

STATE OF CONNECTICUT  
CONNECTICUT SITING COUNCIL

IN RE: :  
: :  
A PETITION OF CELLCO PARTNERSHIP : PETITION NO. 1280  
D/B/A VERIZON WIRELESS FOR A :  
DECLARATORY RULING ON THE NEED :  
TO OBTAIN A SITING COUNCIL :  
CERTIFICATE FOR THE INSTALLATION :  
OF A WIRELESS TELECOMMUNICATIONS :  
FACILITY AT 35-37 DANBURY ROAD, :  
RIDGEFIELD, CONNECTICUT : JANUARY 5, 2017

**RESPONSES OF CELLCO PARTNERSHIP D/B/A VERIZON WIRELESS  
TO CONNECTICUT SITING COUNCIL INTERROGATORIES**

On January 4, 2017, the Connecticut Siting Council (“Council”) issued Interrogatories to Cellco Partnership d/b/a Verizon Wireless (“Cellco”), relating to the above-captioned petition.

Below are Cellco’s responses.

Question No. 1

On page one of the Federal Airways & Airspace Summary Report (FAA Report) included in Cellco Partnership d/b/a Verizon Wireless’ Petition, the longitude and latitude coordinates are identified as 41° 16’ 51.30”N, 73° 29’ 34.40”W. These coordinates appear to be very close to that of an existing monopole on 76 East Ridge Road, Ridgefield (roughly 0.7 miles away) rather than the proposed wireless facility at 35-37 Danbury Road, Danbury. Is the FAA Report for the correct facility? Explain. Also, is the ground elevation at the proposed site on the order of 652 feet above mean sea level (amsl) rather than the 745 feet amsl noted on page 1 of the FAA Analysis? Please explain and provide a revised FAA Report if necessary.

Response

Included in Attachment 1 is the correct FAA Airways & Airspace Analysis (“FAA Analysis”) for the proposed rooftop installation at 35-37 Danbury Road. This FAA Analysis includes the correct coordinates for ground elevation (AMSL) for the proposed cell site.

Question No. 2

Are the longitude and latitude coordinates noted on Title Sheet T-1 correct, or do they refer to a different building located immediately to the south and closer to Route 35? Please explain and correct Sheet T-1 if necessary.

Response

Included in Attachment 2 is a revised set of project plans including the correct site coordinates from the revised FAA Analysis (Sheet T-1).

Question No. 3

Would the stealth wireless facility be located on the southern portion of the roof (per Sheet C-2 – Roof Plan) as opposed the northern portion of the roof as indicated by the “Proposed Panel and Associated Appurtenances...” callout on the aerial “Site Schematic?” Please explain and provide a revised Site Schematic if necessary.

Response

The roof-top tower and screening enclosure will be located in the northerly portion of the roof as indicated on the Site Schematic included in the Petition filing. The revised project plans included in Attachment 2 are now consistent with the Site Schematic and show the tower and screening structure in the northerly portion of the roof. (See Sheet C-2 – Correction to north arrow for the roof plan and West Elevation reference).

# **ATTACHMENT 1**

RIDGEFIELD\_5\_CT - FAA Analysis.txt  
\*\*\*\*\*  
\* Federal Airways & Airspace \*  
\* Summary Report: Existing Structure \*  
\* Non-Antenna Structure \*  
\*\*\*\*\*

Airspace User: Your Name

File: RIDGEFIELD\_5\_CT

Location: Ridgefield, CT

Latitude: 41°-17'-25.95"

Longitude: 73°-29'-52.61"

SITE ELEVATION AMSL.....647 ft.

STRUCTURE HEIGHT.....39 ft.

OVERALL HEIGHT AMSL.....686 ft.

#### NOTICE CRITERIA

FAR 77.9(a): NNR (DNE 200 ft AGL)  
FAR 77.9(b): NNR (DNE Notice Slope)  
FAR 77.9(c): NNR (Not a Traverse Way)  
FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria for DXR  
FAR 77.9: NNR (No Expected TERPS® impact HPN)  
FAR 77.9(d): NNR (Off Airport Construction)

NR = Notice Required

NNR = Notice Not Required

PNR = Possible Notice Required (depends upon actual IFR procedure)  
For new construction review Air Navigation Facilities at bottom  
of this report.

The location and analysis were based upon an existing structure. However, no existing aeronautical study number was identified. If the 'existing' structure penetrates an obstruction surface defined by CFR 77.17, 77.19, 77.21 or 77.23 (see below) it is strongly recommended the FAA be notified of the 'existing' structure to determine obstruction marking or lighting requirements. It is not uncommon for the FAA to issue a Determination of No Hazard (DNH) for an existing structure and modify the airspace to accommodate the structure, should that be required. If the FAA issues a DNH enter the aeronautical study number (ASN) in the space provided on the Airspace Analysis window Form and re-run Airspace.

The below analysis reflects the aeronautical conditions that exist as of the date stamped on this analysis.

Notice to the FAA is not required at the analyzed location and height for slope, height or Straight-In procedures. Please review the 'Air Navigation' section for notice requirements for offset IFR procedures and EMI.

#### OBSTRUCTION STANDARDS

FAR 77.17(a)(1): DNE 499 ft AGL  
FAR 77.17(a)(2): DNE - Airport Surface  
FAR 77.19(a): DNE - Horizontal Surface  
FAR 77.19(b): DNE - Conical Surface  
FAR 77.19(c): DNE - Primary Surface  
FAR 77.19(d): DNE - Approach Surface  
FAR 77.19(e): DNE - Transitional Surface

VFR TRAFFIC PATTERN AIRSPACE FOR: DXR: DANBURY MUNI  
Type: A RD: 28545.22 RE: 457.4

RIDGEFIELD\_5\_CT - FAA Analysis.txt

FAR 77.17(a)(1): DNE  
 FAR 77.17(a)(2): DNE - Height No Greater Than 200 feet AGL.  
 VFR Horizontal Surface: DNE  
 VFR Conical Surface: DNE  
 VFR Approach Slope: DNE  
 VFR Transitional Slope: DNE

VFR TRAFFIC PATTERN AIRSPACE FOR: HPN: WESTCHESTER COUNTY

Type: A RD: 98237.93 RE: 438.8  
 FAR 77.17(a)(1): DNE  
 FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.  
 VFR Horizontal Surface: DNE  
 VFR Conical Surface: DNE  
 VFR Approach Slope: DNE  
 VFR Transitional Slope: DNE

TERPS DEPARTURE PROCEDURE (FAA Order 8260.3, Volume 4)

FAR 77.17(a)(3) Departure Surface Criteria (40:1)  
 DNE Departure Surface

MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)

FAR 77.17(a)(4) MOCA Altitude Enroute Criteria  
 The Maximum Height Permitted is 600 ft AMSL

PRIVATE LANDING FACILITIES

No Private Landing Facilities Are Within 6 NM

AIR NAVIGATION ELECTRONIC FACILITIES

APCH BEAR	FAC	ST		DIST		DELTA		GRND	
	IDNT	TYPE	AT	FREQ	VECTOR	(ft)	ELEVA ST	LOCATION	ANGLE
	CMK	VOR/DME	I	116.6	260.53	23225	-8	NY CARMEL	-.02
87	DXR	LOCALIZER	I	111.5	8.91	29449	+233	CT RWY 08 DANBURY MU	.45
	DXR	ATCT	ON	A/G	7.33	30231	+228	CT DANBURY MUNI	.43
	HPN	RADAR	ON	2735.	216.95	99393	+176	NY WESTCHESTER COUNT	.10

No Impact. Existing Structures Do Not Require Notice based upon EMI. The FAA takes into account and adjusts radar facilities for reflection, clutter and false targets. The studied location is within 20 NM of an Air Traffic Radar facility.

The calculated Radar Line-Of-Sight (LOS) distance is: 60 NM.  
 This location and height is within the Radar Line-Of-Sight.

	BDR	VOR/DME	R	108.8	114.85	113115	+677	CT BRIDGEPORT	.34
	IGN	VOR/DME	R	117.6	327.06	162964	+104	NY KINGSTON	.04
	HVN	VOR/DME	R	109.8	93.7	168757	+680	CT NEW HAVEN	.23
	PWL	VOR/DME	I	114.3	350.9	176857	-564	NY PAWLING	-.18
	SWF	RADAR	Y	2765.	293.81	181994	-35	NY STEWART INTERNATI	-.01
	DPK	VOR/DME	I	117.7	163.63	189482	+563	NY DEER PARK	.17
	ISP	RADAR	ON	2735.	147.94	208396	+504	NY LONG ISLAND MacAR	.14

RIDGEFIELD\_5\_CT - FAA Analysis.txt  
LGA VOR/DME R 113.1 208.85 211086 +677 NY LA GUARDIA .18  
KOKX RADAR WXL Y 131.74 233532 +491 NY NEW YORK .12

CFR Title 47, §1.30000-§1.30004

AM STUDY NOT REQUIRED: Structure is not near a FCC licensed AM station.  
Movement Method Proof as specified in §73.151(c) is not required.  
Please review 'AM Station Report' for details.

Nearest AM Station: WAXB @ 899 meters.

Airspace® Summary Version 16.9.424

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01-04-2017  
14:47:24

# **ATTACHMENT 2**

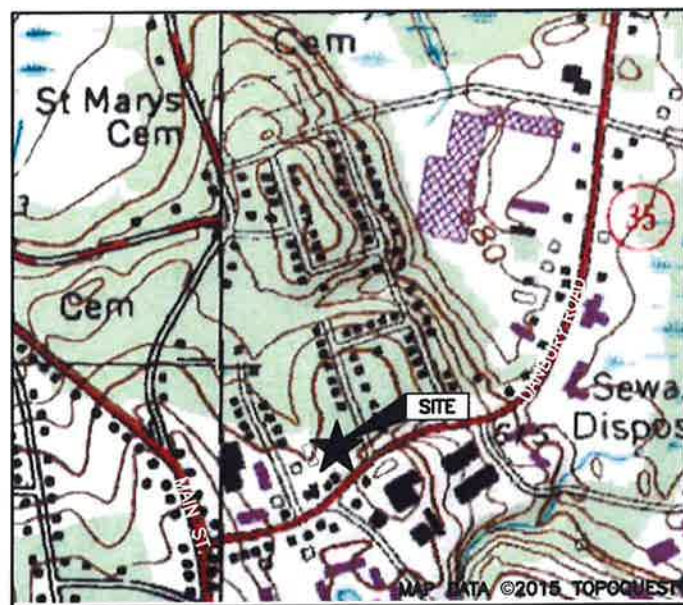
# CELLCO PARTNERSHIP

# d.b.a. verizon wireless

## WIRELESS COMMUNICATIONS FACILITY

# RIDGEFIELD 5 CT

35-37 DANBURY ROAD  
RIDGEFIELD, CT 06877



VICINITY MAP SCALE: 1"=500'-0"

**DIRECTIONS TO SITE:**  
 99 E RIVER DR, EAST HARTFORD, CT 06108  
 HEAD EAST ON E RIVER DR TOWARD DARLIN ST  
 TURN LEFT TO STAY ON E RIVER DR  
 TURN LEFT AT THE 1ST CROSS STREET ONTO CONNECTICUT BLVD  
 TURN LEFT ONTO THE ROUTE 84 W RAMP TO HARTFORD/ROUTE 91  
 FOLLOW I-84 TO US-7 S IN DANBURY. TAKE EXIT 3 FROM I-84  
 MERGE ONTO I-84  
 KEEP LEFT TO STAY ON I-84  
 USE THE LEFT 2 LANES TO TAKE EXIT 3 FOR SOUTH U.S. 7 S TOWARD NORWALK  
 FOLLOW US-7 S AND CT-35 S/DANBURY RD TO YOUR DESTINATION IN RIDGEFIELD  
 CONTINUE ONTO US-7 S  
 KEEP LEFT TO STAY ON US-7 S  
 TURN RIGHT ONTO CT-35 S/DANBURY RD  
 35 DANBURY ROAD  
 RIDGEFIELD, CT WILL BE ON THE LEFT

CONSULTANT TEAM	
<b>PROJECT ENGINEER</b>	
HUDSON DESIGN GROUP, LLC 1600 OSGOOD STREET BUILDING 20 NORTH, SUITE 3090 NORTH ANDOVER, MA 01845 TEL: 1-(978)-557-5553 FAX: 1-(978)-336-5586	
<b>MEP ENGINEER</b>	
HUDSON DESIGN GROUP, LLC 1600 OSGOOD STREET BUILDING 20 NORTH, SUITE 3090 NORTH ANDOVER, MA 01845 TEL: 1-(978)-557-5553 FAX: 1-(978)-336-5586	

PROJECT SUMMARY	
<b>SITE NAME:</b>	RIDGEFIELD 5 CT
<b>SITE ADDRESS:</b>	35-37 DANBURY ROAD RIDGEFIELD, CT 06877
<b>PROPERTY OWNER:</b>	EPPOLITI REALTY CO., INC. 37 DANBURY ROAD, SUITE 203 RIDGEFIELD, CT 06877
<b>APPLICANT:</b>	CELLCO PARTNERSHIP d/b/a VERIZON WIRELESS 99 EAST RIVER DRIVE EAST HARTFORD, CT 06108
<b>APPLICANT:</b>	ALEKSEY TYURIN VERIZON WIRELESS 99 EAST RIVER DRIVE EAST HARTFORD, CT 06108 PHONE: (860) 549-3739
<b>LEGAL/REGULATORY COUNSEL:</b>	KENNETH C. BALDWIN ESQ. ROBINSON + COLE LLP (860)275-8345
<b>LATITUDE:</b>	N41° 17' 25.95"
<b>LONGITUDE:</b>	W73° 29' 52.61"

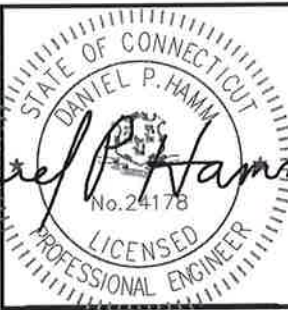
SCOPE OF WORK INFO.	
1.	THE PROPOSED SCOPE OF WORK GENERALLY INCLUDES THE INSTALLATION OF (3) SECTORS WITH (2) ANTENNAS EACH, FOR A TOTAL OF (6) ANTENNAS, ASSOCIATED CABLES AND APPURTENANCES MOUNTED TO PROPOSED PIPE MAST WITHIN PROPOSED ANTENNA CONCEALMENT ENCLOSURE.
2.	THE PROPOSED CELLO PARTNERSHIP EQUIPMENT WILL BE INSTALLED IN FIRST FLOOR TELCO ROOM WITHIN EXISTING BUILDING.
3.	POWER AND TELCO UTILITIES DEPICTED HEREIN ARE TENTATIVE. FINAL ROUTING TO BE DETERMINED DURING THE CONSTRUCTION DOCUMENT PHASE OF PROJECT.
4.	THE PROPOSED WIRELESS FACILITY INSTALLATION WILL BE DESIGNED IN ACCORDANCE WITH THE 2003 INTERNATIONAL BUILDING CODE AS MODIFIED BY THE 2009 CONNECTICUT SUPPLEMENT.

SHEET INDEX	
SHT. NO.	DESCRIPTION
T-1	TITLE SHEET
C-1	ABUTTERS PLAN
C-2	ROOF PLAN, ELEVATION & ANTENNA CONFIG.

PREPARED FOR: CELLCO PARTNERSHIP D.B.A.



1600 OSGOOD STREET  
BUILDING 20 NORTH, SUITE 3090  
N. ANDOVER, MA 01845 TEL: (978) 557-5553  
FAX: (978) 336-5586



*Daniel P. Hamm*

CHECKED BY: DJR

APPROVED BY: DPH

SUBMITTALS			
REV.	DATE	DESCRIPTION	BY
1	1/5/17	REVISED PER COMMENTS	GC
0	12/09/16	ISSUED FOR REVIEW	GC

SITE NAME:  
RIDGEFIELD 5 CT

SITE ADDRESS:  
35-37 DANBURY ROAD  
RIDGEFIELD, CT 06877

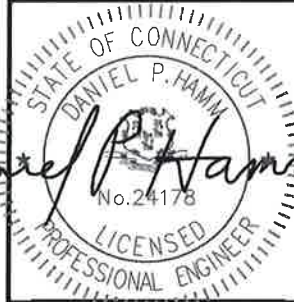
SHEET TITLE  
TITLE SHEET

SHEET NUMBER  
T-1





1600 OSGOOD STREET  
 BUILDING 20 NORTH, SUITE 309D TEL: (978) 557-5553  
 N. ANDOVER, MA 01845 FAX: (978) 336-5586



*Daniel P. Hamer*

CHECKED BY: DJR

APPROVED BY: DPH

SUBMITTALS

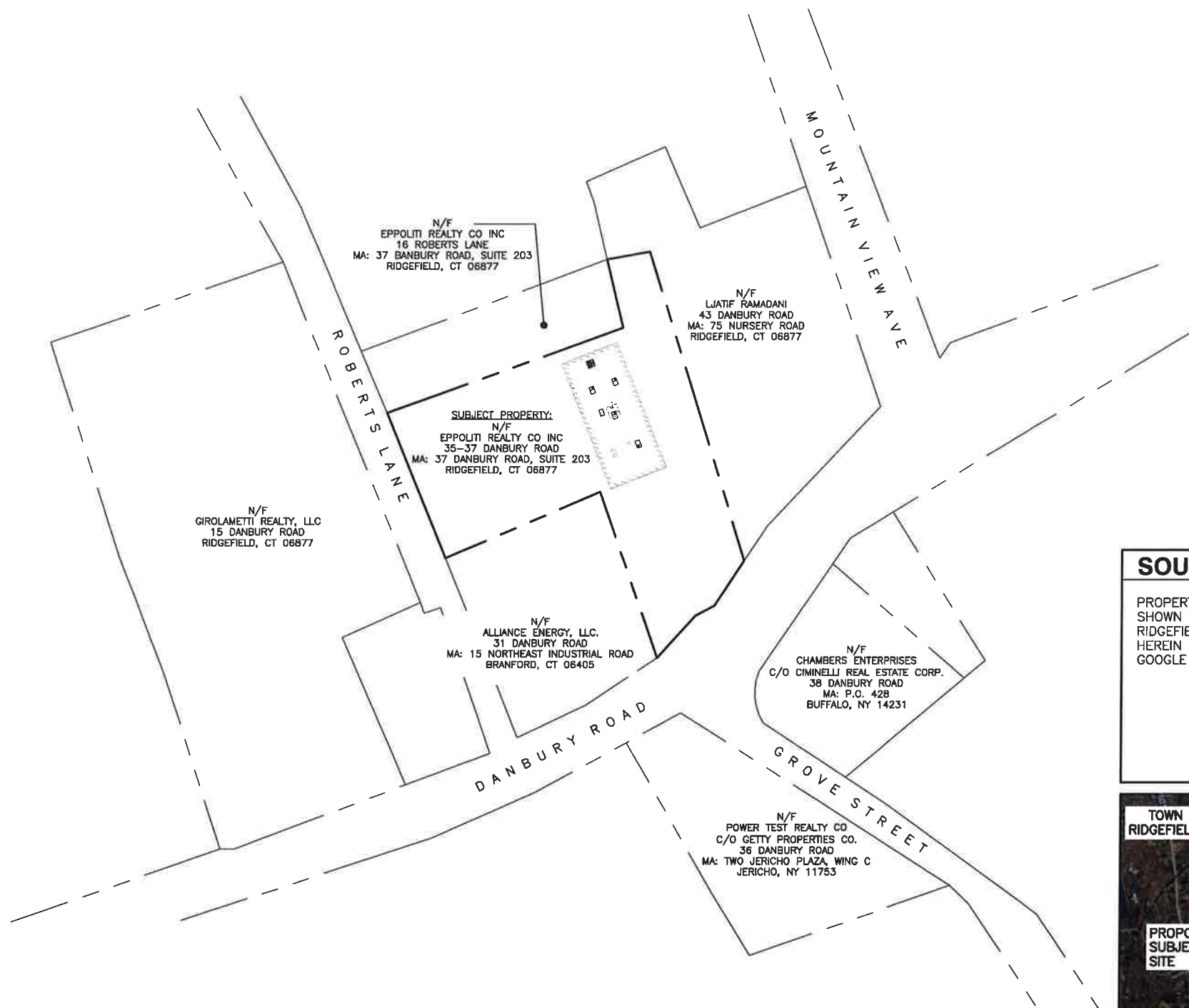
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1	1/5/17	REVISED PER COMMENTS	GC
0	12/09/16	ISSUED FOR REVIEW	GC

SITE NAME:  
**RIDGEFIELD 5 CT**

SITE ADDRESS:  
 35-37 DANBURY ROAD  
 RIDGEFIELD, CT 06877

SHEET TITLE  
**ABUTTERS MAP**

SHEET NUMBER  
**C-1**



**SOURCE:**  
 PROPERTY LINES AND PROPERTY OWNER INFORMATION SHOWN HEREIN ARE REFERENCED FROM THE TOWN OF RIDGEFIELD GIS DATA BASE. SITE FEATURES SHOWN HEREIN ARE REFERENCED FROM AVAILABLE MAPPING ON GOOGLE EARTH PRO.

**LEGEND:**

- PROPERTY LINE-SUBJECT PARCEL
- PROPERTY LINE-ABUTTERS
- STATE LINE
- CONTOUR LINE
- DELINEATED WETLAND LINE
- (E) BUILDING
- xxx-xx ASSESSORS MAP-BLOCK-LOT NO.
- (E) TREE LINE

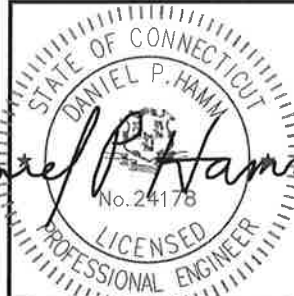


**ABUTTERS MAP**  
 22x34 SCALE: 1"=60'-0"  
 11x17 SCALE: 1"=120'-0"

GRAPHIC SCALE  
 0 30 60 120 180 FEET



1400 OSGOOD STREET  
BUILDING 20 NORTH, SUITE 3090 N. ANDOVER, MA 01845  
TEL: (978) 557-5553  
FAX: (978) 336-5586



CHECKED BY: DJR

APPROVED BY: DPH

SUBMITTALS

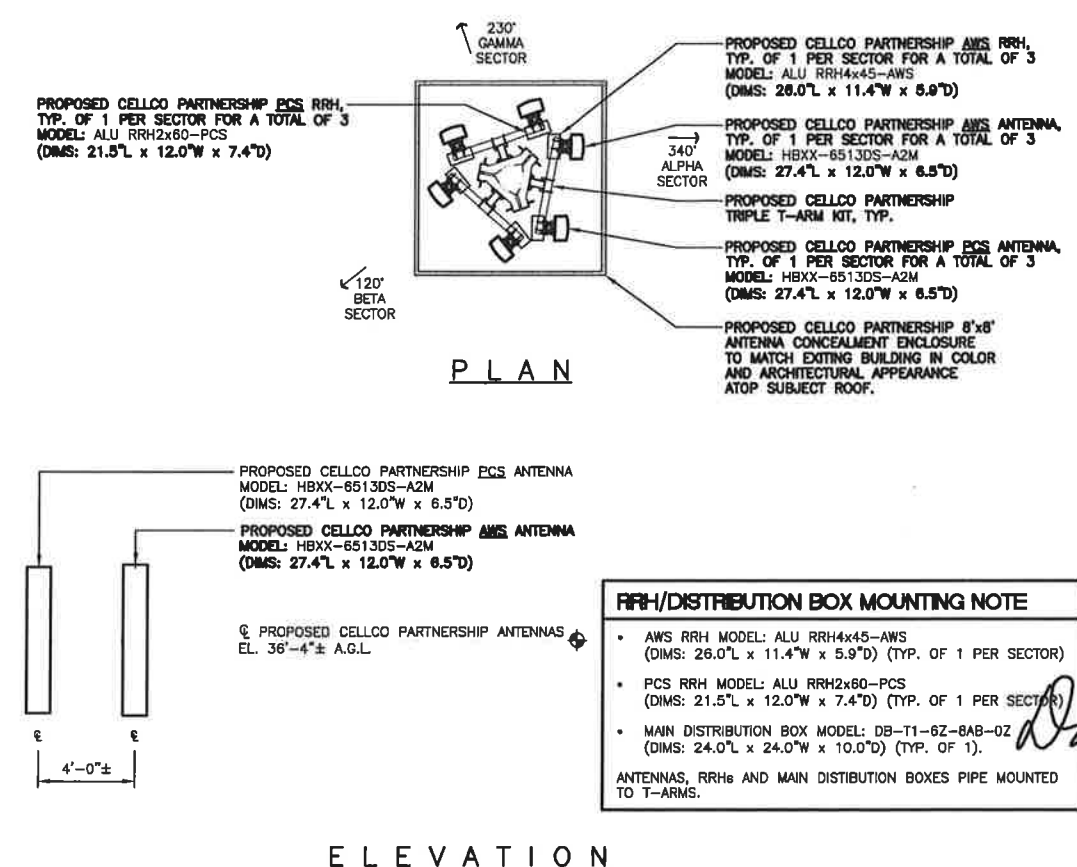
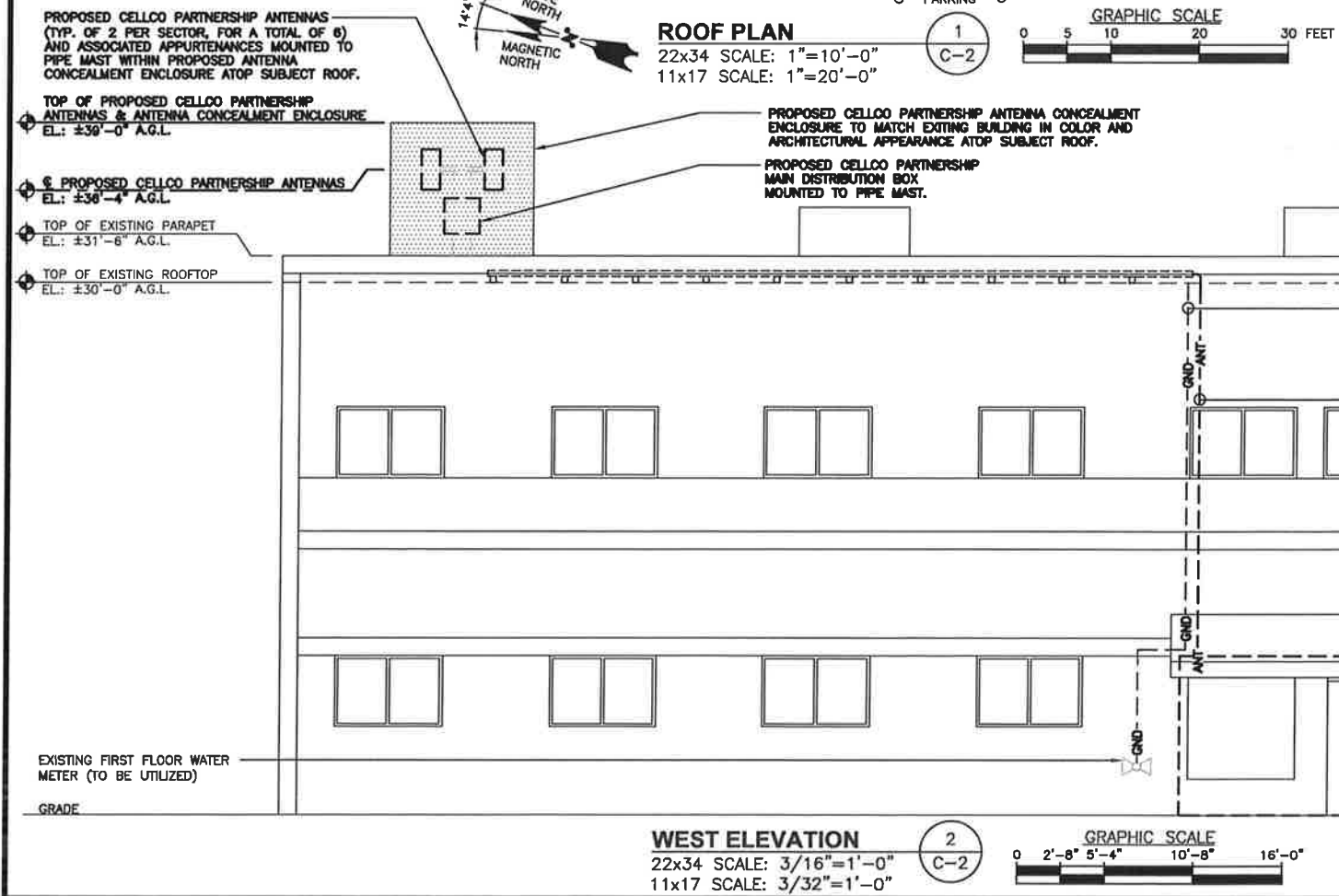
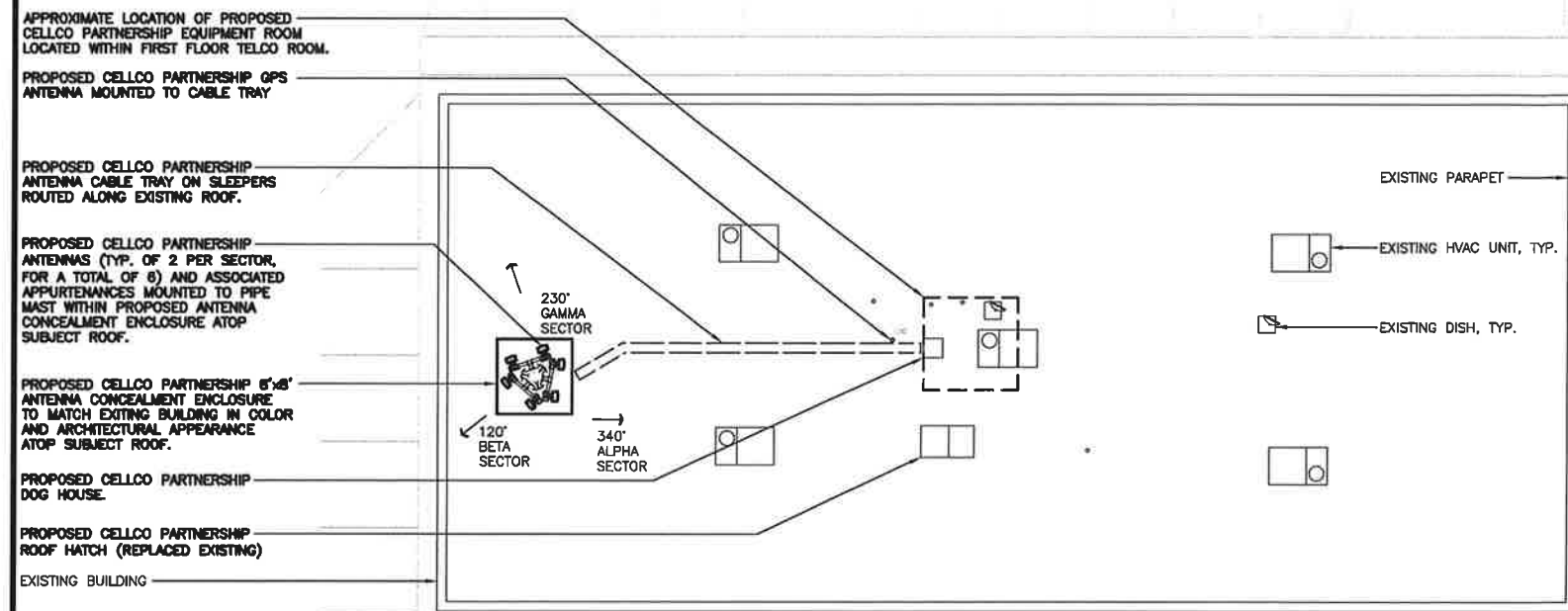
REV.	DATE	DESCRIPTION	BY
1	1/5/17	REVISED PER COMMENTS	GC
0	12/09/16	ISSUED FOR REVIEW	GC

SITE NAME:  
**RIDGEFIELD 5 CT**

SITE ADDRESS:  
35-37 DANBURY ROAD  
RIDGEFIELD, CT 06877

SHEET TITLE  
**ROOF PLAN,  
ELEVATION &  
ANTENNA CONFIG.**

SHEET NUMBER  
**C-2**



**WEST ELEVATION**  
22x34 SCALE: 3/16"=1'-0"  
11x17 SCALE: 3/32"=1'-0"