children, Dennis (Seymour's Public Works director), Janice and Sandra baptized here," said Rozum. "My husband's funeral was here."

As a child, she said she attended religious and language classes, and as an adult took her three children to the annual picnic on grounds the church still owns near its cemetery on Chatfield Street. Rozum, at 89, still helps Michel, 82, with the church's Saturday night bingo.

"The church has been a big part of my life," Rozum said.

"When we were kids, everything centered around the church," said Michel. "We played here. We prayed here. We socialized here."

In 1965 a modern eight-room school with a gym and kitchen facilities was built at 80 Howard Ave. Declining enrollment and increasing tuition forced the school to close in June 1992. Two years later, it was sold to TEAM.

The church also saw its membership decrease. Since 1978, the number of parishioners has fallen from 1,250 to 291. Death, old age, relocation and apathy have played a part.

"In many cases, the children of parishioners went off to college and then moved away," Terlecky said. "That's happened in just about every one of the parishioners' families. There are very few two-generation families attending."

Another factor is assimilation — parishioners marrying outside the Ukrainian Greek Catholic rite.

"Many women who were baptized Greek Catholic went on to marry Roman Catholic men and were told they had to attend the Roman Catholic church. They had to follow the rite their husband was baptized into because it was Canon law at that time. It no longer is," Terlecky said. "I've met a number of women at funeral repasts who have told me this."

Finally, while Eastern Europeans are moving into the Valley, few are registering with the church.

Still, Terlecky said he is impressed by the generosity of St. Peter and St. Paul parishioners. He pointed out they created a preservation fund that will keep the church alive for decades. In 1989, they raised more than $1 million for major restorations.

"The parish community must be highly praised on how it maintained the integrity of the church building," said Young, the current pastor. "What stands out especially is the Icon screen (restored in 2004). It moves me spiritually as a priest celebrating the divine liturgy while standing in the doorway of the Icon screen and giving the blessing of peace."

Anyone interested in purchasing tickets should contact the church at 203-734-3895; mmayko@ctpost.com

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OPEN HOUSE

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†We will meet the price on Phenom, Stearns & Foster, G.S. Stearns, Beautyrest Ultimate, Beautyrest Legend, iseries, icomfort, Tempur-Pedic & Sealy Posturepedic Hybrid. Applies to same or comparable mattresses prior to delivery. Excludes special purchase, Internet sales, telephone sales and warranties. Must present competitor's current ad or invoice.

Other sizes available at similar savings. All models available for purchase may not be on display. Photos are for illustration purposes only. Not responsible for typographical errors. Previous sales do not apply.

*Offer applies only to single-receipt qualifying purchases. No interest will be charged on promo purchase and equal monthly payments are required equal to initial promo purchase amount divided equally by the number of months in promo period until promo is paid in full. The equal monthly payment will be rounded to the next highest whole dollar and may be higher than the min. payment that would be required if the purchase was a non-promotional purchase. Regular account terms apply to non-promotional purchases. For new accounts: Purchase APR is 29.99%; Min. Interest Charge is $2. Existing cardholders should see their credit card agreement for their applicable terms. Subject to credit approval.

Newspaper: Stratford Star, Ad Number: 180422, Issue Date: 06/18/2015

Walkers carry the Wayne's Walk sign as they lead the 5K walk along Stratford's scenic Short Beach in remembrance of Wayne Lecardo who was killed by a drunk driver in 2007.

Wayne's Walk Foundation holds 5th annual 5K Walk Saturday

The Wayne's Walk Foundation, Inc., a Stratford based nonprofit organization, will hold their 5th annual 5K Walk on Saturday, June 20, with registration at 9 a.m., in the Short Beach parking lot. A welcome ceremony will be held at 9:30, followed immediately by the 5K Walk.

This fund-raiser honors Stratford native, Wayne Nicholas Lecardo, who was killed by a teenage drunk driver in 2007 while on his way home from work, two days before his 34th birthday. Wayne, his coworker, and the teenage driver were all killed in the crash.

The Wayne's Walk Foundation, Inc. is a 501(c)(3) public charity that was established by Wayne's family and friends. The foundation's mission is to raise awareness of the dangers of drinking and driving, to support activities and educational programs that inform the public about the impact of drinking and driving, and to financially support victims and families of drunk driving crashes. The foundation has established a Victim Assistance Fund where drunk driving victims can apply for financial assistance. To date, the organization has committed more than $20,000 to needy victims of drunk driving crashes, and has dedicated a portion of donations to support programs offered by Mothers Against Drunk Driving (MADD) within the State of CT. They are the only nonprofit organization in the State of CT with a fund to help drunk driving victims.

Several local, state and federal officials have been invited to the event. A beach celebration will take place after the walk with food, music, and family friendly activities.

For more information or to register online for the 5K Walk, visit wayneswalk.org.

Ted Pert (tasting room manager), Barbara Blosveren (library director), Brad Hittle (CEO) and Kelly M. (head bartender).

Two Roads donates to the library

For the third year in a row, the Two Roads Brewing Company of Stratford celebrated "National Poetry Month" in April by honoring poet Robert Frost and the Stratford Library.

The poet is the author of The Road Not Taken and the inspiration behind the brewing company's name.

The company donated $1 to the Stratford Library for every pint poured on Tuesdays during April and this year raised $1,368.

The money raised will be used for new teen and children's books.

Sikorsky Retirees Friendship Club trips

Sikorsky Retirees Friendship Club is sponsoring the following trips. For information or reservations, call Ruth Pavluvcik 203-783-1173.

Wednesday, July 8 — All you can eat lobster at The Delaney House, Holyoke, Ma.; $95 pp.

Wednesday, July 15 — Twin Lobsters and I Love Lucy/Ricky show, Chicopee, Ma.; $87 pp.

Visit stratfordstar.com *for complete listing of upcoming trips.*

UI Railroad T-Line Upgrades
THE PLAN AHEAD™

WHO: The United Illuminating Company
WHERE: Two Roads Brewing Company, 1700 Stratford Avenue Stratford, CT 06615
WHEN: June 24, 2015
TIME: 6 to 8 p.m.

The United Illuminating Company is proposing upgrades to the transmission electrical infrastructure along the Metro-North Railroad corridor from Bridgeport to Stratford. These improvements are necessary for UI to continue to provide reliable service to its customers and to meet the reliability standards mandated by national and regional authorities responsible for the transmission system.

An Open House event will be held for the public on June 24, 2015 at Two Roads Brewing Company, 1700 Stratford Avenue, Stratford, CT from 6 to 8 p.m.

Please join UI's project team at Two Roads Brewing Company to learn more about the proposed upgrades in Bridgeport and Stratford. UI personnel will be on hand to discuss the project, and answer any questions that you may have.

OPEN HOUSE