

DOCKET NO. 166 - An application of Springwich } Connecticut
 Cellular Limited Partnership for a Certificate of }
 Environmental Compatibility and Public Need for the } Siting
 construction, maintenance, and operation of a cellular }
 telecommunications facility approximately 250 feet west of } Council
 Maple Lane, approximately 850 feet west of Maple Lane, or }
 approximately 750 feet west of New Creek Road in the } August 29, 1995
 Town of Westport, Connecticut.

FINDINGS OF FACT

Introduction

1. Springwich Cellular Limited Partnership (Springwich) in accordance with provisions of General Statutes §§ 16-50g through 16-50aa applied to the Connecticut Siting Council (Council) on January 6, 1995, for a Certificate of Environmental Compatibility and Public Need (Certificate) for the construction, operation, and maintenance of a cellular telecommunications facility in the Town of Westport, Connecticut. The purpose of the facility would be to expand and improve cellular service in Westport, within the Fairfield New England County Metropolitan Area (NECMA). (Springwich I, Transmittal letter; Springwich I, Section I, p. 1)
2. Public notice of the application, as required by General Statutes § 16-50(l)b, was published in the Connecticut Post on December 27, and 28, 1994, and the Westport News on December 28, 1994, and January 6, 1995. (Springwich I, Section I, pp. 5-8)
3. Pursuant to General Statutes § 16-50m, the Council, after giving due notice, held public hearing sessions on this application on March 30, and May 4, 1995, in the Westport Town Hall, 110 Myrtle Avenue, Westport, Connecticut. An evening session was held on March 30, 1995, for the convenience of the public. (Council Hearing Notice of March 30, and May 4, 1995; Transcripts of March 30, and May 4, 1995)
4. The Council and its staff made an inspection of the proposed prime, first alternate, and second alternate sites on March 30, 1995. During this field inspection, the applicant flew a balloon at each site to simulate the height of the proposed towers. (Council Hearing Notice for March 30, 1995; Council Pre-hearing Conference February 15, 1995; May 4, 1995 Transcript, pp. 78-79)

Need

5. On March 6, 1985, Southern New England Telephone Company (SNET) received an operating license from the Federal Communications Commission (FCC) to construct and operate cellular radio telecommunications sites in the Fairfield NECMA, within which the Town of Westport is located. This license is now held by Springwich. Springwich currently operates eight Council Certificated sites in the Fairfield NECMA. (Springwich I, pp. 2 & 6; Springwich I, Section I, p. 3; Springwich I, Section VI, p. 27)
6. The FCC has determined there is a general public need for cellular service and applicants for cellular facilities are not required to demonstrate this need to state regulators. The FCC also has pre-empted state regulation of cellular telephone service in the areas of technical standards and market structure. (Springwich I, pp. 2 & 3; Springwich I, Section III, pp. 3 and 4)

7. Cellular service consists of a number of low power transmit/receive stations called cell sites. Cell sites cover a geographic area typically two to ten miles in diameter. The cellular system design requires cell sites to be configured so that the same frequencies can be used at the same time in different cell sites (frequency reuse) and to provide uninterrupted service as a user travels through the service area (hand-off capability). (Springwich I, pp. 2 & 3; Springwich I, Section II, pp. 2 & 3; Springwich I, Section IV, pp. 4 & 5)
8. The FCC has established a dual licensing market arrangement to provide competition between cellular wireline and non-wireline service providers. Springwich, the wireline carrier, and the non-wireline carrier have each been allocated 25 MegaHertz (MHz) of frequency spectrum, which provides 416 two-way radio channels for each carrier. (Springwich I, Section III, p. 3)

Cellular Coverage

9. Gaps in cellular coverage, at a coverage level less than -85 decibels (dbm), from existing cell site facilities include a hole approximately one mile in length along Interstate 95 between Exit Nos. 18 and 22 and a hole one mile in length along U.S. Route 1 from its intersection with the Sherwood Island Connector to the Fairfield town line. The proposed prime tower at 110 feet would have a 0.5 mile gap in coverage along Interstate 95 at Exit No. 22 in the Mill Plain area within the Town of Fairfield. Both the proposed first alternate tower at 130 feet and the proposed second alternate tower at 190 feet would not have these gaps in coverage along Interstate 95 and U.S. Route 1. However, as the second alternate tower height is lowered (tower height of 180 feet and less), 0.5 mile gaps in coverage along Interstate 95 and U.S. Route 1 develop and become larger as the tower becomes shorter. These gaps and the extent to which they would be covered by the proposed prime and alternate towers are as follows:

	Interstate 95	U.S. Route 1
Existing	1.0 miles	1.0 miles
Prime Site (110 feet)	0.5 miles	0 miles
First Alternate Site (130 feet)	0 miles	0 miles
Second Alternate Site (190 feet)	0 miles	0 miles

(Springwich III, Qs. 6 & 15; Springwich XI, Q. 2; Transcript May 4, 1994, pp. 13-18)

10. An approximate quarter-mile gap in coverage located in the proximity of Exit 23 of Interstate 95 in the Town of Fairfield and non-existent coverage to Black Rock Harbor would still exist with any of the tower configurations. A tower in the Black Rock section of Fairfield would be required to alleviate these gaps in coverage. (Springwich III, Q. 15; Springwich XI, Q. 2; Transcript May 4, 1995, pp. 19-22)
11. The 80-foot difference in proposed tower heights is necessary to compensate for different ground elevations and topographic obstructions that exist between the tower sites, and Interstate 95 and U.S. Route 1. (Springwich III, Q. 7; Transcript March 30, 1995, Afternoon, pp. 49 & 50)

12. Springwich maintains a -85 dbm signal threshold for its radio propagation modeling. Noise levels below -85 dbm begin to cause interference and signal loss. (Springwich III, Qs. 6 & 15; Transcript, March 30, 1995, Afternoon, p. 47; Transcript May 4, 1995, p. 10)

Alternatives

13. Springwich was unable to identify suitable existing towers or other structures to attach antennas to for the purpose of providing cellular service within a 1.1 mile cell site search area. The proposed prime and first alternate sites are within the cell site search area. The proposed second alternate site lies 100 feet west outside the edge of the cell site search area. (Springwich I, Section VI, pp. 2-6)
14. Seven existing tower sites are located within five miles of the proposed prime site; however, none of them would provide the necessary coverage to Interstate 95, Southport, and parts of Greens Farms. (Springwich I, Section VI, pp. 2-6)
15. No tall buildings or high hills in or near the cell site search area could be used for a cell site. (Springwich I, Section VI, pp. 2-6)
16. During initial discussions beginning in February 1994, between the applicant and the Town of Westport, the Town suggested an alternative tower site on town-owned property north of Sherwood Island State Park. Springwich investigated and found this site unsuitable because a tower height in the 240- to 260-foot range would be required for necessary coverage. Tower lighting and marking might be required for towers of this height. Also, this parcel of property is blocked between Interstate 95 and the railroad line making access difficult and impractical. (Springwich I, Section VI, pp. 4, 5, 29, and 30; Springwich II)
17. During initial discussions beginning in February 1994, between the applicant and the Town of Westport, the Town suggested two Westport Fire Department emergency warning siren towers (35 feet tall) for tower sharing, one located at the intersection of Morning Side Drive South and Greens Farms Road and the other at the intersection of Hill Point Road and Greens Farms Road. Springwich found these existing structures too short for the required coverage to the necessary areas. (Springwich I, Section VI, pp. 4, 5, 29, and 30; Springwich II)
18. During initial discussions, beginning in February 1994, between the applicant and the Town of Westport, the Town suggested the placement of roof-mounted antennas on Nyala Farms Corporate Center. Springwich found that Turkey Hill, south and east of the office building, would block cellular signals to Interstate 95. (Springwich I, Section VI, pp. 4, 5, 29, and 30; Springwich II)
19. The existing State Police Troop G 180-foot tower located at the corner of U.S. Route 1 and the Sherwood Island Connector would need to be 320 feet tall to alleviate gaps in coverage along Interstate 95. (Springwich I, Section VI, p. 8; Transcript March 30, 1995, Afternoon, p. 45)

20. The existing 117-foot Springwich cellular tower off Bayberry Lane in Westport, approximately 3.4 miles north of the proposed prime site, would need to be 300 feet in height to provide the necessary coverage in the Greens Farms area of Westport. (Springwich I, Section VI, p. 8; Springwich III, Q. 3; Transcript March 30, 1995, Afternoon, p. 45; Docket No. 45, Findings of Fact Nos. 104 & 105)
21. Existing Connecticut Light and Power Company (CL&P) 115-kV transmission line poles that traverse the search area cannot be used because of static, noise, and interference that would be created by the high-voltage electric lines; potential electric shock to telecommunications equipment; and the danger to personnel that would need to climb the poles to service the antennas. (Springwich I, Section VI, p. 19; Springwich III, Q. 17; Transcript March 30, 1995, Afternoon, pp. 16 & 91)

Proposed Prime Site

22. The proposed prime site would be located approximately 250 feet west of Maple Lane on a 1.9 acre parcel of property owned by Jay Sherwood. On this site, Springwich would construct a 110-foot monopole tower. (Springwich I, Section VI, pp. 1, 13, & 16; Springwich III, Q. 2, 4, 9, & 19; Westport VI)
23. Elevations on the Sherwood property range from five feet to 23 feet above mean sea level (AMSL). The proposed prime site is 22 feet AMSL. The north and east perimeters of the property are covered with trees and shrubs with the remainder of the property being open. (Springwich I, Section VI, p. 15; Springwich I, Section VII, p. 8; Springwich III, Q. 19; Transcript March 30, 1995, Afternoon, p. 75)
24. The proposed prime site is bordered to the north by Interstate 95 and to the south by the Metro North rail line. Existing above-ground infrastructure include catenary towers that support overhead electric service for trains, and 100-foot steel monopole towers supporting CL&P's 115-kV transmission lines. (Springwich I, Section VI, pp. 2, 15, 19, & 23; Springwich III, Qs. 2, 4, 9, & 19, and Westport VI)
25. Access to the proposed prime 30-foot by 80-foot leased parcel would be from Maple Lane along an existing unimproved driveway. (Springwich I, Section VI, p. 19; Transcript March 30, 1995, Afternoon, p. 63)
26. The fall zone of the proposed prime tower would cross approximately 10 feet into the right emergency breakdown lane of Interstate 95 and cross the CL&P transmission lines approximately 80 feet to the south. Springwich's equipment building would be the only building within the fall zone. (Springwich I, Section VI, p. 1; Springwich III, Qs. 19 & 21; Transcript March 30, 1995, Afternoon, p. 106)
27. The Sherwood property is zoned two acre single-family residential (AAA). The nearest wetland to the proposed prime site is 250 feet north across Interstate 95. The immediate adjacent properties are major transportation corridors. There are seven residential properties within 500 feet of the proposed prime site with the nearest residence 400 feet south across the

rail line. (Springwich I, Section VI, p. 16; Springwich I, Section VII, p. 8; Springwich III, Qs. 3, 19, & 20; Westport VI, Transcript March 30, 1995, Afternoon, p. 76; Transcript May 4, 1995, p. 27)

28. Electric and telephone lines could be placed underground along the access drive to the proposed prime site. (Springwich I, Section VI, p. 15; Springwich I, Section VII, p. 8; Transcript March 30, 1995, Afternoon, pp. 63 & 64)
29. Clearing of low growth vegetation and grading would be necessary to construct the access drive and facility site. No trees are proposed to be cleared at the proposed prime site. (Springwich I, Section VI, pp. 15-19; Transcript March 30, 1995, Afternoon, p. 75)
30. A Phase I Archaeological Reconnaissance Survey was conducted at the Sherwood property and reviewed by the Connecticut Historical Commission. While the Sherwood property possessed a moderate to high sensitivity for prehistoric archaeological resources, the proposed project would not have an adverse effect on cultural resources at the proposed prime or first alternate sites. (Springwich I, Section VI, pp. 22 & 23; Springwich III, Qs. 9 & 10)
31. The Sherwood property has been used to store timber and wood chip mulch for the past 25 years. The Town of Westport Planning and Zoning Commission granted a special permit on September 8, 1994, to allow storage only of brush, wood chips, logs, and rocks with conditions prohibiting wood-chipping or log-splitting by machinery and requiring a zoning permit to be issued within one year. (Springwich I, Section VI, p. 23; Westport I, Q. 3)
32. The estimated cost of construction to be incurred by Springwich for the proposed prime site would be:

Cellular Radio Equipment	\$225,000
Tower and Antennas	70,000
Power and Common equipment	200,000
First year lease, building & site preparations/installation	270,000
Miscellaneous	<u>75,000</u>
TOTAL	\$840,000

(Springwich I, Section VI, p. 25; Transcript March 30, 1995, Afternoon, pp. 65 & 66)

First Alternate Site

33. The proposed first alternate site is located approximately 600 feet west of the proposed prime site on the same parcel of property owned by Jay Sherwood. On this site, Springwich would construct a 130-foot monopole tower. (Springwich I, Section VI, pp. 2, 12, and 16; Springwich I, Section VII, p. 1; Springwich III, Qs. 2, 4, 9, & 19; Westport VI)

34. The proposed first alternate site is seven feet AMSL. Although access to the proposed first alternate site (30-foot by 80-foot leased parcel) is 850 feet from Maple Lane, Springwich has an option to cross property, owned by Ferry Realty, over an existing unimproved driveway, approximately 210 feet east from Post Office Lane. (Springwich I, Section VII, p. 8; Transcript March 30, 1995, Afternoon, p. 63; Transcript May 4, 1995, p. 80)
35. The fall zone of the proposed first alternate tower would cross approximately 20 feet into the right travel lane of Interstate 95, and approximately 30 feet onto Ferry Realty property west of the site. Springwich's equipment building would be the only structure within the fall zone. (Springwich III, Qs. 19 & 21; Transcript March 30, 1995, p. 106)
36. Zoning and land use is similar to the proposed prime site. There are nine residential properties within 500 feet of the proposed first alternate site with the nearest residence 450 feet southeast across the rail line. (Springwich I, Section VII, p. 1; Springwich III, Qs. 3 & 20; Westport VI)
37. Electric and telephone lines could be placed underground along the access drive to the proposed first alternate site. (Springwich I, Section VII, p. 8; Transcript March 30, 1995, Afternoon, pp. 63 & 64)
38. Minimal clearing of trees and shrubs would occur during construction of the access drive and facility site at the proposed first alternate site. (Springwich I, Section VI, pp. 15-19; Springwich I, Section VII, p. 1; Transcript March 30, 1995, Afternoon, p. 75)
39. An inland wetland exists between Post Office Lane and the proposed first alternate site. Prior to construction, Springwich would consult with a soil scientist to flag inland wetlands adjacent to the proposed first alternate site. (Springwich I, Section VII, p. 8; Springwich III, Qs. 3 & 19; Transcript March 30, 1995, Afternoon, p. 76)
40. Pursuant to the "Regulations for the Protection and Preservation of Wetlands and Watercourses of Westport, Connecticut", setbacks from inland wetlands are as follows: 65 feet for any commercial structures, multi-family residences, and additions to such structures; 25 feet for parking lot and driveway edge of shoulder limit of fill, cut, or grading; and 15 feet for any other alteration. (Springwich III, Q. 3; Transcript March 30, 1995, Afternoon, p. 77)
41. The estimated cost of construction to be incurred by Springwich for the proposed first alternate site would be:

Cellular Radio Equipment	\$225,000
Tower and Antennas	77,000
Power and Common equipment	200,000
First year lease, building & site preparations/installation	270,000
Miscellaneous	<u>75,000</u>

TOTAL **\$847,000**

(Springwich I, Section VII, p. 10; Transcript March 30, 1995, Afternoon, pp. 65 & 66)

Proposed Second Alternate Site

42. The proposed second alternate site is located approximately 750 feet west of New Creek Road and would abut the western end of the Greens Farms Railroad Station parking lot on a 1.9 acre parcel of property owned by the Town of Westport. This property is wedge-shaped and bordered to the north by Interstate 95, and to the south by the Metro North rail line. (Springwich I, Section VIII, pp. 1, 5, & 8; Springwich III, Q. 19; Westport VI)
43. The elevation of the Town of Westport property ranges from 13 feet to 50 feet AMSL. The proposed second alternate site would be at 48 feet AMSL in a cleared area between a paved parking lot and a wooded area at the extreme west end of the property. (Springwich I, Section VIII, p. 1; Springwich III, Q. 19; DEP letter dated March 14, 1995)
44. The proposed second alternate site is on a closed landfill. In the mid-1980s, the Town of Westport received a grant from the State of Connecticut to properly cap and close the landfill. At that time, a cover was installed and the gravel parking lot was paved. The covered refuse is primarily organic with evidence of rags, paper, and glass in boring samples. The thickness of this refuse ranges between seven and 13 feet. (Springwich I, Section VII, p. 4; Springwich III, Q. 22; DEP letter dated March 14, 1995)
45. Springwich would have access to the proposed second alternate site via the existing Greens Farms Railroad Station parking lot. (Springwich I, Section VII, p. 8)
46. Springwich proposes to construct a 190-foot monopole tower at the proposed second alternate site. The location of this tower would be approximately 30 feet north of an existing 115-kV transmission line. The possibility of arcing is unlikely; however, precautions and safety procedures would have to be adhered to during the erection and maintenance of the tower. (Springwich I, Section VIII, p. 1; Springwich XI, Q. 1; Transcript May 4, 1995, p. 82)
47. The fall zone of the proposed second alternate tower would cross the CL&P 115-kV transmission lines, the Metro-North rail line right-of-way, approximately 40 feet into the travel lanes of Interstate 95, and approximately 140 feet into the Greens Farms Railroad Station parking lot. Springwich's proposed equipment shelter would be the only building within the fall zone. (Springwich III, Qs. 19 & 21; Transcript, May 4, 1995, p. 55; Transcript March 30, 1995, Afternoon, pp. 107, & 108)
48. The Town of Westport property is zoned two acre single-family residential (AAA). There are no wetlands within this property. While adjacent properties are major transportation corridors, there are four residential properties within 500 feet of the proposed second alternate site with the nearest being 450 feet south across the rail line. (Springwich I, Section VII, p. 8; Springwich III, Qs. 3 & 20; Westport VI; Transcript March 4, 1995, pp. 27 & 55)
49. A historic property designated by the Town of Westport and identified as Machamux boulder, at 250 Greens Farms Road, is located 350 feet north and across Interstate 95 from the proposed second alternate site. (Westport VI and VII; Transcript May 4, 1995, pp. 56 & 66)

50. Construction on the proposed second alternate site would require Department of Environmental Protection (DEP) review and approval. Installation of the tower foundation and utilities would require excavation through the landfill to solid ground, proper disposal of disturbed landfill material, and restoration of the landfill cap. (Springwich I, Section VIII, p. 8; Springwich III, Q. 22; Springwich XI, Q. 1; Transcript May 4, 1995, pp. 80 & 81)
51. On July 19, 1994, the Town's Planning and Zoning Commission issued a positive ruling to allow the First Selectman to lease Town-owned property to Springwich, pursuant to General Statutes § 8-24. On May 4, 1995, the applicant announced it established a lease agreement with the Town of Westport for the proposed second alternate site. (Springwich I, Section VI, pp. 29-31; Westport IV; Transcript May 4, 1995, pp. 8, 31 & 36)
52. Both the Town of Westport and Greens Farms Neighborhood Association believe the proposed facility on the second alternate site would have less of an adverse impact on neighboring property than the proposed facilities on the Sherwood property. (Westport IV; Westport V; Transcript May 4, 1992, pp. 30-32)
53. The estimated cost of construction to be incurred by Springwich for the proposed second alternate site would be:

Cellular Radio Equipment	\$225,000
Tower and Antennas	110,000
Power and Common equipment	200,000
First year lease, building & site preparations/installation	275,000
Miscellaneous	<u>75,000</u>
TOTAL	\$885,000

(Springwich I, Section VIII, p. 14; Transcript March 30, 1995, afternoon, pp. 65 & 66)

54. Costs associated with developing the proposed second alternate site might be higher because the site is on a closed and capped landfill. (Springwich I, Section VIII, p. 14; Springwich XI)

General Facility Description

55. Springwich proposes to construct a 12-foot by 26-foot single story equipment building. Security and fire alarms would be installed inside the building. The building and tower would be surrounded by an eight-foot high, chain link security fence. (Springwich I, Section V, pp. 1 & 2; Springwich I, Section VI, p. 12, Springwich I, Section VII, pp. 1 & 4; Springwich I, Section VIII, p. 10; Westport II)
56. The proposed monopole tower would be designed to Electronic Industries Association, EIA-222-E, "Structural Standards for Steel Antenna Towers and Antenna Supporting Structures",

specifications to withstand 100 mile per hour winds while covered with one-half inch of radial ice. (Springwich I, Section V, p. 3)

57. The proposed tower would support a ten-foot wide by four-foot high triangular platform at the top of tower which would support nine one-foot by four-foot panel type directional antennas. The platform with antennas would add approximately five feet to the overall height of the tower. (Springwich I, Section V, pp. 3 & 5; Springwich XI, Q. 3)
58. The Federal Aviation Administration (FAA) determined the proposed prime and first alternate towers would not be an obstruction to air navigation and would not require obstruction marking or lighting. Although the FAA's determination expired October 23, 1994, the applicant would refile an appropriate FAA notice. (Springwich I, Section V, p. 5; Springwich I, Section VI, pp. 27 & 28, Springwich III, Qs. 12 & 13)
59. Springwich did not file a notice of proposed construction with the FAA for the proposed second alternate site because it did not have a lease with the Town of Westport for a specific site; however, if this site is approved, Springwich would file the appropriate FAA notice. Springwich believes no lighting or marking would be necessary. (Springwich I, Section V, p. 5; Springwich I, Section VIII, p. 10; Springwich III, Q. 11; Transcript March 30, 1994, Afternoon, p. 66)
60. Springwich has offered to share the proposed tower with the Town of Westport. While the Town does share tower space at an existing Springwich Westport facility, located off Bayberry Lane, the Town would like to reserve access to the proposed tower for any future communication needs. (Springwich III, Q. 18; Westport IV)
61. Springwich proposes to transmit up to 57 voice channels at a maximum output of 100 watts per channel within the FCC allocated frequency range of 880-894 MHz. (Springwich I, Section III, p. 4, Springwich I, Section IV, p. 3, Springwich I, Section VI, p. 24; Transcript March 30, 1995, Afternoon, p. 50)
62. The American National Standards Institute standard for a cellular telephone frequency of 880 MHz is 0.5867 milliwatts per centimeter squared (mW/cm^2) which has been adopted by the State of Connecticut as the State standard pursuant to General Statutes § 22a-162. Using FCC guidelines, OST Bulletin No. 65, the electromagnetic radio frequency power density at the proposed tower base, for 57 channels operating at maximum power of 100 watts per channel, would be as follows:

Site (antennas AGL)	Power Density (mW/cm^2)	Percent of ANSI Standard
Prime 112 feet	0.2553	43.5
First Alternate 132 feet	0.1838	31.3
Second Alternate 192 feet	0.0869	14.8

(Springwich I, Section IV, p. 7; Springwich I, Section VI, p. 24; Springwich I, Section VII, p. 9; Springwich I, Section VIII, p. 13; OST Bulletin No. 65, 'Evaluating Compliance with FCC

Specified Guidelines for Human Exposure to Radio Frequency Radiation, Federal Communications Commission, Office of Science and Technology, October 1985"; and "IEEE Standard for Safety Levels with Respect to Human Exposure to Radio Frequency Electromagnetic Fields 3 kHz to 300 Ghz," Approved by the American National Standards Institute, November 18, 1992)

63. Prior to construction, Springwiche would install and maintain erosion and sedimentation controls in accordance with the "State of Connecticut Guidelines for Soil Erosion and Sediment Control." All areas disturbed by construction would be stabilized and restored to prevent erosion. The closed and capped landfill at the proposed second alternate site would need to be managed in accordance with DEP regulations and guidelines. (Springwiche I, Section VI, p. 16, Springwiche I, Section VIII, pp. 9 & 10; DEP letter dated March 14, 1995)
64. Operations of the facility would not directly emit air or water pollutants. Noise created during construction would be temporary, and from a heating/air-conditioning unit at the facility. (Springwiche I, Section VI, pp. 17-18; Springwiche I, Section VIII, p. 9)
65. There are no known extant populations of federal or State endangered, threatened, or special concern species occurring at the proposed prime, first alternate, and second alternate sites. (Springwiche III, Q. 10)
66. Sherwood Island State Park is located southwest approximately 1,650 feet from the proposed second alternate site, approximately 2,800 feet from the proposed first alternate site, and 3,025 feet from the proposed prime site. None of these sites would effect the interests of the State Park and Recreation Program. (Springwiche III, Q. 10; Westport VI; DEP letter dated March 8, 1995)
67. The Connecticut Historical Commission has stated that there would be "no effect" as a result of developing a proposed cellular telecommunications facility off Maple Lane or New Creek Road. (Springwiche III, Qs. 9 & 10)
68. A railroad signal tower is located adjacent to the rail line and approximately 120 feet southeast of the proposed prime site. While the New Haven Railroad Preservation Society has an interest in this building, the State and Metro North Railroad have no interest in restoring this building as a historic resource. (Springwiche III, Q. 8; Transcript March 30, 1995, Afternoon, p. 59)
69. The Town of Westport designated 3 and 5 Maple Lane as historic landmarks. These properties are north of Interstate 95 and approximately 1,100 feet east from the proposed prime site, approximately 1,400 feet from the first alternate site, and 2,900 feet from the second alternate site. They are not listed on the National Register of Historic Places. (Springwiche VI; Westport VI; Westport VII; Transcript May 4, 1995, pp. 62-71)
70. The proposed tower would be painted a blue-gray color to reduce visibility against the background of the sky. Visibility of the facility would be further reduced by existing catenary railroad structures and the 100-foot poles of the 115-kV transmission line. (Springwiche I,

Section V, p. 3; Springwich I, Section VI, pp. 19 & 23; Transcript March 30, 1995, Afternoon, pp. 16, 28, & 80; Transcript May 4, 1995 pp. 31, 46, & 55)

71. Springwich would construct the proposed facility in about six weeks and it would become operational approximately two weeks following construction. (Springwich I, Section VI, p. 26; Springwich I, Section VIII, p. 15)