

CONNECTICUT SITING COUNCIL

PETITION OF NEW CINGULAR)
WIRELESS PCS, LLC ("AT&T") TO THE)
CONNECTICUT SITING COUNCIL FOR) PETITION NO. _____
A DECLARATORY RULING THAT NO)
CERTIFICATE OF ENVIRONMENTAL) JANUARY 9, 2015
COMPATIBILITY AND PUBLIC NEED IS)
REQUIRED FOR A PROPOSED)
INSTALLATION OF A WIRELESS)
TELECOMMUNICATIONS FACILITY AT)
AN EXISTING CL&P STRUCTURE)
LOCATED OFF OF RIVERGATE DRIVE,)
WILTON, CONNECTICUT)

PETITION FOR DECLARATORY RULING TO
INSTALL A WIRELESS TELECOMMUNICATIONS FACILITY
AT CL&P TRANSMISSION TOWER #935
RIVERGATE DRIVE, WILTON, CONNECTICUT

I. Introduction

New Cingular Wireless PCS, LLC ("AT&T"), the "Petitioner", hereby petitions the Connecticut Siting Council ("Council") pursuant to Sections 16-50j-38 and 16-50j-39 of the Regulations of Connecticut State Agencies ("R.C.S.A.") for a declaratory ruling that no Certificate of Environmental Compatibility and Public Need ("Certificate") is required pursuant to Section 16-50k of the Connecticut General Statutes ("C.G.S.") to add a wireless telecommunications facility to an existing Connecticut Light & Power ("CL&P") transmission tower structure (#938) located off of Rivergate Drive, Wilton, Connecticut (the "Site").¹

¹ Please see Attachment J for CL&P and NU authorizations.

As set forth herein, an overall 12' tower addition and expansion is proposed as part of an existing lattice transmission tower and utility right-of-way in this area of Wilton.

II. Existing Facility

The existing facility, CL&P structure #938, is located in an existing CL&P right of way ("ROW") in the Town of Wilton and is part of a transmission line. CL&P structure #938 is an approximately 91 foot tall lattice tower structure. The municipal boundary of the Town of Westport is located approximately 2,600' to the southeast of the existing CL&P structure and the municipal boundary of the Town of Weston is located approximately 3,300' to the northeast. Other properties in the area are principally single family residences.

III. Proposed AT&T Installation

AT&T is licensed by the Federal Communications Commission ("FCC") to provide wireless services in this area of the State of Connecticut. AT&T proposes to install an antenna support structure within and modifications to an existing CL&P lattice transmission structure, which will extend approximately 12' above the existing tower. The extension will support 6 panel antennas, along with 12 tower mounted amplifiers ("TMAs") at a centerline height of approximately 100' above grade level ("AGL"). An 8' x 15' concrete equipment pad will be placed at the base of the existing structure to accommodate AT&T's outdoor equipment cabinets. Provisions for emergency backup power include a 50kW diesel fueled generator on a 4' x 8' concrete pad adjacent to the equipment in a fenced area. A 20' easement over the existing gravel access drive from the eastern side of Rivergate Drive and existing on-site parking are proposed to be used by AT&T for access. Utilities are proposed to extend underground from an on-site distribution pole.

Included as Attachment A are detailed drawings prepared by Centek Engineering, last revised December 9, 2014, which include an abutters map, topographic map, plans, elevations, site details, site utility plans and other aspects of proposed AT&T facility. Annexed hereto as Attachment B is a

Structural Analysis report dated April 29, 2014, also prepared by Centek Engineering, concluding that the new pole, together with reinforcements and modifications to the foundation and lattice steel work on the existing transmission tower, will meet the State Building Code and CL&P requirements and be adequate to support AT&T's proposed facility.

IV. The Proposed Facility Will Not Have a Substantial Adverse Environmental Effect

A. Minimal Physical Impact

A comparison of existing and proposed conditions reveals no substantial adverse environmental impacts associated with at grade construction in and around CL&P's transmission structure. The equipment compound will be constructed in an area already cleared in the CL&P ROW at the base of the tower. No tree clearing is proposed. The nearest wetland to the facility is located across the street on the western side of Rivergate Drive over 100' away. See Attachment C. All erosion and sediment control measures will be installed in accordance with the "Connecticut Guidelines for Soil Erosion and Sediment Control" and amendments, as published by the Connecticut Council on Soil and Water Conservation. As such, AT&T respectfully submits that there are no significant environmental impacts on the land associated with the proposed facility.

B. Compliance with MPE Limits

The operation of AT&T's antennas will not increase the total radio frequency electromagnetic power density at the site to a level at or above applicable standards. A power density report is included in Attachment D. The total radio frequency power density will be well within standards adopted by the Connecticut Department of Environmental Protection as set forth in Section 22a-162 of the Connecticut General Statutes and the MPE limits established by the Federal Communications Commission.

C. Visibility

As demonstrated in the visual materials included in Attachment E, the proposed AT&T installation will not materially alter the viewshed which includes the existing lattice tower and other structures in CL&P's electric transmission ROW. The installation requires no FAA lighting or marking as per the TOWAIR report included in Attachment F. Additionally, AT&T's consultants determined as part of the field review for this project that there were no significant impacts on visibility from surrounding residential properties. As such, AT&T respectfully submits that the incremental change in visibility associated with AT&T's proposed extension of CL&P's existing transmission structure is neither significant nor adverse for purposes of the Council's regulatory considerations in ruling on this petition for a declaratory ruling.

D. Noise

A Noise Evaluation Report, dated August 26, 2014 is included as Attachment G. While not required by law for noise code compliance, the report recommended that an acoustical barrier be incorporated into the generator fencing to address noise associated with generator and cycling/emergency operations of same given proximity to residential property lines. Sheet C-2 of the drawings included in Exhibit A includes a note that incorporates the recommended acoustical barrier as part of the proposed fencing.

V. Public Need

Annexed hereto in Attachment H are radio frequency coverage plots which depict existing and composite 1900 MHz (LTE) coverage from the proposed facility at an antenna centerline height of 100' AGL. As demonstrated therein, AT&T currently has gaps in reliable service in this area of Wilton and the proposed facility is needed to fill some of these existing coverage gaps within AT&T's network. As such, while the Council does not have to find a public need for the facility as part of a ruling on this Petition, it is respectfully submitted that the enclosed information fully demonstrates the

need for the installation of the proposed facility to provide reliable wireless services to the public. This project is further consistent with state policy to avoid the proliferation of towers.

VI. Notice

Pursuant to R.C.S.A. Section 16-50j-40(a), notice of AT&T's intent to file this petition was sent to each person appearing of record as an owner of property that abuts the site, as well as the appropriate municipal officials and government agencies as listed in Section 16-50e of the C.G.S. Certification of such notice, a copy of the notice and the list of property owners and municipal officials and government agencies to whom the notice was sent are included in Attachment I.

VII. Conclusion

As set forth above, the proposed AT&T wireless facility and associated ground equipment are wholly consistent with legislative findings outlined in Section 16-50g and 16-50aa of the General Statutes of Connecticut that seek to avoid the unnecessary proliferation of towers in the State. Further, there are no known adverse environmental effects associated with the project. Therefore and for all the foregoing reasons, AT&T petitions the Connecticut Siting Council for a determination that the proposed wireless telecommunications facility does not require a Certificate of Environmental Compatibility and Public Need and that the Council issue an order approving same.

Respectfully Submitted,

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

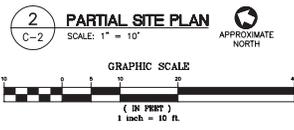
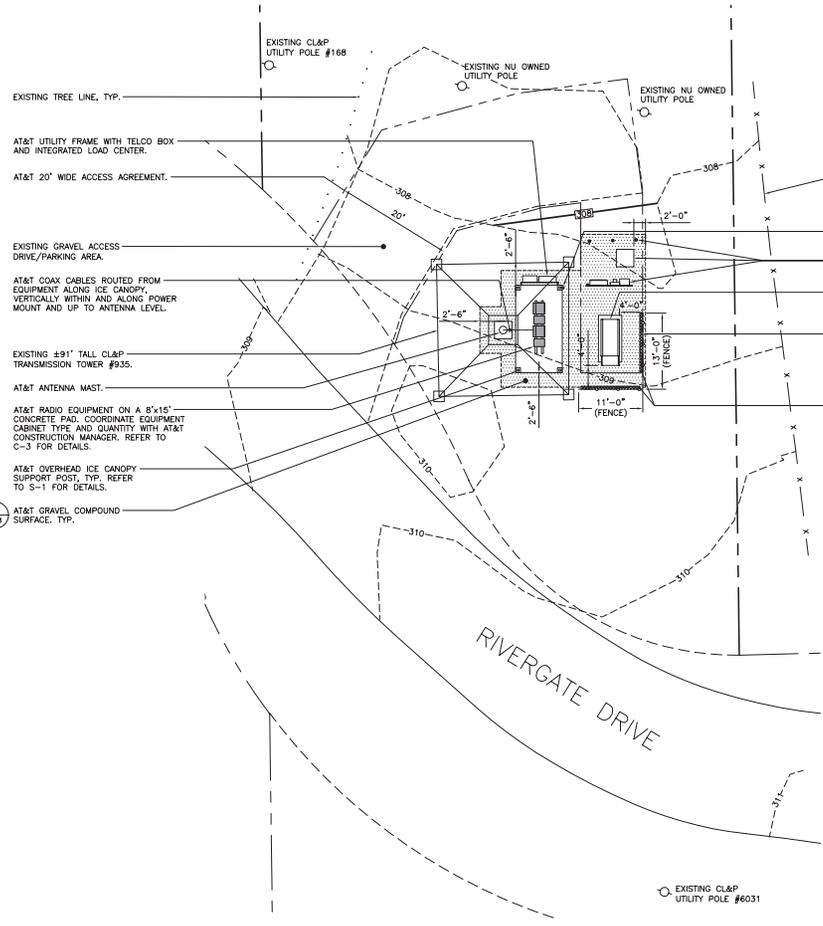
Christopher B. Fisher

On behalf of the Petitioner

cc: Bill Brennan, First Selectman Town of Wilton
Michele Briggs, AT&T
Harry Carey, AT&T
Eric Dahl, for AT&T

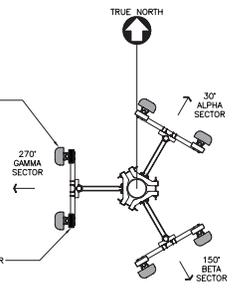
ATTACHMENT A

SYMBOLS LEGEND	
---	PROPERTY LINE
- - - -	EASEMENT LINE
---	DRIVE (EXISTING)
---650---	CONTOUR LINE
---650---	GRADING LINE
○	UTILITY POLE
⊗	EXISTING TREE LINE
- · - · -	FENCE LINE
X	PROPOSED SPOT GRADE

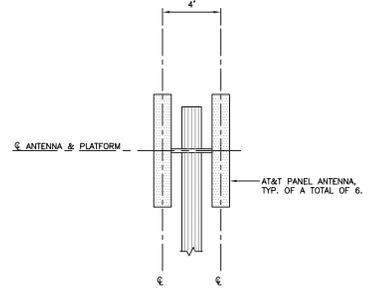


AT&T PANEL ANTENNA, TYP. OF TWO (2) PER SECTOR FOR A TOTAL OF SIX (6), MODEL: OPA-60R-LOUJ-H8, (DIMS: 92.7"Lx14.4"Wx7.0"D)

AT&T TMA, TYP. OF FOUR (4) PER SECTOR FOR A TOTAL OF TWELVE (12), MODEL: CCI TMAPD7823V12A, (DIMS: 10.63"Lx11.02"Wx3.72"D)



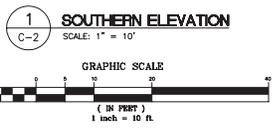
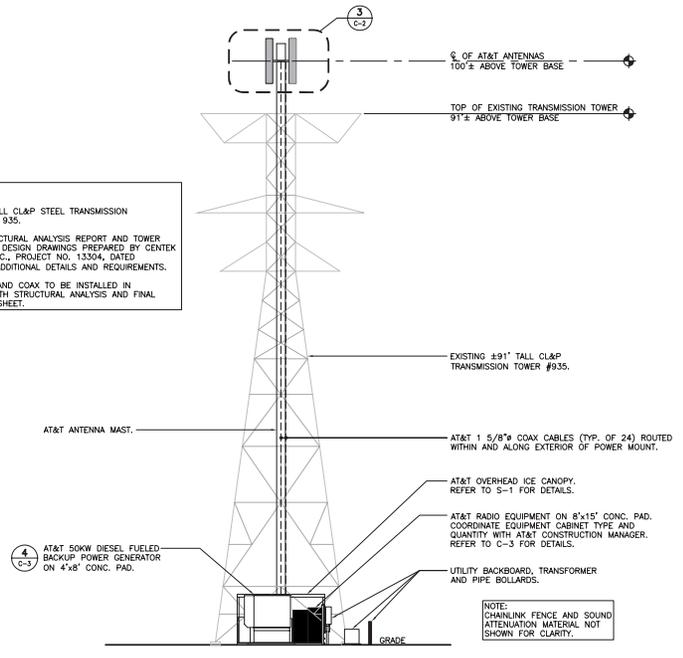
PLAN



ELEVATION

3 ANTENNA MOUNTING CONFIGURATION DETAILS
NOT TO SCALE

- TOWER NOTES:**
- EXISTING 91' TALL CL&P STEEL TRANSMISSION STRUCTURE NO. 935.
 - REFER TO STRUCTURAL ANALYSIS REPORT AND TOWER REINFORCEMENT DESIGN DRAWINGS PREPARED BY CENTEK ENGINEERING, INC., PROJECT NO. 13304, DATED 4/29/14 FOR ADDITIONAL DETAILS AND REQUIREMENTS.
 - ALL ANTENNAS AND COAX TO BE INSTALLED IN ACCORDANCE WITH STRUCTURAL ANALYSIS AND FINAL AT&T RF DATA SHEET.



DATE:	03/11/14
SCALE:	AS NOTED
JOB NO.:	13304.000
COMPOUND PLAN, ELEVATION AND ANTENNA MOUNTING DETAILS	
C-2	
Sheet No. <u> </u> of <u> </u>	

PROFESSIONAL ENGINEER SEAL	
at&t	
SAI COMMUNICATIONS	
CENTEK ENGINEERING, INC.	

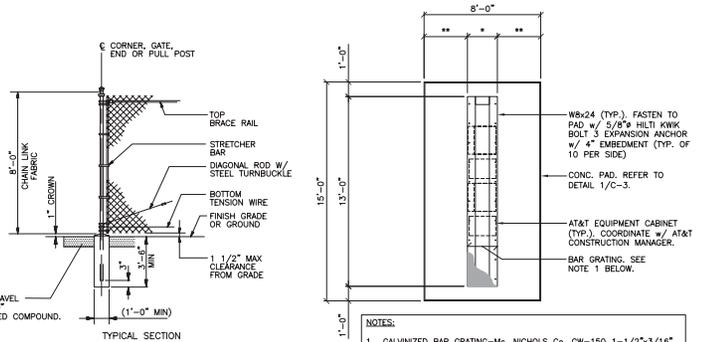
AT&T MOBILITY	WILTON SITE NUMBER: CT7847 RIVERGATE DRIVE WILTON, CT 06897
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RF EQUIPMENT TABLE

SECTOR	PANEL ANTENNAS				FILTER	FROM TMA				TMA	FROM EQUIPMENT AT GRADE			
	AZIMUTH	QTY.	MAKE & MODEL	RAD CENTER (AGL)		DOWNTILT	QTY.	COAX QTY.	COAX SIZE		COAX LENGTH	RET QTY.	QTY.	MAKE & MODEL
ALPHA	30°	2	CCI OPA-65R-LCUU-H8	100.0'	0°M/Z/E	0	16	1/2" Ø	15' ±	0	4	CCI TMABP07823VG12A		110' ±
BETA	150°	2	CCI OPA-65R-LCUU-H8	100.0'	0°M/Z/E	0	16	1/2" Ø	15' ±	0	4	CCI TMABP07823VG12A	24	110' ±
GAMMA	270°	2	CCI OPA-65R-LCUU-H8	100.0'	0°M/Z/E	0	16	1/2" Ø	15' ±	0	4	CCI TMABP07823VG12A		110' ±

WOVEN WIRE FENCE NOTES

- GATE POST, CORNER, TERMINAL OR PULL POST 2 1/2" Ø SCHEDULE 40 FOR GATE WIDTHS UP THRU 6 FEET OR 12 FEET FOR DOUBLE SWING GATE PER ASTM-F1083.
- LINE POST: 2" Ø SCHEDULE 40 PIPE PER ASTM-F1083.
- GATE FRAME: 1 1/2" Ø SCHEDULE 40 PIPE PER ASTM-F1083.
- TOP RAIL & BRACE RAIL: 1 1/2" Ø SCHEDULE 40 PIPE PER ASTM-F1083.
- FIBER & DC LENGTH PER ASTM-F1083.
- FABRIC: 12 GA. COBRE WIRE SIZE 2" MESH, CONFORMING TO ASTM-A392.
- TIE WIRE: MINIMUM 11 GA. GALVANIZED STEEL AT POSTS AND RAILS A SINGLE WRAP OF FABRIC TIE AND AT TENSION WIRE BY HOG RINGS SPACED MAX 24" INTERVALS.
- TENSION WIRE: 7 GA. GALVANIZED STEEL.
- GATE LATCH: DROP DOWN LOCKABLE FORK LATCH AND LOCK, KEYS ALIKE FOR ALL SITES IN A GIVEN MTA.
- HEIGHT = 8'

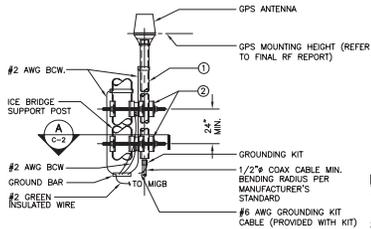


8 WOVEN WIRE FENCE DETAIL

C-3 NOT TO SCALE

NOTES:

- GALVANIZED BAR GRATING-Mc NICHOLS Co. GW-150 1-1/2"x3/16" SERRATED BAR GRATING WITH STANDARD SADDLE CLIP FASTENERS. REFER TO FRAMING PLAN FOR DECK SPAN DIRECTION.
- COORDINATE w/ EQUIPMENT MANUFACTURER'S BOLTING REQUIREMENTS
- COORDINATE EQUIPMENT POSITION WITH CONSTRUCTION MANAGER



GPS ANTENNA MOUNTING BRACKET

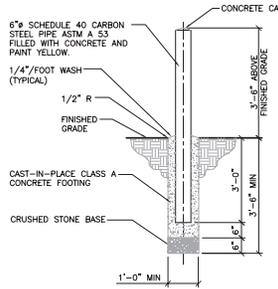
BILL OF MATERIALS		
ITEM	DESCRIPTION	QUANTITY
1	2-1/2" SCH. 40 x 8'-0" LG. MAX SS OR GALV. PIPE	1
2	UNIVERSAL CLAMP SET.	2

6 GPS GROUNDING/MOUNTING BRACKET DETAIL

C-3 NOT TO SCALE

NOTES:

- THE ELEVATION AND LOCATION OF THE GPS ANTENNA SHALL BE IN ACCORDANCE WITH THE FINAL RF REPORT.
- THE GPS ANTENNA MOUNT IS DESIGNED TO FASTEN TO A STANDARD 2-1/2" DIAMETER, SCHEDULE 40, GALVANIZED STEEL OR STAINLESS STEEL PIPE. THE PIPE MUST NOT BE THREADED AT THE ANTENNA MOUNT END. THE PIPE SHALL BE CUT TO THE REQUIRED LENGTH (MINIMUM OF 24 INCHES) USING A HAND OR ROTARY PIPE CUTTER TO ASSURE A SMOOTH AND PERPENDICULAR CUT. A HACK SAW SHALL NOT BE USED. THE CUT PIPE END SHALL BE DEBURRED AND SMOOTH IN ORDER TO SEAL AGAINST THE NEOPRENE GASKET ATTACHED TO THE ANTENNA MOUNT.
- ATTACH TO ICE BRIDGE POST NEAREST ANTENNA CABLE PORT AT EQUIPMENT.
- PRIOR TO INSTALLATION CONTRACTOR SHALL TEST GPS LOCATION WITH HAND HELD AND MOVE GPS ANTENNA TO OTHER ICE BRIDGE POSTS AS REQUIRED TO ACHIEVE ADEQUATE SIGNAL. FAILURE TO ACHIEVE ADEQUATE SIGNAL WITH A HAND HELD GPS SHALL BE REPORTED TO CONSTRUCTION MANAGER AND ENGINEER TO DETERMINE ALTERNATE INSTALLATION LOCATION FOR GPS ANTENNA.

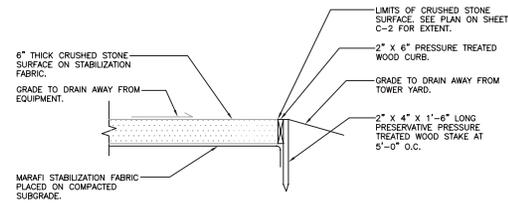


7 BOLLARD DETAIL

C-3 NOT TO SCALE

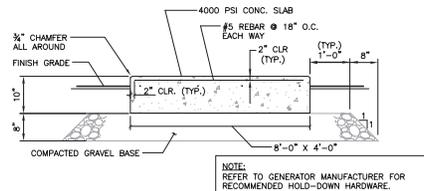
NOTES:

- PROVIDE 3/4" PRESSURE TREATED PLYWOOD PAINTED BATTLESHIP GREY ON ALL SIDES (TWO COATS) AND COVERED BY A GALV. STEEL OR PVC CRIP CAP.
- CONTRACTOR TO MAKE PROVISIONS FOR MOUNTING ELECTRICAL PANELBOARD AND GENERATOR PLUG ON ONE SIDE WITH OPPOSITE FOR TELCO CABINET.



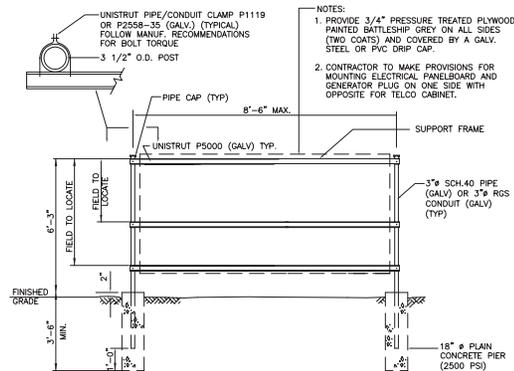
5 COMPOUND SURFACING DETAIL

C-3 NOT TO SCALE



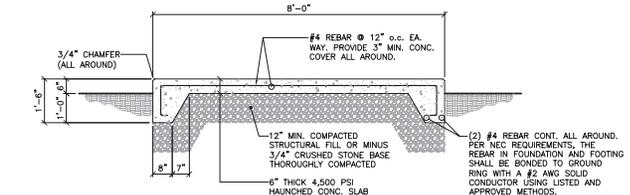
4 GENERATOR PAD DETAIL

C-3 NOT TO SCALE



3 UTILITY SUPPORT FRAME (TYP)

C-3 NOT TO SCALE

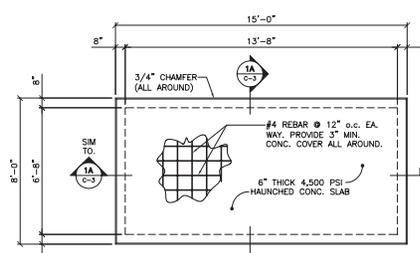


HAUNCHED SLAB DETAIL NOTES:

- CONCRETE SHALL BE F_c = 4,500 PSI MINIMUM @ 28 DAYS WITH MAXIMUM WATER/CEMENT (W/C) RATIO = 0.45 AND AIR ENTRAINED IN ACCORDANCE WITH THE 2005 CT STATE BUILDING CODE SECTION 1904 ENTITLED "DURABILITY REQUIREMENTS".
- DEFORMED REINFORCING BARS SHALL BE FABRICATED WITHOUT SPLICES. SUPPORT BAR MAT ON CONCRETE BRICK.
- ALL INTERSECTING BARS SHALL BE TIED. TURN ENDS OF THE WIRE AWAY FROM EXPOSED SURFACES.

1A HAUNCHED SLAB DETAIL

C-3 NOT TO SCALE



1 HAUNCHED SLAB PLAN

C-3 NOT TO SCALE

HAUNCHED SLAB PLAN NOTES:

- COORDINATE PLACEMENT OF EQUIPMENT CABINETS ON CONC. PAD WITH 2/C-3 AND EQUIPMENT MANUFACTURER'S MINIMUM CLEARANCE REQUIREMENTS
- REFER TO EQUIPMENT MANUFACTURER'S FASTING RECOMMENDATIONS AND REQUIREMENTS PRIOR TO CABINET INSTALLATION.

PROFESSIONAL ENGINEER SEAL

DATE: 03/11/14
SCALE: AS NOTED
JOB NO. 13304.000

SITE DETAILS AND NOTES

C-3

Sheet No. 1 of 15

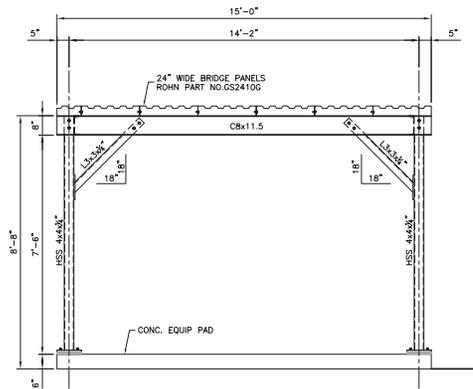
AT&T MOBILITY
WILTON
SITE NUMBER: CT1847
RIVERGATE DRIVE
WILTON, CT 06897

DATE: 03/11/14
SCALE: AS NOTED
JOB NO. 13304.000

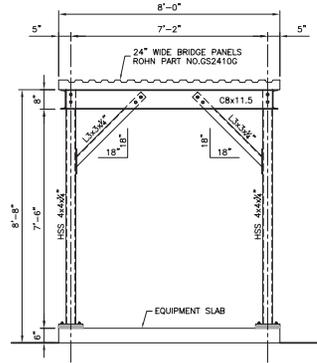
SITE DETAILS AND NOTES

C-3

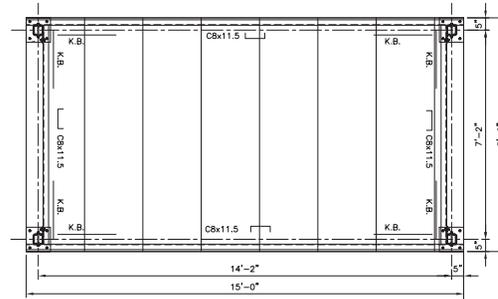
Sheet No. 1 of 15



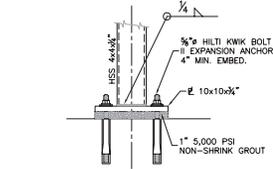
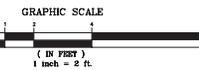
3 CANOPY ELEVATION
S-1 NOT TO SCALE



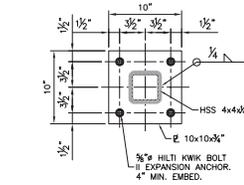
2 CANOPY ELEVATION
S-1 NOT TO SCALE



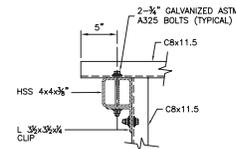
1 CANOPY PLAN
S-1 SCALE: 1/2" = 1'-0"



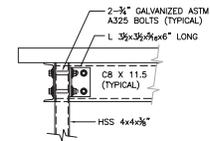
7 CANOPY POST CONNECTION
S-1 SCALE: 1-1/2" = 1'-0"



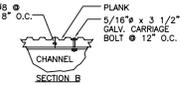
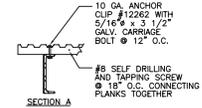
8 CANOPY POST BASE PLATE
S-1 SCALE: 1-1/2" = 1'-0"



4 CANOPY FRAME CONNECTION
S-1 SCALE: 1-1/2" = 1'-0"



5 CANOPY FRAME CONNECTION
S-1 SCALE: 1" = 1'-0"

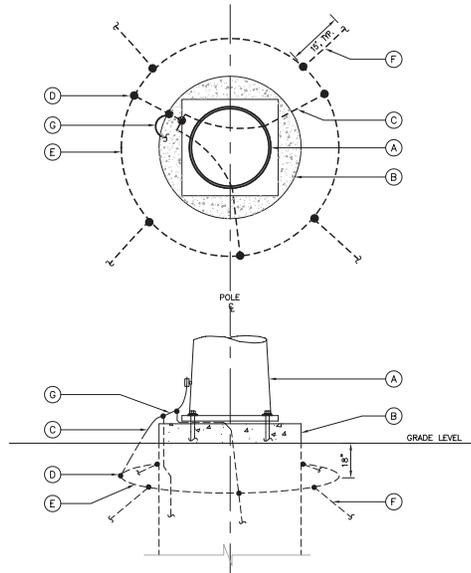


6 BRIDGE PANEL CONNECTION
S-1 SCALE: 1" = 1'-0"

DATE:	03/11/14
SCALE:	AS NOTED
JOB NO.:	13304.000
ICE CANOPY DETAILS	
S-1	
Sheet No. <u>6</u> of <u>15</u>	

AT&T MOBILITY
WILTON
SITE NUMBER: CT1847
RIVERGATE DRIVE
WILTON, CT 06897

DATE: 03/11/14
TIME: 1:07:09/14
DRAWN BY: DPK/DJ/PT
CHECKED BY: [blank]
DESCRIPTION: CLIENT REVIEW



1 NU TOWER GROUNDING DETAIL
E-6 NOT TO SCALE

NU TOWER GROUNDING NOTES:

(NORTHEAST UTILITIES REQUIREMENTS)

- (A) STEEL HYBRID POLE.
- (B) CONCRETE CAISSON TYPE FOUNDATION.
- (C) STRANDED COPPERWELD SPOKE FROM POLE GROUND TO GRADING RING. SPOKES ARE A CONTINUATION OF STRANDED COPPERWELD COUNTERPOISE CONNECTING GRADING RING TO POLE GROUND. SPOKES TO SLOPE ON STRAIGHT LINE FROM GROUND LEVEL TO GRADING RING.
- (D) PARALLEL GROVE CONNECTOR, NU SC190052.
- (E) GRADING RING @ 18" MINIMUM BELOW GRADE AND 24" TO 30" FROM TOWER FOUNDATION. GRADING RING TO BE 3 NO. 8 STRANDED ANNEALED COPPERWELD.
- (F) COUNTERPOISE, 3 NO. 8 STRANDED ANNEALED COPPERWELD (TYPICAL).
- (G) COPPERWELD POLE GROUND.

GENERAL NOTE:

THE INFORMATION ON THIS SHEET REPRESENTS TYPICAL NORTHEAST UTILITIES GROUNDING REQUIREMENTS. CONTRACTOR MUST COORDINATE WITH NORTHEAST UTILITIES SITE MANAGER FOR SPECIFIC (AND CURRENT) GROUNDING REQUIREMENTS AT THIS SITE.

NORTHEAST UTILITIES - TOWER GROUNDING SYSTEM NOTES

- GENERAL-
1. THE OWNER WILL FURNISH THE WIRE, CONNECTORS, AND MISCELLANEOUS MATERIAL ASSOCIATED WITH THE COUNTERPOISE GROUNDING SYSTEM.
 2. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO INSTALL THE GROUNDING SYSTEM AND TO REHABILITATE THE RIGHT-OF-WAY AS CLOSE AS POSSIBLE TO ITS ORIGINAL CONDITION.
 3. THE CONTRACTOR SHALL HANDLE AND TRANSPORT THE OWNER SUPPLIED MATERIAL FROM THE OWNER'S STOREROOMS AND YARDS TO THE JOB SITE AND SHALL RETURN SURPLUS MATERIAL AND EMPTY REELS TO DESIGNATED STOREROOMS AND YARDS UPON COMPLETION OF THE CONTRACT.
 4. NORTHEAST UTILITIES WILL BE RESPONSIBLE FOR PERFORMING TESTS FOR SURGE IMPEDANCE AND WAVE IMPEDENCE.

- INSTALLATION-
1. UNLESS OTHERWISE DIRECTED BY THE OWNER'S REPRESENTATIVE, COUNTERPOISE SHALL BE BURIED A MINIMUM OF 24" IN CULTIVATED AREAS AND 18" IN WOODED OR OTHER AREAS. IN ROCKY AREAS OR WHERE OBSTRUCTIONS ARE ENCOUNTERED, THE COUNTERPOISE SHALL BE DIVERTED AROUND SUCH OBSTRUCTIONS. ALL INSTALLATIONS SHALL INCLUDE CONNECTIONS TO EXISTING OR PROPOSED STRUCTURES, AND SUCH CONNECTIONS SHALL BE MADE BELOW GROUND USING BOLTED PARALLEL GROVE CONNECTORS.
 2. WHERE MULTIPLE STRUCTURE GROUNDS EXIST AT MULTI POLE STRUCTURES, THEY SHALL BE CONNECTED TOGETHER WITH BURIED COPPERWELD WIRE, BUT ONLY IF SUCH GROUNDS HAVE METALLIC CONNECTIONS UP THE POLES TO THE SHIELD WIRES. AT STRUCTURES THAT HAVE PALE GROUNDS AND ALSO POLE GUY GROUNDS, CONNECTIONS SHALL BE MADE ONLY TO THE POLE GROUNDS, AND THE MINIMUM SPACING BETWEEN THE COUNTERPOISE AND ANCHOR RODS SHALL BE 10' AT WOOD POLE STRUCTURES WHERE NO SUCH POLE GROUND EXISTS, COUNTERPOISE CONNECTIONS SHALL BE MADE TO THE POLE TOP GUYS.
 3. FOR SINGLE CONTINUOUS (TYPE A) AND SINGLE BROKEN (TYPE B) COUNTERPOISE, THE WIRE SHALL IN GENERAL BE LAYED AT THE CENTERLINE OF THE TRANSMISSION LINE. FOR DOUBLE CONTINUOUS (TYPE C) AND DOUBLE BROKEN (TYPE D) COUNTERPOISE, THE WIRES SHALL IN GENERAL BE LAYED UNDER THE OUTSIDE PHASE WIRES OF THE TRANSMISSION LINE. COUNTERPOISE SHALL NOT BE INSTALLED ACROSS BROOKS, RIVERS, HIGHWAYS, RAILROADS, OR IN THE VICINITY OF TELEPHONE CABLES OR PIPELINES.
 4. AT STEEL POLE STRUCTURES, A BURIED GRADING RING AND SPOKES SHALL ALSO BE INSTALLED AROUND THE STRUCTURE UNLESS THE STRUCTURE HAS A PAD AND PIER FOUNDATION OR UNLESS A RING ALREADY EXISTS. COUNTERPOISE WIRE SHALL BE CONNECTED AT TWO PLACES TO EACH RING, AND COPPERWELD SPOKES SHALL SLOPE LINEARLY UP TO THE STRUCTURE GROUND.
 5. AT WOOD POLE STRUCTURES, AN 8' LENGTH OF PLASTIC MOULDING SHALL BE STAPLED OVER THE BOTTOM WITH 8' OF DOWNLEAD.

- GROUND RODS-
1. WHERE GROUND RODS ARE REQUIRED, THEY SHALL BE SINGLE OR SECTIONAL WITH THE LENGTH SPECIFIED. THEY SHALL BE DRIVEN VERTICALLY INTO THE GROUND TO A DEPTH WHICH WILL LEAVE THE TOP OF THE ROD AT LEAST 12" BELOW GRADE. ALL RODS SHALL BE CONNECTED TO COUNTERPOISE OR TO POLE GROUNDS USING BOLTED CONNECTORS.
- REHABILITATION-
1. SELECTIVE CLEARING PROCEDURES WERE USED IN THE DEVELOPMENT OF THE RIGHT-OF-WAY AND GROWTH OF SELECTED SPECIES HAS BEEN SAVED. THE CONTRACTOR SHALL NOT VIOLATE THE OWNER'S INTENT TO SAVE SELECTIVE SPECIES AND IMPOSE THE MINIMUM ENVIRONMENTAL IMPACT ON THE RIGHT OF WAY DURING THE EXECUTION OF THE WORK. THE CONTRACTOR SHALL REVIEW THE ROUTING OF EACH SECTION OF COUNTERPOISE WITH THE OWNER'S REPRESENTATIVE PRIOR TO ITS FIELD SPECIFIED LOCATION. THE CONTRACTOR IS RESPONSIBLE TO THE OWNER FOR DAMAGES TO THE RIGHT-OF-WAY IN OTHER THAN THE FIELD SPECIFIED LOCATIONS.
 2. ANY BRUSH ALONG THE FIELD SPECIFIED COUNTERPOISE ROUTES WHICH IS LEFT IN AN UNSIGHTLY CONDITION BY THE INSTALLATION WORK WILL BE CUT TO THE GROUND BY THE CONTRACTOR AND LEFT IN SMALL NEAT PILES IN PLACE WHERE CUT.
 3. IN LOCATIONS WHERE EXCAVATION FOR THE INSTALLATION OF COUNTERPOISE BRINGS TO THE SURFACE ANY SMALL BOULDERS, THEY WILL BE BACKFILLED BELOW GRADE OR DISPERSED ON THE RIGHT-OF-WAY AS THE OWNER'S REPRESENTATIVE MAY DIRECT. INSTALLATION OF THE COUNTERPOISE SHALL NOT RESULT IN A PATH OF SMALL BOULDERS ON THE FINISHED SURFACE.
 4. THE OWNER ANTICIPATES THAT SEASONAL CONDITIONS MAY NOT ALLOW PERMANENT REHABILITATION OF WORK SITES AND THE RIGHT-OF-WAY UPON COMPLETION OF THE INSTALLATION OF THE COUNTERPOISE WHERE TEMPORARY REHABILITATION HAS BEEN COMPLETED IN ADVERSE SEASON, THE CONTRACTOR SHALL TAKE THE FOLLOWING STEPS:
 - A. WATERBARS WILL BE CONSTRUCTED ON ACCESS ROADS AND TRENCH LINES TO SHUNT WATER OFF THIS LINE OF DISTURBED SURFACES AND CONTROL EROSION ALONG THE DISTURBED SURFACE.
 - B. ALL DISTURBED SURFACES OF FOUNDATION SITES OR ALONG TRENCH LINES OR ACCESS ROADS WILL BE GRADED AND COVERED WITH HAY MULCH. SUCH DISTURBED SURFACES ON SLOPES GREATER THAN ONE (VERTICAL) ON FOUR (HORIZONTAL) SHALL BE COVERED WITH WOOD CHIPS.

5. AS DRYING CONDITIONS PERMIT IN THE SPRING, FOLLOWING COMPLETION OF THE INSTALLATION OF COUNTERPOISE, PERMANENT REHABILITATION OF ALL DISTURBED OR ERODED SURFACES SHALL BE ACCOMPLISHED AS FOLLOWS:
 - A. LAWNS, GOLF COURSES, CEMETARIES AND OTHER SIMILAR OCCUPANCIES SHALL BE LOADED, GRADED, FERTILIZED, SEEDED AND WHERE APPROPRIATE, MULCHED, TO ESTABLISH A REHABILITATION CONSISTANT WITH THE USE ESTABLISHED BY THE OCCUPANT.
 - B. GARDENS, OTHER CULTIVATED AREAS AND PASTURES, SHALL BE GRADED AND TOPSOILED TO RESTORE THE DEPTH OF FERTILE SOIL COMMON TO THE ADJACENT GROUND, WHERE APPROPRIATE, SEEDING SHALL BE DONE IN ACCORDANCE WITH STEP C BELOW.
 - C. THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS ALONG THE NEW COUNTERPOISE ROUTES. SEED SHALL BE SPREAD AT THE RATE OF 100 LBS. PER ACRE AND SHALL BE AS FOLLOWS OR APPROVED EQUAL:

	% BY WEIGHT	% BY GERMINATION	% BY PURITY
CREeping RED FESCUE	30	85	98
DOMESTIC RYE	20	90	98
KENTUCKY TALL FESCUE	50	--	--
	100		
6. IT IS IMPERATIVE THAT PERMANENT REHABILITATION BE ACCOMPLISHED IN GOOD TIME, WHICH WILL ALLOW THE OCCUPANT FULL AND UNDISTURBED USE OF THE SITE IN THE SUCCEEDING SEASON, AND TO PREVENT UNNECESSARY AND UNREASONABLE SPREADING OF CONTINUATION OF DISTURBED SURFACES.
7. ANY BRUSH ALONG THE ACCESS ROADS WHICH IS LEFT IN AN UNSIGHTLY CONDITION BY THE WORK CONDUCTED, SHALL BE CUT TO THE GROUND BY THE CONTRACTOR AND LEFT IN SMALL NEAT PILES IN PLACE WHERE CUT.

PROFESSIONAL ENGINEER SEAL

at&t

SAI COMMUNICATIONS

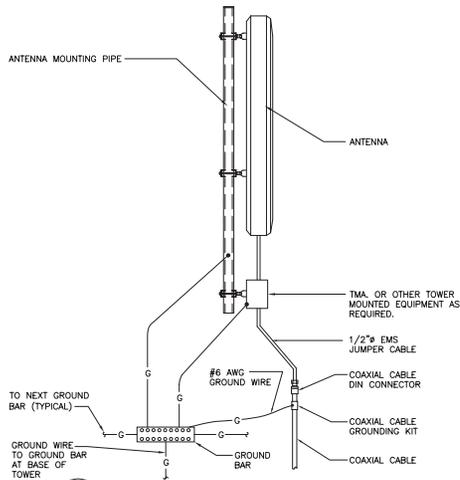
CENTERK Engineering
Center on a higher level
CON. 481-6800
FAX 481-6807
1000 FARM ROAD
WILTON, CT 06897
www.Centerk.com

AT&T MOBILITY
WIRELESS COMMUNICATIONS FACILITY
WILTON
SITE NUMBER: CT1847
RIVERGATE DRIVE
WILTON, CT 06897

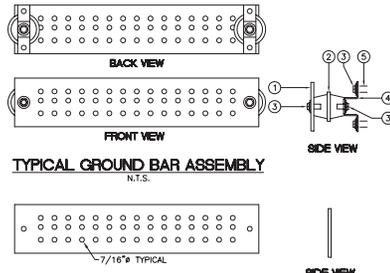
DATE: 03/11/14
SCALE: AS NOTED
JOB NO. 13304.000

N.U. GROUNDING PLAN AND NOTES

E-6
Sheet No. 12 of 13

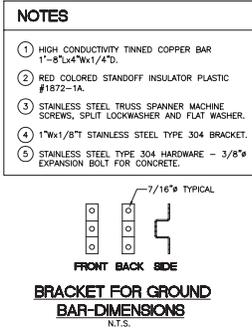


1 TYPICAL ANTENNA GROUNDING DETAIL
E-8 NOT TO SCALE



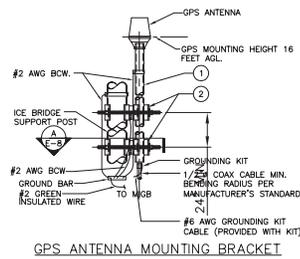
TYPICAL GROUND BAR ASSEMBLY
N.T.S.

TYPICAL GROUND BAR - DIMENSIONS
N.T.S.



3 EQUIPMENT GROUND BAR DETAIL
E-8 NOT TO SCALE

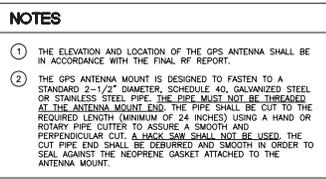
2 MASTER/EQUIPMENT GROUND BAR DETAILS
E-8 N.T.S.



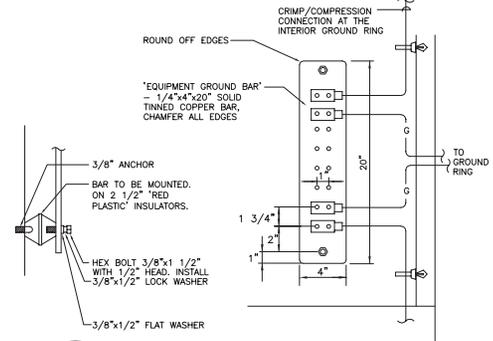
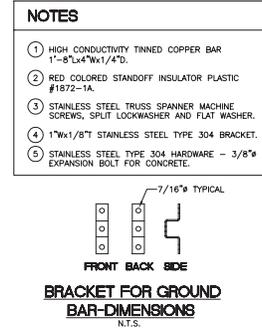
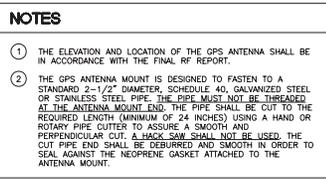
GPS ANTENNA MOUNTING BRACKET

BILL OF MATERIALS		
ITEM	DESCRIPTION	QUANTITY
1	2-1/2" SCH. 40 x 8'-0" LG. MAX SS OR GALV. PIPE	1
2	UNIVERSAL CLAMP SET.	2

4 GPS GROUNDING/MOUNTING BRACKET DETAIL
E-8 NOT TO SCALE



5 CONCRETE ENCASED GROUND RING PLAN VIEW
E-8 NOT TO SCALE



PROFESSIONAL ENGINEER SEAL

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SAI COMMUNICATIONS

CENTEK Engineering
Contractor or Subcontractor
CSC# 06-000
CSC# 06-000
CSC# 06-000
CSC# 06-000
www.CentekEng.com

AT&T MOBILITY
WILTON
SITE NUMBER: CT7847
RIVERGATE DRIVE
WILTON, CT 06897

DATE: 03/11/14
SCALE: AS NOTED
JOB NO. 13304.000

DETAILS

E-8
Sheet No. 14 of 15

ATTACHMENT B

CEN TEK engineering

Centered on SolutionsSM

Structural Design of
Antenna Mast and Analysis
of CL&P Tower

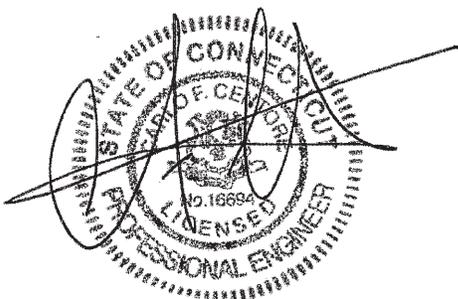
AT&T Mobility Site Ref: CT1847

CL&P Structure No. 935
91' Electric Transmission Lattice Tower

Rivergate Drive
Wilton, CT

CEN TEK Project No. 13304.000

~~Date: March 11, 2014~~
Rev 1: April 29, 2014



Prepared for:
AT&T Mobility
500 Enterprise Drive, Suite 3A
Rocky Hill, CT 06067

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Introduction

The purpose of this report is to design a proposed Antenna Mast and analyze the existing 91' CL&P tower located on Rivergate Drive in Wilton, CT for the proposed AT&T Mobility antenna installation.

The proposed loads consist of the following:

- **AT&T MOBILITY (Proposed):**

- **Antennas:** Six (6) Andrew CCI OPA-65R-LCUU-H8 panel antennas and twelve (12) CCI DTMABP7819VG12A TMA's mounted on a Site-Pro Monopole Triple T-Arm p/n RMV5-296 with a RAD center elevation of 100-ft above grade.

- **Coax Cables:** Twelve (12) 1-5/8" Ø coax cables running within the proposed Antenna Mast and twelve (12) 1-5/8" Ø coax cables running on the exterior of the proposed Antenna Mast as indicated in section 4 of this report.

Primary assumptions used in the analysis

- Allowable steel stresses are defined by AISC-ASD 9th edition for design of the Antenna Mast and antenna supporting elements.
- ASCE Manual No. 10-97, "Design of Latticed Steel Transmission Structures", defines allowable steel stresses for evaluation of the CL&P utility tower.
- All utility tower members are adequately protected to prevent corrosion of steel members.
- All proposed antenna mounts are modeled as listed above.
- All coaxial cable will be installed within the Antenna Mast unless specified otherwise.
- Antenna Mast will be properly installed and maintained.
- No residual stresses exist due to incorrect tower erection.
- All bolts are appropriately tightened providing the necessary connection continuity.
- All welds conform to the requirements of AWS D1.1.
- Antenna Mast and utility tower will be in plumb condition.
- Utility tower was properly installed and maintained and all members were properly designed, detailed, fabricated, and installed and have been properly maintained since erection.
- Any deviation from the analyzed loading will require a new analysis for verification of structural adequacy.

A n a l y s i s

Structural design of the *Antenna Mast* was independently completed using the current version of RISA-3D computer program licensed to CEN TEK Engineering, Inc. The RISA-3D program contains a library of all AISC shapes and corresponding section properties are computed and applied directly within the program. The program's Steel Code Check option was also utilized.

The proposed Antenna Mast consisting of a HSS16"x0.5" pipe conforming to ASTM A500 Grade 42 ($F_y = 42\text{ksi}$) connected at six points to the existing tower was designed for its ability to resist loads prescribed by the TIA/EIA standard. Section 5 of this report details these gravity and lateral wind loads. Load cases and combinations used in RISA-3D for TIA/EIA loading are listed in report Section 6.

Structural analysis of the existing CL&P tower structure was completed using the current version of PLS-Tower computer program licensed to CEN TEK Engineering, Inc. The NESC program contains a library of all AISC angle shapes and corresponding section properties are computed and applied directly within the program. The program's Steel Code Check option was also utilized.

The existing 91-ft tall CL&P lattice tower was analyzed for its ability to resist loads prescribed by the NESC standard. Maximum usage for the tower was calculated considering the additional forces from the Antenna Mast and associated appurtenances. Section 7 of this report details these gravity and lateral wind loads.

D e s i g n B a s i s

Our analysis was performed in accordance with EIA-222-F-1996, ASCE Manual No. 10-97, "Design of Latticed Steel Transmission Structures", NESC C2-2007 and Northeast Utilities Design Criteria.

The CL&P tower structure, considering existing and future conductor and shield wire loading, with the proposed antenna mast was analyzed under two conditions:

- **UTILITY TOWER ANALYSIS**

The purpose of this analysis is to determine the adequacy of the existing utility structure to support the proposed antenna loads. The loading and design requirements were analyzed in accordance with the NU Design Criteria Table, NESC C2-2007 ~ Construction Grade B, and ASCE Manual No. 10-97, "Design of Latticed Steel Transmission Structures".

Load cases considered:

Load Case 1: NESC Heavy

Wind Pressure.....	4.0 psf
Radial Ice Thickness.....	0.5"
Vertical Overload Capacity Factor.....	1.50
Wind Overload Capacity Factor.....	2.50
Wire Tension Overload Capacity Factor.....	1.65

Load Case 2: NESC Extreme

Wind Speed.....	110 mph ⁽¹⁾
Radial Ice Thickness.....	0"

Note 1: NESC C2-2007, Section 25, Rule 250C: Extreme Wind Loading, 1.25 x Gust Response Factor (wind speed: 3-second gust)

▪ ANTENNA MAST ANALYSIS

Antenna Mast, appurtenances and connections to the utility tower were analyzed and designed in accordance with the NU Design Criteria Table, TIA/EIA-222-F, and AISC-ASD standards.

Load cases considered:

Load Case 1:

Wind Speed..... 85 mph ⁽²⁾
 Radial Ice Thickness..... 0"

Load Case 2:

Wind Pressure..... 75% of 85 mph wind pressure
 Radial Ice Thickness..... 0.5"

| Note 2: Per NU Mast Design Criteria Exception 1.

Results

▪ ANTENNA MAST

The Antenna Mast was determined to be structurally **adequate**.

Member	Stress Ratio (% of capacity)	Result
HSS16"x0.5"	17.1%	PASS
L2-1/2x2-1/2x1/4 Brace	22.3%	PASS
Mast Connection to CL&P Tower	46.22% ⁽¹⁾	PASS

Note 1 – 1/3 increase in allowable stress not used for connection to tower per OTRM 059.

▪ UTILITY TOWER

This analysis finds that the subject utility structure is adequate to support the existing PCS mast and related appurtenances. The tower stresses meet the requirements set forth by the ASCE Manual No. 10-97, "Design of Latticed Steel Transmission Structures", for the applied NESC Heavy and Hi-Wind load cases. The detailed analysis results are provided in Section 9 of this report. The analysis results are summarized as follows:

With the proposed tower reinforcements detailed in Section 4 of this report a maximum usage of **95.72%** occurs in the utility tower under the **NESC Extreme** loading condition.

TOWER SECTION:

The utility structure **with the proposed tower reinforcements detailed in Section 4 of this report** was found to be within allowable limits.

Tower Member	Stress Ratio (% of capacity)	Result
Angle g12XY	95.72%	PASS

▪ FOUNDATION AND ANCHORS

The existing foundation consists of four (4) 1.67-ft square tapering to 2.33-ft square x 5.25-ft long reinforced concrete piers on four (4) 5-ft square x 2-ft thick reinforced concrete pads. The base of the tower is connected to the foundation by one (1) anchor stub per leg. Foundation information was obtained from NUSCO drawing # 01064-60003.

BASE REACTIONS:

From PLS-Tower analysis of CL&P tower based on NESC/NU prescribed loads.

Load Case	Shear	Uplift	Compression
NESC Heavy Wind	11.32 kips	40.05 kips	53.01 kips
NESC Extreme Wind	16.28 kips	62.31 kips	71.87 kips

Note 1 – 10% increase to be applied to the above tower base reactions for foundation verification per OTRM 051

FOUNDATION:

The foundation **with the proposed reinforcements detailed in Section 4 of this report** was found to be within allowable limits.

Foundation	Design Limit	Allowable Limit	Proposed Loading ⁽²⁾	Result
Reinforced Conc. Pad and Pier	Uplift	1.0 FS ⁽¹⁾	1.13 FS ⁽¹⁾	PASS

Note 1: FS denotes Factor of Safety

Note 2: 10% increase to PLS base reactions used in foundation analysis per OTRM 051.

Conclusions and Recommendations

This analysis shows that the subject utility tower **with the proposed reinforcements outlined below and detailed in Section 4 of this report is adequate** to support the proposed AT&T equipment installation.

- Installation of sixty-four (64) L2.5x2.5x1/4 secondary horizontals.
- Installation of one (1) 9'x9'x4' reinforced concrete mat per tower leg (tot. of 4).

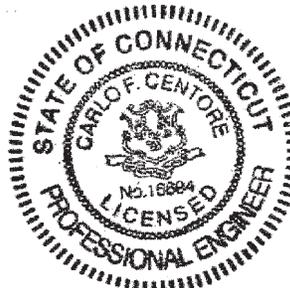
The analysis is based, in part on the information provided to this office by Northeast Utilities and AT&T Mobility. If the existing conditions are different than the information in this report, CENTEK engineering, Inc. must be contacted for resolution of any potential issues.

Please feel free to call with any questions or comments.

Respectfully Submitted by:



Carlo F. Centore, PE
 Principal ~ Structural Engineer



Prepared by:



Timothy J. Lynn, PE
 Structural Engineer

ATTACHMENT C

PIETRAS ENVIRONMENTAL GROUP, LLC
15 Briarwood Lane, Wallingford, CT 06492 telephone: 203-314-6636
WETLAND DELINEATION REPORT

Date: March 3, 2014

PEG Job # 2014-21

Prepared for: VHB, Inc.
ATTN: Kimberly Threlfall, Project Manager
One Federal Street, Bldg. 103-3N
Springfield, MA 01105

Project Location: Proposed Telecommunications System, CL&P Structure 935, Rivergate Road,
Wilton, CT

Site Map: site location map

Inspection Date: February 24, 2014

Field Conditions: weather: mostly sunny, low 30's soil moisture: moist to saturated
winter features - frost depth: 0 to 2 inches snow depth: 6 to 10 inches

Legislative Definitions of Wetlands and Watercourses in CT (General Statutes, Chapter 440, Sections 22a-28 to 22a-45)

Tidal Wetlands are defined as "those areas which border on or lie beneath tidal waters, such as, but not limited to banks, bogs, salt marsh, swamps, meadows, flats, or other low lands subject to tidal action, including those areas now or formerly connected to tidal waters, and whose surface is at or below an elevation of one foot above local extreme high water; and upon which may grow or be capable of growing some, but not necessarily all of the following:" (includes plant list) section 22a-29(2).

Inland Wetlands "means land, including submerged land, not regulated pursuant to sections 22a-28 to 22a-35, inclusive, which consists of any of the soil types designated as poorly drained, very poorly drained, alluvial, and floodplain by the National Cooperative Soils Survey, as may be amended from time to time, of the Natural Resources Conservation Service (NRCS) of the United States Department of Agriculture" section 22a-38(15).

Watercourses "means rivers, streams, brooks, waterways, lakes, ponds, marshes, swamps, bogs and all other bodies of water, natural or artificial, vernal or intermittent, public or private which are contained within, flow through or border upon this state or any portion thereof, not regulated pursuant to sections 22a-28 to 22a-35, inclusive. Intermittent watercourses shall be delineated by a defined permanent channel and bank and the occurrence of two or more of the following characteristics: (A) Evidence of scour or deposits of recent alluvium or detritus, (B) the presence of standing or flowing water for a duration longer than a particular storm incident, and (C) the presence of hydrophytic vegetation. sec.22a-38(16).

Regulated Wetlands and Watercourses Identified:

Wetlands Inland Wetlands: **yes** watercourses **no** river: brook: lake: pond:
Tidal Wetlands: **none** intermittent watercourse:
Wetland boundary flag #'s: **1 thru 3**

Local Regulated Upland Review Area: Wetland: 100 feet Watercourse: 100 feet

All established wetlands boundary lines are subject to change until officially adopted by local and state agencies.



Thomas W. Pietras
Professional Wetland and Soil Scientist

Thomas W. Pietras, Professional Soil Scientist and Wetland Scientist, conducted a site inspection to the project site on February 24, 2014. It is proposed to develop a telecommunications system utilizing the existing 91 foot tall CL&P utility structure that is situated on the eastern side of Rivergate Road. A small compound will be developed next to the structure for equipment necessary to service the telecommunications system. The structure is accessed by a gravel/dirt roadway that connects to Rivergate Road. The structure, proposed equipment compound area and access road lie within the +/- 100 foot CL&P right-of-way (R.O.W.).

The +/- 100 foot CL&P ROW in the project area is characterized by a mix of old field, brushy vegetation with briar and vines and taller woody growth that is common to utility lines. Slopes in project area range from nearly level to moderately sloping. That portion of the ROW situated on the eastern side of Rivergate Road contains gentle slopes that fall to the east and away from the road. On the western side of Rivergate Road the land in the ROW is relatively flat. At a distance of approximately 100 feet to the west of Rivergate Road there is a wet meadow wetland in the ROW. Drainage from the wetland is directed to the north and off the ROW.

A spade and auger were used to dig test holes for soils identification within the ROW. On 2/24/2014 there was a snow cover of between 6 and 10 inches deep. However, there was minimal to no ground frost. There was no problem digging into the soil and identifying soil types. The classification system established by the National Cooperative Soil Survey and the USDA Natural Resource Conservation Service was utilized for identification of soil drainage class and soil types. Inland Wetlands are regulated by CT General Statutes, Chapter 440, sections 22a-36 to 22a-45. The State defines wetlands as land consisting of any of the soil types designated as poorly drained, very poorly drained, alluvial and floodplain by the National Cooperative Soil Survey. Wetland boundaries were delineated with numbered, survey tapes. Approximate locations of the wetlands and soil types identified on the subject property are shown on a sketch map that is included with this report. Soil types were assigned soil map numbers according to the State of Connecticut Soil Legend. Brief soil descriptions of the soil mapping units are included in this report. Additional information about the soils identified on the property can be found in the Soil Survey of the State of Connecticut (www.nrcs.usda.gov/ct/soilsurvey).

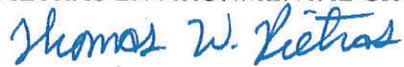
Within the project area (i.e., that portion of the CL&P ROW situated within 100 to 150 feet of utility structure #935) there is a wetland situated on the western side of Rivergate Road. The wetland was identified as Ridgebury fine sandy loam (2). The Ridgebury (Aeric Epiaquepts) is a deep, poorly drained, glacial till soil that developed in a friable, coarse-loamy textured solum overlying dense, basal till (hardpan). The till was derived from schist, gneiss and granite. Ridgebury soils occur on glaciated plains, hills and ridges. The hardpan is within 20 to 30 inches of the soil surface and it has very slow permeability. A seasonal, perched ground water table is typically present within a foot of the surface of Ridgebury soils from late fall through mid-spring. Within the ROW the Ridgebury soil supports a wet meadow. Plants that identified in the wetland include cattail (*Typha latifolia*), woolgrass (*Scirpus cyperinus*), reed canary grass (*Phalaris arundinacea*), sedges (*Carex* sp.), tearthumb (*Persicaria sagittata*), soft rush (*Juncus effusus*) and Joe-pye-weed (*Eutrochium maculatum*). That portion of the wetland located to the north and off the ROW is characterized by wooded swamp.

The non-wetland soil identified in the project area (this includes the lands surrounding utility structure #935) was identified as Woodbridge fine sandy loam (45). The Woodbridge (Aquic Dystrudepts) is a deep, moderately well drained, glacial till soil that developed in a friable, coarse-loamy textured solum overlying dense, basal till (hardpan). The till was derived from schist, gneiss and granite. Woodbridge soils occur on glaciated plains, hills and ridges. The hardpan is within 20 to 40 inches of the soil surface.

The proposed telecommunications project will not have any direct or indirect impact on wetlands. Utility structure #935 along with its immediate surroundings and the access road connecting to Rivergate Road are not located in wetlands. No wetlands are present on the eastern side of Rivergate Road within 150 feet of the structure. The nearest wetland to the structure within the 100+/- foot CL&P ROW is located across the road on the western side of Rivergate Road. The wetland lies more than 100 feet from the utility structure. The project will have no impact on this wetland. Furthermore, the existing slopes in the project area are to the east and away from the wetland. No storm water runoff from the project area will be directed to the western wetland.

Respectfully submitted,

PIETRAS ENVIRONMENTAL GROUP, LLC



Thomas W. Pietras

Professional Soil Scientist and Wetland Scientist

Proposed Telecommunications System, CL&P Structure 935, Rivergate Road (eastern side),
Wilton, CT

Photos recorded on February 24, 2014



Photo 1. View looking east down the CL&P right-of-way (ROW) from Rivergate Road. Structure 95 is to left in picture.



Photo 2. View looking west within the ROW at Structure 935. Rivergate Road is behind the structure.



Photo 3. View of the CL&P ROW on the western side of Rivergate Road. A wetland is located in the ROW approximately 100 feet to the west of Rivergate Road.



Photo 4. Wetland in ROW on the western side of Rivergate Road. Wet meadow vegetation with cattails, rushes, sedges and other hydrophytic herbaceous plants.

ATTACHMENT D

Daniel L. Goulet
 C Squared Systems, LLC
 65 Dartmouth Drive
 Auburn, NH 03032
 603-644-2800
 Dan.Goulet@csquaredsystems.com



June 4, 2014

Connecticut Siting Council

Subject: New Cingular Wireless PCS, LLC (“AT&T”) – S1847C – Rivergate Drive, Wilton, CT

Dear Connecticut Siting Council:

C Squared Systems has been retained by New Cingular Wireless PCS, LLC (“AT&T”) to investigate RF Power Density levels for the AT&T antenna arrays, to be installed on a transmission tower, located at Rivergate Drive in Wilton, CT.

Calculations were done in accordance with FCC OET Bulletin 65. These worst-case calculations assume that all transmitters are simultaneously operating at full power and that there is 0 dB of cable loss. The calculation point is 6 feet above ground level to model the RF power density at the head of a person standing at the base of the tower.

Due to the directional nature of the proposed AT&T antennas, the majority of the RF power is focused out towards the horizon. As a result, there will be less RF power directed below the antennas relative to the horizon, and consequently lower power density levels around the base of the tower. Please refer to the Attachment for the vertical patterns of the proposed AT&T antennas. The calculated results below include a nominal 10 dB off-beam pattern loss to account for the lower relative gain directly below the antennas.

Location	Carrier	Vertical Distance to Antenna (Ft.)	Operating Frequency (MHz)	Number of Trans.	Effective Radiated Power (ERP) Per Transmitter (Watts)	Power Density (mw/cm ²)	Limit	%MPE
Ground Level	AT&T UMTS	100	880	1	906	0.0037	0.5867	0.63%
	AT&T UMTS	100	1900	1	1250	0.0051	1.0000	0.51%
	AT&T LTE	100	710	2	1104	0.0090	0.4733	1.90%
	AT&T LTE	100	880	1	1359	0.0055	0.5867	0.94%
	AT&T LTE	100	1900	2	1876	0.0153	1.0000	1.53%
	AT&T LTE	100	2300	1	2154	0.0088	1.0000	0.88%
Total								6.38%

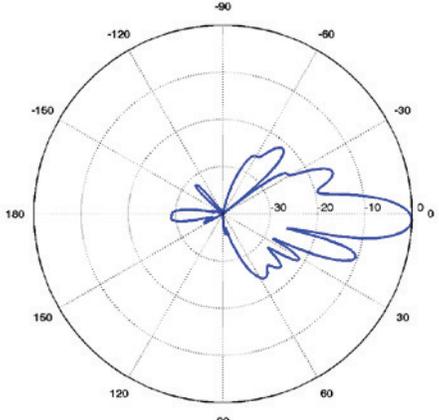
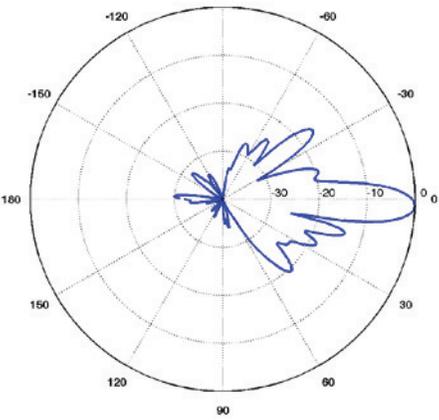
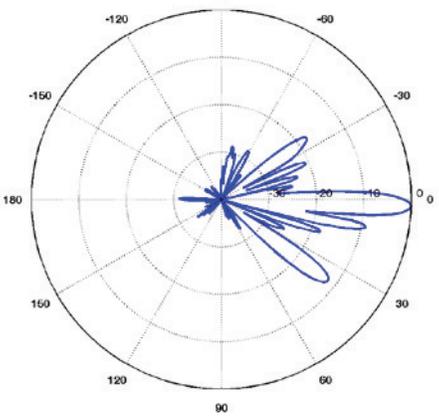
Summary: Under worst-case assumptions, RF Power Density levels for the proposed AT&T antenna arrays will not exceed **6.38%**¹ of the FCC MPE limit for General Public/Uncontrolled Environments.

Sincerely,

Daniel L. Goulet
 C Squared Systems, LLC

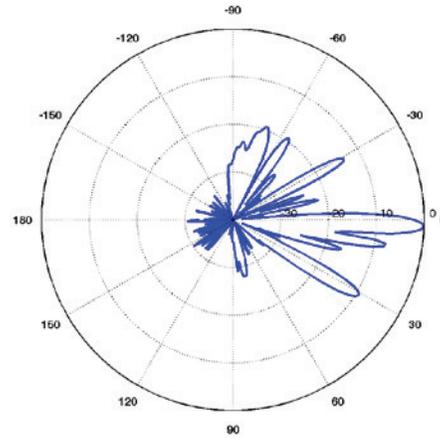
¹ The total %MPE is a summation of each unrounded contribution. Therefore, summing each rounded value may not reflect the total value listed in the table.

Attachment: AT&T's Antenna Data Sheets and Electrical Patterns

<p>750 MHz</p> <p>Manufacturer: CCI Products Model #: OPA-65R-LCUU-H8 Frequency Band: 698-787 MHz Gain: 12.7 dBd Vertical Beamwidth: 10.1° Horizontal Beamwidth: 65° Polarization: Dual Pol ± 45° Size L x W x D: 92.4" x 14.8" x 7.4"</p>	
<p>850 MHz</p> <p>Manufacturer: CCI Products Model #: OPA-65R-LCUU-H8 Frequency Band: 824-894 MHz Gain: 13.5 dBd Vertical Beamwidth: 8.4° Horizontal Beamwidth: 61° Polarization: Dual Pol ± 45° Size L x W x D: 92.4" x 14.8" x 7.4"</p>	
<p>1900 MHz</p> <p>Manufacturer: CCI Products Model #: OPA-65R-LCUU-H8 Frequency Band: 1850-1990 MHz Gain: 15.0 dBd Vertical Beamwidth: 5.6° Horizontal Beamwidth: 62° Polarization: Dual Pol ± 45° Size L x W x D: 92.4" x 14.8" x 7.4"</p>	

2300 MHz

Manufacturer: CCI Products
Model #: OPA-65R-LCUU-H8
Frequency Band: 2305-2360 MHz
Gain: 15.6 dBd
Vertical Beamwidth: 4.5°
Horizontal Beamwidth: 60°
Polarization: Dual Pol $\pm 45^\circ$
Size L x W x D: 92.4" x 14.8" x 7.4"



ATTACHMENT E

*Proposed Wireless Telecommunications
Facility*

**CT1847C CL&P Wilton
Rivergate Drive
Wilton, Connecticut**

Prepared for **New Cingular Wireless PCS, LLC
500 Enterprise Drive, Suite 3A
Rocky Hill, CT 06057**

Prepared by **VHB/Vanasse Hangen Brustlin, Inc.
101 Walnut Street
Watertown, MA 02472**

August 2014

Visual Resource Evaluation

New Cingular Wireless PCS, LLC (“AT&T”) seeks approval from the Connecticut Siting Council for the construction of a wireless telecommunications facility (“Facility”) in the Town of Wilton, Connecticut. The proposed Facility that is the subject of this report would be located off Rivergate Drive (“host property”), in Wilton. This Visual Resource Evaluation was conducted to evaluate the visibility of the proposed Facility within a two-mile radius (“Study Area”). Attachment A: Viewshed Analysis contains a map that depicts the location of the proposed Facility and the limits of the Study Area, and identifies areas within the Study Area from which the Facility would likely be visible. Attachment B includes a photo location map and photographic simulations for the anticipated visibility of the proposed Facility.

Project Introduction

The proposed Facility would include a new 103-foot tall telecommunications monopole constructed within an existing 91-foot Connecticut Light & Power (CL&P) transmission tower (CL&P #935). A total of six antennas would be installed on the monopole at a centerline elevation of 100 feet above ground level. Associated support equipment would be installed at the tower base. A 20-foot wide access and utility easement would be provided from Rivergate Drive. The proposed Facility would be located at a ground elevation of approximately 305 feet Above Mean Sea Level (AMSL).

Site Description and Setting

Identified in the Town of Wilton land records as Map 15, Lot 22 the host property encompasses 5.7 acres and is currently owned and maintained by the CL&P utility company. The host property is currently developed with a transmission tower (#935) and associated right-of-way. A pole-mounted transformer is also present on the property, east of the transmission tower. Land use in the immediate vicinity of the Facility is residential.

The Study Area is traversed by a number of state arterial roads, including Route 15 (Merritt Parkway), a generally east-to-west highway approximately 1.45 miles south of the Facility; Route 33 (Westport Road) a generally east-to-west road approximately 0.50 miles southwest of the Facility, Route 53 (Chestnut Hill Road) a generally north-to-south road approximately 0.14 miles west of the Facility, Route 57 (Weston Road) a north-to-south road approximately 1.25 miles to the east of the Facility, Route 106 a generally east-to-west road approximately 0.80 miles to the northwest of the Facility, and U.S. Route 7 a north-to-south road approximately 1.35 Miles to the west of the Facility. In total, the Study Area features approximately 106 linear miles of roadways. Although the Facility is located in the Town of Wilton, Connecticut, the Study Area also includes portions of the Towns of Weston and Westport, and the City of Norwalk.

The topography in the Study Area is generally characterized by rolling hills with ground elevations ranging from sea level to approximately 466 feet AMSL. The Study Area contains approximately 145 acres of surface water, including Held Pond, Lee Pond, the Saugatuck River, the Norwalk River, and various small brooks and streams. The tree cover within the Study Area comprises mixed deciduous

hardwood species that occupy approximately 2,334 acres of the 8,042-acre study area (29%). The average tree canopy height throughout the Study Area was determined to be approximately 65 feet.

METHODOLOGY

To evaluate the visibility associated with the proposed Facility, VHB used a combination of a predictive computer model and in-field analysis. The predictive model provided a preliminary assessment of potential visibility throughout the study area, including private property and other areas inaccessible for direct observations. A Study Area reconnaissance was subsequently conducted for field verification to back-check the initial computer modeling results, to obtain location and height representations, and to provide photographic documentation from publicly accessible areas. A description of the procedures used in the analysis is provided below.

Visibility Analysis

VHB uses ArcGIS® Spatial Analyst, a computer modeling tool developed by Environmental Systems Research Institute, Inc., to calculate the areas from which at least the top of the proposed Facility is expected to be visible. Project and Study Area-specific data were incorporated into the computer model, including Facility height, its ground elevation, underlying and surrounding topography and existing vegetation. Information used in the model included Connecticut LiDAR¹-based digital elevation data and model and a digital forest (or tree canopy) layer developed for the Study Area. The LiDAR-based Digital Elevation Model (DEM) represents ten-foot spatial resolution elevation information for the state of Connecticut that was derived through the spatial interpolation of airborne LiDAR-based data collected in the year 2000 and has a horizontal resolution of ten (10) feet. The data was edited in 2007 and made available by the University of Connecticut through its Center for Land Use Education and Research (CLEAR). To create the forest layer, mature trees and woodland areas depicted on aerial photographs (2012 high resolution infrared imagery) were manually digitized (hand traced) in ArcGIS®, creating a geographic data layer for inclusion in the computer model. The 2010 infrared, digital aerial photographs, obtained from the Connecticut Department of Transportation, were flown in the spring of 2012 and selected for use in this analysis because of their image quality and depiction of pre-leaf emergence (i.e., “leaf-off”) conditions.

Once the specific data layers were entered, the ArcGIS® Spatial Analyst Viewshed tool was applied to achieve an estimate of locations where the proposed Facility could be visible. First, only topography was used as a possible visual constraint; the tree canopy was omitted to evaluate potential visibility with no intervening vegetative screening. The initial omission of this data layer resulted in an excessively conservative prediction, but it provided an opportunity to identify areas within potential direct lines of sight of the Facility.

1 LiDAR is an acronym for Light Detection and Ranging. It is a technology that utilized lasers to determine the distance to an object or surface. LiDAR is similar to radar, but incorporates laser pulses rather than sound waves. It measures the time delay between transmission and reflection of the laser pulse.

The forest data layer was then overlaid and built into the DEM, using a conservative average tree canopy height of 50 feet, to establish a baseline assessment of intervening vegetation. The resultant preliminary viewshed map was used during the in-field activities (described further below) to compare the outcome of the initial computer modeling with observations of the tower location to identify deviations. Information obtained from the field reconnaissance was ultimately incorporated into the model to refine the viewshed map.

The average tree canopy height, in this case observed at 65 feet, was determined based on information collected in the field based on comparative observations. The revised average tree canopy height of 65 feet was then incorporated into the model and the results displayed on the viewshed map. The forested areas were overlaid on the DEM with a height of 65 feet added to the base elevation and the visibility within the Study Area calculated.

As a final step, the forested areas were extracted from the areas of visibility, using a conservative assumption that a person standing within the forest will not be able to view the proposed Facility beyond a distance of approximately 500 feet. Depending on the density of the intervening tree canopy and understory of the surrounding woodlands, it is assumed that some locations within this distance could provide visibility of at least portions of the proposed Facility at any time of the year. In “leaf-on” conditions, this distance may be overly conservative for most locations. However, for purposes of this analysis, it was reasoned that forested land beyond 500 feet of the proposed Facility would consist of light-impenetrable trees of a uniform height.

Also included on the map is a data layer, obtained from the State of Connecticut Department of Environmental Protection (“CTDEP”), which depicts various land and water resources such as parks and forests, recreational facilities, dedicated open space, CTDEP boat launches and other categories.

Study Area Reconnaissance

On July 29, 2014, Vanasse Hangen Brustlin Inc. (VHB) personnel conducted a site visit to further evaluate the potential viewshed within the Study Area and confirm the data on the preliminary viewshed analysis map. VHB staff conducted a drive-by reconnaissance along the public roads within the Study Area, including nearby residential areas and schools, to evaluate the results of the preliminary viewshed map, and to document where the tower was, and was not, visible above and/or through the tree canopy.

It should be noted that the tower is not visible in all photographs that indicate seasonal visibility of the Facility due to the current vegetation cover (seasonal visibility generally implies the tower could be visible from these areas in the winter months when).

Photographic Documentation

During the Site reconnaissance, VHB personnel drove the public road system within the Study Area to verify visibility identified by the predictive computer model. Publicly accessible locations within the predicted visibility areas were photographed from a number of different vantage points to document

the actual view towards the proposed Facility (see Attachment B). The locations of the photographs and associated visibility are listed below.

View	Location	Orientation	Dist. To Site	Visibility
1	Intersection of Rivergate Drive and Blue Ridge Lane	North	± 0.07 Mile	Year Round
2	Intersection of Rivergate Drive/West Meadow Road	South	± 0.04 Mile	Seasonal
3	Intersection of High Ridge Road/West Meadow Road	South	± 0.21 Mile	Not Visible
4	Adjacent to 9 Poplar Plains Road	South	± 0.48 Mile	Not Visible
5	Intersection of Wilton Road and Merrit Lane	Southeast	± 1.29 Mile	Not Visible
6	Adjacent to 63 Twin Falls Lane	Southeast	± 1.90 Mile	Not Visible
7	Intersection of Wilton Road and Twin Falls Lane	Southeast	± 1.85 Mile	Not Visible
8	Intersection of Old Hill Road and Broadview Road	Southeast	± 2.10 Mile	Not Visible
9	Adjacent to 10 Lowlyn Road	Southeast	± 1.89 Mile	Not Visible
10	Adjacent to 482 Newtown Avenue	South	± 1.87 Mile	Not Visible
11	Adjacent to 66 Barry Lane	Southeast	± 1.31 Mile	Not Visible
12	Adjacent to 38 Chestnut Hill Road	Southeast	± 0.58 Mile	Not Visible
13	Cranbury Elementary School	Southwest	± 1.81 Mile	Not Visible
14	Cranbury Park	Southwest	± 1.52 Mile	Not Visible
15	Adjacent to 55 Grumman Avenue	Southwest	± 1.18 Mile	Not Visible
16	Adjacent to 30 Erdmann Lane Extension	Southwest	± 1.33 Mile	Not Visible
17	Adjacent to 55 Dirksen Drive	Southwest	± 0.64 Mile	Not Visible
18	Intersection of Danbury and Grumman Hill Road	Southwest	± 1.54 Mile	Not Visible
19	Intersection of Danbury and Kensett Avenue	Southwest	± 1.86 Mile	Not Visible
20	Adjacent to 18 Wilton Acres	Southwest	± 1.09 Mile	Not Visible
21	Adjacent to 5 Wilton Acres	Southwest	± 1.28 Mile	Not Visible
22	Intersection of Danbury Road and Westport Road	West	± 1.30 Mile	Not Visible
23	Adjacent to 149 Chestnut Hill Road	West	± 0.14 Mile	Year Round
24	Adjacent to 164 Chestnut Hill Road	West	± 0.16 Mile	Year Round
25	Adjacent to 50 Blue Ridge Lane	Northwest	± 0.20 Mile	Seasonal
26	Intersection of Chestnut Hill Road and Dudley Road	Northwest	± 0.57 Mile	Seasonal
27	Adjacent to 96 Butternut Place	West	± 1.65 Mile	Not Visible
28	Adjacent to 93 Broad Axe Lane	West	± 1.65 Mile	Not Visible
29	Adjacent to 22 Roxbury Lane	Southwest	± 1.89 Mile	Not Visible
30	Ina E. Driscoll School	Southwest	± 2.30 Mile	Not Visible
31	Adjacent to 87 Buckboard Ridge Road	Southwest	± 1.88 Mile	Not Visible
32	Adjacent to 44 Oak Ledge Lane	West	± 2.02 Mile	Not Visible
33	Saint Mathews Cemetery	Northwest	± 1.97 Mile	Not Visible
34	Intersection of Danbury Road and Sharp Hill Road	Northwest	± 1.62 Mile	Not Visible
35	Intersection of Hurlbutt Street and Sharp Hill Road	Northwest	± 1.46 Mile	Not Visible
36	Intersection of Pond Road and Sturges Ridge Road	Northwest	± 1.37 Mile	Not Visible
37	Intersection of Bhasking Ridge Road and Henry Austin Road	Northwest	± 1.51 Mile	Not Visible
38	Intersection of Liberty Street and Pine Ridge Road	Northwest	± 1.78 Mile	Not Visible
39	Adjacent to 166 Sturges Ridge Road	Northwest	± 1.87 Mile	Not Visible
40	Bisceglia Park	Northwest	± 2.20 Mile	Not Visible

View	Location	Orientation	Dist. To Site	Visibility
41	Intersection of Cobbs Mill Road and Cedar Road	North	± 1.19 Mile	Not Visible
42	Intersection of Newtown Turnpike and Cedar Road	North	± 1.19 Mile	Not Visible
43	Weston Middle and High School	Northeast	± 1.87 Mile	Not Visible
44	Hurlbutt Elementary School	Northeast	± 1.60 Mile	Not Visible
45	Adjacent to 77 Deer Path	Northeast	± 1.74 Mile	Not Visible
46	Adjacent to 62 Norfield Woods	Northeast	± 1.59 Mile	Not Visible
47	Weston Public Library Driveway	Northeast	± 1.50 Mile	Not Visible
48	Saint Francis of Assisi Church	Northeast	± 1.28 Mile	Not Visible
49	Intersection of Ridge Road and Ridge Lane	Northeast	± 0.97 Mile	Not Visible
50	Stirrup Place Cul-De-Sac	Northeast	± 0.59 Mile	Not Visible
51	Adjacent to 45 Highwood Lane	East	± 0.53 Mile	Not Visible
52	Adjacent to 14 High Acre Road	Northeast	± 0.98 Mile	Not Visible
53	Intersection of Briar Oak Drive and Greylock Road	Northeast	± 0.89 Mile	Not Visible
54	Intersection of Good Hill Road and Weston Road	East	± 1.18 Mile	Not Visible
55	Keene Park	Northeast	± 1.72 Mile	Not Visible
56	Coleytown Elementary School	Southeast	± 2.15 Mile	Not Visible
57	Adjacent to 22 Meadow View Drive	Southeast	± 1.96 Mile	Not Visible
58	Adjacent to 95 Riverfield Drive	East	± 1.54 Mile	Not Visible
59	Adjacent to 37 Riverfield Drive	East	± 1.61 Mile	Not Visible
60	Intersection of Coley Drive and Arrowhead Way	East	± 1.65 Mile	Not Visible
61	Adjacent to 32 Weston Road	East	± 1.22 Mile	Not Visible
62	Adjacent to 20 West Branch Road	Southeast	± 1.30 Mile	Not Visible
63	Adjacent to 63 West Branch Road	Southeast	± 1.06 Mile	Not Visible
64	Adjacent to 26 Crooked Mile Road	Southeast	± 0.79 Mile	Not Visible
65	Adjacent to 89 Larch Tree Lane	Southeast	± 1.08 Mile	Not Visible
66	Adjacent to 15 Hermit Lane	Southeast	± 1.10 Mile	Seasonal
67	Intersection of Ford Road and Sipperleys Hill Road	Southeast	± 1.64 Mile	Not Visible
68	Intersection of Clinton Avenue and Guard Hill Road	Southeast	± 1.79 Mile	Not Visible

Photographs of the proposed Facility from the viewpoints listed above were taken with a Canon D-5 MarkII digital camera body equipped with a Canon 28-105 mm zoom lens. For the purposes of this analysis, a lens setting of 50 mm was utilized to obtain views of the host property from all of the photographic locations listed above, “The lens that most closely approximates the view of the unaided human eye is known as the normal focal-length lens. For the 35 mm camera format, which gives a 24x36 mm image, the normal focal length is about 50 mm.”²

² Warren, Bruce. *Photography*, West Publishing Company, Eagan, MN, c. 1993, (page 70).

Note: Focal lengths ranging from 17 mm to 50 mm can approximate views similar to that achieved from the unaided human eye. Two key factors to consider when determining what specific focal length to use to best represent “real world” conditions is field of view and relation of sizes between objects in the frame. A 17 mm focal length has a wider field of view, which is more representative of the overall extent (including peripheral vision) that the human eye typically sees. At this focal length, relation of sizes between objects is skewed and not entirely accurate to what the human eye experiences. A 50 mm focal length has a narrower field of view than that of the human eye; however, the relation of sizes between objects is more representative to that of what the human eye perceives. When producing photographic simulations, VHB has chosen to use a 50 mm focal length whenever possible. For presentation purposes, such as in this report, the photographs are produced and viewed in an approximate 6.5” by 9.5” format. VHB has determined that when viewing a proposed facility at this format size, it is important to provide the largest representational image while maintaining an accurate relation of sizes between objects within the frame of the photograph.

The locations of the photographic points were recorded in the field using a GPS-enabled iPhone app and were subsequently plotted on the maps contained in the attachments to this document.

Photographic Simulation

Photographic simulations were generated for seven (7) locations where it was determined that the Facility would be visible either seasonally (photographs 2, 25, 26, and 66) or year-round (photographs 1, 23, and 24). The photographic simulations portray a scaled rendering of the proposed Facility from these locations. Using field data, site plan information and 3-dimensional (3D) modeling software, a spatially referenced model of the site area was generated. Geographic coordinates (latitude and longitude) were collected in the field for all of the photograph locations via GPS and later used to generate virtual camera positions within the spatial 3D model. Photo simulations were then created using a combination of renderings generated in the 3D model and photo rendering software programs. The photographs and associated simulations are appended to this report as Attachment B.

CONCLUSIONS

Based on this analysis, and as depicted on the attached viewshed map (Attachment A), visibility of the Facility would be limited. The proposed 103-foot tall Facility would be visible above the tree canopy within up to 228.5 acres of the Study Area (2.8%). Year-round visibility of the Facility is limited to the area immediately adjacent to the Facility within approximately 0.25 mile (photographs 1, 23, and 24). These specific locations would experience year-round visibility due to the topographic conditions in the area and the absence of intervening large woody vegetation. Due to structure height and density and topographic variations, the Facility would also be at least seasonally visible immediately south of the Facility (photograph 2), northwest of the Facility (photographs 25 and 26), and southeast of the facility (photograph 66). The Facility would not be visible from any Wilton, Weston, Norwalk, or Westport schools (photographs 13, 30, 43, 44 and 56), culturally significant places, or public parks (photographs 14, 40, and 55).

VHB estimates that at least partial views of the Facility would occur on portions of 99 residential properties within the Study Area. The Facility would most likely be visible from at least a portion of all residential properties on Rivergate Drive, Blue Ridge Lane, West Branch Road West, and Cedar Pond Road. The Facility would likely be visible from at least portions of selected parcels on the following roadways:

- Broad Street
- Blue Ridge Lane
- Cavalry Lane
- Cedar Pond Road
- Chestnut Hill Road (Route 53)
- Coley Drive (very small portion)
- Coleytown Road
- Crooked Mile Lane (very small portion)
- Erdmann Lane
- Grumman Hill Road
- Hermit Lane

- High Meadow Road
- High Ridge Road (very small portion)
- Highwood Lane
- Highwood Road
- Huckleberry Lane
- Larch Tree Lane
- Lyons Plains Road
- Meadow View Drive
- North Field Drive
- Red Coat Road
- Riverfield Drive
- Spoonwood Road
- Washington Post Drive
- West Branch Road
- West Branch Road Extension
- West Branch Road West
- West Meadow Road
- Weston Road (Route 57)
- Woodway Lane

Visibility of the Facility on the aforementioned roadways would typically be located at the highest topographical points along the extent of the roadway. Overall, potential year-round views of the proposed Facility would be limited to the areas described above by a combination of the intervening topography, existing development, and the abundance of mature vegetation within the Study Area.

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Attachment A

Viewshed Analysis Map

Viewshed Analysis
Proposed AT&T Wireless
Telecommunications Facility
Rivergate Drive
Site 1847C
Wilton, Connecticut

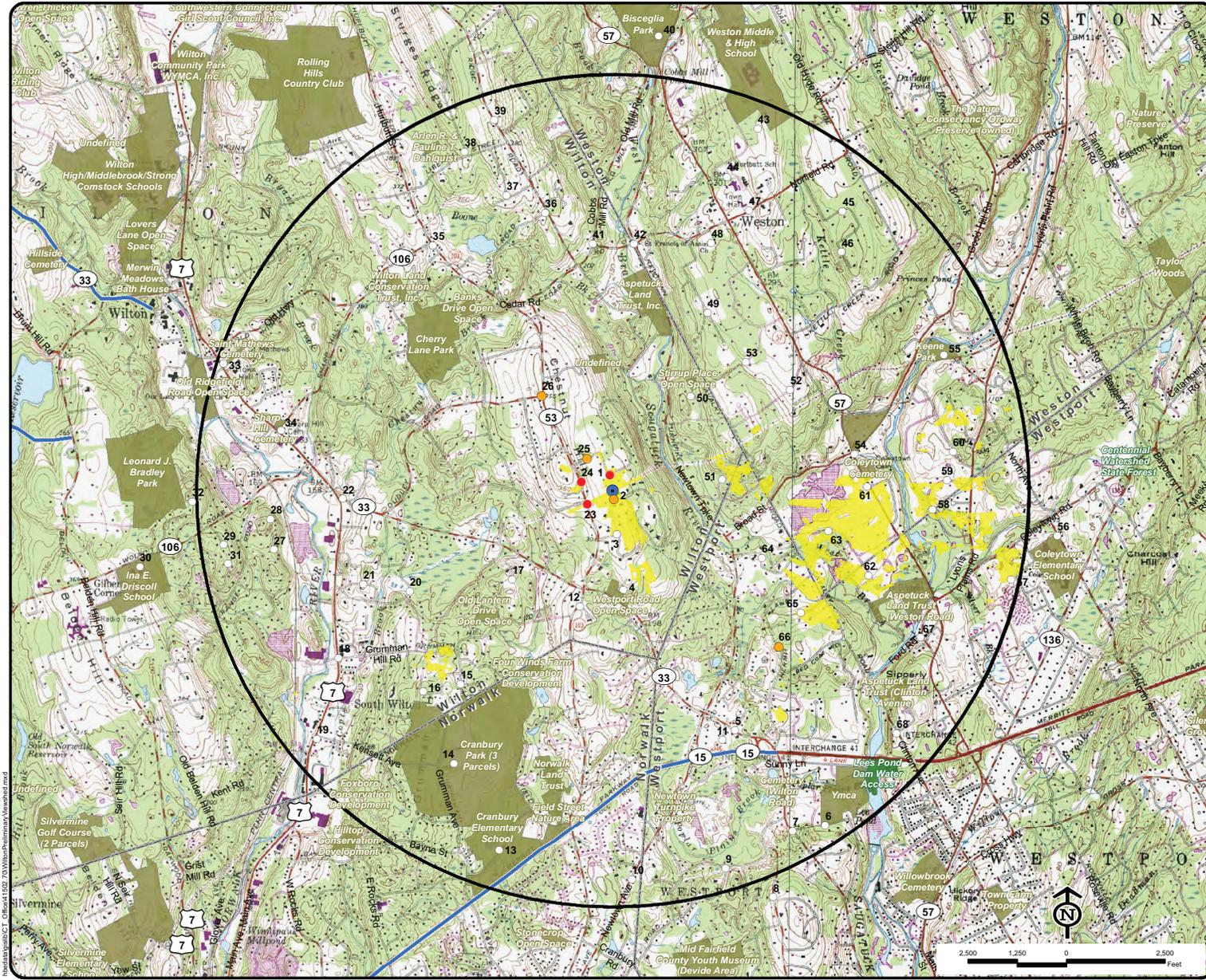
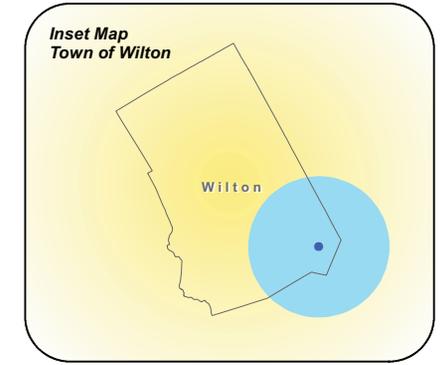
NOTE:
 - Viewshed analysis conducted using ESRI's Spatial Analyst.
 - Proposed facility height is 103 feet.
 - Existing tree canopy height estimated at 65 feet.
 - Study Area is comprised of a two-mile radius surrounding the proposed facility and includes 8,042 acres of land.

DATA SOURCES:
 - Digital elevation model (DEM) derived from Connecticut LiDAR-based Digital Elevation Data (collected in 2000) with a 10-foot spatial resolution produced by the University of Connecticut and the Center for Land Use Education and Research (CLEAR); 2007
 - Forest areas derived from 2012 infrared digital orthophotos with 1-foot pixel resolution; digitized by VHB, 2014.
 - Base map comprised of Norwalk South (1984), and Norwalk North (1984) USGS Quadrangle Maps
 - Municipal and Private Open Space data layer provided by CT DEP, 1997
 - Federal Open Space data layer provided by CT DEP, 2004
 - CT DEP Property data layer provided by CT DEP, April 2010
 - CT DEP boat launches data layer provided by CT DEP, Dec 2008
 - Scenic Roads layer derived from available State and Local listings

Map Compiled August 25, 2014

Legend

- Proposed Tower Location
- Photographs - (To be taken)
- Balloon is visible above the trees
- Balloon is visible thru the trees
- Balloon is not visible
- Year-Round Visibility (Approximately 229 acres)
- Protected Municipal and Private Open Space (CT DEP, 1997)
- Conservation
- Existing Preserved Open Space
- Recreation
- General Recreation
- School
- Uncategorized
- Appalachian Trail (3/4/2013)
- CT DEP Property (CT DEP, May 2010)
- State Forest
- State Park
- DEP Owned Waterbody
- State Park Scenic Reserve
- Historic Preserve
- Natural Area Preserve
- Fish Hatchery
- Flood Control
- Cemetery
- Other
- State Park Trail
- Water Access
- Wildlife Area
- Wildlife Sanctuary
- Federal Open Space (CT DEP, 2004)
- Boat Launches (CT DEP, Dec 2009)
- Scenic Road (State and Local)
- Town Line



Attachment B

Photographs and Photographic Simulations

Photographic Documentation and Simulations

Proposed Wireless Telecommunications Facility

CT 1847C
Wilton, CT

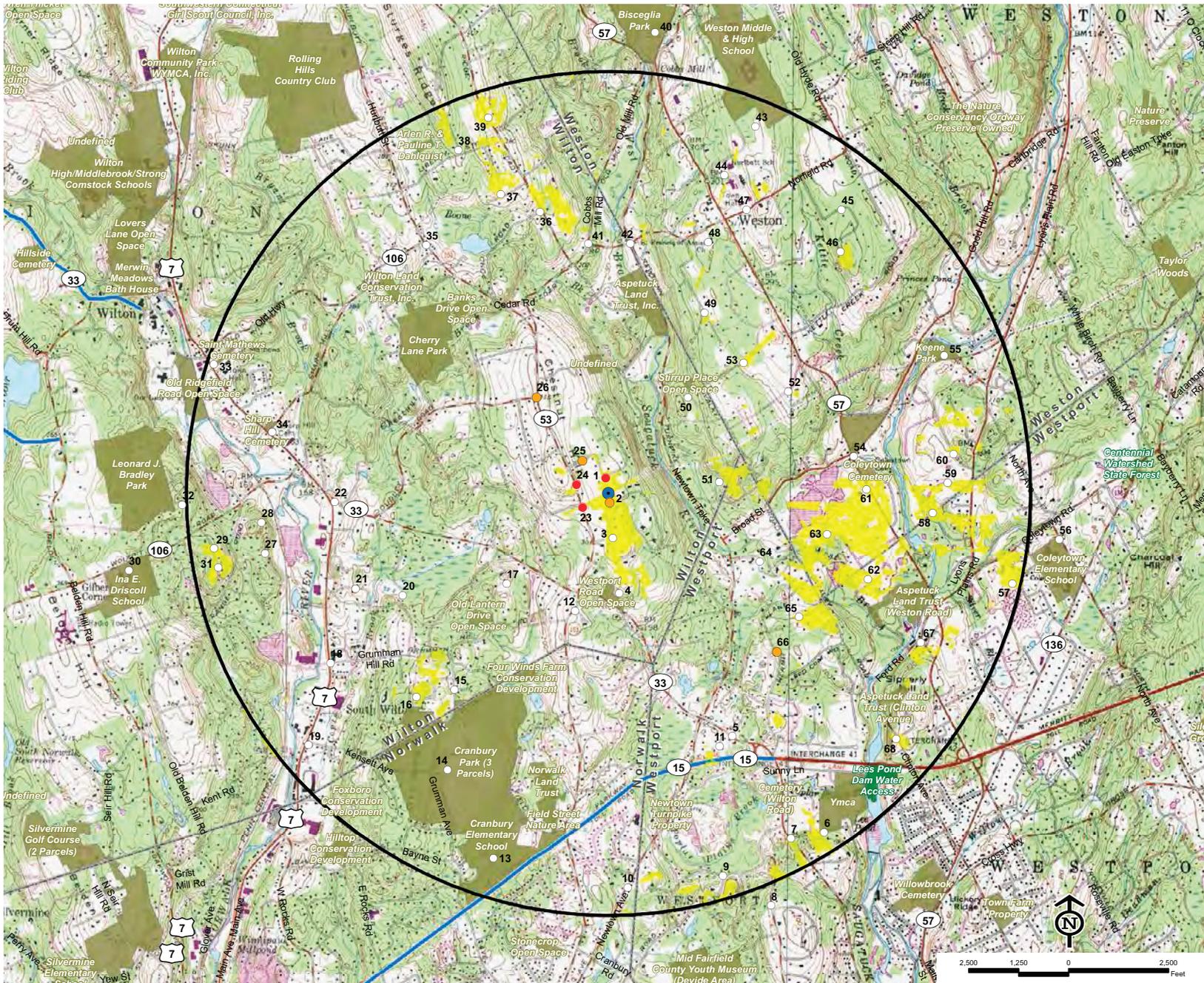
SUBMITTED TO:



SUBMITTED BY:



PHOTOLOG MAP



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PHOTOGRAPHIC DOCUMENTATION



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VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
1	INTERSECTION OF RIVERGATE DRIVE AND BLUE RIDGE LANE	NORTH	0.07 MILES +/-	YEAR-ROUND



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VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
1	INTERSECTION OF RIVERGATE DRIVE AND BLUE RIDGE LANE	NORTH	0.07 MILES +/-	YEAR-ROUND

PHOTOGRAPHIC DOCUMENTATION



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VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
2	INTERSECTION OF RIVERGATE DRIVE AND WEST MEADOW ROAD	SOUTH	0.04 MILES +/-	SEASONAL

PHOTOGRAPHIC SIMULATION



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VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
2	INTERSECTION OF RIVERGATE DRIVE AND WEST MEADOW ROAD	SOUTH	0.04 MILES +/-	SEASONAL

PHOTOGRAPHIC DOCUMENTATION



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VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
3	INTERSECTION OF HIGH RIDGE ROAD AND WEST MEADOW ROAD	SOUTH	0.21 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



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VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
4	ADJACENT TO 9 POPLAR PLAINS ROAD	SOUTH	0.48 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



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VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
5	INTERSECTION OF WILTON ROAD AND MERRIT LANE	SOUTHEAST	1.29 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



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VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
6	ADJACENT TO 63 TWIN FALLS LANE	SOUTHEAST	1.90 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



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VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
7	INTERSECTION OF WILTON ROAD AND TWIN FALLS LANE	SOUTHEAST	1.85 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vib\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
8	INTERSECTION OF OLD HILL ROAD AND BROADVIEW ROAD	SOUTHEAST	2.10 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vib\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
9	ADJACENT TO 10 LOWLYN ROAD	SOUTHEAST	1.89 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
10	ADJACENT TO 482 NEWTOWN AVENUE	SOUTH	1.87 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.incd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
11	ADJACENT TO 66 BARRY LANE	SOUTHEAST	1.31 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
12	ADJACENT TO 38 CHESTNUT HILL ROAD	SOUTHEAST	0.58 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
13	CRANBURY ELEMENTARY SCHOOL	SOUTHWEST	1.81 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photos\ims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
14	CRANBURY PARK	SOUTHWEST	1.52 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
15	ADJACENT TO 55 GRUMMAN AVENUE	SOUTHWEST	1.18 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vhb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
16	ADJACENT TO 30 ERDMANN LANE EXTENSION	SOUTHWEST	1.33 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
17	ADJACENT TO 55 DIRKSEN DRIVE	SOUTHWEST	0.64 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
18	INTERSECTION OF DANBURY ROAD AND GRUMMAN HILL ROAD	SOUTHWEST	1.54 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
19	INTERSECTION OF DANBURY ROAD AND KENSETT AVENUE	SOUTHWEST	1.86 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
20	ADJACENT TO 18 WILTON ACRES	SOUTHWEST	1.09 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
21	ADJACENT TO 5 WILTON ACRES	SOUTHWEST	1.28 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.incd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
22	INTERSECTION OF DANBURY ROAD AND WESTPORT ROAD	WEST	1.30 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.incd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
23	ADJACENT TO 149 CHESTNUT HILL ROAD	WEST	0.14 MILES +/-	YEAR-ROUND

PHOTOGRAPHIC SIMULATION



\\vb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.incd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
23	ADJACENT TO 149 CHESTNUT HILL ROAD	WEST	0.14 MILES +/-	YEAR-ROUND

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
24	ADJACENT TO 164 CHESTNUT HILL ROAD	WEST	0.16 MILES +/-	YEAR-ROUND

PHOTOGRAPHIC SIMULATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
24	ADJACENT TO 164 CHESTNUT HILL ROAD	WEST	0.16 MILES +/-	YEAR-ROUND

PHOTOGRAPHIC DOCUMENTATION



\\vb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
25	ADJACENT TO 50 BLUE RIDGE LANE	NORTHWEST	0.20 MILES +/-	SEASONAL



\\wbj\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
25	ADJACENT TO 50 BLUE RIDGE LANE	NORTHWEST	0.20 MILES +/-	SEASONAL

PHOTOGRAPHIC DOCUMENTATION



\\wb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
26	INTERSECTION OF CHESTNUT HILL ROAD AND DUDLEY ROAD	NORTHWEST	0.57 MILES +/-	SEASONAL



\\wb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
26	INTERSECTION OF CHESTNUT HILL ROAD AND DUDLEY ROAD	NORTHWEST	0.57 MILES +/-	SEASONAL

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
27	ADJACENT TO 96 BUTTERNUT PLACE	WEST	1.65 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vib\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
28	ADJACENT TO 93 BROAD AXE LANE	WEST	1.65 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
29	ADJACENT TO 22 ROXBURY LANE	SOUTHWEST	1.89 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vib\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
30	INA E. DRISCOLL SCHOOL	SOUTHWEST	2.30 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
31	ADJACENT TO 87 BUCKBOARD RIDGE ROAD	SOUTHWEST	1.88 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
32	ADJACENT TO 44 OAK LEDGE LANE	WEST	2.02 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
33	SAINT MATHEWS CEMETERY	NORTHWEST	1.97 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.incd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
34	INTERSECTION OF DANBURY ROAD AND SHARP HILL ROAD	NORTHWEST	1.62 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photos\ims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
35	INTERSECTION OF HURLBUTT STREET AND SHARP HILL ROAD	NORTHWEST	1.46 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vhb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
36	INTERSECTION OF POND ROAD AND STURGES RIDGE ROAD	NORTHWEST	1.37 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
37	INTERSECTION OF BHASKING RIDGE ROAD AND HENRY AUSTIN ROAD	NORTHWEST	1.51 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
38	INTERSECTION OF LIBERTY STREET AND PINE RIDGE ROAD	NORTHWEST	1.78 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
39	ADJACENT TO 166 STURGES RIDGE ROAD	NORTHWEST	1.87 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
40	BISCEGLIA PARK	NORTHWEST	2.20 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
41	INTERSECTION OF COBBS MILL ROAD AND CEDAR ROAD	NORTH	1.19 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wbjpro1\mddierown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
42	INTERSECTION OF NEWTOWN TURNPIKE AND CEDAR ROAD	NORTH	1.19 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vhb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.incd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
43	WESTON MIDDLE AND HIGH SCHOOL	NORTHEAST	1.87 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wbj\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
44	HURLBUTT ELEMENTARY SCHOOL	NORTHEAST	1.60 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vib\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
45	ADJACENT TO 77 DEER PATH	NORTHEAST	1.74 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wbj\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
46	ADJACENT TO 62 NORFIELD WOODS	NORTHEAST	1.59 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
47	WESTON PUBLIC LIBRARY DRIVEWAY	NORTHEAST	1.50 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
48	SAINT FRANCIS OF ASSISI CHURCH	NORTHEAST	1.28 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vib\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
49	INTERSECTION OF RIDGE ROAD AND RIDGE LANE	NORTHEAST	0.97 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
50	STIRRUP PLACE CUL-DE-SAC	NORTHEAST	0.59 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vib\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
51	ADJACENT TO 45 HIGHWOOD LANE	EAST	0.53 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
52	ADJACENT TO 14 HIGH ACRE ROAD	NORTHEAST	0.98 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wbj\proj\Middletown\41502.70\graphics\FIGURES\3D\Wilton Photos\sim\indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
53	INTERSECTION OF BRIAR OAK DRIVE AND GREYLOCK ROAD	NORTHEAST	0.89 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vib\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.incd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
54	INTERSECTION OF GOOD HILL ROAD AND WESTON ROAD	EAST	1.18 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vib\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
55	KEENE PARK	NORTHEAST	1.72 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.incd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
56	COLEYTOWN ELEMENTARY SCHOOL	SOUTHEAST	2.15 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wbj\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
57	ADJACENT TO 22 MEADOW VIEW DRIVE	SOUTHEAST	1.96 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
58	ADJACENT TO 95 RIVERFIELD DRIVE	EAST	1.54 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
59	ADJACENT TO 37 RIVERFIELD DRIVE	EAST	1.61 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wbj\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
60	INTERSECTION OF COLEY DRIVE AND ARROWHEAD WAY	EAST	1.65 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
61	ADJACENT TO 32 WESTON ROAD	EAST	1.22 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
62	ADJACENT TO 20 WEST BRANCH ROAD	SOUTHEAST	1.30 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\wb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photos\sim5.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
63	ADJACENT TO 63 WEST BRANCH ROAD	SOUTHEAST	1.06 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\vhb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
64	ADJACENT TO 26 CROOKED MILE ROAD	SOUTHEAST	0.79 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502.70\graphics\FIGURES\3D\Wilton Photos\ims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
65	ADJACENT TO 89 LARCH TREE LANE	SOUTHEAST	1.08 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
66	ADJACENT TO 15 HERMIT LANE	SOUTHEAST	1.10 MILES +/-	SEASONAL

PHOTOGRAPHIC SIMULATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
66	ADJACENT TO 15 HERMIT LANE	SOUTHEAST	1.10 MILES +/-	SEASONAL

PHOTOGRAPHIC DOCUMENTATION



\\wbj\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
67	INTERSECTION OF FORD ROAD AND SIPPERLEYS HILL ROAD	SOUTHEAST	1.64 MILES +/-	NONE

PHOTOGRAPHIC DOCUMENTATION



\\whb\proj\Widdertown\41502_70\graphics\FIGURES\3D\Wilton_Photosims.indd

VIEW	LOCATION	ORIENTATION	DISTANCE TO SITE	VISIBILITY
68	INTERSECTION OF CLINTON AVENUE AND GUARD HILL ROAD	SOUTHEAST	1.79 MILES +/-	NONE

ATTACHMENT F



Antenna Structure Registration

[FCC](#) > [WTB](#) > [ASR](#) > [Online Systems](#) > TOWAIR

[FCC Site Map](#)

TOWAIR Determination Results

[? HELP](#)

[New Search](#) [Printable Page](#)

*** NOTICE ***

TOWAIR's findings are not definitive or binding, and we cannot guarantee that the data in TOWAIR are fully current and accurate. In some instances, TOWAIR may yield results that differ from application of the criteria set out in 47 C.F.R. Section 17.7 and 14 C.F.R. Section 77.13. A positive finding by TOWAIR recommending notification should be given considerable weight. On the other hand, a finding by TOWAIR recommending either for or against notification is not conclusive. It is the responsibility of each ASR participant to exercise due diligence to determine if it must coordinate its structure with the FAA. TOWAIR is only one tool designed to assist ASR participants in exercising this due diligence, and further investigation may be necessary to determine if FAA coordination is appropriate.

DETERMINATION Results

Structure does not require registration. There are no airports within 8 kilometers (5 miles) of the coordinates you provided.

Your Specifications

NAD83 Coordinates

Latitude	41-10-55.5 north
Longitude	073-23-27.6 west

Measurements (Meters)

Overall Structure Height (AGL)	30.5
Support Structure Height (AGL)	30.5
Site Elevation (AMSL)	92.7

Structure Type

LTOWER - Lattice Tower

Tower Construction Notifications

Notify Tribes and Historic Preservation Officers of your plans to build a tower.

ASR Help	ASR License Glossary - FAQ - Online Help - Documentation - Technical Support
ASR Online Systems	TOWAIR - CORES - ASR Online Filing - Application Search - Registration Search
About ASR	Privacy Statement - About ASR - ASR Home

Federal Communications Commission
445 12th Street SW
Washington, DC 20554

Phone: 1-877-480-3201
TTY: 1-717-338-2824
[Submit Help Request](#)

ATTACHMENT G



HMB Acoustics LLC

3 Cherry Tree Lane, Avon, Ct. 06001

860-677-5955

Noise Evaluation Report

AT&T Mobility
Wireless Communications Facility
WILTON
Site Number CT 1847
Rivergate Drive
Wilton, CT. 06897

August 26, 2014

Prepared For:
Harry M. Rocheville, EIT
Civil Engineer
Centek Engineering, Inc.
63-2 North Branford Road
Branford, CT. 06405

Prepared By:
Allan Sardin
HMB Acoustics LLC
3 Cherry Tree Lane
Avon, CT. 06001

Introduction

AT&T Mobility has proposed a wireless communications facility utilizing a 50 kw pad mounted emergency generator located at Rivergate Drive, Wilton, CT. The purpose of this evaluation is to determine whether the generator will comply with the State of CT. Noise Regulations.

It is important to note that the generator operates approximately 15-20 minutes each week for testing. All testing is carried out during the daytime hours. Other than these testing periods, the generator runs only in times of emergency, when commercial power to the facility is interrupted. This report and the noise regulations utilize a dBA scale. This scale is used because it closely approximates the response characteristic of the human ear to loudness, and is the scale most commonly used in the measurement of community noise.

Noise Regulations

The State of CT has enacted regulations which limit the amount of noise which may be transferred from one property to another. In pertinent part, the Regulations provide as follows:

Daytime hours are between 7 a.m. and 10 p.m.

Nighttime hours are between 10 p.m and 7 a.m.

(Sec. 22a-69-1.1 (h) and (n)).

Noise Level Standards

The noise Emitter and the noise Receptor's are in a residential noise zone.

It shall be unlawful for any person to emit or cause to be emitted any noise beyond the property lines of his / her premises in excess of the following noise levels.

Zone in Which Noise Emitter is Located	Allowable Levels	Allowable Levels
	Daytime Hours (dBA)	Nighttime Hours (dBA)
Residential	55	45

(Sec. 22a-69-3.5 (c)).

Exemptions

“Noise created as a result of, or relating to, an emergency.”

(Sec. 22a-69-1.8 (f)).

Noise Evaluation Results

Calculated Noise Levels (dBA)	
Property Line	Generator
North	43
South	52
West	56

The noise levels take into account the effect of acoustical shielding provided by other structures on the property. In addition, AT&T’s outdoor equipment cabinets will be inaudible at a distance of 20 feet.

Recommendations

In order to bring the noise levels into compliance for both day and night operation, I recommend the following:

Install a partial height absorptive barrier a length of 10 feet across the generator on the South side; and 10 feet across the generator on the West side. The height of the barrier should be 8 feet. This barrier could be mounted on a chain link fence or other

backing. The distance between the generator and the acoustical material should be approximately 3-4 feet from the generator if feasible.

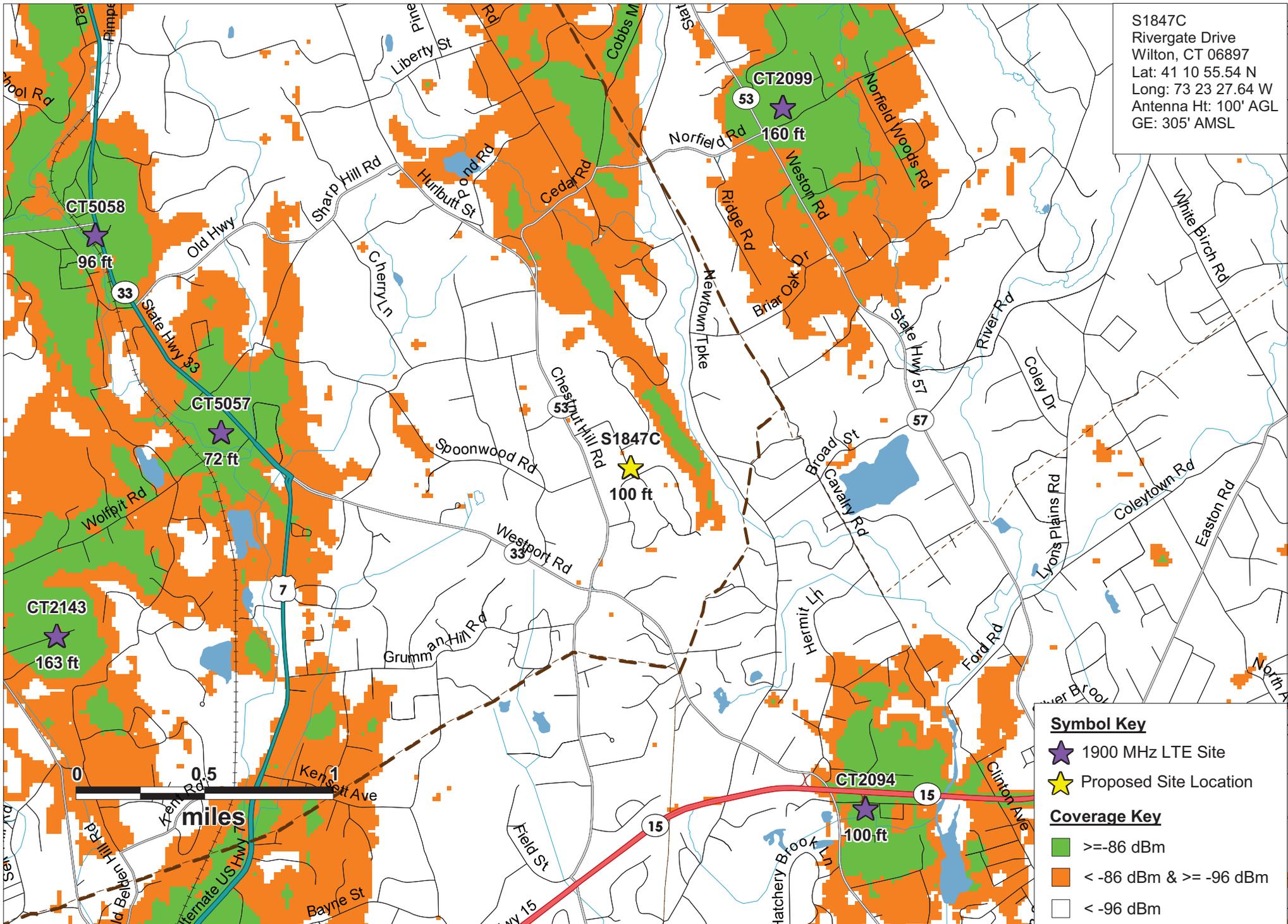
For the acoustical material, I recommend:

Sound Seal BBC-Ext-R-2" Exterior Noise Barrier / Sound Absorber Composite.

I have forwarded you information on this material separately.

ATTACHMENT H

S1847C
 Rivergate Drive
 Wilton, CT 06897
 Lat: 41 10 55.54 N
 Long: 73 23 27.64 W
 Antenna Ht: 100' AGL
 GE: 305' AMSL



Symbol Key

- ★ 1900 MHz LTE Site
- ★ Proposed Site Location

Coverage Key

- ≥ -86 dBm
- < -86 dBm & ≥ -96 dBm
- < -96 dBm

Existing 1900 MHz LTE Coverage

Wilton

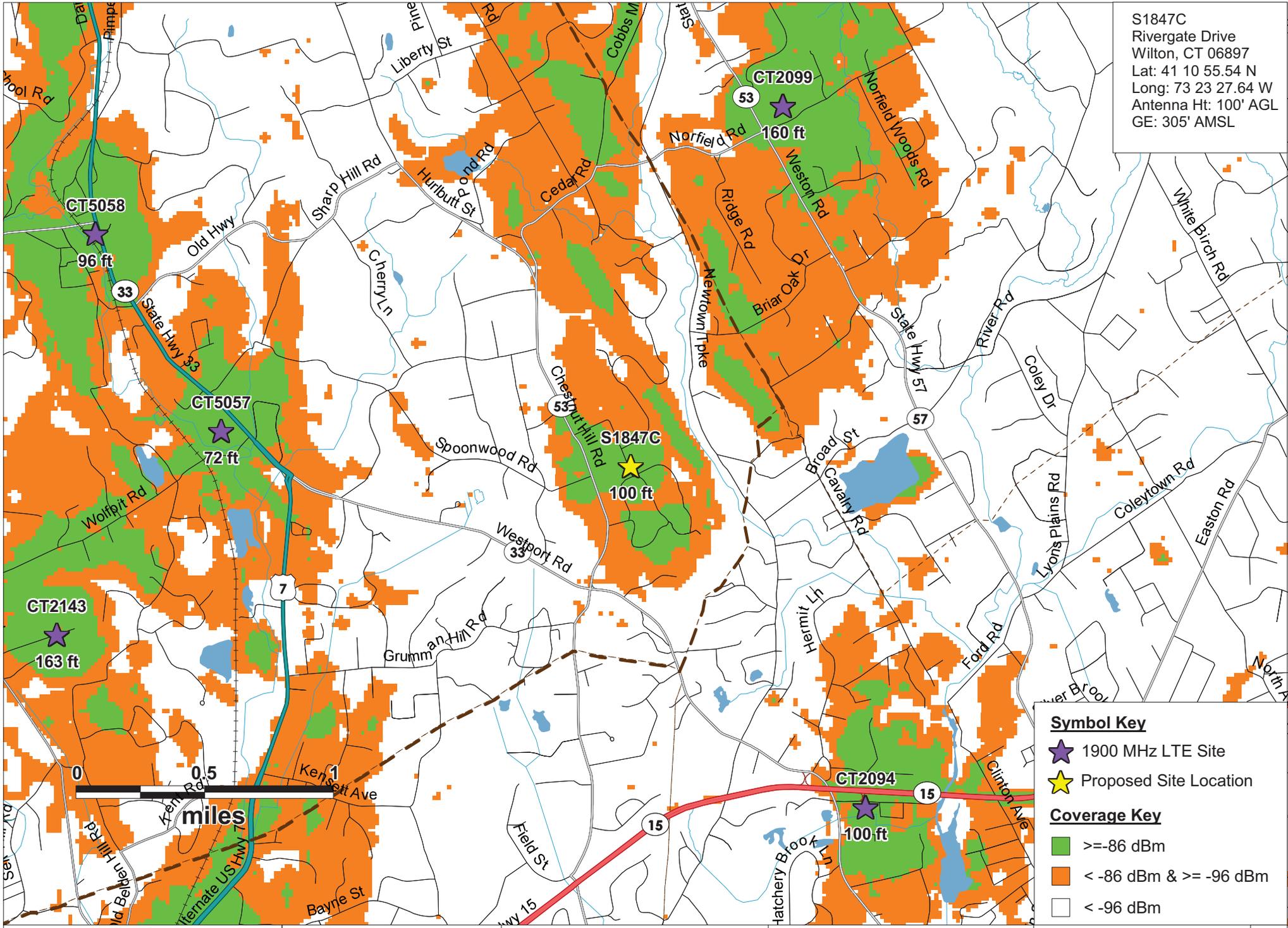
Rivergate Drive
 Wilton, CT 06897



PREPARED ON
 DATE: 5/30/2014

REV 0

S1847C
 Rivergate Drive
 Wilton, CT 06897
 Lat: 41 10 55.54 N
 Long: 73 23 27.64 W
 Antenna Ht: 100' AGL
 GE: 305' AMSL



Symbol Key

- ★ 1900 MHz LTE Site
- ★ Proposed Site Location

Coverage Key

- ≥ -86 dBm
- < -86 dBm & ≥ -96 dBm
- < -96 dBm

Existing 1900 MHz LTE Coverage with Proposed Site

Wilton

Rivergate Drive
 Wilton, CT 06897



PREPARED ON
 DATE: 6/2/2014

REV 0

ATTACHMENT I

CERTIFICATION OF SERVICE

I hereby certify that on the 6 day of January 2015, copies of the attached notice of filing of a Petition with the Connecticut Siting Council for a declaratory ruling were sent by certified mail, return receipt requested, to the following:

Dated: 1/6/15


 Cuddy & Feder LLP
 45 Hamilton Avenue, 14th Floor
 White Plains, New York 10601
 Attorneys for :
 New Cingular Wireless PCS, LLC ("AT&T")

State and Regional

The Honorable George Jepsen Attorney General Office of the Attorney General 55 Elm Street Hartford, CT 06106	Department of Economic and Community Development Catherine Smith, Commissioner 505 Hudson Street Hartford, CT 06106
Department of Public Health Dr. Jewel Mullen, Commissioner 410 Capitol Avenue P.O. Box 340308 Hartford, CT 06134	Department of Energy and Environmental Protection Public Utilities Regulatory Authority Chairman Arthur House Ten Franklin Square New Britain, CT 06051
Council on Environmental Quality Susan D. Merrow, Chair 79 Elm Street Hartford, CT 06106	Department of Transportation James P. Redeker, Commissioner 2800 Berlin Turnpike Newington, CT 06111
Department of Energy & Environmental Protection Rob Klee, Commissioner 79 Elm Street Hartford, CT 06106	Department of Agriculture Steven K. Reviczky, Commissioner 165 Capitol Avenue Hartford, CT 06106
Office of Policy and Management Benjamin Barnes, Secretary 450 Capitol Avenue Hartford, CT 06106	State House Representative – 143 rd District Gail Lavielle Legislative Office Building Room 4200 Hartford, CT 06106
Department of Emergency Services & Public Protection Division of Emergency Management and Homeland Security Dora B. Schriro, Commissioner 25 Sigourney Street, 6 th Floor Hartford, CT 06106-5042	State Senator – 26th District Toni Boucher Legislative Office Building Room 3400 Hartford, CT 06106

Department of Economic and Community Development-Offices of Culture and Tourism Daniel Forrest, State Historic Preservation Officer One Constitution Plaza, 2 nd Floor Hartford, CT 06103	South Western Regional Planning Agency Executive Director, Dr. Floyd Lapp, FAICP, 888 Washington Blvd.-3 rd Floor Stamford, CT 06901
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Federal

Federal Communications Commission 445 12 th Street SW Washington, D.C. 20554	Federal Aviation Administration 800 Independence Avenue, SW Washington, DC 20591
U.S. Congressman Jim Himes Fourth District of Connecticut 211 State Street, 2 nd Floor Bridgeport, CT 06604	U.S. Senator Richard Blumenthal 90 State House Square, 10th Floor Hartford, CT 06103
U.S. Senator Christopher Murphy One Constitution Plaza, 7 th Floor Hartford, CT 06103	

Town of Wilton

Bill Brennan, First Selectman Wilton Town Hall 238 Danbury Road Wilton, CT 06897	Planning & Zoning Commission Christopher Hulse, Chairman Wilton Town Hall 238 Danbury Road Wilton, CT 06897
Town Clerk's Office Wilton Town Hall 238 Danbury Road Wilton, CT 06897	Inland Wetlands Commission John Hall, Chairman Wilton Town Hall 238 Danbury Road Wilton, CT 06897
Robert Nerney, AICP, Director of Planning & Land Use Management Wilton Town Hall 238 Danbury Road Wilton, CT 06897	Conservation Commission Dan Berg, Chairman Wilton Town Hall 238 Danbury Road Wilton, CT 06897
Timothy Bunting, Zoning Enforcement Official Wilton Town Hall 238 Danbury Road Wilton, CT 06897	

CERTIFICATION OF SERVICE

I hereby certify that on the 6 of January 2015, a copy of the foregoing letter, drawing and notice were mailed by certified mail, return receipt requested to each of the abutting properties owners on the accompanying list.

1/6/15
Date



Christopher B. Fisher
Cuddy & Feder LLP
445 Hamilton Avenue, 14th Floor
White Plains, New York 10601

Attorneys for:
New Cingular Wireless PCS, LLC ("AT&T")

ADJACENT PROPERTY OWNERS
Rivergate Drive

Nickolas & Yvonne M. Paturynski 16 Rivergate Dr. Wilton, CT 06897	Connecticut Light & Power Company PO Box 270 Hartford, CT 06141
Joseph Presto & Jennifer Wulff 31 West Meadow Rd. Wilton, CT 06897	Michael J. & Christine M. Bragg 15 Rivergate Dr. Wilton, CT 06897
Greg R. Shapiro & Pamela L. Shapiro 3977 Merriweather Woods Alpharetta, GA 30022	

January 6, 2015

VIA CERTIFIED MAIL

Re: New Cingular Wireless PCS, LLC ("AT&T")
Proposed Telecommunications Facility
Modifications to Existing CL&P Lattice Tower
Rivergate Drive, Wilton Connecticut

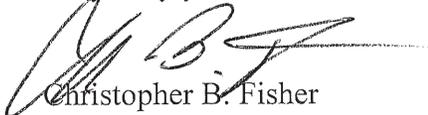
Dear Sir or Madam:

We are writing to you on behalf of our client New Cingular Wireless PCS, LLC ("AT&T") with respect to the above referenced matter and our client's intent to file a petition with the State of Connecticut Siting Council for approval of a proposed wireless communications tower facility (the "Facility") within an existing Connecticut Light & Power ("CL&P") electric transmission right-of-way. State law requires that record owners of property abutting a parcel on which a facility is proposed be sent notice of an applicant's intent to file a petition with the Siting Council. The proposed AT&T facility involves modifications to an existing CL&P tower site on the eastern side of Rivergate Drive in the Town of Wilton.

Included with this letter please find a Notice of AT&T's intent to file a petition with the Connecticut Siting Council later this week. For your convenience, we have enclosed one of the drawings (Sheet C-2) that includes an elevation and partial site plan for the proposed AT&T facility modifications. Please note that the location, height and other features of the Facility are subject to review and potential change by the Connecticut Siting Council under the provisions of Connecticut General Statutes §16-50g et seq.

If you have any questions concerning this petition, please contact the Connecticut Siting Council or the undersigned after January 9, 2015, the date which the petition is expected to be on file.

Very truly yours,


Christopher B. Fisher

Enclosure

NOTICE

Notice is hereby given, pursuant to Section 16-50j-40(a) of the Regulations of Connecticut State Agencies of a Petition to be filed with the Connecticut Siting Council (“Siting Council”) on or after January 9, 2015 by New Cingular Wireless PCS, LLC (“AT&T” or the “Petitioner”). AT&T will seek a declaratory ruling that no certificate of environmental compatibility and public need is required to locate a wireless telecommunications facility at an existing Connecticut Light & Power (“CL&P”) transmission structure located off of Rivergate Drive, Wilton, Connecticut (the “Site”). The existing facility, CL&P structure number 935, is a lattice tower located immediately east of Rivergate Drive and part of an existing CL&P right-of-way and electric transmission line.

AT&T’s proposed facility modifications consist of installing an antenna mast within the existing 91’ tall lattice transmission tower together with structural modifications. The monopole mast will extend 12’ above the top of the existing lattice tower and support 6 panel antennas and other equipment at a total height of approximately 105’ above grade level. Associated unmanned AT&T equipment will be located on an 8’ x 15’ concrete pad at grade at the base of the existing transmission tower. Provisions for AT&T emergency backup power include a 50kW diesel generator on a concrete pad adjacent to the equipment. The AT&T equipment will be located in a fenced compound. Access to AT&T’s facility is proposed via a 20’ easement over the existing gravel access drive from the eastern side of Rivergate Drive and existing on-site parking. Utilities are proposed to extend underground from existing on-site utility distribution lines.

The facility is being proposed to allow AT&T to provide reliable service in this area of the State. The Petition will provide details of the facility and explain why the Petitioner submits that the proposed wireless facility presents no significant adverse environmental effects. The location, height and other features of the facility are subject to review and potential change under provisions of the Connecticut General Statutes Sections 16-50g et. seq.

Copies of the Petition will be available for review during normal business hours on or after January 9, 2015 at the Connecticut Siting Council:

Connecticut Siting Council
10 Franklin Square
New Britain, Connecticut 06051

or the offices of the undersigned. All inquiries should be addressed to the Connecticut Siting Council or to the undersigned.

Christopher B. Fisher, Esq.
Cuddy & Feder LLP
445 Hamilton Ave, 14th Floor
White Plains, New York 10601
(914) 761-1300
Attorney for the Petitioner

ATTACHMENT J



**Northeast
Utilities System**

56 Prospect Street, Hartford, CT 06103

Northeast Utilities Service Company
P.O. Box 270
Hartford, CT 06141-0270
(203) 665-5000

July 18, 2014

Mr. Tim Burks
AT&T Wireless.
500 Enterprise Drive
Rocky Hill, CT 06067

RE: AT&T Antenna Site, CT-1847, Rivergate Dr., Wilton CT, CL&P structure 935.

Dear Mr. Burks:

Based on our reviews of the site drawings, the structural and foundation analysis provided by Centek Engineering and, along with a third party review performed by Commonwealth Associates we have reviewed for acceptance this modification.

Since there are no outstanding structural issues to resolve at this time please contact Mr. Green (860-665-6933) to resolve any lease issues; once the lease amendment is secured you may contact Mr. John Landry directly (860-665-5425) to begin these arrangements.

Sincerely,

Robert Gray
Transmission Line Engineering

ref: 13304.000 CT1847 Wilton - CD Rev2 14.07.18.pdf
13304.000 - CT1847 Structural Anlaysia Rev1 14-04-29.pdf



**Northeast
Utilities**

107 Selden Street, Berlin, CT 06037

Northeast Utilities
P.O. Box 270
Hartford, CT 06141-0270
(860) 665-5000
www.nu.com

December 8, 2014

Mr. Tim Burks
Site Acquisition Manager- New England
SAI Communications, Consultant for
AT&T Mobility (a/k/a New Cingular Wireless
500 Enterprise Drive
Rocky Hill, CT 06067

Re: Site Permitting Authorization
Rivergate Drive, Wilton, CT
Telecommunications Site

Dear Mr. Burks:

Authorization is hereby given to New Cingular Wireless PCS, LLC (New Cingular), its employees and its duly authorized agents and independent contractors (hereinafter collectively referred to as "New Cingular"), to apply for any and all local municipal, state and federal licenses, permits and approvals, including but not limited to Connecticut Siting Council, building permits, zoning variances, zoning special exceptions, site plan and subdivision approvals, driveway, wetlands and terrain alteration permits, which are or may be necessary or required for New Cingular to construct, operate and maintain a wireless communications system (PCS System), and/or antenna site on the following property over which The Connecticut Light & Power Company (CL&P) has easement rights:

CL&P Structure #935, FAA #12685512
Rivergate Drive
Wilton, Connecticut

The foregoing authorization is given subject to the following conditions:

1. This authorization shall be nonexclusive. Nothing herein shall prevent or restrict CL&P from authorizing any other person or entity to apply for any similar licenses, permits or approvals to construct, operate and maintain any other communication system or facility of any type on the property at any time.
2. This authorization shall not obligate CL&P to pay for or reimburse any costs or expenses or to provide any assistance of any kind in connection with any applications, or bind or obligate CL&P to agree or be responsible for any on-site or off-site improvements, development restrictions, impact fees or assessments, capital improvement charges, bonds or other security,

or any other fee, assessment, charge or expense imposed or required as a condition of any license, permit or approval. New Cingular shall be solely and fully responsible for all fees, charges costs and expenses of any kind in connection with any applications. CL&P agrees to reasonably cooperate with New Cingular in signing such applications or other similar documents as may be required in order for New Cingular to apply for any license, permit or approval.

3. This authorization shall not be deemed or construed to grant or transfer to New Cingular any interest in the property, whatsoever, and shall not in any respect obligate or require CL&P to sell, lease or license the Property to New Cingular or otherwise allow New Cingular to use or occupy the property for any purpose, regardless of whether any licenses, permits and approvals applied for by New Cingular for the property are granted. New Cingular understands and acknowledges that any and all applications filed by New Cingular for the property at New Cingular's sole risk and without any enforceable expectation that the property will be made available for New Cingular's use.
4. New Cingular shall be required to supply to CL&P, free of charge and contemporaneous with New Cingular's filing of same, a complete copy of any and all applications, plans, reports and other public filings made by New Cingular with any local, municipal, state or federal governmental or regulatory officer, agency board, bureau, commission or other person or body for any licenses, permits or approvals for the property, and to keep CL&P fully informed on a regular basis of the status of New Cingular's applications.
5. This authorization shall automatically expire six (6) months after the date of this letter, unless extended in writing by mutual agreement of CL&P and New Cingular.

Very truly yours,



Michael J. Green, Senior Real Estate Analyst
T & D Rights & Survey

AGREED TO ON BEHALF OF New Cingular Wireless PCS, LLC

By: Timothy M. Burks
Duly Authorized

Date: 12/13/14