<u>CROSS-SECTION DRAWINGS: UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER</u>

UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER MILFORD, ORANGE, WEST HAVEN, AND NEW HAVEN, NEW HAVEN COUNTY, CT

<u>SECTION V2.2</u> MILVON TO WEST RIVER



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| | XS-14 NEW HAVEN | |
| | WEST RIVER SUBSTATION | |
| ERSTATE 95 | | |
| XS-12 | | |
| KS-10 - | ELM ST XS-13 | |
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| NOTE | | |
| 1. | TYPICAL FRAMINGS ALONG THE | |
| | PROJECT CORRIDOR. UNIQUE STANDALONE FRAMINGS ARE NOT | |
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| | UKUSS-SEUTION DKAWINGS. | |
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| MCF C | ROSS SECTION DIAGRAMS | |
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| | SHEET 1 OF 16 | |
| UI 115 KV RAIL | ROAD PROJECT MILVON TO WEST RI | VER |
| DR. ASW CK. MSP | SCALE: NTS FILE: NO. | REV. |
| P APP | CROSS SECTION LOCATION MAP | 0-0A |
| . 00/10/2021 | | |

CROSS SECTION 1 MILVON SUBSTATION TO WOODMONT SUBSTATION (MILFORD): STR P888N TO STR P910N - 1.43 MILES, STR P922N TO STR P927N - 0.34 MILES, STR P930N



REV

- 1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
- 2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- THE CTDOT CORRIDOR CONTAINS THREE (3) RAILROAD 3. TRACKS IN THIS AREA OPERATED BY METRÓ NORTH RAILROAD.
- 4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 5. VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- TO COMPLY WITH UI STANDARD TRANSMISSION 6. VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CTDOT CORRIDOR NORTHERN BOUNDARY IS GREATER THAN 32'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI WILL NOT NEED ANY PERMANENT EASEMENT FROM ADJACENT LANDOWNERS TO ACHIEVE THESE CLEARANCES.
- 7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| | | MCF CROSS SECTION DIAGRAMS | | | | | | | | |
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| | SHEET 2 OF 16 | | | | | | | | | |
| | UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER | | | | | | | | | |
| | DR. | ASW | SCALE: | NTS | FILE: | | | | | |
| | CK. | MSP | NO. | | | | REV. | | | |
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| · | DATE: | 09/10/2021 | | | _ | | | | | |

CROSS SECTION 2 MILVON SUBSTATION TO WOODMONT SUBSTATION (MILFORD): STR P914N TO STR P921N - 0.46 MILES, STR P928N TO STR P937N - 0.56 MILES REFER TO SHEET 4 (XS-3) FOR PROPOSED STRUCTURES LOCATED OUTSIDE OF THE CTDOT CORRIDOR

REV

- 1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
- 2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- THE CTDOT CORRIDOR CONTAINS THREE (3) RAILROAD 3. TRACKS IN THIS AREA OPERATED BY METRÓ NORTH RAILROAD.
- 4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 5. VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS. FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- TO COMPLY WITH UI STANDARD TRANSMISSION 6. VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CTDOT CORRIDOR NORTHERN BOUNDARY IS LESS THAN 32'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI PROPOSED TO ACQUIRE A PERMANENT EASEMENT FROM ADJACENT LANDOWNERS. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR PROPOSED ADDITIONAL PERMANENT EASEMENT LOCATIONS.
- 7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| | MCF CROSS SECTION DIAGRAMS | | | | | | | | |
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| | - SHEET 3 OF 16 | | | | | | | | |
| | UI 1 | 15 KV RAIL | ROAD | PROJE | ECT MILVON TO WEST R | IVER | | | |
| | DR. | ASW | SCALE: | NTS | FILE: | | | | |
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| - | DATE: | 09/10/2021 | | | | | | | |

CROSS SECTION 3 MILVON SUBSTATION TO WOODMONT SUBSTATION (MILFORD): STR P915N & STR P934N

REV

- 1. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- 2. THE CTDOT CORRIDOR CONTAINS THREE (3) RAILROAD TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 3. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 4 VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- 5. TO COMPLY WITH UI STANDARD TRANSMISSION VEGETATION MANAGEMENT PLANS. UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE SURROUNDING ENVIRONMENT REQUIRES A PROPOSED STRUCTURE TO BE PLACED OUTSIDE OF THE CTDOT CORRIDOR, UI PROPOSES TO ACQUIRE A PERMANENT EASEMENT FROM ADJACENT LANDOWNERS. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR PROPOSED CLEARING AND ADDITIONAL PERMANENT EASEMENT LOCATIONS.
- 6. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| MCF CROSS SECTION DIAGRAMS | | | | | | | | |
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| UI 1 | 15 KV RAIL | ROAD P | ROJE | CT MILVON TO WEST RI | VER | | | |
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| | UI 1 DR. CK. APP. DATE: | MCF C UI 115 KV RAIL dr. ASW ck. MSP APP date: 09/10/2021 | MCF CROSS S UI 115 KV RAILROAD P DR. ASW SCALE: N CK. MSP NO. APP DATE: 09/10/2021 | MCF CROSS SEC SHEET UI 115 KV RAILROAD PROJE DR. ASW SCALE: NTS CK. MSP NO. APP DATE: 09/10/2021 | MCF CROSS SECTION DIAGRAMS SHEET 4 OF 16 UI 115 KV RAILROAD PROJECT MILVON TO WEST RI DR. ASW SCALE: NTS FILE: CK. MSP NO. APP XS-3 | | | |

CROSS SECTION 4 MILVON SUBSTATION TO WOODMONT SUBSTATION (MILFORD): STR P938N TO STR P950N - 0.73 MILES, STR P952N TO STR P956N - 0.29 MILES REFER TO SHEET 6 (XS-5) FOR PROPOSED STRUCTURES LOCATED OUTSIDE OF THE CTDOT CORRIDOR

REV

- 1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
- 2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- THE CTDOT CORRIDOR CONTAINS FOUR (4) RAILROAD 3. TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 5. VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS. FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- TO COMPLY WITH UI STANDARD TRANSMISSION 6. VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CTDOT CORRIDOR NORTHERN BOUNDARY IS LESS THAN 32'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI PROPOSES TO ACQUIRE A PERMANENT EASEMENT FROM ADJACENT LANDOWNERS. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR PROPOSED CLEARING AND ADDITIONAL PERMANENT EASEMENT LOCATIONS.
- 7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| | MCF CROSS SECTION DIAGRAMS | | | | | | | | |
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| | SHEET 5 OF 16 | | | | | | | | |
| | UI 1 | 15 KV RAIL | ROAD | PROJE | CT MILVON TO WE | EST RI | VER | | |
| | DR. | ASW | SCALE: | NTS | FILE: | | | | |
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| - | DATE: | 09/10/2021 | | | | | 0 0/1 | | |

CROSS SECTION 5 MILVON SUBSTATION TO WOODMONT SUBSTATION (MILFORD): STR P944N TO STR P948N - 0.28 MILES, STR P952N

REV

- 1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
- 2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- THE CTDOT CORRIDOR CONTAINS FOUR (4) RAILROAD 3. TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 5. VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- TO COMPLY WITH UI STANDARD TRANSMISSION 6. VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE SURROUNDING ENVIRONMENT REQUIRES A PROPOSED STRUCTURE TO BE PLACED OUTSIDE OF THE CTDOT CORRIDOR, UI PROPOSES TO ACQUIRE A PERMANENT EASEMENT FROM THE ADJACENT LANDOWNER. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR PROPOSED ADDITIONAL PERMANENT EASEMENT LOCATIONS.
- 7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| | MCF CROSS SECTION DIAGRAMS | | | | | | | | |
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| | - SHEET 6 OF 16 | | | | | | | | |
| | UI 1 | 15 KV RAIL | ROAD | PROJE | ECT MILVON TO WEST R | IVER | | | |
| | DR. | ASW | SCALE: | NTS | FILE: | | | | |
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|) | APP. | | | | XS-5 | 0-0A | | | |
| | DATE: | 09/10/2021 | | | | | | | |

CROSS SECTION 6 MILVON SUBSTATION TO WOODMONT SUBSTATION (MILFORD): STR P951N & STR P957N

REV

- 1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
- 2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- THE CTDOT CORRIDOR CONTAINS FOUR (4) RAILROAD 3. TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 5. VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- TO COMPLY WITH UI STANDARD TRANSMISSION 6. VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CTDOT CORRIDOR NORTHERN BOUNDARY IS GREATER THAN 32'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI WILL NOT NEED ANY PERMANENT EASEMENT FROM ADJACENT LANDOWNERS TO ACHIEVE THESE CLEARANCES.
- 7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| | MCF CROSS SECTION DIAGRAMS | | | | | | | | |
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| | SHEET 7 OF 16 | | | | | | | | |
| | UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER | | | | | | | | |
| | DR. | ASW | SCALE: N | TS | FILE: | | | | |
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CROSS SECTION 7 WOODMONT SUBSTATION TO ALLINGS CROSSING SUBSTATION: STR P959N (MILFORD) TO STR P971N (MILFORD) - 0.74 MILES, STR P977N (ORANGE) TO STR P994N (WEST HAVEN) - 1.14 MILES

REV

- 1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
- 2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- THE CTDOT CORRIDOR CONTAINS FOUR (4) RAILROAD 3. TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 5. VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- TO COMPLY WITH UI STANDARD TRANSMISSION 6. VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CTDOT CORRIDOR NORTHERN BOUNDARY IS GREATER THAN 32'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI WILL NOT NEED ANY PERMANENT EASEMENT FROM ADJACENT LANDOWNERS TO ACHIEVE THESE CLEARANCES.
- 7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| | MCF CROSS SECTION DIAGRAMS | | | | | | | | |
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| | SHEET 8 OF 16 | | | | | | | | |
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| | UI 1 | 15 KV RAIL | ROAD F | PROJE | CT MILVON TO | WEST RI | VER | | |
| | DR. | ASW | SCALE: | NTS | FILE: | | | | |
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| ·. | DATE: | 09/10/2021 | | | | | 0.011 | | |

CROSS SECTION 8 WOODMONT SUBSTATION TO ALLINGS CROSSING SUBSTATION: STR P972N (MILFORD) TO STR P975EN (MILFORD) - 0.36 MILES, STR P996N (WEST HAVEN) TO STR P1007N (WEST HAVEN) - 0.67 MILES

REV

- 1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
- 2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- THE CTDOT CORRIDOR CONTAINS FOUR (4) RAILROAD 3 TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 5. VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- TO COMPLY WITH UI STANDARD TRANSMISSION 6. VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CTDOT CORRIDOR NORTHERN BOUNDARY IS LESS THAN 32'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI PROPOSES TO ACQUIRE A PERMANENT EASEMENT FROM ADJACENT LANDOWNERS. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR PROPOSED ADDITIONAL PERMANENT EASEMENT LOCATIONS.
- 7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| | MCF CROSS SECTION DIAGRAMS | | | | | | | | |
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| | - SHEET 9 OF 16 | | | | | | | | |
| | UI 1 | 15 KV RAIL | ROAD | PROJE | ECT MILVON TO WEST R | IVER | | | |
| | DR. | ASW | SCALE: | NTS | FILE: | | | | |
| | CK. | MSP | NO. | | | REV. | | | |
|) | APP. | | | | XS-8 | 0-0A | | | |
| - | DATE: | 09/10/2021 | | | | 0 07 1 | | | |

CROSS SECTION 9 ALLINGS CROSSING SUBSTATION TO ELMWEST SUBSTATION (WEST HAVEN): STR P1009N TO STR P1017N - 0.52 MILES, STR P1025N TO STR P1028N - 0.20 MILES REFER TO SHEET 11 (XS-10) FOR PROPOSED STRUCTURES LOCATED OUTSIDE OF THE CTDOT CORRIDOR

REV

- 1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
- 2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- THE CTDOT CORRIDOR CONTAINS FOUR (4) RAILROAD 3. TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 5. VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS. FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- TO COMPLY WITH UI STANDARD TRANSMISSION 6. VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CTDOT CORRIDOR NORTHERN BOUNDARY IS LESS THAN 32'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI PROPOSES TO ACQUIRE A PERMANENT EASEMENT FROM ADJACENT LANDOWNERS. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR PROPOSED ADDITIONAL PERMANENT EASEMENT LOCATIONS.
- 7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| | | MCF CROSS SECTION DIAGRAMS | | | | | | | | |
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| | SHEET 10 OF 16 | | | | | | | | | |
| | UI 1 | 15 KV RAIL | ROAD | PROJE | ECT MILVON TO WEST R | IVER | | | | |
| | DR. | ASW | SCALE: | NTS | FILE: | | | | | |
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|) | APP. | | | | XS-9 | 0-0A | | | | |
| - | DATE: | 09/10/2021 | | | | 0.011 | | | | |

REV

- 1. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- 2. THE CTDOT CORRIDOR CONTAINS FOUR (4) RAILROAD TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 3. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 4 VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- TO COMPLY WITH UI STANDARD TRANSMISSION 5. VEGETATION MANAGEMENT PLANS. UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE SURROUNDING ENVIRONMENT REQUIRES A PROPOSED STRUCTURE TO BE PLACED OUTSIDE OF THE CTDOT CORRIDOR, UI PROPOSES TO ACQUIRE A PERMANENT EASEMENT FROM THE ADJACENT LANDOWNER. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR PROPOSED ADDITIONAL EASEMENT LOCATIONS.
- 6. THE WIDTH OF THE EXISTING CTDOT CORRIDOR IN THE PROJECT AREA IS HIGHLY VARIABLE. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR CTDOT CORRIDOR BOUNDARIES.
- DISTANCE FROM SOUTHERN CATENARY STRUCTURE 7. TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| | MCF CROSS SECTION DIAGRAMS | | | | | | | | |
|---|---|------------|--------|-----|-------|-------|--|--|--|
| | SHEET 11 OF 16 | | | | | | | | |
| | UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER | | | | | | | | |
| | DR. | ASW | SCALE: | NTS | FILE: | | | | |
| | CK. | MSP | NO. | | | REV. | | | |
|) | APP. | | | | XS-10 | 0-0A | | | |
| | DATE: | 09/10/2021 | | | | 0 0/1 | | | |

- 1. THE EXISTING MONOPOLES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN MONOPOLES. THE SOUTHERN MONOPOLE WILL REMAIN TO CONTINUE TO SUPPORT THE METRO NORTH RAILROAD ELECTRICAL FACILITIES. THE NORTHERN MONOPOLE WILL BE REPLACED AS SHOWN.
- THE CTDOT CORRIDOR CONTAINS FOUR (4) RAILROAD 2. TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 3. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE METRO NORTH RAILROAD ELECTRICAL FACILITIES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES. DUE TO THE PEDESTRIAN WALKWAY AT THE WEST HAVEN TRAIN STATION. THE METRO NORTH ELECTRICAL FACILITIES WILL NEED TO BE HIGHER THAN AVERAGE.
- 4. EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- 5. TO COMPLY WITH UI STANDARD TRANSMISSION VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). UI WILL NOT NEED ANY PERMANENT EASEMENT FROM ADJACENT LANDOWNERS TO ACHIEVE THESE CLEARANCES AT THE WEST HAVEN TRAIN STATION
- 7. DISTANCE FROM SOUTHERN STEEL POLE STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| MCF CROSS SECTION DIAGRAMS | | | | | | | | | | |
|----------------------------|-------------------------------------|--|--|---|---|--|--|--|--|--|
| | | | | | | | | | | |
| UI 1 | 15 KV RAIL | ROAD | PROJE | CT MILVON TO WE | ST RI | VER | | | | |
| DR. | ASW | SCALE: | NTS | FILE: | | | | | | |
| CK. | MSP | NO. | | | | REV. | | | | |
| APP. | | | | XS-11 | | 0-0A | | | | |
| DATE: | 09/10/2021 | | | | | 0 0/1 | | | | |
| | UI 1 DR. CK. APP. DATE: | MCF C UI 115 KV RAIL dr. ASW ck. MSP APP date: 09/10/2021 | MCF CROS UI 115 KV RAILROAD DR. ASW SCALE: CK. MSP SCALE: DATE: 09/10/2021 | MCF CROSS SEC SHEET UI 115 KV RAILROAD PROJE DR. ASW SCALE: NTS CK. MSP APP DATE: 09/10/2021 | MCF CROSS SECTION DIAGRA SHEET 12 OF 16 UI 115 KV RAILROAD PROJECT MILVON TO WE DR. ASW SCALE: NTS FILE: CK. MSP NO. APP XS-11 DATE: 09/10/2021 | MCF CROSS SECTION DIAGRAMS SHEET 12 OF 16 UI 115 KV RAILROAD PROJECT MILVON TO WEST RI DR. ASW SCALE: NTS FILE: CK. MSP NO. APP DATE: 09/10/2021 | | | | |

REV

- 1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
- 2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- THE CTDOT CORRIDOR CONTAINS FOUR (4) RAILROAD 3. TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 5. VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- TO COMPLY WITH UI STANDARD TRANSMISSION 6. VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CTDOT CORRIDOR NORTHERN BOUNDARY IS LESS THAN 32'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI PROPOSES TO ACQUIRE A PERMANENT EASEMENT FROM ADJACENT LANDOWNERS. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR PROPOSED ADDITIONAL PERMANENT EASEMENT LOCATIONS.
- 7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| | MCF CROSS SECTION DIAGRAMS | | | | | | | | | | |
|---|--|------------|----------|-----|-------|--|------|--|--|--|--|
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | SHEET 13 OF 16 | | | | | | | | | | |
| | | | | | | | | | | | |
| | UI 115 KV RAII ROAD PROJECT MILVON TO WEST RIVER | | | | | | | | | | |
| | 011 | | | | | | | | | | |
| | DR. | ASW | SCALE: I | NTS | FILE: | | | | | | |
| | CK. | MSP | NO. | | | | REV. | | | | |
|) | APP. | | | | XS-12 | | 0-0A | | | | |
| | DATE: | 09/10/2021 | | | | | | | | | |

CROSS SECTION 13 ELMWEST SUBSTATION TO WEST RIVER SUBSTATION (WEST HAVEN): STR P1034N TO STR P1038N - 0.28 MILES

REV

- 1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
- 2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- THE CTDOT CORRIDOR CONTAINS FOUR (4) RAILROAD 3. TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR 5. VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- TO COMPLY WITH UI STANDARD TRANSMISSION 6. VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 32'-0" FROM EACH STRUCTURE CENTER (25'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CTDOT CORRIDOR NORTHERN BOUNDARY IS GREATER THAN 32'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI WILL NOT NEED ANY PERMANENT EASEMENT FROM ADJACENT LANDOWNERS TO ACHIEVE THESE CLEARANCES.
- 7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| MCF CROSS SECTION DIAGRAMS | | | | | | | | | |
|---|---|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
| | | | | | | | | | |
| SHEET 14 OF 16 | SHEET 14 OF 16 | | | | | | | | |
| | | | | | | | | | |
| UI 115 KV RAILROAD PROJECT MILVON TO WEST RIV | UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER | | | | | | | | |
| DR. ASW SCALE: NTS FILE: | | | | | | | | | |
| CK. MSP NO. F | REV. | | | | | | | | |
| ° APP XS-13 | 0-0A | | | | | | | | |
| 2. DATE: 09/10/2021 | 0 0/1 | | | | | | | | |

REV

- 1. DEPICTED STRUCTURES ARE STEEL TANGENT STRUCTURES. DEAD END STRUCTURES WILL DIFFER.
- 2. THE EXISTING CATENARY STRUCTURES SUPPORT METRO NORTH RAILROAD ELECTRICAL FACILITIES CONSISTING OF TWO (2) SIGNAL WIRES, 2 OR 3 FEEDER WIRES, AND ONE (1) AERIAL GROUND WIRE, BOTH ON THE NORTHERN AND SOUTHERN CATENARY SUPPORT COLUMNS.
- THE CTDOT CORRIDOR CONTAINS FOUR (4) RAILROAD TRACKS IN THIS AREA OPERATED BY METRO NORTH RAILROAD.
- 4. A 15'-0" CLEARANCE MUST BE MAINTAINED BETWEEN THE NEW 115-KV CONDUCTORS AND THE EXISTING CATENARY STRUCTURES SO THAT METRO NORTH RAILROAD CAN MAINTAIN THEIR EQUIPMENT WITHOUT REQUIRING AN OUTAGE ON THE 115-KV FACILITIES.
- EXISTING VEGETATION WITHIN THE CTDOT CORRIDOR VARIES BY LOCATION. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS FOR LOCATIONS OF PROPOSED TREE REMOVAL.
- 6. TO COMPLY WITH UI STANDARD TRANSMISSION VEGETATION MANAGEMENT PLANS, UI REQUIRES VEGETATION MANAGEMENT IN THE AREA THAT IS 45'-0" FROM EACH STRUCTURE CENTER (38'-0" FROM CONDUCTOR ATTACHMENT POINT). IN LOCATIONS WHERE THE CTDOT CORRIDOR NORTHERN BOUNDARY IS LESS THAN 45'-0" FROM THE PROPOSED STRUCTURE LOCATION, UI PROPOSES TO ACQUIRE A PERMANENT EASEMENT FROM ADJACENT LANDOWNERS. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR PROPOSED ADDITIONAL PERMANENT EASEMENT LOCATIONS.
- 7. DISTANCE FROM SOUTHERN CATENARY STRUCTURE TO CTDOT CORRIDOR SOUTHERN BOUNDARY WILL REMAIN UNCHANGED FROM EXISTING CONDITIONS.

| | MCF CROSS SECTION DIAGRAMS | | | | | | | | | | |
|---|---|------------|--------|-----|-------|--|------|--|--|--|--|
| | SHEET 15 OF 16 | | | | | | | | | | |
| | UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER | | | | | | | | | | |
| | DR. | ASW | SCALE: | NTS | FILE: | | | | | | |
| | CK. | MSP | NO. | | | | REV. | | | | |
|) | APP. | | | | XS-14 | | 0-0A | | | | |
| | DATE: | 09/10/2021 | | | | | | | | | |

CROSS SECTION DIMENSION TABLES

| Structure | Cross Section # | Height (ft) | A (ft) | B (ft) | C (ft) | D (ft) |
|-----------|--------------------|----------------|-----------|-----------|-----------|-----------|
| P888N | 1 | 90 | 69 | 36 | 33 | - 1 |
| P889N | 1 | 90 | 69 | 29 | 40 | - |
| P890N | 1 | 85 | 70 | 32 | 38 | - |
| P891N | 1 | 90 | 71 | 29 | 42 | - |
| P892N | 1 | 90 | 61 | 27 | 34 | - I |
| P892EN | 1 | 120 | 60 | 25 | 35 | <u> </u> |
| PROSN | 1 | 120 | 45 | 25 | 20 | |
| P894N | 1 | 110 | 59 | 20 | 20 | |
| D805N | 1 | 90 | 50 | 24 | 24 | - |
| PROSIN | 1 | 90 | 59 | 20 | 34 | - |
| POSON | 1 | 65 | 58 | 20 | 32 | - |
| P89/INN | 1 | 85 | 58 | 39 | 19 | - |
| P898N | 1 | 90 | 58 | 26 | 32 | - |
| P899N | 1 | 95 | 59 | 26 | 33 | - |
| P900N | 1 | 105 | 58 | 27 | 31 | - |
| P901N | 1 | 105 | 57 | 22 | 35 | - |
| P902N | 1 | 95 | 55 | 20 | 35 | - |
| P903N | 1 | 90 | 59 | 23 | 36 | - |
| P904N | 1 | 105 | 70 | 26 | 44 | - |
| P905N | 1 | 115 | 61 | 25 | 36 | - |
| P906N | 1 | 120 | 77 | 31 | 46 | - |
| P908N | 1 | 135 | 52 | 20 | 32 | - |
| P910N | 1 | 140 | 91 | 23 | 68 | - |
| P922N | 1 | 95 | 37 | 25 | 12 | - |
| P923N | 1 | 90 | 40 | 27 | 13 | - |
| P924N | 1 | 90 | 43 | 27 | 16 | |
| P925N | 1 | 95 | 40 | 30 | 17 | |
| POZEN | 1 | 95 | =7 =0 | 26 | 24 | |
| P027N | 1 | 35 | 50 | 20 | 24 | - |
| P92/IN | 1 | 90 | 53 | 2/ | 20 | - |
| P920N | 1 | 100 | 56 | 3/ | 19 | - |
| P930N | 1 | 100 | /1 | 26 | 45 | - |
| P931N | 1 | 100 | 65 | 26 | 39 | - |
| P914N | 2 | 135 | 39 | 23 | 16 | 16 |
| P916N | 2 | 135 | 50 | 23 | 27 | 25 |
| P918N | 2 | 135 | 46 | 25 | 21 | 31 |
| P919N | 2 | 105 | 36 | 25 | 11 | 21 |
| P920N | 2 | 105 | 25 | 25 | - | 32 |
| P921N | 2 | 100 | 32 | 23 | 9 | 23 |
| P929N | 2 | 100 | 57 | 33 | 24 | 8 |
| P932N | 2 | 100 | 52 | 25 | 27 | 21 |
| P936N | 2 | 105 | 36 | 25 | 11 | 37 |
| P937N | 2 | 110 | 36 | 25 | 11 | 21 |
| P915N | 3 | 145 | 21 | 23 | - | 34 |
| P934N | 3 | 115 | 64 | 69 | - | 53 |
| P938N | 4 | 105 | 38 | 32 | 6 | 26 |
| P940N | 4 | 125 | 38 | 32 | 6 | 20 |
| POADNI | | 125 | 36 | 02 | 0 | 20 |
| | 4 | 120 | 30 | 21 | 9 | 23 |
| P949N | 4 | 100 | 26 | 24 | 2 | 30 |
| POCOL | 4 | 100 | 26 | 24 | 2 | 30 |
| P953N | 4 | 100 | 26 | 20 | 6 | 26 |
| P954N | 4 | 95 | 26 | 18 | 8 | 24 |
| P955N | 4 | 95 | 26 | 18 | 8 | 24 |
| P956N | 4 | 100 | 40 | 25 | 15 | 17 |
| P944N | 5 | 115 | 35 | 41 | - | 50 |
| P946N | 5 | 105 | 36 | 49 | - | 57 |
| P947N | 5 | 105 | 35 | 54 | - | 51 |
| P948N | 5 | 95 | 26 | 55 | - | 61 |
| P952N | 5 | 105 | 26 | 25 | 1 | 31 |
| P951N | 6 | 110 | 97 | 24 | 73 | - |
| DOCZNI | e | 105 | 75 | 07 | 40 | |

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| Structure | Cross Section # | Structure Height (ff) | A (ft) | B (ft) | C (ft) | D (ft) |
|-----------|--------------------|-----------------------------|-----------|-----------|-----------|-----------|
| P959N | 7 | 80 | 125 | 22 | 103 | |
| P960N | 7 | 85 | 143 | 25 | 118 | - |
| P961N | 7 | 110 | 119 | 25 | 94 | - |
| P962N | 7 | 115 | 96 | 29 | 67 | - |
| P963N | 7 | 115 | 79 | 25 | 54 | - |
| P964N | 7 | 105 | 61 | 28 | 33 | - |
| P965N | 7 | 110 | 61 | 27 | 34 | - |
| P966AN | 7 | 115 | 96 | 30 | 66 | - |
| P968N | 7 | 115 | 79 | 30 | 49 | - |
| P969N | 7 | 110 | 96 | 25 | 71 | - |
| P970N | 7 | 100 | 56 | 23 | 33 | - |
| P971N | 7 | 105 | 56 | 23 | 33 | - |
| P977N | 7 | 110 | 96 | 22 | 74 | - |
| P978N | 7 | 90 | 96 | 30 | 66 | - |
| P979N | 7 | 80 | 96 | 30 | 66 | - |
| P980N | 7 | 80 | 96 | 25 | 71 | - |
| P981N | 7 | 80 | 76 | 25 | 51 | - |
| P982N | 7 | 95 | 77 | 25 | 52 | - |
| P983N | 7 | 105 | 76 | 42 | 34 | - |
| P985N | 7 | 105 | 76 | 42 | 34 | - |
| P986N | 7 | 95 | 77 | 24 | 53 | - |
| P987NN | 7 | 95 | 76 | 43 | 33 | - |
| P988N | 7 | 95 | 76 | 35 | 41 | - |
| P989N | 7 | 90 | 76 | 40 | 36 | - |
| P990N | 7 | 85 | 76 | 39 | 37 | - |
| P991N | 7 | 90 | 76 | 28 | 48 | - |
| P992N | 7 | 95 | 76 | 24 | 52 | - |
| P993N | 7 | 100 | 76 | 25 | 51 | - |
| P994N | 7 | 120 | 76 | 25 | 51 | - |
| P972N | 8 | 100 | 45 | 27 | 18 | 14 |
| P973NN | 8 | 95 | 43 | 41 | 2 | 30 |
| P974N | 8 | 105 | 56 | 25 | 31 | 1 |
| P975EN | 8 | 105 | 55 | 30 | 25 | 7 |
| P996N | 8 | 110 | 36 | 31 | 5 | 27 |
| P997N | 8 | 100 | 36 | 28 | 8 | 24 |
| P998N | 8 | 90 | 36 | 31 | 5 | 27 |
| P999N | 8 | 90 | 36 | 25 | 11 | 21 |
| P1000N | 8 | 90 | 37 | 25 | 12 | 20 |
| P1001N | 8 | 90 | 36 | 25 | 11 | 21 |
| P1002N | 8 | 90 | 36 | 25 | 11 | 21 |
| P1003N | 8 | 90 | 36 | 25 | 11 | 21 |
| P1004N | 8 | 80 | 36 | 25 | 11 | 21 |
| P1005N | 8 | 75 | 36 | 25 | 11 | 21 |
| P1006N | 8 | 85 | 36 | 25 | 11 | 21 |
| P1007N | 8 | 90 | 36 | 27 | 9 | 23 |

PE Stamp

ACCEPTED BY OE

| Structure | Cross Section # | Structure Height (ft) | A (ft) | B (ft) | C (ft) | D (ft) |
|-----------|--------------------|-----------------------------|-----------|-----------|-----------|-----------|
| P1009N | 9 | 90 | 36 | 25 | 11 | 21 |
| P1010N | 9 | 85 | 36 | 24 | 12 | 20 |
| P1011N | 9 | 85 | 36 | 26 | 10 | 22 |
| P1012N | 9 | 95 | 57 | 51 | 6 | 26 |
| P1013N | 9 | 100 | 58 | 31 | 27 | 5 |
| P1015N | 9 | 105 | 58 | 23 | 35 | 8 |
| P1017N | 9 | 170 | 31 | 27 | 4 | 39 |
| P1026N | 9 | 100 | 57 | 48 | 9 | 23 |
| P1027N | 9 | 100 | 46 | 22 | 24 | 8 |
| P1028N | 9 | 105 | 46 | 21 | 25 | 7 |
| P1025N | 10 | 80 | 34 | 57 | - | 55 |
| P1019N | 11 | 155 | 100+ | 27 | 100+ | - |
| P1020N | 11 | 135 | 100+ | 16 | 100+ | - |

NOTE:

1. ALL DIMENSIONS NOTED ARE DISTANCES AT NEW DOUBLE-CIRCUIT 115-KV STRUCTURES. WIDTHS MAY VARY FROM INDICATED DISTANCES IN BETWEEN PROPOSED 115-KV DOUBLE-CIRCUIT STRUCTURES.

| | | | ** | AVANGRID | | MCF C | ROSS SECTION DIAGRAMS | |
|------|------------|----------|------------------|----------|------|------------|--------------------------------|-------|
| | | | | | - | | SHEET 16 OF 16 | |
| | | | | | UI 1 | 15 KV RAIL | ROAD PROJECT MILVON TO WEST F | RIVER |
| | | | | | DR. | ASW | SCALE: NTS FILE: | |
| | | | | | CK. | MSP | NO. | REV. |
| 0-0A | 09/10/2021 | WESTWOOD | ISSUE FOR REVIEW | MSP | APP. | | CROSS SECTION DIMENSION TABLES | 0-0A |
| REV. | DATE | BY | DESCRIPTION | APP. | DATE | 09/10/2021 | | 0.01 |

| Structure | Cross Section # | Structure Height (ft) | A (ft) | B (ft) | C (ft) | D (ft) |
|-----------|--------------------|-----------------------------|-----------|-----------|-----------|-----------|
| P1030N | 12 | 110 | 43 | 25 | 18 | 14 |
| P1031N | 12 | 105 | 34 | 25 | 9 | 23 |
| P1032N | 12 | 105 | 34 | 24 | 10 | 22 |
| P1033N | 12 | 110 | 30 | 21 | 9 | 23 |
| P1034N | 13 | 100 | 78 | 26 | 52 | - |
| P1035N | 13 | 95 | 75 | 48 | 27 | - |
| P1036N | 13 | 95 | 92 | 52 | 40 | - |
| P1037N | 13 | 95 | 106 | 49 | 57 | - |
| P1038N | 13 | 125 | 75 | 25 | 50 | - |
| P1043N | 14 | 120 | 33 | 28 | 5 | 40 |
| P1045N | 14 | 115 | 33 | 30 | 3 | 42 |
| P1047N | 14 | 115 | 34 | 30 | 4 | 41 |
| | | | | | | |

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UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER MILFORD, ORANGE, WEST HAVEN, AND NEW HAVEN, NEW HAVEN COUNTY, CT