

ALL-POINTS TECHNOLOGY CORPORATION, P.C.

Cohen & Wolf, P.C.
Jesse A. Langer
1115 Broad Street
Bridgeport, CT 06604

December 17, 2009

RE: T-Mobile Branford CTNH801B
123 Pine Orchard Road Branford, CT
Late Filing
Tower proximity to Amtrak ROW

Dear Attorney Langer,

I write to follow up the Connecticut Siting Council's inquiry about moving the proposed Facility closer to the Amtrak right-of-way ("ROW"). The Council requested that the Applicant, T-Mobile Northeast LLC ("T-Mobile"), provide a copy of the guideline Amtrak issues regarding development activities within close proximity to the ROW. Enclosed is a copy of the "Sketch 1," which was provided by the Amtrak Office of Chief Engineer, Structures.

The Amtrak Sketch delineates theoretical underground track disturbance areas (see Zones 1, 2, and 3) associated with their railroad embankments. T-Mobile has sited the proposed tower so it is safely within Zone 1. Relocating the proposed tower closer to the property line (into Zones 2 and 3) would potentially require T-Mobile to install temporary or permanent sheet piling to protect the railroad bed (i.e., track alignment) during certain construction activities (i.e., tower foundation excavation).

Please do not hesitate to contact us should you need anything further.

Sincerely,

ALL-POINTS TECHNOLOGY CORPORATION, P.C.

Scott M. Chase, P.E.
Principal

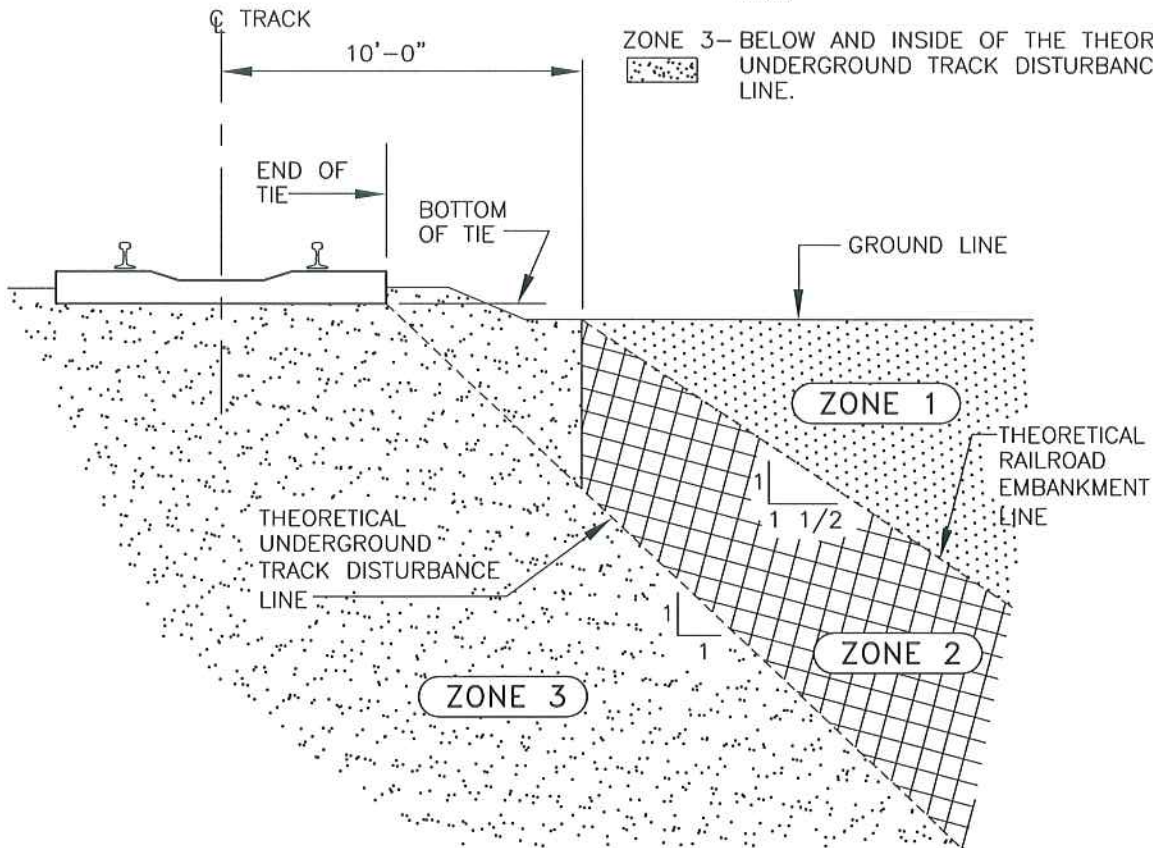


LEGEND

ZONE 1— ABOVE AND OUTSIDE THE THEORETICAL RAILROAD EMBANKMENT LINE.

ZONE 2— FARTHER THAN 10 FEET FROM THE CENTERLINE OF TRACK, BELOW THE THEORETICAL RAILROAD EMBANKMENT LINE AND ABOVE THE THEORETICAL UNDERGROUND TRACK DISTURBANCE LINE.

ZONE 3— BELOW AND INSIDE OF THE THEORETICAL UNDERGROUND TRACK DISTURBANCE LINE.



NORMAL REQUIREMENTS FOR SHEET PILING ADJACENT TO TRACK

- ① EXCAVATIONS WITHIN ZONE 1 – ABOVE AND OUTSIDE OF THE THEORETICAL RAILROAD EMBANKMENT LINE – DO NOT NORMALLY REQUIRE SHEETING TO PROTECT RAILROAD ROAD BED. SHEETING MAY BE REQUIRED FOR OTHER REASONS.
- ② EXCAVATIONS WHOSE BOTTOMS EXTEND INTO ZONE 2 REQUIRE SHEETING, BUT THE SHEETING MAY NORMALLY BE PULLED AFTER THE EXCAVATION HAS BEEN BACKFILLED.
- ③ EXCAVATIONS WHOSE BOTTOMS EXTEND INTO ZONE 3 WILL NORMALLY REQUIRE THE SHEETING TO BE LEFT IN PLACE AND CUT-OFF PER REQUIREMENTS.

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Office of Chief Engineer
STRUCTURES

National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

SKETCH 1
SPEC. 02261A – REV. 1

Designed CJR Drawn JLM Date 6/06/01

File No:	
Design No:	3501
Sheet No.:	1 of 1
SK-1	