SECTION V2.3

400 SCALE MAPS: UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

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

400 SCALE MAPSHEET INDEX
UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

Mapsheet	Town / City	Proposed Structures	Proposed Removals and Modifications to Existing Structures[1, 2]
400 Scale Key Sheet	Milford, Orange, West Haven, New Haven	N/A – Overview / Key Sheet	N/A – Overview / Key Sheet
1 of 9	Milford	Milvon Substation Interconnection Replacement; Transmission Line Structures P888N, P888S through P903N	Remove Existing Bonnets and 115 kV Components on Catenary Structures 888N/888S through 903N/903S; Remove 115 kV Components and Top Portion of Pole 898AS
2 of 9	Milford	Transmission Line Structures P903N through P922N	Remove Existing Bonnets and 115 kV Components on Catenary Structures 903N/903S through 922N/922S; Remove 115 kV Components and Top Portion of Poles 911AS and P912AS
3 of 9	Milford	Transmission Line Structures P922N through P942N	Remove Existing Bonnets and 115 kV Components on Catenary Structures 922N/922S through 942N/942S, and Structure B (south side of tracks opposite of Woodmont Substation); Remove 115 kV Components and Pole Structure 930AS
4 of 9	Milford	Transmission Line Structures P942N through P962N; Woodmont Substation Interconnection Replacement	Remove Existing Bonnets and 115 kV Components on Catenary Structures 942N/942S through 962N/962S; Remove 115 kV Components and Pole Structure 959N
5 of 9	Milford, Orange	Transmission Line Structures P962N through P982N	Remove Existing Bonnets and 115 kV Components on Catenary Structures 962N/962S through 975N/975S, and 975EN through 980N; Remove 115 kV Components on Catenary Structures 976S through 980S; Remove 115 kV Components and Top Portion of Pole 968AS; Remove 115 kV Components and Pole Structure 968AN; Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 962N and 970N
6 of 9	Orange, West Haven	Transmission Line Structures P982N through P1001N	Remove Existing Bonnets and 115 kV Components on Catenary Structures 981N through 1000N; Remove 115 kV Components on Catenary Structures 981S through 1000S; Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 983N and 984N; Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 996N and 1000N
7 of 9	West Haven	Transmission Line Structures P1001N through P1020N; Allings Crossing Substation Interconnection Replacement	Remove Existing Bonnets and 115 kV Components on Catenary Structures 1000N through 1007N, 1009N through 1017N, 1009S through 1014S, and 1016S through 1018S; Remove 115 kV Components on Catenary Structures 1000S through 1008S, and 1019S; Remove 115 kV Components and Top Portion of Lattice Structure 1007EN and 1008WN; Remove 115 kV Components and Top Portion of Poles 1015AS, 1017N; Remove 115 kV Components and Poles 1018N and 1019N; Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 1000N and 1008NN; Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 1011N and 1017N
8 of 9	West Haven	Transmission Line Structures P1020N through P1039EN	Remove Existing Bonnets and 115 kV Components on Catenary Structures 1021N/1021S through 1023N/1023S, 1024N/1024S through 1025N/1025S, and 1027N/1027S through 1039N/1039S; Remove 115 kV Components and Poles 1020N, 1026AN, 1026S, and Lattice Structure 1023AN; Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 1023N and 1026N; Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 1028N and 1029N
9 of 9	West Haven, New Haven	Transmission Line Structures P1039EN through P1049EN, P1049ES; West River Substation Interconnection Replacement	Remove Existing Bonnets and 115 kV Components on Catenary Structures 1039N, 1040N, 1044N through 1049N; Remove 115 kV Components on Catenary Structures 1043N, and 1039S through 1049S; Remove 115 kV Components and Top Portion of Lattice Structure 1041EN and 1042WN; Remove 2 Steel Poles North of Catenary 1048N and 2 Steel Poles North of 1049N; Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 1042N and 1047N; Remove Existing Wood Utility Poles South of Railroad Tracks between 1049S and Ella T Grasso Boulevard Overpass

[1] Typically, removal of the existing bonnet, hardware, conductors, and shield wire will be completed where proposed work indicates “Remove Existing Bonnets and Existing 115 kV Components”. Existing bonnet on catenary structure will remain in place where proposed work indicates “Remove 115kV Components”. Typically, shield wire for MNR facilities is to be re-established on existing catenary structures. On some catenary structures throughout the project, there may be a need to replace the removed bonnet with a 4’ extension attached to the existing catenary structure in order to maintain shield wire protection and clearances to MNR signal wires. Refer to Volume 2, Section V2.5, Plan and Profile Drawings, for installation requirements and details.

[2] Wetlands and watercourses shown on the enclosed mapping were field delineated within the CTDOT Railroad Corridor and the proposed project area. These resources may extend beyond the proposed project limits. Publicly available Geographic Information System (GIS) datasets were utilized to depict resources outside of the proposed project area as shown in Sections V2.3 and V2.4.

Shelton

Orange

West Haven

New Haven

Stratford

Milford

Woodmont

Morningside

West Shore

NEW HAVEN HARBOR

LONG ISLAND SOUND

1

2

3

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7

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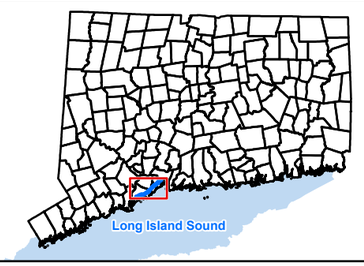

Map Legend

- Map Sheet
- Proposed Centerline of Rebuilt 115-kV Line
- Municipal Boundary

UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

MILFORD, ORANGE, WEST HAVEN, & NEW HAVEN, CT

Proposed Route

N

0 3,800 US Feet

1" = 3800'

Revised: 9/9/2021

Coordinate System:
NAD 1983 (2011) State Plane Connecticut FIPS 0600 (US Feet)
Linear Units: Foot US

UI AVANGRID

Westwood

400 Scale Key Sheet

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MAPSHEET 1 of 9 - United Illuminating 115kV Railroad Project – Milvon to West River
Proposed Route, CTDOT Railroad Corridor - Milvon Substation, north of Boston Post Road (US Route 1) to CTDOT Railroad Corridor - east of Clark Street
City of Milford, New Haven County, CT

Area Description

Existing Land Use

- Residential
- Commercial
- Industrial/Business
  - UI Milvon Substation, 772 Bridgeport Avenue, Milford
- Recreational / Open Space
  - Beaver Brook Trails – 631 West Avenue, Milford
  - Washington Field/Alexander Jordan Jamieson Memorial Skate Park, 53 Washington Street, Milford

Zoning[1]

- City of Milford
  - Corridor Design Development – Community Design (CDD-1)
  - Corridor Design Development – Bridgeport Avenue (CDD-3)
  - Milford Center Design Development District (MCDD)
  - One Family Residential (R-5, R-10)
  - Design Office (DO-25)

Natural Systems

- State/Federal Jurisdictional Wetlands and Watercourses
- FEMA 100-Year Flood Zones
- CT DEEP Inland Wetland Soils
- CT NDDB Area
- CT DEEP Coastal Management Area

Visual Character

- CTDOT Railroad Corridor (Metro North Railroad)
- Urban-suburban environments with lawns and landscaping, low profile commercial/industrial buildings, and parking areas.

Community Facilities

- School - J F Kennedy School, 436 West Avenue, Milford
- School - Meadowside School, 98 Seemans Lane, Milford
- Daycare - Great Beginnings Preschool, 100 Washington Street, Milford
- Hospital - Milford Hospital, 2037 Bridgeport Avenue, Milford

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION

CTDOT Corridor Land Use

- CTDOT Railroad Corridor (Metro North Railroad)

CTDOT Corridor Property

- Total Corridor Width: Varies, 69 - 267 feet
- Number of Railroad Tracks = 3
- Distance from center of existing northern catenary structure to northern CTDOT Corridor boundary = Varies, 45 – 71 feet

Proposed UI 115kV Transmission Lines

- Remove Existing Bonnets and 115 kV Components on Catenary Structures 888N/888S through 903N/903S
- Remove 115 kV Components and Top Portion of Pole 898AS
- Rebuild 115 kV Transmission Line on double circuit monopoles to the north of the railroad tracks
  - Construct Transmission Line Structures P888S and P888N through P903N
- Rebuild existing 115 kV transmission interconnection at Milvon Substation

Proposed UI Easement Boundary North of CTDOT Corridor Boundary

- Varies, 0 - 24 feet

Wetlands, Watercourses and Waterbodies[2]

- Watercourse M-WC1 – R4SBE1
- Wetland M-W1 - PFO
- Wetland M-W2 - PFO
- Watercourse M-WC2 - R4SBE1
- Wetland M-W3 - PEM

Railroad Corridor Vegetation

- None on CTDOT railroad corridor within existing catenary structures and rail clear zones (managed and maintained by CTDOT).
- Stands of mixed deciduous/evergreen trees and shrubs within CTDOT corridor boundary outside of CTDOT maintained limits.
- Wetland/watercourse cover types noted above.

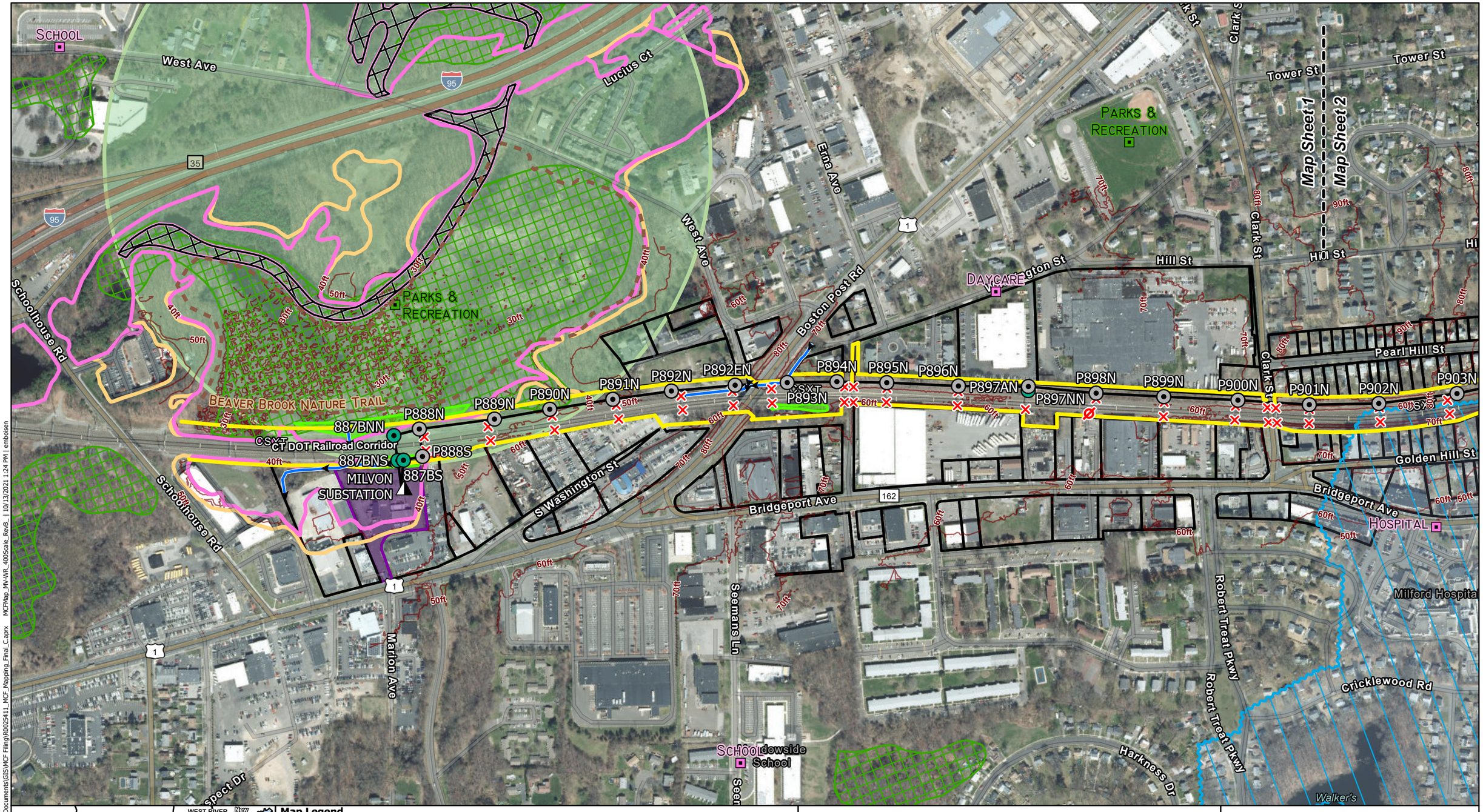
Terrain

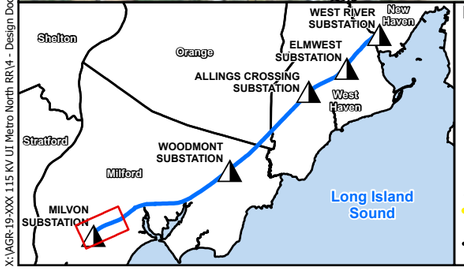
- Flat railroad corridor area with variably steep, ballasted embankment slopes bordered by generally flat terrain
- Railroad corridor passes under existing elevated roadway overpass at Boston Post Road and Clark Street

Road Crossings / Major Utility Crossings[3]

- Boston Post Road (US Route 1)
- Clark Street

[1] Zoning Designations along the Proposed Route are included on the UI 115kV Railroad Project 100-scale maps, also see Section V2.1 Overview Maps and Legends for Zoning District Key
[2] See Section V2.1 Overview Maps and Legends for Wetlands and Watercourse Classification Key. Wetlands and watercourse areas are shown on the Section V2.3 mapping, but for legibility purposes, number designations are not shown. See Section V2.4, 100 Scale Maps for the wetlands and watercourse areas with number designations.
[3] United Illuminating Company would coordinate with other underground and overhead utility companies, municipalities, CT DOT and Metro North Railroad regarding the location of utility and transportation facilities





Map Legend

- Proposed Structure
- Existing Structure
- Existing Bonnet To Be Removed
- Existing Steel Pole Top To Be Removed & Capped
- Substation
- CT DOT Corridor Boundary
- Proposed Centerline of Rebuilt 115-kV Line
- Proposed UI Permanent Easement
- Delineated Stream
- Delineated Wetland
- CT DEEP Wetland (Inland)
- CT DEEP Coastal Area
- Natural Diversity Area (NDDB)
- Beaver Brook Nature Trail
- 10ft Contour
- Parcel Boundary
- UI Owned Property
- Municipal Boundary
- Community Facility
- Open Space Recreation Area
- FEMA Floodway
- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain

UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

MILFORD, ORANGE, WEST HAVEN, & NEW HAVEN, CT

Proposed Route

Coordinate System:
NAD 1983 (2011) State Plane Connecticut FIPS 0600 (US Feet)
Linear Units: Foot US

0 400 US Feet

1" = 400' Revised: 9/9/2021

UI AVANGRID

Westwood

Map 1 of 9

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MAPSHEET 2 of 9 - **United Illuminating 115kV Railroad Project – Milvon to West River**
Proposed Route, CTDOT Railroad Corridor - east of Clark Street to CTDOT Railroad Corridor - Buckingham Avenue, east of Gulf Street
City of Milford, New Haven County, CT

Area Description

Existing Land Use

- Residential
- Commercial
- Industrial/Business
  - Milford Train Station (Metro North Railroad), Railroad Avenue, Milford
- Recreational / Open Space
  - Park/Playground, 1-11 Hill Street, Milford
  - Milford Cemetery, Cherry Street, Milford
  - Milford Green, Broad Street, Milford
  - James Park, 5 Edgewood Avenue, Milford
  - Wasson Field, 116 W Main Street, Milford
  - Wilcox Park, 1-5 Shipyard Lane, Milford

Zoning[1]

- City of Milford
  - Corridor Design Development – Community Design (CDD-1)
  - Corridor Design Development – Bridgeport Avenue (CDD-3)
  - Corridor Design Development – New Haven Avenue (CDD-4)
  - Milford Center Design Development District (MCDD)
  - One Family Residential (R-5, R-10, R-12.5)
  - Industrial (ID)
  - Limited Industrial (LI)

Natural Systems

- State/Federal Jurisdictional Wetlands and Watercourses
- FEMA 100-Year Flood Zones
- CT DEEP Inland Wetland Soils
- CT NDDB Area
- CT DEEP Coastal Management Area

Visual Character

- CTDOT Railroad Corridor (Metro North Railroad)
- Urban-suburban environments with lawns and landscaping, low profile commercial/industrial buildings, and parking areas

Community Facilities

- Milford Train Station, 1 Railroad Avenue, Milford
- School - Saint Mary's School, 72 Gulf Street, Milford
- School - Harborside Middle School, 175 High Street, Milford
- Daycare - Duck Pond Day Care Preschool, 132 New Haven Avenue, Milford
- Daycare - Gingerbread House of Milford, 61 River Street, Milford
- School - Milford Public School, 140 Gulf Street, Milford
- School - Academy of Our Lady of Mercy, 200 High Street, Milford
- Youth Camp - Milford Arts Council, 40 Railroad Avenue, Milford

Historic and Cultural Resources

- River Park National Register Historic District (contains Milford Historic District), Milford
- Academy of Our Lady of Mercy at Lauralton Hall, 200 High Street, Milford
- U.S Post Office – Milford Main, 6 W River Street, Milford

Area Description (continued)

Historic and Cultural Resources (continued)

- Saint Peter's Episcopal Church, 61, 71, 81 River Street, Milford
- Taylor Memorial Library, 5 Broad Street, Milford
- Eells-Stow House, 50-20 High Street, Milford

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION

Railroad Corridor Land Use

- CTDOT Railroad Corridor (Metro North Railroad)

CTDOT Corridor Property

- Total Corridor Width: Varies, 65 - 291 feet
- Number of Railroad Tracks = 3
- Distance from center of existing northern catenary structure to northern CTDOT Corridor boundary = Varies, 21 - 91 feet

Proposed UI 115kV Transmission Lines

- Remove Existing Bonnets and 115 kV Components on Catenary Structures 903N/903S through 922N/922S
- Remove 115 kV Components and Top Portion of Poles 911AS and P912AS
- Rebuild 115 kV Transmission Line on double circuit monopoles to the north of the railroad tracks
  - Construct Transmission Line Structures P903N through P922N

Proposed UI Easement Boundary North of CTDOT Corridor Boundary

- Proposed new UI easement width varies from 0 ft to 64 ft

Wetlands, Watercourses and Waterbodies[2]

- Wepawaug River (Tidal) - E1UBL
- Wetland M-W4 – PSS1C

Railroad Corridor Vegetation

- None on CTDOT railroad corridor within existing catenary structures and rail clear zones (managed and maintained by CTDOT)
- Stands of mixed deciduous/evergreen trees and shrubs within CTDOT corridor boundary outside of CTDOT maintained limits
- Wetland/watercourse cover types noted above

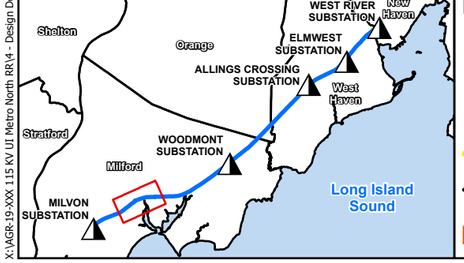
Terrain

- Flat railroad corridor area with variably steep, ballasted embankment slopes bordered by generally flat terrain
- Existing elevated railroad corridor bridge over Gulf Street, Prospect Street, River Street, High Street, Beardsley Avenue, and Wepawaug River

Road Crossings / Major Utility Crossings[3]

- Beardsley Avenue
- High Street
- River Street
- Prospect Street
- Gulf Street

[1] Zoning Designations along the Proposed Route are included on the UI 115kV Railroad Project 100-scale maps, also see Section V2.1 Overview Maps and Legends for Zoning District Key
[2] See Section V2.1 Overview Maps and Legends for Wetlands and Watercourse Classification Key. Wetlands and watercourse areas are shown on the Section V2.3 mapping, but for legibility purposes, number designations are not shown. See Section V2.4, 100 Scale Maps for the wetlands and watercourse areas with number designations.
[3] United Illuminating Company would coordinate with other underground and overhead utility companies, municipalities, CT DOT and Metro North Railroad regarding the location of utility and transportation facilities



Map Legend

- Proposed Structure
- Existing Bonnet To Be Removed
- Existing Steel Pole Top To Be Removed & Capped
- CT DOT Corridor Boundary
- Proposed Centerline of Rebuilt 115-kV Line
- Proposed UI Permanent Easement
- Delineated Stream
- Delineated Wetland
- Delineated Tidal Stream
- CT DEEP Wetland (Inland)
- CT DEEP Coastal Area
- Natural Diversity Area (NDDB)
- Cultural Resource District
- 10ft Contour
- Parcel Boundary
- Municipal Boundary
- Community Facility
- Historic Location
- Open Space Recreation Area
- FEMA Floodway
- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain

UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

MILFORD, ORANGE, WEST HAVEN, & NEW HAVEN, CT

Proposed Route

Coordinate System:
NAD 1983 (2011) State Plane Connecticut FIPS 0600 (US Feet)
Linear Units: Foot US

0 400 US Feet

1" = 400' Revised: 9/9/2021

UI AVANGRID

Westwood

Map 2 of 9

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MAPSHEET 3 of 9 - **United Illuminating 115kV Railroad Project – Milvon to West River**
Proposed Route, CTDOT Railroad Corridor - Buckingham Avenue, east of Gulf Street to CTDOT Railroad Corridor - east of Old Gate Lane
City of Milford, New Haven County, CT

Area Description

Existing Land Use

- Commercial
- Industrial/Business
  - UI Central Facility, 179 Old Gate Lane, Milford
- Recreational / Open Space
  - McCann Natatorium/Athletic Fields, 70 Park Circle, Milford

Zoning[1]

- City of Milford
  - Industrial (ID)
  - Corridor Design Development – New Haven Avenue (CDD-4)
  - Multi-Family Residential (RMF-16)

Natural Systems

- State/Federal Jurisdictional inland and Tidal Wetlands and Watercourses
- FEMA 100-Year Flood Zones
- CT DEEP Inland Wetland Soils
- CT NDDB Area
- CT DEEP Coastal Management Area

Visual Character

- CTDOT Railroad Corridor (Metro North Railroad)
- Urban-suburban environments with lawns and landscaping, low profile commercial/industrial buildings, and parking areas
- Tidal floodplain, deciduous woodlands, and waterway environments

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION

Railroad Corridor Land Use

- CTDOT Railroad Corridor (Metro North Railroad)

CTDOT Corridor Property

- Total Corridor Width: Varies, 65 - 291 feet
- Number of Railroad Tracks = 3 (west (south) of catenary 937), 4 (east (north) of catenary 937)
- Distance from center of existing northern catenary structure to northern CTDOT Corridor boundary = Varies, 36 – 71 feet

Proposed UI 115kV Transmission Lines

- Remove Existing Bonnets and 115 kV Components on Catenary Structures 922N/922S through 942N/942S, and Structure B (south side of tracks opposite of Woodmont Substation)
- Remove 115 kV Components and Pole Structure 930AS
- Rebuild 115 kV Transmission Line on double circuit monopoles to the north of the railroad tracks
  - Construct Transmission Line Structures P922N through P942N

Proposed UI Easement Boundary North of CTDOT Corridor Boundary

- Varies, 0 - 69 feet

Wetlands, Watercourses and Waterbodies[2]

- Wetland M-W5 - PFO
- Wetland M-W6 - PFO
- Indian River (Tidal) - E1UBL3
- Tidal Wetland M-TW1 – E2EM1Pd
- Tidal Wetland M-TW2 – E2EM1Pd
- Tidal Watercourse M-TWC2 - E2EM1Pd
- Tidal Wetland M-TW3 – E2EM1Pd
- Tidal Watercourse TWC3 - E2EM1Pd
- Wetland M-W7 - PEM

Railroad Corridor Vegetation

- None on CTDOT railroad corridor within existing catenary structures and rail clear zones (managed and maintained by CTDOT)
- Stands of mixed deciduous/evergreen trees and shrubs within CTDOT corridor boundary outside of CTDOT maintained limits
- Tidal marsh grass and vegetation associated with Indian River floodplain
- Wetland/watercourse cover types noted above

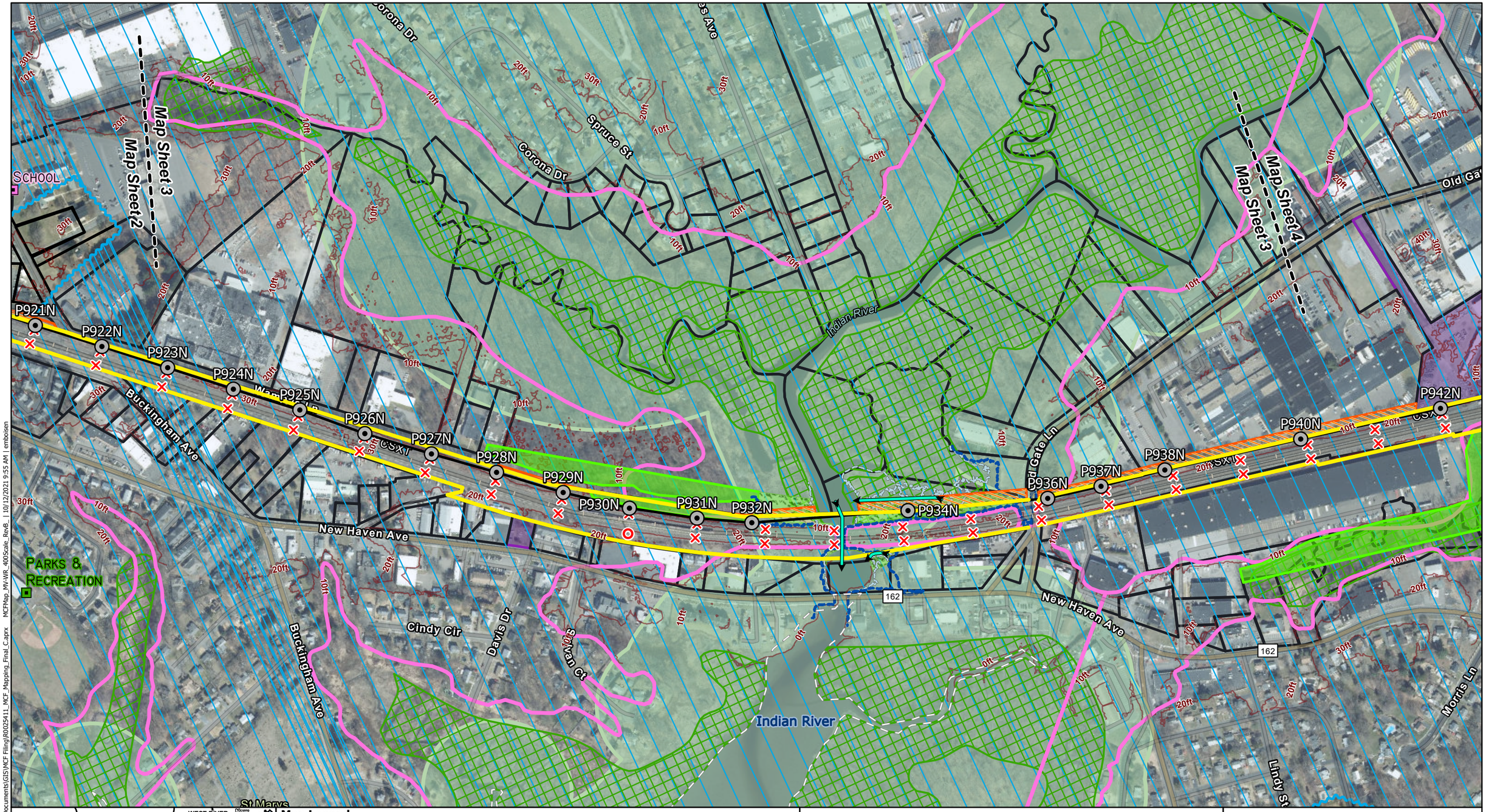
Terrain

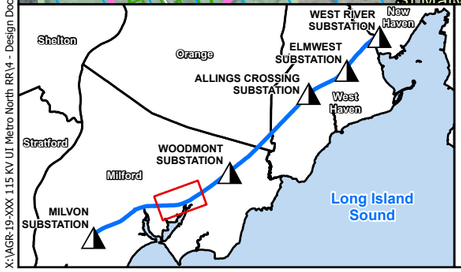
- Flat railroad corridor area with variably steep, ballasted embankment slopes bordered by flat to hilly terrain
- Existing elevated railroad ROW bridge over Indian River and Old Gate Lane

Road Crossings / Major Utility Crossings[3]

- Old Gate Lane

[1] Zoning Designations along the Proposed Route are included on the UI 115kV Railroad Project 100-scale maps, also see Section V2.1 Overview Maps and Legends for Zoning District Key
[2] See Section V2.1 Overview Maps and Legends for Wetlands and Watercourse Classification Key. Wetlands and watercourse areas are shown on the Section V2.3 mapping, but for legibility purposes, number designations are not shown. See Section V2.4, 100 Scale Maps for the wetlands and watercourse areas with number designations.
[3] United Illuminating Company would coordinate with other underground and overhead utility companies, municipalities, CT DOT and Metro North Railroad regarding the location of utility and transportation facilities





Map Legend

- Proposed Structure
- Existing Steel Pole To Be Removed
- Existing Bonnet To Be Removed
- CT DOT Corridor Boundary
- Proposed Centerline of Rebuilt 115-kV Line
- Proposed UI Permanent Easement
- Delineated Wetland
- Delineated Tidal Stream
- Delineated Tidal Wetland
- CT DEEP Wetland (Inland)
- CT DEEP Coastal Area
- Natural Diversity Area (NDDB)
- 10ft Contour
- Parcel Boundary
- UI Owned Property
- Municipal Boundary
- Community Facility
- Open Space Recreation Area
- FEMA 100-Year Floodplain
- Coastal Jurisdiction Line Elevation
- Mean High Water Elevation 2.9 NAVD88

UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

MILFORD, ORANGE, WEST HAVEN, & NEW HAVEN, CT

Proposed Route

N

0 400 US Feet

1" = 400'

Revised: 9/9/2021

Coordinate System:
NAD 1983 (2011) State Plane Connecticut FIPS 0600 (US Feet)
Linear Units: Foot US

UI AVANGRID

Westwood

Map 3 of 9

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MAPSHEET 4 of 9 - **United Illuminating 115kV Railroad Project – Milvon to West River**
Proposed Route, CTDOT Railroad Corridor - east of Old Gate Lane to CTDOT Railroad Corridor - Heenan Drive, east of Anderson Avenue
City of Milford, New Haven County, CT

Area Description

Existing Land Use

- Commercial
- Industrial/Business
  - UI Central Facility, 179 Old Gate Lane, Milford
  - UI Woodmont Substation, 324 Woodmont Road, Milford

Zoning[1]

- City of Milford
  - Cascade Boulevard Design Development (CBDD)
  - Limited Industrial (LI)
  - Industrial (ID)
  - Corridor Design Development – New Haven Avenue (CDD-4)
  - Corridor Design Development – Interchange Commercial District (ICD)

Natural Systems

- State/Federal Jurisdictional Wetlands and Watercourses
- FEMA 100-Year Flood Zones
- CT DEEP Inland Wetland Soils
- CT NDDB Area
- CT DEEP Coastal Management Area

Visual Character

- CTDOT Railroad Corridor (Metro North Railroad)
- Urban-suburban environments with lawns and landscaping, low profile commercial/industrial buildings, and parking areas

Community Facilities

- Daycare – Sand Castle Learning Center, 301A Brewster Road, Milford

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION

Railroad Corridor Land Use

- CTDOT Railroad Corridor (Metro North Railroad)

CTDOT Corridor Property

- Total Corridor Width: Varies, 107 - 268 feet
- Number of Railroad Tracks = 4
- Distance from center of existing northern catenary structure to northern CTDOT Corridor boundary = Varies, 26 - 143 feet

Proposed UI 115kV Transmission Lines

- Remove Existing Bonnets and 115 kV Components on Catenary Structures 942N/942S through 962N/962S
- Remove 115 kV Components and Pole Structure 959N
- Rebuild 115 kV Transmission Line on double circuit monopoles to the north of the railroad tracks
  - Construct Transmission Line Structures P942N through P962N
- Rebuild of existing 115 kV transmission interconnection at Woodmont Substation

Proposed UI Easement Boundary North of CTDOT Corridor Boundary

- Proposed new UI easement width varies from 0 ft to 61 ft

Wetlands, Watercourses and Waterbodies[2]

- Wetland M-W7 - PEM
- Wetland M-W8 - PSS
- Watercourse M-WC4 - R4SBE1
- Watercourse M-WC5 - R5UBh1
- Wetland M-W9 - PFO
- Watercourse M-WC7 (Quirks Pond and associated watercourse) - R5UBh1
- Watercourse M-WC6 - R4SBE1
- Wetland M-W10 - PEM
- Wetland M-W11 - PSS

Railroad Corridor Vegetation

- None on CTDOT railroad corridor within existing catenary structures and rail clear zones (managed and maintained by CTDOT)
- Stands of mixed deciduous/evergreen trees and shrubs within CTDOT corridor boundary outside of CTDOT maintained limits
- Wetland/watercourse cover types noted above

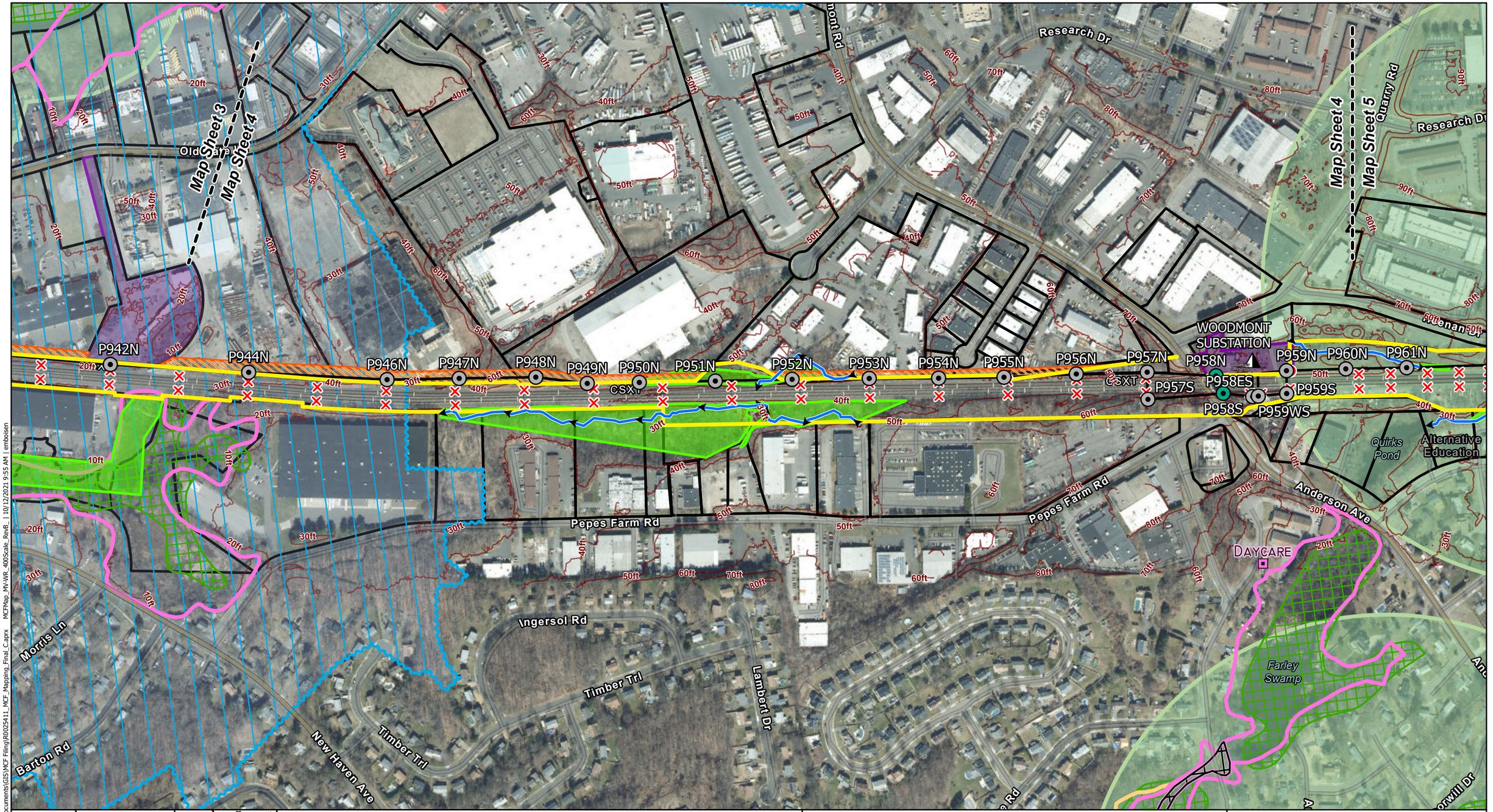
Terrain

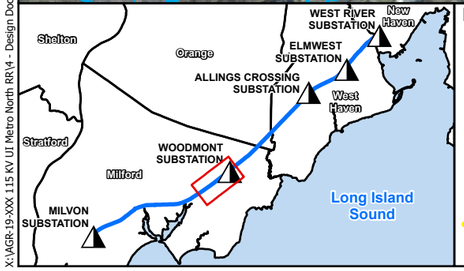
- Flat railroad corridor area with variably steep, ballasted embankment slopes bordered by flat to hilly terrain
- Railroad corridor passes under existing elevated roadway overpass at Woodmont Road / Anderson Avenue

Road Crossings / Major Utility Crossings[3]

- Woodmont Road / Anderson Avenue

[1] Zoning Designations along the Proposed Route are included on the UI 115kV Railroad Project 100-scale maps, also see Section V2.1 Overview Maps and Legends for Zoning District Key
[2] See Section V2.1 Overview Maps and Legends for Wetlands and Watercourse Classification Key. Wetlands and watercourse areas are shown on the Section V2.3 mapping, but for legibility purposes, number designations are not shown. See Section V2.4, 100 Scale Maps for the wetlands and watercourse areas with number designations.
[3] United Illuminating Company would coordinate with other underground and overhead utility companies, municipalities, CT DOT and Metro North Railroad regarding the location of utility and transportation facilities





Map Legend

- Proposed Structure
- Existing Structure
- Existing Steel Pole To Be Removed
- Existing Bonnet To Be Removed
- Substation
- CT DOT Corridor Boundary
- Proposed Centerline of Rebuilt 115-kV Line
- Proposed UI Permanent Easement
- Delineated Stream
- Delineated Wetland
- CT DEEP Wetland (Inland)
- CT DEEP Coastal Area
- Natural Diversity Area (NDDB)
- 10ft Contour
- Parcel Boundary
- UI Owned Property
- Municipal Boundary
- Community Facility
- FEMA Floodway
- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain

UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

MILFORD, ORANGE, WEST HAVEN, & NEW HAVEN, CT

Proposed Route

Coordinate System:
NAD 1983 (2011) State Plane Connecticut FIPS 0600 (US Feet)
Linear Units: Foot US

0 400 US Feet

1" = 400' Revised: 9/9/2021

UI AVANGRID

Westwood

Map 4 of 9

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MAPSHEET 5 of 9 - **United Illuminating 115kV Railroad Project – Milvon to West River**
Proposed Route, CTDOT Railroad Corridor - Heenan Drive, east of Anderson Avenue to CTDOT Railroad Corridor - east of Connair Road
City of Milford and Town of Orange, New Haven County, CT

Area Description

Existing Land Use

- Residential
- Commercial
- Industrial/Business
- Recreational / Open Space
    - Richard Conklin Field, 1-13 Columbia Drive, Milford

Zoning[1]

- City of Milford
    - Cascade Boulevard Design Development (CBDD)
    - Limited Industrial (LI)
    - Industrial (ID)
- Town of Orange
    - Light Industrial District #2 (LI-2)
    - Transit Oriented Development District (TODD)

Natural Systems

- State/Federal Jurisdictional Wetlands and Watercourses
- FEMA 100-Year Flood Zones
- CT DEEP Inland Wetland Soils
- CT NDDB Area
- CT DEEP Coastal Management Area

Visual Character

- CTDOT Railroad Corridor (Metro North Railroad)
- Urban-suburban environments with lawns and landscaping, low profile commercial/industrial buildings, and parking areas

Community Facilities

- Group Home – Marrakech, 7 Lyda Drive, Milford
- Group Home – Kennedy Center, 11 Wayne Road, Milford

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION

Railroad Corridor Land Use

- CTDOT Railroad Corridor (Metro North Railroad)

CTDOT Corridor Property

- Total Corridor Width: Varies, 145 - 261 feet
- Number of Railroad Tracks = 4
- Distance from center of existing northern catenary structure to northern CTDOT Corridor boundary = Varies, 43 – 96 feet

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION (continued)

Proposed UI 115kV Transmission Lines

- Remove Existing Bonnets and 115 kV Components on Catenary Structures 962N/962S through 975N/975S, and 975EN through 980N
- Remove 115 kV Components on Catenary Structures 976S through 980S
- Remove 115 kV Components and Top Portion of Pole 968AS
- Remove 115 kV Components and Pole Structure 968AN
- Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 962N and 970N
- Rebuild 115 kV Transmission Line on double circuit monopoles to the north of the railroad tracks
    - Construct Transmission Line Structures P962N through P982N

Proposed UI Easement Boundary North of CTDOT Corridor Boundary

- Varies, 0 – 40 feet

Wetlands, Watercourses and Waterbodies[2]

- Watercourse M-WC7 (Quirks Pond and associated watercourse) - riverine, unknown perennial, unconsolidated bottom diked/impounded (R5UBh1) watercourse
- Wetland M-W11 - PSS
- Wetland M-W12 - PFO
- Watercourse M-WC8 - R5UBh1
- Wetland M-W13 - PSS
- Wetland M-W14 - PFO
- Wetland M-W15 – PEM1/SS1E
- Watercourse M-WC9 - R4SBE1
- Wetland M-W17 - PSS
- Watercourse M-WC10 - R4SBE1
- Wetland M-W16 – PSS1E
- Watercourse O-WC1 - R4SBE1
- Watercourses O-WC2 - R4SBE1

Railroad Corridor Vegetation

- None on CTDOT railroad corridor within existing catenary structures and rail clear zones (managed and maintained by CTDOT)
- Stands of mixed deciduous/evergreen trees and shrubs within CTDOT corridor boundary outside of CTDOT maintained limits
- Wetland/watercourse cover types noted above

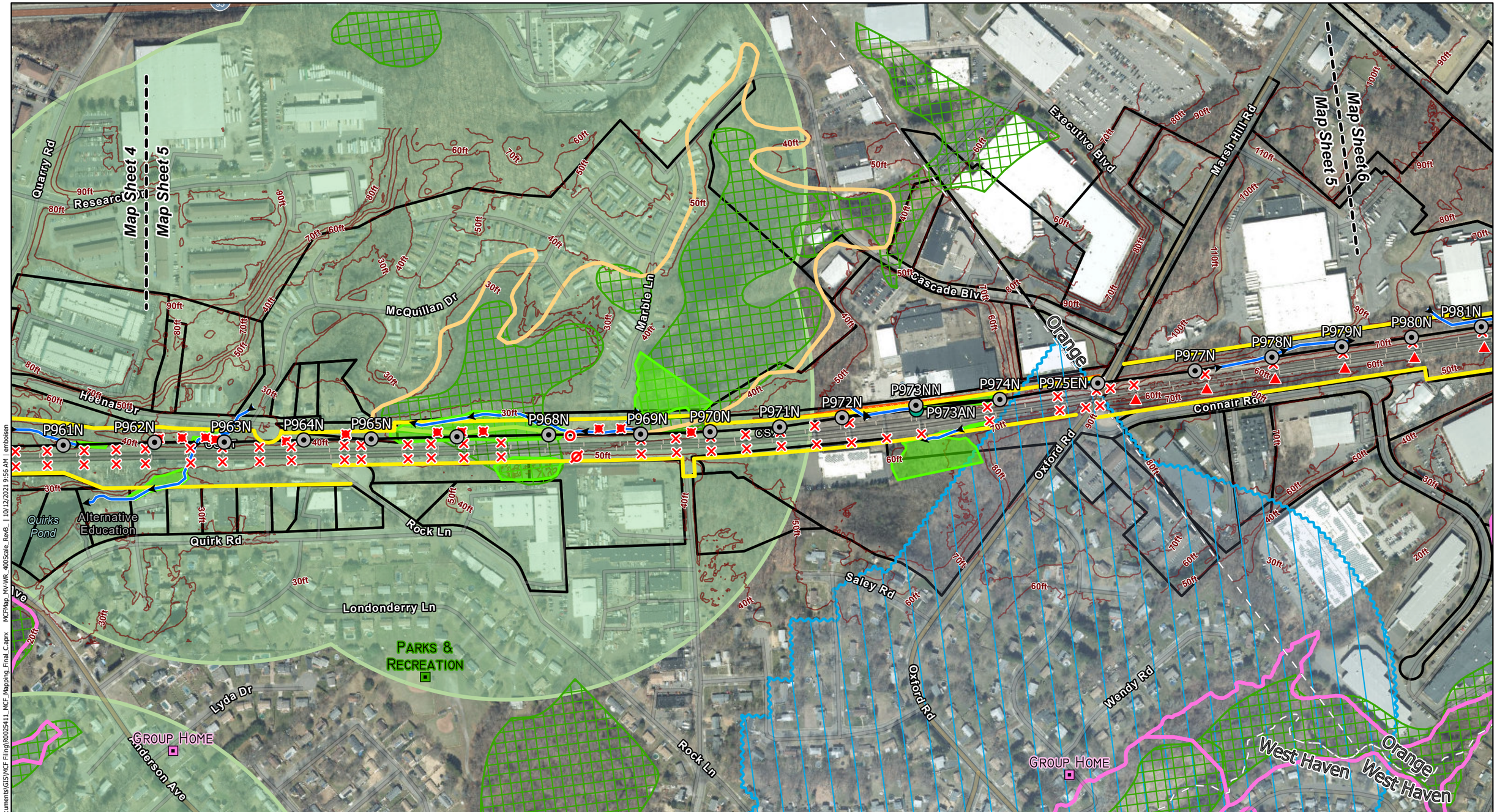
Terrain

- Flat railroad corridor area with variably steep, ballasted embankment slopes bordered by variably hilly terrain
- Railroad corridor passes under existing elevated roadway overpass at Marsh Hill Road / Oxford Road

Road Crossings / Major Utility Crossings[3]

- Marsh Hill Road / Oxford Road

[1] Zoning Designations along the Proposed Route are included on the UI 115kV Railroad Project 100-scale maps, also see Section V2.1 Overview Maps and Legends for Zoning District Key
[2] See Section V2.1 Overview Maps and Legends for Wetlands and Watercourse Classification Key. Wetlands and watercourse areas are shown on the Section V2.3 mapping, but for legibility purposes, number designations are not shown. See Section V2.4, 100 Scale Maps for the wetlands and watercourse areas with number designations.
[3] United Illuminating Company would coordinate with other underground and overhead utility companies, municipalities, CT DOT and Metro North Railroad regarding the location of utility and transportation facilities



Map Legend

- Proposed Structure
- Existing Structure
- Existing Hardware Only To Be Removed
- Existing Steel Pole To Be Removed
- Existing Bonnet To Be Removed
- Existing Wood Pole To Be Removed
- Existing Steel Pole Top To Be Removed & Capped
- CT DOT Corridor Boundary
- Proposed Centerline of Rebuilt 115-kV Line
- Proposed UI Permanent Easement
- Delineated Stream
- Delineated Wetland
- CT DEEP Wetland (Inland)
- CT DEEP Coastal Area
- Natural Diversity Area (NDDB)
- 10ft Contour
- Parcel Boundary
- Municipal Boundary
- Community Facility
- Open Space Recreation Area
- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain

UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

MILFORD, ORANGE, WEST HAVEN, & NEW HAVEN, CT

Proposed Route

Coordinate System:
NAD 1983 (2011) State Plane Connecticut FIPS 0600 (US Feet)
Linear Units: Foot US

0 400 US Feet

1" = 400' Revised: 9/9/2021

UI AVANGRID

Westwood

Map 5 of 9

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MAPSHEET 6 of 9 - **United Illuminating 115kV Railroad Project – Milvon to West River**
Proposed Route, CTDOT Railroad Corridor - east of Connair Road to CTDOT Railroad Corridor – west of Eder Road
Town of Orange and City of West Haven, New Haven County, CT

Area Description

Existing Land Use

- Commercial
- Industrial/Business

Zoning[1]

- Town of Orange
  - Light Industrial District #2 (LI-2)
  - Light Industrial District #4 (LI-4)
  - Transit Oriented Development District (TODD)
- City of West Haven
  - Industrial Planned District (IPD)
  - Planned Research Development (PRD)
  - Light Manufacturing (LM)

Natural Systems

- State/Federal Jurisdictional Wetlands and Watercourses
- FEMA 100-Year Flood Zones
- CT DEEP Inland Wetland Soils

Visual Character

- CTDOT Railroad Corridor (Metro North Railroad)
- Urban-suburban environments with lawns and landscaping, low profile commercial/industrial buildings, and parking areas

Community Facilities

- Daycare – Bright Horizons, 230 West Campus Drive, Orange

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION

Railroad Corridor Land Use

- CTDOT Railroad Corridor (Metro North Railroad)

CTDOT Corridor Property

- Total Corridor Width: Varies, 107 - 276 feet
- Number of Railroad Tracks = 4
- Distance from center of existing northern catenary structure to northern CTDOT Corridor boundary = Varies, 36 – 77 feet

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION (continued)

Proposed UI 115kV Transmission Lines

- Remove Existing Bonnets and 115 kV Components on Catenary Structures 981N through 1000N
- Remove 115 kV Components on Catenary Structures 981S through 1000S;
- Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 983N and 984N
- Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 996N and 1000N
- Rebuild 115 kV Transmission Line on double circuit monopoles to the north of the railroad tracks
  - Construct Transmission Line Structures P982N through P1001N

Proposed UI Easement Boundary North of CTDOT Corridor Boundary

- Varies, 0 - 27 feet

Wetlands, Watercourses and Waterbodies[2]

- Oyster River - R5UBh1 watercourse
- Watercourses O-WC2, O-WC3, WH-WC1 (Unnamed Tributaries to Oyster River) - R4SBE1
- Wetland O-W1 - PEM
- Wetland O-W2 - PFO
- Watercourse WH-WC3 - R4SBE1
- Watercourse WH-WC2 - R4SBE1
- Watercourse WH-W4 - R4SBE1
- Wetland WH-W1 - PEM
- Watercourse WH-WC7 - R5UBh1
- Watercourse WH-WC5 - R5UBh1
- Watercourse WH-WC6 - R4SBE1
- Wetland WH-W2 - PSS

Railroad Corridor Vegetation

- None on CTDOT railroad corridor within existing catenary structures and rail clear zones (managed and maintained by CTDOT)
- Stands of mixed deciduous/evergreen trees and shrubs within CTDOT corridor boundary outside of CTDOT maintained limits
- Wetland/watercourse cover types noted above

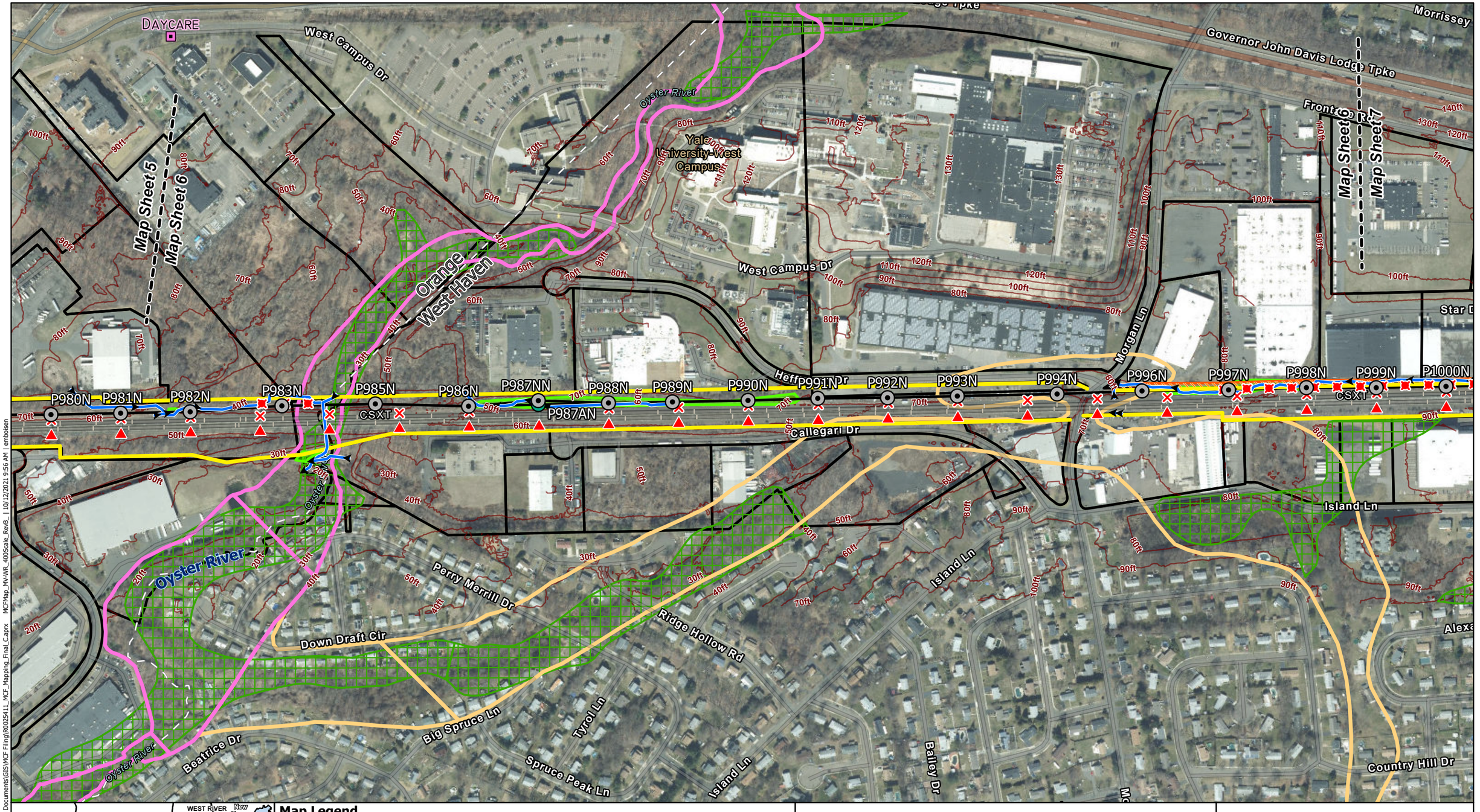
Terrain

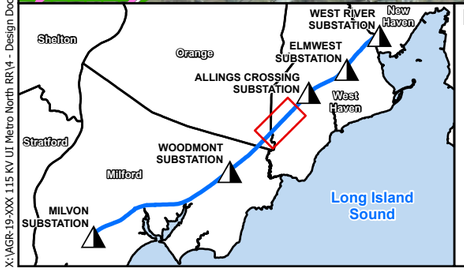
- Flat railroad corridor area with variably steep, ballasted embankment slopes bordered by variably hilly terrain
- Existing elevated railroad ROW bridge over Morgan Lane and concrete box culvert for Oyster River

Road Crossings / Major Utility Crossings[3]

- Morgan Lane

[1] Zoning Designations along the Proposed Route are included on the UI 115kV Railroad Project 100-scale maps, also see Section V2.1 Overview Maps and Legends for Zoning District Key
[2] See Section V2.1 Overview Maps and Legends for Wetlands and Watercourse Classification Key. Wetlands and watercourse areas are shown on the Section V2.3 mapping, but for legibility purposes, number designations are not shown. See Section V2.4, 100 Scale Maps for the wetlands and watercourse areas with number designations.
[3] United Illuminating Company would coordinate with other underground and overhead utility companies, municipalities, CT DOT and Metro North Railroad regarding the location of utility and transportation facilities





Map Legend

- Proposed Structure
- Existing Structure
- Existing Hardware Only To Be Removed
- Existing Bonnet To Be Removed
- Existing Wood Pole To Be Removed
- CT DOT Corridor Boundary
- Proposed Centerline of Rebuilt 115-kV Line
- Proposed UI Permanent Easement
- Delineated Stream
- Delineated Wetland
- CT DEEP Wetland (Inland)
- 10ft Contour
- Parcel Boundary
- Municipal Boundary
- Community Facility
- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain

UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

MILFORD, ORANGE, WEST HAVEN, & NEW HAVEN, CT

Proposed Route

Coordinate System:
NAD 1983 (2011) State Plane Connecticut FIPS 0600 (US Feet)
Linear Units: Foot US

0 400 US Feet

1" = 400' Revised: 9/9/2021

UI AVANGRID

Westwood

Map 6 of 9

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MAPSHEET 7 of 9 - United Illuminating 115kV Railroad Project – Milvon to West River
Proposed Route, CTDOT Railroad Corridor – west of Eder Road to CTDOT Railroad Corridor - West Haven Train Station, west of Saw Mill Road (State Route 162)
City of West Haven, New Haven County, CT

Area Description

Existing Land Use

- Residential
- Commercial
- Industrial/Business
  - UI Allings Crossing Substation, 260 Frontage Road, West Haven
  - West Haven Train Station (Metro North Railroad), 20 Railroad Avenue, West Haven
- Recreational / Open Space
  - Shingle Hill Park, 36 Allings Crossing Road, West Haven

Zoning[1]

- City of West Haven
  - Light Manufacturing (LM)
  - Single Family Detached Residence (R2)
  - Transit Oriented Development (TOD)

Natural Systems

- State/Federal Jurisdictional Wetlands and Watercourses
- FEMA 100-Year Flood Zones
- CT DEEP Inland Wetland Soils
- CT NDDB Area
- CT DEEP Coastal Management Area
- Cove River
- Phipps Lake
- Upper Phipps Lake

Visual Character

- CTDOT Railroad Corridor (Metro North Railroad)
- Urban-suburban environments with lawns and landscaping, low profile commercial/industrial buildings, and parking areas

Community Facilities

- West Haven Train Station, 20 Railroad Avenue, West Haven

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION

Railroad Corridor Land Use

- CTDOT Railroad Corridor (Metro North Railroad)

CTDOT Corridor Property

- Total Corridor Width: Varies, 107 - 240 feet
- Number of Railroad Tracks = 4
- Distance from center of existing northern catenary structure to northern CTDOT Corridor boundary = Varies, 31 – 58 feet

Proposed UI 115kV Transmission Lines

- Remove Existing Bonnets and 115 kV Components on Catenary Structures 1000N through 1007N, 1009N through 1017N, 1009S through 1014S, and 1016S through 1018S
- Remove 115 kV Components on Catenary Structures 1000S through 1008S, and 1019S
- Remove 115 kV Components and Top Portion of Lattice Structure 1007EN and 1008WN
- Remove 115 kV Components and Top Portion of Poles 1015AS, 1017N
- Remove 115 kV Components and Poles 1018N and 1019N
- Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 1000N and 1008NN
- Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 1011N and 1017N

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION (continued)

Proposed UI 115kV Transmission Lines (continued)

- Rebuild 115 kV Transmission Line on double circuit monopoles to the north of the railroad tracks
  - Construct Transmission Line Structures P1001N through P1020N
- Rebuild of existing 115 kV transmission interconnection at Allings Crossing Substation

Proposed UI Easement Boundary North of CTDOT Corridor Boundary

- Varies, 0 – 47 feet

Wetlands, Watercourses and Waterbodies[2]

- Watercourse WH-WC6 - R4SBE1
- Wetland WH-W3 - PEM
- Wetland WH-W4 – PEM
- Wetland WH-W5 – PSS1E
- Watercourse WH-WC8 - R4SBE1
- Watercourse WH-WC9 - R5UBh1
- Watercourse WH-WC11 – R4UBC
- Watercourse WH-WC15 - R4SBE1/R4UBC
- Watercourse WH-WC14 - R4SBC/R4UBC
- Watercourse WH-WC16 - R4SBE1
- Watercourse WH-WC10 - R4SBE1/R4SBC
- Watercourse WH-WC12 - R4SBC
- Watercourse WH-WC13 - R4UBC/R4SBC
- Watercourse WH-WC17 - R4UBCh
- Wetland WH-W6 – PSS1E
- Wetland WH-W7 – PFO1E
- Wetland WH-W8 – PSS1Eh
- Watercourse WH-WC18 - R4SBCh
- Wetland WH-W9 – PFO1E
- Cove River (including Phipps Lake) - R5UBH

Railroad Corridor Vegetation

- None on CTDOT railroad corridor within existing catenary structures and rail clear zones (managed and maintained by CTDOT)
- Stands of mixed deciduous/evergreen trees and shrubs within CTDOT corridor boundary outside of CTDOT maintained limits
- Wetland/watercourse cover types noted above

Terrain

- Flat railroad corridor area with variably steep, ballasted embankment slopes bordered by flat to hilly terrain
- Existing elevated railroad ROW over a concrete box culvert at Cove River
- Railroad corridor passes under existing elevated roadway overpass at Allings Crossing Road

Road Crossings / Major Utility Crossings[3]

- Allings Crossing Road

[1] Zoning Designations along the Proposed Route are included on the UI 115kV Railroad Project 100-scale maps, also see Section V2.1 Overview Maps and Legends for Zoning District Key
[2] See Section V2.1 Overview Maps and Legends for Wetlands and Watercourse Classification Key. Wetlands and watercourse areas are shown on the Section V2.3 mapping, but for legibility purposes, number designations are not shown. See Section V2.4, 100 Scale Maps for the wetlands and watercourse areas with number designations.
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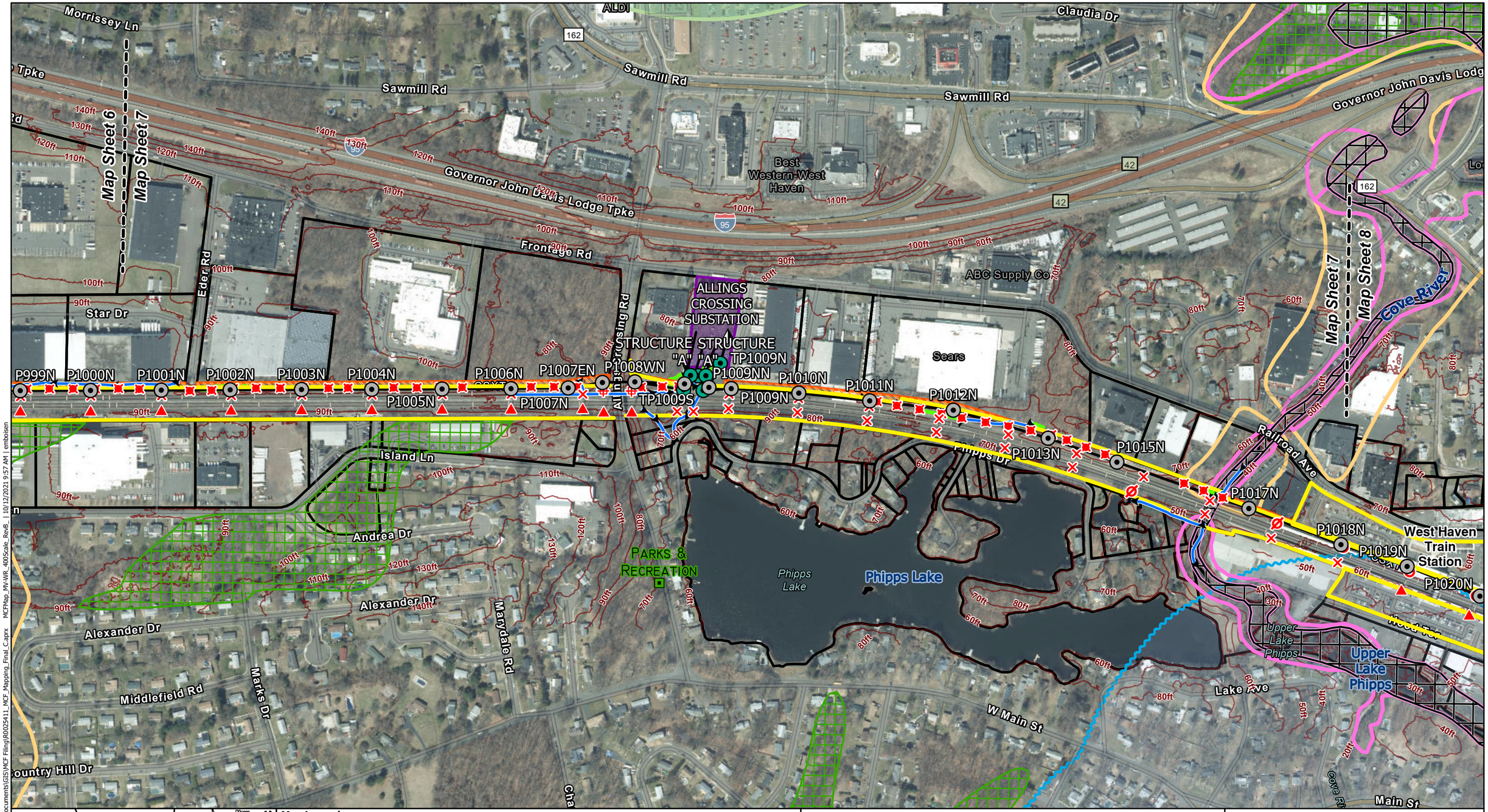

Map Legend

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- Existing Lattice Tower To Be Removed
- Existing Bonnet To Be Removed
- Existing Wood Pole To Be Removed
- Existing Steel Pole Top To Be Removed & Capped
- Substation
- CT DOT Corridor Boundary
- Proposed Centerline of Rebuilt 115-kV Line
- Proposed UI Permanent Easement
- Delineated Stream
- Delineated Wetland
- CT DEEP Wetland (Inland)
- CT DEEP Coastal Area
- Natural Diversity Area (NDDB)
- 10ft Contour
- Parcel Boundary
- UI Owned Property
- Municipal Boundary
- Open Space Recreation Area
- FEMA Floodway
- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain

UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

MILFORD, ORANGE, WEST HAVEN, & NEW HAVEN, CT

Proposed Route

Coordinate System:
NAD 1983 (2011) State Plane Connecticut FIPS 0600 (US Feet)
Linear Units: Foot US

0 400 US Feet

1" = 400' Revised: 9/9/2021

UI AVANGRID

Westwood

Map 7 of 9

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MAPSHEET 8 of 9 - United Illuminating 115kV Railroad Project – Milvon to West River
Proposed Route, CTDOT Railroad Corridor - West Haven Train Station, west of Saw Mill Road (State Route 162) to CTDOT Railroad Corridor – 1st Avenue
City of West Haven, New Haven County, CT

Area Description

Existing Land Use

- Residential
- Commercial
- Industrial/Business
  - West Haven Train Station (Metro North Railroad), 20 Railroad Avenue, West Haven
  - UI Elmwest Substation, 329 Elm Street, West Haven

Zoning[1]

- City of West Haven
  - Transit Oriented Development (TOD)
  - One-Two-Three Family Residence (R3)
  - Multi-Family Residence (R4)
  - Neighborhood Business (NB)
  - Waterfront Design (WD)
  - Light Manufacturing (LM)

Natural Systems

- State/Federal Jurisdictional Watercourses
- CT DEEP Coastal Management Area

Visual Character

- CTDOT Railroad Corridor (Metro North Railroad)
- Interstate 95, north of CTDOT Railroad Corridor
- Urban environment with lawns and landscaping, low profile commercial/industrial buildings, and parking areas

Community Facilities

- School – Clarence E Thompson School, 165 Richards Street, West Haven
- School – Edgar C Stiles School, 567 Main Street, West Haven
- Group Home – West Haven Community House, 228 Elm Street, West Haven
- Daycare – Unnamed Facility, 37 George Street, West Haven
- Daycare – West Haven Community House, 227 Elm Street, West Haven
- Daycare – Trusted Care, 215 York Street, West Haven
- Daycare – Discovery Family Daycare, 104 Wood Street, West Haven
- Daycare – Natalie's Daycare, 585 1st Avenue, West Haven
- Daycare – WeEduCare, 562 1st Avenue, West Haven

Historic and Cultural Resources

- West Haven Green Historic District, West Haven
- Ward Heitman House, 277 Elm Street, West Haven

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION

Railroad Corridor Land Use

- CTDOT Railroad Corridor (Metro North Railroad)

CTDOT Corridor Property

- Total Corridor Width: Varies, 93 - 232 feet
- Number of Railroad Tracks = 4
- Distance from center of existing northern catenary structure to northern CTDOT Corridor boundary = Varies, 5 – 106 feet

Proposed UI 115kV Transmission Lines

- Remove Existing Bonnets and 115 kV Components on Catenary Structures 1021N/1021S through 1023N/1023S, 1024N/1024S through 1025N/1025S, and 1027N/1027S through 1039N/1039S
- Remove 115 kV Components and Poles 1020N, 1026AN, 1026S, and Lattice Structure 1023AN
- Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 1023N and 1026N
- Remove Existing Wood Utility Poles North of Railroad Tracks between Catenary Structures 1028N and 1029N
- Rebuild 115 kV Transmission Line on double circuit monopoles to the north of the railroad tracks
  - Construct Transmission Line Structures P1020N through P1039EN
- Rebuild of existing 115 kV transmission interconnection at Elmwest Substation

Proposed UI Easement Boundary North of CTDOT Corridor Boundary

- Varies, 0 - 73 feet

Wetlands, Watercourses and Waterbodies[2]

- Wetland WH-W10 - PUBHx

Railroad Corridor Vegetation

- None on CTDOT railroad corridor within existing catenary structures and rail clear zones (managed and maintained by CTDOT)
- Stands of mixed deciduous/evergreen trees and shrubs within CTDOT corridor boundary outside of CTDOT maintained limits
- Wetland/watercourse cover types noted above

Terrain

- Flat railroad corridor area with variably steep, ballasted embankment slopes bordered by flat to hilly terrain
- Existing elevated railroad ROW bridge over Campbell Avenue and Washington Avenue
- Railroad corridor passes under existing elevated roadway overpasses at 1st Avenue and Saw Mill Road

Road Crossings / Major Utility Crossings[3]

- Saw Mill Road (State Route 162)
- Campbell Avenue
- Washington Avenue
- 1st Avenue (State Route 122)

[1] Zoning Designations along the Proposed Route are included on the UI 115kV Railroad Project 100-scale maps, also see Section V2.1 Overview Maps and Legends for Zoning District Key
[2] See Section V2.1 Overview Maps and Legends for Wetlands and Watercourse Classification Key. Wetlands and watercourse areas are shown on the Section V2.3 mapping, but for legibility purposes, number designations are not shown. See Section V2.4, 100 Scale Maps for the wetlands and watercourse areas with number designations.
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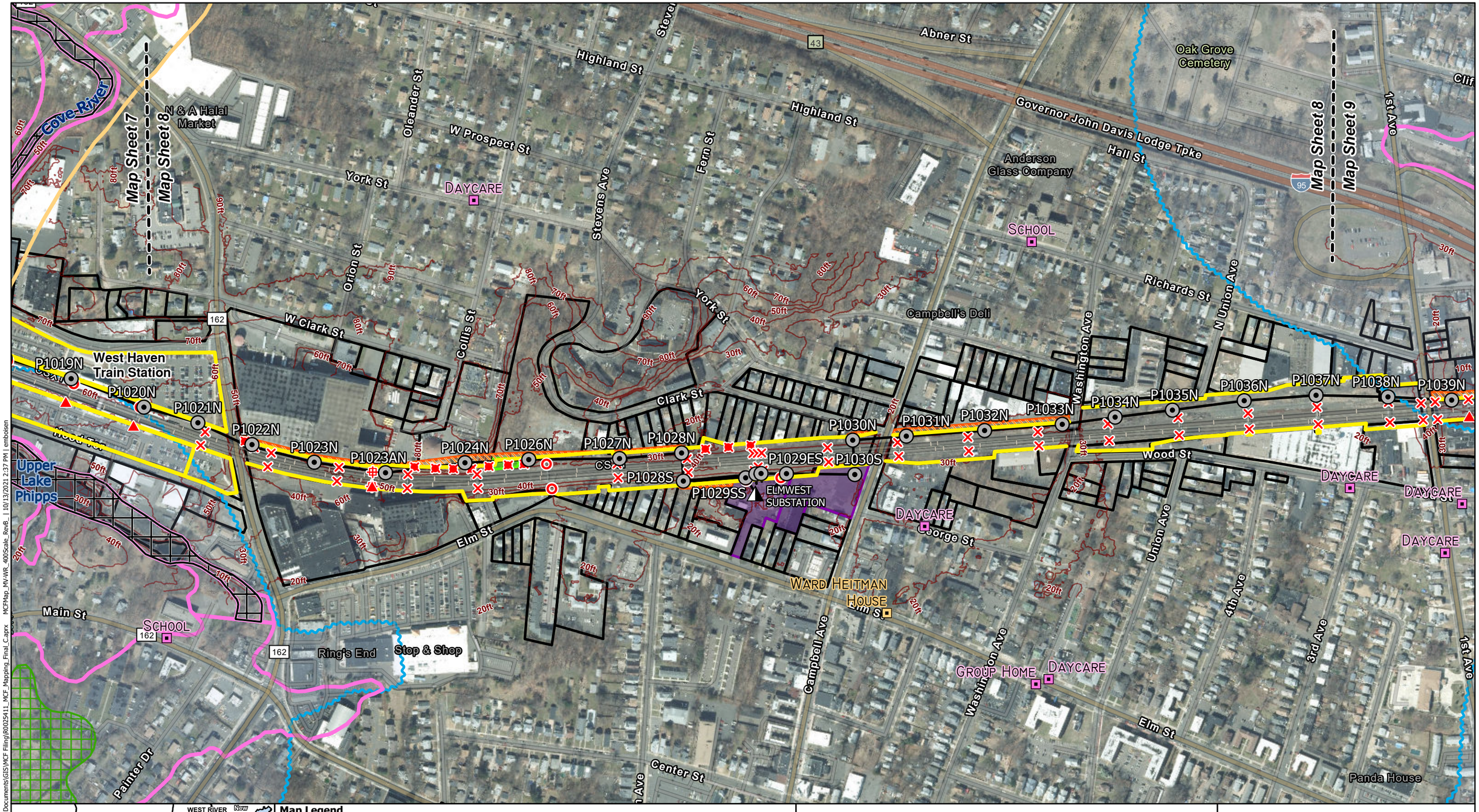

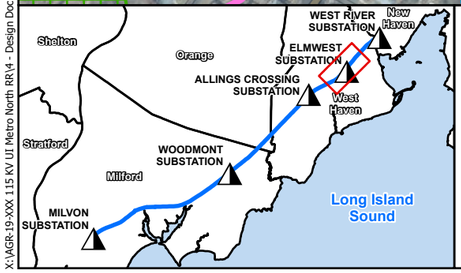

Map Legend

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- Existing Steel Pole To Be Removed
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- Existing Bonnet To Be Removed
- Existing Wood Pole To Be Removed
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- Proposed UI Permanent Easement
- Delineated Wetland
- CT DEEP Wetland (Inland)
- CT DEEP Coastal Area
- 10ft Contour
- Parcel Boundary
- UI Owned Property
- Municipal Boundary
- Community Facility
- Historic Location
- FEMA Floodway
- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain

UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

MILFORD, ORANGE, WEST HAVEN, & NEW HAVEN, CT

Proposed Route

Coordinate System:
NAD 1983 (2011) State Plane Connecticut FIPS 0600 (US Feet)
Linear Units: Foot US

0 400 US Feet

1" = 400' Revised: 9/9/2021

UI AVANGRID

Westwood

Map 8 of 9

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MAPSHEET 9 of 9 - United Illuminating 115kV Railroad Project – Milvon to West River
Proposed Route, CTDOT Railroad Corridor – 1st Avenue to CTDOT Railroad Corridor - West River Substation, east of Ella T Grasso Boulevard
City of West Haven and City of New Haven, New Haven County, CT

Area Description

Existing Land Use

- Residential
- Commercial
- Industrial/Business
  - UI West River Substation, 255 Ella T Grasso Boulevard, New Haven
- Recreational / Open Space
  - Galvin Playground, 426 Greenwich Avenue, New Haven
  - Washington Playground, 745 Washington Avenue, New Haven
  - Kimberly Field, 150 Kimberly Avenue, New Haven

Zoning[1]

- City of West Haven
  - One-Two-Three Family Residence (R3)
  - Waterfront Design (WD)
  - Light Manufacturing (LM)
  - Industrial Planned Development (IPD)
- City of New Haven
  - Light Industry (IL)
  - High-Middle Density (RM-2)

Natural Systems

- State/Federal Jurisdictional Inland and Tidal Wetlands and Watercourses
- FEMA 100-Year Flood Zones
- CT DEEP Inland Wetland Soils
- CT NDDB Area
- CT DEEP Coastal Management Area

Visual Character

- CTDOT Railroad Corridor (Metro North Railroad)
- Interstate 95
- Urban environment with lawns and landscaping, low profile commercial/industrial buildings, and parking areas
- Existing closed landfill, compost processing area and other industrial operations
- Tidal floodplain and waterway environments

Community Facilities

- School – Truman School, 114 Truman Street, New Haven
- School – Betsy Ross Arts Magnet School, 150 Kimberly Avenue, New Haven
- School – Hill Central School, 140 Dewitt Street, New Haven
- Daycare – Discovery Family Daycare, 104 Wood Street, West Haven
- Daycare – Natalie's Daycare, 585 1st Avenue, West Haven
- Daycare – WeEduCare, 562 1st Avenue, West Haven
- Daycare – Small Beginnings Daycare LLC, 101 Spring Street, West Haven
- Daycare – Butterfly Child Care, 64 Plymouth Street, New Haven

Historic and Cultural Resources

- Howard Avenue Historic District, New Haven
- Trowbridge Square Historic District, New Haven

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION

Railroad Corridor Land Use

- CTDOT Railroad Corridor (Metro North Railroad)

CTDOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION (continued)

CTDOT Corridor Property

- Total Corridor Width: Varies, 79 - 210 feet
- Number of Railroad Tracks = 4
- Distance from center of existing northern catenary structure to northern CTDOT Corridor boundary = Varies, 3 - 34 feet

Proposed UI 115kV Transmission Lines

- Remove Existing Bonnets and 115 kV Components on Catenary Structures 1039N, 1040N, 1044N through 1049N
- Remove 115 kV Components on Catenary Structures 1043N, and 1039S through 1049S
- Remove 115 kV Components and Top Portion of Lattice Structure 1041EN and 1042WN
- Remove 2 Steel Poles North of Catenary 1048N and 2 Steel Poles North of 1049N
- Remove Existing Wood Utility Poles north of Railroad Tracks between Catenary Structures 1042N and 1047N, and Existing Wood Utility Poles South of Railroad Tracks between 1049S and Ella T Grasso Boulevard Overpass
- Rebuild 115 kV Transmission Line on double circuit monopoles to the north of the railroad tracks
  - Construct Transmission Line Structures P1039EN through P1049EN and P1049ES
- Rebuild of existing 115 kV transmission interconnection at West River Substation

Proposed UI Easement Boundary North of CTDOT Corridor Boundary

- Varies, 0 - 62 feet

Wetlands, Watercourses and Waterbodies[2]

- Wetland WH-W11 – PEM5E
- Wetlands WH-W12 and WH-W13 – E2EM5/E2SS1P
- Tidal Wetlands WH-TW1, WH-TW4 – E2EM5/E2SS1P
- Tidal Wetland WH-TW2 and WH-TW3– E2EM5/E2SS1P
- West River (Tidal) – E1UBL
- Tidal Wetlands NH-TW1 and NH-TW2 – E1UBL

Railroad Corridor Vegetation

- None on CTDOT railroad corridor within existing catenary structures and rail clear zones (managed and maintained by CTDOT)
- Sparse stands of mixed deciduous/evergreen trees and shrubs within CTDOT corridor boundary outside of CTDOT maintained limits
- Marsh grass and vegetation associated with West River floodplain
- Wetland/watercourse cover types noted above

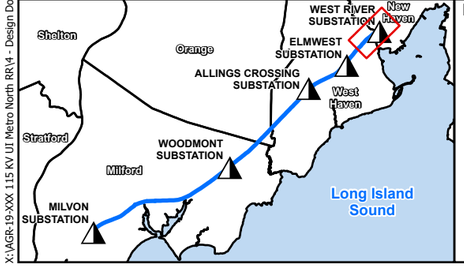
Terrain

- Flat railroad corridor area bordered by generally flat terrain
- Existing elevated railroad ROW bridge over West River
- Railroad corridor passes under existing elevated roadway overpasses at I-95 and Ella T Grasso Boulevard

Road Crossings / Major Utility Crossings[3]

- 1st Avenue (State Route 122)
- Interstate 95 (I-95) / State Route 44
- Ella T. Grasso Boulevard (State Route 10)

[1] Zoning Designations along the Proposed Route are included on the UI 115kV Railroad Project 100-scale maps, also see Section V2.1 Overview Maps and Legends for Zoning District Key
[2] See Section V2.1 Overview Maps and Legends for Wetlands and Watercourse Classification Key. Wetlands and watercourse areas are shown on the Section V2.3 mapping, but for legibility purposes, number designations are not shown. See Section V2.4, 100 Scale Maps for the wetlands and watercourse areas with number designations.
[3] United Illuminating Company would coordinate with other underground and overhead utility companies, municipalities, CT DOT and Metro North Railroad regarding the location of utility and transportation facilities



Map Legend

- Proposed Structure
- Existing Structure
- Existing Hardware Only To Be Removed
- Existing Steel Pole To Be Removed
- Existing Lattice Tower To Be Removed
- Existing Bonnet To Be Removed
- Existing Wood Pole To Be Removed
- Substation
- CT DOT Corridor Boundary
- Proposed Centerline of Rebuilt 115-kV Line
- Proposed UI Permanent Easement
- Delineated Wetland
- Delineated Tidal Wetland
- Assumed Wetland (To Be Delineated)
- CT DEEP Wetland (Inland)
- CT DEEP Coastal Area
- Natural Diversity Area (NDDB)
- Cultural Resource District
- 10ft Contour
- Parcel Boundary
- UI Owned Property
- Municipal Boundary
- Community Facility
- Open Space Recreation Area
- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain

UI 115 KV RAILROAD PROJECT – MILVON TO WEST RIVER

MILFORD, ORANGE, WEST HAVEN, & NEW HAVEN, CT

Proposed Route

Coordinate System:
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UI AVANGRID

Westwood

Map 9 of 9

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