# NOTICE OF PROPOSED CONSTRUCTION OF A SUBSTATION AND HIGH-VOLTAGE ELECTRIC TRANSMISSION LINES

### Eversource Plans Enhancements to Transmission System for Improved Reliability

The Connecticut Light and Power Company, doing business as Eversource Energy (Eversource), is continuing its efforts to improve the electric system in Greenwich so customers will have reliable electric power to meet their growing energy needs. We plan to construct a new 115-kilovolt (kV) bulk substation and two new underground 115-kV transmission lines in Greenwich, Connecticut. The project is known as the Greenwich Substation and Line Project. This notice provides a summary of our plan, as currently proposed.

### Project Summary

Within the next 60 days, Eversource plans to apply to the Connecticut Siting Council (Siting Council) for a Certificate of Environmental Compatibility and Public Need (Certificate) to construct and operate two new 115-kV electric transmission lines in Greenwich. The Greenwich Substation and Line Project (Project) would extend approximately 2.3 miles from the existing Cos Cob Substation on Sound Shore Drive to 290 Railroad Avenue in Greenwich. The application to the Siting Council will also include the construction and operation of a new substation at 290 Railroad Avenue in Greenwich.

The Project is needed to address increasing customer demand and to improve reliability of electric supply in Greenwich. The existing electric infrastructure serving Greenwich is expected to reach its maximum capacity in 2017. By adding a new substation, Eversource will be able to meet expected customer demand for approximately 30 years.

If approved by the Siting Council, construction is projected to begin in the third quarter of 2016. The new substation and underground transmission lines are proposed to be completed and in service by the end of 2017.

### Technical Description

Eversource proposes to use high-pressure fluid-filled (HPFF) power cables installed in two steel pipes with dielectric (insulating) fluid. The two 8" pipes and other smaller pipes and conduits (or ducts) would be installed underground, within or adjacent to roads along the route. Installation would involve excavating a continuous trench to an average depth of 6 feet with a typical width of 4.5 feet. In addition to the trench, the Project would include installation of concrete splice vaults, which are typically spaced at intervals of approximately 2,000 to 2,800 feet, depending upon cable construction and route characteristics. To install each concrete splice vault, an excavation area approximately 12 feet wide, 12 feet deep and 24 feet long would be required.

Eversource's application will provide additional siting and technical details, including information as to how the specific design of the line impacts magnetic field levels and measures to minimize magnetic fields. The proposed new lines will meet the requirements of the Siting Council's "Best Management Practices for Electric and Magnetic Fields," as amended. Burying transmission lines in the earth does not eliminate magnetic fields, because these fields can pass through soil. However, certain inherent features of an underground design, such as the close proximity of the currents in the cables, provide some cancellation of magnetic fields.

Project siting, magnetic field information, including calculated magnetic field levels, and vault and cable specifications will be included in the application. The application will be available on the Project's website at www.eversource.com, the Siting Council's website at www.ct.gov/csc or at the Greenwich libraries. Additional information about the Project can be obtained by calling 1-800-793-2202 or by emailing TransmissionInfo@eversource.com. Additional information on electric and magnetic fields may be obtained by calling 1-800-793-2202 or contacting the Connecticut Department of Public Health at 860-509-7740.

### Preferred Route Under Consideration

The preferred route in Greenwich would extend approximately 2.3 miles from the existing Cos Cob Substation on Sound Shore Drive to 290 Railroad Avenue. The line would exit Cos Cob Substation to the north, under the railroad lines. The route would then head west under Station Drive, through the Cos Cob train station area, to the west side of Indian Field Road. On the west side of Indian Field Road, Eversource would perform a horizontal directional drill (HDD) under the railroad and Interstate 95, coming up at the end of Kinsman Lane. The route would then continue under Kinsman Lane to the intersection of Bruce Park Avenue. At the intersection of Bruce Park Avenue and Kinsman Lane, Eversource would perform another horizontal directional drill under Bruce Park, coming up on the north side of Davis Avenue. (Another option is to go along the road in the park.) The route would continue west under Davis Avenue to Museum Drive to Arch Street. At Arch Street, the route would turn north to Railroad Avenue. At Railroad Avenue, the route would turn west to 290 Railroad Avenue, ending at the site of the proposed substation.

## Preferred Route Map

Greenwich Substation and Line Project


**The map above depicts the proposed route of the new substation and the two new 115-kV transmission lines.**

### Additional Information Available

**For more information regarding the project, please contact:**

EVERSOURCE

Greenwich Substation and Line Project
Eversource
P.O. Box 270, Hartford, CT 06141

1-800-793-2202
TransmissionInfo@eversource.com

This notice is provided pursuant to §16-50*l*(b) of the Connecticut General Statutes.

This insert is paid for by customers. 3/4/5/15-95M

# NOTIFICACIÓN DE PROPUESTA DE CONSTRUCCIÓN DE UNA SUBESTACIÓN Y DE LÍNEAS DE TRANSMISIÓN ELÉCTRICA DE ALTO VOLTAJE

**Eversource planifica mejoras al sistema de transmisión para aumentar la confiabilidad**

The Connecticut Light and Power Company, que opera como Eversource Energy (Eversource), continúa sus esfuerzos para mejorar el sistema eléctrico de Greenwich, para que los clientes tengan un sistema eléctrico confiable que satisfaga sus crecientes necesidades energéticas. Planeamos construir una nueva subestación de transmisión masiva de 115 kilovoltios (kV) y dos líneas de transmisión subterráneas de 115 kV en Greenwich, Connecticut. El proyecto se denomina Proyecto de Subestación y Líneas de Greenwich. Este documento contiene un resumen de nuestro plan, según la propuesta actual.

## Resumen del proyecto

Dentro de los próximos 60 días, Eversource solicitará un Certificado de Compatibilidad Ambiental y Necesidad Pública al Consejo de Emplazamiento de Connecticut (Connecticut Siting Council) para construir y operar dos nuevas líneas de transmisión eléctrica de 115-kV en Greenwich. El Proyecto de Subestación y Líneas de Greenwich (Proyecto) se extendería a lo largo de aproximadamente 2.3 millas desde la subestación Cos Cob existente en Sound Shore Drive hasta 290 Railroad Avenue en Greenwich. La solicitud al Consejo de Emplazamiento también incluirá la construcción y operación de una nueva subestación en 290 Railroad Avenue en Greenwich.

El Proyecto es necesario para hacer frente a las crecientes demandas de los clientes y para aumentar la confiabilidad del suministro eléctrico en Greenwich. Se espera que la infraestructura eléctrica existente de Greenwich alcance su capacidad máxima en 2017. Con una nueva subestación, Eversource podrá cubrir la demanda prevista de los clientes durante aproximadamente 30 años.

Si es aprobado por el Consejo de Emplazamiento, la construcción está pautada para comenzar el tercer trimestre del 2016. La nueva subestación y las líneas de transmisión subterráneas están planeadas para finalizarse y entrar en funcionamiento a fines de 2017.

## Descripción técnica

Eversource propone utilizar cables de alimentación de alta presión impregnados de fluido (HPFF) instalados en dos tuberías de acero con fluido dieléctrico (aislante). Las dos tuberías de 8" y otras tuberías y conductos más pequeños se instalarían bajo tierra, dentro de las carreteras o adyacentes a ellas, a lo largo del trayecto. Esto implicaría la excavación de una zanja continua de 6 pies de profundidad promedio con un ancho típico de 4.5 pies. Además de la zanja, el Proyecto incluye la instalación de bóvedas de hormigón de empalme, que se colocan típicamente a intervalos de aproximadamente 2000 a 2800 pies de distancia, según la construcción del cable y las características del trayecto. Para instalar cada bóveda de hormigón de empalme, se requerirá una área de excavación de aproximadamente 12 pies de ancho, por 12 pies de profundidad y 24 pies de largo.

La solicitud de Eversource incluirá detalles técnicos y de emplazamiento adicionales, como información sobre cómo el diseño específico de la línea afectará los niveles y medidas de campos magnéticos para minimizar los campos magnéticos. Las líneas nuevas propuestas cumplirán con los requisitos del Consejo de Emplazamiento respecto de las "Buenas Prácticas de Manejo de Campos Magnéticos y Eléctricos", según lo enmendado. Enterrar las líneas de transmisión bajo tierra no elimina los campos magnéticos, porque estos campos pueden atravesar el suelo. Sin embargo, determinadas características inherentes de un diseño subterráneo, como la estrecha proximidad de las corrientes de los cables, proporcionan un cierto grado de cancelación de los campos magnéticos.

En la solicitud se incluirá información del emplazamiento del proyecto y de campos magnéticos, incluidos los niveles calculados de los campos magnéticos, así como las especificaciones de cables y bóvedas. La solicitud estará disponible en el sitio web del Proyecto en www.eversource.com, el sitio web del Consejo de Emplazamiento en www.ct.gov/csc, o en las bibliotecas de Greenwich. Puede obtenerse información adicional del Proyecto llamando al 1-800-793-2202, o enviando un correo electrónico a TransmissionInfo@eversource.com. Para obtener información sobre campos magnéticos y eléctricos, puede llamar al 1-800-793-2202 o comunicarse con el Departamento de Salud Pública de Connecticut al 860-509-7740.

## Trayecto propuesto en consideración

La vía propuesta en Greenwich se extendería aproximadamente a lo largo de 2.3 millas, desde la subestación existente de Cos Cob en Sound Shore Drive hasta 290 Railroad Avenue. La línea partiría desde la subestación de Cos Cob hacia el norte, por debajo de las líneas del ferrocarril. La vía luego se dirigiría hacia el oeste por debajo de Station Drive, a través de la zona de la estación de Cos Cob, hacia el extremo oeste de Indian Field Road. En el extremo oeste de Indian Field Road, Eversource realizaría una perforación horizontal dirigida (HDD), debajo del ferrocarill y la ruta interestatal 95, hasta el extremo de Kinsman Lane. La vía luego continúa por debajo de Kinsman Lane hasta la intersección con Bruce Park Avenue. En la intersección de Bruce Park Avenue y Kinsman Lane, Eversource realizaría otra perforación horizontal dirigida debajo de Bruce Park, hasta el extremo norte de Davis Avenue. (Otra opción es seguir el camino del parque). La vía luego continúa en dirección oeste por debajo de Davis Avenue hacia Museum Drive y hasta Arch Street. En Arch Street, la vía gira al norte por Railroad Avenue. En Railroad Avenue, la vía se dirige al oeste hasta 290 Railroad Avenue, donde finaliza en el emplazamiento de la subestación propuesta.

## Mapa del trayecto propuesto

**Proyecto de subestación y líneas de Greenwich**


**El mapa de arriba muestra el trayecto propuesto de la nueva subestación y las dos nuevas líneas de transmisión de 115 kV.**

EVERSOURCE

**Información adicional disponible**

**Datos de contacto para obtener más información sobre el proyecto:**

Greenwich Substation and Line Project
Eversource
P.O. Box 270, Hartford, CT 06141

1-800-793-2202
TransmissionInfo@eversource.com

Esta notificación se proporciona conforme a §16-50l(b) de los Estatutos Generales de Connecticut. Este folleto es pagado por los clientes.

Notice of Application by The Connecticut Light and Power Company
doing business as Eversource Energy for Approval
of a new Substation and Underground Electric Transmission Lines
in the Town of Greenwich, Connecticut

Pursuant to the provisions of Section 16-50*l*(b) of the General Statutes of Connecticut, Section 16-50*l*-1(e) of the regulations of the Connecticut Siting Council, and the Application Guides for Electric Substation Facilities and for an Electric and Fuel Transmission Line Facility of the Connecticut Siting Council (both adopted April 2010), notice is hereby given that The Connecticut Light and Power Company doing business as Eversource Energy (Eversource or the Company) will on or about June 26, 2015, submit an Application to the Connecticut Siting Council seeking a Certificate of Environmental Compatibility and Public Need (Application) for the Greenwich Substation and Line Project (Project). The Project would include construction of a new bulk substation at 290 Railroad Avenue in Greenwich (Greenwich Substation) and two new underground 115-kV electric transmission lines between the Greenwich Substation and Eversource's existing Cos Cob Substation at Sound Shore Drive in Greenwich, and related modifications to Cos Cob Substation.

The Preferred Route for the transmission lines is as follows: originating at Cos Cob Substation, the Preferred Route would extend north from the substation; the route would cross under the Metro-North Railroad (MNRR) corridor to a parking lot next to Station Drive; the route would then extend west on state-owned property along the north side of Station Drive to the intersection with Loughlin Avenue; the route would continue west along Station Drive to the intersection with Sachem Road; the route would continue west on Station Drive and cross Indian Field Road on to Town-owned property to a horizontal directional drill (HDD) staging area for an HDD crossing under the MNRR and I-95. The HDD would extend in a southwesterly direction to an HDD receiving area at the end of Kinsman Lane. From this location, the route would continue down Kinsman Lane to a second HDD staging area east of the intersection of Kinsman Lane and Bruce Park Drive. At this point the route would proceed with a second HDD under the Bruce Park ball field and adjacent waterways to an HDD receiving site on Davis Avenue just west of Home Place; the route would continue west along Davis Avenue to the intersection with Indian Harbor Drive; the route would continue along Indian Harbor Drive to Museum Drive, which becomes Arch Street beyond the intersection with Steamboat Road. The route would continue along Arch Street, turning north and crossing beneath I-95 and the MNRR corridor to the intersection with Railroad Avenue; the route would turn west on to Railroad Avenue and left into the Greenwich Substation. Except where noted as HDD, the line will be installed using open trench line construction.

The Company also developed a variation of the Preferred Route through Bruce Park (referred to as the Bruce Park Underground Trenching Variation) that would generally follow Kinsman Lane and Bruce Park Drive also using open trench line installation construction and eliminate a direct crossing of the Park lands. This variation requires the installation of temporary coffer dams to trench through two of the Park's water bodies.

Variations to the Preferred Route: there are two variations to the Preferred Route for crossing the Bruce Park/Kinsman Lane area that would originate at the Department of Public Works property or at the end of Kinsman Lane and extend west through Bruce Park, via open trenching, to an HDD staging area to be located at a point near the eastern-most waterbody in Bruce Park (part of Indian Harbor) for an HDD crossing to Davis Avenue. After arriving at the Davis Avenue HDD receiving area, the remainder of the route would follow the same path as described above for the Preferred Route. The first variation would initially run southwest in Bruce Park parallel to and north of Kinsman Lane. At the point where the route meets the ball field/open space, the route turns north and follows the edge of the existing tree line before turning west to the HDD staging area. The second variation would head west through the northern portion of Bruce Park, parallel to I-95, to the HDD staging area.

Alternatives to the Preferred Route

The Southern Alternative route is described as follows: originating at Cos Cob Substation the route exits north from the substation property, turning west to Sound Shore Drive; the route would continue west along Sound Shore Drive under the I-95 overpass to the intersection with Sachem Road; the route would continue west on Sound Shore Drive to an HDD staging area near One Sound Shore Drive for an HDD crossing under I-95. The HDD would extend southwest to an HDD receiving area at Town-owned property near the end of Kinsman Lane. From this location, the route would continue down Kinsman Lane, via open trenching, to the intersection of Bruce Park Drive to a second HDD staging area in order to cross under the Bruce Park ball fields and waterways to the HDD receiving site on Davis Avenue just west of Home Place; the route would extend westward along Davis Avenue to the intersection with Indian Harbor Drive; the route would continue west along Indian Harbor Drive and Museum Drive, which becomes Arch Street beyond the intersection with Steamboat Road. The route would continue along Arch Street, turning north and crossing beneath I-95 and the MNRR to the intersection with Railroad Avenue; the route would turn west on Railroad Avenue and left into the Greenwich Substation.

Similar to the Preferred Route described above, the Bruce Park Underground Trenching Variation could apply to the Southern Alternative route.

The Northern Alternative for the transmission lines is as follows: originating at Cos Cob Substation, this route would extend north from the substation and cross under the MNRR corridor to Station Drive; the route would turn right and then extend north on Strickland Road crossing under the I-95 overpass to the intersection with East Putnam Avenue (Route 1); the route would turn west onto East Putnam Avenue and continue west to the intersection with Indian Field Road; the route would continue west on East Putnam Avenue to the intersection with Overlook Drive; the route would continue southwest on East Putnam Avenue to the intersection with Milbank Avenue; the route would continue southwest on East Putnam Avenue, which becomes West Putnam Avenue, to Field Point

Road; the route would follow Field Point Road south and cross Railroad Avenue into the Greenwich Substation.

The transmission line system would be constructed underground and would use high pressure fluid filled (known as HPFF) transmission cables which contain polybutene fluid, an insulation fluid that does not contain polychlorinated biphenyls (PCBs). The Project's HPFF underground 115-kV line system would consist of three 8-inch steel pipes in a common trench, in which the two HPFF lines would be installed, along with a 8-inch fluid return pipe for fluid circulation, three conduits for distributed temperature sensing and two conduits housing fiber optic cables. This would involve the excavation of a trench measuring approximately 4.5 feet wide by 5.5 feet deep.

Pre-fabricated reinforced concrete splice vaults would be installed below ground for cable pulling and splicing. The individual vaults are expected to be spaced up to 2,800 feet apart along the route. To install each splice vault, an excavation area approximately 16 feet wide and 12 feet high and up to 24 feet long would be required. The exact number and location of splice vaults will depend on final design considerations and other factors.

The Application includes an alternate site for the Greenwich Substation at 281 Railroad Avenue in Greenwich. The Project also includes expansion of Cos Cob Substation for the installation of new equipment to support the underground transmission lines and provide for safe and proper operation. The Cos Cob Substation fence would be partially extended by approximately 140 feet to the south to accommodate the new equipment installation.

The Application will describe the site for and features of the Greenwich Substation, along with the required modifications of Cos Cob Substation needed to accommodate additional equipment. The Application will also include a description of the Preferred Route and alternate routes considered for the transmission lines, along with an evaluation of the environmental, engineering, reliability, operability, and cost considerations associated with those routes.

If approved by the Connecticut Siting Council, Project construction is projected to begin in the fourth quarter of 2016. The new underground transmission line system is proposed to be completed and in-service by second quarter of 2018.

Copies of the Application will be available at the municipal offices of the Town of Greenwich. For further information about this Project, please visit www.Eversource.com, call 1.800.793.2202, or email Transmissioninfo@eversource.com.

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Sachem Rd
Loughlin Ave
Strickland Rd
Station Dr
Sound Shore Dr
Cos Cob Park
Exit 4
I 95
P1
P2
P3
P4
344-1805-S
2 INTRIERI LANE
KOWA MERICAN CORP
344-1807-S
1 INTRIERI LANE
FRED INTRIERI
344-1922-S
5 STATION DRIVE
PERRY V & LAUREN H FARAGASSO
344-1935-S
40 SACHEM ROAD
DANIEL JOSEPH & SUSAN MICHELLE SCHULLER
344-2453-S
35 SACHEM ROAD
JAMES & LISA MCDONALD
368-1408-S
97 LOUGHLIN AVENUE
TOMOFUMI & YUMI NAKANISHI
368-1409-S
99 LOUGHLIN AVENUE
MIROSLAV & BARBARA WIECZOREK
1348-S
88 LOUGHLIN AVENUE
JOHN & LISA O'CONNOR
368-4620-S
STRICKLAND ROAD
TOWN OF GREENWICH
368-2748-S
100 STRICKLAND ROAD - UNIT 1
GILLIAN H LEVY & ALEXANDER FINKELSTEIN
4587-S
SOUND SHORE DRIVE
STATE OF CONNECTICUT
368-4587-S
SOUND SHORE DRIVE
STATE OF CONNECTICUT
368-1523-S
8 SOUND SHORE DRIVE
8 SOUND SHORE ASSOCIATES LLC
C/O EUGENE A. HOFFAN MANAGEMENT INC
368-1708-S
12 SOUND SHORE DRIVE
CONNECTICUT LIGHT & POWER COMPANY
368-4586-S
SOUND SHORE DRIVE
TOWN OF GREENWICH
368-4585-S
SOUND SHORE DRIVE
STATE CONNECTICUT
368-9621-S
4 SOUND SHORE DRIVE
CONDOMINIUMS
WATERFORD ASSOCIATION
UNIT 1
UNIT 2
UNIT 3
UNIT 4
UNIT 5
UNIT 6
UNIT 7
UNIT 8
UNIT 9
UNIT 10
UNIT 11
UNIT 12
UNIT 13
UNIT 14
UNIT 15
UNIT 16
UNIT 17
UNIT 18
UNIT 18
UNIT 20
UNIT 21
UNIT 22
UNIT 23
UNIT 24

368-1688-S
4 SOUND SHORE DRIVE, UNIT 1
BRUCE L & ANN MARGARET WARWICK

368-1744-S
4 SOUND SHORE DRIVE, UNIT 2
IGOR TULCHINSKY

368-1745-S
4 SOUND SHORE DRIVE, UNIT 3
TDC JR FAMILY INVESTMENT LLC
C/O CABOT-WELLINGTON LLC

368-1746-S
4 SOUND SHORE DRIVE, UNIT 4
ALICE P MELLY & BENSLEY TRUSTEES

368-1747-S
4 SOUND SHORE DRIVE, UNIT 5
VJHC DEVELOPMENT CORP C/O MOTT & PRINCE MANAGEMENT INC

368-1748-S
4 SOUND SHORE DRIVE, UNIT 6
LILLIAN C ANDERSON REVOCABLE TRUST

368-1752-S
4 SOUND SHORE DRIVE, UNIT 7
ROBERT F FULLER REVOCABLE TRUST

368-1750-S
4 SOUND SHORE DRIVE, UNIT 8
GENSSLER ENTERPRISES LLLP

368-1751-S
4 SOUND SHORE DRIVE, UNIT 9
ROBERT H, JR & ROSLIE CLARK

368-1752-S
4 SOUND SHORE DRIVE, UNIT 10
DAVID J & DONALD T MACNAUGHTON

368-1753-S
4 SOUND SHORE DRIVE, UNIT 11
HENRY VOLQUARDEN

368-1754-S
4 SOUND SHORE DRIVE, UNIT 12
KELESHIAN INVESTMENTS LLC

368-1755-S
4 SOUND SHORE DRIVE, UNIT 13
HOLLIANN LLC

368-1756-S
4 SOUND SHORE DRIVE, UNIT 14
MAUREEN R SMITH & RYAN J JAMES TRUST C/O RYAN J JAMES

368-1757-S
4 SOUND SHORE DRIVE, UNIT 15
JAMES A LASH & DEBORAH JONES

368-1758-S
4 SOUND SHORE DRIVE, UNIT 16
LUCY F GREENE TRUST C/O LUCY F GREEN

368-1759-S
4 SOUND SHORE DRIVE, UNIT 17
LYNDA M BRIGGS TRUST

368-1760-S
4 SOUND SHORE DRIVE, UNIT 18
JONATHAN P & LAURIE P NELSON, THE WATERFORD

368-1761-S
4 SOUND SHORE DRIVE, UNIT 19
FRED G & REGINE LANGHAMMER

368-1762-S
4 SOUND SHORE DRIVE, UNIT 20
DONALD C WAITE III LIVING TRUST

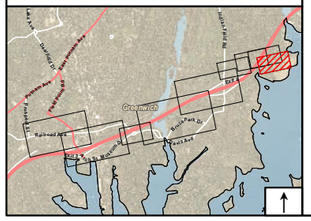
368-1763-S
4 SOUND SHORE DRIVE, UNIT 21
BOBTERRI REALTY LLC

368-1764-S
4 SOUND SHORE DRIVE, UNIT 22
HEIDENREIGH REAL ESTATE INVESTMENTS LLC

368-1765-S
4 SOUND SHORE DRIVE, UNIT 23
PER & ASTRID HEIDENREIGH

368-1766-S
4 SOUND SHORE DRIVE, UNIT 24
JOSEPH J SHROPSHIRE TRUST

**INDEX MAP**



***Legend***

- Preferred Route
- Preferred Route HDD Crossing
- Preferred Route Open Trench Crossing
- Route Variation HDD Crossing
- Route Variation Open Trench Crossing
- Route Variation HDD Crossing
- Route Variation Open Trench Crossing
- Route Variation HDD Crossing
- Route Variation Open Trench Crossing

- Preferred Route Segment Point
- Route Variation Segment Point
- Route Variation Segment Point
- Route Variation Segment Point

- Greenwich Parcels (Greenwich GIS)
- Parcel Abutter (date provided by Cornerstone Energy Services 5/6/2015)
- Proposed Greenwich Substation Site

*Base Map: 2012 Aerial Photograph (CTECO)*

1 inch = 150 feet

150 75 0 150 Feet

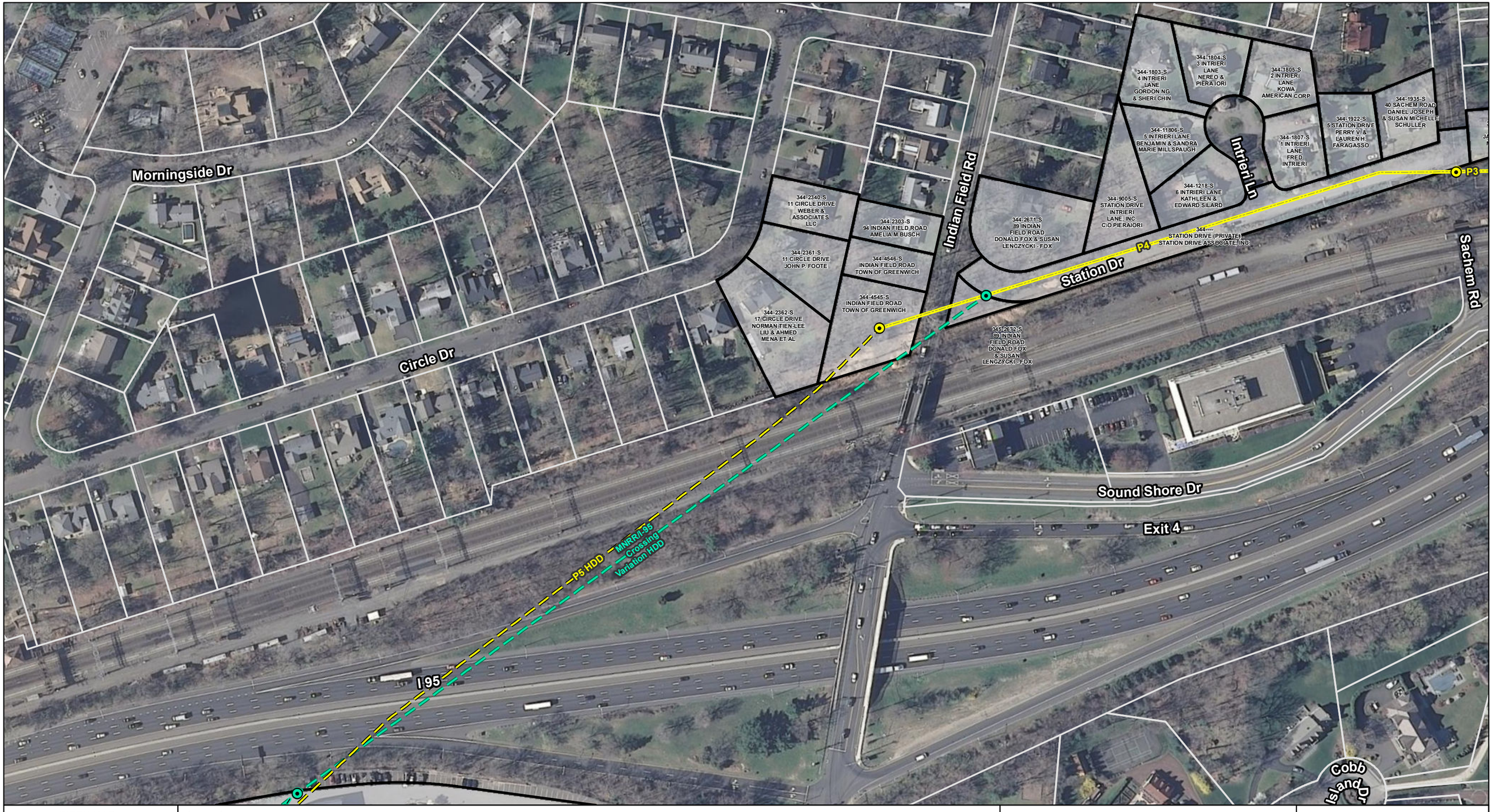
# Abutters Map
# Preferred Route Map Segments
# Mapsheet 1 of 6

Greenwich Substation and Line Project

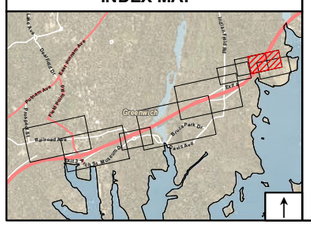
EVERSOURCE ENERGY

ALL-POINTS TECHNOLOGY CORPORATION

June 2015




**INDEX MAP**



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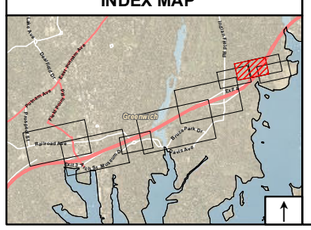
Greenwich Substation and Line Project

EVERSOURCE ENERGY

ALL-POINTS TECHNOLOGY CORPORATION

June 2015


**INDEX MAP**



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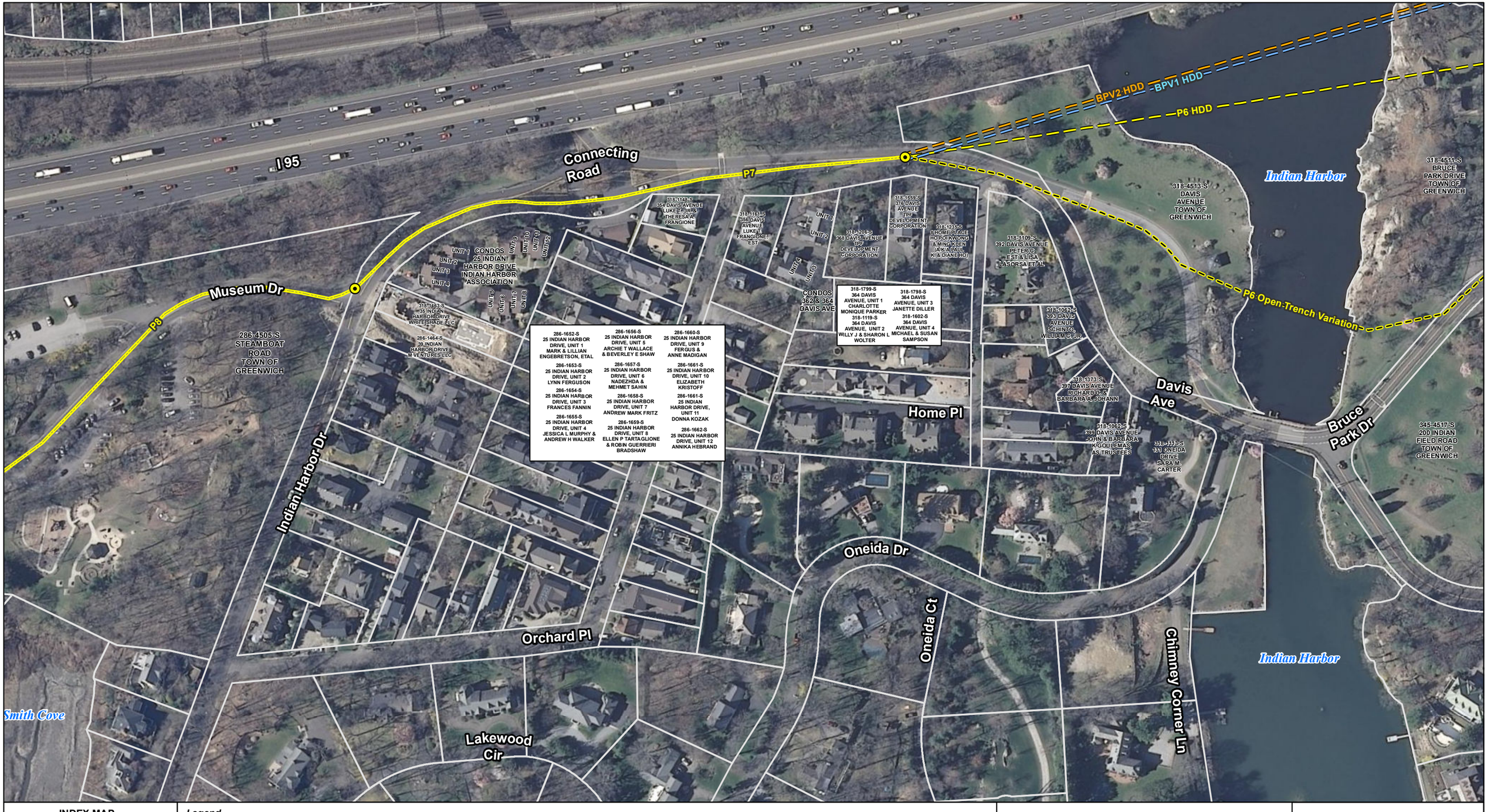
# Mapsheet 3 of 6

Greenwich Substation and Line Project

EVERSOURCE ENERGY

ALL-POINTS TECHNOLOGY CORPORATION

June 2015

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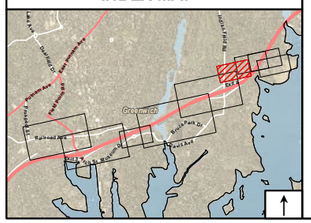

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- Preferred Route Open Trench Crossing
- Route Variation HDD Crossing
- Route Variation Open Trench Crossing
- Route Variation HDD Crossing
- Route Variation Open Trench Crossing
- Route Variation HDD Crossing
- Route Variation Open Trench Crossing

- Preferred Route Segment Point
- Route Variation Segment Point
- Route Variation Segment Point
- Route Variation Segment Point

- Greenwich Parcels (Greenwich GIS)
- Parcel Abutter (date provided by Cornerstone Energy Services 5/6/2015)
- Proposed Greenwich Substation Site

*Base Map: 2012 Aerial Photograph (CTECO)*

1 inch = 150 feet

150 75 0 150 Feet

# Abutters Map
# Preferred Route Map Segments
# Mapsheet 4 of 6

Greenwich Substation and Line Project

EVERSOURCE ENERGY

ALL-POINTS TECHNOLOGY CORPORATION

June 2015

I 95

State Hwy 742

Exit 3

286-4502-S
0 STEAMBOAT ROAD
TOWN OF GREENWICH

286-4505-S
STEAMBOAT ROAD
TOWN OF GREENWICH

286-4505-S
STEAMBOAT ROAD
TOWN OF GREENWICH

P1

P8

Museum Dr

Arch St

Roger Sherman Baldwin Park

287-4522-S
100 ARCH STREET
TOWN OF GREENWICH

Greenwich Harbor

Greenwich Harbor

250-1218-S
475 STEAMBOAT ROAD
BERKLEY INSURANCE COMPANY

Smith Cove

287-1270-S
500 STEAMBOAT ROAD
GREENWICH HARBOR (DEL) LLC

Davenport Ave

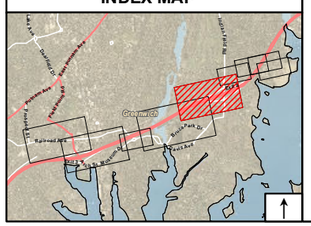
Steamboat Rd

Indian Harbor Dr

Orchard Pl

Lakewood Cir

**INDEX MAP**



***Legend***

- Preferred Route
- Preferred Route HDD Crossing
- Preferred Route Open Trench Crossing
- Route Variation HDD Crossing
- Route Variation Open Trench Crossing
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# Abutters Map
# Preferred Route Map Segments
# Mapsheet 5 of 6

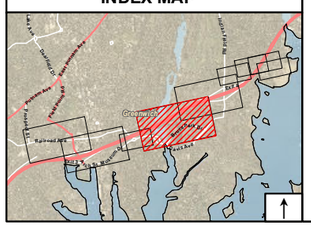
Greenwich Substation and Line Project

EVERSOURCE ENERGY

ALL-POINTS TECHNOLOGY CORPORATION

June 2015


**INDEX MAP**



***Legend***

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# Abutters Map
# Preferred Route Map Segments
# Mapsheet 6 of 6

Greenwich Substation and Line Project

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June 2015