

ORIGINAL

STATE OF CONNECTICUT  
CONNECTICUT SITING COUNCIL

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CONNECTICUT  
SITING COUNCIL

IN RE:

APPLICATION OF OPTASITE, INC. AND  
NEW CINGULAR WIRELESS PCS, LLC  
FOR A CERTIFICATE OF ENVIRONMENTAL  
COMPATIBILITY AND PUBLIC NEED FOR  
THE CONSTRUCTION, MAINTENANCE AND  
OPERATION OF A TELECOMMUNICATIONS  
FACILITY AT ONE OF TWO LOCATIONS AT  
1662 GOLD STAR MEMORIAL HIGHWAY  
IN THE TOWN OF GROTON

DOCKET NO. 319

Date: November 14, 2006

RESPONSE TO CONNECTICUT SITING COUNCIL  
PRE-HEARING INTERROGATORIES  
OPTASITE, INC. ("OPTASITE") AND  
NEW CINGULAR WIRELESS PCS, LLC ("CINGULAR")

- Q1. Were return receipts received for all landowner abutting the proposed sites? If not, was any additional effort made to make sure that notice was received?
- R1. No. Notification was unclaimed by one abutting property owner and no receipts were received by two abutting property owners as indicated below in response number 2. Mailing of notice by certified mail is proper notice pursuant to State statute and the failure or refusal to claim same requires no additional steps by an applicant for jurisdictional purposes. Nevertheless and as a courtesy, Optasite provided another notice letter to the abutters listed below via first class mail in an effort to ensure actual notice of the application.
- Q2. List any property owners for which a return receipt was not received.
- |     |                          |                                 |
|-----|--------------------------|---------------------------------|
| R2. | <u>Unclaimed</u>         | <u>No Return Receipt</u>        |
|     | Lambtown Development LLC | Chester Crouch                  |
|     | 27A Vinegar Hill Road    | c/o Groton Garden Center        |
|     | Gales Ferry, CT 06335    | 1592 Gold Star Memorial Highway |
|     |                          | Groton, CT 06340                |

Steven D. Michele M. Magowan  
1715 Route 184  
Groton, CT 06340

As noted in response number one, additional notice was sent to each of these abutters via first class mail. Also, it should be noted that one of the abutters listed above, Chester Crouch, is the property owner of the parcels on which the sites are proposed.

Q.3. Would Optasite make space available on the proposed facility for Town of Groton public safety antennas at no cost to the municipality?

R3. Yes, Optasite will make space available on the proposed tower for Town of Groton public safety antennas at no cost to the municipality.

Q.4. What is the location and shape of the 0.5 mile site search area referred to in Tab 4?

R4. Please see the search ring map included in Exhibit A.

Q.5. At what height is Cingular located on each of the existing towers listed behind Tab 4? What is the distance and direction of each of these existing towers from the proposed sites?

R5. The table below provides the height of Cingular's antennas on four of the five towers listed in Tab 4 of the Application. Cingular does not have a facility on the Sprint tower located on Welles Road in Groton. The approximate distance and direction of each of the towers listed in Tab 4 are also included in the table below.

<b>Site Address</b>	<b>City</b>	<b>Cingular Antenna height (feet)</b>	<b>Approximate Distance to Proposed Tower (Miles)</b>
75 Roberts Rd.	Groton	145	2.65
725 Flanders Rd	Groton	145	1.24
68 Groton Long Point Rd	Groton	133	2.92
86 Voluntown Road	Stonington	150	8.67
Welles Road	Groton	N/A	2.17

Q.6. Would Cingular require an emergency generator for use during power failures?

R6. Cingular's equipment is equipped with a battery back-up system which would provide power to the facility for up to approximately 8 hours in the event of a power outage. A portable diesel generator can be employed in the event of a prolonged power outage.

Q.7. How many trees that are six inches or greater in diameter would have to be removed for the construction of proposed Site A and Site B and the access roads?

- R.7. Approximately 26 trees six inches or greater in diameter would have to be removed for the construction of the proposed Site A Facility and access road and approximately one tree six inches or greater in diameter would have to be removed for the construction of the proposed Site B Facility and access road.
- Q.8 Identify the dominate vegetation/tree type and typical height at proposed Site A and Site B.
- R8. The dominate tree type in the vicinity of proposed Site A and Site B is mixed deciduous hardwood species. The average tree height (measured as described in the Visual Resource Evaluation Report included in Tab 7 of the Application) is 60'.
- Q.9. Is the existing driveway (currently used by the property owner) 12 feet wide? What is the length of the existing driveway?
- R9. The width of the existing driveway varies and at the most narrow section is approximately 12' in width. The existing driveway length is approximately 440'.
- Q.10. Would construction of either proposed site require blasting?
- R10. Optasite does not anticipate that blasting will be required to develop either site.
- Q.11. Identify the direction and property owner of the nearest off-site residence to proposed Site A and proposed Site B.
- R11. Based on property information obtained from the Town of Groton Tax Assessor's office and a review of 2004 aerial photography, the nearest off-site residence is located on property at 1720 Gold Star Highway. The property is owned by Benny and Phyllis Wimes and is located approximately 770 feet southeast of proposed Site A and approximately 600 feet southeast of proposed Site B.
- Q.12. Is the cost of landscaping at proposed Site B included in the estimated costs?
- R12. No, the cost of landscaping is not included in the Site B estimated costs.
- Q.13. Provide detailed methods for protecting the wetland that the proposed access road to Site A would cross.
- R13. Sedimentation and erosion control measures will be installed along the access road and wetlands per the State of Connecticut Department of Transportation "Standard Specifications for Roads, Bridges and Incidental Construction" - DEP Bulletin 34, Connecticut guidelines for soil erosion and sediment control dated 2002.
- Q.14. What is the distance and direction of both proposed sites to the nearest airport?

- R14. The nearest airport is the Groton-New London Airport which is located approximately 3.75 miles south-southwest of the proposed sites.
- Q.15. What is the estimated length along each road, identified in the application on page 5 of Tab 7, from which the proposed structures would be visible?
- R15. In the Visual Resource Evaluation Report included in Tab 7 of the application, VHB identified several roadways within the two-mile radius study area where year-round visibility associated with one or both of the proposed site locations is anticipated. These include Route 184 where Candidate A would be visible for an approximate 250 foot span west of Route 117; an approximate 200 foot stretch west of Rogers Road; and an intermittent area of visibility adjacent to the host property that measures roughly 100 feet. Candidate B would also be visible from segments of Route 184. Specifically, these areas include an approximate 250 foot segment west of Route 117; an approximate 200 foot span near Orchard Drive; a segment west of Rogers Road that measures roughly 100 feet; and an approximate 100 foot long segment adjacent to the host property of intermittent visibility. VHB also anticipates year-round visibility from limited segments of Route 117 for both Site locations. Views of proposed Site A would extend along the roadway for a total of roughly 150 feet. This includes an approximate 100 foot long segment north of Route 184 and an approximate 50 foot stretch south of Route 184. Proposed Site B would be visible from an approximate 100 foot segment of Route 117 north of Route 184. Both proposed Site A and Site B would also be visible from an approximate 250 foot segment of Lambtown Road located approximately 1.50 miles to the north. VHB anticipates limited areas of year-round visibility for both candidate locations along Gales Ferry Road that measure roughly 50 feet. Lastly, views of proposed Site A would be achieved from an approximate 45 foot segment of Rogers Road while proposed Site B would be visible from an approximate 30 foot segment of this roadway.
- Q.16. What is the dominant land use in areas with year-round visibility of proposed Site A?
- R16. Land use in the areas of year-round visibility associated with proposed Site A is a mix of commercial and residential parcels. The anticipated visibility from residential land uses is localized to specific areas and can therefore be characterized as “passing” views where a portion of the monopole would come into view only briefly. The vegetative screening and topography in these locations acts to minimize such views. Generally, roadside commercial land uses are located along Route 184 where less vegetative screening affords somewhat more expansive views of the proposed site than views from residential areas.
- Q.17. What is the dominant land use in areas with year-round visibility of proposed Site B?
- R17. Land use in the areas of year-round visibility associated with proposed Site B is a mix of commercial and residential parcels. The anticipated visibility from residential land uses is

localized to specific areas and can therefore be characterized as “passing” views where a portion of the monopole would come into view only briefly. The vegetative screening and topography in these locations acts to minimize such views. Generally, roadside commercial land uses are located along Route 184 where less vegetative screening affords somewhat more expansive views of the proposed site than views from residential areas.

Q.18. Estimate how many additional residences would have seasonal views of the proposed Site A or Site B tower.

R18. An estimated seven residences would have limited seasonal views of at least a portion of the tower structure from their respective properties. This includes four residences along Route 184 within the immediate vicinity of the host property; one residence along Rogers Road south of Route 184; and two properties located along Lambtown Road north of Route 184.

Q.19. Would the Applicants plant Connecticut-native evergreen trees around each proposed site as recommended in the results of the ornithological survey?

R19. Yes.

Q.20. What would be the height at the top of Cingular's antennas for proposed Site A and Site B? What would be the total height at the top of the antennas for the proposed 150-foot tower at Site A and 160-foot tower at Site B?

R20. The total height of the proposed Site A tower to the top of the antennas is approximately 153' and the total height of the proposed Site B tower to the top of the antennas is approximately 163'.

Q.21. The caption beneath the photosimulation for photographs 4a and 4b state that the distance is 1.41 miles from Site A and 1.48 miles from Site B; however the distance shown on the Photolog Documentation page appears to be less. Please clarify.

R21. The caption on photographs 4a and 4b are incorrect. The captions should read:

*View from Route 184 west of host property, looking northeast – Candidates A and B are visible.*

The distances from the photo location to the proposed site locations are 0.31 mile for proposed Site A and 0.28 mile for proposed Site B.

Q.22. What is Cingular's minimum signal level threshold to provide adequate service in central Groton?

R22. To provide adequate service in this area, Cingular requires a minimum signal level of -80 dBm.

Q.23. What are the lengths of Cingular's existing gap in coverage on Route 184 and Route 117? What is the existing signal level within the gap area?

R23. Cingular's existing gap in coverage along Route 184 is approximately 1.5 miles and Cingular's gap in coverage along Route 117 is approximately 3 miles. Currently, Cingular does not have any service within this coverage gap and as such, there is no signal within the gap area.

Q.24. Provide statistics, if available, on the number of dropped calls, or equivalent data, that presently exist within the target service area.

R24. The dropped call statistics for Cingular's adjacent on-air sites are included in the table below. The sites with two dropped call statistics include dropped call data for two sectors for that site that are directed towards the proposed site.

<b>Cell Site Number</b>	<b>Address</b>	<b>Lost Call %</b>
<b>21803</b>	<b>Mystic Water Tank, Nantucket Drive, Groton</b>	<b>3.27</b>
<b>52251</b>	<b>741 Flanders Rd, Groton</b>	<b>1.62</b>
<b>52253</b>	<b>741 Flanders Rd, Groton</b>	<b>3.19</b>
<b>21823</b>	<b>75 Roberts Rd, Groton, CT</b>	<b>2.98</b>
<b>21822</b>	<b>75 Roberts Rd, Groton, CT</b>	<b>2.05</b>
<b>52231</b>	<b>25-39 Broad Street Ext, Groton</b>	<b>1.31</b>
<b>57382</b>	<b>29 Skyview Terrace, Groton</b>	<b>5.6</b>
<b>57381</b>	<b>29 Skyview Terrace, Groton</b>	<b>27.41</b>

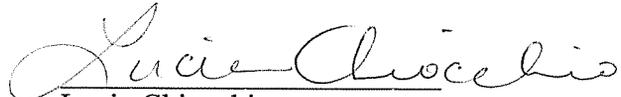
CERTIFICATE OF SERVICE

I hereby certify that on this day, an original and twenty one copies of Optasite's and Cingular's response to interrogatories were served on the Connecticut Siting Council by overnight mail with a copy by first class mail to:

Mr. Keith Coppins  
Optasite, Inc.  
One Research Drive, Suite 200C  
Westborough, MA 01581  
P: (508) 799-2460  
F: (508) 471-1399

Mr. Ronald C. Clark  
CONNsult Wireless Services, LLC  
6 Evarts Lane  
Madison, Connecticut 06443  
P: (203) 645-3301  
F: (203) 238-2068

Dated: November 14, 2006

  
Lucia Chiochio

cc: Mark Appleby  
John Blevins  
Alitz Abadjian  
Michael Libertine



