

10 INDUSTRIAL AVE,
SUITE 3
MAHWAH NJ 07430
PHONE: 201.684.0055
FAX: 201.684.0066



June 2, 2021

Members of the Siting Council
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051

RE: Notice of Exempt Modification
10 (AKA 119) Tanner Marsh Road, Guilford, CT
Latitude: 41.288776
Longitude: -72.658378
T-Mobile Site#: CT11028A – L600

Dear Ms. Bachman:

T-Mobile currently maintains nine (9) antennas at the 177-foot level of the existing 190-foot self-supported tower at 10 (AKA 119) Tanner Marsh Road, Guilford, CT. The 190-foot self-support tower is owned and operated by American Tower Corporation. The property is owned by the Town of Guilford. T-Mobile now intends to remove three (3) existing antennas and add three (3) new 600/700 MHz antennas. The new antennas will be installed at the same 177'-foot level of the tower. Mount modifications are also required as detailed in the enclosed mount analysis.

Planned Modifications:

Tower:

Remove

- (6) 1-5/8" coax
- (1) 1 1/4" Hybrid Cables

Remove and Replace:

- (3) Ericsson LNX-6515DS-A1M antennas for (3) RFS-APXVAALL24 43-U-NA20 antennas
- (3) Ericsson RRUS11 B12 for (3) Ericsson RRUS 4449 B71 B85A

Install New:

- (1) 1-5/8" Hybrid
- (1) 1 1/4" Hybrid

Existing to Remain:

- (3) TMA KRY 112 144/1
- (3) AIR 21 B4A B2P Antennas
- (3) AIR 21 B2A B4P Antennas
- (6) 1-5/8" coax

Ground:

Install New:

- (1) BB 6648

This tower was originally approved by the Connecticut Siting Council in Docket #44 dated July 24, 1984. T-Mobile has been approved for subsequent modifications at their facility. This proposed modification complies with the original approval.

Please accept this letter as notification pursuant to Regulations of Connecticut State Agencies § 16-50j-73, for construction that constitutes an exempt modification pursuant to R.C.S.A. § 16-50j-72(b)(2). In accordance with R.C.S.A. § 16-50j-73, a copy of this letter is being sent to First Selectman - Mathew Hoey III, Elected Official, and George Kral, Town Planner, as well as the tower and property owner.

The planned modifications to the facility fall squarely within those activities explicitly provided for in R.C.S.A. § 16-50j-72(b)(2).

1. The proposed modifications will not result in an increase in the height of the existing structure.
2. The proposed modifications will not require the extension of the site boundary.
3. The proposed modifications will not increase noise levels at the facility by six decibels or more, or to levels that exceed state and local criteria.
4. The operation of the replacement antennas will not increase radio frequency emissions at the facility to a level at or above the Federal Communications Commission safety standard.
5. The proposed modifications will not cause a change or alteration in the physical or environmental characteristics of the site.
6. The existing structure and its foundation can support the proposed loading.

For the foregoing reasons, T-Mobile respectfully submits that the proposed modifications to the above referenced telecommunications facility constitute an exempt modification under R.C.S.A. § 16-50j-72(b)(2).

Sincerely,

Eric Breun

Transcend Wireless

Cell: 201-658-7728

Email: ebreun@transcendwireless.com

Attachments

cc: Matthew T. Hoey III – First Selectman of the Town of Guilford

George Kral – Town Planner

American Tower Corporation – Tower Owner

ERIC BREUN
2016587728
10 INDUSTRIAL AVE
MAHWAH NJ 07430

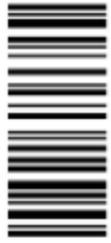
1 LBS

1 OF 1

SHIP TO:
MATTHEW HOEY III
31 PARK STREET
GUILFORD CT 06437

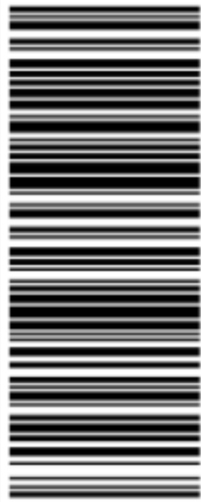


CT 065 2-03



UPS GROUND

TRACKING #: 1Z V25 742 43 9491 8448



BILLING: P/P



TM

XOL 21.05.03 NV45-45-GA 04/2021*

ERIC BREUN
2016587728
10 INDUSTRIAL AVE
MAHWAH NJ 07430

1 LBS

1 OF 1

SHIP TO:
AMERICAN TOWER CORPORATION
10 PRESIDENTIAL WAY
WOBURN MA 01801



MA 018 9-04



UPS GROUND

TRACKING #: 1Z V25 742 43 9549 3619



BILLING: P/P



TM

XOL 21.05.03 NV45-45-GA 04/2021*

ERIC BREUN
2016587728
10 INDUSTRIAL AVE
MAHWAH NJ 07430

1 LBS

1 OF 1

SHIP TO:
GEORGE KRAL
50 BOSTON STREET
GUILFORD CT 06437

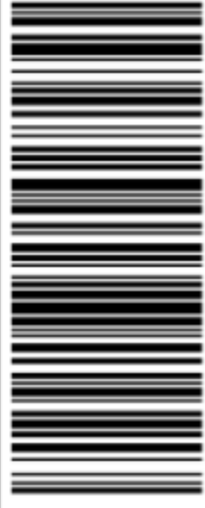


CT 065 2-03



UPS GROUND

TRACKING #: 1Z V25 742 43 9230 0457



BILLING: P/P



XOL 21.05.03 NV45-65.6A 04/2021*

TM

Property Summary Information

Parcel Data And Values

[Sales](#)

Parcel Information

| | | | | | |
|----------------|--------------------|---------------------------------|---------|------------------|------|
| Location: | 10 TANNER MARSH RD | Map and Parcel: | 049029A | Census Tract: | 1901 |
| Zoning: | I-1 | Developer's Map: | | Developer's Lot: | |
| Total Acreage: | .29 | Farm, Forest, Open Space Acres: | | Unique ID: | 8721 |

Value Information

Owner's Information

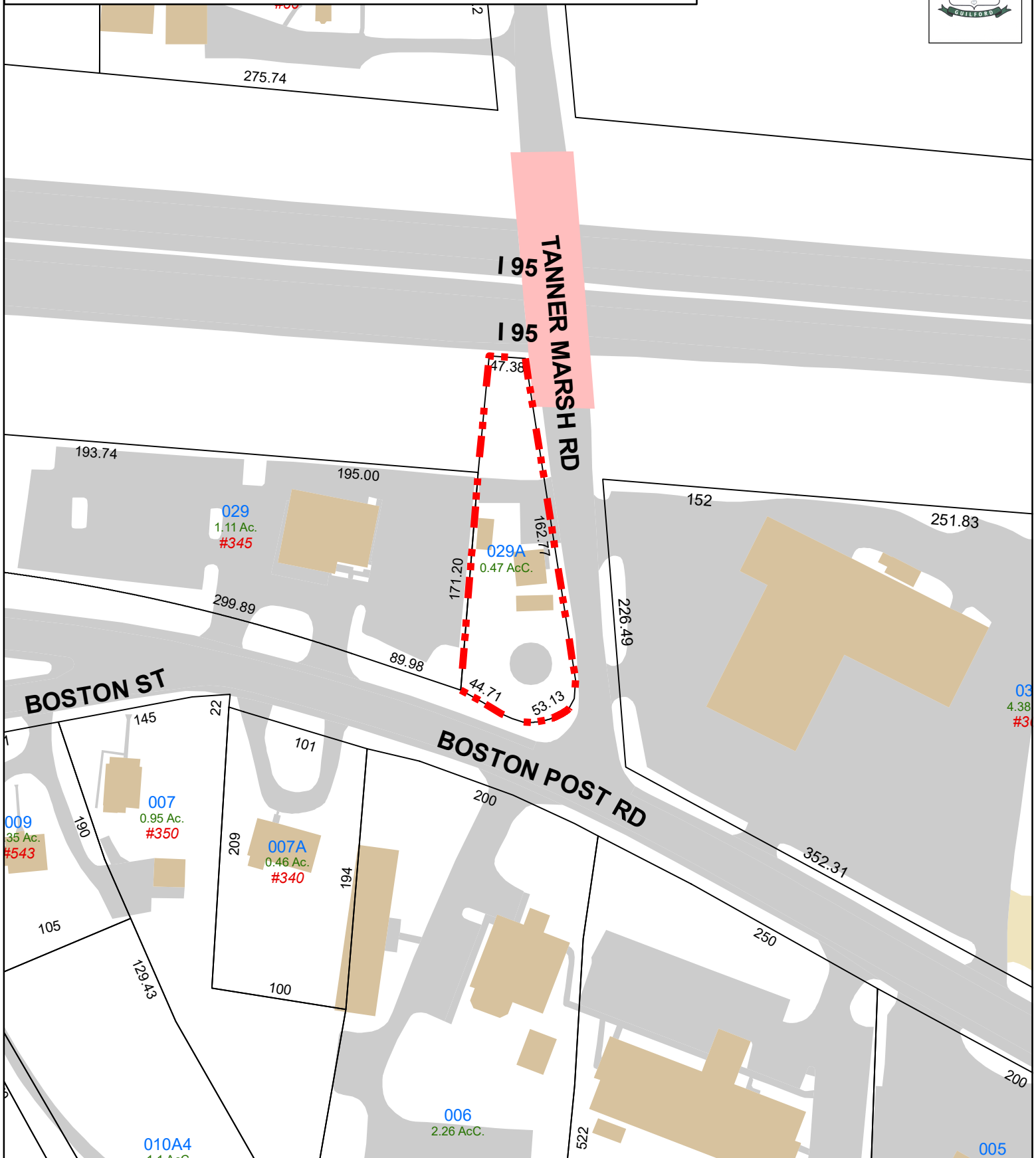
| | Appraised Value | Assessed Value |
|-----------------------|-----------------|----------------|
| Land | 75,000 | 52,500 |
| Buildings | 0 | 0 |
| Detached Outbuildings | 0 | 0 |
| Total | 75,000 | 52,500 |

| Owner's Data |
|--|
| TOWN OF GUILFORD 31 PARK ST GUILFORD, CT 06437 |

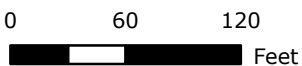
Town of Guilford, Connecticut - Assessment Parcel Map

Unique ID: 8721

Address: 10 TANNER MARSH RD



Approximate Scale: 1 inch = 100 feet



Map Produced:
September 2020

Disclaimer:
This map is for informational purposes only.
All information is subject to verification by any user.
The Town of Guilford and its mapping contractors
assume no legal responsibility
for the information contained herein.

DOCKET NO. 44

AN APPLICATION SUBMITTED BY THE SOUTHERN : CONNECTICUT SITING
NEW ENGLAND TELEPHONE COMPANY FOR A :
CERTIFICATE OF ENVIRONMENTAL COMPATIBILITY : COUNCIL
AND PUBLIC NEED FOR THE CONSTRUCTION,
MAINTENANCE AND OPERATION OF FACILITIES TO
PROVIDE CELLULAR SERVICE IN NEW HAVEN COUNTY : July 24, 1984

D E C I S I O N A N D O R D E R

Pursuant to the foregoing opinion, the Council hereby directs that a certificate of environmental compatibility and public need as required by section 16-50k of the General Statutes of Connecticut, revisions of 1958, revised to 1983, as amended, be issued to the Southern New England Telephone Company for the construction, operation, and maintenance of a telecommunications tower and associated equipment to provide cellular service at each of the following sites:

Jasudowich tract, Brushy Plain Road, Branford, Connecticut;
Town of Guilford tract, Tanner Marsh Road, Guilford, Connecticut;
Bridgeport Avenue, Milford, Connecticut;
Quagliaro tract, Farmdale Drive, Waterbury, Connecticut;
Pease Road, Woodbridge, Connecticut; and
Dwight Street, North Haven, Connecticut.

The facilities shall be constructed, operated, and maintained as specified in the Council's record on this matter, and subject to the following conditions:

1. The towers including antennas shall be no taller than necessary to provide the proposed service and in no event shall exceed
 - a) 167' at the Branford site,
 - b) 167' at the Guilford site,
 - c) 117' at the Milford site,
 - d) 167' at the Waterbury site,
 - e) 167' at the Woodbridge site,
 - f) 167' at the North Haven site;
2. A fence not lower than eight feet shall surround each tower and its associated equipment;

3. The applicant or its successor shall notify the Council if and when directional antennas or any other equipment is added to any of these facilities;
4. The applicant or its successor shall permit, in accordance with representations made by it during the proceeding, public or private entities to share space on the facilities, for due consideration received, or shall provide any requesting entity with specific legal, technical, environmental, or economic reasons precluding such tower sharing;
5. Unless necessary to comply with condition number six, below, no lights shall be installed on any of these towers;
6. The facilities shall be constructed in accordance with all applicable federal, state, and municipal laws and regulations;
7. The applicant shall submit a development and management plan (D&M) for the Branford, Milford, Woodbridge, and North Haven sites pursuant to sections 16-50j-85 through 16-50j-87 of the regulations of state agencies, except that irrelevant items in section 16-50j-86 need only be identified as such. The D&M plans shall include appropriate evergreen screening of the sites, erosion control measures, reseeding plans, and tree removal plans. The applicant shall comply with the reporting requirements of section 16-50j-87 for all sites;
8. Construction activities shall take place during daylight working hours;
9. This decision and order shall be void and the towers and associated equipment approved herein shall be dismantled and removed, or reapplication for any new use shall be made to the Connecticut

Siting Council before any such new use is made, if the towers do not provide or permanently cease to provide cellular service following completion of construction;

10. This decision and order shall be void if all construction authorized is not completed within three years of the issuance of this decision.

Pursuant to section 16-50p of the General Statutes, we hereby direct that a copy of the opinion and decision and order be served on each person listed below. A notice of the issuance shall be published in the Hartford Courant, New Haven Register, and the Waterbury Republican.

The parties to this proceeding are

The Southern New England Telephone Company (Applicant)
Room 314
227 Church Street
New Haven, Connecticut 06506

ATTENTION: Mr. Peter J. Tyrrell (its attorney)
Senior Attorney

Town of Hamden represented by:
Peter F. Villano, Mayor
Shirley Gonzales, Town Planner
Mr. Hugh Manke, Esquire
Office of the Town Attorney
Memorial Town Hall
2372 Whitney Avenue
Hamden, Connecticut 06518

Inland Wetlands Agency represented by:
Town of Woodbridge
Robert J. Klancko
Chairman
Town Hall
11 Meeting House Lane
Woodbridge, Connecticut 06525

Town Plan and Zoning
Commission
Town of Woodbridge

represented by:

Norman Fineberg
Chairman
Town Hall
11 Meeting House Lane
Woodbridge, Connecticut 06525

The Honorable Peter M. Lerner
State Representative
State of Connecticut
House of Representatives
State Capitol
Hartford, Connecticut 06115

John Menta
Felicia Tencza

represented by:

Ms. Felicia Tencza
580 Gaylord Mountain Road
Hamden, Connecticut 06518

Ms. Renee Robinson
265 Blue Trail
Hamden, Connecticut 06518

(service waived)

Irene L. Wong
Edson H. Mount
Dr. & Mrs. H.M. Fiskio
Dr. & Mrs. Alexander Gottschalk

represented by:

Dr. & Mrs. Alexander Gottschalk
230 Six Rod Highway
Hamden, Connecticut 06518

The Sleeping Giant Park Association

represented by:

Mr. Dag Pfeiffer
President
Box 14
Quinnipiac College
Hamden, Connecticut 06518

West Rock Ridge Park Association

represented by:

Mr. William L. Dohney, Jr., D.D.S.
President
220 Mountain Road
Hamden, Connecticut 06514

Sierra Club

represented by:

Ms. M. Kim Yanoshick
Executive Director
Hartford Chapter
118 Oak Street
Hartford, Connecticut 06106

Quinnipiac College

represented by:

Mr. Richard A. Terry
President
Hamden, Connecticut 06518

Guilford Conservation Commission

represented by:

Ms. Carolyn K. Evans
Chairman
Town Hall
Park Street
Guilford, Connecticut 06437

Mrs. Barbara R. Peterson
Mary & Phil Faust
Anita L. & Richard M. Sullivan

represented by:

Anita L. & Richard M. Sullivan
315 Chestnut Lane
Hamden, Connecticut 06518

Mrs. Pauline H. Hoff

represented by:

Herbert L. Emanuelson, Jr.
Emanuelson and Wynne
205 Church Street
New Haven, Connecticut 06510

Hamden League of Women Voters

represented by:

Mrs. Sherrill Zoller
605 West Woods Road
Hamden, Connecticut 06518
(service waived)

Joan Rosenberg
230 Ridewood Avenue
Hamden, Connecticut 06517

Mr. & Mrs. Richard Sykes
110 Blue Trail
Hamden, Connecticut 06518

Thomas & Claudia Sullivan, Jr.
100 Blue Trail
Hamden, Connecticut 06518

Mr. William N. Pantalone
27 Pease Road
Woodbridge, Connecticut 06525

(service waived)

INTERVENORS

Metromedia TeleCommunications
Nutmeg Telecommunications, Inc.
CSI of New Haven
CSI of Stamford
Cellular Communications, Inc.
LIN Cellular Corp.
Cellular Mobile Services
Maxcell TeleCommunications, Inc.
Mobile Cellular Telephone, Inc.
Cellular Dynamics
Connecticut Corridor Cellular
Chase/Post Cellular

represented by:

Dwight A. Johnson
Murtha, Cullina, Richter
and Pinney
101 Pearl Street
P.O. Box 3197
Hartford, Connecticut 06103-0197

C E R T I F I C A T I O N

The undersigned members of the Connecticut Siting Council hereby certify that they have heard this case or read the record thereof, and that we voted as follows:


Dated at New Britain, Connecticut, this 24th day of July, 1984.

| <u>Council Members</u> | <u>Vote Cast</u> |
|---|-------------------------------|
| _____) Gloria Dibble Pond Chairperson | Absent |
| _____) Commissioner John Downey Designee: Commissioner Peter G. Boucher | Absent |
| <i>Brian Emerick</i> _____) Commissioner Stanley Pac Designee: Brian Emerick | Yes Absent Abstain |
| <i>Owen L. Clark</i> _____) Owen L. Clark | Yes |
| <i>Fred J. Doocy</i> _____) Fred J. Doocy | Yes |
| <i>Mortimer A. Gelston</i> _____) Mortimer A. Gelston | Yes |
| <i>James G. Horsfall</i> _____) James G. Horsfall | Yes |
| _____) Janet Sitty | Absent |
| <i>Colin C. Tait</i> _____) Colin C. Tait Acting Chairperson | Yes |

STATE OF CONNECTICUT)
 :
COUNTY OF HARTFORD) ss. New Britain, July 24, 1984

I hereby certify that the foregoing is a true and correct copy of the decision and order issued by the Connecticut Siting Council, State of Connecticut.

ATTEST:



Christopher S. Wood, Executive Director
Connecticut Siting Council

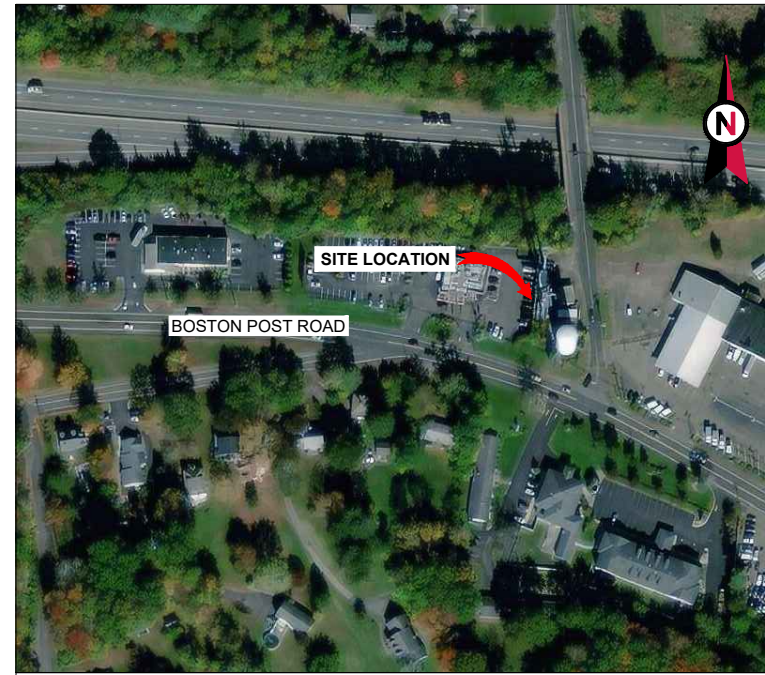


VICINITY MAP



AMERICAN TOWER®

ATC SITE NAME: GLFD-GUILFORD REBUILD CT
 ATC SITE NUMBER: 311305
 T-MOBILE SITE NAME: GUILFORD SNET MOBILIT_1
 T-MOBILE SITE NUMBER: CT11028A
 SITE ADDRESS: 10 TANNER MARSH ROAD
 GUILFORD, CT 06437



LOCATION MAP

**T-MOBILE L600 ANTENNA AMENDMENT PLAN
 67D92C OUTDOOR CONFIGURATION**

| COMPLIANCE CODE | PROJECT SUMMARY | PROJECT DESCRIPTION | SHEET INDEX | | | | |
|--|--|--|--|--------------|------|-------|-----|
| ALL WORK SHALL BE PERFORMED AND MATERIALS INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNMENT AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES. 1. 2015 INTERNATIONAL BUILDING CODE (IBC) 2. 2017 NATIONAL ELECTRIC CODE (NEC) 3. LOCAL BUILDING CODE 4. CITY/COUNTY ORDINANCES | <u>SITE ADDRESS:</u> 10 TANNER MARSH ROAD GUILFORD, CT 06437 COUNTY: NEW HAVEN <u>GEOGRAPHIC COORDINATES:</u> LATITUDE: 41° 17' 18.99" LONGITUDE: -72° 39' 29.81" GROUND ELEVATION: 81' AMSL | THE PROPOSED PROJECT INCLUDES MODIFYING GROUND BASED AND TOWER MOUNTED EQUIPMENT AS INDICATED PER BELOW: <u>TOWER WORK:</u> REMOVE (3) LNX-6515DS-A1M ANTENNA(s), (3) RRU11 B12 RRH(s), (1) 1-1/4" HYBRID CABLE, AND (6) 1-5/8" COAX CABLE(s) INSTALL (3) APXVAALL24 43-U-NA20 ANTENNA(s), (3) 4449 B71 B85A RRH(s), (1) 1-5/8" HYBRID CABLE, (1) 1-1/4" HYBRID CABLE(s), (3) FACE HORIZONTAL PIPE(s), (9) SITE PRO 1 SCX7-U CROSSOVER PLATE KITS, (3) SITE PRO 1 SFS-V(s), (3) STIFF ARM(s), AND (3) SAM-U(s) EXISTING (3) AIR 21 B4A B2P ANTENNA(s), (3) AIR 21 B2A B4P ANTENNA(s), (3) KRY 112 144/1 TMA(s), (6) RU22(s), AND (6) 1-5/8" COAX CABLE(s) TO REMAIN <u>GROUND WORK:</u> INSTALL (1) BB 6648 EXISTING (1) RBS 6131 CABINET, (1) S8000 OUTDOOR CABINET, (6) RU22, (1) BB 6630, (1) DUW30, AND (1) DUG20 TO REMAIN | SHEET NO: | DESCRIPTION: | REV: | DATE: | BY: |
| | <u>PROJECT TEAM</u> <u>TOWER OWNER:</u> AMERICAN TOWER 10 PRESIDENTIAL WAY WOBURN, MA 01801 <u>ENGINEER:</u> KIMLEY-HORN & ASSOCIATES, INC. 421 FAYETTEVILLE ST, STE 600 RALEIGH, NC 27601 COA: PEC.0000738 <u>PROPERTY OWNER:</u> TOWN OF GUILFORD, CT 31 PARK STREET GUILFORD, CT 06437 | THE PROPOSED PROJECT DOES NOT INCLUDE ELECTRICAL SCOPE <u>PROJECT NOTES</u> 1. THE FACILITY IS UNMANNED. 2. A TECHNICIAN WILL VISIT THE SITE APPROXIMATELY ONCE A MONTH FOR ROUTINE INSPECTION AND MAINTENANCE. 3. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT LAND DISTURBANCE OR EFFECT OF STORM WATER DRAINAGE. 4. NO SANITARY SEWER, POTABLE WATER OR TRASH DISPOSAL IS REQUIRED. 5. HANDICAP ACCESS IS NOT REQUIRED. | G-001 TITLE SHEET G-002 GENERAL NOTES C-101 DETAILED SITE PLAN C-102 DETAILED GROUND PLAN C-201 TOWER ELEVATION C-401 ANTENNA INFORMATION & SCHEDULE C-501 CONSTRUCTION DETAILS E-501 GROUNDING DETAILS R-601 SUPPLEMENTAL R-602 SUPPLEMENTAL R-603 SUPPLEMENTAL R-604 SUPPLEMENTAL R-605 SUPPLEMENTAL | | | | |
| <u>UTILITY COMPANIES</u> POWER COMPANY: UTILITY COMPANY DIRECT PHONE: (855) 461-1926 TELEPHONE COMPANY: TBD PHONE: TBD | <u>PROJECT TEAM</u> <u>TOWER OWNER:</u> AMERICAN TOWER 10 PRESIDENTIAL WAY WOBURN, MA 01801 <u>ENGINEER:</u> KIMLEY-HORN & ASSOCIATES, INC. 421 FAYETTEVILLE ST, STE 600 RALEIGH, NC 27601 COA: PEC.0000738 <u>PROPERTY OWNER:</u> TOWN OF GUILFORD, CT 31 PARK STREET GUILFORD, CT 06437 | <u>PROJECT LOCATION DIRECTIONS</u> FROM NEW HAVEN: TAKE I-91 SOUTH TO I-95 NORTH AND FOLLOW FOR APPROXIMATELY 14 MILES. TAKE EXIT 59 FOR GOOSE LANE AND TURN RIGHT. IN 125 FEET, TURN LEFT ONTO US-1 (BOSTON POST ROAD). IN 0.3 MILES, TURN LEFT ONTO TANNER MARSH ROAD AND THE SITE IS ON THE LEFT IN 150 FEET. | | | | | |



COA: PEC.0000738
 421 FAYETTEVILLE ST, SUITE 600
 RALEIGH, NC 27601

| REV. | DESCRIPTION | BY | DATE |
|------|-------------------------|----|----------|
| A | PRELIM | DK | 04/14/21 |
| 0 | ISSUED FOR CONSTRUCTION | DK | 05/25/21 |
| | | | |
| | | | |
| | | | |

ATC SITE NUMBER:
311305
 ATC SITE NAME:
GLFD-GUILFORD REBUILD CT
 T-MOBILE SITE NAME:
GUILFORD SNET MOBILIT_1
 SITE ADDRESS:
 10 TANNER MARSH ROAD
 GUILFORD, CT 06437



| | |
|--------------|-------------------------|
| DATE DRAWN: | 05/25/21 |
| ATC JOB NO: | 13617386 |
| CUSTOMER ID: | GUILFORD SNET MOBILIT_1 |
| CUSTOMER #: | CT11028A |

TITLE SHEET

| | |
|-------------------------------|-----------------------|
| SHEET NUMBER: G-001 | REVISION: 0 |
|-------------------------------|-----------------------|

GENERAL CONSTRUCTION NOTES:

1. OWNER FURNISHED MATERIALS, T-MOBILE "THE COMPANY" WILL PROVIDE AND THE CONTRACTOR WILL INSTALL
 - A. BTS EQUIPMENT FRAME (PLATFORM) AND ICEBRIDGE SHELTER (GROUND BUILD/CO-LOCATE ONLY)
 - B. AC/TELCO INTERFACE BOX (PPC)
 - C. ICE BRIDGE (CABLE TRAY WITH COVER) (GROUND BUILD/CO-LOCATE ONLY, GC TO FURNISH AND INSTALL FOR ROOFTOP INSTALLATION)
 - D. TOWERS, MONOPOLES
 - E. TOWER LIGHTING
 - F. GENERATORS & LIQUID PROPANE TANK
 - G. ANTENNA STANDARD BRACKETS, FRAMES AND PIPES FOR MOUNTING
 - H. ANTENNAS (INSTALLED BY OTHERS)
 - I. TRANSMISSION LINE
 - J. TRANSMISSION LINE JUMPERS
 - K. TRANSMISSION LINE CONNECTORS WITH WEATHERPROOFING KITS
 - L. TRANSMISSION LINE GROUND KITS
 - M. HANGERS
 - N. HOISTING GRIPS
 - O. BTS EQUIPMENT
2. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE ALL OTHER MATERIALS FOR THE COMPLETE INSTALLATION OF THE SITE INCLUDING, BUT NOT LIMITED TO, SUCH MATERIALS AS FENCING, STRUCTURAL STEEL SUPPORTING SUB-FRAME FOR PLATFORM, ROOFING LABOR AND MATERIALS, GROUNDING RINGS, GROUNDING WIRES, COPPER-CLAD OR XIT CHEMICAL GROUND ROD(S), BUSS BARS, TRANSFORMERS AND DISCONNECT SWITCHES WHERE APPLICABLE, TEMPORARY ELECTRICAL POWER, CONDUIT, LANDSCAPING COMPOUND STONE, CRANES, CORE DRILLING, SLEEPERS AND RUBBER MATTING, REBAR, CONCRETE CAISSONS, PADS AND/OR AUGER MOUNTS, MISCELLANEOUS FASTENERS, CABLE TRAYS, NON-STANDARD ANTENNA FRAMES AND ALL OTHER MATERIAL AND LABOR REQUIRED TO COMPLETE THE JOB ACCORDING TO THE DRAWINGS AND SPECIFICATIONS. IT IS THE POSITION OF T-MOBILE TO APPLY FOR PERMITTING AND CONTRACTOR RESPONSIBLE FOR PICKUP AND PAYMENT OF REQUIRED PERMITS.
3. ALL WORK SHALL CONFORM TO ALL CURRENT APPLICABLE FEDERAL, STATE, AND LOCAL CODES, INCLUDING ANSI/EIA/TIA-222, AND COMPLY WITH ATC CONSTRUCTION SPECIFICATIONS.
4. CONTRACTOR SHALL CONTACT LOCAL 811 FOR IDENTIFICATION OF UNDERGROUND UTILITIES PRIOR TO START OF CONSTRUCTION.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED INSPECTIONS.
6. ALL DIMENSIONS TO, OF, AND ON EXISTING BUILDINGS, DRAINAGE STRUCTURES, AND SITE IMPROVEMENTS SHALL BE VERIFIED IN FIELD BY CONTRACTOR WITH ALL DISCREPANCIES REPORTED TO THE ENGINEER.
7. DO NOT CHANGE SIZE OR SPACING OF STRUCTURAL ELEMENTS.
8. DETAILS SHOWN ARE TYPICAL; SIMILAR DETAILS APPLY TO SIMILAR CONDITIONS UNLESS OTHERWISE NOTED.
9. THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY WHICH SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
10. CONTRACTOR SHALL BRACE STRUCTURES UNTIL ALL STRUCTURAL ELEMENTS NEEDED FOR STABILITY ARE INSTALLED. THESE ELEMENTS ARE AS FOLLOWS: LATERAL BRACING, ANCHOR BOLTS, ETC.
11. CONTRACTOR SHALL DETERMINE EXACT LOCATION OF EXISTING UTILITIES, GROUNDS DRAINS, DRAIN PIPES, VENTS, ETC. BEFORE COMMENCING WORK.
12. INCORRECTLY FABRICATED, DAMAGED, OR OTHERWISE MISFITTING OR NONCONFORMING MATERIALS OR CONDITIONS SHALL BE REPORTED TO THE T-MOBILE REP PRIOR TO REMEDIAL OR CORRECTIVE ACTION. ANY SUCH REMEDIAL ACTION SHALL REQUIRE WRITTEN APPROVAL BY THE T-MOBILE REP PRIOR TO PROCEEDING.
13. EACH CONTRACTOR SHALL COOPERATE WITH THE T-MOBILE REP, AND COORDINATE HIS WORK WITH THE WORK OF OTHERS.
14. CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED BY CONSTRUCTION OF THIS PROJECT TO MATCH EXISTING PRE-CONSTRUCTION CONDITIONS TO THE SATISFACTION OF THE T-MOBILE CONSTRUCTION MANAGER.
15. ALL CABLE/CONDUIT ENTRY/EXIT PORTS SHALL BE WEATHERPROOFED DURING INSTALLATION USING A SILICONE SEALANT.
16. WHERE EXISTING CONDITIONS DO NOT MATCH THOSE SHOWN IN THIS PLAN SET, CONTRACTOR SHALL NOTIFY THE T-MOBILE REP AND ENGINEER OF RECORD IMMEDIATELY.
17. CONTRACTOR SHALL ENSURE ALL SUBCONTRACTORS ARE PROVIDED WITH A COMPLETE AND CURRENT SET OF DRAWINGS AND SPECIFICATIONS FOR THIS PROJECT.
18. CONTRACTOR SHALL REMOVE ALL RUBBISH AND DEBRIS FROM THE SITE AT THE END OF EACH DAY.
19. CONTRACTOR SHALL COORDINATE WORK SCHEDULE WITH AMERICAN TOWER CORPORATION (ATC) AND TAKE PRECAUTIONS TO MINIMIZE IMPACT AND DISRUPTION OF OTHER OCCUPANTS OF THE FACILITY.
20. CONTRACTOR SHALL FURNISH T-MOBILE AND AMERICAN TOWER CORPORATION (ATC) WITH A PDF MARKED UP AS-BUILT SET OF DRAWINGS UPON COMPLETION OF WORK.
21. PRIOR TO SUBMISSION OF BID, CONTRACTOR SHALL COORDINATE WITH T-MOBILE REP TO DETERMINE WHAT, IF ANY, ITEMS WILL BE PROVIDED. ALL ITEMS NOT PROVIDED SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR. CONTRACTOR WILL INSTALL ALL ITEMS PROVIDED.

22. PRIOR TO SUBMISSION OF BID, CONTRACTOR SHALL COORDINATE WITH T-MOBILE REP TO DETERMINE IF ANY PERMITS WILL BE OBTAINED BY CONTRACTOR. ALL REQUIRED PERMITS NOT OBTAINED BY T-MOBILE MUST BE OBTAINED, AND PAID FOR, BY THE CONTRACTOR.
23. CONTRACTOR SHALL INSTALL ALL SITE SIGNAGE IN ACCORDANCE WITH T-MOBILE SPECIFICATIONS AND REQUIREMENTS.
24. CONTRACTOR SHALL SUBMIT ALL SHOP DRAWINGS TO T-MOBILE FOR REVIEW AND APPROVAL PRIOR TO FABRICATION.
25. ALL EQUIPMENT SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S SPECIFICATIONS AND LOCATED ACCORDING TO T-MOBILE SPECIFICATIONS, AND AS SHOWN IN THESE PLANS.
26. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE PROJECT DESCRIBED HEREIN. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT.
27. CONTRACTOR SHALL NOTIFY T-MOBILE REP A MINIMUM OF 48 HOURS IN ADVANCE OF POURING CONCRETE OR BACKFILLING ANY UNDERGROUND UTILITIES, FOUNDATIONS OR SEALING ANY WALL, FLOOR OR ROOF PENETRATIONS FOR ENGINEERING REVIEW AND APPROVAL.
28. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SAFETY INCLUDING COMPLIANCE WITH ALL APPLICABLE OSHA STANDARDS AND RECOMMENDATIONS AND SHALL PROVIDE ALL NECESSARY SAFETY DEVICES INCLUDING PPE AND PPM AND CONSTRUCTION DEVICES SUCH AS WELDING AND FIRE PREVENTION, TEMPORARY SHORING, SCAFFOLDING, TRENCH BOXES/SLOPING, BARRIERS, ETC.
29. THE CONTRACTOR SHALL PROTECT AT HIS OWN EXPENSE, ALL EXISTING FACILITIES AND SUCH OF HIS NEW WORK LIABLE TO INJURY DURING THE CONSTRUCTION PERIOD. ANY DAMAGE CAUSED BY NEGLIGENCE ON THE PART OF THIS CONTRACTOR OR HIS REPRESENTATIVES, OR BY THE ELEMENTS DUE TO NEGLIGENCE ON THE PART OF THIS CONTRACTOR OR HIS REPRESENTATIVES, EITHER TO THE EXISTING WORK, OR TO HIS WORK OR THE WORK OF ANY OTHER CONTRACTOR, SHALL BE REPAIRED AT HIS EXPENSE TO THE OWNER'S SATISFACTION.
30. ALL WORK SHALL BE INSTALLED IN A FIRST CLASS, NEAT AND WORKMANLIKE MANNER BY MECHANICS SKILLED IN THE TRADE INVOLVED. THE QUALITY OF WORKMANSHIP SHALL BE SUBJECT TO THE APPROVAL OF THE T-MOBILE REP. ANY WORK FOUND BY THE T-MOBILE REP TO BE OF INFERIOR QUALITY AND/OR WORKMANSHIP SHALL BE REPLACED AND/OR REWORKED AT CONTRACTOR EXPENSE UNTIL APPROVAL IS OBTAINED.
31. IN ORDER TO ESTABLISH STANDARDS OF QUALITY AND PERFORMANCE, ALL TYPES OF MATERIALS LISTED HEREINAFTER BY MANUFACTURER'S NAMES AND/OR MANUFACTURER'S CATALOG NUMBER SHALL BE PROVIDED BY THESE MANUFACTURERS AS SPECIFIED.
32. T-MOBILE FURNISHED EQUIPMENT SHALL BE PICKED-UP AT THE T-MOBILE WAREHOUSE, NO LATER THAN 48HR AFTER BEING NOTIFIED INSURED, STORED, UNCRATE, PROTECTED AND INSTALLED BY THE CONTRACTOR WITH ALL APPURTENANCES REQUIRED TO PLACE THE EQUIPMENT IN OPERATION, READY FOR USE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EQUIPMENT AFTER PICKING IT UP.
33. T-MOBILE OR HIS ARCHITECT/ENGINEER RESERVES THE RIGHT TO REJECT ANY EQUIPMENT OR MATERIALS WHICH, IN HIS OWN OPINION ARE NOT IN COMPLIANCE WITH THE CONTRACT DOCUMENTS, EITHER BEFORE OR AFTER INSTALLATION AND THE EQUIPMENT SHALL BE REPLACED WITH EQUIPMENT CONFORMING TO THE REQUIREMENTS OF THE CONTRACT DOCUMENTS BY THE CONTRACTOR AT NO COST TO T-MOBILE OR THEIR ARCHITECT/ENGINEER.

SPECIAL CONSTRUCTION

ANTENNA INSTALLATION NOTES:

1. WORK INCLUDED:
 - A. ANTENNA AND COAXIAL CABLES ARE FURNISHED BY T-MOBILE UNDER A SEPARATE CONTRACT. THE CONTRACTOR SHALL ASSIST ANTENNA INSTALLATION CONTRACTOR IN TERMS OF COORDINATION AND SITE ACCESS. ERECTION SUBCONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF PERSONNEL.
 - B. INSTALL ANTENNA AS INDICATED ON DRAWINGS AND T-MOBILE SPECIFICATIONS.
 - C. INSTALL GALVANIZED STEEL ANTENNA MOUNTS AS INDICATED ON DRAWINGS.
 - D. INSTALL FURNISHED GALVANIZED STEEL OR ALUMINUM WAVEGUIDE.
 - E. CONTRACTOR SHALL PROVIDE FOUR (4) SETS OF SWEEP TESTS USING ANRITZU-PACKARD 8713B RF SCALAR NETWORK ANALYZER. SUBMIT FREQUENCY DOMAIN REFLECTOMETER(FDR) TESTS RESULTS TO THE PROJECT MANAGER. SWEEP TESTS SHALL BE AS PER ATTACHED RFS "MINIMUM FIELD TESTING RECOMMENDED FOR ANTENNA AND HELIAX COAXIAL CABLE SYSTEMS" DATED 10/5/93. TESTING SHALL BE PERFORMED BY AN INDEPENDENT TESTING SERVICE AND BE BOUND AND SUBMITTED WITHIN ONE WEEK OF WORK COMPLETION.
 - F. INSTALL COAXIAL CABLES AND TERMINATING BETWEEN ANTENNAS AND EQUIPMENT PER MANUFACTURER'S RECOMMENDATIONS. WEATHERPROOF ALL CONNECTIONS BETWEEN THE ANTENNA AND EQUIPMENT PER MANUFACTURER'S REQUIREMENTS. TERMINATE ALL COAXIAL CABLE THREE (3) FEET IN EXCESS OF ENTRY PORT LOCATION UNLESS OTHERWISE STATED.
 - G. ANTENNA AND COAXIAL CABLE GROUNDING:
 - i. ALL EXTERIOR #6 GREEN GROUND WIRE "DAISY CHAIN" CONNECTIONS ARE TO BE WEATHER SEALED WITH RFS CONNECTORS/SPLICE WEATHERPROOFING KIT #221213 OR EQUAL.
 - ii. ALL COAXIAL CABLE GROUNDING KITS ARE TO BE INSTALLED ON STRAIGHT RUNS OF COAXIAL CABLE (NOT WITHIN BENDS).

ALL DISCREPANCIES FROM WHAT IS SHOWN ON THESE CONSTRUCTION DRAWINGS SHALL BE COMMUNICATED TO ATC ENGINEERING IMMEDIATELY FOR CORRECTION OR RE-DESIGN. FAILURE TO COMMUNICATE DIRECTLY WITH ATC ENGINEERING OR ANY CHANGES FROM THE DESIGN CONDUCTED WITHOUT PRIOR APPROVAL FROM ATC ENGINEERING SHALL BE THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR.



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| | | | |
| | | | |

ATC SITE NUMBER:
311305
 ATC SITE NAME:
GLFD-GUILFORD
REBUILD CT
 T-MOBILE SITE NAME:
GUILFORD SNET MOBILIT_1
 SITE ADDRESS:
 10 TANNER MARSH ROAD
 GUILFORD, CT 06437



| | |
|--------------|-------------------------|
| DATE DRAWN: | 05/25/21 |
| ATC JOB NO: | 13617386 |
| CUSTOMER ID: | GUILFORD SNET MOBILIT_1 |
| CUSTOMER #: | CT11028A |

GENERAL NOTES

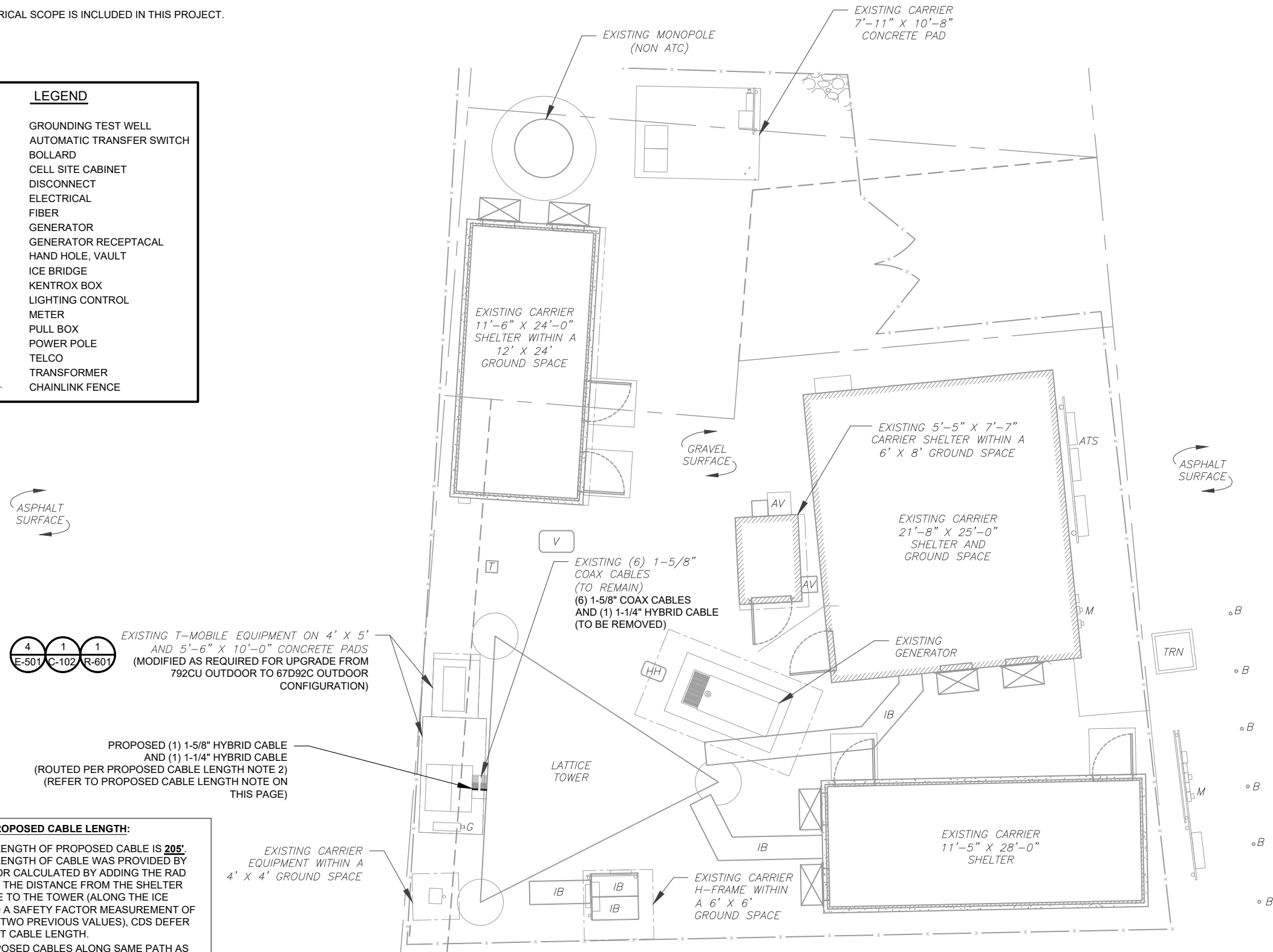
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|-------------------------------|-----------------------|
| SHEET NUMBER: G-002 | REVISION: 0 |
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SITE PLAN NOTES:

1. THIS SITE PLAN REPRESENTS THE BEST PRESENT KNOWLEDGE AVAILABLE TO THE ENGINEER AT THE TIME OF THIS DESIGN. THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO CONSTRUCTION AND VERIFY ALL EXISTING CONDITIONS RELATED TO THE SCOPE OF WORK FOR THIS PROJECT.
2. ICE BRIDGE, CABLE LADDER, COAX PORT, AND COAX CABLE ARE SHOWN FOR REFERENCE ONLY. CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF ALL PROPOSED AND EXISTING EQUIPMENT AND STRUCTURES DEPICTED ON THIS PLAN. BEFORE UTILIZING EXISTING CABLE SUPPORTS, COAX PORTS, INSTALLING NEW PORTS OR ANY OTHER EQUIPMENT, CONTRACTOR SHALL VERIFY ALL ASPECTS OF THE COMPONENTS MEET THE ATC SPECIFICATIONS.
3. NO ELECTRICAL SCOPE IS INCLUDED IN THIS PROJECT.

| LEGEND | |
|--------|---------------------------|
| ⊗ | GROUNDING TEST WELL |
| ATS | AUTOMATIC TRANSFER SWITCH |
| B | BOLLARD |
| CSC | CELL SITE CABINET |
| D | DISCONNECT |
| E | ELECTRICAL |
| F | FIBER |
| GEN | GENERATOR |
| G | GENERATOR RECEPTACAL |
| HH, V | HAND HOLE, VAULT |
| IB | ICE BRIDGE |
| K | KENTROX BOX |
| LC | LIGHTING CONTROL |
| M | METER |
| PB | PULL BOX |
| PP | POWER POLE |
| T | TELCO |
| TRN | TRANSFORMER |
| -x- | CHAINLINK FENCE |



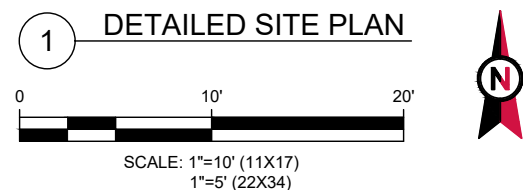
EXISTING T-MOBILE EQUIPMENT ON 4' X 5' AND 5'-6" X 10'-0" CONCRETE PADS (MODIFIED AS REQUIRED FOR UPGRADE FROM 792CU OUTDOOR TO 67D92C OUTDOOR CONFIGURATION)

PROPOSED (1) 1-5/8" HYBRID CABLE AND (1) 1-1/4" HYBRID CABLE (ROUTED PER PROPOSED CABLE LENGTH NOTE 2) (REFER TO PROPOSED CABLE LENGTH NOTE ON THIS PAGE)

EXISTING CARRIER EQUIPMENT WITHIN A 4' X 4' GROUND SPACE

PROPOSED CABLE LENGTH:

1. ESTIMATED LENGTH OF PROPOSED CABLE IS **205'**. ESTIMATED LENGTH OF CABLE WAS PROVIDED BY CUSTOMER OR CALCULATED BY ADDING THE RAD CENTER AND THE DISTANCE FROM THE SHELTER ENTRY PLATE TO THE TOWER (ALONG THE ICE BRIDGE) AND A SAFETY FACTOR MEASUREMENT OF 15% (OF THE TWO PREVIOUS VALUES). CDS DEFER TO GREATEST CABLE LENGTH.
2. ROUTE PROPOSED CABLES ALONG SAME PATH AS EXISTING CABLES AND IN ACCORDANCE WITH STRUCTURAL ANALYSIS. WHERE POSSIBLE UTILIZE EXISTING CABLE SUPPORT STRUCTURES AS PROVIDED FOR CARRIER TO ADEQUATELY SECURE CABLES, USING EITHER APPROPRIATELY SIZED STAINLESS STEEL SNAP-INS OR MOUNTING HARDWARE AND BRACKETS AS SPECIFIED BY CABLE MANUFACTURER. OTHERWISE, ATTACH CABLES TO HORIZONTAL OR DIAGONAL TOWER MEMBERS USING PROPOSED STAINLESS STEEL ADAPTERS (DO NOT ATTACH TO TOWER LEG).

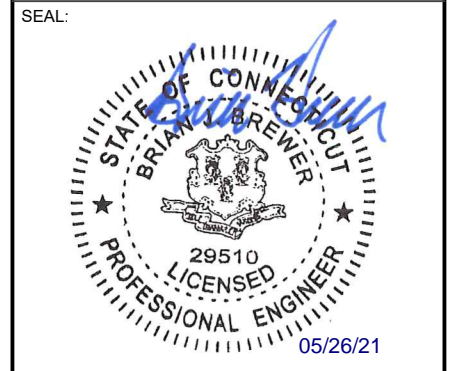


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ATC SITE NUMBER:
311305
ATC SITE NAME:
GLFD-GUILFORD REBUILD CT
T-MOBILE SITE NAME:
GUILFORD SNET MOBILIT_1
SITE ADDRESS:
10 TANNER MARSH ROAD
GUILFORD, CT 06437



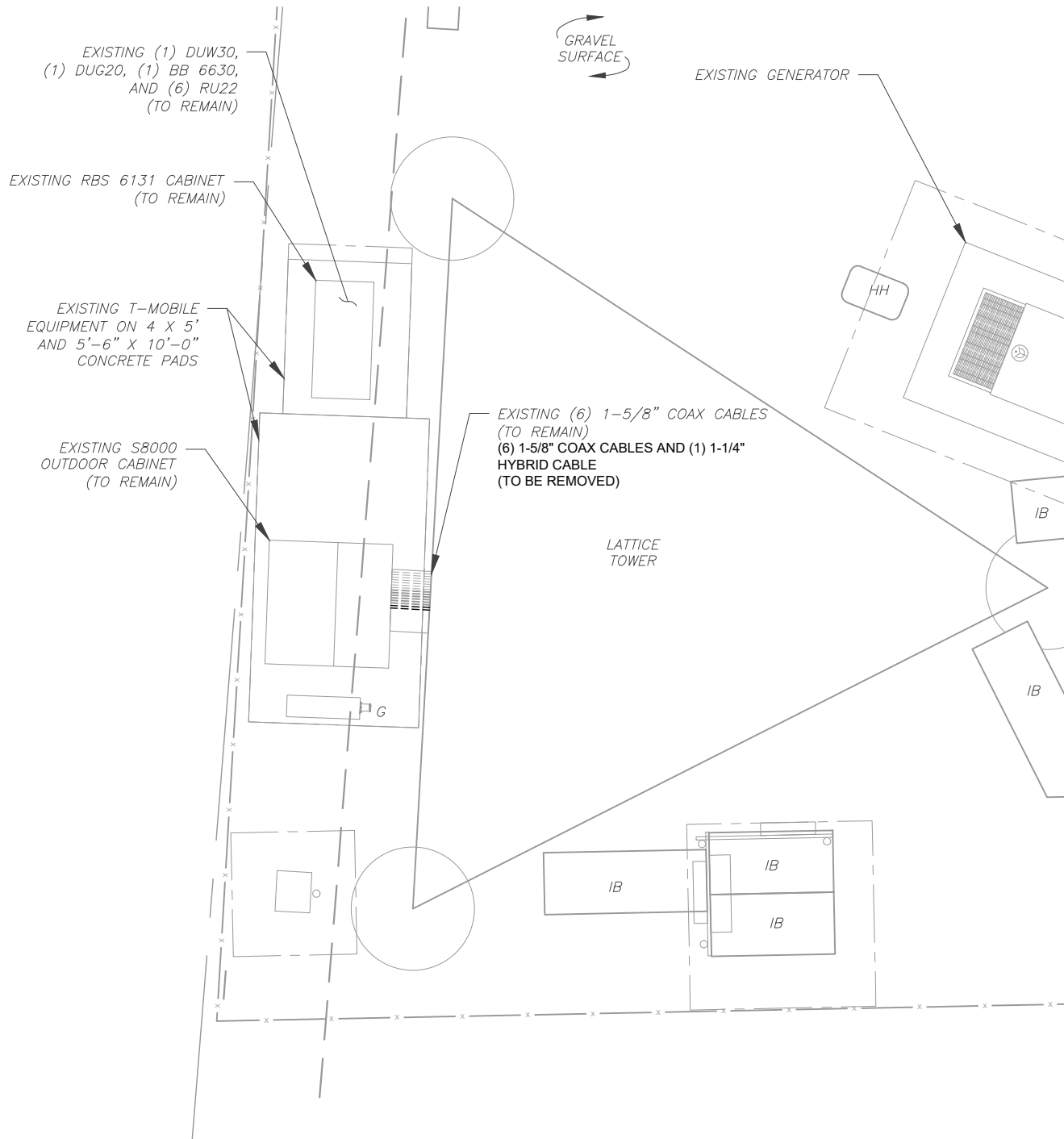
| | |
|--------------|-------------------------|
| DATE DRAWN: | 05/25/21 |
| ATC JOB NO: | 13617386 |
| CUSTOMER ID: | GUILFORD SNET MOBILIT_1 |
| CUSTOMER #: | CT11028A |

| | |
|-------------------------------|-----------------------|
| DETAILED SITE PLAN | |
| SHEET NUMBER: C-101 | REVISION: 0 |

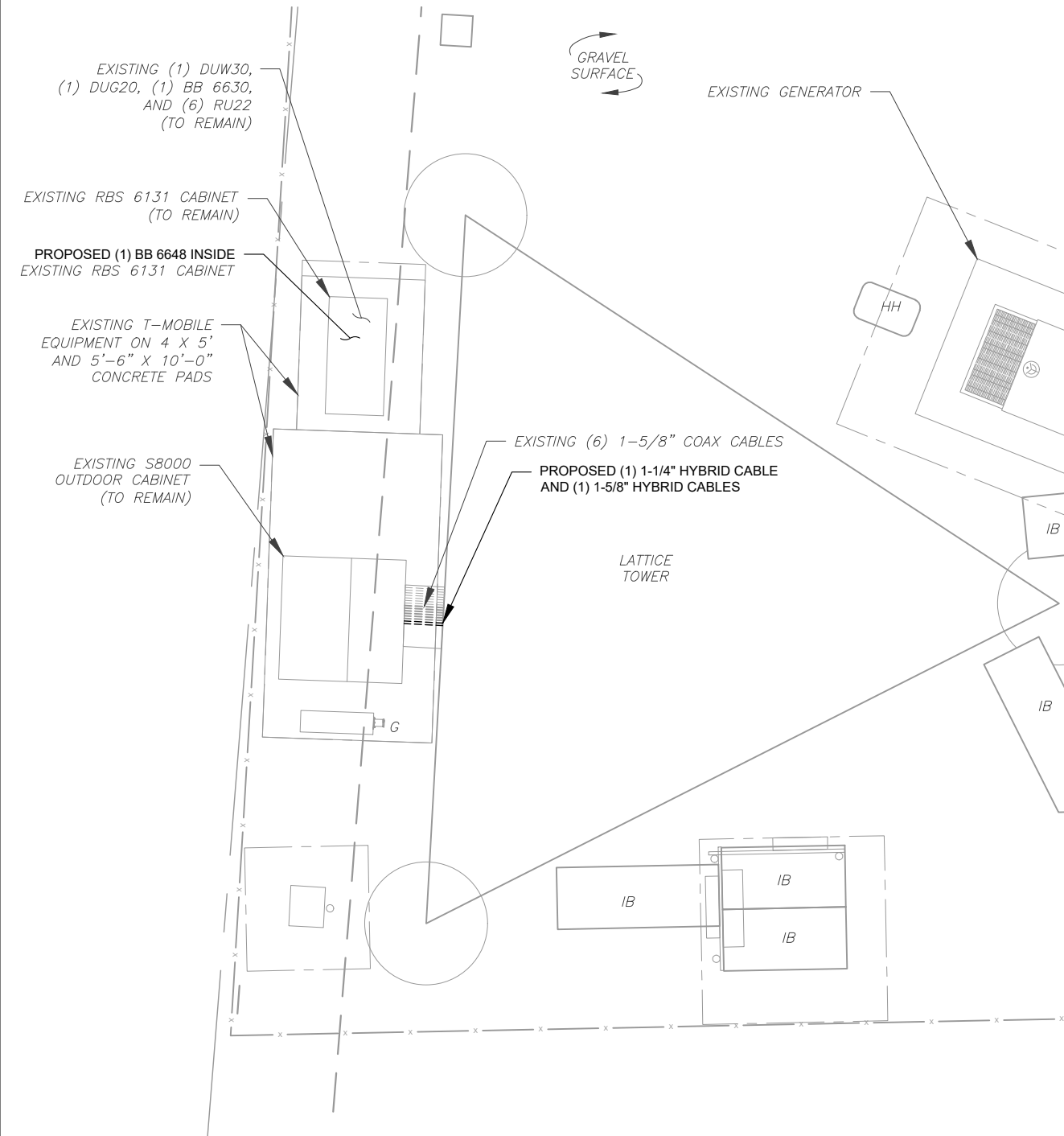
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SITE PLAN NOTES:

1. CONTRACTOR TO VERIFY THERE IS NO LIVE AAV FIBER RUNNING THROUGH EXISTING DEAD EQUIPMENT. IF SO, THIS WILL NEED TO BE RERUN THROUGH CONDUIT PRIOR TO REMOVING DEAD 2G (6201 CABS) EQUIPMENT.
2. REMOVE EXISTING 2G CABINETS, AND POWER / TELCO WHIPS ASSOCIATED WITH THE DEAD EQUIPMENT IF APPLICABLE.
3. ALL OPEN PORTS NEED TO BE SEALED / WEATHERPROOFED PROPERLY
4. ALL UNNEEDED / EXCESS EQUIPMENT AND GARBAGE TO BE REMOVED FROM EQUIPMENT AREA. DISPOSE OF MATERIALS PROPERLY OFF SITE.



T-MOBILE CM APPROVAL REQUIRED BEFORE INSTALLING CABINETS



1 EXISTING GROUND EQUIPMENT LAYOUT



SCALE: 1"=5' (11X17)
1"=2.5' (22X34)



2 PROPOSED GROUND EQUIPMENT LAYOUT



SCALE: 1"=5' (11X17)
1"=2.5' (22X34)



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10 TANNER MARSH ROAD
GUILFORD, CT 06437



T-Mobile

| | |
|--------------|-------------------------|
| DATE DRAWN: | 05/25/21 |
| ATC JOB NO: | 13617386 |
| CUSTOMER ID: | GUILFORD SNET MOBILIT_1 |
| CUSTOMER #: | CT11028A |

DETAILED GROUND PLAN

| | |
|---------------|-----------|
| SHEET NUMBER: | REVISION: |
| C-102 | 0 |



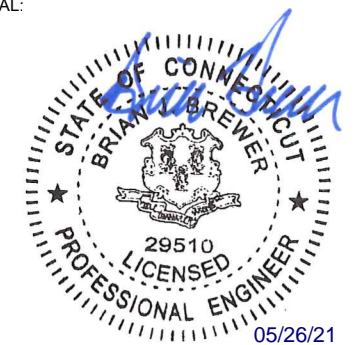
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ATC SITE NUMBER:
311305
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REBUILD CT**
T-MOBILE SITE NAME:
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SITE ADDRESS:
10 TANNER MARSH ROAD
GUILFORD, CT 06437

SEAL:



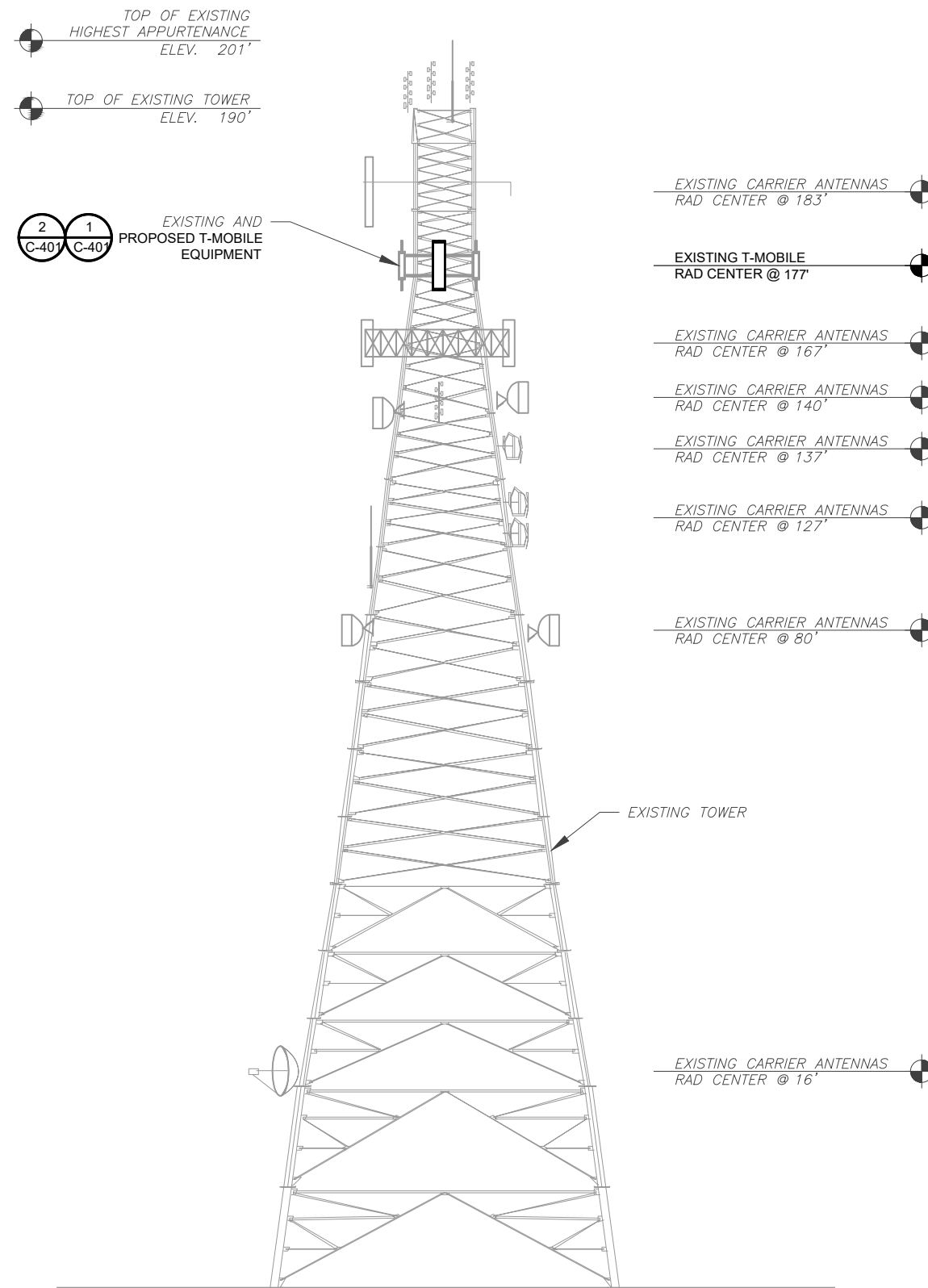
T-Mobile

| | |
|--------------|-------------------------|
| DATE DRAWN: | 05/25/21 |
| ATC JOB NO: | 13617386 |
| CUSTOMER ID: | GUILFORD SNET MOBILIT_1 |
| CUSTOMER #: | CT11028A |

TOWER ELEVATION

SHEET NUMBER:
C-201

REVISION:
0



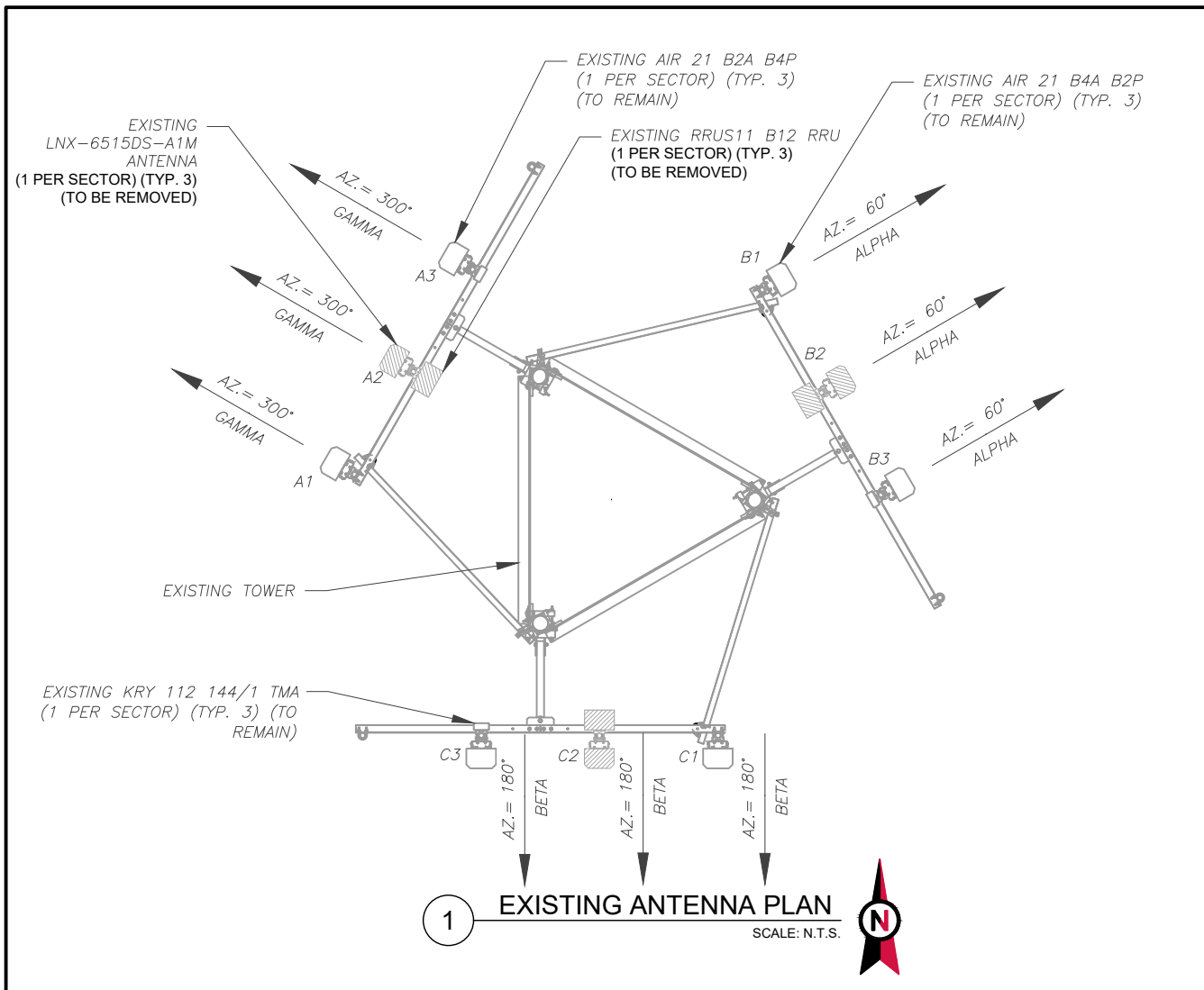
PER MOUNT ANALYSIS COMPLETED BY CLS, DATED 03/31/21, THE EXISTING MOUNT MUST BE MODIFIED TO ADEQUATELY SUPPORT THE PROPOSED LOADING. THE MOUNT MODIFICATION PROPOSED IN THE MOUNT ANALYSIS, INCLUDED AT THE END OF THIS PLAN SET, MUST BE INSTALLED PRIOR TO THE INSTALLATION OF THE PROPOSED ANTENNAS AND OTHER EQUIPMENT.

TOWER NOTE:

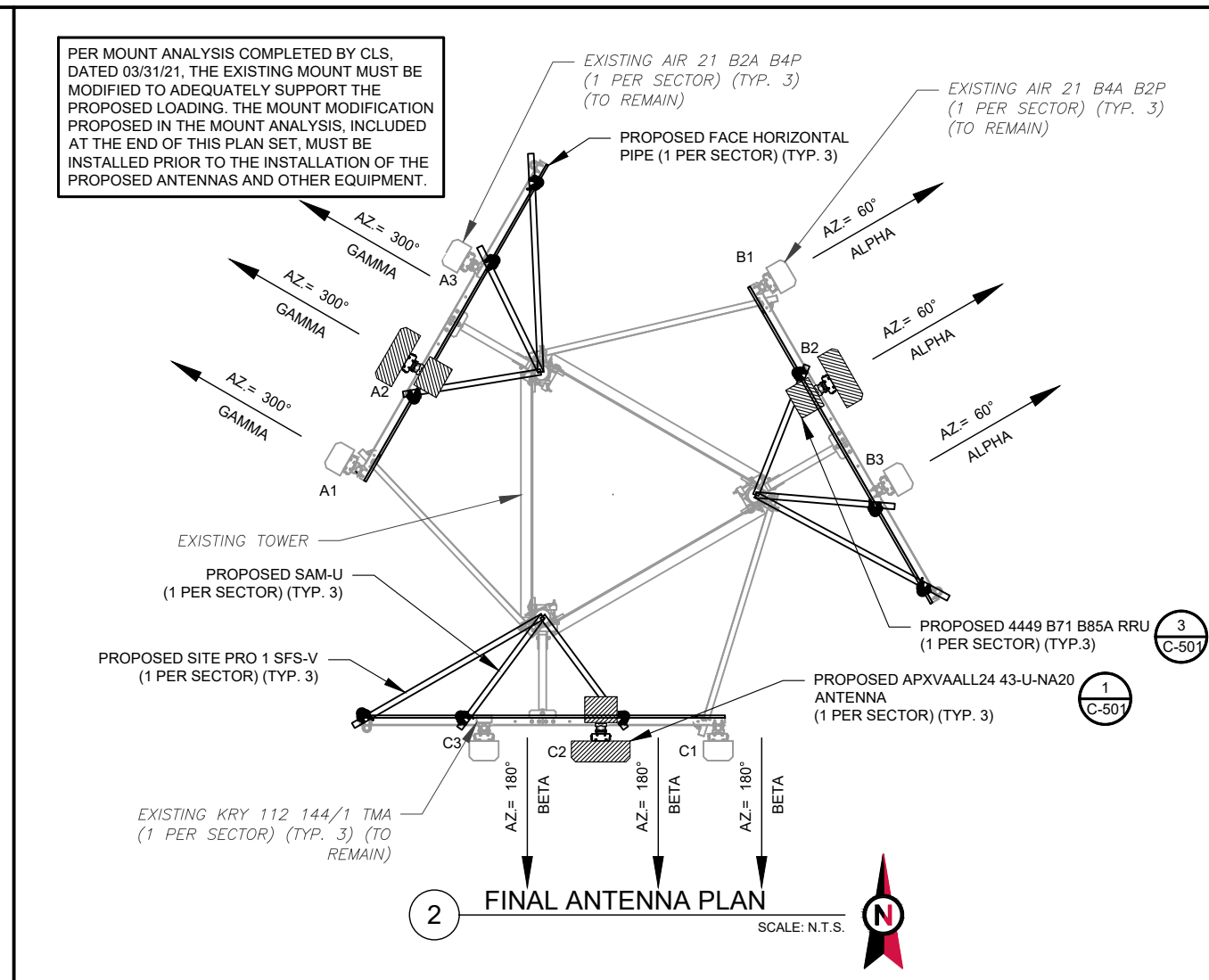
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM WITH THE PROJECT MANAGER THAT THEY HAVE THE MOST RECENT VERSION OF THE STRUCTURAL ANALYSIS BEFORE COMMENCING WORK. EXISTING AND PROPOSED TOWER APPURTENANCES, MOUNTS, AND ANTENNAS ARE SHOWN BASED ON THE STRUCTURAL ANALYSIS.
- WHERE APPLICABLE, ALL NEW ANTENNAS, EQUIPMENT, MOUNTS, CABLING, ETC. SHALL BE PAINTED/SOCKED TO MATCH EXISTING EQUIPMENT IN ACCORDANCE WITH FAA, JURISDICTION, AND/OR OTHER LOCAL REQUIREMENTS.
- ROUTE PROPOSED CABLES ALONG SAME PATH AS EXISTING CABLES AND IN ACCORDANCE WITH STRUCTURAL ANALYSIS. WHERE POSSIBLE UTILIZE EXISTING CABLE SUPPORT STRUCTURES AS PROVIDED FOR CARRIER TO ADEQUATELY SECURE CABLES, USING EITHER APPROPRIATELY SIZED STAINLESS STEEL SNAP-INS OR MOUNTING HARDWARE AND BRACKETS AS SPECIFIED BY CABLE MANUFACTURER. OTHERWISE, ATTACH CABLES TO HORIZONTAL OR DIAGONAL TOWER MEMBERS USING PROPOSED STAINLESS STEEL ADAPTERS (DO NOT ATTACH TO TOWER LEG).
- TOWER ELEVATIONS ARE MEASURED FROM TOP OF BASE PLATE TO MATCH STRUCTURAL ANALYSIS. ELEVATIONS DO NOT REFLECT TRUE ABOVE GROUND LEVEL (A.G.L.)

1 TOWER ELEVATION
SCALE: N.T.S.

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1 EXISTING ANTENNA PLAN
SCALE: N.T.S.



2 FINAL ANTENNA PLAN
SCALE: N.T.S.

| EXISTING ANTENNA SCHEDULE | | | | | | | | | |
|---------------------------|------|------|-----------------|----------------|---------------|------------------|---------------------|------------------------------------|--------|
| LOCATION | | | ANTENNA SUMMARY | | | | NON ANTENNA SUMMARY | | |
| SECTOR | RAD | AZ | POS | ANTENNA | BAND | MECH/ELEC D-TILT | STATUS | ADDITIONAL TOWER MOUNTED EQUIPMENT | STATUS |
| ALPHA | 177' | 60° | A1 | AIR 21 B4A B2P | 2100 LTE | 0°/2° | RMN | - | - |
| | | | A2 | LNX-6515DS-A1M | 700 LTE | 0°/2° | RMV | RRUS11 B12 | RMV |
| | | | A3 | AIR 21 B2 B4P | 1900/2100 LTE | 0°/2° | RMN | KRY 112 144/1 TMA | RMN |
| BETA | 177' | 180° | B1 | AIR 21 B4A B2P | 2100 LTE | 0°/2° | RMN | - | - |
| | | | B2 | LNX-6515DS-A1M | 700 LTE | 0°/2° | RMV | RRUS11 B12 | RMV |
| | | | B3 | AIR 21 B2 B4P | 1900/2100 LTE | 0°/2° | RMN | KRY 112 144/1 TMA | RMN |
| GAMMA | 177' | 300° | C1 | AIR 21 B4A B2P | 2100 LTE | 0°/2° | RMN | - | - |
| | | | C2 | LNX-6515DS-A1M | 700 LTE | 0°/2° | RMV | RRUS11 B12 | RMV |
| | | | C3 | AIR 21 B2 B4P | 1900/2100 LTE | 0°/2° | RMN | KRY 112 144/1 TMA | RMN |

NOTES

- CONFIRM WITH T-MOBILE REP FOR APPLICABLE UPDATES/REVISIONS AND MOST RECENT RFDS FOR NSN CONFIGURATION (CONFIG). GC TO CAP ALL UNUSED PORTS.
- CONFIRM SPACING OF PROPOSED EQUIP DOES NOT CAUSE TOWER CONFLICTS NOR IMPEDE TOWER CLIMBING PEGS.

STATUS ABBREVIATIONS

RMV: TO BE REMOVED
RMN: TO REMAIN
REL: TO BE RELOCATED
ADD: TO BE ADDED

| FINAL ANTENNA SCHEDULE | | | | | | | | | |
|------------------------|------|------|-----------------|----------------------|---------------|------------------|---------------------|------------------------------------|--------|
| LOCATION | | | ANTENNA SUMMARY | | | | NON ANTENNA SUMMARY | | |
| SECTOR | RAD | AZ | POS | ANTENNA | BAND | MECH/ELEC D-TILT | STATUS | ADDITIONAL TOWER MOUNTED EQUIPMENT | STATUS |
| ALPHA | 177' | 60° | A1 | AIR 21 B4A B2P | 2100 LTE | 0°/2° | RMN | - | - |
| | | | A2 | APXVAALL24 43-U-NA20 | 600/700 LTE | 0°/2° | ADD | 4449 B71 B85A | ADD |
| | | | A3 | AIR 21 B2 B4P | 1900/2100 LTE | 0°/2° | RMN | KRY 112 144/1 TMA | RMN |
| BETA | 177' | 180° | B1 | AIR 21 B4A B2P | 2100 LTE | 0°/2° | RMN | - | - |
| | | | B2 | APXVAALL24 43-U-NA20 | 600/700 LTE | 0°/2° | ADD | 4449 B71 B85A | ADD |
| | | | B3 | AIR 21 B2 B4P | 1900/2100 LTE | 0°/2° | RMN | KRY 112 144/1 TMA | RMN |
| GAMMA | 177' | 300° | C1 | AIR 21 B4A B2P | 2100 LTE | 0°/2° | RMN | - | - |
| | | | C2 | APXVAALL24 43-U-NA20 | 600/700 LTE | 0°/2° | ADD | 4449 B71 B85A | ADD |
| | | | C3 | AIR 21 B2 B4P | 1900/2100 LTE | 0°/2° | RMN | KRY 112 144/1 TMA | RMN |

CABLE LENGTHS FOR JUMPERS

JUNCTION BOX TO RRU: 15'
RRU TO ANTENNA: 10'

| EXISTING FIBER DISTRIBUTION/OVP BOX | | EXISTING CABLING SUMMARY | | |
|-------------------------------------|--------|--------------------------|------------|--------|
| MODEL NUMBER | STATUS | COAX | HYBRID | STATUS |
| - | - | (6) 1-5/8" | (1) 1-1/4" | RMV |
| - | - | (6) 1-5/8" | - | RMN |

3 EQUIPMENT SCHEDULES

| FINAL FIBER DISTRIBUTION / OVP BOX | | FINAL CABLING SUMMARY | | |
|------------------------------------|--------|-----------------------|------------|--------|
| MODEL NUMBER | STATUS | COAX | HYBRID | STATUS |
| - | - | (6) 1-5/8" | - | RMN |
| - | - | - | (1) 1-5/8" | ADD |
| - | - | - | (1) 1-1/4" | ADD |

AMERICAN TOWER®

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| 0 | ISSUED FOR CONSTRUCTION | DK | 05/25/21 |
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ATC SITE NUMBER:
311305

ATC SITE NAME:
GLFD-GUILFORD REBUILD CT

T-MOBILE SITE NAME:
GUILFORD SNET MOBILIT_1

SITE ADDRESS:
10 TANNER MARSH ROAD
GUILFORD, CT 06437

SEAL:

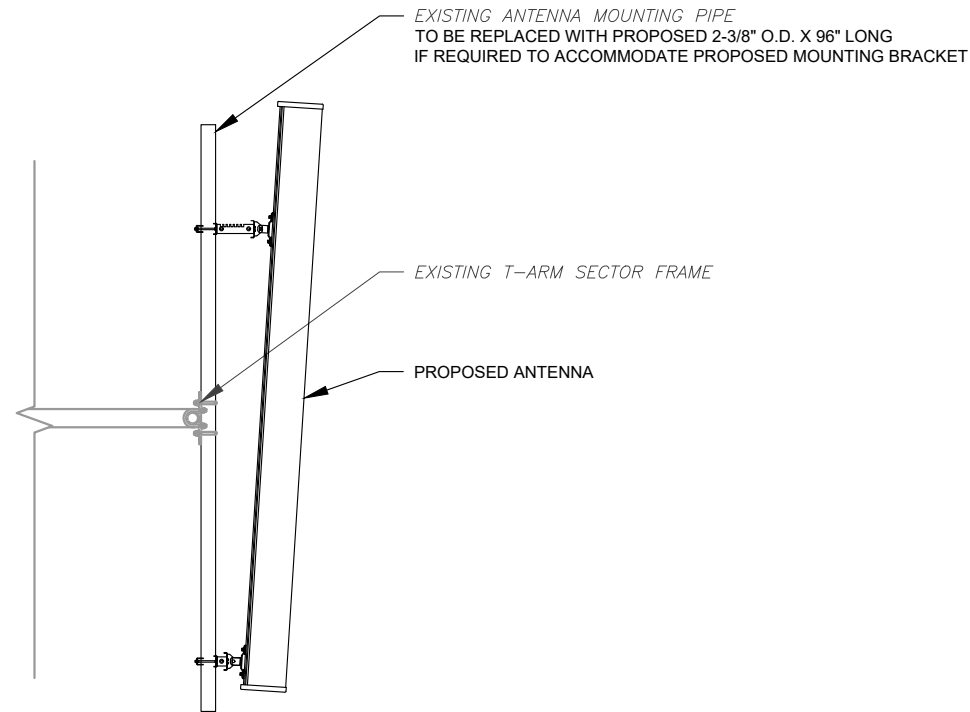
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| | |
|--------------|-------------------------|
| DATE DRAWN: | 05/25/21 |
| ATC JOB NO: | 13617386 |
| CUSTOMER ID: | GUILFORD SNET MOBILIT_1 |
| CUSTOMER #: | CT11028A |

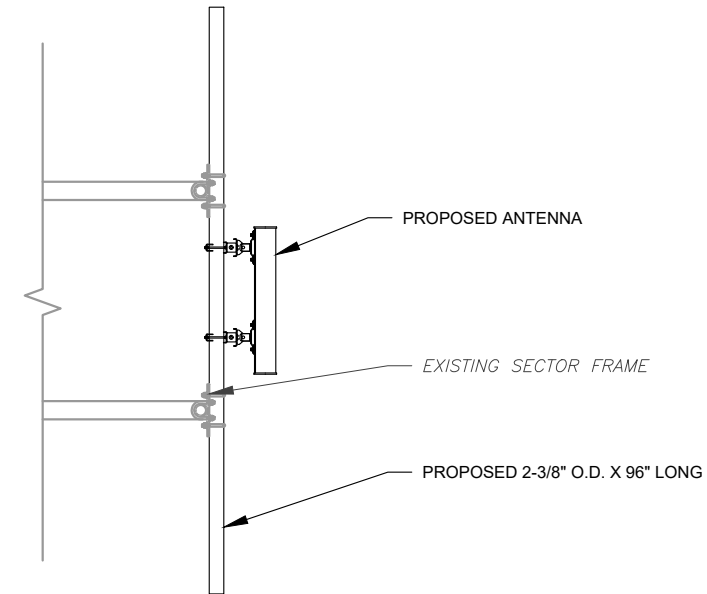
ANTENNA INFORMATION & SCHEDULE

| | |
|-------------------------------|-----------------------|
| SHEET NUMBER: C-401 | REVISION: 0 |
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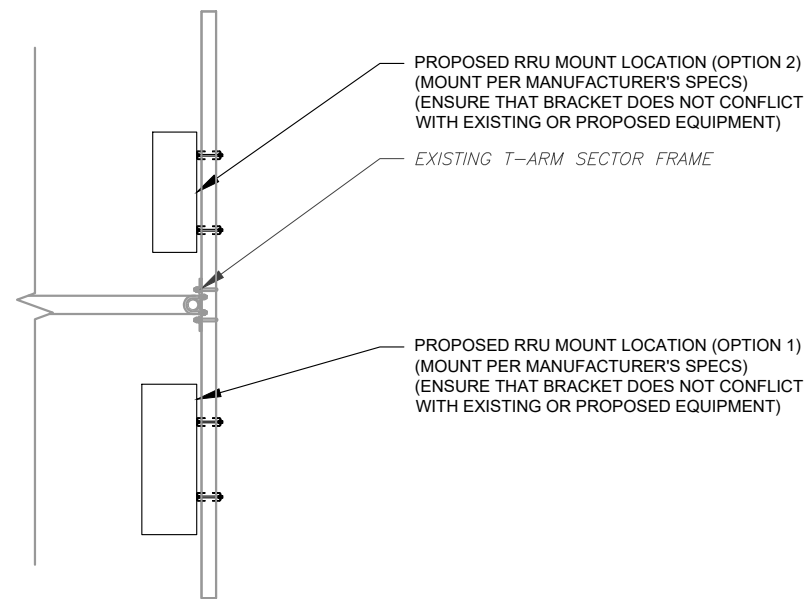
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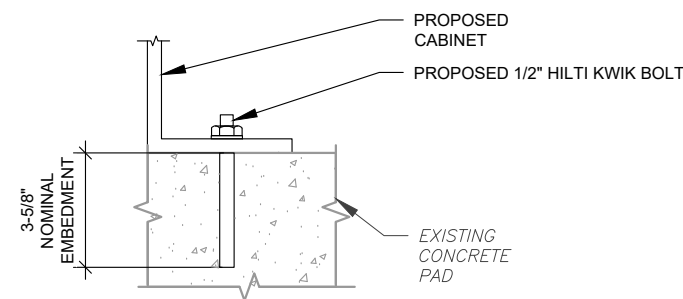
1 PROPOSED ANTENNA MOUNTING DETAIL - TYPICAL
SCALE: N.T.S.



2 PROPOSED 5G ANTENNA MOUNTING DETAIL - TYPICAL
SCALE: N.T.S.



3 PROPOSED RRU MOUNTING DETAIL - TYPICAL
SCALE: N.T.S.



NOTE:
INSTALL HILTI KWIK BOLT ANCHORS STRICTLY PER
INSTALLATION INSTRUCTIONS INCLUDED WITH PRODUCT OR
FOUND ONLINE AT WWW.US.HILTI.COM. PROPER
INSTALLATION IS CRITICAL FOR FULL PERFORMANCE.

4 CABINET ATTACHMENT DETAIL
SCALE: NOT TO SCALE



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10 TANNER MARSH ROAD
GUILFORD, CT 06437



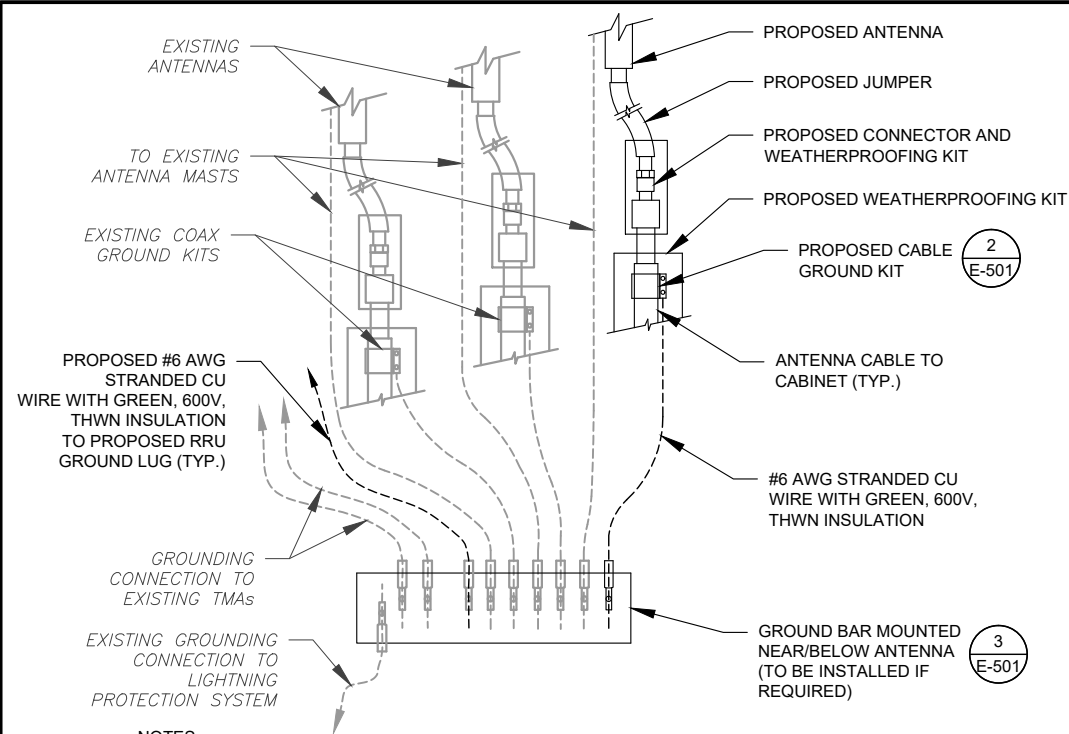
T-Mobile

| | |
|--------------|-------------------------|
| DATE DRAWN: | 05/25/21 |
| ATC JOB NO: | 13617386 |
| CUSTOMER ID: | GUILFORD SNET MOBILIT_1 |
| CUSTOMER #: | CT11028A |

CONSTRUCTION
DETAILS

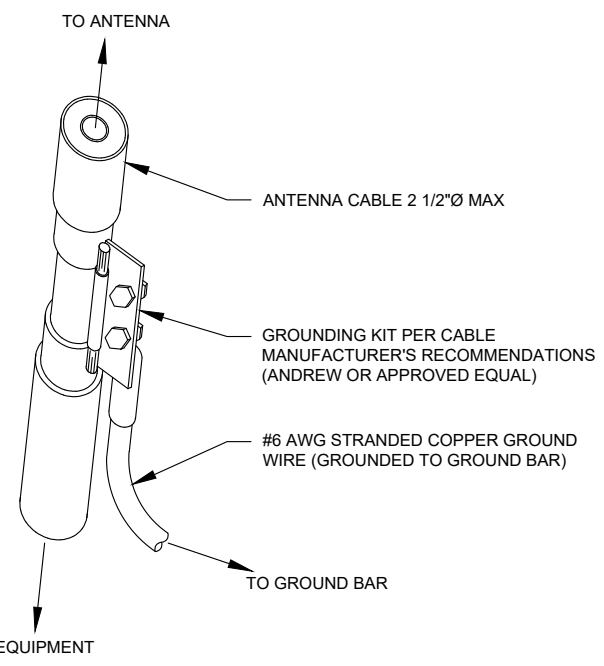
SHEET NUMBER:
C-501

REVISION:
0



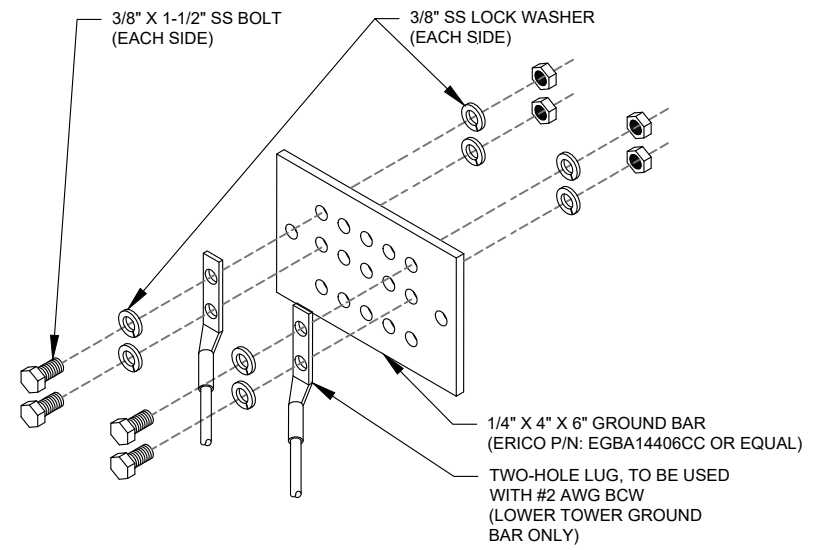
- NOTES:**
1. THIS DETAIL IS INTENDED TO SHOW THE GENERAL GROUNDING REQUIREMENTS. SLIGHT ADJUSTMENTS MAY BE REQUIRED BASED ON EXISTING SITE CONDITIONS. THE CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NEEDED AND INFORM THE CONSTRUCTION MANAGER OF ANY CONFLICTS.
 2. SITE GROUNDING SHALL COMPLY WITH T-MOBILE GROUNDING STANDARDS, LATEST EDITION, AND COMPLY WITH T-MOBILE GROUNDING CHECKLIST, LATEST VERSION. WHEN NATIONAL AND LOCAL GROUNDING CODES ARE MORE STRINGENT THEY SHALL GOVERN.

1 TYPICAL ANTENNA GROUNDING DIAGRAM
SCALE: N.T.S.



- GROUND KIT NOTES:**
1. DO NOT INSTALL CABLE GROUND KIT AT A BEND AND ALWAYS DIRECT GROUND WIRE DOWN TO GROUND BAR.
 2. CONTRACTOR SHALL PROVIDE WEATHERPROOFING KIT (ANDREW PART NUMBER 221213) AND INSTALL/TAPE PER MANUFACTURER'S SPECIFICATIONS.

2 CABLE GROUND KIT CONNECTION DETAIL
SCALE: N.T.S.

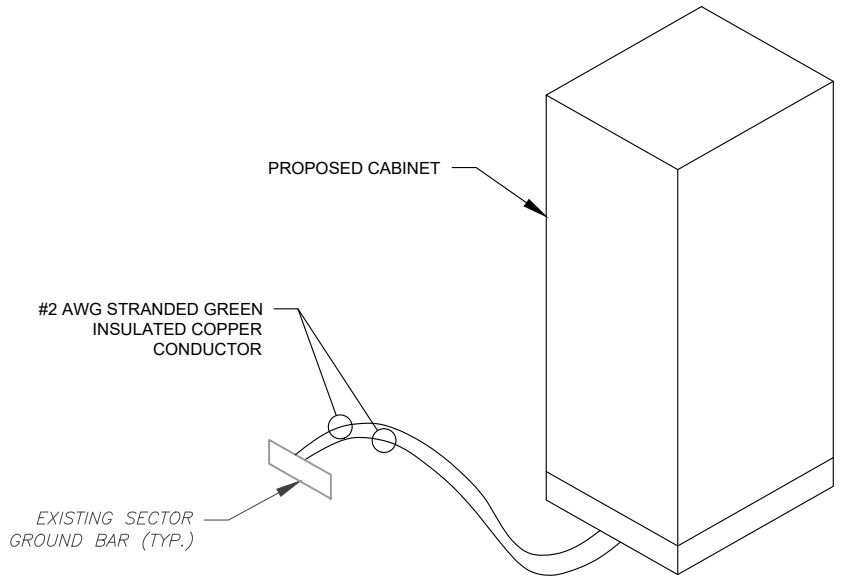


- GROUND BAR NOTES:**
1. GROUND BAR KITS COME WITH ALL HARDWARE, NUTS, BOLTS, WASHERS, ETC. EXCEPT THE STRUCTURAL MOUNTING MEMBER(S).
 2. GROUND BAR TO BE BONDED DIRECTLY TO TOWER.

3 TOWER GROUND BAR DETAIL
SCALE: N.T.S.

- ELECTRICAL NOTES:**
1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE T-MOBILE REPRESENTATIVE AND LOCAL UTILITY COMPANY FOR THE INSTALLATION OF CONDUITS, CONDUCTORS, BREAKERS, DISCONNECTS, OR ANY OTHER EQUIPMENT REQUIRED FOR ELECTRICAL SERVICE. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH LATEST EDITION OF THE STATE AND NATIONAL CODES, ORDINANCES AND REGULATIONS APPLICABLE TO THIS PROJECT.
 2. ATC HAS NOT VERIFIED ANY EXISTING T-MOBILE GROUND EQUIPMENT OR ELECTRICAL LOADING. PROPOSED WORK BASED ON INSTALLATION CONFIGURATION PROVIDED BY T-MOBILE. CONTRACTOR TO VERIFY EXISTING T-MOBILE PANEL HAS SUFFICIENT SPACE FOR PROPOSED BREAKER. PROPOSED CABLE AND CONDUIT SHALL BE MINIMUM SIZE PER BELOW IN CHART.
 3. FOR SPECIFIC CABINET / ANCILLARY EQUIPMENT WIRING REQUIREMENTS, THE T-MOBILE CONTRACTOR SHOULD REFERENCE DESIGN DOCUMENTS PROVIDED BY T-MOBILE FOR THIS CURRENT PROJECT CONFIGURATION, IN ACCORDANCE WITH LOCAL JURISDICTION REQUIREMENTS & NEC STANDARDS & PRACTICES.

| OCPD SIZE | WIRE SIZE | GROUND SIZE | CONDUIT SIZE |
|-----------|-----------|-------------|--------------|
| 80A/2P | 2#3 AWG | #8 AWG | 1-1/4" |
| 100/2P | 2#2 AWG | #8 AWG | 1-1/4" |
| 125A/2P | 2#1 AWG | #8 AWG | 1-1/2" |
| 150A/2P | 2#1/0 AWG | #8 AWG | 1-1/2" |



4 CABINET GROUNDING DETAIL
SCALE: N.T.S.

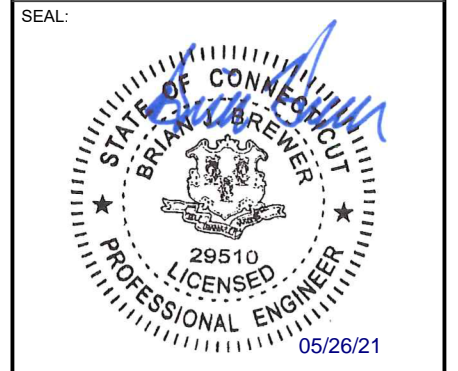


Kimley»Horn

COA: PEC.0000738
421 FAYETTEVILLE ST, SUITE 600
RALEIGH, NC 27601

| REV. | DESCRIPTION | BY | DATE |
|------|-------------------------|----|----------|
| A | PRELIM | DK | 04/14/21 |
| 0 | ISSUED FOR CONSTRUCTION | DK | 05/25/21 |
| | | | |
| | | | |
| | | | |

ATC SITE NUMBER:
311305
ATC SITE NAME:
GLFD-GUILFORD REBUILD CT
T-MOBILE SITE NAME:
GUILFORD SNET MOBILIT_1
SITE ADDRESS:
10 TANNER MARSH ROAD
GUILFORD, CT 06437



| | |
|--------------|-------------------------|
| DATE DRAWN: | 05/25/21 |
| ATC JOB NO: | 13617386 |
| CUSTOMER ID: | GUILFORD SNET MOBILIT_1 |
| CUSTOMER #: | CT11028A |

GROUNDING DETAILS

| | |
|---------------|-----------|
| SHEET NUMBER: | REVISION: |
| E-501 | 0 |

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2/16/2021

CT11028A_L600_6_draft_2021-02-16

RAN Template: 67D92C Outdoor A&L Template: 67D92C_2AIR+1OP

CT11028A_L600_6_draft Print Name: Standard (1) PORs: L600_CMP5

Section 5 - RAN Equipment

Existing RAN Equipment

Template: 792Cu Outdoor

| Enclosure | 1 | 2 |
|---------------------|-----------------------------------|--|
| Enclosure Type | (RBS 6131) | (S8000 Outdoor) |
| Baseband | DUW30 U2100 | DUG20 G1900 BB 6630 L2100 L700 |
| Hybrid Cable System | Ericsson 9x18 HCS *Select Length* | |
| Radio | RU22 (x 6) U2100 | |

Proposed RAN Equipment

Template: 67D92C Outdoor

| Enclosure | 1 | 2 |
|---------------------|---|--|
| Enclosure Type | (RBS 6131) | (S8000 Outdoor) |
| Baseband | DUW30 U2100 | DUG20 G1900 BB 6630 L2100 L1900 BB 6648 N600 L600 L700 |
| Hybrid Cable System | Ericsson 6x12 HCS *Select Length & AWG* | Ericsson Hybrid Trunk 6/24 4AWG 100m |
| Radio | RU22 (x 6) U2100 | |

RAN Scope of Work:
Add (1) BB6648 5G N600.
Remove (1) XMU
retain 6 coax, remove any excess
swap (1) 6x24 HCS for 9x18
Existing: (12) Coax Lines, (1) 9x18 HCS

https://rfd-prod-web-core-secure.geo.cf.t-mobile.com/DataSheet/Printout/484ce82a-9f12-479f-8705-07327d9b886d?layoutId=bc9a73d8-6cb6-44ed-b1cb-c0ed7a92b262

5/12

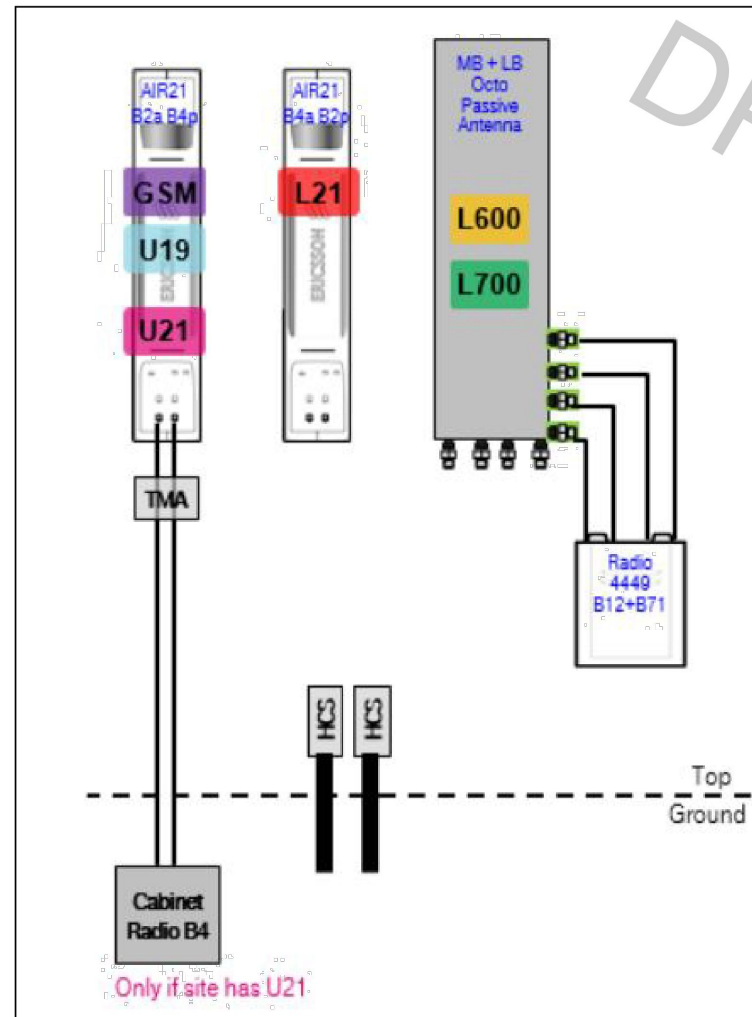
1 CABINET CONFIGURATION
SCALE: NOT TO SCALE

2/16/2021

CT11028A_L600_6_draft_2021-02-16

Section 3 - Proposed Template Images

67D02C.JPG



Notes:

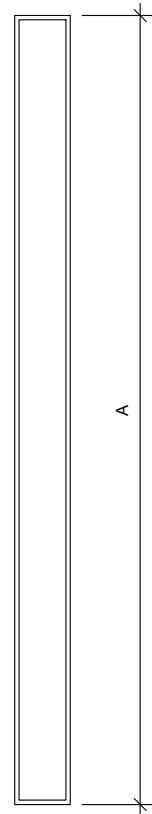
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2 ANTENNA CONFIGURATION
SCALE: NOT TO SCALE

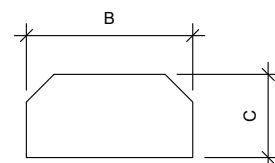
NOTE: THIS SHEET CREATED BY OTHERS AND PROVIDED BY REQUEST OF CUSTOMER WITHOUT EDIT.

SUPPLEMENTAL

SHEET NUMBER: R-601 REVISION: 0



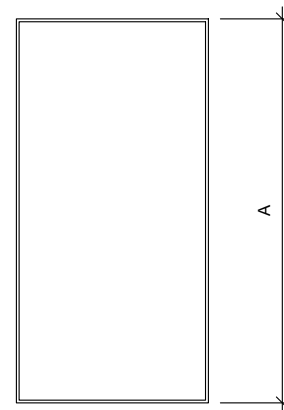
FRONT VIEW



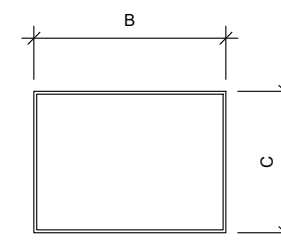
TOP VIEW

1 ANTENNA SPECIFICATIONS
FOR ILLUSTRATIVE PURPOSES ONLY - NOT TO SCALE

| ANTENNA SPECIFICATIONS | | | | |
|------------------------|-------|-------|------|--------------|
| ANTENNA MODEL | A | B | C | WEIGHT (LBS) |
| APXVAALL24 43-U-NA20 | 95.9" | 24.0" | 8.5" | 122.8 |
| AIR 21 B4A B2P | 54.0" | 12.0" | 8.0" | 90.0 |
| AIR 21 B2A B4P | 54.0" | 12.0" | 8.0" | 90.0 |



FRONT VIEW



TOP VIEW

2 RRU SPECIFICATIONS
FOR ILLUSTRATIVE PURPOSES ONLY - NOT TO SCALE

| RRU SPECIFICATIONS | | | | |
|---------------------|-------|-------|-------|--------------|
| RRU MODEL | A | B | C | WEIGHT (LBS) |
| RADIO 4449 B71 B85A | 15.0" | 13.2" | 10.5" | 75 |

SUPPLEMENTAL

SHEET NUMBER:
R-602

REVISION:
0



This report was prepared for American Tower Corporation by



Antenna Mount Modification Report

ATC Site Name : GLFD-Guilford Rebuild CT
ATC Asset Number : 311305
Engineering Number : 13617386_C9_03
Mount Elevation : 174 ft
Carrier : T-Mobile
Carrier Site Name : Guilford SNET Mobilit_1
Carrier Site Number : CT11028A
Site Location : 10 Tanner Marsh Road
 Guilford, CT 06437-2942
 41.28860833,-72.65828056
County : New Haven
Date : March 31, 2021
Max Usage : 84%
Result : Pass (Pending Mods)

Prepared By:
Nagabharana Nayak
CLS Engineering PLLC

Reviewed By:
Tyler M. Barker, P.E.
CLS Engineering PLLC



Mount Modification for American Tower
311305 - GLFD-Guilford Rebuild CT

March 31, 2021
CLS Engineering PLLC Project #41124-13617386_C9_03-02-MOD

Conclusion

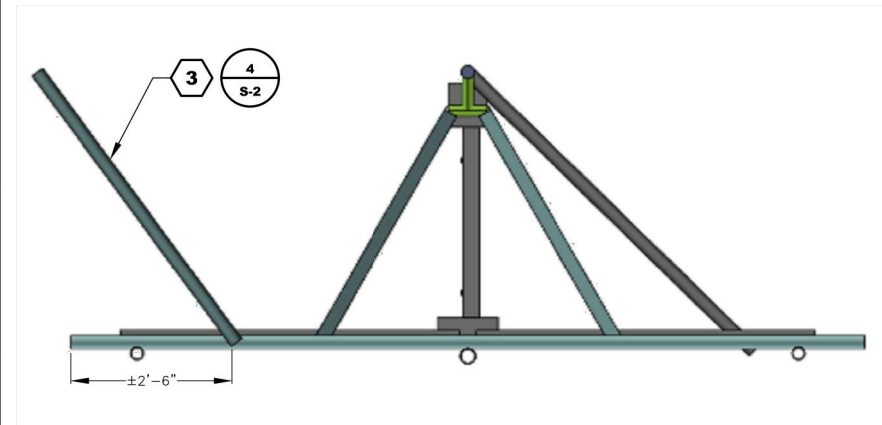
Based on the analysis, the antenna mount meets the requirements per the applicable codes listed above. The mounting configuration considered in this analysis will be capable of supporting the referenced loading pursuant to referenced standards once the referenced modifications are installed.

This analysis incorporates modifications per CLS Engineering PLLC, dated March 31, 2021.

- Install (1) proposed face horizontal pipe at each sector frame mount (3 total) as shown. Connect to all antenna mount pipes with Site Pro 1 SCX7-U crossover plate kits (9 total).
- Install (1) Site Pro 1 SFS-V at each sector frame mount (3 total) as shown. Connect to proposed face horizontal pipe.
- Install (1) proposed stiff arm per sector (3 total) as shown. Connect to nearest adjacent tower leg with Site Pro 1 universal stiff arm attachment (SAM-U). Connect to proposed face horizontal pipe with Site Pro 1 PUCK in lieu of the Site Pro 1 SCX1 included in the STK-U kit.

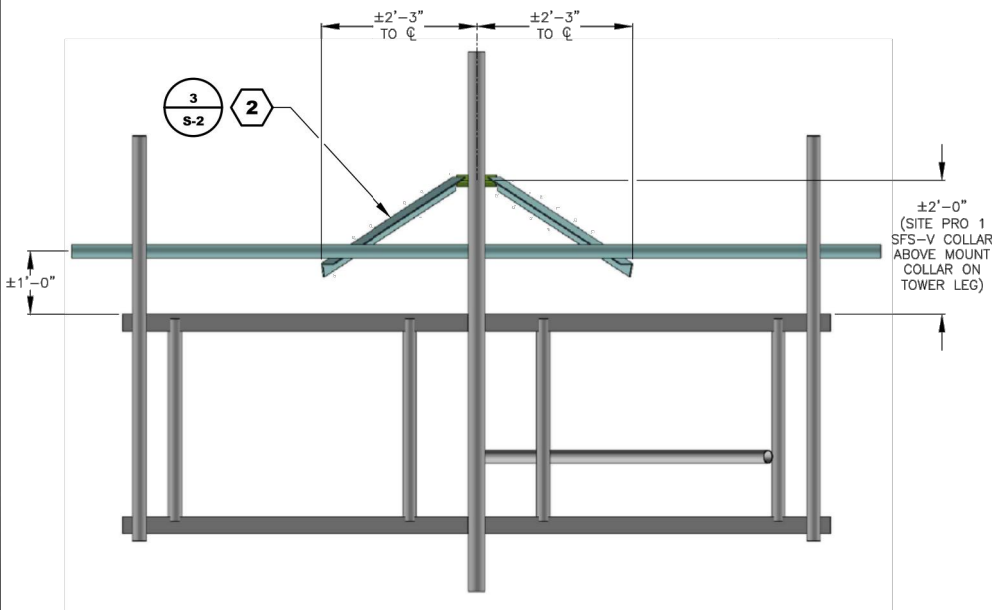
If you have any questions or require additional information, please contact American Tower via email at Engineering@americantower.com. Please include the American Tower site name, site number, and engineering number in the subject line for any questions.

NOTE:
EXISTING MOUNT SHOWN IS REPRESENTATIVE TO ILLUSTRATE
MODIFICATION AND MAY DIFFER SLIGHTLY ON SITE.



1 MOUNT - PLAN VIEW
SCALE: N.T.S.

NOTE:
STIFF ARM NOT SHOWN FOR CLARITY.



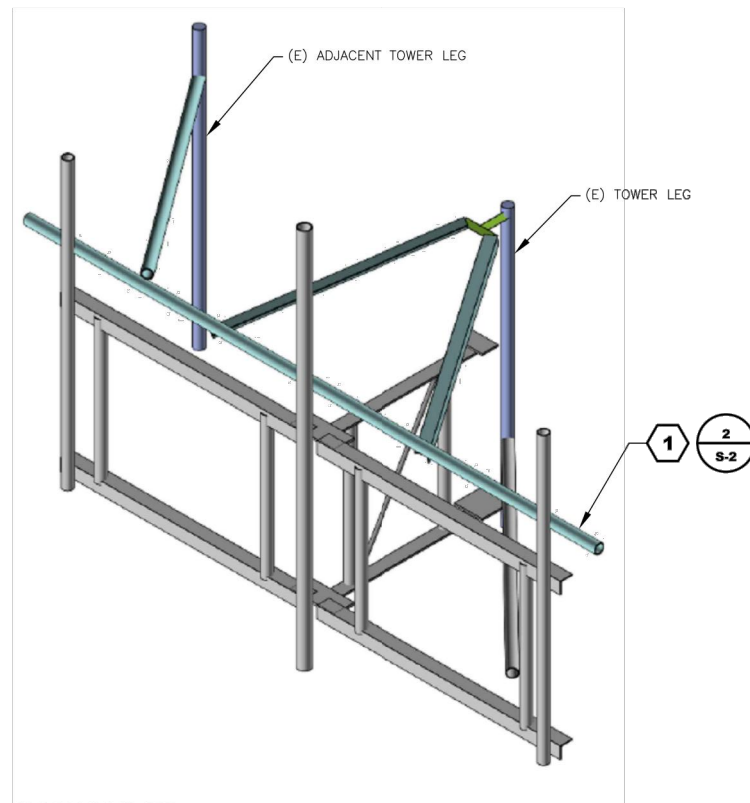
2 MOUNT - FRONT ELEVATION VIEW
SCALE: N.T.S.

CONSTRUCTION NOTES

- SCOPE OF WORK MUST BE COMPLETED AT WIND SPEEDS < 20 MPH.
- ALL DIMENSIONS ARE APPROXIMATE. CONTRACTOR SHOULD FIELD VERIFY ALL DIMENSIONS BEFORE FABRICATION OF STEEL AND COMMENCEMENT OF WORK. FIELD CUT MEMBERS AS REQUIRED.
- HARDWARE FOR SITE PRO 1 SFS-V CONNECTION TO TOWER LEG AND SITE PRO 1 PUCK CONNECTION TO PROPOSED HORIZONTAL PIPE SHOULD BE INSTALLED WITH "TURN OF THE NUT" METHOD (RE: GN-1).

MODIFICATION SCHEDULE

| LABEL | ELEVATION | SCOPE | MATERIAL | NOTES |
|-------|-----------|---|---|------------|
| 1 | ±174'-0" | INSTALL (1) PROPOSED FACE HORIZONTAL PIPE AT EACH SECTOR FRAME MOUNT (3 TOTAL) AS SHOWN. CONNECT TO ALL ANTENNA MOUNT PIPES WITH SITE PRO 1 SCX7-U CROSSOVER PLATE KITS (9 TOTAL). | PIPE 2 STD X 12'-0" LONG SITE PRO 1 SCX7-U | S-1 S-2 |
| 2 | ±174'-0" | INSTALL (1) SITE PRO 1 SFS-V AT EACH SECTOR FRAME MOUNT (3 TOTAL) AS SHOWN. CONNECT TO PROPOSED FACE HORIZONTAL PIPE. | SITE PRO 1 SFS-V | S-1 S-2 |
| 3 | ±174'-0" | INSTALL (1) PROPOSED STIFF ARM PER SECTOR (3 TOTAL) AS SHOWN. CONNECT TO NEAREST ADJACENT TOWER LEG WITH SITE PRO 1 UNIVERSAL STIFF ARM ATTACHMENT (SAM-U). CONNECT TO PROPOSED FACE HORIZONTAL PIPE WITH SITE PRO 1 PUCK IN LIEU OF THE SITE PRO 1 SCX1 INCLUDED IN THE STK-U KIT. | SITE PRO 1 STK-U SITE PRO 1 PUCK | S-1 S-2 |



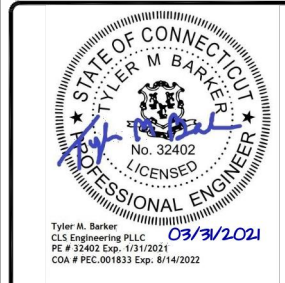
3 MOUNT - ISOMETRIC VIEW
SCALE: N.T.S.



CLS ENGINEERING PROJECT ID:
41124-311305-13617386-TMOL6002021CT11028A
CO# PEC.001833 EXP. 08/14/2021

REVISIONS

| REV. | DATE | DESCRIPTION | INITIALS |
|------|----------|-------------------|----------|
| A | 03/30/21 | PRELIMINARY ISSUE | HRP |
| 0 | 03/31/21 | FOR CONSTRUCTION | HRP |



PE# 32402 EXP: 1/31/2022

ATC SITE NAME:
GLFD-GUILFORD REBUILD CT
ATC ASSET #: 311305
10 TANNER MARSH ROAD
GUILFORD, CT 06437-2942

SHEET TITLE
MOUNT VIEWS &
MODIFICATION SCHEDULE

SHEET NUMBER
S-1

1 MOUNT MODIFICATION DETAIL

NOTE: THIS SHEET WAS CREATED BY OTHERS AND PROVIDED AT THE REQUEST OF THE CUSTOMER WITHOUT EDIT. PLEASE REFERENCE THE MOUNT ANALYSIS REPORT FOR COMPLETE MOUNT ANALYSIS CALCULATIONS AND DETAILS. SUPPLEMENTAL PAGES INCLUDED IN THE CONSTRUCTION DRAWINGS ARE FOR REFERENCE ONLY. GENERAL CONTRACTOR IS TO VERIFY THEY HAVE THE MOST RECENT MOUNT ANALYSIS PRIOR TO CONSTRUCTION.

SUPPLEMENTAL

SHEET NUMBER:
R-604

REVISION:
0

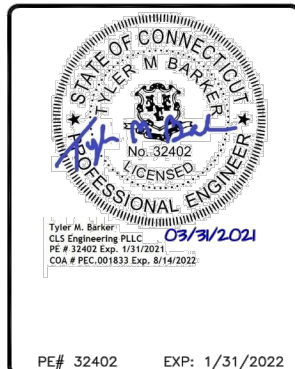
T-Mobile



CLS ENGINEERING
319 CHAPWORTH ROAD, SUITE 118, RALEIGH, NC 27603
 PH: (405)348-5460 FAX: (405)341-4625

CLS ENGINEERING PROJECT ID:
 41124-311305-13617386-TMOL6002021CT11028A
 COA# PEC.001833 EXP. 08/14/2021

| REVISIONS | | | |
|-----------|----------|-------------------|----------|
| REV. | DATE | DESCRIPTION | INITIALS |
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| 0 | 03/31/21 | FOR CONSTRUCTION | HRP |
| | | | |
| | | | |

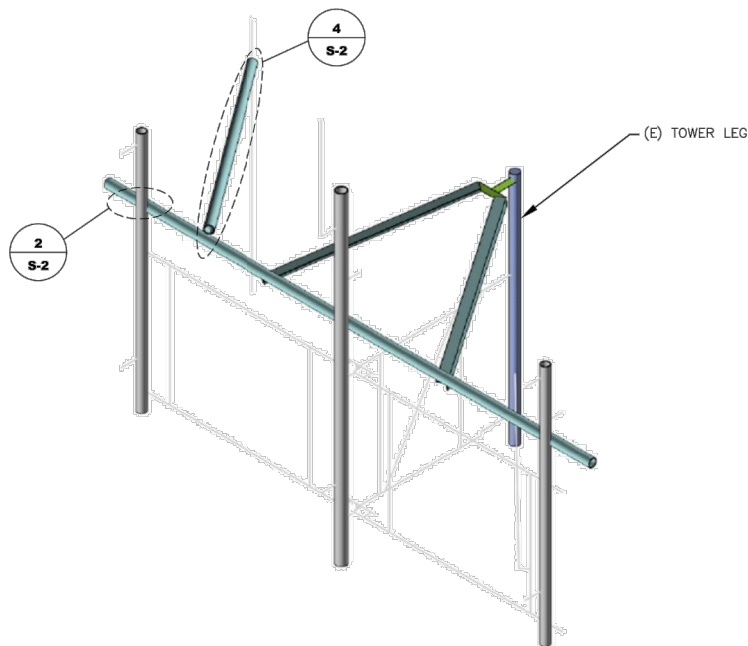


PE# 32402 EXP: 1/31/2022

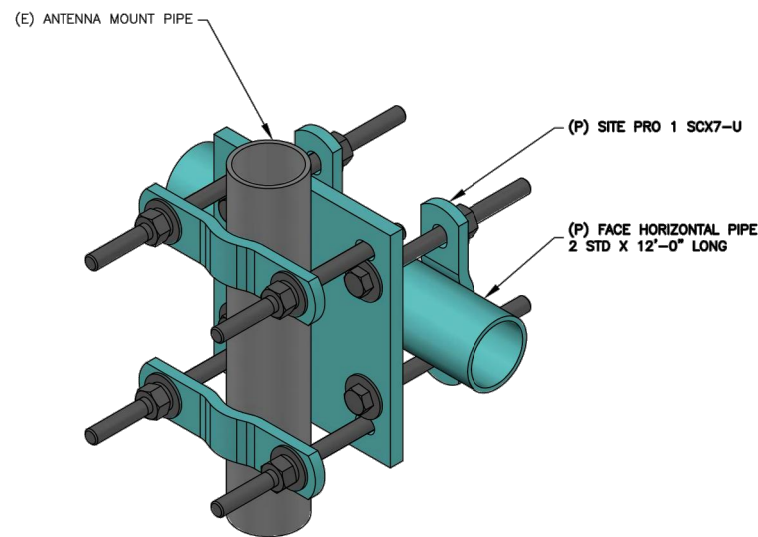
ATC SITE NAME:
 GLFD-GUILFORD REBUILD CT
ATC ASSET #: 311305
 10 TANNER MARSH ROAD
 GUILFORD, CT 06437-2942

SHEET TITLE
**MODIFICATION DETAIL
 VIEWS**

SHEET NUMBER
S-2



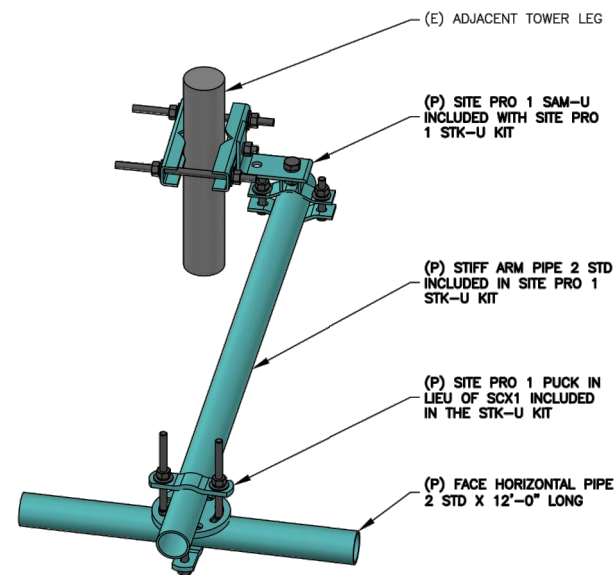
1 MOUNT MOD - ISOMETRIC VIEW
 SCALE: N.T.S.



2 SITE PRO 1 SCX7-U
 SCALE: N.T.S.



3 SITE PRO 1 SFS-V
 SCALE: N.T.S.



4 SITE PRO 1 STK-U WITH PUCK CONNECTION
 SCALE: N.T.S.

1 MOUNT MODIFICATION DETAIL

NOTE: THIS SHEET WAS CREATED BY OTHERS AND PROVIDED AT THE REQUEST OF THE CUSTOMER WITHOUT EDIT. PLEASE REFERENCE THE MOUNT ANALYSIS REPORT FOR COMPLETE MOUNT ANALYSIS CALCULATIONS AND DETAILS. SUPPLEMENTAL PAGES INCLUDED IN THE CONSTRUCTION DRAWINGS ARE FOR REFERENCE ONLY. GENERAL CONTRACTOR IS TO VERIFY THEY HAVE THE MOST RECENT MOUNT ANALYSIS PRIOR TO CONSTRUCTION.

SUPPLEMENTAL

SHEET NUMBER:
R-605

REVISION:
0

C:\USERS\HARSHAD\APPDATA\LOCAL\TEMP\11028A.DWG - MOUNTS + MODS\41124-311305-13617386-TMOL6002021CT11028A.DWG - MOUNTS + MODS\41124-311305-13617386-TMOL6002021CT11028A



AMERICAN TOWER®
CORPORATION

This report was prepared for American Tower Corporation by



**TOWER
ENGINEERING
PROFESSIONALS**

Structural Analysis Report

Structure : 190.6 ft Self Supported Tower
ATC Site Name : GLFD-Guilford Rebuild CT, CT
ATC Asset Number : 311305
Engineering Number : 13617386_C3_02
Proposed Carrier : T-Mobile
Carrier Site Name : Guilford SNET Mobilit_1
Carrier Site Number : CT11028A
Site Location : 10 Tanner Marsh Road
Guilford, CT 06437-2942
41.288600,-72.658300
County : New Haven
Date : April 20, 2021
Max Usage : 79%
Result : Pass

Prepared By:
Ryan M. Barger, E.I.
TEP

Reviewed By:



04/20/2021

COA: PEC.0001553



Table of Contents

Introduction 1

Supporting Documents 1

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Existing and Reserved Equipment..... 2

Equipment to be Removed..... 2

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Structure Usages 3

Foundations 3

Deflection, Twist, and Sway..... 3

Standard Conditions 4

Calculations Attached



Introduction

The purpose of this report is to summarize results of a structural analysis performed on the 190.6 ft self supported tower to reflect the change in loading by T-Mobile.

Supporting Documents

| | |
|------------------------------------|--|
| Tower Drawings | Nello Job #RFQ34841, dated April 8, 2011 Inspection by A.R. Wireless, dated August 24, 2013 |
| Foundation Drawing | ATC Job #47517572B, dated June 15, 2011 |
| Geotechnical Report | GEOServices Project #21-07254, dated March 11, 2008 |
| Mount Analysis Report | CLS Engineering, PLLC Engineering #13617386_C8_01, dated March 12, 2021 |
| Mount Modification Drawings | CLS Engineering, PLLC Engineering #13617386_C9_03, dated March 31, 2021 |

Analysis

The tower was analyzed using American Tower Corporation's tower analysis software. This program considers an elastic three-dimensional model and second-order effects per ANSI/TIA-222.

| | |
|--------------------------------------|--|
| Basic Wind Speed: | 123 mph (3-Second Gust) |
| Basic Wind Speed w/ Ice: | 50 mph (3-Second Gust) w/ 1" radial ice concurrent |
| Code: | ANSI/TIA-222-H / 2015 IBC / 2018 Connecticut State Building Code |
| Exposure Category: | C |
| Risk Category: | II |
| Topographic Factor Procedure: | Method 1 |
| Topographic Category: | 1 |
| Spectral Response: | $S_s = 0.20, S_1 = 0.05$ |
| Site Class: | D - Stiff Soil |

Conclusion

Based on the analysis results, the structure meets the requirements per the applicable codes listed above. The tower and foundation can support the equipment as described in this report.

If you have any questions or require additional information, please contact American Tower via email at Engineering@americantower.com. Please include the American Tower site name, site number, and engineering number in the subject line for any questions.



Existing and Reserved Equipment

| Elev. ¹ (ft) | Qty | Antenna | Mount Type | Lines | Carrier |
|-------------------------|---------------------------|--|---------------|---|---------------------------|
| 190.0 | 3 | 12' Dipole | Leg | (1) 5/16" (0.31"-7.9mm) Coax (3) 7/8" Coax | Town of Guilford CT |
| 189.0 | 2 | 6' Omni | Pole Mount | (2) 1/2" Coax | Other |
| 183.0 | 3 | RFS APXV18-206517S-C | Side Arm | (6) 1 5/8" Coax (1) 3/8" Coax | Metro PCS Inc |
| | 3 | RCU (Remote Control Unit) | | | |
| 177.0 | 3 | Ericsson AIR 21, 1.3 M, B2A B4P, AWS - 1700/2100 | Sector Frames | (6) 1 5/8" Coax | T-Mobile |
| | 3 | Ericsson AIR 21 B4A B2P | | | |
| | 3 | Ericsson KRY 112 144/1 | | | |
| 166.0 | 4 | Ericsson RRUS 32 B30 (60 lbs) | Sector Frames | (4) 0.39" (10mm) Fiber Trunk (8) 0.74" (18.7mm) 8 AWG 7 (12) 1 5/8" Coax (1) 1/2" Coax (6) 3/8" (0.38"-9.5mm) RET Control Cable | AT&T Mobility |
| | 4 | Ericsson RRUS-11 (19.7") | | | |
| | 2 | Ericsson RRUS 4478 B5 | | | |
| | 1 | Ericsson RRUS 4478 B14 (15") | | | |
| | 4 | Ericsson RRUS 4426 B66 | | | |
| | 2 | Raycap DC6-48-60-18-8F (23.5" Height) | | | |
| | 6 | Powerwave Allgon LGP21401 | | | |
| | 2 | Kaelus DBC0061F1V51-2 | | | |
| | 6 | Powerwave Allgon 7020 | | | |
| | 4 | Ericsson RRUS E2 B29 | | | |
| | 3 | CCI BSA-M65R-BUU-H4 | | | |
| | 2 | CCI HPA-65R-BUU-H4 | | | |
| | 2 | CCI OPA-65R-LCUU-H4 (14.4" width) | | | |
| | 2 | Commscope SBNHH-1D65A | | | |
| | 3 | Powerwave Allgon 7770.00 | | | |
| 2 | Raycap DC6-48-60-18-8C-EV | | | | |
| 148.0 | 1 | 4' Dish w/ Radome | Sector Frame | (3) 1 1/4" Coax (4) 7/8" Coax | Town of Guilford CT |
| 144.0 | 1 | 10' Dipole | Leg | | |
| 137.0 | 2 | 6' FM antenna | Leg | (1) 1 5/8" Coax | Monroe Board Of Education |
| 127.0 | 1 | Harris FML-4E | Leg | (1) 7/8" Coax | |
| 108.8 | 1 | Scala PR-950 | Leg | (1) 7/8" Coax | |
| 87.0 | 1 | Antel BCD-87010 ____ 4° | Stand-Off | (1) 7/8" Coax | Spok Holdings, Inc. |
| 80.0 | 2 | 4' Std. Dish | Leg | (2) 7/8" Coax | Town of Guilford CT |
| 16.0 | 1 | Channel Master Type 120 | Leg | (3) 0.28" (7mm) RG-6 | Spok Holdings, Inc. |
| 4.0 | 2 | Ericsson RRUS 32 B2 | Leg | - | AT&T Mobility |

Equipment to be Removed

| Elev. ¹ (ft) | Qty | Antenna | Mount Type | Lines | Carrier |
|-------------------------|-----|-----------------------|------------|---|----------|
| 177.0 | 3 | Andrew LNX-6515DS-VTM | - | (1) 1 1/4" Hybriflex Cable (6) 1 5/8" Coax | T-Mobile |
| | 3 | Ericsson RRUS 11 B12 | | | |



Proposed Equipment

| Elev. ¹ (ft) | Qty | Antenna | Mount Type | Lines | Carrier |
|-------------------------|-----|------------------------------|---------------|---|----------|
| 177.0 | 3 | Ericsson Radio 4449 B71 B85A | Sector Frames | (1) 1 1/4" (1.25"-31.8mm) Fiber (1) 1 5/8" Hybriflex | T-Mobile |
| | 3 | RFS APXVAALL24 43-U-NA20 | | | |

¹ Contracted elevations are shown for appurtenances within contracted installation tolerances. Appurtenances outside of contract limits are shown at installed elevations.

Install proposed coax in the place of the existing T-Mobile coax.

Structure Usages

| Structural Component | Controlling Usage | Pass/Fail |
|----------------------|-------------------|-----------|
| Legs | 79% | Pass |
| Diagonals | 67% | Pass |
| Horizontals | 12% | Pass |

Foundations

| Reaction Component | Original Design Reactions | Factored Design Reactions* | Analysis Reactions | % of Design |
|--------------------|---------------------------|----------------------------|--------------------|-------------|
| Uplift (Kips) | 434.0 | 585.9 | 410.9 | 70% |
| Axial (Kips) | 488.3 | 659.2 | 460.7 | 70% |
| Shear (Kips) | 49.5 | 66.8 | 44.2 | 66% |

* The design reactions are factored by 1.35 per ANSI/TIA-222-H, Sec. 15.6.2

The structure base reactions resulting from this analysis are acceptable when compared to those shown on the original structure drawings, therefore no modification or reinforcement of the foundation will be required.

Deflection, Twist and Sway*

| Antenna Elevation (ft) | Antenna | Carrier | Deflection (ft) | Twist (°) | Sway (Rotation) (°) |
|------------------------|------------------------------|---------------------------|-----------------|-----------|---------------------|
| 177.0 | Ericsson Radio 4449 B71 B85A | T-Mobile | 0.459 | 0.009 | 0.336 |
| | RFS APXVAALL24 43-U-NA20 | | | | |
| 148.0 | 4' Dish w/ Radome | Town of Guilford CT | 0.307 | 0.008 | 0.239 |
| 108.8 | Scala PR-950 | Monroe Board Of Education | 0.162 | 0.007 | 0.171 |
| 80.0 | 4' Std. Dish | Town of Guilford CT | 0.092 | 0.005 | 0.131 |
| 16.0 | Channel Master Type 120 | Spok Holdings, Inc. | 0.004 | 0.001 | 0.026 |

*Deflection, Twist and Sway was evaluated considering a design wind speed of 60 mph (3-Second Gust) per ANSI/TIA-222-H



Standard Conditions

All engineering services performed by A.T. Engineering Service, PLLC are prepared on the basis that the information used is current and correct. This information may consist of, but is not limited to the following:

- Information supplied by the client regarding antenna, mounts and feed line loading
- Information from drawings, design and analysis documents, and field notes in the possession of A.T. Engineering Service, PLLC

It is the responsibility of the client to ensure that the information provided to A.T. Engineering Service, PLLC and used in the performance of our engineering services is correct and complete.

All assets of American Tower Corporation, its affiliates and subsidiaries (collectively "American Tower") are inspected at regular intervals. Based upon these inspections and in the absence of information to the contrary, American Tower assumes that all structures were constructed in accordance with the drawings and specifications.

Unless explicitly agreed by both the client and A.T. Engineering Service, PLLC, all services will be performed in accordance with the current revision of ANSI/TIA-222.

All services are performed, results obtained, and recommendations made in accordance with generally accepted engineering principles and practices. A.T. Engineering Service, PLLC is not responsible for the conclusions, opinions and recommendations made by others based on the information supplied herein.

Quadrant 1

190.00

Sect 10

180.00

Sect 9

160.00

Sect 8

140.00

Sect 7

120.00

Sect 6

100.00

Sect 5

80.00

Sect 4

60.00

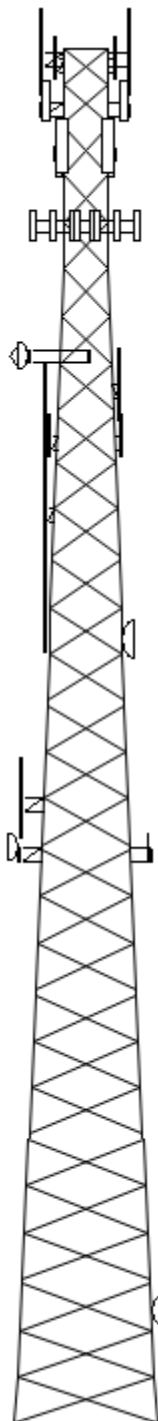
Sect 3

40.00

Sect 2

20.00

Sect 1



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Loads: 123 mph no ice
50 mph w/ 1" radial ice
Site Class: D Ss: 0.20 S1: 0.05
60 mph Serviceability

Job Information

| | | |
|------------------------------|---------------------------------|------------------------------|
| Client : T-MOBILE | | |
| Tower : 311305 | Location : GLFD-GUILFORD | Base Width : 20.00 ft |
| Code : ANSI/TIA-222-H | Topo Method: Method 1 | Top Width : 6.50 ft |
| Risk Cat : II | Topo: 1 | Tower Ht : 190.60 ft |
| | Exposure : C | Shape : Triangle |

Sections Properties

| Section | Leg Members | Diagonal Members | Horizontal Members |
|---------|-------------------------|---------------------------|----------------------------|
| 1 | PST 50 ksi 12" DIA PIPE | SAE 50 ksi 4X4X0.25 | |
| 2 | PST 50 ksi 10" DIA PIPE | SAE 50 ksi 3.5X3.5X0.25 | |
| 3 - 4 | PST 50 ksi 10" DIA PIPE | SAE 50 ksi 3X3X0.25 | |
| 5 - 6 | PST 50 ksi 8" DIA PIPE | SAE 50 ksi 3X3X0.1875 | |
| 7 | PST 50 ksi 6" DIA PIPE | SAE 50 ksi 3X3X0.1875 | |
| 8 | PST 50 ksi 5" DIA PIPE | SAE 50 ksi 2.5X2.5X0.1875 | |
| 9 | PST 50 ksi 3" DIA PIPE | SAE 50 ksi 2.5X2.5X0.1875 | |
| 10 | PST 50 ksi 2" DIA PIPE | SAE 50 ksi 2X2X0.1875 | SAE 36 ksi 1.75X1.75X0.125 |

Discrete Appurtenance

| Elev (ft) | Type | Qty | Description |
|-----------|----------------|-----|--------------------------------|
| 190.00 | Straight Arm | 3 | Side Arm |
| 190.00 | Whip | 3 | Generic 12' Dipole |
| 189.00 | Whip | 2 | Generic 6' Omni |
| 183.00 | Straight Arm | 3 | Round Side Arm |
| 183.00 | Panel | 3 | RFS APXV18-206517S-C |
| 183.00 | Panel | 3 | Generic RCU (Remote Control Un |
| 177.00 | Panel | 3 | RFS APXVAALL24 43-U-NA20 |
| 177.00 | Panel | 3 | Ericsson AIR 21, 1.3 M, B2A B4 |
| 177.00 | Panel | 3 | Ericsson AIR 21 B4A B2P |
| 177.00 | Panel | 3 | Ericsson Radio 4449 B71 B85A |
| 177.00 | Panel | 3 | Ericsson KRY 112 144/1 |
| 175.00 | Mounting Frame | 3 | Heavy Sector Frame |
| 166.00 | Mounting Frame | 3 | Flat Light Sector Frame |
| 166.00 | Panel | 3 | CCI BSA-M65R-BUU-H4 |
| 166.00 | Panel | 2 | CCI HPA-65R-BUU-H4 |
| 166.00 | Panel | 2 | CCI OPA-65R-LCUU-H4 (14.4" wid |
| 166.00 | Panel | 2 | Commscope SBNHH-1D65A |
| 166.00 | Panel | 3 | Powerwave Allgon 7770.00 |
| 166.00 | Panel | 2 | Raycap DC6-48-60-18-8C-EV |
| 166.00 | Panel | 4 | Ericsson RRUS E2 B29 |
| 166.00 | Panel | 4 | Ericsson RRUS-11 (19.7") |
| 166.00 | Panel | 4 | Ericsson RRUS 32 B30 (60 lbs) |
| 166.00 | Panel | 2 | Ericsson RRUS 4478 B5 |
| 166.00 | Panel | 1 | Ericsson RRUS 4478 B14 (15") |
| 166.00 | Panel | 4 | Ericsson RRUS 4426 B66 |
| 166.00 | Panel | 2 | Raycap DC6-48-60-18-8F (23.5" |
| 166.00 | Panel | 6 | Powerwave Allgon LGP21401 |
| 166.00 | Panel | 2 | Kaelus DBC0061F1V51-2 |
| 166.00 | Panel | 6 | Powerwave Allgon 7020 |
| 148.00 | Mounting Frame | 1 | Flat Light Sector Frame |
| 148.00 | Dish | 1 | Generic 4' Dish w/ Radome |
| 144.00 | Whip | 1 | Generic 10' Dipole |
| 142.00 | Straight Arm | 2 | Round Side Arm |
| 137.00 | Whip | 2 | Generic 6' FM antenna |
| 135.00 | Mounting Frame | 1 | Round Sector Frame |
| 135.00 | Straight Arm | 4 | Round Side Arm |
| 130.00 | Straight Arm | 3 | Round Side Arm |
| 127.00 | Whip | 1 | Harris FML-4E |
| 125.00 | Straight Arm | 2 | Round Side Arm |
| 108.80 | Dish | 1 | Scala PR-950 |
| 87.00 | Straight Arm | 1 | Stand-Off |
| 87.00 | Whip | 1 | Antel BCD-87010 ___ 4° |
| 80.00 | Straight Arm | 2 | Side Arm |
| 80.00 | Dish | 2 | Generic 4' Std. Dish |
| 16.00 | Dish | 1 | Channel Master Type 120 |

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| Job Information | | |
|-----------------------|--------------------------|-----------------------|
| Client : T-MOBILE | | |
| Tower : 311305 | Location : GLFD-GUILFORD | Base Width : 20.00 ft |
| Code : ANSI/TIA-222-H | Topo Method: Method 1 | Top Width : 6.50 ft |
| Risk Cat : II | Topo: 1 | Tower Ht : 190.60 ft |
| | Exposure : C | Shape : Triangle |

| | |
|------|-----------------------|
| 4.00 | 2 Ericsson RRUS 32 B2 |
|------|-----------------------|

| Linear Appurtenance | | | |
|---------------------|--|--|--|
|---------------------|--|--|--|

| Elev (ft) | | | |
|-----------|--------|-----|----------------------|
| From | To | Qty | Description |
| 0.00 | 190.50 | 1 | Climbing Ladder |
| 0.00 | 190.00 | 3 | 7/8" Coax |
| 0.00 | 190.00 | 1 | 5/16" (0.31"-7.9mm) |
| 0.00 | 189.00 | 2 | 1/2" Coax |
| 0.00 | 183.00 | 1 | Waveguide |
| 0.00 | 183.00 | 1 | 3/8" Coax |
| 0.00 | 183.00 | 6 | 1 5/8" Coax |
| 0.00 | 177.00 | 1 | 1 5/8" Hybriflex |
| 0.00 | 177.00 | 6 | 1 5/8" Coax |
| 0.00 | 177.00 | 1 | 1 1/4" (1.25"- 31.8m |
| 0.00 | 175.00 | 1 | Waveguide |
| 0.00 | 166.00 | 1 | Waveguide |
| 0.00 | 166.00 | 6 | 3/8" (0.38"- 9.5mm) |
| 0.00 | 166.00 | 1 | 1/2" Coax |
| 0.00 | 166.00 | 12 | 1 5/8" Coax |
| 0.00 | 166.00 | 8 | 0.74" (18.7mm) 8 AWG |
| 0.00 | 166.00 | 4 | 0.39" (10mm) Fiber T |
| 0.00 | 144.00 | 3 | 1 1/4" Coax |
| 0.00 | 140.00 | 4 | 7/8" Coax |
| 0.00 | 137.00 | 1 | 1 5/8" Coax |
| 0.00 | 127.00 | 1 | 7/8" Coax |
| 0.00 | 108.80 | 1 | 7/8" Coax |
| 0.00 | 87.00 | 1 | 7/8" Coax |
| 0.00 | 80.00 | 2 | 7/8" Coax |
| 0.00 | 16.00 | 3 | 0.28" (7mm) RG-6 |

| Global Base Foundation Design Loads | | | |
|-------------------------------------|--|--|--|
|-------------------------------------|--|--|--|

| Load Case | Moment (k-ft) | Vertical (kip) | Horizontal (kip) |
|--------------|---------------|----------------|------------------|
| DL + WL | 7,647.13 | 57.59 | 73.05 |
| DL + WL + IL | 2,391.46 | 121.57 | 23.22 |

| Individual Base Foundation Design Loads | | |
|---|--|--|
|---|--|--|

| Vertical (kip) | Uplift (kip) | Horizontal (kip) |
|----------------|--------------|------------------|
| 460.70 | 410.91 | 44.22 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:22 AM

Customer: T-MOBILE

Analysis Parameters

| | | | |
|---------------------|----------------------|-------------------------|----------|
| Location: | New Haven County, CT | Height (ft): | 190.5999 |
| Code: | ANSI/TIA-222-H | Base Elevation (ft): | 0.00 |
| Shape: | Triangle | Bottom Face Width (ft): | 20.00 |
| Tower Manufacturer: | Nello Corp | Top Face Width (ft): | 6.50 |
| Tower Type: | Self Support | Anchor Bolt Detail Type | c |
| Kd: | 0.85 | | |
| Ke: | 1.00 | | |

Ice & Wind Parameters

| | | | |
|-------------------------------|----------|-------------------------------|----------|
| Exposure Category: | C | Design Windspeed Without Ice: | 123 mph |
| Risk Category: | II | Design Windspeed With Ice: | 50 mph |
| Topographic Factor Procedure: | Method 1 | Operational Windspeed: | 60 mph |
| Topographic Category: | 1 | Design Ice Thickness: | 1.00 in |
| Crest Height: | 0 ft | HMSL: | 79.00 ft |

Seismic Parameters

| | | | | | |
|--|---------------------------------|------------|-------|--------------|-------|
| Analysis Method: | Equivalent Lateral Force Method | | | | |
| Site Class: | D - Stiff Soil | | | | |
| Period Based on Rayleigh Method (sec): | 0.94 | | | | |
| T_L (sec): | 6 | p: | 1.3 | C_S : | 0.031 |
| S_S : | 0.204 | S_1 : | 0.054 | C_S , Max: | 0.031 |
| F_a : | 1.600 | F_v : | 2.400 | C_S , Min: | 0.030 |
| S_{ds} : | 0.218 | S_{d1} : | 0.086 | | |

Load Cases

| | |
|---------------------|--|
| 1.2D + 1.0W Normal | 123 mph Normal with No Ice |
| 1.2D + 1.0W 60 deg | 123 mph 60 degree with No Ice |
| 1.2D + 1.0W 90 deg | 123 mph 90 degree with No Ice |
| 1.2D + 1.0W 120 deg | 123 mph 120 degree with No Ice |
| 1.2D + 1.0W 180 deg | 123 mph 180 degree with No Ice |
| 1.2D + 1.0W 210 deg | 123 mph 210 degree with No Ice |
| 1.2D + 1.0W 240 deg | 123 mph 240 degree with No Ice |
| 1.2D + 1.0W 300 deg | 123 mph 300 degree with No Ice |
| 1.2D + 1.0W 330 deg | 123 mph 330 degree with No Ice |
| 0.9D + 1.0W Normal | 123 mph Normal with No Ice (Reduced DL) |
| 0.9D + 1.0W 60 deg | 123 mph 60 deg with No Ice (Reduced DL) |
| 0.9D + 1.0W 90 deg | 123 mph 90 deg with No Ice (Reduced DL) |
| 0.9D + 1.0W 120 deg | 123 mph 120 deg with No Ice (Reduced DL) |
| 0.9D + 1.0W 180 deg | 123 mph 180 deg with No Ice (Reduced DL) |
| 0.9D + 1.0W 210 deg | 123 mph 210 deg with No Ice (Reduced DL) |
| 0.9D + 1.0W 240 deg | 123 mph 240 deg with No Ice (Reduced DL) |
| 0.9D + 1.0W 300 deg | 123 mph 300 deg with No Ice (Reduced DL) |
| 0.9D + 1.0W 330 deg | 123 mph 330 deg with No Ice (Reduced DL) |

Analysis Parameters

| | |
|------------------------------|--|
| 1.2D + 1.0Di + 1.0Wi Normal | 50 mph Normal with 1.00 in Radial Ice |
| 1.2D + 1.0Di + 1.0Wi 60 deg | 50 mph 60 deg with 1.00 in Radial Ice |
| 1.2D + 1.0Di + 1.0Wi 90 deg | 50 mph 90 deg with 1.00 in Radial Ice |
| 1.2D + 1.0Di + 1.0Wi 120 deg | 50 mph 120 deg with 1.00 in Radial Ice |
| 1.2D + 1.0Di + 1.0Wi 180 deg | 50 mph 180 deg with 1.00 in Radial Ice |
| 1.2D + 1.0Di + 1.0Wi 210 deg | 50 mph 210 deg with 1.00 in Radial Ice |
| 1.2D + 1.0Di + 1.0Wi 240 deg | 50 mph 240 deg with 1.00 in Radial Ice |
| 1.2D + 1.0Di + 1.0Wi 300 deg | 50 mph 300 deg with 1.00 in Radial Ice |
| 1.2D + 1.0Di + 1.0Wi 330 deg | 50 mph 330 deg with 1.00 in Radial Ice |
| 1.2D + 1.0Ev + 1.0Eh Normal | Seismic Normal |
| 1.2D + 1.0Ev + 1.0Eh 60 deg | Seismic 60 deg |
| 1.2D + 1.0Ev + 1.0Eh 90 deg | Seismic 90 deg |
| 1.2D + 1.0Ev + 1.0Eh 120 deg | Seismic 120 deg |
| 1.2D + 1.0Ev + 1.0Eh 180 deg | Seismic 180 deg |
| 1.2D + 1.0Ev + 1.0Eh 210 deg | Seismic 210 deg |
| 1.2D + 1.0Ev + 1.0Eh 240 deg | Seismic 240 deg |
| 1.2D + 1.0Ev + 1.0Eh 300 deg | Seismic 300 deg |
| 1.2D + 1.0Ev + 1.0Eh 330 deg | Seismic 330 deg |
| 0.9D - 1.0Ev + 1.0Eh Normal | Seismic (Reduced DL) Normal |
| 0.9D - 1.0Ev + 1.0Eh 60 deg | Seismic (Reduced DL) 60 deg |
| 0.9D - 1.0Ev + 1.0Eh 90 deg | Seismic (Reduced DL) 90 deg |
| 0.9D - 1.0Ev + 1.0Eh 120 deg | Seismic (Reduced DL) 120 deg |
| 0.9D - 1.0Ev + 1.0Eh 180 deg | Seismic (Reduced DL) 180 deg |
| 0.9D - 1.0Ev + 1.0Eh 210 deg | Seismic (Reduced DL) 210 deg |
| 0.9D - 1.0Ev + 1.0Eh 240 deg | Seismic (Reduced DL) 240 deg |
| 0.9D - 1.0Ev + 1.0Eh 300 deg | Seismic (Reduced DL) 300 deg |
| 0.9D - 1.0Ev + 1.0Eh 330 deg | Seismic (Reduced DL) 330 deg |
| 1.0D + 1.0W Service Normal | Serviceability - 60 mph Wind Normal |
| 1.0D + 1.0W Service 60 deg | Serviceability - 60 mph Wind 60 deg |
| 1.0D + 1.0W Service 90 deg | Serviceability - 60 mph Wind 90 deg |
| 1.0D + 1.0W Service 120 deg | Serviceability - 60 mph Wind 120 deg |
| 1.0D + 1.0W Service 180 deg | Serviceability - 60 mph Wind 180 deg |
| 1.0D + 1.0W Service 210 deg | Serviceability - 60 mph Wind 210 deg |
| 1.0D + 1.0W Service 240 deg | Serviceability - 60 mph Wind 240 deg |
| 1.0D + 1.0W Service 300 deg | Serviceability - 60 mph Wind 300 deg |
| 1.0D + 1.0W Service 330 deg | Serviceability - 60 mph Wind 330 deg |

Tower Loading

Discrete Appurtenance Properties 1.2D + 1.0W

| Elevation (ft) | Description | Qty | Wt. (lb) | EPA (sf) | Length (ft) | Width (in) | Depth (in) | K _a | Orient. Factor | Vert. Ecc.(ft) | M _u (lb-ft) | Q _z (psf) | F _a (WL) (lb) | P _a (DL) (lb) |
|----------------|----------------------|------------|--------------|--------------|-------------|------------|------------|----------------|----------------|----------------|------------------------|----------------------|--------------------------|--------------------------|
| 190.0 | Generic 12' Dipole | 3 | 40 | 4.5 | 12.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 47.56 | 547 | 144 |
| 190.0 | Side Arm | 3 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 47.56 | 631 | 540 |
| 189.0 | Generic 6' Omni | 2 | 25 | 1.8 | 6.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 47.50 | 142 | 60 |
| 183.0 | Generic RCU | 3 | 1 | 0.1 | 0.7 | 2.0 | 2.0 | 0.80 | 1.00 | 0.0 | 0.0 | 47.18 | 14 | 4 |
| 183.0 | RFS APXV18- | 3 | 26 | 5.2 | 6.0 | 6.8 | 3.2 | 0.80 | 0.68 | 0.0 | 0.0 | 47.18 | 338 | 95 |
| 183.0 | Round Side Arm | 3 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 0.67 | 0.0 | 0.0 | 47.18 | 419 | 540 |
| 177.0 | Ericsson KRY 112 | 3 | 11 | 0.4 | 0.6 | 6.1 | 2.7 | 0.80 | 0.50 | -2.0 | 33.5 | 46.74 | 17 | 40 |
| 177.0 | Ericsson Radio 4449 | 3 | 75 | 1.6 | 1.3 | 13.2 | 10.5 | 0.80 | 0.50 | 0.0 | 0.0 | 46.85 | 79 | 270 |
| 177.0 | Ericsson AIR 21 B4A | 3 | 90 | 5.8 | 4.5 | 12.0 | 8.0 | 0.80 | 0.71 | -2.0 | 785.3 | 46.74 | 393 | 324 |
| 177.0 | Ericsson AIR 21, 1.3 | 3 | 90 | 5.8 | 4.5 | 12.0 | 8.0 | 0.80 | 0.71 | -2.0 | 785.3 | 46.74 | 393 | 324 |
| 177.0 | RFS APXVAALL24 | 3 | 123 | 20.2 | 8.0 | 24.0 | 8.5 | 0.80 | 0.63 | 0.0 | 0.0 | 46.85 | 1219 | 442 |
| 175.0 | Heavy Sector Frame | 3 | 500 | 29.3 | 0.0 | 0.0 | 0.0 | 0.75 | 0.67 | 0.0 | 0.0 | 46.74 | 1755 | 1800 |
| 166.0 | Powerwave Allgon | 6 | 2 | 0.3 | 0.4 | 8.3 | 2.4 | 0.80 | 0.50 | 0.0 | 0.0 | 46.22 | 32 | 16 |
| 166.0 | Kaelus | 2 | 26 | 0.4 | 0.7 | 6.5 | 6.2 | 0.80 | 0.50 | 0.0 | 0.0 | 46.22 | 14 | 61 |
| 166.0 | Powerwave Allgon | 6 | 14 | 1.1 | 1.2 | 9.2 | 2.6 | 0.80 | 0.50 | 0.0 | 0.0 | 46.22 | 104 | 102 |
| 166.0 | Raycap DC6-48-60- | 2 | 20 | 1.3 | 2.0 | 9.7 | 9.7 | 0.80 | 1.00 | 0.0 | 0.0 | 46.22 | 79 | 48 |
| 166.0 | Ericsson RRUS 4426 | 4 | 48 | 1.6 | 1.3 | 13.2 | 5.8 | 0.80 | 0.50 | 0.0 | 0.0 | 46.22 | 104 | 232 |
| 166.0 | Ericsson RRUS 4478 | 1 | 59 | 1.6 | 1.3 | 13.2 | 7.3 | 0.80 | 1.00 | 0.0 | 0.0 | 46.22 | 52 | 71 |
| 166.0 | Ericsson RRUS 4478 | 2 | 60 | 1.8 | 1.4 | 13.4 | 7.7 | 0.80 | 0.50 | 0.0 | 0.0 | 46.22 | 58 | 144 |
| 166.0 | Ericsson RRUS 32 | 4 | 60 | 2.7 | 2.2 | 12.1 | 6.7 | 0.80 | 0.67 | 0.0 | 0.0 | 46.22 | 227 | 288 |
| 166.0 | Ericsson RRUS-11 | 4 | 51 | 2.8 | 1.6 | 17.0 | 8.0 | 0.80 | 0.67 | 0.0 | 0.0 | 46.22 | 235 | 245 |
| 166.0 | Ericsson RRUS E2 | 4 | 60 | 3.1 | 1.7 | 18.5 | 7.5 | 0.80 | 0.62 | 0.0 | 0.0 | 46.22 | 245 | 288 |
| 166.0 | Raycap DC6-48-60- | 2 | 16 | 4.8 | 2.6 | 18.3 | 10.2 | 0.80 | 0.75 | 0.0 | 0.0 | 46.22 | 226 | 38 |
| 166.0 | Powerwave Allgon | 3 | 35 | 5.5 | 4.6 | 11.0 | 5.0 | 0.80 | 0.65 | 0.0 | 0.0 | 46.22 | 338 | 126 |
| 166.0 | Commscope SBNHH- | 2 | 34 | 5.9 | 4.6 | 11.9 | 7.1 | 0.80 | 0.77 | 0.0 | 0.0 | 46.22 | 285 | 80 |
| 166.0 | CCI OPA-65R-LCUU- | 2 | 57 | 5.9 | 4.0 | 14.4 | 7.3 | 0.80 | 0.75 | 0.0 | 0.0 | 46.22 | 280 | 137 |
| 166.0 | CCI HPA-65R-BUU-H4 | 2 | 34 | 6.1 | 4.0 | 14.8 | 9.0 | 0.80 | 0.77 | 0.0 | 0.0 | 46.22 | 294 | 82 |
| 166.0 | CCI BSA-M65R-BUU- | 3 | 75 | 11.9 | 4.2 | 28.5 | 9.7 | 0.80 | 0.61 | 0.0 | 0.0 | 46.22 | 682 | 270 |
| 166.0 | Flat Light Sector | 3 | 400 | 17.9 | 0.0 | 0.0 | 0.0 | 0.75 | 0.67 | 0.0 | 0.0 | 46.22 | 1060 | 1440 |
| 148.0 | Generic 4' Dish w/ | 1 | 120 | 10.8 | 4.0 | 48.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 45.12 | 416 | 144 |
| 148.0 | Flat Light Sector | 1 | 400 | 17.9 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 45.12 | 687 | 480 |
| 144.0 | Generic 10' Dipole | 1 | 30 | 3.8 | 10.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 44.86 | 143 | 36 |
| 142.0 | Round Side Arm | 2 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 0.90 | 0.90 | 0.0 | 0.0 | 44.73 | 320 | 360 |
| 137.0 | Generic 6' FM | 2 | 30 | 13.4 | 6.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 44.39 | 1015 | 72 |
| 135.0 | Round Side Arm | 4 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 44.26 | 782 | 720 |
| 135.0 | Round Sector Frame | 1 | 300 | 14.4 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 44.26 | 542 | 360 |
| 130.0 | Round Side Arm | 3 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 43.91 | 582 | 540 |
| 127.0 | Harris FML-4E | 1 | 227 | 12.8 | 40.0 | 24.0 | 24.0 | 1.00 | 1.00 | 0.0 | 0.0 | 43.69 | 476 | 272 |
| 125.0 | Round Side Arm | 2 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 43.54 | 385 | 360 |
| 108.8 | Scala PR-950 | 1 | 38 | 10.1 | 5.7 | 36.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 42.29 | 363 | 46 |
| 87.00 | Stand-Off | 1 | 75 | 2.5 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 40.35 | 86 | 90 |
| 87.00 | Antel BCD-87010 | 1 | 27 | 2.9 | 11.2 | 2.6 | 2.6 | 1.00 | 1.00 | 0.0 | 0.0 | 40.35 | 99 | 32 |
| 80.00 | Side Arm | 2 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 39.64 | 350 | 360 |
| 80.00 | Generic 4' Std. Dish | 2 | 188 | 20.9 | 4.0 | 48.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 39.64 | 1409 | 451 |
| 16.00 | Channel Master | 1 | 126 | 20.2 | 3.9 | 47.2 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 28.25 | 485 | 151 |
| 4.00 | Ericsson RRUS 32 B2 | 2 | 53 | 2.7 | 2.3 | 12.1 | 7.0 | 0.90 | 0.67 | 0.0 | 0.0 | 27.90 | 78 | 127 |
| Totals | | 115 | 10710 | 700.5 | | | | | | | | | 18478 | 12852 |

Discrete Appurtenance Properties 0.9D + 1.0W

| Elevation (ft) | Description | Qty | Wt. (lb) | EPA (sf) | Length (ft) | Width (in) | Depth (in) | K _a | Orient. Factor | Vert. Ecc.(ft) | M _u (lb-ft) | Q _z (psf) | F _a (WL) (lb) | P _a (DL) (lb) |
|----------------|-------------|-----|----------|----------|-------------|------------|------------|----------------|----------------|----------------|------------------------|----------------------|--------------------------|--------------------------|
|----------------|-------------|-----|----------|----------|-------------|------------|------------|----------------|----------------|----------------|------------------------|----------------------|--------------------------|--------------------------|

Tower Loading

| | | | | | | | | | | | | | | |
|-------|----------------------|-----|-------|-------|------|------|------|------|------|------|-------|-------|-------|------|
| 190.0 | Generic 12' Dipole | 3 | 40 | 4.5 | 12.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 47.56 | 547 | 108 |
| 190.0 | Side Arm | 3 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 47.56 | 631 | 405 |
| 189.0 | Generic 6' Omni | 2 | 25 | 1.8 | 6.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 47.50 | 142 | 45 |
| 183.0 | Generic RCU | 3 | 1 | 0.1 | 0.7 | 2.0 | 2.0 | 0.80 | 1.00 | 0.0 | 0.0 | 47.18 | 14 | 3 |
| 183.0 | RFS APXV18- | 3 | 26 | 5.2 | 6.0 | 6.8 | 3.2 | 0.80 | 0.68 | 0.0 | 0.0 | 47.18 | 338 | 71 |
| 183.0 | Round Side Arm | 3 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 0.67 | 0.0 | 0.0 | 47.18 | 419 | 405 |
| 177.0 | Ericsson KRY 112 | 3 | 11 | 0.4 | 0.6 | 6.1 | 2.7 | 0.80 | 0.50 | -2.0 | 33.5 | 46.74 | 17 | 30 |
| 177.0 | Ericsson Radio 4449 | 3 | 75 | 1.6 | 1.3 | 13.2 | 10.5 | 0.80 | 0.50 | 0.0 | 0.0 | 46.85 | 79 | 203 |
| 177.0 | Ericsson AIR 21 B4A | 3 | 90 | 5.8 | 4.5 | 12.0 | 8.0 | 0.80 | 0.71 | -2.0 | 785.3 | 46.74 | 393 | 243 |
| 177.0 | Ericsson AIR 21, 1.3 | 3 | 90 | 5.8 | 4.5 | 12.0 | 8.0 | 0.80 | 0.71 | -2.0 | 785.3 | 46.74 | 393 | 243 |
| 177.0 | RFS APXVAALL24 | 3 | 123 | 20.2 | 8.0 | 24.0 | 8.5 | 0.80 | 0.63 | 0.0 | 0.0 | 46.85 | 1219 | 332 |
| 175.0 | Heavy Sector Frame | 3 | 500 | 29.3 | 0.0 | 0.0 | 0.0 | 0.75 | 0.67 | 0.0 | 0.0 | 46.74 | 1755 | 1350 |
| 166.0 | Powerwave Allgon | 6 | 2 | 0.3 | 0.4 | 8.3 | 2.4 | 0.80 | 0.50 | 0.0 | 0.0 | 46.22 | 32 | 12 |
| 166.0 | Kaelus | 2 | 26 | 0.4 | 0.7 | 6.5 | 6.2 | 0.80 | 0.50 | 0.0 | 0.0 | 46.22 | 14 | 46 |
| 166.0 | Powerwave Allgon | 6 | 14 | 1.1 | 1.2 | 9.2 | 2.6 | 0.80 | 0.50 | 0.0 | 0.0 | 46.22 | 104 | 76 |
| 166.0 | Raycap DC6-48-60- | 2 | 20 | 1.3 | 2.0 | 9.7 | 9.7 | 0.80 | 1.00 | 0.0 | 0.0 | 46.22 | 79 | 36 |
| 166.0 | Ericsson RRUS 4426 | 4 | 48 | 1.6 | 1.3 | 13.2 | 5.8 | 0.80 | 0.50 | 0.0 | 0.0 | 46.22 | 104 | 174 |
| 166.0 | Ericsson RRUS 4478 | 1 | 59 | 1.6 | 1.3 | 13.2 | 7.3 | 0.80 | 1.00 | 0.0 | 0.0 | 46.22 | 52 | 53 |
| 166.0 | Ericsson RRUS 4478 | 2 | 60 | 1.8 | 1.4 | 13.4 | 7.7 | 0.80 | 0.50 | 0.0 | 0.0 | 46.22 | 58 | 108 |
| 166.0 | Ericsson RRUS 32 | 4 | 60 | 2.7 | 2.2 | 12.1 | 6.7 | 0.80 | 0.67 | 0.0 | 0.0 | 46.22 | 227 | 216 |
| 166.0 | Ericsson RRUS-11 | 4 | 51 | 2.8 | 1.6 | 17.0 | 8.0 | 0.80 | 0.67 | 0.0 | 0.0 | 46.22 | 235 | 184 |
| 166.0 | Ericsson RRUS E2 | 4 | 60 | 3.1 | 1.7 | 18.5 | 7.5 | 0.80 | 0.62 | 0.0 | 0.0 | 46.22 | 245 | 216 |
| 166.0 | Raycap DC6-48-60- | 2 | 16 | 4.8 | 2.6 | 18.3 | 10.2 | 0.80 | 0.75 | 0.0 | 0.0 | 46.22 | 226 | 29 |
| 166.0 | Powerwave Allgon | 3 | 35 | 5.5 | 4.6 | 11.0 | 5.0 | 0.80 | 0.65 | 0.0 | 0.0 | 46.22 | 338 | 95 |
| 166.0 | Commscope SBNHH- | 2 | 34 | 5.9 | 4.6 | 11.9 | 7.1 | 0.80 | 0.77 | 0.0 | 0.0 | 46.22 | 285 | 60 |
| 166.0 | CCI OPA-65R-LCUU- | 2 | 57 | 5.9 | 4.0 | 14.4 | 7.3 | 0.80 | 0.75 | 0.0 | 0.0 | 46.22 | 280 | 103 |
| 166.0 | CCI HPA-65R-BUU-H4 | 2 | 34 | 6.1 | 4.0 | 14.8 | 9.0 | 0.80 | 0.77 | 0.0 | 0.0 | 46.22 | 294 | 61 |
| 166.0 | CCI BSA-M65R-BUU- | 3 | 75 | 11.9 | 4.2 | 28.5 | 9.7 | 0.80 | 0.61 | 0.0 | 0.0 | 46.22 | 682 | 203 |
| 166.0 | Flat Light Sector | 3 | 400 | 17.9 | 0.0 | 0.0 | 0.0 | 0.75 | 0.67 | 0.0 | 0.0 | 46.22 | 1060 | 1080 |
| 148.0 | Generic 4' Dish w/ | 1 | 120 | 10.8 | 4.0 | 48.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 45.12 | 416 | 108 |
| 148.0 | Flat Light Sector | 1 | 400 | 17.9 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 45.12 | 687 | 360 |
| 144.0 | Generic 10' Dipole | 1 | 30 | 3.8 | 10.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 44.86 | 143 | 27 |
| 142.0 | Round Side Arm | 2 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 0.90 | 0.90 | 0.0 | 0.0 | 44.73 | 320 | 270 |
| 137.0 | Generic 6' FM | 2 | 30 | 13.4 | 6.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 44.39 | 1015 | 54 |
| 135.0 | Round Side Arm | 4 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 44.26 | 782 | 540 |
| 135.0 | Round Sector Frame | 1 | 300 | 14.4 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 44.26 | 542 | 270 |
| 130.0 | Round Side Arm | 3 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 43.91 | 582 | 405 |
| 127.0 | Harris FML-4E | 1 | 227 | 12.8 | 40.0 | 24.0 | 24.0 | 1.00 | 1.00 | 0.0 | 0.0 | 43.69 | 476 | 204 |
| 125.0 | Round Side Arm | 2 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 43.54 | 385 | 270 |
| 108.8 | Scala PR-950 | 1 | 38 | 10.1 | 5.7 | 36.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 42.29 | 363 | 34 |
| 87.00 | Stand-Off | 1 | 75 | 2.5 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 40.35 | 86 | 68 |
| 87.00 | Antel BCD-87010 | 1 | 27 | 2.9 | 11.2 | 2.6 | 2.6 | 1.00 | 1.00 | 0.0 | 0.0 | 40.35 | 99 | 24 |
| 80.00 | Side Arm | 2 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 39.64 | 350 | 270 |
| 80.00 | Generic 4' Std. Dish | 2 | 188 | 20.9 | 4.0 | 48.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 39.64 | 1409 | 338 |
| 16.00 | Channel Master | 1 | 126 | 20.2 | 3.9 | 47.2 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 28.25 | 485 | 113 |
| 4.00 | Ericsson RRUS 32 B2 | 2 | 53 | 2.7 | 2.3 | 12.1 | 7.0 | 0.90 | 0.67 | 0.0 | 0.0 | 27.90 | 78 | 95 |
| | Totals | 115 | 10710 | 700.5 | | | | | | | | | 18478 | 9639 |

Discrete Appurtenance Properties 1.2D + 1.0Di + 1.0Wi

| Elevation (ft) | Description | Qty | Ice Wt (lb) | Ice EPA (sf) | Length (ft) | Width (in) | Depth (in) | K _a | Orient. Factor | Vert. Ecc.(ft) | M _u (lb-ft) | Q _z (psf) | F _a (WL) (lb) | P _a (DL) (lb) |
|----------------|--------------------|-----|-------------|--------------|-------------|------------|------------|----------------|----------------|----------------|------------------------|----------------------|--------------------------|--------------------------|
| 190.0 | Generic 12' Dipole | 3 | 131 | 9.4 | 12.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.86 | 188 | 417 |
| 190.0 | Side Arm | 3 | 200 | 7.1 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.86 | 141 | 690 |
| 189.0 | Generic 6' Omni | 2 | 56 | 2.6 | 6.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.85 | 35 | 123 |
| 183.0 | Generic RCU | 3 | 5 | 0.4 | 0.7 | 2.0 | 2.0 | 0.80 | 1.00 | 0.0 | 0.0 | 7.80 | 6 | 15 |

Tower Loading

| | | | | | | | | | | | | | | |
|--------|----------------------|-----|-------|-------|------|------|------|------|------|------|-------|------|------|-------|
| 183.0 | RFS APXV18- | 3 | 90 | 6.8 | 6.0 | 6.8 | 3.2 | 0.80 | 0.68 | 0.0 | 0.0 | 7.80 | 73 | 285 |
| 183.0 | Round Side Arm | 3 | 200 | 7.1 | 0.0 | 0.0 | 0.0 | 1.00 | 0.67 | 0.0 | 0.0 | 7.80 | 94 | 690 |
| 177.0 | Ericsson KRY 112 | 3 | 18 | 0.6 | 0.6 | 6.1 | 2.7 | 0.80 | 0.50 | -2.0 | 9.9 | 7.72 | 5 | 61 |
| 177.0 | Ericsson Radio 4449 | 3 | 116 | 2.2 | 1.3 | 13.2 | 10.5 | 0.80 | 0.50 | 0.0 | 0.0 | 7.74 | 18 | 392 |
| 177.0 | Ericsson AIR 21 B4A | 3 | 186 | 7.2 | 4.5 | 12.0 | 8.0 | 0.80 | 0.71 | -2.0 | 161.4 | 7.72 | 81 | 611 |
| 177.0 | Ericsson AIR 21, 1.3 | 3 | 186 | 7.2 | 4.5 | 12.0 | 8.0 | 0.80 | 0.71 | -2.0 | 161.4 | 7.72 | 81 | 611 |
| 177.0 | RFS APXVAALL24 | 3 | 386 | 22.8 | 8.0 | 24.0 | 8.5 | 0.80 | 0.63 | 0.0 | 0.0 | 7.74 | 226 | 1233 |
| 175.0 | Heavy Sector Frame | 3 | 872 | 41.0 | 0.0 | 0.0 | 0.0 | 0.75 | 0.67 | 0.0 | 0.0 | 7.72 | 406 | 2917 |
| 166.0 | Powerwave Allgon | 6 | 9 | 0.6 | 0.4 | 8.3 | 2.4 | 0.80 | 0.50 | 0.0 | 0.0 | 7.64 | 10 | 57 |
| 166.0 | Kaelus | 2 | 38 | 0.7 | 0.7 | 6.5 | 6.2 | 0.80 | 0.50 | 0.0 | 0.0 | 7.64 | 4 | 86 |
| 166.0 | Powerwave Allgon | 6 | 31 | 1.6 | 1.2 | 9.2 | 2.6 | 0.80 | 0.50 | 0.0 | 0.0 | 7.64 | 25 | 203 |
| 166.0 | Raycap DC6-48-60- | 2 | 56 | 1.7 | 2.0 | 9.7 | 9.7 | 0.80 | 1.00 | 0.0 | 0.0 | 7.64 | 18 | 119 |
| 166.0 | Ericsson RRUS 4426 | 4 | 79 | 2.2 | 1.3 | 13.2 | 5.8 | 0.80 | 0.50 | 0.0 | 0.0 | 7.64 | 23 | 353 |
| 166.0 | Ericsson RRUS 4478 | 1 | 93 | 2.2 | 1.3 | 13.2 | 7.3 | 0.80 | 1.00 | 0.0 | 0.0 | 7.64 | 12 | 105 |
| 166.0 | Ericsson RRUS 4478 | 2 | 97 | 2.4 | 1.4 | 13.4 | 7.7 | 0.80 | 0.50 | 0.0 | 0.0 | 7.64 | 13 | 219 |
| 166.0 | Ericsson RRUS 32 | 4 | 108 | 3.5 | 2.2 | 12.1 | 6.7 | 0.80 | 0.67 | 0.0 | 0.0 | 7.64 | 48 | 480 |
| 166.0 | Ericsson RRUS-11 | 4 | 102 | 3.5 | 1.6 | 17.0 | 8.0 | 0.80 | 0.67 | 0.0 | 0.0 | 7.64 | 49 | 451 |
| 166.0 | Ericsson RRUS E2 | 4 | 115 | 3.9 | 1.7 | 18.5 | 7.5 | 0.80 | 0.62 | 0.0 | 0.0 | 7.64 | 51 | 507 |
| 166.0 | Raycap DC6-48-60- | 2 | 103 | 5.8 | 2.6 | 18.3 | 10.2 | 0.80 | 0.75 | 0.0 | 0.0 | 7.64 | 45 | 213 |
| 166.0 | Powerwave Allgon | 3 | 120 | 6.2 | 4.6 | 11.0 | 5.0 | 0.80 | 0.65 | 0.0 | 0.0 | 7.64 | 63 | 380 |
| 166.0 | Commscope SBNHH- | 2 | 125 | 7.3 | 4.6 | 11.9 | 7.1 | 0.80 | 0.77 | 0.0 | 0.0 | 7.64 | 59 | 264 |
| 166.0 | CCI OPA-65R-LCUU- | 2 | 150 | 7.2 | 4.0 | 14.4 | 7.3 | 0.80 | 0.75 | 0.0 | 0.0 | 7.64 | 56 | 323 |
| 166.0 | CCI HPA-65R-BUU-H4 | 2 | 137 | 7.4 | 4.0 | 14.8 | 9.0 | 0.80 | 0.77 | 0.0 | 0.0 | 7.64 | 59 | 288 |
| 166.0 | CCI BSA-M65R-BUU- | 3 | 248 | 13.4 | 4.2 | 28.5 | 9.7 | 0.80 | 0.61 | 0.0 | 0.0 | 7.64 | 127 | 790 |
| 166.0 | Flat Light Sector | 3 | 604 | 28.1 | 0.0 | 0.0 | 0.0 | 0.75 | 0.67 | 0.0 | 0.0 | 7.64 | 275 | 2051 |
| 148.0 | Generic 4' Dish w/ | 1 | 333 | 11.9 | 4.0 | 48.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.46 | 76 | 357 |
| 148.0 | Flat Light Sector | 1 | 601 | 28.0 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.46 | 177 | 681 |
| 144.0 | Generic 10' Dipole | 1 | 104 | 7.8 | 10.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.41 | 49 | 110 |
| 142.0 | Round Side Arm | 2 | 199 | 7.0 | 0.0 | 0.0 | 0.0 | 0.90 | 0.90 | 0.0 | 0.0 | 7.39 | 71 | 458 |
| 137.0 | Generic 6' FM | 2 | 478 | 16.5 | 6.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.34 | 206 | 969 |
| 135.0 | Round Side Arm | 4 | 198 | 7.0 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.31 | 174 | 913 |
| 135.0 | Round Sector Frame | 1 | 542 | 25.3 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.31 | 157 | 602 |
| 130.0 | Round Side Arm | 3 | 198 | 7.0 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.26 | 129 | 685 |
| 127.0 | Harris FML-4E | 1 | 460 | 29.9 | 40.0 | 24.0 | 24.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.22 | 184 | 506 |
| 125.0 | Round Side Arm | 2 | 198 | 7.0 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 7.20 | 85 | 456 |
| 108.8 | Scala PR-950 | 1 | 243 | 53.9 | 5.7 | 36.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 6.99 | 320 | 251 |
| 87.00 | Stand-Off | 1 | 108 | 3.6 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 6.67 | 20 | 123 |
| 87.00 | Antel BCD-87010 | 1 | 99 | 5.5 | 11.2 | 2.6 | 2.6 | 1.00 | 1.00 | 0.0 | 0.0 | 6.67 | 31 | 105 |
| 80.00 | Side Arm | 2 | 195 | 6.9 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 6.55 | 77 | 451 |
| 80.00 | Generic 4' Std. Dish | 2 | 320 | 22.8 | 4.0 | 48.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 6.55 | 254 | 715 |
| 16.00 | Channel Master | 1 | 231 | 21.7 | 3.9 | 47.2 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 4.67 | 86 | 256 |
| 4.00 | Ericsson RRUS 32 B2 | 2 | 90 | 3.3 | 2.3 | 12.1 | 7.0 | 0.90 | 0.67 | 0.0 | 0.0 | 4.61 | 16 | 202 |
| Totals | | 115 | 20627 | 980.3 | | | | | | | | | 4402 | 22769 |

Discrete Appurtenance Properties 1.0D + 1.0W Service

| Elevation (ft) | Description | Qty | Wt. (lb) | EPA (sf) | Length (ft) | Width (in) | Depth (in) | K _a | Orient. Factor | Vert. Ecc.(ft) | M _u (lb-ft) | Q _z (psf) | F _a (WL) (lb) | P _a (DL) (lb) |
|----------------|---------------------|-----|----------|----------|-------------|------------|------------|----------------|----------------|----------------|------------------------|----------------------|--------------------------|--------------------------|
| 190.0 | Generic 12' Dipole | 3 | 40 | 4.5 | 12.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 11.32 | 130 | 120 |
| 190.0 | Side Arm | 3 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 11.32 | 150 | 450 |
| 189.0 | Generic 6' Omni | 2 | 25 | 1.8 | 6.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 11.30 | 34 | 50 |
| 183.0 | Generic RCU | 3 | 1 | 0.1 | 0.7 | 2.0 | 2.0 | 0.80 | 1.00 | 0.0 | 0.0 | 11.23 | 3 | 3 |
| 183.0 | RFS APXV18- | 3 | 26 | 5.2 | 6.0 | 6.8 | 3.2 | 0.80 | 0.68 | 0.0 | 0.0 | 11.23 | 80 | 79 |
| 183.0 | Round Side Arm | 3 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 0.67 | 0.0 | 0.0 | 11.23 | 100 | 450 |
| 177.0 | Ericsson KRY 112 | 3 | 11 | 0.4 | 0.6 | 6.1 | 2.7 | 0.80 | 0.50 | -2.0 | 8.0 | 11.12 | 4 | 33 |
| 177.0 | Ericsson Radio 4449 | 3 | 75 | 1.6 | 1.3 | 13.2 | 10.5 | 0.80 | 0.50 | 0.0 | 0.0 | 11.15 | 19 | 225 |

Site Number: 311305

Code: ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:23 AM

Customer: T-MOBILE

Tower Loading

| | | | | | | | | | | | | | | |
|-------|----------------------|-----|-------|-------|------|------|------|------|------|------|-------|-------|------|-------|
| 177.0 | Ericsson AIR 21 B4A | 3 | 90 | 5.8 | 4.5 | 12.0 | 8.0 | 0.80 | 0.71 | -2.0 | 186.9 | 11.12 | 93 | 270 |
| 177.0 | Ericsson AIR 21, 1.3 | 3 | 90 | 5.8 | 4.5 | 12.0 | 8.0 | 0.80 | 0.71 | -2.0 | 186.9 | 11.12 | 93 | 270 |
| 177.0 | RFS APXVAALL24 | 3 | 123 | 20.2 | 8.0 | 24.0 | 8.5 | 0.80 | 0.63 | 0.0 | 0.0 | 11.15 | 290 | 368 |
| 175.0 | Heavy Sector Frame | 3 | 500 | 29.3 | 0.0 | 0.0 | 0.0 | 0.75 | 0.67 | 0.0 | 0.0 | 11.12 | 418 | 1500 |
| 166.0 | Powerwave Allgon | 6 | 2 | 0.3 | 0.4 | 8.3 | 2.4 | 0.80 | 0.50 | 0.0 | 0.0 | 11.00 | 8 | 13 |
| 166.0 | Kaelus | 2 | 26 | 0.4 | 0.7 | 6.5 | 6.2 | 0.80 | 0.50 | 0.0 | 0.0 | 11.00 | 3 | 51 |
| 166.0 | Powerwave Allgon | 6 | 14 | 1.1 | 1.2 | 9.2 | 2.6 | 0.80 | 0.50 | 0.0 | 0.0 | 11.00 | 25 | 85 |
| 166.0 | Raycap DC6-48-60- | 2 | 20 | 1.3 | 2.0 | 9.7 | 9.7 | 0.80 | 1.00 | 0.0 | 0.0 | 11.00 | 19 | 40 |
| 166.0 | Ericsson RRUS 4426 | 4 | 48 | 1.6 | 1.3 | 13.2 | 5.8 | 0.80 | 0.50 | 0.0 | 0.0 | 11.00 | 25 | 194 |
| 166.0 | Ericsson RRUS 4478 | 1 | 59 | 1.6 | 1.3 | 13.2 | 7.3 | 0.80 | 1.00 | 0.0 | 0.0 | 11.00 | 12 | 59 |
| 166.0 | Ericsson RRUS 4478 | 2 | 60 | 1.8 | 1.4 | 13.4 | 7.7 | 0.80 | 0.50 | 0.0 | 0.0 | 11.00 | 14 | 120 |
| 166.0 | Ericsson RRUS 32 | 4 | 60 | 2.7 | 2.2 | 12.1 | 6.7 | 0.80 | 0.67 | 0.0 | 0.0 | 11.00 | 54 | 240 |
| 166.0 | Ericsson RRUS-11 | 4 | 51 | 2.8 | 1.6 | 17.0 | 8.0 | 0.80 | 0.67 | 0.0 | 0.0 | 11.00 | 56 | 204 |
| 166.0 | Ericsson RRUS E2 | 4 | 60 | 3.1 | 1.7 | 18.5 | 7.5 | 0.80 | 0.62 | 0.0 | 0.0 | 11.00 | 58 | 240 |
| 166.0 | Raycap DC6-48-60- | 2 | 16 | 4.8 | 2.6 | 18.3 | 10.2 | 0.80 | 0.75 | 0.0 | 0.0 | 11.00 | 54 | 32 |
| 166.0 | Powerwave Allgon | 3 | 35 | 5.5 | 4.6 | 11.0 | 5.0 | 0.80 | 0.65 | 0.0 | 0.0 | 11.00 | 80 | 105 |
| 166.0 | Commscope SBNHH- | 2 | 34 | 5.9 | 4.6 | 11.9 | 7.1 | 0.80 | 0.77 | 0.0 | 0.0 | 11.00 | 68 | 67 |
| 166.0 | CCI OPA-65R-LCUU- | 2 | 57 | 5.9 | 4.0 | 14.4 | 7.3 | 0.80 | 0.75 | 0.0 | 0.0 | 11.00 | 67 | 114 |
| 166.0 | CCI HPA-65R-BUU-H4 | 2 | 34 | 6.1 | 4.0 | 14.8 | 9.0 | 0.80 | 0.77 | 0.0 | 0.0 | 11.00 | 70 | 68 |
| 166.0 | CCI BSA-M65R-BUU- | 3 | 75 | 11.9 | 4.2 | 28.5 | 9.7 | 0.80 | 0.61 | 0.0 | 0.0 | 11.00 | 162 | 225 |
| 166.0 | Flat Light Sector | 3 | 400 | 17.9 | 0.0 | 0.0 | 0.0 | 0.75 | 0.67 | 0.0 | 0.0 | 11.00 | 252 | 1200 |
| 148.0 | Generic 4' Dish w/ | 1 | 120 | 10.8 | 4.0 | 48.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 10.74 | 99 | 120 |
| 148.0 | Flat Light Sector | 1 | 400 | 17.9 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 10.74 | 163 | 400 |
| 144.0 | Generic 10' Dipole | 1 | 30 | 3.8 | 10.0 | 3.0 | 3.0 | 1.00 | 1.00 | 0.0 | 0.0 | 10.67 | 34 | 30 |
| 142.0 | Round Side Arm | 2 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 0.90 | 0.90 | 0.0 | 0.0 | 10.64 | 76 | 300 |
| 137.0 | Generic 6' FM | 2 | 30 | 13.4 | 6.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 10.56 | 242 | 60 |
| 135.0 | Round Side Arm | 4 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 10.53 | 186 | 600 |
| 135.0 | Round Sector Frame | 1 | 300 | 14.4 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 10.53 | 129 | 300 |
| 130.0 | Round Side Arm | 3 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 10.45 | 139 | 450 |
| 127.0 | Harris FML-4E | 1 | 227 | 12.8 | 40.0 | 24.0 | 24.0 | 1.00 | 1.00 | 0.0 | 0.0 | 10.40 | 113 | 227 |
| 125.0 | Round Side Arm | 2 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 10.36 | 92 | 300 |
| 108.8 | Scala PR-950 | 1 | 38 | 10.1 | 5.7 | 36.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 10.06 | 86 | 38 |
| 87.00 | Stand-Off | 1 | 75 | 2.5 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 9.60 | 20 | 75 |
| 87.00 | Antel BCD-87010 | 1 | 27 | 2.9 | 11.2 | 2.6 | 2.6 | 1.00 | 1.00 | 0.0 | 0.0 | 9.60 | 24 | 27 |
| 80.00 | Side Arm | 2 | 150 | 5.2 | 0.0 | 0.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 9.43 | 83 | 300 |
| 80.00 | Generic 4' Std. Dish | 2 | 188 | 20.9 | 4.0 | 48.0 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 9.43 | 335 | 376 |
| 16.00 | Channel Master | 1 | 126 | 20.2 | 3.9 | 47.2 | 0.0 | 1.00 | 1.00 | 0.0 | 0.0 | 6.72 | 115 | 126 |
| 4.00 | Ericsson RRUS 32 B2 | 2 | 53 | 2.7 | 2.3 | 12.1 | 7.0 | 0.90 | 0.67 | 0.0 | 0.0 | 6.64 | 19 | 106 |
| | Totals | 115 | 10710 | 700.5 | | | | | | | | | 4397 | 10710 |

Site Number: 311305

Code: ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:23 AM

Customer: T-MOBILE

Tower Loading

Linear Appurtenance Properties

| Elev From (ft) | Elev To (ft) | Description | Qty | Width (in) | Weight (lb/ft) | Pct In Block | Spread On Faces | Bundling Arrangement | Cluster Dia (in) | Out Of Zone | Spacing (in) | Orientation Factor | Ka Override |
|----------------|--------------|--------------------|-----|------------|----------------|--------------|-----------------|----------------------|------------------|-------------|--------------|--------------------|-------------|
| 0.00 | 190.5 | Climbing Ladder | 1 | 2.00 | 6.90 | 100 | 1 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 190.0 | 5/16" (0.31") | 1 | 0.31 | 0.05 | 100 | 3 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 190.0 | 7/8" Coax | 3 | 1.09 | 0.33 | 100 | 3 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 189.0 | 1/2" Coax | 2 | 0.63 | 0.15 | 100 | 1 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 183.0 | 1 5/8" Coax | 6 | 1.98 | 0.82 | 50 | 3 | Block | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 183.0 | 3/8" Coax | 1 | 0.44 | 0.08 | 100 | 3 | Individual | 0.00 | N | 1.00 | 1.00 | 0.01 |
| 0.00 | 183.0 | Waveguide | 1 | 2.00 | 6.00 | 100 | 3 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 177.0 | 1 1/4" (1.25") | 1 | 1.25 | 1.05 | 100 | 2 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 177.0 | 1 5/8" Coax | 6 | 1.98 | 0.82 | 50 | 2 | Block | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 177.0 | 1 5/8" Hybriflex | 1 | 1.98 | 1.30 | 100 | 2 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 175.0 | Waveguide | 1 | 2.00 | 6.00 | 100 | 2 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 166.0 | 0.39" (10mm) Fiber | 4 | 0.39 | 0.06 | 100 | 2 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 166.0 | 0.74" (18.7mm) 8 | 8 | 0.74 | 0.49 | 100 | 2 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 166.0 | 1 5/8" Coax | 12 | 1.98 | 0.82 | 100 | 2 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 166.0 | 1/2" Coax | 1 | 0.63 | 0.15 | 100 | 2 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 166.0 | 3/8" (0.38") | 6 | 0.38 | 0.23 | 100 | 2 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 166.0 | Waveguide | 1 | 2.00 | 6.00 | 100 | 2 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 144.0 | 1 1/4" Coax | 3 | 1.55 | 0.63 | 100 | 3 | Individual | 0.00 | N | 1.00 | 1.00 | 0.01 |
| 0.00 | 140.0 | 7/8" Coax | 4 | 1.09 | 0.33 | 100 | 3 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 137.0 | 1 5/8" Coax | 1 | 1.98 | 0.82 | 100 | 3 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 127.0 | 7/8" Coax | 1 | 1.09 | 0.33 | 100 | 3 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 108.8 | 7/8" Coax | 1 | 1.09 | 0.33 | 100 | 3 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 87.00 | 7/8" Coax | 1 | 1.09 | 0.33 | 100 | 3 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |
| 0.00 | 80.00 | 7/8" Coax | 2 | 1.09 | 0.33 | 100 | 2 | Individual | 0.00 | N | 1.00 | 1.00 | 0.01 |
| 0.00 | 16.00 | 0.28" (7mm) RG-6 | 3 | 0.28 | 0.03 | 100 | 3 | Individual | 0.00 | N | 1.00 | 1.00 | 0.00 |

Site Number: 311305

Code: ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:23 AM

Customer: T-MOBILE

Equivalent Lateral Force Method

| | |
|--|---------|
| Spectral Response Acceleration for Short Period (S_s): | 0.20 |
| Spectral Response Acceleration at 1.0 Second Period (S_{d1}): | 0.05 |
| Long-Period Transition Period (T_L - Seconds): | 6 |
| Importance Factor (I_e): | 1.00 |
| Site Coefficient F_a : | 1.60 |
| Site Coefficient F_v : | 2.40 |
| Response Modification Coefficient (R): | 3.00 |
| Design Spectral Response Acceleration at Short Period (S_{ds}): | 0.22 |
| Design Spectral Response Acceleration at 1.0 Second Period (S_{d1}): | 0.09 |
| Seismic Response Coefficient (C_s): | 0.03 |
| Upper Limit C_s : | 0.03 |
| Lower Limit C_s : | 0.03 |
| Period based on Rayleigh Method (sec): | 0.94 |
| Redundancy Factor (p): | 1.30 |
| Seismic Force Distribution Exponent (k): | 1.22 |
| Total Unfactored Dead Load: | 47.99 k |
| Seismic Base Shear (E): | 1.91 k |

LoadCase 1.2D + 1.0Ev + 1.0Eh

Seismic

| Section | Height Above Base (ft) | Weight (lb) | W_z (lb-ft) | C_{vx} | Horizontal Force (lb) | Vertical Force (lb) |
|--|------------------------|-------------|---------------|----------|-----------------------|---------------------|
| 10 | 185.30 | 505 | 296,977 | 0.024 | 45 | 628 |
| 9 | 170.00 | 1,692 | 895,397 | 0.071 | 136 | 2,104 |
| 8 | 150.00 | 2,506 | 1,138,07 | 0.091 | 173 | 3,116 |
| 7 | 130.00 | 3,025 | 1,153,80 | 0.092 | 176 | 3,762 |
| 6 | 110.00 | 3,693 | 1,148,60 | 0.092 | 175 | 4,593 |
| 5 | 90.00 | 3,786 | 921,489 | 0.074 | 140 | 4,708 |
| 4 | 70.00 | 4,924 | 881,848 | 0.070 | 134 | 6,123 |
| 3 | 50.00 | 5,066 | 601,630 | 0.048 | 92 | 6,300 |
| 2 | 30.00 | 5,524 | 351,574 | 0.028 | 54 | 6,870 |
| 1 | 10.00 | 6,557 | 109,098 | 0.009 | 17 | 8,154 |
| Generic 12' Dipole | 190.00 | 120 | 72,743 | 0.006 | 11 | 149 |
| Side Arm | 190.00 | 450 | 272,785 | 0.022 | 42 | 560 |
| Generic 6' Omni | 189.00 | 50 | 30,115 | 0.002 | 5 | 62 |
| Generic RCU (Remote Control Unit) | 183.00 | 3 | 1,737 | 0.000 | 0 | 4 |
| RFS APXV18-206517S-C | 183.00 | 79 | 45,859 | 0.004 | 7 | 98 |
| Round Side Arm | 183.00 | 450 | 260,563 | 0.021 | 40 | 560 |
| Ericsson KRY 112 144/1 | 177.00 | 33 | 18,346 | 0.001 | 3 | 41 |
| Ericsson Radio 4449 B71 B85A | 177.00 | 225 | 125,085 | 0.010 | 19 | 280 |
| Ericsson AIR 21 B4A B2P | 177.00 | 270 | 150,102 | 0.012 | 23 | 336 |
| Ericsson AIR 21, 1.3 M, B2A B4P, AWS - 1 | 177.00 | 270 | 150,102 | 0.012 | 23 | 336 |
| RFS APXVAALL24 43-U-NA20 | 177.00 | 368 | 204,805 | 0.016 | 31 | 458 |
| Heavy Sector Frame | 175.00 | 1,500 | 822,407 | 0.066 | 125 | 1,865 |
| Powerwave Allgon 7020 | 166.00 | 13 | 6,785 | 0.001 | 1 | 16 |

Site Number: 311305

Code: ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:23 AM

Customer: T-MOBILE

Equivalent Lateral Force Method

| | | | | | | |
|---------------------------------------|--------|--------|------------|-------|-------|--------|
| Kaelus DBC0061F1V51-2 | 166.00 | 51 | 26,216 | 0.002 | 4 | 63 |
| Powerwave Allgon LGP21401 | 166.00 | 85 | 43,488 | 0.003 | 7 | 105 |
| Raycap DC6-48-60-18-8F (23.5" Height) | 166.00 | 40 | 20,562 | 0.002 | 3 | 50 |
| Ericsson RRUS 4426 B66 | 166.00 | 194 | 99,518 | 0.008 | 15 | 241 |
| Ericsson RRUS 4478 B14 (15") | 166.00 | 59 | 30,534 | 0.002 | 5 | 74 |
| Ericsson RRUS 4478 B5 | 166.00 | 120 | 61,582 | 0.005 | 9 | 149 |
| Ericsson RRUS 32 B30 (60 lbs) | 166.00 | 240 | 123,369 | 0.010 | 19 | 298 |
| Ericsson RRUS-11 (19.7") | 166.00 | 204 | 104,864 | 0.008 | 16 | 254 |
| Ericsson RRUS E2 B29 | 166.00 | 240 | 123,369 | 0.010 | 19 | 298 |
| Raycap DC6-48-60-18-8C-EV | 166.00 | 32 | 16,449 | 0.001 | 3 | 40 |
| Powerwave Allgon 7770.00 | 166.00 | 105 | 53,974 | 0.004 | 8 | 131 |
| Commscope SBNHH-1D65A | 166.00 | 67 | 34,441 | 0.003 | 5 | 83 |
| CCI OPA-65R-LCUU-H4 (14.4" width) | 166.00 | 114 | 58,600 | 0.005 | 9 | 142 |
| CCI HPA-65R-BUU-H4 | 166.00 | 68 | 34,955 | 0.003 | 5 | 85 |
| CCI BSA-M65R-BUU-H4 | 166.00 | 225 | 115,659 | 0.009 | 18 | 280 |
| Flat Light Sector Frame | 166.00 | 1,200 | 616,846 | 0.049 | 94 | 1,492 |
| Generic 4' Dish w/ Radome | 148.00 | 120 | 53,618 | 0.004 | 8 | 149 |
| Flat Light Sector Frame | 148.00 | 400 | 178,726 | 0.014 | 27 | 497 |
| Generic 10' Dipole | 144.00 | 30 | 12,963 | 0.001 | 2 | 37 |
| Round Side Arm | 142.00 | 300 | 127,439 | 0.010 | 19 | 373 |
| Generic 6' FM antenna | 137.00 | 60 | 24,396 | 0.002 | 4 | 75 |
| Round Side Arm | 135.00 | 600 | 239,620 | 0.019 | 36 | 746 |
| Round Sector Frame | 135.00 | 300 | 119,810 | 0.010 | 18 | 373 |
| Round Side Arm | 130.00 | 450 | 171,620 | 0.014 | 26 | 560 |
| Harris FML-4E | 127.00 | 227 | 84,140 | 0.007 | 13 | 282 |
| Round Side Arm | 125.00 | 300 | 109,063 | 0.009 | 17 | 373 |
| Scala PR-950 | 108.80 | 38 | 11,661 | 0.001 | 2 | 47 |
| Stand-Off | 87.00 | 75 | 17,516 | 0.001 | 3 | 93 |
| Antel BCD-87010 ____ 4° | 87.00 | 26 | 6,189 | 0.000 | 1 | 33 |
| Side Arm | 80.00 | 300 | 63,242 | 0.005 | 10 | 373 |
| Generic 4' Std. Dish | 80.00 | 376 | 79,263 | 0.006 | 12 | 468 |
| Channel Master Type 120 | 16.00 | 126 | 3,722 | 0.000 | 1 | 157 |
| Ericsson RRUS 32 B2 | 4.00 | 106 | 576 | 0.000 | 0 | 132 |
| | | 47,989 | 12,527,921 | 1.000 | 1,907 | 59,675 |

LoadCase 0.9D - 1.0Ev + 1.0Eh

Seismic (Reduced DL)

| Section | Height Above Base (ft) | Weight (lb) | W _z (lb-ft) | C _{vx} | Horizontal Force (lb) | Vertical Force (lb) |
|-----------------------------------|------------------------|-------------|------------------------|-----------------|-----------------------|---------------------|
| 10 | 185.30 | 505 | 296,977 | 0.024 | 45 | 433 |
| 9 | 170.00 | 1,692 | 895,397 | 0.071 | 136 | 1,449 |
| 8 | 150.00 | 2,506 | 1,138,07 | 0.091 | 173 | 2,146 |
| 7 | 130.00 | 3,025 | 1,153,80 | 0.092 | 176 | 2,591 |
| 6 | 110.00 | 3,693 | 1,148,60 | 0.092 | 175 | 3,163 |
| 5 | 90.00 | 3,786 | 921,489 | 0.074 | 140 | 3,242 |
| 4 | 70.00 | 4,924 | 881,848 | 0.070 | 134 | 4,217 |
| 3 | 50.00 | 5,066 | 601,630 | 0.048 | 92 | 4,339 |
| 2 | 30.00 | 5,524 | 351,574 | 0.028 | 54 | 4,732 |
| 1 | 10.00 | 6,557 | 109,098 | 0.009 | 17 | 5,616 |
| Generic 12' Dipole | 190.00 | 120 | 72,743 | 0.006 | 11 | 103 |
| Side Arm | 190.00 | 450 | 272,785 | 0.022 | 42 | 385 |
| Generic 6' Omni | 189.00 | 50 | 30,115 | 0.002 | 5 | 43 |
| Generic RCU (Remote Control Unit) | 183.00 | 3 | 1,737 | 0.000 | 0 | 3 |
| RFS APXV18-206517S-C | 183.00 | 79 | 45,859 | 0.004 | 7 | 68 |

Site Number: 311305

Code: ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

Equivalent Lateral Force Method

| | | | | | | |
|--|--------|--------|------------|-------|-------|--------|
| Round Side Arm | 183.00 | 450 | 260,563 | 0.021 | 40 | 385 |
| Ericsson KRY 112 144/1 | 177.00 | 33 | 18,346 | 0.001 | 3 | 28 |
| Ericsson Radio 4449 B71 B85A | 177.00 | 225 | 125,085 | 0.010 | 19 | 193 |
| Ericsson AIR 21 B4A B2P | 177.00 | 270 | 150,102 | 0.012 | 23 | 231 |
| Ericsson AIR 21, 1.3 M, B2A B4P, AWS - 1 | 177.00 | 270 | 150,102 | 0.012 | 23 | 231 |
| RFS APXVAALL24 43-U-NA20 | 177.00 | 368 | 204,805 | 0.016 | 31 | 316 |
| Heavy Sector Frame | 175.00 | 1,500 | 822,407 | 0.066 | 125 | 1,285 |
| Powerwave Allgon 7020 | 166.00 | 13 | 6,785 | 0.001 | 1 | 11 |
| Kaelus DBC0061F1V51-2 | 166.00 | 51 | 26,216 | 0.002 | 4 | 44 |
| Powerwave Allgon LGP21401 | 166.00 | 85 | 43,488 | 0.003 | 7 | 72 |
| Raycap DC6-48-60-18-8F (23.5" Height) | 166.00 | 40 | 20,562 | 0.002 | 3 | 34 |
| Ericsson RRUS 4426 B66 | 166.00 | 194 | 99,518 | 0.008 | 15 | 166 |
| Ericsson RRUS 4478 B14 (15") | 166.00 | 59 | 30,534 | 0.002 | 5 | 51 |
| Ericsson RRUS 4478 B5 | 166.00 | 120 | 61,582 | 0.005 | 9 | 103 |
| Ericsson RRUS 32 B30 (60 lbs) | 166.00 | 240 | 123,369 | 0.010 | 19 | 206 |
| Ericsson RRUS-11 (19.7") | 166.00 | 204 | 104,864 | 0.008 | 16 | 175 |
| Ericsson RRUS E2 B29 | 166.00 | 240 | 123,369 | 0.010 | 19 | 206 |
| Raycap DC6-48-60-18-8C-EV | 166.00 | 32 | 16,449 | 0.001 | 3 | 27 |
| Powerwave Allgon 7770.00 | 166.00 | 105 | 53,974 | 0.004 | 8 | 90 |
| Commscope SBNHH-1D65A | 166.00 | 67 | 34,441 | 0.003 | 5 | 57 |
| CCI OPA-65R-LCUU-H4 (14.4" width) | 166.00 | 114 | 58,600 | 0.005 | 9 | 98 |
| CCI HPA-65R-BUU-H4 | 166.00 | 68 | 34,955 | 0.003 | 5 | 58 |
| CCI BSA-M65R-BUU-H4 | 166.00 | 225 | 115,659 | 0.009 | 18 | 193 |
| Flat Light Sector Frame | 166.00 | 1,200 | 616,846 | 0.049 | 94 | 1,028 |
| Generic 4' Dish w/ Radome | 148.00 | 120 | 53,618 | 0.004 | 8 | 103 |
| Flat Light Sector Frame | 148.00 | 400 | 178,726 | 0.014 | 27 | 343 |
| Generic 10' Dipole | 144.00 | 30 | 12,963 | 0.001 | 2 | 26 |
| Round Side Arm | 142.00 | 300 | 127,439 | 0.010 | 19 | 257 |
| Generic 6' FM antenna | 137.00 | 60 | 24,396 | 0.002 | 4 | 51 |
| Round Side Arm | 135.00 | 600 | 239,620 | 0.019 | 36 | 514 |
| Round Sector Frame | 135.00 | 300 | 119,810 | 0.010 | 18 | 257 |
| Round Side Arm | 130.00 | 450 | 171,620 | 0.014 | 26 | 385 |
| Harris FML-4E | 127.00 | 227 | 84,140 | 0.007 | 13 | 194 |
| Round Side Arm | 125.00 | 300 | 109,063 | 0.009 | 17 | 257 |
| Scala PR-950 | 108.80 | 38 | 11,661 | 0.001 | 2 | 33 |
| Stand-Off | 87.00 | 75 | 17,516 | 0.001 | 3 | 64 |
| Antel BCD-87010 ____ 4° | 87.00 | 26 | 6,189 | 0.000 | 1 | 23 |
| Side Arm | 80.00 | 300 | 63,242 | 0.005 | 10 | 257 |
| Generic 4' Std. Dish | 80.00 | 376 | 79,263 | 0.006 | 12 | 322 |
| Channel Master Type 120 | 16.00 | 126 | 3,722 | 0.000 | 1 | 108 |
| Ericsson RRUS 32 B2 | 4.00 | 106 | 576 | 0.000 | 0 | 91 |
| | | 47,989 | 12,527,921 | 1.000 | 1,907 | 41,101 |

Site Number: 311305

Code: ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

Force/Stress Summary

| Section: 1 | | 1 | | Bot Elev (ft): 0.00 | | | | Height (ft): 20.000 | | | | | | | |
|-------------------------------|--------------------|----------|---------------------|---------------------|-----------|---------------|-----------|---------------------|--------------------|------------------|-------------------------|--------------------|------------------|--------|-------------|
| | | Pu (kip) | Load Case | Len (ft) | Bracing % | | | F'y (ksi) | Phic Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Use % | Controls |
| Max Compression Member | | | | | | | | | | | | | | | |
| LEG | PST - 12" DIA PIPE | -461.88 | 1.2D + 1.0W Normal | 0.38 | 100 | 100 | 100 | 1.0 | 50.0 | 656.95 | 0 | 0 | 0.00 | 0.00 | 70 Member X |
| HORIZ | | 0.00 | | 0.000 | 0 | 0 | 0 | 0.0 | 0.0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0 |
| DIAG | SAE - 4X4X0.25 | -11.34 | 1.2D + 1.0W 90 deg | 20.05 | 48 | 48 | 48 | 145.3 | 43.5 | 26.30 | 0 | 0 | 0.00 | 0.00 | 43 Member Z |
| Max Tension Member | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | Fy (ksi) | Fu (ksi) | Phit Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Blk Shear phit Pn (kip) | Use % | Controls | | |
| LEG | PST - 12" DIA PIPE | 408.76 | 1.2D + 1.0W 60 deg | 50 | 65 | 657.00 | 0 | 0 | 0.00 | 0.00 | | | 62 | Member | |
| HORIZ | | 0.00 | | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 0 | | |
| DIAG | SAE - 4X4X0.25 | 11.82 | 1.2D + 1.0W 90 deg | 50 | 65 | 87.30 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 13 | Member | |
| Max Splice Forces | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | phiRnt (kip) | | | Use % | Num Bolts | Bolt Type | | | | | | |
| Top Tension | | 378.33 | 0.9D + 1.0W 60 deg | 0.00 | | | 0 | 0 | | | | | | | |
| Top Compression | | 422.20 | 1.2D + 1.0W 120 deg | 0.00 | | | 0 | | | | | | | | |
| Bot Tension | | 412.90 | 0.9D + 1.0W 60 deg | 0.00 | | | 0 | | | | | | | | |
| Bot Compression | | 462.03 | 1.2D + 1.0W 120 deg | 0.00 | | | 0 | | | | | | | | |

| Section: 2 | | 2 | | Bot Elev (ft): 20.00 | | | | Height (ft): 20.000 | | | | | | | |
|-------------------------------|--------------------|----------|---------------------|----------------------|-----------|---------------|-----------|---------------------|--------------------|------------------|-------------------------|--------------------|------------------|--------|-------------|
| | | Pu (kip) | Load Case | Len (ft) | Bracing % | | | F'y (ksi) | Phic Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Use % | Controls |
| Max Compression Member | | | | | | | | | | | | | | | |
| LEG | PST - 10" DIA PIPE | -413.20 | 1.2D + 1.0W Normal | 6.43 | 100 | 100 | 100 | 21.0 | 50.0 | 518.48 | 0 | 0 | 0.00 | 0.00 | 79 Member X |
| HORIZ | | 0.00 | | 0.000 | 0 | 0 | 0 | 0.0 | 0.0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0 |
| DIAG | SAE - 3.5X3.5X0.25 | -11.25 | 1.2D + 1.0W 90 deg | 18.77 | 48 | 48 | 48 | 157.2 | 50.0 | 19.58 | 0 | 0 | 0.00 | 0.00 | 57 Member Z |
| Max Tension Member | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | Fy (ksi) | Fu (ksi) | Phit Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Blk Shear phit Pn (kip) | Use % | Controls | | |
| LEG | PST - 10" DIA PIPE | 375.12 | 1.2D + 1.0W 60 deg | 50 | 65 | 535.50 | 0 | 0 | 0.00 | 0.00 | | | 70 | Member | |
| HORIZ | | 0.00 | | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 0 | | |
| DIAG | SAE - 3.5X3.5X0.25 | 10.98 | 1.2D + 1.0W 90 deg | 50 | 65 | 76.05 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 14 | Member | |
| Max Splice Forces | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | phiRnt (kip) | | | Use % | Num Bolts | Bolt Type | | | | | | |
| Top Tension | | 339.87 | 0.9D + 1.0W 60 deg | 0.00 | | | 0 | 0 | | | | | | | |
| Top Compression | | 377.82 | 1.2D + 1.0W 120 deg | 0.00 | | | 0 | | | | | | | | |
| Bot Tension | | 378.33 | 0.9D + 1.0W 60 deg | 0.00 | | | 0 | | | | | | | | |
| Bot Compression | | 0.00 | | 0.00 | | | 0 | | | | | | | | |

Site Number: 311305

Code: ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

Force/Stress Summary

| Section: 3 | | 3 | | Bot Elev (ft): 40.00 | | | | Height (ft): 20.000 | | | | | | | |
|-------------------------------|--------------------|----------|---------------------|----------------------|--------------|--------|-----------|---------------------|---------------|-----------|-----------|--------------------|------------------|-----------|-------------|
| | | Pu (kip) | Load Case | Len (ft) | Bracing % | | | Fy (ksi) | Phic Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Use % | Controls |
| Max Compression Member | | | | | | | | | | | | | | | |
| LEG | PST - 10" DIA PIPE | -368.51 | 1.2D + 1.0W Normal | 6.43 | 100 | 100 | 100 | 21.0 | 50.0 | 518.48 | 0 | 0 | 0.00 | 0.00 | 71 Member X |
| HORIZ | | 0.00 | | 0.000 | 0 | 0 | 0 | 0.0 | 0.0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0 |
| DIAG | SAE - 3X3X0.25 | -10.79 | 1.2D + 1.0W 90 deg | 16.90 | 47 | 47 | 47 | 161.1 | 50.0 | 15.88 | 0 | 0 | 0.00 | 0.00 | 67 Member Z |
| Max Tension Member | | | | | | | | | | | | | | | |
| LEG | PST - 10" DIA PIPE | 340.18 | 0.9D + 1.0W 60 deg | 50 | 65 | 535.50 | 0 | 0 | 0.00 | 0.00 | | | | 63 Member | |
| HORIZ | | 0.00 | | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0.00 | | | 0.00 | 0 | |
| DIAG | SAE - 3X3X0.25 | 10.55 | 1.2D + 1.0W 90 deg | 50 | 65 | 64.80 | 0 | 0 | 0.00 | 0.00 | | | 0.00 | 16 Member | |
| Max Splice Forces | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | | phiRnt (kip) | Use % | Num Bolts | Bolt Type | | | | | | | |
| | Top Tension | 298.83 | 0.9D + 1.0W 60 deg | | 0.00 | 0 | 0 | | | | | | | | |
| | Top Compression | 331.22 | 1.2D + 1.0W 120 deg | | 0.00 | 0 | | | | | | | | | |
| | Bot Tension | 339.87 | 0.9D + 1.0W 60 deg | | 0.00 | 0 | | | | | | | | | |
| | Bot Compression | 0.00 | | | 0.00 | 0 | | | | | | | | | |

| Section: 4 | | 4 | | Bot Elev (ft): 60.00 | | | | Height (ft): 20.000 | | | | | | | |
|-------------------------------|--------------------|----------|---------------------|----------------------|--------------|--------|-----------|---------------------|---------------|-----------|-----------|--------------------|------------------|-----------|-------------|
| | | Pu (kip) | Load Case | Len (ft) | Bracing % | | | Fy (ksi) | Phic Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Use % | Controls |
| Max Compression Member | | | | | | | | | | | | | | | |
| LEG | PST - 10" DIA PIPE | -330.37 | 1.2D + 1.0W Normal | 0.38 | 100 | 100 | 100 | 1.2 | 50.0 | 535.44 | 0 | 0 | 0.00 | 0.00 | 61 Member X |
| HORIZ | | 0.00 | | 0.000 | 0 | 0 | 0 | 0.0 | 0.0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0 |
| DIAG | SAE - 3X3X0.25 | -12.73 | 1.2D + 1.0W 90 deg | 15.15 | 48 | 48 | 48 | 147.5 | 50.0 | 18.95 | 0 | 0 | 0.00 | 0.00 | 67 Member Z |
| Max Tension Member | | | | | | | | | | | | | | | |
| LEG | PST - 10" DIA PIPE | 296.45 | 1.2D + 1.0W 60 deg | 50 | 65 | 535.50 | 0 | 0 | 0.00 | 0.00 | | | | 55 Member | |
| HORIZ | | 0.00 | | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0.00 | | | 0.00 | 0 | |
| DIAG | SAE - 3X3X0.25 | 12.44 | 1.2D + 1.0W 90 deg | 50 | 65 | 64.80 | 0 | 0 | 0.00 | 0.00 | | | 0.00 | 19 Member | |
| Max Splice Forces | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | | phiRnt (kip) | Use % | Num Bolts | Bolt Type | | | | | | | |
| | Top Tension | 244.59 | 0.9D + 1.0W 60 deg | | 0.00 | 0 | 0 | | | | | | | | |
| | Top Compression | 271.26 | 1.2D + 1.0W 120 deg | | 0.00 | 0 | | | | | | | | | |
| | Bot Tension | 298.83 | 0.9D + 1.0W 60 deg | | 0.00 | 0 | | | | | | | | | |
| | Bot Compression | 0.00 | | | 0.00 | 0 | | | | | | | | | |

Site Number: 311305

Code: ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

Force/Stress Summary

| Section: 5 | | 5 | | Bot Elev (ft): 80.00 | | | | Height (ft): 20.000 | | | | | | | |
|-------------------------------|-------------------|----------|---------------------|----------------------|--------------|---------------|-----------|---------------------|--------------------|------------------|-------------------------|--------------------|------------------|--------|-------------|
| | | Pu (kip) | Load Case | Len (ft) | Bracing % | | | Fy (ksi) | Phic Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Use % | Controls |
| Max Compression Member | | | | | | | | | | | | | | | |
| LEG | PST - 8" DIA PIPE | -260.03 | 1.2D + 1.0W Normal | 6.42 | 100 | 100 | 100 | 26.2 | 50.0 | 359.48 | 0 | 0 | 0.00 | 0.00 | 72 Member X |
| | HORIZ | 0.00 | | 0.000 | 0 | 0 | 0 | 0.0 | 0.0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0 |
| DIAG | SAE - 3X3X0.1875 | -11.05 | 1.2D + 1.0W 90 deg | 13.81 | 48 | 48 | 48 | 133.5 | 44.0 | 17.51 | 0 | 0 | 0.00 | 0.00 | 63 Member Z |
| Max Tension Member | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | Fy (ksi) | Fu (ksi) | Phit Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Blk Shear phit Pn (kip) | Use % | Controls | | |
| LEG | PST - 8" DIA PIPE | 243.10 | 1.2D + 1.0W 60 deg | 50 | 65 | 378.00 | 0 | 0 | 0.00 | 0.00 | | | 64 | Member | |
| | HORIZ | 0.00 | | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 0 | | |
| DIAG | SAE - 3X3X0.1875 | 10.82 | 1.2D + 1.0W 90 deg | 50 | 65 | 49.05 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 22 | Member | |
| Max Splice Forces | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | | phiRnt (kip) | Use % | Num Bolts | Bolt Type | | | | | | | |
| | Top Tension | 192.60 | 0.9D + 1.0W 60 deg | | 0.00 | 0 | 0 | | | | | | | | |
| | Top Compression | 213.87 | 1.2D + 1.0W 120 deg | | 0.00 | 0 | | | | | | | | | |
| | Bot Tension | 244.59 | 0.9D + 1.0W 60 deg | | 0.00 | 0 | | | | | | | | | |
| | Bot Compression | 0.00 | | | 0.00 | 0 | | | | | | | | | |

| Section: 6 | | 6 | | Bot Elev (ft): 100.0 | | | | Height (ft): 20.000 | | | | | | | |
|-------------------------------|-------------------|----------|---------------------|----------------------|--------------|---------------|-----------|---------------------|--------------------|------------------|-------------------------|--------------------|------------------|--------|-------------|
| | | Pu (kip) | Load Case | Len (ft) | Bracing % | | | Fy (ksi) | Phic Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Use % | Controls |
| Max Compression Member | | | | | | | | | | | | | | | |
| LEG | PST - 8" DIA PIPE | -213.30 | 1.2D + 1.0W Normal | 0.38 | 100 | 100 | 100 | 1.5 | 50.0 | 377.94 | 0 | 0 | 0.00 | 0.00 | 56 Member X |
| | HORIZ | 0.00 | | 0.000 | 0 | 0 | 0 | 0.0 | 0.0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0 |
| DIAG | SAE - 3X3X0.1875 | -10.59 | 1.2D + 1.0W 90 deg | 12.50 | 48 | 48 | 48 | 120.8 | 44.0 | 21.36 | 0 | 0 | 0.00 | 0.00 | 49 Member Z |
| Max Tension Member | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | Fy (ksi) | Fu (ksi) | Phit Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Blk Shear phit Pn (kip) | Use % | Controls | | |
| LEG | PST - 8" DIA PIPE | 192.80 | 0.9D + 1.0W 60 deg | 50 | 65 | 378.00 | 0 | 0 | 0.00 | 0.00 | | | 51 | Member | |
| | HORIZ | 0.00 | | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 0 | | |
| DIAG | SAE - 3X3X0.1875 | 10.47 | 1.2D + 1.0W 90 deg | 50 | 65 | 49.05 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 21 | Member | |
| Max Splice Forces | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | | phiRnt (kip) | Use % | Num Bolts | Bolt Type | | | | | | | |
| | Top Tension | 137.97 | 0.9D + 1.0W 60 deg | | 0.00 | 0 | 0 | | | | | | | | |
| | Top Compression | 154.73 | 1.2D + 1.0W 120 deg | | 0.00 | 0 | | | | | | | | | |
| | Bot Tension | 192.60 | 0.9D + 1.0W 60 deg | | 0.00 | 0 | | | | | | | | | |
| | Bot Compression | 0.00 | | | 0.00 | 0 | | | | | | | | | |

Site Number: 311305

Code: ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

Force/Stress Summary

| Section: 7 7 | | Bot Elev (ft): 120.0 | | | | | | Height (ft): 20.000 | | | | | | | |
|-------------------------------|-------------------|----------------------|---------------------|--------------|-----------|---------------|-----------|---------------------|--------------------|------------------|-------------------------|--------------------|------------------|-------|-------------|
| | | Pu (kip) | Load Case | Len (ft) | Bracing % | | | Fy (ksi) | Phic Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Use % | Controls |
| Max Compression Member | | | | | | | | | | | | | | | |
| LEG | PST - 6" DIA PIPE | -143.48 | 1.2D + 1.0W Normal | 6.42 | 100 | 100 | 100 | 34.3 | 50.0 | 230.45 | 0 | 0 | 0.00 | 0.00 | 62 Member X |
| HORIZ | | 0.00 | | 0.000 | 0 | 0 | 0 | 0.0 | 0.0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0 |
| DIAG | SAE - 3X3X0.1875 | -9.56 | 1.2D + 1.0W 90 deg | 11.24 | 48 | 48 | 48 | 111.5 | 44.0 | 25.05 | 0 | 0 | 0.00 | 0.00 | 38 Member Z |
| Max Tension Member | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | Fy (ksi) | Fu (ksi) | Phit Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Blk Shear phit Pn (kip) | Use % | Controls | | |
| LEG | PST - 6" DIA PIPE | 138.17 | 0.9D + 1.0W 60 deg | 50 | 65 | 251.10 | 0 | 0 | 0.00 | 0.00 | | | 55 Member | | |
| HORIZ | | 0.00 | | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 0 | | |
| DIAG | SAE - 3X3X0.1875 | 9.44 | 1.2D + 1.0W 90 deg | 50 | 65 | 49.05 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 19 Member | | |
| Max Splice Forces | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | phiRnt (kip) | Use % | Num Bolts | Bolt Type | | | | | | | | |
| Top Tension | | 84.56 | 0.9D + 1.0W 60 deg | 0.00 | 0 | 0 | | | | | | | | | |
| Top Compression | | 96.13 | 1.2D + 1.0W 120 deg | 0.00 | 0 | | | | | | | | | | |
| Bot Tension | | 137.97 | 0.9D + 1.0W 60 deg | 0.00 | 0 | | | | | | | | | | |
| Bot Compression | | 0.00 | | 0.00 | 0 | | | | | | | | | | |

| Section: 8 8 | | Bot Elev (ft): 140.0 | | | | | | Height (ft): 20.000 | | | | | | | |
|-------------------------------|----------------------|----------------------|---------------------|--------------|-----------|---------------|-----------|---------------------|--------------------|------------------|-------------------------|--------------------|------------------|-------|-------------|
| | | Pu (kip) | Load Case | Len (ft) | Bracing % | | | Fy (ksi) | Phic Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Use % | Controls |
| Max Compression Member | | | | | | | | | | | | | | | |
| LEG | PST - 5" DIA PIPE | -86.26 | 1.2D + 1.0W Normal | 6.55 | 100 | 100 | 100 | 41.8 | 50.0 | 170.30 | 0 | 0 | 0.00 | 0.00 | 50 Member X |
| HORIZ | | 0.00 | | 0.000 | 0 | 0 | 0 | 0.0 | 0.0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0 |
| DIAG | SAE - 2.5X2.5X0.1875 | -7.23 | 1.2D + 1.0W 90 deg | 10.12 | 48 | 48 | 48 | 118.4 | 50.0 | 18.43 | 0 | 0 | 0.00 | 0.00 | 39 Member Z |
| Max Tension Member | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | Fy (ksi) | Fu (ksi) | Phit Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Blk Shear phit Pn (kip) | Use % | Controls | | |
| LEG | PST - 5" DIA PIPE | 83.74 | 1.2D + 1.0W 60 deg | 50 | 65 | 193.50 | 0 | 0 | 0.00 | 0.00 | | | 43 Member | | |
| HORIZ | | 0.00 | | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 0 | | |
| DIAG | SAE - 2.5X2.5X0.1875 | 7.11 | 1.2D + 1.0W 90 deg | 50 | 65 | 40.59 | 0 | 0 | 0.00 | 0.00 | 0.00 | | 17 Member | | |
| Max Splice Forces | | | | | | | | | | | | | | | |
| | | Pu (kip) | Load Case | phiRnt (kip) | Use % | Num Bolts | Bolt Type | | | | | | | | |
| Top Tension | | 39.68 | 0.9D + 1.0W 60 deg | 0.00 | 0 | 0 | | | | | | | | | |
| Top Compression | | 47.67 | 1.2D + 1.0W 120 deg | 0.00 | 0 | | | | | | | | | | |
| Bot Tension | | 84.56 | 0.9D + 1.0W 60 deg | 0.00 | 0 | | | | | | | | | | |
| Bot Compression | | 0.00 | | 0.00 | 0 | | | | | | | | | | |

Site Number: 311305

Code: ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

Force/Stress Summary

| Section: 9 9 | | Bot Elev (ft): 160.0 | | Height (ft): 20.000 | | | | | | | | | |
|-------------------------------|----------------------|----------------------|---------------------|---------------------|-------------|---------------|---------------|-----------|--------------------|--------------------|-------------------------|-------|-------------|
| | | Pu (kip) | Load Case | Len (ft) | Bracing % | Fy (ksi) | Phic Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Use % | Controls |
| Max Compression Member | | | | | | | | | | | | | |
| LEG | PST - 3" DIA PIPE | -37.39 | 1.2D + 1.0W 120 deg | 6.54 | 100 100 100 | 67.7 | 50.0 | 71.80 | 0 | 0 | 0.00 | 0.00 | 52 Member X |
| HORIZ | | 0.00 | | 0.000 | 0 0 0 | 0.0 | 0.0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0 |
| DIAG | SAE - 2.5X2.5X0.1875 | -7.44 | 1.2D + 1.0W 210 deg | 9.222 | 48 48 48 | 110.5 | 50.0 | 21.15 | 0 | 0 | 0.00 | 0.00 | 35 Member Z |
| | | Pu (kip) | Load Case | Fy (ksi) | Fu (ksi) | Phit Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Blk Shear phit Pn (kip) | Use % | Controls |
| Max Tension Member | | | | | | | | | | | | | |
| LEG | PST - 3" DIA PIPE | 30.31 | 0.9D + 1.0W 60 deg | 50 | 65 | 100.35 | 0 | 0 | 0.00 | 0.00 | | | 30 Member |
| HORIZ | | 0.00 | | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0 | |
| DIAG | SAE - 2.5X2.5X0.1875 | 6.95 | 1.2D + 1.0W 60 deg | 50 | 65 | 40.59 | 0 | 0 | 0.00 | 0.00 | 0.00 | 17 | Member |
| | | Pu (kip) | Load Case | phiRnt (kip) | Use % | Num Bolts | Bolt Type | | | | | | |
| Max Splice Forces | | | | | | | | | | | | | |
| Top Tension | | 3.72 | 0.9D + 1.0W 60 deg | 0.00 | 0 | 0 | | | | | | | |
| Top Compression | | 5.24 | 1.2D + 1.0W 120 deg | 0.00 | 0 | | | | | | | | |
| Bot Tension | | 39.68 | 0.9D + 1.0W 60 deg | 0.00 | 0 | | | | | | | | |
| Bot Compression | | 0.00 | | 0.00 | 0 | | | | | | | | |

| Section: 10 10 | | Bot Elev (ft): 180.0 | | Height (ft): 10.599 | | | | | | | | | |
|-------------------------------|----------------------|----------------------|----------------------|---------------------|-------------|---------------|---------------|-----------|--------------------|--------------------|-------------------------|-------|-------------|
| | | Pu (kip) | Load Case | Len (ft) | Bracing % | Fy (ksi) | Phic Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Use % | Controls |
| Max Compression Member | | | | | | | | | | | | | |
| LEG | PST - 2" DIA PIPE | -3.45 | 1.2D + 1.0W Normal | 5.11 | 100 100 100 | 77.9 | 50.0 | 30.88 | 0 | 0 | 0.00 | 0.00 | 11 Member X |
| HORIZ | SAE - 1.75X1.75X0.12 | -0.30 | 1.2D + 1.0W 60 deg | 6.500 | 100 100 100 | 224.8 | 36.0 | 2.38 | 0 | 0 | 0.00 | 0.00 | 12 Member Z |
| DIAG | SAE - 2X2X0.1875 | -1.29 | 1.2D + 1.0W 90 deg | 8.269 | 48 48 48 | 120.9 | 50.0 | 14.00 | 0 | 0 | 0.00 | 0.00 | 9 Member Z |
| | | Pu (kip) | Load Case | Fy (ksi) | Fu (ksi) | Phit Pn (kip) | Num Bolts | Num Holes | Shear phiRnv (kip) | Bear phiRn (kip) | Blk Shear phit Pn (kip) | Use % | Controls |
| Max Tension Member | | | | | | | | | | | | | |
| LEG | PST - 2" DIA PIPE | 3.68 | 1.2D + 1.0W 60 deg | 50 | 65 | 48.15 | 0 | 0 | 0.00 | 0.00 | | | 7 Member |
| HORIZ | SAE - 1.75X1.75X0.12 | 0.32 | 1.2D + 1.0W Normal | 36 | 58 | 13.61 | 0 | 0 | 0.00 | 0.00 | 0.00 | 2 | Member |
| DIAG | SAE - 2X2X0.1875 | 1.34 | 1.2D + 1.0W 60 deg | 50 | 65 | 32.17 | 0 | 0 | 0.00 | 0.00 | 0.00 | 4 | Member |
| | | Pu (kip) | Load Case | phiRnt (kip) | Use % | Num Bolts | Bolt Type | | | | | | |
| Max Splice Forces | | | | | | | | | | | | | |
| Top Tension | | 0.00 | | 0.00 | 0 | 0 | | | | | | | |
| Top Compression | | 0.59 | 1.2D + 1.0Di + 1.0Wi | 0.00 | 0 | | | | | | | | |
| Bot Tension | | 3.72 | 0.9D + 1.0W 60 deg | 0.00 | 0 | | | | | | | | |
| Bot Compression | | 0.00 | | 0.00 | 0 | | | | | | | | |

Site Number: 311305

Code: ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

Detailed Reactions

| Load Case | Radius (ft) | Elevation (ft) | Azimuth (deg) | Node | FX (kip) | FY (kip) | FZ (kip) | (-) = Uplift (+) = Down |
|---------------------|-------------|----------------|---------------|------|----------|----------|----------|-------------------------|
| 1.2D + 1.0W Normal | 11.55 | 00.00 | 0 | 1 | 0.00 | 460.56 | -44.22 | |
| | 11.55 | 00.00 | 120 | 1a | 15.30 | -201.49 | -14.42 | |
| | 11.55 | 00.00 | 240 | 1b | -15.30 | -201.49 | -14.42 | |
| 1.2D + 1.0W 60 deg | 11.55 | 00.00 | 0 | 1 | -4.28 | 232.06 | -21.93 | |
| | 11.55 | 00.00 | 120 | 1a | -21.13 | 232.21 | 7.26 | |
| | 11.55 | 00.00 | 240 | 1b | -35.08 | -406.68 | -20.26 | |
| 1.2D + 1.0W 90 deg | 11.55 | 00.00 | 0 | 1 | -5.17 | 19.21 | -1.26 | |
| | 11.55 | 00.00 | 120 | 1a | -33.57 | 391.43 | 16.55 | |
| | 11.55 | 00.00 | 240 | 1b | -31.91 | -353.05 | -15.28 | |
| 1.2D + 1.0W 120 deg | 11.55 | 00.00 | 0 | 1 | -4.83 | -201.49 | 20.46 | |
| | 11.55 | 00.00 | 120 | 1a | -38.30 | 460.70 | 22.11 | |
| | 11.55 | 00.00 | 240 | 1b | -20.14 | -201.63 | -6.04 | |
| 1.2D + 1.0W 180 deg | 11.55 | 00.00 | 0 | 1 | 0.00 | -406.54 | 40.51 | |
| | 11.55 | 00.00 | 120 | 1a | -16.85 | 232.06 | 14.67 | |
| | 11.55 | 00.00 | 240 | 1b | 16.85 | 232.06 | 14.67 | |
| 1.2D + 1.0W 210 deg | 11.55 | 00.00 | 0 | 1 | 2.72 | -352.89 | 35.27 | |
| | 11.55 | 00.00 | 120 | 1a | 1.49 | 19.12 | 5.11 | |
| | 11.55 | 00.00 | 240 | 1b | 31.11 | 391.35 | 20.80 | |
| 1.2D + 1.0W 240 deg | 11.55 | 00.00 | 0 | 1 | 4.83 | -201.49 | 20.46 | |
| | 11.55 | 00.00 | 120 | 1a | 20.14 | -201.63 | -6.04 | |
| | 11.55 | 00.00 | 240 | 1b | 38.30 | 460.70 | 22.11 | |
| 1.2D + 1.0W 300 deg | 11.55 | 00.00 | 0 | 1 | 4.28 | 232.06 | -21.93 | |
| | 11.55 | 00.00 | 120 | 1a | 35.08 | -406.68 | -20.26 | |
| | 11.55 | 00.00 | 240 | 1b | 21.13 | 232.21 | 7.26 | |
| 1.2D + 1.0W 330 deg | 11.55 | 00.00 | 0 | 1 | 2.45 | 391.27 | -37.34 | |
| | 11.55 | 00.00 | 120 | 1a | 29.19 | -352.97 | -19.99 | |
| | 11.55 | 00.00 | 240 | 1b | 3.68 | 19.29 | -3.85 | |
| 0.9D + 1.0W Normal | 11.55 | 00.00 | 0 | 1 | 0.00 | 455.18 | -43.89 | |
| | 11.55 | 00.00 | 120 | 1a | 15.56 | -205.99 | -14.58 | |
| | 11.55 | 00.00 | 240 | 1b | -15.56 | -205.99 | -14.58 | |
| 0.9D + 1.0W 60 deg | 11.55 | 00.00 | 0 | 1 | -4.29 | 226.98 | -21.60 | |
| | 11.55 | 00.00 | 120 | 1a | -20.86 | 227.12 | 7.08 | |
| | 11.55 | 00.00 | 240 | 1b | -35.35 | -410.91 | -20.41 | |
| 0.9D + 1.0W 90 deg | 11.55 | 00.00 | 0 | 1 | -5.19 | 14.41 | -0.95 | |
| | 11.55 | 00.00 | 120 | 1a | -33.29 | 386.14 | 16.38 | |
| | 11.55 | 00.00 | 240 | 1b | -32.18 | -357.35 | -15.43 | |
| 0.9D + 1.0W 120 deg | 11.55 | 00.00 | 0 | 1 | -4.85 | -205.99 | 20.77 | |
| | 11.55 | 00.00 | 120 | 1a | -38.01 | 455.32 | 21.95 | |
| | 11.55 | 00.00 | 240 | 1b | -20.41 | -206.14 | -6.19 | |
| 0.9D + 1.0W 180 deg | 11.55 | 00.00 | 0 | 1 | 0.00 | -410.77 | 40.81 | |
| | 11.55 | 00.00 | 120 | 1a | -16.56 | 226.98 | 14.52 | |
| | 11.55 | 00.00 | 240 | 1b | 16.56 | 226.98 | 14.52 | |
| 0.9D + 1.0W 210 deg | 11.55 | 00.00 | 0 | 1 | 2.72 | -357.19 | 35.58 | |
| | 11.55 | 00.00 | 120 | 1a | 1.78 | 14.33 | 4.97 | |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

| | | | | | | | |
|---------------------------------|-------|-------|-----|----|--------|---------|--------|
| | 11.55 | 00.00 | 240 | 1b | 30.82 | 386.06 | 20.64 |
| 0.9D + 1.0W 240 deg | 11.55 | 00.00 | 0 | 1 | 4.85 | -205.99 | 20.77 |
| | 11.55 | 00.00 | 120 | 1a | 20.41 | -206.14 | -6.19 |
| | 11.55 | 00.00 | 240 | 1b | 38.01 | 455.32 | 21.95 |
| 0.9D + 1.0W 300 deg | 11.55 | 00.00 | 0 | 1 | 4.29 | 226.98 | -21.60 |
| | 11.55 | 00.00 | 120 | 1a | 35.35 | -410.91 | -20.41 |
| | 11.55 | 00.00 | 240 | 1b | 20.86 | 227.12 | 7.08 |
| 0.9D + 1.0W 330 deg | 11.55 | 00.00 | 0 | 1 | 2.46 | 385.97 | -37.01 |
| | 11.55 | 00.00 | 120 | 1a | 29.45 | -357.27 | -20.15 |
| | 11.55 | 00.00 | 240 | 1b | 3.42 | 14.49 | -4.02 |
| 1.2D + 1.0Di + 1.0Wi Normal | 11.55 | 00.00 | 0 | 1 | 0.00 | 178.56 | -7.30 |
| | 11.55 | 00.00 | 120 | 1a | 10.73 | -28.50 | -7.96 |
| | 11.55 | 00.00 | 240 | 1b | -10.73 | -28.50 | -7.96 |
| 1.2D + 1.0Di + 1.0Wi 60 deg | 11.55 | 00.00 | 0 | 1 | -1.46 | 108.40 | -0.32 |
| | 11.55 | 00.00 | 120 | 1a | -1.01 | 108.43 | -1.10 |
| | 11.55 | 00.00 | 240 | 1b | -17.23 | -95.26 | -9.95 |
| 1.2D + 1.0Di + 1.0Wi 90 deg | 11.55 | 00.00 | 0 | 1 | -1.71 | 40.52 | 6.40 |
| | 11.55 | 00.00 | 120 | 1a | -5.00 | 158.62 | 1.92 |
| | 11.55 | 00.00 | 240 | 1b | -16.14 | -77.58 | -8.32 |
| 1.2D + 1.0Di + 1.0Wi 120 deg | 11.55 | 00.00 | 0 | 1 | -1.53 | -28.50 | 13.27 |
| | 11.55 | 00.00 | 120 | 1a | -6.32 | 178.59 | 3.65 |
| | 11.55 | 00.00 | 240 | 1b | -12.26 | -28.53 | -5.31 |
| 1.2D + 1.0Di + 1.0Wi 180 deg | 11.55 | 00.00 | 0 | 1 | 0.00 | -95.23 | 19.89 |
| | 11.55 | 00.00 | 120 | 1a | 0.45 | 108.40 | 1.43 |
| | 11.55 | 00.00 | 240 | 1b | -0.45 | 108.40 | 1.43 |
| 1.2D + 1.0Di + 1.0Wi 210 deg | 11.55 | 00.00 | 0 | 1 | 0.87 | -77.54 | 18.14 |
| | 11.55 | 00.00 | 120 | 1a | 6.40 | 40.51 | -1.72 |
| | 11.55 | 00.00 | 240 | 1b | 4.16 | 158.60 | 3.38 |
| 1.2D + 1.0Di + 1.0Wi 240 deg | 11.55 | 00.00 | 0 | 1 | 1.53 | -28.50 | 13.27 |
| | 11.55 | 00.00 | 120 | 1a | 12.26 | -28.53 | -5.31 |
| | 11.55 | 00.00 | 240 | 1b | 6.32 | 178.59 | 3.65 |
| 1.2D + 1.0Di + 1.0Wi 300 deg | 11.55 | 00.00 | 0 | 1 | 1.46 | 108.40 | -0.32 |
| | 11.55 | 00.00 | 120 | 1a | 17.23 | -95.26 | -9.95 |
| | 11.55 | 00.00 | 240 | 1b | 1.01 | 108.43 | -1.10 |
| 1.2D + 1.0Di + 1.0Wi 330 deg | 11.55 | 00.00 | 0 | 1 | 0.84 | 158.53 | -5.29 |
| | 11.55 | 00.00 | 120 | 1a | 15.27 | -77.50 | -9.82 |
| | 11.55 | 00.00 | 240 | 1b | -4.68 | 40.54 | -4.68 |
| 1.2D + 1.0Ev + 1.0Eh Normal M1 | 11.55 | 00.00 | 0 | 1 | 0.00 | 33.95 | -2.50 |
| | 11.55 | 00.00 | 120 | 1a | -0.65 | 12.16 | 0.31 |
| | 11.55 | 00.00 | 240 | 1b | 0.65 | 12.16 | 0.31 |
| 1.2D + 1.0Ev + 1.0Eh 60 deg M1 | 11.55 | 00.00 | 0 | 1 | -0.05 | 26.69 | -1.91 |
| | 11.55 | 00.00 | 120 | 1a | -1.68 | 26.69 | 0.91 |
| | 11.55 | 00.00 | 240 | 1b | 0.11 | 4.89 | 0.07 |
| 1.2D + 1.0Ev + 1.0Eh 90 deg M1 | 11.55 | 00.00 | 0 | 1 | -0.06 | 19.42 | -1.32 |
| | 11.55 | 00.00 | 120 | 1a | -2.04 | 32.01 | 1.14 |
| | 11.55 | 00.00 | 240 | 1b | 0.23 | 6.84 | 0.17 |
| 1.2D + 1.0Ev + 1.0Eh 120 deg M1 | 11.55 | 00.00 | 0 | 1 | -0.05 | 12.16 | -0.72 |
| | 11.55 | 00.00 | 120 | 1a | -2.17 | 33.95 | 1.25 |
| | 11.55 | 00.00 | 240 | 1b | 0.60 | 12.16 | 0.41 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

| | | | | | | | |
|---------------------------------|-------|-------|-----|----|-------|--------|--------|
| 1.2D + 1.0Ev + 1.0Eh 180 deg M1 | 11.55 | 00.00 | 0 | 1 | 0.00 | 4.89 | -0.13 |
| | 11.55 | 00.00 | 120 | 1a | -1.62 | 26.69 | 1.00 |
| | 11.55 | 00.00 | 240 | 1b | 1.62 | 26.69 | 1.00 |
| 1.2D + 1.0Ev + 1.0Eh 210 deg M1 | 11.55 | 00.00 | 0 | 1 | 0.03 | 6.84 | -0.29 |
| | 11.55 | 00.00 | 120 | 1a | -1.11 | 19.42 | 0.71 |
| | 11.55 | 00.00 | 240 | 1b | 2.01 | 32.01 | 1.20 |
| 1.2D + 1.0Ev + 1.0Eh 240 deg M1 | 11.55 | 00.00 | 0 | 1 | 0.05 | 12.16 | -0.72 |
| | 11.55 | 00.00 | 120 | 1a | -0.60 | 12.16 | 0.41 |
| | 11.55 | 00.00 | 240 | 1b | 2.17 | 33.95 | 1.25 |
| 1.2D + 1.0Ev + 1.0Eh 300 deg M1 | 11.55 | 00.00 | 0 | 1 | 0.05 | 26.69 | -1.91 |
| | 11.55 | 00.00 | 120 | 1a | -0.11 | 4.89 | 0.07 |
| | 11.55 | 00.00 | 240 | 1b | 1.68 | 26.69 | 0.91 |
| 1.2D + 1.0Ev + 1.0Eh 330 deg M1 | 11.55 | 00.00 | 0 | 1 | 0.03 | 32.01 | -2.34 |
| | 11.55 | 00.00 | 120 | 1a | -0.27 | 6.84 | 0.12 |
| | 11.55 | 00.00 | 240 | 1b | 1.17 | 19.42 | 0.60 |
| 0.9D - 1.0Ev + 1.0Eh Normal M1 | 11.55 | 00.00 | 0 | 1 | 0.00 | 27.88 | -2.09 |
| | 11.55 | 00.00 | 120 | 1a | -0.30 | 6.12 | 0.11 |
| | 11.55 | 00.00 | 240 | 1b | 0.30 | 6.12 | 0.11 |
| 0.9D - 1.0Ev + 1.0Eh 60 deg M1 | 11.55 | 00.00 | 0 | 1 | -0.06 | 20.63 | -1.50 |
| | 11.55 | 00.00 | 120 | 1a | -1.33 | 20.63 | 0.70 |
| | 11.55 | 00.00 | 240 | 1b | -0.24 | -1.13 | -0.14 |
| 0.9D - 1.0Ev + 1.0Eh 90 deg M1 | 11.55 | 00.00 | 0 | 1 | -0.06 | 13.38 | -0.91 |
| | 11.55 | 00.00 | 120 | 1a | -1.69 | 25.94 | 0.94 |
| | 11.55 | 00.00 | 240 | 1b | -0.12 | 0.81 | -0.03 |
| 0.9D - 1.0Ev + 1.0Eh 120 deg M1 | 11.55 | 00.00 | 0 | 1 | -0.06 | 6.12 | -0.31 |
| | 11.55 | 00.00 | 120 | 1a | -1.81 | 27.88 | 1.05 |
| | 11.55 | 00.00 | 240 | 1b | 0.24 | 6.12 | 0.20 |
| 0.9D - 1.0Ev + 1.0Eh 180 deg M1 | 11.55 | 00.00 | 0 | 1 | 0.00 | -1.13 | 0.28 |
| | 11.55 | 00.00 | 120 | 1a | -1.27 | 20.63 | 0.80 |
| | 11.55 | 00.00 | 240 | 1b | 1.27 | 20.63 | 0.80 |
| 0.9D - 1.0Ev + 1.0Eh 210 deg M1 | 11.55 | 00.00 | 0 | 1 | 0.03 | 0.81 | 0.12 |
| | 11.55 | 00.00 | 120 | 1a | -0.75 | 13.38 | 0.51 |
| | 11.55 | 00.00 | 240 | 1b | 1.66 | 25.94 | 0.99 |
| 0.9D - 1.0Ev + 1.0Eh 240 deg M1 | 11.55 | 00.00 | 0 | 1 | 0.06 | 6.12 | -0.31 |
| | 11.55 | 00.00 | 120 | 1a | -0.24 | 6.12 | 0.20 |
| | 11.55 | 00.00 | 240 | 1b | 1.81 | 27.88 | 1.05 |
| 0.9D - 1.0Ev + 1.0Eh 300 deg M1 | 11.55 | 00.00 | 0 | 1 | 0.06 | 20.63 | -1.50 |
| | 11.55 | 00.00 | 120 | 1a | 0.24 | -1.13 | -0.14 |
| | 11.55 | 00.00 | 240 | 1b | 1.33 | 20.63 | 0.70 |
| 0.9D - 1.0Ev + 1.0Eh 330 deg M1 | 11.55 | 00.00 | 0 | 1 | 0.03 | 25.94 | -1.93 |
| | 11.55 | 00.00 | 120 | 1a | 0.09 | 0.81 | -0.09 |
| | 11.55 | 00.00 | 240 | 1b | 0.82 | 13.38 | 0.40 |
| 1.0D + 1.0W Service Normal | 11.55 | 00.00 | 0 | 1 | 0.00 | 122.87 | -11.57 |
| | 11.55 | 00.00 | 120 | 1a | 3.06 | -37.44 | -3.12 |
| | 11.55 | 00.00 | 240 | 1b | -3.06 | -37.44 | -3.12 |
| 1.0D + 1.0W Service 60 deg | 11.55 | 00.00 | 0 | 1 | -1.08 | 67.63 | -6.11 |
| | 11.55 | 00.00 | 120 | 1a | -5.83 | 67.66 | 2.12 |
| | 11.55 | 00.00 | 240 | 1b | -7.86 | -87.30 | -4.54 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

| | | | | | | | |
|-----------------------------|-------|-------|-----|----|--------|--------|-------|
| 1.0D + 1.0W Service 90 deg | 11.55 | 00.00 | 0 | 1 | -1.28 | 16.00 | -1.06 |
| | 11.55 | 00.00 | 120 | 1a | -8.88 | 106.18 | 4.40 |
| | 11.55 | 00.00 | 240 | 1b | -7.08 | -74.18 | -3.34 |
| 1.0D + 1.0W Service 120 deg | 11.55 | 00.00 | 0 | 1 | -1.17 | -37.49 | 4.22 |
| | 11.55 | 00.00 | 120 | 1a | -10.03 | 123.01 | 5.79 |
| | 11.55 | 00.00 | 240 | 1b | -4.24 | -37.53 | -1.10 |
| 1.0D + 1.0W Service 180 deg | 11.55 | 00.00 | 0 | 1 | 0.00 | -87.16 | 9.06 |
| | 11.55 | 00.00 | 120 | 1a | -4.75 | 67.58 | 3.99 |
| | 11.55 | 00.00 | 240 | 1b | 4.75 | 67.58 | 3.99 |
| 1.0D + 1.0W Service 210 deg | 11.55 | 00.00 | 0 | 1 | 0.65 | -74.24 | 7.80 |
| | 11.55 | 00.00 | 120 | 1a | -0.28 | 15.98 | 1.64 |
| | 11.55 | 00.00 | 240 | 1b | 8.25 | 106.25 | 5.50 |
| 1.0D + 1.0W Service 240 deg | 11.55 | 00.00 | 0 | 1 | 1.17 | -37.49 | 4.22 |
| | 11.55 | 00.00 | 120 | 1a | 4.24 | -37.53 | -1.10 |
| | 11.55 | 00.00 | 240 | 1b | 10.03 | 123.01 | 5.79 |
| 1.0D + 1.0W Service 300 deg | 11.55 | 00.00 | 0 | 1 | 1.08 | 67.63 | -6.11 |
| | 11.55 | 00.00 | 120 | 1a | 7.86 | -87.30 | -4.54 |
| | 11.55 | 00.00 | 240 | 1b | 5.83 | 67.66 | 2.12 |
| 1.0D + 1.0W Service 330 deg | 11.55 | 00.00 | 0 | 1 | 0.63 | 106.14 | -9.89 |
| | 11.55 | 00.00 | 120 | 1a | 6.43 | -74.16 | -4.46 |
| | 11.55 | 00.00 | 240 | 1b | 1.56 | 16.02 | -0.58 |

| | | | | | | |
|-------------|--------------|------------------|-------------------|--------------|-------------------|---------------------|
| Max Uplift: | 410.91 (kip) | Moment Ice: | 2,391.46 (kip-ft) | Moment: | 7,647.13 (kip-ft) | 1.2D + 1.0W 240 deg |
| Max Down: | 460.70 (kip) | Total Down Ice: | 121.57 (kip) | Total Down: | 57.59 (kip) | |
| Max Shear: | 44.22 (kip) | Total Shear Ice: | 23.22 (kip) | Total Shear: | 73.05 (kip) | |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

Deflections and Rotations

| Load Case | Elevation (ft) | Deflection (ft) | Twist (deg) | Sway (deg) | Resultant (deg) |
|--------------------------------|----------------|-----------------|-------------|------------|-----------------|
| 123 mph Normal with No Ice | 6.79 | 0.006 | 0.0032 | 0.0762 | 0.0762 |
| 123 mph Normal with No Ice | 13.21 | 0.016 | 0.0047 | 0.1059 | 0.1060 |
| 123 mph Normal with No Ice | 80.00 | 0.378 | 0.0194 | 0.5434 | 0.5434 |
| 123 mph Normal with No Ice | 86.79 | 0.443 | 0.0208 | 0.5687 | 0.5690 |
| 123 mph Normal with No Ice | 106.79 | 0.670 | 0.0252 | 0.7105 | 0.7109 |
| 123 mph Normal with No Ice | 126.79 | 0.943 | 0.0289 | 0.8487 | 0.8492 |
| 123 mph Normal with No Ice | 133.21 | 1.042 | 0.0302 | 0.8979 | 0.8984 |
| 123 mph Normal with No Ice | 139.63 | 1.145 | 0.0317 | 1.0256 | 1.0256 |
| 123 mph Normal with No Ice | 140.38 | 1.159 | 0.0318 | 1.0361 | 1.0361 |
| 123 mph Normal with No Ice | 146.92 | 1.271 | 0.0313 | 0.9934 | 0.9938 |
| 123 mph Normal with No Ice | 166.54 | 1.638 | 0.0315 | 1.1487 | 1.1487 |
| 123 mph Normal with No Ice | 173.08 | 1.769 | 0.0322 | 1.1553 | 1.1557 |
| 123 mph Normal with No Ice | 179.63 | 1.903 | 0.0312 | 1.2788 | 1.2788 |
| 123 mph Normal with No Ice | 185.49 | 2.023 | 0.0324 | 1.1490 | 1.1495 |
| 123 mph Normal with No Ice | 190.60 | 2.127 | 0.0320 | 1.1887 | 1.1887 |
| 123 mph 60 degree with No Ice | 6.79 | 0.006 | -0.0031 | 0.0726 | 0.0726 |
| 123 mph 60 degree with No Ice | 13.21 | 0.016 | -0.0046 | 0.1016 | 0.1016 |
| 123 mph 60 degree with No Ice | 80.00 | 0.365 | -0.0203 | 0.5256 | 0.5256 |
| 123 mph 60 degree with No Ice | 86.79 | 0.429 | -0.0218 | 0.5511 | 0.5514 |
| 123 mph 60 degree with No Ice | 106.79 | 0.649 | -0.0270 | 0.6894 | 0.6897 |
| 123 mph 60 degree with No Ice | 126.79 | 0.914 | -0.0320 | 0.8243 | 0.8247 |
| 123 mph 60 degree with No Ice | 133.21 | 1.010 | -0.0338 | 0.8723 | 0.8726 |
| 123 mph 60 degree with No Ice | 139.63 | 1.111 | -0.0370 | 0.9941 | 0.9941 |
| 123 mph 60 degree with No Ice | 140.38 | 1.124 | -0.0372 | 1.0045 | 1.0046 |
| 123 mph 60 degree with No Ice | 146.92 | 1.233 | -0.0372 | 0.9662 | 0.9666 |
| 123 mph 60 degree with No Ice | 166.54 | 1.589 | -0.0483 | 1.1263 | 1.1265 |
| 123 mph 60 degree with No Ice | 173.08 | 1.718 | -0.0566 | 1.0947 | 1.0962 |
| 123 mph 60 degree with No Ice | 179.63 | 1.847 | -0.0644 | 1.3698 | 1.3703 |
| 123 mph 60 degree with No Ice | 185.49 | 1.966 | -0.0651 | 1.0941 | 1.0960 |
| 123 mph 60 degree with No Ice | 190.60 | 2.067 | -0.0650 | 1.1700 | 1.1706 |
| 123 mph 90 degree with No Ice | 6.79 | 0.006 | -0.0035 | 0.0724 | 0.0724 |
| 123 mph 90 degree with No Ice | 13.21 | 0.015 | -0.0052 | 0.1052 | 0.1053 |
| 123 mph 90 degree with No Ice | 80.00 | 0.368 | -0.0217 | 0.5260 | 0.5261 |
| 123 mph 90 degree with No Ice | 86.79 | 0.432 | -0.0231 | 0.5557 | 0.5562 |
| 123 mph 90 degree with No Ice | 106.79 | 0.654 | -0.0280 | 0.6960 | 0.6965 |
| 123 mph 90 degree with No Ice | 126.79 | 0.922 | -0.0320 | 0.8318 | 0.8324 |
| 123 mph 90 degree with No Ice | 133.21 | 1.018 | -0.0332 | 0.8834 | 0.8840 |
| 123 mph 90 degree with No Ice | 139.63 | 1.120 | -0.0354 | 0.9926 | 0.9928 |
| 123 mph 90 degree with No Ice | 140.38 | 1.133 | -0.0355 | 1.0017 | 1.0019 |
| 123 mph 90 degree with No Ice | 146.92 | 1.243 | -0.0342 | 0.9779 | 0.9785 |
| 123 mph 90 degree with No Ice | 166.54 | 1.602 | -0.0337 | 1.1354 | 1.1356 |
| 123 mph 90 degree with No Ice | 173.08 | 1.731 | -0.0337 | 1.1044 | 1.1049 |
| 123 mph 90 degree with No Ice | 179.63 | 1.863 | -0.0336 | 1.3953 | 1.3954 |
| 123 mph 90 degree with No Ice | 185.49 | 1.982 | -0.0336 | 1.1034 | 1.1039 |
| 123 mph 90 degree with No Ice | 190.60 | 2.085 | -0.0336 | 1.1825 | 1.1826 |
| 123 mph 120 degree with No Ice | 6.79 | 0.006 | 0.0033 | 0.0762 | 0.0762 |
| 123 mph 120 degree with No Ice | 13.21 | 0.016 | 0.0049 | 0.1059 | 0.1060 |
| 123 mph 120 degree with No Ice | 80.00 | 0.378 | 0.0209 | 0.5436 | 0.5436 |
| 123 mph 120 degree with No Ice | 86.79 | 0.443 | 0.0227 | 0.5690 | 0.5693 |
| 123 mph 120 degree with No Ice | 106.79 | 0.670 | 0.0281 | 0.7111 | 0.7114 |
| 123 mph 120 degree with No Ice | 126.79 | 0.944 | 0.0333 | 0.8496 | 0.8499 |
| 123 mph 120 degree with No Ice | 133.21 | 1.042 | 0.0354 | 0.8991 | 0.8995 |
| 123 mph 120 degree with No Ice | 139.63 | 1.146 | 0.0377 | 1.0265 | 1.0265 |
| 123 mph 120 degree with No Ice | 140.38 | 1.160 | 0.0379 | 1.0371 | 1.0371 |
| 123 mph 120 degree with No Ice | 146.92 | 1.272 | 0.0390 | 0.9954 | 0.9956 |

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number:

13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

| | | | | | |
|--------------------------------|--------|-------|---------|--------|--------|
| 123 mph 120 degree with No Ice | 166.54 | 1.640 | 0.0499 | 1.1599 | 1.1601 |
| 123 mph 120 degree with No Ice | 173.08 | 1.771 | 0.0590 | 1.1284 | 1.1290 |
| 123 mph 120 degree with No Ice | 179.63 | 1.906 | 0.0638 | 1.4096 | 1.4101 |
| 123 mph 120 degree with No Ice | 185.49 | 2.027 | 0.0668 | 1.1270 | 1.1286 |
| 123 mph 120 degree with No Ice | 190.60 | 2.132 | 0.0659 | 1.2059 | 1.2065 |
| 123 mph 180 degree with No Ice | 6.79 | 0.006 | 0.0030 | 0.0726 | 0.0726 |
| 123 mph 180 degree with No Ice | 13.21 | 0.016 | 0.0045 | 0.1015 | 0.1016 |
| 123 mph 180 degree with No Ice | 80.00 | 0.365 | 0.0187 | 0.5254 | 0.5254 |
| 123 mph 180 degree with No Ice | 86.79 | 0.428 | 0.0199 | 0.5507 | 0.5511 |
| 123 mph 180 degree with No Ice | 106.79 | 0.648 | 0.0240 | 0.6888 | 0.6892 |
| 123 mph 180 degree with No Ice | 126.79 | 0.914 | 0.0275 | 0.8234 | 0.8239 |
| 123 mph 180 degree with No Ice | 133.21 | 1.009 | 0.0284 | 0.8712 | 0.8716 |
| 123 mph 180 degree with No Ice | 139.63 | 1.110 | 0.0308 | 0.9932 | 0.9932 |
| 123 mph 180 degree with No Ice | 140.38 | 1.123 | 0.0309 | 1.0035 | 1.0035 |
| 123 mph 180 degree with No Ice | 146.92 | 1.232 | 0.0293 | 0.9645 | 0.9650 |
| 123 mph 180 degree with No Ice | 166.54 | 1.588 | 0.0288 | 1.1152 | 1.1152 |
| 123 mph 180 degree with No Ice | 173.08 | 1.716 | 0.0281 | 1.1219 | 1.1222 |
| 123 mph 180 degree with No Ice | 179.63 | 1.844 | 0.0290 | 1.2401 | 1.2401 |
| 123 mph 180 degree with No Ice | 185.49 | 1.962 | 0.0279 | 1.1165 | 1.1168 |
| 123 mph 180 degree with No Ice | 190.60 | 2.063 | 0.0283 | 1.1532 | 1.1532 |
| 123 mph 210 degree with No Ice | 6.79 | 0.006 | 0.0017 | 0.0724 | 0.0724 |
| 123 mph 210 degree with No Ice | 13.21 | 0.015 | 0.0025 | 0.1051 | 0.1053 |
| 123 mph 210 degree with No Ice | 80.00 | 0.368 | 0.0093 | 0.5258 | 0.5259 |
| 123 mph 210 degree with No Ice | 86.79 | 0.432 | 0.0096 | 0.5553 | 0.5559 |
| 123 mph 210 degree with No Ice | 106.79 | 0.653 | 0.0110 | 0.6953 | 0.6960 |
| 123 mph 210 degree with No Ice | 126.79 | 0.921 | 0.0114 | 0.8309 | 0.8317 |
| 123 mph 210 degree with No Ice | 133.21 | 1.017 | 0.0111 | 0.8822 | 0.8830 |
| 123 mph 210 degree with No Ice | 139.63 | 1.119 | 0.0118 | 0.9918 | 0.9919 |
| 123 mph 210 degree with No Ice | 140.38 | 1.132 | 0.0117 | 1.0009 | 1.0010 |
| 123 mph 210 degree with No Ice | 146.92 | 1.242 | 0.0090 | 0.9758 | 0.9767 |
| 123 mph 210 degree with No Ice | 166.54 | 1.601 | -0.0030 | 1.1251 | 1.1251 |
| 123 mph 210 degree with No Ice | 173.08 | 1.729 | -0.0114 | 1.1313 | 1.1330 |
| 123 mph 210 degree with No Ice | 179.63 | 1.860 | -0.0194 | 1.2719 | 1.2721 |
| 123 mph 210 degree with No Ice | 185.49 | 1.978 | -0.0201 | 1.1255 | 1.1277 |
| 123 mph 210 degree with No Ice | 190.60 | 2.080 | -0.0200 | 1.1651 | 1.1653 |
| 123 mph 240 degree with No Ice | 6.79 | 0.006 | 0.0031 | 0.0762 | 0.0762 |
| 123 mph 240 degree with No Ice | 13.21 | 0.016 | 0.0045 | 0.1059 | 0.1060 |
| 123 mph 240 degree with No Ice | 80.00 | 0.378 | 0.0175 | 0.5436 | 0.5436 |
| 123 mph 240 degree with No Ice | 86.79 | 0.443 | 0.0185 | 0.5690 | 0.5693 |
| 123 mph 240 degree with No Ice | 106.79 | 0.670 | 0.0217 | 0.7111 | 0.7114 |
| 123 mph 240 degree with No Ice | 126.79 | 0.944 | 0.0236 | 0.8496 | 0.8499 |
| 123 mph 240 degree with No Ice | 133.21 | 1.042 | 0.0239 | 0.8991 | 0.8995 |
| 123 mph 240 degree with No Ice | 139.63 | 1.146 | 0.0245 | 1.0265 | 1.0265 |
| 123 mph 240 degree with No Ice | 140.38 | 1.160 | 0.0244 | 1.0371 | 1.0371 |
| 123 mph 240 degree with No Ice | 146.92 | 1.272 | 0.0222 | 0.9954 | 0.9956 |
| 123 mph 240 degree with No Ice | 166.54 | 1.640 | 0.0098 | 1.1599 | 1.1601 |
| 123 mph 240 degree with No Ice | 173.08 | 1.771 | 0.0012 | 1.1284 | 1.1290 |
| 123 mph 240 degree with No Ice | 179.63 | 1.906 | -0.0070 | 1.4096 | 1.4101 |
| 123 mph 240 degree with No Ice | 185.49 | 2.027 | -0.0077 | 1.1270 | 1.1286 |
| 123 mph 240 degree with No Ice | 190.60 | 2.132 | -0.0076 | 1.2059 | 1.2065 |
| 123 mph 300 degree with No Ice | 6.79 | 0.006 | 0.0031 | 0.0726 | 0.0726 |
| 123 mph 300 degree with No Ice | 13.21 | 0.016 | 0.0046 | 0.1016 | 0.1016 |
| 123 mph 300 degree with No Ice | 80.00 | 0.365 | 0.0203 | 0.5256 | 0.5256 |
| 123 mph 300 degree with No Ice | 86.79 | 0.429 | 0.0218 | 0.5511 | 0.5514 |
| 123 mph 300 degree with No Ice | 106.79 | 0.649 | 0.0270 | 0.6894 | 0.6897 |
| 123 mph 300 degree with No Ice | 126.79 | 0.914 | 0.0320 | 0.8243 | 0.8247 |
| 123 mph 300 degree with No Ice | 133.21 | 1.010 | 0.0338 | 0.8723 | 0.8726 |
| 123 mph 300 degree with No Ice | 139.63 | 1.111 | 0.0370 | 0.9941 | 0.9941 |
| 123 mph 300 degree with No Ice | 140.38 | 1.124 | 0.0372 | 1.0045 | 1.0046 |
| 123 mph 300 degree with No Ice | 146.92 | 1.233 | 0.0372 | 0.9662 | 0.9666 |
| 123 mph 300 degree with No Ice | 166.54 | 1.589 | 0.0483 | 1.1263 | 1.1265 |
| 123 mph 300 degree with No Ice | 173.08 | 1.718 | 0.0566 | 1.0947 | 1.0962 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:24 AM

Customer: T-MOBILE

| | | | | | |
|---|--------|-------|---------|--------|--------|
| 123 mph 300 degree with No Ice | 179.63 | 1.847 | 0.0644 | 1.3698 | 1.3703 |
| 123 mph 300 degree with No Ice | 185.49 | 1.966 | 0.0651 | 1.0941 | 1.0960 |
| 123 mph 300 degree with No Ice | 190.60 | 2.067 | 0.0650 | 1.1700 | 1.1706 |
| 123 mph 330 degree with No Ice | 6.79 | 0.006 | 0.0019 | 0.0724 | 0.0724 |
| 123 mph 330 degree with No Ice | 13.21 | 0.015 | 0.0028 | 0.1052 | 0.1053 |
| 123 mph 330 degree with No Ice | 80.00 | 0.368 | 0.0126 | 0.5257 | 0.5259 |
| 123 mph 330 degree with No Ice | 86.79 | 0.432 | 0.0138 | 0.5555 | 0.5559 |
| 123 mph 330 degree with No Ice | 106.79 | 0.653 | 0.0174 | 0.6956 | 0.6961 |
| 123 mph 330 degree with No Ice | 126.79 | 0.921 | 0.0212 | 0.8312 | 0.8317 |
| 123 mph 330 degree with No Ice | 133.21 | 1.017 | 0.0229 | 0.8826 | 0.8831 |
| 123 mph 330 degree with No Ice | 139.63 | 1.119 | 0.0245 | 0.9915 | 0.9918 |
| 123 mph 330 degree with No Ice | 140.38 | 1.132 | 0.0247 | 1.0006 | 1.0009 |
| 123 mph 330 degree with No Ice | 146.92 | 1.242 | 0.0263 | 0.9765 | 0.9769 |
| 123 mph 330 degree with No Ice | 166.54 | 1.601 | 0.0382 | 1.1253 | 1.1260 |
| 123 mph 330 degree with No Ice | 173.08 | 1.729 | 0.0478 | 1.1314 | 1.1314 |
| 123 mph 330 degree with No Ice | 179.63 | 1.860 | 0.0535 | 1.2753 | 1.2765 |
| 123 mph 330 degree with No Ice | 185.49 | 1.978 | 0.0564 | 1.1255 | 1.1255 |
| 123 mph 330 degree with No Ice | 190.60 | 2.080 | 0.0556 | 1.1653 | 1.1665 |
| 123 mph Normal with No Ice (Reduced DL) | 6.79 | 0.006 | 0.0032 | 0.0761 | 0.0761 |
| 123 mph Normal with No Ice (Reduced DL) | 13.21 | 0.016 | 0.0047 | 0.1058 | 0.1059 |
| 123 mph Normal with No Ice (Reduced DL) | 80.00 | 0.377 | 0.0193 | 0.5424 | 0.5424 |
| 123 mph Normal with No Ice (Reduced DL) | 86.79 | 0.442 | 0.0207 | 0.5676 | 0.5680 |
| 123 mph Normal with No Ice (Reduced DL) | 106.79 | 0.668 | 0.0251 | 0.7090 | 0.7095 |
| 123 mph Normal with No Ice (Reduced DL) | 126.79 | 0.942 | 0.0288 | 0.8468 | 0.8473 |
| 123 mph Normal with No Ice (Reduced DL) | 133.21 | 1.040 | 0.0301 | 0.8959 | 0.8964 |
| 123 mph Normal with No Ice (Reduced DL) | 139.63 | 1.143 | 0.0317 | 1.0231 | 1.0231 |
| 123 mph Normal with No Ice (Reduced DL) | 140.38 | 1.157 | 0.0317 | 1.0337 | 1.0337 |
| 123 mph Normal with No Ice (Reduced DL) | 146.92 | 1.269 | 0.0313 | 0.9911 | 0.9916 |
| 123 mph Normal with No Ice (Reduced DL) | 166.54 | 1.635 | 0.0314 | 1.1460 | 1.1460 |
| 123 mph Normal with No Ice (Reduced DL) | 173.08 | 1.765 | 0.0322 | 1.1525 | 1.1529 |
| 123 mph Normal with No Ice (Reduced DL) | 179.63 | 1.899 | 0.0311 | 1.2759 | 1.2759 |
| 123 mph Normal with No Ice (Reduced DL) | 185.49 | 2.019 | 0.0323 | 1.1463 | 1.1468 |
| 123 mph Normal with No Ice (Reduced DL) | 190.60 | 2.123 | 0.0319 | 1.1858 | 1.1858 |
| 123 mph 60 deg with No Ice (Reduced DL) | 6.79 | 0.006 | -0.0031 | 0.0726 | 0.0726 |
| 123 mph 60 deg with No Ice (Reduced DL) | 13.21 | 0.016 | -0.0046 | 0.1015 | 0.1016 |
| 123 mph 60 deg with No Ice (Reduced DL) | 80.00 | 0.365 | -0.0203 | 0.5247 | 0.5247 |
| 123 mph 60 deg with No Ice (Reduced DL) | 86.79 | 0.428 | -0.0218 | 0.5501 | 0.5504 |
| 123 mph 60 deg with No Ice (Reduced DL) | 106.79 | 0.647 | -0.0270 | 0.6880 | 0.6883 |
| 123 mph 60 deg with No Ice (Reduced DL) | 126.79 | 0.913 | -0.0319 | 0.8226 | 0.8229 |
| 123 mph 60 deg with No Ice (Reduced DL) | 133.21 | 1.008 | -0.0337 | 0.8704 | 0.8707 |
| 123 mph 60 deg with No Ice (Reduced DL) | 139.63 | 1.109 | -0.0369 | 0.9919 | 0.9919 |
| 123 mph 60 deg with No Ice (Reduced DL) | 140.38 | 1.122 | -0.0371 | 1.0023 | 1.0023 |
| 123 mph 60 deg with No Ice (Reduced DL) | 146.92 | 1.231 | -0.0371 | 0.9640 | 0.9644 |
| 123 mph 60 deg with No Ice (Reduced DL) | 166.54 | 1.586 | -0.0482 | 1.1235 | 1.1237 |
| 123 mph 60 deg with No Ice (Reduced DL) | 173.08 | 1.714 | -0.0565 | 1.0921 | 1.0936 |
| 123 mph 60 deg with No Ice (Reduced DL) | 179.63 | 1.843 | -0.0643 | 1.3658 | 1.3663 |
| 123 mph 60 deg with No Ice (Reduced DL) | 185.49 | 1.962 | -0.0650 | 1.0914 | 1.0933 |
| 123 mph 60 deg with No Ice (Reduced DL) | 190.60 | 2.063 | -0.0649 | 1.1671 | 1.1677 |
| 123 mph 90 deg with No Ice (Reduced DL) | 6.79 | 0.006 | -0.0035 | 0.0724 | 0.0724 |
| 123 mph 90 deg with No Ice (Reduced DL) | 13.21 | 0.015 | -0.0052 | 0.1051 | 0.1052 |
| 123 mph 90 deg with No Ice (Reduced DL) | 80.00 | 0.368 | -0.0216 | 0.5251 | 0.5252 |
| 123 mph 90 deg with No Ice (Reduced DL) | 86.79 | 0.431 | -0.0231 | 0.5546 | 0.5551 |
| 123 mph 90 deg with No Ice (Reduced DL) | 106.79 | 0.653 | -0.0279 | 0.6946 | 0.6951 |
| 123 mph 90 deg with No Ice (Reduced DL) | 126.79 | 0.920 | -0.0319 | 0.8300 | 0.8306 |
| 123 mph 90 deg with No Ice (Reduced DL) | 133.21 | 1.016 | -0.0332 | 0.8815 | 0.8821 |
| 123 mph 90 deg with No Ice (Reduced DL) | 139.63 | 1.118 | -0.0354 | 0.9903 | 0.9904 |
| 123 mph 90 deg with No Ice (Reduced DL) | 140.38 | 1.131 | -0.0354 | 0.9994 | 0.9996 |
| 123 mph 90 deg with No Ice (Reduced DL) | 146.92 | 1.240 | -0.0342 | 0.9756 | 0.9762 |
| 123 mph 90 deg with No Ice (Reduced DL) | 166.54 | 1.599 | -0.0337 | 1.1327 | 1.1328 |
| 123 mph 90 deg with No Ice (Reduced DL) | 173.08 | 1.728 | -0.0337 | 1.1017 | 1.1022 |
| 123 mph 90 deg with No Ice (Reduced DL) | 179.63 | 1.859 | -0.0336 | 1.3914 | 1.3914 |
| 123 mph 90 deg with No Ice (Reduced DL) | 185.49 | 1.978 | -0.0336 | 1.1007 | 1.1012 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:25 AM

Customer: T-MOBILE

| | | | | | |
|--|--------|-------|---------|--------|--------|
| 123 mph 90 deg with No Ice (Reduced DL) | 190.60 | 2.080 | -0.0336 | 1.1796 | 1.1798 |
| 123 mph 120 deg with No Ice (Reduced DL) | 6.79 | 0.006 | 0.0033 | 0.0761 | 0.0761 |
| 123 mph 120 deg with No Ice (Reduced DL) | 13.21 | 0.016 | 0.0049 | 0.1058 | 0.1059 |
| 123 mph 120 deg with No Ice (Reduced DL) | 80.00 | 0.377 | 0.0209 | 0.5426 | 0.5426 |
| 123 mph 120 deg with No Ice (Reduced DL) | 86.79 | 0.442 | 0.0226 | 0.5680 | 0.5683 |
| 123 mph 120 deg with No Ice (Reduced DL) | 106.79 | 0.669 | 0.0280 | 0.7096 | 0.7100 |
| 123 mph 120 deg with No Ice (Reduced DL) | 126.79 | 0.942 | 0.0332 | 0.8477 | 0.8481 |
| 123 mph 120 deg with No Ice (Reduced DL) | 133.21 | 1.040 | 0.0353 | 0.8971 | 0.8974 |
| 123 mph 120 deg with No Ice (Reduced DL) | 139.63 | 1.144 | 0.0377 | 1.0241 | 1.0241 |
| 123 mph 120 deg with No Ice (Reduced DL) | 140.38 | 1.158 | 0.0378 | 1.0347 | 1.0347 |
| 123 mph 120 deg with No Ice (Reduced DL) | 146.92 | 1.270 | 0.0389 | 0.9931 | 0.9933 |
| 123 mph 120 deg with No Ice (Reduced DL) | 166.54 | 1.636 | 0.0498 | 1.1571 | 1.1573 |
| 123 mph 120 deg with No Ice (Reduced DL) | 173.08 | 1.767 | 0.0589 | 1.1256 | 1.1262 |
| 123 mph 120 deg with No Ice (Reduced DL) | 179.63 | 1.902 | 0.0637 | 1.4067 | 1.4072 |
| 123 mph 120 deg with No Ice (Reduced DL) | 185.49 | 2.023 | 0.0667 | 1.1243 | 1.1259 |
| 123 mph 120 deg with No Ice (Reduced DL) | 190.60 | 2.128 | 0.0658 | 1.2030 | 1.2036 |
| 123 mph 180 deg with No Ice (Reduced DL) | 6.79 | 0.006 | 0.0030 | 0.0726 | 0.0726 |
| 123 mph 180 deg with No Ice (Reduced DL) | 13.21 | 0.016 | 0.0045 | 0.1015 | 0.1016 |
| 123 mph 180 deg with No Ice (Reduced DL) | 80.00 | 0.365 | 0.0187 | 0.5245 | 0.5245 |
| 123 mph 180 deg with No Ice (Reduced DL) | 86.79 | 0.428 | 0.0198 | 0.5497 | 0.5501 |
| 123 mph 180 deg with No Ice (Reduced DL) | 106.79 | 0.647 | 0.0240 | 0.6874 | 0.6878 |
| 123 mph 180 deg with No Ice (Reduced DL) | 126.79 | 0.912 | 0.0274 | 0.8216 | 0.8221 |
| 123 mph 180 deg with No Ice (Reduced DL) | 133.21 | 1.008 | 0.0284 | 0.8693 | 0.8698 |
| 123 mph 180 deg with No Ice (Reduced DL) | 139.63 | 1.108 | 0.0307 | 0.9910 | 0.9910 |
| 123 mph 180 deg with No Ice (Reduced DL) | 140.38 | 1.121 | 0.0308 | 1.0013 | 1.0013 |
| 123 mph 180 deg with No Ice (Reduced DL) | 146.92 | 1.230 | 0.0292 | 0.9623 | 0.9627 |
| 123 mph 180 deg with No Ice (Reduced DL) | 166.54 | 1.585 | 0.0288 | 1.1124 | 1.1124 |
| 123 mph 180 deg with No Ice (Reduced DL) | 173.08 | 1.712 | 0.0281 | 1.1193 | 1.1196 |
| 123 mph 180 deg with No Ice (Reduced DL) | 179.63 | 1.840 | 0.0290 | 1.2361 | 1.2361 |
| 123 mph 180 deg with No Ice (Reduced DL) | 185.49 | 1.958 | 0.0279 | 1.1138 | 1.1141 |
| 123 mph 180 deg with No Ice (Reduced DL) | 190.60 | 2.058 | 0.0282 | 1.1503 | 1.1503 |
| 123 mph 210 deg with No Ice (Reduced DL) | 6.79 | 0.006 | 0.0017 | 0.0724 | 0.0724 |
| 123 mph 210 deg with No Ice (Reduced DL) | 13.21 | 0.015 | 0.0025 | 0.1051 | 0.1052 |
| 123 mph 210 deg with No Ice (Reduced DL) | 80.00 | 0.367 | 0.0092 | 0.5249 | 0.5249 |
| 123 mph 210 deg with No Ice (Reduced DL) | 86.79 | 0.431 | 0.0096 | 0.5543 | 0.5548 |
| 123 mph 210 deg with No Ice (Reduced DL) | 106.79 | 0.652 | 0.0109 | 0.6939 | 0.6946 |
| 123 mph 210 deg with No Ice (Reduced DL) | 126.79 | 0.919 | 0.0114 | 0.8291 | 0.8299 |
| 123 mph 210 deg with No Ice (Reduced DL) | 133.21 | 1.016 | 0.0111 | 0.8802 | 0.8811 |
| 123 mph 210 deg with No Ice (Reduced DL) | 139.63 | 1.117 | 0.0117 | 0.9895 | 0.9895 |
| 123 mph 210 deg with No Ice (Reduced DL) | 140.38 | 1.130 | 0.0117 | 0.9986 | 0.9987 |
| 123 mph 210 deg with No Ice (Reduced DL) | 146.92 | 1.240 | 0.0089 | 0.9736 | 0.9745 |
| 123 mph 210 deg with No Ice (Reduced DL) | 166.54 | 1.598 | -0.0030 | 1.1224 | 1.1224 |
| 123 mph 210 deg with No Ice (Reduced DL) | 173.08 | 1.726 | -0.0113 | 1.1286 | 1.1303 |
| 123 mph 210 deg with No Ice (Reduced DL) | 179.63 | 1.856 | -0.0193 | 1.2692 | 1.2693 |
| 123 mph 210 deg with No Ice (Reduced DL) | 185.49 | 1.974 | -0.0200 | 1.1228 | 1.1250 |
| 123 mph 210 deg with No Ice (Reduced DL) | 190.60 | 2.076 | -0.0199 | 1.1622 | 1.1624 |
| 123 mph 240 deg with No Ice (Reduced DL) | 6.79 | 0.006 | 0.0031 | 0.0761 | 0.0761 |
| 123 mph 240 deg with No Ice (Reduced DL) | 13.21 | 0.016 | 0.0045 | 0.1058 | 0.1059 |
| 123 mph 240 deg with No Ice (Reduced DL) | 80.00 | 0.377 | 0.0174 | 0.5426 | 0.5426 |
| 123 mph 240 deg with No Ice (Reduced DL) | 86.79 | 0.442 | 0.0184 | 0.5680 | 0.5683 |
| 123 mph 240 deg with No Ice (Reduced DL) | 106.79 | 0.669 | 0.0217 | 0.7096 | 0.7100 |
| 123 mph 240 deg with No Ice (Reduced DL) | 126.79 | 0.942 | 0.0236 | 0.8477 | 0.8481 |
| 123 mph 240 deg with No Ice (Reduced DL) | 133.21 | 1.040 | 0.0239 | 0.8971 | 0.8974 |
| 123 mph 240 deg with No Ice (Reduced DL) | 139.63 | 1.144 | 0.0245 | 1.0241 | 1.0241 |
| 123 mph 240 deg with No Ice (Reduced DL) | 140.38 | 1.158 | 0.0244 | 1.0347 | 1.0347 |
| 123 mph 240 deg with No Ice (Reduced DL) | 146.92 | 1.270 | 0.0221 | 0.9931 | 0.9933 |
| 123 mph 240 deg with No Ice (Reduced DL) | 166.54 | 1.636 | 0.0098 | 1.1571 | 1.1573 |
| 123 mph 240 deg with No Ice (Reduced DL) | 173.08 | 1.767 | 0.0013 | 1.1256 | 1.1262 |
| 123 mph 240 deg with No Ice (Reduced DL) | 179.63 | 1.902 | -0.0070 | 1.4067 | 1.4072 |
| 123 mph 240 deg with No Ice (Reduced DL) | 185.49 | 2.023 | -0.0076 | 1.1243 | 1.1259 |
| 123 mph 240 deg with No Ice (Reduced DL) | 190.60 | 2.128 | -0.0075 | 1.2030 | 1.2036 |
| 123 mph 300 deg with No Ice (Reduced DL) | 6.79 | 0.006 | 0.0031 | 0.0726 | 0.0726 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:25 AM

Customer: T-MOBILE

| | | | | | |
|--|--------|-------|---------|--------|--------|
| 123 mph 300 deg with No Ice (Reduced DL) | 13.21 | 0.016 | 0.0046 | 0.1015 | 0.1016 |
| 123 mph 300 deg with No Ice (Reduced DL) | 80.00 | 0.365 | 0.0203 | 0.5247 | 0.5247 |
| 123 mph 300 deg with No Ice (Reduced DL) | 86.79 | 0.428 | 0.0218 | 0.5501 | 0.5504 |
| 123 mph 300 deg with No Ice (Reduced DL) | 106.79 | 0.647 | 0.0270 | 0.6880 | 0.6883 |
| 123 mph 300 deg with No Ice (Reduced DL) | 126.79 | 0.913 | 0.0319 | 0.8226 | 0.8229 |
| 123 mph 300 deg with No Ice (Reduced DL) | 133.21 | 1.008 | 0.0337 | 0.8704 | 0.8707 |
| 123 mph 300 deg with No Ice (Reduced DL) | 139.63 | 1.109 | 0.0369 | 0.9919 | 0.9919 |
| 123 mph 300 deg with No Ice (Reduced DL) | 140.38 | 1.122 | 0.0371 | 1.0023 | 1.0023 |
| 123 mph 300 deg with No Ice (Reduced DL) | 146.92 | 1.231 | 0.0371 | 0.9640 | 0.9644 |
| 123 mph 300 deg with No Ice (Reduced DL) | 166.54 | 1.586 | 0.0482 | 1.1235 | 1.1237 |
| 123 mph 300 deg with No Ice (Reduced DL) | 173.08 | 1.714 | 0.0565 | 1.0921 | 1.0936 |
| 123 mph 300 deg with No Ice (Reduced DL) | 179.63 | 1.843 | 0.0643 | 1.3658 | 1.3663 |
| 123 mph 300 deg with No Ice (Reduced DL) | 185.49 | 1.962 | 0.0650 | 1.0914 | 1.0933 |
| 123 mph 300 deg with No Ice (Reduced DL) | 190.60 | 2.063 | 0.0649 | 1.1671 | 1.1677 |
| 123 mph 330 deg with No Ice (Reduced DL) | 6.79 | 0.006 | 0.0019 | 0.0724 | 0.0724 |
| 123 mph 330 deg with No Ice (Reduced DL) | 13.21 | 0.015 | 0.0028 | 0.1051 | 0.1052 |
| 123 mph 330 deg with No Ice (Reduced DL) | 80.00 | 0.367 | 0.0126 | 0.5248 | 0.5249 |
| 123 mph 330 deg with No Ice (Reduced DL) | 86.79 | 0.431 | 0.0138 | 0.5544 | 0.5548 |
| 123 mph 330 deg with No Ice (Reduced DL) | 106.79 | 0.652 | 0.0174 | 0.6942 | 0.6947 |
| 123 mph 330 deg with No Ice (Reduced DL) | 126.79 | 0.919 | 0.0212 | 0.8295 | 0.8299 |
| 123 mph 330 deg with No Ice (Reduced DL) | 133.21 | 1.016 | 0.0228 | 0.8807 | 0.8811 |
| 123 mph 330 deg with No Ice (Reduced DL) | 139.63 | 1.117 | 0.0245 | 0.9892 | 0.9895 |
| 123 mph 330 deg with No Ice (Reduced DL) | 140.38 | 1.130 | 0.0246 | 0.9982 | 0.9985 |
| 123 mph 330 deg with No Ice (Reduced DL) | 146.92 | 1.240 | 0.0263 | 0.9742 | 0.9746 |
| 123 mph 330 deg with No Ice (Reduced DL) | 166.54 | 1.598 | 0.0381 | 1.1225 | 1.1232 |
| 123 mph 330 deg with No Ice (Reduced DL) | 173.08 | 1.726 | 0.0477 | 1.1287 | 1.1287 |
| 123 mph 330 deg with No Ice (Reduced DL) | 179.63 | 1.856 | 0.0533 | 1.2715 | 1.2726 |
| 123 mph 330 deg with No Ice (Reduced DL) | 185.49 | 1.974 | 0.0563 | 1.1228 | 1.1228 |
| 123 mph 330 deg with No Ice (Reduced DL) | 190.60 | 2.076 | 0.0554 | 1.1625 | 1.1637 |
| 50 mph Normal with 1.00 in Radial Ice | 6.79 | 0.003 | 0.0010 | 0.0329 | 0.0329 |
| 50 mph Normal with 1.00 in Radial Ice | 13.21 | 0.006 | 0.0015 | 0.0369 | 0.0369 |
| 50 mph Normal with 1.00 in Radial Ice | 80.00 | 0.118 | 0.0062 | 0.1686 | 0.1686 |
| 50 mph Normal with 1.00 in Radial Ice | 86.79 | 0.138 | 0.0066 | 0.1753 | 0.1754 |
| 50 mph Normal with 1.00 in Radial Ice | 106.79 | 0.208 | 0.0079 | 0.2160 | 0.2161 |
| 50 mph Normal with 1.00 in Radial Ice | 126.79 | 0.290 | 0.0090 | 0.2543 | 0.2545 |
| 50 mph Normal with 1.00 in Radial Ice | 133.21 | 0.320 | 0.0093 | 0.2685 | 0.2686 |
| 50 mph Normal with 1.00 in Radial Ice | 139.63 | 0.351 | 0.0099 | 0.3049 | 0.3049 |
| 50 mph Normal with 1.00 in Radial Ice | 140.38 | 0.355 | 0.0099 | 0.3077 | 0.3077 |
| 50 mph Normal with 1.00 in Radial Ice | 146.92 | 0.388 | 0.0097 | 0.2933 | 0.2935 |
| 50 mph Normal with 1.00 in Radial Ice | 166.54 | 0.496 | 0.0097 | 0.3353 | 0.3353 |
| 50 mph Normal with 1.00 in Radial Ice | 173.08 | 0.534 | 0.0097 | 0.3360 | 0.3361 |
| 50 mph Normal with 1.00 in Radial Ice | 179.63 | 0.573 | 0.0095 | 0.3727 | 0.3727 |
| 50 mph Normal with 1.00 in Radial Ice | 185.49 | 0.608 | 0.0096 | 0.3340 | 0.3341 |
| 50 mph Normal with 1.00 in Radial Ice | 190.60 | 0.639 | 0.0095 | 0.3472 | 0.3472 |
| 50 mph 60 deg with 1.00 in Radial Ice | 6.79 | 0.004 | -0.0010 | 0.0381 | 0.0381 |
| 50 mph 60 deg with 1.00 in Radial Ice | 13.21 | 0.007 | -0.0015 | 0.0361 | 0.0361 |
| 50 mph 60 deg with 1.00 in Radial Ice | 80.00 | 0.117 | -0.0062 | 0.1658 | 0.1658 |
| 50 mph 60 deg with 1.00 in Radial Ice | 86.79 | 0.137 | -0.0066 | 0.1728 | 0.1729 |
| 50 mph 60 deg with 1.00 in Radial Ice | 106.79 | 0.206 | -0.0079 | 0.2128 | 0.2130 |
| 50 mph 60 deg with 1.00 in Radial Ice | 126.79 | 0.287 | -0.0090 | 0.2506 | 0.2507 |
| 50 mph 60 deg with 1.00 in Radial Ice | 133.21 | 0.316 | -0.0094 | 0.2643 | 0.2644 |
| 50 mph 60 deg with 1.00 in Radial Ice | 139.63 | 0.346 | -0.0101 | 0.2997 | 0.2997 |
| 50 mph 60 deg with 1.00 in Radial Ice | 140.38 | 0.350 | -0.0101 | 0.3029 | 0.3029 |
| 50 mph 60 deg with 1.00 in Radial Ice | 146.92 | 0.383 | -0.0099 | 0.2897 | 0.2898 |
| 50 mph 60 deg with 1.00 in Radial Ice | 166.54 | 0.489 | -0.0105 | 0.3337 | 0.3337 |
| 50 mph 60 deg with 1.00 in Radial Ice | 173.08 | 0.527 | -0.0109 | 0.3250 | 0.3251 |
| 50 mph 60 deg with 1.00 in Radial Ice | 179.63 | 0.565 | -0.0113 | 0.4045 | 0.4045 |
| 50 mph 60 deg with 1.00 in Radial Ice | 185.49 | 0.601 | -0.0113 | 0.3252 | 0.3254 |
| 50 mph 60 deg with 1.00 in Radial Ice | 190.60 | 0.631 | -0.0112 | 0.3460 | 0.3460 |
| 50 mph 90 deg with 1.00 in Radial Ice | 6.79 | 0.004 | -0.0012 | 0.0367 | 0.0367 |
| 50 mph 90 deg with 1.00 in Radial Ice | 13.21 | 0.007 | -0.0018 | 0.0365 | 0.0365 |
| 50 mph 90 deg with 1.00 in Radial Ice | 80.00 | 0.118 | -0.0070 | 0.1653 | 0.1653 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:25 AM

Customer: T-MOBILE

| | | | | | |
|--|--------|-------|---------|--------|--------|
| 50 mph 90 deg with 1.00 in Radial Ice | 86.79 | 0.137 | -0.0075 | 0.1735 | 0.1736 |
| 50 mph 90 deg with 1.00 in Radial Ice | 106.79 | 0.206 | -0.0090 | 0.2141 | 0.2142 |
| 50 mph 90 deg with 1.00 in Radial Ice | 126.79 | 0.288 | -0.0101 | 0.2519 | 0.2521 |
| 50 mph 90 deg with 1.00 in Radial Ice | 133.21 | 0.317 | -0.0105 | 0.2669 | 0.2671 |
| 50 mph 90 deg with 1.00 in Radial Ice | 139.63 | 0.347 | -0.0112 | 0.2986 | 0.2986 |
| 50 mph 90 deg with 1.00 in Radial Ice | 140.38 | 0.351 | -0.0112 | 0.3010 | 0.3010 |
| 50 mph 90 deg with 1.00 in Radial Ice | 146.92 | 0.384 | -0.0109 | 0.2918 | 0.2920 |
| 50 mph 90 deg with 1.00 in Radial Ice | 166.54 | 0.491 | -0.0108 | 0.3348 | 0.3349 |
| 50 mph 90 deg with 1.00 in Radial Ice | 173.08 | 0.529 | -0.0107 | 0.3275 | 0.3277 |
| 50 mph 90 deg with 1.00 in Radial Ice | 179.63 | 0.567 | -0.0106 | 0.4070 | 0.4071 |
| 50 mph 90 deg with 1.00 in Radial Ice | 185.49 | 0.603 | -0.0106 | 0.3270 | 0.3271 |
| 50 mph 90 deg with 1.00 in Radial Ice | 190.60 | 0.633 | -0.0105 | 0.3477 | 0.3477 |
| 50 mph 120 deg with 1.00 in Radial Ice | 6.79 | 0.003 | 0.0010 | 0.0329 | 0.0329 |
| 50 mph 120 deg with 1.00 in Radial Ice | 13.21 | 0.006 | 0.0016 | 0.0369 | 0.0369 |
| 50 mph 120 deg with 1.00 in Radial Ice | 80.00 | 0.118 | 0.0063 | 0.1686 | 0.1686 |
| 50 mph 120 deg with 1.00 in Radial Ice | 86.79 | 0.138 | 0.0067 | 0.1754 | 0.1755 |
| 50 mph 120 deg with 1.00 in Radial Ice | 106.79 | 0.208 | 0.0080 | 0.2161 | 0.2162 |
| 50 mph 120 deg with 1.00 in Radial Ice | 126.79 | 0.290 | 0.0092 | 0.2545 | 0.2546 |
| 50 mph 120 deg with 1.00 in Radial Ice | 133.21 | 0.320 | 0.0096 | 0.2687 | 0.2689 |
| 50 mph 120 deg with 1.00 in Radial Ice | 139.63 | 0.351 | 0.0102 | 0.3051 | 0.3051 |
| 50 mph 120 deg with 1.00 in Radial Ice | 140.38 | 0.355 | 0.0102 | 0.3079 | 0.3079 |
| 50 mph 120 deg with 1.00 in Radial Ice | 146.92 | 0.388 | 0.0101 | 0.2937 | 0.2938 |
| 50 mph 120 deg with 1.00 in Radial Ice | 166.54 | 0.496 | 0.0107 | 0.3376 | 0.3376 |
| 50 mph 120 deg with 1.00 in Radial Ice | 173.08 | 0.534 | 0.0112 | 0.3304 | 0.3305 |
| 50 mph 120 deg with 1.00 in Radial Ice | 179.63 | 0.574 | 0.0114 | 0.3996 | 0.3996 |
| 50 mph 120 deg with 1.00 in Radial Ice | 185.49 | 0.609 | 0.0115 | 0.3294 | 0.3295 |
| 50 mph 120 deg with 1.00 in Radial Ice | 190.60 | 0.640 | 0.0114 | 0.3508 | 0.3508 |
| 50 mph 180 deg with 1.00 in Radial Ice | 6.79 | 0.004 | 0.0010 | 0.0381 | 0.0381 |
| 50 mph 180 deg with 1.00 in Radial Ice | 13.21 | 0.007 | 0.0015 | 0.0361 | 0.0361 |
| 50 mph 180 deg with 1.00 in Radial Ice | 80.00 | 0.117 | 0.0061 | 0.1657 | 0.1657 |
| 50 mph 180 deg with 1.00 in Radial Ice | 86.79 | 0.137 | 0.0065 | 0.1727 | 0.1728 |
| 50 mph 180 deg with 1.00 in Radial Ice | 106.79 | 0.205 | 0.0078 | 0.2127 | 0.2129 |
| 50 mph 180 deg with 1.00 in Radial Ice | 126.79 | 0.287 | 0.0088 | 0.2504 | 0.2506 |
| 50 mph 180 deg with 1.00 in Radial Ice | 133.21 | 0.316 | 0.0091 | 0.2641 | 0.2642 |
| 50 mph 180 deg with 1.00 in Radial Ice | 139.63 | 0.346 | 0.0098 | 0.2995 | 0.2995 |
| 50 mph 180 deg with 1.00 in Radial Ice | 140.38 | 0.350 | 0.0098 | 0.3026 | 0.3026 |
| 50 mph 180 deg with 1.00 in Radial Ice | 146.92 | 0.383 | 0.0095 | 0.2893 | 0.2895 |
| 50 mph 180 deg with 1.00 in Radial Ice | 166.54 | 0.488 | 0.0094 | 0.3314 | 0.3314 |
| 50 mph 180 deg with 1.00 in Radial Ice | 173.08 | 0.527 | 0.0094 | 0.3306 | 0.3307 |
| 50 mph 180 deg with 1.00 in Radial Ice | 179.63 | 0.564 | 0.0094 | 0.3776 | 0.3776 |
| 50 mph 180 deg with 1.00 in Radial Ice | 185.49 | 0.600 | 0.0092 | 0.3298 | 0.3300 |
| 50 mph 180 deg with 1.00 in Radial Ice | 190.60 | 0.630 | 0.0092 | 0.3424 | 0.3424 |
| 50 mph 210 deg with 1.00 in Radial Ice | 6.79 | 0.004 | 0.0006 | 0.0367 | 0.0367 |
| 50 mph 210 deg with 1.00 in Radial Ice | 13.21 | 0.007 | 0.0009 | 0.0365 | 0.0365 |
| 50 mph 210 deg with 1.00 in Radial Ice | 80.00 | 0.118 | 0.0034 | 0.1652 | 0.1653 |
| 50 mph 210 deg with 1.00 in Radial Ice | 86.79 | 0.137 | 0.0036 | 0.1734 | 0.1736 |
| 50 mph 210 deg with 1.00 in Radial Ice | 106.79 | 0.206 | 0.0043 | 0.2140 | 0.2141 |
| 50 mph 210 deg with 1.00 in Radial Ice | 126.79 | 0.288 | 0.0048 | 0.2518 | 0.2520 |
| 50 mph 210 deg with 1.00 in Radial Ice | 133.21 | 0.317 | 0.0050 | 0.2667 | 0.2669 |
| 50 mph 210 deg with 1.00 in Radial Ice | 139.63 | 0.347 | 0.0053 | 0.2984 | 0.2984 |
| 50 mph 210 deg with 1.00 in Radial Ice | 140.38 | 0.351 | 0.0053 | 0.3008 | 0.3008 |
| 50 mph 210 deg with 1.00 in Radial Ice | 146.92 | 0.384 | 0.0050 | 0.2914 | 0.2916 |
| 50 mph 210 deg with 1.00 in Radial Ice | 166.54 | 0.490 | 0.0043 | 0.3325 | 0.3325 |
| 50 mph 210 deg with 1.00 in Radial Ice | 173.08 | 0.529 | 0.0038 | 0.3331 | 0.3333 |
| 50 mph 210 deg with 1.00 in Radial Ice | 179.63 | 0.567 | 0.0034 | 0.3801 | 0.3801 |
| 50 mph 210 deg with 1.00 in Radial Ice | 185.49 | 0.602 | 0.0032 | 0.3316 | 0.3318 |
| 50 mph 210 deg with 1.00 in Radial Ice | 190.60 | 0.632 | 0.0033 | 0.3442 | 0.3442 |
| 50 mph 240 deg with 1.00 in Radial Ice | 6.79 | 0.003 | 0.0010 | 0.0329 | 0.0329 |
| 50 mph 240 deg with 1.00 in Radial Ice | 13.21 | 0.006 | 0.0015 | 0.0369 | 0.0369 |
| 50 mph 240 deg with 1.00 in Radial Ice | 80.00 | 0.118 | 0.0061 | 0.1686 | 0.1686 |
| 50 mph 240 deg with 1.00 in Radial Ice | 86.79 | 0.138 | 0.0065 | 0.1754 | 0.1755 |
| 50 mph 240 deg with 1.00 in Radial Ice | 106.79 | 0.208 | 0.0077 | 0.2161 | 0.2162 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:25 AM

Customer: T-MOBILE

| | | | | | |
|--|--------|-------|---------|--------|--------|
| 50 mph 240 deg with 1.00 in Radial Ice | 126.79 | 0.290 | 0.0086 | 0.2545 | 0.2546 |
| 50 mph 240 deg with 1.00 in Radial Ice | 133.21 | 0.320 | 0.0089 | 0.2687 | 0.2689 |
| 50 mph 240 deg with 1.00 in Radial Ice | 139.63 | 0.351 | 0.0094 | 0.3051 | 0.3051 |
| 50 mph 240 deg with 1.00 in Radial Ice | 140.38 | 0.355 | 0.0094 | 0.3079 | 0.3079 |
| 50 mph 240 deg with 1.00 in Radial Ice | 146.92 | 0.388 | 0.0091 | 0.2937 | 0.2938 |
| 50 mph 240 deg with 1.00 in Radial Ice | 166.54 | 0.496 | 0.0083 | 0.3376 | 0.3376 |
| 50 mph 240 deg with 1.00 in Radial Ice | 173.08 | 0.534 | 0.0078 | 0.3304 | 0.3305 |
| 50 mph 240 deg with 1.00 in Radial Ice | 179.63 | 0.574 | 0.0072 | 0.3996 | 0.3996 |
| 50 mph 240 deg with 1.00 in Radial Ice | 185.49 | 0.609 | 0.0071 | 0.3294 | 0.3295 |
| 50 mph 240 deg with 1.00 in Radial Ice | 190.60 | 0.640 | 0.0071 | 0.3508 | 0.3508 |
| 50 mph 300 deg with 1.00 in Radial Ice | 6.79 | 0.004 | 0.0010 | 0.0381 | 0.0381 |
| 50 mph 300 deg with 1.00 in Radial Ice | 13.21 | 0.007 | 0.0015 | 0.0361 | 0.0361 |
| 50 mph 300 deg with 1.00 in Radial Ice | 80.00 | 0.117 | 0.0062 | 0.1658 | 0.1658 |
| 50 mph 300 deg with 1.00 in Radial Ice | 86.79 | 0.137 | 0.0066 | 0.1728 | 0.1729 |
| 50 mph 300 deg with 1.00 in Radial Ice | 106.79 | 0.206 | 0.0079 | 0.2128 | 0.2130 |
| 50 mph 300 deg with 1.00 in Radial Ice | 126.79 | 0.287 | 0.0090 | 0.2506 | 0.2507 |
| 50 mph 300 deg with 1.00 in Radial Ice | 133.21 | 0.316 | 0.0094 | 0.2643 | 0.2644 |
| 50 mph 300 deg with 1.00 in Radial Ice | 139.63 | 0.346 | 0.0101 | 0.2997 | 0.2997 |
| 50 mph 300 deg with 1.00 in Radial Ice | 140.38 | 0.350 | 0.0101 | 0.3029 | 0.3029 |
| 50 mph 300 deg with 1.00 in Radial Ice | 146.92 | 0.383 | 0.0099 | 0.2897 | 0.2898 |
| 50 mph 300 deg with 1.00 in Radial Ice | 166.54 | 0.489 | 0.0105 | 0.3337 | 0.3337 |
| 50 mph 300 deg with 1.00 in Radial Ice | 173.08 | 0.527 | 0.0109 | 0.3250 | 0.3251 |
| 50 mph 300 deg with 1.00 in Radial Ice | 179.63 | 0.565 | 0.0113 | 0.4045 | 0.4045 |
| 50 mph 300 deg with 1.00 in Radial Ice | 185.49 | 0.601 | 0.0113 | 0.3252 | 0.3254 |
| 50 mph 300 deg with 1.00 in Radial Ice | 190.60 | 0.631 | 0.0112 | 0.3460 | 0.3460 |
| 50 mph 330 deg with 1.00 in Radial Ice | 6.79 | 0.004 | 0.0006 | 0.0367 | 0.0367 |
| 50 mph 330 deg with 1.00 in Radial Ice | 13.21 | 0.007 | 0.0009 | 0.0365 | 0.0365 |
| 50 mph 330 deg with 1.00 in Radial Ice | 80.00 | 0.118 | 0.0036 | 0.1651 | 0.1652 |
| 50 mph 330 deg with 1.00 in Radial Ice | 86.79 | 0.137 | 0.0039 | 0.1733 | 0.1735 |
| 50 mph 330 deg with 1.00 in Radial Ice | 106.79 | 0.206 | 0.0047 | 0.2138 | 0.2140 |
| 50 mph 330 deg with 1.00 in Radial Ice | 126.79 | 0.287 | 0.0054 | 0.2516 | 0.2518 |
| 50 mph 330 deg with 1.00 in Radial Ice | 133.21 | 0.317 | 0.0056 | 0.2665 | 0.2667 |
| 50 mph 330 deg with 1.00 in Radial Ice | 139.63 | 0.347 | 0.0060 | 0.2982 | 0.2983 |
| 50 mph 330 deg with 1.00 in Radial Ice | 140.38 | 0.351 | 0.0060 | 0.3006 | 0.3006 |
| 50 mph 330 deg with 1.00 in Radial Ice | 146.92 | 0.384 | 0.0060 | 0.2913 | 0.2915 |
| 50 mph 330 deg with 1.00 in Radial Ice | 166.54 | 0.490 | 0.0067 | 0.3325 | 0.3325 |
| 50 mph 330 deg with 1.00 in Radial Ice | 173.08 | 0.528 | 0.0072 | 0.3329 | 0.3330 |
| 50 mph 330 deg with 1.00 in Radial Ice | 179.63 | 0.566 | 0.0074 | 0.3816 | 0.3817 |
| 50 mph 330 deg with 1.00 in Radial Ice | 185.49 | 0.602 | 0.0075 | 0.3313 | 0.3314 |
| 50 mph 330 deg with 1.00 in Radial Ice | 190.60 | 0.632 | 0.0074 | 0.3439 | 0.3439 |
| Seismic Normal M1 | 6.79 | 0.000 | 0.0001 | 0.0021 | 0.0021 |
| Seismic Normal M1 | 13.21 | 0.000 | 0.0001 | 0.0032 | 0.0032 |
| Seismic Normal M1 | 80.00 | 0.013 | 0.0006 | 0.0193 | 0.0193 |
| Seismic Normal M1 | 86.79 | 0.015 | 0.0007 | 0.0206 | 0.0207 |
| Seismic Normal M1 | 106.79 | 0.023 | 0.0009 | 0.0266 | 0.0266 |
| Seismic Normal M1 | 126.79 | 0.034 | 0.0010 | 0.0327 | 0.0327 |
| Seismic Normal M1 | 133.21 | 0.038 | 0.0011 | 0.0351 | 0.0351 |
| Seismic Normal M1 | 139.63 | 0.042 | 0.0011 | 0.0406 | 0.0406 |
| Seismic Normal M1 | 140.38 | 0.042 | 0.0011 | 0.0410 | 0.0410 |
| Seismic Normal M1 | 146.92 | 0.047 | 0.0011 | 0.0396 | 0.0396 |
| Seismic Normal M1 | 166.54 | 0.062 | 0.0010 | 0.0483 | 0.0483 |
| Seismic Normal M1 | 173.08 | 0.067 | 0.0010 | 0.0473 | 0.0474 |
| Seismic Normal M1 | 179.63 | 0.073 | 0.0010 | 0.0577 | 0.0577 |
| Seismic Normal M1 | 185.49 | 0.078 | 0.0009 | 0.0459 | 0.0459 |
| Seismic Normal M1 | 190.60 | 0.082 | 0.0009 | 0.0498 | 0.0498 |
| Seismic 60 deg M1 | 6.79 | 0.000 | -0.0001 | 0.0019 | 0.0019 |
| Seismic 60 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0031 | 0.0031 |
| Seismic 60 deg M1 | 80.00 | 0.013 | 0.0006 | 0.0191 | 0.0191 |
| Seismic 60 deg M1 | 86.79 | 0.015 | 0.0007 | 0.0207 | 0.0207 |
| Seismic 60 deg M1 | 106.79 | 0.023 | 0.0009 | 0.0265 | 0.0266 |
| Seismic 60 deg M1 | 126.79 | 0.034 | 0.0010 | 0.0326 | 0.0326 |
| Seismic 60 deg M1 | 133.21 | 0.038 | 0.0011 | 0.0348 | 0.0348 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:25 AM

Customer: T-MOBILE

| | | | | | |
|--------------------|--------|-------|---------|--------|--------|
| Seismic 60 deg M1 | 139.63 | 0.042 | 0.0011 | 0.0403 | 0.0403 |
| Seismic 60 deg M1 | 140.38 | 0.042 | 0.0011 | 0.0408 | 0.0408 |
| Seismic 60 deg M1 | 146.92 | 0.047 | 0.0011 | 0.0398 | 0.0398 |
| Seismic 60 deg M1 | 166.54 | 0.062 | 0.0010 | 0.0479 | 0.0479 |
| Seismic 60 deg M1 | 173.08 | 0.067 | 0.0010 | 0.0471 | 0.0471 |
| Seismic 60 deg M1 | 179.63 | 0.073 | 0.0010 | 0.0629 | 0.0629 |
| Seismic 60 deg M1 | 185.49 | 0.078 | 0.0009 | 0.0464 | 0.0464 |
| Seismic 60 deg M1 | 190.60 | 0.082 | 0.0009 | 0.0498 | 0.0498 |
| Seismic 90 deg M1 | 6.79 | 0.000 | -0.0001 | 0.0021 | 0.0021 |
| Seismic 90 deg M1 | 13.21 | 0.000 | -0.0001 | 0.0032 | 0.0032 |
| Seismic 90 deg M1 | 80.00 | 0.013 | -0.0007 | 0.0191 | 0.0191 |
| Seismic 90 deg M1 | 86.79 | 0.015 | -0.0008 | 0.0207 | 0.0207 |
| Seismic 90 deg M1 | 106.79 | 0.023 | -0.0010 | 0.0266 | 0.0266 |
| Seismic 90 deg M1 | 126.79 | 0.034 | -0.0012 | 0.0327 | 0.0327 |
| Seismic 90 deg M1 | 133.21 | 0.038 | -0.0012 | 0.0351 | 0.0352 |
| Seismic 90 deg M1 | 139.63 | 0.042 | -0.0013 | 0.0401 | 0.0401 |
| Seismic 90 deg M1 | 140.38 | 0.042 | -0.0013 | 0.0405 | 0.0405 |
| Seismic 90 deg M1 | 146.92 | 0.047 | -0.0013 | 0.0399 | 0.0399 |
| Seismic 90 deg M1 | 166.54 | 0.062 | -0.0012 | 0.0481 | 0.0481 |
| Seismic 90 deg M1 | 173.08 | 0.067 | -0.0012 | 0.0478 | 0.0478 |
| Seismic 90 deg M1 | 179.63 | 0.073 | -0.0011 | 0.0613 | 0.0613 |
| Seismic 90 deg M1 | 185.49 | 0.078 | -0.0010 | 0.0465 | 0.0465 |
| Seismic 90 deg M1 | 190.60 | 0.082 | -0.0010 | 0.0498 | 0.0498 |
| Seismic 120 deg M1 | 6.79 | 0.000 | -0.0001 | 0.0021 | 0.0021 |
| Seismic 120 deg M1 | 13.21 | 0.000 | -0.0001 | 0.0032 | 0.0032 |
| Seismic 120 deg M1 | 80.00 | 0.013 | 0.0006 | 0.0193 | 0.0193 |
| Seismic 120 deg M1 | 86.79 | 0.015 | 0.0007 | 0.0206 | 0.0207 |
| Seismic 120 deg M1 | 106.79 | 0.023 | 0.0009 | 0.0266 | 0.0266 |
| Seismic 120 deg M1 | 126.79 | 0.034 | 0.0010 | 0.0327 | 0.0327 |
| Seismic 120 deg M1 | 133.21 | 0.038 | 0.0011 | 0.0351 | 0.0351 |
| Seismic 120 deg M1 | 139.63 | 0.042 | 0.0011 | 0.0406 | 0.0406 |
| Seismic 120 deg M1 | 140.38 | 0.042 | 0.0011 | 0.0410 | 0.0410 |
| Seismic 120 deg M1 | 146.92 | 0.047 | 0.0011 | 0.0396 | 0.0396 |
| Seismic 120 deg M1 | 166.54 | 0.062 | 0.0010 | 0.0483 | 0.0483 |
| Seismic 120 deg M1 | 173.08 | 0.067 | 0.0010 | 0.0473 | 0.0474 |
| Seismic 120 deg M1 | 179.63 | 0.073 | 0.0010 | 0.0577 | 0.0577 |
| Seismic 120 deg M1 | 185.49 | 0.078 | 0.0009 | 0.0459 | 0.0459 |
| Seismic 120 deg M1 | 190.60 | 0.082 | 0.0009 | 0.0498 | 0.0498 |
| Seismic 180 deg M1 | 6.79 | 0.000 | 0.0001 | 0.0019 | 0.0019 |
| Seismic 180 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0031 | 0.0031 |
| Seismic 180 deg M1 | 80.00 | 0.013 | 0.0006 | 0.0191 | 0.0191 |
| Seismic 180 deg M1 | 86.79 | 0.015 | 0.0007 | 0.0207 | 0.0207 |
| Seismic 180 deg M1 | 106.79 | 0.023 | 0.0009 | 0.0265 | 0.0266 |
| Seismic 180 deg M1 | 126.79 | 0.034 | 0.0010 | 0.0326 | 0.0326 |
| Seismic 180 deg M1 | 133.21 | 0.038 | 0.0011 | 0.0348 | 0.0348 |
| Seismic 180 deg M1 | 139.63 | 0.042 | 0.0011 | 0.0403 | 0.0403 |
| Seismic 180 deg M1 | 140.38 | 0.042 | 0.0011 | 0.0408 | 0.0408 |
| Seismic 180 deg M1 | 146.92 | 0.047 | 0.0011 | 0.0398 | 0.0398 |
| Seismic 180 deg M1 | 166.54 | 0.062 | 0.0010 | 0.0479 | 0.0479 |
| Seismic 180 deg M1 | 173.08 | 0.067 | 0.0010 | 0.0471 | 0.0471 |
| Seismic 180 deg M1 | 179.63 | 0.073 | 0.0010 | 0.0629 | 0.0629 |
| Seismic 180 deg M1 | 185.49 | 0.078 | 0.0009 | 0.0464 | 0.0464 |
| Seismic 180 deg M1 | 190.60 | 0.082 | 0.0009 | 0.0498 | 0.0498 |
| Seismic 210 deg M1 | 6.79 | 0.000 | 0.0000 | 0.0021 | 0.0021 |
| Seismic 210 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0032 | 0.0032 |
| Seismic 210 deg M1 | 80.00 | 0.013 | 0.0004 | 0.0191 | 0.0191 |
| Seismic 210 deg M1 | 86.79 | 0.015 | 0.0004 | 0.0207 | 0.0207 |
| Seismic 210 deg M1 | 106.79 | 0.023 | 0.0005 | 0.0266 | 0.0266 |
| Seismic 210 deg M1 | 126.79 | 0.034 | 0.0006 | 0.0327 | 0.0327 |
| Seismic 210 deg M1 | 133.21 | 0.038 | 0.0006 | 0.0351 | 0.0352 |
| Seismic 210 deg M1 | 139.63 | 0.042 | 0.0007 | 0.0401 | 0.0401 |
| Seismic 210 deg M1 | 140.38 | 0.042 | 0.0007 | 0.0405 | 0.0405 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

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| | | | | | |
|--------------------------------|--------|-------|--------|--------|--------|
| Seismic 210 deg M1 | 146.92 | 0.047 | 0.0006 | 0.0399 | 0.0399 |
| Seismic 210 deg M1 | 166.54 | 0.062 | 0.0006 | 0.0481 | 0.0481 |
| Seismic 210 deg M1 | 173.08 | 0.067 | 0.0006 | 0.0478 | 0.0478 |
| Seismic 210 deg M1 | 179.63 | 0.073 | 0.0006 | 0.0613 | 0.0613 |
| Seismic 210 deg M1 | 185.49 | 0.078 | 0.0005 | 0.0465 | 0.0465 |
| Seismic 210 deg M1 | 190.60 | 0.082 | 0.0005 | 0.0498 | 0.0498 |
| Seismic 240 deg M1 | 6.79 | 0.000 | 0.0001 | 0.0021 | 0.0021 |
| Seismic 240 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0032 | 0.0032 |
| Seismic 240 deg M1 | 80.00 | 0.013 | 0.0006 | 0.0193 | 0.0193 |
| Seismic 240 deg M1 | 86.79 | 0.015 | 0.0007 | 0.0206 | 0.0207 |
| Seismic 240 deg M1 | 106.79 | 0.023 | 0.0009 | 0.0266 | 0.0266 |
| Seismic 240 deg M1 | 126.79 | 0.034 | 0.0010 | 0.0327 | 0.0327 |
| Seismic 240 deg M1 | 133.21 | 0.038 | 0.0011 | 0.0351 | 0.0351 |
| Seismic 240 deg M1 | 139.63 | 0.042 | 0.0011 | 0.0406 | 0.0406 |
| Seismic 240 deg M1 | 140.38 | 0.042 | 0.0011 | 0.0410 | 0.0410 |
| Seismic 240 deg M1 | 146.92 | 0.047 | 0.0011 | 0.0396 | 0.0396 |
| Seismic 240 deg M1 | 166.54 | 0.062 | 0.0010 | 0.0483 | 0.0483 |
| Seismic 240 deg M1 | 173.08 | 0.067 | 0.0010 | 0.0473 | 0.0474 |
| Seismic 240 deg M1 | 179.63 | 0.073 | 0.0010 | 0.0577 | 0.0577 |
| Seismic 240 deg M1 | 185.49 | 0.078 | 0.0009 | 0.0459 | 0.0459 |
| Seismic 240 deg M1 | 190.60 | 0.082 | 0.0009 | 0.0498 | 0.0498 |
| Seismic 300 deg M1 | 6.79 | 0.000 | 0.0001 | 0.0019 | 0.0019 |
| Seismic 300 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0031 | 0.0031 |
| Seismic 300 deg M1 | 80.00 | 0.013 | 0.0006 | 0.0191 | 0.0191 |
| Seismic 300 deg M1 | 86.79 | 0.015 | 0.0007 | 0.0207 | 0.0207 |
| Seismic 300 deg M1 | 106.79 | 0.023 | 0.0009 | 0.0265 | 0.0266 |
| Seismic 300 deg M1 | 126.79 | 0.034 | 0.0010 | 0.0326 | 0.0326 |
| Seismic 300 deg M1 | 133.21 | 0.038 | 0.0011 | 0.0348 | 0.0348 |
| Seismic 300 deg M1 | 139.63 | 0.042 | 0.0011 | 0.0403 | 0.0403 |
| Seismic 300 deg M1 | 140.38 | 0.042 | 0.0011 | 0.0408 | 0.0408 |
| Seismic 300 deg M1 | 146.92 | 0.047 | 0.0011 | 0.0398 | 0.0398 |
| Seismic 300 deg M1 | 166.54 | 0.062 | 0.0010 | 0.0479 | 0.0479 |
| Seismic 300 deg M1 | 173.08 | 0.067 | 0.0010 | 0.0471 | 0.0471 |
| Seismic 300 deg M1 | 179.63 | 0.073 | 0.0010 | 0.0629 | 0.0629 |
| Seismic 300 deg M1 | 185.49 | 0.078 | 0.0009 | 0.0464 | 0.0464 |
| Seismic 300 deg M1 | 190.60 | 0.082 | 0.0009 | 0.0498 | 0.0498 |
| Seismic 330 deg M1 | 6.79 | 0.000 | 0.0000 | 0.0021 | 0.0021 |
| Seismic 330 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0032 | 0.0032 |
| Seismic 330 deg M1 | 80.00 | 0.013 | 0.0004 | 0.0191 | 0.0191 |
| Seismic 330 deg M1 | 86.79 | 0.015 | 0.0004 | 0.0207 | 0.0207 |
| Seismic 330 deg M1 | 106.79 | 0.023 | 0.0005 | 0.0266 | 0.0266 |
| Seismic 330 deg M1 | 126.79 | 0.034 | 0.0006 | 0.0327 | 0.0327 |
| Seismic 330 deg M1 | 133.21 | 0.038 | 0.0006 | 0.0351 | 0.0352 |
| Seismic 330 deg M1 | 139.63 | 0.042 | 0.0007 | 0.0401 | 0.0401 |
| Seismic 330 deg M1 | 140.38 | 0.042 | 0.0007 | 0.0405 | 0.0405 |
| Seismic 330 deg M1 | 146.92 | 0.047 | 0.0006 | 0.0399 | 0.0399 |
| Seismic 330 deg M1 | 166.54 | 0.062 | 0.0006 | 0.0481 | 0.0481 |
| Seismic 330 deg M1 | 173.08 | 0.067 | 0.0006 | 0.0478 | 0.0478 |
| Seismic 330 deg M1 | 179.63 | 0.073 | 0.0006 | 0.0613 | 0.0613 |
| Seismic 330 deg M1 | 185.49 | 0.078 | 0.0005 | 0.0465 | 0.0465 |
| Seismic 330 deg M1 | 190.60 | 0.082 | 0.0005 | 0.0498 | 0.0498 |
| Seismic (Reduced DL) Normal M1 | 6.79 | 0.000 | 0.0001 | 0.0021 | 0.0021 |
| Seismic (Reduced DL) Normal M1 | 13.21 | 0.000 | 0.0001 | 0.0031 | 0.0031 |
| Seismic (Reduced DL) Normal M1 | 80.00 | 0.013 | 0.0006 | 0.0192 | 0.0192 |
| Seismic (Reduced DL) Normal M1 | 86.79 | 0.015 | 0.0007 | 0.0206 | 0.0206 |
| Seismic (Reduced DL) Normal M1 | 106.79 | 0.023 | 0.0009 | 0.0265 | 0.0265 |
| Seismic (Reduced DL) Normal M1 | 126.79 | 0.034 | 0.0010 | 0.0326 | 0.0326 |
| Seismic (Reduced DL) Normal M1 | 133.21 | 0.038 | 0.0011 | 0.0349 | 0.0349 |
| Seismic (Reduced DL) Normal M1 | 139.63 | 0.042 | 0.0011 | 0.0404 | 0.0404 |
| Seismic (Reduced DL) Normal M1 | 140.38 | 0.042 | 0.0011 | 0.0409 | 0.0409 |
| Seismic (Reduced DL) Normal M1 | 146.92 | 0.047 | 0.0011 | 0.0395 | 0.0396 |
| Seismic (Reduced DL) Normal M1 | 166.54 | 0.062 | 0.0010 | 0.0481 | 0.0481 |

Site Number: 311305

Code:

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| | | | | | |
|---------------------------------|--------|-------|---------|--------|--------|
| Seismic (Reduced DL) Normal M1 | 173.08 | 0.067 | 0.0010 | 0.0472 | 0.0472 |
| Seismic (Reduced DL) Normal M1 | 179.63 | 0.072 | 0.0010 | 0.0569 | 0.0569 |
| Seismic (Reduced DL) Normal M1 | 185.49 | 0.077 | 0.0009 | 0.0459 | 0.0459 |
| Seismic (Reduced DL) Normal M1 | 190.60 | 0.082 | 0.0009 | 0.0496 | 0.0496 |
| Seismic (Reduced DL) 60 deg M1 | 6.79 | 0.000 | -0.0001 | 0.0019 | 0.0019 |
| Seismic (Reduced DL) 60 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0030 | 0.0030 |
| Seismic (Reduced DL) 60 deg M1 | 80.00 | 0.013 | 0.0006 | 0.0191 | 0.0191 |
| Seismic (Reduced DL) 60 deg M1 | 86.79 | 0.015 | 0.0007 | 0.0206 | 0.0206 |
| Seismic (Reduced DL) 60 deg M1 | 106.79 | 0.023 | 0.0009 | 0.0265 | 0.0265 |
| Seismic (Reduced DL) 60 deg M1 | 126.79 | 0.034 | 0.0010 | 0.0325 | 0.0325 |
| Seismic (Reduced DL) 60 deg M1 | 133.21 | 0.037 | 0.0011 | 0.0348 | 0.0348 |
| Seismic (Reduced DL) 60 deg M1 | 139.63 | 0.042 | 0.0011 | 0.0402 | 0.0402 |
| Seismic (Reduced DL) 60 deg M1 | 140.38 | 0.042 | 0.0011 | 0.0407 | 0.0407 |
| Seismic (Reduced DL) 60 deg M1 | 146.92 | 0.046 | 0.0011 | 0.0397 | 0.0397 |
| Seismic (Reduced DL) 60 deg M1 | 166.54 | 0.061 | 0.0010 | 0.0478 | 0.0478 |
| Seismic (Reduced DL) 60 deg M1 | 173.08 | 0.067 | 0.0010 | 0.0470 | 0.0470 |
| Seismic (Reduced DL) 60 deg M1 | 179.63 | 0.072 | 0.0010 | 0.0616 | 0.0616 |
| Seismic (Reduced DL) 60 deg M1 | 185.49 | 0.077 | 0.0009 | 0.0462 | 0.0462 |
| Seismic (Reduced DL) 60 deg M1 | 190.60 | 0.082 | 0.0009 | 0.0496 | 0.0496 |
| Seismic (Reduced DL) 90 deg M1 | 6.79 | 0.000 | -0.0001 | 0.0020 | 0.0020 |
| Seismic (Reduced DL) 90 deg M1 | 13.21 | 0.000 | -0.0001 | 0.0031 | 0.0031 |
| Seismic (Reduced DL) 90 deg M1 | 80.00 | 0.013 | -0.0007 | 0.0191 | 0.0191 |
| Seismic (Reduced DL) 90 deg M1 | 86.79 | 0.015 | -0.0008 | 0.0206 | 0.0206 |
| Seismic (Reduced DL) 90 deg M1 | 106.79 | 0.023 | -0.0010 | 0.0266 | 0.0266 |
| Seismic (Reduced DL) 90 deg M1 | 126.79 | 0.034 | -0.0012 | 0.0326 | 0.0326 |
| Seismic (Reduced DL) 90 deg M1 | 133.21 | 0.038 | -0.0012 | 0.0350 | 0.0351 |
| Seismic (Reduced DL) 90 deg M1 | 139.63 | 0.042 | -0.0013 | 0.0399 | 0.0400 |
| Seismic (Reduced DL) 90 deg M1 | 140.38 | 0.042 | -0.0013 | 0.0403 | 0.0403 |
| Seismic (Reduced DL) 90 deg M1 | 146.92 | 0.047 | -0.0013 | 0.0398 | 0.0398 |
| Seismic (Reduced DL) 90 deg M1 | 166.54 | 0.062 | -0.0012 | 0.0479 | 0.0479 |
| Seismic (Reduced DL) 90 deg M1 | 173.08 | 0.067 | -0.0012 | 0.0477 | 0.0477 |
| Seismic (Reduced DL) 90 deg M1 | 179.63 | 0.072 | -0.0011 | 0.0601 | 0.0601 |
| Seismic (Reduced DL) 90 deg M1 | 185.49 | 0.077 | -0.0010 | 0.0464 | 0.0464 |
| Seismic (Reduced DL) 90 deg M1 | 190.60 | 0.082 | -0.0010 | 0.0496 | 0.0496 |
| Seismic (Reduced DL) 120 deg M1 | 6.79 | 0.000 | -0.0001 | 0.0021 | 0.0021 |
| Seismic (Reduced DL) 120 deg M1 | 13.21 | 0.000 | -0.0001 | 0.0031 | 0.0031 |
| Seismic (Reduced DL) 120 deg M1 | 80.00 | 0.013 | 0.0006 | 0.0192 | 0.0192 |
| Seismic (Reduced DL) 120 deg M1 | 86.79 | 0.015 | 0.0007 | 0.0206 | 0.0206 |
| Seismic (Reduced DL) 120 deg M1 | 106.79 | 0.023 | 0.0009 | 0.0265 | 0.0265 |
| Seismic (Reduced DL) 120 deg M1 | 126.79 | 0.034 | 0.0010 | 0.0326 | 0.0326 |
| Seismic (Reduced DL) 120 deg M1 | 133.21 | 0.038 | 0.0011 | 0.0349 | 0.0349 |
| Seismic (Reduced DL) 120 deg M1 | 139.63 | 0.042 | 0.0011 | 0.0404 | 0.0404 |
| Seismic (Reduced DL) 120 deg M1 | 140.38 | 0.042 | 0.0011 | 0.0409 | 0.0409 |
| Seismic (Reduced DL) 120 deg M1 | 146.92 | 0.047 | 0.0011 | 0.0395 | 0.0396 |
| Seismic (Reduced DL) 120 deg M1 | 166.54 | 0.062 | 0.0010 | 0.0481 | 0.0481 |
| Seismic (Reduced DL) 120 deg M1 | 173.08 | 0.067 | 0.0010 | 0.0472 | 0.0472 |
| Seismic (Reduced DL) 120 deg M1 | 179.63 | 0.072 | 0.0010 | 0.0569 | 0.0569 |
| Seismic (Reduced DL) 120 deg M1 | 185.49 | 0.077 | 0.0009 | 0.0459 | 0.0459 |
| Seismic (Reduced DL) 120 deg M1 | 190.60 | 0.082 | 0.0009 | 0.0496 | 0.0496 |
| Seismic (Reduced DL) 180 deg M1 | 6.79 | 0.000 | 0.0001 | 0.0019 | 0.0019 |
| Seismic (Reduced DL) 180 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0030 | 0.0030 |
| Seismic (Reduced DL) 180 deg M1 | 80.00 | 0.013 | 0.0006 | 0.0191 | 0.0191 |
| Seismic (Reduced DL) 180 deg M1 | 86.79 | 0.015 | 0.0007 | 0.0206 | 0.0206 |
| Seismic (Reduced DL) 180 deg M1 | 106.79 | 0.023 | 0.0009 | 0.0265 | 0.0265 |
| Seismic (Reduced DL) 180 deg M1 | 126.79 | 0.034 | 0.0010 | 0.0325 | 0.0325 |
| Seismic (Reduced DL) 180 deg M1 | 133.21 | 0.037 | 0.0011 | 0.0348 | 0.0348 |
| Seismic (Reduced DL) 180 deg M1 | 139.63 | 0.042 | 0.0011 | 0.0402 | 0.0402 |
| Seismic (Reduced DL) 180 deg M1 | 140.38 | 0.042 | 0.0011 | 0.0407 | 0.0407 |
| Seismic (Reduced DL) 180 deg M1 | 146.92 | 0.046 | 0.0011 | 0.0397 | 0.0397 |
| Seismic (Reduced DL) 180 deg M1 | 166.54 | 0.061 | 0.0010 | 0.0478 | 0.0478 |
| Seismic (Reduced DL) 180 deg M1 | 173.08 | 0.067 | 0.0010 | 0.0470 | 0.0470 |
| Seismic (Reduced DL) 180 deg M1 | 179.63 | 0.072 | 0.0010 | 0.0616 | 0.0616 |

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|---------------------------------|--------|-------|--------|--------|--------|
| Seismic (Reduced DL) 180 deg M1 | 185.49 | 0.077 | 0.0009 | 0.0462 | 0.0462 |
| Seismic (Reduced DL) 180 deg M1 | 190.60 | 0.082 | 0.0009 | 0.0496 | 0.0496 |
| Seismic (Reduced DL) 210 deg M1 | 6.79 | 0.000 | 0.0000 | 0.0020 | 0.0020 |
| Seismic (Reduced DL) 210 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0031 | 0.0031 |
| Seismic (Reduced DL) 210 deg M1 | 80.00 | 0.013 | 0.0004 | 0.0191 | 0.0191 |
| Seismic (Reduced DL) 210 deg M1 | 86.79 | 0.015 | 0.0004 | 0.0206 | 0.0206 |
| Seismic (Reduced DL) 210 deg M1 | 106.79 | 0.023 | 0.0005 | 0.0266 | 0.0266 |
| Seismic (Reduced DL) 210 deg M1 | 126.79 | 0.034 | 0.0006 | 0.0326 | 0.0326 |
| Seismic (Reduced DL) 210 deg M1 | 133.21 | 0.038 | 0.0006 | 0.0350 | 0.0351 |
| Seismic (Reduced DL) 210 deg M1 | 139.63 | 0.042 | 0.0007 | 0.0399 | 0.0400 |
| Seismic (Reduced DL) 210 deg M1 | 140.38 | 0.042 | 0.0007 | 0.0403 | 0.0403 |
| Seismic (Reduced DL) 210 deg M1 | 146.92 | 0.047 | 0.0006 | 0.0398 | 0.0398 |
| Seismic (Reduced DL) 210 deg M1 | 166.54 | 0.062 | 0.0006 | 0.0479 | 0.0479 |
| Seismic (Reduced DL) 210 deg M1 | 173.08 | 0.067 | 0.0006 | 0.0477 | 0.0477 |
| Seismic (Reduced DL) 210 deg M1 | 179.63 | 0.072 | 0.0006 | 0.0601 | 0.0601 |
| Seismic (Reduced DL) 210 deg M1 | 185.49 | 0.077 | 0.0005 | 0.0464 | 0.0464 |
| Seismic (Reduced DL) 210 deg M1 | 190.60 | 0.082 | 0.0005 | 0.0496 | 0.0496 |
| Seismic (Reduced DL) 240 deg M1 | 6.79 | 0.000 | 0.0001 | 0.0021 | 0.0021 |
| Seismic (Reduced DL) 240 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0031 | 0.0031 |
| Seismic (Reduced DL) 240 deg M1 | 80.00 | 0.013 | 0.0006 | 0.0192 | 0.0192 |
| Seismic (Reduced DL) 240 deg M1 | 86.79 | 0.015 | 0.0007 | 0.0206 | 0.0206 |
| Seismic (Reduced DL) 240 deg M1 | 106.79 | 0.023 | 0.0009 | 0.0265 | 0.0265 |
| Seismic (Reduced DL) 240 deg M1 | 126.79 | 0.034 | 0.0010 | 0.0326 | 0.0326 |
| Seismic (Reduced DL) 240 deg M1 | 133.21 | 0.038 | 0.0011 | 0.0349 | 0.0349 |
| Seismic (Reduced DL) 240 deg M1 | 139.63 | 0.042 | 0.0011 | 0.0404 | 0.0404 |
| Seismic (Reduced DL) 240 deg M1 | 140.38 | 0.042 | 0.0011 | 0.0409 | 0.0409 |
| Seismic (Reduced DL) 240 deg M1 | 146.92 | 0.047 | 0.0011 | 0.0395 | 0.0396 |
| Seismic (Reduced DL) 240 deg M1 | 166.54 | 0.062 | 0.0010 | 0.0481 | 0.0481 |
| Seismic (Reduced DL) 240 deg M1 | 173.08 | 0.067 | 0.0010 | 0.0472 | 0.0472 |
| Seismic (Reduced DL) 240 deg M1 | 179.63 | 0.072 | 0.0010 | 0.0569 | 0.0569 |
| Seismic (Reduced DL) 240 deg M1 | 185.49 | 0.077 | 0.0009 | 0.0459 | 0.0459 |
| Seismic (Reduced DL) 240 deg M1 | 190.60 | 0.082 | 0.0009 | 0.0496 | 0.0496 |
| Seismic (Reduced DL) 300 deg M1 | 6.79 | 0.000 | 0.0001 | 0.0019 | 0.0019 |
| Seismic (Reduced DL) 300 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0030 | 0.0030 |
| Seismic (Reduced DL) 300 deg M1 | 80.00 | 0.013 | 0.0006 | 0.0191 | 0.0191 |
| Seismic (Reduced DL) 300 deg M1 | 86.79 | 0.015 | 0.0007 | 0.0206 | 0.0206 |
| Seismic (Reduced DL) 300 deg M1 | 106.79 | 0.023 | 0.0009 | 0.0265 | 0.0265 |
| Seismic (Reduced DL) 300 deg M1 | 126.79 | 0.034 | 0.0010 | 0.0325 | 0.0325 |
| Seismic (Reduced DL) 300 deg M1 | 133.21 | 0.037 | 0.0011 | 0.0348 | 0.0348 |
| Seismic (Reduced DL) 300 deg M1 | 139.63 | 0.042 | 0.0011 | 0.0402 | 0.0402 |
| Seismic (Reduced DL) 300 deg M1 | 140.38 | 0.042 | 0.0011 | 0.0407 | 0.0407 |
| Seismic (Reduced DL) 300 deg M1 | 146.92 | 0.046 | 0.0011 | 0.0397 | 0.0397 |
| Seismic (Reduced DL) 300 deg M1 | 166.54 | 0.061 | 0.0010 | 0.0478 | 0.0478 |
| Seismic (Reduced DL) 300 deg M1 | 173.08 | 0.067 | 0.0010 | 0.0470 | 0.0470 |
| Seismic (Reduced DL) 300 deg M1 | 179.63 | 0.072 | 0.0010 | 0.0616 | 0.0616 |
| Seismic (Reduced DL) 300 deg M1 | 185.49 | 0.077 | 0.0009 | 0.0462 | 0.0462 |
| Seismic (Reduced DL) 300 deg M1 | 190.60 | 0.082 | 0.0009 | 0.0496 | 0.0496 |
| Seismic (Reduced DL) 330 deg M1 | 6.79 | 0.000 | 0.0000 | 0.0020 | 0.0020 |
| Seismic (Reduced DL) 330 deg M1 | 13.21 | 0.000 | 0.0001 | 0.0031 | 0.0031 |
| Seismic (Reduced DL) 330 deg M1 | 80.00 | 0.013 | 0.0004 | 0.0191 | 0.0191 |
| Seismic (Reduced DL) 330 deg M1 | 86.79 | 0.015 | 0.0004 | 0.0206 | 0.0206 |
| Seismic (Reduced DL) 330 deg M1 | 106.79 | 0.023 | 0.0005 | 0.0266 | 0.0266 |
| Seismic (Reduced DL) 330 deg M1 | 126.79 | 0.034 | 0.0006 | 0.0326 | 0.0326 |
| Seismic (Reduced DL) 330 deg M1 | 133.21 | 0.038 | 0.0006 | 0.0350 | 0.0351 |
| Seismic (Reduced DL) 330 deg M1 | 139.63 | 0.042 | 0.0007 | 0.0399 | 0.0400 |
| Seismic (Reduced DL) 330 deg M1 | 140.38 | 0.042 | 0.0007 | 0.0403 | 0.0403 |
| Seismic (Reduced DL) 330 deg M1 | 146.92 | 0.047 | 0.0006 | 0.0398 | 0.0398 |
| Seismic (Reduced DL) 330 deg M1 | 166.54 | 0.062 | 0.0006 | 0.0479 | 0.0479 |
| Seismic (Reduced DL) 330 deg M1 | 173.08 | 0.067 | 0.0006 | 0.0477 | 0.0477 |
| Seismic (Reduced DL) 330 deg M1 | 179.63 | 0.072 | 0.0006 | 0.0601 | 0.0601 |
| Seismic (Reduced DL) 330 deg M1 | 185.49 | 0.077 | 0.0005 | 0.0464 | 0.0464 |
| Seismic (Reduced DL) 330 deg M1 | 190.60 | 0.082 | 0.0005 | 0.0496 | 0.0496 |

Site Number: 311305

Code:

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

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Customer: T-MOBILE

| | | | | | |
|--------------------------------------|--------|-------|---------|--------|--------|
| Serviceability - 60 mph Wind Normal | 6.79 | 0.002 | 0.0008 | 0.0187 | 0.0187 |
| Serviceability - 60 mph Wind Normal | 13.21 | 0.004 | 0.0011 | 0.0259 | 0.0259 |
| Serviceability - 60 mph Wind Normal | 80.00 | 0.091 | 0.0047 | 0.1312 | 0.1312 |
| Serviceability - 60 mph Wind Normal | 86.79 | 0.107 | 0.0050 | 0.1372 | 0.1373 |
| Serviceability - 60 mph Wind Normal | 106.79 | 0.162 | 0.0060 | 0.1712 | 0.1713 |
| Serviceability - 60 mph Wind Normal | 126.79 | 0.228 | 0.0069 | 0.2041 | 0.2042 |
| Serviceability - 60 mph Wind Normal | 133.21 | 0.252 | 0.0071 | 0.2159 | 0.2160 |
| Serviceability - 60 mph Wind Normal | 139.63 | 0.276 | 0.0076 | 0.2463 | 0.2463 |
| Serviceability - 60 mph Wind Normal | 140.38 | 0.280 | 0.0076 | 0.2487 | 0.2487 |
| Serviceability - 60 mph Wind Normal | 146.92 | 0.307 | 0.0073 | 0.2384 | 0.2385 |
| Serviceability - 60 mph Wind Normal | 166.54 | 0.395 | 0.0072 | 0.2751 | 0.2751 |
| Serviceability - 60 mph Wind Normal | 173.08 | 0.426 | 0.0071 | 0.2770 | 0.2771 |
| Serviceability - 60 mph Wind Normal | 179.63 | 0.458 | 0.0070 | 0.3043 | 0.3043 |
| Serviceability - 60 mph Wind Normal | 185.49 | 0.487 | 0.0069 | 0.2753 | 0.2754 |
| Serviceability - 60 mph Wind Normal | 190.60 | 0.512 | 0.0068 | 0.2845 | 0.2845 |
| Serviceability - 60 mph Wind 60 deg | 6.79 | 0.001 | -0.0007 | 0.0176 | 0.0176 |
| Serviceability - 60 mph Wind 60 deg | 13.21 | 0.004 | -0.0011 | 0.0246 | 0.0247 |
| Serviceability - 60 mph Wind 60 deg | 80.00 | 0.088 | -0.0046 | 0.1271 | 0.1271 |
| Serviceability - 60 mph Wind 60 deg | 86.79 | 0.104 | -0.0049 | 0.1331 | 0.1332 |
| Serviceability - 60 mph Wind 60 deg | 106.79 | 0.157 | -0.0059 | 0.1662 | 0.1663 |
| Serviceability - 60 mph Wind 60 deg | 126.79 | 0.221 | -0.0068 | 0.1984 | 0.1985 |
| Serviceability - 60 mph Wind 60 deg | 133.21 | 0.244 | -0.0071 | 0.2098 | 0.2099 |
| Serviceability - 60 mph Wind 60 deg | 139.63 | 0.268 | -0.0076 | 0.2390 | 0.2390 |
| Serviceability - 60 mph Wind 60 deg | 140.38 | 0.271 | -0.0077 | 0.2416 | 0.2416 |
| Serviceability - 60 mph Wind 60 deg | 146.92 | 0.298 | -0.0074 | 0.2322 | 0.2323 |
| Serviceability - 60 mph Wind 60 deg | 166.54 | 0.383 | -0.0079 | 0.2704 | 0.2704 |
| Serviceability - 60 mph Wind 60 deg | 173.08 | 0.414 | -0.0083 | 0.2626 | 0.2627 |
| Serviceability - 60 mph Wind 60 deg | 179.63 | 0.445 | -0.0086 | 0.3296 | 0.3296 |
| Serviceability - 60 mph Wind 60 deg | 185.49 | 0.473 | -0.0086 | 0.2626 | 0.2628 |
| Serviceability - 60 mph Wind 60 deg | 190.60 | 0.498 | -0.0085 | 0.2807 | 0.2807 |
| Serviceability - 60 mph Wind 90 deg | 6.79 | 0.001 | -0.0009 | 0.0178 | 0.0178 |
| Serviceability - 60 mph Wind 90 deg | 13.21 | 0.004 | -0.0013 | 0.0256 | 0.0256 |
| Serviceability - 60 mph Wind 90 deg | 80.00 | 0.089 | -0.0052 | 0.1271 | 0.1271 |
| Serviceability - 60 mph Wind 90 deg | 86.79 | 0.104 | -0.0056 | 0.1341 | 0.1342 |
| Serviceability - 60 mph Wind 90 deg | 106.79 | 0.158 | -0.0067 | 0.1677 | 0.1678 |
| Serviceability - 60 mph Wind 90 deg | 126.79 | 0.222 | -0.0076 | 0.2000 | 0.2002 |
| Serviceability - 60 mph Wind 90 deg | 133.21 | 0.246 | -0.0079 | 0.2124 | 0.2125 |
| Serviceability - 60 mph Wind 90 deg | 139.63 | 0.270 | -0.0084 | 0.2384 | 0.2385 |
| Serviceability - 60 mph Wind 90 deg | 140.38 | 0.273 | -0.0084 | 0.2405 | 0.2406 |
| Serviceability - 60 mph Wind 90 deg | 146.92 | 0.300 | -0.0081 | 0.2347 | 0.2348 |
| Serviceability - 60 mph Wind 90 deg | 166.54 | 0.386 | -0.0079 | 0.2722 | 0.2722 |
| Serviceability - 60 mph Wind 90 deg | 173.08 | 0.417 | -0.0077 | 0.2647 | 0.2648 |
| Serviceability - 60 mph Wind 90 deg | 179.63 | 0.448 | -0.0076 | 0.3350 | 0.3350 |
| Serviceability - 60 mph Wind 90 deg | 185.49 | 0.477 | -0.0075 | 0.2644 | 0.2645 |
| Serviceability - 60 mph Wind 90 deg | 190.60 | 0.501 | -0.0074 | 0.2831 | 0.2832 |
| Serviceability - 60 mph Wind 120 deg | 6.79 | 0.002 | 0.0008 | 0.0187 | 0.0187 |
| Serviceability - 60 mph Wind 120 deg | 13.21 | 0.004 | 0.0012 | 0.0259 | 0.0259 |
| Serviceability - 60 mph Wind 120 deg | 80.00 | 0.092 | 0.0048 | 0.1314 | 0.1314 |
| Serviceability - 60 mph Wind 120 deg | 86.79 | 0.107 | 0.0051 | 0.1374 | 0.1375 |
| Serviceability - 60 mph Wind 120 deg | 106.79 | 0.162 | 0.0062 | 0.1715 | 0.1716 |
| Serviceability - 60 mph Wind 120 deg | 126.79 | 0.228 | 0.0071 | 0.2045 | 0.2047 |
| Serviceability - 60 mph Wind 120 deg | 133.21 | 0.252 | 0.0074 | 0.2164 | 0.2166 |
| Serviceability - 60 mph Wind 120 deg | 139.63 | 0.277 | 0.0079 | 0.2468 | 0.2468 |
| Serviceability - 60 mph Wind 120 deg | 140.38 | 0.280 | 0.0079 | 0.2493 | 0.2493 |
| Serviceability - 60 mph Wind 120 deg | 146.92 | 0.307 | 0.0078 | 0.2391 | 0.2392 |
| Serviceability - 60 mph Wind 120 deg | 166.54 | 0.396 | 0.0082 | 0.2781 | 0.2781 |
| Serviceability - 60 mph Wind 120 deg | 173.08 | 0.427 | 0.0087 | 0.2709 | 0.2710 |
| Serviceability - 60 mph Wind 120 deg | 179.63 | 0.459 | 0.0089 | 0.3358 | 0.3358 |
| Serviceability - 60 mph Wind 120 deg | 185.49 | 0.488 | 0.0089 | 0.2704 | 0.2705 |
| Serviceability - 60 mph Wind 120 deg | 190.60 | 0.513 | 0.0088 | 0.2890 | 0.2890 |
| Serviceability - 60 mph Wind 180 deg | 6.79 | 0.001 | 0.0007 | 0.0176 | 0.0176 |
| Serviceability - 60 mph Wind 180 deg | 13.21 | 0.004 | 0.0011 | 0.0246 | 0.0246 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:25 AM

Customer: T-MOBILE

| | | | | | |
|--------------------------------------|--------|-------|--------|--------|--------|
| Serviceability - 60 mph Wind 180 deg | 80.00 | 0.088 | 0.0045 | 0.1269 | 0.1269 |
| Serviceability - 60 mph Wind 180 deg | 86.79 | 0.104 | 0.0048 | 0.1329 | 0.1330 |
| Serviceability - 60 mph Wind 180 deg | 106.79 | 0.157 | 0.0058 | 0.1659 | 0.1660 |
| Serviceability - 60 mph Wind 180 deg | 126.79 | 0.220 | 0.0066 | 0.1979 | 0.1980 |
| Serviceability - 60 mph Wind 180 deg | 133.21 | 0.243 | 0.0068 | 0.2093 | 0.2094 |
| Serviceability - 60 mph Wind 180 deg | 139.63 | 0.268 | 0.0073 | 0.2385 | 0.2385 |
| Serviceability - 60 mph Wind 180 deg | 140.38 | 0.271 | 0.0073 | 0.2410 | 0.2410 |
| Serviceability - 60 mph Wind 180 deg | 146.92 | 0.297 | 0.0070 | 0.2315 | 0.2316 |
| Serviceability - 60 mph Wind 180 deg | 166.54 | 0.382 | 0.0069 | 0.2673 | 0.2673 |
| Serviceability - 60 mph Wind 180 deg | 173.08 | 0.413 | 0.0067 | 0.2687 | 0.2688 |
| Serviceability - 60 mph Wind 180 deg | 179.63 | 0.444 | 0.0067 | 0.2981 | 0.2981 |
| Serviceability - 60 mph Wind 180 deg | 185.49 | 0.472 | 0.0065 | 0.2676 | 0.2676 |
| Serviceability - 60 mph Wind 180 deg | 190.60 | 0.496 | 0.0064 | 0.2762 | 0.2762 |
| Serviceability - 60 mph Wind 210 deg | 6.79 | 0.001 | 0.0004 | 0.0178 | 0.0178 |
| Serviceability - 60 mph Wind 210 deg | 13.21 | 0.004 | 0.0006 | 0.0256 | 0.0257 |
| Serviceability - 60 mph Wind 210 deg | 80.00 | 0.089 | 0.0026 | 0.1272 | 0.1272 |
| Serviceability - 60 mph Wind 210 deg | 86.79 | 0.105 | 0.0027 | 0.1342 | 0.1343 |
| Serviceability - 60 mph Wind 210 deg | 106.79 | 0.158 | 0.0032 | 0.1677 | 0.1679 |
| Serviceability - 60 mph Wind 210 deg | 126.79 | 0.223 | 0.0036 | 0.2001 | 0.2002 |
| Serviceability - 60 mph Wind 210 deg | 133.21 | 0.246 | 0.0037 | 0.2124 | 0.2125 |
| Serviceability - 60 mph Wind 210 deg | 139.63 | 0.270 | 0.0040 | 0.2385 | 0.2386 |
| Serviceability - 60 mph Wind 210 deg | 140.38 | 0.273 | 0.0040 | 0.2406 | 0.2407 |
| Serviceability - 60 mph Wind 210 deg | 146.92 | 0.300 | 0.0037 | 0.2346 | 0.2347 |
| Serviceability - 60 mph Wind 210 deg | 166.54 | 0.386 | 0.0030 | 0.2699 | 0.2700 |
| Serviceability - 60 mph Wind 210 deg | 173.08 | 0.417 | 0.0025 | 0.2715 | 0.2716 |
| Serviceability - 60 mph Wind 210 deg | 179.63 | 0.448 | 0.0021 | 0.3049 | 0.3049 |
| Serviceability - 60 mph Wind 210 deg | 185.49 | 0.476 | 0.0020 | 0.2701 | 0.2703 |
| Serviceability - 60 mph Wind 210 deg | 190.60 | 0.501 | 0.0020 | 0.2796 | 0.2796 |
| Serviceability - 60 mph Wind 240 deg | 6.79 | 0.002 | 0.0008 | 0.0187 | 0.0187 |
| Serviceability - 60 mph Wind 240 deg | 13.21 | 0.004 | 0.0011 | 0.0259 | 0.0259 |
| Serviceability - 60 mph Wind 240 deg | 80.00 | 0.092 | 0.0046 | 0.1314 | 0.1314 |
| Serviceability - 60 mph Wind 240 deg | 86.79 | 0.107 | 0.0049 | 0.1374 | 0.1375 |
| Serviceability - 60 mph Wind 240 deg | 106.79 | 0.162 | 0.0058 | 0.1715 | 0.1716 |
| Serviceability - 60 mph Wind 240 deg | 126.79 | 0.228 | 0.0066 | 0.2045 | 0.2047 |
| Serviceability - 60 mph Wind 240 deg | 133.21 | 0.252 | 0.0068 | 0.2164 | 0.2166 |
| Serviceability - 60 mph Wind 240 deg | 139.63 | 0.277 | 0.0072 | 0.2468 | 0.2468 |
| Serviceability - 60 mph Wind 240 deg | 140.38 | 0.280 | 0.0072 | 0.2493 | 0.2493 |
| Serviceability - 60 mph Wind 240 deg | 146.92 | 0.307 | 0.0068 | 0.2391 | 0.2392 |
| Serviceability - 60 mph Wind 240 deg | 166.54 | 0.396 | 0.0060 | 0.2781 | 0.2781 |
| Serviceability - 60 mph Wind 240 deg | 173.08 | 0.427 | 0.0055 | 0.2709 | 0.2710 |
| Serviceability - 60 mph Wind 240 deg | 179.63 | 0.459 | 0.0050 | 0.3358 | 0.3358 |
| Serviceability - 60 mph Wind 240 deg | 185.49 | 0.488 | 0.0049 | 0.2704 | 0.2705 |
| Serviceability - 60 mph Wind 240 deg | 190.60 | 0.513 | 0.0049 | 0.2890 | 0.2890 |
| Serviceability - 60 mph Wind 300 deg | 6.79 | 0.001 | 0.0007 | 0.0176 | 0.0176 |
| Serviceability - 60 mph Wind 300 deg | 13.21 | 0.004 | 0.0011 | 0.0246 | 0.0247 |
| Serviceability - 60 mph Wind 300 deg | 80.00 | 0.088 | 0.0046 | 0.1271 | 0.1271 |
| Serviceability - 60 mph Wind 300 deg | 86.79 | 0.104 | 0.0049 | 0.1331 | 0.1332 |
| Serviceability - 60 mph Wind 300 deg | 106.79 | 0.157 | 0.0059 | 0.1662 | 0.1663 |
| Serviceability - 60 mph Wind 300 deg | 126.79 | 0.221 | 0.0068 | 0.1984 | 0.1985 |
| Serviceability - 60 mph Wind 300 deg | 133.21 | 0.244 | 0.0071 | 0.2098 | 0.2099 |
| Serviceability - 60 mph Wind 300 deg | 139.63 | 0.268 | 0.0076 | 0.2390 | 0.2390 |
| Serviceability - 60 mph Wind 300 deg | 140.38 | 0.271 | 0.0077 | 0.2416 | 0.2416 |
| Serviceability - 60 mph Wind 300 deg | 146.92 | 0.298 | 0.0074 | 0.2322 | 0.2323 |
| Serviceability - 60 mph Wind 300 deg | 166.54 | 0.383 | 0.0079 | 0.2704 | 0.2704 |
| Serviceability - 60 mph Wind 300 deg | 173.08 | 0.414 | 0.0083 | 0.2626 | 0.2627 |
| Serviceability - 60 mph Wind 300 deg | 179.63 | 0.445 | 0.0086 | 0.3296 | 0.3296 |
| Serviceability - 60 mph Wind 300 deg | 185.49 | 0.473 | 0.0086 | 0.2626 | 0.2628 |
| Serviceability - 60 mph Wind 300 deg | 190.60 | 0.498 | 0.0085 | 0.2807 | 0.2807 |
| Serviceability - 60 mph Wind 330 deg | 6.79 | 0.001 | 0.0004 | 0.0178 | 0.0178 |
| Serviceability - 60 mph Wind 330 deg | 13.21 | 0.004 | 0.0007 | 0.0256 | 0.0256 |
| Serviceability - 60 mph Wind 330 deg | 80.00 | 0.089 | 0.0027 | 0.1270 | 0.1271 |
| Serviceability - 60 mph Wind 330 deg | 86.79 | 0.104 | 0.0029 | 0.1340 | 0.1342 |

Site Number: 311305

Code:

ANSI/TIA-222-H

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Site Name: GLFD-GUILFORD REBUILD CT, CT

Engineering Number: 13617386_C3_02

4/20/2021 9:13:25 AM

Customer: T-MOBILE

| | | | | | |
|--------------------------------------|--------|-------|--------|--------|--------|
| Serviceability - 60 mph Wind 330 deg | 106.79 | 0.158 | 0.0036 | 0.1676 | 0.1677 |
| Serviceability - 60 mph Wind 330 deg | 126.79 | 0.222 | 0.0041 | 0.1998 | 0.2000 |
| Serviceability - 60 mph Wind 330 deg | 133.21 | 0.245 | 0.0043 | 0.2121 | 0.2123 |
| Serviceability - 60 mph Wind 330 deg | 139.63 | 0.270 | 0.0046 | 0.2382 | 0.2383 |
| Serviceability - 60 mph Wind 330 deg | 140.38 | 0.273 | 0.0046 | 0.2403 | 0.2403 |
| Serviceability - 60 mph Wind 330 deg | 146.92 | 0.299 | 0.0046 | 0.2343 | 0.2344 |
| Serviceability - 60 mph Wind 330 deg | 166.54 | 0.386 | 0.0051 | 0.2698 | 0.2698 |
| Serviceability - 60 mph Wind 330 deg | 173.08 | 0.416 | 0.0056 | 0.2711 | 0.2712 |
| Serviceability - 60 mph Wind 330 deg | 179.63 | 0.448 | 0.0058 | 0.3064 | 0.3064 |
| Serviceability - 60 mph Wind 330 deg | 185.49 | 0.476 | 0.0058 | 0.2697 | 0.2698 |
| Serviceability - 60 mph Wind 330 deg | 190.60 | 0.500 | 0.0057 | 0.2790 | 0.2791 |

Maximum Reactions Summary

| Anchor Group | Vertical (kip) | | | | Horizontal (kip) | | Moment (kip-ft) | |
|--------------|----------------|----------|--------|-------|------------------|----------|-----------------|----------|
| | DL+WL | DL+WL+IL | UpLift | Shear | DL+WL | DL+WL+IL | DL+WL | DL+WL+IL |
| Base | 57.59 | 121.57 | 460.70 | 44.22 | 73.05 | 23.22 | 7647.13 | 2391.46 |



AMERICAN TOWER®
CORPORATION

This report was prepared for American Tower Corporation by

CLSENGINEERING
PLLC

Antenna Mount Modification Report

ATC Site Name : GLFD-Guilford Rebuild CT
ATC Asset Number : 311305
Engineering Number : 13617386_C9_03
Mount Elevation : 174 ft
Carrier : T-Mobile
Carrier Site Name : Guilford SNET Mobilit_1
Carrier Site Number : CT11028A
Site Location : 10 Tanner Marsh Road
Guilford, CT 06437-2942
41.28860833,-72.65828056
County : New Haven
Date : March 31, 2021
Max Usage : 84%
Result : Pass (Pending Mods)

Prepared By:
Nagabharana Nayak
CLS Engineering PLLC

Reviewed By:
Tyler M. Barker, P.E.
CLS Engineering PLLC

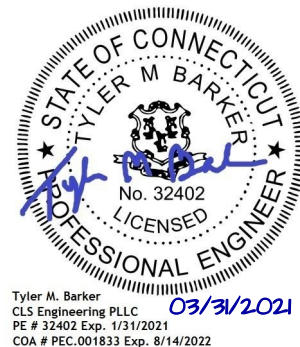


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Supporting Documents 2

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Structure Usages 4

Equipment Layout Plan View 5

Equipment Layout Front Elevation View 6

Standard Conditions 7

Calculations Attached

Introduction

The proposed equipment is to be mounted to the existing T-Frames. This proposed mounting configuration was analyzed using RISA-3D, a commercially available finite element analysis software package. A selection of input and output from our analysis is attached to the end of this report.

Supporting Documents

| | |
|--------------------------|---|
| Structural Data | Site Photos, dated July 01, 2020 Spec Sheet by Andrew, Part #QT-SF SERIES |
| Previous Analyses | Mount Analysis by CLS Engineering, PLLC, Engineering Number #13617386_C8_01, dated March 12, 2021 Structural Analysis by ATC, Engineering Number #12948421_C3_02, dated August 9, 2019 |
| Loading Data | ATC Application, Project #13617386, dated March 02, 2021 T-Mobile RFDS, Site ID #CT11028A, Version: 6, dated February 05, 2021 |

Analysis

| | |
|--------------------------------------|--|
| Codes | TIA-222-H |
| Basic Wind Speed | 123 mph, V_{ult} (3-Second Gust) |
| Basic Wind Speed w/ Ice | 50 mph (3-Second Gust) w/ 1" Radial Ice (Escalating) |
| Exposure Category | C |
| Topographic Factor Procedure: | Method 2 |
| Feature: | Flat |
| Crest Height (H): | 0 ft |
| Crest Length (L): | 0 ft |
| Risk Category | II |
| Maintenance Live Load | L_M : 500 lb |
| Spectral Response | S_5 : 0.20; S_1 : 0.05; Site Class: D |

Conclusion

Based on the analysis, the antenna mount meets the requirements per the applicable codes listed above. The mounting configuration considered in this analysis will be capable of supporting the referenced loading pursuant to referenced standards once the referenced modifications are installed.

This analysis incorporates modifications per CLS Engineering PLLC, dated March 31, 2021.

- **Install (1) proposed face horizontal pipe at each sector frame mount (3 total) as shown. Connect to all antenna mount pipes with Site Pro 1 SCX7-U crossover plate kits (9 total).**
- **Install (1) Site Pro 1 SFS-V at each sector frame mount (3 total) as shown. Connect to proposed face horizontal pipe.**
- **Install (1) proposed stiff arm per sector (3 total) as shown. Connect to nearest adjacent tower leg with Site Pro 1 universal stiff arm attachment (SAM-U). Connect to proposed face horizontal pipe with Site Pro 1 PUCK in lieu of the Site Pro 1 SCX1 included in the STK-U kit.**

If you have any questions or require additional information, please contact American Tower via email at Engineering@americantower.com. Please include the American Tower site name, site number, and engineering number in the subject line for any questions.

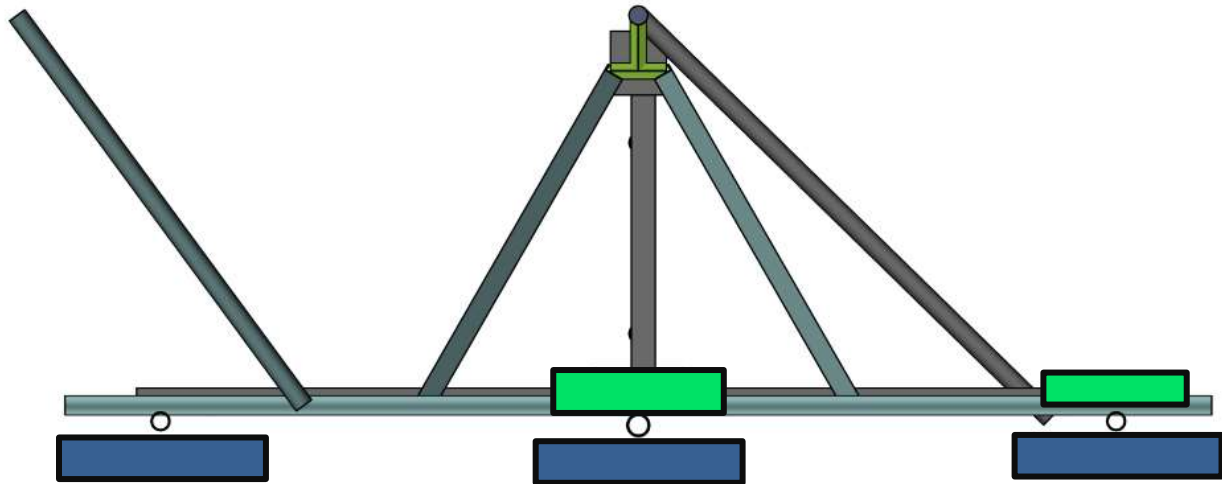
Antenna Loading

| Elevation (ft) | | Antennas | |
|----------------|-------|----------|----------------------------------|
| Mount | Rad. | # | Name |
| 174.0 | 177.0 | 3 | RFS Celwave APXVAALL24_43-U-NA20 |
| | | 3 | Ericsson AIR 21 B4A/B2P |
| | | 3 | Ericsson AIR 21 B2A/B4P |
| | | 3 | Ericsson RADIO 4449 B71 B85A |
| | | 3 | Ericsson KRY 112 144/1 |

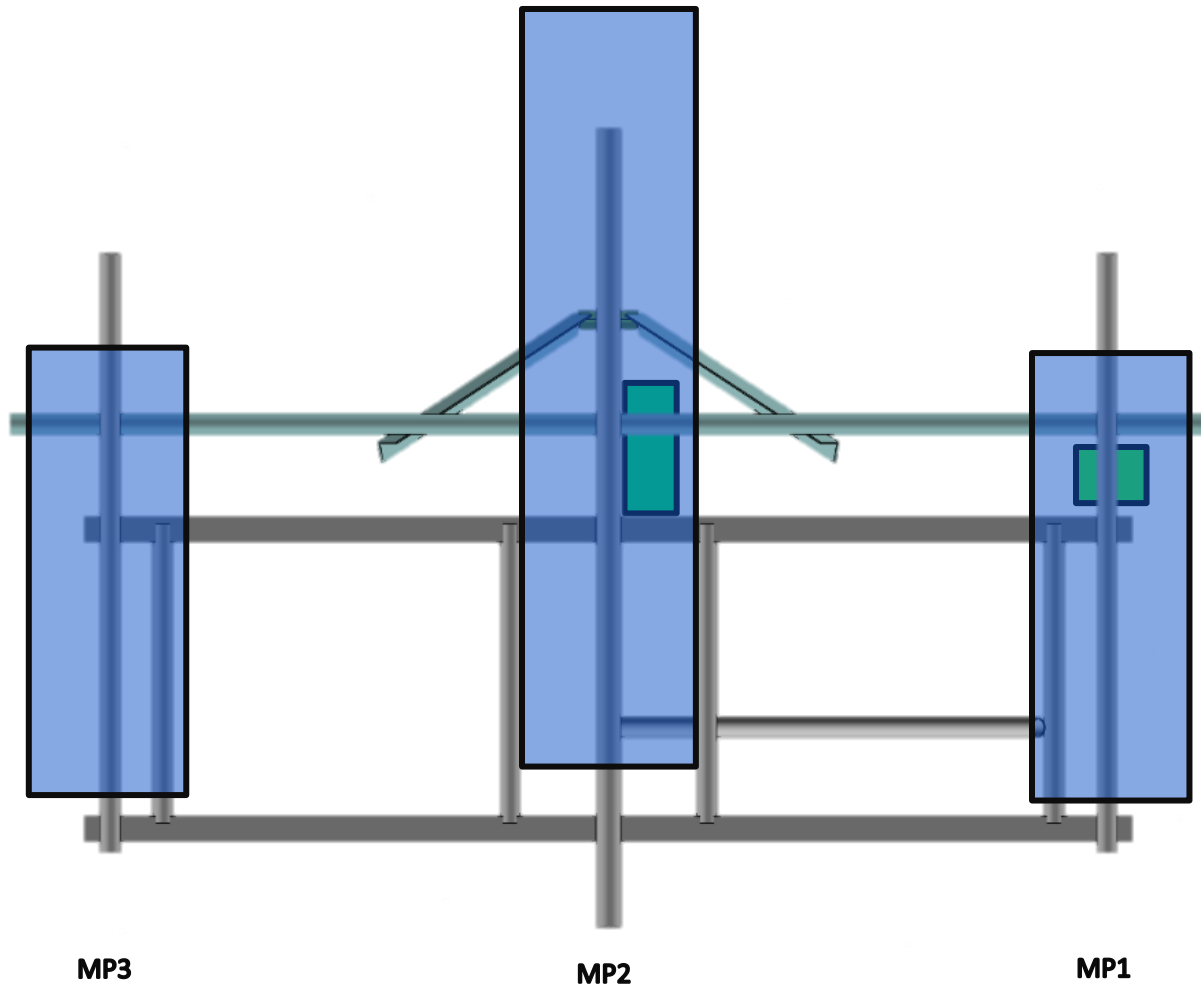
Structure Usages

| Structural Component | Controlling Usage | Pass/Fail |
|-----------------------|-------------------|-----------|
| Face Horizontals | 84% | Pass |
| Reinforcement Members | 75% | Pass |
| Pivot Plate | 52% | Pass |
| Mount Pipes | 51% | Pass |
| Bracing Members | 38% | Pass |
| Stand-Off Horizontals | 38% | Pass |
| Stiff Arms | 5% | Pass |

Equipment Layout Plan View



Equipment Layout Front Elevation View



Standard Conditions

This analysis is inclusive of the antenna supporting frames/mounts and all recorded connections that will support the equipment listed in this report. It considers only the theoretical capacity of structural components and it is not a condition assessment. The validity of the analysis may be dependent on the accuracy of structural information supplied by others. The client is responsible for verifying this information. If any provided information is revised after completion of this analysis, CLS Engineering PLLC should be notified immediately to revise results.

This analysis assumes the following:

1. The tower or other superstructure and mounts (if existing) were properly constructed as per the original design and have been properly maintained in accordance with applicable code standards.
2. Member sizes and strengths are accurate as supplied or are assumed as stated in the calculations.
3. In the absence of sufficient design information, all welds and connections are assumed to develop at least the capacity of the connected member, unless otherwise stated in this analysis.
4. All prior structural modifications, if any, are assumed to be correctly installed and fully effective.
5. The loading configuration is complete and accurate as supplied and/or as modeled in the previous analysis. All appurtenances are assumed to be properly installed and supported as per manufacturer requirements.
6. Some conservative assumptions may be used regarding appurtenances and their projected areas based on careful interpretation of data supplied, previous experience and standard industry practice.

All opinions and conclusions are considered accurate to a reasonable degree of engineering certainty based upon the evidence available at the time of the report. All opinions and conclusions contained herein are subject to revision based upon receipt of new or updated information. All services are provided exercising a level of care and diligence equivalent to the standard of our profession. No warranty or guarantee, either expressed or implied, is offered. All services are confidential in nature and this report will not be released to any other party without the client's consent. The use of this analysis is limited to the expressed purpose for which it was commissioned and it may not be reused, copied or disseminated for any other purpose without consent from CLS Engineering PLLC.

All services were performed, results obtained and recommendations made in accordance with generally accepted engineering principles and practices. CLS Engineering PLLC is not responsible for the conclusions, opinions or recommendations made by others based on the information supplied in this analysis.

It is not possible to have the fully detailed information necessary to perform a complete and thorough analysis of every structural sub-component of an existing structure. The structural analysis by CLS Engineering PLLC verifies the adequacy of the primary members of the structure. CLS Engineering PLLC provides a limited scope of service in that we cannot verify the adequacy of every weld, bolt, gusset, etc.

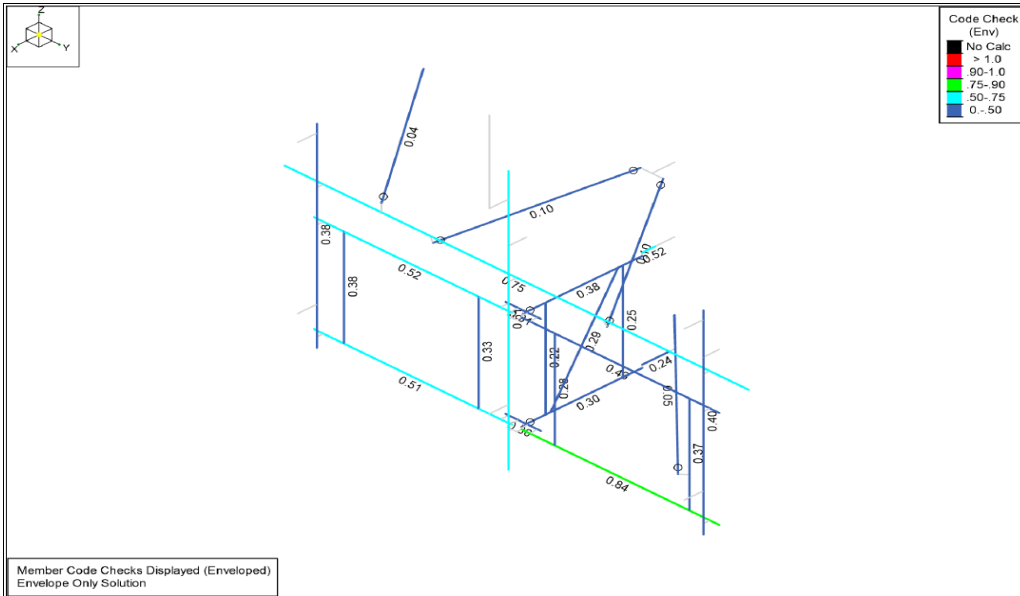
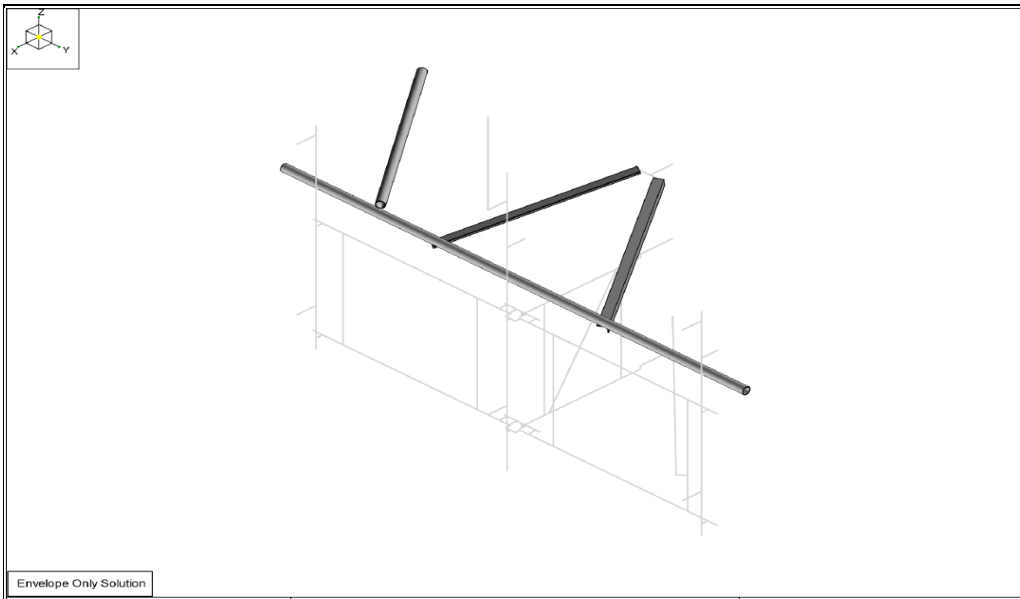
| Project & Site Information | | |
|----------------------------|---------------------|---|
| CLS Project ID | | 41124-13617386_C9_03-02-MOD |
| Client Information | Carrier Name | T-Mobile |
| | Client Name | American Tower |
| | Site # | 311305 |
| | Site Name | GLFD-Guilford Rebuild CT |
| | Application # | 13617386_C9_03 |
| Site Location | Address | 10 Tanner Marsh Road Guilford, CT 06437-2942 |
| | County | New Haven |
| | GPS | 41.28860833,-72.65828056 |
| | Elevation AMSL (ft) | 80.05 |

| Mount & Supporting Structure | | |
|------------------------------|---------------------|-----------------------|
| Mount Configuration | Mount Type | T-Frames |
| Nominal AGL | Mount Elevation | 174 |
| Elevations (ft) | Default Antenna Rad | 177 |
| Supporting Structure | Structure Type | Self-Supporting Tower |
| | Height (TOS) (ft) | 190.6 |

| Wind & Ice Loading | |
|--------------------------------------|-----------|
| TIA Standard | TIA-222-H |
| Building Code | |
| Basic Wind Speed, V (bare) | 123.0 mph |
| Basic Wind Speed, V (ice) | 50.0 mph |
| Design Ice Thickness, t _i | 1.00 in |

| Mod Summary | Cost Estimate |
|---|------------------|
| Install (1) proposed Face Horizontal Pipe at each sector (3 total). | \$ 1,875 |
| Install (1) proposed Single Sector Frame Stabilizer Kit at each sector (3 total). | \$ 4,375 |
| Install (1) proposed Stiff Arm Kit at each sector (3 total). | \$ 1,875 |
| Post Mod Usage | 84% |
| Cost + Mobilization | \$ 11,125 |

| Replacement Summary | Cost Estimate |
|---|---------------|
| (3) Site Pro 1 VFA12-HD (or equivalent) | \$27,500 |



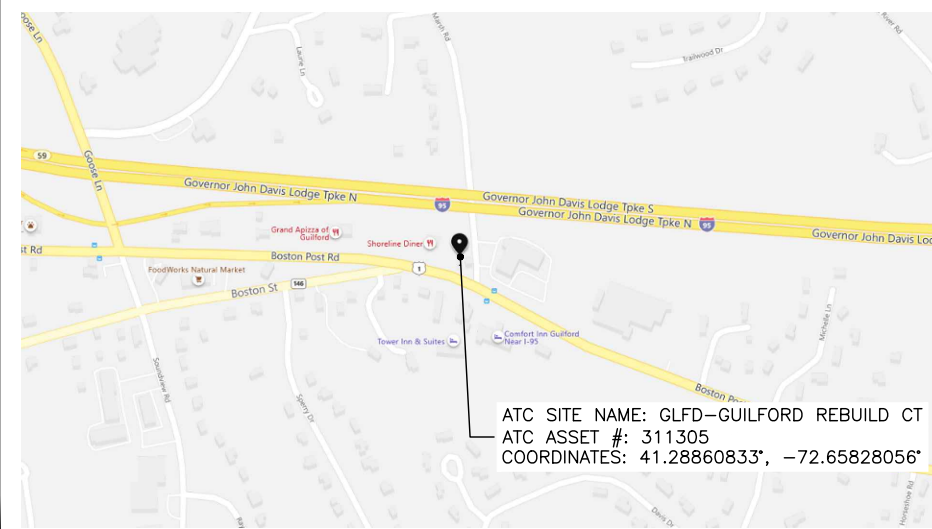


CARRIER SITE NAME: GUILFORD SNET MOBILIT_1
CARRIER SITE NUMBER: CT11028A
ATC SITE NAME: GLFD-GUILFORD REBUILD CT
ATC ASSET NUMBER: 311305
ENGINEERING NUMBER: 13617386_C9_03
STRUCTURE TYPE: 190'-7" SELF-SUPPORTING TOWER
PROJECT SCOPE: MOUNT REINFORCEMENT



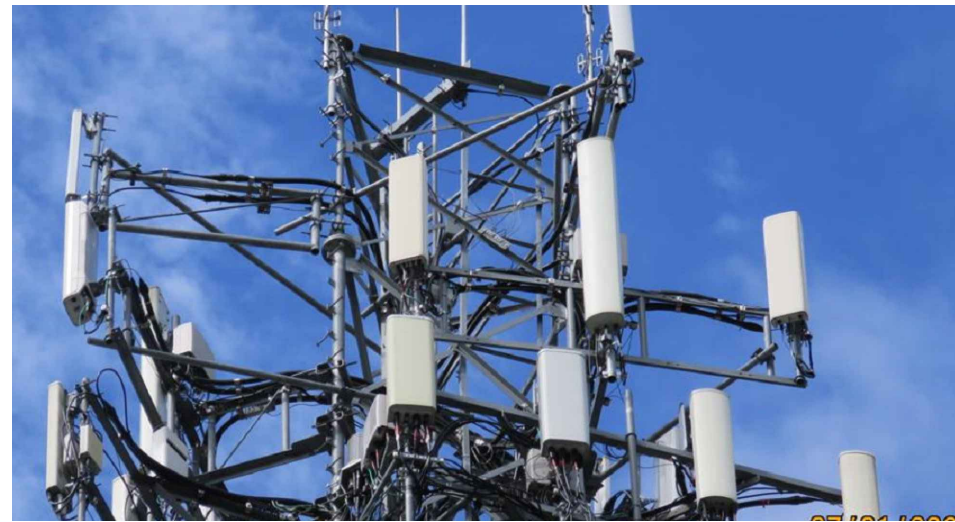
CLS ENGINEERING PROJECT ID:
 41124-311305-13617386-TMOL6002021CT11028A
 COA# PEC.001833 EXP. 08/14/2021

LOCATION MAP



ATC SITE NAME: GLFD-GUILFORD REBUILD CT
 ATC ASSET #: 311305
 COORDINATES: 41.28860833°, -72.65828056°

STRUCTURE ELEVATION PHOTOGRAPH



DRAWING INDEX

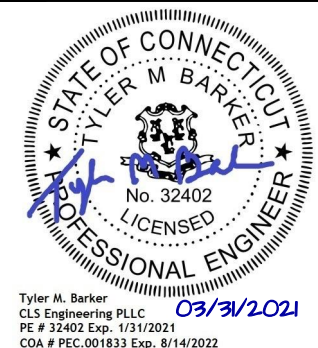
| SHEET | SHEET DESCRIPTION | REV |
|-------|-------------------------------------|-----|
| T-1 | TITLE SHEET & DRAWING INDEX | 0 |
| GN-1 | STRUCTURAL NOTES | 0 |
| IN-2 | MODIFICATION INSPECTION NOTES | 0 |
| S-1 | MOUNT VIEWS & MODIFICATION SCHEDULE | 0 |
| S-2 | MODIFICATION DETAIL VIEWS | 0 |

REVISIONS

| REV. | DATE | DESCRIPTION | INITIALS |
|------|----------|-------------------|----------|
| A | 03/30/21 | PRELIMINARY ISSUE | HRP |
| 0 | 03/31/21 | FOR CONSTRUCTION | HRP |

SCOPE OF WORK

- THIS MODIFICATION PLAN HAS BEEN DESIGNED UTILIZING THE STRUCTURAL ANALYSIS BY CLS ENGINEERING PLLC., REPORT #41124-13617386_C9_03-02-MOD, DATED MARCH 31, 2021
- FULL MODIFICATION SCHEDULE CAN BE FOUND ON S-1.
- CONTRACTOR SHALL SCHEDULE A SITE VISIT TO CONFIRM ALL EXISTING STRUCTURE DIMENSIONS, SITE CONSTRAINTS, PROPOSED REINFORCING DIMENSIONS, THE CLEARANCES OF THE PROPOSED REINFORCING, EXISTING FOUNDATION INFORMATION, EXISTING SITE UTILITIES, AND ALL OTHER INFORMATION NECESSARY TO PERFORM THE WORK ON THESE DRAWINGS IN ORDER TO ELIMINATE THE RISK OF RFIS ONCE CONSTRUCTION AND FABRICATION HAVE BEGUN. THE CONTRACTOR SHALL NOT BEGIN FABRICATION OR CONSTRUCTION PRIOR TO PERFORMING THIS SITE VISIT AND VALIDATING THE INFORMATION ON THESE DRAWINGS AND ANY ADDITIONAL INFORMATION THE CONTRACTOR NEEDS TO PERFORM THE WORK.
- THE CONTRACTOR SHALL PERFORM THIS PRE-CONSTRUCTION WORK AND REPORT ALL DISCREPANCIES TO THE CUSTOMER AND THE ENGINEER OF RECORD OR BE LIABLE FOR THE LABOR & MATERIALS FOR DISCREPANCIES NOT CAUGHT BY THE CONTRACTOR'S DUE DILIGENCE SITE VISIT.



PE# 32402 EXP: 1/31/2022

DRIVING DIRECTIONS

DEPART FROM TWEED NEW HAVEN AIRPORT:
 DEPART AND HEAD 89 FT, TURN LEFT 36 FT, TURN RIGHT 197 FT, TURN RIGHT TOWARD BURR ST 0.2 MI, TURN RIGHT ONTO BURR ST 0.2 MI, KEEP STRAIGHT TO GET ONTO DODGE AVE 0.7 MI, TURN LEFT ONTO THOMPSON AVE 0.6 MI, KEEP STRAIGHT TO GET ONTO CT-100 0.3 MI, TAKE THE RAMP ON THE RIGHT FOR I-95 NORTH AND HEAD TOWARD NEW LONDON 10.8 MI, HEAD RIGHT ON THE RAMP FOR GOOSE LANE TOWARD GUILFORD 0.2 MI, TURN RIGHT ONTO GOOSE LN TOWARD GUILFORD 128 FT, TURN LEFT ONTO US-1 N 0.3 MI, TURN LEFT ONTO TANNER MARSH RD 151 FT, ARRIVE AT YOUR DESTINATION ON THE LEFT.

PROJECT TEAM

ENGINEER/ARCHITECT:
 CLS ENGINEERING, PLLC.
 319 CHAPANOKE ROAD,
 SUITE 118
 RALEIGH, NC 27603
 (405) 348-5460

APPLICANT/CUSTOMER:
 T-MOBILE
 12920 SE 38TH STREET
 BELLEVUE, WA 98006

STRUCTURE OWNER:
 AMERICAN TOWER
 10 PRESIDENTIAL WAY
 WOBURN, MA 1801
 SEAN O'BRIEN
 (781) 926-6980

OWNER SITE NAME:
 GLFD-GUILFORD REBUILD CT

OWNER SITE NUMBER:
 311305

PROJECT INFORMATION

| | |
|---------------------------|--|
| STRUCTURE TYPE: | SELF-SUPPORTING TOWER |
| STRUCTURE HEIGHT: | 190'-7" |
| LATITUDE: | 41.28860833° (NAD 83) |
| LONGITUDE: | -72.65828056° (NAD 83) |
| ADDRESS: | 311305 - GLFD-GUILFORD REBUILD CT 10 TANNER MARSH ROAD GUILFORD, CT 06437-2942 |
| COUNTY: | NEW HAVEN |
| CODE JURISDICTION: | CITY OF GUILFORD |
| GROUND ELEVATION: | 80' AMSL |

ONE CALL



**CALL CONNECTICUT ONE-CALL
 3 DAYS BEFORE YOU DIG
 811 OR 1-800-922-4455**

DO NOT SCALE DRAWINGS

CONTRACTOR SHALL VERIFY ALL PLANS, EXISTING DIMENSIONS, CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT OR ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR THE SAME.

CODE COMPLIANCE

ALL WORK SHALL BE PERFORMED AND MATERIALS INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES.

DESIGN STANDARD: TIA-222-H

SHEET TITLE
 TITLE SHEET &
 DRAWING INDEX

SHEET NUMBER
T-1

GENERAL NOTES

- THESE MODIFICATIONS HAVE BEEN DESIGNED IN ACCORDANCE WITH THE GOVERNING PROVISIONS OF TIA/EIA-222, ASCE 7, AWS, ACI, AND AISC. MATERIALS AND SERVICES PROVIDED BY THE CONTRACTOR SHALL CONFORM TO THE ABOVE-MENTIONED CODES AND THE CONTRACT SPECIFICATIONS.
- ALL MATERIALS UTILIZED FOR THIS PROJECT MUST BE NEW AND FREE OF ANY DEFECTS.
- ALL PRODUCT OR MATERIAL SUBSTITUTIONS PROPOSED BY THE CONTRACTOR SHALL BE APPROVED IN WRITING BY THE ENGINEER. CONTRACTOR SHALL PROVIDE DOCUMENTATION TO ENGINEER SUITABLE TO DETERMINE IF SUBSTITUTE IS ACCEPTABLE FOR USE AND MEETS THE ORIGINAL DESIGN CRITERIA. DIFFERENCES FROM THE ORIGINAL DESIGN, INCLUDING MAINTENANCE, REPAIR AND REPLACEMENT, SHALL BE NOTED. ESTIMATES OF COSTS/CREDITS ASSOCIATED WITH THE SUBSTITUTION (INCLUDING RE-DESIGN COSTS AND COSTS TO SUB-CONTRACTORS) SHALL BE PROVIDED TO THE ENGINEER. CONTRACTOR SHALL PROVIDE ADDITIONAL DOCUMENTATION AND/OR SPECIFICATIONS TO THE ENGINEER AS REQUESTED.
- PROVIDE STRUCTURAL STEEL SHOP DRAWING(S) TO THE ENGINEER OF RECORD FOR APPROVAL PRIOR TO FABRICATION.
- UNLESS NOTED OTHERWISE, ALL NEW MEMBERS AND REINFORCING SHALL MAINTAIN THE EXISTING MEMBER WORK LINES AND NOT INTRODUCE ECCENTRICITIES INTO THE STRUCTURE.
- ANY CONTRACTOR-CAUSED DAMAGE TO PROPERTY OF THE LAND OWNER, PROPERTY OF THE STRUCTURE OWNER, PROPERTY OF THE CUSTOMER, SITE FENCING OR GATES, ANY AND ALL UTILITY AND/OR SERVICE LINES, SHOWN OR NOT SHOWN ON THE PLANS, SHALL BE REPAIRED OR REPLACED AT THE SOLE COST OF THE CONTRACTOR AND SHALL BE ACCOMPLISHED BY THE CONTRACTOR OR SUBCONTRACTOR AS APPROVED BY THE ENGINEER OF RECORD AND LAND OWNER. DAMAGE TO EQUIPMENT OR PROPERTY OF ANY KIND BELONGING TO OTHER COMPANIES (BESIDES THE INDICATED CUSTOMER) SHALL BE ADDRESSED BY THE CONTRACTOR WITH THE COMPANIES THAT OWN THE DAMAGED ITEMS.

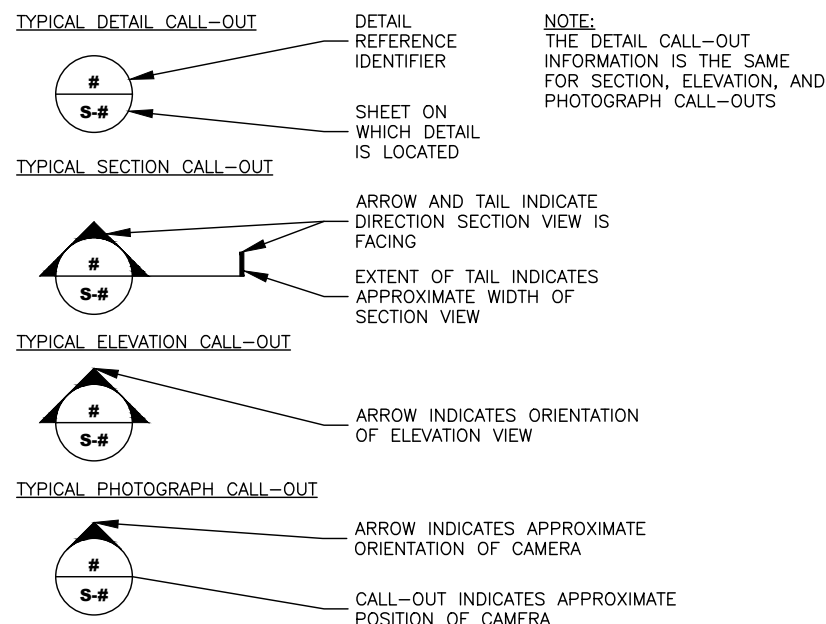
STRUCTURAL STEEL NOTES

- STRUCTURAL STEEL SHALL COMPLY WITH THE FOLLOWING SPECIFICATIONS:
 - STRUCTURAL STEEL SHAPES, PLATES AND BARS (EXCEPT W-SHAPES)- ASTM A36, Fy=36 KSI
 - PIPES - ASTM A53, GRADE B, Fy=35 KSI
 - HSS-SHAPES - ASTM A500, GRADE B, Fy=42 KSI (ROUND)
Fy=46 KSI (SQUARE & RECTANGULAR)
 - ANCHOR & ALL-THREAD RODS - ASTM F1554, GRADE 55
 - STRUCTURAL BOLTS 1/2"Ø AND LARGER - ASTM A325
 - STRUCTURAL BOLTS SMALLER THAN 1/2"Ø - DIMENSIONS: ASME B18.2.1
MATERIAL: SAE J429 GRADE 5 | THREADING: ASME B1.1, UNC, CLASS 2A | FINISH: HOT-DIP GALVANIZED OR ZINC-PLATED
 - SHEET METAL SCREWS - DIMENSIONS: ASME B18.6.3
MATERIAL: SAE J933 | FINISH: HOT-DIP GALVANIZED OR ZINC-PLATED
 - NUTS FOR BOLTS/ALL-THREAD - ASTM A563 (THREADING TO MATCH BOLT)
 - WASHERS FOR BOLTS/ALL-THREAD - ASTM F436
 - W & WT SHAPES - ASTM A36, Fy=36 KSI
ALTERNATE SPEC: ASTM A992 (IF OTHER SPEC IS UNAVAILABLE)
- STRUCTURAL BOLTS SHALL CONFORM TO THIS NOTE. ALL BOLT HOLES SHALL BE STANDARD SIZE BOLT HOLES PER AISC 360, UNLESS OTHERWISE NOTED. ALL HOLES SHALL BE SHOP DRILLED OR SUB-PUNCHED AND REAMED. BURNING OF HOLES IS NOT PERMITTED. WHERE SLOTTED OR OVERSIZE HOLES ARE SPECIFIED ON THE DRAWINGS, EXTRA-THICK ASTM F436 PLATE WASHERS SHALL BE USED (5/16" MINIMUM THICKNESS) WITH A DIAMETER SUITABLE TO COVER THE EXTENTS OF THE SLOT OR HOLE. BOLTS SHALL BE HEAVY-HEX WHERE AVAILABLE IN THE SIZE AND GRADE SPECIFIED, OTHERWISE BOLTS SHALL BE HEX HEAD CAP SCREWS.
- ALL STEEL HARDWARE, INCLUDING ADHESIVE OR EMBEDDED ANCHOR BOLTS AND THEIR ACCESSORIES, SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A153 (EXCEPT BOLTS SMALLER THAN 1/2" SHALL CONFORM TO FE/ZN 3 AT PER ASTM F1941 WHERE HOT-DIP GALVANIZED BOLTS ARE NOT AVAILABLE). ALL STEEL MEMBERS, INCLUDING WELDMENTS, SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A123. REPAIR DAMAGE TO GALVANIZED COATINGS USING ASTM A780 PROCEDURES WITH A ZINC RICH PAINT (SUCH AS ZRC GALVILITE) FOR GALVANIZING DAMAGED BY HANDLING, TRANSPORTING, CUTTING, WELDING, OR BOLTING. DO NOT HEAT SURFACES TO WHICH REPAIR PAINT HAS BEEN APPLIED. CALL OUT HOLES REQUIRED FOR HOT-DIP GALVANIZING ON SHOP DRAWINGS.
- WELDING SHALL BE IN ACCORDANCE WITH AWS D1.1 "STRUCTURAL WELDING CODE - STEEL". WELD ELECTRODES SHALL BE E70XX. UNLESS OTHERWISE NOTED, PROVIDE CONTINUOUS FILLET WELDS WITH MINIMUM SIZE OF 3/16 INCH OR OF A SIZE EQUAL TO THE THICKNESS OF THE THINNER MATERIAL BEING JOINED (WHICHEVER IS LESS). FOR ACUTE OR OBTUSE JOINT ANGLES, THE FILLET WELD LEG SIZE SHALL BE ADJUSTED AS REQUIRED TO MAINTAIN THE EFFECTIVE THROAT OF A 3/16 INCH FILLET WELD IN A 90° JOINT. ALL WELD SIZES SHOWN IN INCHES.
- PRIOR TO WELDING, THE CONTRACTOR SHALL SUBMIT CERTIFICATION FOR EACH WELDER STATING THE TYPE OF WELDING AND POSITIONS QUALIFIED FOR, THE CODE AND PROCEDURE QUALIFIED UNDER, DATE QUALIFIED, AND THE FIRM AND INDIVIDUAL CERTIFYING THE QUALIFICATION TESTS. THIS INFORMATION SHALL BE SUBMITTED TO THE MODIFICATION INSPECTOR (SEE SHEET S-003) AS WELL AS ANY THIRD-PARTY CERTIFIED WELD INSPECTOR (CWI).
- MEMBERS SHALL BE SHOP-FABRICATED AND WELDED TO THE EXTENT PRACTICABLE IN ORDER TO REDUCE FIELD INSTALLATION COSTS.

CONTRACTOR NOTES

- PRIOR TO BEGINNING CONSTRUCTION, ALL CONTRACTORS AND SUBCONTRACTORS MUST ACKNOWLEDGE IN WRITING TO STRUCTURE OWNER THAT THEY HAVE OBTAINED, UNDERSTAND, AND WILL FOLLOW STRUCTURE OWNER STANDARDS OF PRACTICE, CONSTRUCTION GUIDELINES, ALL SITE AND STRUCTURE/TOWER SAFETY PROCEDURES, ALL PRODUCT LIMITATIONS AND INSTALLATION PROCEDURES USED ON SITE, AND PROPOSED MODIFICATIONS DESCRIBED. RECEIPT OF ACKNOWLEDGEMENT MUST OCCUR PRIOR TO BEGINNING CONSTRUCTION OR CLIMBING. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO PROVIDE THIS DOCUMENTATION FOR STRUCTURE OWNER ON COMPANY LETTERHEAD AND THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO OBTAIN THIS DOCUMENTATION FROM ANY SUBCONTRACTORS (ON SUBCONTRACTOR LETTERHEAD) AND DELIVER IT TO THE STRUCTURE OWNER.
- IF THE CONTRACTOR DISCOVERS ANY EXISTING CONDITIONS THAT ARE NOT REPRESENTED ON THESE DRAWINGS, OR ANY CONDITIONS THAT WOULD INTERFERE WITH THE INSTALLATION OF THE MODIFICATIONS, THE ENGINEER OF RECORD SHALL BE CONTACTED IMMEDIATELY TO EVALUATE THE SIGNIFICANCE OF THE DEVIATION.
- THE CONTRACTOR SHALL SOLICIT AND HIRE THE SERVICES OF A QUALIFIED MODIFICATION INSPECTOR PRIOR TO BEGINNING CONSTRUCTION. THE MODIFICATION INSPECTOR MAY BE AN EMPLOYEE OF THE CONTRACTOR'S FIRM, HOWEVER THE INSPECTOR'S ONLY DUTIES SHALL BE INSPECTION, TESTING, AND REPORT CREATION AS REQUIRED ON THE "MODIFICATION INSPECTION NOTES" SHEET. THE INSPECTOR SHALL BE QUALIFIED AS A REGISTERED PROFESSIONAL ENGINEER (PE) OR AS AN ENGINEERING INTERN (EI) OR ENGINEER IN TRAINING (EIT) UNDER THE SUPERVISION OF A REGISTERED PROFESSIONAL ENGINEER (PE). IT IS ALSO ACCEPTABLE FOR THE CONTRACTOR TO SUBCONTRACT THE MODIFICATION INSPECTOR DUTIES TO A THIRD PARTY FIRM MEETING THE ABOVE REQUIREMENTS.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD AND TOWER OWNER OF THE PLANNED CONSTRUCTION & INSPECTION SCHEDULE, AS WELL AS ANY CHANGES TO THE SCHEDULE, WITHIN TWO BUSINESS DAYS OF THE COMPLETION OF THE SCHEDULE OR SCHEDULE REVISION BOTH PRIOR TO BEGINNING CONSTRUCTION AND DURING CONSTRUCTION AS THE SCHEDULE CHANGES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD WHEN PHASES OF CONSTRUCTION HAVE BEEN MOVED UP AND SHALL GIVE THE ENGINEER ADEQUATE NOTICE SO THAT THE ENGINEER OF RECORD MAY, AT THEIR DISCRETION, INSPECT PORTIONS OF THE WORK THAT ARE DEEMED CRITICAL TO THE INTEGRITY OF THE STRUCTURE. FAILURE TO PROVIDE THIS NOTICE MAY RESULT IN REJECTION OF THE CONTRACTOR'S WORK. THE CONTRACTOR SHALL ALSO NOTIFY THE ENGINEER OF RECORD AND THE STRUCTURE OWNER WHEN THE WORK HAS BEEN COMPLETED WITHIN 2 BUSINESS DAYS OF THE COMPLETION OF THE WORK AND ASSOCIATED MODIFICATION INSPECTIONS & TESTING.
- IT IS ASSUMED THAT ANY STRUCTURAL MODIFICATION WORK SPECIFIED ON THESE PLANS WILL BE ACCOMPLISHED BY KNOWLEDGEABLE WORKMEN WITH TOWER CONSTRUCTION EXPERIENCE. THIS INCLUDES PROVIDING THE NECESSARY CERTIFICATIONS TO THE STRUCTURE OWNER AND ENGINEER INCLUDING BUT NOT LIMITED TO TOWER CLIMBER AND RESCUE CLIMBER CERTIFICATIONS, QUALIFIED WELDER CERTIFICATES, CERTIFIED WELDING INSPECTOR CREDENTIALS, ET CETERA.
- THESE DRAWINGS DO NOT INDICATE THE METHOD OF CONSTRUCTION. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK AND SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION METHODS, MEANS, TECHNIQUES, SEQUENCES AND PROCEDURES.
- CONTRACTOR SHALL WORK WITHIN THE LIMITS OF THE STRUCTURE OWNER'S PROPERTY OR LEASE AREA AND APPROVED EASEMENTS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY WORK IS WITHIN THESE BOUNDARIES. CONTRACTOR SHALL EMPLOY A SURVEYOR AS REQUIRED. ANY WORK OUTSIDE THESE BOUNDARIES SHALL BE APPROVED IN WRITING BY THE LAND OWNER PRIOR TO MOBILIZATION. CONSTRUCTION STAKING AND BOUNDARY MARKING IS THE RESPONSIBILITY OF THE CONTRACTOR.

SYMBOLS AND CALL-OUTS



STANDARD ABBREVIATIONS

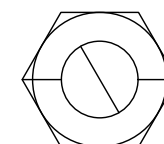
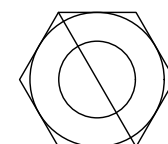
| | | | |
|------------|--------------------------------|-------|--------------------------|
| AFF | ABOVE FINISHED FLOOR | LONG | LONGITUDINAL |
| ARCH | ARCHITECT, -URAL | MAS | MASONRY |
| BLDG | BUILDING | MATL | MATERIAL |
| BOD | BOTTOM OF DECK | MAX | MAXIMUM |
| BOT | BOTTOM | MECH | MECHANICAL |
| BRCG | BRACING | MFR | MANUFACTURER |
| BRDG | BRIDGING | MIN | MINIMUM |
| C | CHANNEL | MOD | MODIFICATION |
| CL | CENTER LINE | MPH | MILES PER HOUR |
| CLR | CLEAR | MRI | MEAN RECURRENCE INTERVAL |
| CMU | CONCRETE MASONRY UNIT | # | NUMBER |
| CONC | CONCRETE | NTS | NOT TO SCALE |
| CONT | CONTINUOUS | OC | ON CENTER |
| DIA (OR) Ø | DIAMETER | OPH | OPPOSITE HAND |
| DWGS | DRAWINGS | OPNG | OPENING |
| EA | EACH | PC | PIECE |
| EL | ELEVATION | PL | PLATE |
| EQ, EQUIV | EQUAL, EQUIVALENT | PSF | POUNDS PER SQUARE FOOT |
| EW | EACH WAY | PSI | POUNDS PER SQUARE INCH |
| EXIST | EXISTING | REF | REFERENCE |
| ' OR FT | FEET (DIMENSION) | REINF | REINFORCE/REINFORCEMENT |
| f'c | COMPRESSIVE STRESS | REQD | REQUIRED |
| FDN | FOUNDATION | REV | REVISION |
| FTG | FOOTING | SF | SQUARE FEET |
| GALV | GALVANIZED | SIM | SIMILAR |
| HORIZ | HORIZONTAL | SR | SOLID ROUND (SHAPE) |
| HSS | HOLLOW STRUCTURAL SHAPES | STD | STANDARD |
| | | T&B | TOP AND BOTTOM |
| KIP | KILOPOUNDS (1000 LBS PER UNIT) | THK | THICKNESS |
| | | TOF | TOP OF FOOTING |
| KSI | KIPS PER SQUARE INCH | TOM | TOP OF MASONRY |
| " OR IN | INCH | TOS | TOP OF STEEL |
| L | ANGLE | TYP | TYPICAL |
| LB | POUND | UON | UNLESS OTHERWISE NOTED |
| LLH | LONG LEG HORIZONTAL | VERT | VERTICAL |
| LLV | LONG LEG VERTICAL | W/ | WITH |

BOLT TIGHTENING PROCEDURE

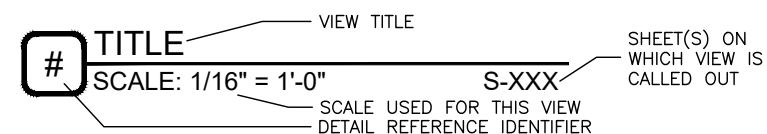
- TIGHTEN BOLTS BY AISC "TURN OF THE NUT" METHOD USING THE CHART BELOW:
 - BOLT LENGTHS UP TO AND INCLUDING FOUR DIAMETERS:
+1/3 TURN BEYOND SNUG TIGHT
 - BOLT LENGTHS OVER FOUR AND UP TO EIGHT DIAMETERS:
+1/2 TURN BEYOND SNUG TIGHT
 - BOLT LENGTHS OVER EIGHT AND UP TO TWELVE DIAMETERS:
+2/3 TURN BEYOND SNUG TIGHT
- SPLICE BOLTS SUBJECT TO DIRECT TENSION SHALL BE INSTALLED AND TIGHTENED AS PER SECTION 8(d)(1) OF THE AISC MANUAL OF STEEL CONSTRUCTION. THE INSTALLATION PROCEDURE IS AS FOLLOWS:

"FASTENERS SHALL BE INSTALLED IN PROPERLY ALIGNED HOLES AND BE TIGHTENED BY ONE OF THE METHODS DESCRIBED IN SUBSECTION 8(d)(1) THROUGH 8(d)(4).

8(d)(1) TURN-OF-THE-NUT TIGHTENING.
BOLTS SHALL BE INSTALLED IN ALL HOLES OF THE CONNECTION AND BROUGHT TO A SNUG TIGHT CONDITION. SNUG TIGHT IS DEFINED AS THE TIGHTNESS THAT EXISTS WHEN THE PLIES OF A JOINT ARE IN FIRM CONTACT. THIS MAY BE OBTAINED BY A FEW IMPACTS OF AN IMPACT WRENCH OR THE FULL EFFORT OF A MAN USING AN ORDINARY SPUD WRENCH. SNUG TIGHTENING SHALL PROGRESS SYSTEMATICALLY...UNTIL ALL THE BOLTS ARE SIMULTANEOUSLY SNUG TIGHT AND THE CONNECTION IS FULLY COMPACTED. FOLLOWING THIS INITIAL OPERATION, ALL BOLTS IN THE CONNECTION SHALL BE TIGHTENED FURTHER BY THE APPLICABLE AMOUNT OF ROTATION SPECIFIED ABOVE. DURING THE TIGHTENING OPERATION, THERE SHALL BE NO ROTATION OF THE PART NOT TURNED BY THE WRENCH. TIGHTENING SHALL PROGRESS SYSTEMATICALLY.



SECTION / ELEVATION / DETAIL VIEW CALLOUTS



T-Mobile



CLS ENGINEERING PLLC

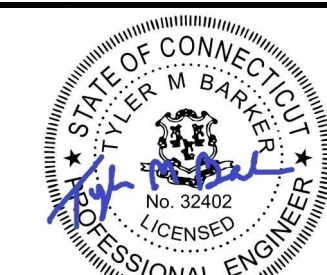
319 CHAPANOKE ROAD, SUITE 118, RALEIGH, NC 27603
PH: (405)348-5460 FAX: (405)341-4625

CLS ENGINEERING PROJECT ID:
41124-311305-13617386-TMOL6002021CT11028A

COA# PEC.001833 EXP. 08/14/2021

REVISIONS

| REV. | DATE | DESCRIPTION | INITIALS |
|------|----------|-------------------|----------|
| A | 03/30/21 | PRELIMINARY ISSUE | HRP |
| 0 | 03/31/21 | FOR CONSTRUCTION | HRP |



Tyler M. Barker
CLS Engineering PLLC
PE # 32402 Exp. 1/31/2021
COA # PEC.001833 Exp. 8/14/2022

PE# 32402 EXP: 1/31/2022

ATC SITE NAME:

GLFD-GUILFORD REBUILD CT

ATC ASSET #: 311305

10 TANNER MARSH ROAD
GUILFORD, CT 06437-2942

SHEET TITLE

STRUCTURAL NOTES

SHEET NUMBER

GN-1

PRE-CONSTRUCTION INSPECTION CHECKLIST

| CONSTRUCTION AND/OR INSTALLATION INSPECTIONS REQUIRED FOR REPORT? (CHECK=YES, BLANK=NO) | INSPECTION REPORT ITEM |
|---|--|
| √ | MODIFICATION INSPECTION CHECKLIST |
| √ | SHOP DRAWINGS APPROVED BY ENGINEER OF RECORD (LATEST REVISION) |
| √ | FABRICATION INSPECTION |
| | FABRICATOR'S CERTIFIED WELD INSPECTOR (CWI) |
| | FABRICATOR'S QUALIFIED PERSONNEL FOR WELDING |
| √ | MATERIAL TEST REPORT(S) / MILL CERTIFICATE(S) |
| | FABRICATOR'S NON-DESTRUCTIVE TESTING (NDT) TECHNICIAN |
| √ | PACKING SLIPS FOR STRUCTURAL MATERIALS |

CONSTRUCTION INSPECTION CHECKLIST

| CONSTRUCTION AND/OR INSTALLATION INSPECTIONS REQUIRED FOR REPORT? (CHECK=YES, BLANK=NO) | INSPECTION REPORT ITEM |
|---|---|
| √ | CONSTRUCTION INSPECTIONS |
| | FOUNDATION INSPECTIONS |
| | CONCRETE COMPRESSIVE STRENGTH AND SLUMP TESTING RESULTS/CERTIFICATES |
| | ADHESIVE ANCHOR ROD(S) INSTALLATION INSPECTION |
| | BASE PLATE GROUT INSPECTION |
| | THIRD-PARTY CERTIFIED WELD INSPECTION (INCLUDING IBC SPECIAL INSPECTIONS) |
| | SOIL EXCAVATION - DENSITY TESTING, COMPACTION INSPECTION/VERIFICATION, USE OF SUITABLE FILL |
| √ | GALVANIZING REPAIR MATERIAL PREPARATION, INSPECTION, & PAINT APPLICATION |
| | GUY WIRE (RE-)TENSION REPORT AND INSPECTION |
| √ | PRIME CONTRACTOR'S AS-BUILT DOCUMENTS (SIGNED & DATED) |

POST-CONSTRUCTION INSPECTION CHECKLIST

| CONSTRUCTION AND/OR INSTALLATION INSPECTIONS REQUIRED FOR REPORT? (CHECK=YES, BLANK=NO) | INSPECTION REPORT ITEM |
|---|--|
| √ | MODIFICATION INSPECTOR'S ISSUE LIST (INCLUDING CORRECTIVE ACTIONS TAKEN) AND/OR REDLINED RECORD DRAWINGS |
| | POST-INSTALLED ADHESIVE ANCHOR ROD PULL-OUT TESTING |
| √ | PHOTOGRAPHS OF MODIFICATIONS (INCLUDE PHOTOS OF BOTH SIDES OF WELDED OR BOLTED CONNECTIONS, OF OVERALL AND DETAIL VIEWS OF INSTALLED MODIFICATIONS, AND BEFORE/AFTER PHOTOS OF ANY ISSUES IDENTIFIED BY THE INSPECTOR) |

GENERAL NOTES

1. THE POST-MODIFICATION INSPECTION IS A VISUAL EXAMINATION OF STRUCTURE MODIFICATIONS AND A REVIEW OF ANY REQUIRED CONSTRUCTION INSPECTIONS, TESTING, AND OTHER DATA TO VERIFY THAT THE MODIFICATIONS ARE INSTALLED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AS DESIGNED BY THE ENGINEER OF RECORD. THE CONTRACT DOCUMENTS INCLUDE THESE MODIFICATION DRAWINGS, ANY PROJECT SPECIFICATIONS REFERENCED TO IN THE PROJECT NOTES OR OTHERWISE PROVIDED WITH THE DRAWINGS, AND OTHER DOCUMENTS OR DRAWINGS PROVIDED WITH THE MODIFICATION DRAWINGS WITH THE INTENT THAT THEY BE USED AS A DESIGN AID OR GUIDELINE FOR CONSTRUCTION.
2. THE POST-MODIFICATION INSPECTION SHALL CONFIRM INSTALLATION CONFIGURATION AND WORKMANSHIP ONLY AND IS NOT A QUALITATIVE REVIEW OF THE ENGINEERING ASPECTS OF THE DESIGN OR THE DESIGN DRAWINGS. THE MODIFICATION INSPECTOR IS NOT TAKING OWNERSHIP OF THE MODIFICATION DESIGN IN THE PERFORMANCE OF THEIR DUTIES. OWNERSHIP OF THE MODIFICATION DESIGN'S EFFECTIVENESS AND INTENT, AS WELL AS ALL ASSOCIATED RISK, LIES WITH THE ENGINEER OF RECORD AT ALL TIMES.
3. TO ENSURE THAT THE REQUIREMENTS OF THE POST-MODIFICATION INSPECTION ARE MET, IT IS ESSENTIAL THAT COORDINATION BETWEEN THE PRIME CONTRACTOR AND THE MODIFICATION INSPECTOR BEGIN AS SOON AS THE PROJECT IS FUNDED AND WORK ENTERS THE PLANNING STAGE. THE PRIME CONTRACTOR AND MODIFICATION INSPECTOR SHALL BE PROACTIVE IN IDENTIFYING CONSTRUCTION ISSUES AND COMMUNICATING THESE ISSUES TO EACH OTHER AND TO THE ENGINEER OF RECORD AND STRUCTURE OWNER & CUSTOMER, AS REQUIRED.

INSPECTION AND REPORT RECOMMENDATIONS

1. THE FOLLOWING ARE PROVIDED WITH THE INTENT OF ENHANCING THE EFFECTIVENESS OF THE MODIFICATION INSPECTION AND IMPROVING THE EFFICIENCY OF THE PROCESS OF COLLECTING AND COMPILING THE INFORMATION INTO A USABLE REPORT:
 - 1.1. IT IS RECOMMENDED THAT THE PRIME CONTRACTOR PROVIDE THE MODIFICATION INSPECTOR AT LEAST 5 BUSINESS DAYS NOTICE FOR WHEN THE SITE WILL BE READY FOR THE MODIFICATION INSPECTION.
 - 1.2. THE PRIME CONTRACTOR AND THE MODIFICATION INSPECTOR SHALL COORDINATE CLOSELY THROUGHOUT THE ENTIRE PROJECT.
 - 1.3. THE PRIME CONTRACTOR AND MODIFICATION INSPECTOR SHALL BOTH BE PRESENT DURING THE INITIAL INSPECTION IN ORDER TO ALLOW FOR THE REMEDIATION OF DEFICIENCIES DURING THE INSPECTION, AS PRACTICABLE. IT MAY BE PREFERABLE TO KEEP WORK CREWS AND THEIR EQUIPMENT ON-SITE TO REMEDIATE DEFICIENCIES DURING INSPECTIONS.

INSPECTION RESCHEDULING AND CANCELLATION

1. IF THE PRIME CONTRACTOR AND MODIFICATION INSPECTOR HAVE AGREED UPON A TIME AND DATE FOR A GIVEN INSPECTION AND EITHER PARTY RESCHEDULES OR CANCELS THE INSPECTION, THE STRUCTURE OWNER SHALL NOT BE RESPONSIBLE FOR COSTS, FEES, LOST DEPOSITS, OR OTHER EXPENSES INCURRED BY THE PRIME CONTRACTOR, THEIR SUBCONTRACTOR(S), OR THE MODIFICATION INSPECTOR DUE TO THESE SCHEDULING CHANGES. EXCEPTIONS MAY BE MADE IN THE EVENT OF UNCONTROLLABLE SITUATIONS SUCH AS NATURAL DISASTERS, SEVERE WEATHER, OR OTHER CONDITIONS THAT COMPROMISE THE SAFETY OF THE PARTIES INVOLVED.

REMEDATION OF FAILING INSPECTION

1. IN THE EVENT THAT ANY PORTION OF THE MODIFICATION WORK IS DETERMINED TO BE UNSATISFACTORY BY THE MODIFICATION INSPECTOR, THE PRIME CONTRACTOR SHALL WORK WITH THE MODIFICATION INSPECTOR TO CREATE A PLAN OF ACTION THAT WILL EITHER:
 - 1.1. REPAIR THE DEFICIENT WORK TO SATISFACTORY CONDITION AND INCLUDE A SUBSEQUENT RE-INSPECTION OF THE WORK TO VERIFY THAT IT IS SATISFACTORY
 - 1.2. OR, WITH THE PERMISSION OF THE STRUCTURE OWNER AND/OR CUSTOMER, THE PRIME CONTRACTOR MAY WORK WITH THE ENGINEER OF RECORD TO REVIEW THE AS-BUILT CONDITION OF THE MODIFICATION TO DETERMINE IF IT IS STRUCTURALLY ACCEPTABLE. IF THIS ACTION IS NOT ACCEPTABLE TO ANY PARTY, THE PRIME CONTRACTOR SHALL PROCEED TO REPAIR THE DEFICIENT WORK TO A SATISFACTORY CONDITION.

MODIFICATION INSPECTOR'S RESPONSIBILITIES

1. THE MODIFICATION INSPECTOR SHALL CONTACT THE PRIME CONTRACTOR AS SOON AS THEY HAVE RECEIVED A PURCHASE ORDER OR PAYMENT FOR THIS INSPECTION. THE MODIFICATION INSPECTOR SHALL REVIEW THE REQUIREMENTS OF THE INSPECTION CHECKLIST, SHALL WORK WITH THE PRIME CONTRACTOR TO DEVELOP A SCHEDULE OF NECESSARY ON-SITE INSPECTIONS, AND SHALL DISCUSS ANY SITE-SPECIFIC INSPECTION REQUIREMENTS OR OTHER CONCERNS.
2. THE MODIFICATION INSPECTOR IS RESPONSIBLE FOR COLLECTING ALL PRIME CONTRACTOR INSPECTION AND TEST REPORTS (INCLUDING THOSE OF ASSIGNED SUB-CONTRACTORS), SHALL REVIEW THE REPORTS FOR COMPLIANCE WITH THE CONTRACT DOCUMENTS, SHALL CONDUCT THE NECESSARY ON-SITE INSPECTIONS, AND SHALL COMPILER AND SUBMIT THE MODIFICATION INSPECTION REPORT.

PRIME CONTRACTOR'S RESPONSIBILITIES

1. THE PRIME CONTRACTOR SHALL CONTACT THE MODIFICATION INSPECTOR AS SOON AS THEY HAVE RECEIVED A PURCHASE ORDER OR PAYMENT FOR THE MODIFICATION INSTALLATION OR PROJECT. THE PRIME CONTRACTOR SHALL REVIEW THE REQUIREMENTS OF THE MODIFICATION INSPECTION CHECKLIST, SHALL WORK WITH THE MODIFICATION INSPECTOR TO DEVELOP A SCHEDULE TO CONDUCT ON-SITE INSPECTIONS, AND SHALL DISCUSS SPECIFIC INSPECTION AND TESTING REQUIREMENTS WITH THE MODIFICATION INSPECTOR IN DETAIL TO OBTAIN A FULL UNDERSTANDING OF THE REQUIRED INSPECTIONS AND TESTING.
2. THE PRIME CONTRACTOR SHALL PERFORM AND RECORD THE TESTING AND INSPECTION RESULTS IN ACCORDANCE WITH THE REQUIREMENTS OF THE MODIFICATION INSPECTION CHECKLIST.

PHOTOGRAPHY REQUIREMENTS

1. THE PRIME CONTRACTOR AND MODIFICATION INSPECTOR SHALL, BETWEEN THE EFFORTS OF BOTH PARTIES AND THEIR EMPLOYED PERSONNEL, PROVIDE PHOTOGRAPHS WITH THE INSPECTION REPORT TO INCLUDE THE FOLLOWING:
 - a. GENERAL SITE PHOTOGRAPHS PRE-CONSTRUCTION
 - b. MODIFICATION INSTALLATION PHOTOGRAPHS DURING CONSTRUCTION/ERECTION OPERATIONS AND INSPECTIONS
 - b.1. RAW MATERIALS
 - b.2. PHOTOS OF DETAILED WORK REQUIRED ON THE DRAWINGS (CONNECTIONS, WELDMENTS, FIELD-FABRICATED MEMBERS, ETC)
 - b.3. WELD PREPARATION AND COMPLETED WELD INSPECTION (INCLUDING A FILLET WELD SIZE GAUGE, AS APPLICABLE)
 - b.4. BOLT INSTALLATION AND TORQUE/PRE-TENSION.
 - b.5. FINAL INSTALLED CONDITION (AFTER DEFICIENT CONDITIONS, IF ANY, ARE REMEDIATED).
 - b.6. REPAIR OF SURFACE COATINGS (INCLUDING GALVANIZING AND/OR PAINT COATING)
 - c. POST-MODIFICATION PHOTOGRAPHS OF THE SITE & WORK.
 - d. PHOTOGRAPHS OF THE FINAL STATE OF THE SITE AT CONCLUSION OF THE WORK BY THE PRIME CONTRACTOR, ASSOCIATED SUBCONTRACTORS, AND THE MODIFICATION INSPECTOR.
 - e. OTHER PHOTOS MAY BE INCLUDED AT PRIME CONTRACTOR & MODIFICATION INSPECTOR'S DISCRETION.

NOTE: PHOTOS OF MODIFICATIONS INSTALLED ON THE STRUCTURE ABOVE AN ELEVATION OF 20 FT SHALL REQUIRE PHOTOS TAKEN FROM THE STRUCTURE AS WELL AS OVERALL PHOTOGRAPHS OF THE MODIFICATIONS TAKEN FROM THE GROUND.

OWNER INSPECTIONS

1. THE STRUCTURE OWNER MAY CONDUCT INSPECTIONS TO VERIFY THE QUALITY AND COMPLETENESS OF THE PREVIOUSLY COMPLETED MODIFICATION INSPECTION REPORTS FOR THE MODIFICATION INSTALLATION WORK.
2. INSPECTIONS MAY BE COMPLETED BY A 3RD-PARTY FIRM OF THE STRUCTURE OWNER'S CHOOSING AFTER A MODIFICATION PROJECT IS COMPLETED AND A PASSING MODIFICATION INSPECTION REPORT IS ISSUED.

T-Mobile

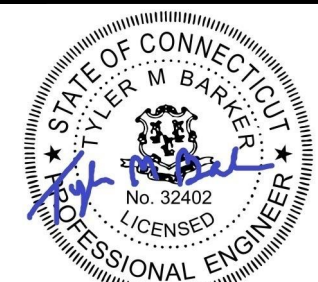


CLS ENGINEERING PLLC
 319 CHAPANOKE ROAD, SUITE 118, RALEIGH, NC 27603
 PH: (405)348-5460 FAX: (405)341-4625

CLS ENGINEERING PROJECT ID:
 41124-311305-13617386-TMOL6002021CT11028A
 COA# PEC.001833 EXP. 08/14/2021

REVISIONS

| REV. | DATE | DESCRIPTION | INITIALS |
|------|----------|-------------------|----------|
| A | 03/30/21 | PRELIMINARY ISSUE | HRP |
| 0 | 03/31/21 | FOR CONSTRUCTION | HRP |
| | | | |
| | | | |



Tyler M. Barker
 CLS Engineering PLLC
 PE # 32402 Exp. 1/31/2021
 COA # PEC.001833 Exp. 8/14/2022

PE# 32402 EXP: 1/31/2022

ATC SITE NAME:

GLFD-GUILFORD REBUILD CT

ATC ASSET #: 311305

10 TANNER MARSH ROAD
 GUILFORD, CT 06437-2942

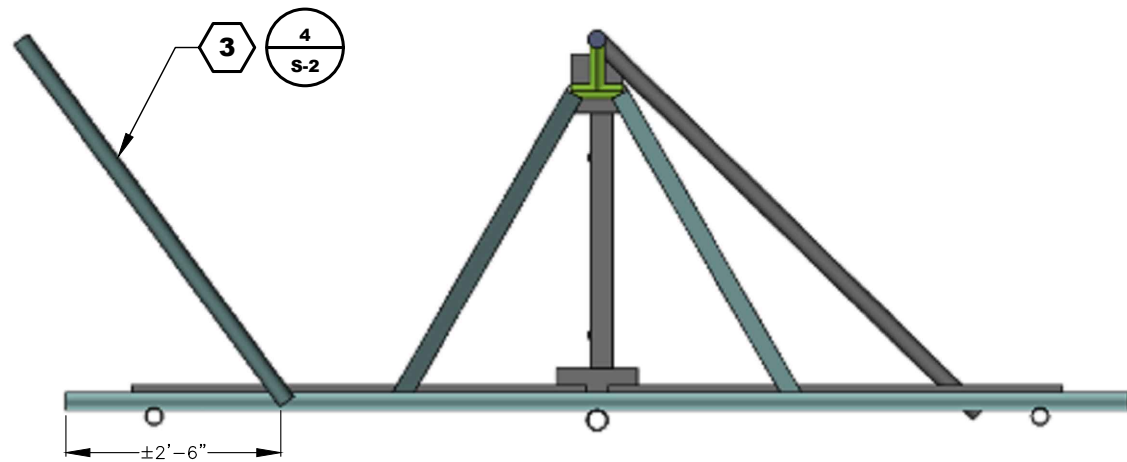
SHEET TITLE

MODIFICATION
 INSPECTION NOTES

SHEET NUMBER

IN-1

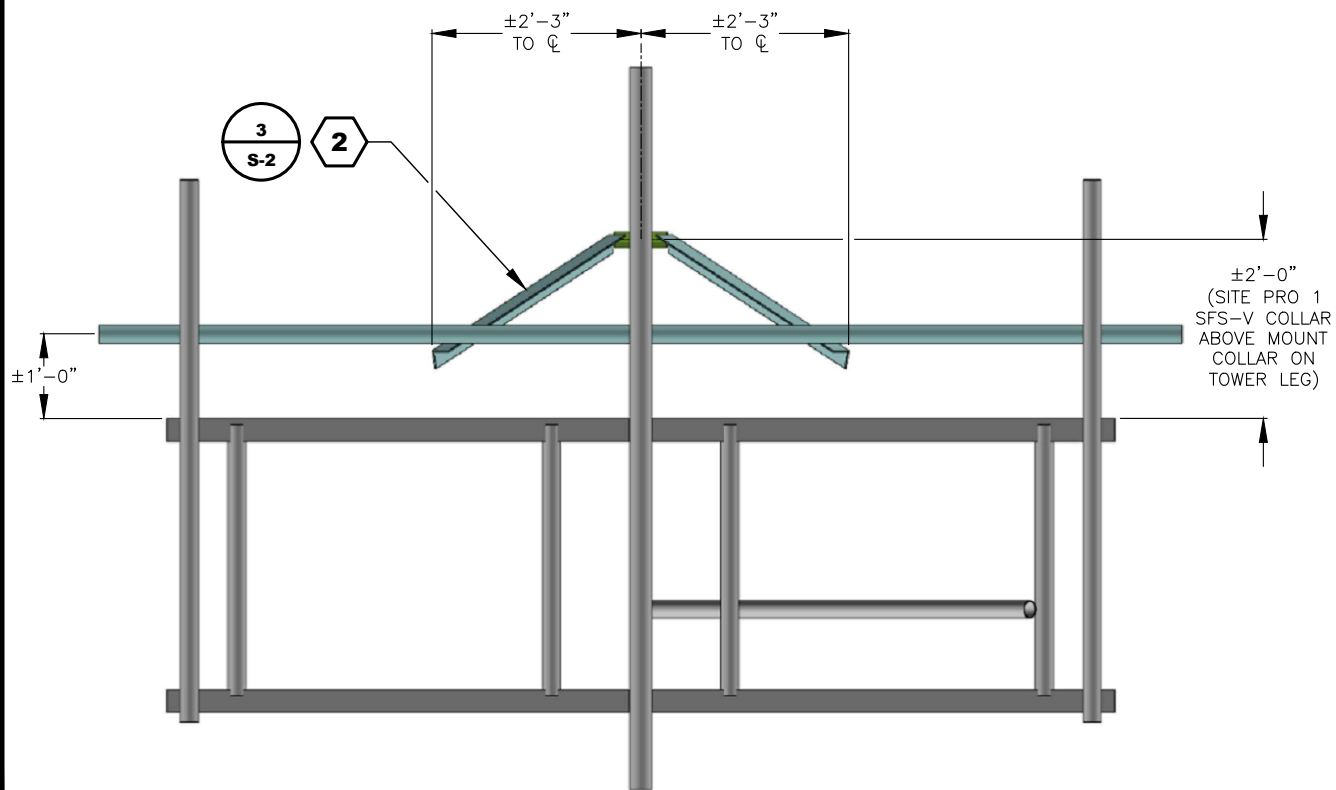
NOTE:
EXISTING MOUNT SHOWN IS REPRESENTATIVE TO ILLUSTRATE
MODIFICATION AND MAY DIFFER SLIGHTLY ON SITE.



1 MOUNT - PLAN VIEW

SCALE: N.T.S.

NOTE:
STIFF ARM NOT SHOWN FOR CLARITY.



2 MOUNT - FRONT ELEVATION VIEW

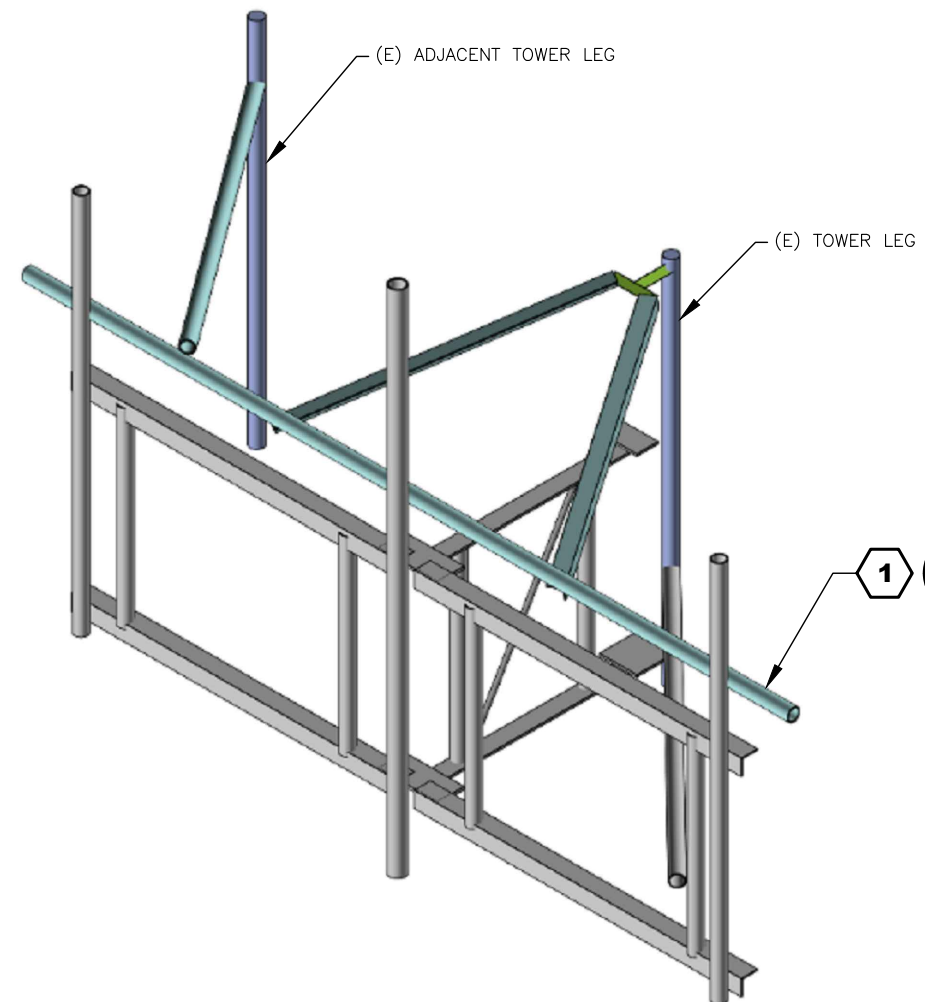
SCALE: N.T.S.

CONSTRUCTION NOTES

- SCOPE OF WORK MUST BE COMPLETED AT WIND SPEEDS < 20 MPH.
- ALL DIMENSIONS ARE APPROXIMATE. CONTRACTOR SHOULD FIELD VERIFY ALL DIMENSIONS BEFORE FABRICATION OF STEEL AND COMMENCEMENT OF WORK. FIELD CUT MEMBERS AS REQUIRED.
- HARDWARE FOR SITE PRO 1 SFS-V CONNECTION TO TOWER LEG AND SITE PRO 1 PUCK CONNECTION TO PROPOSED HORIZONTAL PIPE SHOULD BE INSTALLED WITH "TURN OF THE NUT" METHOD (RE: GN-1).

MODIFICATION SCHEDULE

| LABEL | ELEVATION | SCOPE | MATERIAL | NOTES |
|-------|-----------|---|---|------------|
| 1 | ±174'-0" | INSTALL (1) PROPOSED FACE HORIZONTAL PIPE AT EACH SECTOR FRAME MOUNT (3 TOTAL) AS SHOWN. CONNECT TO ALL ANTENNA MOUNT PIPES WITH SITE PRO 1 SCX7-U CROSSOVER PLATE KITS (9 TOTAL). | PIPE 2 STD X 12'-0" LONG SITE PRO 1 SCX7-U | S-1 S-2 |
| 2 | ±174'-0" | INSTALL (1) SITE PRO 1 SFS-V AT EACH SECTOR FRAME MOUNT (3 TOTAL) AS SHOWN. CONNECT TO PROPOSED FACE HORIZONTAL PIPE. | SITE PRO 1 SFS-V | S-1 S-2 |
| 3 | ±174'-0" | INSTALL (1) PROPOSED STIFF ARM PER SECTOR (3 TOTAL) AS SHOWN. CONNECT TO NEAREST ADJACENT TOWER LEG WITH SITE PRO 1 UNIVERSAL STIFF ARM ATTACHMENT (SAM-U). CONNECT TO PROPOSED FACE HORIZONTAL PIPE WITH SITE PRO 1 PUCK IN LIEU OF THE SITE PRO 1 SCX1 INCLUDED IN THE STK-U KIT. | SITE PRO 1 STK-U SITE PRO 1 PUCK | S-1 S-2 |



3 MOUNT - ISOMETRIC VIEW

SCALE: N.T.S.

T-Mobile



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319 CHAPANOKE ROAD, SUITE 118, RALEIGH, NC 27603
PH: (405)348-5460 FAX: (405)341-4625

CLS ENGINEERING PROJECT ID:
41124-311305-13617386-TMOL6002021CT11028A
COA# PEC.001833 EXP. 08/14/2021

REVISIONS

| REV. | DATE | DESCRIPTION | INITIALS |
|------|----------|-------------------|----------|
| A | 03/30/21 | PRELIMINARY ISSUE | HRP |
| 0 | 03/31/21 | FOR CONSTRUCTION | HRP |



Tyler M. Barker
CLS Engineering PLLC
PE # 32402 Exp. 1/31/2021
COA # PEC.001833 Exp. 8/14/2022

PE# 32402 EXP: 1/31/2022

ATC SITE NAME:

GLFD-GUILFORD REBUILD CT

ATC ASSET #: 311305

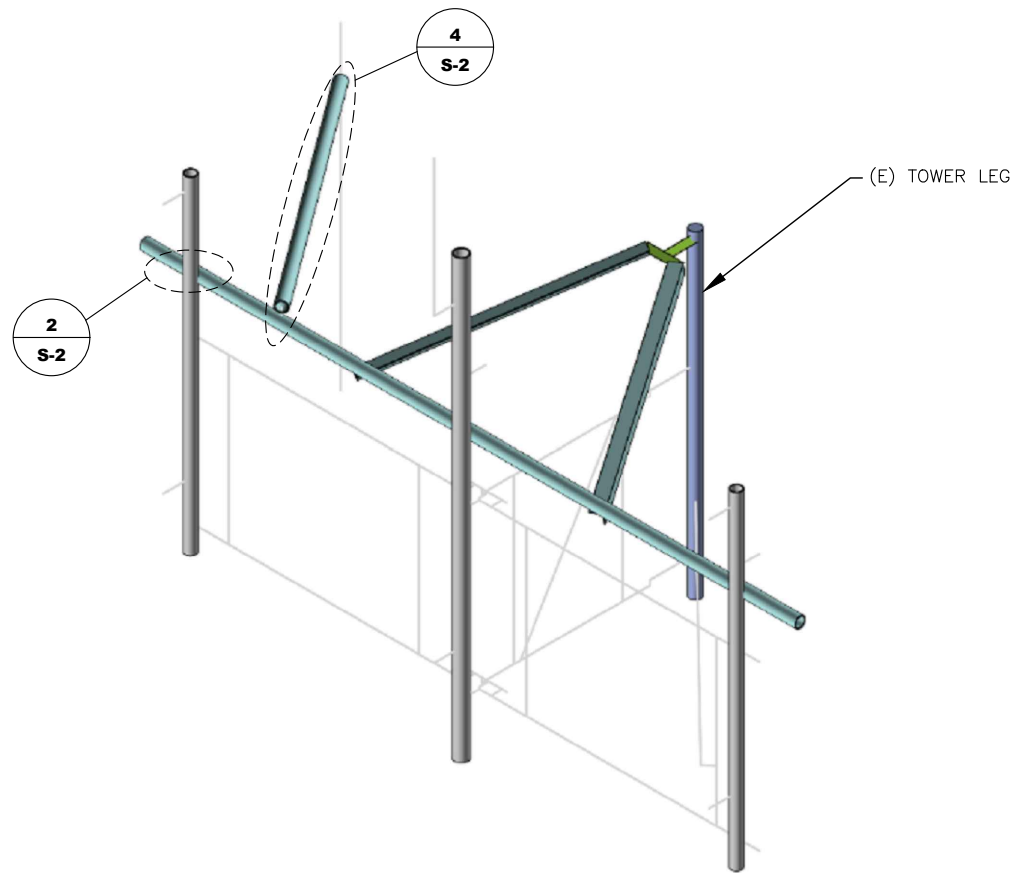
10 TANNER MARSH ROAD
GUILFORD, CT 06437-2942

SHEET TITLE

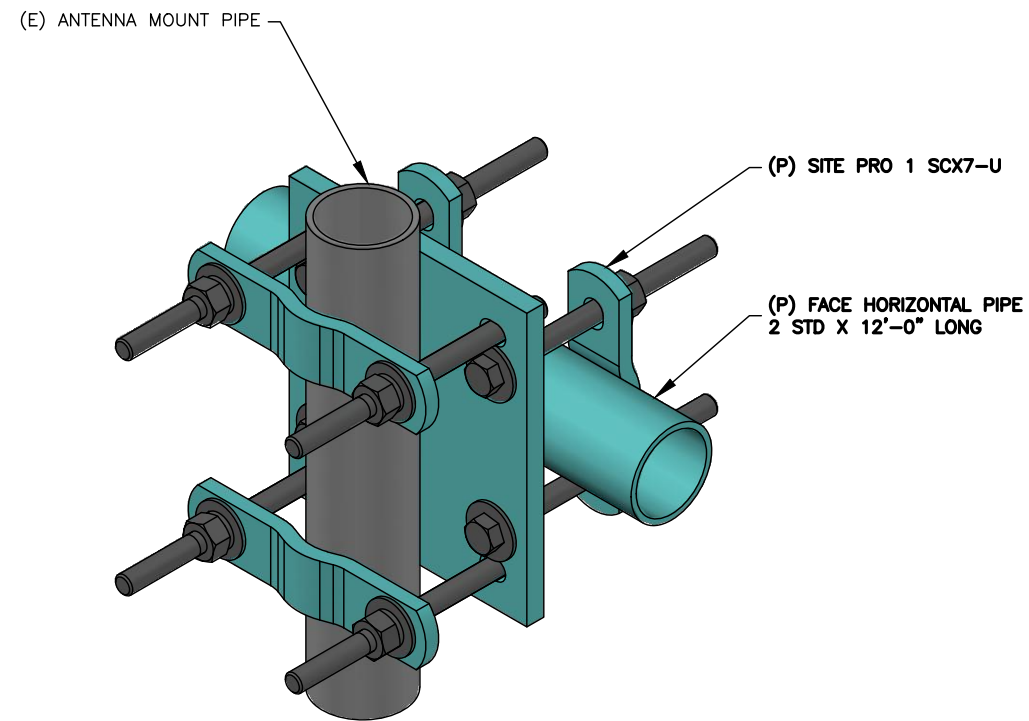
MOUNT VIEWS &
MODIFICATION SCHEDULE

SHEET NUMBER

S-1



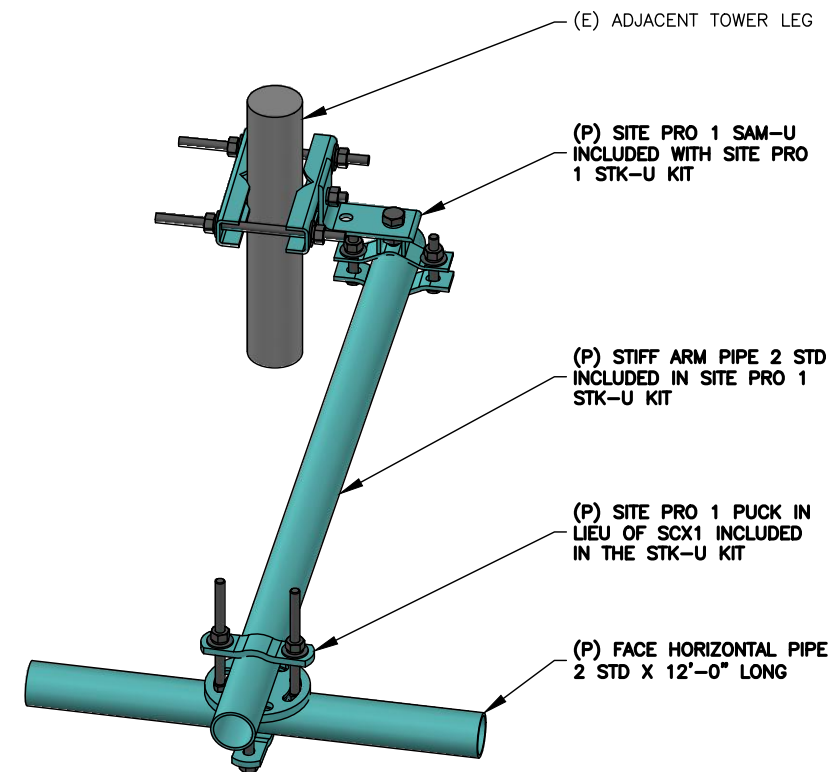
1 MOUNT MOD - ISOMETRIC VIEW
SCALE: N.T.S.



2 SITE PRO 1 SCX7-U
SCALE: N.T.S.



3 SITE PRO 1 SFS-V
SCALE: N.T.S.



4 SITE PRO 1 STK-U WITH PUCK CONNECTION
SCALE: N.T.S.



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PH: (405)348-5460 FAX: (405)341-4625

CLS ENGINEERING PROJECT ID:
41124-311305-13617386-TMOL6002021CT11028A
COA# PEC.001833 EXP. 08/14/2021

REVISIONS

| REV. | DATE | DESCRIPTION | INITIALS |
|------|----------|-------------------|----------|
| A | 03/30/21 | PRELIMINARY ISSUE | HRP |
| 0 | 03/31/21 | FOR CONSTRUCTION | HRP |
| | | | |
| | | | |



Tyler M. Barker
CLS Engineering PLLC
PE # 32402 Exp. 1/31/2021
COA # PEC.001833 Exp. 8/14/2022

PE# 32402 EXP: 1/31/2022

ATC SITE NAME:

GLFD-GUILFORD REBUILD CT

ATC ASSET #: 311305

10 TANNER MARSH ROAD
GUILFORD, CT 06437-2942

SHEET TITLE

MODIFICATION DETAIL
VIEWS

SHEET NUMBER

S-2

C:\USERS\HARSHADA.PATIL\DROPBOX (TELAMON)_ITI LLP SHARE FOLDER\STR - MOUNTS + MOD\41124\311305-13617386\02 - MOD\CAD\41124-311305-13617386-TMOL6002021CT11028A.DWG - CLS PROJECT ID: 41124-311305-13617386-TMOL6002021CT11028A

| Wind & Ice Loading | | | |
|--|---------|--------------|----------|
| Nominal Mount Elevation (AGL), z_{mount} | 174 ft | K_a | 0.90 |
| Nominal Rad Elevation (AGL), z_{rad} | 177 ft | K_d | 0.95 |
| Elevation AMSL (ft) | 80 ft | K_e | 1.00 |
| TIA Standard | H | K_z | 1.42 |
| Basic Wind Speed, V_{ult} (bare) | 123 mph | K_{zt} | 1.00 |
| Basic Wind Speed, V (ice) | 50 mph | K_s | 1.00 |
| Design Ice Thickness, t_i | 1 in | t_{iz} | 1.18 in |
| Exposure Category | C | G_h | 1.00 |
| Risk Category | II | q_z (bare) | 52.2 psf |
| Seismic Response Coeff., C_s | 0.11 | q_z (ice) | 8.6 psf |

| Live Loading | |
|-------------------------|--------|
| At Mount Pipes, L_M | 500 lb |
| Joint Labels Considered | M1 |
| | M2 |
| | M3 |
| | |

| Section Set Label | Shape Label | F_A (lb/ft) | | Ice Wt. (lb/ft) |
|-----------------------|-------------|---------------|------|-----------------|
| | | Bare | Ice | |
| Mount Pipe_2.0 | PIPE_2.0 | 11.15 | 3.68 | 5.13 |
| Mount Pipe_2.5 | PIPE_2.5 | 13.50 | 4.06 | 5.85 |
| Rear Connection Plate | PL7x3/8 | 54.78 | 7.27 | 8.48 |
| Face Horizontal | L3X3X3 | 23.48 | 2.12 | 7.10 |
| Vertical Bracing | P2.38x.120 | 11.18 | 3.68 | 5.14 |
| Standoff Angle | L3X3X6 | 23.48 | 2.12 | 7.10 |
| Stiff Arm | PIPE_2.0 | 11.15 | 3.68 | 5.13 |
| Standoff Bracing | SR 3/4 | 3.52 | 2.41 | 2.79 |
| Face Connection Plate | PL5x0.5 | 39.13 | 5.73 | 6.76 |
| MOD Face Pipe | PIPE_2.0 | 11.15 | 3.68 | 5.13 |
| MOD SFS | L2.5x2.5x3 | 19.57 | 2.08 | 6.18 |
| MOD Stiff Arm | PIPE_2.0 | 11.15 | 3.68 | 5.13 |

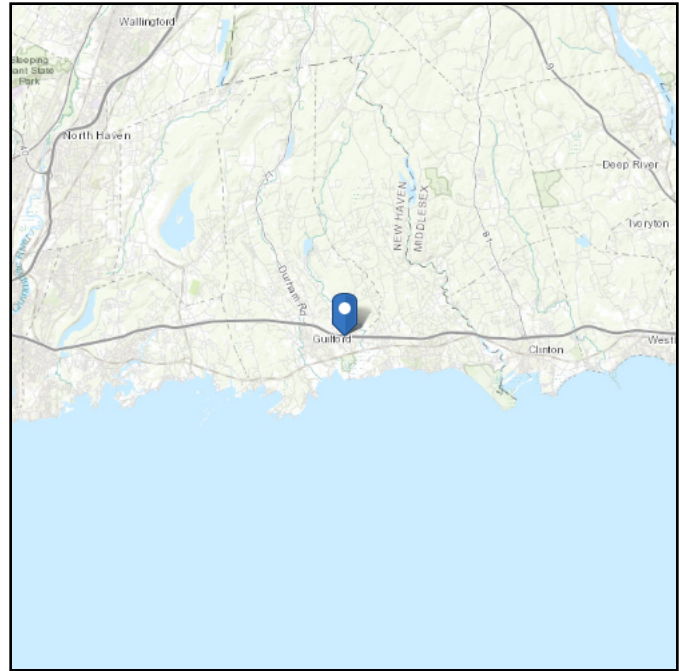
| Appurtenances | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|--------|-----------------------|-------------------------|--------------------------|----------------------|------|------|---------------------|-----------|-----|-------------|------------|------------|--------------------|---------|--------------------|--------------------------|------|---------------------|------|-------------------|-------|------------------|-------|----|
| Appurtenance Model | Status | Azimuth Offset (°, °) | Rad Elev. Override (ft) | Swap Width & Depth | Area Factor | | Qty. | Total Qty. Override | 0° Joints | | Height (in) | Width (in) | Depth (in) | Weight (Bare) (lb) | Shape | Weight of Ice (lb) | EPA_A (Bare) (ft²) | | EPA_A (Ice) (ft²) | | F_A (Bare) (lb) | | F_A (Ice) (lb) | | |
| | | | | | Front | Side | | | 0° | 1 | | | | | | | 2 | N | T | N | T | N | T | N | T |
| | | | | | APXVAALL24_43-U-NA20 | | | | | | | | | | | | <input type="checkbox"/> | | | 1 | 3 | A2 | A22 | 95.9 | 24 |
| AIR 21 B4A/B2P | | | | <input type="checkbox"/> | | | 1 | 3 | A3 | A33 | 55 | 12 | 7.9 | 83 | Generic | 97.00 | 3.19 | 1.98 | 3.95 | 2.69 | 150.33 | 93.31 | 30.74 | 20.95 | |
| AIR 21 B2A/B4P | | | | <input type="checkbox"/> | | | 1 | 3 | A1 | A11 | 55 | 12 | 7.9 | 83 | Generic | 97.00 | 3.19 | 1.98 | 3.95 | 2.69 | 150.33 | 93.31 | 30.74 | 20.95 | |
| KRY 112 144/1 | | | | <input type="checkbox"/> | 0.5 | | 1 | 3 | T1 | | 6.9 | 6.1 | 2.7 | 11 | Flat | 9.19 | 0.18 | 0.16 | 0.33 | 0.39 | 8.26 | 7.33 | 2.55 | 3.05 | |
| RADIO 4449 B71 B85A | | | | <input type="checkbox"/> | 0.5 | | 1 | 3 | R1 | | 15 | 13.2 | 10.5 | 75 | Flat | 45.33 | 0.83 | 1.31 | 1.13 | 1.86 | 38.88 | 61.85 | 8.77 | 14.50 | |

ASCE 7 Hazards Report

Address:
345 Boston Post Rd
Guilford, Connecticut
06437

Standard: ASCE/SEI 7-16
Risk Category: II
Soil Class: D - Default (see Section 11.4.3)

Elevation: 80.05 ft (NAVD 88)
Latitude: 41.288777
Longitude: -72.658755



Wind

Results:

| | |
|--------------|----------|
| Wind Speed: | 123 Vmph |
| 10-year MRI | 75 Vmph |
| 25-year MRI | 85 Vmph |
| 50-year MRI | 94 Vmph |
| 100-year MRI | 100 Vmph |

Data Source: ASCE/SEI 7-16, Fig. 26.5-1B and Figs. CC.2-1–CC.2-4, and Section 26.5.2

Date Accessed: Thu Mar 11 2021

Value provided is 3-second gust wind speeds at 33 ft above ground for Exposure C Category, based on linear interpolation between contours. Wind speeds are interpolated in accordance with the 7-16 Standard. Wind speeds correspond to approximately a 7% probability of exceedance in 50 years (annual exceedance probability = 0.00143, MRI = 700 years).

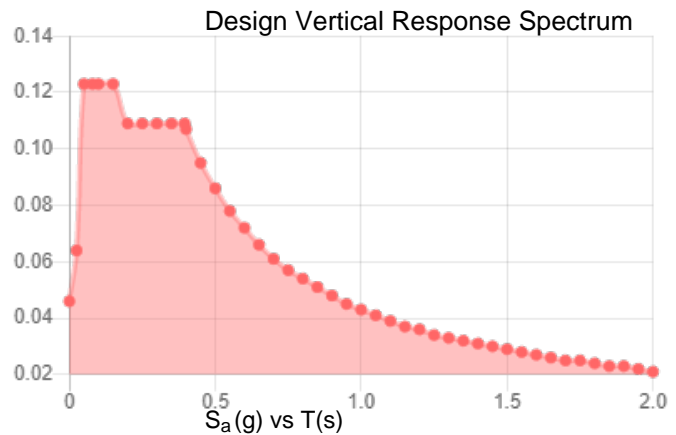
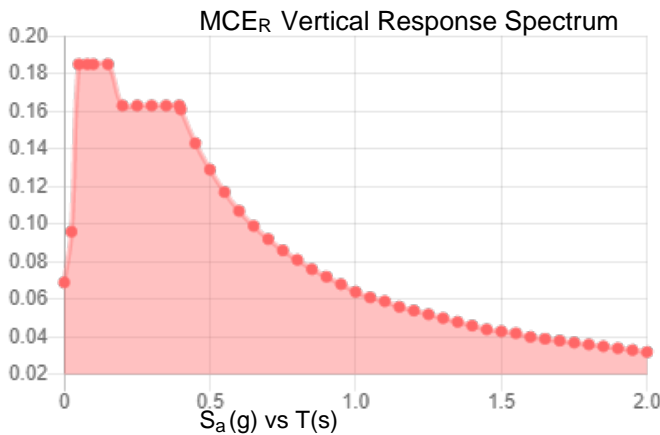
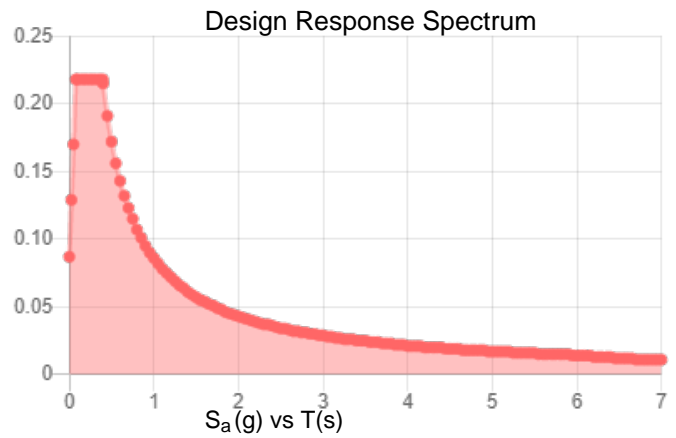
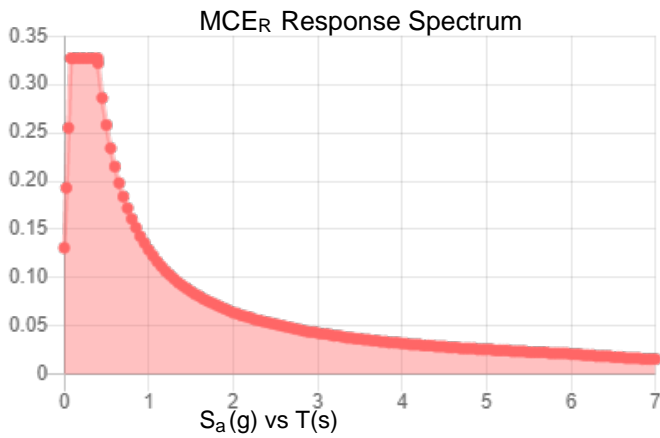
Site is in a hurricane-prone region as defined in ASCE/SEI 7-16 Section 26.2. Glazed openings need not be protected against wind-borne debris.

Site Soil Class: D - Default (see Section 11.4.3)

Results:

| | | | |
|------------|-------|--------------------|-------|
| S_s : | 0.204 | S_{D1} : | 0.086 |
| S_1 : | 0.054 | T_L : | 6 |
| F_a : | 1.6 | PGA : | 0.114 |
| F_v : | 2.4 | PGA _M : | 0.179 |
| S_{MS} : | 0.327 | F_{PGA} : | 1.572 |
| S_{M1} : | 0.129 | I_e : | 1 |
| S_{DS} : | 0.218 | C_v : | 0.708 |

Seismic Design Category B



Data Accessed:

Thu Mar 11 2021

Date Source:

USGS Seismic Design Maps based on ASCE/SEI 7-16 and ASCE/SEI 7-16 Table 1.5-2. Additional data for site-specific ground motion procedures in accordance with ASCE/SEI 7-16 Ch. 21 are available from USGS.

Ice

Results:

Ice Thickness: 1.00 in.

Concurrent Temperature: 15 F

Gust Speed: 50 mph

Data Source: Standard ASCE/SEI 7-16, Figs. 10-2 through 10-8

Date Accessed: Thu Mar 11 2021

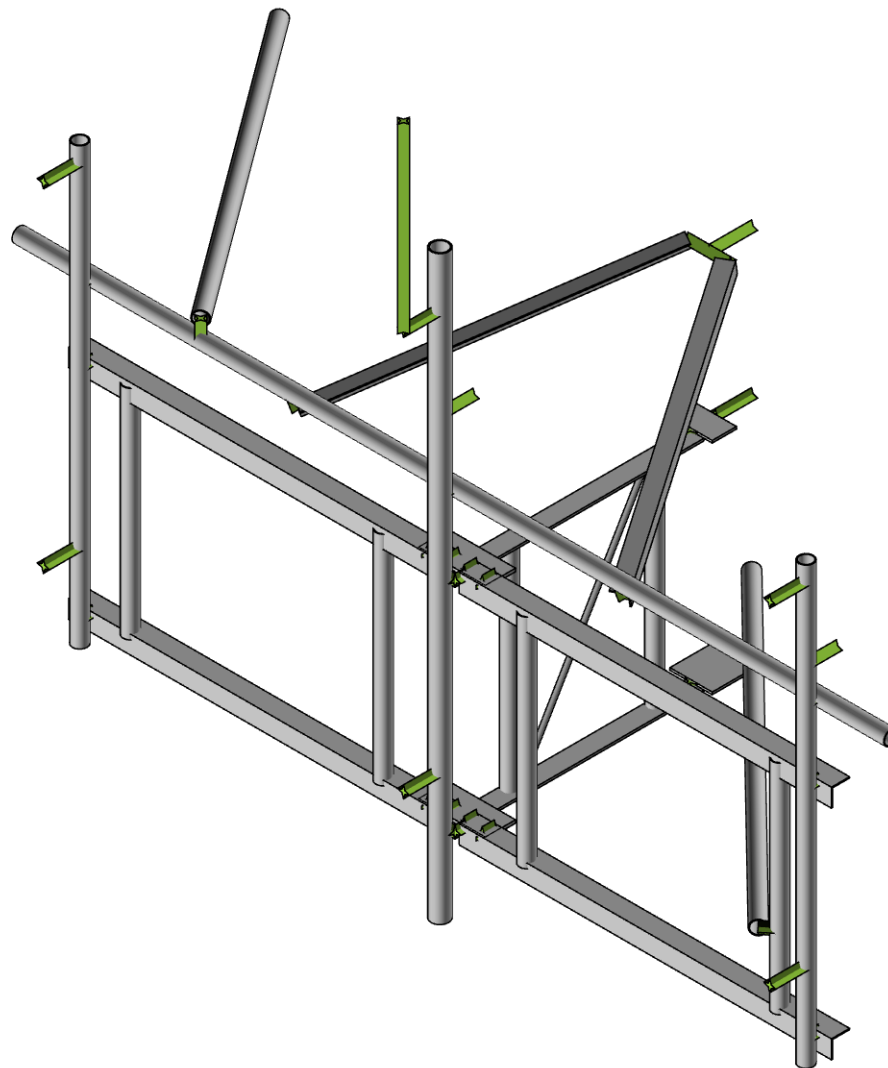
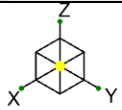
Ice thicknesses on structures in exposed locations at elevations higher than the surrounding terrain and in valleys and gorges may exceed the mapped values.

Values provided are equivalent radial ice thicknesses due to freezing rain with concurrent 3-second gust speeds, for a 500-year mean recurrence interval, and temperatures concurrent with ice thicknesses due to freezing rain. Thicknesses for ice accretions caused by other sources shall be obtained from local meteorological studies. Ice thicknesses in exposed locations at elevations higher than the surrounding terrain and in valleys and gorges may exceed the mapped values.

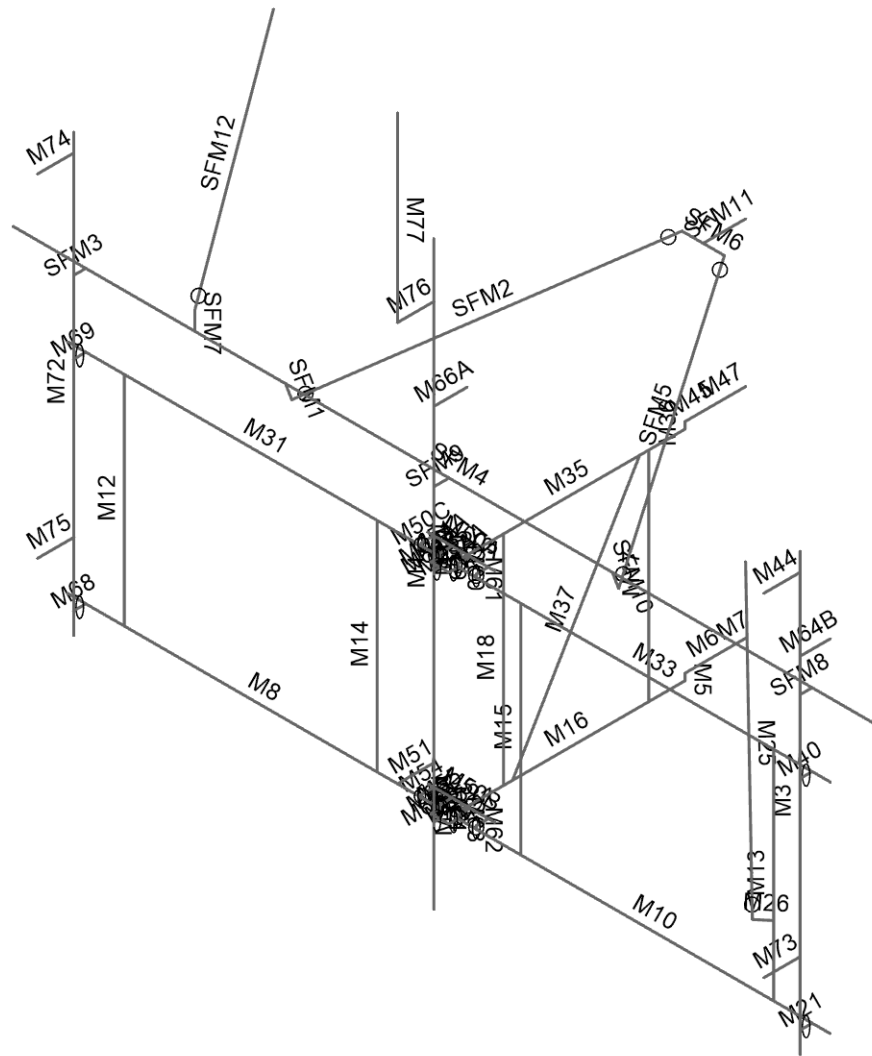
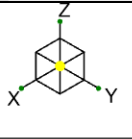
The ASCE 7 Hazard Tool is provided for your convenience, for informational purposes only, and is provided “as is” and without warranties of any kind. The location data included herein has been obtained from information developed, produced, and maintained by third party providers; or has been extrapolated from maps incorporated in the ASCE 7 standard. While ASCE has made every effort to use data obtained from reliable sources or methodologies, ASCE does not make any representations or warranties as to the accuracy, completeness, reliability, currency, or quality of any data provided herein. Any third-party links provided by this Tool should not be construed as an endorsement, affiliation, relationship, or sponsorship of such third-party content by or from ASCE.

ASCE does not intend, nor should anyone interpret, the results provided by this Tool to replace the sound judgment of a competent professional, having knowledge and experience in the appropriate field(s) of practice, nor to substitute for the standard of care required of such professionals in interpreting and applying the contents of this Tool or the ASCE 7 standard.

In using this Tool, you expressly assume all risks associated with your use. Under no circumstances shall ASCE or its officers, directors, employees, members, affiliates, or agents be liable to you or any other person for any direct, indirect, special, incidental, or consequential damages arising from or related to your use of, or reliance on, the Tool or any information obtained therein. To the fullest extent permitted by law, you agree to release and hold harmless ASCE from any and all liability of any nature arising out of or resulting from any use of data provided by the ASCE 7 Hazard Tool.



| | | |
|-----------------------------|---|---------------------------------|
| Envelope Only Solution | | |
| CLS | 41124-13617386_C9_03-GLFD-GUILFORD REBUILD CT | SK-1 |
| NGN | | Mar 31, 2021 |
| 41124-13617386_C9_03-02-MOD | | 41124-13617386_C9_03-02-MOD.r3d |
| Rendered | | |

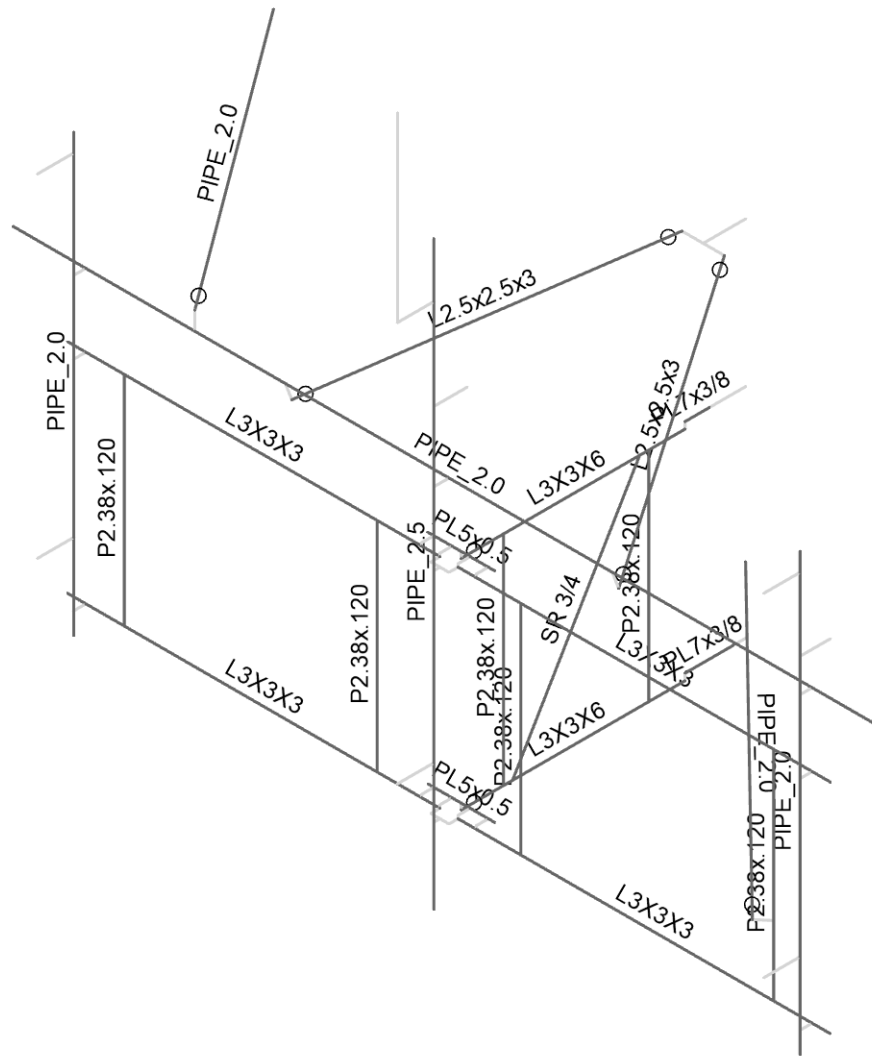
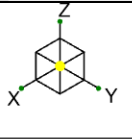


Envelope Only Solution

CLS
 NGN
 41124-13617386_C9_03-02-MOD

41124-13617386_C9_03-GLFD-GUILFORD REBUILD CT
 Member Labels

SK-3
 Mar 31, 2021
 41124-13617386_C9_03-02-MOD.r3d

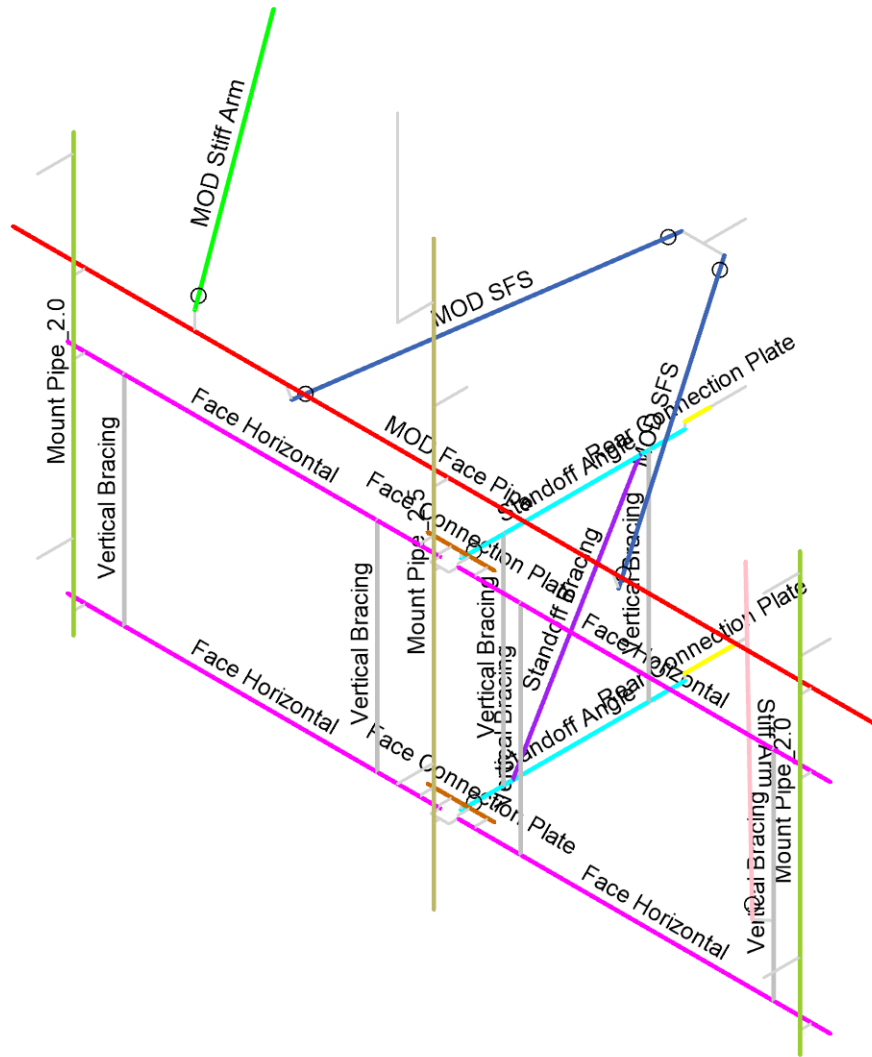
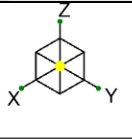


Envelope Only Solution

| |
|-----------------------------|
| CLS |
| NGN |
| 41124-13617386_C9_03-02-MOD |

| |
|---|
| 41124-13617386_C9_03-GLFD-GUILFORD REBUILD CT |
| Member Shapes |

| |
|---------------------------------|
| SK-3.1 |
| Mar 31, 2021 |
| 41124-13617386_C9_03-02-MOD.r3d |



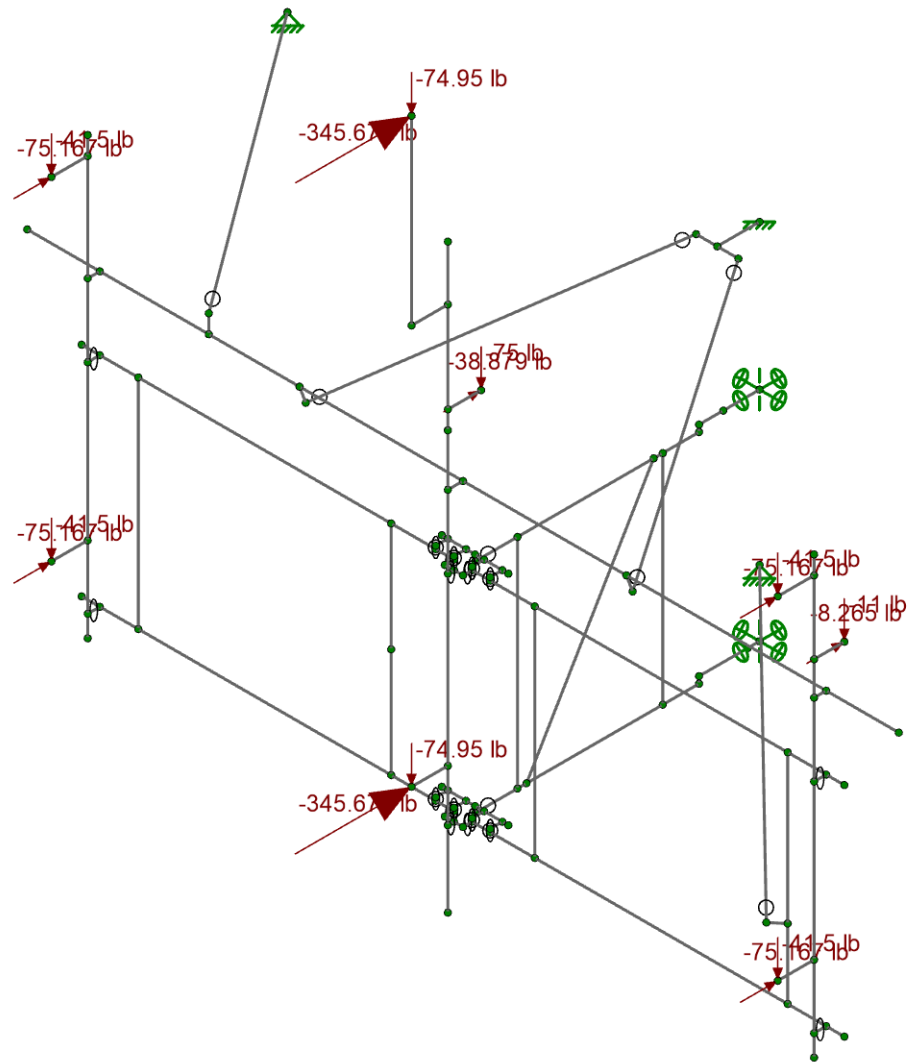
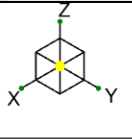
| Section Sets | |
|-------------------|-----------------------|
| [Blue Box] | MOD SFS |
| [Green Box] | MOD Stiff Arm |
| [Red Box] | MOD Face Pipe |
| [Grey Box] | Vertical Bracing |
| [Magenta Box] | Face Horizontal |
| [Cyan Box] | Standoff Angle |
| [Brown Box] | Face Connection Plate |
| [Yellow Box] | Rear Connection Plate |
| [Purple Box] | Standoff Bracing |
| [Olive Green Box] | Mount Pipe_2.5 |
| [Light Green Box] | Mount Pipe_2.0 |
| [Pink Box] | Stiff Arm |
| [Teal Box] | RIGID |

Envelope Only Solution

| |
|-----------------------------|
| CLS |
| NGN |
| 41124-13617386_C9_03-02-MOD |

| |
|---|
| 41124-13617386_C9_03-GLFD-GUILFORD REBUILD CT |
| Section Sets |

| |
|---------------------------------|
| SK-4 |
| Mar 31, 2021 |
| 41124-13617386_C9_03-02-MOD.r3d |



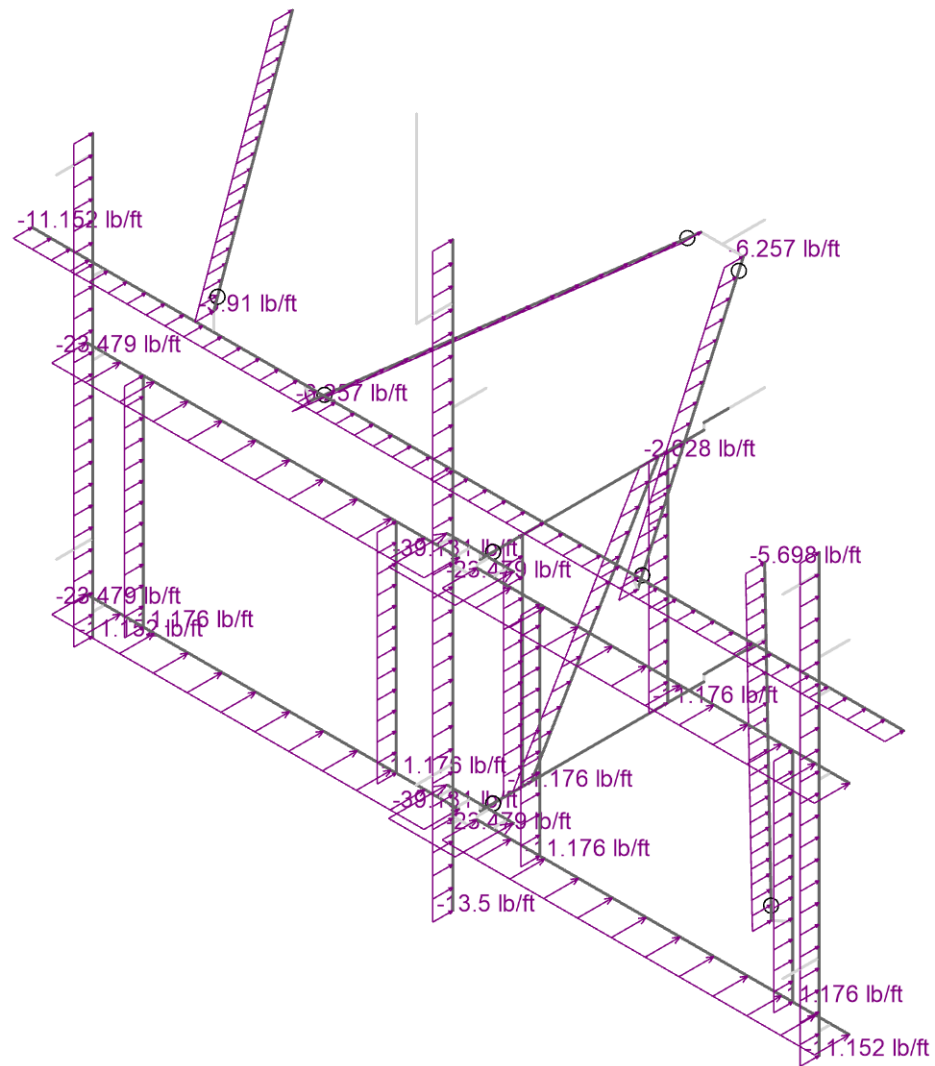
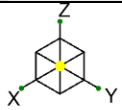
Loads: LC 1, DISPLAY (1.0D + 1.0W_0)
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NGN
41124-13617386_C9_03-02-MOD

41124-13617386_C9_03-GLFD-GUILFORD REBUILD CT

Joint Loads - Dead and Normal Wind

SK-5
Mar 31, 2021
41124-13617386_C9_03-02-MOD.r3d



Loads: BLC 5, Structure Wind 0
Envelope Only Solution

CLS
NGN
41124-13617386_C9_03-02-MOD

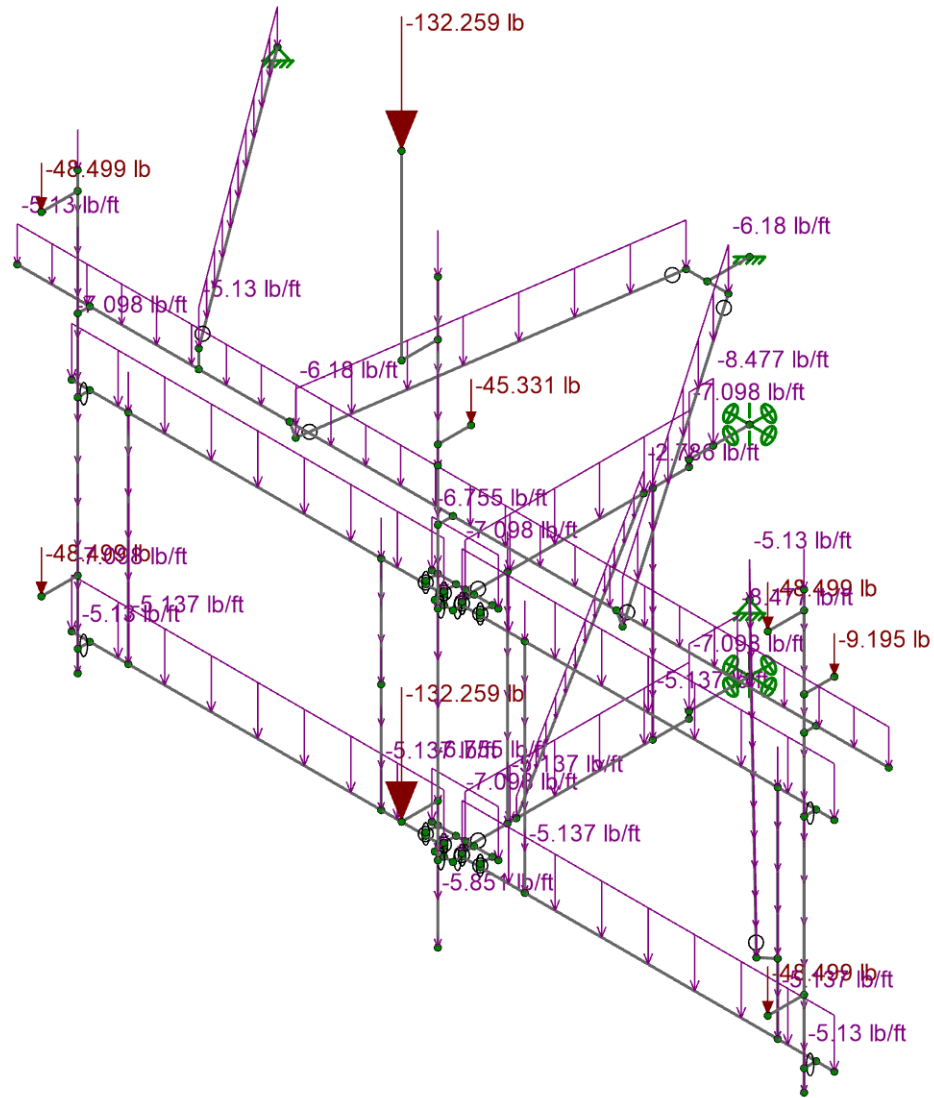
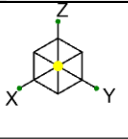
41124-13617386_C9_03-GLFD-GUILFORD REBUILD CT

Distributed Load - Normal Wind

SK-6

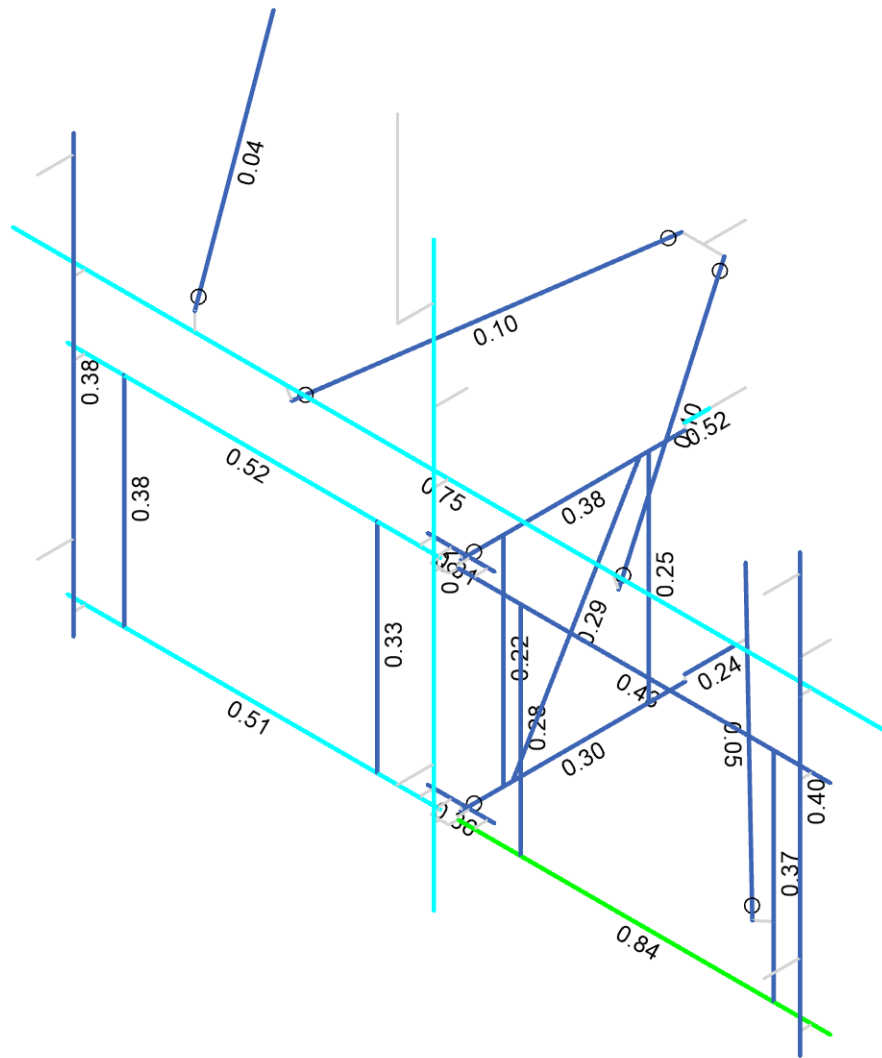
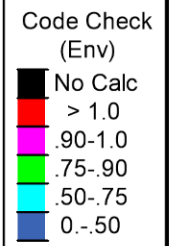
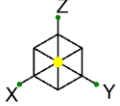
Mar 31, 2021

41124-13617386_C9_03-02-MOD.r3d



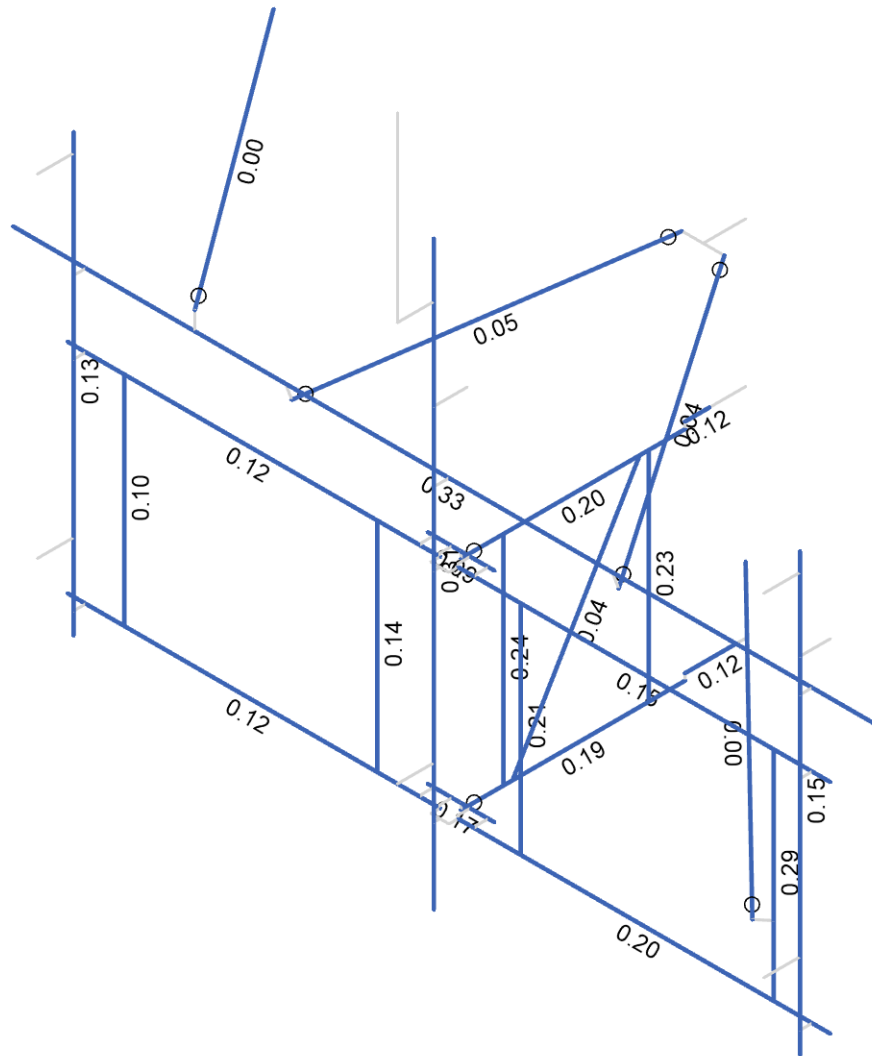
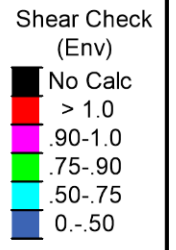
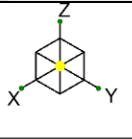
Loads: BLC 2, Ice Dead
Envelope Only Solution

| | | |
|-----------------------------|---|---------------------------------|
| CLS | 41124-13617386_C9_03-GLFD-GUILFORD REBUILD CT | SK-7 |
| NGN | | Mar 31, 2021 |
| 41124-13617386_C9_03-02-MOD | Ice Dead Loads | 41124-13617386_C9_03-02-MOD.r3d |



Member Code Checks Displayed (Enveloped)
Envelope Only Solution

| | | |
|-----------------------------|---|---------------------------------|
| CLS | 41124-13617386_C9_03-GLFD-GUILFORD REBUILD CT | SK-8 |
| NGN | | Mar 31, 2021 |
| 41124-13617386_C9_03-02-MOD | Envelope Member Unity Check Results – Bending | 41124-13617386_C9_03-02-MOD.r3d |

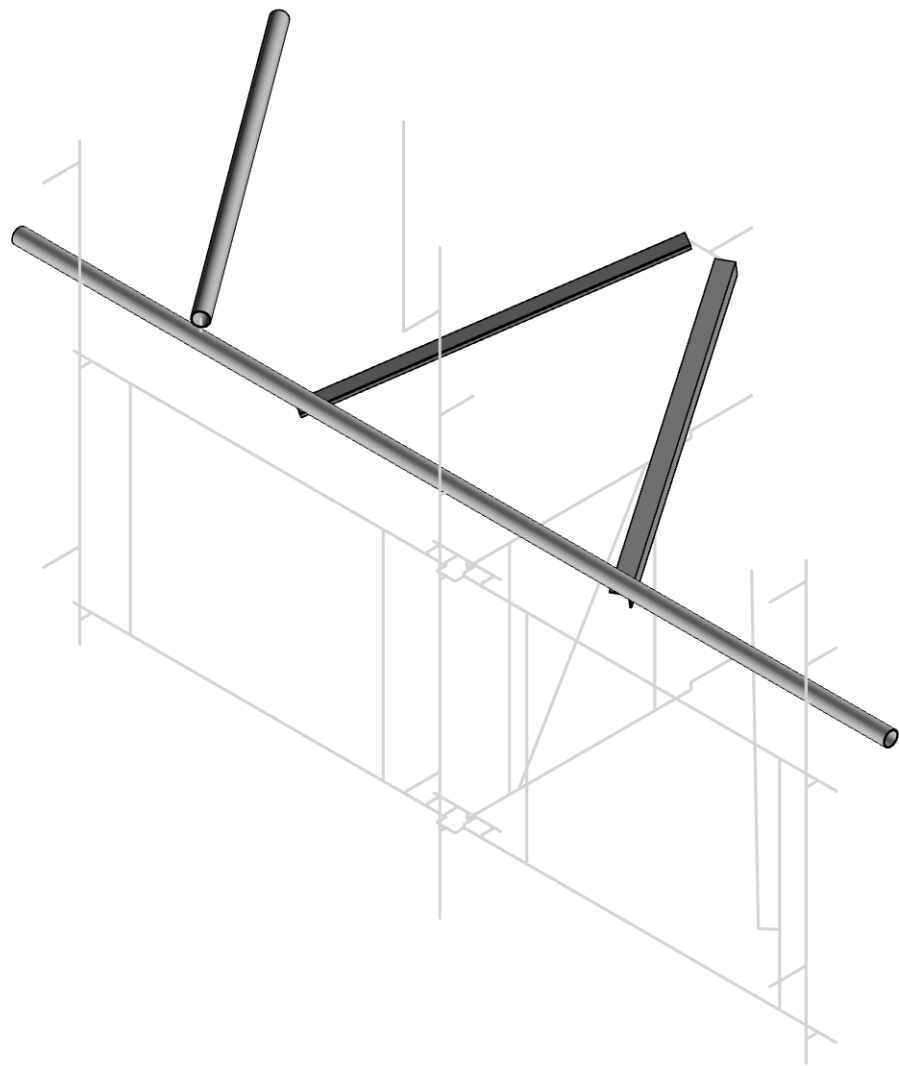
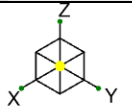


Member Shear Checks Displayed (Enveloped)
Envelope Only Solution

| |
|-----------------------------|
| CLS |
| NGN |
| 41124-13617386_C9_03-02-MOD |

| |
|---|
| 41124-13617386_C9_03-GLFD-GUILFORD REBUILD CT |
| Envelope Member Check Results – Shear |

| |
|---------------------------------|
| SK-9 |
| Mar 31, 2021 |
| 41124-13617386_C9_03-02-MOD.r3d |

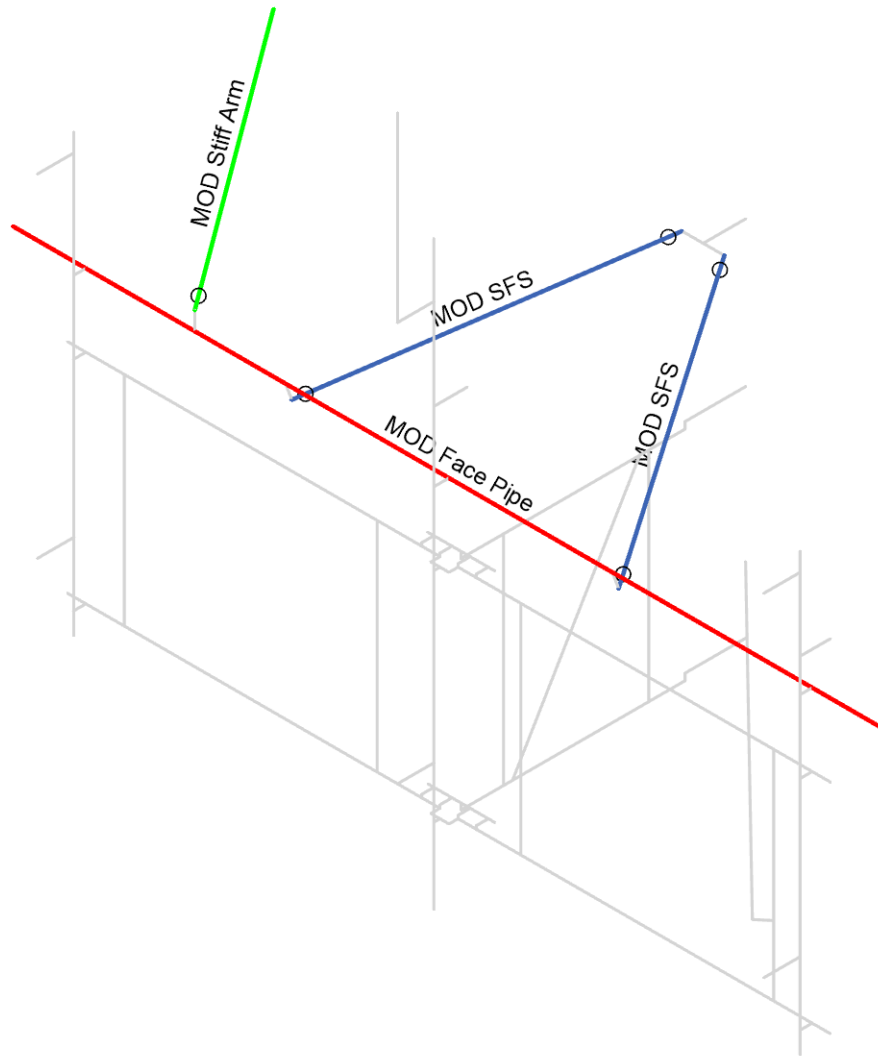
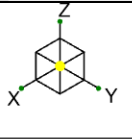


Envelope Only Solution

CLS
NGN
41124-13617386_C9_03-02-MOD

41124-13617386_C9_03-GLFD-GUILFORD REBUILD CT
Proposed Modifications - Rendered

SK-10
Mar 31, 2021
41124-13617386_C9_03-02-MOD.r3d



- Section Sets
- MOD SFS
 - MOD Stiff Arm
 - MOD Face Pipe
 - Vertical Bracing
 - Face Horizontal
 - Standoff Angle
 - Face Connection Plate
 - Rear Connection Plate
 - Standoff Bracing
 - Mount Pipe_2.5
 - Mount Pipe_2.0
 - Stiff Arm
 - RIGID

Envelope Only Solution

CLS
 NGN
 41124-13617386_C9_03-02-MOD

41124-13617386_C9_03-GLFD-GUILFORD REBUILD CT
 Proposed Modifications - Section Sets

SK-11
 Mar 31, 2021
 41124-13617386_C9_03-02-MOD.r3d

Basic Load Cases

| | BLC Description | Category | Z Gravity | Nodal | Distributed |
|----|----------------------------|----------|-----------|-------|-------------|
| 1 | Dead | DL | -1 | 8 | |
| 2 | Ice Dead | RL | | 8 | 25 |
| 5 | Structure Wind 0° | None | | | 21 |
| 6 | Structure Wind 30° | None | | | 50 |
| 7 | Structure Wind 45° | None | | | 50 |
| 8 | Structure Wind 60° | None | | | 50 |
| 9 | Structure Wind 90° | None | | | 18 |
| 10 | Structure Wind 120° | None | | | 50 |
| 11 | Structure Wind 135° | None | | | 50 |
| 12 | Structure Wind 150° | None | | | 50 |
| 13 | Structure Wind 180° | None | | | 21 |
| 14 | Structure Wind 210° | None | | | 50 |
| 15 | Structure Wind 225° | None | | | 50 |
| 16 | Structure Wind 240° | None | | | 50 |
| 17 | Structure Wind 270° | None | | | 18 |
| 18 | Structure Wind 300° | None | | | 50 |
| 19 | Structure Wind 315° | None | | | 50 |
| 20 | Structure Wind 330° | None | | | 50 |
| 21 | Structure Wind w/ Ice 0° | None | | | 21 |
| 22 | Structure Wind w/ Ice 30° | None | | | 50 |
| 23 | Structure Wind w/ Ice 45° | None | | | 50 |
| 24 | Structure Wind w/ Ice 60° | None | | | 50 |
| 25 | Structure Wind w/ Ice 90° | None | | | 18 |
| 26 | Structure Wind w/ Ice 120° | None | | | 50 |
| 27 | Structure Wind w/ Ice 135° | None | | | 50 |
| 28 | Structure Wind w/ Ice 150° | None | | | 50 |
| 29 | Structure Wind w/ Ice 180° | None | | | 21 |
| 30 | Structure Wind w/ Ice 210° | None | | | 50 |
| 31 | Structure Wind w/ Ice 225° | None | | | 50 |
| 32 | Structure Wind w/ Ice 240° | None | | | 50 |
| 33 | Structure Wind w/ Ice 270° | None | | | 18 |
| 34 | Structure Wind w/ Ice 300° | None | | | 50 |
| 35 | Structure Wind w/ Ice 315° | None | | | 50 |
| 36 | Structure Wind w/ Ice 330° | None | | | 50 |
| 37 | Antenna Wind 0° | None | | 8 | |
| 38 | Antenna Wind 30° | None | | 16 | |
| 39 | Antenna Wind 45° | None | | 16 | |
| 40 | Antenna Wind 60° | None | | 16 | |
| 41 | Antenna Wind 90° | None | | 8 | |
| 42 | Antenna Wind 120° | None | | 16 | |
| 43 | Antenna Wind 135° | None | | 16 | |
| 44 | Antenna Wind 150° | None | | 16 | |
| 45 | Antenna Wind 180° | None | | 8 | |
| 46 | Antenna Wind 210° | None | | 16 | |
| 47 | Antenna Wind 225° | None | | 16 | |
| 48 | Antenna Wind 240° | None | | 16 | |
| 49 | Antenna Wind 270° | None | | 8 | |
| 50 | Antenna Wind 300° | None | | 16 | |
| 51 | Antenna Wind 315° | None | | 16 | |
| 52 | Antenna Wind 330° | None | | 16 | |
| 53 | Antenna Wind w/ Ice 0° | None | | 8 | |
| 54 | Antenna Wind w/ Ice 30° | None | | 16 | |
| 55 | Antenna Wind w/ Ice 45° | None | | 16 | |
| 56 | Antenna Wind w/ Ice 60° | None | | 16 | |
| 57 | Antenna Wind w/ Ice 90° | None | | 8 | |
| 58 | Antenna Wind w/ Ice 120° | None | | 16 | |
| 59 | Antenna Wind w/ Ice 135° | None | | 16 | |
| 60 | Antenna Wind w/ Ice 150° | None | | 16 | |

Basic Load Cases (Continued)

| | BLC Description | Category | Z Gravity | Nodal | Distributed |
|----|--------------------------|----------|-----------|-------|-------------|
| 61 | Antenna Wind w/ Ice 180° | None | | 8 | |
| 62 | Antenna Wind w/ Ice 210° | None | | 16 | |
| 63 | Antenna Wind w/ Ice 225° | None | | 16 | |
| 64 | Antenna Wind w/ Ice 240° | None | | 16 | |
| 65 | Antenna Wind w/ Ice 270° | None | | 8 | |
| 66 | Antenna Wind w/ Ice 300° | None | | 16 | |
| 67 | Antenna Wind w/ Ice 315° | None | | 16 | |
| 68 | Antenna Wind w/ Ice 330° | None | | 16 | |
| 69 | Seismic X | ELX | | 8 | 25 |
| 70 | Seismic Y | ELY | | 8 | 25 |
| 71 | Seismic Z | ELZ | | 8 | 25 |
| 72 | Maintenance Live 500 (1) | OL1 | | 1 | |
| 73 | Maintenance Live 500 (2) | OL2 | | 1 | |
| 74 | Maintenance Live 500 (3) | OL3 | | 1 | |

Load Combinations

| | Description | Solve | PDelta | BLC | Factor | BLC | Factor | BLC | Factor | BLC | Factor |
|----|---------------------------|-------|--------|-----|--------|-----|--------|-----|--------|-----|--------|
| 1 | DISPLAY (1.0D + 1.0W 0°) | Yes | Y | DL | 1 | 37 | 1 | | | | |
| 2 | 1.4D | Yes | Y | DL | 1.4 | | | | | | |
| 3 | 1.2D + 1.0W 0° | Yes | Y | DL | 1.2 | 5 | 1 | 37 | 1 | | |
| 4 | 1.2D + 1.0W 30° | Yes | Y | DL | 1.2 | 6 | 1 | 38 | 1 | | |
| 5 | 1.2D + 1.0W 45° | Yes | Y | DL | 1.2 | 7 | 1 | 39 | 1 | | |
| 6 | 1.2D + 1.0W 60° | Yes | Y | DL | 1.2 | 8 | 1 | 40 | 1 | | |
| 7 | 1.2D + 1.0W 90° | Yes | Y | DL | 1.2 | 9 | 1 | 41 | 1 | | |
| 8 | 1.2D + 1.0W 120° | Yes | Y | DL | 1.2 | 10 | 1 | 42 | 1 | | |
| 9 | 1.2D + 1.0W 135° | Yes | Y | DL | 1.2 | 11 | 1 | 43 | 1 | | |
| 10 | 1.2D + 1.0W 150° | Yes | Y | DL | 1.2 | 12 | 1 | 44 | 1 | | |
| 11 | 1.2D + 1.0W 180° | Yes | Y | DL | 1.2 | 13 | -1 | 45 | -1 | | |
| 12 | 1.2D + 1.0W 210° | Yes | Y | DL | 1.2 | 14 | -1 | 46 | -1 | | |
| 13 | 1.2D + 1.0W 225° | Yes | Y | DL | 1.2 | 15 | -1 | 47 | -1 | | |
| 14 | 1.2D + 1.0W 240° | Yes | Y | DL | 1.2 | 16 | -1 | 48 | -1 | | |
| 15 | 1.2D + 1.0W 270° | Yes | Y | DL | 1.2 | 17 | -1 | 49 | -1 | | |
| 16 | 1.2D + 1.0W 300° | Yes | Y | DL | 1.2 | 18 | -1 | 50 | -1 | | |
| 17 | 1.2D + 1.0W 315° | Yes | Y | DL | 1.2 | 19 | -1 | 51 | -1 | | |
| 18 | 1.2D + 1.0W 330° | Yes | Y | DL | 1.2 | 20 | -1 | 52 | -1 | | |
| 19 | 1.2D + 1.0Di + 1.0Wi 0° | Yes | Y | DL | 1.2 | 21 | 1 | 53 | 1 | RL | 1 |
| 20 | 1.2D + 1.0Di + 1.0Wi 30° | Yes | Y | DL | 1.2 | 22 | 1 | 54 | 1 | RL | 1 |
| 21 | 1.2D + 1.0Di + 1.0Wi 45° | Yes | Y | DL | 1.2 | 23 | 1 | 55 | 1 | RL | 1 |
| 22 | 1.2D + 1.0Di + 1.0Wi 60° | Yes | Y | DL | 1.2 | 24 | 1 | 56 | 1 | RL | 1 |
| 23 | 1.2D + 1.0Di + 1.0Wi 90° | Yes | Y | DL | 1.2 | 25 | 1 | 57 | 1 | RL | 1 |
| 24 | 1.2D + 1.0Di + 1.0Wi 120° | Yes | Y | DL | 1.2 | 26 | 1 | 58 | 1 | RL | 1 |
| 25 | 1.2D + 1.0Di + 1.0Wi 135° | Yes | Y | DL | 1.2 | 27 | 1 | 59 | 1 | RL | 1 |
| 26 | 1.2D + 1.0Di + 1.0Wi 150° | Yes | Y | DL | 1.2 | 28 | 1 | 60 | 1 | RL | 1 |
| 27 | 1.2D + 1.0Di + 1.0Wi 180° | Yes | Y | DL | 1.2 | 29 | -1 | 61 | -1 | RL | 1 |
| 28 | 1.2D + 1.0Di + 1.0Wi 210° | Yes | Y | DL | 1.2 | 30 | -1 | 62 | -1 | RL | 1 |
| 29 | 1.2D + 1.0Di + 1.0Wi 225° | Yes | Y | DL | 1.2 | 31 | -1 | 63 | -1 | RL | 1 |
| 30 | 1.2D + 1.0Di + 1.0Wi 240° | Yes | Y | DL | 1.2 | 32 | -1 | 64 | -1 | RL | 1 |
| 31 | 1.2D + 1.0Di + 1.0Wi 270° | Yes | Y | DL | 1.2 | 33 | -1 | 65 | -1 | RL | 1 |
| 32 | 1.2D + 1.0Di + 1.0Wi 300° | Yes | Y | DL | 1.2 | 34 | -1 | 66 | -1 | RL | 1 |
| 33 | 1.2D + 1.0Di + 1.0Wi 315° | Yes | Y | DL | 1.2 | 35 | -1 | 67 | -1 | RL | 1 |
| 34 | 1.2D + 1.0Di + 1.0Wi 330° | Yes | Y | DL | 1.2 | 36 | -1 | 68 | -1 | RL | 1 |
| 35 | 1.2D + 1.0Ev + 1.0Eh 0° | Yes | Y | DL | 1.244 | ELX | -1 | ELY | | | |
| 36 | 1.2D + 1.0Ev + 1.0Eh 30° | Yes | Y | DL | 1.244 | ELX | -0.866 | ELY | 0.5 | | |
| 37 | 1.2D + 1.0Ev + 1.0Eh 45° | Yes | Y | DL | 1.244 | ELX | -0.707 | ELY | 0.707 | | |
| 38 | 1.2D + 1.0Ev + 1.0Eh 60° | Yes | Y | DL | 1.244 | ELX | -0.5 | ELY | 0.866 | | |
| 39 | 1.2D + 1.0Ev + 1.0Eh 90° | Yes | Y | DL | 1.244 | ELX | | ELY | 1 | | |
| 40 | 1.2D + 1.0Ev + 1.0Eh 120° | Yes | Y | DL | 1.244 | ELX | 0.5 | ELY | 0.866 | | |
| 41 | 1.2D + 1.0Ev + 1.0Eh 135° | Yes | Y | DL | 1.244 | ELX | 0.707 | ELY | 0.707 | | |

Load Combinations (Continued)

| | Description | Solve | PDelta | BLC | Factor | BLC | Factor | BLC | Factor | BLC | Factor |
|----|-----------------------------|-------|--------|-----|--------|-----|--------|-----|--------|-----|--------|
| 42 | 1.2D + 1.0Ev + 1.0Eh 150° | Yes | Y | DL | 1.244 | ELX | 0.866 | ELY | 0.5 | | |
| 43 | 1.2D + 1.0Ev + 1.0Eh 180° | Yes | Y | DL | 1.244 | ELX | 1 | ELY | | | |
| 44 | 1.2D + 1.0Ev + 1.0Eh 210° | Yes | Y | DL | 1.244 | ELX | 0.866 | ELY | -0.5 | | |
| 45 | 1.2D + 1.0Ev + 1.0Eh 225° | Yes | Y | DL | 1.244 | ELX | 0.707 | ELY | -0.707 | | |
| 46 | 1.2D + 1.0Ev + 1.0Eh 240° | Yes | Y | DL | 1.244 | ELX | 0.5 | ELY | -0.866 | | |
| 47 | 1.2D + 1.0Ev + 1.0Eh 270° | Yes | Y | DL | 1.244 | ELX | | ELY | -1 | | |
| 48 | 1.2D + 1.0Ev + 1.0Eh 300° | Yes | Y | DL | 1.244 | ELX | -0.5 | ELY | -0.866 | | |
| 49 | 1.2D + 1.0Ev + 1.0Eh 315° | Yes | Y | DL | 1.244 | ELX | -0.707 | ELY | -0.707 | | |
| 50 | 1.2D + 1.0Ev + 1.0Eh 330° | Yes | Y | DL | 1.244 | ELX | -0.866 | ELY | -0.5 | | |
| 51 | 0.9D - 1.0Ev + 1.0Eh 0° | Yes | Y | DL | 0.856 | ELX | -1 | ELY | | | |
| 52 | 0.9D - 1.0Ev + 1.0Eh 30° | Yes | Y | DL | 0.856 | ELX | -0.866 | ELY | 0.5 | | |
| 53 | 0.9D - 1.0Ev + 1.0Eh 45° | Yes | Y | DL | 0.856 | ELX | -0.707 | ELY | 0.707 | | |
| 54 | 0.9D - 1.0Ev + 1.0Eh 60° | Yes | Y | DL | 0.856 | ELX | -0.5 | ELY | 0.866 | | |
| 55 | 0.9D - 1.0Ev + 1.0Eh 90° | Yes | Y | DL | 0.856 | ELX | | ELY | 1 | | |
| 56 | 0.9D - 1.0Ev + 1.0Eh 120° | Yes | Y | DL | 0.856 | ELX | 0.5 | ELY | 0.866 | | |
| 57 | 0.9D - 1.0Ev + 1.0Eh 135° | Yes | Y | DL | 0.856 | ELX | 0.707 | ELY | 0.707 | | |
| 58 | 0.9D - 1.0Ev + 1.0Eh 150° | Yes | Y | DL | 0.856 | ELX | 0.866 | ELY | 0.5 | | |
| 59 | 0.9D - 1.0Ev + 1.0Eh 180° | Yes | Y | DL | 0.856 | ELX | 1 | ELY | | | |
| 60 | 0.9D - 1.0Ev + 1.0Eh 210° | Yes | Y | DL | 0.856 | ELX | 0.866 | ELY | -0.5 | | |
| 61 | 0.9D - 1.0Ev + 1.0Eh 225° | Yes | Y | DL | 0.856 | ELX | 0.707 | ELY | -0.707 | | |
| 62 | 0.9D - 1.0Ev + 1.0Eh 240° | Yes | Y | DL | 0.856 | ELX | 0.5 | ELY | -0.866 | | |
| 63 | 0.9D - 1.0Ev + 1.0Eh 270° | Yes | Y | DL | 0.856 | ELX | | ELY | -1 | | |
| 64 | 0.9D - 1.0Ev + 1.0Eh 300° | Yes | Y | DL | 0.856 | ELX | -0.5 | ELY | -0.866 | | |
| 65 | 0.9D - 1.0Ev + 1.0Eh 315° | Yes | Y | DL | 0.856 | ELX | -0.707 | ELY | -0.707 | | |
| 66 | 0.9D - 1.0Ev + 1.0Eh 330° | Yes | Y | DL | 0.856 | ELX | -0.866 | ELY | -0.5 | | |
| 67 | 1.2D + 1.5Lm 1 + 1.0Wm 0° | Yes | Y | DL | 1.2 | 5 | 0.063 | 37 | 0.063 | OL1 | 1.5 |
| 68 | 1.2D + 1.5Lm 1 + 1.0Wm 30° | Yes | Y | DL | 1.2 | 6 | 0.063 | 38 | 0.063 | OL1 | 1.5 |
| 69 | 1.2D + 1.5Lm 1 + 1.0Wm 45° | Yes | Y | DL | 1.2 | 7 | 0.063 | 39 | 0.063 | OL1 | 1.5 |
| 70 | 1.2D + 1.5Lm 1 + 1.0Wm 60° | Yes | Y | DL | 1.2 | 8 | 0.063 | 40 | 0.063 | OL1 | 1.5 |
| 71 | 1.2D + 1.5Lm 1 + 1.0Wm 90° | Yes | Y | DL | 1.2 | 9 | 0.063 | 41 | 0.063 | OL1 | 1.5 |
| 72 | 1.2D + 1.5Lm 1 + 1.0Wm 120° | Yes | Y | DL | 1.2 | 10 | 0.063 | 42 | 0.063 | OL1 | 1.5 |
| 73 | 1.2D + 1.5Lm 1 + 1.0Wm 135° | Yes | Y | DL | 1.2 | 11 | 0.063 | 43 | 0.063 | OL1 | 1.5 |
| 74 | 1.2D + 1.5Lm 1 + 1.0Wm 150° | Yes | Y | DL | 1.2 | 12 | 0.063 | 44 | 0.063 | OL1 | 1.5 |
| 75 | 1.2D + 1.5Lm 1 + 1.0Wm 180° | Yes | Y | DL | 1.2 | 13 | -0.063 | 45 | -0.063 | OL1 | 1.5 |
| 76 | 1.2D + 1.5Lm 1 + 1.0Wm 210° | Yes | Y | DL | 1.2 | 14 | -0.063 | 46 | -0.063 | OL1 | 1.5 |
| 77 | 1.2D + 1.5Lm 1 + 1.0Wm 225° | Yes | Y | DL | 1.2 | 15 | -0.063 | 47 | -0.063 | OL1 | 1.5 |
| 78 | 1.2D + 1.5Lm 1 + 1.0Wm 240° | Yes | Y | DL | 1.2 | 16 | -0.063 | 48 | -0.063 | OL1 | 1.5 |
| 79 | 1.2D + 1.5Lm 1 + 1.0Wm 270° | Yes | Y | DL | 1.2 | 17 | -0.063 | 49 | -0.063 | OL1 | 1.5 |
| 80 | 1.2D + 1.5Lm 1 + 1.0Wm 300° | Yes | Y | DL | 1.2 | 18 | -0.063 | 50 | -0.063 | OL1 | 1.5 |
| 81 | 1.2D + 1.5Lm 1 + 1.0Wm 315° | Yes | Y | DL | 1.2 | 19 | -0.063 | 51 | -0.063 | OL1 | 1.5 |
| 82 | 1.2D + 1.5Lm 1 + 1.0Wm 330° | Yes | Y | DL | 1.2 | 20 | -0.063 | 52 | -0.063 | OL1 | 1.5 |
| 83 | 1.2D + 1.5Lm 2 + 1.0Wm 0° | Yes | Y | DL | 1.2 | 5 | 0.063 | 37 | 0.063 | OL2 | 1.5 |
| 84 | 1.2D + 1.5Lm 2 + 1.0Wm 30° | Yes | Y | DL | 1.2 | 6 | 0.063 | 38 | 0.063 | OL2 | 1.5 |
| 85 | 1.2D + 1.5Lm 2 + 1.0Wm 45° | Yes | Y | DL | 1.2 | 7 | 0.063 | 39 | 0.063 | OL2 | 1.5 |
| 86 | 1.2D + 1.5Lm 2 + 1.0Wm 60° | Yes | Y | DL | 1.2 | 8 | 0.063 | 40 | 0.063 | OL2 | 1.5 |
| 87 | 1.2D + 1.5Lm 2 + 1.0Wm 90° | Yes | Y | DL | 1.2 | 9 | 0.063 | 41 | 0.063 | OL2 | 1.5 |
| 88 | 1.2D + 1.5Lm 2 + 1.0Wm 120° | Yes | Y | DL | 1.2 | 10 | 0.063 | 42 | 0.063 | OL2 | 1.5 |
| 89 | 1.2D + 1.5Lm 2 + 1.0Wm 135° | Yes | Y | DL | 1.2 | 11 | 0.063 | 43 | 0.063 | OL2 | 1.5 |
| 90 | 1.2D + 1.5Lm 2 + 1.0Wm 150° | Yes | Y | DL | 1.2 | 12 | 0.063 | 44 | 0.063 | OL2 | 1.5 |
| 91 | 1.2D + 1.5Lm 2 + 1.0Wm 180° | Yes | Y | DL | 1.2 | 13 | -0.063 | 45 | -0.063 | OL2 | 1.5 |
| 92 | 1.2D + 1.5Lm 2 + 1.0Wm 210° | Yes | Y | DL | 1.2 | 14 | -0.063 | 46 | -0.063 | OL2 | 1.5 |
| 93 | 1.2D + 1.5Lm 2 + 1.0Wm 225° | Yes | Y | DL | 1.2 | 15 | -0.063 | 47 | -0.063 | OL2 | 1.5 |
| 94 | 1.2D + 1.5Lm 2 + 1.0Wm 240° | Yes | Y | DL | 1.2 | 16 | -0.063 | 48 | -0.063 | OL2 | 1.5 |
| 95 | 1.2D + 1.5Lm 2 + 1.0Wm 270° | Yes | Y | DL | 1.2 | 17 | -0.063 | 49 | -0.063 | OL2 | 1.5 |
| 96 | 1.2D + 1.5Lm 2 + 1.0Wm 300° | Yes | Y | DL | 1.2 | 18 | -0.063 | 50 | -0.063 | OL2 | 1.5 |
| 97 | 1.2D + 1.5Lm 2 + 1.0Wm 315° | Yes | Y | DL | 1.2 | 19 | -0.063 | 51 | -0.063 | OL2 | 1.5 |
| 98 | 1.2D + 1.5Lm 2 + 1.0Wm 330° | Yes | Y | DL | 1.2 | 20 | -0.063 | 52 | -0.063 | OL2 | 1.5 |
| 99 | 1.2D + 1.5Lm 3 + 1.0Wm 0° | Yes | Y | DL | 1.2 | 5 | 0.063 | 37 | 0.063 | OL3 | 1.5 |

Load Combinations (Continued)

| | Description | Solve | PDelta | BLC | Factor | BLC | Factor | BLC | Factor | BLC | Factor |
|-----|-----------------------------|-------|--------|-----|--------|-----|--------|-----|--------|-----|--------|
| 100 | 1.2D + 1.5Lm 3 + 1.0Wm 30° | Yes | Y | DL | 1.2 | 6 | 0.063 | 38 | 0.063 | OL3 | 1.5 |
| 101 | 1.2D + 1.5Lm 3 + 1.0Wm 45° | Yes | Y | DL | 1.2 | 7 | 0.063 | 39 | 0.063 | OL3 | 1.5 |
| 102 | 1.2D + 1.5Lm 3 + 1.0Wm 60° | Yes | Y | DL | 1.2 | 8 | 0.063 | 40 | 0.063 | OL3 | 1.5 |
| 103 | 1.2D + 1.5Lm 3 + 1.0Wm 90° | Yes | Y | DL | 1.2 | 9 | 0.063 | 41 | 0.063 | OL3 | 1.5 |
| 104 | 1.2D + 1.5Lm 3 + 1.0Wm 120° | Yes | Y | DL | 1.2 | 10 | 0.063 | 42 | 0.063 | OL3 | 1.5 |
| 105 | 1.2D + 1.5Lm 3 + 1.0Wm 135° | Yes | Y | DL | 1.2 | 11 | 0.063 | 43 | 0.063 | OL3 | 1.5 |
| 106 | 1.2D + 1.5Lm 3 + 1.0Wm 150° | Yes | Y | DL | 1.2 | 12 | 0.063 | 44 | 0.063 | OL3 | 1.5 |
| 107 | 1.2D + 1.5Lm 3 + 1.0Wm 180° | Yes | Y | DL | 1.2 | 13 | -0.063 | 45 | -0.063 | OL3 | 1.5 |
| 108 | 1.2D + 1.5Lm 3 + 1.0Wm 210° | Yes | Y | DL | 1.2 | 14 | -0.063 | 46 | -0.063 | OL3 | 1.5 |
| 109 | 1.2D + 1.5Lm 3 + 1.0Wm 225° | Yes | Y | DL | 1.2 | 15 | -0.063 | 47 | -0.063 | OL3 | 1.5 |
| 110 | 1.2D + 1.5Lm 3 + 1.0Wm 240° | Yes | Y | DL | 1.2 | 16 | -0.063 | 48 | -0.063 | OL3 | 1.5 |
| 111 | 1.2D + 1.5Lm 3 + 1.0Wm 270° | Yes | Y | DL | 1.2 | 17 | -0.063 | 49 | -0.063 | OL3 | 1.5 |
| 112 | 1.2D + 1.5Lm 3 + 1.0Wm 300° | Yes | Y | DL | 1.2 | 18 | -0.063 | 50 | -0.063 | OL3 | 1.5 |
| 113 | 1.2D + 1.5Lm 3 + 1.0Wm 315° | Yes | Y | DL | 1.2 | 19 | -0.063 | 51 | -0.063 | OL3 | 1.5 |
| 114 | 1.2D + 1.5Lm 3 + 1.0Wm 330° | Yes | Y | DL | 1.2 | 20 | -0.063 | 52 | -0.063 | OL3 | 1.5 |

Hot Rolled Steel Properties

| | Label | E [ksi] | G [ksi] | Nu | Therm. Coeff. [1e ⁵ F ⁻¹] | Density [k/ft ³] | Yield [ksi] | Ry | Fu [ksi] | Rt |
|---|----------------|---------|---------|-----|--|------------------------------|-------------|-----|----------|-----|
| 1 | A992 | 29000 | 11154 | 0.3 | 0.65 | 0.49 | 50 | 1.1 | 65 | 1.1 |
| 2 | A36 Gr.36 | 29000 | 11154 | 0.3 | 0.65 | 0.49 | 36 | 1.5 | 58 | 1.2 |
| 3 | A572 Gr.50 | 29000 | 11154 | 0.3 | 0.65 | 0.49 | 50 | 1.1 | 65 | 1.1 |
| 4 | A500 Gr.B RND | 29000 | 11154 | 0.3 | 0.65 | 0.527 | 42 | 1.4 | 58 | 1.3 |
| 5 | A500 Gr.B Rect | 29000 | 11154 | 0.3 | 0.65 | 0.527 | 46 | 1.4 | 58 | 1.3 |
| 6 | A53 Gr.B | 29000 | 11154 | 0.3 | 0.65 | 0.49 | 35 | 1.6 | 60 | 1.2 |
| 7 | A1085 | 29000 | 11154 | 0.3 | 0.65 | 0.49 | 50 | 1.4 | 65 | 1.3 |
| 8 | A500 GR.C RND | 29000 | 11154 | 0.3 | 0.65 | 0.49 | 46 | 1.5 | 58 | 1.3 |
| 9 | A500 GR.C RECT | 29000 | 11154 | 0.3 | 0.65 | 0.49 | 50 | 1.5 | 58 | 1.3 |

Hot Rolled Steel Section Sets

| | Label | Shape | Type | Design List | Material | Design Rule Area [in ²] | Iyy [in ⁴] | Izz [in ⁴] | J [in ⁴] | |
|----|-----------------------|------------|--------|--------------|---------------|-------------------------------------|------------------------|------------------------|----------------------|-------|
| 1 | MOD SFS | L2.5x2.5x3 | Column | Single Angle | A36 Gr.36 | Typical | 0.901 | 0.535 | 0.535 | 0.011 |
| 2 | MOD Stiff Arm | PIPE 2.0 | Column | Pipe | A53 Gr.B | Typical | 1.02 | 0.627 | 0.627 | 1.25 |
| 3 | MOD Face Pipe | PIPE 2.0 | Column | HSS Pipe | A53 Gr.B | Typical | 1.02 | 0.627 | 0.627 | 1.25 |
| 4 | Vertical Bracing | P2.38x.120 | Column | Pipe | A500 GR.C RND | Typical | 0.852 | 0.545 | 0.545 | 1.091 |
| 5 | Face Horizontal | L3X3X3 | Beam | Single Angle | A36 Gr.36 | Typical | 1.09 | 0.948 | 0.948 | 0.014 |
| 6 | Standoff Angle | L3X3X6 | Beam | Single Angle | A36 Gr.36 | Typical | 2.11 | 1.75 | 1.75 | 0.101 |
| 7 | Face Connection Plate | PL5x0.5 | Beam | RECT | A36 Gr.36 | Typical | 2.5 | 0.052 | 5.208 | 0.195 |
| 8 | Rear Connection Plate | PL7x3/8 | Beam | RECT | A36 Gr.36 | Typical | 2.625 | 0.031 | 10.719 | 0.119 |
| 9 | Standoff Bracing | SR 3/4 | Beam | BAR | A36 Gr.36 | Typical | 0.442 | 0.016 | 0.016 | 0.031 |
| 10 | Mount Pipe 2.5 | PIPE 2.5 | Column | HSS Pipe | A53 Gr.B | Typical | 1.61 | 1.45 | 1.45 | 2.89 |
| 11 | Mount Pipe 2.0 | PIPE 2.0 | Column | Pipe | A53 Gr.B | Typical | 1.02 | 0.627 | 0.627 | 1.25 |
| 12 | Stiff Arm | PIPE 2.0 | Beam | Pipe | A53 Gr.B | Typical | 1.02 | 0.627 | 0.627 | 1.25 |

Member Primary Data

| | Label | I Node | J Node | Rotate(deg) | Section/Shape | Type | Design List | Material | Design Rule |
|----|-------|--------|--------|-------------|-----------------------|--------|--------------|---------------|-------------|
| 1 | M3 | N2 | N65 | | Mount Pipe 2.0 | Column | Pipe | A53 Gr.B | Typical |
| 2 | M4 | N3 | N67 | | Mount Pipe 2.5 | Column | HSS Pipe | A53 Gr.B | Typical |
| 3 | M5 | N4 | N14 | | RIGID | None | None | RIGID | Typical |
| 4 | M6 | N5 | N4 | 90 | Rear Connection Plate | Beam | RECT | A36 Gr.36 | Typical |
| 5 | M7 | N6 | N5 | | RIGID | None | None | RIGID | Typical |
| 6 | M8 | N7 | N89 | 180 | Face Horizontal | Beam | Single Angle | A36 Gr.36 | Typical |
| 7 | M10 | N86 | N8 | 180 | Face Horizontal | Beam | Single Angle | A36 Gr.36 | Typical |
| 8 | M12 | N10 | N29 | | Vertical Bracing | Column | Pipe | A500 GR.C RND | Typical |
| 9 | M13 | N11 | N30 | | Vertical Bracing | Column | Pipe | A500 GR.C RND | Typical |
| 10 | M14 | N12 | N31 | | Vertical Bracing | Column | Pipe | A500 GR.C RND | Typical |
| 11 | M15 | N13 | N32 | | Vertical Bracing | Column | Pipe | A500 GR.C RND | Typical |
| 12 | M16 | N14 | N9 | 180 | Standoff Angle | Beam | Single Angle | A36 Gr.36 | Typical |

Member Primary Data (Continued)

| Label | I Node | J Node | Rotate(deg) | Section/Shape | Type | Design List | Material | Design Rule | |
|-------|--------|--------|-------------|---------------|-----------------------|-------------|--------------|---------------|---------|
| 13 | M17 | N15 | N34 | | Vertical Bracing | Column | Pipe | A500 GR.C RND | Typical |
| 14 | M18 | N16 | N35 | | Vertical Bracing | Column | Pipe | A500 GR.C RND | Typical |
| 15 | M21 | M2 | N21 | | RIGID | None | None | RIGID | Typical |
| 16 | M25 | N95 | N24 | | Stiff Arm | Beam | Pipe | A53 Gr.B | Typical |
| 17 | M26 | N23 | N24 | | RIGID | None | None | RIGID | Typical |
| 18 | M31 | N26 | N81 | 180 | Face Horizontal | Beam | Single Angle | A36 Gr.36 | Typical |
| 19 | M33 | N80 | N27 | 180 | Face Horizontal | Beam | Single Angle | A36 Gr.36 | Typical |
| 20 | M35 | N33 | N28 | 180 | Standoff Angle | Beam | Single Angle | A36 Gr.36 | Typical |
| 21 | M36 | N33 | N45 | | RIGID | None | None | RIGID | Typical |
| 22 | M37 | N36 | N17 | | Standoff Bracing | Beam | BAR | A36 Gr.36 | Typical |
| 23 | M40 | N38 | N41 | | RIGID | None | None | RIGID | Typical |
| 24 | M44 | N46 | A1 | | RIGID | None | None | RIGID | Typical |
| 25 | M45 | N47 | N45 | 90 | Rear Connection Plate | Beam | RECT | A36 Gr.36 | Typical |
| 26 | M47 | N50 | N47 | | RIGID | None | None | RIGID | Typical |
| 27 | M51 | N55 | A22 | | RIGID | None | None | RIGID | Typical |
| 28 | M48A | N9 | N54 | | RIGID | None | None | RIGID | Typical |
| 29 | M49 | N28 | N52 | | RIGID | None | None | RIGID | Typical |
| 30 | M50A | N56 | N57 | 90 | Face Connection Plate | Beam | RECT | A36 Gr.36 | Typical |
| 31 | M50B | N58 | N59 | 90 | Face Connection Plate | Beam | RECT | A36 Gr.36 | Typical |
| 32 | M50C | N66 | N76 | | RIGID | None | None | RIGID | Typical |
| 33 | M51A | N63 | N74 | | RIGID | None | None | RIGID | Typical |
| 34 | M52A | N60 | N72 | | RIGID | None | None | RIGID | Typical |
| 35 | M53 | N70 | N78 | | RIGID | None | None | RIGID | Typical |
| 36 | M54 | N68 | N77 | | RIGID | None | None | RIGID | Typical |
| 37 | M55 | N64 | N75 | | RIGID | None | None | RIGID | Typical |
| 38 | M56 | N61 | N73 | | RIGID | None | None | RIGID | Typical |
| 39 | M57 | N71 | N79 | | RIGID | None | None | RIGID | Typical |
| 40 | M58 | N76 | N82 | | RIGID | None | None | RIGID | Typical |
| 41 | M59 | N74 | N81 | | RIGID | None | None | RIGID | Typical |
| 42 | M60 | N72 | N80 | | RIGID | None | None | RIGID | Typical |
| 43 | M61 | N78 | N84 | | RIGID | None | None | RIGID | Typical |
| 44 | M62 | N79 | N96 | | RIGID | None | None | RIGID | Typical |
| 45 | M63 | N73 | N86 | | RIGID | None | None | RIGID | Typical |
| 46 | M64 | N75 | N89 | | RIGID | None | None | RIGID | Typical |
| 47 | M65 | N77 | N92 | | RIGID | None | None | RIGID | Typical |
| 48 | M64A | N81 | N85 | | RIGID | None | None | RIGID | Typical |
| 49 | M65A | N80 | N83 | | RIGID | None | None | RIGID | Typical |
| 50 | M66 | N89 | N90 | | RIGID | None | None | RIGID | Typical |
| 51 | M67 | N86 | N87 | | RIGID | None | None | RIGID | Typical |
| 52 | M70 | N87 | N90 | | RIGID | None | None | RIGID | Typical |
| 53 | M71 | N83 | N85 | | RIGID | None | None | RIGID | Typical |
| 54 | M64B | N97B | T1 | | RIGID | None | None | RIGID | Typical |
| 55 | M66A | N101 | R1 | | RIGID | None | None | RIGID | Typical |
| 56 | M66B | N93 | N105 | | RIGID | None | None | RIGID | Typical |
| 57 | M67B | M1 | N106 | | RIGID | None | None | RIGID | Typical |
| 58 | M68 | M3 | N111 | | RIGID | None | None | RIGID | Typical |
| 59 | M69 | N109 | N108 | | RIGID | None | None | RIGID | Typical |
| 60 | M72 | N107 | N112 | | Mount Pipe 2.0 | Column | Pipe | A53 Gr.B | Typical |
| 61 | M73 | N114 | A11 | | RIGID | None | None | RIGID | Typical |
| 62 | M74 | N116 | A3 | | RIGID | None | None | RIGID | Typical |
| 63 | M75 | N118 | A33 | | RIGID | None | None | RIGID | Typical |
| 64 | M76 | N120 | N119 | | RIGID | None | None | RIGID | Typical |
| 65 | M77 | A2 | N119 | | RIGID | None | None | RIGID | Typical |
| 66 | SFM3 | SFM8 | SFM1 | | RIGID | None | None | RIGID | Typical |
| 67 | SFM8 | SFM6 | SFM7 | | RIGID | None | None | RIGID | Typical |
| 68 | SFM4 | SFM9 | SFM2 | | MOD Face Pipe | Column | HSS Pipe | A53 Gr.B | Typical |
| 69 | SFM9 | SFM11 | SFM10 | | RIGID | None | None | RIGID | Typical |
| 70 | SFM1 | SFM13 | SFM15 | | RIGID | None | None | RIGID | Typical |

Member Primary Data (Continued)

| | Label | I Node | J Node | Rotate(deg) | Section/Shape | Type | Design List | Material | Design Rule |
|----|-------|--------|--------|-------------|---------------|--------|--------------|-----------|-------------|
| 71 | SFM10 | SFM12 | SFM14 | | RIGID | None | None | RIGID | Typical |
| 72 | SFM6 | SFM4 | SFM3 | | RIGID | None | None | RIGID | Typical |
| 73 | SFM11 | SFM17 | SFM16 | | RIGID | None | None | RIGID | Typical |
| 74 | SFM2 | SFM15 | SFM4 | 90 | MOD SFS | Column | Single Angle | A36 Gr.36 | Typical |
| 75 | SFM5 | SFM3 | SFM14 | 90 | MOD SFS | Column | Single Angle | A36 Gr.36 | Typical |
| 76 | SFM7 | SFM18 | SFM5 | | RIGID | None | None | RIGID | Typical |
| 77 | SFM12 | SFM18 | SFM19 | | MOD Stiff Arm | Column | Pipe | A53 Gr.B | Typical |

Member Advanced Data

| | Label | I Release | J Release | Physical | Deflection Ratio Options | Seismic DR |
|----|-------|-----------|-----------|----------|--------------------------|------------|
| 1 | M3 | | | Yes | ** NA ** | None |
| 2 | M4 | | | Yes | ** NA ** | None |
| 3 | M5 | | | Yes | ** NA ** | None |
| 4 | M6 | | | Yes | Default | None |
| 5 | M7 | | | Yes | ** NA ** | None |
| 6 | M8 | | | Yes | Default | None |
| 7 | M10 | | | Yes | Default | None |
| 8 | M12 | | | Yes | ** NA ** | None |
| 9 | M13 | | | Yes | ** NA ** | None |
| 10 | M14 | | | Yes | ** NA ** | None |
| 11 | M15 | | | Yes | ** NA ** | None |
| 12 | M16 | | BenPIN | Yes | Default | None |
| 13 | M17 | | | Yes | ** NA ** | None |
| 14 | M18 | | | Yes | ** NA ** | None |
| 15 | M21 | | OOOXOO | Yes | ** NA ** | None |
| 16 | M25 | | BenPIN | Yes | Default | None |
| 17 | M26 | | | Yes | ** NA ** | None |
| 18 | M31 | | | Yes | Default | None |
| 19 | M33 | | | Yes | Default | None |
| 20 | M35 | | BenPIN | Yes | Default | None |
| 21 | M36 | | | Yes | ** NA ** | None |
| 22 | M37 | | | Yes | Default | None |
| 23 | M40 | | OOOXOO | Yes | ** NA ** | None |
| 24 | M44 | | | Yes | ** NA ** | None |
| 25 | M45 | | | Yes | Default | None |
| 26 | M47 | | | Yes | ** NA ** | None |
| 27 | M51 | | | Yes | ** NA ** | None |
| 28 | M48A | | | Yes | ** NA ** | None |
| 29 | M49 | | | Yes | ** NA ** | None |
| 30 | M50A | | | Yes | Default | None |
| 31 | M50B | | | Yes | Default | None |
| 32 | M50C | | | Yes | ** NA ** | None |
| 33 | M51A | | | Yes | ** NA ** | None |
| 34 | M52A | | | Yes | ** NA ** | None |
| 35 | M53 | | | Yes | ** NA ** | None |
| 36 | M54 | | | Yes | ** NA ** | None |
| 37 | M55 | | | Yes | ** NA ** | None |
| 38 | M56 | | | Yes | ** NA ** | None |
| 39 | M57 | | | Yes | ** NA ** | None |
| 40 | M58 | OOOXOX | | Yes | ** NA ** | None |
| 41 | M59 | OOOXOX | | Yes | ** NA ** | None |
| 42 | M60 | OOOXOX | | Yes | ** NA ** | None |
| 43 | M61 | OOOXOX | | Yes | ** NA ** | None |
| 44 | M62 | OOOXOX | | Yes | ** NA ** | None |
| 45 | M63 | OOOXOX | | Yes | ** NA ** | None |
| 46 | M64 | OOOXOX | | Yes | ** NA ** | None |
| 47 | M65 | OOOXOX | | Yes | ** NA ** | None |
| 48 | M64A | OOOXOO | | Yes | ** NA ** | None |

Member Advanced Data (Continued)

| | Label | I Release | J Release | Physical | Deflection Ratio Options | Seismic DR |
|----|-------|-----------|-----------|----------|--------------------------|------------|
| 49 | M65A | OOOXOO | | Yes | ** NA ** | None |
| 50 | M66 | OOOXOO | | Yes | ** NA ** | None |
| 51 | M67 | OOOXOO | | Yes | ** NA ** | None |
| 52 | M70 | | | Yes | ** NA ** | None |
| 53 | M71 | | | Yes | ** NA ** | None |
| 54 | M64B | | | Yes | ** NA ** | None |
| 55 | M66A | | | Yes | ** NA ** | None |
| 56 | M66B | | OOOXOO | Yes | ** NA ** | None |
| 57 | M67B | | OOOXOO | Yes | ** NA ** | None |
| 58 | M68 | | OOOXOO | Yes | ** NA ** | None |
| 59 | M69 | | OOOXOO | Yes | ** NA ** | None |
| 60 | M72 | | | Yes | ** NA ** | None |
| 61 | M73 | | | Yes | ** NA ** | None |
| 62 | M74 | | | Yes | ** NA ** | None |
| 63 | M75 | | | Yes | ** NA ** | None |
| 64 | M76 | | | Yes | ** NA ** | None |
| 65 | M77 | | | Yes | ** NA ** | None |
| 66 | SFM3 | | | Yes | ** NA ** | None |
| 67 | SFM8 | | | Yes | ** NA ** | None |
| 68 | SFM4 | | | Yes | ** NA ** | None |
| 69 | SFM9 | | | Yes | ** NA ** | None |
| 70 | SFM1 | | | Yes | ** NA ** | None |
| 71 | SFM10 | | | Yes | ** NA ** | None |
| 72 | SFM6 | | | Yes | ** NA ** | None |
| 73 | SFM11 | | | Yes | ** NA ** | None |
| 74 | SFM2 | BenPIN | BenPIN | Yes | ** NA ** | None |
| 75 | SFM5 | BenPIN | BenPIN | Yes | ** NA ** | None |
| 76 | SFM7 | | | Yes | ** NA ** | None |
| 77 | SFM12 | BenPIN | | Yes | ** NA ** | None |

Node Boundary Conditions

| | Node Label | X [k/in] | Y [k/in] | Z [k/in] | X Rot [k-ft/rad] | Y Rot [k-ft/rad] | Z Rot [k-ft/rad] |
|---|------------|----------|----------|----------|------------------|------------------|------------------|
| 1 | N95 | Reaction | Reaction | Reaction | | | |
| 2 | N50 | Reaction | Reaction | Reaction | Reaction | Reaction | |
| 3 | N6 | Reaction | Reaction | Reaction | Reaction | Reaction | |
| 4 | SFM16 | Reaction | Reaction | Reaction | Reaction | Reaction | Reaction |
| 5 | SFM19 | Reaction | Reaction | Reaction | | | |

Envelope Node Reactions

| | Node Label | X [lb] | LC | Y [lb] | LC | Z [lb] | LC | MX [lb-ft] | LC | MY [lb-ft] | LC | MZ [lb-ft] | LC | |
|----|------------|--------|-----------|--------|-----------|--------|----------|------------|----------|------------|-----------|------------|--------|-----|
| 1 | N50 | max | 159.211 | 13 | 167.784 | 100 | 1641.407 | 20 | 51.704 | 93 | 8.838 | 12 | 0 | 114 |
| 2 | | min | -2009.206 | 22 | -155.303 | 92 | -17.134 | 12 | -57.059 | 101 | -1154.558 | 20 | 0 | 1 |
| 3 | SFM16 | max | 2103.511 | 4 | 729.729 | 111 | 896.331 | 12 | 157.709 | 86 | 455.771 | 4 | 59.553 | 111 |
| 4 | | min | -2391.768 | 12 | -777.346 | 86 | -777.867 | 4 | -147.185 | 110 | -524.293 | 12 | -61.77 | 87 |
| 5 | N6 | max | 2561.332 | 100 | 168.248 | 14 | 383.449 | 20 | 53.666 | 93 | -24.848 | 12 | 0 | 114 |
| 6 | | min | -378.002 | 12 | -153.345 | 103 | 55.856 | 12 | -57.785 | 101 | -210.85 | 20 | 0 | 1 |
| 7 | N95 | max | 769.581 | 96 | 764.441 | 94 | 28.113 | 24 | 0 | 114 | 0 | 114 | 0 | 114 |
| 8 | | min | -695.269 | 104 | -742.212 | 102 | -5.745 | 94 | 0 | 1 | 0 | 1 | 0 | 1 |
| 9 | SFM19 | max | 817.616 | 14 | 629.197 | 14 | 33.353 | 5 | 0 | 114 | 0 | 114 | 0 | 114 |
| 10 | | min | -826.248 | 6 | -648.386 | 6 | 4.527 | 18 | 0 | 1 | 0 | 1 | 0 | 1 |
| 11 | Totals: | max | 2284.158 | 3 | 1420.912 | 14 | 2057.831 | 21 | | | | | | |
| 12 | | min | -2284.162 | 11 | -1420.887 | 6 | 681.121 | 62 | | | | | | |

Envelope AISC 15TH (360-16): LRFD Member Steel Code Checks

| Member | Shape | Code Check | Loc[in] | LC | Shear | Check | Loc[in] | Dir | LC | phi*Pnc [lb] | phi*Pnt [lb] | phi*Mn y-y [lb-ft] | phi*Mn z-z [lb-ft] | Cb | Eqn |
|--------|-------|------------|---------|--------|-------|-------|---------|-----|-----|--------------|--------------|--------------------|--------------------|-------|------|
| 1 | M10 | L3X3X3 | 0.839 | 2.913 | 100 | 0.201 | 2.913 | z | 100 | 19776.553 | 35316 | 1320.097 | 2540.626 | 1.5 | H2-1 |
| 2 | SFM4 | PIPE_2.0 | 0.747 | 45.474 | 13 | 0.332 | 72 | z | 13 | 6830.97 | 32130 | 1871.625 | 1871.625 | 1.746 | H3-6 |

Envelope AISC 15TH (360-16): LRFD Member Steel Code Checks (Continued)

| Member | Shape | Code | CheckLoc[in] | LC | Shear | CheckLoc[in] | Dir | LC | phi*Pnc [lb] | phi*Pnt [lb] | phi*Mn y-y [lb-ft] | phi*Mn z-z [lb-ft] | Cb | Eqn | |
|--------|-------|------------|--------------|--------|-------|--------------|--------|----|--------------|--------------|--------------------|--------------------|-----------|-------|--------|
| 3 | M31 | L3X3X3 | 0.524 | 9.387 | 100 | 0.119 | 58.587 | z | 4 | 19776.553 | 35316 | 1320.097 | 2540.626 | 1.5 | H2-1 |
| 4 | M45 | PL7x3/8 | 0.516 | 0 | 21 | 0.117 | 4 | y | 101 | 79151.372 | 85050 | 664.453 | 12403.125 | 1.195 | H1-1b |
| 5 | M8 | L3X3X3 | 0.51 | 9.387 | 100 | 0.123 | 58.587 | z | 100 | 19776.553 | 35316 | 1320.097 | 2540.626 | 1.5 | H2-1 |
| 6 | M4 | PIPE 2.5 | 0.505 | 60.126 | 3 | 0.311 | 60.126 | | 94 | 30038.461 | 50715 | 3596.25 | 3596.25 | 1.624 | H1-1b |
| 7 | M33 | L3X3X3 | 0.427 | 10.682 | 84 | 0.153 | 52.437 | y | 93 | 19776.553 | 35316 | 1320.097 | 2540.626 | 1.5 | H2-1 |
| 8 | M3 | PIPE 2.0 | 0.399 | 51.158 | 92 | 0.151 | 39.411 | | 102 | 20866.733 | 32130 | 1871.625 | 1871.625 | 3 | H1-1b |
| 9 | M35 | L3X3X6 | 0.382 | 5.842 | 20 | 0.205 | 0 | y | 101 | 55221.012 | 68364 | 2307.398 | 5322.329 | 1.5 | H2-1 |
| 10 | M72 | PIPE 2.0 | 0.382 | 51.158 | 107 | 0.13 | 39.789 | | 4 | 20866.733 | 32130 | 1871.625 | 1871.625 | 3 | H1-1b |
| 11 | M12 | P2.38x.120 | 0.378 | 0 | 100 | 0.098 | 0 | | 5 | 33300.843 | 35272.8 | 2116.534 | 2116.534 | 2.26 | H1-1b |
| 12 | M13 | P2.38x.120 | 0.369 | 36 | 84 | 0.29 | 11.368 | | 102 | 33300.843 | 35272.8 | 2116.534 | 2116.534 | 1.892 | H1-1b |
| 13 | M50B | PL5x0.5 | 0.365 | 5.5 | 93 | 0.169 | 7.005 | y | 100 | 59661.584 | 81000 | 843.75 | 8437.5 | 1.899 | H1-1b |
| 14 | M14 | P2.38x.120 | 0.328 | 0 | 100 | 0.144 | 0 | | 102 | 33300.843 | 35272.8 | 2116.534 | 2116.534 | 2.267 | H1-1b |
| 15 | M50A | PL5x0.5 | 0.31 | 5.5 | 92 | 0.089 | 3.995 | y | 4 | 59661.584 | 81000 | 843.75 | 8437.5 | 1.828 | H1-1b |
| 16 | M16 | L3X3X6 | 0.3 | 5.842 | 100 | 0.19 | 28.626 | y | 100 | 55221.012 | 68364 | 2307.398 | 5322.329 | 1.5 | H2-1 |
| 17 | M37 | SR 3/4 | 0.293 | 41.677 | 21 | 0.042 | 41.677 | | 101 | 4781.242 | 14313.866 | 178.929 | 178.929 | 2.248 | H1-1a |
| 18 | M15 | P2.38x.120 | 0.28 | 0 | 84 | 0.206 | 0 | | 94 | 33300.843 | 35272.8 | 2116.534 | 2116.534 | 2.261 | H1-1b |
| 19 | M17 | P2.38x.120 | 0.251 | 36 | 101 | 0.235 | 0 | | 101 | 33300.843 | 35272.8 | 2116.534 | 2116.534 | 1.958 | H3-6 |
| 20 | M6 | PL7x3/8 | 0.24 | 0 | 21 | 0.119 | 0 | y | 101 | 63798.553 | 85050 | 664.453 | 12403.125 | 1.463 | H1-1b |
| 21 | M18 | P2.38x.120 | 0.221 | 0 | 100 | 0.235 | 0 | | 101 | 33300.843 | 35272.8 | 2116.534 | 2116.534 | 2.193 | H3-6 |
| 22 | SFM2 | L2.5x2.5x3 | 0.101 | 25.102 | 5 | 0.048 | 49.681 | z | 101 | 16686.599 | 29192.4 | 872.574 | 1699.011 | 1.136 | H2-1 |
| 23 | SFM5 | L2.5x2.5x3 | 0.096 | 24.841 | 5 | 0.041 | 49.681 | z | 97 | 16686.599 | 29192.4 | 872.574 | 1699.011 | 1.136 | H2-1 |
| 24 | M25 | PIPE 2.0 | 0.052 | 0 | 96 | 0.004 | 72.364 | | 13 | 20775.667 | 32130 | 1871.625 | 1871.625 | 1.136 | H1-1b* |
| 25 | SFM12 | PIPE 2.0 | 0.044 | 60.806 | 14 | 0.003 | 60.806 | | 14 | 23616.36 | 32130 | 1871.625 | 1871.625 | 1.136 | H1-1b* |

RADIO FREQUENCY EMISSIONS ANALYSIS REPORT
EVALUATION OF HUMAN EXPOSURE POTENTIAL
TO NON-IONIZING EMISSIONS

T-Mobile Existing Facility

Site ID: CT11028A

Guilford SNET Mobilit_I
119 Tanner Marsh Road
Guilford, Connecticut 06437

May 14, 2021

EBI Project Number: 6221002328

| Site Compliance Summary | |
|---|------------------|
| Compliance Status: | COMPLIANT |
| Site total MPE% of FCC general population allowable limit: | 67.74% |

May 14, 2021

T-Mobile

Attn: Jason Overbey, RF Manager
35 Griffin Road South
Bloomfield, Connecticut 06002

Emissions Analysis for Site: CT11028A - Guilford SNET Mobilit_I

EBI Consulting was directed to analyze the proposed T-Mobile facility located at **119 Tanner Marsh Road in Guilford, Connecticut** for the purpose of determining whether the emissions from the Proposed T-Mobile Antenna Installation located on this property are within specified federal limits.

All information used in this report was analyzed as a percentage of current Maximum Permissible Exposure (% MPE) as listed in the FCC OET Bulletin 65 Edition 97-01 and ANSI/IEEE Std C95.1. The FCC regulates Maximum Permissible Exposure in units of microwatts per square centimeter ($\mu\text{W}/\text{cm}^2$). The number of $\mu\text{W}/\text{cm}^2$ calculated at each sample point is called the power density. The exposure limit for power density varies depending upon the frequencies being utilized. Wireless Carriers and Paging Services use different frequency bands each with different exposure limits; therefore, it is necessary to report results and limits in terms of percent MPE rather than power density.

All results were compared to the FCC (Federal Communications Commission) radio frequency exposure rules, 47 CFR 1.1307(b)(1) – (b)(3), to determine compliance with the Maximum Permissible Exposure (MPE) limits for General Population/Uncontrolled environments as defined below.

General population/uncontrolled exposure limits apply to situations in which the general population may be exposed or in which persons who are exposed as a consequence of their employment may not be made fully aware of the potential for exposure or cannot exercise control over their exposure. Therefore, members of the general population would always be considered under this category when exposure is not employment related, for example, in the case of a telecommunications tower that exposes persons in a nearby residential area.

Public exposure to radio frequencies is regulated and enforced in units of microwatts per square centimeter ($\mu\text{W}/\text{cm}^2$). The general population exposure limits for the 600 MHz and 700 MHz frequency bands are approximately $400 \mu\text{W}/\text{cm}^2$ and $467 \mu\text{W}/\text{cm}^2$, respectively. The general population exposure limit for the 1900 MHz (PCS), 2100 MHz (AWS) and 11 GHz frequency bands is $1000 \mu\text{W}/\text{cm}^2$. Because each carrier will be using different frequency bands, and each frequency band has different exposure limits, it is necessary to report percent of MPE rather than power density.

Occupational/controlled exposure limits apply to situations in which persons are exposed as a consequence of their employment and in which those persons who are exposed have been made fully aware of the potential for exposure and can exercise control over their exposure. Occupational/controlled exposure limits also apply where exposure is of a transient nature as a result of incidental passage through a location where exposure levels may be above general population/uncontrolled limits (see below), as long as the exposed person has been made fully aware of the potential for exposure and can exercise control over his or her exposure by leaving the area or by some other appropriate means.

Additional details can be found in FCC OET 65.

CALCULATIONS

Calculations were done for the proposed T-Mobile Wireless antenna facility located at 119 Tanner Marsh Road in Guilford, Connecticut using the equipment information listed below. All calculations were performed per the specifications under FCC OET 65. Since T-Mobile is proposing highly focused directional panel antennas, which project most of the emitted energy out toward the horizon, all calculations were performed assuming a lobe representing the maximum gain of the antenna per the antenna manufacturer's supplied specifications, minus 10 dB for directional panel antennas and 20 dB for highly focused parabolic microwave dishes, was focused at the base of the tower. For this report, the sample point is the top of a 6-foot person standing at the base of the tower.

For all calculations, all equipment was calculated using the following assumptions:

- 1) 2 LTE channels (600 MHz Band) were considered for each sector of the proposed installation. These Channels have a transmit power of 30 Watts per Channel.
- 2) 1 NR channel (600 MHz Band) was considered for each sector of the proposed installation. This Channel has a transmit power of 80 Watts.
- 3) 2 LTE channels (700 MHz Band) were considered for each sector of the proposed installation. These Channels have a transmit power of 30 Watts per Channel.
- 4) 4 GSM channels (PCS Band - 1900 MHz) were considered for each sector of the proposed installation. These Channels have a transmit power of 30 Watts per Channel.
- 5) 2 UMTS channels (PCS Band - 1900 MHz) were considered for each sector of the proposed installation. These Channels have a transmit power of 30 Watts per Channel.
- 6) 2 LTE channels (PCS Band - 1900 MHz) were considered for each sector of the proposed installation. These Channels have a transmit power of 60 Watts per Channel.

- 7) 2 UMTS channels (AWS Band - 2100 MHz) were considered for each sector of the proposed installation. These Channels have a transmit power of 30 Watts per Channel.
- 8) 2 LTE channels (AWS Band – 2100 MHz) were considered for each sector of the proposed installation. These Channels have a transmit power of 60 Watts per Channel.
- 9) All radios at the proposed installation were considered to be running at full power and were uncombined in their RF transmissions paths per carrier prescribed configuration. Per FCC OET Bulletin No. 65 - Edition 97-01 recommendations to achieve the maximum anticipated value at each sample point, all power levels emitting from the proposed antenna installation are increased by a factor of 2.56 to account for possible in-phase reflections from the surrounding environment. This is rarely the case, and if so, is never continuous.
- 10) For the following calculations, the sample point was the top of a 6-foot person standing at the base of the tower. The maximum gain of the antenna per the antenna manufacturer's supplied specifications, minus 10 dB for directional panel antennas and 20 dB for highly focused parabolic microwave dishes, was used in this direction. This value is a very conservative estimate as gain reductions for these particular antennas are typically much higher in this direction.
- 11) The antennas used in this modeling are the Ericsson AIR 2I for the 2100 MHz channel(s), the RFS APXVAALL24_43-U-NA20 for the 600 MHz / 600 MHz / 700 MHz channel(s), the Ericsson AIR 2I for the 1900 MHz / 1900 MHz / 1900 MHz / 2100 MHz channel(s) in Sector A, the Ericsson AIR 2I for the 2100 MHz channel(s), the RFS APXVAALL24_43-U-NA20 for the 600 MHz / 600 MHz / 700 MHz channel(s), the Ericsson AIR 2I for the 1900 MHz / 1900 MHz / 1900 MHz / 2100 MHz channel(s) in Sector B, the Ericsson AIR 2I for the 2100 MHz channel(s), the RFS APXVAALL24_43-U-NA20 for the 600 MHz / 600 MHz / 700 MHz channel(s), the Ericsson AIR 2I for the 1900 MHz / 1900 MHz / 1900 MHz / 2100 MHz channel(s) in Sector C. This is based on feedback from the carrier with regard to anticipated antenna selection. All Antenna gain values and associated transmit power levels are shown in the Site Inventory and Power Data table below. The maximum gain of the antenna per the antenna manufacturer's supplied specifications, minus 10 dB for directional panel antennas and 20 dB for highly focused parabolic microwave dishes, was used for all calculations. This value is a very conservative estimate as gain reductions for these particular antennas are typically much higher in this direction.
- 12) The antenna mounting height centerline of the proposed antennas is 177 feet above ground level (AGL).
- 13) Emissions values for additional carriers were taken from the Connecticut Siting Council active database. Values in this database are provided by the individual carriers themselves.

14) All calculations were done with respect to uncontrolled / general population threshold limits.

T-Mobile Site Inventory and Power Data

| | | | | | |
|---------------------|---|---------------------|---|---------------------|---|
| Sector: | A | Sector: | B | Sector: | C |
| Antenna #: | 1 | Antenna #: | 1 | Antenna #: | 1 |
| Make / Model: | Ericsson AIR 21 | Make / Model: | Ericsson AIR 21 | Make / Model: | Ericsson AIR 21 |
| Frequency Bands: | 2100 MHz | Frequency Bands: | 2100 MHz | Frequency Bands: | 2100 MHz |
| Gain: | 15.35 dBd | Gain: | 15.35 dBd | Gain: | 15.35 dBd |
| Height (AGL): | 177 feet | Height (AGL): | 177 feet | Height (AGL): | 177 feet |
| Channel Count: | 2 | Channel Count: | 2 | Channel Count: | 2 |
| Total TX Power (W): | 120 Watts | Total TX Power (W): | 120 Watts | Total TX Power (W): | 120 Watts |
| ERP (W): | 4,113.21 | ERP (W): | 4,113.21 | ERP (W): | 4,113.21 |
| Antenna A1 MPE %: | 0.51% | Antenna B1 MPE %: | 0.51% | Antenna C1 MPE %: | 0.51% |
| Antenna #: | 2 | Antenna #: | 2 | Antenna #: | 2 |
| Make / Model: | RFS APXVAALL24_43-U-NA20 | Make / Model: | RFS APXVAALL24_43-U-NA20 | Make / Model: | RFS APXVAALL24_43-U-NA20 |
| Frequency Bands: | 600 MHz / 600 MHz / 700 MHz | Frequency Bands: | 600 MHz / 600 MHz / 700 MHz | Frequency Bands: | 600 MHz / 600 MHz / 700 MHz |
| Gain: | 12.95 dBd / 12.95 dBd / 13.65 dBd | Gain: | 12.95 dBd / 12.95 dBd / 13.65 dBd | Gain: | 12.95 dBd / 12.95 dBd / 13.65 dBd |
| Height (AGL): | 177 feet | Height (AGL): | 177 feet | Height (AGL): | 177 feet |
| Channel Count: | 5 | Channel Count: | 5 | Channel Count: | 5 |
| Total TX Power (W): | 200 Watts | Total TX Power (W): | 200 Watts | Total TX Power (W): | 200 Watts |
| ERP (W): | 4,151.83 | ERP (W): | 4,151.83 | ERP (W): | 4,151.83 |
| Antenna A2 MPE %: | 1.21% | Antenna B2 MPE %: | 1.21% | Antenna C2 MPE %: | 1.21% |
| Antenna #: | 3 | Antenna #: | 3 | Antenna #: | 3 |
| Make / Model: | Ericsson AIR 21 | Make / Model: | Ericsson AIR 21 | Make / Model: | Ericsson AIR 21 |
| Frequency Bands: | 1900 MHz / 1900 MHz / 1900 MHz / 2100 MHz | Frequency Bands: | 1900 MHz / 1900 MHz / 1900 MHz / 2100 MHz | Frequency Bands: | 1900 MHz / 1900 MHz / 1900 MHz / 2100 MHz |
| Gain: | 15.35 dBd / 15.35 dBd / 15.35 dBd / 15.35 dBd | Gain: | 15.35 dBd / 15.35 dBd / 15.35 dBd / 15.35 dBd | Gain: | 15.35 dBd / 15.35 dBd / 15.35 dBd / 15.35 dBd |
| Height (AGL): | 177 feet | Height (AGL): | 177 feet | Height (AGL): | 177 feet |
| Channel Count: | 10 | Channel Count: | 10 | Channel Count: | 10 |
| Total TX Power (W): | 360 Watts | Total TX Power (W): | 360 Watts | Total TX Power (W): | 360 Watts |
| ERP (W): | 12,339.64 | ERP (W): | 12,339.64 | ERP (W): | 12,339.64 |
| Antenna A3 MPE %: | 1.52% | Antenna B3 MPE %: | 1.52% | Antenna C3 MPE %: | 1.52% |

| Site Composite MPE % | |
|-----------------------------|---------------|
| Carrier | MPE % |
| T-Mobile (Max at Sector A): | 3.24% |
| AT&T | 3.12% |
| Metro PCS | 0.26% |
| Town of Guilford | 8.71% |
| USA Mobility | 0.28% |
| WGRS-Town of Monroe | 7.18% |
| WMNR | 44.95% |
| Site Total MPE % : | 67.74% |

| T-Mobile MPE % Per Sector | |
|---------------------------|---------------|
| T-Mobile Sector A Total: | 3.24% |
| T-Mobile Sector B Total: | 3.24% |
| T-Mobile Sector C Total: | 3.24% |
| | |
| Site Total MPE % : | 67.74% |

T-Mobile Maximum MPE Power Values (Sector A)

| T-Mobile Frequency Band / Technology (Sector A) | # Channels | Watts ERP (Per Channel) | Height (feet) | Total Power Density ($\mu\text{W}/\text{cm}^2$) | Frequency (MHz) | Allowable MPE ($\mu\text{W}/\text{cm}^2$) | Calculated % MPE |
|---|------------|-------------------------|---------------|---|-----------------|---|------------------|
| T-Mobile 2100 MHz LTE | 2 | 2056.61 | 177.0 | 5.06 | 2100 MHz LTE | 1000 | 0.51% |
| T-Mobile 600 MHz LTE | 2 | 591.73 | 177.0 | 1.46 | 600 MHz LTE | 400 | 0.36% |
| T-Mobile 600 MHz NR | 1 | 1577.94 | 177.0 | 1.94 | 600 MHz NR | 400 | 0.49% |
| T-Mobile 700 MHz LTE | 2 | 695.22 | 177.0 | 1.71 | 700 MHz LTE | 467 | 0.37% |
| T-Mobile 1900 MHz GSM | 4 | 1028.30 | 177.0 | 5.06 | 1900 MHz GSM | 1000 | 0.51% |
| T-Mobile 1900 MHz UMTS | 2 | 1028.30 | 177.0 | 2.53 | 1900 MHz UMTS | 1000 | 0.25% |
| T-Mobile 1900 MHz LTE | 2 | 2056.61 | 177.0 | 5.06 | 1900 MHz LTE | 1000 | 0.51% |
| T-Mobile 2100 MHz UMTS | 2 | 1028.30 | 177.0 | 2.53 | 2100 MHz UMTS | 1000 | 0.25% |
| | | | | | | Total: | 3.24% |

• NOTE: Totals may vary by approximately 0.01% due to summation of remainders in calculations.

Summary

All calculations performed for this analysis yielded results that were **within** the allowable limits for general population exposure to RF Emissions.

The anticipated maximum composite contributions from the T-Mobile facility as well as the site composite emissions value with regards to compliance with FCC's allowable limits for general population exposure to RF Emissions are shown here:

| T-Mobile Sector | Power Density Value (%) |
|------------------------------------|-------------------------|
| Sector A: | 3.24% |
| Sector B: | 3.24% |
| Sector C: | 3.24% |
| T-Mobile Maximum MPE % (Sector A): | 3.24% |
| | |
| Site Total: | 67.74% |
| | |
| Site Compliance Status: | COMPLIANT |

The anticipated composite MPE value for this site assuming all carriers present is **67.74%** of the allowable FCC established general population limit sampled at the ground level. This is based upon values listed in the Connecticut Siting Council database for existing carrier emissions.

FCC guidelines state that if a site is found to be out of compliance (over allowable thresholds), that carriers over a 5% contribution to the composite value will require measures to bring the site into compliance. For this facility, the composite values calculated were well within the allowable 100% threshold standard per the federal government.