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August 2, 2007

Via Hand Delivery

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S. Derek Phelps
Executive Director
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

Re: **Docket No. 337 – Pre-filed Testimony of Dean Gustafson**

Dear Mr. Phelps:

In preparation for the Connecticut Siting Council's hearing on August 9, 2007, regarding Cellco Partnership's d/b/a Verizon Wireless ("Cellco") Docket 337, please find the pre-filed testimony of Dean Gustafson, attached hereto. Mr. Gustafson will appear at the hearing.

Sincerely,

Ndidi N. Moses

Enclosure
Copy to:
Kenneth C. Baldwin
Sandy M. Carter
Rachel A. Mayo

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STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL

IN RE:	:	
	:	
APPLICATION OF CELLCO PARTNERSHIP D/B/A VERIZON WIRELESS FOR A CERTIFICATE OF ENVIRONMENTAL COMPATIBILITY AND PUBLIC NEED FOR THE CONSTRUCTION, MAINTENANCE AND OPERATION OF A WIRELESS TELECOMMUNICATIONS FACILITY OFF NORTH STREET (ROUTE 63) IN GOSHEN, CONNECTICUT	:	DOCKET NO. 337
	:	AUGUST 2, 2007

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PRE-FILED TESTIMONY OF DEAN GUSTAFSON

1.Q. Describe the existing wetland crossing that Cellco Partnership d/b/a Verizon Wireless ("Cellco") is proposing to improve for access.

A. A dirt drive currently provides access into the interior of the subject property from Route 63. Approximately 150 feet east of Route 63, the existing drive crosses a forested wetland corridor. The wetland corridor varies in width, but is generally 100 feet wide near the existing crossing. An intermittent watercourse, approximately two feet wide by six inches, deep flows north within the interior of the wetland system. The forested wetland system is characterized as a headwater wetland located within the Marshepaug River watershed with the wetland/intermittent watercourse draining north into West Side Pond Brook, located 2,500± feet to the north. The forested wetland habitat is dominated by red maple, Eastern hemlock, yellow birch, winterberry, sensitive fern, cinnamon fern, skunk cabbage, sphagnum moss and tussock sedge.

The existing dirt drive wetland crossing is characterized by two distinct areas. A rutted area containing less than a foot of fill over wetland soils occupies the west half of the crossing.

Despite these disturbances, this portion of the crossing is still regulated as wetlands since there is insufficient fill overlying native wetland soils. The east half is a more established section that is comprised of a combination of deeper earth fill material, logs and a 12-inch corrugated metal pipe (collectively noted on the plan as "wood bridge" and bordered by wetland flags WF 11 to WF 16) and is not classified as wetlands. The small culvert allows the intermittent watercourse to flow under the existing crossing. The rutted section of the crossing has resulted in some erosion and deposition of sediment into the wetland and intermittent watercourse. The constriction of the wetland corridor and small culvert has also created a hydraulic condition at the downstream end of the culvert resulting in a scour hole that was repaired with small crushed trap rock that has been transported downstream.

2.Q. <u>Describe the proposed improvements to the crossing and what efforts have been incorporated into the design that will minimize impacts to the wetland habitat</u>.

A. Throughout my professional relationship with Cellco, which spans more than eight years and involves numerous development projects, Cellco has always maintained a clear corporate policy of avoiding wetland impacts whenever possible. In the rare case when wetland impacts are unavoidable, Cellco has gone to great lengths to minimize such impacts and provide improvements as compensation.

Accordingly, the path of the existing dirt drive wetland crossing will be followed in order to minimize impacts to currently undisturbed wetland and watercourse areas. Appropriate erosion and sedimentation controls will be installed and maintained during construction to properly protect these nearby resource areas.

The proposed improvements to the existing wetland crossing include the removal of unsuitable organic material (e.g., rutted section and "wood bridge" section), placement of stable road base fill material and topping with 6 inches of 1-inch angular crushed stone. The existing

12-inch culvert will be replaced with two 24-inch reinforced concrete pipes. The wetland crossing improvements result in 1,880± square feet of permanent fill within wetlands, primarily associated with improvements to the west half of the existing wetland crossing (currently disturbed wetland area).

The improved intermittent watercourse crossing design complies with the natural stream crossing design standards technical guidelines. This design approach avoids flow constriction during normal conditions and creates a stream channel that maintains the natural streambed features through the crossing. This design will alleviate the existing hydraulic condition that created a scour hole and the existing crushed trap rock will be removed from the streambed to reestablish continuity of the stream. The goal is to create a crossing that does not restrict fish or other aquatic organism passage and maintains stream continuity. In particular, the culvert crossing has been designed so as not to restrict the natural bank limits of the intermittent watercourse (the stream is approximately two feet wide and two 24-inch culverts will be used) by setting the culverts 12 inches below the existing stream elevation. In addition, native streambed material will be placed within the culverts to maintain continuity of the aquatic and benthic elements of the stream ecosystem.

Q.3. How do the proposed improvements to the crossing affect the wetland and intermittent watercourse?

A. The proposed wetland/watercourse crossing results in an overall improvement to these resources. The proposed fill within wetlands is primarily isolated to an existing disturbed wetland area that is contained within the existing dirt access drive. In addition, the existing erosion conditions (e.g., rutting, sediment deposition, scour hole, etc.) will be corrected and prevented in the future with the proposed wetland crossing improvements. The proposed natural stream crossing design will facilitate movement of fish and other aquatic organisms and will

result in an improvement over existing conditions. Therefore, the proposed improvements will not result in a likely adverse impact to wetland or watercourse resources but will result in an overall improvement by reestablishing continuity of aquatic and benthic elopements of the stream.

The statements above are true and complete, to the best of my knowledge.

August 2, 2007
Date

Dean Gustafson

Subscribed and sworn before me this 2nd day of August, 2007.

Ndidi N. Moses
Commissioner of the Superior Court