

STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL

In Re:

APPLICATION OF SBA TOWERS III (SBA)
AND NEW CINGULAR WIRELESS PCS, LLC
(AT&T) FOR A CERTIFICATE OF
ENVIRONMENTAL COMPATIBILITY AND
PUBLIC NEED FOR THE CONSTRUCTION,
MAINTENANCE AND OPERATION OF A
TELECOMMUNICATIONS TOWER FACILITY
AT WEWAKA BROOK ROAD IN THE TOWN
OF BRIDGEWATER

DOCKET NO. 412

March 8, 2011

SBA TOWERS III ("SBA") AND NEW CINGULAR WIRELESS PCS, LLC ("AT&T")
RESPONSES TO SITING COUNCIL INTERROGATORIES
SET I

Q1. When was the search ring first initiated for a tower in this area? Provide the size, shape, and location of the center of the search ring.

A1. The search ring for this area has been in existence for several years. The search for a site is reflective of the overall area where siting options are limited. The site search is also indicative of AT&T's network over time which now includes an operational site in Newtown to the south. The map included in Attachment 1 is reflective of the site search area.

Q2. Describe the land uses surrounding the proposed tower site.

A2. Surrounding land uses are agricultural and residential in nature.

Q3. Of the letters sent to abutting property owners, how many certified mail receipts were received? If any receipts were not returned, which owners did not receive their notice? Were any additional attempts made to contact those property owners?

A3. All certified mail receipts were received. Copies of the returned postal receipt "green cards" are included as Attachment 2.

Q4. Is New Cingular Wireless PCS, LLC (AT&T) licensed by the Federal Communications Commission to provide service in Litchfield County?

A4. Yes. AT&T is licensed by the Federal Communications Commission to provide service in Litchfield County. Included as Attachment 3 please find copies of AT&T's license information relating to this area.

Q5. Would AT&T's proposed facility comply with E911 requirements?

A5. Yes.

Q6. What is the signal strength for which AT&T designs its system? For in-vehicle coverage?
For in-building coverage?

A6. AT&T designs for -82 dBm in-vehicle coverage and -74 dBm in-building coverage.

Q7. What is the existing signal strength in those areas AT&T is seeking to cover from this site?

A7. Current signal levels range significantly in the proposed service area from -80 dBm to -105 dBm due to the terrain fluctuations. This type of spotty and unreliable coverage is not acceptable for users of the AT&T network. AT&T customers are often mobile, making calls from their vehicles, their places of business and their homes. In addition, many customers are now substituting cell phones for their landline phone service as their only means of voice communications. To properly serve these customers, the service must be reliable, particularly since the service will be carrying their 911 calls.

Q8. Does AT&T have any statistics on dropped calls in the vicinity of the proposed facility? If so, what do they indicate? Does AT&T have any other indicators of substandard service in this area?

A8. Dropped calls are above system wide averages and objectives and blocking/ineffective attempts are not an issue given the low capacity environment in this area of the State. That data is considered proprietary by AT&T but is not necessarily relevant in this particular Docket because this area is known as a poor coverage area by both benchmark data and customer experience which necessitates a coverage solution. In addition, in many instances, dropped calls may not be a reliable indicator of an inadequate network for reasons such as:

- Many users become familiar with areas of poor coverage or no service and stop making calls in these areas;
- Since mobile communication is a two-way connection, if a cell site cannot hear a mobile unit, it will not register as a failure if that link is problematic; and
- Dropped calls are a partial indicator of quality - sometimes you can hold a call but the person on the other end cannot hear you.

Q9. Would AT&T provide both cellular and PCS service initially or cellular first and PCS in the future? Explain.

A9. Yes. AT&T will deploy both cellular (850 MHz) and PCS (1900 MHz) frequencies at the proposed facility at the outset. While the exact timetable for deployment of AT&T's 700 MHz frequencies is still being developed, it is anticipated that many sites constructed in the second half of 2011 will support 700 MHz frequencies. These frequencies are all intended for use to provide services to customers. Currently, AT&T supports GSM, UMTS, HSPA standards and is

also migrating to LTE. The 850 MHz frequency band is the primary frequency currently used by AT&T in network design and deployment assessments.

Q10. Provide the lengths of the proposed coverage of any roads that AT&T seeks to provide coverage to based on the tower's proposed height, as well as ten and twenty feet shorter.

A10. The tables below include the approximate lengths of proposed coverage along the roads indicated for the proposed height of 170' AGL, as well as ten feet below at 160' AGL and twenty feet below at 150' AGL.

At proposed height

Street Name	Miles
N Mountain Rd	0.063
Obtuse Rocks Rd	0.053
State Hwy 133/ Southville Rd	2.584
Whisconier Rd	0.276
Total	2.976

10 feet lower

Street Name	Miles
N Mountain Rd	0.032
Obtuse Rocks Rd	0.023
State Hwy 133/ Southville	1.427
Whisconier Rd	0.101
Total	1.583

20 feet lower

Street Name	Miles
N Mountain Rd	0.031
Obtuse Rocks Rd	0.021
State Hwy 133/Southville Rd	1.372
Whisconier Rd	0.065
Total	1.489

Q11. Provide the areas to be covered (in square miles) assuming the tower is at the proposed height and also ten and twenty feet shorter.

A11. Included below are the areas to be covered in square miles for the proposed tower height (167' antenna centerline), ten feet below the proposed height and twenty feet below the proposed height.

At proposed height (167' antenna centerline)

	Area (sq mi)
$\geq -74\text{dBm}$	12.76
$\geq -82\text{dBm}$	23.50

10 feet lower

	Area (sq mi)
$\geq -74\text{dBm}$	7.043
$\geq -82\text{dBm}$	12.58

20 feet lower

	Area (sq mi)
$\geq -74\text{dBm}$	6.245
$\geq -82\text{dBm}$	11.53

Q12. Provide coverage plots using the same scale provided assuming the tower is ten and twenty feet shorter, respectively.

A12. Enclosed in Attachment 4 are two propagation plots depicting existing coverage and proposed coverage from the proposed Facility at antenna centerline mounting heights of 157' and 147' AGL.

Q13. What is the minimum antenna centerline height required to meet AT&T's coverage objectives?

A13. AT&T's minimum antenna centerline height to meet its coverage objectives is 167' AGL.

Q14. Would flush-mounted antennas or antennas attached to the tower via T-arms provide the required coverage? Would either configuration result in reduced coverage and/or necessitate greater antenna height? Explain.

A14. Flush mounts would generally only allow three antennas to be mounted at the same level. Therefore, the installation of a full complement of twelve flush-mounted antennas would generally require three levels of antennas separated by 10 feet and as a result would require additional height above that of T-arm mounts.

Q15. Provide the distance and direction from the proposed tower site to the existing sites that the proposed tower would interact with. Also include the addresses, tower heights, antenna heights and tower types (e.g. monopole).

A15. The table below provides the distance, direction, address, tower height, antenna height and tower type for each of AT&T's existing and proposed surrounding sites that will interact with the proposed Facility.

Site Name	Address	Town	Type	Bearing	Distance from Proposed site (miles)	Long/Lat	Centerline (Feet)
SR1252	Second Hill Road	Bridgewater	Monopole	NNW	3.21	73.3717 / 41.5536	140
SR1860	24 Dinglebrook Lane	Newtown	Monopole	SSE	3.04	73.3342 / 41.4675	150
SR2260	100 Old Town Park Road	New Milford	Monopole	NW	4.08	73.4249 / 41.5351	175
SR2185	761 Federal Road	Brookfield	Monopole	SW	3.47	73.4083 / 41.4787	97
CT5902	33 1/2 Carmen Hill Road	Brookfield	Tower	WSW	3.90	73.4269 / 41.4931	79
SR2040	316 Perkins Road	Southbury	Monopole	E	2.67	73.3028 / 41.5062	150

Q16. Calculate the amounts of cut and fill required to develop the proposed tower site and access drive.

A16. Approximately 1,430 cubic yards of cut and approximately 350 cubic yards of fill will be required to develop the proposed tower site and access drive.

Q17. What is the fuel source for the backup generator? How many hours of run time would the generator have based on its fuel tank capacity?

A17. AT&T's proposed backup generator is a diesel generator with an approximate runtime of 48 hours. The generator's 210 gallon fuel tank is a steel containment chamber that is lined with a bladder to contain fuel in the unlikely event of a fuel spill. AT&T will also have battery backup in its shelter to prevent the facility from experiencing a "re-boot" condition during the generator start-up delay period. Specifications of AT&T's generator are provided in Attachment 5.

Q18. Has AT&T considered using a fuel cell as a backup power source for the proposed facility? Explain.

A18. AT&T has not considered use of a fuel cell as a backup power source for the proposed facility based on overall operational desires for hardening the site. However, it should be noted that fuel cell backup power is available to AT&T and would involve hydrogen fuel sources.

Q19. Does AT&T anticipate the use of the backup generator as a temporary power source until permanent electrical service is provided?

A19. Yes in the event the electric provisioning is delayed.

Q20. Would any blasting be required to develop the site?

A20. The presence of ledge will be confirmed upon completion of a geotechnical investigation which would be prepared as part of any Development & Management Plan for the project. If ledge is encountered, chipping is preferred to blasting. If blasting were required, an appropriate protocol would be followed in accordance with State law.

Q21. Is the proposed site within an "Important Bird Area" as designated by the National Audubon Society?

A21. No. Please see the March 7, 2011 Memorandum prepared by VHB included in Attachment 6.

Q22. Would the proposed facility comply with recommended guidelines of the United States Fish and Wildlife Service for minimizing the potential for telecommunications towers to impact bird species?

A22. Yes. Please see the March 7, 2011 Memorandum prepared by VHB included in Attachment 6.

Dated: March 8, 2011

SBA Towers III and
New Cingular Wireless PCS, LLC
Applicants

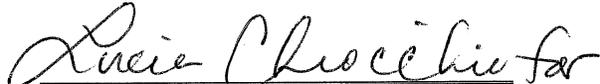
By: 
Daniel M. Laub, Esq.
Cuddy & Feder LLP
445 Hamilton Avenue, 14th Floor
White Plains, New York 10601
(914) 761-1300
(914) 761-6405 Fax

CERTIFICATE OF SERVICE

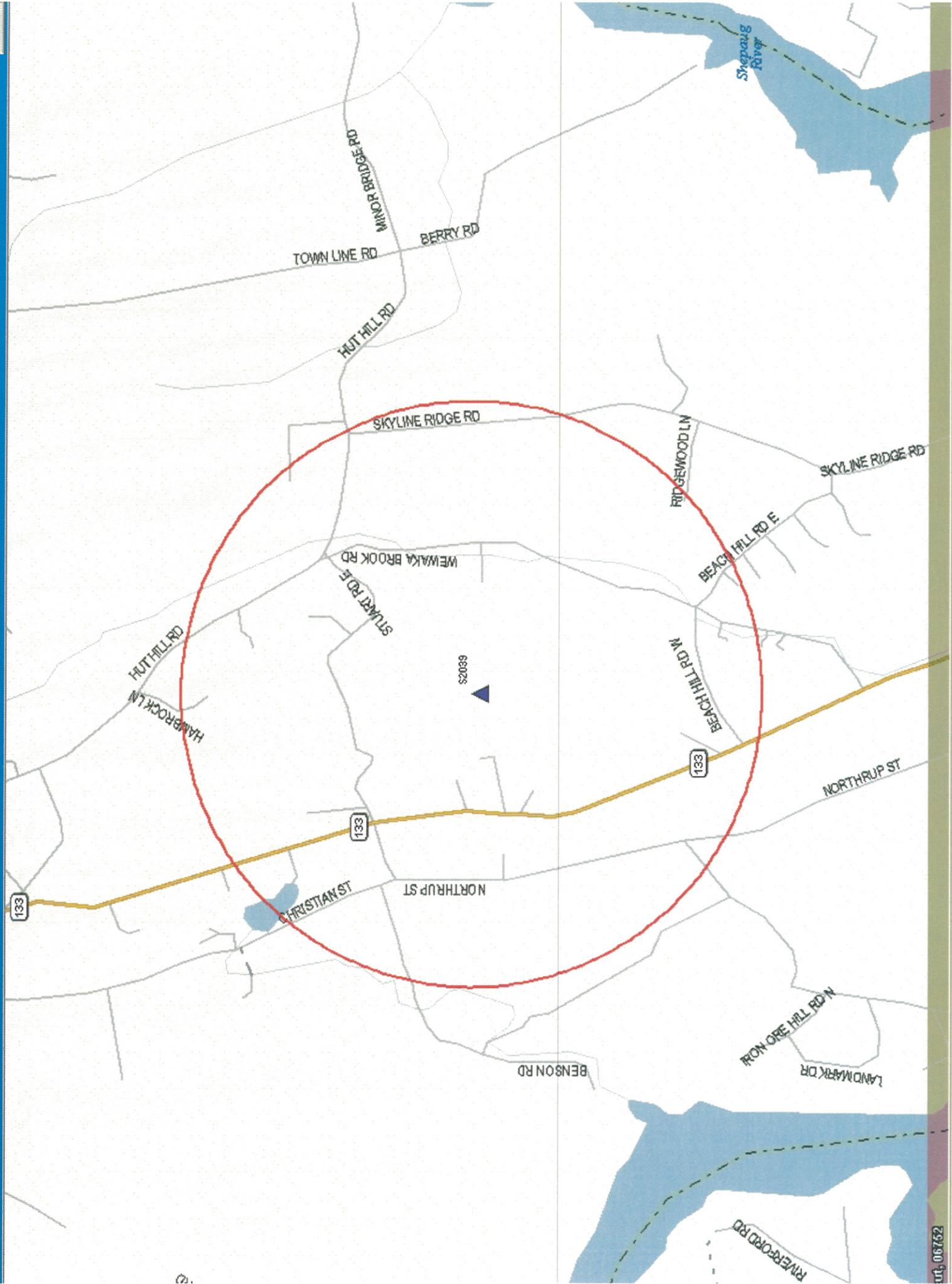
I hereby certify that on this day, an original and twenty copies of the foregoing were sent to the Connecticut Siting Council electronically and by overnight mail with copy to:

Town of Bridgewater
Represented by:
Keith R. Ainsworth, Esq.
Evans, Feldman & Ainsworth, LLC
261 Bradley Street
P.O. Box 1694
New Haven, CT 06510
krainsworth@snet.net

Dated: 3/8/11


Daniel M. Laub

ATTACHMENT 1



ATTACHMENT 2

SENDER: COMPLETE THIS SECTION

- Complete Items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Eric Vaule
117 Wewaka Brook Rd
Bridgewater, Connecticut 06752

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2629

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

-
- Agent
-
-
- Addressee

B. Received by (Printed Name)

ERIC VAULE

C. Date of Delivery

10/15/10

D. Is delivery address different from Item 1?

 Yes

If YES, enter delivery address below:

 No

3. Service Type

-
- Certified Mail
-
-
- Registered
-
-
- Insured Mail
-
-
- Express Mail
-
-
- Return Receipt for Merchandise
-
-
- C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes**SENDER: COMPLETE THIS SECTION**

- Complete Items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Bridgewater Land Trust
PO Box 8
Bridgewater, Connecticut 06752

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2544

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

-
- Agent
-
-
- Addressee

B. Received by (Printed Name)

DAWN BURDICK

C. Date of Delivery

10/19/10

D. Is delivery address different from Item 1?

 Yes

If YES, enter delivery address below:

 No

3. Service Type

-
- Certified Mail
-
-
- Registered
-
-
- Insured Mail
-
-
- Express Mail
-
-
- Return Receipt for Merchandise
-
-
- C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes**SENDER: COMPLETE THIS SECTION**

- Complete Items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

William Kinsolving
PO Box 175
Bridgewater, Connecticut 06752

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2551

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

-
- Agent
-
-
- Addressee

B. Received by (Printed Name)

Susan E. York

C. Date of Delivery

10/16/10

D. Is delivery address different from Item 1?

 Yes

If YES, enter delivery address below:

 No

3. Service Type

-
- Certified Mail
-
-
- Registered
-
-
- Insured Mail
-
-
- Express Mail
-
-
- Return Receipt for Merchandise
-
-
- C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete Item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Michael & Cathleen Sullivan
 94 Wewaka Brook Rd
 Bridgewater, Connecticut 06752

COMPLETE THIS SECTION ON DELIVERY

A. Signature

[Signature] Agent
 Addressee

B. Received by (Printed Name)

KEVIN SULLIVAN *10/14/10*

C. Date of Delivery

D. Is delivery address different from item 1? YesIf YES, enter delivery address below: No

3. Service Type

Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2599

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete Item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Anthony P. & Jean A. Graffeo
 102 Wewaka Brook Rd
 Bridgewater, Connecticut 06752

COMPLETE THIS SECTION ON DELIVERY

A. Signature

[Signature] Agent
 Addressee

B. Received by (Printed Name)

Anthony Graffeo *10/14/10*

C. Date of Delivery

D. Is delivery address different from item 1? YesIf YES, enter delivery address below: No

3. Service Type

Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2605

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete Item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Edward R & Cynthia S. Bennett
 89 Wewaka Brook Rd
 Bridgewater, Connecticut 06752

COMPLETE THIS SECTION ON DELIVERY

A. Signature

[Signature] Agent
 Addressee

B. Received by (Printed Name)

Edward R. Bennett *10/14/10*

C. Date of Delivery

D. Is delivery address different from item 1? YesIf YES, enter delivery address below: No

3. Service Type

Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2612

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

SENDER: COMPLETE THIS SECTION

- Complete Items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Eric Vaule
117 Wewaka Brook Rd
Bridgewater, Connecticut 06752

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2629

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

-
- Agent
-
-
- Addressee

B. Received by (Printed Name)

ERIC VAULE

C. Date of Delivery

10/15/10

D. Is delivery address different from Item 1?

If YES, enter delivery address below: Yes No

3. Service Type

-
- Certified Mail
-
- Express Mail
-
-
- Registered
-
- Return Receipt for Merchandise
-
-
- Insured Mail
-
- C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes**SENDER: COMPLETE THIS SECTION**

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1. Article Addressed to:

Bridgewater Land Trust
PO Box 8
Bridgewater, Connecticut 06752

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2544

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

-
- Agent
-
-
- Addressee

B. Received by (Printed Name)

DAWN BURDICK

C. Date of Delivery

10/19/10

D. Is delivery address different from Item 1?

If YES, enter delivery address below: Yes No

3. Service Type

-
- Certified Mail
-
- Express Mail
-
-
- Registered
-
- Return Receipt for Merchandise
-
-
- Insured Mail
-
- C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes**SENDER: COMPLETE THIS SECTION**

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

William Kinsolving
PO Box 175
Bridgewater, Connecticut 06752

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2551

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

-
- Agent
-
-
- Addressee

B. Received by (Printed Name)

Susan E. York

C. Date of Delivery

10/16/10

D. Is delivery address different from Item 1?

If YES, enter delivery address below: Yes No

3. Service Type

-
- Certified Mail
-
- Express Mail
-
-
- Registered
-
- Return Receipt for Merchandise
-
-
- Insured Mail
-
- C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes

SENDER: COMPLETE THIS SECTION

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Christena Johnson
79 Wewaka Brook Road
Bridgewater, Connecticut 06752

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2568

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X *Christena Johnson* Agent Addressee

B. Received by (Printed Name)

Christena Johnson

C. Date of Delivery

10/14/11

D. Is delivery address different from item 1? YesIf YES, enter delivery address below: No

3. Service Type

 Certified Mail Express Mail Registered Return Receipt for Merchandise Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

James & Robin Lillis
60 Wewaka Brook Rd
Bridgewater, Connecticut 06752

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2575

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X *James Lillis* Agent Addressee

B. Received by (Printed Name)

JAMES LILLIS

C. Date of Delivery

10/14/10

D. Is delivery address different from item 1? YesIf YES, enter delivery address below: No

3. Service Type

 Certified Mail Express Mail Registered Return Receipt for Merchandise Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Luke G. Mihaylo Jr. &
Rosalind V. Mihaylo
82 Wewaka Brook Rd
Bridgewater, Connecticut 06752

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2582

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X *Luke Mihaylo Jr.* Agent Addressee

B. Received by (Printed Name)

LUKE MIHAYLO JR.

C. Date of Delivery

10/14/10

D. Is delivery address different from item 1? YesIf YES, enter delivery address below: No

3. Service Type

 Certified Mail Express Mail Registered Return Receipt for Merchandise Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee)

 Yes

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Weantinoge Heritage Land Trust
 PO Box 242
 New Milford, Connecticut 06776

2. Article Number
(Transfer from service label)

7010 1670 0000 2584 0427

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature
 Agent
 Addressee
Paula Boett

B. Received by (Printed Name)
 PAULA BOETT

C. Date of Delivery

D. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Suzanne Aimee Pardee &
 Jeffrey H. Smith
 PO Box 1070
 Redding Center, Connecticut 06875

2. Article Number
(Transfer from service label)

7010 1670 0000 2584 0434

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature
 Agent
 Addressee
S. Aimee Pardee

B. Received by (Printed Name)
 S. Aimee Pardee

C. Date of Delivery

D. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Siegfried C. & Joanne Mentzel
 29 Wewaka Brook Road
 Bridgewater, Connecticut 06752

2. Article Number
(Transfer from service label)

7010 1670 0000-2584 0441

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature
 Agent
 Addressee
Joanne Mentzel

B. Received by (Printed Name)
 JOANNE MENTZEL

C. Date of Delivery
 10/19/04

D. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Gregory Artura and
Patricia D'Alessio
659 Ashley Court
Cheshire, Connecticut 06410

2. Article Number

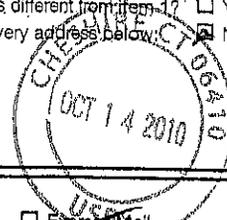
(Transfer from service label)

7010 1670 0000 2584 2520

COMPLETE THIS SECTION ON DELIVERY

- A. Signature Agent
 Addressee
- B. Received by (Printed Name) C. Date of Delivery
- D. Is delivery address different from item 1? Yes
If YES, enter delivery address below: No

3. Service type
- Certified Mail Express Mail
- Registered Return Receipt for Merchandise
- Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Mary Allen
42 Wewaka Brook Road
Bridgewater, Connecticut 06752

2. Article Number

(Transfer from service label)

7010 1670 0000 2584 2537

COMPLETE THIS SECTION ON DELIVERY

- A. Signature Agent
 Addressee
- B. Received by (Printed Name) C. Date of Delivery
- D. Is delivery address different from item 1? Yes
If YES, enter delivery address below: No

3. Service type
- Certified Mail Express Mail
- Registered Return Receipt for Merchandise
- Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes

ATTACHMENT 3

ULS License

Cellular License - KNKN589 - NEW CINGULAR WIRELESS PCS, LLC

Call Sign	KNKN589	Radio Service	CL - Cellular
Status	Active	Auth Type	Regular

Market

Market	CMA357 - Connecticut 1 - Litchfield	Channel Block	B
Submarket	0	Phase	2

Dates

Grant	10/05/2010	Expiration	10/01/2020
Effective	11/03/2010	Cancellation	

Five Year Buildout Date

05/16/1996

Control Points

1 100 LOWDER BROOK DRIVE, WESTWOOD, MA
P: (617)462-7094

Licensee

FRN	0003291192	Type	Limited Liability Company
-----	------------	------	---------------------------

Licensee

NEW CINGULAR WIRELESS PCS, LLC 5601 LEGACY DRIVE, MS: A-3 PLANO, TX 75024 ATTN FCC Group	P:(469)229-7471 F:(469)229-7297 E:LG5201@ATT.COM
---	--

Contact

AT&T MOBILITY LLC LISA NICOL 5601 LEGACY DRIVE MS A-3 PLANO, TX 85024 ATTN LISA NICOL	P:(469)229-7471 F:(469)229-7297 E:LG5201@att.com
---	--

Ownership and Qualifications

Radio Service	Mobile	Type	
Regulatory Status	Common Carrier	Interconnected	Yes

Alien Ownership

The Applicant answered "No" to each of the Alien Ownership questions.

Basic Qualifications

The Applicant answered "No" to each of the Basic Qualification questions.

Demographics

Race

Ethnicity

Gender

ULS License

**PCS Broadband License - WPSL626 - NEW CINGULAR WIRELESS
PCS, LLC**

Call Sign	WPSL626	Radio Service	CW - PCS Broadband
Status	Active	Auth Type	Regular
Market			
Market	MTA001 - New York	Channel Block	A
Submarket	15	Associated Frequencies (MHz)	001850.00000000-001865.00000000 001930.00000000-001945.00000000
Dates			
Grant	07/15/2005	Expiration	12/14/2014
Effective	03/16/2010	Cancellation	
Buildout Deadlines			
1st	12/14/1999	2nd	12/14/2004
Notification Dates			
1st	04/26/1999	2nd	04/01/1999

ULS License

700 MHz Lower Band (Blocks C, D) License - WPWV376 - AT&T Mobility II LLC

Call Sign	WPWV376	Radio Service	WZ - 700 MHz Lower Band (Blocks C, D)
Status	Active	Auth Type	Regular
Market			
Market	CMA357 - Connecticut 1 - Litchfield	Channel Block	C
Submarket	0	Associated Frequencies (MHz)	000710.00000000- 000716.00000000- 000740.00000000- 000746.00000000

Dates

Grant	01/24/2003	Expiration	06/13/2019
Effective	03/16/2010	Cancellation	

Buildout Deadlines

1st	06/13/2019	2nd	
-----	------------	-----	--

Notification Dates

1st		2nd	
-----	--	-----	--

Licensee

FRN	0016982233	Type	Limited Liability Company
-----	------------	------	---------------------------

Licensee

AT&T Mobility II LLC 5601 Legacy Drive, MS: A-3 Plano, TX 75024 ATTN FCC Group	P:(469)229-7471 F:(469)229-7297 E:LG5201@ATT.COM
---	--

Contact

AT&T Mobility LLC Michael P Goggin Mr 1120 20th Street, NW, Suite 1000 Washington, DC 20036 ATTN Michael P. Goggin	P:(202)457-2055 F:(202)457-3074 E:mg7268@att.com
--	--

Ownership and Qualifications

Radio Service	Mobile	Type	
Regulatory Status	Common Carrier	Interconnected	No

Alien Ownership

The Applicant answered "No" to each of the Alien Ownership questions.

Basic Qualifications

The Applicant answered "No" to each of the Basic Qualification questions.

Tribal Land Bidding Credits

This license did not have tribal land bidding credits.

Demographics

Race

Ethnicity

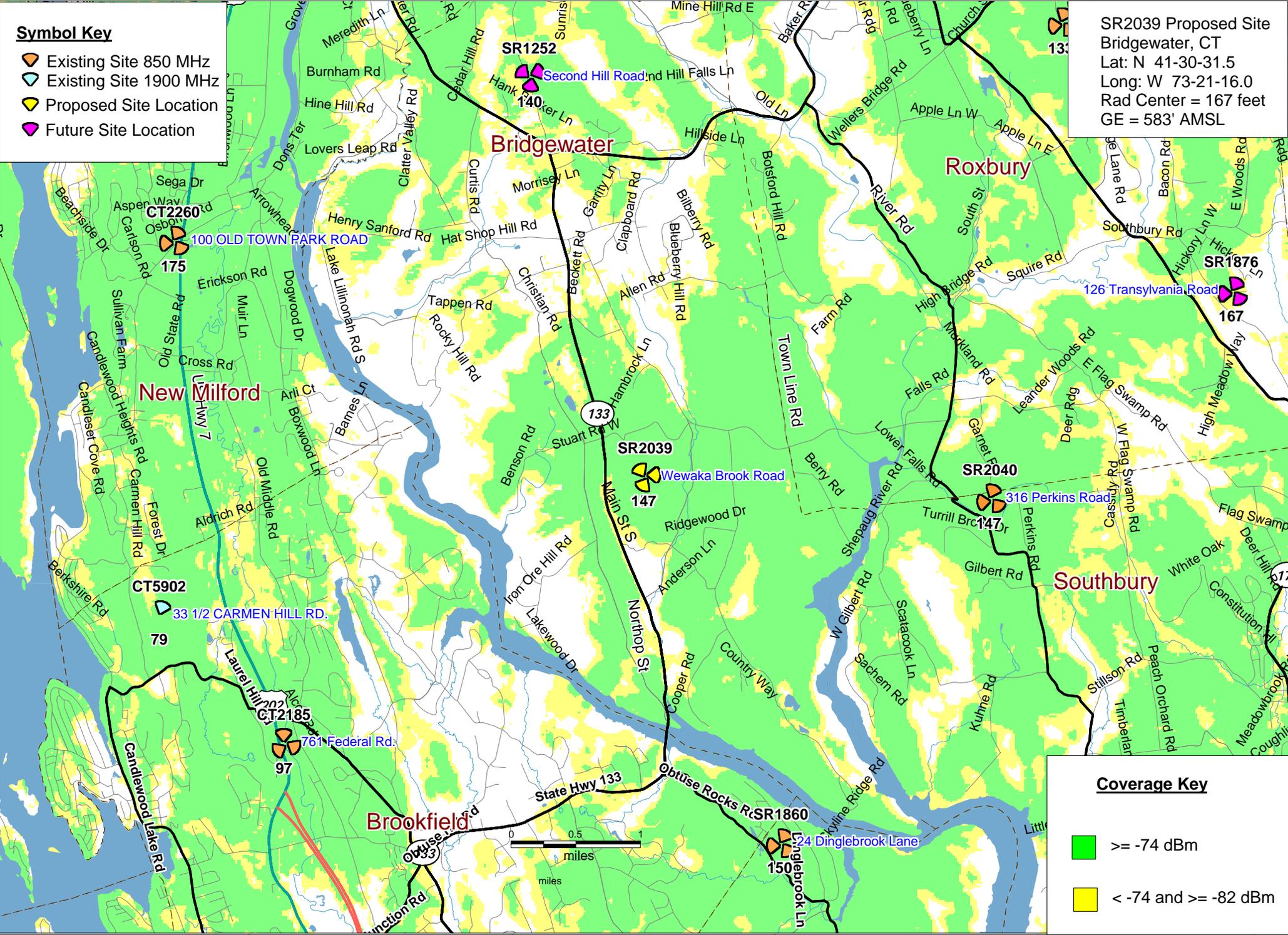
Gender

ATTACHMENT 4

Symbol Key

-  Existing Site 850 MHz
-  Existing Site 1900 MHz
-  Proposed Site Location
-  Future Site Location

SR2039 Proposed Site
 Bridgewater, CT
 Lat: N 41-30-31.5
 Long: W 73-21-16.0
 Rad Center = 167 feet
 GE = 583' AMSL



Coverage Key

-  >= -74 dBm
-  < -74 and >= -82 dBm

Existing and Proposed
 at 147 feet AGL

Bridgewater South

**Wewaka Brook Road
 Bridgewater CT 06752**



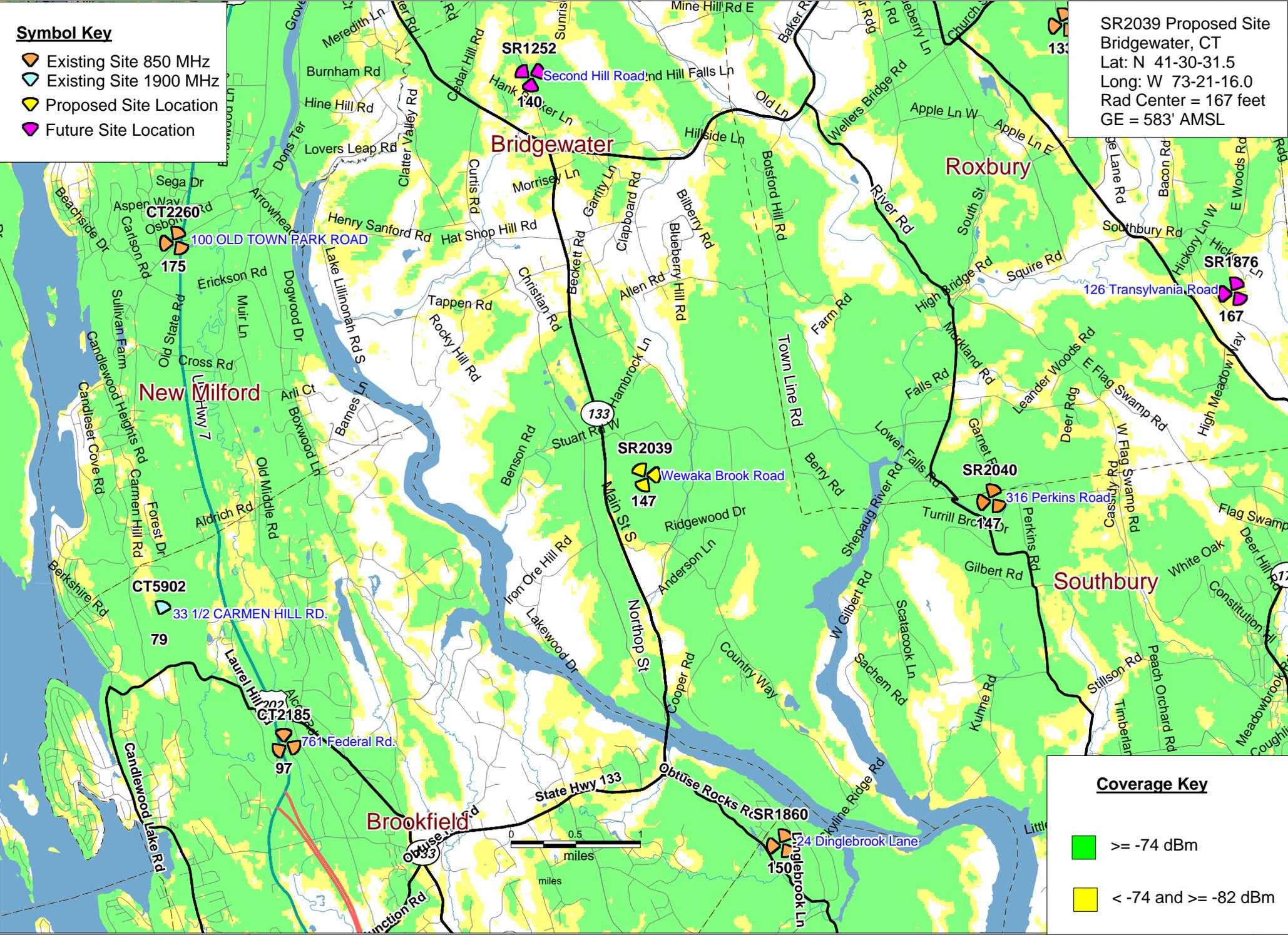
PREPARED ON
 DATE: 03/07/2011

REV 0

Symbol Key

-  Existing Site 850 MHz
-  Existing Site 1900 MHz
-  Proposed Site Location
-  Future Site Location

SR2039 Proposed Site
 Bridgewater, CT
 Lat: N 41-30-31.5
 Long: W 73-21-16.0
 Rad Center = 167 feet
 GE = 583' AMSL



Coverage Key

-  >= -74 dBm
-  < -74 and >= -82 dBm

Existing and Proposed
 at 157 feet AGL

Bridgewater South

**Wewaka Brook Road
 Bridgewater CT 06752**



PREPARED ON
 DATE: 03/07/2011

REV 0

ATTACHMENT 5

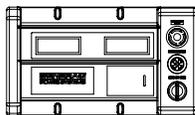
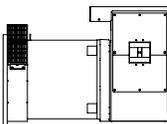
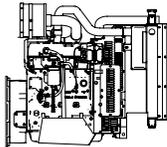
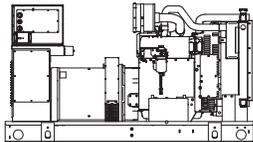
SD050

CUSTOM MODEL

Industrial Diesel Generator Set

EPA Emissions Certification: Tier III

Standby Power Rating
50KW 60 Hz



features

benefits

Generator Set

- PROTOTYPE & TORSIONALLY TESTED
 - UL2200 TESTED
 - RHINOCOAT PAINT SYSTEM
 - SOUND LEVEL 2 ENCLOSURE
- ▶ PROVIDES A PROVEN UNIT
 - ▶ ENSURES A QUALITY PRODUCT
 - ▶ IMPROVES RESISTANCE TO ELEMENTS
 - ▶ 71dba @ 7 METERS (23FT)

Engine

- EPA TIER CERTIFIED
 - INDUSTRIAL TESTED, GENERAC APPROVED
 - POWER-MATCHED OUTPUT
 - INDUSTRIAL GRADE
- ▶ ENVIRONMENTALLY FRIENDLY
 - ▶ ENSURES INDUSTRIAL STANDARDS
 - ▶ ENGINEERED FOR PERFORMANCE
 - ▶ IMPROVES LONGEVITY AND RELIABILITY

Alternator

- TWO-THIRDS PITCH
 - LAYER WOUND ROTOR & STATOR
 - CLASS H MATERIALS
 - DIGITAL 3-PHASE VOLTAGE CONTROL
- ▶ ELIMINATES HARMFUL 3RD HARMONIC
 - ▶ IMPROVES COOLING
 - ▶ HEAT TOLERANT DESIGN
 - ▶ FAST AND ACCURATE RESPONSE

Controls

- ENCAPSULATED BOARD W/ SEALED HARNESS
 - 4-20mA VOLTAGE-TO-CURRENT SENSORS
 - SURFACE-MOUNT TECHNOLOGY
 - ADVANCED DIAGNOSTICS & COMMUNICATIONS
- ▶ EASY, AFFORDABLE REPLACEMENT
 - ▶ NOISE RESISTANT 24/7 MONITORING
 - ▶ PROVIDES VIBRATION RESISTANCE
 - ▶ HARDENED RELIABILITY

primary codes and standards



SD050

application and engineering data

ENGINE SPECIFICATIONS

General

Make	Iveco / FPT
EPA Emissions Compliance	Tier III
EPA Emissions Reference	See Emissions Data Sheet
Cylinder #	4
Type	Diesel
Displacement - L (cu. in.)	4.5 (274)
Bore - mm (in.)	105 (4.1)
Stroke - mm (in.)	132 (5.2)
Compression Ratio	17.5:1
Intake Air Method	Turbocharged
Cylinder Head Type	2 Valve
Piston Type	Aluminum
Crankshaft Type	Forged Steel
Engine Block Type	Cast Iron / Wet Sleeve

Engine Governing

Governor	Electronic Isochronous
Frequency Regulation (Steady State)	+/- 0.25%

Lubrication System

Oil Pump Type	Gear
Oil Filter Type	Full Flow
Crankcase Capacity - L (gal)(qts)	13.6 (3.6) (14.4)

Cooling System

Cooling System Type	Closed
Water Pump	Belt Driven Centrifugal
Fan Type	Pusher
Fan Blade Number	2538 (10)
Fan Diameter (in.)	26
Coolant Heater Wattage	1500
Coolant Heater Standard Voltage	120

Fuel System

Fuel Type	Ultra Low Sulfur Diesel Fuel
Fuel Specifications	ASTM
Fuel Filtering (microns)	5
Fuel Inject Pump Make	Standyne
Fuel Pump Type	Engine Driven Gear
Injector Type	Mechanical
Engine Type	Direct Injection
Fuel Supply Line - mm (in.)	1/4 inch Npt
Fuel Return Line - mm (in.)	1/4 inch Npt

Engine Electrical System

System Voltage	12VDC
Battery Charging Alternator	90 Amp
Battery Size (at 0 oC)	Optima Redtop
Battery Group	34
Battery Voltage	12VC
Ground Polarity	Negative

ALTERNATOR SPECIFICATIONS

Standard Model	390
Poles	4
Field Type	Revolving
Insulation Class - Rotor	H
Insulation Class - Stator	H
Total Harmonic Distortion	< 3.5%
Telephone Interference Factor (TIF)	< 50
Standard Excitation	PMG
Bearings	Single Sealed Cartridge
Coupling	Direct, Flexible Disc
Load Capacity - Standby	100%
Load Capacity - Prime	100%
Prototype Short Circuit Test	Y

Voltage Regulator Type	Digital
Number of Sensed Phases	All
Regulation Accuracy (Steady State)	+/- 0.25%

CODES AND STANDARDS COMPLIANCE (WHERE APPLICABLE)

- NFPA 99
- NFPA 110
- ISO 8528-5
- ISO 1708A.5
- ISO 3046
- BS5514
- SAE J1349
- DIN6271
- IEEE C62.41 TESTING
- NEMA ICS 1

Rating Definitions:

Standby – Applicable for a varying emergency load for the duration of a utility power outage with no overload capability. (Max. load factor = 70%)

Prime – Applicable for supplying power to a varying load in lieu of utility for an unlimited amount of running time. (Max. load factor = 80%) A 10% overload capacity is available for 1 out of every 12 hours.

SD050

operating data (60Hz)

POWER RATINGS (kW)

Single-Phase 120/240VAC @1.0pf
 Three-Phase 120/208VAC @0.8pf
 Three-Phase 120/240VAC @0.8pf
 Three-Phase 277/480VAC @0.8pf
 Three-Phase 346/600VAC @0.8pf

STANDBY		
50	Amps:	208
-	Amps:	-

NOTE: Generator output limited to 200A.

STARTING CAPABILITIES (sKVA)

sKVA vs. Voltage Dip

Alternator*	kW	480VAC						208/240VAC					
		10%	15%	20%	25%	30%	35%	10%	15%	20%	25%	30%	35%
Standard	50	-	-	-	-	-	-	26	39	52	65	77	90
Upsize 1		-	-	-	-	-	-	-	-	-	-	-	-
Upsize 2		-	-	-	-	-	-	-	-	-	-	-	-

*All Generac industrial alternators utilize Class H insulation materials. Standard alternator provides less than or equal to Class B temperature rise. Upsize 1 provides less than or equal to Class B temperature rise. Upsize 2 provides less than or equal

FUEL

Fuel Consumption Rates

Fuel Pump Lift - in (m)
36(.9)

STANDBY		
Percent Load	gph	lph
25%	1.52	5.75
50%	2.33	8.82
75%	3.08	11.65
100%	4.15	15.71

COOLING

Coolant System Capacity - Gal (L)
4.5 (17.44)

Maximum Radiator Backpressure
1.5" H₂O Column

STANDBY		
Coolant Flow per Minute	gpm (lpm)	32.7(123.8)
Heat rejection to Coolant	BTU/min	123,000
Inlet Air	cfm (m3/min)	6,360 (180.0)
Max. Operating Radiator Air Temp	F° (C°)	122(50)
Max. Operating Ambient Temperature	F° (C°)	122(50)

COMBUSTION AIR REQUIREMENTS

Intake Flow at Rated Power
 cfm (m3/min) 247 (7.00)

EXHAUST

Exhaust Outlet Size (Open Set)
3.0"
 Maximum Backpressure (Post-Silencer)
1.5" Hg

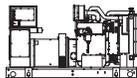
STANDBY		
Exhaust Flow (Rated Output)	cfm (m3/hr)	534(906.7)
Maximum Backpressure	inHg (Kpa)	1.5 (5.1)
Exhaust Temp (Rated Output)	°F (°C)	930(498.8)

ENGINE

STANDBY		
Rated Engine Speed	rpm	1800
Horsepower at Rated kW	hp	93
Temperature Deration		Consult Factory
Altitude Deration		Consult Factory

* CA units include aftertreatment

GENERATOR SET



- Genset Vibration Isolation Std
- Factory Testing Std
- Extended warranty Std
- Padlockable Doors Std
- Steel Enclosure (Enclosed Models) Std
- Remote Emergency Shutdown Opt

ENGINE SYSTEM



General

- Oil Drain Extension Std
- Air Cleaner Std
- Industrial Exhaust Silencer (Open Sets, ship loose) Std
- Critical Exhaust Silencer (Enclosed Sets) Std
- Stainless steel flexible exhaust connection Std

Fuel System

- Primary Fuel Filter with Water Separator Std
- Flexible Fuel Lines Std
- UL142 Fuel Tank, 48 Hr Runtime Std
- 2 Gal Overflow Containment with Alarm Std

Cooling System

- 120VAC Coolant Heater (3-wire connection cord) Std
- 50%/50% Coolant Std
- Level 1 Guarding (Open Sets) Std
- Closed Coolant Recovery System Std
- UV/Ozone resistant hoses Std
- Factory-Installed Radiator Std
- Radiator Drain Extension Std
- Fan guard Std
- Radiator duct adapter (Open Sets) Std
- Std

Engine Electrical System

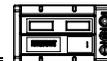
- Battery charging alternator Std
- Battery cables Std
- Battery tray Std
- 75W 120VAC Battery heater Std
- Solenoid activated starter motor Std
- 10A UL float/equalize battery charger Std
- Weather Resistant electrical connections Std
- Duplex GFCI Convenience Outlet Std

ALTERNATOR SYSTEM



- UL2200 GENprotect™ Std
- 100% Rated 200A Main Line Circuit Breaker Std

CONTROL SYSTEM



Control Panel

- Digital H Control Panel - Dual 4x20 Display Std
- Programmable Crank Limiter Std
- 7-Day Programmable Exerciser (requires H-Transfer Switch) Std
- Special Applications Programmable PLC Std
- RS-232 Std
- RS-485 Std
- All-Phase Sensing DVR Std
- Full System Status Std
- Utility Monitoring (Req. H-Transfer Switch) Std
- 2-Wire Start Compatible Std
- Power Output (kW) Std
- Power Factor Std
- Reactive Power Std
- All phase AC Voltage Std
- All phase Currents Std
- Oil Pressure Std
- Coolant Temperature Std
- Coolant Level Std
- Low Fuel Pressure Indication Std
- Engine Speed Std
- Battery Voltage Std
- Frequency Std
- Date/Time Fault History (Event Log) Std
- UL2200 GENprotect™ Std
- Low-Speed Exercise Opt
- Isochronous Governor Control Std
- 40deg C - 70deg C Operation Std
- Weather Resistant Electrical Connections Std
- Audible Alarms and Shutdowns Std
- Not in Auto (Flashing Light) Std
- On/Off/Manual Switch Std
- E-Stop (Red Mushroom-Type) Std
- Remote E-Stop (Break Glass-Type, Surface Mount) -
- Remote E-Stop (Red Mushroom-Type, Surface Mount) -
- Remote E-Stop (Red Mushroom-Type, Flush Mount) -
- NFPA 110 Level I and II (Programmable) Std
- Remote Communication - RS232 Std

Alarms (Programmable Tolerances, Pre-Alarms and Shutdowns)

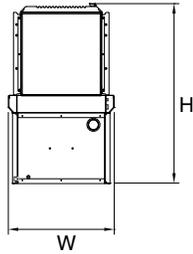
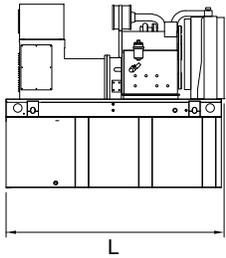
- Low Fuel Std
- Oil Pressure (Pre-programmed Low Pressure Shutdown) Std
- Coolant Temperature (Pre-programmed High Temp Shutdo) Std
- Coolant Level (Pre-programmed Low Level Shutdown) Std
- Engine Speed (Pre-programmed Overspeed Shutdown) Std
- Voltage (Pre-programmed Overvoltage Shutdown) Std
- Battery Voltage Std

Other Options

- Single Side Service
- _____
- _____

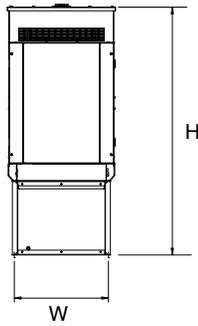
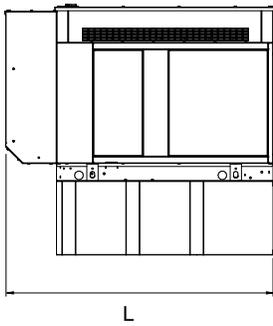
SD050

dimensions, weights and sound levels



OPEN SET

		TANK SIZE						dBA*
RUNTIME HOURS	CAPACITY (GAL)	TANK VOLUME	L	W	H	WT		
○	-	-	-	-	-	-	-	84
○	-	-	-	-	-	-	-	
○	-	-	-	-	-	-	-	
○	-	-	-	-	-	-	-	
○	-	-	-	-	-	-	-	
●	48	210	210	76	38	87	3400	
○	-	-	-	-	-	-	-	
○	-	-	-	-	-	-	-	



LEVEL 2 SOUND ENCLOSURE

		TANK SIZE						dBA*
RUNTIME HOURS	CAPACITY (GAL)	TANK VOLUME	L	W	H	WT		
○	-	-	-	-	-	-	-	71
○	-	-	-	-	-	-	-	
○	-	-	-	-	-	-	-	
○	-	-	-	-	-	-	-	
○	-	-	-	-	-	-	-	
●	48	210	210	94.8	38	99	3935	
○	-	-	-	-	-	-	-	
○	-	-	-	-	-	-	-	

LxWxH= 7'11"x3'2"x8'3" Weight 3935lbs

*Required gallons based on 100% of standby rating. Weights consider steel enclosure and are without fuel in tank. Sound levels measured at 23ft (7m) and does not account for ambient site conditions.

YOUR FACTORY RECOGNIZED GENERAC INDUSTRIAL DEALER

Specification characteristics may change without notice. Dimensions and weights are for preliminary purposes only. Please consult a Generac Power Systems Industrial Dealer for detailed installation drawings.

ATTACHMENT 6



Vanasse Hangen Brustlin, Inc.

54 Tuttle Place
Middletown, Connecticut 06457
860 632-1500
FAX 860 632-7879

Memorandum

To: Ms. Hollis M. Redding
SBA Towers III LLC
One Research Drive, Suite 200 C
Westborough, MA 01581

Date: March 7, 2011

Project No.: 40999.33

From: Dean Gustafson
Senior Environmental Scientist

Re: Connecticut Siting Council Docket No. 412
Migratory Bird Impact Evaluation
Proposed SBA Towers III LLC and New
Cingular Wireless PCS, LLC (AT&T) Facility
Wewaka Brook Road, Bridgewater, CT

In response to the Connecticut Siting Council Interrogatories No. 21 and No. 22 for Docket No. 412, Vanasse Hangen Brustlin, Inc. (VHB) provides the following information with respect to potential impacts on migratory birds from a proposed wireless telecommunications facility proposed by SBA Towers III LLC (SBA) and New Cingular Wireless PCS, LLC (AT&T) at Wewaka Brook Road in Bridgewater, Connecticut.

VHB understands that SBA and AT&T are proposing to construct a new wireless telecommunications facility which will consist of a 170± tall monopole tower within a 45-foot by 80-foot fenced-enclosed compound area (Facility). AT&T antennas will be attached to the monopole tower with a 12-foot by 20-foot equipment shelter installed at its base. The proposed 12-foot wide gravel access drive will initiate from the existing gravel driveway on the property off of Wewaka Brook Road and will extend in a northwesterly direction toward the Facility. The proposed Facility is situated within a mature upland forest in the northwestern portion of the host property. With the exception of the last 140± ln. ft., the proposed access drive will generally follow an existing access route/logging road. Starting from Wewaka Brook Road this existing access is characterized as follows with approximate lengths provided: a gravel driveway (270± ln. ft.), gravel farm road (285± ln. ft.), pastured farm road (675± ln. ft.) and wooded path/logging road (1,125± ln. ft.).

VHB's research of publically available resources revealed the proposed Facility complies with the U.S. Fish and Wildlife Service (USFWS) guidelines for minimizing potential impacts to birds and no migratory bird species would be adversely impacted by development of the proposed Facility. As a result, no seasonal restrictions would be recommended in association with construction or operation of the proposed Facility with respect to potential avian species concerns.

Provided below is a detailed analysis of potential impacts to migratory birds from the proposed SBA and AT&T Facility and the Facility's compliance with the USFWS guidelines.

Flyways

The proposed Facility is located in a heavily forested portion of a predominantly agricultural property. Land use in proximity to the proposed Facility includes agriculture and rural residential along with undeveloped forested areas. The Connecticut coast lies within the Atlantic Flyway, one of the four generalized regional migratory bird flyways (Mississippi, Central, and Pacific being the others). This regional flyway is used by migratory birds traveling to and from summering and wintering grounds. The Atlantic Flyway is particularly important for many species of migratory waterfowl and shorebirds, and Connecticut's coast serves as vital stopover habitat. Migratory land birds also stop along coastal habitats before making their way inland. The Connecticut shore and associated Atlantic Flyway are located approximately 25 miles south of the proposed Facility. Smaller inland migratory flyways are often concentrated along major riparian areas as birds make their way further inland to their preferred breeding habitats. The larger riparian features in proximity to the proposed Facility include the Housatonic River, located approximately 1.2 miles to the southwest, and the Shepaug River, located approximately 1.5 miles to the southeast. Therefore, since the proposed SBA/AT&T Facility is not located in the Atlantic Flyway and is at a significant distance to the Housatonic and Shepaug River, no adverse impact to migratory flyways would result from the proposed tower facility and therefore no seasonal restriction is recommended for the project.

Focus Areas

The Atlantic Joint Coast Venture (AJCV) is an affiliation of federal, state, regional, and local partners working together to address bird conservation planning along the Atlantic Flyway. The AJCV has identified focus areas identifying the most important habitats for waterfowl along the Atlantic Flyway. Connecticut contains several of these focus areas, but the vicinity of the proposed project has not been identified as one of them (refer to attached map of CT Waterfowl Focus Areas). The nearest focus area is the Lower Housatonic River - Great Meadows, located approximately 19 miles southeast of the proposed Facility. Due to the significant distance separating the proposed Facility from this focus area, no adverse impact would result to this bird conservation planning area.

CTDEP Migratory Waterfowl Data

The Connecticut Department of Environmental Protection (CTDEP) created a Geographic Information System (GIS) data layer in 1999 identifying concentration areas of migratory waterfowl at specific locations in Connecticut. The intent of this data layer is to assist in the identification of migratory waterfowl resource areas in the event of an oil spill or other condition that might be a threat to waterfowl species. This data layer identifies conditions at a particular point in time and has not been updated since 1999.

The closest migratory waterfowl area is located at Bantam Lake in Bantam, Connecticut approximately 14 miles northeast of the proposed Facility; located beyond the limits of the enclosed Avian Resources Map. Species utilizing this area include Bufflehead, American Black Duck, Mallard, Green-wing Teal, and Wood Duck. Due to the significant distance between the proposed Facility and this migratory waterfowl area, no adverse impact to this area will result from the proposed development and therefore no seasonal restrictions are recommended for the project.

Important Bird Areas and Sites

Audubon Connecticut has identified 27 Important Bird Areas and Sites (IBAs) in the state. The closest IBA to the proposed Facility is the Good Hill Farm Preserve located in Woodbury and Roxbury located approximately 4.5 miles to the northeast. Refer to the enclosed Avian Resources Map. The Good Hill Farm Preserve is a 467-acre parcel this includes approximately 170 acres of grassland habitat that is utilized by grassland birds in the nesting season. Due to the significant distance between the proposed Facility and this IBA, no adverse impact to this area will result from the proposed development and therefore no seasonal restrictions are recommended for the project.

Critical Habitat

Connecticut Critical Habitats depicts the classification and distribution of twenty-five rare and specialized wildlife habitats in the state resulting in the creation of habitat maps to be used in land use planning and natural resource protection. It represents a compilation of ecological information collected over many years by state agencies, conservation organizations and many individuals. The Connecticut Critical Habitats information can serve to highlight ecologically significant areas and to target areas of species diversity for land conservation and protection. Although these habitats do not exclusively represent habitat for migratory birds, they often provide habitat to various types of migratory birds. The nearest Critical Habitat is located 2.1± miles to the northeast associated with floodplain forest habitat of the Shepaug River in Roxbury, Connecticut. Refer to the enclosed Avian Resources Map. Due to the distance between the proposed Facility and this nearest Critical Habitat, no impact to this Critical Habitat will result from the proposed development and therefore no seasonal restrictions are recommended for the project.

Breeding Bird Survey Route

The North American Breeding Bird Survey is a cooperative effort between various agencies and volunteer groups to monitor the status and trends of North American bird populations. Routes are randomly located to sample habitats that are representative of an entire region. Each year during the height of the avian breeding season (June for most of the United States) participants skilled in avian identification collect bird population data along roadside survey routes. Each survey route is approximately 24.5 miles long and contains 50 stops located at 0.5-mile intervals. At each stop, a 3-minute count is conducted. During the count, every bird seen within a 0.25-mile radius or heard is recorded. The resulting data are used by conservation managers, scientists, and the general public to estimate population trends and relative abundances and to assess bird conservation priorities. A survey route called Long Hill is located in Roxbury approximately 2 miles east of the proposed Facility. Refer to the enclosed Avian Resources Map. These bird survey routes do not represent a potential restriction to development, including the proposed Facility.

Hawk Watch Site

The Hawk Migration Association of North America (HMANA) is a membership-based organization committed to the conservation of raptors through the scientific study, enjoyment, and appreciation of raptor migration. HMANA collects hawk count data from almost two hundred affiliated raptor monitoring sites throughout the United States, Canada, and Mexico, identified as "Hawk Watch Sites". The nearest Hawk Watch Site is located approximately 1.5 miles northeast of the proposed Facility at a location known as Botsford Hill on Town Line Road along the municipal boundary between Bridgewater and Roxbury. Refer to the enclosed Avian Resources Map. Hawk Watch Sites are selected for a variety of reasons including anecdotal reports that hawks migrate in the general area and ease of access to the viewing location¹. In the case of the Botsford Hill site, it appears that this location was selected since there are large expanses of open agricultural fields with panoramic views including views of Botsford Hill, which is located 1.5± miles northeast of the proposed Facility. Botsford Hill, with an approximate elevation of 860 feet above mean sea level (AMSL), represents a local high point and may represent a "ridgeline" that hawks and other raptors may follow during migration due to updrafts created along its crest². Since the proposed Facility is sufficiently distant from Botsford Hill and is not located on this ridgeline, no adverse impact to migrating hawks will result from the proposed development and therefore no seasonal restrictions are recommended for the project.

Bald Eagle Site

Bald Eagle Sites consist of locations of midwinter Bald Eagle counts from 1986-2005 with an update provided in 2008. This survey was initiated in 1979 by the National Wildlife Federation. This

¹ Hawk Migration Association of North America. March 7, 2011. (pers. comm.)

² Mueller, H. C. and D. D. Berger. 1967. Wind drift, leading lines, and diurnal migrations. *Wilson Bulletin* 79:50-63.

database includes data from 1986-2005 midwinter counts and includes some statewide, regional and national trends. Survey routes are included in the database only if they were surveyed consistently in at least 4 years and where at least 4 eagles were counted in a single year. A Bald Eagle route is located starting at the intersection of State Routes 133 and 67 in Bridgewater, which covers 36-75 miles of potential eagle habitat along the Housatonic River to the Massachusetts border. This bald eagle survey route starting point is located 2.3± miles north of the proposed Facility. Due to the distance separating the proposed Facility from this survey route and the Facility's closest distance to the Housatonic River (1.2± miles to the southeast) no impact to Bald Eagles will result from the proposed development and therefore no seasonal restrictions are recommended for the project. This conclusion is further supported by June 11, 2010 correspondence received from the CTDEP Natural Diversity Data Base indicating that "...there are no known extant populations of Federal or State Endangered, Threatened or Special Concern Species that occur at the site in question." Refer to Attachment 8 in Application for Certificate of Environmental Compatibility and Public Need, dated November 18, 2010. The bald eagle is a State Threatened species.

Compliance with USFWS's Interim Guidance on the Siting, Construction, Operation and Decommissioning of Communications Towers

The United States Fish and Wildlife Service's *Interim Guidance on the Siting, Construction, Operation and Decommissioning of Communications Towers* (September 14, 2000), recommends 12 voluntary actions be implemented in order to mitigate tower strikes caused by the construction of telecommunications towers:

1. *Any company/applicant/licensee proposing to construct a new communications tower should be strongly encouraged to collocate the communications equipment on an existing communication tower or other structure (e.g., billboard, water tower, or building mount). Depending on tower load factors, from 6 to 10 providers may collocate on an existing tower.*

Response: Collocation on an existing building, tower or non-tower structure is not available while achieving the required radio frequency (RF) coverage objectives of the proposed Facility.

2. *If collocation is not feasible and a new tower or towers are to be constructed, communications service providers should be strongly encouraged to construct towers no more than 199 feet above ground level (AGL), using construction techniques which do not require guy wires (e.g., use a lattice structure, monopole, etc.). Such towers should be unlighted if Federal Aviation Administration regulations permit.*

Response: The proposed SBA/AT&T Facility consists of a 170 foot tall monopole tower structure which requires neither guy wires nor lighting.

3. *If constructing multiple towers, providers should consider the cumulative impacts of all of those towers to migratory birds and threatened and endangered species as well as the impacts of each individual tower.*

Response: Multiple towers are not proposed at the subject property.

4. *If at all possible, new towers should be sited within existing "antenna farms" (clusters of towers). Towers should not be sited in or near wetlands, other known bird concentration areas (e.g., state or Federal refuges, staging areas, rookeries), in known migratory or daily movement flyways, or in habitat of threatened or endangered species. Towers should not be sited in areas with a high incidence of fog, mist, and low ceilings.*

Response: There are no existing antenna farms in the area that would satisfy the RF coverage objectives for this portion of Bridgewater. The proposed tower is not located in an area with a high incidence of fog, mist, and low ceilings, however, occasional incidences of fog, mist, and low ceilings are anticipated throughout the year. The proposed Facility is not located in any known bird concentration areas (e.g., state or Federal refuges, staging areas, rookeries) or known migratory or daily movement flyways. Although the Facility is proposed approximately 100 feet from the nearest wetland, this wetland area would not support a significant

population of birds to classify it as a bird concentration area due to the relatively small size and somewhat isolated nature of the wetland. The Nature Conservancy's Sunny Valley Preserve consists of 1,850 acres of farmland, forests, wetlands, and meadows on 19 parcels of land, which are located in proximity to the proposed Facility, the closest being 0.5± mile to the northeast. This preserve includes a variety of topography, geology, and natural habitats support diverse wildlife and biological communities along with compatible farming operations. Migratory bird nesting habitats, including rare species, are supported by the Sunny Valley Preserve parcels. The CTDEP Natural Diversity Data Base indicating in a June 11, 2010 letter that "...there are no known extant populations of Federal or State Endangered, Threatened or Special Concern Species that occur at the site in question." Due to the distance separating the proposed Facility from bird habitat supported by the Sunny Valley Preserve, no adverse impact to avian species will result from the proposed development.

5. If taller (>199 feet AGL) towers requiring lights for aviation safety must be constructed, the minimum amount of pilot warning and obstruction avoidance lighting required by the FAA should be used.

Response: The proposed tower is less than 199 feet AGL and does not require lighting as determined by a FAA review.

6. Tower designs using guy wires for support which are proposed to be located in known raptor or waterbird concentration areas or daily movement routes, or in major diurnal migratory bird movement routes or stopover sites, should have daytime visual markers on the wires to prevent collisions by these diurnally moving species.

Response: The proposed tower will be unguyed and therefore will not adversely impact known raptor or waterbird concentration areas or daily movement routes, or in major diurnal migratory bird movement routes or stopover sites. Since the tower will be unguyed, visual markers are not required.

7. Towers and appendant facilities should be sited, designed and constructed so as to avoid or minimize habitat loss within and adjacent to the tower "footprint". However, a larger tower footprint is preferable to the use of guy wires in construction. Road access and fencing should be minimized to reduce or prevent habitat fragmentation and disturbance, and to reduce above ground obstacles to birds in flight.

Response: The proposed tower and appendant Facility is sited, designed and constructed to accommodate proposed equipment and to allow for future collocations within the smallest footprint possible. The proposed access road within forested habitat generally follows an existing logging road that will minimize the need for tree removal. In addition, along with the proposed Facility's relatively small size (3,600 square feet), unmanned nature and low traffic it generates the proposed development will not result in fragmentation of the forested habitat that surrounds the proposed Facility.

8. If significant numbers of breeding, feeding, or roosting birds are known to habitually use the proposed tower construction area, relocation to an alternate site should be recommended. If this is not an option, seasonal restrictions on construction may be advisable in order to avoid disturbance during periods of high bird activity.

Response: Significant numbers of breeding, feeding, or roosting birds are not known to habitually use the proposed tower construction area or surrounding subject property.

9. *In order to reduce the number of towers needed in the future, providers should be encouraged to design new towers structurally and electrically to accommodate the applicant/licensee's antennas and comparable antennas for at least two additional users (minimum of three users for each tower structure), unless this design would require the addition of lights or guy wires to an otherwise unlighted and/or unguyed tower.*

Response: The proposed unguyed and unlit tower has been designed to accommodate three additional user's antennas for a total of four users on this tower.

10. *Security lighting for on-ground facilities and equipment should be down-shielded to keep light within the boundaries of the site.*

Response: Security lighting will be down-shielded using Dark Sky compliant fixtures set on motion sensor with timer.

11. *If a tower is constructed or proposed for construction, Service personnel or researchers from the Communication Tower Working Group should be allowed access to the site to evaluate bird use, conduct dead-bird searches, to place net catchments below the towers but above the ground, and to place radar, Global Positioning System, infrared, thermal imagery, and acoustical monitoring equipment as necessary to assess and verify bird movements and to gain information on the impacts of various tower sizes, configurations, and lighting systems.*

Response: With prior notification to SBA and AT&T, USFWS personnel would be allowed access to the proposed Facility for evaluation.

12. *Towers no longer in use or determined to be obsolete should be removed within 12 months of cessation of use.*

Response: If the proposed tower was no longer in use or determined to be obsolete, it would be removed within 12 months of cessation of use.

Summary

Potentially impacted avian species: none

Closest Important Bird Area: Good Hill Farm Preserve (4.5± miles northeast)

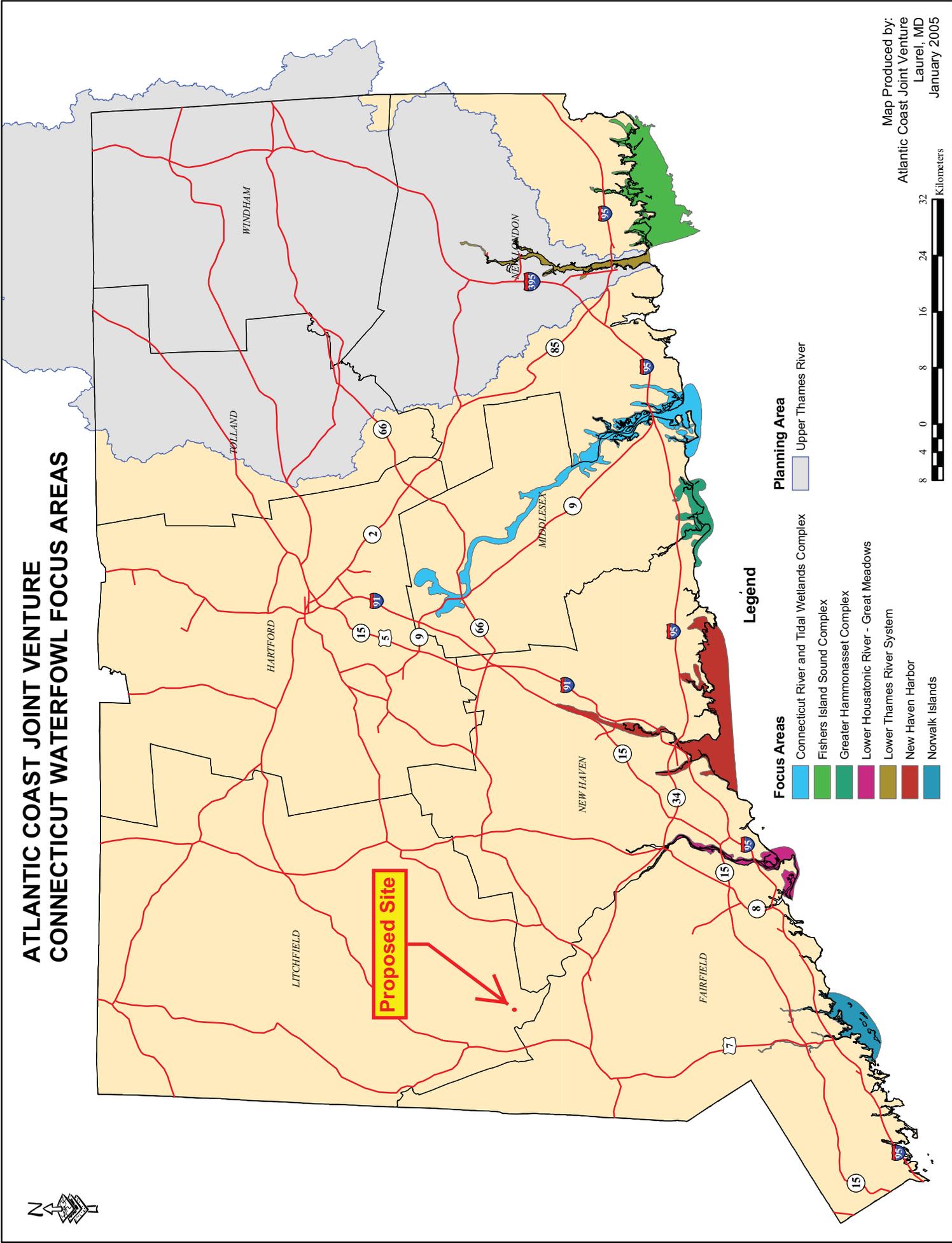
Closest CTDEP Critical Habitat: Shepaug River Floodplain Forest (2.1± miles northeast)

Recommended Seasonal Restriction: None

cc: Daniel M. Laub, Esq., Cuddy & Feder LLP

Enclosures

ATLANTIC COAST JOINT VENTURE CONNECTICUT WATERFOWL FOCUS AREAS



Focus Areas

- Connecticut River and Tidal Wetlands Complex
- Fishers Island Sound Complex
- Greater Hammonasset Complex
- Lower Housatonic River - Great Meadows
- Lower Thames River System
- New Haven Harbor
- Norwalk Islands

Planning Area

- Upper Thames River

Map Produced by:
Atlantic Coast Joint Venture
Laurel, MD
January 2005



Avian Resources Map

Proposed AT&T/SBA Towers II, LLC.
 Wireless Telecommunications Facility
 Bridgewater 4 - CT 11934
 42 & 89 Wewaka Brook Road
 Bridgewater, CT

Legend

-  Proposed Facility
 -  Bald Eagle Site
 -  Hawk Watch Site
 -  Important Bird Site
 -  Bat Site
 -  Breeding Bird Survey Route
 -  Critical Habitat (CTDEP, 07/2009)*
 -  Natural Diversity Database (CTDEP, 12/09)
 -  Migratory Waterfowl (CTDEP, 1999)*
 -  Important Bird Area
 -  Preserved Open Space (CTDEP, 1997)
 -  Federal Open Space (CTDEP, 2004)*
 - CT DEP Property (CT DEP, 12/2010)**
 -  State Forest
 -  State Park
 -  DEP Owned Waterbody
 -  State Park Scenic Reserve
 -  Historic Preserve
 -  Natural Area Preserve
 -  Fish Hatchery
 -  Flood Control
 -  Other
 -  State Park Trail
 -  Water Access
 -  Wildlife Area
 -  Wildlife Sanctuary
 -  Open Water
 -  Town Boundary
- *none within mapped area

Bird Data Sources:
 Bald Eagle Sites: Midwinter Bald Eagle Count Survey website
http://ocid.nacse.org/nbi/egles/state.php?php_screen=first&state=Connecticut
 Breeding Bird Survey Routes: Patuxent Wildlife Research Center of the U.S. Geological Survey and the Canadian Wildlife Service's National Wildlife Research Centre
<http://www.nationalatlas.gov/mld/bbsrsl.html>
 Hawk Watch Sites: Hawk Migration Association of North America (HMANA), Hawk Count website: <http://hawkcount.org/sitesel.php?country=USA&stateprov=Connecticut>
 Migratory Waterfowl: CTDEP GIS, 1999
 Important Bird Sites/Areas: National Audubon Society, Audubon Connecticut
http://ct.audubon.org/BirdSci_IBAs.html

Base Map Source: 2004 aerial photograph with 0.5-foot resolution.

