

1" = 400' SCALE MAPSHEET INDEX
FARIFIELD TO CONGRESS RAILROAD TRANSMISSION LINE 115-KV REBUILD PROJECT

<u>Mapsheet</u>	<u>Town / City</u>	<u>Proposed Structures</u>	<u>Proposed Removals and Modifications to Existing Structures</u> ^{1, 2, 3, 4}
400 Scale Key Sheet	Fairfield, Bridgeport	N/A – Overview / Key Sheet	N/A – Overview / Key Sheet
1 of 7	Fairfield	Transmission Line Structures P648S through P661S; Re-establish Circuit 1430 connection on P648S	Remove Existing Bonnets and 115-kV Components on Catenary Structures 648S, 648AS, 648BS, 649S, 649AS, 649BS, 650S, 651S, 651AS, 651BS, 652S, 652AS, 652BS, 653S, 654S, 654AS, 654BS, 655S, 655AS 655BS, 656S, 656AS, 656BS 657S, 658S, through 661S; Remove Circuit 1430 connection on 648S
2 of 7	Fairfield	Transmission Line Structures P661S through P681S	Remove Existing Bonnets and 115-kV Components on Catenary Structures 661S through 665S, 665AS, 665BS, 667S through 680S, 680AS, 681S, 682S; Reconductor Existing Transmission Structures TP667ES and TP668S with 115-kV Transmission Line and Components
3 of 7	Fairfield	Transmission Line Structures P681S through P703S	Remove Existing Bonnets and 115-kV Components on Catenary Structures 682S through 687S, 687AS, 688S through 697S, 697AS, 698S through 703S;
4 of 7	Fairfield	Transmission Line Structures P703S through P723S; Ash Creek Substation Interconnection Replacement	Remove Existing Bonnets and 115-kV Components on Catenary Structures 703S, 703AS, 704S through 706S, 706AS, 707S through 710S, 710AS, 711S, 711AS, 712S through 720S, 720AS, 721S, 721AS, 722S, 723S; Remove 115-kV Components and Lattice Towers AC1, AC2 and AC3 leading to the Ash Creek Substation; Reconductor Existing Transmission Structures TP717S and TP718S with 115-kV Transmission Line and Components
5 of 7	Fairfield, Bridgeport	Transmission Line Structures P723S through P737S, P736NN through P742N	Remove Existing Bonnets and 115-kV Components on Catenary Structures 723S through 733S, 736S, 736AS, 737N/737S, 738N, 738AS, 738BN, 739N/739S through 742N/742S; Remove 115-kV Components and Top Portion of Pole 736N; Reconductor Existing Transmission Structure TP734S, TP735S and TP735N with 115-kV Transmission Line and Components
6 of 7	Bridgeport	Transmission Line Structures P742N through P760N/P760S; OPGW Installation on Existing Transmission Structures R1 through R5 to Resco Substation	Remove Existing Bonnets and 115-kV Components on Catenary Structures 742N/742S through 752N/752S, 753N, 756S, 757N/757S through 760N/760S; Install Remove Shield Wire Existing Transmission Structure R1 through R5 to Resco Substation, TP753S, TP754N, TP755S, and TP756N with 115-kV Transmission Line and Components
7 of 7	Bridgeport	Transmission Line Structures P760N/P760S through P783N; Temporary Transmission Line Structure TMP774N: Congress Substation Interconnection Replacement	Remove Existing Bonnets and 115-kV Components on Catenary Structures 760N/760S through 765N/765S, 765AN/765AS, 765BN/765BS, 777N/777S, 777AN/777AS, 778N/778S, 778AN/778AS, 779N/779S, 779AN/779AS, 780N/708S through 783N/783S; Remove 115-kV Components and Poles 775N, 775AS; Remove 115-kV Components and Lattice Tower North Tower above the MNR railroad tracks; Removals are subject to change based on coordination with the New Pequonnock Substation Project (Separate UI Project, refer to CSC Docket No. 283) Reconductor Existing Transmission Structures TP784N at Congress Substation with 115-kV Transmission Line and Components

Historic places in the following text will be abbreviated as such: National Register of Historic Places - NRHP, State Register of Historic Places - SRHP, Local Historic District - LHD. See Phase 1A Report in Appendix D of the MCF Filing for details on Cultural Resources.

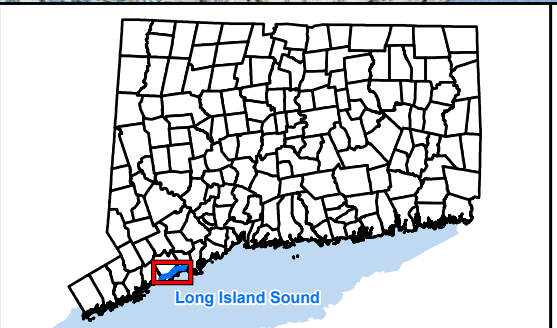
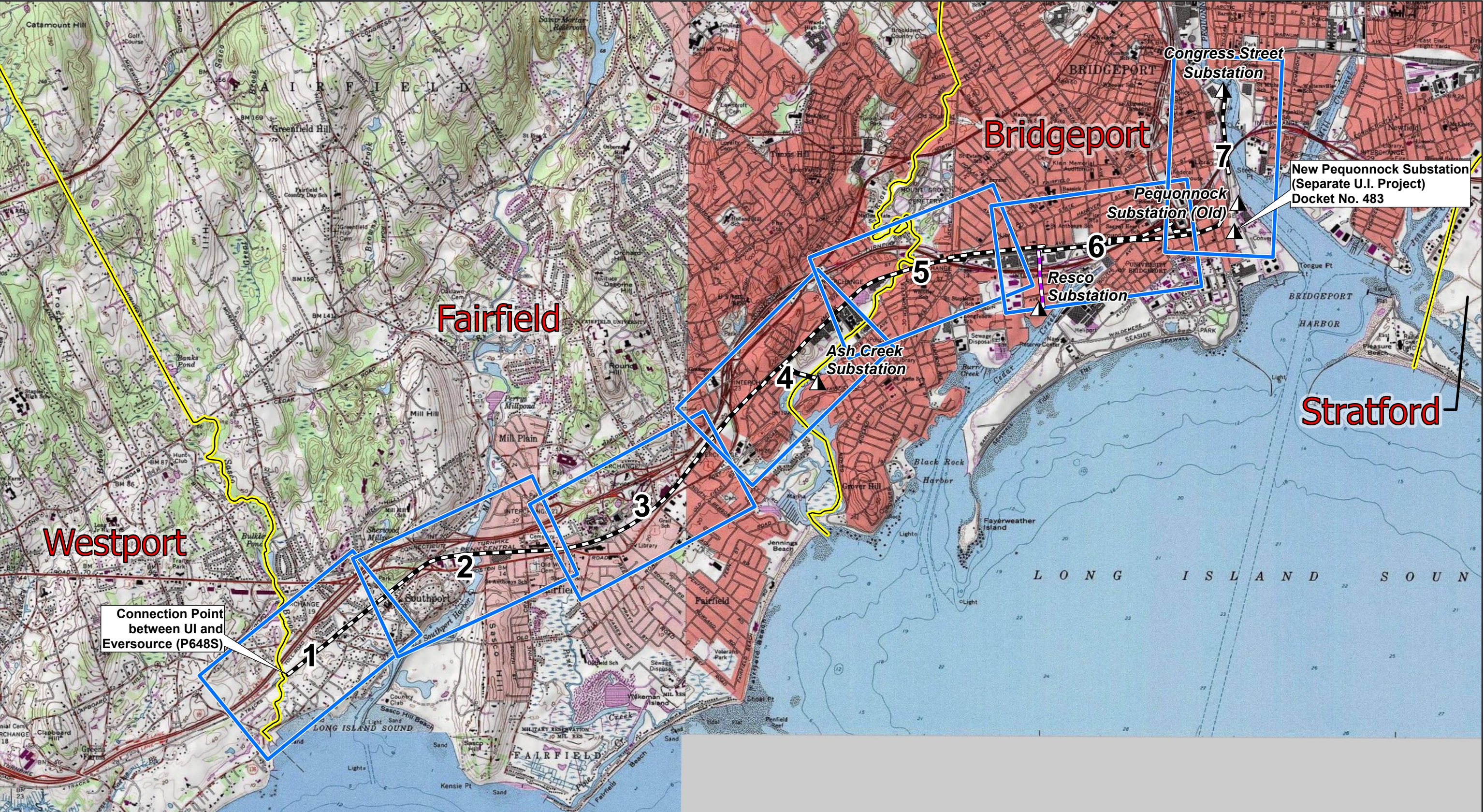
¹ Typically, removal of the existing bonnets, hardware, conductors, and shield wire will be completed where proposed work indicates “Remove Existing Bonnets and Existing 115-kV Components”. Existing bonnets on catenary structures will remain in place where proposed work is specified as “Remove 115-kV Components”. Typically, shield wire for MNR facilities will be re-established on existing catenary structures to maintain shield wire protection and clearances to MNR signal wires. Refer to Volume 2, Attachment V2.5, Plan and Profile Drawings, for installation requirements and details.

² Wetlands and watercourses shown on the aerial-based mapping were field delineated within the Project area, including the CT DOT corridor and adjacent areas. These resources may extend further 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 Attachments V2.3 and V2.4.

³ The initial structure spotting (original engineering design basis) commenced with the assumption that new double and/or single-circuit monopoles would be offset from each existing catenary structure. The poles were assigned numbers (e.g., P692S) that corresponded to the nearest catenary structure. As work on the Project design proceeded, proposed poles were shifted or eliminated to account for site-specific constraints (e.g., longer than originally planned span lengths to avoid or minimize poles in sidewalks). As a result, 31 of the originally planned monopoles have been eliminated. Because the poles were not re-numbered after these design changes, there are certain gaps in the structure numbers identified on the Volume 2 maps. The numbers of the structures that were eliminated from the Project design are: 653, 658, 660, 662, 670, 672, 674, 680, 683, 687, 694, 697, 702, 705, 707, 716, 722, 729, – all in Fairfield; and 731, 732, 741, 747, 761, 763, 764, 776, 777, 778, 780, 781, 782 – all in Bridgeport.

⁴ “Reconductor with 115-kV Transmission Line and Components” typically means removal of existing 115-kV conductor cables, insulators, and hardware from an existing structure and replacement with new 115-kV conductors, insulators, and hardware installed on the existing structure in accordance with project requirements.

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Map Legend

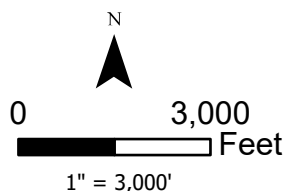
- Map Sheet
- Substation
- Proposed Centerline of Rebuilt 115-kV Line
- Proposed Centerline of Fiber Optic
- Municipal Boundary

UI 115 KV RAILROAD PROJECT – FAIRFIELD TO CONGRESS
FAIRFIELD & BRIDGEPORT, CT

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

Revised: 8/17/2022

400 Scale Key Sheet



MAPSHEET 1 of 7 – Fairfield to Congress Railroad Transmission Line 115-kV Rebuild Project
Proposed Route, CT DOT Railroad Corridor – east of Sasco Creek to CT DOT Railroad Corridor - west of Old Post Rd
Town of Fairfield, Fairfield County, CT

AREA DESCRIPTION

Existing Land Use

- Residential
- Commercial
- Industrial/Business
- Recreational / Open Space
 - Southport Beach, 1505 Pequot Ave, Southport
 - Sasco Creek Beach, 138 Beachside Ave, Westport
 - Sasqua Wildflower Preserve – Aspetuck Land Trust, 297 Westway Rd, Southport
 - H. Smith Richardson Wildlife Preserve, 39 Sasco Creek Rd, Westport
 - Kings Highway West Open Space- Sasco Creek Marsh, 999 Kings Highway W, Southport
 - Perry's Green, 703 Harbor Rd, Southport
 - Southgate Lane Open Space, 139 S Gate Lane, Southport
 - Westway Road Open Space - Sasco Creek Marsh, 593 Westway Rd, Southport

Zoning¹

- Town of Fairfield
 - Residence R-3 District (R-3)
 - Residence A District (A)
 - Residence B District (B)
 - Designed Residence District (DRD)
 - Neighborhood Designed Business District (NDD)
 - Designed Commercial District (DCD)
 - Residence C District (C)
 - Designed Industrial District (DI)

Natural Systems

- State/Federal Jurisdictional Wetlands and Watercourses
- FEMA 100-Year and 500-Year Flood Zones
- CT DEEP Inland Wetland Soils
- CT DEEP Tidal Wetland Soils
- CT NDDDB Area
- CT DEEP Coastal Management Area
- Sasco Creek

Visual Character

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

Community Facilities

- Southport Train Station, 96 Station Street & 400 Center Street, Southport
- Wakeman Boys & Girls Club Summer Camp, 385 Center St, Southport
- Southport Cong Preschool-Toddler Program, 524 Pequot Ave, Southport
- Trinity Parish Nursery School, 651 Pequot Ave, Southport
- The Southport School, 214 Main St, Southport

Historic and Cultural Resources

- Southport Railroad Stations (North and South), 96 Station Street and 400 Center Street, Southport - NRHP
- Southport Historic District, Southport – NRHD/SRHD/LHD

CT DOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION AND PROPOSED UI FACILITIES

CT DOT Property

- Total Corridor Width: Varies, 86 - 304 feet
- Number of Railroad Tracks (Metro North Railroad) = 4
- Distance from center of existing southern catenary structure to southern CT DOT Corridor boundary = Varies, 4 – 40 feet
- Southport Train Station

UI 115-kV Transmission Lines and Proposed Project Activities

- 1430 line on south side of CT DOT Corridor: Remove Existing Bonnets and 115-kV Components on Catenary Structures 648S, 648AS, 648BS, 649S, 649AS, 649BS, 650S, 651S, 651AS, 651BS, 652S, 652AS, 652BS, 653S, 654S, 654AS, 654BS, 655S, 655AS 655BS, 656S, 656AS, 657S, 658S, through 661S
- 1430 line on south side of CT DOT Corridor: Rebuild 115-kV Transmission Line on single circuit monopoles
 - Construct Transmission Line Structures P648S through P661S
- 1130 Line along north side of CT DOT Corridor to remain

Proposed UI Easement Boundary Outside of CT DOT Corridor Boundary

- North Side: 0 feet
- South Side: 0 feet, except for: P654S to P659S - 15 to 42 feet, and P661S – 14 feet

Wetlands, Watercourses and Waterbodies

- Tidal Watercourse Sasco Creek – E1UBL
- Tidal Wetland TW-A – E2EMP5d
- Wetland W-B – PEM
- Watercourse WC-2 – R5UBh1

Railroad Corridor Vegetation

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

Terrain

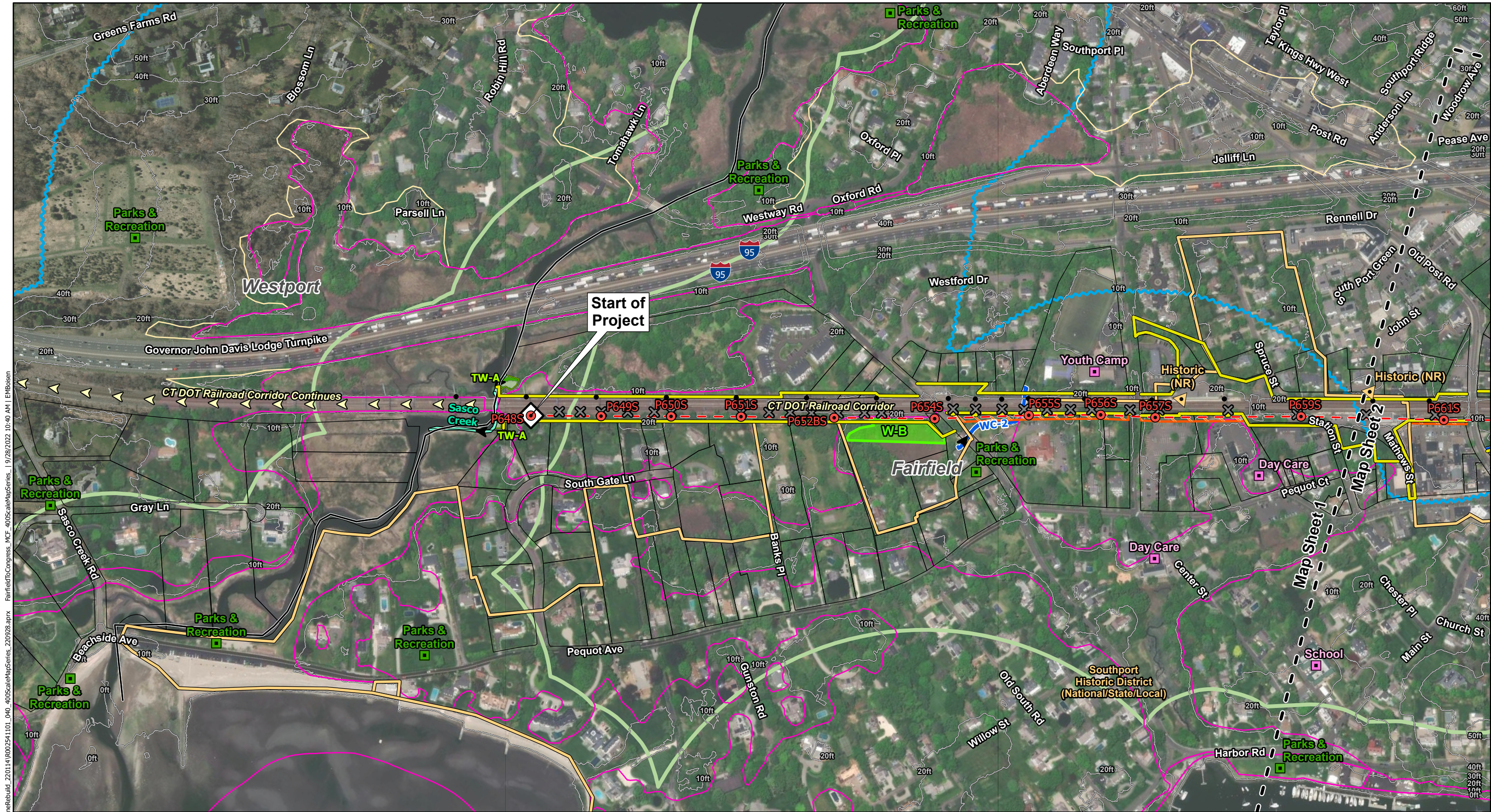
- Flat railroad corridor area with variably steep, ballasted embankment slopes bordered by generally flat terrain
- Existing elevated railroad corridor bridge over Westway Road, Center Street and Station Street

Road Crossings / Major Utility Crossings²

- Westway Road, Center Street, Station Street

¹ Zoning Designations along the Proposed Route are included on the UI 115-kV Railroad Project 100-scale maps, also see Attachment V2.1 Overview Maps and Legends for Zoning District Key

² UI would coordinate with other underground and overhead utility companies, municipalities, CT DOT and Metro North Railroad regarding the location of utility and transportation facilities



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Map Legend			
Proposed Single Circuit Transmission Line Structure	Existing CTDOT Corridor Boundary	Open Space Recreation Area	Field Delineated Wetland
Start of Project Location	Proposed UI Permanent Easement	Historic (NR) Resource	Delineated Watercourse
Existing Bonnet To Be Removed	Existing Transmission Structure to Remain	Parcel Boundary	Delineated Tidal Wetland
Proposed Centerline of Rebuilt 115-kV Line	National or State Historic Resource Area	FEMA 100-Year Floodplain	Delineated Tidal Watercourse
	Community Facility	FEMA 500-Year Floodplain	CT DEEP Coastal Area
		10ft Contour	Natural Diversity Database Area (NDDB)

UI 115 KV RAILROAD PROJECT – FAIRFIELD TO CONGRESS

FAIRFIELD & BRIDGEPORT, CT

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

Revised: 9/28/2022

0 200 400 Feet
1" = 400'

Westwood

SHEET 1 OF 7

MAPSHEET 2 of 7 – Fairfield to Congress Railroad Transmission Line 115-kV Rebuild Project
Proposed Route, CT DOT Railroad Corridor – east of Old Post Road to CT DOT Railroad Corridor – Post Road, west of Mill Plain Road
Town of Fairfield, Fairfield County, CT

AREA DESCRIPTION

Existing Land Use

- Residential
- Commercial
- Industrial/Business
- Recreational / Open Space
 - Southport Park, Old Post Rd, Southport
 - Palmers Neck Park, 2566 Post Rd, Southport
 - Mill Plain Green, 110 Sturges Rd, Fairfield
 - Perry’s Green, 703 Harbor Rd, Southport
 - Southport Village Park, 263 Pequot Ave, Southport

Zoning¹

- Town of Fairfield
 - Residence C District (C)
 - Residence A District (A)
 - Designed Commercial District (DCD)
 - Designed Industrial District (DI)
 - Center Designed Business District (CDD)

Natural Systems

- State/Federal Jurisdictional Wetlands and Watercourses
- FEMA 100-Year and 500-Year Flood Zones
- CT DEEP Inland Wetland Soils
- CT DEEP Tidal Wetland Soils
- CT NDDDB Area
- CT DEEP Coastal Management Area
- Mill River

Visual Character

- CT DOT Railroad Corridor (Metro North Railroad)
- Urban-suburban environments with lawns and landscaping, low profile commercial/industrial buildings, and parking areas
- Deciduous woodlands and waterway environments

Community Facilities

- Southport Railroad Stations (South), 400 Center Street, Southport
- Cajal Academy, 303 Linwood Ave
- Get Schooled Academy, 63 Tide Mill Terrace
- Saint Anthony of Padua Parish School, 149 South Pine Creek Rd
- The Southport School, 214 Main St
- Sportsplex Camp, 85 Mill Plain Rd

Historic and Cultural Resources

- Southport Railroad Stations (South), 400 Center Street, Southport - NRHP
- Jonathan Sturges House, 449 Mill Plain Rd – NRHP
- Archaeological Resource, Pequot Swamp Battlefield (destroyed), Westford Dr area
- Southport Historic District – NRHD/SRHD/LHD
- Northrup Cottage, 170 Pequot Ave – SRHP

CT DOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION AND PROPOSED UI FACILITIES

CT DOT Property

- Total Corridor Width: Varies, 71-260 feet
- Number of Railroad Tracks (Metro North Railroad) = 4
- Distance from center of existing southern catenary structure to southern CT DOT Corridor boundary = Varies, 5 - 128 feet

Proposed UI 115-kV Transmission Lines and Proposed Project Activities

- 1430 line on south side of CT DOT Corridor: Remove Existing Bonnets and 115-kV Components on Catenary Structures 661S through 665S, 665AS, 665BS, 667S through 680S, 680AS, 681S, 682S
- 1430 line on south side of CT DOT Corridor: Rebuild 115-kV Transmission Line on single circuit monopoles to the south of the railroad tracks
 - Construct Transmission Line Structures P661S through P681S
 - Reconductor² 115-kV Components on existing Transmission Line Structures TP667ES and TP668S
- 1130 Line along north side of CT DOT Corridor to remain

Proposed UI Easement Boundary Outside of CT DOT Corridor Boundary

- North Side: 0 feet
- South Side: 0 feet, except for: P663S to P682S - 0 to 40 feet

Wetlands, Watercourses and Waterbodies

- Mill River – R2UBH
- Wetlands W-C and W-D – PEM
- Watercourse WC-3 – R5UBh1
- Watercourse WC-4 – R6
- Watercourse WC-5 – R4SBC1

Railroad Corridor Vegetation

- None on CT DOT railroad corridor within existing catenary structures and rail clear zones (managed and maintained by CT DOT)
- Stands of mixed deciduous/evergreen trees and shrubs within CT DOT corridor boundary outside of CT DOT 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 Old Post Road, Mill River, and North Pine Creek Road

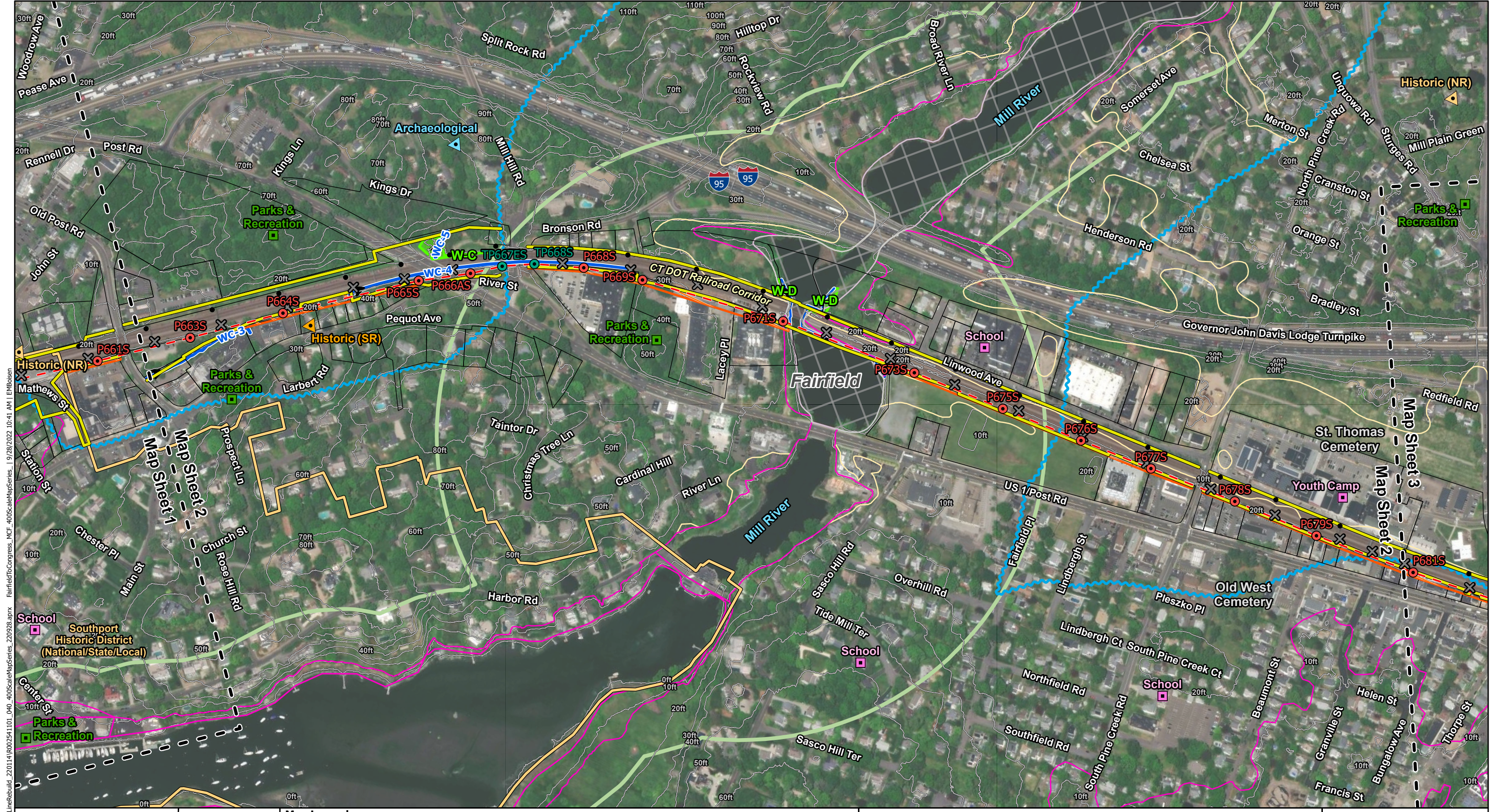
Road Crossings / Major Utility Crossings³

- Old Post Road, US Highway 1, Mill Hill Road, North Pine Creek Road

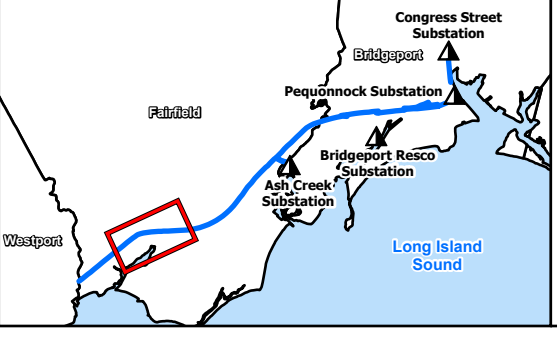
¹ Zoning Designations along the Proposed Route are included on the UI 115-kV Railroad Project 100-scale maps, also see Attachment V2.1 Overview Maps and Legends for Zoning District Key

² “Reconductor 115-kV Components” typically means removal of existing 115-kV conductor cables, insulators, and hardware from the existing structure and replacement with new 115-kV conductors, insulators, and hardware installed on the existing structure in accordance with project requirements.

³ UI would coordinate with other underground and overhead utility companies, municipalities, CT DOT and Metro North Railroad regarding the location of utility and transportation facilities



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Map Legend			
Proposed Single Circuit Transmission Line Structure	Existing CTDOT Corridor Boundary	Open Space Recreation Area	FEMA 500-Year Floodplain
Existing Structure to be Reconductored	Proposed UI Permanent Easement	Historic (NR) Resource	10ft Contour
Existing Bonnet To Be Removed	Existing Transmission Structure to Remain	Historic (SR) Resource	Field Delineated Wetland
Proposed Centerline of Rebuilt 115-kV Line	National or State Historic Resource Area	Archaeological Location	Delineated Watercourse
	Community Facility	Parcel Boundary	CT DEEP Coastal Area
		FEMA Floodway	Natural Diversity Database Area (NDDB)
		FEMA 100-Year Floodplain	

UI 115 KV RAILROAD PROJECT – FAIRFIELD TO CONGRESS

FAIRFIELD & BRIDGEPORT, CT

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

Revised: 9/28/2022

0 200 400 Feet
1" = 400'

Westwood
SHEET 2 OF 7

MAPSHEET 3 of 7 – Fairfield to Congress Railroad Transmission Line 115-kV Rebuild Project
Proposed Route, CT DOT Railroad Corridor – Post Road, west of Mill Plain Road to CT DOT Railroad Corridor – Eliot Street, west of US Highway 1
Town of Fairfield, Fairfield County, CT

AREA DESCRIPTION

Existing Land Use

- Commercial
- Industrial/Business
 - Fairfield Central Business District
- Recreational / Open Space
 - Ludlowe Road Community Park, 91 Ludlowe Rd, Fairfield
 - Sherman Town Green (Fairfield Town Gazebo), 1451 Post Rd, Fairfield
 - Jennings Garden and Jennings Park, 900 Post Rd, Fairfield
 - CT Audobon Birdcraft Museum, 314 Unquowa Rd, Fairfield
 - Bill Burr 4-H Park, 1 Timothy St, Fairfield
 - Mill Plain Green, 110 Sturges Rd, Fairfield
 - Sergeant Murphy Memorial Playground, 140 Reef Rd, Fairfield
 - Sunnieholm Park, 77 Sunnieholm Dr, Fairfield
 - Rugby Park and Welch Terrace Marsh Open Space, near 6 Rugby Rd, Fairfield

Zoning¹

- Town of Fairfield
 - Designed Industrial District (DI)
 - Center Designed Business District (CDD)
 - Residence A District (A)
 - Designed Commercial District (DCD)

Natural Systems

- State/Federal Jurisdictional Wetlands and Watercourses
- FEMA 100-Year and 500-Year Flood Zones
- CT DEEP Inland Wetland Soils / CT DEEP Tidal Wetland Soils
- CT NDDB Area
- CT DEEP Coastal Management Area

Visual Character

- CT DOT Railroad Corridor (Metro North Railroad)
- Urban-suburban environments, low profile commercial/industrial buildings, roadways, and parking areas

Community Facilities

- St Paul's Nursery School- Fairfield, 661 Old Post Road
- Fairfield Train Station, 165 Unquowa Road & 333 Carter Henry Drive, Fairfield
- Broadhurst Manor, 1038 Old Post Road
- Great Beginnings Montessori School, 148 Beach Rd
- Roger Ludlowe Middle School, 689 Unquowa Road
- St. Thomas Aquinas Catholic School, 1719 Post Rd
- Tomlinson Middle School, 200 Unquowa Road

Historic and Cultural Resources

- Fairfield Historic District – NRHD
- Fairfield Railroad Station (North and South), 165 Unquowa Road and 916 Carter Henry Drive – NRHP
- Powder House, 230 Unquowa Road – SRHP

CT DOT PROPERTY: RAILROAD CORRIDOR DESCRIPTION AND PROPOSED UI FACILITIES

CT DOT Corridor Property

- Total Corridor Width: Varies, 71 - 312 feet
- Number of Railroad Tracks (Metro North Railroad) = 4
- Distance from center of existing southern catenary structure to southern CT DOT Corridor boundary = Varies, 17 – 82 feet

Proposed UI 115-kV Transmission Lines and Proposed Project Activities

- 1430 line on south side of CT DOT Corridor: Remove Existing Bonnets and 115-kV Components on Catenary Structures 682S through 687S, 687AS, 688S through 697S, 697AS, 698S through 703S
- 1430 line on south side of CT DOT Corridor: Rebuild 115-kV Transmission Line on single circuit monopoles to the south of the railroad tracks
 - Construct Transmission Line Structures P681S through P703S
- 1130 Line along north side of CT DOT Corridor to remain

Proposed UI Easement Boundary Outside of CT DOT Corridor Boundary

- North Side: 0 feet
- South Side: 0 feet, except for: P689S to P703S - 6 to 41 feet

Wetlands, Watercourses and Waterbodies

- Wetland W-E – PEM/PFO
- Wetland W-F - PEM

Railroad Corridor Vegetation

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

Terrain

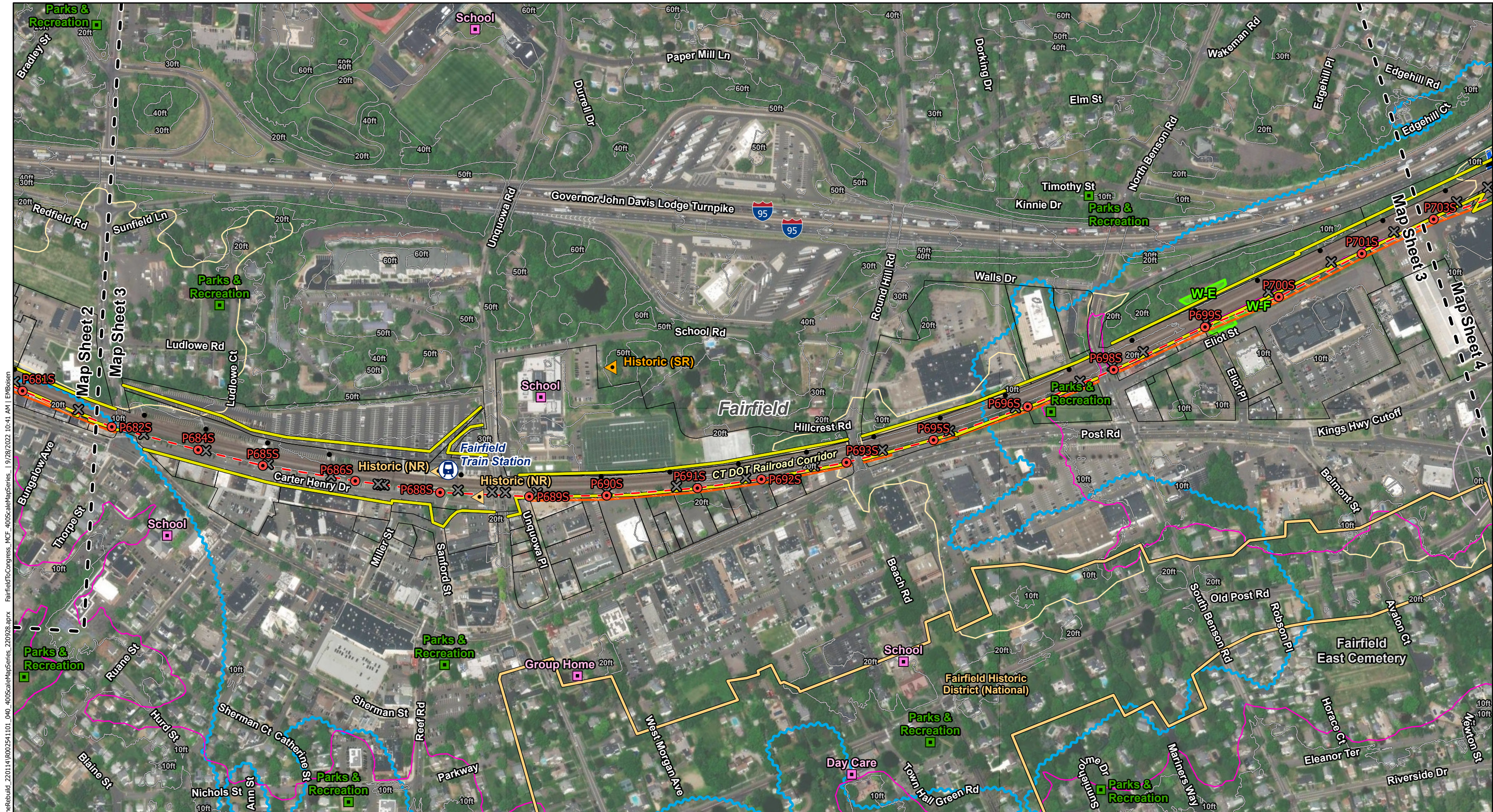
- Flat railroad corridor area with variably steep, ballasted embankment slopes bordered by flat to hilly terrain
- Existing elevated railroad corridor bridge over Mill Plain Road, Round Hill Road, and Benson Road

Road Crossings / Major Utility Crossings²

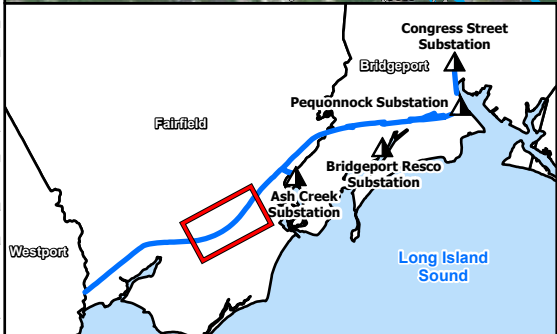
- Mill Plain Road, Unquowa Road, Round Hill Road, Benson Road

¹ Zoning Designations along the Proposed Route are included on the UI 115-kV Railroad Project 100-scale maps, also see Attachment V2.1 Overview Maps and Legends for Zoning District Key

² UI would coordinate with other underground and overhead utility companies, municipalities, CT DOT and Metro North Railroad regarding the location of utility and transportation facilities



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Map Legend

- Proposed Single Circuit Transmission Line Structure
- Existing Bonnet To Be Removed
- Proposed Centerline of Rebuilt 115-kV Line
- Existing CTDOT Corridor Boundary
- Proposed UI Permanent Easement
- Existing Transmission Structure to Remain
- National or State Historic Resource Area
- Community Facility
- Open Space Recreation Area
- Train Station
- Historic (NR) Resource
- Historic (SR) Resource
- Parcel Boundary
- FEMA Floodway
- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain
- 10ft Contour
- Field Delineated Wetland
- Delineated Watercourse
- CT DEEP Coastal Area

UI 115 KV RAILROAD PROJECT – FAIRFIELD TO CONGRESS

FAIRFIELD & BRIDGEPORT, CT

Coordinate System:
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SHEET 3 OF 7