

STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL

IN RE:

APPLICATION OF NORTH ATLANTIC
TOWERS, LLC 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 655 BASSET ROAD IN
THE TOWN OF WATERTOWN

DOCKET NO. 422

September 20, 2011

RESPONSES TO SITING COUNCIL'S INTERROGATORIES

Q1. What is the relationship between North Atlantic Towers and Florida Tower Partners?

A1. Florida Tower Partners is the parent company to North Atlantic Towers and Tarpon Towers.

Q2. Of the letters sent to abutting property owners, how many certified mail receipts did North Atlantic Towers receive? If any receipts were not returned, which owners did not receive their notice? Did North Atlantic Towers make additional attempts to contact those property owners?

A2. All but one of the certified mail receipts were returned. A receipt was not returned from Robert M. Velardo. Another notice was sent to Robert M. Velardo via first class mail.

Q3. When was the search ring for this site established? Where was the approximate center of the search ring? What was the approximate diameter of the search ring? Who took the lead in the site search: North Atlantic Towers or AT&T?

A3. AT&T established a search ring for this site in September of 2005. The approximate center of the search ring was 41-39.676N and 73-08.172W and its diameter was approximately 2 miles.

AT&T initially started searching for a site in this area and learned about a Town-owned site that TowerCo (a tower company) was investigating for Sprint. AT&T reviewed the TowerCo site and determined that it would meet enough of the coverage objectives of the search ring area. However, the TowerCo site was not pursued by TowerCo, so, AT&T re-initiated its search for a site in this area. AT&T then agreed to pursue this project jointly with North Atlantic Towers.

Q4. How did North Atlantic Towers become aware of the need for a facility in this area?

A4. North Atlantic Towers became aware of the need for a facility in this area through its knowledge of previous searches for a facility by both Sprint and TowerCo and AT&T's interest in the TowerCo site. As noted in response number 3 above, TowerCo did not pursue its candidate site and search, at which time North Atlantic Towers started its own search in conjunction with AT&T.

Q5. Has North Atlantic Towers received any indication that the Town of Watertown would be interested in placing antennas on the proposed tower?

A5. Yes. North Atlantic Towers received a letter from the Town's Public Safety Department indicating that they may need space on the tower in the future. A copy of the Town's Public Safety Department letter is included in Attachment 1.

Q6. Quantify the amounts of cut and fill that would be required to develop the proposed facility.

A6. It is anticipated that no substantial cut and fill will be required.

Q7. Would any blasting be required for this site?

A7. 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.

Q8. How many residences are within 1,000 feet of the proposed site?

A8. Five (5) residences are located within 1,000 feet of the proposed site. (Please see Sheet Z1, Notes, included in Attachment 3 of the Application).

Q9. What is the distance to the nearest residence? What is the address of this property? Who owns this property?

A9. The distance to the nearest property is approximately 544' and the address is 435 Bassett Road. (Please see Sheet Z1 included in Attachment 3 of the Application). Per the Watertown Tax Assessor's information, the owner of this property is Robert P. Alex.

Q10. 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?

A10. Yes. Please see the table annexed hereto as Attachment 2 which identifies the USFW guidelines and demonstrates how the proposed facility complies with the guidelines.

Q11. Would the proposed facility impact an Important Bird Area identified by the Audubon Society?

A11. The proposed facility will not impact any Important Bird Areas identified by the Audubon Society. As shown in the map included in Attachment 3, the closest Important Bird Area, White Memorial Foundation Natural Preserve, is located approximately 5.5 miles from the proposed facility.

Q12. From how many acres would any portions of the proposed tower be visible during leaf-on conditions?

A12. It is anticipated that the proposed facility will be visible from approximately 170 acres during leaf-on conditions, with approximately 20 acres of the 170 acres located on the subject site.

Q13. What are the frequencies AT&T is licensed to use in the area covered from the proposed facility?

A13. AT&T's licenses for Litchfield County include the 850MHz band, the 1900MHz band and the 700 MHz band.

Q14. Identify the adjacent sites with which the proposed facility would hand off signals. Include addresses of these sites.

A14. The adjacent sites with which the proposed facility would hand-off signals are included in the table below.

Site ID	Site Name	Address	Town	State
CT1174	Morris - Watertown Rd.	310 Watertown Rd	Morris	CT
CT1062	Thomaston-Chapel Street	580 Chapel St	Thomaston	CT
CT1130	Watertown-Princeton St.	76 Westbury Park Rd	Watertown	CT

Q15. What is the signal strength for which AT&T designs its system? For in-vehicle coverage? For in-building coverage? Does this signal strength differ according the different frequencies AT&T is licensed to use?

A15. AT&T designs for -82 dBm in-vehicle coverage and -74 dBm for in-building coverage.

Q16. What is the existing signal strength in those areas AT&T is seeking to cover from this facility? At what frequencies?

A16. Current signal levels range significantly in the proposed service area from -110 dBm to -80 dBm due to the terrain fluctuations. This type of spotty 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, especially since the service will be carrying their 911 calls.

Q17. 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?

A17. 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, and 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.

Q18. What are the respective lengths of the existing coverage gaps on the state routes and local roads identified in the application: Route 63, Bassett Road, Hidden Pond Road, Gilbert Road, Gibson Road, Linkfield Road, Franson Road, Plungis Road, Munson Road, Smith Pond Road, Bryant Road, and Route 109 in Thomaston? At which frequencies?

A18. The table below shows existing coverage gaps in miles on the roads identified at 850MHz band representing current frequency used for the existing sites, demonstrating signal at its best. At 1900MHz, those gaps will be longer.

Road	Coverage Gaps on Roads with Current Coverage (miles)	Town
Bassett Rd	1.31	Watertown
Bryant Rd	0.29	Watertown
Franson Rd	0.50	Watertown
Gilbert Rd	0.67	Watertown
Hidden Pond Dr	0.07	Watertown
Linkfield Rd	1.56	Watertown
Munson Rd	0.07	Watertown
Plungis Rd	0.47	Watertown
Smith Pond Rd	0.89	Watertown
State Hwy 63	2.08	Watertown
State Hwy 109	1.41	Thomaston

Please note that Gibson Road was inadvertently identified in the Radio Frequency Engineering Report included in the Application and as such, is not included in the table above.

Q19. What are the respective distances AT&T would be able to cover on the above listed roads at its different frequencies?

A19. The approximate distances covered in miles on the above listed roads at 1900 MHz and 850 MHz is included in the table below.

Road	Additional Distance Covered with New Site @1900MHz (miles)	Additional Distance Covered with New Site @850MHz (miles)	Town
Bassett Rd	1.25	1.30	Watertown
Bryant Rd	0.01	0.27	Watertown
Franson Rd	0.48	0.50	Watertown
Gilbert Rd	0.53	0.67	Watertown
Hidden Pond Dr	0.01	0.07	Watertown
Linkfield Rd	0.90	1.46	Watertown
Munson Rd	0.02	0.07	Watertown
Plungis Rd	0.11	0.43	Watertown
Smith Pond Rd	0.05	0.46	Watertown
State Hwy 63	0.01	0.61	Watertown
State Hwy 109	1.37	1.41	Thomaston

Please note that Gibson Road was inadvertently identified in the Radio Frequency Engineering Report included in the Application and as such, is not included in the table above.

Q20. What are the total areas that AT&T would be able to cover from the proposed facility at its different frequencies?

A20. The total areas in square miles that AT&T expects to cover from the proposed facility are shown in the table below.

Coverage Prediction	Signal Level	Area (sq mi)
Stand Alone - 850MHz, 147ft AGL	greater than or equal to -74dBm	7.21
Stand Alone - 850MHz, 147ft AGL	greater than or equal to -82dBm	15.62
Stand Alone - 1900MHz, 147ft AGL	greater than or equal to -74dBm	1.75
Stand Alone - 1900MHz, 147ft AGL	greater than or equal to -82dBm	5.22

Q21. What is the lowest feasible height at which AT&T's antennas could fulfill the coverage objectives from this proposed facility?

A21. The lowest height that AT&T can fulfill its coverage objectives is an antenna centerline mounting height of 147' AGL.

Q22. Provide a propagation map, at the same scale as those provided in the application, showing the coverage possible at ten feet below the height identified in the previous question.

A22. Included in Attachment 4 is a coverage plot showing the coverage at 137' AGL or ten feet below the minimum antenna centerline mounting height of 147' AGL.

Q23. Describe any spill containment measures associated with the fuel tank for the diesel generator to be used at this facility.

A23. The generator fuel tank is a steel containment chamber that is lined with a bladder to contain fuel in the unlikely event of a fuel spill.

Q24. Would AT&T need an Air Permit for its diesel generator?

A24. As per RCSA (Regulations of Connecticut State Agencies) Section 22a-174-42 (a), the proposed generator installation is designated as an "emergency generator." As such, under RCSA Section 22a-174-42 (b) (3) (D), the proposed generator is exempt from the new source review general permitting requirement. Moreover, air permitting is not required because, under RCSA Section 22a-174-42 (b) (1) (D), use of the generator is less than (300) hours per 12-month period; the use of diesel fuel that does exceed the sulfur content of federal motor vehicle diesel fuel; and, an annual potential emissions discharge of less than 15 tons. Rather, North Atlantic Towers is only subject to the compliance plan of RCSA Section 22a-174-42 (h), which includes record keeping, maintenance and reporting requirements.


Q25. How would utilities be brought to the facility: above ground or underground?

A25. The proposal includes utilities routed underground from Bassett Road.

CERTIFICATE OF SERVICE

I hereby certify that on this day, a copy of the foregoing was sent electronically and by overnight mail to the Connecticut Siting Council.

Dated: September 20, 2011


Lucia Chiochio

cc: John Stevens, North Atlantic Towers, LLC
Michele Briggs, AT&T
Randy Howse, North Atlantic Towers, LLC
A.J. DeSantis, Infinigy Engineering
John Favreau, Infinigy Engineering
Michael Doiron, SAI
Christopher B. Fisher, Esq.

ATTACHMENT 1



OFFICE OF THE TOWN MANAGER
WATERTOWN, CONNECTICUT

August 10, 2011

John S. Stevens
North Atlantic Towers
1001 3rd Avenue W. Ste. 420
Bradenton, FL 34205

Dear Mr. Stevens:

I am writing in response to your recent offer to sublet space on your proposed wireless telecommunication tower facility at 655 Bassett Road.

First and most important, I would like to thank you for your thoughtfulness to our local public safety. Although the town is not presently looking to locate communication equipment in the geographic area, it is likely that as this area of town develops, we will.

That said, I would very much like to exercise your proposed option to execute a sublease agreement for future purposes.

I look forward to your response and working with you in the near future.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles Frigon', with a long horizontal flourish extending to the right.

Charles Frigon
Town Manager

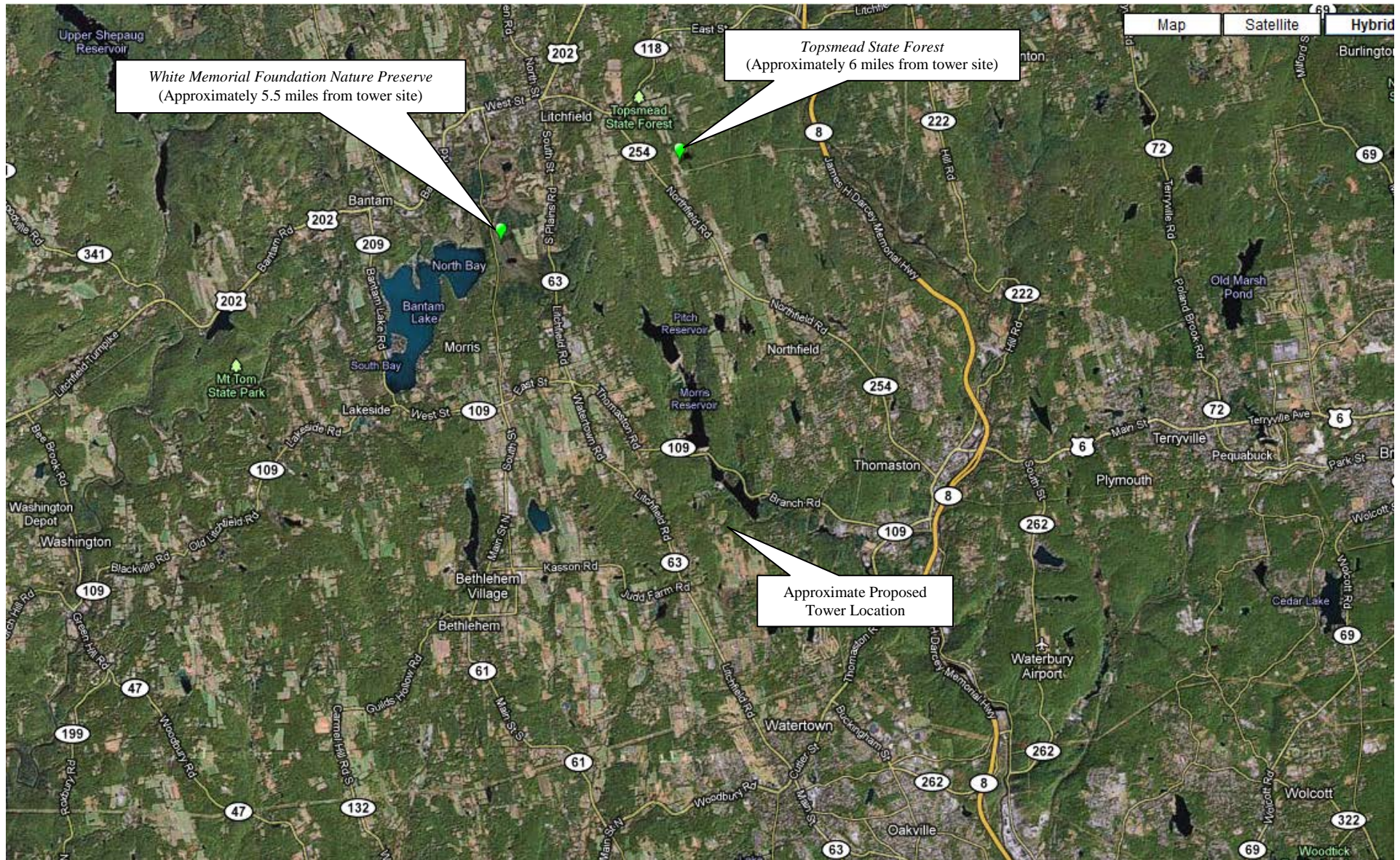
ATTACHMENT 2

Compliance with USFW Bird Regulations
Site Location: 655 Bassett Road, Watertown, CT

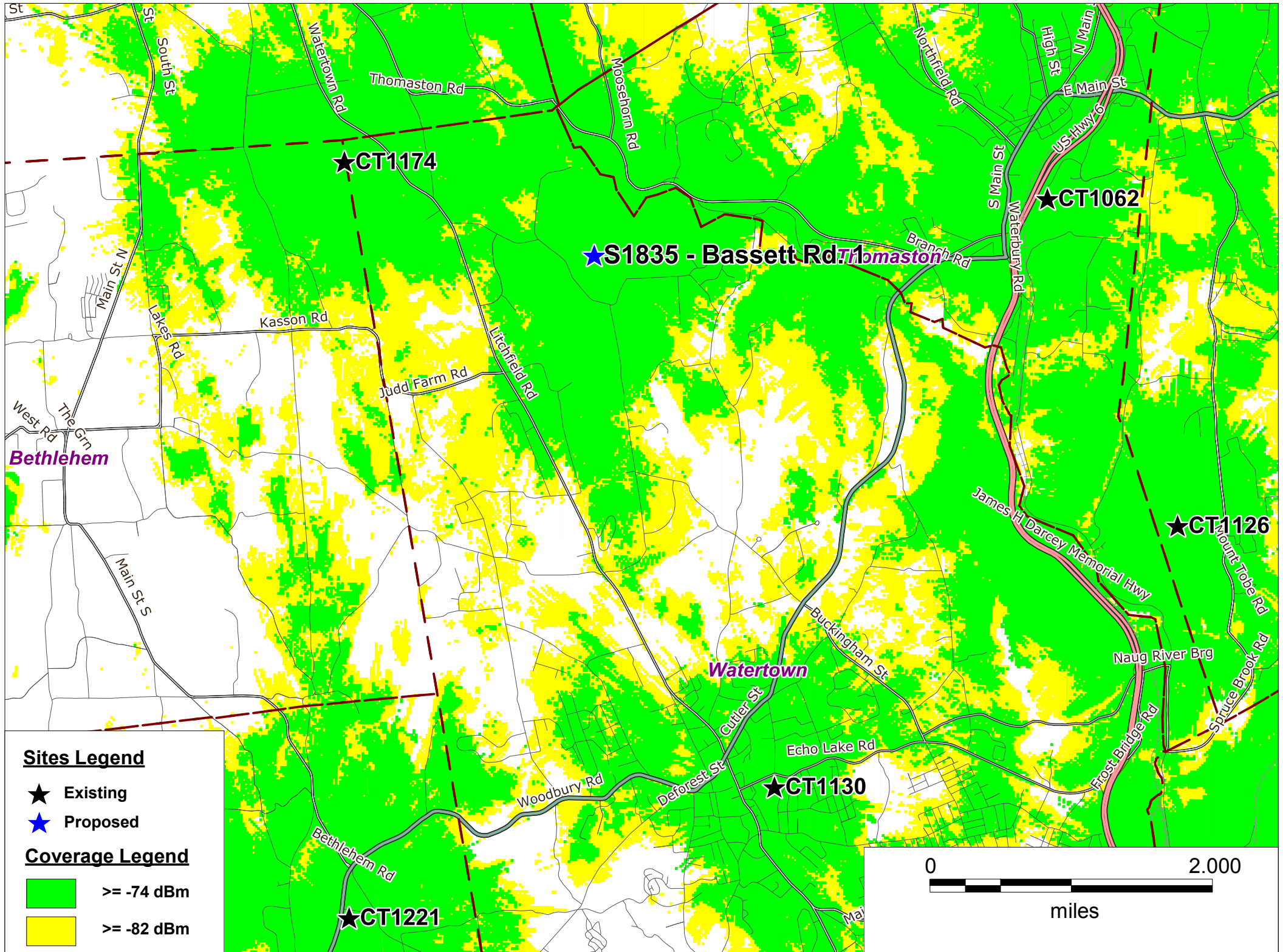
USFW Recommendations	North Atlantic Towers' proposed facility
Encourage collocation on existing communications towers or other structures.	An evaluation of existing towers/structures in the area was performed; no viable towers or structures were identified to provide service to the area where service is needed.
New towers encouraged to be no more than 199 feet agl, use construction techniques that do not include guy wires and be unlighted if FAA regulations permit.	The proposed tower height is 150 feet above ground level.
If multiple towers, consider cumulative impacts to migratory birds and threatened and endangered species, as well as the impact of each individual tower.	Only one tower is proposed.
If possible, site new towers within clusters of towers. Discourage the siting of towers near wetlands, other known bird concentration areas, in known migratory or daily movement flyways, or in habitat of threatened or endangered species. In addition, towers should not be sited within areas of high incidence of fog, mist and low ceilings.	The proposed tower site is not in the vicinity of wetlands or known bird concentration areas, or within the habitat of threatened or endangered species. The proposed tower location is not in an area expected to experience high incidence of fog, mist and low ceilings.
If a tower in excess of 199 feet agl must be constructed, the minimum amount of pilot warning and obstruction avoidance lighting required by the FAA should be installed.	The proposed tower height is 150 feet above ground level.
Towers using guy wires that are proposed within known raptor or waterbird concentration areas or daily movement routes, or in major daytime migratory bird movement routes or stopover sites should have visual markers on the wires to prevent collisions.	The proposed tower is to be a monopole-style tower, and will not include the use of guy wires.
Towers should be sited, designed and constructed to avoid or minimize habitat loss within and adjacent to the tower footprint. Access roads and fencing should be minimized to reduce or prevent habitat fragmentation and disturbance	The proposed tower site and access route have been designed to minimize habitat loss. The area of the proposed equipment compound is approximately 5,600 square feet. The vast majority of the access route will utilize an existing unimproved road on the parent parcel.
An alternative site should be sought if significant numbers of breeding, feeding or roosting birds are known to inhabit the proposed construction area. If this is not possible, seasonal restrictions on construction may be advisable.	Significant numbers of breeding, feeding or roosting birds are not known to inhabit the proposed tower construction area.
Towers should be designed to accommodate at least two additional carriers' antennas	The proposed tower is designed to accommodate up to five additional carriers' antennas.
Security lighting for on-ground equipment should be down-shielded	Lighting is not specified.
Service personnel from the Communication Tower Working Group should be allowed access to the tower site under construction or proposed for construction	Personnel from the USFW Communication Tower Working Group will be allowed access to the tower site.
Towers no longer in use should be removed within 12 months of cessation of use.	If approved, the Siting Council may order removal of facilities not in use for 12 consecutive months.

ATTACHMENT 3

CLIENT NAME: North Atlantic Towers	SITE LOCATION: 655 Bassett Road, Watertown, Connecticut	PROJECT NAME: NAT - Watertown	PROJECT No.: 226-015
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ATTACHMENT 4



Sites Legend

- ★ Existing
- ★ Proposed

Coverage Legend

- >= -74 dBm
- >= -82 dBm

AT&T Composite Coverage in Watertown, CT (Bassett Rd 1 @ 137 ft.)