CONNECTICUT DEPARTMENT OF TRANSPORTATION

In Cooperation with

SWRPA
South Western Regional Planning Agency

U.S. Department of Transportation
Federal Transit Administration

FTA ALTERNATIVES ANALYSIS
DRAFT/FINAL ENVIRONMENTAL IMPACT STATEMENT

DANBURY BRANCH IMPROVEMENT PROGRAM TASK 7

EXISTING CONDITIONS-RAIL INFRASTRUCTURE DRAFT FINAL REPORT

STATE PROJECT 302-008

APRIL 2009

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INTRODUCTION

1. INTRODUCTION

The Connecticut Department of Transportation (ConnDOT) has initiated a feasibility study to examine the needs of and identify potential improvements to the New Haven Line's commuter rail branch line service between Norwalk and Danbury. A Congressional earmark has provided the funding for the study, which has been divided into two phases. Phase I of the study has been completed and included the identification, review, and evaluation of a range of preliminary improvement alternatives to the branch, including electrification, addition of passing sidings, extension of service to New Milford, and track realignment modifications. Phase II of the study has begun and will constitute an environmental impact analysis and documentation for proposed action(s) following the National Environmental Policy Act (NEPA) and Connecticut Environmental Policy Act (CEPA) process.

The Danbury Branch Electrification Study area corridor consists of 24.2 miles of existing rail line between Norwalk and Danbury which is owned by the Connecticut Department of Transportation, and about 14 miles of existing rail line between Danbury and New Milford, which is owned by the Danbury Terminal Railroad. The following three (3) reports represent the Phase II efforts in documenting existing conditions within the study corridor:

- Existing Conditions – Environmental
- Existing Conditions – Transportation Operations
- Existing Conditions – Rail Infrastructure

This report documents the existing conditions of the Rail Infrastructure. It summarizes existing conditions between Norwalk and New Milford as determined from a review of existing documents and from Phase II research and field investigations. Expansion of the study limits north of New Milford to Pittsfield, Massachusetts was recently added to the study scope. Conditions of the rail infrastructure North of New Milford will be added as an addendum.

DOCUMENT REVIEW

DOCUMENT REVIEW

2. DOCUMENT REVIEWS

The following documents were among those utilized in collecting existing condition information for the Danbury Branches rail infrastructure:

Feasibility Study Danbury Branch Electrification - Phase I (State Project No. 302-008)

Phase I of this study was completed by Washington Group International (now URS Corporation) in March 2006 for the Connecticut Department of Transportation. The study identified, reviewed, and evaluated a range of preliminary improvement alternatives to the branch including electrification, addition of passing sidings, extension of service to New Milford, and track realignment modifications. Work in Phase I also included extensive documentation of existing rail infrastructure conditions. The Phase I findings were documented in the following Final Reports:

Volume 1 Executive Summary

Volume 2 Task 1 – Purpose and Needs

Volume 3 Task 2 – Evaluation of Engineering Alternatives

Task 3 – Ridership Forecasting

Task 4 – Evaluate the Impact of Electrification

Volume 4 Alternatives Summary

Evaluation Report

Appendix A – Public Outreach Plan

Appendix B – Public Outreach Log

Examination of Existing Steel Catenary Structures

This report was prepared in April 2002 by L-C Associates Inc. for the Connecticut Department of Transportation Office of Rail Operations. The report was prepared as part of the examination of existing out-of-service catenary poles along the Danbury Branch to determine their condition and adequacy for use again to support active electrification of the line. The study found that the old structures do not meet the requirements both in layout and strength to support the planned Traction Power and Communications and Signal Systems.

Danbury Branch Signalization & Pole Line Project (State Project No. 0302-0007)

A 75% design plan submission was made by Gannett Fleming Transit & Rail Systems in January 2008. The submission included construction plans and specifications for signalization of the

Branch Line. The plans show the signal cable installed overhead on new poles alongside the railroad. The poles are designed to also support an existing AT&T fiber optic cable (currently supported overhead by the on existing poles) and equipment necessary for branch line electrification.

Bethel- Norwalk Extended Electromagnetic Compatibility Analysis

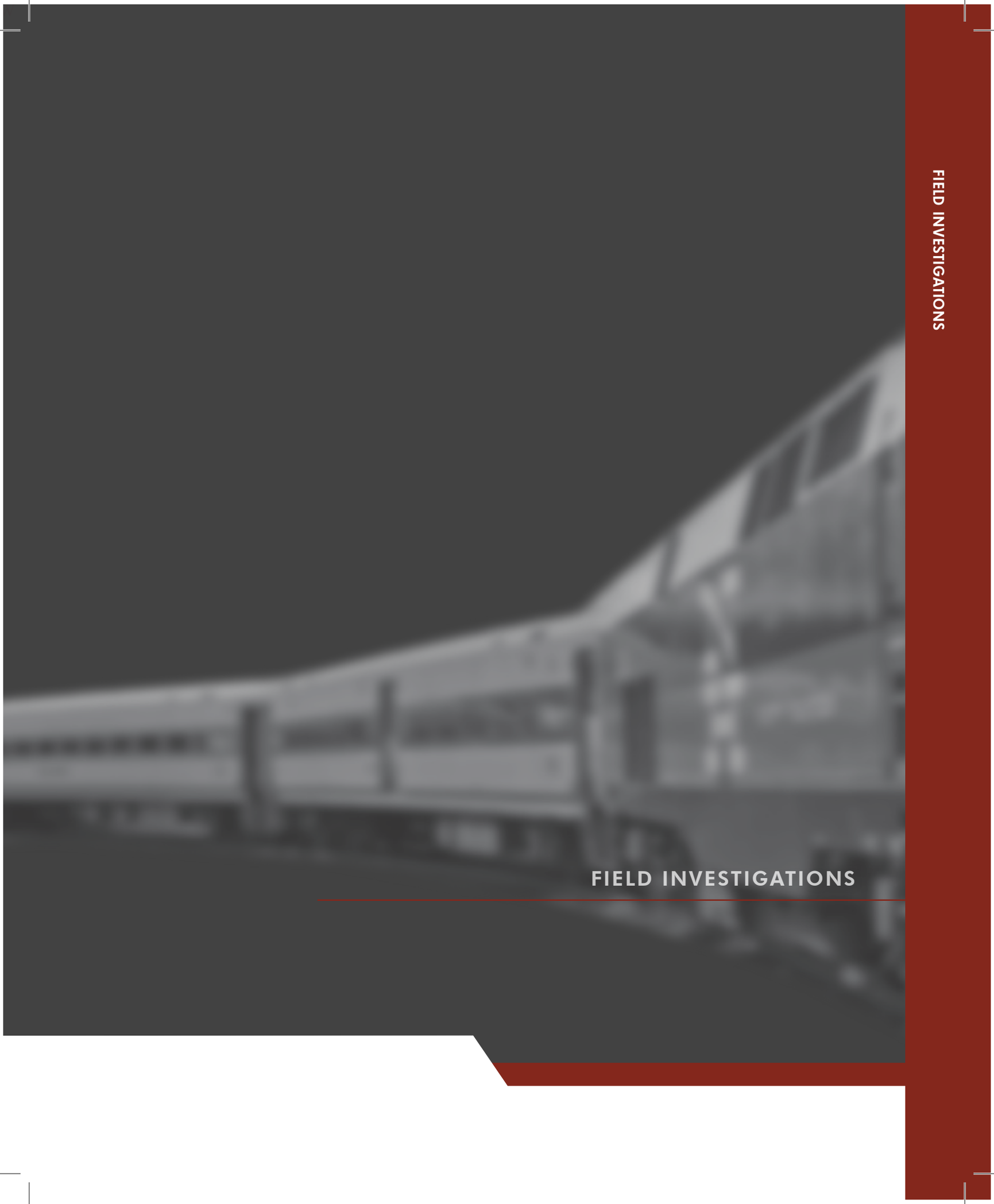
This study aimed to determine and mitigate, if necessary, electromagnetic interference that is anticipated to be transferred to the Metro-North railway associated with a new 345 kV transmission line (Phases I and II) being constructed from Norwalk 9S Substation, in Norwalk, to Norwalk Junction Transition Station, located a few miles away in Wilton, Connecticut. A final report documenting study findings was prepared by Safe Engineering Services & Technologies Ltd. (SES) for Northeast Utilities Service Company and is dated July 2008.

Investigations determined that during rare, unfavorable conditions, touch voltages for both the 345 kV and 115 kV line installations may exceed safe threshold values during faults in a narrow zone located between Norwalk Junction and Grist Mill Road. Several variations of mitigation schemes were examined. A recommended mitigation scheme, identified in the report as the Impedance Bond Solution B was designed to satisfy all operational, maintenance requirements and preferences of Metro-North Railroad (MNRR) and the Connecticut Department of Transportation (ConnDOT).

Other Study Sources

Several other sources were reviewed and used to develop this report. The following is a list of these sources consulted:

- Metro-North Track Charts (2008)
- Housatonic Railroad Track Charts
- Housatonic Time Table Number 1
- ConnDOT Bridge Inspection Reports (2008)
- Housatonic Railroad Bridge Inspection Reports (2008)
- Metro-North Utility Easements



FIELD INVESTIGATIONS

FIELD INVESTIGATIONS

3. FIELD INVESTIGATIONS

To supplement the review of documents in determining existing conditions, URS performed a series of field investigations in support of this report. These investigations included the following:

Metro-North Inspection Trains

URS, ConnDOT and MNR personnel attended a MNR train inspection along the Danbury Branch line on March 11, 2008. The inspection train started at Grand Central Station and proceeded east to the Danbury Branch. The train ran along the Danbury Branch from the South Norwalk Station north to the Danbury Station, and then proceeded south to the Norwalk Station. Various issues concerning the branch line were discussed during the trip including the slow track speed at the south end of Norwalk, the new signal system and passing sidings, the addition of a Georgetown Station, the partial electrification option, and the various railcar service options. Meeting minutes which detail the various issues discussed during the trip and track observations are included in **Appendix A**. Photos taken are in the inspection train summary report that is included in **Appendix C**.

A second MNR inspection train trip on the Branch was attended by team members on July 22, 2008. URS representatives rode train 1819, leaving Danbury at 6:20 AM, into GCT to meet the inspection train. During the inbound trip the consist makeup, trip time, passenger boardings, and station parking were observed. On the inspection train, discussions were held with MNR police, MNR Public Outreach, MNR Service Planning, MNR's new president, and others from MNR and Conn DOT. Notes of the trip are included in **Appendix A**

Hi-Rail Tour with HRRC from Danbury to New Milford

URS, ConnDOT, and Housatonic Railroad personnel performed a hi-rail tour of the Maybrook and Berskshire Lines from Danbury to New Milford on July 9, 2008. Hi-rail is a street vehicle modified to run on the railroad track. The tour began at White Street (MP. 76.95) on the Maybrook Line and ended north of Route 202, Bridge Street in New Milford (MP 11.01) on the Berkshire Line. The tour was recorded by digital video. Meeting minutes documenting the tour observations are included in **Appendix B** along with the tour DVD.

Danbury Branch Line Field Walkthroughs

URS, FHI, HRRC and MNR personnel performed various field walkthroughs along the Danbury Branch Line. The purpose of the walks was to observe and locate wetland and historic features, conduct visual inspections of bridges, take measurements of sidings, observe and document track conditions, and identify various potential station sites. The field visits took place on July 9, 2008, September 8, 2008 to September 11, 2008, and on October 7, 2008 and October 8, 2008. Field review notes documenting sections walked and driven and the findings are included in **Appendix B** along with relevant photos

DANBURY BRANCH ROUTE

DANBURY BRANCH ROUTE

4. DANBURY BRANCH ROUTE

South Norwalk to Danbury

The existing Danbury Branch, depicted in **Figure 1**, is a single-track main line, approximately 24.2 route-miles in length, which connects the cities of Norwalk and Danbury. The railroad and right-of-way is owned by the State of Connecticut. MTA Metro North Railroad (MNR) provides commuter rail service over the Danbury Branch under contract to Connecticut Department of Transportation. The Providence & Worcester Railroad has trackage rights over the line to provide freight service.

The south end of the Danbury Branch starts at Mile Post (MP) 0.0, where the line connects directly with the MNR New Haven Line interlocking designated CP 241. The MNR South Norwalk station is located on the New Haven Line, approximately 0.3 miles railroad-south of CP 241.

The Connecticut Department of Transportation's ownership of the Danbury Branch extends northward from MP 0.0, Norwalk, to MP 24.2, White Street, in Danbury. MNR commuter rail passenger service terminates at the MNR Danbury station, MP 23.3. The Danbury Branch parallels the Housatonic Railroad Company (HRRC) Maybrook Line between MP 23.6 and MP 24.2. A crossover connects the MNR and HRRC. MNR does operate beyond the Danbury Station for storage and maintenance of equipment (to MP 24.2).

This segment of rail was originally constructed in the 1850's as the Danbury & Norwalk Railroad. The overall railroad alignment has not been appreciably upgraded since the original construction and the current alignment reflects the narrow right-of-way and numerous curves typical of earlier railroad construction. The railroad generally follows the Norwalk River, northward from Norwalk, for 15 miles. Between MP 15 and MP 16, approximately midway between Branchville and Redding, the Danbury Branch crosses over the ridgeline separating the Norwalk River and Sympaug Brook. Between Redding and Danbury, the railroad generally follows Sympaug Brook and Still River.

Danbury to New Milford

The Danbury – New Milford railroad segment, shown in **Figure 1**, connects the City of Danbury and the Town of New Milford. The route is a single-track main line, approximately 14.3 route-miles in length. The line is not equipped with an automatic block signal system. The Danbury – New Milford segment consists of two distinct sections:

- For this study, it is assumed that Danbury – New Milford trains will cross over from the Danbury Branch to the Maybrook Line at MP 23.9. MP 23.9 on the Danbury Branch equates to MP 77.4 of the Maybrook Line. The Maybrook Line is owned and operated by the Housatonic Railroad Company (HRRC). This length of track consists of a main track and a parallel siding track. HRRC provides freight service to various

on-line customers. The Providence & Worcester Railroad also has trackage rights over this section. Commuter rail service is not operated on this line.

The Tilcon Running Track is located adjacent to the Maybrook Line. The running track proceeds from MP 74.8 (prior to assumed Danbury Branch cross over) and ends just South of the Berkshire Line at MP 79.9. The running track provides access to various businesses adjacent to the tracks such as AWD (MP 78.1) and Tilcon (MP 79.2).

- The north – south Berkshire Line diverges from the Maybrook Line at MP 80.0. This location is designated as Berkshire Junction. Starting at MP 0.0 (Berkshire Junction), the Berkshire Line runs northward to New Milford (MP 11.1). This section of the Berkshire Line is owned and operated by HRRC. North of New Milford (MP 11.1), the line continues to Pittsfield, MA. HRRC provides freight service along the line, however the line is owned by ConnDOT from New Milford to the Massachusetts State Line. Commuter rail service is not operated over this line.

Today's Housatonic Railroad was originally constructed in the 1830's. Various line changes were made afterwards to reduce curvature. The line generally parallels the Still River and Housatonic River north of Berkshire Junction. Overall, curvature and grade north of Danbury is less stringent than the line south of Danbury.

PASSENGER STATIONS AND SIDINGS

PASSENGER STATIONS AND SIDINGS

5. PASSENGER STATIONS AND SIDINGS

Existing MNR Station Locations

Referring to **Figure 1**, Location Map, and **Figure 2**, MNR Track Charts, MNR station stops are currently provided at:

- South Norwalk: MP 41.0 (New Haven Line), Pocket tracks with 2-car platform for Danbury shuttle, and 7-car platform on the New Haven Line.
- Merritt 7 (Merritt Parkway, U.S. 7): MP 3.7, 7-car platform capacity.
- Wilton: MP 7.4, 4-car platform capacity.
- Cannondale: MP 8.9, 2-car platform capacity.
- Branchville: MP12.8, 3-car platform capacity.
- Redding: MP 17.3, 2-car platform capacity.
- Bethel: MP 21.0, 5-car platform capacity.
- Danbury: MP 23.6, 3-car platform capacity.

Merritt 7 is provided with a low level platform. The South Norwalk platforms and all other platforms on the Danbury Branch are high-level platforms. A new station at Georgetown is planned by a private developer. Additional details of these stations are provided in the Existing Conditions – Transportation Operations Report.

Sidings

There are four passing sidings and several sidings located along the Danbury line between South Norwalk and the Danbury Station. The first passing siding is located on the east side of the main line in South Norwalk from MP 0.1 to MP 0.6. There is also a siding located off of this passing siding on its east. The second passing siding is located at the Wilton Station and runs from MP 7.0 to MP 7.4 on the east side of the tracks. A third passing siding is located just north of the Branchville Station. This passing siding is also located on the east side of the mainline and runs from MP 12.7 to MP 13.0. There is a siding located at MP 20.3 that leads to Vanderbilt Chemical on the East side of the tracks. Just North of this siding at MP 20.4 are the Ring's End Lumber siding followed by the Bethel-North siding, both located to the West of the mainline track. Located to the east of the mainline is the Sperry Rail Service at MP 22.2. A diagram of the various sidings from South Norwalk to the Danbury Rail Yard is included in **Figure 4**.

There are a number of sidings within the Danbury Rail Yard, which are depicted in **Figure 5**. There is a passing siding that runs to the left of the mainline along the Danbury Rail Yard loop from MP 23.0 to MP 23.8. A crossover to this passing siding is located at MP 23.1. There is a link that is located at MP 23.0 and reconnects to the mainline at MP 23.9 which is used to turn around the trains. There is a siding to the Danbury Station on the north side of the mainline at

MP 23.2. There are three sidings that are used for storage. The turnout to these sidings is located at MP 23.8. The turnout to the Danbury Railroad Museum is located in the middle of the Danbury loop and can be accessed by a turnout located on the link. The MNR Danbury Line and the HRR – Maybrook Line parallel each other from MP 23.6 to 24.2. The crossover to the HRR – Maybrook Line Tilcon Runner is located at MP 23.9, which equates to the HRR MP 77.4.

The MNR Danbury Line crosses over to the HRR – Maybrook Line's Tilcon Running Track. Along this segment of the rail line, the tracks run in an east-west direction. The running track begins South of the MNR crossover at MP 74.9 and continues to MP 79.9. There is a crossover located at MP 77.6 that connects the Maybrook Line to the running track. The AWD siding is located off of the running track at MP 78.1 on the south side. The siding that provides access to Tilcon is located off of the running track at MP 79.2 on the south side. The Tilcon running track ends at MP 79.9.

The HRR - Berkshire line begins at Maybrook Line MP 80.0 at the Berkshire Junction. At this point, the rail line runs in a north-south direction and the Berkshire line mileposts begin at MP 0.0. The Stearns passing siding begins at MP 0.05 and continues to MP 1.1. This passing siding is located on the east side of the mainline. There is one siding off of the east side of the Stearns passing siding which provides access to PHARMCO. Another siding provides access to the rail line for ACH foods on the west side of the tracks. The siding switch is located at MP 9.60. Located just north of this siding is the Kimberly Clark passing siding on the west side of the mainline track. This passing siding runs from approximately MP 9.7 to approximately MP 10.1. There is a siding located off of the passing siding on its west side which provides access to the Kimberly Clark facilities. The final passing sidings along the HRR-Berkshire line between Danbury and New Milford is at the former New Milford station. This passing siding is located on the west side of the mainline and runs approximately from MP 11.0 to MP 11.5. A second passing siding is located on the west side of this siding just north of the New Milford station from MP 11.2 to MP 11.5.

Reconfiguration of MNR New Haven Line at CP 241

The Danbury Branch connects to the MNR New Haven Line at CP 241 by means of a No. 8 turnout. The MNR employee timetable stipulates that the maximum allowable speed over this turnout for trains operating to and from the Danbury Branch is 10 mph. CP 241 also consists of a series of crossovers that enable trains entering or leaving the Danbury Branch to access to any of the four main tracks on the New Haven Line. There are short stub track leads off the New Haven Line at South Norwalk station; the Danbury – South Norwalk shuttle trains generally platform on these tracks rather than the main line platform. The interlocking diagram for CP 241 is depicted in **Figure 6**.

The northward New Haven Line is located on an embankment between South Norwalk station and the Norwalk River Bridge. In addition, the New Haven Line crosses over several local streets by means of undergrade bridges at this location. The situation is further complicated because the northward New Haven Line curves off to the right on a superelevated curve of 4˚ 04' curvature while the Danbury Branch leads to the left off the New Haven Line on an a curve of 8˚ 20'.

PROFILES AND GRADES

6. PROFILE AND GRADES

South Norwalk to Danbury

Referring to **Figure 2**, MNR Track Charts, the existing Danbury Branch profile (vertical alignment) consists of four major segments:

- The line descends at an estimated average grade of 0.4 % between South Norwalk (MP 0.0) and the Wall Street tunnel (MP 1.5). The longest sustained grade, as well as the maximum grade on this segment is 0.76%, descending between MP 0.2 and MP 0.7.

- The line ascends between Wall Street tunnel (MP 1.5) and Topstone Road grade crossing (MP 15.0) at an estimated average grade of 0.6 %. Maximum grades are 1.33% (MP 1.6 – MP 2.1) and 1.27% (MP 12.8 – MP 13.1, MP 14.1 – MP 14.3). The longest sustained grade is 1.20% between MP 13.1 (Branchville) and MP 14.1.

- The line descends at an estimated average grade of 0.5 % between Topstone Road grade crossing (MP 15.0) and MP 17.5 (Redding). The maximum grade is 1.30% between MP 16.8 and MP 17.1.

- The line generally consists of a rolling profile between MP 17.5 (Redding) and MP 23.3 (Danbury). The estimated average grade on this segment is 0.1% (descending toward Danbury). The longest sustained grade, as well as maximum grade, on this segment is 1.25% (descending) between MP 17.8 and MP 18.4.

The profile and grades of the Danbury Branch are typical of other commuter rail operations in the United States. Due to the short consists operated on the line, currently 3 – 7 cars, the profile and grades generally do not pose any unusual operating concerns for MNR. However, it is noted that trains may run occasionally run later than scheduled due to certain conditions, such as weather (snow and heavy rain), leaf slippage during the Autumn, and unforeseen track and equipment problems (such as a broken rail or sticking brakes on a coach).

Danbury to New Milford

Referring to **Figure 3**, HRRC Track Charts, the existing railroad profile (vertical alignment) between Danbury and New Milford can be categorized into four major segments:

- The line descends at an estimated average grade of 0.6 % between the MNR Danbury Station (MP 23.3), MP 23.9 / MP 77.4 and the Still River Bridge (MP 79.6), just west of Berkshire Junction. The longest sustained grade, as well as the maximum grade on this segment is 0.80%, descending between MP 77.7 and MP 79.6.

- The line generally consists of a rolling profile between the Still River Bridge (MP 79.6), Berkshire Junction (MP 80.0 / MP 0.0) and MP 2.7. The estimated average grade on this segment is 0.4% ascending. The longest sustained grade, as well as the maximum grade is 0.6% ascending between MP 1.7 and MP 2.7.

- The line descends at an estimated average grade of 0.4 % between MP 2.7 and the Housatonic River Bridge (MP 10.2). The maximum grade is 0.6% between MP 8.6 and MP 9.1. The longest sustained grade is 0.5% between MP 3.9 and MP 6.4.

- The line ascends at an estimated average grade of 0.3% between the Housatonic River Bridge (MP 10.2) and the New Milford station (MP 11.1). The longest sustained grade on this segment is 0.2% between the Housatonic River Bridge (MP 10.2) and MP 10.8. The estimated maximum grade on this segment is 0.6% between MP 10.8 and the New Milford station (MP 11.1).

The profile and grades of the Danbury – New Milford segment are not anticipated to pose any operating problems for commuter trains.

CURVATURE, SUPERELEVATION, UNDERBALANCE & TRACK SPEED

CURVATURE, SUPERELEVATION, UNDERBALANCE & TRACK SPEED

7. CURVATURE, SUPERELEVATION, UNDERBALANCE, & TRACK SPEED

South Norwalk to Danbury

Ideally, a railroad should be constructed on tangent (straight) track and level grade as much as possible. However, right-of-way availability and construction considerations, particularly in difficult topographic and geologic locations, often results in the use of curves and grades to reduce construction costs. Referring to **Figure 2**, MNR Track Charts, the Danbury Branch horizontal alignment consists of 62 curves. **Table 1**, Existing Curve Data, provides geometry data for each curve that is shown on the track charts. Geometry often dictates the maximum speed that a train can negotiate over a specific curve. The data depicted in **Table 1** was used in developing run times for this study.

An analysis of the curve data noted the following:

- An estimated 9.8 miles of the 23.3-mile route between South Norwalk and Danbury is constructed on curves; or, approximately 42% of the total route.
- The maximum degree of curvature on the line is the 17˚ Loop Track at Danbury Yard (however, MNR revenue trains do not operate on this curve). The curve with the next greatest degree of curvature is a compound curve of 9˚40' and 5˚00'in Norwalk, just south of the Wall Street tunnel. The maximum allowable speed over this curve is 25 mph.
- 42 of the 62 curves between South Norwalk and Danbury are 3˚00' or greater. In general, the maximum allowable speed on a 3˚ 00' curve is 50 mph; the maximum allowable speed generally decreases as the degree of curvature increases.

MNR criteria for establishing the maximum allowable speed on curves are detailed in their document, "MW 4, Manual for Construction, Maintenance and Inspection of Track." MNR's preferred maximum superelevation is 4 inches at 1.5 inches underbalance. MNR has indicated that 3 inches of underbalance is acceptable on the Danbury, as specified in the meeting minutes of the MNR Coordination Meeting from February 28, 2008 **(Appendix A)**. **Figure 7** presents the existing maximum speed with speed restrictions along the Danbury line.

Danbury to New Milford

Referring to **Figure 3**, HRRC Track Charts, the Danbury - New Milford horizontal alignment consists of 28 curves. **Table 2** provides geometry data for each curve that is shown on the track charts. Degree of curvature often dictates the maximum allowable speed over a stretch of track, however, maximum allowable speed on the Danbury – New Milford segment is actually governed by condition of the track structure.

The Federal Railroad Administration (FRA) Track Safety Standards define the minimum requirements to which railroad track must be maintained for a given range of speeds. The FRA Track Safety Standards set minimum requirements and allowable tolerances for the following: roadbed (drainage and vegetation), track geometry (gage, alignment, surface and superelevation) and track structure (ballast, crossties, rail, rail joints, tie plates, fasteners and turnouts).

The HRRC generally maintains this segment of track in accordance with the requirements of FRA Class 2 Track Safety Standards. The maximum allowable operating speed on track that is maintained to Class 2 standards is 25 mph for freight trains and 30 mph for passenger trains. Track that is maintained to FRA Class 3 Track Safety Standards will permit speeds of up to 40 mph for freight trains and 60 mph for passenger trains. It should be recognized that the degree of curvature may govern track speed on curves rather than the FRA maintenance standards. As an example, a stretch of track could be maintained to FRA Class 3 standards, however, fully superelevated curves with a degree of curvature of 3º 00' would restrict the maximum speed to 50 mph rather than the 60 mph maximum speed permitted by FRA.

The geometry of most of the existing curves on the Danbury – New Milford segment will support operating speeds greater than 30 mph if the following is carried out: 1) longer spirals are provided; 2) additional superelevation is provided; and 3) the track is upgraded to accommodate the increase in operating speeds. The curve data depicted in **Table 2** was used in developing existing and proposed run times for this study. An analysis of the curve data noted the following:

- An estimated 6.5 miles of the 14.3-mile route between Danbury and New Milford is constructed on curves; or, approximately 45% of the total route.
- The maximum degree of curvature between Danbury and New Milford is the 17˚ Loop Track on the MNR Danbury Line just north of the existing MNR Danbury station. This curve is restricted to 10 mph.
- The greatest degree of curvature on the Maybrook Line is a compound curve of 5˚00’ and 4˚00’ located in Danbury, between Wildman Street and White Street. The current maximum allowable speed over this curve is 25 mph.
- The greatest degree of curvature on the Berkshire Line is a compound curve of 2˚00’ - 4˚00’ - 2˚00’ at MP 1.2, north of Berkshire Junction. A compound curve of similar curvature is located at MP 10.4, just north of the Housatonic River Bridge. The current maximum allowable speed over both curves is 30 mph.
- Six of the 28 curves between Danbury and New Milford are 3˚00’ or greater. In general, the maximum allowable speed on a 3˚ 00’ curve is 50 mph, assuming proper superelevation and that the track is in compliance with FRA Class 3 track safety standards. The maximum allowable speed generally decreases as the degree of curvature increases.

For this study, we have assumed that MNR criteria for establishing the maximum allowable speed on curves would be used on the Danbury – New Milford segment. MNR requirements are detailed in their document, “MW 4, Manual for Construction, Maintenance and Inspection of Track.” MNR’s preferred maximum superelevation is 4 inches at 1.5 inches underbalance. Both MNR and HRRC have indicated that 3 inches of unbalance is acceptable, as specified in the meeting minutes from the MNR Coordination meeting on February 28, 2008 (**Appendix A**) and HRRC Hi-Rail Tour on July 9, 2008 (**Appendix A**). **Figure 8** depicts the maximum allowable speed with speed restrictions along the HRRC segment of the rail line.

TRACK STRUCTURE

8. TRACK STRUCTURE

With the exception of between MP 0.0 and 0.2 and between MP 23.0 and 24.2, the rail from South Norwalk to Danbury is 136 lb rail and was installed between 1997 and 1999. From MP 0.0 to 0.2, rail is 131 lb and was installed in 1975. Between MP 23.0 and 23.6, 132 lb rail was installed in 1996, and between MP 23.6 and 24.2, 107 lb rail of unknown age exists. In almost all cases, ties were replaced, rail grinding performed, and ballast cleaned within two years of rail installation. The exception is between mile markers 0.0 to 0.2, where ties were replaced in 1993 and ballast and grinding took place in the late 1990's. In General along the Danbury Branch, track structure; rail, ties, and ballast is in good condition. Track charts for the existing Danbury Branch Line include the detailed track structure information and appear in **Figure 4**.

A project is currently underway to replace ties along the South Norwalk to Danbury segment. Work started in Fall 2008 and completion of the work is planned for later in 2009.

From Danbury to New Milford the Rail is older and lighter. Along the Maybrook Line the rail is dates back to the 1920's. The Berkshire Line rail was also installed in the 1920's. The track along these segments is in fair to poor condition with old rail, worn ties and fouled ballast. On the Berkshire there are speed restrictions due to deteriorated track conditions.

HORIZONTAL & VERTICAL CLEARANCES

9. HORIZONTAL AND VERTICAL CLEARANCES

The State of Connecticut has certain legal clearance requirements that railroads must maintain. Minimum requirements, based on level, tangent track, include:

- Track Centers: 13' – 0" between main tracks, 15' – 0" between main track and adjacent subsidiary track.

- Vertical clearances: 22' – 6" between top of rail and bottom of structure (such as a highway bridge or tunnel ceiling). Exceptions may be granted to permit a reduction in vertical clearances.

- Horizontal clearances: 8' -6" from centerline of track to face of obstruction (such as thru bridges and retaining walls), 5' - 7" at high-level station platforms (from top of rail to top of platform).

These dimensions would have to be increased on curves to account for superelevation, and mid-body overhang and end overhang of the rail cars. It may also be desirable to widen track centers above the preferred minimum on curves where degree of curvature becomes a consideration.

The AREMA standard for the clearance envelope criteria for MNR is included in **Figure 9** and the envelope criteria for HRRC is included in **Figure 10**.

Several tight horizontal and vertical clearances currently exist on the Danbury Branch, including various rock cuts, overhead highway bridges and the Wall Street Tunnel in Norwalk. One concern raised by the Office of Rail is the horizontal clearance located in Ridgefield where Simpaug Turnpike closely parallels the railroad line, as pictured below. At this location the roadway and ballast abut each other.

Simpaug Turnpike in Ridgefield (MNR MP 15.6)

Existing Clearances at Overhead Bridges

Included in the roadway bridge summaries **(Table 3)** are the minimum vertical and lateral clearances present under the bridges. These measurements are taken relative to either the railroad track centerline or edge of road for a roadway if both a roadway and highway are under the roadway bridge.

The minimum vertical clearance required for railroad tracks is 22'-6", with exceptions granted to permit the of vertical clearance requirements. Currently there are three bridges along the Danbury Branch line that meet the minimum requirement standards. These roadway bridges include I-95 (MP 0.54) and both Route 7 bridges (MP 4.30 & 11.79). Twelve of the bridges do not meet the minimum requirements. It is unclear whether three of the total 18 overhead bridges currently meet the vertical requirements since the minimum vertical clearance on these bridges was taken relative to a roadway below the bridge and not the railroad tracks.

The minimum lateral clearance required for railroad tracks is 8'-6" from the centerline of the tracks to the face of the obstruction. The lateral clearances listed in Table 1 are measured from the centerline of track to the nearest substructure unit including a pier or abutment, a rigid barrier, or to the toe of a slope steeper than 1 to 3. Currently there are twelve bridges that meet the minimum horizontal requirements. Four of the bridges do not meet the minimum requirements. These roadway bridges are all located along the HRR – Berkshire Line and include Silvermine Road (MP 3.25), Route 25 (MP 4.3), Old Pumpkin Hill Road (MP 6.93) and Erickson Road (MP 7.76). It is unclear whether two of the bridges currently meet the lateral clearance requirements since the minimum lateral clearance on these bridges was taken relative to a roadway below the bridge and not the railroad tracks.

OVERHEAD AND UNDERGRADE BRIDGES

OVERHEAD AND UNDERGRADE BRIDGES

10. OVERHEAD AND UNDERGRADE BRIDGES

Included in **Tables 3 & 4** are listings of the overhead and undergrade bridges located between South Norwalk and New Milford along the Metro-North Rail Line (MNR) and the Housatonic Railroad Company Line (HRR). There are eighteen roadway bridges that are over the Danbury Branch line that are maintained and inventoried by the Connecticut Department of Transportation – Bridge Structure Unit. There are 28 railroad bridges along the MNR portion of the Danbury Branch (between South Norwalk and Danbury) that are maintained and inventoried by the Connecticut Department of Transportation – Railroad Unit. There are nine railroad bridges along the HRR segment (between Danbury and New Milford) that are maintained by HRR.

The overhead roadway bridges were inspected between January 2006 and January 2008. The bridge inventory rates the bridge elements on a scale of 0 (failed condition) to 9 (excellent condition). The various elements of the bridge that are rated include the bridge deck, superstructure, substructure, and the overall bridge condition. Additionally, the inventory list includes the minimum lateral clearance and minimum vertical clearance. These roadway bridges are summarized in **Table 3**.

The railroad bridges that are located within the MNR segment of the rail line include the same inventory ratings as the overhead bridges. However, this inventory listing only rates the overall bridge condition. These bridges were inspected between March 2004 and March 2008. The railroad bridges are summarized in **Table 4**. Most of these undergrade bridges are of deck girder, open deck construction.

The railroad bridges located along the HRR segment of the Danbury Branch were inspected between June 2005 and June 2007. These bridges are inventoried based on the condition of individual elements that pertain to the masonry condition, the conditions of the girders, beams or trusses, condition of the steel bracing, floor system and trestles. The inventory rates these elements as being in good condition, not hazardous condition, or as needing repair. The inventories also note bridges that need immediate attention, which are included in the bridge listings in the comments column within summary **Table 4**. For this study, most undergrade bridges are assumed to be of deck girder, open deck construction. The longest and most notable structure on the Danbury - New Milford segment is the through truss bridge over the Housatonic River (HRR-Berkshire Line MP 10.18).

Overall, the bridges along the Danbury Branch line are in fair condition. There are three roadway bridges that are listed as having elements in poor condition or worse. The Wall Street Bridge (MP 1.47) deck is rated as being in poor condition, while the Burnell Boulevard (MP 1.53) bridge deck is rated as in serious condition and its superstructure is rated as being in poor condition. The Simpaug Turnpike bridge (MP 16.21) substructure is rated as being in critical condition. Five railroad bridges along the MNR segment of the Danbury Branch are rated as being in poor condition and one is rated as in serious condition. The bridges in poor condition include a bridge over a stream (MP 6.43), a bridge over the Norwalk River (MP 8.70), a bridge over Old Mill Road (MP 11.01), and two bridges over the Sympaug Brook (MP 19.79 & 21.41). The railroad bridge over a brook (MP 9.91) is in serious condition. Railroad bridges along the

HRR segment of the railroad line include seven bridges that are in need of immediate attention which mainly include cleaning of the bearings. The bridge over Center Road (MP 2.44) notes deterioration at girders as well, and the bridge over the Housatonic River (MP 10.18) is in need of pointing of the abutments and pier and needs replacement of a lateral angle brace. The bridge over Butler Brook (MP 10.78) needs the arch pointed, cleaned and repaired immediately.

RAILROAD HIGHWAY GRADE CROSSINGS

RAILROAD HIGHWAY GRADE CROSSINGS

11. RAILROAD HIGHWAY GRADE CROSSINGS

The Danbury Branch from South Norwalk to Danbury is crossed at grade by 25 public highways and eight private crossings. All public crossings are provided with flashing light warning devises; 18 of these crossings are also provided with crossing gates. One of the private crossings is provided with flashing lights, the remaining private crossings are provided with signs. The railroad – highway grade crossings are listed in **Table 5**.

The Danbury – New Milford segment is crossed at grade by six public highways and two private crossings. The HRRC track charts indicate that two local grade crossings in New Milford, South Ave. and Mill St., are provided with flashing light warning devises; the other four public grade crossings on the Danbury – New Milford segment are provided with flashing lights and gates. Private crossings are provided with signs. The railroad – highway grade crossings are listed in **Table 6**.

RAILROAD SIGNAL SYSTEM

RAILROAD SIGNAL SYSTEM

12. RAILROAD SIGNAL SYSTEM

South Norwalk to Danbury

Existing Manual Block Operating Rules. The existing Danbury Branch is not equipped with a signal or train control system and is operated in conformance with Metro-North Railroad (MNR) "Manual Block" operating Rules. Block Stations are located throughout the Danbury Line and are used to define the specific limits of track or "Blocks" that a train can safely occupy under the Rules. Since the Danbury Line is predominantly single-track, it is equipped with several passing sidings to facilitate multiple train movements and train "meets" wherein one train can meet and safely pass another. In addition to passenger train movements, there are freight railroad movements operated by the Providence & Worcester Railroad in conformance with MNR operating rules. All train movements are supervised by the MNR Train Dispatcher in GCT, NY.

Block limit stations are located at BERK (MP 0.3, South Norwalk), DOCK (MP 0.8, South Norwalk), GLOVE (MP 3.6, Merritt 7), WILT (MP 7.3, Wilton), HILL (MP 12.7, Branchville), DAN (MP 23.1, Danbury) and CANAL (MP 23.7, Danbury). The minimum scheduled running time, including station stops, between following or opposing trains is usually determined by the longest block. The longest block on the Danbury Branch is between HILL and DAN, only one train can operate in this block at a time, running time in this block, including station stops is 25 minutes. Block limit stations are also used to facilitate track inspection, maintenance and repair.

Passing sidings are located at South Norwalk (MP 0.1 to MP 0.6), Wilton (MP 7.0 to MP 7.4), Branchville (MP 12.7 to MP 13.0) and Danbury (MP 23.0 to MP 23.8). The turnouts leading to these sidings are manually operated by the train crews.

Currently, there are two scheduled meets per day. Train Nos. 1881 and 1844 meet at WILT block station at 5:44 p.m., weekdays. Train Nos. 1895 and 1882 meet at WILT block station at 9:32 p.m., weekdays. Both meets utilize the Wilton passing siding.

The Federal Railroad Administration requires that an automatic block signal system be in service on lines where passenger trains operate at speeds of 60 mph or greater. The South Norwalk – Danbury track geometry improvements proposed in this report would enable maximum allowable speeds of 60 mph or greater.

Highway-Rail Grade Crossings. There are 25 public highway-rail grade crossings and eight additional private grade crossings along the Danbury Branch. All of the public and private grade crossings are equipped with required warning signs. All of the public grade crossings are equipped with standard railroad flashing warning light signals, and 18 of the public crossings are also equipped with railroad crossing gates. One private crossing is equipped with flashing lights.

Danbury to New Milford

The MNR Danbury Branch between the MNR Danbury station and the connection to the Maybrook Line is operated under manual block rules. An MNR block station (DAN) and a passing siding at the MNR Danbury station facilitates unscheduled meets and the staging of trains. The turnouts leading to the passing siding are hand-operated by the train crews. The

crossovers connecting the MNR Danbury Branch to the HRRC Maybrook Line are also hand-operated.

The Maybrook Line between Danbury and Berkshire Junction is located within yard limits and operates under yard rules. This segment consists of two parallel tracks, the two tracks converge to a single track just west of Berkshire Junction. A left-hand crossover designated as WILD is located just east of Wildman Street. All turnouts are hand-operated by the train crews.

The Berkshire Line is operated under manual block rules between Berkshire Junction and MP 8.5. Block limits are located at BERKSHIRE JUNCTION (MP 0.0), STEARNS (MP 1.0) and BROOKFIELD (MP 4.4). The Berkshire Line between MP 8.5 and New Milford is located within yard limits and operated under yard rules. Passing sidings are located at Stearns, Kimberly Clark (just south of the Housatonic River Bridge) and New Milford station. These sidings are generally used to facilitate switching of industries rather than accommodate meets. All turnouts are hand-operated by the train crews.

TRACTION POWER; SUBSTATIONS AND CATENARY

13. TRACTION POWER; SUBSTATIONS AND CATENARY

The New Haven mainline is electrified by an overhead trolley/contact wire and feeder system. It operates at 12.5 kV AC. Power distribution is by substations at about 5 mile spacing along the mainline. The Danbury Branch joins the mainline in South Norwalk at CP 241 about a quarter mile east of the South Norwalk Rail Station. CP 241 is a interlocking on the mainline that encompasses the area from the station east to the moveable bridge that crosses the Norwalk River. The interlocking is approximately one half mile in length and includes 6 crossovers, 3 turnouts and 7 derails with related signals. The Branch was previously electrified.

The Danbury Branch rail was initially electrified in 1925 as a result of similar efforts to reduce travel time between Danbury and Norwalk. Electrified train operation resulted in trip time reductions as compared to earlier steam locomotive powered trains. The introduction within the railroad industry of diesel locomotives in the 1920's, followed by continuing improvements in diesel performance, resulted in the transition of Danbury Branch service from electric to diesel power in 1961, 36 years after the line was electrified. The overhead electrification system was later removed, except for a short section from MP 0.0 to MP 1.4.

Substations

The substation in South Norwalk, SUB 524, is located adjacent to catenary structure no. 524 on the New Haven main line. The substation consists of a control house situated on the north side of the track with oil circuit breakers mounted on the truss of structure no. 524. SUB 524 has an oil circuit breaker (DY) which feeds the small section of remaining catenary that extends up the Danbury Branch and portions of the yard located by Science Road. SUB 524 is scheduled for replacement with a new metal-clad switchgear substation located by catenary structure no. 513. The new substation will contain a circuit breaker for the catenary as well as a circuit breaker for a future Danbury feeder circuit.

Catenary

The catenary on the Danbury Branch consists of the original system installed in the 1920's. The only remaining portion of this catenary extends from the junction with the mainline by catenary structure no. 526 up to catenary 17D on the Branch line. This catenary as it comes off the mainline, is the older inclined catenary design as it follows a sharp 9° curve before entering into the tangent portion by the yard tracks by Science Road. These catenary wires would be replaced with a tangent chord system more compatible with the new Auto-Tensioned catenary system now being installed on the New Haven mainline.

Existing Catenary Support Structures

The Danbury Branch was electrified from Norwalk to Danbury from 1925 until the mid 1950s. While the catenary contact wire and support arms were removed, most of the vertical support structures remain in place. During the public scoping meetings, reuse of these support poles was suggested. Evaluation of the existing structures was performed and it was determined that they cannot support the extra loads required for electrification and existing spacing between poles is

inadequate. As a result, the conditions of existing catenary structures do not allow their use for future electrification of the branch line.

The steel structures were erected along the Danbury Branch Line in 1924 from Norwalk to Danbury. Most of the electrification including down guys have been removed and currently only an AT&T fiber optic cable is in place, installed in the year 2000. The majority of the structures consist of single steel H-pile poles, which are bolted to two channels that are embedded in a concrete foundation. There also are steel trellis types, which are primarily found in the existing electrified section in Norwalk. The average spacing of the existing structures is approximately 250 feet on tangents and 200 feet on curves.

In 2002, a report was prepared by L-C Associates, Inc. for the Connecticut Department of Transportation Office of Rail Operations. The report, Examination of Existing Steel Catenary Structures, was prepared as part of the examination of the existing catenary poles to determine their condition and the adequacy of the structures to support future loads. Future loadings include; Communication & Signal (C&S) cables, existing fiber optic cable, and future electrification.

Condition evaluations were conducted for all existing steel catenary structures along the Branch. The report provides analyses, repair/replacement recommendations and cost estimates for the repairs based on these evaluations.

The report determined that overall the steel structures are in fair to poor condition. Some of the more common deficiencies for the H-pile posts being: bent main members, section losses to channels at the steel/concrete interface, connection bolts and nuts with severe losses and post bases that are buried under dirt and debris. In addition, existing structures on curves require guy wires and guy anchorages. The report states that guy anchorages are still in place from the original erection but their present condition is not known and nor whether they could withstand the required tensions. The analysis performed also showed that all 6 inch, 8 inch and 10 inch pile posts with a span length greater than or equal to 250 feet were not adequate to support the load of future electrification and the existing AT&T fiber optic cable even without taking into account section losses.

An important design criterion for a catenary or overhead electrification system is the spacing (longitudinally along the track) of supports. As part of the Feasibility Study for Danbury Branch Electrification, Phase I, Task 4, Evaluate the Impact of Electrification, it was determined that the necessary standard pole spacing along tangent track is 200 feet. For curved track pole spacing is dependant upon the degree of curve. As the degree of curve increases, the curves become sharper and closer pole spacing is required to maintain the trolley wire/pantograph interaction, as follows:

- For Tangent track, span = 200’
- For Curves less than 1°- 30’, span = 143’
- For Curves 1°- 30’ to 2°- 30’, span = 103’

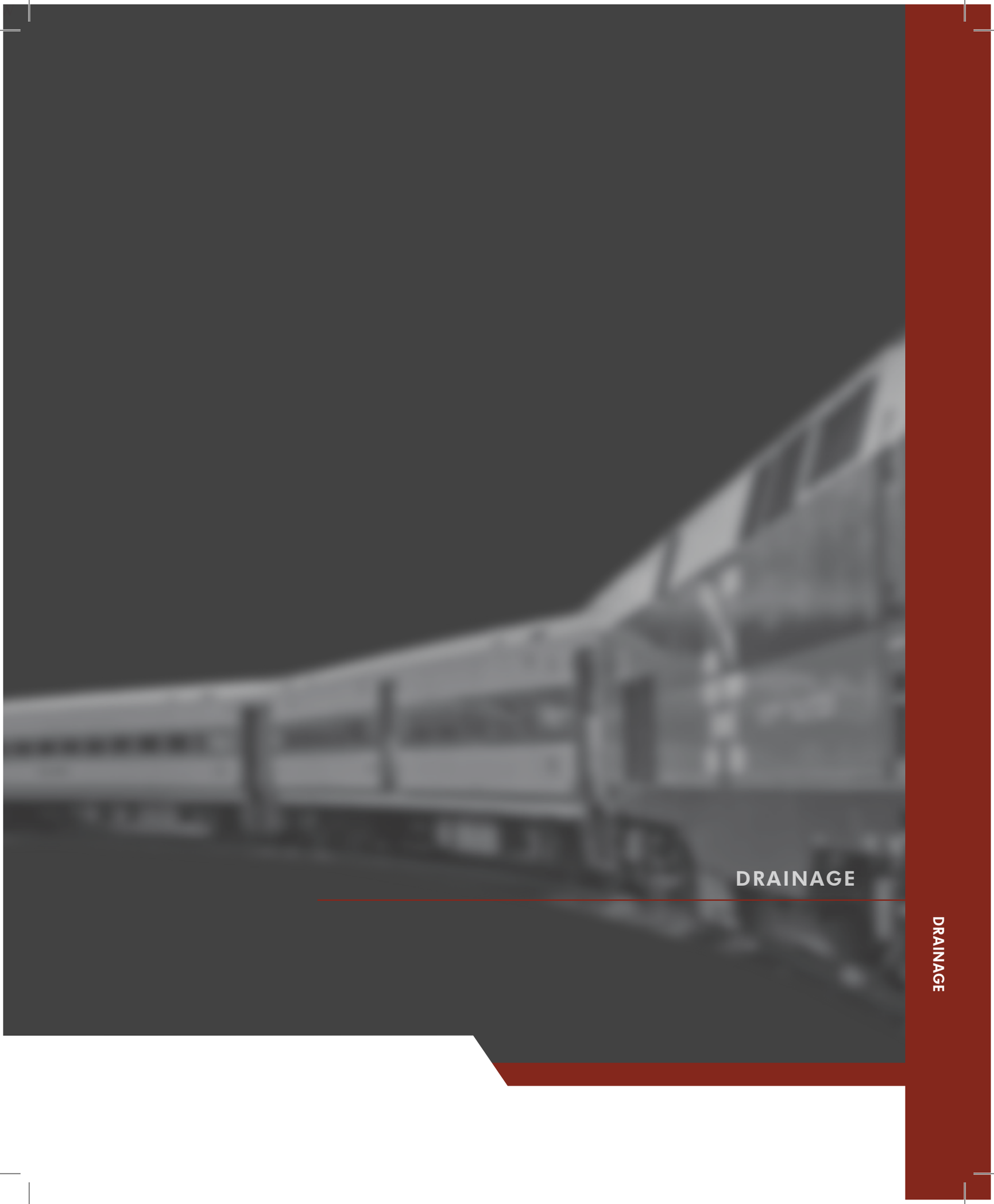
- For Curves 2°- 30’ to 3°- 30’, span = 86’

- For Curves greater than 3°- 30’, span = 75’

As noted previously, the old support poles are spaced approximately 250 feet apart on tangents and approximately 200 feet on curves, both of which exceed the new system requirements. In addition to the deteriorated condition of the existing poles, their layout is not appropriate for the proposed overhead catenary system.

In view of the identified deficiencies and requirements of a replacement electrification system, ConnDOT included new support poles in the latest Danbury Branch Signalization & Pole Line Project design (75% plans dated Jan. 2, 2008).

URS has performed a cursory review of the Danbury Branch Signalization& Pole Line Project and noted that the above span length criteria were satisfied. The intent of that project was to install poles or vertical supports that would carry the C&S cables required for signalization and the existing AT&T fiber optic cable and be sufficient to add cantilever arms and wires for a future electrification project. Completion of such a project was assumed in the Final Report for the Feasibility Study Danbury Branch Electrification (Phase I).



DRAINAGE

DRAINAGE

14. DRAINAGE

Typical drainage conditions along the Danbury Branch line consists of runoff from the railroad tracks naturally draining into watercourses and wetlands that are adjacent to the railroad tracks. These watercourses include the Norwalk River, Still River and Housatonic River. There are a number of culverts that cross under railroad tracks that allow drainage to cross from one side of the tracks to another to adjacent streams or wetlands. A typical culvert crossing is pictured below and carries drainage from one wetland area to another wetland area on the other side of the tracks.

Typical Culvert Crossing (MNR MP 6.8)

There are several drainage issues within the railroad track right-of-way. Most of the drainage problems consist of washouts, standing water, and debris from flooding along the tracks. There are also many drainage issues near overhead crossings where run off from roads drain to the tracks which results in standing water along the sides of the tracks. Observed drainage issues are detailed in the Field Report for the Walkthrough of the MNR Danbury Branch Line and Housatonic Rail line, Meeting Minutes for the Hi-Rail Tour with HRRC, and the Metro-North Train Inspection. All of these reports are included in **Appendices A and B**. The following is a summary of the drainage issues along the Danbury Branch line.

There were several drainage issues noted between the South Norwalk Station and the old New Milford Station. One of the most notable drainage problems noted was at the Wall Street Tunnel (MP 1.5) pictured below. Water is leaking from the east abutment wall resulting in standing water all along the east side of the tracks for the majority of the length of the tunnel.

Water Leakage at East Abutment at Wall Street Tunnel (MNR MP 1.50)

Photographed below is the drainage issue underneath the Whisconier Road Bridge along the HRR – Berkshire Line segment of the railroad line. Runoff from the bridge overpass drains into this area. Standing water is present along the tracks for the length of the bridge and beyond.

Standing water by tracks under Whisconier Road Bridge (HRR – Berkshire Line)

Standing water is adjacent to the tracks is a common drainage issue along the tracks. Pictured below is standing water along the west side that meanders across the tracks. A similar drainage

issue was noted along the HRR – Berkshire Line segment of the rail at MP 3.1, where standing water was also observed along and across the railroad tracks.

Standing Water along West Side of Tracks (MNR MP 4.70)

In some locations, poor drainage has caused ballast washout within the tracks and erosion at the base of the cross ties. Photographed below is a washout observed at MP 9.4 along the MNR segment of the rail line.

Poor Drainage (MNR MP 9.40)

There is a segment of the tracks just north of the Bethel Station that is surrounded by wetlands on both sides and floods during heavy rain storms. Photographed below is debris along the outside of the tracks at this location, indicating that flooding was high enough to reach the top of rail.

Debris along Tracks due to Flooding (MNR MP 21.3)

The photograph below was taken along the HRR – Berkshire Line segment of the Danbury line. As shown, sediment from runoff has built up along the tracks to the top of rail.

Sediment Build-up at Tracks (HRR - Berkshire Line MP 1.5)

UTILITIES

15. UTILITIES

There are several utilities that parallel or cross the Danbury Branch Rail Line. Observed utilities are detailed in the Field Report for the Walkthrough of the MNR Danbury Branch Line and Housatonic Rail line and within the meeting minutes of the Hi Rail Tour with HRR which are included in the Appendices. The following is a summary of the utilities along the Danbury Branch line.

From the South Norwalk Station to the Danbury Station, the major utilities include buried fiber optic cable, overhead 115 kV electricity lines and overhead fiber optic cable that is on the existing catenary poles. Overhead 345 kV electricity lines are currently under construction in Norwalk and Wilton. Buried fiber optic cable runs parallel to the tracks within the railroad ROW for most of the Danbury Branch line to the Danbury Station. There are some locations where the buried fiber optic cable crosses underneath the tracks. These locations are clearly marked with orange flagging. The overhead fiber optic cable is on the existing catenary poles for most of the Danbury line to the Danbury Station. The fiber optic cable crosses the rail line in several locations, typically at a horizontal curve or where there is an obstruction on one side of the track such as wetlands, rock outcrops or right-or-way restrictions. Additionally, there are several overhead and underground utilities that cross the track right-of-way at the at-grade, overhead and undergrade roadway crossings. A notable utility crossing is two overhead water mains that cross at Wolfpit Road (MP 6.25).

There are electrical lines that run adjacent to the track within the towns of Norwalk and Wilton, which include the 345kV lines being constructed and the existing 115kV lines (photo below). The overhead electricity lines run parallel to the branch line on its west from Route 7 (Grist Mill Road MP 4.30) to Kent Road (MP 4.93). From Kent Road to approximately 1.10 miles north of Kent Road there are overhead utility lines adjacent on both sides of the track. At this point, the 345kV power lines under construction cross the tracks and end at a substation on the east side of the tracks. Power lines run adjacent to the tracks on the east side until the Route 7 (Honey Hill Road MP 9.90) overhead bridge, at which point the power lines run in an eastward direction away from the tracks. Other utilities that are within the railroad right-of-way between the South Norwalk and Danbury stations are listed in **Table 7**.

Utility lines in proximity of tracks (MP 5.30)

The major utilities observed along the HRR portion of the railroad are presented in the meeting minutes of the Hi Rail Tour in the appendices. Unlike the MNR segment of the line, there are no overhead or underground fiber optic cable lines present. The major utilities include a gas line and CL&P transmission lines. The underground gas line runs parallel to the tracks on its west side from approximately MP 2.5 to 3.25. This gas line crosses the tracks in the vicinity of MP 4.8 and 7.6. The CL&P transmission lines cross over the railroad tracks a number of times along the Berkshire Line portion of HRR.

345 KV EMI Study and Mitigation Plan

A July 2008 report entitled the "Bethel – Norwalk Extended Electromagnetic Compatibility Analysis: Part 3" was reviewed as Northeast Utilities (NU) recently completed construction on a new 345 kV transmission line from Norwalk to Wilton. Since the new 345 kV line parallels the Danbury Branch for approximately 3.7 miles, NU initiated the study to ascertain what effects, if any, the new 345 kV line would have on existing MNR operations.

The study considered effects of electromagnetic interference (EMI) on MNR systems (signals, communications, traction power, etc) during various NU power network operating conditions. Past industry experience with similar high-voltage power line construction has shown that close proximity to an active railroad can result in railroad system failures. In certain cases, transferred Alternating Current (AC) voltages and currents from the power line interfere with railroad systems, thereby threatening their integrity. With the right circumstances, close proximity to high voltage power lines can represent a shock hazard to the railroad, especially during worst case load and short circuit conditions of the power line.

The focus of the 345 kV EMI study was to determine the actual interference levels that could be transferred to the railroad track and sub-systems by the new 345 kV transmission line in worst-case conditions and, if conditions warrant, to determine the most appropriate corrective mitigation measures to minimize the risk.

Several mitigation schemes were considered as part of the EMI study, however only one option, identified as "Impedance Bond Solution B" appeared to satisfy all of the railroad operations and maintenance concerns voiced by MNR and CDOT.

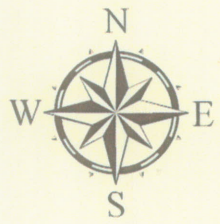
These mitigation measures are to be implemented as shown in CL&P drawing titled "Metro-North Railroad EMI Mitigation, Construction Drawings, near the Bethel-Norwalk Transmission Line".

State of Connecticut Annualized Rent Report

The State of Connecticut's Annualized Rent Report for rental rights within State of Connecticut owned rail right-of-way appears in **Appendix D**. A total of 53 rentals are listed in Danbury Branch Line and Berkshire Line towns from Norwalk to New Milford. Listings in Norwalk also involve the New Haven Line. The list includes 31 rentals in Norwalk (town code 102), 3 rentals in Wilton (town code 161), 1 rental in Ridgefield (town code 117), 2 rentals in Redding (town code 116), 4 rentals in Bethel (town code 9), 11 rentals in Danbury (town code 34), no rentals in Brookfield (town code 18), and 1 rental in New Milford (town code 95).

FIGURES

FIGURE 1:
LOCATION MAP



Legend

- Danbury Branch Line
- Danbury Branch Line Extension
- New Milford, CT to Pittsfield, MA Extension
- Other Rail LInes
- Railroad Station
- Proposed Railroad Station
- Former Railroad Station
- 84 Interstate Highway
- 7 US Highway
- Town Boundary

Data Sources:

RR Track: ConnDEP and ESRI Data
Roads: Conn DEP and MassGIS
Town Boundary: ConnDEP and MassGIS

MAP SCALE

Miles

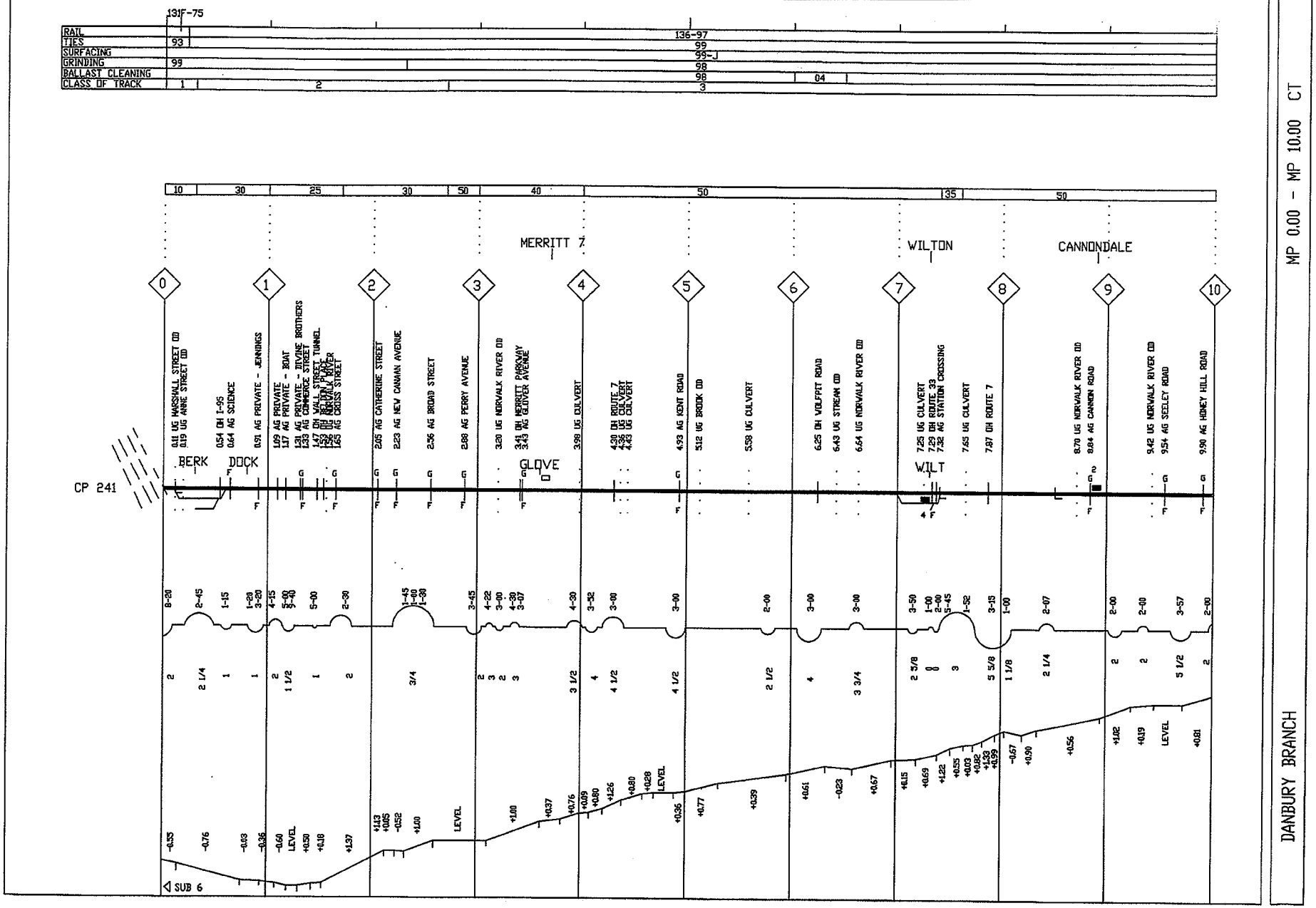
0 4 8

MASSACHUSETTS
CONNECTICUT
NEW YORK

RICHMOND
LENOX
WASHINGTON
LENOX STATION
WEST STOCK-BRIDGE
STOCK-BRIDGE
LEE
LEE STATION
STOCKBRIDGE STATION
FORMER HOUSATONIC STATION
ALFORD
GREAT BARRINGTON
TYRINGHAM
MONTEREY
FORMER GREAT BARRINGTON STATION
EGREMONT
MOUNT WASHINGTON
FORMER SHEFFIELD STATION
NEW MARLBOROUGH
SHEFFIELD
SALISBURY
FORMER CANAAN UNION STATION
NORTH CANAAN
CANAAN
FORMER FALLS VILLAGE STATION
FORMER LIME ROCK STATION
CORNWALL
FORMER WEST CORNWALL STATION
SHARON
FORMER CORNWALL BRIDGE STATION
KENT
WARREN
FORMER KENT STATION
WASHINGTON
FORMER MERWINSVILLE STATION
NEW MILFORD
PROPOSED NEW MILFORD STATION
ROXBURY
SHERMAN
BRIDGE-WATER
NEW FAIRFIELD
PRORPOSED BROOKFIELD STATION
BROOKFIELD
SOUTHBURY
DANBURY
PROPOSED DANBURY NORTH
DANBURY STATION
BETHEL STATION
BETHEL
NEWTOWN
REDDING STATION
REDDING
RIDGEFIELD
BRANCHVILLE STATION
WESTON
WILTON
CANNONDALE STATION
WILTON STATION
WESTPORT
NEW CANAAN
MERRITT 7 STATION
STAMFORD
GREENWICH
NORWALK
SOUTH NORWALK STATION
DARIEN

PROJECT TITLE: DANBURY BRANCH IMPROVEMENT PROGRAM EIS	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	TOWN(S): NORWALK CT TO PITTSFIELD MA	PROJECT NO:
		MAP TITLE: STUDY CORRIDOR	MAP NO:
GIS MAPPING BY: URS CORPORATION DATE : 01-20-09			SHEET NO: 1 of 1

FIGURE 2:
METRO-NORTH TRACK CHART
(1 OF 3)



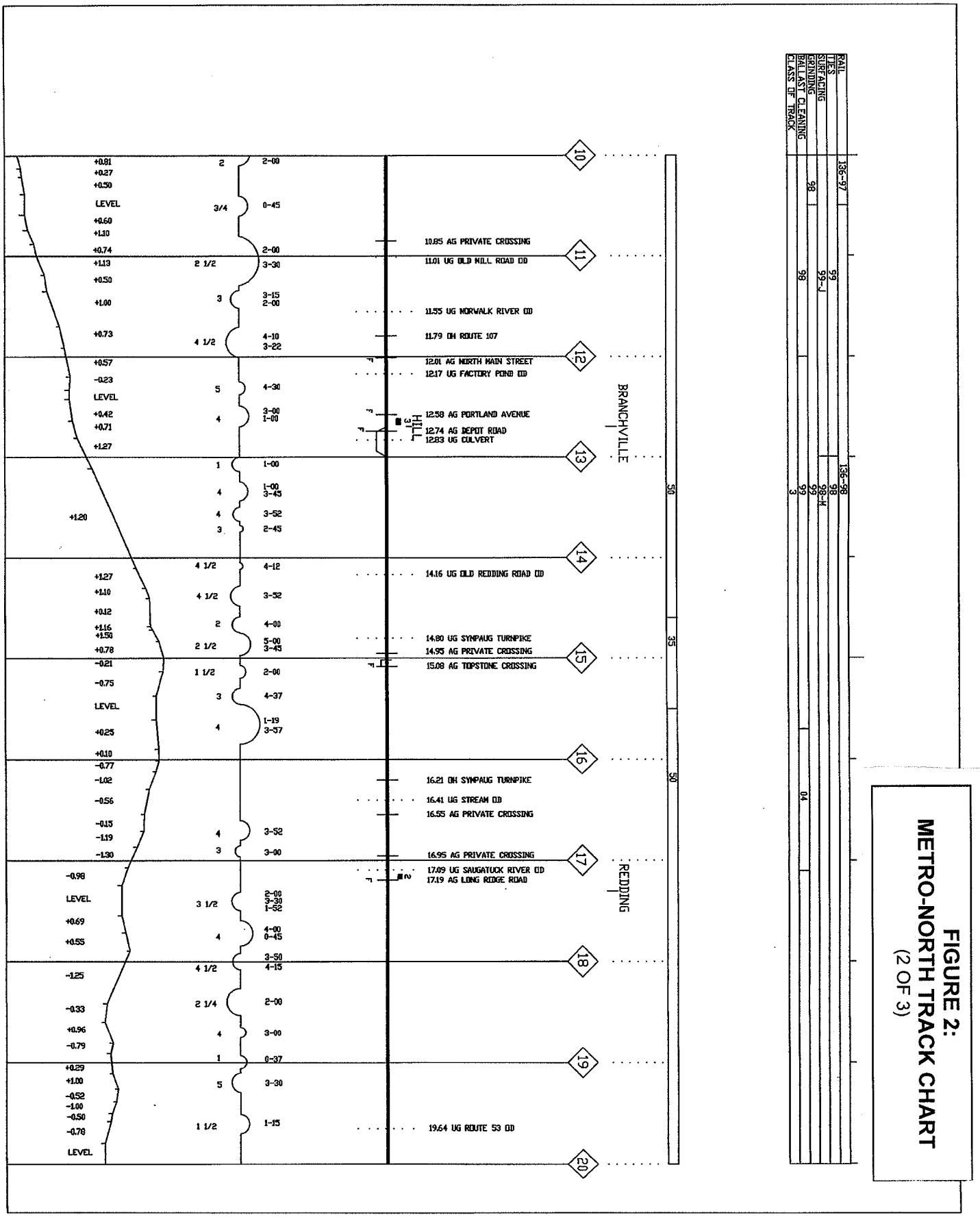


FIGURE 2:
METRO-NORTH TRACK CHART
(2 OF 3)

FIGURE 2:
METRO-NORTH TRACK CHART
(3 OF 3)

MP 20.00 - MP 24.20 CT

DANBURY BRANCH

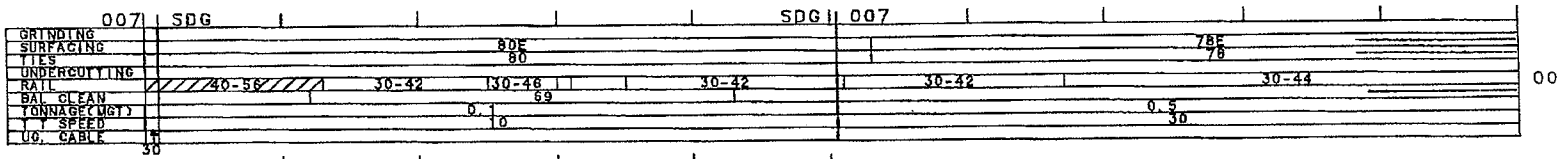
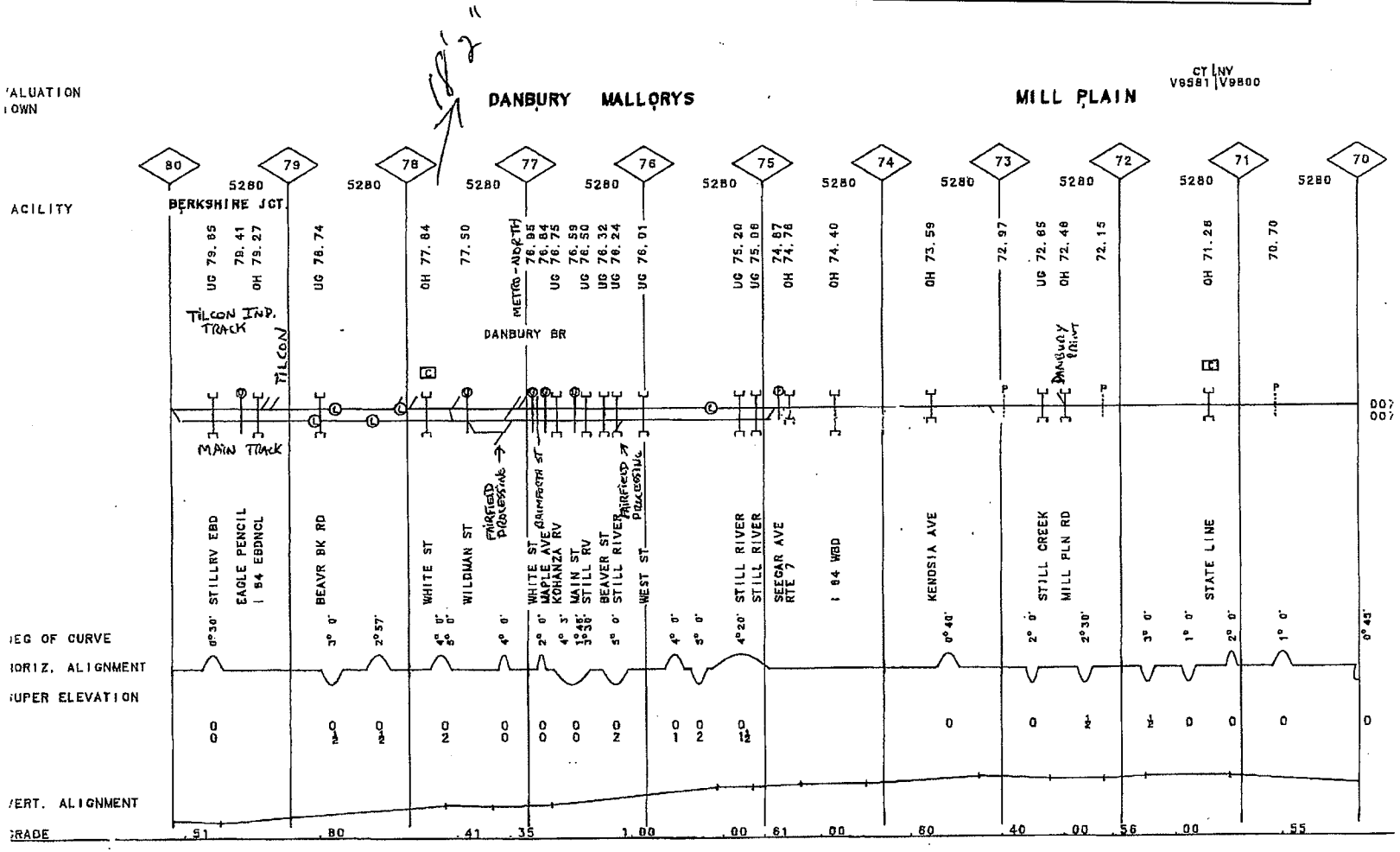


FIGURE 3:
HRR TRACK CHART
(1 OF 7)



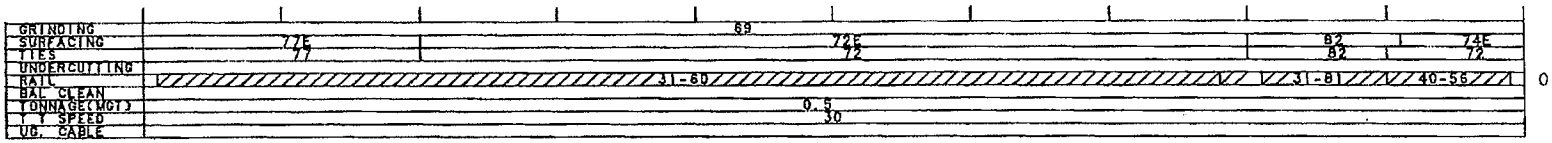


FIGURE 3:
HRR TRACK CHART
(2 OF 7)

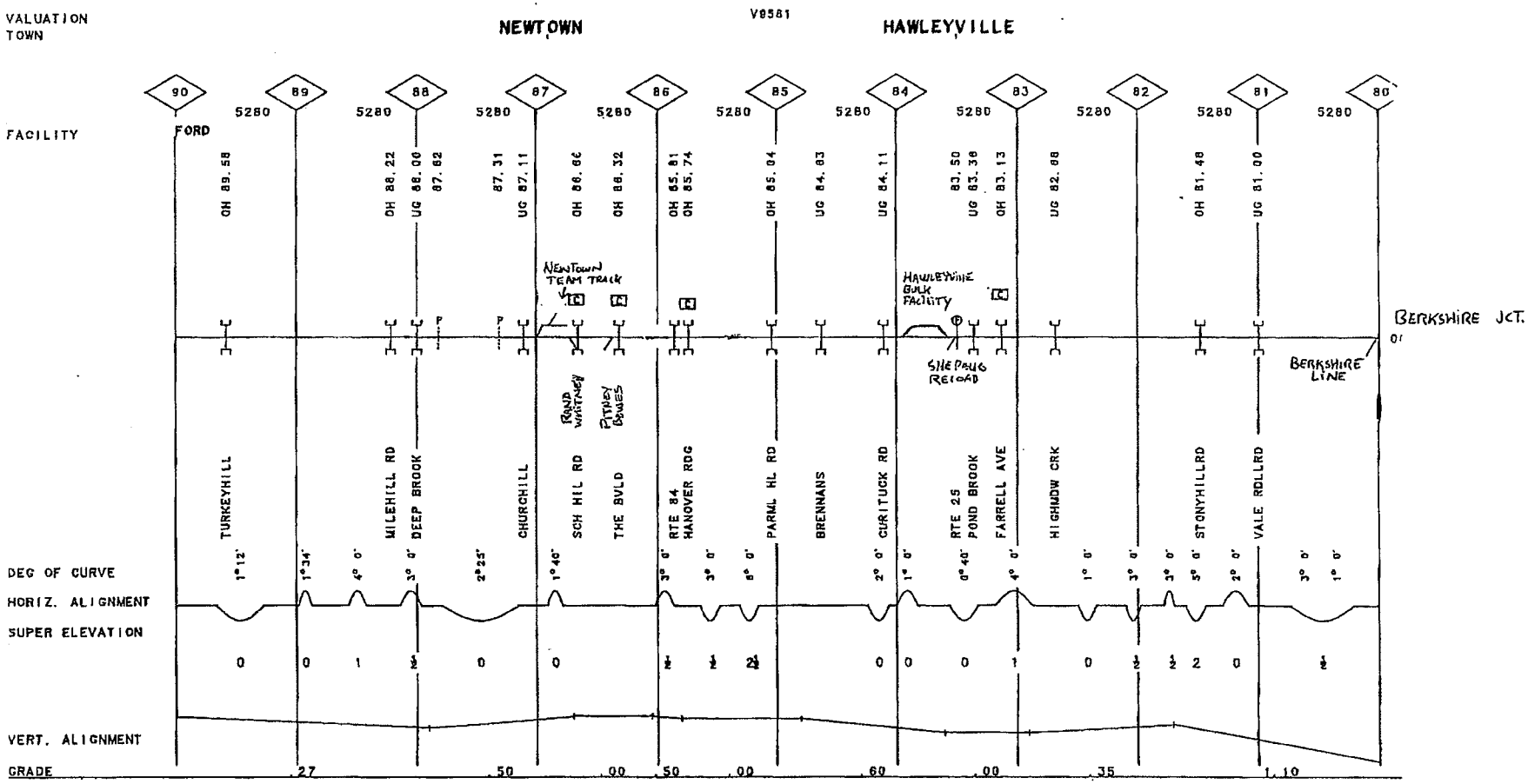


FIGURE 3:
HRR TRACK CHART
(3 OF 7)

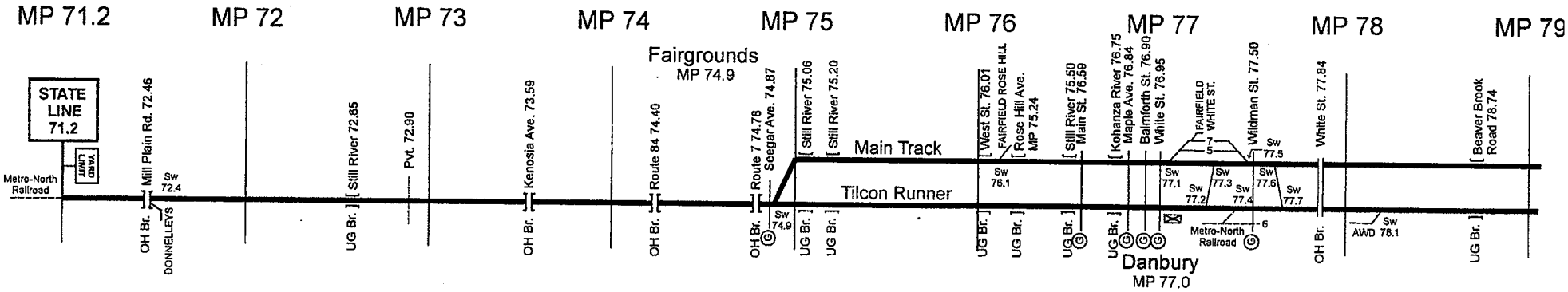
MAYBROOK LINE

Danbury to Derby Junction

The direction from Danbury to Derby Junction is East

NORMAL POSITION OF SWITCHES
Switch at MP 74.9 is considered lined Normal when lined for movements from Maybrook Line single track to Maybrook Line main track.

138-4 HIGHWAY CROSSING WARNING
ALL CROSSINGS BETWEEN MP 74 & MP 78
Apparatus provided to manually activate crossing protection. Trains must STOP prior to entering crossing and not proceed until gates are in horizontal position and/or the protection has been operating continuously for a minumum of 30 seconds.



Metro-North Beacon Line Timetable & Rules Apply	STATE LINE	Rule 93	Yard Limits	Single Track	Yard Limits	Rule 93	Yard Limits	Main Track	Yard Limits	Rule 93
								Tilcon Running Track		Rule 97
		Restricted Speed						MAIN TRACK - RESTRICTED SPEED		
		Danbury						TILCON RUNNING TRACK - RESTRICTED SPEED NOT EXCEEDING 10 MPH		
								Danbury		

FIGURE 3:
HRR TRACK CHART
(4 OF 7)

138-4 HIGHWAY CROSSING WARNING
RUSTY RAIL, EAGLE PENCIL ROAD MP 79.41
When rusty rail conditions exist, trains must comply with Rule 138 (c), Item 1, unless railroad flagger is providing warning at the crossing.

NORMAL POSITION OF SWITCHES
Switches at Berkshire Junction are considered lined Normal when lined for movements from Maybrook Line single track to Tilcon Running Track.

MAYBROOK LINE

Danbury to Derby Junction

The direction from Danbury to Derby Junction is East

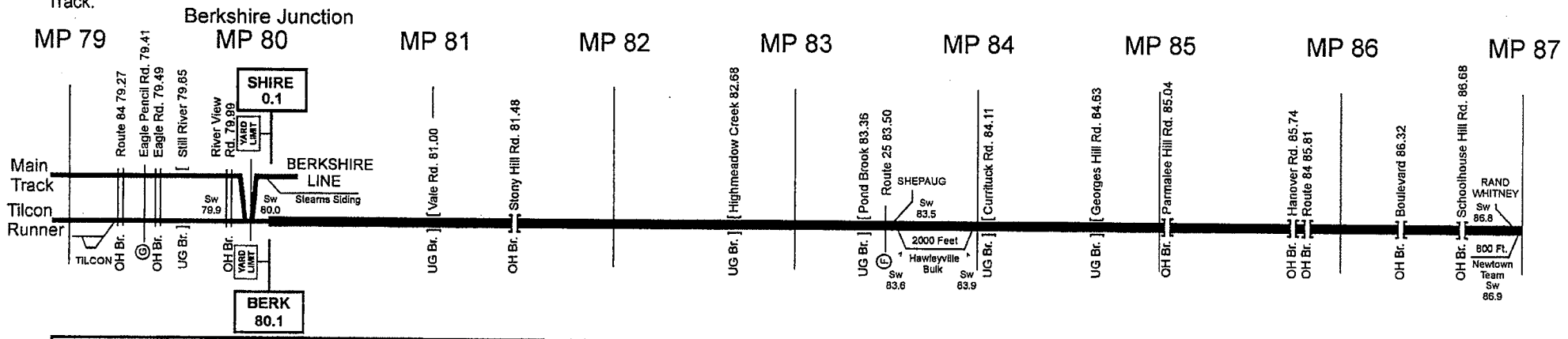


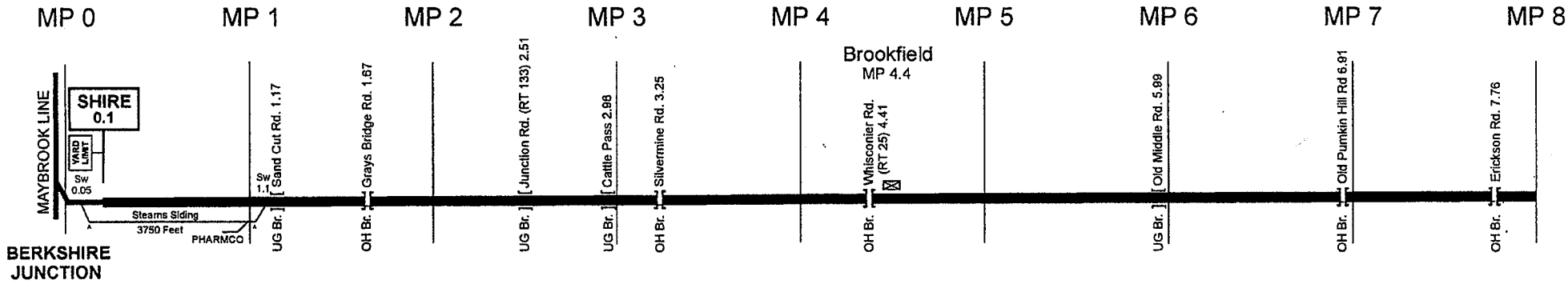
FIGURE 3:
HRR TRACK CHART
(5 OF 7)

BERKSHIRE LINE

Danbury to Pittsfield

The direction from Danbury to Pittsfield is North

NORMAL POSITION OF SWITCHES
Switches at Berkshire Junction are considered lined Normal when lined for movements from Maybrook Line single track to Tilcon Running Track.



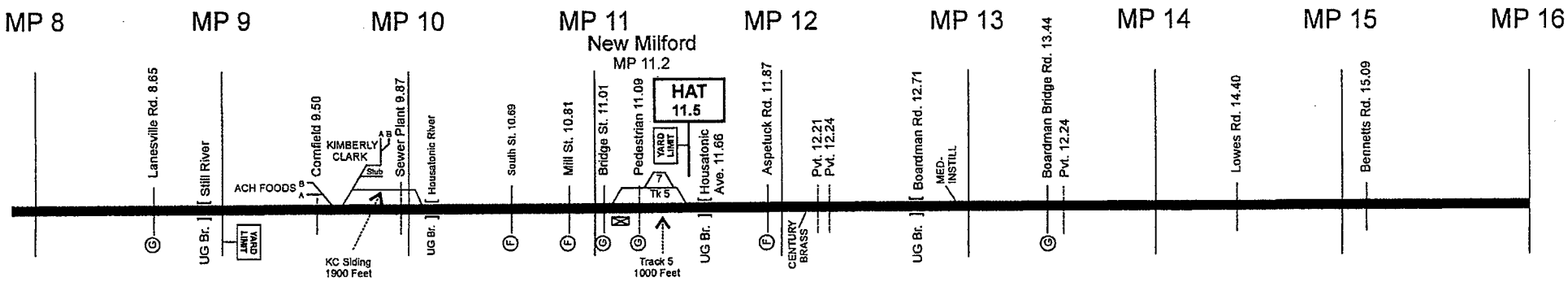
Yard Limits 93	Single Track	DCS	Single Track	DCS
10 MPH SHIRE	25 MPH		25 MPH	
	Brookfield		Brookfield	New Milford

FIGURE 3:
HRR TRACK CHART
(6 OF 7)

BERKSHIRE LINE

Danbury to Pittsfield

The direction from Danbury to Pittsfield is North



DCS	Yard Limits	Rule 93 & DCS	Yard Limits	Single Track	DCS	Single Track
25 MPH	Restricted Speed not exceeding 20 MPH		Restricted Speed not exceeding 10 MPH	25 MPH		25 MPH
New Milford				New Milford		

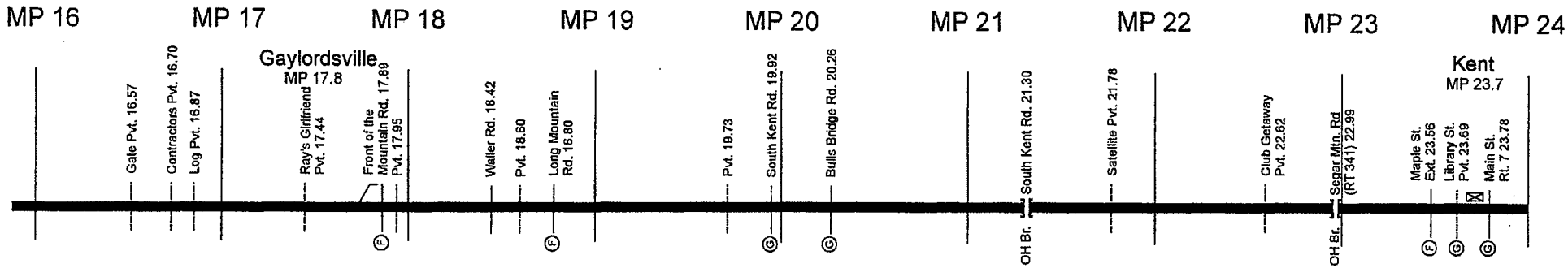
FIGURE 3:
HRR TRACK CHART
(7 OF 7)

BERKSHIRE LINE

Danbury to Pittsfield

The direction from Danbury to Pittsfield is North

138-4 HIGHWAY CROSSING WARNING
WALLER ROAD MP 18.42
A crewmember or properly equipped flagger must protect the crossing in advance of each movement using proper flagging equipment.



DCS	Single Track	DCS	Single Track	DCS
	25 MPH		25 MPH	
	New Milford		Kent	

A	B	C	D	E		F
	10	132	1992	S.NORWALK PASS. SIDING SO.	MP 0.1	
	15	132	1992	S.NORWALK PASS. SIDING NO.	MP 0.6	
	15	132	1991	WILTON SOUTH	MP 7.0	
	15	132	1991	WILTON NORTH	MP 7.4	
	15	132	1992	BRANCHVILLE SOUTH	MP 12.7	
	15	132	1992	BRANCHVILLE NORTH	MP 13.0	
	10	132	1995	VANDERBILT CHEMICAL	MP 20.3	
	10	132	1995	BETHEL NORTH	MP 20.4	

A	B	C	D	E		F
	8	132	1995	RINGS END LUMBER	MP 20.4	
	10	136	1998	SPERRY RAIL SERVICE	MP 22.2	1998
	15	132	1992	8S	MP 23.0	
	8	132	1994	LINK SOUTH	MP 23.1	
	8	132	1996	STATION STUB	MP 23.2	1998
	10	132	1994	68S	MP 23.1	1998
	10	132	1994	68N	MP 23.2	1998
	10	136	2005	8N	MP 23.8	2005
	8	136	2005	LINK NORTH	MP 23.9	2005

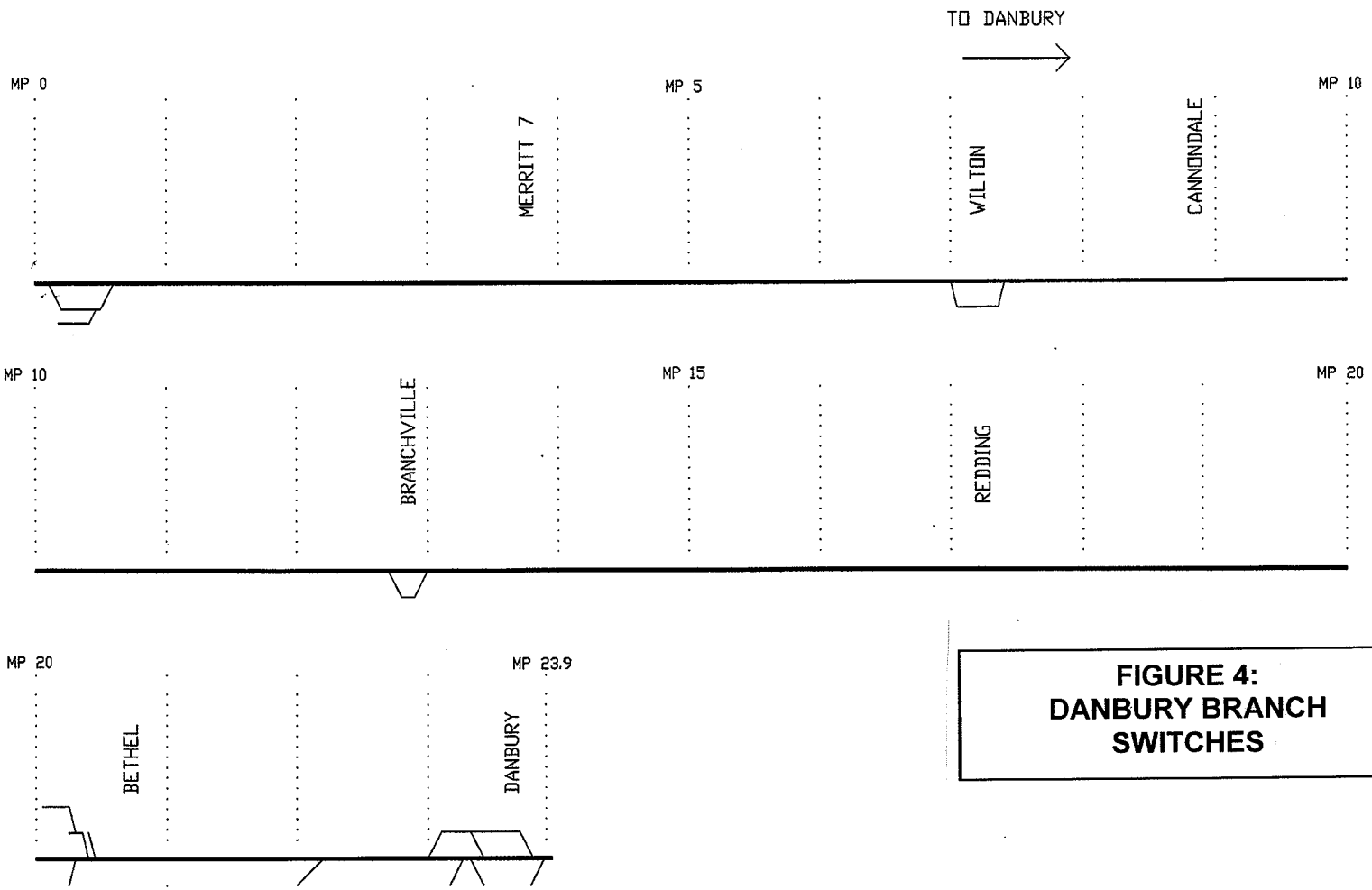
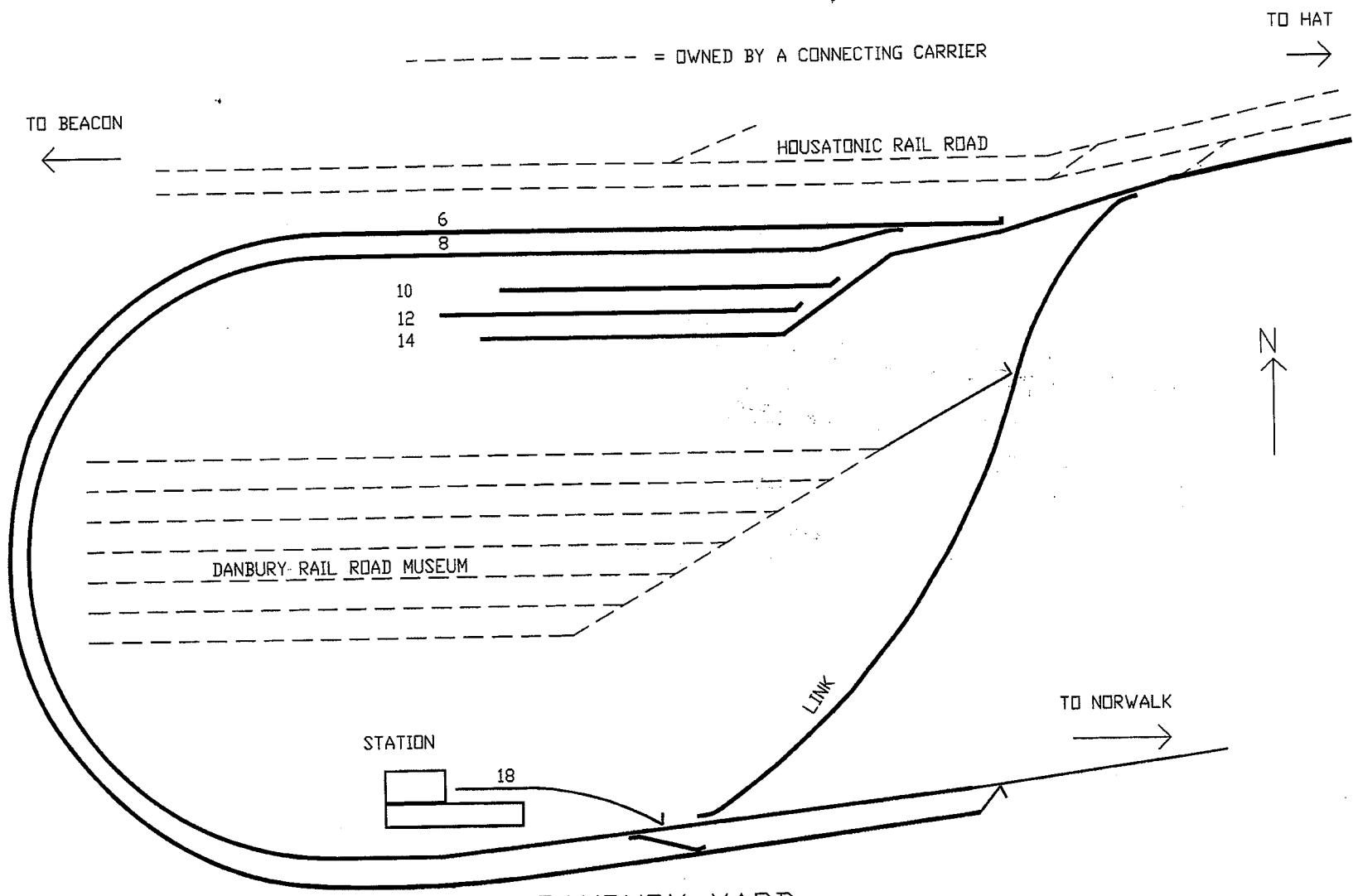


FIGURE 4:
DANBURY BRANCH
SWITCHES

OUTLYING SWITCHES (DANBURY BRANCH)

A	B	C	D	E	F	G
LINK S	8	132	1135	1994		1994
LINK N	8	136		2005		2005
10	8	136	644	2005		2005
12	8	136	658	2005		2005
14	10	136	658	2005		2005
18	8	132	413	1996		
16	8	136		2005	DANBURY RAIL ROAD MUSEUM LEAD	2005
	8	136		2005	SWITCH TO MAYBROOK	2005

FIGURE 5:
DANBURY RAIL YARD



DANBURY YARD

A	B	C	D	E	F
	10	119	1995	RINGS END MP 36.9 EL	1996
13A	20	136	2001		2001
13B	20	136	2001		2001
12A	20	136	2001	MPF	2001
12B	20	136	2001	MPF	2005
21A	20	136	2001	MPF	2001
21B	20	136	2001	MPF	2003
24A	20	136	2003	MPF	2005
24B	20	136	2003	MPF	2005

CP 240 ↑ ↓ CP 244 CP 241→

A	B	C	D	E	F
30W	16.6	136	2002	DERAIL	2005
10W	16.6	136	1999	DERAIL	2004
20W	16.6	136	1999	DERAIL	2001
40W	16.6	136	2003	DERAIL	2003
30E	16.6	136	2002	DERAIL	2004
10E	16.6	136	1999	DERAIL	1999
20E	16.6	136	1999	DERAIL	1999
40E	16.6	136	2003	DERAIL	2003

A	B	C	D	E	F
64	8	140	1985		2005
31A	15	140	1985		1996
31B	15	140	1985		2002
42A	15	140	1985		2005
42B	15	140	1985		1998
21A	10	140	1985		1998
21B	10	140	1985		2004
13A	10	140	1985		2004
13B	10	136	2007		2007
53	10	140	1985		1996
35	8	140	1991		2006
12A	10	140	1983		2004
12B	10	140	1983		2004
24A	10	140	1983		1998
24B	10	140	1983		1998
10W	16.6	136	1999	DERAIL	1999
20W	16.6	136	1999	DERAIL	2001
40W	16.6	136	2003	DERAIL	2005
10E	16.6	136	1999	DERAIL	2004
20E	16.6	136	1999	DERAIL	2004
30E	16.6	136	1999	DERAIL	2004
40E	16.6	136	2003	DERAIL	2003

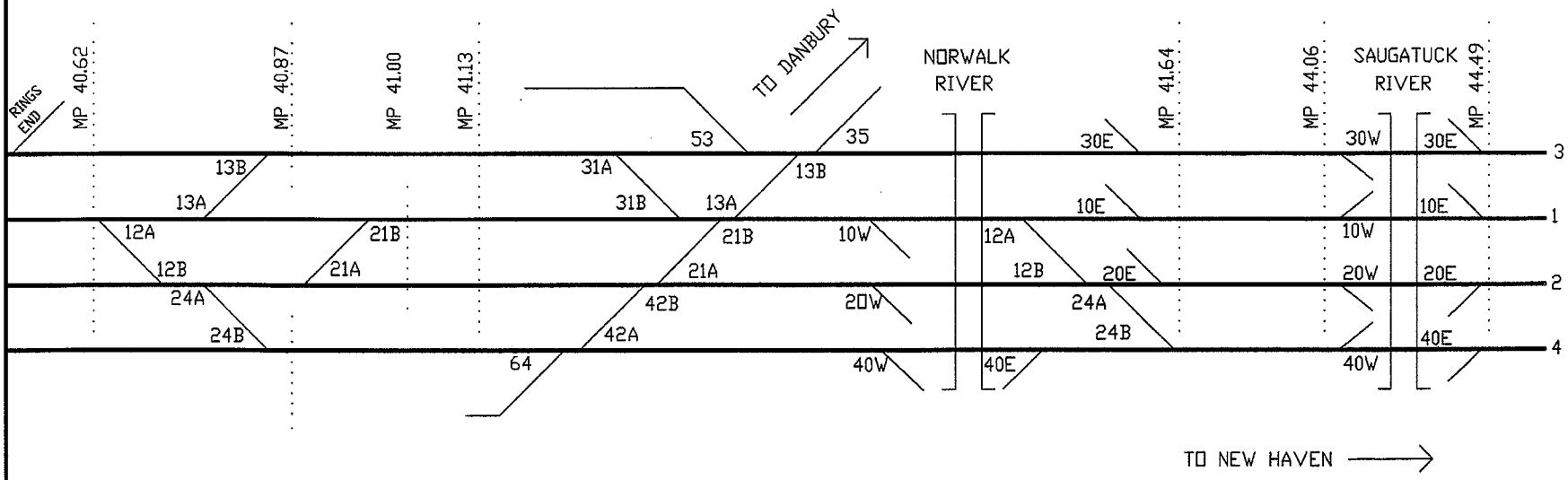


FIGURE 6: CP 241 INTERLOCKING DIAGRAM

FIGURE 7

EXISTING MAXIMUM ALLOWABLE SPEED, WITH SPEED RESTRICTIONS

(SOUTH NORWALK TO DANBURY)

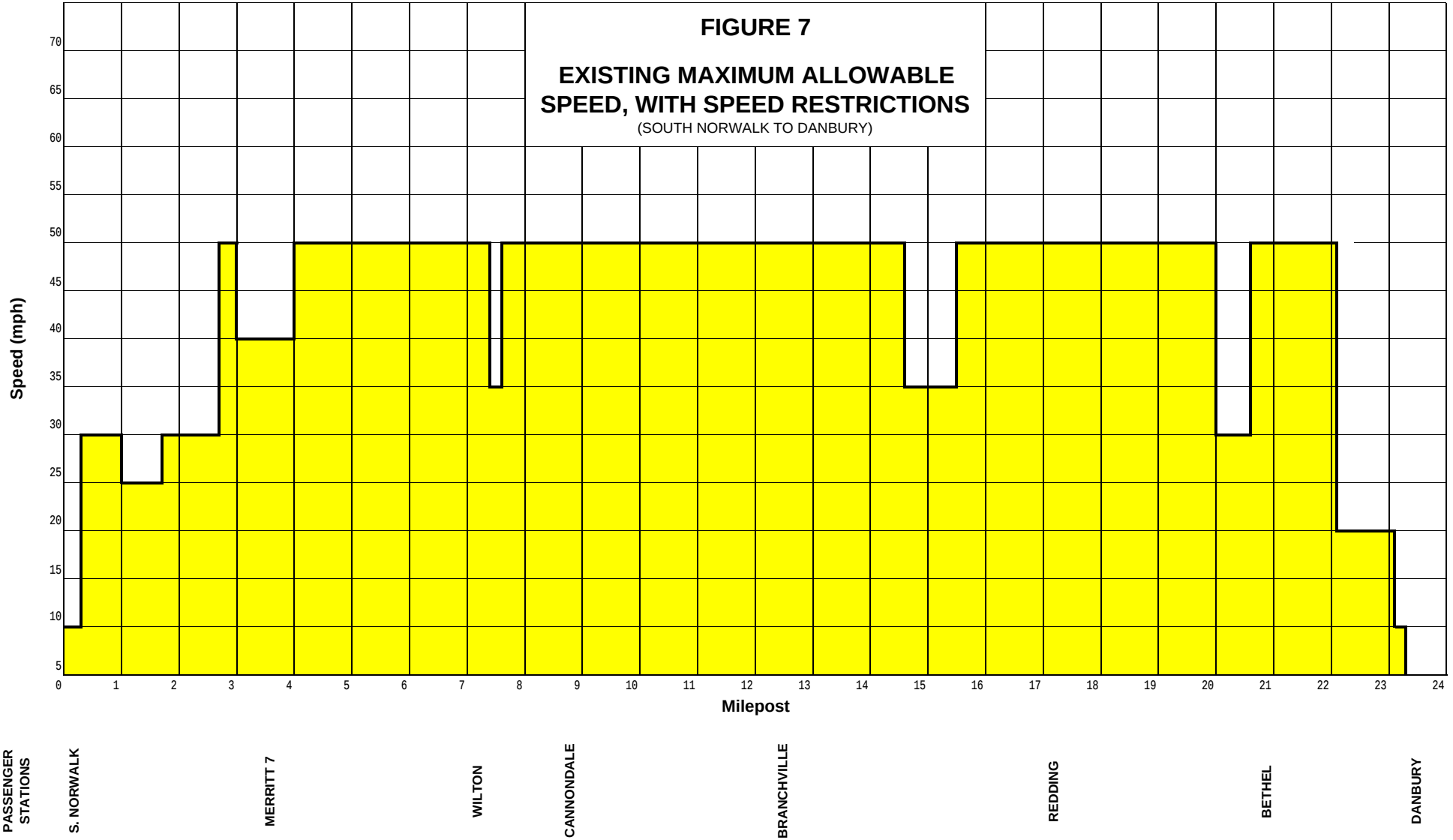
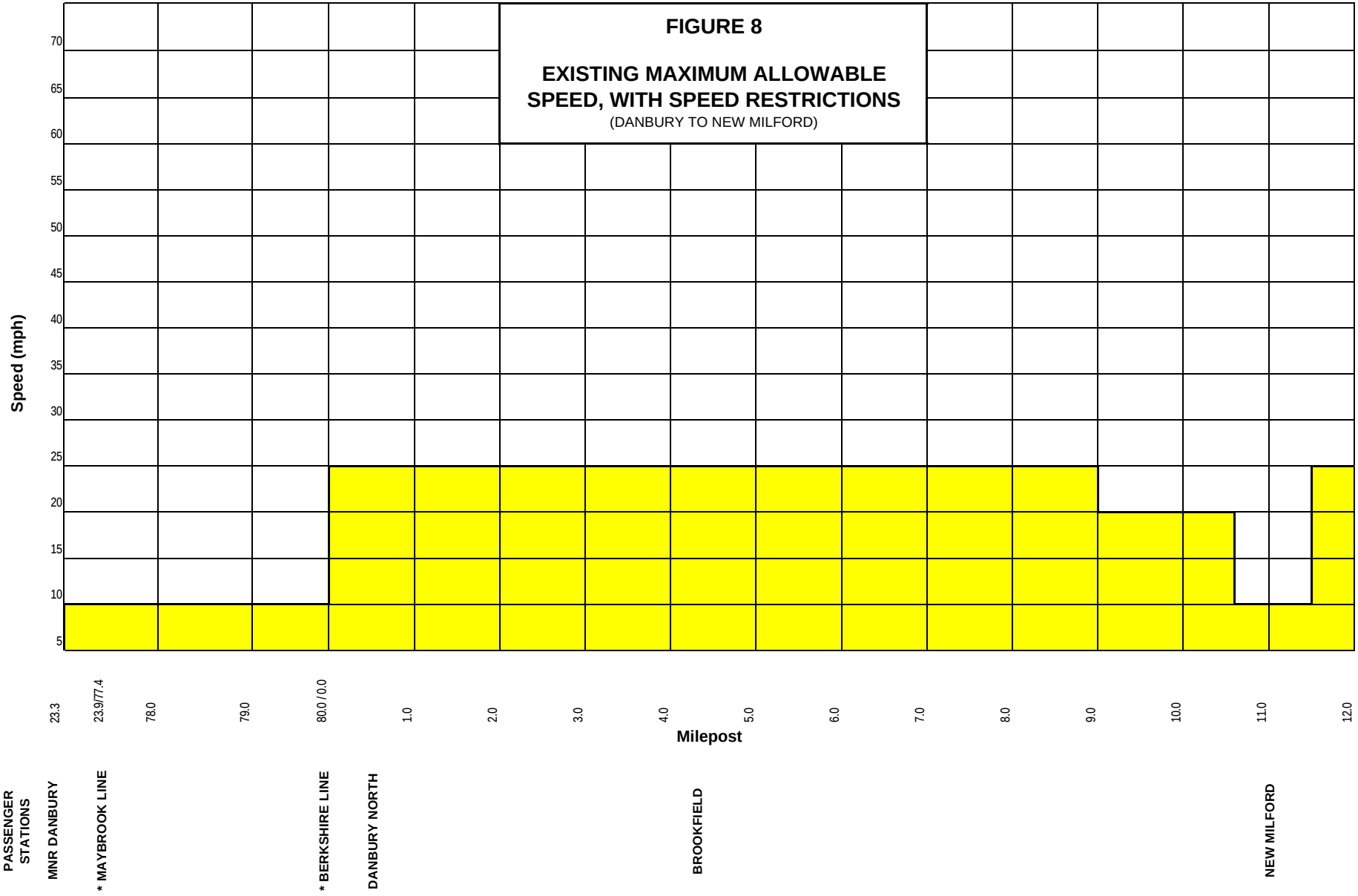


FIGURE 8

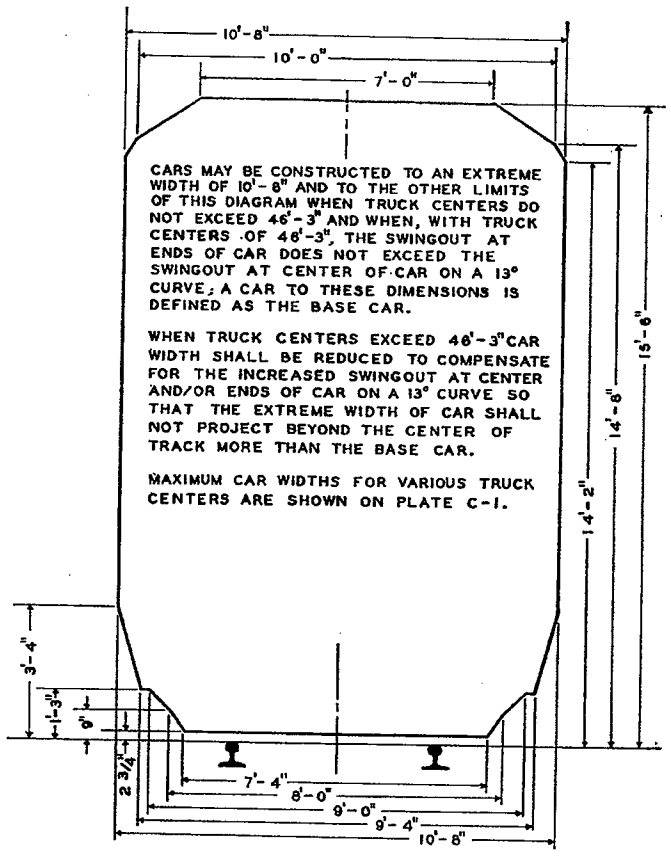
EXISTING MAXIMUM ALLOWABLE SPEED, WITH SPEED RESTRICTIONS

(DANBURY TO NEW MILFORD)



* NOTE: TRAINS WILL HAVE TO STOP TO MANUALLY OPERATE HAND-THROW SWITCHES

2.3 EQUIPMENT DIAGRAM FOR LIMITED INTERCHANGE SERVICE—PLATE C*

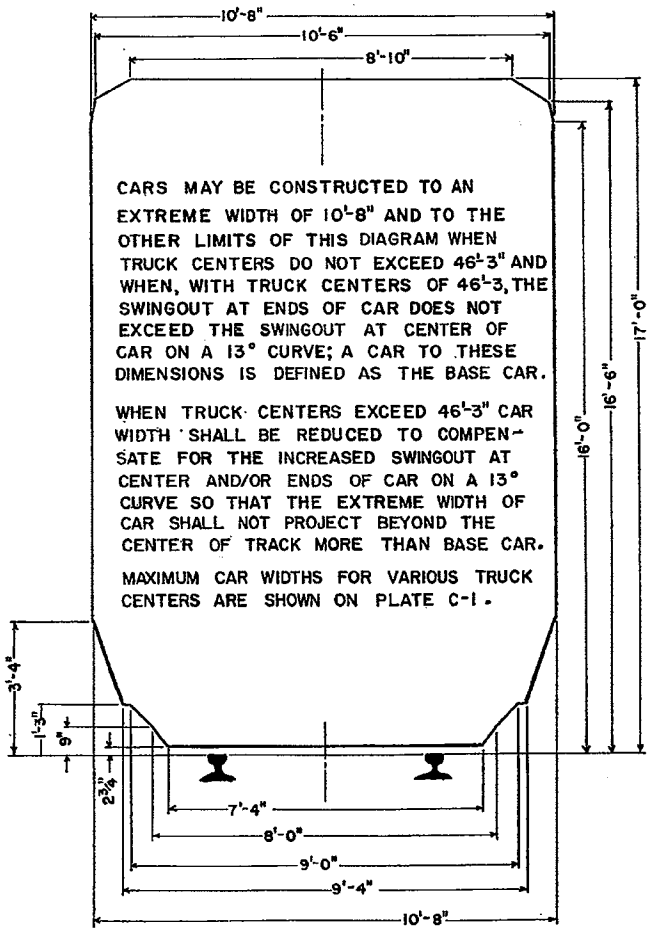


THE 2 3/4" ABOVE TOP OF RAIL IS ABSOLUTE MINIMUM UNDER ANY AND ALL CONDITIONS OF LADING, OPERATION, AND MAINTENANCE.

*THIS DIAGRAM IS THE SAME AS PLATE C OF THE MECHANICAL DIVISION, A.A.R., AND IS INCLUDED IN A.R.E.A MANUAL FOR CONVENIENT REFERENCE. FOR RESTRICTIONS APPLICABLE TO THIS DIAGRAM SEE "RAILWAY LINE CLEARANCES".

FIGURE 9:
AREMA CLEARANCE ENVELOPE CRITERIA (MNR)

2.7 EQUIPMENT DIAGRAM FOR LIMITED INTERCHANGE SERVICE—PLATE F*



THE 2¾ ABOVE TOP OF RAIL IS ABSOLUTE MINIMUM UNDER ANY AND ALL CONDITIONS OF LADING, OPERATION, AND MAINTENANCE.

* THIS DIAGRAM IS THE SAME AS PLATE F OF THE MECHANICAL DIVISION, AAR, AND IS INCLUDED IN A.R.E.A. MANUAL FOR CONVENIENT REFERENCE. FOR RESTRICTIONS APPLICABLE TO THIS DIAGRAM SEE "RAILWAY LINE CLEARANCES."

1975

FIGURE 10:
AREMA CLEARANCE ENVELOPE CRITERIA (HRRC)

TABLES

TABLE 1
EXISTING CURVE DATA

	Curve data chart: Existing MNR Operations - South Norwalk / Danbury
	Metro North RR - Danbury Br
	Curve data from MNR 2003 Track Chart.
1	Length & location of curves are approximate as they were scaled from the Track Chart.
2	Convention for RH or LH curve is facing RR north.
3	The MP location of the curves was taken at the approximate mid point.
4	Underbalance, Eu, is the difference between equilibrium superelevation (EQ) and actual superelevation (Ea, from the track charts)

Station	Curve No.	Degree of Curve	RH / LH Curve	EQ (in.)	Ea (in)	Eu (in)	Max. Speed (MPH)	Length (mi)	Location (MP)	Comments
	62	17 0	RH	1.19	??	??	10	0.25	23.60	
Danbury	61	2 0 50'	RH	0.79	1	-0.21	20	0.20	23.40	
	60	3 0 45'	LH	1.05	1	0.05	20	0.75	22.80	Compound Curve 3 AG x-ings, UG 22.94
		2 0 37'	LH	0.73	1	-0.27	20			
		2 0 00'	LH	0.56	1	-0.44	20			
		2 0 40'	LH	0.75	1	-0.25	20			
		1 0 53'	LH	0.53	1	-0.47	20			
		1 0 33'	LH	0.43	1	-0.57	20			
Bethel		**TANGENT TRACK**								
	59	3 0 22'	LH	5.89	1.25	4.64	50	0.50	20.70	Compound Curve with Speed Change in Curve, 3 AG x-ings
		2 0 52'	LH	5.02	1.25	3.77	50			
		1 0 30'	LH	0.95	1.25	-0.31	30			
		1 0 51'	LH	1.17	1.25	-0.08	30			
	58	1 0 07'	RH	0.70	1	-0.30	30	0.10	20.15	
	57	1 0 15'	RH	2.19	1.5	0.69	50	0.20	19.60	UG 19.64
	56	3 0 30'	LH	6.13	5	1.13	50	0.20	19.20	Rev. Curve
	55	0 0 37'	RH	1.08	1	0.08	50	0.15	19.00	
	54	3 0 00'	RH	5.25	4	1.25	50	0.10	18.70	
	53	2 0 00'	LH	3.50	2.25	1.25	50	0.30	18.35	
	52	4 0 15'	LH	7.44	4.5	2.94	50	0.20	18.00	Compound Curve
		3 0 50'	LH	6.71	4.5	2.21	50			
	51	0 0 45'	RH	1.31	4	-2.69	50	0.30	17.70	Compound Curve
		4 0 00'	RH	7.00	4	3.00	50			
	50	1 0 52'	LH	3.27	3.5	-0.23	50	0.20	17.40	Compound Curve
		3 0 30'	LH	6.13	3.5	2.63	50			
		2 0 00'	LH	3.50	3.5	0.00	50			

TABLE 1
EXISTING CURVE DATA

	Curve data chart: Existing MNR Operations - South Norwalk / Danbury
	Metro North RR - Danbury Br
	Curve data from MNR 2003 Track Chart.
1	Length & location of curves are approximate as they were scaled from the Track Chart.
2	Convention for RH or LH curve is facing RR north.
3	The MP location of the curves was taken at the approximate mid point.
4	Underbalance, Eu, is the difference between equilibrium superelevation (EQ) and actual superelevation (Ea, from the track charts)

Station	Curve No.	Degree of Curve	RH / LH Curve	EQ (in.)	Ea (in)	Eu (in)	Max. Speed (MPH)	Length (mi)	Location (MP)	Comments	
Redding		**TANGENT TRACK**									
	49	3 0 00'	LH	5.25	3	2.25	50	0.15	16.90		
	48	3 0 52'	RH	6.77	4	2.77	50	0.20	16.70		
	47	3 0 57'	RH	6.91	4	2.91	50	0.40	15.60	Compound with speed change in curve	Short Tangent Between Reverse Curves
		1 0 19'	RH	1.13	4	-2.87	35				
	46	4 0 37'	LH	3.96	3	0.96	35	0.15	15.35		
	45	2 0 00'	RH	1.72	1.5	0.22	35	0.15	15.15		
	44	3 0 45'	RH	3.22	2.5	0.72	35	0.20	14.80	Compound Curve, UG 14.80	Short Tangent Between Reverse Curves
		5 0 00'	RH	4.29	2.5	1.79	35				
	43	4 0 00'	LH	3.43	2	1.43	35	0.20	14.60		
	42	3 0 52'	LH	6.77	4.5	2.27	50	0.20	14.35		
	41	4 0 12'	RH	7.35	4.5	2.85	50	0.10	14.10		
	40	2 0 45'	RH	4.81	3	1.81	50	0.10	13.70		Short Tangent Between Reverse Curves
	39	3 0 52'	LH	6.77	4	2.77	50	0.20	13.55		
	38	3 0 45'	RH	6.56	4	2.56	50	0.25	13.30	Compound Curve	
		1 0 00'	RH	1.75	4	-2.25	50				
	37	1 0 00'	LH	1.75	1	0.75	50	0.20	13.10		
Branch-ville	36	1 0 00'	RH	1.75	4	-2.25	50	0.20	12.60	Compound Curve, AG 12.74, AG 12.01	
		3 0 00'	RH	5.25	4	1.25	50				
	35	4 0 30'	RH	7.88	5	2.88	50	0.15	12.35		
	34	3 0 22'	LH	5.89	4.5	1.39	50	0.40	11.80	Compound Curve, OH 11.79	
		4 0 10'	LH	7.29	4.5	2.79	50				
	33	2 0 00'	LH	3.50	3	0.50	50	0.20	11.40	Compound Curve	
		3 0 15'	LH	5.69	3	2.69	50				
	32	3 0 30'	RH	6.13	2.5	3.63	50	0.50	11.10	Compound Curve, UG 11.01	
		2 0 00'	RH	3.50	2.5	1.00	50				
	31	0 0 45'	RH	1.31	0.75	0.56	50	0.20	10.50		
	30	2 0 00'	RH	3.50	2	1.50	50	0.20	10.05		
	29	3 0 57'	LH	6.91	5.5	1.41	50	0.20	9.70		
	28	2 0 00'	RH	3.50	2	1.50	50	0.15	9.40		
	27	2 0 00'	LH	3.50	2	1.50	50	0.20	9.10		

TABLE 1
EXISTING CURVE DATA

Curve data chart: Existing MNR Operations - South Norwalk / Danbury

Metro North RR - Danbury Br

Curve data from MNR 2003 Track Chart.

1 Length & location of curves are approximate as they were scaled from the Track Chart.

2 Convention for RH or LH curve is facing RR north.

3 The MP location of the curves was taken at the approximate mid point.

4 Underbalance, Eu, is the difference between equilibrium superelevation (EQ) and actual superelevation (Ea, from the track charts)

Station	Curve No.	Degree of Curve	RH / LH Curve	EQ (in.)	Ea (in)	Eu (in)	Max. Speed (MPH)	Length (mi)	Location (MP)	Comments	
Cannon-dale		**TANGENT TRACK**									
	26	2 ^{0} 07'	RH	3.70	2.25	1.45	50	0.20	8.50		
	25	1 ^{0} 00'	LH	1.75	1.125	0.63	50	0.35	7.90	Compound Curve, OH 7.87	
		3 ^{0} 15'	LH	5.69	5.625	0.06	50				Short Tangent Between Reverse Curves, OH 7.87, UG 7.65
	24	1 ^{0} 52'	RH	3.27	3	0.27	50	0.35	7.55	Compound Curve with Speed Change in Curve	
		5 ^{0} 45'	RH	4.93	3	1.93	35				No Tangents Between Reverse Curves, AG 7.32, OH 7.29, UG 7.25
Wilton	23	2 ^{0} 00'	LH	1.72	0	1.72	35	0.05	7.40	Reverse Curve	
	22	1 ^{0} 00'	RH	1.75	0	1.75	50	0.05	7.30		
	21	3 ^{0} 50'	LH	6.71	2.625	4.08	50	0.10	7.20		
	20	3 ^{0} 00'	RH	5.25	3.75	1.50	50	0.20	6.60	UG 6.64	
	19	3 ^{0} 08'	LH	5.48	4	1.48	50	0.30	6.20	OH 6.25	
	18	2 ^{0} 00'	LH	3.50	2.5	1.00	50	0.20	5.80		
	17	3 ^{0} 00'	LH	5.25	4.5	0.75	50	0.20	4.80	AG 4.93	
	16	3 ^{0} 00'	RH	5.25	4.5	0.75	50	0.20	4.30	OH 4.30, UG 4.36	Short Tangents Between Reverse Curves
	15	3 ^{0} 52'	LH	6.77	4	2.77	50	0.15	4.10		
	14	4 ^{0} 30'	RH	5.04	3.5	1.54	40	0.10	3.90	UG 3.98	
Merritt 7		**TANGENT TRACK**									
	13	3 ^{0} 07'	RH	3.49	3	0.49	40	0.15	3.40	Compound Curve, OH 3.41, AG 3.43	
		4 ^{0} 30'	RH	5.04	3	2.04	40				
	12	3 ^{0} 00'	LH	3.36	2	1.36	40	0.10	3.20	UG 3.20	
	11	4 ^{0} 22'	RH	4.89	3	1.89	40	0.10	3.10		
	10	3 ^{0} 45'	LH	6.56	2	4.56	50	0.20	2.95	AG 2.86	
	9	1 ^{0} 30'	RH	0.95	0.75	0.20	30	0.40	2.40	Compound Curve, AG 2.56, AG 2.23	
		1 ^{0} 00'	RH	0.63	0.75	-0.12	30				
		1 ^{0} 45'	RH	1.10	0.75	0.35	30				
	8	2 ^{0} 30'	RH	1.58	2	-0.43	30	0.20	1.70	speed changes in curve	
	7	5 ^{0} 00'	LH	2.19	1	1.19	25	0.05	1.50	AG 1.65	
	6	9 ^{0} 40'	LH	4.23	1.50	2.73	25	0.20	1.30	Compound Curve, AG 1.33	
		5 ^{0} 00'	LH	2.19	1.50	0.69	25				
	5	4 ^{0} 15'	RH	1.86	2	-0.14	25	0.10	1.05		Short Tangents Between Reverse Curves
	4	3 ^{0} 20'	LH	2.10	1	1.10	30	0.20	0.80	Compound Curve	
		1 ^{0} 20'	LH	0.84	1	-0.16	30				
	3	1 ^{0} 15'	LH	0.79	1	-0.21	30	0.10	0.60	AG 0.64	
	2	2 ^{0} 45'	RH	1.73	2.25	-0.52	30	0.30	0.40		
	1	8 ^{0} 20'	LH	0.58	2	-1.42	10	0.10	0.00	UG 0.19, UG 0.11	
	0	10D 45M	LH	0.75	3.75	-3.00	10		0.00	Curved Lead of No. 8 Turnout (connection to NHL)	

TABLE 2
EXISTING CURVE DATA

Curve data chart

Housatonic RR Co - Danbury to New Milford

Inventory from HRRC Track Charts

1 Length & location of curves are approximate as they were scaled from the Track Chart.

2 Convention for RH or LH curve is facing RR north.

3 The MP location of the curves was taken at the approximate mid point.

4 Underbalance, Eu, is the difference between equilibrium superelevarion, Eeq, and the actual superelevation, Ea. (Ea from the HRRC track charts).

Station	Curve No.	Degree of Curve	RH / LH Curve	Eeq (in.)	Ea (in)	Eu (in)	Max. Speed (MPH)	Length (mi)	Location (MP)	Comments	
	89	1° 24'	LH	0.88	0	0.88	30	0.05	11.10		HRRC Berkshire Line
	88	0° 34'	RH	0.36	0	0.36	30	0.15	10.75		
	87	2° 00'	LH	1.26	0	1.26	30	0.20	10.40	compound	
		4° 00'	LH	2.52	0	2.52	30				
		2° 00'	LH	1.26	0	1.26	30				
	86	1° 15'	LH	0.79	0	0.79	30	0.20	9.00	compound	
		2° 30'	LH	1.58	0	1.58	30				
		1° 15'	LH	0.79	0	0.79	30				
	85	2° 30'	RH	1.58	0	1.58	30	0.15	8.50		
	84	1° 38'	RH	1.03	0	1.03	30	0.10	7.60		
	83	1° 25'	RH	0.89	0	0.89	30	0.40	7.00		
	82	2° 34'	LH	1.62	0	1.62	30	0.15	6.20		
	81	0° 41'	LH	0.43	0	0.43	30	0.1	5.95		
	80	1° 46'	RH	1.11	0	1.11	30	0.2	5.50		
	79	1° 49'	LH	1.14	0	1.14	30	0.1	4.95		
	78	1° 15'	RH	0.79	0	0.79	30	0.5	4.40	compound	
		1° 00'	RH	0.63	0	0.63	30				
	77	1° 00'	LH	0.63	0	0.63	30	0.15	3.80	compound	
		2° 00'	LH	1.26	0	1.26	30				
		1° 00'	LH	0.63	0	0.63	30				
	76	1° 04'	RH	0.67	0	0.67	30	0.05	3.50		
	75	0° 30'	LH	0.32	0	0.32	30	0.2	3.10	compound	
		1° 00'	LH	0.63	0	0.63	30				
		0° 30'	LH	0.32	0	0.32	30				
	74	1° 02'	LH	0.65	0	0.65	30	0.1	2.40	compound	
		1° 19'	LH	0.83	0	0.83	30				
	73	2° 00'	LH	1.26	0	1.26	30	0.1	2.20		
	72	3° 30'	LH	2.21	0	2.21	30	0.15	1.70	compound	
		1° 45'	LH	1.10	0	1.10	30				
	71	2° 00'	LH	1.26	0	1.26	30	0.15	1.25	compound	
		4° 00'	LH	2.52	0	2.52	30				
		2° 00'	LH	1.26	0	1.26	30				
	70	2° 00'	LH	1.26	0	1.26	30	0.8	0.80		
	69	2° 00'	RH	1.26	0	1.26	30	0.4	0.40		
	68	0° 40'	RH	0.42	0	0.42	30	0.2	0.20		
	CP Berkshire Jct ---------- tangent								80.00		HRRC Maybrook Line
	67	0° 30'	LH	0.22	0	0.22	25	0.2	79.65		
	66	3° 00'	RH	1.31	1/2	0.81	25	0.2	78.70		
	65	2° 57'	LH	1.29	1/2	0.79	25	0.2	78.20		
	64	4° 00'	LH	1.75	2	-0.25	25	0.1	77.70	compound	
		5° 00'	LH	2.19	2	0.19	25	0.1			
	63	4° 00'	LH	0.28	1	-0.72	10	0.1	77.20		
	A63	Turnout connection between MNR Danbury Branch and Housitonic RR Maybrook Secondary. No data on track charts.									

Table 3: Danbury Branch Line - Undergrade Bridge Inspection Report Summary

RAIL LINE	MP LOC.	BRIDGE NO.	CROSSING	BRIDGE DESCRIPTION	# SPANS	OVERALL RATING (1)(2)	Comments
MNR	0.11	04134R	Marshall St			5	
	0.19	08200R	Anne St			5	
	1.56	08201R	Norwalk Rv	Steel Girder	Assumed 2 span	7	
	3.20	08202R	Norwalk Rv	Steel Girder	Assumed 1 span	5	
	5.12 (3)	08203R	Norwalk Rv			5	
	6.43	08204R	stream	Multibeam Deck	Assumed 1 span	4	General condition ratings indicate this bridge is in poor condition.
	6.64	08205R	Norwalk Rv	Steel Girder	1 span	5	
	8.70	08206R	Norwalk Rv	Steel Girder	1 span	4	General condition ratings indicate this bridge is in poor condition.
	9.42	08207R	Norwalk Rv	Steel Girder	4 span	5	
	9.91 (3)	8208R	Brook	Culvert Masonry		3	General condition ratings indicate this bridge is in serious condition.
	11.01	08209R	Old Mill Rd		2 span	4	General condition ratings indicate this bridge is in poor condition.
	11.55	08210R	Norwalk Rv	Steel Girder		5	
	12.17	08211R	Factory Pond		1 span	5	
	12.83	08212R	Branchville Brook				Inspection not required for vertical openings of less than 5'.
	14.16	08213R	Old Redding Rd		1 span	6	
	14.80	08214R	Simpaug Tpk			6	
	16.41	08215R	Umpawaug Pond Brook	Steel Girder	1 span	5	
	17.09	08216R	Saugatuck River	Steel Girder	1 span	5	
	19.23 (3)	08217R	Culvert	Culvert			ROW removed - inspection not required.
	19.64	01020R	Rt 53		1 span	5	
	19.79 (3)	08224R	Sympaug Brook	Double Barrel Masonry Culvert		4	General condition ratings indicate this bridge is in poor condition.
	19.99	08217R	Brook	Concrete		5	
	21.41	08218R	Sympaug Brook	Multibeam Deck	1 span	4	General condition ratings indicate this bridge is in poor condition.
	21.52	08219R	Sympaug Brook	Concrete Slab	1 span	5	
	22.39	08220R	Still River	Steel Girder	Assumed 2 span	7	
	22.94	05100R	Still River	Concrete Culvert		7	
	23.18 (3)	08223R	Still River	Concrete Culvert		7	
	23.42	04290R	Still River	Concrete Culvert		6	
HRR-May - brook Line	78.74	78.74	Beaver Brook Road	Stone Arch	1 span		
	79.65	79.65	Still River	Deck Plate Girder	4 spans	R	Bearings and abutments need immediate cleaning of ballast and debris.
HRR - Berkshire Line	1.09	1.09	Sandhcut Hill Road	Concrete & Stone Arch	1 span	R	Southeast wingwall in need of immediate attention as a stone is out of position by 1 ft.
	2.44	2.44	Center Road	Through Girder	1 span	R	All bearings are in need of immediate attention as there is concrete spalling and deterioration at girders.
	2.93	2.93	Farm Pass	I-Beam	1 span	R	Bearings in need of cleaning immediately.
	6.11	6.11	Old Middle Road	I-Beam	1 span		
	8.95	8.95	Still River	Deck Girder	1 span	R	Bearings and abutments are in need of immediate cleaning.
	10.18	10.18	Housatonic River	Through Truss	3 spans	R	Repairs needed immediately include cleaning bearings, pointing abutments & piers & replacing bottom lateral angle brace at southwest bearing gusset plate.
	10.78	10.78	Butler Brook	Concrete and Stone Arch	1 span	R	Repairs needed immediately include pointing arch and some major cleaning and repairs of arch.

Notes:

1. ConnDOT highway rating system:
   - 0 Failed condition - out of service - beyond corrective action.
   - 1 "Imminent" Failure Condition - major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
   - 2 Critical Condition - advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
   - 3 Serious Condition - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in steel or shear cracks in concrete may be present.
   - 4 Poor Condition - advanced section loss, deterioration, spalling or scour.
   - 5 Fair Condition - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
   - 6 Satisfactory Condition - structural elements show some minor deterioration.
   - 7 Good Condition - some minor problems.
   - 8 Very Good Condition - no problems noted.
   - 9 Excellent Condition
   - N Not Applicable
2. HRR bridges rated "R" are in need of immediate repair.
3. Indicates that these undergrade bridges are not listed in the Track Charts.

Table 4: Danbury Branch Line Overhead Bridge Inspection Report Summary

Rail Line	MP LOC.	BRIDGE NO.	CROSSING	BRIDGE DESCRIPTION	# SPANS	MIN. VERTICAL CLEARANCE			MIN. LATERAL CLEARANCE (2)			Deck Rating (3)	Super-Structure Rating (3)	Sub-Structure Rating (3)	Comments
						Ref. (1)	ft	in	Ref. (1)	ft	in				
MNR	0.54	00058	I 95	Steel stringer/multi-beam or girder	3 span	R	24	7	H	10	5	6	5	6	
	1.47	04048	Wall St tunnel	concrete slab	1 span	R	16	10	R	8	6	6	4	5	Bridge Superstructure is rated as being in poor condition
	1.53	04046	"Burnell Blvd"/Beldon Pl	Steel stringer/multi-beam or girder	3 span	R	18	10	R	14	1	3	4	5	Bridge deck is rated as being in serious condition; Bridge Superstructure is rated as being in poor condition.
	3.41	00720	Merritt Pkw	concrete frame	1 span	R	21	7	R	10	0	N	5	5	
	4.30	06070	Rt 7	Steel stringer/multi-beam or girder	1 span	R	22	9	R	20	1	7	7	7	
	6.25	04342	Wolfpit Rd	Steel continuous stringer/ multi-beam or girder	3 span	R	21	6	R	25	0	6	7	7	
	7.29	00941	Rt 33	steel continuous frame	5 span	H	18	1	H	2	0	7	5	6	
	7.87	05260	Rt 7	concrete frame	1 span	R	22	7	R	14	6	N	5	6	
	11.79	01304	Rt 107	Steel continuous Stringer/Multi-Beam or Girder	2 span	R	19	3	R	22	0	5	7	7	
	16.21	05225	Simpaug Tpk	Steel stringer/multi-beam or girder	3 span	R	17	6	R	8	8	6	5	2	Bridge substructure is rated as being in critical condition.
HRR - Maybrook Line	77.84	03705	White Street	Prestressed concrete channel beam	1 span	R	18	4	R	8	7	7	7	6	
	79.27	1195	Interstate 84 EB	Steel stringer/multi-beam or girder	5 spans	H	18	6	H	9	7	6	7	5	
	79.27	1196	Interstate 84 WB	Steel stringer/multi-beam or girder	5 spans	H	17	11	H	0	0	6	5	5	
HRR - Berkshire line	1.59	04265	Grays Bridge Road	Prestressed concrete arch - deck	1 span	R	22	4	R	20	2	N	7	7	
	3.25	05747	Silvermine Road	Steel continuous Stringer/Multi-Beam or Girder	3 spans	R	18	1	R	7	6	7	8	7	
	4.3	05776	Route 25	Steel stringer/multi-beam or girder	1 span	R	18	10	R	8	5	7	7	7	
	6.93	06053	Old Pumpkin Hill Road	Steel continuous Stringer/Multi-Beam or Girder	3 spans	R	18	8	R	7	6	8	8	8	
	7.76	06156	Erickson road	Steel continuous Stringer/Multi-Beam or Girder	3 spans	R	18	9	R	8	0	7	8	7	

Notes:

1. "Reference" is the feature the minimum measurement is in reference to, either railroad or highway if both features are under the highway. "R" indicates the measure is in reference to the railroad line beneath the structure. "H" indicates the measure is in reference to the highway. If the reference is a highway, then the vertical clearance over the railroad is higher than the value given in this table.
2. If the reference for minimum lateral clearance is railroad, then it this measure is taken from the centerline of track to the nearest substructure unit, rigid barrier, or to the toe of slope steeper than 1 to 3. If the reference to the min. lateral clearance is a highway, then the listed min. lateral clearance is actually larger on the side of the railroad tracks.
3. ConnDOT highway rating system:
   - 0 Failed condition - out of service - beyond corrective action.
   - 1 "Imminent" Failure Condition - major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
   - 2 Critical Condition - advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
   - 3 Serious Condition - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in steel or shear cracks in concrete may be present.
   - 4 Poor Condition - advanced section loss, deterioration, spalling or scour.
   - 5 Fair Condition - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
   - 6 Satisfactory Condition - structural elements show some minor deterioration.
   - 7 Good Condition - some minor problems.
   - 8 Very Good Condition - no problems noted.
   - 9 Excellent Condition
   - N Not Applicable

TABLE 5
RAILROAD - HIGHWAY GRADE CROSSINGS

Metro North RR - Danbury Br

Inventory from CD video & MNR Track Charts

ITEM	MP LOC.	TYPE	DESCRIPTION	WARNING SYSTEM	Track No., Length (ft.)
1	0.64	AG	Science	F	S - 66
2	0.91	AG	Jennings Pvt.	F	S - 33
3	1.09	AG	Pvt.	CS	S - 12
4	1.17	AG	Pvt Boat	S	S - 25
5	1.31	AG	Divine Pvt.	S	S - 24
6	1.33	AG	Commerce	F, G	S - 148
7	1.65	AG	Cross St	F, G	S - 65
8	2.05	AG	Catherine St	F, G	S - 55
9	2.23	AG	New Canaan Ave	F, G	S - 59
10	2.56	AG	Broad St	F, G	S - 29
11	2.88	AG	Perry Ave	F, G	S - 30
12	3.43	AG	Glover Ave	F, G	S - 50
13	4.93	AG	Kent Rd	F, G	S - 34
14	7.30	AG	Wilton Station	F	S - 40
15	8.84	AG	Cannon Rd	F, G	S - 33
16	9.54	AG	Seeley Rd	F, G	S - 33
17	9.90	AG	Honey Hill Rd	F, G	S - 33
18	10.85	AG	Pvt.	S	S - 17
19	12.01	AG	North Main St	F	S - 40
20	12.58	AG	Portland Ave	F	S - 44
21	12.74	AG	Depot Rd	F	S & S - 40
22	14.95	AG	Pvt.	S	S - 20
23	15.08	AG	Topstone Rd	F	S - 44
24	16.55	AG	Pvt.	S	S - 30
25	16.95	AG	Pvt.	S	S - 20
26	17.19	AG	Long Ridge Rd	F	S - 30
27	20.44	AG	Taylor Ave	F, G	S - 51
28	20.52	AG	South St	F, G	S - 51
29	20.62	AG	Greenwood Ave	F,G	S - 72
30	21.76	AG	Great Pasture	F, G	S - 36
31	22.21	AG	Shelter Rock Rd	F, G	S - 33
32	22.57	AG	Triangle St	F, G	S - 66
33	22.83	AG	Taylor St	F, G	S - 42
34	22.99	AG	East Liberty St	F, G	S - 42
35	22.6	AG	Station Access	F, G	S & S - 40

AG: At Grade
Pvt: Private Crossing
Warning Systems:
F: Flashing Lights
G: Gates
S: Signs
CS: Cable or Fence

Track No.:
S: Single
S&S: Single & Siding

TABLE 6
RAILROAD - HIGHWAY GRADE CROSSINGS

Housatonic RR Co - Danbury to New Milford

Inventory from HRRC Track Charts

ITEM	MP LOC	TYPE	DESCRIPTION	WARNING SYSTEM	NO. OF TRACKS	
1	11.01	AG	Bridge St (U.S.202)	F, G	S	HRRC Berkshire Line
2	10.89	AG	Mill St	F	S	
3	10.77	AG	South Ave	F	S	
4	9. 81	AG	Kimberly Clarke - Pvt.	Unkown	S & Sdg.	
5	9.32	AG	Farm - Pvt.	Unknown	S	
6	8.60	AG	Laneseller Rd	F, G	S	
7	79.41	AG	Eagle Pencil	F, G	2	HRRC Maybrook Line
8	77.50	AG	Wildman St	F, G	2	

AG: Grade Crossing
Pvt.: Private Crossing

F: Flashing Lights
G: Gates

S: Single Track

Table 7: Transverse Utilities/Railroad Crossings from South Norwalk to Danbury

MP (1)	Agreement Date	Applicant	Type	Description	Street Crossing (2)	Town (3)
0.08	9/11/1981	City of Norwalk	Sansewer	1-10" pvc - 36" cas, 1-36" RCP		Norwalk
0.09	3/7/1975	So Norwalk Electric	Utility	8-poles, 3-2400v wire		Norwalk
0.11	3/5/2001	Cablevision of CT	CND	3-4" CND, cable	Marshall St	Norwalk
0.11	9/19/2002	City of Norwalk	Easement	ingress and egress rights	Marshall St	Norwalk
0.19	11/6/2006	Yankee Gas Services	Gas	6" HDP Gas Main	Ann St	Norwalk
0.54	10/17/2000	City of Norwalk	Utility	Siding, tunrout, tracks	Oyster Shell Park	Norwalk
0.56	3/5/1959	King's Company	Water	1-8" water pipe, 18" sleeve		Norwalk
0.64	1/12/1998	City	Lease	Parcel for emerg. Genera.	Science Road	Norwalk
0.64	8/7/2000	CLP	ElecCND	4-4" CND, 16" stl Case	Science Road	Norwalk
0.64	1/12/1998	King's Industries, Inc.	Lease	0.096 acre lease parcel	Science Road	Norwalk
0.64	11/18/1993	Rosse Advertising Co	Elec	1-2" stl cnd, 1-110v/40A	Science Road	Norwalk
0.69	12/10/1981	City of Norwalk	StmDrain	1-36" RCP storm drain		Norwalk
0.91	11/28/1994	City of Norwalk	Drain	38x60 ell storm drain	Jennings Place	Norwalk
1.07	9/19/1978	Maritronics Company	Cable CN	3/4" pipe tel & elec		Norwalk
1.23	7/22/1981	City of Norwalk	StmDrain	1-54" RCP stm Dr, Comm		Norwalk
1.26	8/26/1981	CLP	GasMain	1-12" gas main, 1-16" casing		Norwalk
1.33	8/18/1997	SNET	CableCN	Conduits & Cable	Commerce	Norwalk
1.33	1/10/1995	Yankee Gas	Sansewer	1-6" PVC, 10" casing	Commerce St	Norwalk
1.33	7/30/1996	Cablevision of So CT	TVCable	1-coaxial #8 strand wire	Commerce	Norwalk
1.47	6/22/1993	CL&P	Elec	Crossing Wall St Br.	Wall St	Norwalk
1.47	3/18/1993	SNET	CableCN	6-4" fiber CNS conc slab	Wall St	Norwalk
1.60	9/10/1970	City of Norwalk	Elec	2" conduit, 110v	Cross St	Norwalk
1.61	6/15/1982	Cablevision of CT	TVCable	2-coaxial cable		Norwalk
1.61	10/24/1995	Cablevision of CT	TVCable	3-cable/2-fiber optic		Norwalk
1.65	11/23/1999	Cablevision of So. CT	Cable	5-coaxial, 2-fiber optic	Cross St	Norwalk
1.68	12/8/1982	City of Norwalk	StmDrain	1-60" RCP, 1-MH, School St		Norwalk
2.05	8/18/1997	SNET	CableCN	Conduits & Cable	Catherine	Norwalk
2.19	10/24/1979	CLP	CableCN	6-5" CND, 30" case, 3-27.6Kv		Norwalk
2.56	8/18/1997	SNET	CableCN	Conduits & Cable	Broad	Norwalk
2.56	6/20/1986	CLP	ElecCND	1-48" pipe, 14-5" pvc, 4-pwr	Broad St	Norwalk
2.56	6/1/2003	Yankee Gas Service	Gas	12" stl gas, 16" stl Case	Broad St	Norwalk
2.74	9/12/2002	Route 7 Car Wash LL	Lease	ROW lease .007 acre	Main St	Norwalk
2.88	11/27/1974	SNET	CableCN	1-24" pipe, 12-4" pvc cnds	Perry Ave	Norwalk
2.94	11/18/1987	City of Norwalk	StmDrain	1-60" RCP, 30" no culvert		Norwalk
3.30	11/12/1991	Yankee Gas	Gasmain	1-4" stl, 6" casing		Norwalk
3.42	7/5/1990	Cablevision of CT	TVCable	TV Cable, 1-#8 strand, 2-pol		Norwalk
3.43	6/15/1979	City of Norwalk	Sansewer	1-12" RCP sewer, Glover Ave		Norwalk
3.43	1/3/2001	Yankee Gas	Gas	1-42" sleeve, 8" stlgas, 12" C	Glover Ave	Norwalk
3.43	11/10/1993	SNET	CableCN	10-4" pvc, 2-4x1.25, 1-30" pi		Norwalk
3.43	1/23/2004	Building & land Tech	Utility	Br OH Flyover	Glover Ave	Norwalk
	12/8/1972	City of Norwalk	WtrMain	1-12"Cl Wtr Main, 1-24" cas		Norwalk
	8/4/1976	City of Norwalk	StmSewr	1-48" RCP storm sewer		Norwalk
3.60	7/24/1980	City of Norwalk	StmDrain	1-60" RCP Storm drain		Wilton
4.21	5/10/1977	US Surgical Corp	StmDrain	1-48"RCP Storm Drain		Wilton
4.93	9/8/1998	CL&P	Cable	Fiber Optic Cable	Kent Road	Wilton
6.25	2/7/1996	Bridgeport Hydraulic	WtrMain	2-12" Water pipes	Wolfpit Rd	Wilton
6.25	9/8/1999	Level 3 Communication	Cable	3-5" FRE, 7-11/4" PVC ducts	Wolfpit Rd	Wilton
6.25	1/22/1996	SNET	CableCN	4-4" Fiber Tel Conduits	Wolfpit Rd	Wilton
6.77	3/18/1974	Town of Wilton	Sansewer	1-30" sewer pipe		Wilton
7.04	4/27/1981	SNET	CableCN	1-30"RCP, 25-4" PVC pipe		Wilton
7.05	1/9/1984	Cablevision of CT	TVCable	1-TV cable crossing		Wilton
7.32	7/28/1999	SNET	CableCN	22-4" CND	Station Rd	Wilton
7.47	6/6/1984	Town of Wilton	Sansewer	1-8", 1-36" casing sewer		Wilton
7.99	1/3/1973	SNET	CableCN	1-30"RCP, 25-4" PVC pipe		Wilton

Table 7: Transverse Utilities/Railroad Crossings from South Norwalk to Danbury

MP (1)	Agreement Date	Applicant	Type	Description	Street Crossing (2)	Town (3)
8.01	7/15/2005	Northeast Utilities	Elec	345Kv CND pipes		Wilton
8.63	9/15/1970	CLP	Utility	2-poles, 2-anchors, guy wire		Wilton
8.78	11/1/1996	Town of Wilton	Sansewer	1-8"DI San Pipe, 1-36" casi		Wilton
8.84	6/18/1993	SNET	CableCN	1-4"Stl CND	Cannon Road	Wilton
9.02	5/16/1989	SNET	CableCN	1-600pr OH Cannon Rd	Cannon Road	Wilton
9.54	6/18/1993	SNET	CableCN	1-4"Stl CND	Seeley Road	Wilton
9.90	6/18/1993	SNET	CableCN	1-4"Stl CND	Honey Hill Rd	Wilton
9.90	6/5/1999	Bridgeport Hydraulic	Water	16" Cl water pipe xing	Honey Hill Rd	Wilton
10.38	2/14/1986	Town of Wilton	Wtr/Elec	1-8" Stl cas, 1-2" pvc water		Wilton
11.01	6/5/1999	Bridgeport Hydraulic	Water	16" Cl water pipe xing	Old Mill Road	Wilton
	9/30/1965	Bridgeport Hydraulic	WtrMain	1-24" Water main		Wilton
11.79	6/8/1999	Bridgeport Hydraulic	Water	12"water, 20" steel case	Route 107	Ridgefield
	4/1/1986	Group W Cable Inc	TVCable	1-TV coaxial cable		Ridgefield
12.07	7/15/2005	Northeast Utilities	Elec	345kv CND Crossing		Redding
16.91	2/8/1995	SNET	Cable	Telephone Cable xing		Redding
17.44	9/26/2001	SNET	Cable	1-25PR cable OH wire		Redding
17.68	7/14/1988	Cablevision of CT	TVCable	TV coaxial cable		Redding
19.64	10/1/1998	ATT	CableCN	Fiber Optic Cable/CND	Route 53	Bethel
21.03	2/21/1985	SNET	Cable	1-3" wood duct, 100pr tel		Bethel
21.03	12/27/1972	Tel Prompter CT CAT	TVCable	No 10M Strand - TV Cable		Bethel
21.05	8/14/1950	H.B. Senior Lumber	CommCa	Communcation Cable		Bethel
21.12	12/27/1972	Tel Prompter CT CAT	TVCable	No 10M Strand - TV Cable		Bethel
21.13	12/4/1975	Town of Bethel	Wtr main	12" DI Wtr Main/30" stl ca		Bethel
21.23	3/17/1971	SNET	CableCN	1-30" stlp, 20-4" ducts CND		Bethel
21.28	4/12/1978	Robert C. Kovacs	Prv/Xing	Prv Grade sta 159+55		Bethel
22.36	8/10/1979	City of Danbury	Utility	2-8" DI pipe, 1-pole, 1-panl		Bethel
22.40	3/15/1991	Town of Bethel	Sansewer	12"DI San Sewr/24" Stl ca	Great Pasture Road	Bethel
22.40	12/27/1972	Tel Prompter CT CAT	TVCable	No 10M Strand - TV Cable		Bethel
22.40	9/8/1986	City of Danbury	Wtr/Sewr	12"/36"wtr, 8"/36"san sewr	Great Pasture Road	Bethel
22.47	2/23/1984	City of Danbury	StmSewr	24"RCP storm drain		Danbury
22.57	9/6/1996	CLP	Utility	1-steel guy wire	Triangle St	Danbury
23.47	1/22/1975	CLP	Elec	1-36" RCP, 2-6" stl, 3-115kv		Danbury
23.62	4/22/1975	SNET	CableCN	4-4" cns-Br # 25.69		Danbury
23.68	12/27/1972	Tel Prompter CT CAT	TVCable	No 10M Strand - TV Cable		Danbury
23.82	12/21/1994	City of Danbury	Lease	Danbury Railway Museum		Danbury
23.82	11/4/1976	SNET	CableCN	4" stl Cnd - Danbury Yard		Danbury
23.82	2/22/1996	Yankee Gas	Gas	Gas pipe Danbury Station		Danbury
24.03	5/1/2004	City of Danbury	Storm	5'x10'box culvert		Danbury
24.14	4/23/1975	SNET	CableCN	4-4" CND - Br 26.40 UG		Danbury
	5/15/1960	Federal Realty Co	Utility	guy wire and anchor		Danbury

Notes: 1. Interpolated or extracted from original file "location" column using stationing & mileposts given
2. Extracted from original file "location" column
3. Inferred from original file "location" column

SOURCE: Metro-North

APPENDIX A - MEETING MINUTES

APPENDIX A - MEETING MINUTES

URS
Washington Division

MEETING MINUTES

RE: Danbury Branch Phase II Alternatives Analysis EIS (Project 302-0008)
Waterbury and New Canaan Branch Lines Needs and Feasibility Study (Project 170-2562)

DESCRIPTION: Metro-North Coordination Meeting #1

MEETING DATE: February 28, 2008

MEETING TIME: 10:00 A.M.

LOCATION: Metro-North Railroad, Room 11D, Graybar Building, New York, NY

PERSONS IN ATTENDANCE:

NAME	ORGANIZATION	PHONE #
Andrew Davis	ConnDOT-Planning	860-594-2157
Carmine Trotta	ConnDOT-Planning	860-594-2134
J. Mark Foran	ConnDOT-Rails	203-789-7189 x130
Fred Nangle	Metro-North	212-340-2740
Mel Corbett	Metro-North	212-499-4320
John Kennard	Metro-North	212-340-3982
Walter Brett	Metro-North	212-340-4902
Bob Lieblong	Metro-North	212-499-4500
Scott Ornstein	Metro-North	212-340-2532
Nick LaRocco	Parsons	212-266-8435
Peter Smoluchowski	Parsons	212-266-8522
Elizabeth Federico	Parsons	212-266-8393
Stephen Gazillo	URS	860-529-8882
David Chase	URS	860-529-8882
Wes Coates	URS	860-529-8882
Davis Dure	Systra	212-494-9111

1-3. Introductions and Project Summaries

After group introductions, Andy Davis, the ConnDOT Project Manager for both studies, presented an overview of the projects' status. A Phase I Study of the Danbury Branch Study (DBS) has been completed, and several alternatives were recommended for further study during the Phase II Environmental Impact Statement (EIS). These include a No Build alternative; a Transportation System Management (TSM) alternative; full electrification between Danbury and Norwalk with sidings and station improvements; partial electrification between the Merritt Parkway and Norwalk; and extension of diesel service between Danbury and New Milford with various track improvements.

The Waterbury and New Canaan Branches Study (WNCS) began last month and will develop a Phase I analysis of a wide range of potential improvements along the two branches, including potential service

enhancements along the New Canaan Branch and various improvement scenarios on the Waterbury Branch, including electrification, conversion to Light Rail Transit (LRT), and conversion to Bus Rapid Transit (BRT).

4. Information Requests

Next, the group walked through the information and data needs listed in the meeting agenda (attached). All communication and information requests will be coordinated through Mr. Davis for ConnDOT and Fred Nangle of Metro-North Railroad (MNR) by the consultant project managers (Peter Smoluchowski for the WNCS and Stephen Gazillo for the DBS). A meeting between the ConnDOT Team and MNR's Mel Corbett will be scheduled in the next couple of weeks to further discuss equipment and crew information and MNR operations on all three branches and at New Haven Yard.

The following decisions were reached:

a. Videos or other pictorial documentation: MNR will provide photos of key locations along the three branches. No video is available.

b. Track charts: The consultant team received 2008 track charts on February 27; no further action is required.

c-d. Employee timetables/special instructions: MNR will provide an electronic version and one hard copy of the employee timetables, rules, and special instructions for the New Haven and Harlem lines.

e-g. Equipment and crews: MNR will provide information on train consists and locomotives, maintenance and storage facilities, and train crews for all three branches. The Waterbury Branch information will reflect the new service schedule that will take effect on April 6, 2008. Mr. Corbett explained that the new schedule will add a new full-length weekday morning train that will originate out of Waterbury (after deadheading from New Haven) ahead of the first shuttle. It will conclude its revenue run at Stamford and deadhead to Port Chester, where it will originate as New Haven Line Train #1323 to Grand Central Terminal (GCT).

h-i. Ridership data and customer surveys: MNR will provide its latest boardings and alightings by station when they are available in March.

MNR will conduct its annual customer satisfaction survey in September or October 2008. The ConnDOT team will coordinate with Jeff Olwell, MNR's marketing research manager, to ensure that WNCS and DBS passenger surveys are coordinated with future MNR customer satisfaction surveys so that customers are not inconvenienced.

j. Utility crossings: MNR will provide information on utilities along and crossing the right-of-way for all three branches. ConnDOT already has right-of-way utilities digitally.

k. As built plans for Stamford Station trackwork: ConnDOT already has these plans; no further action is required.

l. Waterbury Line Signal Road Diagram Sheet 4: MNR will provide the missing sheet.

m. Signal Block Plans: MNR will provide an electronic version of the Signal Block Plans for the WNCS.

n. Freight operations: MNR will provide a one-week sample of freight traffic on the New Haven Line and branches. A coordination meeting will be scheduled with Pan Am Railway (Springfield Terminal Railway/Guilford/Boston & Maine), which operates on the Waterbury Branch, the Providence and Worcester (P&W), which operates on the Danbury Branch and a portion of the Waterbury Branch and the Housatonic Railroad, which operates on the Danbury Branch.

o. Capital cost and operating cost formats (unit costs): The ConnDOT team will develop conceptual cost estimates as part of the WNCS and wants to make sure that it uses standard unit costs for track and equipment that are consistent with MNR's own cost estimating practices. MNR will compile these costs from its recent improvement projects and provide them to the ConnDOT team.

MNR will also provide operating costs for all three branches.

5. Planned and Previously Considered Improvements

New Canaan Branch Service

Next, Mr. Corbett described the existing service and facilities along the New Canaan Branch. The one-way trip from Stamford to New Canaan takes 18 minutes. The 9-mile branch is a single track with no sidings, so southbound trains need to arrive in Stamford before the next northbound train can be sent to New Canaan. The only storage on the branch is at New Canaan Station, which has a ten-car main track, a ten-car middle track, and a four-car bulk track. ConnDOT and MNR are considering extending the bulk track by two car lengths to accommodate additional cars. The signal system ends south of New Canaan Station, so all movements between the three tracks at New Canaan are by hand-thrown switches.

The evening peak period is the most constrained, and MNR is unable to serve a recognized demand for evening peak reverse commute service. Under the current schedule, the following northbound trains provide service during this period:

Stamford	New Canaan
4:46 PM	5:04 PM
5:32 PM	5:53 PM
5:53 PM	6:11 PM
6:11 PM	6:29 PM
--	6:31 PM
--	6:35 PM
6:53 PM	7:11 PM

The trains arriving in New Canaan at 5:53 and 6:11 pull onto the middle and bulk tracks and wait until the train leaving Stamford at 6:11 arrives on the main track at 6:29, so that by 6:29 there are three trains in New Canaan that must be cleared before the next northbound train can be sent up. At 6:31, the trains that arrived at 5:53 and 6:11 both dead-head back to Stamford, and at 6:35, the train that arrived at New Canaan at 6:29 also dead-heads to Stamford.

The need to clear trains out of New Canaan results in a 41-minute gap in northbound service from GCT that is the subject of many customer complaints. Without adding a passing siding somewhere along the branch, there is no way to eliminate this gap.

The gap could, however, be reduced to 30-35 minutes if the New Canaan switch was reversed and the middle track extended south to just above holding signal 307, which would allow MNR to pull trains out of the station and onto to the new siding. It is believed that there is sufficient right-of-way to add this siding. There are currently no platforms on the middle or bulk tracks at New Canaan, so passengers cannot be loaded or unloaded from these tracks. One potential solution may be to add a short (two- or three-car) platform between the bulk and middle tracks, which would add some operational flexibility at the station.

With the exception of the five-car platform at New Canaan, station platforms along the branch are four car lengths. Although most consists are five or six cars, platform length is not a major problem; customers seem to figure out where they need to be and will walk through trains to find a seat.

Mr. Corbett does not think it would be possible or worthwhile to restore the Springdale passing siding that was removed after a collision several decades ago because the catenary supports now occupy the former track bed.

Nick LaRocco asked if the ability to run standard ten-car consists for all New Haven Line service is a goal. Mr. Corbett answered that it is not and would actually make operations more difficult at GCT, where tracks vary in length and a certain number of smaller trains are needed to occupy six-car tracks. However, MNR would eventually like to get down to four standard New Haven Line consists like they've done on the Harlem Line six M-8s, eight M-8s, ten M-8s, and twelve M-8s. Mr. Corbett will provide the ConnDOT team with MNR's 2030 service plan, which describes the railroad's long-term service objectives and its assumptions on what capital improvements will be in place by 2030.

Davis Dure asked if MNR had ever considered running midday New Canaan trains as an extension of Stamford local service. Mr. Corbett replied that this had been considered but cited two problems. First, it doesn't provide the necessary time to clean cars at New Canaan Station. Second, it downgrades existing New Canaan Branch service while it saves passengers a transfer at Stamford it adds approximately 20 minutes to their travel time. In general, it makes no difference to MNR whether midday trains from New Canaan run directly to New York or operate as a shuttle to Stamford, as long as travel time is maintained.

Waterbury Branch Needs

Mr. Corbett stated that without improvements to the existing infrastructure and signal system, MNR will not add any service on the Waterbury Branch (other than the new AM train in the April 6 schedule). The major need on the Waterbury Branch is for passing sidings potentially one between Derby and Devon where there is plenty of right-of-way, one in the vicinity of Beacon Falls, and one just south of Waterbury. As a rule, MNR would like any new sidings to be a minimum of 3,000 feet long, in order to support passing siding entering speeds of 45 mph.

Other Planned and Previously Considered Improvements

MNR will provide information on the new M-8 cars, including the latest available electrical and performance characteristics (e.g., tractive effort curve, propulsion system efficiency curve, power factor curve, dynamic/regenerative braking curve). ConnDOT will supply the consultant team with construction schedules and information on its New Haven Line OCS improvements, New Haven supply point, the planned tie replacements on the Danbury Branch planned for later this year, and the Danbury Branch CTC project scheduled to begin construction in June 2008.

Mr. Corbett said that he hadn't heard any talk of adding a turnback track at the west end of Stamford Station and is unsure if it would provide a benefit, since trains would need to be on tracks 2 or 3, not track 5. He acknowledged that the Shore Line East trains that terminate at the station westbound are difficult to schedule and consume substantial amounts of station capacity.

6. No Build Operation Assumptions—2015 and 2035

Mr. Corbett confirmed that Penn Station access is not included in MNR's 2030 operating plan. John Kennard will provide the ConnDOT team with additional information on the status of that project.

The MNR 2030 operating plan will provide the information on Amtrak, MNR, and Shoreline East operations that the ConnDOT team needs to develop its 2035 No Build scenario for the WNCS. The 2030 plan assumes one hourly Acela train and one hourly regional train in each direction. It also assumes that MNR will operate at 3-minute headways on the New Haven Line between New Haven and CP 112, and at 2 ½-minute headways from CP 112 to GCT. The plan includes new stations at West Haven, Orange, Georgetown, and Fairfield-Metro.

Mr. Corbett cautioned that to figure out its 2015 No Build operating assumptions, the ConnDOT team should work backward from the 2030 plan rather than using the old 2020 operating plan, which is out-of-date and will be superseded by the new plan. To help in this task, Mr. Nangle will share his spreadsheet that indicates when the various capital projects included in the 2030 plan will come online.

Mr. Dure asked whether MNR would be willing to consolidate trains in order to free up train slots. Mr. Corbett answered that they would be open to this option as long as it does not degrade existing service MNR would be averse to any proposal that increases headways at individual stations. He added that MNR would be open to a Waterbury Branch train taking the slot of a New Haven Line train and providing the New Haven Line service for instance, if a Waterbury train provided service in the Fairfield zone. As a rule, MNR strongly prefers to avoid skip-stop patterns and retain its zone-based schedule.

The service improvements that come out of the DBS are expected to be implemented prior to any WNCS improvements, so the DBS improvements will be part of the WNCS No Build. The DBS No Build will not include any WNCS improvements.

7. Rail Network Model Inputs
MNR will provide the required inputs to the Waterbury Branch/New Haven Line load flow and train operations models.

8. Safety
Safety procedures and protocols and railroad liability insurance are covered in the right-of-way entry permit process. Mr. Nangle will arrange contractor safety training for the ConnDOT team once entry permits are finalized, and flagging can be coordinated through MNR operations services when required.

9. Miscellaneous
MNR Passenger Surveys
MNR will perform its next annual customer satisfaction survey in September or October and recently completed its first origin-destination study in many years. The results of the O-D study, which will be repeated every five years, are being compiled by the consultant and will be available sometime this spring. The O-D survey should be used as the source of all ridership numbers for both the WNCS and DBS.
MNR also conducted a small mail-in survey on the new M-8 cars. The results of this survey are not yet available.

Seat Drop Procedures
Distribution of seat drop announcements and project newsletters on MNR trains should be coordinated through MNR's Don Evans.

Waterbury/New Canaan Storage Capacity
Mr. Corbett added that existing storage capacity for New Canaan trains at Stamford is sufficient, but that additional storage capacity on the Waterbury Branch would need to be identified if Waterbury service were expanded. Mr. LaRocco responded that identifying additional yard space on the Waterbury Branch will be part of the WNCS and will follow up with Mr. Corbett to discuss capacity at New Haven Yard.

10. Future Coordination with MNR
Mr. Davis and Mr. Nangle will arrange future meetings between the ConnDOT team and MNR.

11. MNR Input on Danbury Branch Study

Finally, the group discussed various issues specific to the DBS. MNR will also arrange for URS to participate in the next Danbury Line inspection train on March 11.

a. Service enhancements between South Norwalk and Danbury: In general, MNR is looking for more off-peak and reverse peak service on the Danbury Branch. Current headways are acceptable, but any opportunities to decrease travel time would be welcomed. The ConnDOT team should review MNR's 2030 operating plan for information on planned service enhancements on the branch.
Adding a new station at Georgetown will increase travel time on the branch by two minutes.

b. Passenger service Danbury to New Milford: Mr. Corbett commented that the "no right-of-way improvements" alternative in the ConnDOT team's report on the extension of service to New Milford is not a good option.

e. MOW and structures issues: Bob Lieblong said that MNR recently did some reinforcement work on the Norwalk tunnel and that the tunnel is in good condition.

f. Signals and power: The ConnDOT team will continue to coordinate with the MNR power department.

g. Storage, maintenance, and fueling needs: Mr. Corbett stated that there is no need to provide fuel facilities at Danbury for the present service levels because cars cycle to other lines and are fueled there.

h. Station needs: Mr. Corbett identified a high-level platform at Merritt 7 Station as the biggest station need along the corridor. High-level platforms would also be necessary at any new station north of Danbury. Mr. Davis added that the ConnDOT team is also looking at the potential for a pedestrian overpass to the office complex adjacent to Merritt 7 Station.
Mr. Corbett said that the existing signal system doesn't support turning at Merritt 7 under the partial electrification alternative; instead, trains would have to continue north to the Wilton siding to turn around.

j. Danbury freight operations: MNR will provide a one-week sample of freight traffic on the New Haven Line and branches, and a coordination meeting will be scheduled with the P&W and Housatonic railroads.

k. Speed increases and track design: Mr. Lieblong confirmed that the use of 3" unbalance is acceptable. Mr. Corbett said that MNR would like Signal Design Speed to be 5 mph greater than the MAS.

Mr. Lieblong added that travel time improvements to the Danbury Branch are most affected by operations in Norwalk. Improvements to this section of the branch are critical if overall travel times are to be improved. One suggestion is to build a viaduct in that area to reduce travel time and improve train speeds.

Submitted by: Gray

Tamara Gray, URS — Date 3/7/08

Reviewed by: Stephen A. Gazillo

Stephen Gazillo, URS — Date 3/7/08

Cc: Attendees
File: 10.02

URS
Washington Division

MEETING MINUTES

RE: Danbury Branch Phase II Alternatives Analysis

DESCRIPTION: Metro-North Train Inspection

MEETING DATE: March 11, 2008

LOCATION: Danbury Branch of the New Haven Line

PERSONS IN ATTENDANCE:

NAME	ORGANIZATION
J. Mark Foran	ConnDOT-Rails
Peter Richter	ConnDOT-Rails
John Foster	ConnDOT-Rails
Mark Neri	ConnDOT-Rails
Jay Mather	ConnDOT-Rails
Gene Colonese	ConnDOT-Rails
Jim Fox	ConnDOT-Rails
Rob Pettinichi	ConnDOT-Rails
Mel Corbett	Metro-North
John Kennard	Metro-North
George Walker	Metro-North
Bob Lieblong	Metro-North
Peter Cannitto	Metro-North
Stephen Gazillo	URS
David Chase	URS
Stephanie Mather	URS

ConnDOT and URS personnel met the inspection train at Grand Central Terminal. The trip proceeded east to South Norwalk and then north to Danbury on the Danbury Branch. Review of the Branch line began in South Norwalk. At Danbury, the train was backed over the "link" track and waiting for the regular scheduled southbound train to clear Branchville. The train then proceeded south to South Norwalk Station where the ConnDOT and URS personnel detrained. We returned to New Haven via a regularly scheduled NHL train. The following issues were discussed during the trip:

- The slowest track speeds on the Branch are on the south end in Norwalk. Speeds are 25-30 mph in this area. While there is concern over the slow track between So. Norwalk station and Milepost 1.33 (Commerce Street), no immediate solutions surfaced. Bob Leiblong indicated it would be difficult to make changes in this section of the Branch given the current track configuration. A viaduct does not seem cost effective. MNR staff indicated they would work with the Danbury Branch EIS team to explore possible solutions – improvements should be concentrated in this area.
- Without a new signal system and the addition of a passing siding, service on the Branch cannot be enhanced. Metro North currently considers the Branch "dark territory." Mel Corbett of MNR indicated with a new signal system and siding, it would be possible to make some service improvements.
- The addition of a station stop at Georgetown would negate some of the speed improvements related to the signal system and additional siding

- MNR staff did not think partial electrification to an area around Wilton is practical – there would be issues of train storage and servicing and impacts on the remaining section that would be diesel service
- Pete Cannito indicated a viable option for the Branch is DMU service once the signal system and passing siding is completed. He noted that NJ Transit is in the process of procuring DMUs for similar service in NJ. He cautioned, however, to stay away from the Colorado Railcar, and noted that the Colorado Railcar operation in Florida is experiencing numerous problems. He suggested contacting Joe Gillette of Tri-Rail. This service could run as a shuttle between Danbury and South Norwalk.
- MNR staff question the cost effectiveness of electrifying the Branch given the relatively low ridership

Specific observations shown on photos taken during the inspection trip:

Photo No. 44 – Note old bridge structure remains in place in Wilton Milepost 6.25 just north of Wolfpit Road

Photo No. 45 – indicates 345kv lines in proximity of the tracks and could impact electrification methods there

Photo Nos. 30-32 – Georgetown TOD site on right of rail

Photo Nos. 46 and 47 – shows issue of poor drainage along the Branch

Photo Nos. 51-56 – vicinity of Merritt 7 low level platform station; bill introduced in state legislature (Toni Boucher) to put high level platform and pedestrian overpass to Merritt 7 complex

Photo Nos. 76-78 – undergrade crossing under construction between Ann Street and I-95

Photo No. 79 – historic RDC in operation at Danbury yard by museum personnel

Submitted by: _____ Tamara Gray, URS Date 3/14/08

Reviewed by: _____ Stephen Gazillo, URS Date 3/14/08

Cc: Attendees
File: 10.02

URS
Washington Division

MEETING MINUTES

RE: Danbury Branch Phase II Alternatives Analysis/EIS

DESCRIPTION: Hi Rail Tour with HRRC from Danbury to New Milford

MEETING DATE: July 9, 2008

MEETING TIME: 9:30 – 11:30 a.m.

PERSONS IN ATTENDANCE:

NAME	ORGANIZATION
Andrew Davis, Project Manager	ConnDOT
David Chase, Engineering Manager	URS
Sandro Pani, Transportation Engineer	URS
Robert Bass, General Manager	HRRC
Mathew Boardman, Project Engineer	HRRC

Met at Danbury Museum and began Hi-rail trip at White Street MP. 76.95 on Maybrook. Trip ended north of Route 202, Bridge Street in New Milford MP 11.01 on Berkshire Line. The trip was recorded by digital video. Following is a summary of observations and discussion during the trip.

- At White Street HRRC's Maybrook is 2 tracks and run along the north side of the Danbury yard. MP's increase in an easterly direction. The museum and MNR yard are on the right or south. Access to/from MNR is via cross over vicinity M.P. 77.15
- Northerly track is the main and south track Tilcon Running Track
- HRRC yard limits extend from NY State line to "Berk" MP 80.1
- Both Tracks are class 1 from White Street to MP 79.0
- Existing drainage issue both sides at MP 78.1 ±
- HRRC suggests that the main be track for passenger service
- Wildman cross over for eastward movement from Main to Tilcon MP 77.6 +
- Consignee AWD is on right (south) at MP 78.1 + Access from Tilcon Running Track.
- Consignee Tilcon is on right (south) at MP 79.2± Access from Tilcon Running Track.
- Tilcon Running Track ends at Berkshire Junction MP 79.9, just south of Berkshire Line
- Culvert at MP 79.95± See also Val maps for culvert locations
- Berkshire Jct is MP 80.0 on Maybrook, Maybrook continues to right (east) to Derby, CT
- Berkshire Line MP 0.0 at Berkshire Jct. Line runs north to Pittsfield, MA
- Track chart provided by HRRC shows yard limits, sidings, roadway crossings and operating speeds
- Mile post signs exist along Berkshire Line
- Existing washes between MP 1.17 and 1.67
- Culvert concern at MP 1.85±

- Gas line parallel on West side, MP 2.5± to 3.25±
- Class 1 track from MP 4.0 to MP 8.0
- Wet on east side of track under Route 25 overpass, MP 4.41
- Culvert vic MP 4.6 floods
- CL&P transmission line and gas line crossing vic MP 4.8
- Wet along west side vic MP 5.75
- Culvert issue vic MP 5.8
- Farm land on east side between MP 6.1 and 6.9±
- CL&P transmission crossing vic MP 7.4
- Gas line crossing vic MP 7.6
- Private at grade crossing MP 9.50
- Turnouts to ACH Foods (south) and Kimberly Clark (north) vicinity MP 9.6. HRRC does lots of switching in this area, suggest connecting them to create freight lead
- Drainage issue at culvert vic MP 9.6
- Wet area on east side vic MP 10.3, sewer plant close to track
- Culvert with head rail issue vic MP 10.75
- HRRC suggest potential "Quiet Zone" vic MP 10.3 to MP 11.5 to encompass South Street MP 10.69, Mill Street MP 10.81, Bridge Street MP 11.01 and Pedestrian MP 11.09 at grade crossings
- Wet area on east vic MP 11.5
- HRRC suggests at New Milford that the passenger platform be placed on the west side of the existing passing siding.

Other general comments included:

- HRRC operates under NORAC rules with HRRC designed computer Dispatching software for Dark Territory only.
- Separate tracks for passenger and freight is preference at stations, options are gauntlet track or movable platform edge
- 3" unbalance is acceptable to HRRC
- D. Chase will contact Ed Rodriquez, HRRC for utility easements
- HRRC uses sidetracks to store cars, 6-30 presently. If those tracks become running tracks then replacement storage must be provided.
- Signal system with automatic switches is desirable. Cab signals must be added to HRRC Locomotives. Presently 5 locomotives in service with expansion to 8 likely.
- HRCC to retain dispatching.
- HRRC Dispatching software will need to be replaced with system capable of ABS or CTC.
- Existing freight operation is 1 HRRC from Canaan south to Danbury and return. It operates from about 7:00AM to 7:00PM. Two crews are used, one begins the trip and the other is a relief that meets the train along the route. Also P&W operates one freight at night from Derby to Danbury and return.

In general the trip was cooperative and HRRC is very willing to work with DOT on adding passenger service. A long-range plan should be in place and work or improvements implementation on a program basis.

Following are clarifications on track designations added by Robert Bass:

A **Running Track** is considered "Controlled Track" as defined by 49 CFR §214. A track upon which the

railroad's operating rules require that all movements of trains must be authorized by a train dispatcher or a control operator.

An Industrial Track allows any movement at any time without dispatcher approval.

Tilcon Industrial Track was renamed the Tilcon Running Track sometime in 2002 to comply with the new definition of Controlled Track and Roadway Worker protection as defined by 49 CFR §214.

Submitted by: David Chase, URS — Date: 7/28/08

Reviewed by: Stephen Gazillo, URS — Date: July 28, 2008

Cc: Attendees
File: 10.02

URS
Washington Division

Trip Report

RE: Danbury Branch Phase II Alternatives Analysis/EIS

DESCRIPTION: Field review on Train #1819 and MNR Inspection Train

MEETING DATE: July 22, 2008

MEETING TIME: 6:00 a.m. – 12:00 noon

PERSONS IN ATTENDANCE:

NAME	ORGANIZATION
Steve Gazillo, Project Manager	URS
David Chase, Engineering Manager	URS
Stuart Popper, Senior Planner	URS
Wes Coates, Senior Transportation Planner (Inspection Train only)	URS
David Laiuppa (Inspection Train Only)	FHI

Purpose of the review is to ride a revenue train from Danbury to New York City to observe the operation, document consist and crew, determine riders on the branch, time station dwells, time the overall trip, and talk with passengers.

Following were observed:

Train 1819 was made up of Genesis locomotive 204, coaches 6450, 6166, 6175, 6331, 6356, and cab car 6308. All were Harlem & Hudson line equipment. The 6300 and 6400 cars had center doors as well as end vestibule doors. This is a push – pull consist. Leaving Danbury the cab car was the head end with the power in the rear.

Crew included engineer, conductor and assistant conductor. Assistant conductor noted his work schedule included 1819, a mainline GCT to Stamford & back, mid day break, mainline GCT to Stamford & back and then evening through train to Danbury. His overall day was 13.5 hours.

1819 left Danbury at the scheduled time of 6:20 am. Approx. 45 people boarded at Danbury. Observed that about 50% came from the Patriot Garage. Over half the station parking lot was empty. A passenger noted that he used the garage as there were no parking permits available and that the garage was convenient and covered.

At Bethel estimated 50 boardings; dwell time (from time train came to a stop at the station until it started back in motion) was 53 sec.

At Redding estimated 15 boardings, dwell time was 48 sec.

At Branchville estimated 45 boardings; dwell time was 1 min 32 sec.

At Cannondale estimated 50 boardings; dwell time was 1 min. 15 sec.

At Wilton estimated 50 boardings, dwell time was 53 sec.

At Merritt 7 estimated 50 boardings and 5 offs, dwell time was 1 min 15 sec. Note that Merritt 7 has low platform and train crew had to raise traps and passengers had to use steps. We did not observe how many doors were open, but as there were only 2 trainmen, assume only 2 doors.

As Merritt 7 is the last station on the branch we counted approx. 390 passengers on the train. This is 130 over the estimated boardings. But from the train it was really only a guess at each station, we were on the lead car and could only approximate numbers waiting on the platform as we went by and also noted many running from their cars as the train came into the station.

Arrived at South Norwalk Station on time at 7:13 am. Trip time on the branch was 57 minutes. A few people detrained and many boarded

Arrived at Stamford at 7: 27 am (schedule 7:23). 75 to 100 left the train at Stamford and many boarded such that the train was almost full. The Assist Conductor noted that 1819 was too early for people working in Norwalk or Stamford and that more people get off the later train at those stations.

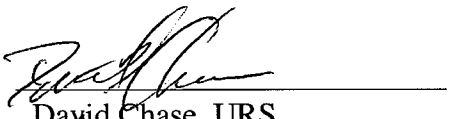
Main passenger issues were dirty toilets and the demeanor of the conductor.

At GCT we were joined by Wes Coates, URS and David Laiuppa, FHI and boarded the MNR inspection train that would be running from GCT to Danbury. Andy Davis and Anna Bergeron, ConnDOT joined the train at South Norwalk. MNR representatives on the train included Howard Permut, President, George Walker, Bob Lieblong, and representatives of most divisions of MNR. Gene Colonese and others from ConnDOT Office of Rails were also on board.

This trip was another opportunity to view the Danbury Branch and have informal discussions with CDOT and MNR personnel. Discussion and observations included:

- MNR Police Captain noted that there was not much crime, and no major crime on the branch. Did comment that the MNR police are generally along the mainline and that it is lengthy trip up the branch by road if there is an incident.
- Jim Fox, CDOT Rails noted that the Brookville locomotives are in testing and although somewhat underpowered they are working out. These locomotives will be used on the Danbury and Waterbury shuttle trains.
- Discussion with Donna Evans of MNR Public Outreach regarding future ways to reach commuters – discussed possibility of a webinar that ConnDOT, MNR and URS could collaborate on to provide NYC commuters an opportunity to discuss Branch line issues at a time more convenient to their schedules
- Brief discussion with Scott Ornstein of MNR Service Planning, who indicated there was consideration for an additional shuttle on the Branch to become effective in the October 2008 schedule, pending agreement with ConnDOT
- Brief introduction with the new MNR President Howard Permut
- The trip time on the branch for the inspection train was about 6 minutes less than for a revenue train. The inspection train did not make any stops on the branch so the time difference is an indication of the time spent making station stops (dwell time). Also that the total time from Danbury to GCT was 1 hour 31 minutes vs. the 1 hour 51 minutes for train 1819.
- Brief discussion of operations with Mel Corbett, MNR and subsequently have received schedules, and equipment and crew assignments for the branch.

- David Laiuppa was on the trip to look at environmental conditions. Except for the cultural factors (i.e. buildings, streets, even a couple of cemeteries) that are pretty close to the tracks, there are a few major environmental hurdles that would be problematic if double tracking the line was pursued: All along the corridor, especially south of Danbury, wetlands line the tracks. In some cases these wetlands seem to be connected on both sides of the tracks via culverts. Based on the mapping there are also many floodplain areas. These are typically in place in the same areas as the larger wetland systems. Forming the backbone of many of the larger wetlands and the floodplains are the open water systems. These ponds, streams, and rivers often abut or cross the tracks. Paralleling the larger rivers within the corridor and, in some cases, crossing the tracks are stream channel encroachment lines In addition to the above mentioned water related resources I noticed that there are a few topographic obstacles (especially in the southern and central portions of the corridor).
    - There are a few areas where there are steep slopes dropping away from the tracks. In order to double track in these areas a lot of fill would be required.
    - There are also a few areas where there are steep slopes climbing away from the tracks. In these areas there would have to be a lot of excavation and blasting in order to double track the line.
    - I also noticed a couple of spots where the line seems to have been blasted through some rock in order to keep it level. There are basically natural rock walls lining the tracks in these areas. Blasting would be required in these locations in order to expand the width for double tracking.

Submitted by:  David Chase, URS — 3-31-09 w/CDOT Edits Date

Reviewed by:  Stephen Gazillo, URS — 3.31.09 per CT DOT edits Date

Cc: Andy Davis
Attendees
File: 10.02

URS
Washington Division

MEETING NOTES

RE: Danbury Branch Phase II Alternatives Analysis

DESCRIPTION: Incorporation of Red Alignment curve modifications into Danbury Branch Tie Renewal Project.

MEETING DATE: July 25, 2008

LOCATION: CDOT Conference room, 4th Floor West
Union Station, New Haven, CT

PERSONS IN ATTENDANCE:

NAME	ORGANIZATION
Timothy P. Sullivan	ConnDOT-Rails
Robert Lieblong	Metro-North
Robert Walker	Metro-North
Ray Marcell	Metro-North, Force Account
Jim Green	HNTB, Chief Inspector Track Program
David Chase	URS, Study Engineer

These notes are intended to cover discussion of coordination between the Danbury Branch Study and Tie renewal on the branch during the July 25, 2008 CDOT/MNR Capital Track Meeting. This follows up on discussion initiated following the April 4, 2008 Capital Track Meeting.

It was confirmed that CDOT and MNR are planning a Tie Replacement project for the Branch. The schedule is MP 13 to 24, Fall 2008, with track outages between October 27 and November 26. The outages would be off peak period only. Work between MP 0 and 13 would be undertaken in 2009 with schedule to be determined.

MNR noted agreement with incorporating curve modifications into the tie renewal where it can be readily accomplished. For example, if only 2 –3 surfacing passes are required. MNR will continue to review the proposed work and incorporate where feasible.

Also, I mentioned to the CDOT and MNR representatives that in working on the Danbury Branch EIS that we had become aware of proposed scheduled changes for October 2008. This includes a new train in each direction and rescheduling of some others. Earlier, I received a copy of the proposal from Mark Foran (copy attached). I suggested that Tim Sullivan contact Mark for details and further coordination.

Submitted by: David Chase, URS — 7/28/08 Date

Reviewed by: Stephen Gazillo, URS — 7/28/08 Date

Cc: Attendees – By Email
Andrew H. Davis W/attachment
J. Mark Foran
File: 10.02

DANBURY BRANCH WEEKDAYS

APRIL 2008 SCHEDULE

	1811	1819	1833	1837 1437	1841 1441	1855 1555	1871 1571	1881 1581	1893 1593	1895 1495
	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM
Danbury	5.34	6.20	6.52	C 7.27	C 7.57	C 10.38	C 2.38	C 5.08	C 8.58	C 10.19
Bethel	5.39	6.25	6.57	C 7.32	C 8.02	C 10.43	C 2.43	C 5.13	C 9.03	C 10.24
Redding	5.47	6.33	7.05	C 7.39	C 8.09	C 10.50	C 2.50	C 5.20	C 9.10	C 10.31
Branchville	5.55	6.41	7.13	C 7.46	C 8.16	C 10.57	C 2.57	C 5.27	C 9.17	C 10.38
Cannondale	6.03	6.49	7.21	C 7.54	C 8.24	C 11.04	C 3.04	C 5.34	C 9.24	C 10.45
Wilton	6.07	6.53	7.25	C 7.58	C 8.28	C 11.08	C 3.08	C 5.44	C 9.32	C 10.49
Merritt 7	6.13	6.59	7.31	C 8.03	C 8.33	C 11.13	C 3.13	C 5.52	C 9.38	C 10.54
South Norwalk	6.27	7.13	7.45	E 8.14	E 8.44	E 11.25	C 3.25	C 6.08	C 9.53	C 11.06
				8.18	8.49	11.39	3.38	6.16	9.58	11.08
Stamford	6.48	7.23	8.06	C 8.27	C 8.56	C 11.37	3.54	6.26	10.13	11.18
Harlem-125th Street	D 7.25		D 8.43	D 9.10	D 9.39	D 12.32	D 4.32	D 7.05	D 10.48	D 12.13
Grand Central	7.38 AM	8.11 AM	8.56 AM	9.22 AM	9.50 AM	12.43 PM	4.43 PM	7.16 PM	10.59 PM	12.24 AM

	1512 1812	1526 1826	15344 18384	1848	1860	1868	1774 1874	1582 1882	1590 1890
	AM	PM	PM 1	PM	PM	PM	PM	PM	PM
Grand Central	8.04	12.07	3.07 2	5.04	5.41	6.20	6.55	8.07	10.22
Harlem-125th Street	R 8.14	R 12.17	R 3.17 2	R 5.15			R 7.05	R 8.17	R 10.32
Stamford	8.58	C 12.54	3.51 6	5.51	6.26	7.05	C 7.43	8.53	11.06
South Norwalk	9.11	1.04	4.06 0					9.08	11.21
	C 9.16	C 1.09	C 4.11 7	6.10	6.36	7.23	C 7.53	C 9.13	C 11.26
Merritt 7	C 9.26	C 1.19	C 4.21 8	6.20	6.46	7.33	C 8.03	C 9.23	C 11.36
Wilton	C 9.32	C 1.25	C 4.27 4	6.27	6.53	7.40	C 8.09	C 9.32	C 11.43
Cannondale	C 9.36	C 1.29	C 4.31 8	6.32	6.58	7.45	C 8.14	C 9.38	C 11.47
Branchville	C 9.42	C 1.35	C 4.37 4	6.40	7.06	7.53	C 8.20	C 9.44	C 11.53
Redding	C 9.49	C 1.42	C 4.44 1	6.48	7.14	8.01	C 8.27	C 9.52	C 12.01
Bethel	C 9.55	C 1.48	C 4.50 7	6.55	7.21	8.08	C 8.34	C 9.58	C 12.07
Danbury	C 10.03	C 1.56	C 4.58 9	7.05	7.31	8.17	C 8.43	C 10.09	C 12.15
	AM	PM	PM 1	PM	PM	PM	PM	PM	AM

OCTOBER 2008 PROPOSAL

						43E 7F	NEW TRAIN	37L 5F		3E3S	2L3S Connx
	1811	1819	1833	1837 1437	1841 1441	1851 1551	1863 1563	1873 1573	1881 1581	1893 1593	1895 1395
	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Danbury	5.34	6.20	6.52	C 7.27	C 7.57	C 9.55	C 12.42	C 3.15	C 5.08	C 8.55	C 10.21
Bethel	5.39	6.25	6.57	C 7.32	C 8.02	C 10.00	C 12.47	C 3.20	C 5.13	C 9.00	C 10.26
Redding	5.47	6.33	7.05	C 7.39	C 8.09	C 10.07	C 12.54	C 3.27	C 5.20	C 9.07	C 10.33
Branchville	5.55	6.41	7.13	C 7.46	C 8.16	C 10.14	C 1.01	C 3.34	C 5.27	C 9.14	C 10.40
Cannondale	6.03	6.49	7.21	C 7.54	C 8.24	C 10.21	C 1.08	C 3.41	C 5.34	C 9.21	C 10.47
Wilton	6.07	6.53	7.25	C 7.58	C 8.28	C 10.25	C 1.12	C 3.45	C 5.44	C 9.29	C 10.51
Merritt 7	6.13	6.59	7.31	C 8.03	C 8.33	C 10.30	C 1.17	C 3.50	C 5.52	C 9.35	C 10.56
South Norwalk	6.27	7.13	7.45	E 8.14	E 8.44	C 10.42	C 1.29	C 4.02	C 6.08	C 9.53	C 11.08
				8.18	8.49	10.52	1.39	4.12	6.16	9.58	
Stamford	6.48	7.23	8.06	C 8.27	C 8.56	11.02	1.54	4.22	6.26	10.13	C 11.21
Harlem-125th Street	D 7.25		D 8.43	D 9.10	D 9.39	D 11.42	D 2.32	D 5.02	D 7.05	D 10.48	D 12.20
Grand Central	7.38 AM	8.11 AM	8.56 AM	9.22 AM	9.50 AM	11.53 AM	2.43 PM	5.15 PM	7.16 PM	10.59 PM	12.31 AM

	30E 7S	NEW TRAIN	60L 2S						THRU 1E 1E2F	
	1510 1810	1518 1818	15308 18308	1544 1844	1848	1860	1868	1774 1874	1582 1882	1590 1890
	AM	AM	PM 1	PM	PM	PM	PM	PM	PM	PM
Grand Central	7.34	10.07	1.07 7	4.12	5.04	5.41	6.20	6.55	8.06	10.22
Harlem-125th Street	R 7.44	R 10.17	R 1.17 7	R 4.22	R 5.15			R 7.05	R 8.17	R 10.32
Stamford	8.24	10.51	C 2.00 0	C 5.16	5.51	6.26	7.05	C 7.43	8.53	11.06
South Norwalk	8.37	11.04	2.06 6	5.20						11.21
	C 8.50	C 11.11	C 2.11 1	C 5.27	6.10	6.36	7.23	C 7.53	9.11	C 11.26
Merritt 7	C 9.00	C 11.21	C 2.21 1	C 5.38	6.20	6.46	7.33	C 8.03	9.21	C 11.36
Wilton	C 9.06	C 11.27	C 2.27 7	C 5.44	6.27	6.53	7.40	C 8.09	9.29	C 11.43
Cannondale	C 9.10	C 11.31	C 2.31 1	C 5.48	6.32	6.58	7.45	C 8.14	9.34	C 11.47
Branchville	C 9.16	C 11.37	C 2.37 7	C 5.54	6.40	7.06	7.53	C 8.20	9.40	C 11.53
Redding	C 9.23	C 11.44	C 2.44 4	C 6.01	6.48	7.14	8.01	C 8.27	9.47	C 12.01
Bethel	C 9.30	C 11.50	C 2.50 0	C 6.07	6.55	7.21	8.08	C 8.34	9.54	C 12.07
Danbury	C 9.40	C 11.58	C 2.58 8	C 6.19	7.05	7.31	8.17	C 8.43	10.06	C 12.15
	AM	AM	PM 1	PM	PM	PM	PM	PM	PM	AM

Danbury Ties 10/27 – 11/26

APPENDIX B - FIELD NOTES

Field Report
Walkthrough of Danbury Branch Line Housatonic Railroad Line
September 8, 2008 to September 11, 2008
October 7, 2008 & October 8, 2008

Participants:
Sandro Pani – URS
Stephanie Mather - URS
David Laiuppa – FHI
Rebecca Parkin - FHI
Conductor Flag – HRR & MNR

The intent of the walkthrough was for FHI to observe and pinpoint wetland and historic features along the right-of-way. URS conducted visual inspections of bridges and took measurements of sidings and looked at the general conditions of the tracks.

The following sections of the line were walked:

- MP 9.54 – Seeley Rd to MP 0.64 - Science Rd. (MNR)

- MP 12.17 – UG Factory Pond OD to MP 11.55 - UG Norwalk River OD (MNR)

- MP 16.55 - Private Crossing to MP 12.58 – Portland Ave (Branchville Station) (MNR)

- MP 20.52 – South St. to MP 17.19 – Long Ridge Rd. (Redding Station) (MNR)

- MP 22.57 – Triangle St. to MP 21 – Bethel Station (MNR)

- MP 79.41 – Eagle Rd (Maybrook) to MP 6.1 – Old Middle Rd (HRR)

- MP 7.76 – Erickson Rd (HRR) to MP 10.16 – Housatonic River (HRR)

Observations:

Utilities: Along the Danbury Branch Line fiber optic cable runs overhead on existing catenary poles. There is also buried fiber optic cable running in the ROW along the tracks throughout most of the Danbury Line.

There are several locations where overhead utility lines cross the rail line. These crossings typically occur on a horizontal curve or where there is some sort of obstruction on one side of the track such as wetlands, rock outcrops or right-of-way restrictions. Underground fiber optic cable lines also cross the tracks at various locations but less frequently. These locations are flagged.

Figure 1 - Typical existing cat. poles supporting fiber optic cable (MNR MP 15.7)

Track Condition: The track structure; rail, ties, and ballast is in generally good condition on the Danbury Branch. However on the section of the Maybrook between Danbury and "BERK" and on the Berkshire up to New Milford the track is in fair to poor condition with old rail, worn ties and fouled ballast. On the Berkshire there are speed restrictions due to deteriorated track conditions.

Drainage: There are also a lot of drainage problems near OH crossings where run off from roads drains to the tracks. A couple of washouts were also observed leading to sediments gathering as high as TOR or standing water near/on the tracks. An area of

important consideration is between Bethel Station and Great Pasture Rd, where it was observed that the tracks had recently been flooded and debris from flooding remained along the tracks.

Figure 2 - Water seeping through retaining wall at south entrance of Wall St. Tunnel (MNR MP 1.5)

Figure 3 - Standing water by tracks under Whisconier Rd Bridge (HRR – Berkshire Line MP 4.4)

Figure 4 - Poor drainage on tracks HRR - Berkshire Line MP 3.1)

Figure 5 - Sediments washed down to tracks to TOR (HRR - Berkshire Line MP 1.5)

Figure 6 - Debris on tracks due to flooding (MNR MP 21.3)

Figure 7 - Poor maintenance of grade and ballast (MNR MP 9.40)

Bridge Structures: Overhead bridges are in good condition which confirm the bridge inspection reports. However, the railroad bridges have varying conditions as shown in the following pictures.

Figure 8 - Gray's Bridge Rd (HRR – Berkshire Line MP 1.59)
Overhead bridge is in good condition.

Figure 9 - Norwalk River (MNR MP 8.7)
Bridge is in poor condition according to bridge inspection reports. Observed deficiencies include rust on steel beam supports.

Figure 10 - Cattle Pass (HRR – Berkshire Line MP 2.96)
Concrete spalling observed on abutment wall.

Figure 11 - Cattle Pass (HRR – Berkshire Line MP 2.96)
Steel support beam rusted and in need of painting.

Figure 12 - Cattle Pass (HRR – Berkshire Line MP 2.96)

Observations include concrete spalling on abutment wall and vegetation growth.

Figure 13 - Junction Rd (HRR – Berkshire Line MP 2.51)

Deteriorating timber cross ties were observed on bridge.

Figure 14 - Junction Rd (HRR – Berkshire Line MP 2.51)
Deteriorating timber and rusting at truss were observed.

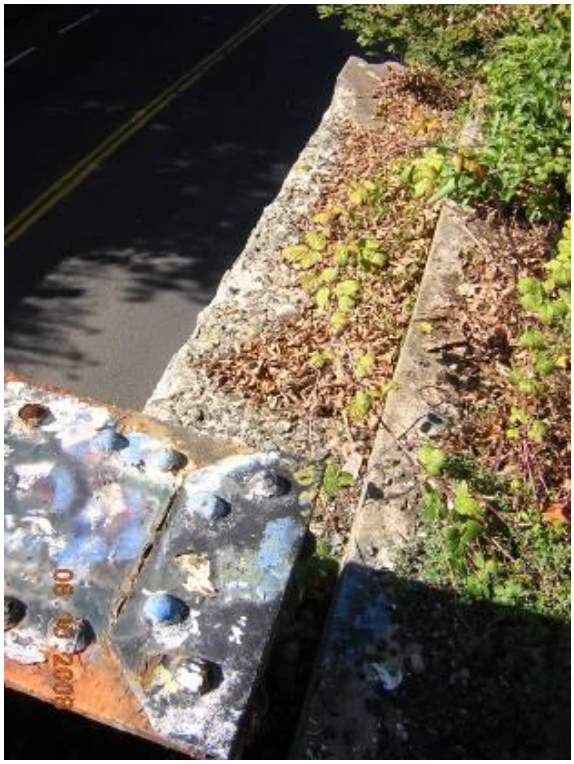


Figure 15 - Junction Rd (HRR – Berkshire Line MP 2.51)
Observations include rusting at truss, spalling along concrete abutment wall.

Figure 16 Still River (HRR - TILCON/Maybrook Line MP 79.65)

Moderate corrosion on girders. Bearing shim at north side, span #2 at pier is fully out of position. Severe corrosion on top lateral bracings at various locations. Anchor bolts in need of repair.

Figure 17 - Still River (HRR - TILCON/Maybrook Line MP 79.65)

Stone abutment wall in poor condition.

Figure 18 - MP 79.65 UG Still River (TILCON/Maybrook)

Stones dislodging and falling out of base at north bearing at east abutment were observed. Bottom flange is severely corroded.

Field Measurements: Measurements were taken of the width of the tunnel section and distance between track centers of passing sidings at Wilton Station and Branchville Station.

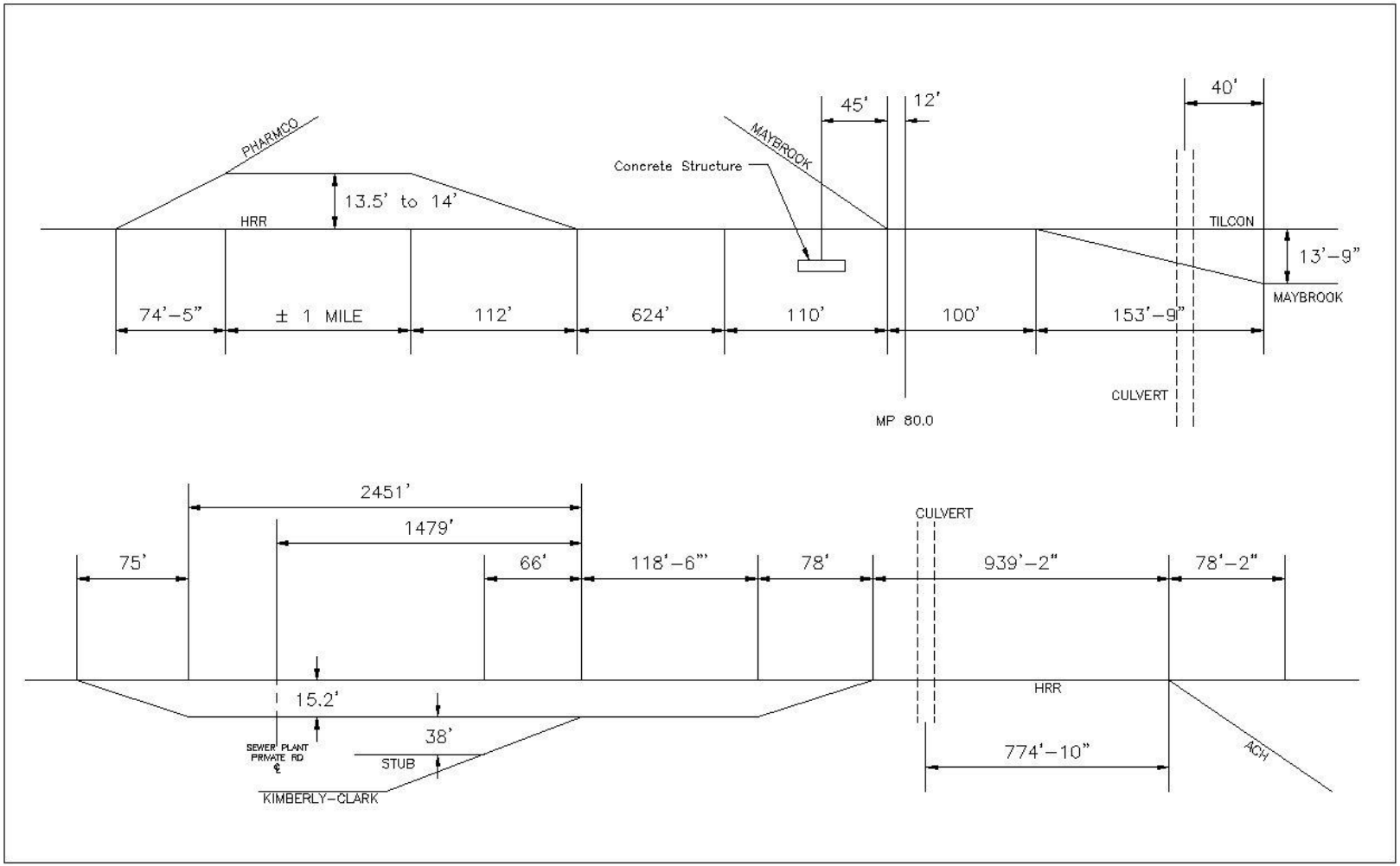
Tunnel Width = 17'-6.5"
Wilton Station passing siding = 29'-6"
Branchville Station = 12'-2"

Figure 19 – North entrance of Wall Street Tunnel (MNR MP 1.5)
Restrictive horizontal clearance at South Norwalk tunnel.

Other Noteworthy Observations: Existing platform located on the east side of the tracks was found at MP 11.90. This is the proposed location for the new Georgetown Station.

Figure 20 - Existing platform. Proposed location for Georgetown Station. (MNR MP 11.9)

Measurements of sidings were taken at two locations on the HRR line: the siding by PHARMCO and the siding by AC and Kimberly-Clark. The drawing below details the sidings.



URS
Washington Division

Field Review Notes

RE: Danbury Branch Phase II Alternatives Analysis/EIS

DESCRIPTION: Field review of potential station sites between Danbury & New Milford

MEETING DATE: July 9, 2008

MEETING TIME: 12:30 – 4:00 p.m.

PERSONS IN ATTENDANCE:

NAME	ORGANIZATION
Andrew Davis, Project Manager	ConnDOT
David Chase, Engineering Manager	URS
Sandro Pani, Transportation Engineer	URS

After the mornings hi – rail trip with HRRC, we drove the area from New Milford to Danbury looking at various potential station sites. The phase I report had identified stations at North Danbury, Brookfield and New Milford. Recent discussions with local officials had raised issues/concerns for some sites and suggested other sites for consideration. Sites and access routes were recorded by digital video. Following is a summary of observations and discussion during the field review:

New Milford

Former Nestles facility on Boardman Road. (New Milford Site 4) this site is about 2 miles north of the center of New Milford. It could be both a layover facility and station. It is on tangent track (MP 12.9 with existing sidings at a former industrial facility. There is good roadway access via Boardman Rd to route 7. The area is industrial with town ball fields on the opposite side of Boardman Rd.

Former Century Brass facility off Housatonic Ave. This location is about 1 mile north of New Milford center (MP 12.1). It is a economic development brownfield site and was suggested by the Town. The RR is 1 track on a curve in this area, an undesirable situation for a station. The area is a mix of industrial and residential. It is felt that this site does not warrant further consideration.

Former RR station on Railroad St. in center of New Milford (New Milford Site 3) HRRC recommended that a station at this location should be on the siding westerly of the former station building and platform (vic. MP 11.1). The existing parking area around the station is fully utilized for downtown businesses. Also there is a pedestrian crossing just north of the station to provide access to more parking on the west side of the tracks. North from the crossing there is tangent track for a new station platform and room to expand parking to the north. The area is downtown commercial with ball fields to the west. The main driveway for the parking is onto Bridge St. (202 & 67) opposite West St. This is a very congested traffic area.

At the end of Anderson Ave. off Grove St., known as Bleachley Building property. (New Milford site 2) this is on tangent track just north of the Housatonic River bridge (vic. MP 10.3). There is 1 track in this area. It is mixed industrial/commercial and residential. Road access comes thru the downtown congested area.

Pickett District Rd. (New Milford Site 1). This is an industrial area with some residential. It is off route 7 south of New Milford center. For the RR this is a busy switching area (vic. MP 9.6) with sidings for Kimberly Clark and ACH foods. There is space south of Kimberly Clark and opposite Dodd Rd. for a station. Could consider connecting the 2 sidings but then the station would be on the siding.

Brookfield

Former station location on route 25 Station Rd. (Brookfield Site 2) This site is on a curve at MP 4.4. There is 1 track in the area. The area is very congested with retail and commercial development. There is essentially no room for parking or parking expansion.

Pocono Rd. between Silvermine Rd and route 33, Junction Rd. (Brookfield Site 1) Town offices are located at the Silvermine Rd / Pocono Rd intersection. To the south opposite a fire station is a possible station site. It is on tangent track (vic. MP 2.75). There is 1 track in this area. There is an underground gas line parallel to and between Pocono Rd and the RR.

North Danbury

Existing Park & Ride lot on White Turkey Rd. at Route 7 interchange. (North Danbury Site 2) The RR is across White Turkey Rd from the lot. White Turkey Rd is 4 lanes + wide in the area with high speeds. A pedestrian overpass is envisioned between the lot and the station. There is not room for a station between White Turkey Rd and the RR. We did walk further north but it appears to be a regulated area and is within the interchange limits. The RR is on tangent (vic. MP 0.2) just north of Berkshire junction. There are 2 tracks in the area. The westerly track, nearest White Turkey Rd., is the main and the east track is Stearns Siding. The station would be on the west side of the main.

Corporate office park off Riverside Dr. (North Danbury Site 1). Riverside Dr is a private road off White Turkey Rd. accessing a campus-setting office park. The station site is at the end of a undeveloped road, there are sewer and drainage structures, south off Riverside Rd and on the east side of the tracks. The site is just south of Berkshire junction (approx. MP 79.7). Riverside Dr crosses the RR on an overhead structure. There are 2 tracks on tangent in the area. The easterly track or the track that would be at the station is the Tilcon Running Track; the main track is the westerly track. There is an underground gas line running parallel to and east of the RR.

Submitted by: David Chase, URS — 3-31-09 w/ CDOT edits (Date)

Reviewed by: Stephen Gazillo, URS — 3.31.09 per CT DOT edits (Date)

Cc: Attendees
File: 10.02

APPENDIX C - PHOTOGRAPHS

APPENDIX C - PHOTOGRAPHS

Connecticut Department of Transportation

Danbury Branch Improvement Program & Electrification

Project No. 302-0008

Metro-North Inspection Train
Field Investigation Photographs & Notes
March 11, 2008

URS Corporation

URS

TABLE OF CONTENTS

Metro-North Inspection Train – Danbury Branch of the New Haven Line
Tuesday, March 11, 2008

Participants:

URS: David Chase, Stephanie Mather, Steve Gazillo
ConnDOT: Mark Foran, Peter Richter, John Foster, Mark Neri, Jay Mather, Gene Colonese, Jim Fox, Rob Pettinnichi
MNR: Peter Cannito, John Kinnard, George Walker, Bob Leiblong, Mel Corbett and others

Trip summary:

Participants boarded the inspection train in Grand Central Terminal. Review of the Branch line began in South Norwalk. The following issues were discussed during the trip:

- While there is concern over the slow track between So. Norwalk station and Milepost 1.33 Commerce Street, no immediate solutions surfaced. Bob Leiblong indicated it would be difficult to make changes in this section of the Branch given the current track configuration. A viaduct does not seem cost effective. MNR staff indicated they would work with the Danbury Branch EIS team to explore possible solutions.
- Without a new signal system and the addition of a passing siding, service on the Branch cannot be enhanced. Metro North currently considers the Branch "dark territory." Mel Corbett of MNR indicated with a new signal system and siding, it would be possible to make some service improvements.
- The addition of a station stop at Georgetown would negate some of the speed improvements related to the signal system and additional siding
- MNR staff did not think partial electrification to an area around Wilton is practical – there would be issues of train storage and servicing and impacts on the remaining section that would be diesel service
- Pete Cannito indicated a viable option for the Branch is DMU service once the signal system and passing siding is completed. He noted that NJ Transit is in the process of procuring DMUs for similar service in NJ. He cautioned, however, to stay away from the Colorado Railcar, and noted that the Colorado Railcar operation in Florida is experiencing numerous problems. He suggested contacting Joe Gillette of Tri-Rail. This service could run as a shuttle between Danbury and South Norwalk.

- MNR staff question the cost effectiveness of electrifying the Branch given the relatively low ridership

Specific observations shown on photos taken during the inspection trip:

Photo No. 44 – Note old bridge structure remains in place in Wilton Milepost 6.25 just north of Wolfpit Road

Photo No. 45 – indicates 345kv lines in proximity of the tracks and could impact electrification methods there

Photo Nos. 30-32 – Georgetown TOD site on right of rail

Photo Nos. 46 and 47 – shows issue of poor drainage along the Branch

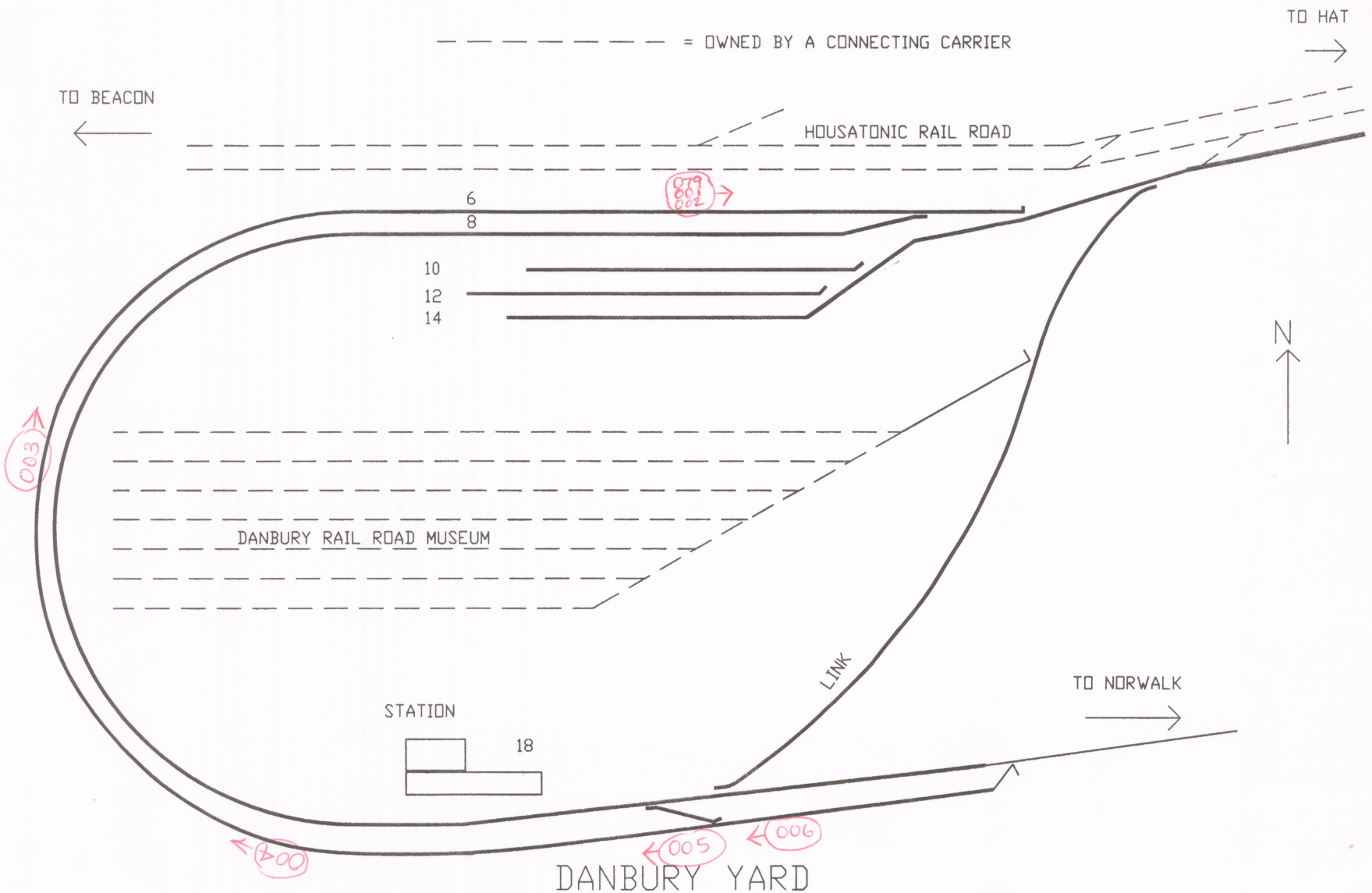
Photo Nos. 51-56 – vicinity of Merritt 7 low level platform station; bill introduced in state legislature (Toni Boucher) to put high level platform and pedestrian overpass to Merritt 7 complex

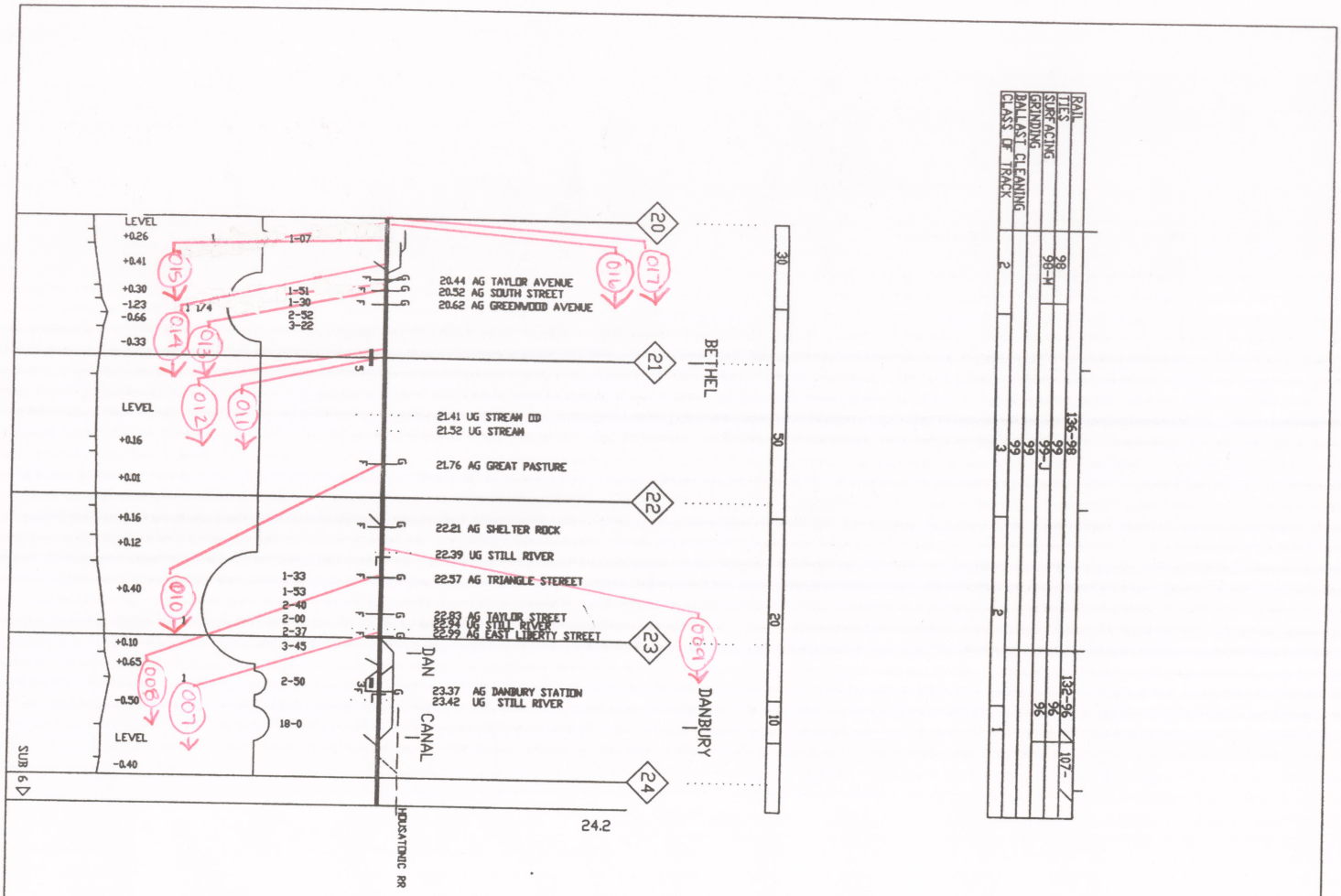
Photo Nos. 76-78 – undergrade crossing under construction between Ann Street and I-95

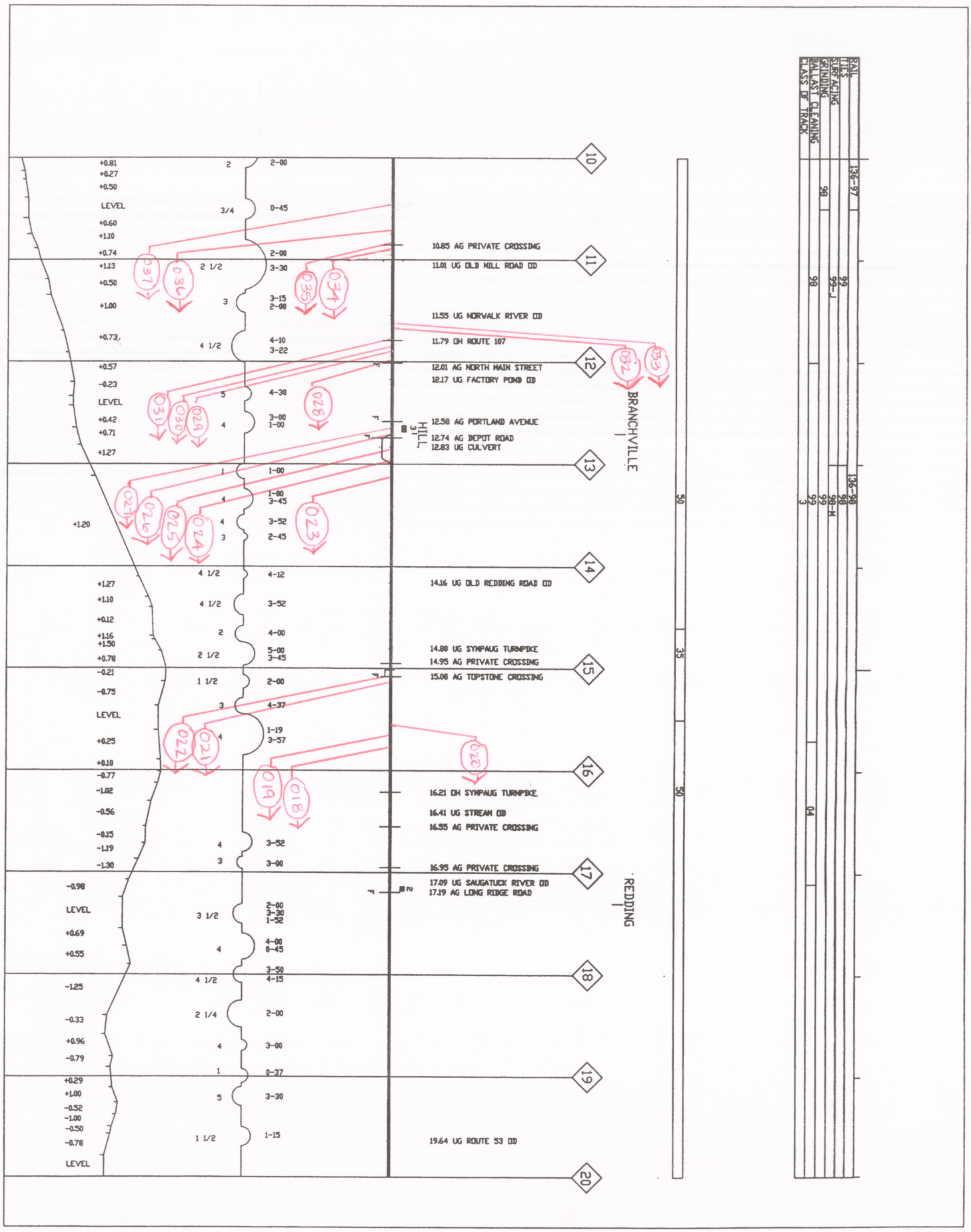
Photo No. 79 – historic RDC in operation at Danbury yard by museum personnel

PHOTO LOG - 3/11/08

A	B	C	D	E	F	G
LINK S	8	132	1135	1994		1994
LINK N	8	136		2005		2005
10	8	107	743	1927		
12	8	107	848	1920		
14	10	136	967	2005		2005
18	8	132	413	1996		
16	8	136		2005	DANBURY RAIL ROAD MUSEUM LEAD	2005
	8	136		2005	SWITCH TO MAYBROOK	2005




LEVEL
+0.26
+0.41
+0.30
-1.23
-0.66
-0.33
1 1/4
1-07
1-51
1-30
2-52
3-22
20.44 AG TAYLOR AVENUE
20.52 AG SOUTH STREET
20.62 AG GREENWOOD AVENUE
20
21
BETHEL
LEVEL
+0.16
+0.01
21.41 UG STREAM OD
21.52 UG STREAM
21.76 AG GREAT PASTURE
22
+0.16
+0.12
+0.40
22.21 AG SHELTER ROCK
22.39 UG STILL RIVER
22.57 AG TRIANGLE STEREET
1-33
1-53
2-40
2-00
2-37
3-45
22.83 AG TAYLOR STREET
22.84 UG STILL RIVER
22.99 AG EAST LIBERTY STREET
23
DANBURY
+0.10
+0.65
-0.50
2-50
18-0
23.37 AG DANBURY STATION
23.42 UG STILL RIVER
DAN
CANAL
LEVEL
-0.40
SUB 6
24
24.2
HOUSATONIC RR
30
50
20
10
RAIL
TIES
SURFACING
GRINDING
BALLAST CLEANING
CLASS OF TRACK
98
98-M
99
99-J
99
99
99
136-98
132-96
96
96
107-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10.85 AG PRIVATE CROSSING
11.01 UG OLD MILL ROAD CD
11.55 UG NORWALK RIVER CD
11.79 OH ROUTE 107
12.01 AG NORTH MAIN STREET
12.17 UG FACTORY POND CD
12.58 AG PORTLAND AVENUE
12.74 AG DEPOT ROAD
12.83 UG CULVERT
14.16 UG OLD REDDING ROAD CD
14.80 UG SYMPAUG TURNPIKE
14.95 AG PRIVATE CROSSING
15.06 AG TOPSTONE CROSSING
16.21 OH SYMPAUG TURNPIKE
16.41 UG STREAM CD
16.55 AG PRIVATE CROSSING
16.95 AG PRIVATE CROSSING
17.09 UG SAUGATUCK RIVER CD
17.19 AG LONG RIDGE ROAD
19.64 UG ROUTE 53 CD
BRANCHVILLE
REDDING
HILL
RAIL
TIES
SURFACING
GRINDING
BALLAST CLEANING
CLASS OF TRACK
136-97
136-98
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99
99-J
98-M
04
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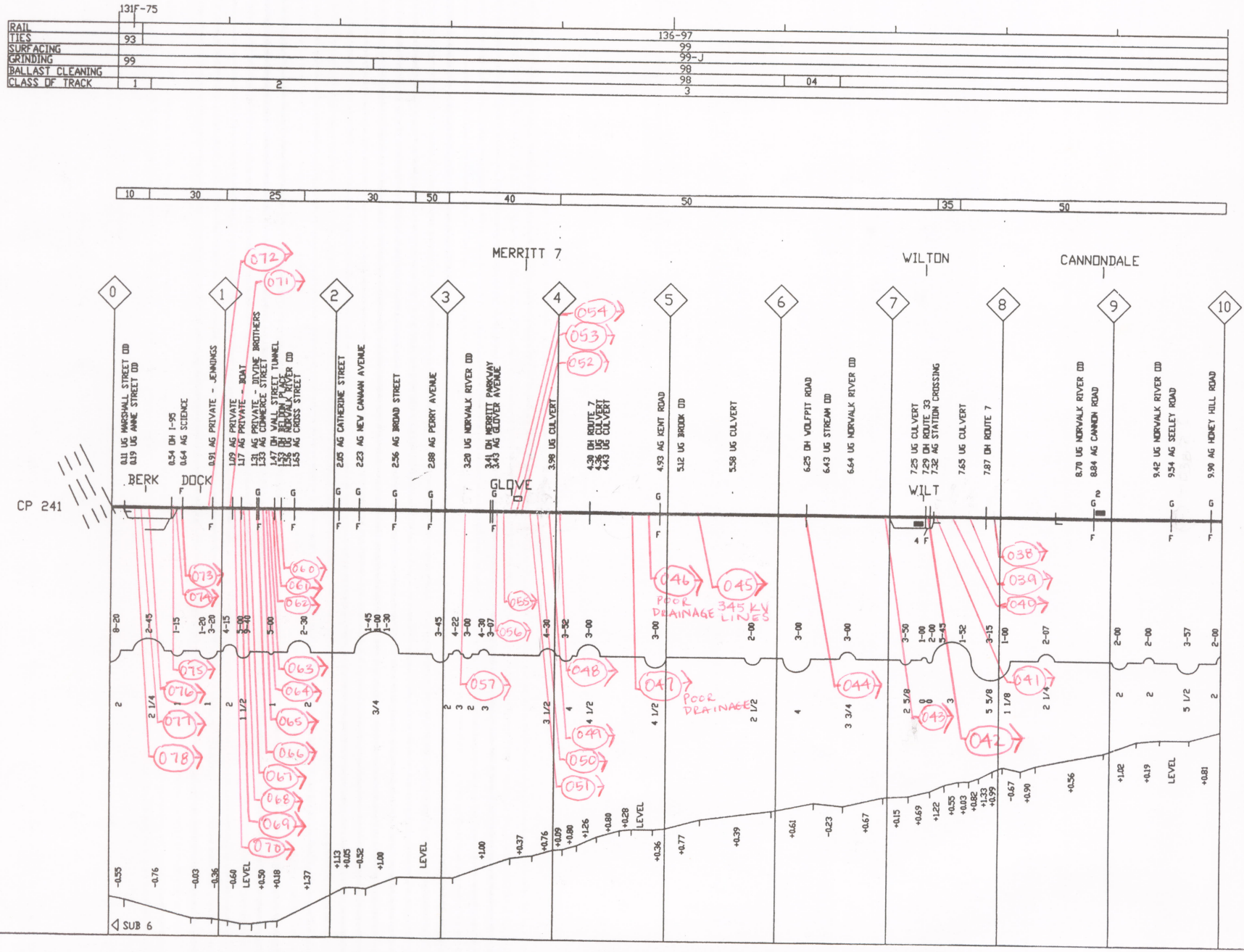
URS DIRECTORY : R:\TRANSPORTATION\PRIVATE\DANBURY_RAIL\DANBURY RAILPICS\080311-SAM



26

MP 0.00 - MP 10.00 CT

DANBURY BRANCH

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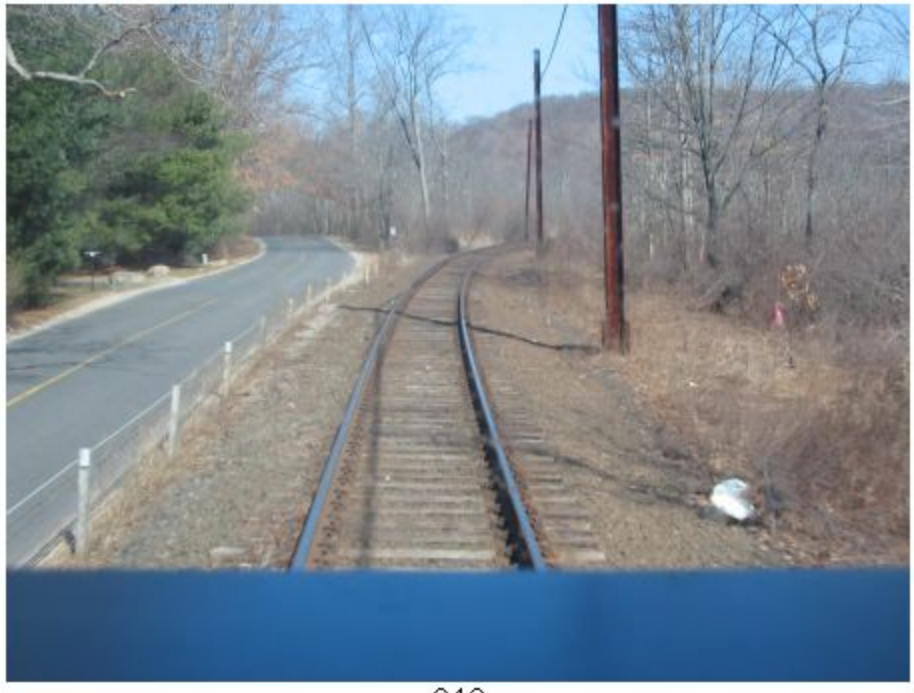

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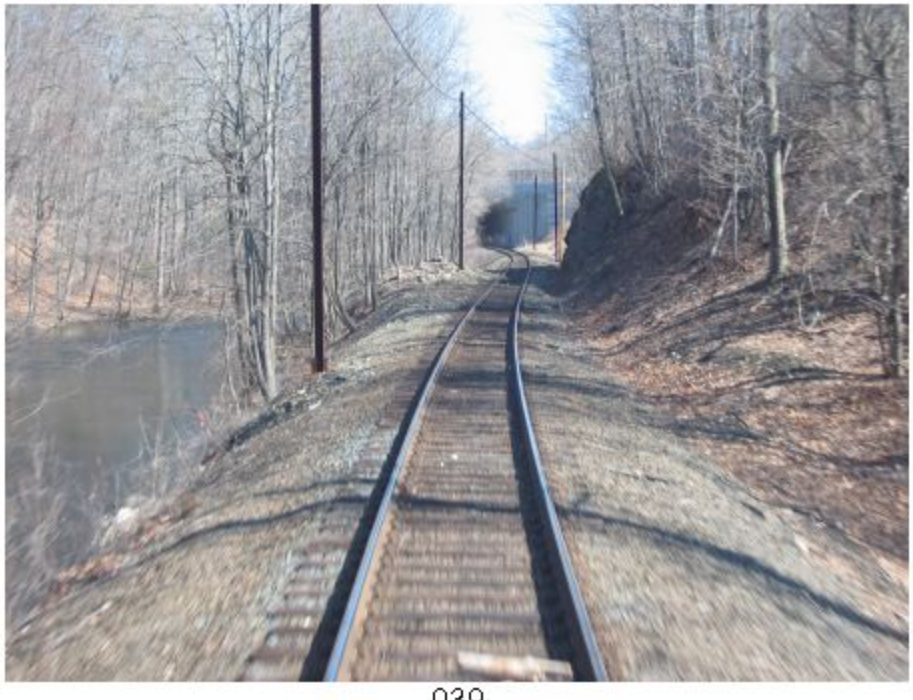

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Photos of Walkthrough of Danbury Branch Line & Housatonic Railroad Line

Sept. & Oct. 2008

MP 0.7 (NW) MNR – Drainage by tracks

MP 1.1 (SW) MNR – Drainage by tracks

MP 1.35 (N01) MNR – South Entrance to tunnel

MP 1.35 (N02) MNR – South Entrance to tunnel

MP 1.4 (SE02) MNR – State of tracks south entrance of tunnel

MP 1.4 (NW01) MNR – Drainage at south entrance of tunnel

MP 1.4 (NE03) MNR – Drainage at south entrance of tunnel

MP 1.4 (NE02) MNR – Drainage at south entrance of tunnel

MP 1.4 (NE01) MNR – Drainage at south entrance of tunnel

MP 1.4 (SE01) MNR – Drainage at south entrance of tunnel

MP 1.5 (S03) MNR – North entrance of tunnel

MP 1.5 (S02) MNR – North entrance of tunnel

MP 1.5 (S01) MNR – North entrance of tunnel

MP 2.5 (NE) MNR – RCP Pipe east of tracks

MP 2.7 (NW) MNR – Drainage by tracks

MP 3.2 (W) MNR - Washout

MP 3.3 (E) MNR – RCP under tracks

MP 3.4 (NE) MNR – OH Merrit Parkway

MP 3.4 (SW) MNR – Drainage area south of OH Merritt Parkway

MP 3.42 (NW) MNR – RCP west of tracks

MP 3.42 (SW) MNR – Drainage under OH Merritt Parkway

MP 3.85 (W) MNR – RCP under tracks

MP 3.98 (E) MNR – Drainage under tracks

MP 3.98 (W) MNR – Drainage under tracks

MP 4.0 (S) MNR – Drainage by mile marker

MP 4.24 (S) MNR – State of tracks

MP 4.26 (SW) MNR – Drainage area by tracks

MP 4.3 (SE) MNR – Drainage under OH Route 7

MP 4.3 (SW) MNR – Drainage under OH Route 7

MP 4.31 (SE) MNR – Drainage by tracks

MP 4.31 (SW) MNR – Drainage by tracks

MP 4.36 (E) MNR – Culvert under tracks

MP 4.36 (W01) MNR – Culvert under tracks

MP 4.36 (W02) MNR – Culvert under tracks

MP 4.43 (E) MNR – Culvert under tracks

MP 4.43 (W) MNR – Culvert under tracks

MP 4.60 (W01) MNR – Drainage by tracks

MP 4.60 (W02) MNR – Drainage by tracks

MP 4.60 (W03) MNR – Drainage by tracks

MP 4.60 (W04) MNR – Drainage by tracks

MP 4.75 (E01) MNR – Culvert under tracks

MP 4.75 (E02) MNR – Culvert under tracks

MP 4.90 (W) – Drainage by tracks

MP 4.93 (N) MNR – OH Utilities at Kent Rd.

MP 4.93 (S01) MNR – OH Utilities at Kent Rd.

MP 4.93 (S02) MNR – Stone wall and OH utilities at Kent Rd.

MP 4.93 (S03) MNR – OH Utilities at Kent Rd.

MP 4.93 (SE) MNR – Drainage at AG Kent Rd.

MP 5.0 (E) MNR – Existing Cat. Pole 21' north of MP 5

MP 5.0 (SE) MNR – Mile Marker

MP 5.1 (S) MNR – UG Brook OD

MP 5.1 (E) MNR – Drainage by tracks

MP 5.1 (S) MNR

MP 5.2 MNR – Existing Cat. Pole

MP 5.2 (S) MNR

MP 5.3 (E) MNR

MP 5.59 (E) MNR – OH Power lines

MP 5.59 (S01) – OH Power lines

MP 5.59 (S02) MNR – OH Power lines

MP 6.0 (S) MNR – Mile Marker

MP 6.25 (N) MNR – Utility over tracks

MP 6.64 (S01) - UG Stream OD – FO cable running along bridge

MP 6.64 (S02) MNR – UG Stream OD

MP 6.7 (SE) – Wetland area east of tracks

MP 6.8 (W) MNR – Drainage pipe

MP 7.17 (NE) MNR - Culvert

MP 7.18 (NE) MNR - CIP

MP 7.2 (E) MNR – Drainage for Rte. 7

MP 7.25 (S) MNR

MP 7.25 (SE01) MNR – Culvert

MP 7.25 (SE02) MNR - Culvert

MP 7.7 (E) MNR - Culvert

MP 7.7 (S) MNR – Fiber Optics crosses under trks

MP 7.82 (E) MNR - Washout

MP 7.86 (S) MNR

MP 7.87 (S01) MNR – OH Rte. 7

MP 7.87 (S02) MNR – OH Rte. 7

MP 7.87 (S03) MNR – Drainage under OH Rte. 7

MP 7.9 (E) MNR – State of tracks

MP 7.9 (S) MNR – State of tracks

MP 8.4 (S) MNR – OH fiber optics cable crossing

MP 8.5 (N) – OH fiber optic cable crossing

MP 8.7 (S) MNR – UG Norwalk River OD

MP 8.9 (S) MNR – Cannondale Station

MP 9.0 (E) MNR – Existing Cat. Pole

MP 9.0 (NE) MNR – Existing Cat. Pole and mile marker

MP 9.0 (S01) MNR

MP 9.0 (S02) MNR – Mile marker

MP 9.2 (E) MNR – Drainage under tracks

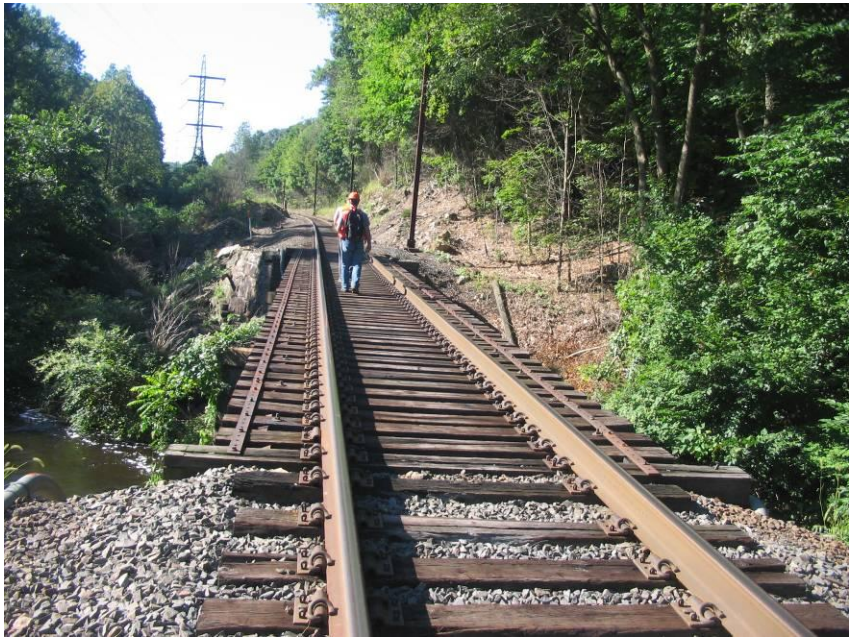
MP 9.2 (S01) MNR – Drainage by tracks

MP 9.2 (S02) MNR – Drainage by tracks

MP 9.3 (S) MNR

MP 9.4 (E) MNR – State of tracks

MP 9.4 (S) MNR – Fiber optics cable crossing



MP 9.42 (S01) MNR – UG Norwalk River OD

MP 9.42 (S02) MNR – UG Norwalk River OD

MP 11.55 (S01) MNR – UG Norwalk River OD

MP 11.5 (S02) MNR – UG Norwalk River OD

MP 11.5E (S03) MNR – UG Norwalk River OD

MP 11.65 (E) MNR – State of tracks

MP 11.65 (N01) MNR – State of tracks

MP 11.65 (N02) MNR – State of tracks & washout

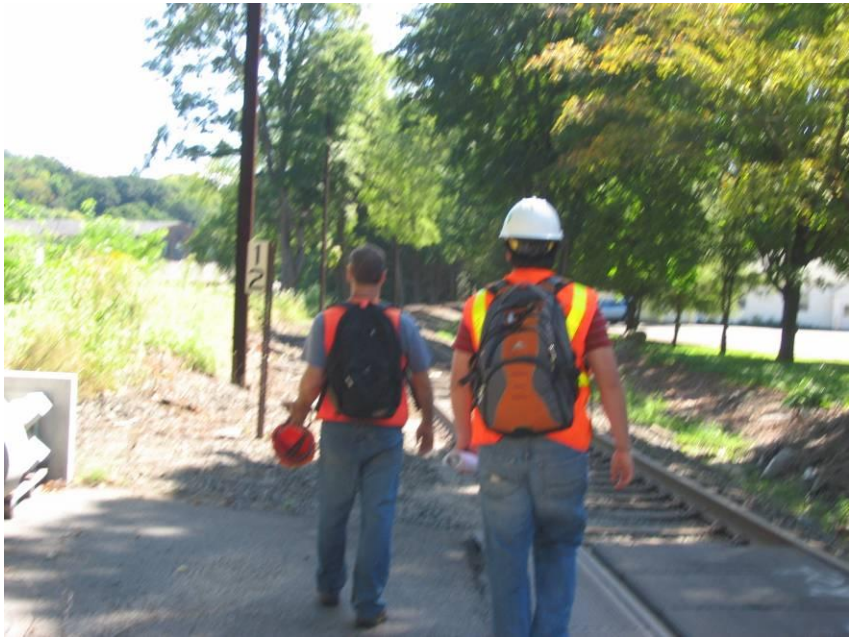
MP 11.9 (E) MNR – Site of proposed Georgetown development

MP 11.9 (S01) MNR – Proposed site of Georgetown station

MP 11.9 (S02) MNR – Proposed site for Georgetown Station

MP 11.9 (S03) MNR – Proposed site for Georgetown Station

MP 11.9 (S04) MNR – Proposed site for Georgetown Station



MP 12.0 (S) MNR – AG North Main St.

MP 12.17 (E) MNR – UG Factory Pond OD

MP 12.17 (S01) MNR – UG Factory Pond OD

MP 12.17 (S02) MNR – UG Factory Pond OD

MP 12.17 (S03) MNR – UG Factory Pond OD

MP 12.74 (S) MNR – Branchville Sta.

MP 13.2 (S) MNR – OH Fiber optics cable crossing

MP 13.4 (S) MNR – OH Fiber optics cable crossing

MP 13.5 (W01) MNR – Drainage under tracks

MP 13.5 (W02) Drainage under tracks

MP 13.6 (S) MNR – OH Fiber optics cable crossing

MP 13.7 (S) MNR – OH Fiber optics cable crossing

MP 14.0 (S) MNR – OH Fiber optics cable crossing

MP 14.16 (S01) MNR – OH Fiber optics cable crossing

MP 14.16 (S02) MNR – UG Old Redding Rd.

MP 14.5 (E) MNR - Washout

MP 14.5 (N) MNR – State of tracks

MP 14.6 (E) MNR - Washout

MP 14.75 (S) MNR – OH fiber optics cable crossing

MP 14.8 (SE) MNR – UG Sympaug Turnpike

MP 14.8 (SW) MNR – UG Sympaug Turnpike

MP 14.8 (SW) MNR – UG Sympaug Turnpike

MP 14.9 (E) MNR – Drainage under tracks

MP 14.9 (W) MNR – Culvert

MP 15.0 (S) MNR – Mile marker

MP 15.08 (NW) MNR – Utility Pole at AG Topstone Crossing

MP 15.3 (S) MNR – OH fiber optics cable crossing

MP 15.4 (E) MNR

MP 15.4 (S) MNR – OH fiber optics cable crossing

MP 15.6 (S01) MNR – OH fiber optics cable crossing

MP 15.6 (S02) MNR – OH fiber optics cable crossing

MP 15.6 (S03) MNR – OH fiber optics cable crossing

MP 15.7 (S) MNR – OH fiber optics cable crossing

MP 17.5 (W) MNR – OH fiber optics cable crossing

MP 17.5 (S) MNR – OH fiber optics cable crossing

MP 17.8 (S) MNR – OH fiber optics cable crossing

MP 18.5 (S) MNR – OH fiber optics cable crossing

MP 18.8 (E) MNR

MP 19.2 (S) MNR – OH fiber optics cable crossing

MP 19.5 (S) MNR – OH fiber optics cable crossing

MP 19.7 (S) MNR – State of tracks

MP 20.5 (E01) MNR – Stone wall

MP 20.5 (E02) MNR – Stone wall

MP 20.52 (N) MNR – AG South St.

MP 21.0 (S) MNR – Bethel station

MP 21.3 (S) MNR – Debris showing recent flooding of tracks

MP 21.7 (S) MNR – Drainage near AG Great Pasture Crossing

MP 22.21 (S) MNR – State of tracks at AG Shelter Rock

MP 79.41 (S) OH Eagle Rd. (Maybrook Line)

MP 79.65 UG Still River (Maybrook Line)

MP 79.65 UG Still River (Maybrook Line)

MP 79.65 UG Still River (Maybrook Line)

MP 79.65 (S) UG Still River (Maybrook Line)

MP 79.65 UG Still River (Maybrook Line)

MP 79.65 (S) UG Still River (Maybrook Line)

MP 79.8 (N) Maybrook Line

MP 79.8 (S) Maybrook Line

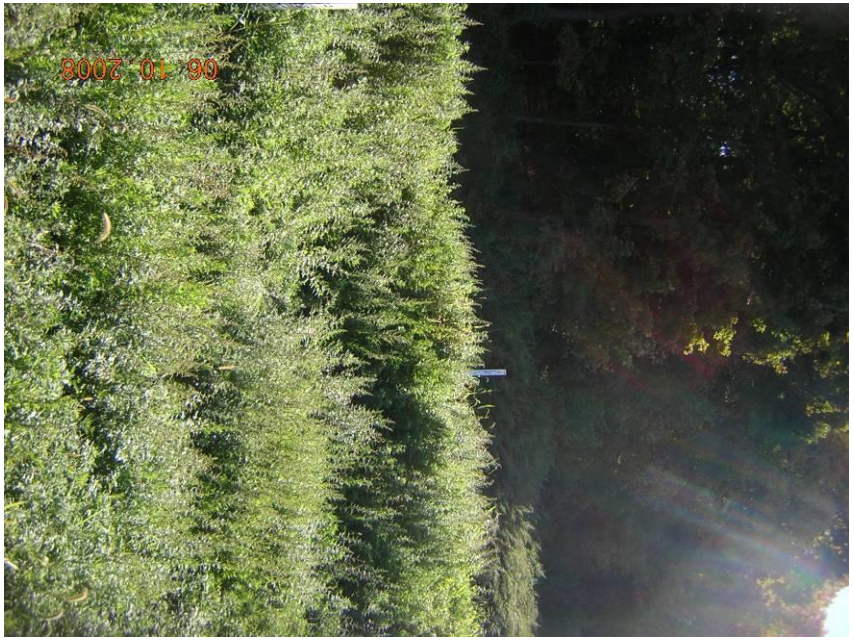
MP 79.8 (S) Maybrook Line
Proposed Danbury Sta. Site

MP 79.8 (S) Maybrook Line - Proposed Danbury Sta. Site

MP 79.8 (S) Maybrook Line - Proposed Danbury Sta. Site

MP 80.0/0.0 (E) Maybrook/HRR – Concrete Structure East of Trks

MP 80.0/0.0 (E) Maybrook/HRR – Concrete Structure East of Trks



MP 1.0 (E) HRR – Gas Pipe line by Vale Rd.

MP 1.5 (NE) HRR – Washout (Soil/debris to TOR)

MP 1.5 (E) HRR - Washout

MP 1.67 (S) HRR – OH Gray's Bridge Rd.

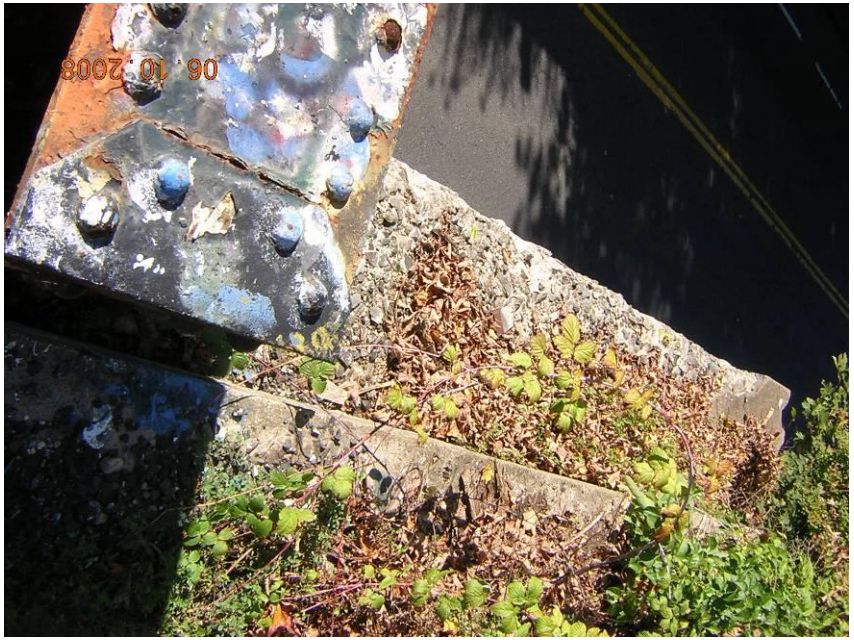
MP 1.67 (N) HRR – State of Trks by Gray's Bridge Rd.

MP 1.91 (E) HRR – Drainage Pipe

MP 1.91 (E) HRR – Drainage Pipe

MP 2.0(S) HRR

MP 2.51 (NE) HRR – UG Junction Rd.



MP 2.51 HRR – UG Junction Rd.

MP 2.51 (S) HRR – UG Junction Rd.

MP 2.51 (S) HRR – UG Junction Rd.

MP 2.51 (S) HRR – UG Junction Rd.

MP 2.96 HRR – UG Cattle Pass

MP 2.96 (W) UG Cattle Pass

MP 2.96 (SW) UG Cattle Pass

MP 2.96 (SE) UG Cattle Pass

MP 3.0 (S) HRR – Mile marker

MP 3.0 (N) HRR – OH Silvermine Rd.

MP 3.1 (SE) HRR – State of tracks

MP 3.1 (W) HRR – State of tracks

MP 3.3 (E) HRR – Gas pipeline by Oak Grove Rd.

MP 3.3 (E) HRR – Gas pipeline by Oak Grove Rd.

MP 3.5 (S) HRR – Freight train.

MP 3.5 (N) HRR – Freight Train

MP 3.5 (S) HRR

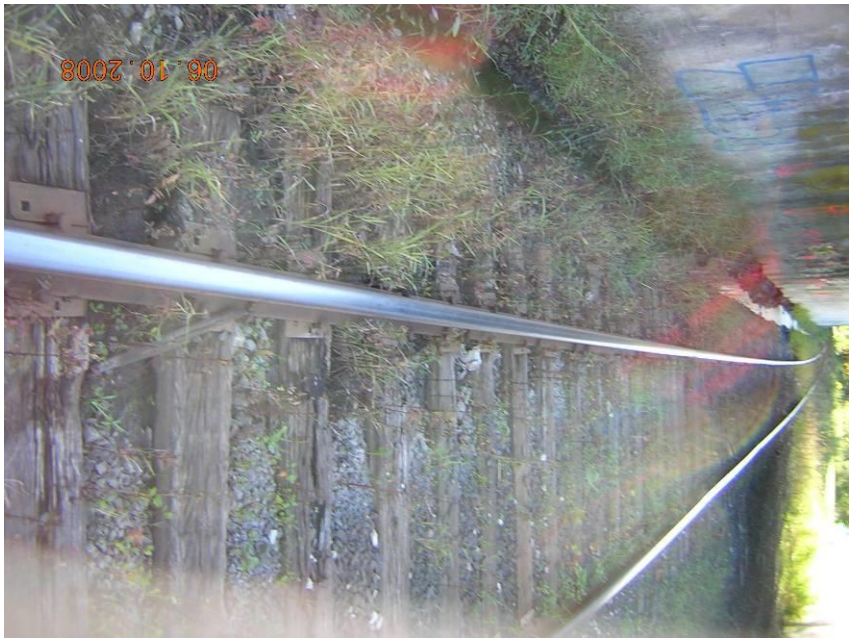
MP 3.7 (W) HRR – Culvert

MP 3.7 (E) HRR – Culvert

MP 3.9 (S)

MP 4.0 (S) HRR – Mile marker

MP 4.41 (S) HRR – OH Whisconier Rd.



MP 4.41 (S) HRR – OH Whisconier Rd.

MP 4.5 (S) HRR – Drainage by OH Whisconier Rd.

MP 4.5 (S) HRR – OH Whisconier Rd.

MP 4.5 (N) HRR – Existing Brookfield Station

MP 4.6 (W) HRR – Culvert west of tracks

MP 4.8 (S) HRR – OH Power lines

MP 4.8 (W) HRR – Gas pipeline

MP 4.9 (E) HRR – Drainage by tracks

MP 4.9 (S) HRR

MP 5.0 HRR – Drainage by tracks

MP 5.7 (W) HRR – OH Power lines

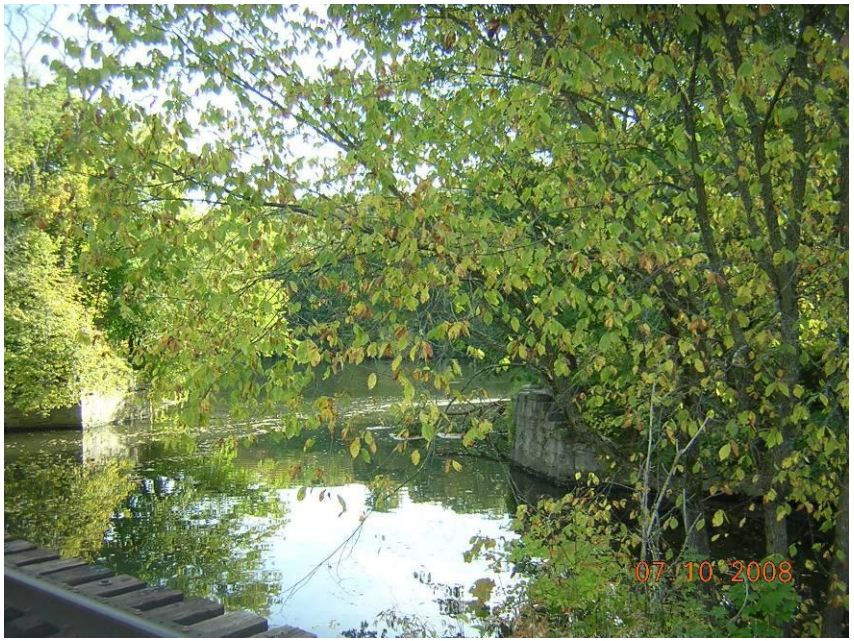
MP 7.76 (S) HRR

MP 7.76 (N) HRR – OH Erickson Rd.

MP 8.0 (N) HRR – Mile Marker

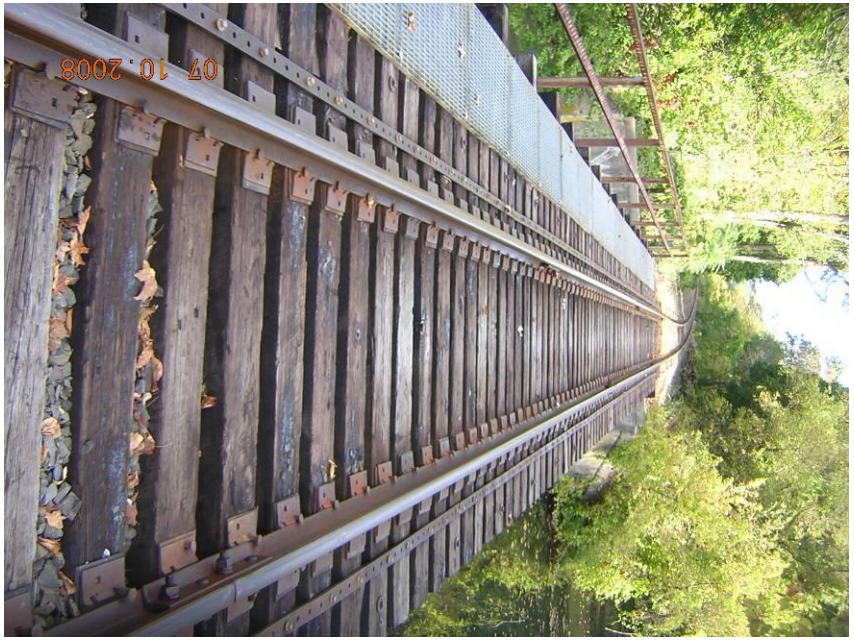
MP 8.65 (N) HRR – AG Still River Dr.

MP 8.9 (N) HRR



MP 9.0 (E) HRR – UG Still River

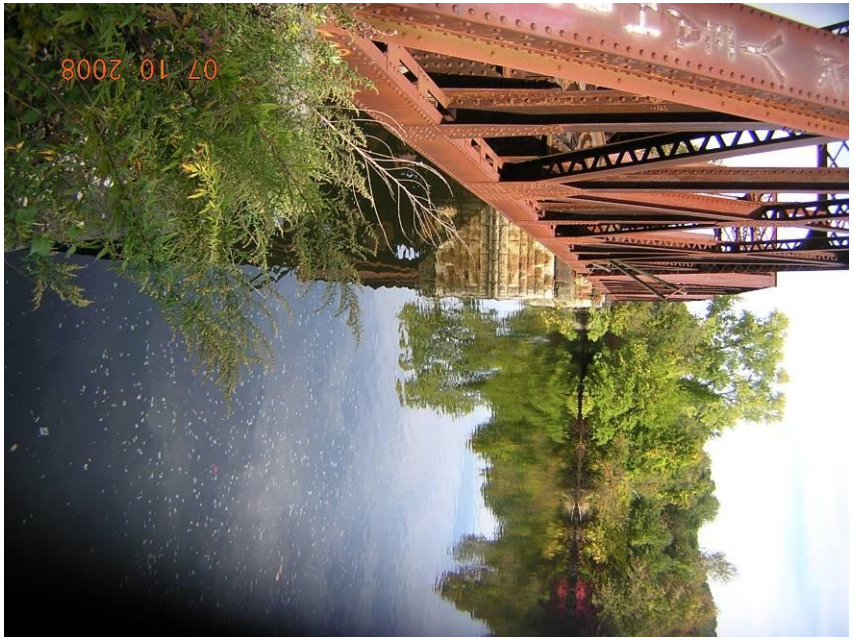
MP 9.0 (E) HRR – UG Still River



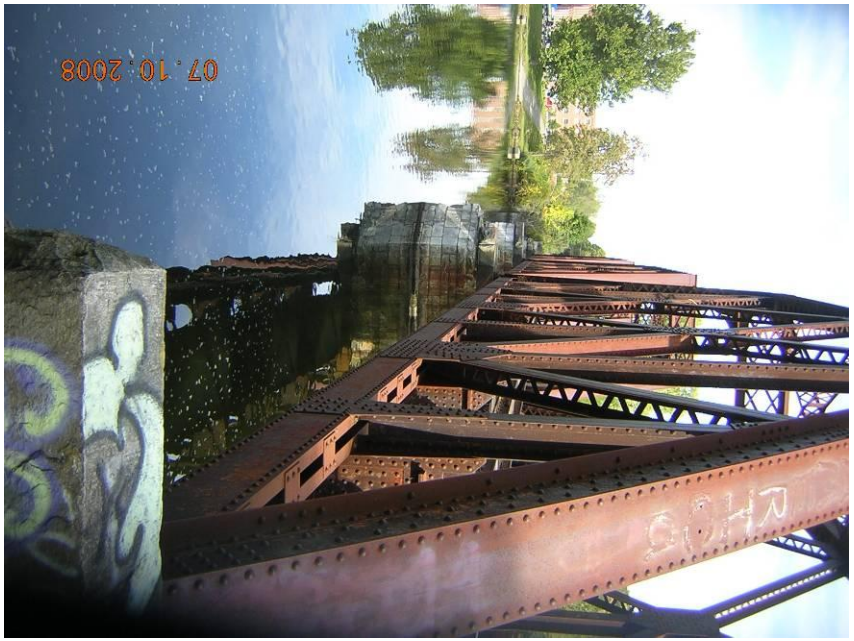
MP 9.0 (N) HRR – UG Still River

MP 9.0 (E) HRR – UG Still River

MP 10.16 (N) HRR – UG Housatonic River



MP 10.16 (N) HRR – UG Housatonic River



MP 10.16 (N) HRR – UG Housatonic River

MP 10.16 (N) HRR – UG Housatonic River

APPENDIX D - LISTS & REPORTS

APPENDIX D - LISTS & REPORTS

Metro-North Utilities Easement
Original Table

File No.	Appl Date	Applicant	Type	Facility/Locn	Location	Station	Branch	State
M-C-1	9/15/1970	CLP	Utility	2-Poles,2-anchors,guy wir	0.18-0.38mi so Canndale,804+25	Cannondale	Danbury	CT
M-W-37	2/14/1986	Town of Wilton	Wtr/Elec	1-8"Stl cas,1-2"pvc water	1.09mi no Canndale,715+20	Cannondale	Danbury	CT
M-C-3	6/11/1970	CLP	ElecCND	12-5"CND,Case 3-16"Stl pi	0.97mi so Danbury,Grade #25.32	Danbury	Danbury	CT
M-C-6	10/15/1970	CLP	Elec	6-13.8kv,1-pole/anchor	0.33mi west xing 25.75,Danbury	Danbury	Danbury	CT
M-C-49	1/22/1975	CLP	Elec	1-36"RCP,2-6"stl,3-115kv	0.38mi east Danbury,47+70Taylr	Danbury	Danbury	CT
M-C-253	9/6/1996	CLP	Utility	1-steel guy wire	Triangle Street 22.57	Danbury	Danbury	CT
M-D-20	2/23/1984	City of Danbury	StmSewr	24"RCP storm drain	0.90mi so Dan Sta-Taylor St	Danbury	Danbury	CT
M-F-3	5/25/1960	Federal Realty Co	Utility	guy wire and anchor	.50 mi so Danbury	Danbury	Danbury	CT
M-S-47	4/22/1975	SNET	CableCN	4-4" cns-Br # 25.69	0.81mi so Danbury-sta 40+000	Danbury	Danbury	CT
M-S-48	4/23/1975	SNET	CableCN	4-4"CND-Br 26.40 UG	0.12mi sso Danbury-13+45	Danbury	Danbury	CT
M-S-56	11/4/1976	SNET	CableCN	4"stl Cnd-Danbury Yard	30+00 Danbury Yard	Danbury	Danbury	CT
M-Y-14	2/22/1996	Yankee Gas	Gas	Gas pipe Danbury Station	Danbury Yard CT	Danbury	Danbury	CT
M-B-11	12/4/1975	Town of Bethel	Wtr main	12"DI Wtr Main/30" stl ca	167+10,So St Br,Bethel	Bethel	Danbury	CT
M-D-11	8/10/1979	City of Danbury	Utility	2-8"DI pipe,1-pole,1-panl	1.19 no Bethel,104+30,Bethel	Bethel	Danbury	CT
M-D-41	3/15/1991	Town of Bethel	San Sewr	12"DI San Sewr/24" Stl ca	1.16mi no Bethel,102+45 G.Pas	Bethel	Danbury	CT
M-D-31	9/8/1986	City of Danbury	Wtr/Sewr	12"/36"wtr,8"/36"san sewr	1.16mi no Bethel,102+25G.Past	Bethel	Danbury	CT
M-K-4	4/12/1978	Robert C. Kovacs	Prv/Xing	Prv Grade sta 159+55	159+55 Bethel,CT	Bethel	Danbury	CT
M-S-14	3/17/1971	SNET	CableCN	1-30"stlp,20-4"ducts CND	.04mi no Bethel,162+00,Grnwd A	Bethel	Danbury	CT
M-S-28	8/14/1950	H.B. Senior Lumber	CommCa	Communication Cable	60'no Taylor Av,171+00,Bethel	Bethel	Danbury	CT
M-S-106	2/21/1985	SNET	Cable	1-3"wood duct,100pr tel	0.13 mi so Bethel,172+25 Taylo	Bethel	Danbury	CT
M-T-6	12/27/1972	Tel Prompter CT CAT	TVCable	No 10M Strand-TV Cable	Chestnut St,37+00 east Danbury	Bethel	Danbury	CT
M-T-6	12/27/1972	Tel Prompter CT CAT	TVCable	No 10M Strand-TV Cable	Great Pasture Rd,102+30 so Da	Bethel	Danbury	CT
M-T-6	12/27/1972	Tel Prompter CT CAT	TVCable	No 10M Strand-TV Cable	South St 167+40 .04mi so Bethe	Bethel	Danbury	CT
M-T-6	12/27/1972	Tel Prompter CT CAT	TVCable	No 10M Strand-TV Cable	Taylor St,172+00 .13mi so Beth	Bethel	Danbury	CT
M-G-22	4/1/1986	Group W Cable Inc	TVCable	1-TV coaxial cable	Old Ridgfld Rd,.06mi no Bravil	Branchville	Danbury	CT
M-R-30	11/18/1993	Rosse Advertising Co	Elec	1-2" stl cnd,1-110v/40A	600'so Science Rd,0.64	So Norwalk	Danbury	CT
M-S-208	11/10/1993	SNET	CableCN	10-4"pvc,2-4x1.25,1-30"pi	0.17mi so Merritt,3.43	Merritt	Danbury	CT
M-C-187	7/5/1990	Cablevision of CT	TVCable	TV Cable,1-#8strand,2-pol	0.27mi sso Merritt,1070+14	Merrit 7	Danbury	CT
M-K-19	1/12/1998	City of Norwalk	Lease	Parcel for emerg.genera.	So.Science Rd(0.64) RR ROW	Norwalk	Danbury	CT
M-M-19	9/19/1978	Maritronics Company	CableCN	3/4" pipe tel & elec	0.29mi so Norwalk,1189+90	Norwalk	Danbury	CT
M-N-7	9/10/1970	City of Norwalk	Elec	2" conduit,110V	1162+65 Cross St north	Norwalk	Danbury	CT
M-N-227	11/28/1994	City of Norwalk	Drain	38x60 ell storm drain	2.59mi so Merr 7-Jennings Plac	Norwalk	Danbury	CT
M-S-39	11/27/1974	SNET	CableCN	1-24" pipe,12-4"PVC cnds	3.16mi no Norwalk,Perry Av	Norwalk	Danbury	CT

Permit	Date Issued	Applicant	Type	Facility/Length	Location	Station	Branch	State
M-Y-7	11/12/1991	Yankee Gas	Gasmain	1-4" stl,6" casing	3.30mi so Merritt 7 station	Norwalk	Danbury	CT
M-Y-12	1/10/1995	Yankee Gas	Sansewer	1-6"PVC,10" casing	0.25mi so Commerce St #1.33	Norwalk	Danbury	CT
M-S-196	3/18/1993	SNET	CableCN	6-4"fiberCNS conc slab	2.03mi so Merritt,Wall St Br.	Merritt	Danbury	CT
M-C-171	7/14/1988	Cablevision of CT	TVCable	TV coaxial cable	0.03mi so Redding, 343+40	Redding	Danbury	CT
M-S-220	2/8/1995	SNET	Cable	Telephone Cable Xing	MP 16.91,Redding	Redding	Danbury	CT
M-C-94	10/24/1979	CLP	CableCN	6-5"CND,30"case,3-27.6Kv	2.52mi no SoNorwalk, 1132+77	So Norwalk	Danbury	CT
M-C-111	8/26/1981	CLP	GasMain	1-12"gas main,1-16"casing	1.65mi no SoNorwalk, 1180+00	So Norwalk	Danbury	CT
M-C-114	6/15/1982	Cablevision of CT	TVCable	2-coaxial cable	1.97mi no SoNorwalk, 1162+20	So Norwalk	Danbury	CT
M-C-114	10/24/1995	Cablevision of CT	TVCable	3-cable/2-fiber optic	1.97mi no SoNorwalk, 1162+20	So Norwalk	Danbury	CT
M-C-140	6/20/1986	CLP	ElecCND	1-48" pipe,14-5"pvc,4-pwr	2.70mi no SoNorwalk, Broad St	So Norwalk	Danbury	CT
M-C-194	7/30/1996	Cablevision of So.CT	TVCable	1-coaxial/#8 strand wire	1.33mi no SoNorwalk,Commerce	So Norwalk	Danbury	CT
M-K-7	3/5/1959	King's Company	Water	1-8"water pipe,18"sleeve	1mi no SoNorwalk,1216+10	So Norwalk	Danbury	CT
M-K-19	1/12/1998	King Industries, Inc	Lease	.096 acre lease parcel	so. Science Rd 0.64)	So Norwalk	Danbury	CT
M-N-92	8/4/1976	City of Norwalk	StmSewr	1-48"RCP storm sewer	Under Wilson's spur,13+00	So Norwalk	Danbury	CT
M-N-110	6/15/1979	City of Norwalk	SanSewr	1-12"RCP sewer,Glover Av	3.78mi no SoNorwalk,1069+67	So Norwalk	Danbury	CT
M-N-136	7/22/1981	City of Norwalk	StmDrain	1-54" RCP stm Dr,Comm	1.60mi no SoNorwalk, 1181+65	So Norwalk	Danbury	CT
M-N-137	9/11/1981	City of Norwalk	SanSewr	1-10"pvc-36"cas,1-36"RCP	0.49mi no SoNorwalk, 1240+10	So Norwalk	Danbury	CT
M-N-140	12/10/1981	City of Norwalk	StmDrain	1-36"RCP storm drain	1.08mi no SoNorwalk, 1209+18	So Norwalk	Danbury	CT
M-N-144	12/8/1982	City of Norwalk	StmDrain	1-60"RCP,1-MH, School St	2.00mi no SoNorwalk, 1159+70	So Norwalk	Danbury	CT
M-N-172	11/18/1987	City of Norwalk	StmDrain	1-60"RCP,30"no culvert	3.00mi no SoNorwalk, 1094+40	So Norwalk	Danbury	CT
M-S-43	3/7/1975	So Norwalk Electric	Utility	8-poles,3-2400v wire	0.47mi no SoNorwalk, 1240+000	So Norwalk	Danbury	CT
M-S-235	8/18/1997	SNET	CableCN	4-4"Cnds at 3 grade xings	Broad-2.56,Catheri-2.05,Comme	So Norwalk	Danbury	CT
M-B-30	9/30/1965	Bridgeport Hydraulic	WtrMain	1-24" Water main	1.06mi so Wilton, Br #9.00	Wilton	Danbury	CT
M-B-90	2/7/1996	Bridgeport Hydraulic	WtrMain	2-12" Water Pipes	1.03mi so Wilton,Wolfpit-6.25	Wilton	Danbury	CT
M-C-124	1/9/1984	Cablevision of CT	TVCable	1-TV cable crossing	0.37mi so Wilton, 884+90	Wilton	Danbury	CT
M-N-128	7/24/1980	City of Norwalk	Stmdrain	1-60"RCP Storm drain	3.75mi so Wilton,1060+90,#44.7	Wilton	Danbury	CT
M-R-33	11/1/1996	Town of Wilton	SanSewr	1-8"DI San Pipe,1-36"casi	1.32mi no Wilton,796+85	Wilton	Danbury	CT
M-S-27	1/3/1973	SNET	CableCN	1-30"RCP,25-4"PVC pipe	0.48mi no Wilton,837+20,#10.62	Wilton	Danbury	CT
M-S-82	4/27/1981	SNET	CableCN	1-30"RCP,25-4"PVC pipe	0.42mi so Wilton,885+40	Wilton	Danbury	CT
M-S-165	5/16/1989	SNET	CableCN	1-600pr OH Cannon Rd	Cannon Rd,Wilton, 784+40	Wilton	Danbury	CT
M-S-200	6/18/1993	SNET	CableCN	1-4"Stl CND	Cannon Rd,8.84	Wilton	Danbury	CT
M-S-201	6/18/1993	SNET	CableCN	1-4"Stl CND	Seeley Rd 9.54	Wilton	Danbury	CT
M-S-202	6/18/1993	SNET	CableCN	1-4"Stl CND	Honey Hill Rd 9.90	Wilton	Danbury	CT

FileName	AgrmtDate	Applicant	Type	Utility/Permit	Location	Station	Branch	State
M-U-14	5/10/1977	US Surgical Corp	StmDrain	1-48"RCP Storm drain	3.12mi so Wilton, 1029+96	Wilton	Danbury	CT
M-W-1	3/18/1974	Town of Wilton	SanSewr	1-30"sewer pipe	0.65mi so Wilton,899+00	Wilton	Danbury	CT
M-W-35	6/6/1984	Town of Wilton	SanSewr	1-8",1-36"casing sewer	0.03mi no Wilton,863+55	Wilton	Danbury	CT
M-N-25	12/8/1972	City of Norwalk	WtrMain	1-12"CI Wtr Main,1-24"cas	0.25mi so Winnipaul,1098+90	Winnipauk	Danbury	CT
M-S-235	8/18/1997	SNET	CableCN	Conduits & Cable	Broad,Catherine,Commerce St X	Norwalk	Danbury	CT
M-C-278	9/8/1998	CL&P	Cable	Fiber Optic Cable	Kend Rd MP 4.93, Sta 993+06	Wilton	Danbury	CT
M-A-57	10/1/1998	ATT	CableCN	Fiber Optic Cable/CND	Rt.53 (MP 19.64)Conduit UG Rd	Bethel	Danbury	CT
M-B-98	6/5/1999	Bridgeport Hydraulic	Water	16"CI water pipe xing	Honey Hill(9.90),OldMill 11.01	Wilton	Danbury	CT
M-B-107	6/8/1999	Bridgeport Hydraulic	Water	12"water, 20" steel case	Route 107 Br.MP 11.79	Branchville	Danbury	CT
M-S-9	7/28/1999	SNET	CableCN	22-4"CND	Station Rd (MP 7.32) Under	Wilton	Danbury	CT
M-L-61	9/8/1999	Level 3 Communicatio	Cable	3-5"FRE,7-11/4"PVC ducts	Wolfpit Rd Br-Rt106 MP 6.25	Wilton	Danbury	CT
M-C-114	11/23/1999	Cablevision of So.CT	Cable	5-coaxial,2-fiber optic	Cross St Crossing MP 1.65	South Norwal	Danbury	CT
M-Y-21	1/3/2001	Yankee Gas Service	Gas	1-42"sleeve,8"stlgas,12"C	GloverAve MP3.43, 1069+54	Norwalk	Danbury	CT
M-S-260	9/26/2001	SNET	Cable	1-25PR cable OH wire	.25mi so. Redding Station	Redding	Danbury	CT
M-N-226	6/22/1993	CL&P	Elec	Crossing Wall St Br.	MP1.47 Wall St.	Norwalk	Danbury	CT
M-S-70	1/22/1996	SNET	CableCN	4-4"Fiber Tel Conduits	Wolf Pit Road Br.,MP6.25	Wilton	Danbury	CT
M-C-312	3/5/2001	Cablevision of CT	CND	3-4"CND,cable	Marshall St Roadway,MP 0.11	Norwalk	Danbury	CT
M-Norwlk	9/12/2002	Route 7 Car Wash LL	Lease	ROW lease .007 acre	Sta 1104+83,Main St Car Wash	Norwalk	Danbury	CT
M-Norwal	9/19/2002	City of Norwalk	Easement	ingress and egress rights	Marshall St -signal tower MNRR	Norwalk	Danbury	CT
M-Y-23	6/1/2003	Yankee Gas Services	Gas	12"stl gas,16" stl Case	Broad St Xing MP 2.56	Merritt	Danbury	CT
M-C-304	8/7/2000	CLP	ElecCND	4-4"CND, 16" stl Case	Science Rd MP 0.64, King Indus	Norwalk	Danbury	CT
M-C-271	10/17/2000	City of Norwalk	Utility	Siding, turnout,tracks	Oyster Shell Park, MP 0.54	So. Nowalk	Danbury	CT
M-B-131	1/23/2004	Building&Land Tech	Utility	Br OH Flyover	No Glover Av MP 3.43 Merritt	Merritt	Danbury	CT
M-C-359	5/1/2004	City of Danbury	Storm	5'x10'box culvert	Danbury Station 19+15	Danbury	Danbury	CT
M-N-335	7/15/2005	Northeast Utilities	Elec	345kv CND pipes	.55mi no.Wilton Sta 836+19	Wilton	Danbury	CT
M-N-334	7/15/2005	Northeast Utilities	Elec	345kv CND Crossing	.81mi so Branchville, 628+80	Redding	Danbury	CT
M-Y-29	11/6/2006	Yankee Gas Services	Gas	6"HDP Gas Main	Ann St MP 0.19	Norwalk	Danbury	CT
M-Danbur	12/21/1994	City Danbury	Lease	Danbury Railway Museum	Danbury Yard	Danbury	Danbury	CT

Connecticut Dept. of Transportation – Highway Bridge Inventory List

StructureNo	TownName	B5D RouteNo	B6A FeaturesIntersected	B7 FeatureCarried	B9 Location	B10A MinVertClrFt	B10B MinVertClrIn	B11 Milepoint	B21 MaintenanceResponsibility	B22 Owner
04265	BROOKFIELD	00000	HOUSATONIC RR	GRAYS BRIDGE ROAD	2 MI WEST OF 133 & 25 INT	99	99	0	25	80
04057	BROOKFIELD	00000	HOUSATONIC RR	STONY HILL ROAD	0.5 MI SO JCT GRAYS BR RD	99	99	1.5	25	80
05747	BROOKFIELD	00000	HOUSATONIC RR	SILVERMINE ROAD	0.5 mi east of US Rt 202	99	99	7.380000114	25	80
05776	BROOKFIELD	00025	DNBY TERM/HOUSATONIC RR	ROUTE 25	.25 MI EAST OF ROUTE 7	99	99	28.37999916	1	1
06506	DANBURY	00000	SR 840 & HOUSATONIC RR	RIVERVIEW DRIVE	BERKSHIRE CORPORATE PARK	99	99	0	4	4
03705	DANBURY	00000	HOUSATONIC RR	WHITE STREET	AT JCT FEDERAL ROAD	99	99	1.070000052	25	80
00456	DANBURY	00006	DNBY TERM/HOUSATONIC RR	US ROUTE 6	1.3 MI EAST CT NY SL	99	99	1.299999952	1	1
01181	DANBURY	00084	DNBY TERM/HOUSATONIC RR	INTERSTATE-84 WB	I-84 WB EXIT 4	99	99	3.230000019	1	1
01182	DANBURY	00084	DNBY TERM/HOUSATONIC RR	INTERSTATE-84 EB	O.5 MI WEST OF US ROUTE 7	99	99	3.25	1	1
01180	DANBURY	00000	I-84 & HOUSATONIC RR	KENOSIA AVENUE	1 MI W RT 7 & 84 SPLIT	99	99	3.25	1	1
01195	DANBURY	00084	SR 805, EAGLE ST, & HRR	INTERSTATE-84 EB	.42 MI WEST OF US ROUTE 6	99	99	7.739999771	1	1
01196	DANBURY	00084	SR 805, EAGLE ST, & HRR	INTERSTATE-84 WB	EXIT 7	99	99	7.739999771	1	1
00541	DANBURY	00007	HRRC,STILL RV, MALL ACC.	US ROUTE 7 NB	SOUTH OF I-84 EXIT 3	99	99	21.17000008	1	1
00542	DANBURY	00007	HRRC,STILL RV, MALL ACC.	US ROUTE 7 SB	SOUTH OF I-84 EXIT 3	99	99	21.18000031	1	1
06156	NEW MILFORD	00000	HOUSATONIC RAILROAD	ERICKSON ROAD	1 MILE EAST OF ROUTE 7	99	99	0.460000008	25	80
06053	NEW MILFORD	00000	HOUSATONIC RAILROAD	OLD PUMPKIN ROAD	50' E OF ERICKSON RD JCT	99	99	2.289999962	25	80
03849	NORWALK	00000	METRO NORTH RAILROAD	LOWE STREET	BTWN ELY AVE & ML KING DR	99	99	0	1	80
05333	NORWALK	00000	METRO NORTH RAILROAD	M L KING JR DRIVE	NEAR LOWE STREET	99	99	0	1	80
03851	NORWALK	00000	METRO NORTH RAILROAD	TRIANGLE STREET	OFF ROUTE 136	99	99	0.029999999	1	80
03850	NORWALK	00000	METRO NORTH RAILROAD	BRIDGE STREET	OFF ROUTE 136	99	99	0.550000012	1	80
03563	NORWALK	00095	METRO NORTH, CRESCENT	I-95 TR 803	ROUTE 95 W.B. EXIT 15	99	99	0.730000019	1	1
05304	NORWALK	00000	METRO NORTH RAILROAD	HIGHLAND AVENUE	1.25 MI S OF I-95 EXIT 14	99	99	3.75999999	1	80
00058	NORWALK	00095	CRESCENT ST & METRO NO	INTERSTATE-95	.2 MI WEST OF NORWALK RV	99	99	15.69999981	1	1
00720	NORWALK	00015	METRO-NORTH RAILROAD	ROUTE 15	300 FT W OF EXIT 39 RAMP	99	99	17.45999908	1	1
04048	NORWALK	00000	METRO NORTH RAILROAD	WALL STREET	300' WEST OF JCT MAIN ST	99	99	38.63000107	1	80
01304	REDDING	00107	METRO NORTH RAILROAD	ROUTE 107	.3 MI N. OF US ROUTE 7	99	99	0.25	1	1
05225	REDDING	00000	METRO NORTH RAILROAD	SIMPAUG TURNPIKE	OVER RAILROAD	99	99	1.039999962	1	80
00941	WILTON	00033	NORWALK RV,METRO NORTH,R	ROUTE 33	RT 7 & RT 33 @ RR STA	99	99	7.190000057	1	1
05260	WILTON	00007	METRO NORTH RAILROAD	US ROUTE 7	0.5 MI N OF RTE 33 N JCT	99	99	7.760000229	1	1
04342	WILTON	00106	METRO NORTH RAILROAD	RT 106/WOLFPIT RD	OFF US ROUTE 7	99	99	12.05000019	1	1

StructureNo	B26 FunctClassofIR	B27 YearBuilt	B28A LanesOn	B28B LanesUnder	B29 ADT	HalfADT	B30 YearADT	B31 DesignLoad	B37 HistoricalSignificance	B41 StructureStatus	B42A ServiceOnBridge	B42B ServiceUnderBridge	B43A MainMaterial
04265	17	1979	2	0	4500	0	1999	5	3	A	1	2	5
04057	17	1936	2	0	4750	0	1997	5	5	A	1	2	3
05747	19	1989	2	0	3300	0	2007	5	5	A	1	2	4
05776	16	1989	3	0	5300	0	2006	5	5	A	1	2	3
06506	17	1995	2	4	1000	0	1997	5	5	A	5	4	4
03705	16	1915	3	0	18000	0	1997	5	5	A	5	2	5
00456	16	1950	2	0	18200	0	2005	5	5	A	1	2	3
01181	11	1962	3	0	40750	-1	2005	5	5	A	1	2	3
01182	11	1962	3	0	34550	-1	2005	5	5	A	1	2	3
01180	17	1962	2	6	5500	0	2007	5	5	A	5	4	3
01195	11	1962	3	6	43950	-1	2005	5	5	A	1	4	3
01196	11	1962	3	6	43950	-1	2005	5	5	A	1	4	3
00541	12	1962	3	2	23400	-1	2006	5	5	A	1	8	3
00542	12	1962	3	2	23400	-1	2006	5	5	A	1	8	3
06156	19	1992	2	0	648	0	2006	5	5	A	1	2	4
06053	19	1991	2	0	194	0	2006	5	5	A	1	2	4
03849	17	1938	2		1284	0	2007	5	3	A	5	2	5
05333	16	1972	4	0	7120	0	2007	5	5	A	5	2	3
03851	19	1967	2		3915	0	2007	5	5	A	5	2	5
03850	19	1900	2		920	0	2007	5	5	A	5	2	5
03563	11	1970	2	2	19400	0	2001	5	5	A	1	4	3
05304	17	1982	2		7344	0	2007	5	5	A	5	2	3
00058	11	1958	7	2	146300	0	2002	4	5	A	1	4	3
00720	12	1937	4	0	54800	0	2005	4	1	R	1	2	1
04048	14	1880	3		9895	0	2007	5	5	A	5	2	1
01304	16	1954	2		12500	0	2006	5	5	A	5	2	4
05225	9	1909	2		2244	0	2008	5	5	P	1	2	3
00941	16	1940	2	1	14500	0	2004	4	5	A	5	8	4
05260	2	1983	2	0	25500	0	2005	5	5	A	5	2	1
04342	19	1980	2	0	10400	0	2005	5	5	A	5	2	4

StructureNo	B43B MainDesign	B44A ApproachMaterial	B44B ApproachDesign	B45 NumberSpans	B46 NumberApproachSpans	B48 LengthMaxSpan	B49 StructLength	B51 RoadwayWidthCtoC	B52 DeckWidthOtoO	B54A MinVertUnderClrRef
04265	11	0	0	1	0	41	41	43.20000076	67	R
04057	3	0	0	3	0	67	182	26	29.5	R
05747	2	0	0	3	0	35	113	26	29.5	R
05776	2	0	0	1	0	61	67	44	53.20000076	R
06506	2	0	0	2	0	140	272	64	73.19999695	R
03705	22	0	0	1	0	47	49	42	50.70000076	R
00456	2	0	0	3	0	50	159	54	62.70000076	R
01181	2	0	0	3	0	82	229	55.5	59.29999924	R
01182	2	0	0	3	0	82	226	55.5	59.29999924	R
01180	2	0	0	4	0	79	288	30	42.70000076	H
01195	2	0	0	5	0	76	292	51.79999924	55.70000076	H
01196	2	0	0	5	0	75	296	52.79999924	56.70000076	H
00541	2	0	0	4	0	97	322	52.79999924	56.59999847	R
00542	2	0	0	4	0	94	328	53	56.70000076	R
06156	2	0	0	3	0	40	116	26	29.79999924	R
06053	2	0	0	3	0	33	99	24	27.79999924	R
03849	5	0	0	1	0	67	71	36	52.5	R
05333	2	0	0	1	0	102	110	48	60.5	R
03851	5	0	0	3	0	67	136	40	52.5	R
03850	5	0	0	1	0	66	68	26	33.20000076	R
03563	2	0	0	3	0	102	270	38	48.5	R
05304	2	0	0	1	0	128	133	28	36.70000076	R
00058	2	0	0	3	0	104	310	108	121.6999969	R
00720	7	0	0	1	0	37	44	60.29999924	105.5	R
04048	1	0	0	1	0	18	23	55.40000153	354	R
01304	2	0	0	2	0	57	119	30	38.70000076	R
05225	2	0	0	3	0	32	97	23.79999924	25.89999962	R
00941	7	0	0	5	0	80	345	42	50.70000076	H
05260	7	0	0	1	0	75	84	40	65.5	R
04342	2	0	0	3	0	54	123	32	42.20000076	R

StructureNo	B54B MinVertUnderClrFt	B54B MinVertUnderClrIn	B55A MinLatUnderClrRef	B55B MinLatUnderClrRight	B56 MinLatUnderClrLeft	B58 DeckCondition	B59 SuperstructureCondition	B60 SubstructureCondition	W61 ChannelProtection
04265	22	4	R	20.20000076	0	N	7	7	N
04057	25	0	R	9	0	7	6	6	N
05747	18	1	R	7.5	0	7	8	7	N
05776	18	10	R	8.399999619	0	6	7	7	N
06506	22	7	H	1.5	0	7	8	7	N
03705	18	4	R	8.600000381	0	7	7	6	N
00456	19	1	R	8.800000191	0	8	7	6	N
01181	19	8	R	12.5	0	6	7	6	N
01182	22	6	R	12.5	0	5	6	6	N
01180	15	11	H	9.399999619	7.5	6	5	6	N
01195	18	6	H	9.600000381	0	6	7	5	N
01196	17	11	H	0	0	6	5	5	N
00541	23	8	H	0.100000001	0	6	6	6	8
00542	24	11	H	0.100000001	0	6	6	6	8
06156	18	9	R	8	0	7	8	7	N
06053	18	8	R	7.5	0	8	8	8	N
03849	17	10	R	10.39999962	0	8	8	7	N
05333	24	5	R	13.5	0	7	7	7	N
03851	26	6	R	13.30000019	0	6	4	4	N
03850	17	4	R	7.300000191	0	7	6	7	N
03563	25	6	H	0	0	5	6	6	N
05304	22	9	R	6	0	7	6	7	N
00058	24	7	H	10.39999962	0	6	5	6	N
00720	21	7	R	10	0	N	5	5	N
04048	16	10	R	8.5	0	6	4	5	N
01304	19	3	R	22	0	5	7	7	N
05225	17	6	R	8.699999809	0	6	5	2	N
00941	18	1	H	2	0	7	5	6	8
05260	22	7	R	14.5	0	N	5	6	N
04342	21	6	R	25	0	6	7	7	N

StructureNo	B62 CulvertsCondition	B65 InvRatingTypeLoading	B66 InvRatingGrossLoadTons	B67 StructuralEvaluation	B69 UnderClrRatingCode	B70 BridgePosting	B90 InspectionDate	B91 Frequency	B112 NBISLength
04265	N	1	169.8999939	7	6	5	6/25/2007	24	TRUE
04057	N	5	36	6	4	5	7/25/2007	24	TRUE
05747	N	1	52	7	3	5	7/24/2007	24	TRUE
05776	N	1	75	7	3	5	9/27/2007	24	TRUE
06506	N	1	60.20000076	7	4	5	3/23/2006	24	TRUE
03705	N	1	35.5	6	3	5	1/16/2006	24	TRUE
00456	N	1	64	6	3	5	8/17/2006	24	TRUE
01181	N	1	55.5	6	3	5	11/3/2006	24	TRUE
01182	N	1	55.40000153	6	5	5	11/3/2006	24	TRUE
01180	N	1	51.09999847	5	4	5	3/19/2007	24	TRUE
01195	N	1	47	5	3	5	5/4/2006	24	TRUE
01196	N	1	45	5	3	5	5/4/2006	24	TRUE
00541	N	1	56	6	3	5	1/23/2008	24	TRUE
00542	N	1	57	6	3	5	1/23/2008	24	TRUE
06156	N	1	80	7	3	5	11/16/2006	24	TRUE
06053	N	1	41.40000153	8	3	5	10/24/2006	24	TRUE
03849	N	1	38	7	2	5	10/9/2007	24	TRUE
05333	N	1	63.40000153	7	5	5	10/9/2007	24	TRUE
03851	N	1	41	4	5	5	6/8/2007	24	TRUE
03850	N	1	43	6	2	5	6/8/2007	24	TRUE
03563	N	1	45.59999847	6	2	5	4/5/2007	24	TRUE
05304	N	1	70	7	3	5	10/9/2007	24	TRUE
00058	N	1	59	5	5	5	3/26/2007	24	TRUE
00720	N	2	33	5	4	5	6/16/2007	24	TRUE
04048	N	1	48	4	2	5	6/16/2007	24	FALSE
01304	N	1	38.20000076	7	3	5	2/21/2008	24	TRUE
05225	N	1	13.30000019	2	2	0	2/21/2008	24	TRUE
00941	N	1	42.5	5	2	5	4/26/2006	24	TRUE
05260	N	1	48.59999847	5	6	5	3/10/2006	24	TRUE
04342	N	2	99	7	5	5	3/10/2006	24	TRUE

Connecticut Dept. of Transportation – Railroad Bridge Inventory List

State of Connecticut-Department of Transportation-Office of Rails
Metro-North Railroad Bridge Inspection list

Track Chart Name	Town	Bridge Type	Bridge No.	Location	Mile Point	Deck Area	Phase 6 - (July 02 - June 04)									
							Insp. Type	Date of Insp.	Received by Rail	Submit to J. Fox	Overall Cond. Rating		Cooper Rating		RMM	
											Prev.	Current	Norm	Max	#	Priority Letter
DANBURY	NORWALK	U	04134R	MARSHALL STREET	0.11	530	R	01/30/04	05/03/04	06/04/04	5	5	67	100	04-015	D
DANBURY	NORWALK	U	08200R	ANN STREET	0.19	2052	R	07/21/03	01/05/04	01/15/04	5	5	59	77	00-032	D
DANBURY	NORWALK	U	08201R	NORWALK RIVER - STEEL GIRDER	1.56	2614	R	07/21/03	11/19/03	12/03/03	7	7	69	94	96-061	C
DANBURY	NORWALK	U	08202R	NORWALK RIVER - STEEL GIRDER	3.20	2117	I	03/20/03	11/19/03	12/03/03	5	4	87	109	03-051	C&D
DANBURY	WILTON	U	08203R	BROOK - MULTIBEAM DECK	5.12	144	R	02/03/04	05/03/04	06/04/04	6	6	118	151	02-043	D
DANBURY	WILTON	U	08204R	STREAM - MULTIBEAM DECK	6.43	360	R	02/03/04	04/19/04	06/04/04	5	5	69	89	04-023	D
DANBURY	WILTON	U	08205R	NORWALK RIVER - STEEL GIRDER	6.64	495	R	02/02/04	04/12/04	06/04/04	5	5	61	79	04-021	D
DANBURY	WILTON	U	08206R	NORWALK RIVER - STEEL GIRDER	8.70	510	R	02/04/04	04/12/04	06/04/04	4	4	72	93	04-020	D
DANBURY	WILTON	U	08207R	NORWALK RIVER - STEEL GIRDER	9.42	672	R	03/08/04	09/10/04	10/19/04	6	5	81	113	04-044	E
DANBURY	WILTON	U	08208R	BROOK - CULVERT MASONRY	9.91	252	R	03/20/03	08/11/03	11/14/03	4	3	--	--	--	--
DANBURY	WILTON	U	08209R	OLD MILL ROAD	11.01	320	R	01/26/04	06/03/04	06/30/04	4	4	60	77	00-030	E
DANBURY	WILTON	U	08210R	NORWALK RIVER - STEEL GIRDER	11.55	1570	R	03/20/03	03/17/04	03/29/04	5	4	75	97	04-005	D
DANBURY	WILTON	U	08211R	FACTORY POND	12.17	588	I	02/05/04	04/12/04	06/04/04	5	5	79	102	04-019	D
DANBURY	REDDING	U	08212R	BRANCHVILLE BROOK	12.83											
DANBURY	REDDING	U	08213R	OLD REDDING ROAD	14.16	208	R	01/27/04	06/03/04	06/28/04	6	6	96	142	98-062	E
DANBURY	REDDING	U	08214R	SIMPAUG TURNPIKE	14.80	199	R	03/11/03	06/02/03	06/19/03	7	7	--	--	--	--
DANBURY	REDDING	U	08215R	UMPAWAUG POND BROOK - STEEL GIRDER	16.41	248	R	02/23/04	07/19/04	08/03/04	5	5	93	124	04-032	D
DANBURY	REDDING	U	08216R	SAUGATUCK RIVER - STEEL GIRDER	17.09	392	R	01/29/04	01/27/05	02/28/05	5	5	82	107	05-001	D
DANBURY	BETHEL	U	08217R	CULVERT	19.23											
DANBURY	BETHEL	U	01020R	GRASSY PLAIN ROAD (ROUTE 53)	19.64	468	R	03/12/03	06/19/03	07/14/03	3	3	65	85	01-056	C
DANBURY	BETHEL	U	08224R	SYMPAUG BROOK - DOUBLE BARREL MASC	19.79											
DANBURY	BETHEL	U	08217R	BROOK - CONCRETE	19.99	390	R	07/22/03	09/10/03	11/14/03	5	5	--	--	--	--
DANBURY	BETHEL	U	08218R	SYMPAUG BROOK - MULTIBEAM DECK	21.41	216										
DANBURY	DANBURY	U	08219R	SYMPAUG BROOK - CONCRETE SLAB	21.52	216	R	03/02/04	11/23/04	11/24/04	5	5	84	131	--	--
DANBURY	DANBURY	U	08220R	STILL RIVER - STEEL GIRDER	22.39	2520	I	08/26/02	12/23/02	03/13/03	7	7	82	132	--	--
DANBURY	DANBURY	U	05100R	STILL RIVER - CONCRETE CULVERT	22.94	1680	R	08/11/03	10/17/03	--	7	7	75	125	--	--
DANBURY	DANBURY	U	08223R	STILL RIVER - CONCRETE CULVERT	23.18	8820	R	08/27/02	12/16/02	04/28/03	7	7	69	116	02-074	C
DANBURY	DANBURY	U	04290R	STILL RIVER - CONCRETE CULVERT	23.42	2537										

Legend:

U=Undergrade Bridge
M=Movable Bridge
Z=Misc. Overhead Structure
S=Siding Track
R=Routine Insepction
I=In-Depth Inspection
W=Underwater Inspection
RW=Routine & Underwater Inspection
IW=In-Depth & Underwater Inspection
NR-Inspection Not Required

TOTAL NUMBER OF STRUCTURES: 28
SHADED BRIDGES: 25
TOTAL BRIDGES INSPECTED: 3

20	=ROUTINE
3	=IN-DEPTH
0	=ROUTINE+UNDERV
0	=IN-DEPTH+UNDER
23	=TOTAL

TOTAL	Prev.	Current
Rating 2	0	0
Rating 3	1	2
Rating 4	3	4
Rating 5	11	10
Rating 6	3	2
Rating 7	5	5
Rating 8	0	0
TOTAL	23	23

State of Connecticut-Department of Transportation-Office of Rails
Metro-North Railroad Bridge Inspection list

Track Chart Name	Town	Bridge Type	Bridge No.	Location	Mile Point	Deck Area	Phase 7 - (July 04 - June 05)										Phase 8 - (June 06 - May 08)														
							Insp. Type	Date of Insp.	Received by Rail	Submit to J. Fox	Overall Cond. Rating		Cooper Rating		RMM		Insp. Type	Proposed Date of Insp.	First Date of Insp.	No. of Insp. days	Last Day of Insp.	21 Days Later	Received by Rail	Submit to J. Fox	Overall Cond. Rating		Cooper Rating		RMM		Report Sent to New Haven
											Prev.	Current	Norm	Max	#	Priority Letter								Prev.	Current	Norm	Max	#	Priority Letter	
DANBURY	NORWALK	U	04134R	MARSHALL STREET	0.11	530											R	02/21/07	02/05/07	1.0	02/05/07	02/26/07	02/26/07	03/19/07	5	5	67	100	07-04134R	D	NO
DANBURY	NORWALK	U	08200R	ANN STREET	0.19	2052											R	06/29/06	08/28/06	1.2	08/29/06	09/19/06	09/19/06	10/10/06	5	5	59	77	06-08200R	D & E	09/20/06
DANBURY	NORWALK	U	08201R	NORWALK RIVER - STEEL GIRDER	1.56	2614											R	06/27/06	08/23/06	1.2	08/29/06	09/19/06	09/19/06	10/10/06	7	7	69	94	06-08201R	C, D & E	09/20/06
DANBURY	NORWALK	U	08202R	NORWALK RIVER - STEEL GIRDER	3.20	2117	R	04/04/05	11/07/05	04/19/06	4	5	87	109	05-046	D	RW	03/31/08	03/31/08	1.0	03/31/08	04/21/08			5		87	109			
DANBURY	WILTON	U	08203R	BROOK - MULTIBEAM DECK	5.12	144											R	02/22/07	02/05/07	0.3	02/05/07	02/26/07	02/16/07	03/19/07	6	5	118	151	07-08203R	D	NO
DANBURY	WILTON	U	08204R	STREAM - MULTIBEAM DECK	6.43	360											R	02/23/07	02/05/07	0.3	02/05/07	02/26/07	03/01/07	03/19/07	5	4	69	89	07-08204R	D	NO
DANBURY	WILTON	U	08205R	NORWALK RIVER - STEEL GIRDER	6.64	495											R	02/26/07	02/09/07	0.5	02/09/07	03/02/07	03/22/07	04/09/07	5	5	61	79	07-08205R	D & E	NO
DANBURY	WILTON	U	08206R	NORWALK RIVER - STEEL GIRDER	8.70	510											R	02/27/07	02/08/07	0.5	02/08/07	03/01/07	03/09/07	04/09/07	4	4	72	93	07-08206R	D & E	NO
DANBURY	WILTON	U	08207R	NORWALK RIVER - STEEL GIRDER	9.42	672											R	08/10/07	03/05/08	0.25	03/05/08	03/26/08			5		81	113			
DANBURY	WILTON	U	08208R	BROOK - CULVERT MASONRY	9.91	252	R	04/13/05	10/12/05	02/03/06	3	3	--	--	05-043	C	R	03/25/08	03/05/08	0.25	03/05/08	03/26/08	04/11/08		3	3	--	--	08-08208R	C & D	NO
DANBURY	WILTON	U	08209R	OLD MILL ROAD	11.01	320											R	02/28/07	02/13/07	1.0	02/13/07	03/06/07	03/14/07	04/09/07	4	4	60	77	07-08209R	D	NO
DANBURY	WILTON	U	08210R	NORWALK RIVER - STEEL GIRDER	11.55	1570	R	04/11/05	09/22/05	02/10/06	4	5	75	97	05-036	D	I	03/05/08	03/05/08	1.25	04/03/08	04/24/08			5		75	97			
DANBURY	WILTON	U	08211R	FACTORY POND	12.17	588											RW	03/01/07	03/28/07	1.0	03/28/07	04/18/07	05/01/07	06/11/07	5	5	79	102	07-08211R	D & E	NO
DANBURY	REDDING	U	08212R	BRANCHVILLE BROOK	12.83																										
DANBURY	REDDING	U	08213R	OLD REDDING ROAD	14.16	208											R	03/02/07	02/07/07	1.0	02/07/07	02/28/07	03/02/07	03/12/07	6	6	96	142	07-08213R	D & E	NO
DANBURY	REDDING	U	08214R	SIMPAUG TURNPIKE	14.80	199	R	04/13/05	08/22/05	03/29/06	7	6	--	--	--	--	R	03/11/08	03/11/08	1.0	03/20/08	04/10/08	04/11/08		6	6	--	--	08-08214R	--	NO
DANBURY	REDDING	U	08215R	UMPAWAUG POND BROOK - STEEL GIRDER	16.41	248											R	03/05/07	02/07/07	1.0	02/07/07	02/28/07	03/05/07	03/12/07	5	5	93	124	07-08215R	D & E	NO
DANBURY	REDDING	U	08216R	SAUGATUCK RIVER - STEEL GIRDER	17.09	392											R	03/06/07	02/07/07	1.2	02/12/07	03/05/07	03/02/07	03/12/07	5	5	82	107	07-08216R	D & E	NO
DANBURY	BETHEL	U	08217R	CULVERT	19.23																										
DANBURY	BETHEL	U	01020R	GRASSY PLAIN ROAD (ROUTE 53)	19.64	468	I	11/01/04	01/07/05	03/22/05	3	5	80	134	--	--	R	03/12/08	03/12/08	1.0	03/20/08	04/10/08	04/11/08		5	5	80	134	08-01020R	D & E	NO
DANBURY	BETHEL	U	08224R	SYMPAUG BROOK - DOUBLE BARREL MASC	19.79												RW	06/26/06	10/30/06	1.5	10/30/06	11/20/06	12/19/06	01/08/07	-	4	--	--	06-08224R	E	NO
DANBURY	BETHEL	U	08217R	BROOK - CONCRETE	19.99	390											R	06/23/06	08/29/06	1.0	08/29/06	09/19/06	09/19/06	10/10/06	5	5	--	--	06-08217R	D & E	09/20/06
DANBURY	BETHEL	U	08218R	SYMPAUG BROOK - MULTIBEAM DECK	21.41	216	RW	08/26/04	05/31/05	08/04/05	3	4	--	--	05-017R	C	RW	08/29/07	08/20/07	1.0	08/20/07	09/10/07	10/12/07	02/25/08	4	4	82	104	07-08218R	C & E	NO
DANBURY	DANBURY	U	08219R	SYMPAUG BROOK - CONCRETE SLAB	21.52	216											RW	08/13/07	08/20/07	1.0	08/20/07	09/10/07	10/03/07	02/25/08	5	5	84	131	07-08219R	E	NO
DANBURY	DANBURY	U	08220R	STILL RIVER - STEEL GIRDER	22.39	2520	R	07/20/04	09/09/04	10/12/04	7	7	82	132	--	--	R	08/30/07	01/21/08	1.0	01/21/08	02/11/08	02/11/08	03/24/08	7	7	82	132	08-08220R	D & E	NO
DANBURY	DANBURY	U	05100R	STILL RIVER - CONCRETE CULVERT	22.94	1680	R	01/26/06	06/01/06	--	7	7	75	125	--	--	R	09/03/07	01/24/08	1.0	01/24/08	02/14/08	02/11/08	03/24/08	7	7	75	125	08-05100R	--	NO
DANBURY	DANBURY	U	08223R	STILL RIVER - CONCRETE CULVERT	23.18	8820	R	07/20/04	09/10/04	10/19/04	7	7	69	116	04-041	C	R	09/04/07	01/23/08	1.0	01/23/08	02/13/08	02/11/08	03/24/08	7	7	69	116	08-08223R	--	NO
DANBURY	DANBURY	U	04290R	STILL RIVER - CONCRETE CULVERT	23.42	2537	I	01/12/06	06/01/06	--	7	7	84	141	--	--	R	09/12/07	01/23/08	2.0	01/24/08	02/14/08	02/11/08	03/24/08	7	6	84	141	08-04290R	E	NO

Legend:

U=Undergrade Bridge
M=Movable Bridge
Z=Misc. Overhead Structure
S=Siding Track
R=Routine Insepction
I=In-Depth Inspection
W=Underwater Inspection
RW=Routine & Underwater Inspection
IW=In-Depth & Underwater Inspection
NR-Inspection Not Required

TOTAL NUMBER OF STRUCTURES: 28
SHADED BRIDGES: 25
TOTAL BRIDGES INSPECTED: 3

7	=ROUTINE
2	=IN-DEPTH
1	=ROUTINE+UNDERV
0	=IN-DEPTH+UNDER
10	=TOTAL

TOTAL	Prev.	Current
Rating 2	0	0
Rating 3	3	1
Rating 4	2	1
Rating 5	0	3
Rating 6	0	1
Rating 7	5	4
Rating 8	0	0
TOTAL	10	10

20	=ROUTINE
1	=IN-DEPTH
5	=ROUTINE+UNDERWATER
0	=IN-DEPTH+UNDERWATER
0	=SEMI-FINAL
0	=NO INSPECTION IN THIS PHASE
26	=TOTAL

TOTAL	Prev.	Current
Rating 2	0	0
Rating 3	1	1
Rating 4	3	5
Rating 5	13	10
Rating 6	3	3
Rating 7	5	4
Rating 8	0	0
No Rating	1	0
TOTAL	26	23

State of Connecticut-Department of Transportation-Office of Rails
Metro-North Railroad Bridge Inspection list

Track Chart Name	Town	Bridge Type	Bridge No.	Location	Mile Point	Deck Area	Underwater Inspections							Field Verification Inspection by Consultants	Notes	Last In-Depth Insp.	Vertical Clearance		Latitude		Longitude		Seismic Evaluation Rating	
							Insp. Type	Date of Insp.	Received by Rail	Submit to J. Fox	Cond. Rating	RMM #	RMM Priority Letter				Actual	Posted						
DANBURY	NORWALK	U	04134R	MARSHALL STREET	0.11	530	NR	--	--	--	--	--	--	E&K - Add'l	2001 Survey (Dip) - Actual clearance measured in field is 11'-8"	01/03/02	11'-1'	10'-10"	41	6.0	73	25.0	8.914	
DANBURY	NORWALK	U	08200R	ANN STREET	0.19	2052	NR	--	--	--	--	--	--		2001 Survey (Dip) - Actual clearance measured in field is 13'-2"	10/11/99	12'-10"	12'-7"	41	6.1	73	25.1	8.865	
DANBURY	NORWALK	U	08201R	NORWALK RIVER - STEEL GIRDER	1.56	2614	NR	--	--	--	--	--	--			07/24/01	N/A	N/A	41	7.1	73	24.9	?	
DANBURY	NORWALK	U	08202R	NORWALK RIVER - STEEL GIRDER	3.20	2117	W	09/24/03	11/20/03	12/03/03	5	--	--	Lochner	Rehabilitated - Phase 1 (2002)	03/20/03	N/A	N/A	41	8.4	73	25.6	7.836	
DANBURY	WILTON	U	08203R	BROOK - MULTIBEAM DECK	5.12	144	NR	--	--	--	--	--	--	Lochner		None	N/A	N/A	41	10.0	73	25.2	9.308	
DANBURY	WILTON	U	08204R	STREAM - MULTIBEAM DECK	6.43	360	NR	--	--	--	--	--	--	Lochner		None	N/A	N/A	41	11.1	73	25.5	9.295	
DANBURY	WILTON	U	08205R	NORWALK RIVER - STEEL GIRDER	6.64	495	NR	--	--	--	--	--	--	Lochner		01/21/02	N/A	N/A	41	11.2	73	25.7	7.503	
DANBURY	WILTON	U	08206R	NORWALK RIVER - STEEL GIRDER	8.70	510	NR	--	--	--	--	--	--	E&K - 1		02/05/02	N/A	N/A	41	12.9	73	25.7	8.627	
DANBURY	WILTON	U	08207R	NORWALK RIVER - STEEL GIRDER	9.42	672	NR	--	--	--	--	--	--	E&K	Underwater Inspection May be Required	01/08/98	N/A	N/A	41	13.5	73	25.5	?	
DANBURY	WILTON	U	08208R	BROOK - CULVERT MASONRY	9.91	252	NR	--	--	--	--	--	--	E&K		None	N/A	N/A	41	13.9	73	25.6	CULVERT	
DANBURY	WILTON	U	08209R	OLD MILL ROAD	11.01	320	NR	--	--	--	--	--	--	E&K		01/09/02	11'-3"	11'-0"	41	14.8	73	26.0	9.308	
DANBURY	WILTON	U	08210R	NORWALK RIVER - STEEL GIRDER	11.55	1570	NR	--	--	--	--	--	--	E&K		04/03/08	N/A	N/A	41	15.1	73	25.9	8.742	
DANBURY	WILTON	U	08211R	FACTORY POND	12.17	588	RW	03/28/07	05/01/07	06/11/07	5	07-08211R	D & E			02/05/04	N/A	N/A	41	15.6	73	26.1	8.914	
DANBURY	REDDING	U	08212R	BRANCHVILLE BROOK	12.83		NR	--	--	--	--	--	--		Verical Opening 1'-3" (<5'); No Inspection Required		N/A	N/A	41	16.1	73	26.5		
DANBURY	REDDING	U	08213R	OLD REDDING ROAD	14.16	208	NR	--	--	--	--	--	--		2001 Survey (Dip) - Actual clearance measured in field is 11'-5"	01/07/00	11'-1"	10'-9"	41	17.3	73	26.8	9.371	
DANBURY	REDDING	U	08214R	SIMPAUG TURNPIKE	14.80	199	NR	--	--	--	--	--	--		2001 Survey (Dip) - Survey clearance measured in field is 10'-10"	None	10'-7"	10'-0"	41	17.7	73	27.0		
DANBURY	REDDING	U	08215R	UMPAWAUG POND BROOK - STEEL GIRDER	16.41	248	NR	--	--	--	--	--	--	Lochner		None	N/A	N/A	41	18.5	73	26.6	8.828	
DANBURY	REDDING	U	08216R	SAUGATUCK RIVER - STEEL GIRDER	17.09	392	NR	--	--	--	--	--	--			02/07/02	N/A	N/A	41	19.5	73	26.1	8.627	
DANBURY	BETHEL	U	08217R	CULVERT	19.23		NR	--	--	--	--	--	--		Row Removed		N/A	N/A	41	21.0	73	25.1		
DANBURY	BETHEL	U	01020R	GRASSY PLAIN ROAD (ROUTE 53)	19.64	468	NR	--	--	--	--	--	--			11/01/04	11'-10"	11'-4"	41	21.3	73	25.6		
DANBURY	BETHEL	U	08224R	SYMPAUG BROOK - DOUBLE BARREL MASC	19.79		RW	10/30/06	12/19/06	01/08/07	4	06-08224R	E		3'-6"(w) X 2'-8"(h) (<5'); No Inspection Required		N/A	N/A	41	21.5	73	25.1		
DANBURY	BETHEL	U	08217R	BROOK - CONCRETE	19.99	390	NR	--	--	--	--	--	--			None	N/A	N/A	41	21.0	73	25.1	TOO SMALL	
DANBURY	BETHEL	U	08218R	SYMPAUG BROOK - MULTIBEAM DECK	21.41	216	RW	08/20/07	10/12/07	02/25/08	4	07-08218R	C & E		Combined Underwater and Routine Inspection	None	N/A	N/A	41	22.8	73	25.3	TOO SMALL	
DANBURY	DANBURY	U	08219R	SYMPAUG BROOK - CONCRETE SLAB	21.52	216	W	08/20/07	10/03/07	02/25/08	5	07-08219R	E		Combined Underwater and Routine Inspection	None	N/A	N/A	41	22.8	73	25.3		
DANBURY	DANBURY	U	08220R	STILL RIVER - STEEL GIRDER	22.39	2520	NR	--	--	--	--	--	--			08/26/02	N/A	N/A	41	23.5	73	26.0	8.893	
DANBURY	DANBURY	U	05100R	STILL RIVER - CONCRETE CULVERT	22.94	1680	NR	--	--	--	--	--	--		Insp. by State Team (Br. No. 05100) 01/26/06	None	N/A	N/A	41	23.0	73	26.3		
DANBURY	DANBURY	U	08223R	STILL RIVER - CONCRETE CULVERT	23.18	8820	NR	--	--	--	--	--	--			None	N/A	N/A	41	23.8	73	26.8		
DANBURY	DANBURY	U	04290R	STILL RIVER - CONCRETE CULVERT	23.42	2537	NR	--	--	--	--	--	--		Insp. by State Team (Br. No. 04290) 01/12/06	01/12/06	N/A	N/A	41	23.8	73	27.0		

Legend:

U=Undergrade Bridge
M=Movable Bridge
Z=Misc. Overhead Structure
S=Siding Track
R=Routine Insepction
I=In-Depth Inspection
W=Underwater Inspection
RW=Routine & Underwater Inspection
IW=In-Depth & Underwater Inspection
NR-Inspection Not Required

TOTAL NUMBER OF STRUCTURES: 28
SHADED BRIDGES: 25
TOTAL BRIDGES INSPECTED: 3

TOTAL	Prev.
Rating 2	0
Rating 3	0
Rating 4	2
Rating 5	3
Rating 6	0
Rating 7	0
Rating 8	0
TOTAL	**5**

Housatonic Railroad Company - Bridge Inventory Lists

THE Housatonic Rail Road Company INC.

P.O. Box 1146
1 Railroad Street
Canaan, CT 06018
(860) 824-0850
Fax: (860) 824-7936

Fax Cover Sheet

Date: 7/21/2008 *Time:*

Send To: David Chase *Fax Number:* 860-529-3991

Company: URS Corp

Number Of Pages To Follow: 18

From: Matthew Boardman
Project Engineer

Comments:

2007 Bridge Inspections From MP77 - MP80 on Maybrook Line & From Berkshire Jct - MP13 @ Nestle Plant in New Milford.

Canaan, Connecticut

Division N/A

Location Danbury, CT

Type of Bridge Stone Arch

Branch Maybrook

O.H. ____ U.G. X

No. Spans 1 Span No. 1

No. Tracks 2

Bridge Number 78.74

Old Bridge No. ____

Length 18'

Track No. 1&2 Main/Siding

TRACK ALIGNMENT Tangent X Curve ____

...way ____

Roadway Beaver Brook Road

Other ____

Date Last Inspection 6/25/2005

Date This Inspection 6/7/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.		X	
2	Clearance Signs	X		
3	Highway minimum 10' 6" clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track		X	
9	Track on bridge		X	
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
	Scour (Distance top of rail to bed of stream ____)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or (E)		X	
16	Abutment S or (W)		X	
17	Backwalls		X	
18	Wingwalls		X	
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches		X	
23	Parapet Walls			
24	Pointing		X	

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness			X
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord			
29	Bot Flg or Chord			
30	Bearing Stiffs			
31	Web or Diagnls			
32	Hangers			
33	Counters			
34	Rivets *			
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes			
40	Rollers			
41	Shims			
42	Anchor bolts			
43	Wood blocking			
44	Cleanliness			
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames			
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties			
65	Tie Sealing			
66	Timber or bar Spacer			
67	Guard rails			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness			
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION: ____

REMARKS: Pointing missing on wing wall south side of arch. Some loose pointing in barrel of arch.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition

B - Not hazardous - Note any change next inspection.

R - Put on repair program.

Signed: [signature] Inspector

Reviewed [signature]

Noted ____

Canaan, Connecticut

Division N/A
Location Danbury, CT
Type of Bridge Deck Plate Girder

Branch Maybrook
O.H. U.G. X
No. Spans 4 Span No. 1-4
No. Tracks 2

Bridge Number 79.65
Old Bridge No.
Length 207'
Track No. Main
TRACK ALIGNMENT Tangent Curve X

Railway Still River
Roadway
Other
Date Last Inspection 6/25/2005

Date This Inspection 6/7/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			X
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track		X	
9	Track on bridge		X	
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
	Scour (Distance top of rail to bed of stream)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or (E)		X	
16	Abutment S or (W)		X	X
17	Backwalls		X	
18	Wingwalls		X	
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls		X	
24	Pointing		X	

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness		X	
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord		X	
29	Bot Flg or Chord		X	
30	Bearing Stiffs		X	
31	Web or Diagnls		X	
32	Hangers			
33	Counters			
34	Rivets *		X	
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes		X	
40	Rollers			
41	Shims			
42	Anchor bolts			X
43	Wood blocking			
44	Cleanliness			X
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat		X	
46	Top Lat Pls		X	
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames		X	
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties 137-8"x12"	X		
65	Tie Sealing			
66	Timber or bar	X		
	Spacer			
67	Guard rails NONE			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness		X	
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION:

REMARKS: Moderate corrosion top and bottom flanges of girders. Bottom flange corroded 100% at northwest bearing. Pier # 2 cap severely spalling under west end of bearing. At east abutment, stones are dislodging and falling out at base under north bearing.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition
B - Not hazardous - Note any change next inspection.
R - Put on repair program.

Signed: D J Carey Inspector
Reviewed MJB
Noted

The Housatonic Railroad Co.

Canaan, Connecticut

Division N/A
Location Danbury, CT
Type of Bridge Deck Plate Girder

Waterway Still River
Roadway
Other
Date Last Inspection 6/25/2005

Branch Maybrook
O.H. U.G. X
No. Spans 4 Span No. 1-4
No. Tracks 2

Bridge Number 79.65
Old Bridge No.
Length 207'
Track No. Siding
TRACK ALIGNMENT Tangent
Curve X

Date This Inspection 6/7/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			X
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track		X	
9	Track on bridge		X	
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
	Scour (Distance top of rail to bed of stream)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or E		X	
16	Abutment S or W		X	
17	Backwalls		X	
18	Wingwalls		X	
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls			X
24	Pointing			X

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness		X	
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord		X	
29	Bot Flg or Chord		X	
30	Bearing Stiffs		X	
31	Web or Diagnls		X	
32	Hangers			
33	Counters			
34	Rivets *		X	
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes		X	
40	Rollers			
41	Shims			X
42	Anchor bolts			X
43	Wood blocking			
44	Cleanliness			X
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat		X	X
46	Top Lat Pls		X	
47	Bot Lat		X	
48	Bot Lat Pls		X	
49	Sway Frames		X	
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties 137- 8"x12"	X		
65	Tie Sealing			
66	Timber or bar Spacer	X		
67	Guard rails NONE			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness			X
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION: Clean bearings and abutments of ballast and debris.

REMARKS: Moderate corrosion top and bottom flanges of girders. Bearing shim North side, Span #2 at pier fully out of position. Severe corrosion on top lateral bracing at panel # 6 and # 10.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition
B - Not hazardous - Note any change next inspection.
R - Put on repair program.

Signed: DJ Carey Inspector
Reviewed MJB
Noted

The Housatonic RailRoad Co.

BRIDGE INSPECTION REPORT

Canaan, Connecticut

N/A

Brookfield, CT

Type of Bridge: Concrete & Stone Arch

Branch: Berkshire

O.H. ____ U.G. X

No. Spans 1 Span No. 1

No. Tracks 1

Bridge Number 1.09

Old Bridge No. ____

Length 30'

Track No. 1

TRACK ALIGNMENT: Tangent X Curve ____

Waterway ____

Roadway: Sand Cut Hill Road

Other ____

Date Last Inspection: 6/7/2007

Date This Inspection: 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			
2	Clearance Signs			
3	Highway minimum clearance 10' 6"	X		
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track		X	
9	Track on bridge		X	
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
	ur (Distance top of rail			
	ed of stream ____)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment (N) or E		X	
16	Abutment (S) or W		X	
17	Backwalls		X	
18	Wingwalls		X	X
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches		X	
23	Parapet Walls		X	
24	Pointing		X	

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness		X	
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord			
29	Bot Flg or Chord			
30	Bearing Stiffs			
31	Web or Diagnls			
32	Hangers			
33	Counters			
34	Rivets *			
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes			
40	Rollers			
41	Shims			
42	Anchor bolts			
43	Wood blocking			
44	Cleanliness			
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames			
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties			
65	Tie Sealing			
66	Timber or bar Spacer			
67	Guard rails			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness			
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION: Repair southeast wingwall. Excavate behind top wing steps and re-set stones. One stone out of position approximately 12". Possibly hit by snow plow.

REMARKS: Arch in good condition. Track surface good. Some minor spalling of concrete in barrel. Five locations have broken stones at springline on both north and south sides. These should be pointed.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition

B - Not hazardous - Note any change next inspection.

R - Put on repair program.

Signed: WJ Casey Inspector

Reviewed MJB

Noted ____

Housatonic RailRoad Co.

Canaan, Connecticut

BRIDGE INSPECTION REPORT

Division N/A
Location Brookfield, CT
Type of Bridge Concrete Arch

Waterway
Roadway Grays Bridge Road
Other
Date Last Inspection 10/7/2006

Branch Berkshire
O.H. X U.G.
No. Spans 1 Span No. 1
No. Tracks 1

Bridge Number 1.59
Old Bridge No.
Length 50'
Track No. 1
TRACK ALIGNMENT Tangent X Curve

Date This Inspection 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track	X		
9	Track on bridge	X		
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
12	Scour (Distance top of rail to bed of stream)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or (E)	X		
16	Abutment S or (W)	X		
17	Backwalls	X		
18	Wingwalls	X		
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls	X		
24	Pointing	X		

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab	X		
27	Cleanliness	X		
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord			
29	Bot Flg or Chord			
30	Bearing Stiffs			
31	Web or Diagnls			
32	Hangers			
33	Counters			
34	Rivets *			
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes			
40	Rollers			
41	Shims			
42	Anchor bolts			
43	Wood blocking			
44	Cleanliness			
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames			
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties			
65	Tie Scaling			
66	Timber or bar Spacer			
67	Guard rails			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness			
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION:

REMARKS: Owned and maintained by State of Connecticut, Br. #04265. Reinforced concrete deck, blacktop surface. Heavy brush and vegetation growing from top of abutments and head walls.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition
B - Not hazardous - Note any change next inspection.
R - Put on repair program.

Signed: DJ Carey Inspector
Reviewed MJB
Noted

The Housatonic RailRoad Co.

BRIDGE INSPECTION REPORT

Canaan, Connecticut

Division N/A

Subdivision Brookfield, CT

Type of Bridge Through Girder

Waterway

Roadway Center Road

Other

Branch Berkshire

O.H. U.G. X

No. Spans 1 Span No. 1

No. Tracks 1

Bridge Number 2.44

Old Bridge No.

Length 45'

Track No. 1

TRACK ALIGNMENT Tangent Curve X

Date Last Inspection 10/7/2006

Date This Inspection 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			X
2	Clearance Signs	X		
3	Highway minimum clearance 12' 1"			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track	X		
9	Track on bridge	X		
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
12	Scour (Distance top of rail to bed of stream)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment (N) or E		X	
16	Abutment (S) or W		X	
17	Backwalls		X	
18	Wingwalls		X	
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls		X	
24	Pointing			

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite		X	
26	Slab			
27	Cleanliness			X
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top (Flg) or Chord		X	
29	Bot (Flg) or Chord		X	
30	Bearing Stiffs		X	
31	(Web) or Diagnls		X	
32	Hangers			
33	Counters			
34	Rivets *		X	
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes		X	
40	Rollers			
41	Shims			
42	Anchor bolts		X	
43	Wood blocking			
44	Cleanliness			X
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat		X	
48	Bot Lat Pls		X	
49	Sway Frames			
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web		X	

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg		X	
54	Flr Bm Bot Flg		X	
55	Flr Bm Conn		X	
56	Str web		X	
57	Str Top Flg		X	
58	Str Bot Flg		X	
59	Str Conn		X	
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties 30- 8"x8"	X		
65	Tie Sealing			
66	Timber or (bar) Spacer	X		
67	Guard rails None			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness		X	
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION: Concrete deteriorated under northwest bearing, and undermined 2". Concrete spalling at northeast, southwest and southeast bearings also. New bridge timbers installed in 2005.

REMARKS: Concrete spalling on wings and abutments. Several bottom lateral braces bent due to high vehicles. Bridge painted with graffiti, both approaches on faces of girders.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition

B - Not hazardous - Note any change next inspection.

R - Put on repair program

Signed: D J Cary Inspector

Reviewed

Noted

Housatonic RailRoad Co.

Canaan, Connecticut

BRIDGE INSPECTION REPORT

Division N/A
Location Brookfield, CT
Type of Bridge I-Beam

Waterway
Roadway
Other Farm Pass
Date Last Inspection 10/7/2006

Branch Berkshire
O.H. U.G. X
No. Spans 1 Span No. 1
No. Tracks 1

Bridge Number 2.93
Old Bridge No.
Length 20'
Track No. 1
TRACK ALIGNMENT Tangent X Curve

Date This Inspection 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			X
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track		X	
9	Track on bridge	X		
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
12	Scour (Distance top of rail to bed of stream)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or E		X	
16	Abutment S or W		X	
17	Backwalls		X	
18	Wingwalls		X	
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls			
24	Pointing			

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness			X
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord	X		
29	Bot Flg or Chord	X		
30	Bearing Stiffs	X		
31	Web or Diagnls	X		
32	Hangers			
33	Counters			
34	Rivets *			
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes		X	
40	Rollers			
41	Shims			
42	Anchor bolts		X	
43	Wood blocking			
44	Cleanliness			X
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat		X	
48	Bot Lat Pls			
49	Sway Frames		X	
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)		A	B	R
53	Flr Bm Top Flg				
54	Flr Bm Bot Flg				
55	Flr Bm Conn				
56	Str web				
57	Str Top Flg				
58	Str Bot Flg				
59	Str Conn				
60	Steel Floor				
61	Conc Floor				
62	Wood Floor				
63	Waterproofing				
64	Track Ties	14-8x8"	X		
65	Tie Sealing				
66	Timber or bar Spacer		X		
67	Guard rails	None			
68	Deck hardware				
69	Footwalks				
70	Handrails				
71	Drainage				
72	Cleanliness				X
	TRESTLES		**A**	**B**	**R**
73	Bulkheads				
74	Piles				
75	Sills				
76	Posts				
77	Caps				
78	Corbels				
79	Stringers				
80	Cross Brace				
81	Long Brace				
82	Foundations				
83	Welds				

FOR IMMEDIATE ATTENTION: Clean bearings of ballast and debris.

REMARKS: Concrete spalling on north and south abutments, and wingwalls. New bridge ties installed in 2005.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition
B - Not hazardous - Note any change next inspection.
R - Put on repair program.

Signed: RJ Carey Inspector
Reviewed MLB
Noted

THE Housatonic RailRoad Co.

BRIDGE INSPECTION REPORT

Canaan, Connecticut
N/A
Brookfield, CT
Type of Bridge: I-Beam
Waterway
Roadway: Silvermine Rd.
Other
Date Last Inspection: 10/7/2006

Branch: Berkshire
O.H.: X U.G.:
No. Spans: 3 Span No.: 1-3
No. Tracks: 1

Bridge Number: 3.25
Old Bridge No.:
Length: 129'
Track No.: 1
TRACK ALIGNMENT: Tangent: X Curve:

Date This Inspection: 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint (1989) yr.	X		
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track			
9	Track on bridge			
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
12	Scour (Distance top of rail to bed of stream ___ ___)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or (E)	X		
16	Abutment S or (W)	X		
17	Buckwalls	X		
18	Wingwalls	X		
19	Timber back walls			
20	Piers			
21	Pedestals	X		
22	Arches			
23	Parapet Walls	X		
24	Pointing			

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab	X		
27	Cleanliness	X		
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord	X		
29	Bot Flg or Chord	X		
30	Bearing Stiffs			
31	Web or Diagnls	X		
32	Hangers			
33	Counters			
34	Rivets *			
35	Pins			
36	Cols or bents	X		
37	Sole plates			
38	Masonry plates			
39	Shoes			
40	Rollers			
41	Shims			
42	Anchor bolts			
43	Wood blocking			
44	Cleanliness	X		
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames	X		
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties			
65	Tie Sealing			
66	Timber or bar Spacer			
67	Guard rails			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness			
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION:

REMARKS: Owned and maintained by State of Connecticut. Blacktop deck. State #05747. Chain link fence damaged over north end of bridge.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition
- Not hazardous - Note any change next inspection.
- Put on repair program.

Signed: RJ Cay Inspector
Reviewed MPB
Noted

The Housatonic RailRoad Co.

BRIDGE INSPECTION REPORT

Canaan, Connecticut
N/A
Brookfield, CT
Type of Bridge I-Beam

Branch Berkshire
O.H. X U.G.
No. Spans 1 Span No.
No. Tracks 1

Bridge Number 4.30
Old Bridge No.
Length 108'
Track No. 1
TRACK ALIGNMENT Tangent / Curve X

Waterway
Roadway Route 25
Other
Date Last Inspection 10/7/2006

Date This Inspection 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint (1989) yr.	X		
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track			
9	Track on bridge			
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
	ur (Distance top of rail			
	ed of stream)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or E	X		
16	Abutment S or W	X		
17	Backwalls	X		
18	Wingwalls	X		
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls	X		
24	Pointing			

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness	X		
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord	X		
29	Bot Flg or Chord	X		
30	Bearing Stiffs	X		
31	Web or Diagnls	X		
32	Hangers			
33	Counters			
34	Rivets *			
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates	X		
39	Shoes	X		
40	Rollers			
41	Shims			
42	Anchor bolts	X		
43	Wood blocking			
44	Cleanliness	X		
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames	X		
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties			
65	Tie Scaling			
66	Timber or bar Spacer			
67	Guard rails			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness			
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION:

REMARKS: Owned and maintained by State of Connecticut. Reinforced concrete deck, blacktop surface. State #05776.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition
B - Not hazardous - Note any change next inspection.
R - Put on repair program.

Signed: D F Carey Inspector
Reviewed MB
Noted

The Housatonic RailRoad Co.

BRIDGE INSPECTION REPORT

Canaan, Connecticut

N/A

Brookfield, CT

Type of Bridge I-Beam

Waterway

Roadway Old Middle Road

Other

Date Last Inspection 10/7/2006

Branch Berkshire

O.H. U.G. X

No. Spans 1 Span No. 1

No. Tracks 1

Bridge Number 6.11

Old Bridge No.

Length 33'

Track No. 1

TRACK ALIGNMENT Tangent X Curve

Date This Inspection 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			X
2	Clearance Signs None	X		
3	Highway minimum clearance 9' 0"			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track		X	
9	Track on bridge		X	
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
12	ur (Distance top of rail ed of stream)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment (N) or E	X		
16	Abutment (S) or W	X		
17	Backwalls	X		
18	Wingwalls	X		
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls	X		
24	Pointing			

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness			X
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top (Flg) or Chord		X	
29	Bot (Flg) or Chord		X	
30	Bearing Stiffs	X		
31	(Web) or Diagnls		X	
32	Hangers			
33	Counters			
34	Rivets *		X	
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes		X	
40	Rollers			
41	Shims			
42	Anchor bolts		X	
43	Wood blocking			
44	Cleanliness			X
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat	X		
46	Top Lat Pls	X		
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames	X		
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties 21-8"x 8"		X	X
65	Tie Sealing			
66	Timber or (bar) Spacer	X		
67	Guard rails None			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness		X	
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION:

REMARKS: Bottom flanges and webs of I-Beams severe corrosion. Bottom flange West I-Beam bent from vehicles. New deck of bridge timbers installed in 2005. Space timber on south end and lag. North approach low, tamp.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition

B - Not hazardous - Note any change next inspection.

R - Put on repair program.

Signed: [signature] Inspector

Reviewed MJB

Noted

The Housatonic RailRoad Co.

BRIDGE INSPECTION REPORT

Canaan, Connecticut
N/A
Brookfield, CT
Type of Bridge I-Beam

Waterway
Roadway Old Pumpkin Hill Rd.
Other

Date Last Inspection 10/7/2006

Branch Berkshire
O.H. X U.G.
No. Spans 3 Span No. 1-3
No. Tracks 1

Bridge Number 6.93
Old Bridge No.
Length 110'
Track No. 1
TRACK ALIGNMENT Tangent Curve X

Date This Inspection 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint (1991) yr.	X		
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track			
9	Track on bridge			
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
12	[illegible]nor (Distance top of rail [illegible]ed of stream)			
	[illegible]ip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or E	X		
16	Abutment S or W	X		
17	Backwalls	X		
18	Wingwalls			
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls	X		
24	Pointing			

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness			
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord	X		
29	Bot Flg or Chord	X		
30	Bearing Stiffs	X		
31	Web or Diagnls	X		
32	Hangers			
33	Counters			
34	Rivets *			
35	Pins			
36	Cols or bents	X		
37	Sole plates			
38	Masonry plates	X		
39	Shoes	X		
40	Rollers			
41	Shims			
42	Anchor bolts	X		
43	Wood blocking			
44	Cleanliness	X		
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames	X		
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties			
65	Tie Sealing			
66	Timber or bar Spacer			
67	Guard rails			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness			
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION:

REMARKS: Owned and maintained by State of Connecticut. Reinforced concrete deck with blacktop surface. State of Connecticut # 06153. Anti-projectile chain link fence on northeast end damaged and bent.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes

A - Good Condition
B - Not hazardous - Note any change next inspection.
R - Put on repair program.

Signed: DJ Casey Inspector
Reviewed MPB
Noted

The Housatonic RailRoad Co.

BRIDGE INSPECTION REPORT

Canaan, Connecticut

N/A

Brookfield, CT

ype of Bridge I-Beam

Waterway

oadway Erikson Road

ther

ate Last Inspection 10/7/2006

Branch Berkshire

O.H. X U.G.

No. Spans 3 Span No. 1-3

No. Tracks 1

Bridge Number 7.78

Old Bridge No.

Length 150'

Track No. 1

TRACK ALIGNMENT Tangent X Curve

Date This Inspection 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint (1992) yr.	X		
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track			
9	Track on bridge			
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
	r (Distance top of rail d of stream)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or E	X		
16	Abutment S or W	X		
17	Backwalls	X		
18	Wingwalls	X		
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls	X		
24	Pointing			

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness	X		
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord	X		
29	Bot Flg or Chord	X		
30	Bearing Stiffs	X		
31	Web or Diagnls	X		
32	Hangers			
33	Counters			
34	Rivets *			
35	Pins			
36	Cols or bents	X		
37	Sole plates			
38	Masonry plates			
39	Shoes	X		
40	Rollers			
41	Shims			
42	Anchor bolts	X		
43	Wood blocking			
44	Cleanliness	X		
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames	X		
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties			
65	Tie Sealing			
66	Timber or bar Spacer			
67	Guard rails			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness			
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION:

REMARKS: Owned and maintained by State of Connecticut. Concrete deck with blacktop surface. Constructed in 1992. State of Connecticut # 06156.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

- Good Condition
- Not hazardous - Note any change next inspection.
- R - Put on repair program.

Signed: DJ Carey Inspector

Reviewed

Noted

The Housatonic RailRoad Co.

Canaan, Connecticut

BRIDGE INSPECTION REPORT

Division N/A
Brookfield, CT
Deck Girder
Waterway Still River
Roadway
Other
Date Last Inspection 10/7/2006

Branch Berkshire
O.H. U.G. X
No. Spans 1 Span No. 1
No. Tracks 1

Bridge Number 8.95
Old Bridge No.
Length 102'
Track No. 1
TRACK ALIGNMENT Tangent X Curve

Date This Inspection 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			X
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track		X	
9	Track on bridge	X		
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
12	Scour (Distance top of rail ed of stream ____)			
	p rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or E	X		
16	Abutment S or W	X		
17	Backwalls	X		
18	Wingwalls	X		
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls	X		
24	Pointing			

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness			X
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord		X	
29	Bot Flg or Chord		X	
30	Bearing Stiffs	X		
31	Web or Diagnls		X	
32	Hangers			
33	Counters			
34	Rivets *		X	
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes		X	
40	Rollers			
41	Shims			
42	Anchor bolts		X	
43	Wood blocking			
44	Cleanliness			X
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat	X		
46	Top Lat Pls		X	
47	Bot Lat	X		
48	Bot Lat Pls		X	
49	Sway Frames		X	
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)		A	B	R
53	Flr Bm Top Flg				
54	Flr Bm Bot Flg				
55	Flr Bm Conn				
56	Str web				
57	Str Top Flg				
58	Str Bot Flg				
59	Str Conn				
60	Steel Floor				
61	Conc Floor				
62	Wood Floor				
63	Waterproofing				
64	Track Ties 78-8"x16"		X		
65	Tie Sealing				
66	Timber or bar Spacer		X		
67	Guard rails	None			
68	Deck hardware				
69	Footwalks	Steeel	X		
70	Handrails	Angle	X		
71	Drainage				
72	Cleanliness		X		
	TRESTLES		**A**	**B**	**R**
73	Bulkheads				
74	Piles				
75	Sills				
76	Posts				
77	Cups				
78	Corbels				
79	Stringers				
80	Cross Brace				
81	Long Brace				
82	Foundations				
83	Welds				

FOR IMMEDIATE ATTENTION: Clean bearings and abutments of ballast and debris.

REMARKS: Some moderate corrosion on flanges and web of girders.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition
B - Not hazardous - Note any change next inspection.
R - Put on repair program.

Signed: DJ Cruz Inspector
Reviewed MLB
Noted

The Housatonic RailRoad Co.

Canaan, Connecticut

BRIDGE INSPECTION REPORT

N/A

New Milford CT

Type of Bridge: Through Truss

Waterway: Housatonic River

Roadway:

Other:

Date Last Inspection: 10/7/2006

Branch: Berkshire

O.H. ____ U.G. X

No. Spans: 3 Span No. 1-3

No. Tracks: 1

Bridge Number: 10.18

Old Bridge No.:

Length: 435'

Track No.: 1

TRACK ALIGNMENT: Tangent X Curve ____

Date This Inspection: 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			X
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track	X		
9	Track on bridge	X		
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
12	...ur (Distance top of rail ...ed of stream ____)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or E		X	
16	Abutment S or W		X	
17	Backwalls		X	
18	Wingwalls		X	
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls		X	
24	Pointing			X

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness			X
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord	X		
29	Bot Flg or Chord	X		
30	Bearing Stiffs		X	
31	Web or Diagnls	X		
32	Hangers			
33	Counters			
34	Rivets *		X	
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes		X	
40	Rollers		X	
41	Shims			
42	Anchor bolts		X	
43	Wood blocking			
44	Cleanliness		X	
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat		X	
48	Bot Lat Pls			X
49	Sway Frames		X	
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web		X	

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg		X	
54	Flr Bm Bot Flg		X	
55	Flr Bm Conn		X	
56	Str web		X	
57	Str Top Flg		X	
58	Str Bot Flg		X	
59	Str Conn		X	
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties 294-8"x8"		X	
65	Tie Sealing			
66	Timber or bar Spacer		X	
67	Guard rails None			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness	X		
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION: Clean all bearings of ballast and debris. Point abutments and piers. Replace bottom lateral angle brace at southwest bearing gusset plate. Existing angle fully corroded and broken 100%.

REMARKS: Severe corrosion on bot. lateral gussel plates at connections to bottom chord and floor beams. Severe corrosion on rollers of all spans, rollers are non functional.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition

B - Not hazardous - Note any change next inspection.

R - Put on repair program.

Signed: [signature] Inspector

Reviewed

Noted

The Housatonic RailRoad Co.

Canaan, Connecticut

BRIDGE INSPECTION REPORT

N/A

New Milford CT

Type of Bridge: Concrete and Stone Arch

Waterway: Butler Brook

Roadway:

Other:

Date Last Inspection: 10/7/2006

Branch: Berkshire

O.H. ____ U.G. X

No. Spans 1 Span No. 1

No. Tracks 1

Bridge Number 10.78

Old Bridge No.

Length 10'

Track No. 1

TRACK ALIGNMENT Tangent X Curve

Date This Inspection: 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track			
9	Track on bridge			
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges		X	
11	Sheet piling protection			
12	Scour (Distance top of rail d of stream ____)			
	rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or (E)		X	
16	Abutment S or (W)		X	X
17	Backwalls			
18	Wingwalls		X	X
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			X
23	Parapet Walls			
24	Pointing			X

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness		X	
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord			
29	Bot Flg or Chord			
30	Bearing Stiffs			
31	Web or Diagnls			
32	Hangers			
33	Counters			
34	Rivets *			
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shocs			
40	Rollers			
41	Shims			
42	Anchor bolts			
43	Wood blocking			
44	Cleanliness			
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames			
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties			
65	Tie Sealing			
66	Timber or bar Spacer			
67	Guard rails			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness			
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION: Point arch, several cracks and voids in barrel of arch. Inlet end of arch, large tree. Floor of arch missing at outlet end, northwest side from end of arch in 20'. This ia causing undermining of arch.

REMARKS: West wingwall out of plumb 6". Several cracks in arch. Several broken stones out of place in springline of arch and have fallen out. West headwall and wingwall settled causing shifting of wingwall. West end of arch in poor condition. (Wingwall at north side of base of springline undermined) North tension rod replaced with cabled turnbuckle on 11/22/03.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition

- Not hazardous - Note any change next inspection.

- Put on repair program.

Signed: DJ Carey Inspector

Reviewed MBG

Noted

The Housatonic RailRoad Co.

BRIDGE INSPECTION REPORT

Canaan, Connecticut

N/A

New Milford CT

Type of Bridge: Deck Girder

Waterway

Roadway: Housatonic Avenue

Other

Date Last Inspection: 10/8/2006

Branch: Berkshire

O.H. ____ U.G. X

No. Spans 1 Span No. 1

No. Tracks 1

Bridge Number 11.66

Old Bridge No.

Length 39'

Track No. 1

TRACK ALIGNMENT: Tangent X / Curve

Date This Inspection: 9/15/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			X
2	Clearance Signs	X		
3	Highway minimum clearance 9' 0"	X		
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track	X		
9	Track on bridge	X		
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
12	Scour (Distance top of rail [illegible]ed of stream ____)			
13	[illegible]rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or E	X		
16	Abutment S or W	X		
17	Backwalls	X		
18	Wingwalls	X		
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls	X		
24	Pointing		X	

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness			X
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord		X	
29	Bot Flg or Chord		X	
30	Bearing Stiffs		X	
31	Web or Diagnls		X	
32	Hangers			
33	Counters			
34	Rivets *		X	
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes		X	
40	Rollers			
41	Shims			
42	Anchor bolts		X	
43	Wood blocking			
44	Cleanliness		X	
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat		X	
46	Top Lat Pls		X	
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames		X	
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)		A	B	R
53	Flr Bm Top Flg				
54	Flr Bm Bot Flg				
55	Flr Bm Conn				
56	Str web				
57	Str Top Flg				
58	Str Bot Flg				
59	Str Conn				
60	Steel Floor				
61	Conc Floor				
62	Wood Floor				
63	Waterproofing				
64	Track Ties 28-8" x10"			X	
65	Tie Sealing				
66	Timber or bar Spacer		X		
67	Guard rails	None			
68	Deck hardware				
69	Footwalks	Steel	X		
70	Handrails	Angle	X		
71	Drainage				
72	Cleanliness			X	
	TRESTLES		**A**	**B**	**R**
73	Bulkheads				
74	Piles				
75	Sills				
76	Posts				
77	Caps				
78	Corbels				
79	Stringers				
80	Cross Brace				
81	Long Brace				
82	Foundations				
83	Welds				

FOR IMMEDIATE ATTENTION: Drill for new anchor holes on north and south abutments.

REMARKS: Moderate corrosion on girders. Bridge hit on 10/10/03 by unidentified high vehicle or piece of heavy equipment South end of bridge moved east 18" moving shoes with girders and shearing or bending anchor pins. North end of bridge moved 7" to the east. Also, southeast wing wall top granite block moved to the east approximately 4". Bridge moved back into place on 10/11/03. HIRR personnel lined the approach track. There was no structural damage done to girders or bracing. Washout 30' south on east side, need rip-rap.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition

B - Not hazardous - Note any change next inspection.

R - Put on repair program.

Signed: [signature] Inspector

Reviewed

Noted

BRIDGE INSPECTION REPORT

The Housatonic RailRoad Co.

Canaan, Connecticut
N/A
New Milford CT
Type of Bridge: Stone Arch

Waterway: X-Unknown
Roadway:
Other:
Date Last Inspection: 10/8/2006

Branch: Berkshire
O.H.: U.G.: X
No. Spans: 1 Span No.: 1
No. Tracks: 1

Bridge Number: 11.75
Old Bridge No.:
Length: 24'
Track No.: 1
TRACK ALIGNMENT: Tangent: Curve: X

Date This Inspection: 9/16/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			
2	Clearance Signs			
3	Highway minimum clearance			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains		X	
8	Approach track		X	
9	Track on bridge			
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges		X	
11	Sheet piling protection			
12	Scour (Distance top of rail to bed of stream ____)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or (E)		X	
16	Abutment S or (W)		X	
17	Backwalls			X
18	Wingwalls			
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches		X	X
23	Parapet Walls			
24	Pointing		X	X

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness		X	
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord			
29	Bot Flg or Chord			
30	Bearing Stiffs			
31	Web or Diagnls			
32	Hangers			
33	Counters			
34	Rivets *			
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes			
40	Rollers			
41	Shims			
42	Anchor bolts			
43	Wood blocking			
44	Cleanliness			
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames			
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)	A	B	R
53	Flr Bm Top Flg			
54	Flr Bm Bot Flg			
55	Flr Bm Conn			
56	Str web			
57	Str Top Flg			
58	Str Bot Flg			
59	Str Conn			
60	Steel Floor			
61	Conc Floor			
62	Wood Floor			
63	Waterproofing			
64	Track Ties			
65	Tie Sealing			
66	Timber or bar Spacer			
67	Guard rails			
68	Deck hardware			
69	Footwalks			
70	Handrails			
71	Drainage			
72	Cleanliness			
	TRESTLES	**A**	**B**	**R**
73	Bulkheads			
74	Piles			
75	Sills			
76	Posts			
77	Caps			
78	Corbels			
79	Stringers			
80	Cross Brace			
81	Long Brace			
82	Foundations			
83	Welds			

FOR IMMEDIATE ATTENTION: Grout and point stone arch, head walls and wingwalls. Three areas of arch have an extensive amount of grout loss and stone spalling. All areas are at springline.

REMARKS: Several pieces of stones missing on arch. Verticle cracks at springline of north and south sides of arch. End of northeast wingwall cracked and settled. Waterway clear.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition
B - Not hazardous - Note any change next inspection.
R - Put on repair program.

Signed: _____ Inspector
Reviewed _____
Noted _____

The Housatonic RailRoad Co.

BRIDGE INSPECTION REPORT

Canaan, Connecticut
N/A
Boardman's Bridge, CT
Type of Bridge I-Beam

Waterway
Roadway Boardman Road
Other
Date Last Inspection 10/8/2006

Branch Berkshire
O.H. U.G. X
No. Spans 1 Span No. 1
No. Tracks 1

Bridge Number 12.78
Old Bridge No.
Length 45'
Track No. 1
TRACK ALIGNMENT Tangent Curve X

Date This Inspection 9/16/2007

NOTE: Use Separate Sheet for Each Span for Special Conditions

NO.	GENERAL	A	B	R
1	Paint ( ) yr.			
2	Clearance Signs	X		
3	Highway minimum clearance 12' 0"			
4	PV Insignia			
5	Load Limit Signs ( ) tons			
6	Fire Protection			
7	Action under trains			
8	Approach track	X		
9	Track on bridge	X		
	STREAM CONDITIONS	**A**	**B**	**R**
10	Paving through bridges			
11	Sheet piling protection			
	r (Distance top of rail ed of stream)			
13	Rip rap			
14	Fender System			
	MASONRY	**A**	**B**	**R**
15	Abutment N or E	X		
16	Abutment S or W	X		
17	Backwalls	X		
18	Wingwalls	X		
19	Timber back walls			
20	Piers			
21	Pedestals			
22	Arches			
23	Parapet Walls	X		
24	Pointing			

NO.	MASONRY (Cont.)	A	B	R
25	Previous Gunite			
26	Slab			
27	Cleanliness			X
	GIRDERS, BEAMS OR TRUSSES	**A**	**B**	**R**
28	Top Flg or Chord	X		
29	Bot Flg or Chord	X		
30	Bearing Stiffs			
31	Web or Diagnls	X		
32	Hangers			
33	Counters			
34	Rivets *		X	
35	Pins			
36	Cols or bents			
37	Sole plates			
38	Masonry plates			
39	Shoes		X	
40	Rollers			
41	Shims			
42	Anchor bolts		X	
43	Wood blocking		X	
44	Cleanliness			X
	STEEL BRACING	**A**	**B**	**R**
45	Top Lat			
46	Top Lat Pls			
47	Bot Lat			
48	Bot Lat Pls			
49	Sway Frames	X		
50	Portals			
51	Towers			
	FLOOR SYSTEM	**A**	**B**	**R**
52	Flr Bm Web			

NO.	FLOOR SYSTEM (Cont.)		A	B	R
53	Flr Bm Top Flg				
54	Flr Bm Bot Flg				
55	Flr Bm Conn				
56	Str web				
57	Str Top Flg				
58	Str Bot Flg				
59	Str Conn				
60	Steel Floor				
61	Conc Floor				
62	Wood Floor				
63	Waterproofing				
64	Track Ties 32-8"x8"		X		
65	Tie Sealing				
66	Timber or bar Spacer		X		
67	Guard rails	None			
68	Deck hardware				
69	Footwalks	Steel	X		
70	Handrails	Angle	X		
71	Drainage				
72	Cleanliness			X	
	TRESTLES		**A**	**B**	**R**
73	Bulkheads				
74	Piles				
75	Sills				
76	Posts				
77	Caps				
78	Corbels				
79	Stringers				
80	Cross Brace				
81	Long Brace				
82	Foundations				
83	Welds				

FOR IMMEDIATE ATTENTION: Clean bearings and stringers of ballast and debris.

REMARKS: Bottom flanges of girders bent from high vehicles.

NOTE: * Describe under remarks location of loose rivets. Use back side of this form for sketches or notes.

A - Good Condition
B - Not hazardous - Note any change next inspection.
R - Put on repair program.

Signed: DJ Guy Inspector
Reviewed
Noted

Annualized Rent Report

Annualized Rent Report

TOWN CODE	FILE NO.	LESSEE	RENT AMOUNT	R. T.	ORIG. DATE	UPDATE DUE	EXPR. DATE	PHONE NUMBER	ATTENTION	AGREEMENT TYPE
0001	000454	Algonquin Gas Transmission Co.	$1,075.00	A	11/1/1986	10/31/2006	9/9/9999	(617) 254- 4050	Mr. Thomas L. Stanton, Jr.	LICENSE
0002	000132	Ansonia Copper & Brass	$600.00	A	1/1/1986		9/9/9999	(203) 736- 2651	Mr. George Wilson, Pres.	LICENSE utilities pipe/cable
0002	000133	Yankee Gas Services Company	$650.00	A	9/1/1986		9/9/9999	(203) 596- 3117	Mr. Edward W. Flanagan 1260 LF	LICENSE
0002	000306	Southern New England Telephone	$0.00		5/1/1981	84 LF	9/9/9999	(203) 238- 5620	Ms. Suzanne P. Paddock, Supervisor-ONE	LICENSE
0002	000307	Ansonia Copper & Brass Inc.	$600.00	A	7/1/1987		9/9/9999	(203) 736- 2651	Mr. George R. Wilson, Pres. 50 LF	LICENSE private RR x-ing
0002	000507	Main Street Development Corp.	$250.00	M	9/1/1997	2/1/2007	8/31/2027	(203) 734- 4253	A. Pat Ambrogio, Secretary 0.32± Ac	LEASE Ord LEASE 4 PKG
0002	000782	Ansonia City of	$0.00	A	12/13/1990		9/9/9999	(203) 736- 5912	Mr. Joseph Galante,Comptroller	LICENSE
0002	000856	CT Commercial Investors Limited Li	$385.00	M	3/1/1992	11/30/2011	2/28/2012	(203) 225- 7753	Mr. Alvaro da Silva .664± Ac	LEASE Ord LEASE 4 pkg
0002	000926	MSSJ, LLC	$315.00	M	2/1/2005	10/1/2009	ROE	(203) 253- 3714	Mrs. Rose Longo, President 0.25 Ac	LEASE ORD LEASE " "
0002	001125	Main Street Development Corp.	$0.00		10/1/1998		9/9/9999	(203) 734- 4253	Ms. Diane Esposito, Financial Officer	LICENSE utilities undrgrd
0004	000555	Avon Congregational Church	$0.00	M	9/1/1988	12/1/2007	8/31/2008	(860) 678- 0488	Mrs. Brenda Testerman Holdover	LEASE Ord LEAS 4 PKG
0004	000785	Avon Town of	$0.00	A	4/1/1990		9/9/9999	(203) 677- 2634	Mr. Philip K. Schenck, Jr. 170 LF	LICENSE Sewer pipe
0004	000899	Avon Town of	$0.00		7/1/1995		9/9/9999	(203) 677- 2634	Mr. Philip K. Schenck, Jr.	LICENSE multi use trail
0004	000949	John A., Kathleen C., Kathleen M.	$600.00	A	8/1/1994		9/9/9999	(860) 678- 0837	Mr. John Anthony O'Neill	LICENSE private grade x-ing
0004	001024	Avon Town of	$100.00	A	7/1/1996		9/9/9999	(203) 677- 2634	Mr. Phillip K, Schenck, Jr.	LICENSE 15" RCP
0004	001045	Avon Town of	$2,325.00	A	3/1/1999		9/9/9999	(203) 677- 2634	Mr. Phillip K. Schenck, Town Mgr. 4300 LF	LICENSE Sanitary sewer
0004	001093	Old Farms Crossing Associates	$10,000.00	L	4/1/1998		9/9/9999	(860) 674- 5641	Mr. Geoffrey W. Sager, Pres.	LICENSE utilities
0006	000824	AT&T Communications, Inc.	$1,250.00	A	1/1/2000		9/9/9999	(908) 532- 1310	Room 1B201, Lease #CTDOTSNH091600	LICENSE Fiber occptn
0006	001068	Dept. of Environ. Protection	$0.00		7/1/1997	7/1/2002	9/9/9999	(860) 424- 4070	Arthur J. Rocque, Jr.	LICENSE Access rd
0007	001181	WilTel Communications, c/o Level	$900.00	A	5/1/2000	4/30/2005	9/9/9999	(720) 888- 4568	Contract Management/ROW Dept.	LICENSE Fiber occptn
0009	000135	Bethel Town of	$100.00	A	6/1/1998	6/1/2003	5/31/2008	(203) 743- 9231	Charles A. Steck, III 33000 SF	LEASE RR Station lease
0009	000424	AT&T Communications, Inc.	$41,000.00	A	5/1/1987	2/1/2007	9/9/9999	(908) 532- 1310	Room 1B201, Lease #CTDOTSFF090800	LICENSE utilities 4.123 mile
0009	000912	John G. Verdi	$180.00	M	6/1/1993	2/28/2005	5/31/2025	(203) 797- 9080	John G. Verdi Woodworking	LEASE Ord LEASE 0.10± Ac
0009	000958	Bethel Town of	$0.00		6/1/1995	5/31/2005	5/31/2005	(203) 794- 8501	Charles A. Steck, III	LEASE 3.78± Ac 4 RR Station
0011	000405	Griffen Land and Nurseries	$500.00	A	12/1/1985		9/9/9999	(860) 286- 7660	Ms. Caren Backus	LICENSE 36" sewer x-ing
0011	000715	Connecticut Light & Power Co.	$250.00	A	2/1/1931	1/1/1995	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE pipe x-ing
0011	000721	Griffin Land and Nurseries	$150.00	A	12/1/1958	1/1/1995	9/9/9999	(860) 769- 3600	Mr. Wes Nicoll, Asst. Prop. Mgr.	LICENSE pipe x-ing
0011	000726	Kinneret Associates	$165.00	A	5/8/1959	1/1/1995	9/9/9999	(203) 243- 2277	Mr. Rich Konon	LICENSE pipe x-ing
0011	000771	Southern New England Telephone	$0.00	L	9/1/1990	8/31/2005	9/9/9999	(203) 238- 5620	Ms. Suzanne P. Paddock, Supervisor-ONE	LICENSE Communic CABLES
0011	000862	Connecticut Natural Gas Corp.	$0.00	A	5/1/1992	4/30/2002	9/9/9999	(203) 727- 3076	Mr. Rick Wasilausky, P.E.	LICENSE PIPE LINE
0011	000934	Connecticut Natural Gas Corp.	$0.00		1/17/1993	5/12/2004	9/9/9999	(203) 727- 3000	Mr. Anthony Mirabella, V.P.	LICENSE GAS MAIN
0011	001272	Seilev Associates, LLC	$200.00	A	1/1/2003	9/30/2007		(860) 236- 1155	Ms. Judie Levy, Managing Member	Ltr Li utility pipeline
0015	000071	Bridgeport City of	$1.00	A	1/1/1977	12/31/2001	12/31/2001	(203) 576- 7757	Hon. Joseph P. Ganim, Mayor 96,267 SF	LEASE 50 yr LEASE WITH FRONT
0015	000137	Southern New England Telephone	$700.00	A	4/1/1986		9/9/9999	(203) 238- 5620	Ms. Suzanne P. Paddock, Supervisor-ONE	LICENSE 150 LF telecable PIC
0015	000874	United Illuminating Company	$4,000.00	A	8/1/1992	8/1/2002	9/9/9999	(203) 499- 2312	Patricia Massey	LICENSE transmission lines
0015	000888	Bpt. Railroad Realty Co., LLC	$1,200.00	M	12/1/1993	8/30/2005	11/30/2005	(203) 576- 8800	Mr. Michael Julian 5.1± Ac Holdover	LEASE grd lease 2160
0015	001003	Metro-North Commuter RR Co.	$1,101.67	M	6/1/1996	3/31/2006	5/31/2006	(212) 340- 3000	Mr. Donald Nelson, President Holdover	LEASE OFFICE SPACE 3000 SF
0015	001049	Leon T. Galemba & Sons Carting	$75.00	M	2/1/2000	5/1/2007	1/31/2005	(203) 335- 4306	Mr. Leon T. Galemba, President Holdover	LEASE grd LEASE .050 Ac
0015	001113	Innovative Arc Tubes Corp.	$1,200.00	A	10/1/2000	9/30/2005	9/30/2010	(203) 333- 1031	Vijay K. Mehan, President	LEASE Access rd
0015	001124	M & J Metal, Inc.	$0.00		8/3/1998				Mr. Jack Summ ROFE	RAIL FREIGHT SHIPPING RIGHTS
0015	001154	Bridgeport City of	$0.00	A	8/9/1999		9/9/9999	(203) 576- 7647	Mark T. Anastast, City Atty.	LEASE Ord LEASE RR pkg

TOWN CODE	FILE NO.	LESSEE	RENT AMOUNT	R. T.	ORIG. DATE	UPDATE DUE	EXPR. DATE	PHONE NUMBER	ATTENTION	AGREEMENT TYPE
0015	001196	United Illuminating Company	$1,200.00	A	7/1/2000	6/30/2005	9/9/9999	(203) 499- 2312	Patricia W. Massey 1yr notice	LICENSE illegal cables
0015	001211	Pequonnock River Marine LLC	$100.00	M	7/1/2002	5/1/2007	6/30/2007	(203) 334- 7378	Lawrence Fernandes 90days	LEASE grd lease PKG
0015	001260	Webster Bank	$1,200.00	m	8/1/2002	3/31/2012	5/31/2012	(203) 346- 6019	Susan A. Curtis ATM 90days	License Bridge St STATION
0015	001294	Palmieri & Sons, L.L.C.	$1,872.00	A	7/1/2003	4/1/2008	6/30/2008	(203) 384- 6020	Joseph A. Palmieri, Jr. 90days	LEASE grd LEASE 4 PKG
0015	00922C	GBRPA	$1,558.00	M	8/15/2004	5/1/2009	8/14/2009	(203) 366- 5405	James T. Wang, Executive Dir.	LEASE 3000 ☐ OFC spc
0015	00922D	C.H.R. Limited, LLC	$900.00	M	12/1/2003	2/1/2007	3/31/2007	(203) 371- 4327	Chun Hwa Raytar	License 578 ☐ retail spc
0020	000253	Burlington Town of 30days	$4,100.00	L	7/7/1983	7/6/2003	9/9/9999	(203) 673- 2108	Mr. Theodore Scheidel, Jr. 600 LF	LICENSE Sewer X-ing
0020	001050	Burlington Town of 60days	$0.00		4/1/1997	3/31/2007	9/9/9999	(860) 673- 2108	Mr. Theodore C. Scheidel, Jr. .372 M	LICENSE multi-metrail
0021	000776	Northeast Generation Company	$500.00	A	12/1/1990	11/30/2002	11/30/2020	(860) 665- 3561	Mr. James Bross 180 days NOTICE	LICENSE RR X-ing
0021	001273	Riva Associates, LLP	$250.00	A	2/1/2003	11/1/2007	9/9/9999		Russell Riva, President 1yr	LICENSE WATER LINE
0023	000552	Waterfront Preservation & Mgt 180 days	$400.00	M	8/1/1988	4/30/2003	7/31/2038	(203) 693- 0786	Mr. Gary Cardillo 47,783 ☐	LEASE grd LEASE 4 PKG
0023	001051	Canton Town of 0.22 LM	$0.00		4/1/1997	3/31/2007	9/9/9999	(860) 693- 7840	Eric Barz, AICP, Town Planner 60days	LICENSE multi-metrail
0027	00772C	Journal Register Company	$250.00	A	7/1/1991	4/1/2001	9/9/9999	(203) 789- 5350	Mr. Anthony Simmons	LICENSE Vending SLE
0028	000194	Colchester Town of 1yr notice	$0.00		6/1/1981		9/9/9999	(203) 537- 7275	Ms. Jill Raymond,Bookkeeper/Ck 41,795 LF	LICENSE Sanitary Sewer
0031	000847	Southern New England Telephone	$600.00	A	5/1/1992	4/30/2002	9/9/9999	(203) 238- 5620	Mr. Robert A. Bouffard 60days	LICENSE telephone cables
0031	000924	Cornwall Town of 106 EAC	$0.00		5/7/1993	7/31/2003	9/9/9999	(860) 672- 4959	The 1st Selectman Bridge No. 05185	LICENSE ~~grd LEASE PKG~~
0031	000971	Robert E. Muller	$100.00	A	5/1/1995			(732) 657- 2205	90 days	License WATER LINE
0031	001069	Cornwall Bridge Pottery LTD	$455.00	A	8/1/2002	4/30/2002	7/31/2007	(860) 672- 6545	Todd L. Piker. President 0.217 AC	LEASE grd LEASE PKG
0031	001097	Trinity Conference Center	$0.00	A	10/1/1990		9/9/9999	(860) 672- 6968	Ms. Wendy W. Denn, Co-Director 90days	LICENSE private RR X-ing
0031	001108	Elizabeth Preston	$100.00	A	6/17/1998	4/1/2003	6/30/2003	(860) 672- 2435	Elizabeth Preston 90days	LICENSE Sewer system
0032	000945	Spectra Energy Transmission	$1,600.00	A	7/1/1994	6/30/2004	9/9/9999	(617) 560- 1449	Donald Linger, VP-Operations 90days	LICENSE GAS LINE
0033	000214	Buckeye Pipe Line Company, Limit	$0.00		1/1/1964		12/31/2011	(610) 770- 4468	Mr. Michael Jones, Controller 30days	EASEMENT PIPELINE
0033	000524	Mattabassett Water District	$0.00	A	9/1/1966	8/31/2004	9/9/9999	(860) 635- 5550	Mr. Brian W. Armet, Exec. Director 30days	LICENSE private RR-Xing
0033	000525	Yankee Gas Services	$100.00	A	1/11/1966	1/1/2004	9/9/9999	(860) 665- 6956	c/o N.E. Utilities/Real Estate Records 90days	LICENSE ~~GAS LINE~~ 8" pipe
0033	000526	Connecticut Light & Power Co.	$280.00	A	3/24/1966	1/1/2004	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE electric X-mssn
0033	000527	Connecticut Light & Power Co.	$575.00	A	6/21/1967	1/1/2004	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE " "
0033	000650	Cromwell Town of	$0.00		7/1/1990	6/30/2005	9/9/9999	(860) 632- 3410	Mr. Stanley A.Terry, Jr. 90days	LICENSE Sewer extension
0033	000704	Cromwell Town of	$0.00		4/1/1990	3/31/1995	9/9/9999	(860) 632- 3410	Mr. Stanley A Terry, Jr. 60days	LICENSE Strm drainage pipe
0033	000714	Salvatore A. Morello	$200.00	A	8/1/1990	7/31/2005	9/9/9999	(860) 635- 4431	Salvatore A. Morello 60days	LICENSE Strm drainage pipe
0033	000790	Cromwell Fire District-Wtr.Div	$165.00	A	10/4/1990	10/3/2000	9/9/9999	(203) 635- 4420	Mr. William Jarzavek, Director 90days	LICENSE WATER MAIN
0033	000942	Cromwell Fire District-Water	$0.00		12/1/1993	7/1/2004	9/9/9999	(203) 635- 1234	William Jarzavek-Director 90days	LICENSE WATER "
0033	000984	Cromwell Town of	$0.00		5/5/1995	5/1/2005	9/9/9999	(860) 632- 3410	Mr.Stanley A.Terry, Jr. 90days	LICENSE Sewer line
0033	001009	Tournament Players Club	$800.00	A	4/1/1996	3/31/2006	9/9/9999	(203) 635- 5000	Mr. Jack Morrison, Gen. Mgr. 90days	LICENSE pipe X-ing
0033	001039	Glen I. Johnson Real Est., Inc	$330.00	A	2/1/1997	90days	1/31/2002	(860) 635- 0387	Mr. Glen I. Johnson, President .065 AC	LEASE grd lease 4 PKG
0033	001041	Viola Realty, LLC	$540.00	A	1/1/2002	.094±	12/31/2006	(860) 635- 1030	Mr. John Viola, President 90days	LEASE grd lease retail
0033	001042	The Coaches' Corner, LLC .032±	$85.00	M	9/1/2006	1/31/2011	8/31/2011	(860) 623- 1445	Mr. Salvatore Morello 90days	LEASE grd lease 4 PKG
0033	001061	J. Wayne Sterry	$300.00	A	4/1/1997	12/31/2007	3/31/2007	(860) 342- 0691	~~Mr. J. Wayne Sterry~~ .046 EAC 90days	LEASE ~~grd lease 4 PKG~~
0034	000046	Connecticut Light & Power Co.	$2,370.00	A	11/1/1986	10/31/2006	9/9/9999	(203) 665- 6959	Mr.James Bross 2170 LF 30days	LICENSE Amssn line
0034	000516	Moody-Fantel Properties, Inc. 90days	$250.00	M	2/1/2006	9/1/2011	1/31/2011	(203) 798- 7900	Mr. Ted Moody - Treasurer 3750 ☐	LEASE grd lease 4PKG
0034	000588	C, G & J, LLC 90days	$125.00	M	6/1/2005	2/28/2005	5/31/2010	(203) 775- 4423	Mr. Gerard M Egan, Mngng Member 3375 ☐	LEASE grd lease 4 PKG
0034	000920	Togabee's, Inc. 90days	$232.00	M	4/1/2006	12/1/2010	3/31/2011	(203) 792- 6165	Gary Venancio, President 2178 ☐	LEASE grd LEASE & Access
0034	000960	Danbury City of	$0.00	A	10/1/1996	9/30/2006	9/30/2006	(203) 797- 4511	Gene F. Eriquez, Mayor 90days	LEASE Danbury RR Museum
0034	000961	City of Danbury	$1.00	A	9/1/1994	9/1/2004	8/31/2014	(203) 797- 4511	Mr. Thomas Fabiano, Jr., Risk Mgr. 2.244	LICENSE " RR STATION & PKG
0034	000961	City of Danbury	$1.00	A	9/1/1994				Gene F. Eriquez, Mayor	License EQUIPMENT LEASE SPR

TOWN CODE	FILE NO.	LESSEE	RENT AMOUNT	R. T.	ORIG. DATE	UPDATE DUE	EXPR. DATE	PHONE NUMBER	ATTENTION	AGREEMENT TYPE
0034	000976	Danbury City of	$5.00	A	4/1/1995	1/1/2010	3/31/2010	(203) 797- 4511	Mark D. Boughton, Mayor	LEASE
0034	001114	Shelter Lee, L.L.C.	$210.00	M	3/6/1998	6/30/2008	10/1/2008	(203) 731- 3131	Mr. Anthony M. Rizzo, Sr.	LEASE
0034	001162	Novella's Auto Wrecking Co,	$82.00	M	3/1/2005	11/30/2004	2/28/2010	(203) 748- 8582	Mr. John M. Novella	LEASE
0034	001180	L&L EVER-GREEN, INC.	$335.00	M	4/26/1999	1/1/2010	4/30/2010	(203) 838- 1144	Greg Passeck, V.P.	LEASE
0035	000030	Darien Town of	$0.00	A	7/1/1998	6/30/2003	6/30/2008	(203) 656- 7738	Mr. Robert Harrel	LEASE
0035	000031	JABS, LLC	$700.00	M	8/1/2001	5/31/2006	7/31/2006		Brian Abel, Member	LEASE
0035	000492	Friends of Post #53 Inc.	$0.00		3/1/1988	2/28/2087	2/28/2087	(203) 655- POST	John E. Doble, Secretary	LEASE
0035	000985	Darien Town of	$200.00	A	11/1/1995	11/1/2005	9/9/9999	(203) 656- 7338	Robert F. Harrel Jr., 1st Selectman	LICENSE
0035	000997	Darien Town of	$0.00	A	11/1/1995	10/31/2005	10/31/2005	(203) 656- 7338	Robert F. Harrel Jr., 1st S/M	LEASE
0035	001030	Friends of Post #53, Inc.	$350.00	A	9/1/2001	8/31/2006	8/31/2006	(203) 655- 8577	John E. Doble, Secretary	LEASE
0035	001215	Southern New England Telephone	$200.00	A	1/1/2001	12/1/2005	9/9/9999	(203) 238- 5684	Rocco G. Compitello	LICENSE
0035	001281	Webster Bank	$1,200.00	M	7/1/2003	3/1/2013	6/30/2013		Ms. Susan Curtis	License
0036	000117	Kelly Petroleum of Shelton,LLC	$2,400.00	A	11/1/2002	7/30/2005	10/31/2007	(203) 929- 9943	Mr. Joseph J. Salemme	LEASE
0036	00035A	Derby City of	$0.00	A	11/1/1999	10/31/2004	10/31/2009	(203) 735- 6824	Hon. Marc J. Garofalo, Mayor	LEASE
0036	00035B	Valley Transit District	$0.00		2/1/1980	10/31/2019	1/31/2020	(203) 735- 8688	Joy Thompson, General Manager	LEASE
0036	00035C	Derby City of	$0.00	A	2/1/2001	2/1/2006	9/9/9999	(203) 734- 9207	Mr. Marc J. Garofalo, Mayor	LICENSE
0036	000430	Walter R. Archer, Jr.d.b.a. Burtville	$220.00	M	10/1/2006	7/30/2006	9/30/2011	(203) 736- 0644	Mr. Walter R. Archer, Jr.	LEASE
0036	000576	Coolidge Windsor LLC c/o Readco	$885.00	M	1/1/2002	10/1/2006	12/31/2019	(914) 694- 6070	Mr. Mario DiLoreto	LEASE
0036	000768	Scott Realty Holdings	$400.00	M	7/1/1990	9/15/2001	6/30/2020	(203) 734- 3352	Mr.John T. Scott	LEASE
0036	000841	Burtville Associates	$500.00	A	2/1/1992	2/1/1997	9/9/9999	(203) 736- 0644	Mr. Walter R. Archer, Jr.	LICENSE
0036	000973	Birmingham Utilities, Inc.	$350.00	A	5/1/1995	1/1/2002	9/9/9999	(203) 735- 1888	John J. Keefe, Jr., VP-Ops.	LICENSE
0036	001232	Town of Derby	$0.00	A	3/1/2003			(203) 736- 1478	Mr. Richard T. Dunne	License
0039	000269	Imperial Nurseries, Inc.	$500.00	A	10/1/1986	9/30/1997	9/9/9999	(860) 653- 4541	Mr. Ed. Sossaman, VP/Gen. Manager	LICENSE
0039	000557	Acceleron, Inc.	$390.00	M	10/1/1990	6/30/2000	9/30/2020	(203) 651- 9333	Mr. Donald Montano - CEO	LEASE
0039	000900	East Granby Town of	$0.00		11/1/1992	11/1/2007	9/9/9999	(860) 653- 2576	Charles W. Chatney, 1st Slctmn	LICENSE
0039	001205	Imperial Nurseries, Inc.	$400.00	A	8/1/2000	7/31/2005	9/9/9999	(860) 844- 7038	David Goodwin, Production Manager	LICENSE
0039	001316	Connecticut Natural Gas Corporatio	$900.00	A	7/1/2004	10/31/2013		(860) 727- 3114	Mr. Vasant Patel, Mgr. Utility Coord.	License
0041	000767	East Hampton Town of	$100.00	A	12/1/1990	8/30/2010	9/30/2050	(203) 267- 4468	Mr. Alan H. Bergren, Town Mgr.	LEASE
0041	000853	East Hampton Town of	$200.00	A	7/1/1992	6/1/2002	9/9/9999	(203) 267- 4468	Mr. Alan H. Bergren, Town Mgr.	LICENSE
0046	000213	Buckeye Pipe Line Company, Limit	$0.00		5/4/1983	12/31/2002	12/31/2011	(610) 770- 4468	Mr. Michael Jones, Controller	PERMANENT EASEMENT
0046	000948	Central New England RR Co. Inc	$1,190.40	A	2/6/1995	2/6/1996	2/5/2020	(203) 666- 8178	Amedee J. Belliveau, President	RAIL FREIGHT OPERATING SERV.
0046	001021	Connecticut Water Company	$0.00		6/1/1996	5/31/2001	9/9/9999	(860) 292- 5540	Mr. Daniel F. Lesnieski	LICENSE
0046	001022	Connecticut Water Company	$0.00		6/1/1996	5/31/2001	9/9/9999	(860) 292- 5540	Mr. Daniel F. Lesnieski	LICENSE
0046	001320	Whitey's, Inc.	$850.00	A	8/1/2006	8/1/2016		(860) 209- 6188	Mr. James A. Russo, Jr., President	License
0048	001011	Enfield Town of	$200.00	A	7/10/1985	7/10/2005	9/9/9999	(860) 253- 6334	Gregory Simmons, CPA	LICENSE
0048	001012	Enfield Town of	$0.00		3/1/1974		9/9/9999	(860) 253- 6334	Gregory Simmons, CPA	LICENSE
0048	001016	Buckeye Pipeline Company, Limite	$5,925.00	A	1/1/1987	1/1/2005	6/1/2011	(610) 904- 4000	Mr. Michael Jones, Controller	PERMANENT EASEMENT
0048	001139	Enfield Transit Mix, Inc.	$100.00	A	11/2/1972	11/1/2002	9/9/9999	(860) 749- 0849	Mr. Zigmund Kertenis	LICENSE
0048	001164	Enfield Transit Mix, Inc.	$250.00	A	12/1/1999	11/30/2004	9/9/9999	(860) 749- 0849	Zigmund Kertenis	LICENSE
0050	000141	Superior Plating Company	$1,500.00	M	7/1/2006	3/31/2006	6/30/2011	(203) 255- 1501	Mr.John S.Tomczyk, Comptroller	LEASE
0050	000142	Fairfield Town of	$200.00	A	8/1/1971	7/31/2001	9/9/9999	(203) 255- 8290	Paul A. Audley, 1st Selectman	LICENSE
0050	000143	United Illuminating Company	$195,358.13	Q	5/4/2000		5/3/2030	(203) 499- 2312	Patricia W. Massey	TRANSMISSION LINE AGREEMENT
0050	000144	Fairfield Parking Authority	$0.00	A	6/1/1998	5/31/2008	5/31/2008	(203) 256- 3054	Joe Devonshuk, Director	Sub-Operator
0050	001283	Webster Bank	$1,200.00	M	7/1/2003	3/1/2013	6/30/2013		Ms. Susan Curtis	License

TOWN CODE	FILE NO.	LESSEE	RENT AMOUNT	R. T.	ORIG. DATE	UPDATE DUE	EXPR. DATE	PHONE NUMBER	ATTENTION	AGREEMENT TYPE
0051	000180	Farmington Town of	$2,000.00	L	6/1/1976		9/9/9999	(203) 673- 8200	Mr. T. Wontorek, Town Manager	LICENSE
0051	000457	Farmington Town of	$0.00	A	11/14/1988	6/30/2005	9/9/9999	(203) 673- 8200	Mr. T. Wontorek, Town Manager	LICENSE
0051	000463	Hendrickson, LLC	$9,250.00	L	10/1/1987		9/9/9999	(860) 344- 7034	Mr. Paul Calderoni, Member	LICENSE
0051	000498	Medical Building Designers,Inc	$3,250.00	L	12/1/1987		9/9/9999	(401) 732- 3807	Ms. Nancy Z. Waddell, V.P. c/o Miramar	LICENSE
0051	000698	Medical Building Designers,Inc	$6,165.00	L	4/1/1990		9/9/9999	(401) 732- 3807	Ms. Nancy Z. Waddell, V.P.c/o Miramar	LICENSE
0051	000791	Farmington Town of	$0.00		7/1/1997		9/9/9999	(860) 673- 8200	Mr. T. Wontorek, Town Manager	LICENSE
0051	000792	Ronald and Lucille Munterich	$200.00	A	11/1/1990	7/1/2001	9/9/9999		Ronald and Lucille Munterich	LICENSE
0051	000869	M & A Construction Co., Inc	$990.00	S	3/1/1992	8/31/2008	4/30/2009	(203) 677- 7256	Mrs. Maria Romano	LEASE
0051	000873	Dayon Mfg., Inc.	$135.00	M	4/1/2002	2/1/2007	3/31/2007	(203) 677- 8561	Mr. Leslie R. Dayon, Pres.	LEASE
0051	000876	Lance Violette	$1,000.00	A	9/1/1992	8/30/2001	9/9/9999	(203) 677- 1329	Mr. Lance Violette	LICENSE
0051	000892	Gros-Ite Industries	$275.00	M	8/1/1992	5/1/2002	7/31/2012	(800) 258- 5665	Glenn Purple	LEASE
0051	000901	Farmington Town of	$0.00		7/1/1993		9/9/9999	(203) 673- 8200	Thomas J. Wontorek, Town Mngr.	LICENSE
0051	000983	GMN USA, LLC.	$1,380.00	A	10/1/2002	5/31/2006	9/30/2007	(800) 686- 1679	Deborah J. Fuessenich	LEASE
0051	000999	Peter A. & Mary M. Krell	$0.00		1/1/1996	1/1/2000	9/9/9999		Peter A. & Mary M. Krell	LICENSE
0051	001027	Arrowhead-Berkshire Combined, L	$500.00	A	2/1/1998	8/1/2008	1/31/2018		Robert S. Sobolewski	LEASE
0051	001029	Trumpf, Inc.	$0.00		8/1/1996	7/31/2001	7/31/2006	(203) 677- 9741	Daniel Dechamps, President	LEASE
0051	001110	Carrier Enterprises Inc.	$7,500.00	L	11/1/1998	10/31/2003	10/31/2008	(203) 793- 9626	Yvon Carrier	LEASE
0051	001133	Connecticut Natural Gas Corp.	$250.00	A	3/22/1999	11/30/2008	9/9/9999	(860) 727- 3000	Mr. Vasant Patel P.E.	LICENSE
0051	001199	Trumpf, Inc.	$800.00	A	6/1/2003	3/1/2008	9/9/9999	(860) 677- 9741	Peter Leibinger, CEO	LICENSE
0051	001311	Connecticut Natural Gas Corporatio	$1,250.00	A	6/1/2004	3/1/2014		(860) 727- 3114	Mr. Vasant Patel, Manager Utility Coord.	License
0051	001317	Morin Tree Service, LLC	$200.00	A	7/1/2004	11/30/2008		(860) 673- 7150	Mr. Craig P. Morin, Member	Letter License
0056	000014	Connecticut Light & Power Co.	$0.00	L	5/1/1971		9/9/9999	(203) 665- 6959	Mr. James Bross	LEASE
0056	000110	Saugatuck Motors, Inc.	$300.00	M	6/1/1999	9/30/2008	5/31/2009	(203) 227- 7287	Nora Swift	LEASE
0056	000178	Greenwich Town of	$0.00	A	4/1/1998	3/31/2003	3/31/2008	(203) 622- 3716	Chris DeMedio, Risk Manager	LEASE
0056	000419		$330.00	M	10/1/2003	7/1/2008	9/30/2008	(203) 661- 0153	Pat M. Pulitano	LEASE
0056	000640	Old Greenwich Gables Community,	$900.00	A	10/1/1990	9/30/2005	9/9/9999		Mr. Anthony Hall, Treasurer	LICENSE
0056	000763	Colonnade One Associates	$0.00		6/1/1990	5/31/2005	9/9/9999	(203) 698- 0027	Ms. Sarah J. Reynard	LICENSE
0056	000780	A. DeLuca & Sons Inc.	$325.00	M	8/22/1996	4/30/2006	8/31/2001	(203) 869- 9368	Mr. Anthony J. DeLuca, Pres.	LEASE
0056	001157	Old Field Point Commons, LLC	$575.00	M	10/1/2004	1/1/2009	9/30/2009	(203) 622- 4447	Mr. Charlie Persico, c/o Per Bar Assoc.	LEASE
0056	001219	Southern New England Telephone	$200.00	A	1/1/2001	12/31/2005	9/9/9999	(203) 238- 5684	Rocco Compitello	LICENSE
0056	001277	American National Red Cross - Gre	$700.00	A	3/1/2003	11/30/2007	2/28/2008	(203) 869- 8444	Brook H. Urban, Exec. Director	Lease
0056	001290	Bruce Park Ave. Greenwich, LLC	$285.00	M	6/1/2003	3/1/2008	5/31/2008	(203) 822- 7519	Ms. Justine Schettino, Manging Member	Lease
0056	01085A	Sprint Spectrum, L.P.	$9,561.34	A	2/1/2004	11/1/2008	1/31/2009	(800) 357- 7641	Latonia Kelly	LEASE
0063	000599	CBS Outdoor Group, Inc.	$40,000.00	Q	1/1/2006	6/1/2010	12/31/2010	(718) 366- 6180	Harold Gustin, Senior Vice President	License Agreement
0063	000761	Salvation Army	$100.00	A	8/21/1989	5/11/2005	9/9/9999	(203) 527- 8106	Mr. Don Potter, Admin. Asst.	LEASE
0063	001107	Central New England RR Co. Inc	$26,476.38	A	1/4/1999	1/1/2009	1/3/2009	(860) 666- 1636	Mr. Amedee J. Belliveau	RAIL FREIGHT OPERATING SERV.
0063	001114	VIACOM Outdoor Group, Inc.(form	$34,695.94	Q	1/1/1991	12/31/2000	12/31/2000	(212) 599- 1100	Mr. Harold Gustin,V.P.-Finance	LICENSE
0063	001227	Electrical Wholesalers, Inc.	$200.00	A	1/26/2001	1/2/2006	9/9/9999	(860) 522- 3232	Mr. Arthur Namerow, President	LICENSE
0063	001275	Jiffy Car Wash of Hartford, Inc.	$100.00	A	2/1/2003	11/1/2007	1/31/2008	(860) 728- 8267	Mr. Craig Mones, Secretary	Lease
0067	000636	Dolph's Inc.	$1,200.00	A	1/1/2000	12/31/2004	12/31/2004	(860) 927- 3509	Audrey H. Traymon, President	LEASE
0067	000827	Conservation Fund	$0.00		8/1/1991	7/1/1997	9/9/9999	(703) 525- 6300	Richard Erdmann	LICENSE
0067	000879	Camp Leonard-Leonore Corp.	$200.00	A	10/1/1992	10/1/2002	9/9/9999	(203) 927- 3664	Victor B. Fink, President	LICENSE
0067	001060	CT Antique Machinery Asso.,Inc	$100.00	A	9/24/1997	7/31/2007	9/9/9999	(718) 589- 7600	Mr. Robert H. Hungerford, Jr.	LEASE
0067	001126	Karen T. Butler	$875.00	A	12/1/2003	9/30/2008	11/30/2008	(914) 949- 2700	c/o Joseph B. Glatthaar, Esq.	LEASE

TOWN CODE	FILE NO.	LESSEE	RENT AMOUNT	R. T.	ORIG. DATE	UPDATE DUE	EXPR. DATE	PHONE NUMBER	ATTENTION	AGREEMENT TYPE
0067	001208	Rock Hill Associates, L.L.C.	$150.00	A	9/1/2000		8/31/2005	(860) 927- 4400	Mr. James E. Preston, Member	LEASE
0067	001225	Rock Hill Associates, L.L.C.	$500.00	A	2/9/2001	1/1/2006	9/9/9999	(860) 927- 4400	Mr. James E. Preston, Member	LICENSE
0067	001230	Southern New England Telephone	$200.00	A	8/1/2001	7/31/2006	9/9/9999	(203) 238- 5620	John A. Andrasik	LICENSE
0067	00217E	Karen T. Butler	$200.00	L	11/19/1982		9/9/9999	(914) 949- 2700	Joseph B. Glatthaar, Esq.	LICENSE
0070	000946	Spectra Energy Transmission	$1,550.00	A	7/1/1994	6/30/2004	9/9/9999	(617) 560- 1449	Donald R. Linger,VP-Operations	LICENSE
0073	000417	Oxford West, LLC	$600.00	A	6/1/1979	11/1/1999	9/9/9999		Mr. Francis S. Delaney	LICENSE
0073	000787	Blue Seal Feeds, Incorporated	$0.00		7/26/1982	7/26/2002	9/9/9999	(800) 367- 2730	Mr. W.E. Whitney, Traffic Mgr.	LEASE
0076	000281	Manchester Town of	$200.00	L	10/25/1982		9/9/9999	(203) 647- 3037	Mr. Richard J. Sartor, GenMngr	LICENSE
0076	00088A	Manchester Town of	$0.00		10/25/1982		9/9/9999	(203) 647- 3037	Mr. Richard J. Sartor, GenMngr	LICENSE
0079	001037	SNET Payphone Services/SBC SN	$0.00		12/17/2000	6/30/2002	12/31/2002	(860) 422- 6810	Mr. Donald A. Pac, Sales Manager	Letter LICENSE Agreement
0081	000486	Lyman Farm, Inc.	$400.00	A	7/1/1978	6/1/2002	9/9/9999	(203) 349- 1793	Mr. John Fresina	LEASE
0081	000528	Connecticut Light & Power Co.	$100.00	A	7/1/1977	12/31/2002	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0081	000529	Connecticut Light & Power Co.	$100.00	A	11/7/1961	12/31/2001	9/9/9999	(203) 665- 5000	Mr.James Bross	LICENSE
0081	000598	Dyno Nobel Inc.	$100.00	A	11/1/2000	10/31/2005	10/31/2005	(203) 349- 1747	Mr. H. Dean Mitchell, Pres.	LEASE
0081	000904	Lyman Farm, Inc.	$500.00	A	3/1/1993	3/1/2003	9/9/9999	(203) 349- 1793	Mr. John Fresina	LICENSE
0081	001167	R.E.F. Machine Company, Inc.	$135.00	M	11/1/2004	7/1/2009	10/31/2009	(860) 349- 9344	Mr. Russ Fowler, President	LEASE
0082	000483	U.S. Geological Surveys	$0.00		7/1/1956	5/19/2007	9/9/9999	(860) 566- 3540	Mr. Chester E. Thomas	LICENSE
0082	000488	Middletown City of	$0.00		5/27/1942		9/9/9999	(203) 344- 3452	Mr. Guy Russo	LICENSE
0082	000489	Providence & Worcester RR. CO.	$0.00		5/18/1987	5/17/2017	5/17/2017	(508) 755- 4000	Mr. David Fitzgerald	RAIL FREIGHT OPERATING SERV.
0082	000530	Connecticut Light & Power Co.	$205.00	A	10/1/1970	12/31/2000	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0082	000531	Connecticut Light & Power Co.	$270.00	A	11/1/1971	12/31/2001	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0082	000542	Buckeye Pipe Line Company, Limit	$11,849.57	A	1/1/1964	1/1/2011	1/1/2011	(610) 904- 4000	Mr. Michael Jones, Controller	EASEMENT
0082	000566	MSR, Incorporated	$200.00	M	11/1/1988	10/31/2003	10/31/2018	(860) 346- 9234	Mr. Barry E. Hoberman, Gen.Mgr	LEASE
0082	000603	Middletown City of	$0.00		8/1/2000	8/1/2005	9/9/9999	(203) 344- 3452	Hon. Domenique Thornton, Mayor	LICENSE
0082	000611	Connecticut Light & Power Co.	$195.00	A	6/15/1958	12/31/2003	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0082	000612	Connecticut Light & Power Co.	$132.00	A	9/1/1958	12/31/2003	9/9/9999	(203) 665- 5000	Mr.James Bross	LICENSE
0082	000613	Connecticut Light & Power Co.	$225.00	A	8/15/1958	12/31/2003	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0082	000614	Connecticut Light & Power Co.	$115.00	A	9/1/1958	12/31/2003	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0082	000616	Yankee Gas Services	$100.00	A	12/15/1950	12/31/2003	9/9/9999	(860) 665- 6956	c/o N.E. Utilities/Real Estate Records	LICENSE
0082	000617	Connecticut Light & Power Co.	$100.00	A	4/1/1952	12/31/2003	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0082	000618	Connecticut Light & Power Co.	$164.00	A	8/9/1958	12/31/2003	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0082	000619	Yankee Gas Services	$100.00	A	10/24/1956	12/31/2003	9/9/9999	(860) 665- 6956	c/o/Northeast Utilities/Real Estate Records	LICENSE
0082	000620	Yankee Gas Services	$100.00	A	8/13/1958	12/31/2003	9/9/9999	(860) 665- 6956	c/o Northeast Utilities / Real estate Records	LICENSE
0082	000621	Connecticut Light & Power Co.	$300.00	A	1/7/1960	12/31/2003	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0082	000622	Connecticut Light & Power Co.	$180.00	A	4/8/1961	12/31/2003	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0082	000630	U.S. Dept.Of Interior(Geo.Sur.)	$0.00	A	9/9/1965	12/31/2004	9/9/9999	(860) 566- 3540	Mr. Chester E. Thomas	LICENSE
0082	000646	Connecticut Light & Power Co.	$2,160.00	A	10/11/1949	12/31/2003	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0082	000647	Connecticut Light & Power Co.	$150.00	A	11/6/1953	12/31/2003	9/9/9999	(203) 665- 5000	MrJames Bross	LICENSE
0082	000784	Middletown City of	$0.00		11/1/2000	11/1/2005	9/9/9999	(203) 344- 3400	Mayor Domenique Thornton	LICENSE
0082	000789	Middletown City of	$0.00		10/3/1990			(203) 344- 3412	Mr. Guy Russo	LICENSE
0082	000820	Middletown City of	$0.00		4/25/1991			(203) 344- 3452	Mr. Guy Russo	LICENSE
0082	000928	Northeast Utilities	$225.00	A	3/15/1961	3/15/2001	9/9/9999	(860) 665- 3483	Mr. James Bross	LICENSE
0082	000954	Middletown City of	$0.00		7/1/1994	7/1/2004	9/9/9999	(203) 344- 3452	Mr. Guy Russo	LICENSE
0082	000990	Southern New England Telephone	$100.00	A	12/1/1995	12/1/2000	9/9/9999	(203) 238- 5620	Ms. Suzanne P. Paddock, Supervisor-ONE	LICENSE

TOWN CODE	FILE NO.	LESSEE	RENT AMOUNT	R. T.	ORIG. DATE	UPDATE DUE	EXPR. DATE	PHONE NUMBER	ATTENTION	AGREEMENT TYPE
0082	001025	Yankee Gas Services Company	$1,200.00	A	7/1/1996	6/30/2001	9/9/9999	(860) 665- 5000	Mr. Thomas R. McDermott, Facilities Mgr.	LICENSE
0082	001056	Southern New England Telephone	$191.35	A	2/1/1988	1/20/2008	9/9/9999	(203) 771- 6749	Ms. Barbara Pearce	LICENSE
0082	001117	Yankee Gas Services Company	$250.00	A	12/1/1999	11/30/2004	9/9/9999	(860) 665- 5000	Mr. Thomas R. McDermott, Facilities Mgr.	LICENSE
0082	001130	Connecticut Light & Power Co.	$1,700.00	A	12/1/1998	11/30/2003	9/9/9999	(860) 665- 6765	Real Estate Records, Northeast Utilities	LICENSE
0082	001175	Middletown, City of	$3,000.00	A	6/1/2001	3/31/2006	9/9/9999	(860) 343- 8085	Guy Russo, Director of Water & Sewer	LICENSE
0082	001201	Southern New England Telephone	$200.00	A	8/1/2000	7/31/2005	9/9/9999	(203) 238- 5620	Ms Suzanne Paddock, Supervisor-ONE	LICENSE
0082	001363	Brookside Commercial Holdings, In	$135.00	M	3/14/2008	2/28/2009	2/28/2009	(860) 347- 8547	Mr. Ken Biega, Manager	R.O.E. Permit
0083	000022	United Illuminating Company	$17,500.00	A	10/1/1987	9/30/2002	9/30/2022	(203) 499- 2312	Patricia W. Massey	LICENSE
0083	000147	Milford Transit District	$0.00	A	6/1/1998	4/1/2003	5/31/2008	(203) 783- 3258	Mr. Henry Jadach, Director	LEASE
0083	000193	Iroquois Gas Trans. Sys. L.P.	$12,050.00	A	11/1/1991	10/31/2001	9/9/9999	(203) 270- 9113	Mr. Hubert Harrell, Mngr. ROW	LICENSE
0083	000549	Milford City of	$16,000.00	L	1/1/1990	1/1/2005	9/9/9999	(203) 783- 3249	Mr Robert L. Logan, Admin.	LICENSE
0083	000840	Tri-City Heating and Cooling, L.L.C.	$335.00	M	8/1/2003	11/30/2007	7/31/2008	(203) 874- 8279	Mr. Seamus J. Warakomsk, Member	LEASE
0083	00100A	Herbert Coram, LLC	$100.00	A	1/1/1978	9/30/2015	12/31/2030	(203) 334- 9222	Mr.Michael Schinella, Member	LEASE
0083	001099	dba Snowflake Pet Center	$605.00	A	11/1/2003	7/1/2008	10/31/2008	(203) 878- 3117	Mr. Robert J. Mickolyzck	LEASE
0083	001112	Milford Power Company, LLC	$1,800.00	M	1/1/2000	6/1/2009	12/31/2029	(203) 882- 1010	Kathy Philips	LICENSE
0083	001128	Ans. Mechanical Services, LLC	$280.00	M	11/1/2003	7/1/2008	10/31/2008	(203) 876- 7430	C/O Absolute Tank Removal	LEASE
0083	001136	Herbert Coram LLC	$800.00	A	8/1/1999	6/28/2004	9/9/9999	(203) 334- 9222	Michael Schinella,c/o Riverview Trust	LICENSE
0083	001147	R. Lambert Paving	$175.00	M	6/1/2004	2/1/2009	5/31/2009	(203) 933- 9061	Richard C. Lambert	LEASE
0083	001178	Great River, LLC	$100.00	A	5/1/2000	4/30/2005	4/30/2010	(203) 334- 9222	Mr. Alfred Lenoci, Jr.	LEASE
0083	001252	Spectrum Associates, Inc.	$100.00	A	5/1/2002	3/1/2003		(203) 878- 4618	Mr. Richard C. Meisenheimer, President	Lease
0083	001285	The United Illuminating Company	$100.00	A	8/1/2003	5/1/2008		(203) 499- 2000	Richard J. Reed, Vice President	License
0083	001301	O & G Industries, Inc.	$6,600.00	A	5/1/2004	2/1/2009	4/30/2009	(860) 489- 9261	Kenneth Merz - Corp. Secretary	Lease
0087	000151	Uniroyal Chemical Company, Inc	$1,650.00	A	1/1/1986	1/1/2002	9/9/9999	(203) 723- 3000	Mr. Robert Hall	LICENSE
0087	000152	Uniroyal Chemical Company, Inc	$1,650.00	A	1/1/1986	1/1/2002	9/9/9999	(203) 723- 3000	Mr. Robert Hall	LICENSE
0087	000153	Spectra Enegy Transmission	$1,310.00	A	2/7/1966	1/31/2002	9/9/9999	(617) 560- 1449	Mr. Donal Linger, VP-Operations	LICENSE
0087	000154	Naugatuck Borough of	$1,000.00	A	6/15/1972	5/31/2002	9/9/9999	(203) 729- 3635	Mr. John P. Pruchinicki	LICENSE
0087	000155	Spectra Energy Transmission	$1,180.00	A	3/15/1952	1/31/2002	9/9/9999	(617) 560- 1449	Mr. Donald Linger, VP-Operations	LICENSE
0087	000179	Naugatuck Borough of	$500.00	A	7/1/1970	6/30/2005	6/30/2010	(203) 723- 3000	Mr. John P. Pruchnicki	LICENSE
0087	000308	Connecticut Light & Power Co.	$0.00		7/30/1980		9/9/9999	(203) 665- 6959	Mr. James Bross	LICENSE
0087	000416	Naugatuck Borough of	$250.00	A	3/1/1987	11/30/2006	2/28/2007	(203) 723- 3000	Mr. John P. Pruchnicki	LEASE
0087	000548	SWR, LLC	$733.00	M	8/1/1989	2/28/2011	10/31/2011	(203) 888- 7332	Mrs. Susan A. Whiteley, Member	LEASE
0087	000799	Naugatuck Glass Company	$205.00	M	2/1/2001	12/31/2005	1/31/2011	(203) 729- 5227	Harold A. Racevicius	LEASE
0087	000894	Crompton Corporation	$3,500.00	A	10/1/1992	9/30/2002	9/9/9999	(203) 573- 3519	Eric Johnson, Vice Pres-Ops.	LICENSE
0087	001086	Lineweber Bros. L.L.C.	$460.00	M	12/12/1997	4/30/2008	8/1/2003	(203) 729- 4897	Mr. David S. Lineweber, Member	LEASE
0087	001145	Lineweber Bros. L.L.C.	$360.00	M	2/1/2006	6/30/2010	1/31/2011	(203) 729- 4897	Mr. David S. Lineweber, Member	LEASE
0087	001146	Union City Polish Amer. Club	$115.00	M	11/1/2005	4/1/2010	10/31/2010	(203) 723- 5047	David G. Smith, President	LEASE
0088	000987	Papa's Dodge, Inc.	$250.00	M	3/1/1996	6/30/2010	2/28/2011	(860) 225- 8751	Domenic W Papa, Vice President	LEASE
0088	001055	New Britain City of	$250.00	M	10/1/2002	6/1/2003	9/30/2003	(860) 826- 3350	Clarence W. Corbin	LEASE
0088	001092	Connecticut Natural Gas Corp.	$700.00	A	10/3/1997	2/28/2008	9/9/9999	(860) 727- 3076	Mr. Vasant Patel, P.E.	LICENSE
0088	001253	Household Coal and Oil Corporatio	$200.00	A	7/10/1978	4/1/2007		(860) 224- 2424	Mr. Alan L. Gittleman, President	Lease
0089	000156	Tennessee Gas Pipeline	$785.00	A	11/1/1985	8/31/2007	9/9/9999	(860) 763- 6033	Mr. James D. Hartman	LEASE
0089	001149	WilTel Communications, c/o Level	$54,257.20	A	12/17/1999	12/16/2004	12/16/2009	(720) 888- 4568	Contract Management/ROW Dept.	LICENSE
0092	000283	New Haven City of P. Authority	$0.00	M	7/1/1982	1/31/2017	6/30/2017	(203) 787- 8936	Mr. W. E. Kilpatrick,Exec.Dir.	LEASE
0092	000709	United Illuminating Company	$6,000.00	A	1/1/1990	12/31/1994	9/9/9999	(203) 499- 2312	Ms. Patricia W. Massey	LICENSE

TOWN CODE	FILE NO.	LESSEE	RENT AMOUNT	R. T.	ORIG. DATE	UPDATE DUE	EXPR. DATE	PHONE NUMBER	ATTENTION	AGREEMENT TYPE
0092	000980	TCG Connecticut	$4,800.00	A	11/1/1998	11/1/2003	11/13/2026	(860) 509- 9914	Ms. Kimberly A. Ballestrini	LICENSE
0092	001097	T-Mobile USA, Inc.	$82,000.00	A	1/7/1999	1/6/2004	1/6/2004	(973) 626- 0000	Lease Management Dept.	LICENSE
0092	001142	AT&T Mobility LLC	$167,391.83	A	12/2/1999	7/9/2005	12/1/2004	(877) 231- 5447	AT&T Network Real Estate Administration	LICENSE
0092	001303	The United Illuminating Company	$1.00	A	7/1/2004				Mr. Richard J. Reed, Vice President	
0092	001329	DeMarco Miles & Murphy, Inc.	$0.00		3/18/2005	1/1/2010	9/30/2010	(860) 951- 9411	Ms. Maria DeMarco, President	Sub-Operator
0094	000272	New London City of	$0.00		11/19/1980	11/19/2005	11/19/2005	(860) 447- 5203	Mr. William Hathaway, Purchasing Agent	LEASE
0095	000885	Yankee Gas Services Company	$400.00	A	7/1/1995	6/1/2000	9/9/9999	(203) 596- 3117	Mr. Edward W. Flanagan	LICENSE
0099	000027	New Canaan Town of	$0.00		7/1/1988	6/30/1998	6/30/2008	(203) 972- 2313	Mr. George M. Maranis, Admin. Officer	LEASE
0099	000317	Housatonic Railroad Co., Inc.	$14,101.64	A	1/23/1997	1/22/2002	1/23/2027	(860) 824- 0850	Rob Fineley, VP/Finances	RAIL FREIGHT OPERATING SERV.
0099	000812	Housatonic Railroad Co., Inc.	$100.00	M	8/1/1991	7/31/2021	7/31/2051	(860) 824- 0850	Richard Apell, VP/Finances	LEASE
0099	000813	New Canaan Town of	$100.00	A	5/1/1991	4/30/2021	4/30/2051	(203) 824- 7313	Douglas E. Humes,Jr.1st Select	LEASE
0099	000843	Southern New England Telephone	$0.00		10/1/1991	10/1/2001	9/9/9999	(203) 238- 5620	Ms. Suzanne P. Paddock, Supervisor-ONE	LICENSE
0099	000886	Northeast Utilities	$450.00	A	12/1/1952	1/1/2003	9/9/9999	(203) 665- 5000	Mr. Richard W. O`Neil	LICENSE
0099	000887	Northeast Utilities	$150.00	A	3/7/1961	1/1/2003	9/9/9999	(203) 665- 5000	Mr. Richard W. O'Neil	LEASE
0099	000986	Bridgeport Hydraulic Company/Aqu	$0.00	A	12/1/1995	12/1/2005	9/9/9999	(203) 337- 5907	Richard T. Furano	LICENSE
0099	000998	Canaan Fire District	$0.00		1/1/1996	1/1/2001	9/9/9999	(860) 824- 0050	Mr. Anthony Nania, Warden	LICENSE
0099	001278	Canaan Country Club, LLC	$250.00	A	5/1/2003			(860) 824- 5304	Mary M. Shanley, Owner	License
0102	000004	Norwalk Improvements LLC	$1,092.56	M	1/1/1992	10/1/2007	12/31/2001	(914) 592- 1255	c/o DLC Mngmnt. Corp.-A.Ifshin	LEASE
0102	000007	Norwalk City of	$100.00	A	1/1/1972	1/1/2022	1/1/2022	(203) 838- 7531	Hon. Frank J. Esposito, Mayor	LEASE
0102	000112	Norwalk City of	$400.00	A	10/1/1973	12/31/2030	12/31/2030	(203) 838- 7531	Hon. Frank J. Esposito, Mayor	LEASE
0102	000160	Tennessee Gas Pipeline	$785.00	A	11/1/1985	8/31/2007	9/9/9999	(860) 763- 6033	Mr. James D. Hartman	LEASE
0102	000163	Connecticut Light & Power Co.	$67,500.00	Q	5/4/2000	5/4/2000	5/3/2030	(203) 665- 6959	Mr. James Bross	LEASE
0102	000275	Norwalk City of/ 6th Tax Dist.	$0.00	A	3/15/1998	3/14/2003	3/14/2008	(203) 838- 7531	Mr. Edward M. Kweskin, Comm.	LEASE
0102	000462	Norwalk City of	$0.00	A	5/1/1993	4/30/2003	4/30/2020	(203) 854- 7870	Hon. Frank J. Esposito, Mayor	LEASE
0102	000515	Devine Brothers, Incorporated	$545.00	M	9/1/2003	4/1/2008	8/31/2008	(203) 866- 4421	Mr. Michael M. Devine	LEASE
0102	000521	25 Van Zant Street Condominium, I	$1,020.00	M	7/1/2006	6/1/2009	1/31/2010	(203) 854- 5722	Mr. Winthrop E. Baum, Director/Bldg Mgr	LEASE
0102	000546	Norwalk City of	$1.00	A	7/1/1994	6/30/2004	6/30/2004	(203) 854- 7701	Hon. Frank J. Esposito, Mayor	LICENSE
0102	000560	Norwalk City of	$0.00		7/1/1990		6/30/2000	(203) 854- 7701	Hon. Frank J. Esposito, Mayor	LEASE
0102	000777	Hocon Gas, Inc.	$325.00	M	9/1/1993	5/31/2013	8/31/2023	(203) 853- 1500	Mr. Michael Gable, C.E.O.	LEASE
0102	000844	Yankee Gas Services	$400.00	A	1/1/1992	12/31/2001	9/9/9999	(860) 665- 6956	c/o/Northeast Utilities/Real Estate Records	LICENSE
0102	000889	Ralph Sandolo, et al	$750.00	S	7/1/1992	1/30/2006	6/30/2026	(203) 847- 0554	Maria Gardell	LEASE
0102	000918	Norwalk Parking Authority for SOC	$0.00	L	3/1/1994	1/10/2012	9/10/2012	(203) 866- 3141	St Thomas The ApostleRC Church	LICENSE
0102	000925	United State Surgical Corp.	$2,125.00	A	11/1/1998	10/31/2003	9/9/9999	(203) 845- 1000	Richard S. Dmochowski	LICENSE
0102	000957	Robert DiRoma	$200.00	M	11/1/2000	8/1/2005	10/31/2005	(203) 968- 0275	Mr. Robert DiRoma	License
0102	001036	All American Custom Pools	$510.00	M	12/1/1996	3/31/2011	11/30/2011	(203) 847- 2704	Mr. John C. Romano, President	LEASE
0102	001053	King Industries, Inc.	$390.00	M	1/1/1998	9/30/2008	12/31/2028	(203) 866- 5551	Mr. Richard S. King, President	LEASE
0102	001075	Russell J. Ouellette	$100.00	A	9/25/1997	8/31/2001	10/31/2002	(203) 847- 0414	Mr. Russell J. Ouellette	LEASE
0102	001152	289 Realty Associates, LLC	$380.00	A	7/14/1999	1/31/2009	9/30/2009		Mr. David Wagman, Managing Member	LEASE
0102	001155	d/b/a Diamond Realty	$800.00	A	10/18/1999	1/31/2009	9/30/2009	(941) 433- 1418	Richard M. Diamond, et al	LEASE
0102	001174	Merritt River Partners LLC	$685.00	M	4/1/2000	3/31/2025	3/31/2025	(203) 847- 8087	John P. Crosby and Carl R. Kuehner,III	LEASE
0102	001229	TCG Connecticut	$200.00	A	8/1/2001	5/1/2006		(860) 509- 9985	Michael J. Byrne	LICENSE
0102	001233	T & T Associates, LLC	$900.00	A	4/1/2003	1/31/2008		(203) 838- 6237	Mr. Richard Tavalla, Member	LEASE
0102	001234	Parkway Plaza, Inc.	$105.00	M	6/19/2001	5/1/2007	11/30/2007	(202) 849- 7777	Dr. Syed H. Reza, Seretary/Treasurer	
0102	001265	Route 7 Car Wash, L.L.C.	$465.00	A	9/12/2002	7/1/2007		(202) 249- 2694	Mr. Mike Shullman, Agent	Lease

TOWN CODE	FILE NO.	LESSEE	RENT AMOUNT	R. T.	ORIG. DATE	UPDATE DUE	EXPR. DATE	PHONE NUMBER	ATTENTION	AGREEMENT TYPE
0102	001299	Bryan S. Terzian, President	$275.00	M	8/1/2003	4/1/2008	7/31/2008	(203) 856- 3145	d.b.a. Terzian Trucking Co., Inc.	Lease
0102	001312	King Industries, Inc.	$200.00	A	7/1/2004	10/31/2013	6/30/2014		Mr. Richard S. King, President	LICENSE
0102	001325	TCG Connecticut	$0.00	A	3/1/2005	1/1/2006		(860) 509- 9985	Michael Byrne	R.O.E. PERMIT
0102	00275A	Norwalk City of	$2,690.00	L	2/8/1982	2/8/2002	9/9/9999	(203) 854- 7701	Hon. Frank J. Esposito, Mayor	LICENSE
0106	000076	Town of Orange	$200.00	A	12/15/1972	12/14/2022	12/14/2022	(203) 795- 0751	Mr. Mitchell R. Goldblatt, 1st Selectman	LEASE
0108	000238	Plainfield Sewer Authority	$150.00	A	1/1/1986	12/31/2001	9/9/9999	(860) 230- 3001	Mr. Don Gladding, 1st Selectman	LICENSE
0108	000589	Connecticut Light & Power Co.	$24,120.00	A	1/1/1990	9/30/2009	12/31/2039	(203) 665- 5000	Mr. James Bross	LICENSE
0108	000702	E. Osterman Gas Service, Inc.	$195.00	M	10/1/1995	1/31/2010	9/30/2015	(860) 564- 2731	Mr. Vincent Osterman	LEASE
0112	000535	Connecticut Light & Power Co.	$100.00	A	7/11/1962	7/11/2002	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0112	001033	Waste Management NE Environme	$250.00	A	9/1/1996		9/9/9999	(860) 342- 0667	Richard Swan, Compliance Mgr.	LICENSE
0112	001331	Top Dog Hot Dogs LLC	$125.00	M	3/1/2006	11/1/2010	2/28/2011	(860) 267- 8437	Andrea M. Spaulding, Member	Lease
0115	001028	Algonquin Gas Transmission Co.	$0.00		6/21/1996	11/1/2001	9/9/9999	(860) 423- 8403	Robin Tomberlin	EASEMENT
0116	000193	Redding Town of	$0.00		10/1/1998	9/30/2003	9/30/2008	(203) 938- 2377	Mr. Henry W. Bielawa, 1st S/M	LEASE
0116	001243	Robert Dermer, d/b/a/ Board Silly C	$195.00	M	12/11/2001	12/1/2003		(203) 438- 3631	Mr. Robert Dermer	LEASE
0117	000162	Ridgefield Town of	$0.00	A	10/1/1995	10/1/2000	9/30/2015	(203) 438- 7301	A. N. Morelli, Jr.,1st Select.	LEASE
0118	000517	Buckeye Pipe Line Company, Limit	$5,393.00	A	1/1/1987	12/31/2011	12/31/2011	(610) 770- 4468	Mr. Michael Jones, Controller	EASEMENT
0118	000587	Rocky Hill Town of	$500.00	A	8/1/1989	8/1/2004	9/9/9999	(203) 563- 1451	Mr. James C. Solimi, Town Egr.	LICENSE
0118	000716	Connecticut Light & Power Co.	$200.00	A	1/1/1990	12/31/2004	9/9/9999	(203) 665- 5000	Mr. James Bross	LEASE
0118	000748	Metropolitan District	$0.00	A	4/1/1972	4/1/2002	9/9/9999	(203) 278- 7850	Mr. Leon C. Kirk, R.E. Admn.	LICENSE
0118	000759	Citgo Petroleum Corporation	$0.00		9/30/1989			(203) 529- 6821	Mr. Richard J. Green Term.Mgr	LICENSE
0118	001144	Connecticut Natural Gas Corp.	$0.00		8/18/1999	8/18/2009	9/9/9999	(860) 727- 3114	Mr. Vasant Patel, P.E.	LICENSE
0118	001221	ADC Enterprises, Inc.	$100.00	M	11/11/1994	4/30/2011	9/9/9999	(860) 257- 8576	Mr. Alfred D. Chiulli, III	LEASE
0118	001249	Tapestry Rose, LLC	$200.00	M	4/1/2002	1/2/2007		(860) 529- 1501	Ms. Sally C. Farrell	LEASE
0124	000082	Seymour Town of	$0.00		4/1/1992	3/31/2002	3/31/2017	(203) 888- 2511	Mr. Scott Barton, 1st Selectman	LEASE
0124	000165	Seymour Town of	$500.00	A	6/17/1965	6/16/2003	9/9/9999	(203) 888- 2511	Mr. Scott Barton, First Selectman	LEASE
0124	000601	Seymour Town of	$0.00	A	3/16/1989	3/31/2002	3/31/2002	(203) 888- 2511	Mr. Scott Barton, First Selectman	LEASE
0124	001020	Stanley & Richard Ostaszeski	$100.00	A	5/1/2006	1/1/2016	4/30/2016			Lease
0128	000412	Uneeda, Inc., dba Lobster Barn	$100.00	A	2/1/1986			(860) 658- 0050	Mr. Steven Antonio	LICENSE
0128	000413	Dyno Nobel, Inc.	$1,725.00	A	3/1/1987	12/1/2006	2/28/2037	( )	Mr. Steve Westlund	LEASE
0128	000421	Congregation Shuvah Yisrael	$100.00	A	9/1/1990		12/31/9999	(860) 651- 5314	Richard Lemoine, Treasurer	LICENSE
0128	000461	Mitchell Auto Group, Inc.	$700.00	M	7/1/1997	4/30/2007	6/30/2007	(860) 408- 6000	Mr. Mark Mitchell	LEASE
0128	000481	Tower Business Park Associates	$600.00	A	8/1/1987	7/31/2002	9/9/9999	(860) 408- 2975	Melinda Smith, c/o Trammell Crow Co.	LICENSE
0128	000513	Albemarle One-Way, LLC	$100.00	M	4/1/1989	1/30/2004	3/31/2088	(860) 808- 3000	Mr. Philip Schonberger, Member	LEASE
0128	000553	J. D. Bidwell	$720.00	A	6/1/1989	5/1/2004	5/31/2004	(203) 651- 8555	Mrs. Helen B. Bidwell	LEASE
0128	000565	Valley Home & Garden Centre, Inc.	$125.00	M	3/1/2002	12/1/2006	2/28/2007	(860) 651- 5646	Mr. Gregory D. Pierkarski	LEASE
0128	000629	Simsbury Town of	$0.00	A	10/1/1989	9/30/2009	9/30/2039	(203) 651- 3751	Mr. Richard L. Sawitzke, P.E.	LEASE
0128	000902	Simsbury Town of	$0.00		4/1/1993	3/31/2003	9/9/9999	(860) 658- 3200	Mary A. Glassman,1st Selectman	LICENSE
0128	000906	Southern New England Telephone	$0.00	A	1/1/1993	1/1/2003	12/31/9999	(203) 238- 5620	Ms. Suzanne P. Paddock, Supervisor-ONE	LICENSE
0128	000935	Connecticut Natural Gas Corp.	$375.00	A	10/12/1993	10/1/2003	9/9/9999	(860) 727- 3114	Mr. Vasant Patel, P.E.	LICENSE
0128	001151	Connecticut Natural Gas Corporatio	$250.00	A	10/26/2000	2/1/2009	1/1/9999	(860) 727- 3114	Mr. Vasant Patel, Mgr. Utility Coordination	License
0128	001308	Connecticut Natural Gas Corporatio	$200.00	A	6/1/2004	3/1/2014		(860) 727- 3114	Mr. Vasant Patel, Mgr., Utility Coord.	Letter License
0128	001308	Connecticut Natural Gas Corp.	$250.00	A	8/16/1999	10/31/2013	9/9/9999	(860) 727- 3114	Mr. Vasant Patel P.E.	LICENSE
0128	00216D	Village Water Company	$200.00	L	1/6/1983		9/9/9999	(860) 658- 6707	Mr. Robert D. Loeffler, V.P.	LICENSE
0132	001015	Buckeye Pipeline Company, Limite	$8,474.00	A	1/1/1987	6/1/2006	6/1/2011	(610) 770- 4000	Mr. Michael Jones, Controller	LEASE

TOWN CODE	FILE NO.	LESSEE	RENT AMOUNT	R. T.	ORIG. DATE	UPDATE DUE	EXPR. DATE	PHONE NUMBER	ATTENTION	AGREEMENT TYPE
0132	001034	South Windsor Golf Course LLC	$250.00	A	10/1/1996	8/31/2001	9/9/9999	(860) 648-4653	John J. Kelley, Owner	LICENSE
0132	001040	South Windsor Golf Course LLC	$250.00	A	4/1/2002	1/1/2007	3/31/2007	(860) 342-6113	John J. Kelley, Owner	LEASE
0132	001052	South Windsor Golf Course LLC	$250.00	A	4/1/1997	2/28/2002	9/9/9999	(860) 648-4653	John J. Kelley, Owner	LICENSE
0133	000890	Yankee Gas Services	$650.00	A	1/1/1993	12/31/2003	9/9/9999	(860) 665-6956	c/o/ Northeast Utilities / Real Estate Record	LICENSE
0133	000981	Thomas and Elaine Bombero	$0.00		5/1/1995	4/30/2000	9/9/9999	(203) 929-3869	Thomas and Elaine Bombero	LICENSE
0133	001206	Town of Sprague	$0.00	A	3/22/2000			(860) 822-3000	Stephen J. Papineau, Sr., First Selectman	GRADE CROSSING
0135	000043	375 Fairfield Ave. Associates	$3,050.00	M	5/1/2006	1/1/2011	4/30/2011	(203) 967-8367	Alex Goldblum, Partner	LEASE
0135	000203	495 Hope Street, LLC	$1,300.00	M	10/1/2004	6/1/2009	9/30/2009	(203) 838-0504	James Tarantino, Controller	LEASE
0135	000208	Stamford City of	$100.00	A	12/1/1971		9/9/9999	(203) 977-4054	Mr. Richard Quittell, Risk Mgr	LICENSE
0135	000289	TheTrans-Atlantic Motors, Inc.d/b/a	$2,200.00	M	10/1/1987	7/30/2006	9/30/2006	(203) 323-8192	Mr. Chris Riley, President	LEASE
0135	000303	First Stamford Place Company	$500.00	L	2/21/1984			(203) 637-3377	Mr. Jack Rabinovitch	EASEMENT
0135	000452	First Stamford Place LLC	$1,500.00	A	1/1/2002	9/30/2006	12/31/2006	(203) 964-1111	Mr. Anthony Bonilla, Prop. Mgr.	LEASE
0135	000456	Stamford Iron&Steel Works Inc.	$600.00	M	8/1/1986	7/31/2007	10/31/2002	(203) 324-6751	Mr. Herman Bernstein	LEASE
0135	000465	John E. Richardson Jr., Inc.	$2,650.00	M	5/1/1986	1/30/2006	4/30/2011	(203) 358-8530	Mr. John E. Richardson Jr.	LEASE
0135	000473	Reliable Oil & Heat Co., Inc.	$190.00	M	5/1/1987	1/31/2006	4/30/2001	(203) 324-2141	Mr. Roy W. Rumore, Sr., Pres.	LEASE
0135	000518	Roccie's Asphalt & Landscape	$795.00	M	4/1/1988	2/28/2006	3/31/2006	(203) 324-0311	Mr. Rocco Engongoro, President	LEASE
0135	000558	Roccie's Asphalt & Landscape Co.,	$1,840.00	M	9/30/1988	5/30/2009	8/31/2009	(203) 324-0311	Mr. Rocco Engongoro, President	LEASE
0135	000582	Hilton, LLC	$3,500.00	M	1/1/2006	9/1/2010	12/31/2010	(203) 967-3766	Mr. Frank Mercede. Jr.	LEASE
0135	000583	New Hope Realty, Incorporated	$1,000.00	M	5/1/1990	1/30/2002	4/30/2026	(203) 594-1908	Mr. Louis F. Buccieri, President	LEASE
0135	000634	Lincoln Realty	$300.00	M	6/1/1963	5/31/2002	5/31/2013	(703) 684-8951	Gerald L. Werner	LEASE
0135	000846	Group W Broadcasting, Inc.	$7,500.00	A	1/1/1995	10/31/2004	9/9/9999	(203) 965-6000	Jane R. Cottrell	LICENSE
0135	000895	Stamford City of	$0.00	A	3/1/1993	2/28/2003	2/28/2003	(203) 977-4150	Mr. Richard Quittell, Risk Mgr	LEASE
0135	000975	Bruno Construction Co., Inc.	$1,700.00	M	7/1/2000	6/30/2005	6/30/2005	(203) 348-4848	Joseph Bruno, President	LEASE
0135	000995	City Carting Co., Inc.	$1,550.00	M	10/1/1995	7/31/2010	9/30/2020	(203) 324-4090	Mr. Anthony Terenzio	LEASE
0135	001090	Mr. Ahcene Malki	$100.00	A	1/8/1998	1/31/2003	3/31/2003	(203) 325-4477		LEASE
0135	001095	Sprint Spectrum, L.P.	$1,150.00	A	1/1/1999	10/31/2003	12/31/2003	(877) 559-5151	Michael Smolen, Mgr., Leasing Dept.	LEASE
0135	001183	Wachovia Bank, N.A.	$2,250.00	M	4/14/2000	9/30/2005	12/31/2005	(704) 374-4289	c/o Brenda Allegood, Wachovia Bank	LICENSE
0135	001184	Four Realty, LLC	$1,737.12	m	1/1/2001	11/30/2010	12/31/2010	(203) 925-9280	Mr. Carlos P. Andrade, Manager	LICENSE
0135	001185	Java Joe's, LLC	$1,492.50	M	1/1/2002		1/31/2007	(203) 359-9880	Karin Shanbrom-Gillespie, Owner	License
0135	001186	Shippan Candies, Inc.	$1,759.75	M	12/1/2001	9/1/2011	11/30/2011		Mr. Kamlesh Rana, President	LEASE
0135	001187	Time to Shine	$1,200.00		4/14/2000	5/31/2010	8/31/2010	(203) 550-8398	Thomas B. Carroll	LEASE
0135	001188	Stamford Taxi, Inc.	$0.00		3/1/2004		9/9/9999	(203) 325-2611	Mr. Hubert M. Tibbetts, President	Taxi Operating
0135	001189	Stamford Yellow Cab, Inc.	$0.00		3/1/2004		9/9/9999	(203) 967-3633	Mr. Vito Bochicchio, Jr., President	Taxi Operating
0135	001190	J & R Tours, LTD.	$500.00	M	4/14/2000	4/30/2001	7/27/2001	(914) 668-5050	Mr. James J. DiDonato	License
0135	001191	Greyhound Lines, Inc.	$900.00	M	4/14/2000	7/31/2005	10/31/2005	(214) 849-8198	Ms. Deanne Simsek, Senior Mgr	License
0135	001193	Metro-North Commuter Railroad	$38,705.19		4/14/2000	1/31/2015	6/29/2015		Mr. Stephen DiMichael, CFO	LEASE
0135	001203	National Railroad Passenger Corp.	$2,116.45	M	11/1/2001	9/30/2011	10/31/2011	(215) 349-1959	Ms. Sheila Mary Sopper	License
0135	001246	Carlinn, Inc.	$1,525.00		7/1/2002	4/1/2007	6/30/2007	(203) 536-3665	Francis Gerard Linn	License
0135	001247	Juan's Corner	$450.78	M	3/1/2002	1/31/2012	2/29/2012	(203) 325-2333	Mr. Juan Acosta, Sole Proprietor	License
0135	001263	The Minturnese Social Club, Incorp	$735.00	A	11/1/2002	8/1/2007		(203) 365-7077	Mr. Ben Mazzucco, Treasurer	LEASE
0135	001266	AT&T Communications, Inc.	$400.00	A	12/1/2002	10/1/2007		(908) 532-1310	Room 1B201, Lease No. CTMRAIL001	License
0135	001300	Paramount Stone Company	$1,505.00	M	12/1/2003	9/1/2008		(203) 353-9119	Mr. Steven J. Riviere, President	LEASE
0135	001304	Riverbend South, LLC						(203) 229-6655	Michael J. Cacace, Esq.	Easement
0135	001319	JPMorgan Chase Bank, National A	$1,400.00	M	1/1/2006	2/28/2011	4/30/2011		ATM Business Support KY1-3009	License

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0135	01182A	Morton's of Chicago/Stamford			6/28/2000	4/1/2005	9/9/9999	(203) 324- 3939	Mr. Nick Wagner	LICENSE
0135	1259	Webster Bank	$1,700.00	M	8/1/2002	5/31/2012	7/31/2012	(203) 346- 6019	Susan Curtis	License
0136	000210	Sterling Town of	$300.00	L	5/11/1982		9/9/9999	(203) 564- 2657	Mr. Robert P. Jordan	LICENSE
0136	000313	Sterling Town of	$300.00	L	12/21/1983	12/21/2003	9/9/9999	(203) 564- 2657	Mr. Robert P. Jordan	LICENSE
0138	000168	Stratford Town of	$0.00		12/1/2002	9/1/2012	11/30/2012	(203) 385- 4001	Mr. Michael E. Feeney, Town Mgr.	LEASE
0139	000252	Firestone Properties	$0.00	A	10/19/1978	10/1/2003	9/9/9999	(703) 556- 0988	Firestone Corporation	LEASE
0139	000268	Suffield Town of	$200.00	L	1/22/1981		9/9/9999	(203) 668- 7391	Chris Koren	LICENSE
0139	000801	Suffield Town of	$0.00	A	5/1/1991	5/1/2006	9/9/9999	(203) 668- 7397	Chris Koren	LICENSE
0139	000903	Suffield Town of	$0.00		8/1/1993	8/1/2003	9/9/9999	(203) 668- 7397	Chris Koren	LICENSE
0140	000638	P & A Realty Company LLC	$100.00	A	12/1/2002		11/30/2012		Martin Erdfarb	LEASE
0140	000765	Naugatuck Railroad Company	$100.00	M	10/17/1998	9/30/2008	10/16/2025	(203) 269- 3477	Howard V. Pincus, CEO	LEASE
0140	001032	P & A Realty Company LLC	$100.00	A	12/1/2002		9/9/9999		Martin Erdfarb	LICENSE
0140	001231	Yankee Gas Services Company	$250.00	A	6/1/2001	6/30/2006	9/9/9999	(860) 665- 5000	Thomas R. McDermott, Facillities Mgr.	LICENSE
0141	000053	Thompson Town of	$1,500.00	L	4/22/1976		9/9/9999	(203) 928- 2300	Sewer Authority	LICENSE
0141	000090	Connecticut Light & Power Co.	$100.00	A	5/6/1963		9/9/9999	(203) 634- 5932	Mr. James Bross	LICENSE
0141	000091	Connecticut Light & Power Co.	$160.00	A	8/7/1964	12/31/2004	9/9/9999	(203) 634- 5932	Mr. James Bross	LICENSE
0141	000169	Connecticut Light & Power Co.	$0.00	A	12/19/1949		9/9/9999	(203) 634- 5932	Mr. James Bross	LICENSE
0141	000170	Southern New England Telephone	$0.00	A	12/19/1949		9/9/9999	(203) 238- 5620	Ms. Suzanne P. Paddock, Supervisor-ONE	LICENSE
0141	000171	Southern New England Telephone	$0.00	A	3/24/1947		9/9/9999	(203) 238- 5620	Ms. Suzanne P. Paddock, Supervisor-ONE	LICENSE
0143	000545	Torrington City of	$0.00		8/1/1989	7/1/2004	7/31/2004		Mrs. Mary Jane Gryniuk, Mayor	LEASE
0143	001077	Turner & Seymour Manufac. Co.	$125.00	A	5/13/1997	2/28/2002	9/9/9999	(203) 489- 9214	Thomas J.Pretak, Pres.	LEASE
0146	000190	Vernon Town of	$1,800.00	L	7/29/1976		9/9/9999	(203) 872- 8591	Paul R. Mazzaccaro, Town Adm.	LICENSE
0146	000206	Vernon Town of	$0.00		10/13/1976		9/9/9999	(203) 872- 8591	Paul R. Mazzaccaro, Town Adm.	LICENSE
0146	000220	Vernon Town of	$750.00	L	9/2/1977		9/9/9999	(203) 872- 8591	Paul R. Mazzaccaro, Town Adm.	LICENSE
0146	000257	Vernon Town of	$500.00	L	6/18/1979		9/9/9999	(203) 872- 8591	Paul R. Mazzaccaro, Town Adm.	LICENSE
0146	000277	Vernon Town of	$200.00	L	2/11/1982		9/9/9999	(203) 872- 8591	Paul R. Mazzaccaro, Town Adm.	LICENSE
0146	000288	Vernon Town of	$200.00	L	5/10/1983		9/9/9999	(203) 872- 8591	Paul R. Mazzaccaro, Town Adm.	LICENSE
0146	000573	Connecticut Water Company	$0.00	A	12/1/1988		9/9/9999	(203) 623- 3354	Mr.William F. Guillaume-Sr.V.P	LICENSE
0146	000585	Joseph L. Bury, Jr.	$100.00	M	11/1/2001	8/31/2006	10/31/2006	(860) 875- 2281	Mr. Joseph L. Bury, Jr.	LEASE
0146	000815	Sacred Heart Retirement CM.Inc	$400.00	A	6/1/1991	6/1/2006	9/9/9999		Fr. Stanley J. Szczapa, Pastor	LICENSE
0146	000825	George Risley	$100.00	A	7/1/1991	7/1/2006	9/9/9999		Mr. George Risley	LICENSE
0146	000865	Vernon Town of	$100.00	A	1/1/2002	10/31/2011	12/31/2011	(203) 872- 8591	Mr. Paul R. Mazzaccaro, Admin.	LEASE
0146	000896	Connecticut Light & Power Co.	$650.00	A	11/15/1992	11/15/2002	9/9/9999		Mr. James Bross	LICENSE
0146	000988	Connecticut Water Co.	$500.00	A	11/1/1995	10/31/2000	9/9/9999	(203) 669- 8636	Marshall Chiaraluce, President	LICENSE
0146	001305	SBC dba The Southern New Engla	$800.00	A	4/1/2004		9/9/9999	(203) 238- 7407	Ms. Diane Rogers	LICENSE
0151	000309	Connecticut Light & Power Co.	$0.00		3/13/1953		9/9/9999	(203) 634- 5932	Mr. James Bross	LICENSE
0151	000311	Connecticut Light & Power Co.	$0.00		3/28/1963		9/9/9999	(203) 634- 5932	Mr. James Bross	LICENSE
0151	000487	Seidel, Incorporated	$600.00	A	8/1/1987	7/31/2037	7/31/2087	(203) 757- 7349	Mr. Michael Ritzenhoff, Pres.	LICENSE
0151	000497	Municipal Rd. LLC.	$1,500.00	M	9/1/1989	8/1/2006	8/31/2013	(203) 623- 2070	C/O F&G Reality Recycling	LEASE
0151	000522	American-Republic, Inc.	$660.00	M	7/1/2003	3/1/2018	6/30/2018	(203) 574- 3636	Mr. William J. Pape II, Pres.	LEASE
0151	000764	Yankee Gas Services Company	$0.00		9/1/1990	9/1/2010	9/9/9999	(203) 596- 3117	Mr. Edward W. Flanagan	LICENSE
0151	000880	State Of Connecticut	$0.00		1/1/1993	6/30/2002	12/31/2002		North American Bank & Trust Co	LICENSE
0151	000952	Waterbury City of	$0.00		7/31/1995	7/30/2005	9/9/9999	(203) 574- 6806	Philip Giordano, Mayor	LICENSE
0151	000991	Naugatuck Railroad Company	$1.00	A	10/17/1995	10/16/2005	10/16/2025	(203) 269- 3477	Mr. Howard Pincus, Pres.	RAIL FREIGHT & PASSENGER SER.

TOWN CODE	FILE NO.	LESSEE	RENT AMOUNT	R. T.	ORIG. DATE	UPDATE DUE	EXPR. DATE	PHONE NUMBER	ATTENTION	AGREEMENT TYPE
0151	001104	Southern New England Telephone	$0.00		6/1/1998	6/1/2008	9/9/9999	(203) 771- 8832	Troy Riccitelli	LEASE
0151	001134	Heraeus Metals Processing, Inc	$530.00	M	3/27/1998	11/30/2009	2/28/2004	(212) 752- 2180	Mr. Thomas Lyons, Treasurer	LEASE
0151	001310	North-East Transportation Compan	$205.00	Q	7/1/2004	10/31/2008	6/30/2009	(203) 753- 2538	Ms. Barbara Kalosky, General Manager	Lease
0156	000174	J.S.L. Assoc. (W.H.Lumber Co.)	$550.00	M	7/1/2001	3/1/2011	6/30/2011	(203) 933- 1641	Mr. James Shanbrom	LEASE
0156	000204	Marcus Paper Company	$150.00	M	5/1/1990	4/30/2005	4/30/2010	(203) 934- 6351	Mr. Michael Zamkov	LEASE
0156	000205	West Haven Lumber Company	$450.00	M	2/1/1987	3/1/2011	6/30/2011	(203) 933- 1641	Mr. James Shanbrom	LEASE
0156	000590	Fish Mart, Inc.	$150.00	M	2/1/1989	1/31/2004	1/31/2004	(203) 937- 7387	Ms. Laura J. Reid	LEASE
0156	000708	The Stop & Shop Supermarket Co	$150.00	A	11/1/1991	11/1/2005	9/9/9999	(617) 770- 8162	Ms. Amy J. Wacker	LICENSE
0156	001169	Lakin Tire East, Inc.	$970.00	M	10/25/1999	7/31/2003	10/31/2004	(800) 368- 8473	Mr. Bruce P. Hayn, Sr.,Vice Pres.	LEASE
0158	000176	Town of Westport	$0.00	A	7/1/2001	4/1/2006	6/30/2011	(203) 341- 6026	Deputy Chief David Heinmiller	LEASE
0158	000177	Indian Hill Partners, LLC	$1,075.00	M	6/1/2006	2/1/2011	5/31/2011	(203) 227- 5181	Mr. Samuel M. Gault, President	LEASE
0158	000730	Information Networks, Inc.	$4,350.00	S	2/1/1990	1/31/2010	1/31/2030	(203) 226- 3367	Robert Sloat	LEASE
0158	000731	John J. Giunta Contractor,Inc.	$560.00	M	2/1/1990	1/31/2010	1/31/2020	(203) 222- 1098	Mr. John J. Giunta, Jr. Pres.	LEASE
0158	000927	Lester and Helena Bottone	$500.00	A	6/1/1993	2/28/2003	5/31/2003	(203) 226- 0123	Lester and Helena Bottone	LEASE
0158	001078	Cheryl B. & Mark D. Sugel	$350.00	A	1/1/1998	1/31/2008	12/31/2007	(203) 256- 8951	Cheryl B. & Mark D. Sugel	LEASE
0158	001284	Webster Bank	$1,200.00	M	7/1/2003	4/30/2013	6/30/2013		Ms. Susan Curtis	License
0159	000699	Kell-Strom Tool Company, Inc.	$255.00	M	7/1/1990	2/28/2006	6/30/2020	(203) 529- 6851	Mr. Frank Kelly, President	LEASE
0159	000700	Clearing House Auct. Galleries	$450.00	M	11/1/1989	7/31/2009	10/31/2019	(203) 529- 3344	Mr. Thomas LeClair, President	LEASE
0159	000701	CKNRR7, LLC	$75.00	M	1/1/2007	6/1/2011	12/31/2011	(860) 563- 3000	Ms. Carol Kober-Narciss	LEASE
0159	000732	Buckeye Pipe Line Company, Limit	$6,486.02	A	1/1/1964	12/31/2011	12/31/2011	(610) 770- 4468	Mr. Michael Jones, Controller	LICENSE
0161	000051	Café Au Lait	$682.50	M	11/1/2001	8/31/2011	10/31/2011		Thomas Hill	License
0161	000495	Wilton Town of	$0.00	A	1/1/1998	12/31/2002	12/31/2007	(203) 834- 9200	Mr. Robert H. Russell	LEASE
0161	000733		$120.00	M	1/1/2001	12/31/2005	12/31/2010	(954) 893- 0003	Marc Gueron	LEASE
0163	000226	Providence & Worchester RR.Co.	$0.00		1/1/1982	1/1/2002	9/9/9999	(508) 755- 4000	Mr. David Fitzgerald	LICENSE
0163	000506	Prime Materials Recovery Inc.	$160.00	M	2/1/1988	3/30/2008	12/31/2008	(203) 423- 3149	Mr.Bernard C. Schilberg, CEO.	LEASE
0163	000717	Connecticut Light & Power Co.	$150.00	A	1/1/1990	12/31/2004	9/9/9999	(203) 665- 5000	Mr.James Bross	LICENSE
0163	000718	Connecticut Light & Power Co.	$400.00	A	8/1/2000	7/31/2005	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0163	000719	Connecticut Light & Power Co.	$200.00	A	1/1/1990	12/31/2004	9/9/9999	(203) 665- 5000	Mr. James Bross	LICENSE
0163	000797	Conn. Eastern Chaper NRHS,Inc.	$100.00	A	1/1/1993	1/1/2002	12/31/2022	(860) 646- 3269	Mr. Joseph Cerreto, President	LEASE
0163	000919	Windham Town of	$0.00		8/1/1993	8/1/2003	9/9/9999	(860) 465- 3060	Mr. Bob Buden, Town Controller	LICENSE
0163	000959	Yankee Gas Services Company	$250.00	A	7/1/1994	7/1/2004	9/9/9999	(203) 639- 4409	John A. Chenkus	LICENSE
0163	001065	Windham Town of	$0.00		8/1/2003	4/1/2008	7/31/2008	(860) 465- 3004	Ms. Karen R. Levine, Risk Mgr.	LEASE
0163	001228	Vitreum Networks, LLC			8/1/2001	7/31/2006		(401) 726- 9906	Dennis M. diBattista, Pres.	LICENSE
0163	00226B	Eric E. & Cynthia J. Hall			9/1/1982	6/30/2002	8/31/2002	(860) 228- 3132	Eric E. & Cynthia J. Hall	LICENSE
0164	000722	Griffin Land	$150.00	A	1/1/1990	12/31/2004	9/9/9999	(860) 769- 3600	Mr. Wes Nicoll, Asst. Prop. Mgr.	LEASE
0164	001218	Connecticut Light & Power Co.	$250.00	A	1/1/2001	1/1/2005	9/9/9999	(860) 665- 3855	David J. Orpik	LICENSE
0165	001083	Connecticut Southern Railroad	$0.00		8/1/2000	7/31/2005	7/31/2010	(800) 800- 3450	Michael Olmstead, General Manager	RAIL FREIGHT OPERATING SERV.
Z135	Z01087	Freddy A. & Susana E. Riofrio	$100.00	A	1/8/1998	5/31/2007	1/31/2008	(203) 327- 2608	Freddy A. & Susana E. Riofrio	LEASE
Z151	Z01173	Norberto Martinez	$100.00	A	12/1/1999	9/30/2004	11/30/2004	(203) 597- 1383	Norberto Martinez	LEASE

Total Annual Rent: $2,894,577.97

GLOSSARY

GLOSSARY OF ACRONYMS AND TERMS

Blocks – Trains cannot collide with each other if they are not permitted to occupy the same section of track at the same time, so railway lines are divided into sections known as *blocks*. In normal circumstances, only one train is permitted in each block at a time.

Blue Alignment– Defined in the Danbury Branch Study as the track alignment modification that will allow for a 10-minute travel time reduction along the Branch

Build Alternative – in the Phase I Danbury Branch Study, the Build Alternative refers to several improvements that can be implemented in a phased-in approach and which would include a number of options, including track alignment modifications, addition of rail passing sidings, and railway electrification. Phase II of the Study will provide in-depth analysis of these options.

Catenary – Defined as the system of overhead contact wires suspended above the tracks, which supply power to electric trains.

CEPA – Connecticut Environmental Policy Act, which runs in parallel with NEPA (See NEPA). The purpose of CEPA is to identify and evaluate the impacts of proposed state actions which may significantly affect the environment. This evaluation provides the decision maker with information necessary for deciding whether or not to proceed with the project. The process also provides opportunity for public review and comment.

Compound Curve - A curve made up of two arcs of differing radii whose centers are on the same side, connected by a common tangent.

ConnDOT – Connecticut Department of Transportation, lead agency responsible for the Danbury Branch Study

Connecticut Rail Commuter Council – Formed by the Connecticut State Legislature, this group consists of rail commuters who act as a consumer liaison between rail riders and the Connecticut Department of Transportation, Metro North and Shore Line East railroads and advise the legislature regarding commuter issues.

Corridor – within this study the corridor refers to a rail and highway transportation corridor consisting of the regional Route 7 highway and the Danbury Branch rail line running north-south connecting the population centers of Norwalk, Wilton, Redding, Ridgefield, Bethel and Danbury. The corridor extends north along Route 7 to the towns of Brookfield and New Milford, but rail passenger service currently stops at Danbury.

CSX – CSX Corporation, based in Jacksonville, Fla., owns companies providing rail, intermodal and rail-to-truck transload services that are among the nation's leading transportation companies,

connecting more than 70 river, ocean and lake ports, as well as more than 200 short line railroads.

CTC – Communication and Train Control Project, also known as the Danbury Branch Signalization Project 302-0007. This project would introduce an automated signal system on the Branch. This would allow automatic switching of equipment to passing sidings. Currently, the train conductor on the Branch is required to manually throw the switch allowing trains to enter a siding. The project is expected to also include construction of poles that can be used for eventual electrification of the Branch.

Curvature – The amount by which the rail line deviates from being straight.

Degree of Curve – A measure of curvature used in civil engineering for its easy use in layout surveying.

DMU – Diesel Multiple Unit is the general term for a diesel-powered train where a separate locomotive is not required because the engine and drivtrain are contained under various cars in the train. The rail vehicles are self-propelled coaches using a diesel-electric power supply.

Double Tracking – The current Danbury Branch line is a single-track railroad. Phase I of the study examined the feasibility of adding a second track to allow for bi-directional service on the Branch. The addition of the second track is typically referred to as "double tracking."

Electrification – For the Danbury Branch Study, the reference is to railway electrification, which refers to the way to supply electric power to electric locomotives and electric multiple unit vehicles (see EMUs). The typical railway electrification system in Connecticut includes an overhead contact system to conduct current to power the train, also known as catenary system using alternating current or ac; third rail systems using direct current, or dc power are found in other states. The Danbury Branch was electrified using an overhead catenary system until 1961, when the system was removed in favor of diesel equipment.

EMU – Electric Muliple Unit equipment, or rail vehicles that are self-propelled coaches using an electric power supply, either from overhead contact wires or a third rail contact system. On the New Haven Line, this equipment has been named M2, M4, M6, M7 and M8 depending on which generation of electric vehicle it is.

Environmental Justice – Environmental justice refers to the fair and equitable treatment of people regardless of race or income level in the implementation of environmental laws, regulations and policies. The Federal Highway Administration and Federal Transit Administration has underlined three fundamental principles that define what environmental justice is. These are:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Feeder Bus Service - Feeder bus service typically connects outlying areas to other bus routes or rail/multimodal transit stations where passengers can connect to direct service to urban areas. A feeder bus route to a Danbury Branch rail station would connect passengers to direct service to Grand Central Terminal, as example.

Four Quadrant Gates – These are a special series of automatic crossing gates used as an adjunct to flashing light signals to control traffic on all lanes at a highway – rail grade crossing.

FRA – U.S. Federal Railroad Administration was created by the Department of Transportation Act of 1966 (49 U.S.C. 103, Section 3(e)(1)). The purpose of FRA is to: promulgate and enforce rail safety regulations; administer railroad assistance programs; conduct research and development in support of improved railroad safety and national rail transportation policy; provide for the rehabilitation of Northeast Corridor rail passenger service; and consolidate government support of rail transportation activities.

FTA – Federal Transit Administration, one of ten modal administrations within the U.S. Department of Transportation. Headed by an Administrator who is appointed by the President of the United States, FTA functions through a Washington, DC, headquarters office and is responsible for supporting public transportation. This includes buses, subways, light rail, commuter rail, monorail, passenger ferry boats, trolleys, inclined railways, and people movers. The Federal government, through the FTA, provides financial assistance to develop new transit systems and improve existing ones.

GCT – Grand Central Terminal, New York City. This is the terminus of the New Haven Line, and is the final stop for Danbury Branch rail commuters in Manhattan.

Green Alignment – Defined in the Danbury Branch Phase I Study's Engineering Evaluation Task 2 report as the track alignment modification that will allow for a 15-minute travel time reduction along the Branch

"Home" Signals – In a traditional mechanically signaled area, it is most common for a signal box to have two stop signals governing each line. The first reached by a train is known as the home signal. The last stop signal, known as the starting or section signal, is usually located past the points etc. and controls entry to the block section ahead. The distance between the home and starting signals is usually quite short (typically a few hundred yards), and allows a train to wait

for the section ahead of it to clear without blocking the line all the way back to the previous stop signal.

Housatonic Railroad Company, Inc. – Headquartered in Canaan, CT, they operate freight rail service and owns track from Danbury to New Milford.

HVCEO – The Housatonic Valley Council of Elected Officials is a regional planning agency responsible for coordinating planning activities in ten municipalities in western Connecticut. These are Bethel, Bridgewater, Brookfield, Danbury, New Fairfield, New Milford, Newtown, Redding, Ridgefield and Sherman, CT. HVCEO has the responsibility under federal law to administer a transportation planning program, provides a continuing forum on municipal management and planning, and is the census data census for the area.

Interlocking – The arrangement of signal apparatus that prevents conflicting movements through an arrangement of tracks such as junctions or crossings. The signaling appliances and tracks are sometimes collectively referred to as an *interlocking plant*. An interlocking is designed so that it is impossible to give *clear* signals to trains unless the route to be used is proved to be safe.

Meets – Where two trains meet going in opposite directions.

MNR – MTA Metro-North Railroad, second largest commuter railroad in the U.S. and the operator of commuter rail service in Connecticut.

MP – Milepost along the railroad right-of-way. For the Danbury Branch, Milepost (MP) 0 is the switchpoint in South Norwalk where the Branch line begins.

NEPA – National Environmental Policy Act, passed in 1969 and signed into law January 1, 1970, established an environmental policy for the nation and an interdisciplinary framework for environmental planning by federal agencies.

New Milford Extension – The Danbury Branch Phase I study includes evaluating the feasibility of extending passenger rail service from Danbury, currently the terminus of Branch line passenger service, to New Milford, a distance of approximately 14 miles. This section currently is a freight only line owned and operated by the Housatonic Railroad Company, Inc. of Canaan, CT.

New Milford Rail Service Restoration Society – Non-profit organization headquartered in New Milford supporting the return of rail passenger service to the towns of Brookfield and New Milford and possibly other communities.

No Build Alternative – The National Environmental Policy Act (NEPA) also refers to this as the "no action" alternative. When considering alternatives under the NEPA process to improve transportation, a "no build" alternative must be considered.

Overtakes – Where one train passes another train going in the same direction.

Passing Siding - For the Danbury Study, a passing siding refers to a stretch of rail tracks that provide a place for a train to wait temporarily while the other train passes, as the Danbury Branch is a single-track line. This configuration allows the sequence of trains along a track to change and trains to pass one another to better utilize the single track.

Peak Hour Service – This refers to morning and evening rush hour service on rail and transit systems, defined by MTA Metro North Railroad as occurring between the hours of 5:30 AM to 9 AM and 4 PM to 8PM. Higher fares are charged during peak hour periods.

Providence & Worcester Railroad (P&W) – P&W is a regional freight railroad operating in Massachusetts, Rhode Island, Connecticut and New York. The Company is the only interstate freight carrier serving the State of Rhode Island and possesses the exclusive and perpetual right to conduct freight operations over the Northeast Corridor between New Haven, Connecticut and the Massachusetts / Rhode Island border.

Public Outreach Plan - Also known as Public Involvement Plan (PIP), prepared at the beginning of a project. The public outreach plan is established to address the need to increase public awareness of the study amongst a divergent group of agencies, officials, commuters, stakeholders and interested parties; to solicit public opinion regarding study activities and provide input into the study's outcome. Overall, the plan is intended to enhance public involvement and support for the process that will lead to improvements in Danbury Branch commuter rail service.

Purpose and Need Report – in the majority of transportation studies, the two elements of this report are identification of the "need," which is defined as the transportation deficiency (ies) in the study area, and "purpose," which is defined as the objectives that will be met to address the/those deficiency (ies).

R.O.W. - Right of Way is used in this report as a general term denoting land, property, or interests therein acquired for or devoted to the railroad. It is typically land or property owned by the operating railroad, in this case either Connecticut Department of Transportation or the Housatonic Railroad company Inc.

Rail Valuation Maps – These are maps or plans that indicate property owned by a RR company. Most were originally prepared in the early 1900s, and subsequent property transactions such as sales and easements have been noted on them. The topographical features, however, are not kept current.

Red Alignment – Defined in the Danbury Branch Phase I Study's Engineering Evaluation Task 2 report as the track alignment modification that will allow for a 5-minute travel time reduction along the Branch

Skip Stop and Express Service – these are methods of modifying existing rail service patterns to improve travel times by reducing the number of station stops.

Spiral – A curve composed of a circular curve with a transition curve, which is tangent to both the straight and the circular curve, on both sides. The first transition curve gradually changes from zero curvature to the finite curvature of the circular curve. The second transition curve gradually changes from the finite curvature of the circular curve back to zero curvature. Spiral curves aid the ride quality and safety of vehicles navigating the curve.

Substation – A subsidiary station of an electricity generation, transmission and distribution system where voltage is transformed from high to low or the reverse using transformers. An important function performed by a substation is switching, which is the connecting and disconnecting of transmission lines or other components to and from the system. Switching events may be "planned" or "unplanned".

Superelevation – This refers to the differences in height between the outer and inner rail on a curved section of track, which affects how fast a train can travel through the curve. The amount of superelevation required is determined by what the proposed speed of the track is – the maximum allowed is four inches. In track geometry parlance, superelevation is the "intended increase in elevation of the outer rail above the inner rail in a curve"

Switchgear – This term refers to the combination of electrical disconnects, fuses, and/or circuit breakers used to isolate electrical equipment. Switchgear is used both to de-energize equipment to allow work to be done and to clear faults downstream. In substations, switchgear is located on both the high voltage and the low voltage side of large power transformers

SWRPA – South Western Regional Planning Agency **SWRPA** – The South Western Regional Planning Agency is the official regional planning organization for eight municipalities in lower Fairfield County, including Wilton, Darien, Greenwich, New Canaan, Norwalk, Stamford, Weston and Westport.

Tilt Train – A tilt train consists of rail vehicles equipped with a mechanism to induce added vehicle tilt in curves, thereby enabling the ability to increase speeds in curves while maintaining passenger comfort. Tilting compensates for the amount of centrifugal force a passenger experiences going through a curve. A tilt train system is typically employed on high speed rail equipment that uses conventional rail lines with numerous curved sections, such as the Northeast Corridor between New Haven, CT and Boston, MA. Amtrak's Acela is an example of a tilt train.

Track Alignment – refers to the horizontal layout of track in a rail system. Tangent track refers to track in a straight line.

Track Geometry – This refers to the levelness and alignment of the rails.

Traction Power Substation – transfers electric power usually from the local utility power grid, to a voltage and frequency required to supply power to the rail electrification system.

TSB – Connecticut Transportation Strategy Board – Fifteen-member board comprised of business, state agency and transportation investment area representatives appointed by the Governor of Connecticut, the Speaker of the State House of Representatives and the President Pro Tempore of the State Senate. Their role is to review transportation issues in the state and recommend a statewide transportation strategy and action plan.

TSM Alternative – Stands for 'Transportation System Management' alternative. The U.S. Department of Transportation's Federal Transit Administration defines TSM as an improvement that represents the "best you can do without a guideway investment." Typically this includes action items like adding skip stop and/or express rail service, new park and ride lots, and addition of transit user information systems.

Turnouts – A mechanical installation enabling railway trains to be guided from one track to another at a railway junction.

Wayside – This term refers to the area that is trackside. The term presumably has its origin from the term right-of-way.

Yard Limits – The defining point where a yard operations begin or end. In general, in a yard trains operate at restricted speed able to stop in 1/2 their visibility.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

In Cooperation with

SWRPA

South Western Regional Planning Agency

U.S. Department of Transportation

Federal Transit Administration