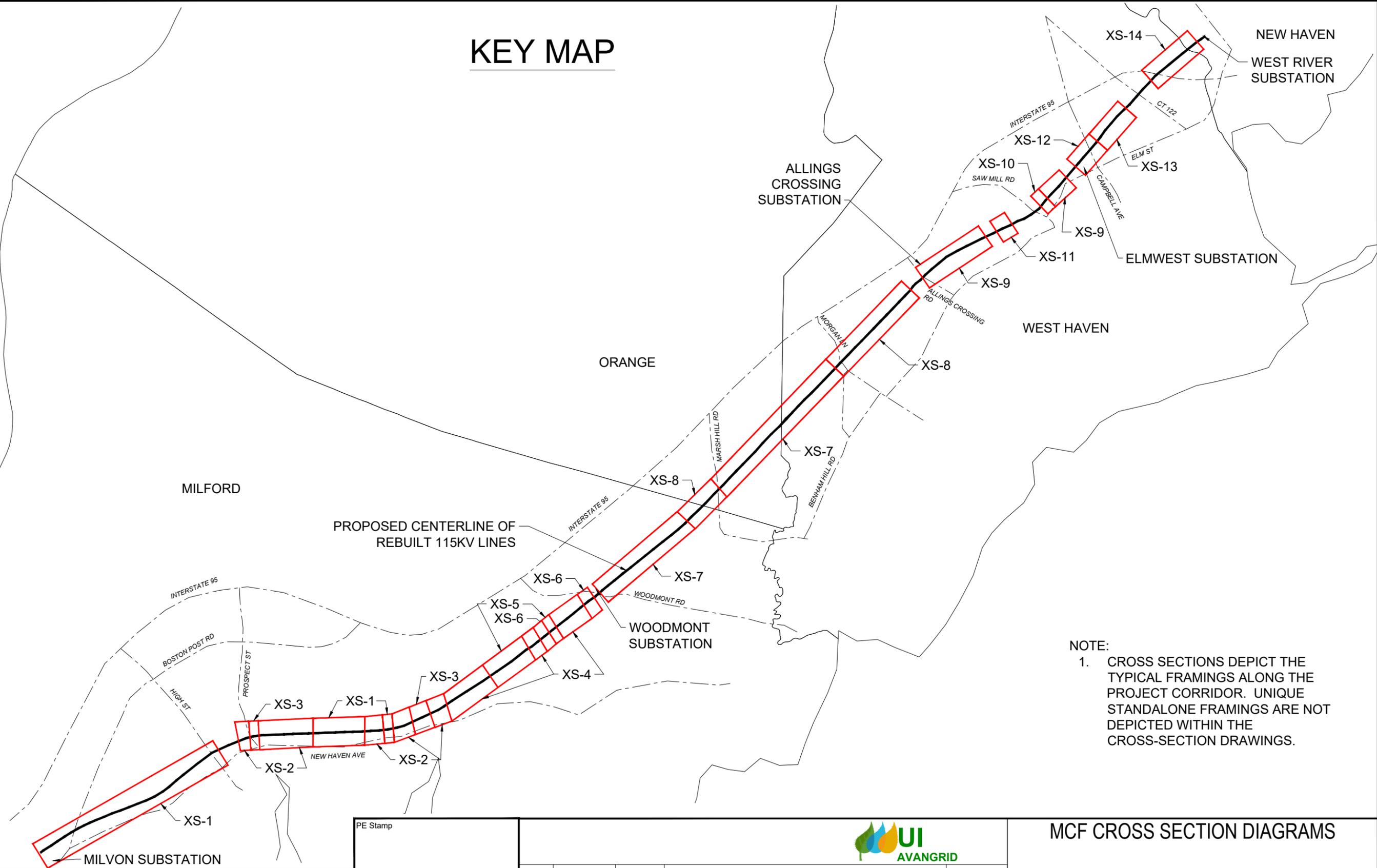


SECTION V2.2

CROSS-SECTION DRAWINGS: UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

KEY MAP



NOTE:
 1. CROSS SECTIONS DEPICT THE TYPICAL FRAMINGS ALONG THE PROJECT CORRIDOR. UNIQUE STANDALONE FRAMINGS ARE NOT DEPICTED WITHIN THE CROSS-SECTION DRAWINGS.

ANSI B CADD Drawing, DO NOT REVISE MANUALLY.

REV.	DESCRIPTION	DATE	BY	CK	APP	OWNER ENGINEER:	APPROVAL STAMP:

PE Stamp			
0-0A	09/10/2021	WESTWOOD	ISSUE FOR REVIEW
REV.	DATE	BY	DESCRIPTION

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

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

EXISTING
(VIEW FACING EAST)

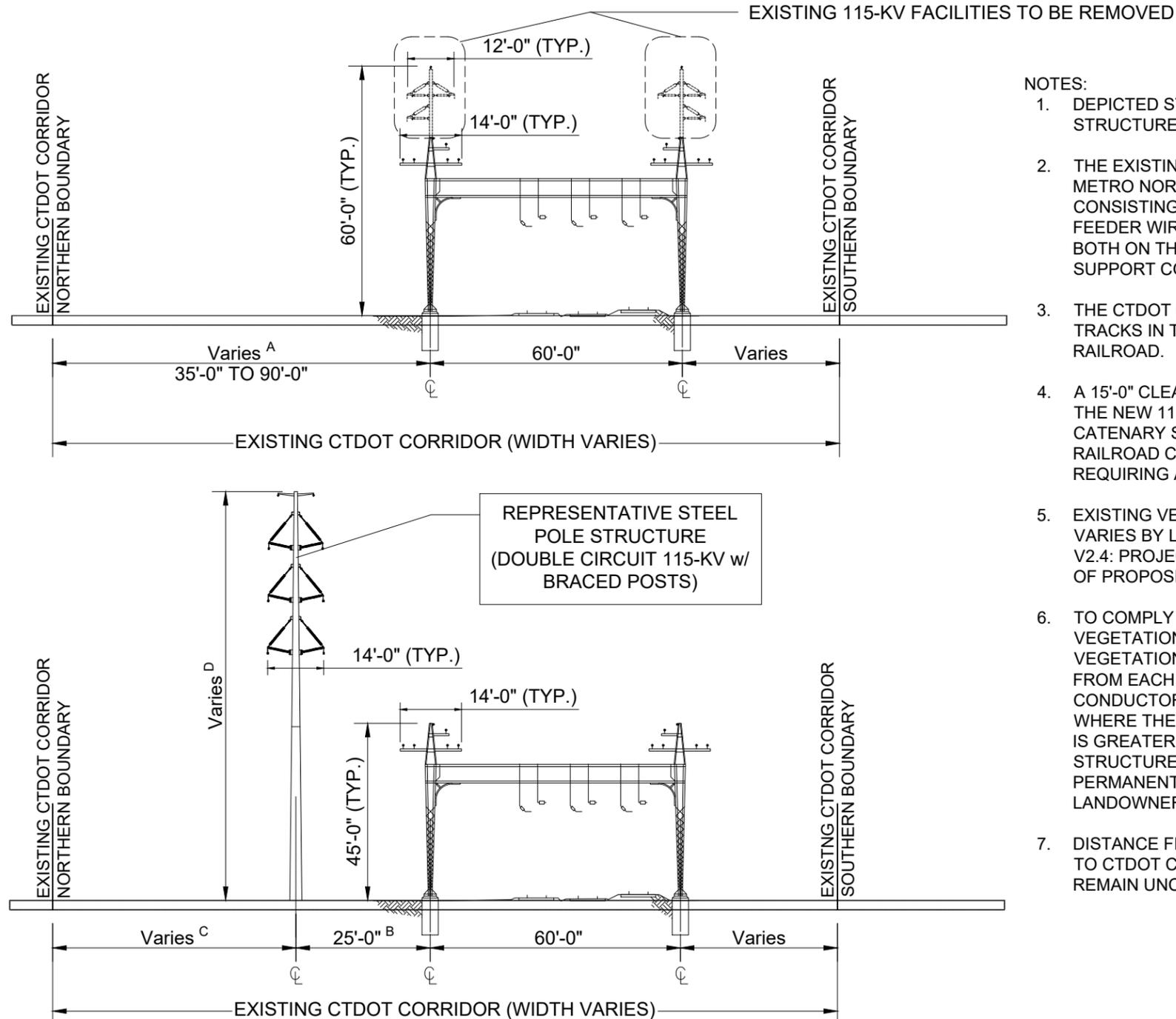
^A THE WIDTH OF THE EXISTING CTDOT CORRIDOR IN THE PROJECT AREA IS HIGHLY VARIABLE. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR CTDOT CORRIDOR BOUNDARIES.

^B THIS DISTANCE AVERAGES TO BE 25'-0" BUT CAN RANGE FROM 20'-0" TO 36'-0". REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

^C THE DISTANCE BETWEEN THE PROPOSED 115-KV DOUBLE-CIRCUIT STRUCTURES AND THE EXISTING CTDOT CORRIDOR NORTHERN BOUNDARY VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

^D THE HEIGHT OF THE NEW 115-KV DOUBLE-CIRCUIT STRUCTURES VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT STRUCTURE HEIGHTS.

PROPOSED
(VIEW FACING EAST)



NOTES:

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.
3. THE CTDOT CORRIDOR CONTAINS THREE (3) 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.
5. 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 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.

CADD Drawing, DO NOT REVISE MANUALLY.

ANSI B

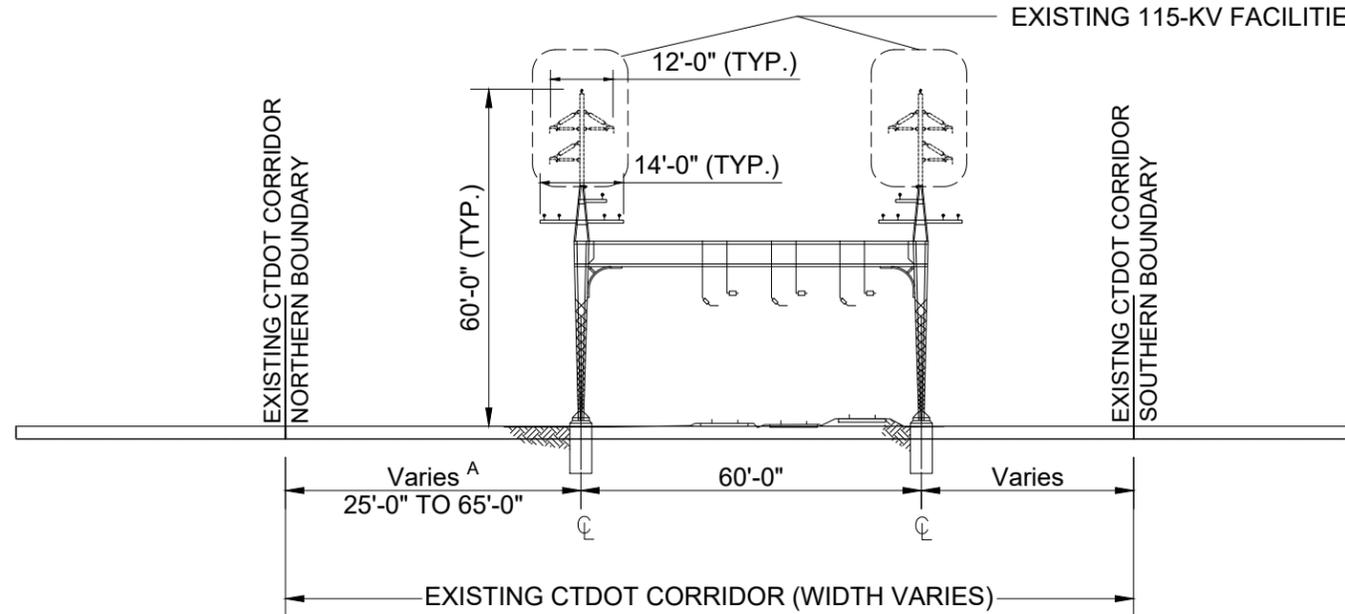
PE Stamp				MCF CROSS SECTION DIAGRAMS	
				SHEET 2 OF 16	
				UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER	
				DR. ASW	SCALE: NTS
				CK. MSP	FILE:
				APP. ---	NO.
				XS-1	
				DATE: 09/10/2021	REV. 0-0A

REV.	DESCRIPTION	DATE	BY	CK	APP	OWNER ENGINEER:	APPROVAL STAMP:

REV.	DATE	BY	DESCRIPTION	APP.
0-0A	09/10/2021	WESTWOOD	ISSUE FOR REVIEW	MSP

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

EXISTING
 (VIEW FACING EAST)



NOTES:

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.
3. THE CTDOT CORRIDOR CONTAINS THREE (3) 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.
5. 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 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.

^A 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.

^B THIS DISTANCE AVERAGES TO BE 25'-0" BUT CAN RANGE FROM 21'-0" TO 69'-0". REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

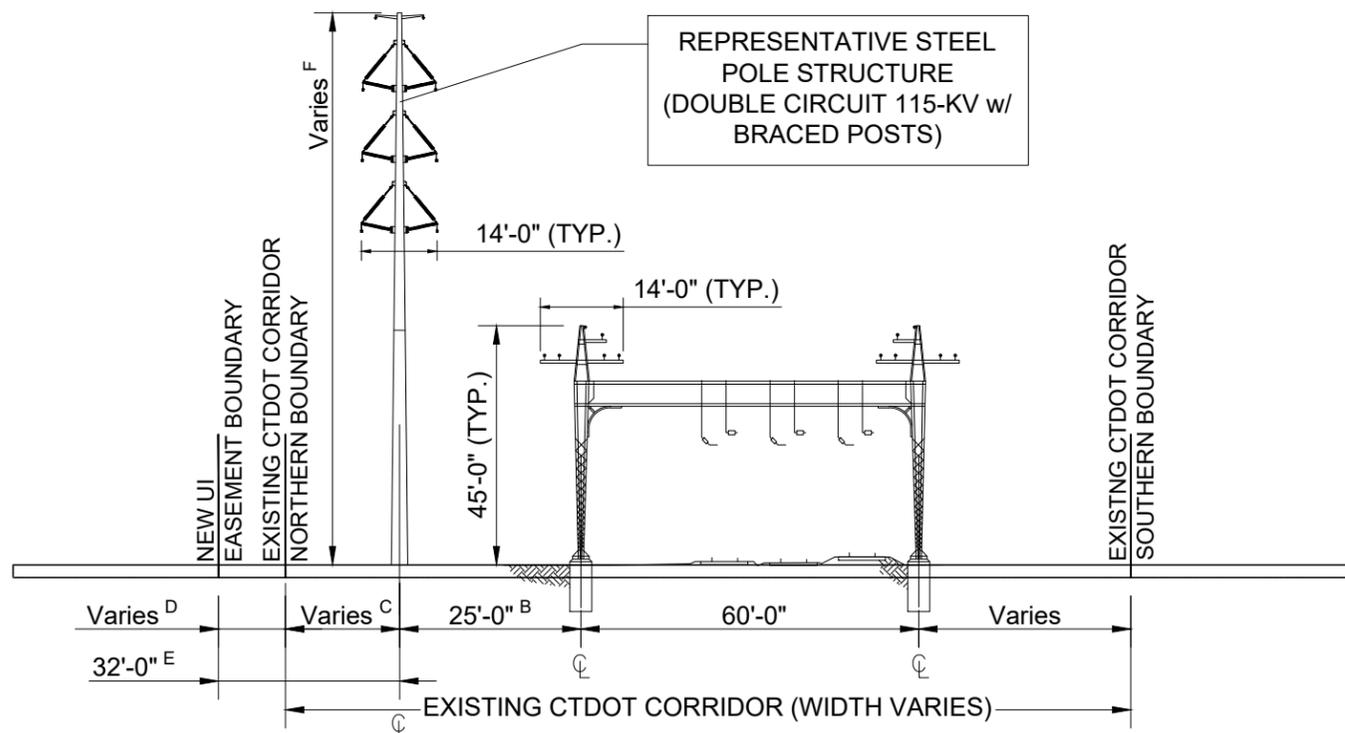
^C THE DISTANCE BETWEEN THE PROPOSED 115-KV DOUBLE-CIRCUIT STRUCTURES AND THE EXISTING CTDOT CORRIDOR NORTHERN BOUNDARY VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

^D THE WIDTH OF UI'S REQUIRED NEW PERMANENT EASEMENT VARIES. REFER TO TABLE ON SHEET 16.

^E BETWEEN STRUCTURES P916N AND P918N THIS DISTANCE IS 52'-0". BETWEEN STRUCTURES P932N AND P936N THIS DISTANCE IS 48'-0". REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR PROPOSED EASEMENT BOUNDARY LIMITS.

^F THE HEIGHT OF THE NEW 115-KV DOUBLE-CIRCUIT STRUCTURES VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT STRUCTURE HEIGHTS.

PROPOSED
 (VIEW FACING EAST)



CADD Drawing, DO NOT REVISE MANUALLY.

ANSI B

PE Stamp				MCF CROSS SECTION DIAGRAMS	
				SHEET 3 OF 16	
				UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER	
DR.	ASW	SCALE:	NTS	FILE:	
CK.	MSP	NO.			
APP.	---				
DATE:	09/10/2021				
REV.	0-0A	DATE	09/10/2021	DESCRIPTION	ISSUE FOR REVIEW
BY	WESTWOOD	APP.	MSP		

REV.	DESCRIPTION	DATE	BY	CK	APP	OWNER ENGINEER:	APPROVAL STAMP:

DRAWING PREPARED BY:	ACCEPTED BY OE:

XS-2

REV. 0-0A

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

EXISTING
(VIEW FACING EAST)

^A 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.

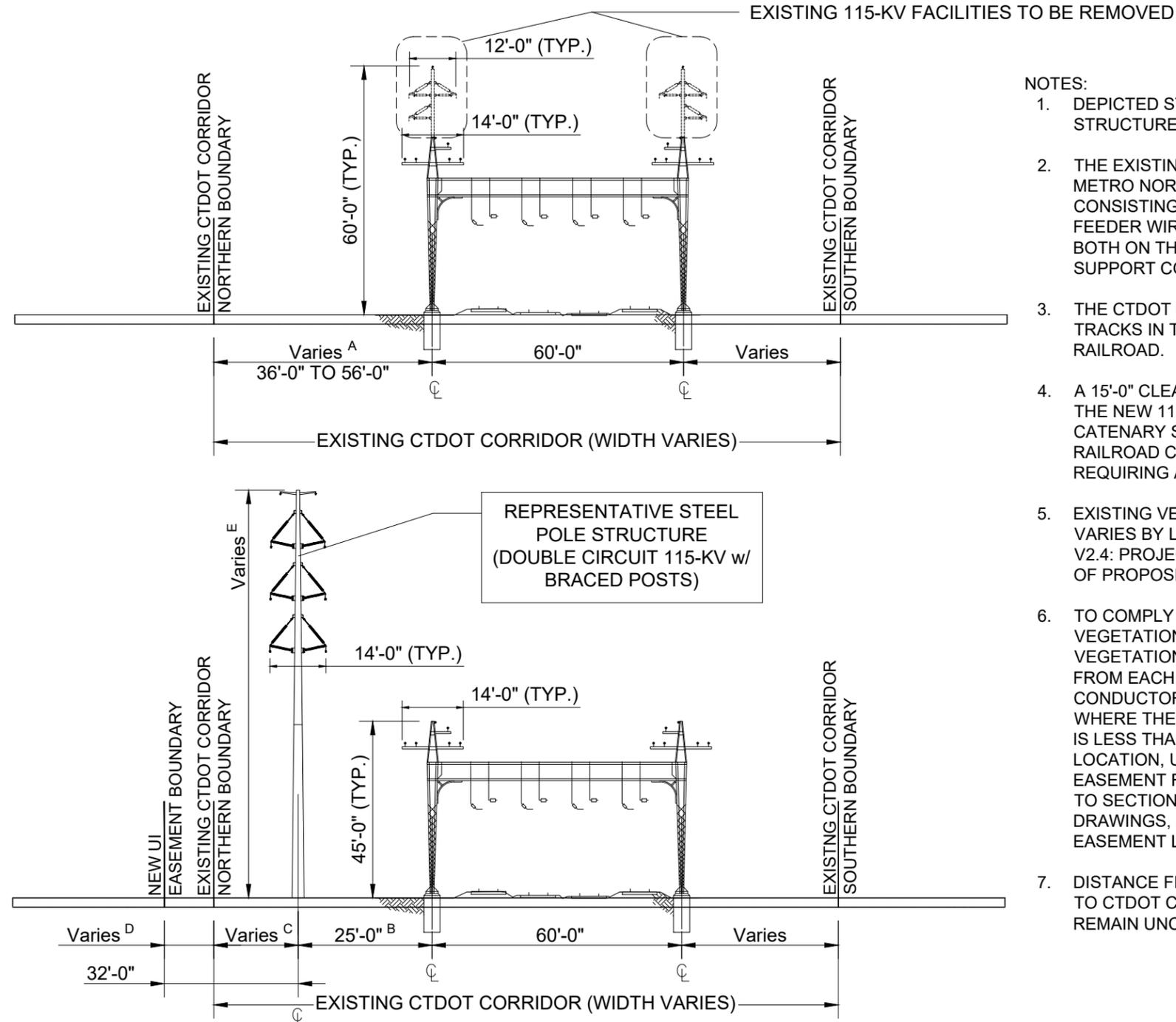
^B THIS DISTANCE AVERAGES TO BE 25'-0" BUT RANGES FROM 23'-0" TO 31'-0". REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

^C THE DISTANCE BETWEEN THE PROPOSED 115-KV DOUBLE-CIRCUIT STRUCTURES AND THE EXISTING CTDOT CORRIDOR NORTHERN BOUNDARY VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

^D THE WIDTH OF UI'S REQUIRED NEW PERMANENT EASEMENT VARIES. REFER TO TABLE ON SHEET 16.

^E THE HEIGHT OF THE NEW 115-KV DOUBLE-CIRCUIT STRUCTURES VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT STRUCTURE HEIGHTS.

PROPOSED
(VIEW FACING EAST)



NOTES:

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.
3. 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.
5. 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 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.

CADD Drawing, DO NOT REVISE MANUALLY.

ANSI B

PE Stamp 				MCF CROSS SECTION DIAGRAMS	
				SHEET 9 OF 16	
				UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER	
				DR. ASW	SCALE: NTS
				CK. MSP	FILE:
				APP. ---	NO.
				XS-8	
				DATE: 09/10/2021	REV. 0-0A

REV.	DESCRIPTION	DATE	BY	CK	APP	OWNER ENGINEER:	APPROVAL STAMP:

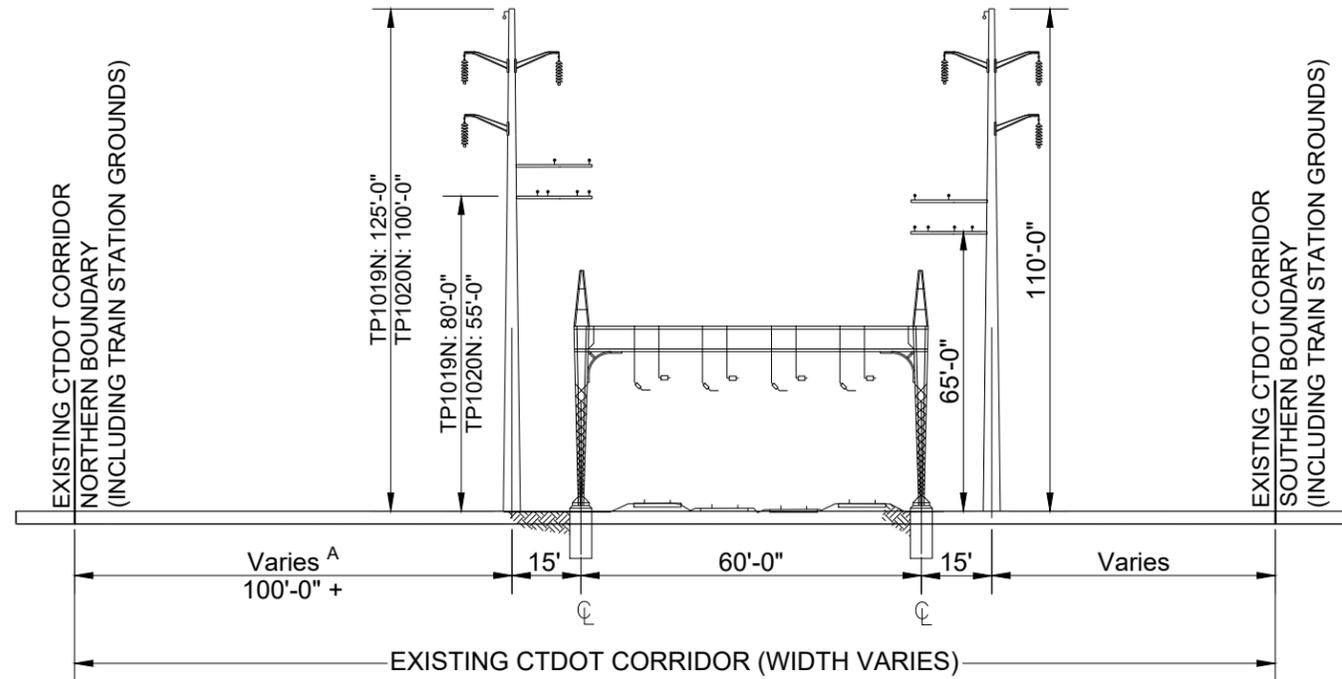
DRAWING PREPARED BY:	ACCEPTED BY OE:	0-0A	09/10/2021	WESTWOOD	ISSUE FOR REVIEW	MSP
REV.	DATE	BY	DESCRIPTION	APP.		

CROSS SECTION 11

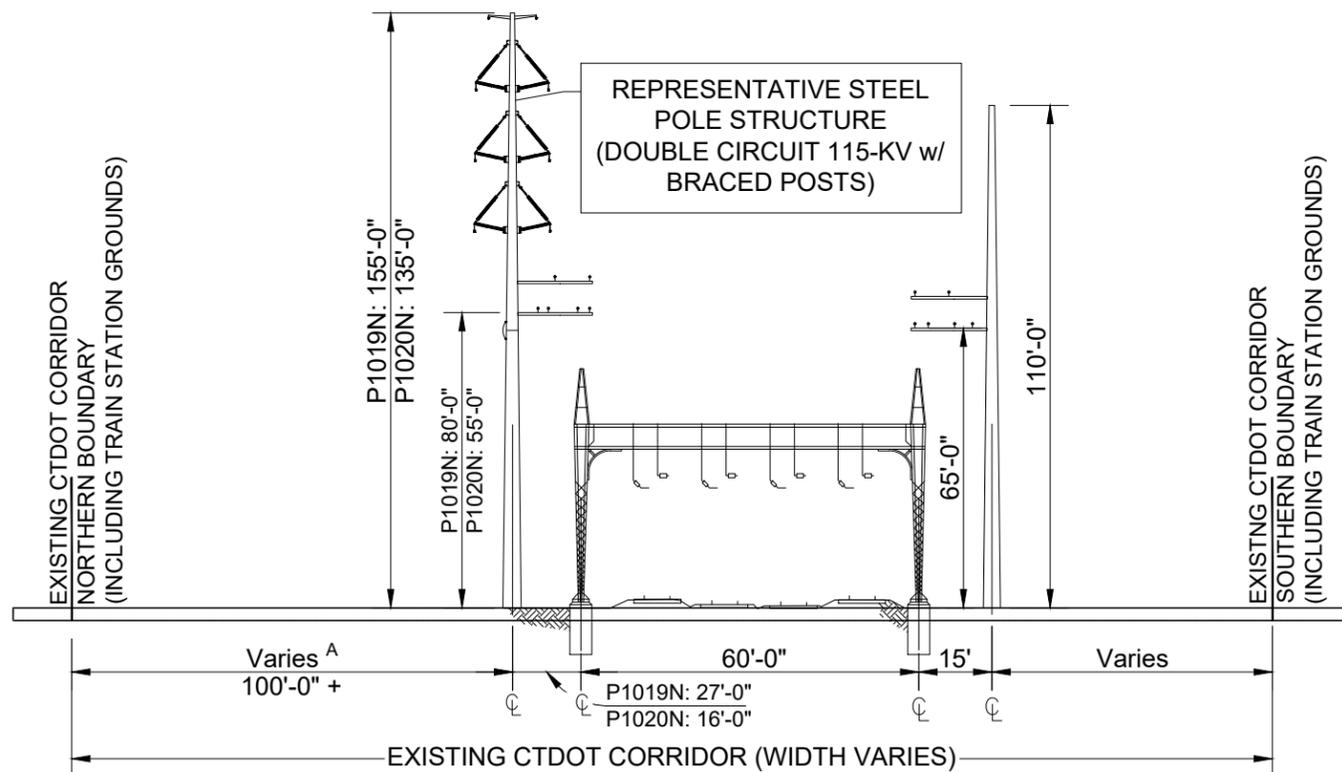
ALLINGS CROSSING SUBSTATION TO ELMWEST SUBSTATION (WEST HAVEN): STR P1019N TO STR P1020N - WEST HAVEN TRAIN STATION

EXISTING
(VIEW FACING EAST)

^A THE WIDTH OF THE TRAIN STATION GROUNDS IS HIGHLY VARIABLE. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR CTDOT PROPERTY BOUNDARY INFORMATION.



PROPOSED
(VIEW FACING EAST)



NOTES:

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.
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 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.

CADD Drawing, DO NOT REVISE MANUALLY.

ANSI B

PE Stamp				MCF CROSS SECTION DIAGRAMS	
				SHEET 12 OF 16	
				UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER	
				DR. ASW	SCALE: NTS
				CK. MSP	FILE:
				APP. ---	NO.
				XS-11	
				DATE: 09/10/2021	REV. 0-0A
REV.	DESCRIPTION	DATE	BY	CK	APP
OWNER ENGINEER:		APPROVAL STAMP:			
DRAWING PREPARED BY:		ACCEPTED BY OE:			
0-0A	09/10/2021	WESTWOOD	ISSUE FOR REVIEW		MSP
REV.	DATE	BY	DESCRIPTION	APP.	

CROSS SECTION 12

ELMWEST SUBSTATION TO WEST RIVER SUBSTATION (WEST HAVEN): STR P1030N TO STR P1033N - 0.22 MILES

EXISTING
(VIEW FACING EAST)

^A 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.

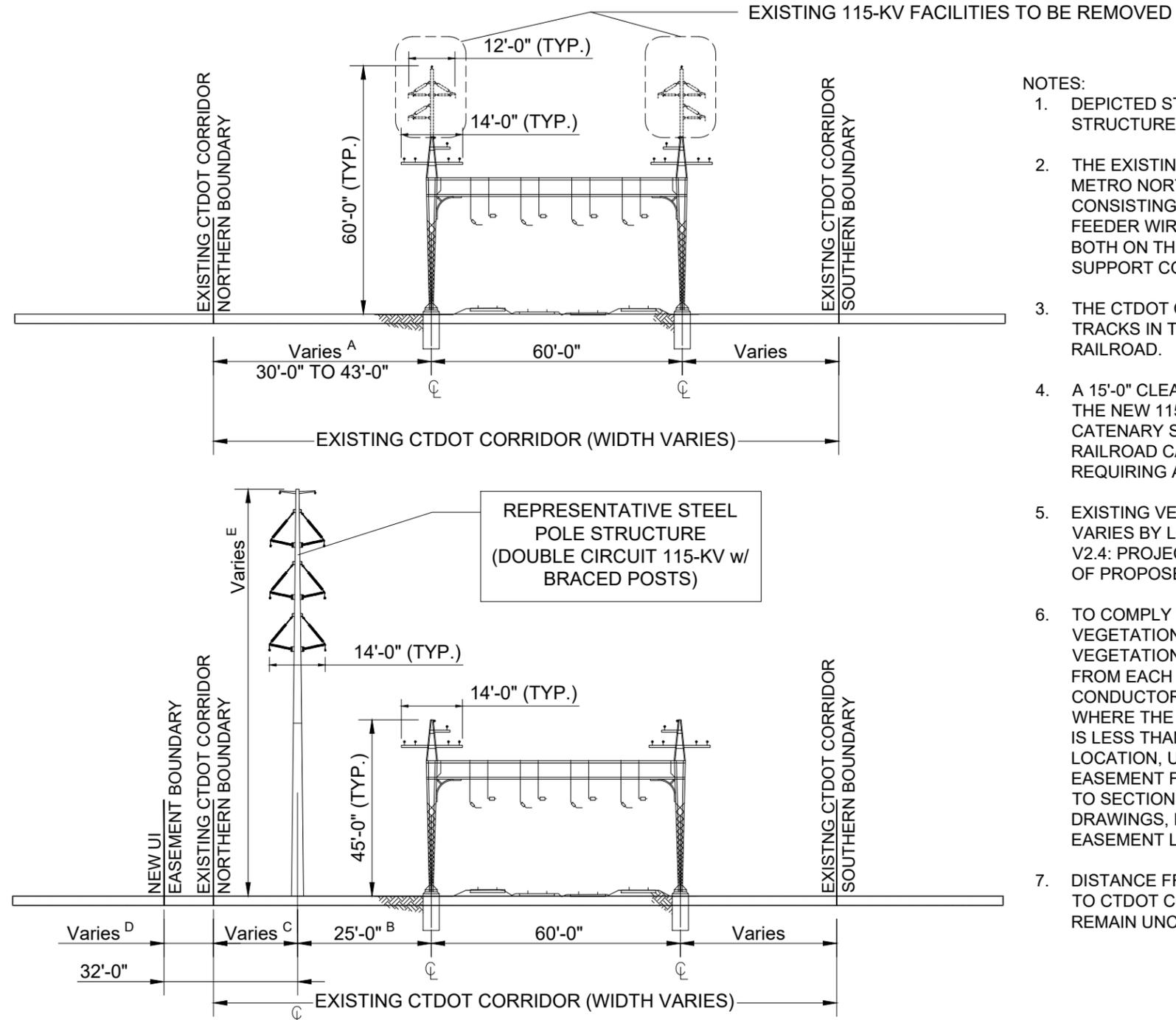
^B THIS DISTANCE AVERAGES TO BE 25'-0" BUT RANGES FROM 21'-0" TO 30'-0". REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

^C THE DISTANCE BETWEEN THE PROPOSED 115-KV DOUBLE-CIRCUIT STRUCTURES AND THE EXISTING CTDOT CORRIDOR NORTHERN BOUNDARY VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

^D THE WIDTH OF UI'S REQUIRED NEW PERMANENT EASEMENT VARIES. REFER TO TABLE ON SHEET 16.

^E THE HEIGHT OF THE NEW 115-KV DOUBLE-CIRCUIT STRUCTURES VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT STRUCTURE HEIGHTS.

PROPOSED
(VIEW FACING EAST)



NOTES:

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.
3. 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.
5. 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 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.

CADD Drawing, DO NOT REVISE MANUALLY.

ANSI B

PE Stamp				MCF CROSS SECTION DIAGRAMS	
				SHEET 13 OF 16	
				UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER	
				DR. ASW	SCALE: NTS
				CK. MSP	FILE:
				APP. ---	NO.
				XS-12	
				DATE: 09/10/2021	REV. 0-0A
REV.	DESCRIPTION	DATE	BY	CK	APP
OWNER ENGINEER:		APPROVAL STAMP:			
DRAWING PREPARED BY:		ACCEPTED BY OE:			
0-0A	09/10/2021	WESTWOOD	ISSUE FOR REVIEW		MSP
REV.	DATE	BY	DESCRIPTION	APP.	

CROSS SECTION 13

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

EXISTING
(VIEW FACING EAST)

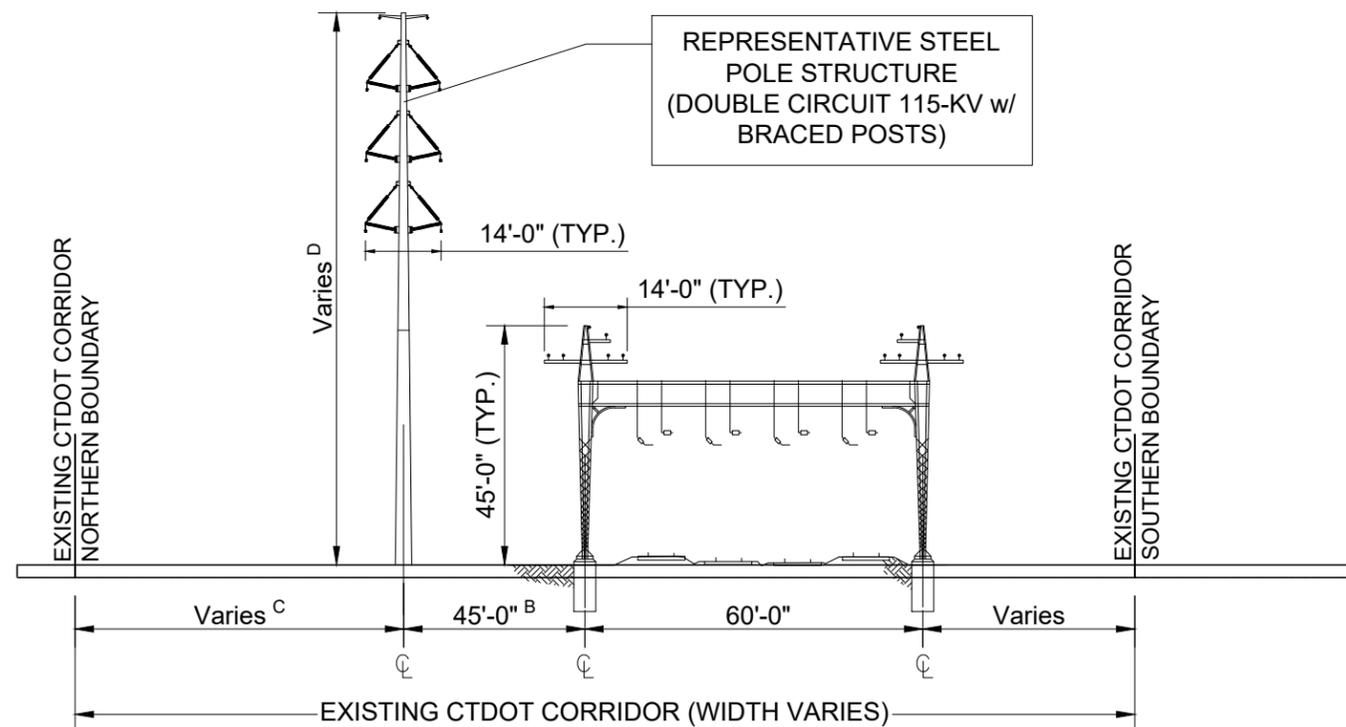
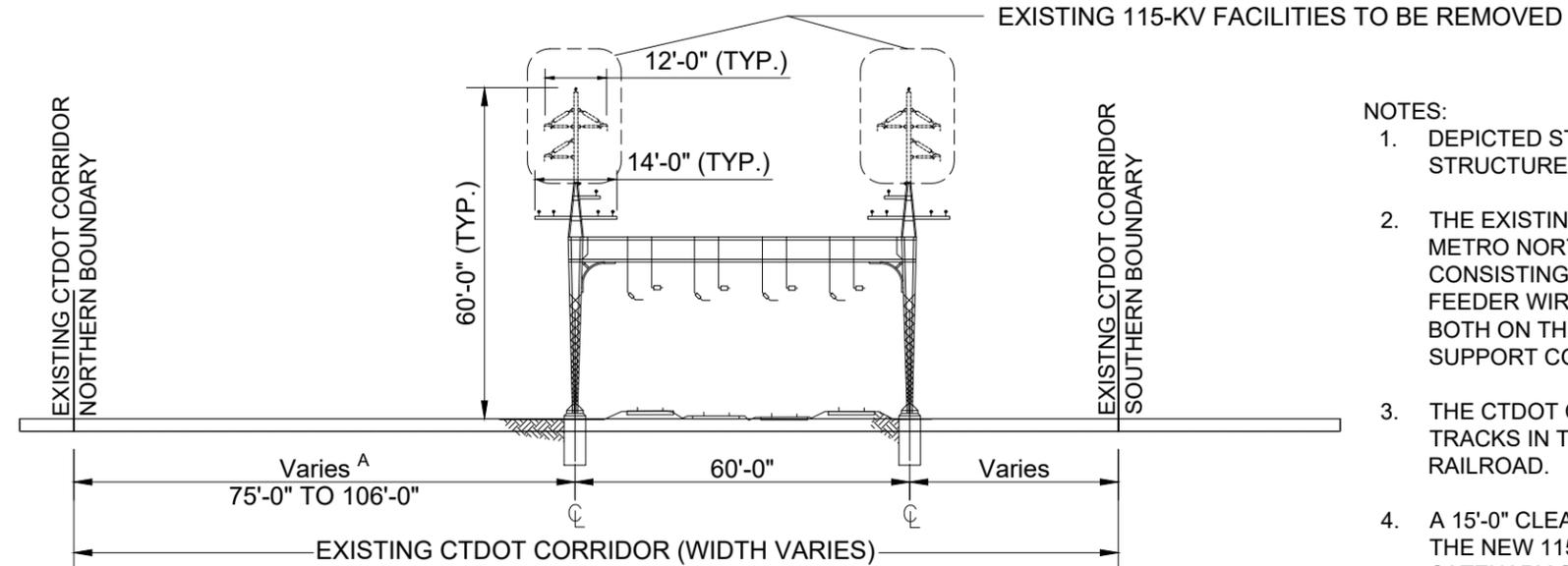
^A THE WIDTH OF THE EXISTING CTDOT CORRIDOR IN THE PROJECT AREA IS HIGHLY VARIABLE. REFER TO SECTIONS V2.3 AND V2.4: PROJECT MAPS AND DRAWINGS, FOR CTDOT CORRIDOR BOUNDARIES.

^B THIS DISTANCE AVERAGES TO BE 45'-0" BUT RANGES FROM 25'-0" TO 52'-0". REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

^C THE DISTANCE BETWEEN THE PROPOSED 115-KV DOUBLE-CIRCUIT STRUCTURES AND THE EXISTING CTDOT CORRIDOR NORTHERN BOUNDARY VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

^D THE HEIGHT OF THE NEW 115-KV DOUBLE-CIRCUIT STRUCTURES VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT STRUCTURE HEIGHTS.

PROPOSED
(VIEW FACING EAST)



NOTES:

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.
3. 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.
5. 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 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.

CADD Drawing, DO NOT REVISE MANUALLY.

ANSI B

						MCF CROSS SECTION DIAGRAMS						
SHEET 14 OF 16						UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER						
REV.		DESCRIPTION		DATE	BY	CK	APP	DR.	ASW	SCALE: NTS	FILE:	REV.
								CK.	MSP	NO.		0-0A
								APP.	---			
								DATE:	09/10/2021			
PE Stamp						0-0A 09/10/2021 WESTWOOD ISSUE FOR REVIEW MSP		XS-13				
DRAWING PREPARED BY: ACCEPTED BY OE:						REV. DATE BY DESCRIPTION APP.						

CROSS SECTION 14

ELMWEST SUBSTATION TO WEST RIVER SUBSTATION (WEST HAVEN): STR P1043N TO WEST RIVER - 0.27 MILES

EXISTING
(VIEW FACING EAST)

^A 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.

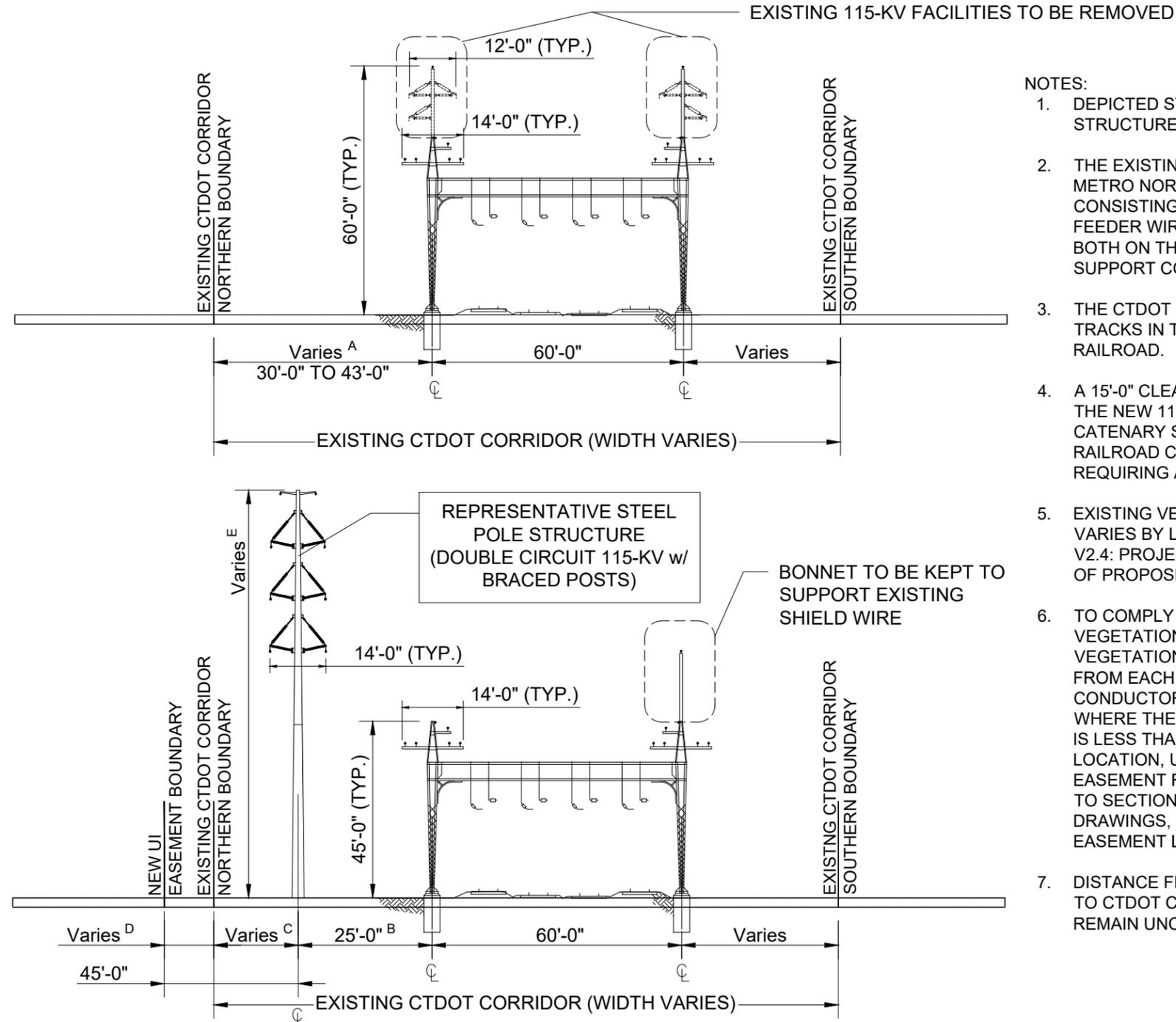
^B THIS DISTANCE AVERAGES TO BE 25'-0" BUT RANGES FROM 21'-0" TO 30'-0". REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

^C THE DISTANCE BETWEEN THE PROPOSED 115-KV DOUBLE-CIRCUIT STRUCTURES AND THE EXISTING CTDOT CORRIDOR NORTHERN BOUNDARY VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT DISTANCES.

^D THE WIDTH OF UI'S REQUIRED NEW PERMANENT EASEMENT VARIES. REFER TO TABLE ON SHEET 16.

^E THE HEIGHT OF THE NEW 115-KV DOUBLE-CIRCUIT STRUCTURES VARIES. REFER TO TABLE ON SHEET 16 FOR EXACT STRUCTURE HEIGHTS.

PROPOSED
(VIEW FACING EAST)



NOTES:

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.
3. 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.
5. 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.

CADD Drawing, DO NOT REVISE MANUALLY.

ANSI B

PE Stamp OWNER ENGINEER: APPROVAL STAMP: DRAWING PREPARED BY: ACCEPTED BY OE:				MCF CROSS SECTION DIAGRAMS SHEET 15 OF 16 UI 115 KV RAILROAD PROJECT MILVON TO WEST RIVER							
REV.	DESCRIPTION	DATE	BY	CK	APP						
						DR. ASW	SCALE: NTS	FILE:			
						CK. MSP	NO.	XS-14		REV.	
						APP. ---				0-0A	
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