



FEEL THE WIND. THINK CLEAN.™

December 15, 2006

Town of Barton Selectbaord
P.O. Box 657
Barton, VT 05822

Barton Village Board of Trustees
P.O. Box 519
Barton, VT 05822

Dear Barton Village Trustees and Town Selectmen:

Thank you for meeting with representatives of UPC Vermont Wind, LLC (UPC) on October 25th, November 13th and on December 4th to view Duck Pond Road and discuss our equipment transportation plans for the Sheffield Wind Farm. We realize a project of this size is an unusual undertaking, particularly for a small town, and that the process moves rapidly. We are committed to providing you with information and assurances regarding the potential transport through Barton Village (& Town), as quickly as possible. At the same time, based on the experience of other towns that have hosted, or are in close proximity to, other wind farms, we have every reason to expect that the town and region will experience short and long-term economic benefits from the Project.

Before responding to the specific issues that you have raised, we do want to be very clear on the two most central issues:

- First, the transportation of project-related equipment through Barton is a short-term undertaking that can be accomplished safely and in a manner that minimizes disruption within the Town and Village.
- Second, UPC will bear the costs of constructing of the Project, including any improvements or repairs that result from construction that are needed to Town or Village roads.

In an effort to dispel myths and provide accurate information on the transportation aspects of the Project, we have prepared the following response to the topics we discussed in previous meetings. We will be happy to provide additional information to the Village or Town on other relevant topics.

Duck Pond Road -- Improvements and Traffic Management

Upgrades to this road, which are needed for turbine transport and construction, will provide a substantial benefit to the Village and Town of Barton by improving the grade, surface and drainage conditions, and in places the width of the road. These improvements will also have safety benefits for landowners and travelers along Duck Pond Road. While it is not possible to prepare final design plans at this time, improvements may include repair/protection of culverts, the addition of gravel base in some road sections, and widening in selected locations as needed. This work would be done at UPC's expense and within the limits of project environmental permits. Design and performance of all road maintenance work would be done in consultation with the Village and Town.

To establish the pre-construction baseline conditions, UPC will conduct a comprehensive pre-construction survey along the transport path. This survey will include an inventory of the condition of road surfaces and bridges and information on subsurface features including culverts, water and sewer lines and other underground utilities. The scope of this survey will be worked out in subsequent discussions with the Town/Village of Barton.

As part of the road upgrades, UPC would construct one or two vehicle pull-off locations in appropriate places for use during our construction activities and for the Town's maintenance vehicles as necessary. A vehicle pull-off lane would allow residents to get around slow moving traffic and would help to mitigate some of the inconvenience that the construction traffic would create for landowners and other road travelers. To the maximum extent possible, these pull-off lanes would be constructed within the Town of Barton's three rod ROW. If this is not possible, then the locations of these pull-off lanes will be dependent on discussions with the adjoining landowners. At the Town's option, the vehicle pull-offs can either be removed after UPC's use or left in place permanently.

Traffic Coordination, Planning, and Special Conditions

As part of the transportation efforts for this project, a designated UPC representative will serve as a point of contact with the Town/Village and the transport companies and will coordinate the movement of oversized loads in order to minimize impacts. These efforts will include coordination of: escort vehicles for each oversized loads when required; traffic control personnel; parking restrictions, and the like. UPC will also coordinate with local fire, ambulance, and safety services to comply with Town/Village emergency response plans.

UPC would develop a route and schedule for the delivery of oversized loads and other equipment and gravel trucks. It is anticipated that only over-sized heavy haul loads would likely be routed through the Village of Barton. The Project will use commercially reasonable efforts to route other construction traffic, including concrete trucks, material deliveries, etc. on Route 5 in order to minimize traffic through the Town of Barton to the greatest extent practicable. The identified routes would depend, in part, on the oversized load permits issued by the VT AOT and the source of materials for the smaller loads.

UPC would also write into its transportation contracts that oversized loads may not be delivered during holidays (Memorial Day, July 4th, Labor Day) unless extraordinary

circumstances warrant an exception. Barton would be notified in advance if these exceptional circumstances arise, and UPC would take all necessary steps to minimize the amount of traffic during these times. Further, UPC is willing to discuss limiting trips during other special town events such as fairs, horse shows, etc. Other considerations would be taken into account during the planning of over-sized load routes and schedules, including peak traffic in tourism season, school bus schedules, early morning and mid afternoon commute times of 6:30AM and 3:30PM from a local manufacturing facility, and limited work on weekends.

Description of Oversized Turbine Loads

There are several types of loads ranging between wide, long, or heavy (or a combination thereof) for the turbine components such as tower sections, machine bases, and nacelle components; to a light but long load for turbine blades. Each type of load could potentially take a different length of time to get through town but generally requires a very small increase in time as compared with a conventional semi truck load that travels through town.

The machine base, nacelle sections, and tower sections (comprising approximately 7 of the 10 oversized loads required per turbine) are wide loads but can maneuver in a reasonable manner. It is not anticipated that loads will create any significant traffic issues, other than to pause traffic briefly in the opposite lane as loads turn corners where required.

The turbine blade loads (3 per turbine) are less easy to maneuver due to their overall length. On straight road lengths, the blade loads would not have significant impacts, if any, to opposing traffic as they do not constitute a wide load, just long. When a turn is required, however, the blade trucks would need to stop traffic slightly back from the intersection to allow completion of the turn. It is not anticipated that there would be any substantive delay — not more than approximately 5 to 15 minutes. Traffic flow is part of AOT's evaluation in issuing permits for transport of oversized loads, in order to minimize any impact on traffic flow in towns or on highways.

The attached table and accompanying text provide additional information on turbine loads, other types of loads/trucks, and delivery scheduling.

Utilization of Local Goods and Services

UPC and its construction contractors (or subcontractors, if any) will use commercially reasonable efforts to maximize their use of local or Vermont businesses in constructing the Project. This commitment to use goods and services provided by local or Vermont businesses would extend to those: (i) of similar quality to goods and services provided by businesses outside of the region; and (ii) made available on terms and conditions (including price) acceptable to UPC and comparable to those offered by businesses outside of the local area or State of Vermont.

Decommissioning

Any approval granted by the PSB will include a decommissioning requirement. UPC has submitted testimony to the Board which provides that when decommissioning becomes necessary (project life extends a minimum of 20 years), it will consist of the following: all turbines, including the blades, nacelles and towers will be disassembled, and transported off-site for reclamation and sale. All of the transformers will also be transported off-site for reuse or reclamation. The overhead power collection conductors will be removed and reclaimed, and the power poles will be removed or cut off below grade. All underground infrastructure at depths less than 2 feet below grade will be removed. All underground infrastructure at depths greater than 2 feet below finished grade (including the subsurface collection conductors, concrete pads and foundations) will be abandoned in place. Areas where subsurface components are removed will be graded to match adjacent contours, stabilized with an appropriate seed mix, and allowed to re-vegetate naturally. All road materials will be allowed to remain on site. A fund, held by a third party, would be established to cover the estimated costs of decommissioning.

References

I have included some references of officials with whom we have worked on our soon to be commissioned 42 MW Mars Hill, Maine project. We urge you to contact the individuals identified below to discuss their experiences with wind project construction in general and UPC Wind, specifically. In addition, we have included a letter of reference from our contractor on the Mars Hill project and a letter from the Hawaii Department of Land and Natural Resources where we recently completed a 30MW wind energy project.

Town of Mars Hill, Town Manager
Ray Mersereau
207-425-3731

Director of Energy Independence and Security
Maine Office of the Governor
Beth Nagusky
207-287-4315
beth.nagusky@maine.gov

Natural Resources Council of Maine
Pete Didisheim
207-622-3101
pdisheim@nrcm.org

UPC looks forward to working through these issues with the Town/Village of Barton and to the mutually successful construction of this project if it should be permitted.

Sincerely,

Handwritten signature of Evelyn Carpenter in cursive script.

Evelyn Carpenter
Senior Vice President of Construction and Engineering
UPC Vermont Wind, LLC

Encls.

UPC Sheffield Wind Farm
Description of Typical Wind Farm Construction Schedule and Transport Loads

A variety of loads will be transported to the project site in support of construction. These loads will include various pieces of earth-moving equipment, approximately 160-170 oversized loads of turbine components, 1 oversized load of a substation transformer, approximately 8 oversized loads of smaller pad transformers to be located at each turbine, approximately 3 oversized loads of crane components and various other "non permit" loads for other miscellaneous equipment, concrete and gravel.

The construction will be broken into short periods of higher traffic levels, intersperse by longer periods of low traffic when on-site construction activities are taking place, as follows (all time periods are approximate):

- 2 weeks -- Typically a high transport period where earth-moving equipment and construction-related materials are brought on site.
- 6 weeks -- Lower traffic volume, during which the turbine sites are prepared.
- 6 weeks -- Traffic from concrete trucks for pouring of turbine foundations.
- 6 weeks -- Turbine components will begin to arrive on site. The turbines are delivered in pieces on approximately 10 trucks/turbine. There will be an estimated 3 to 5 complete turbines delivered in a given week, for a total of 30 to 50 trucks spread out during the week, on a fairly consistent basis. Factoring in possible transport/scheduling difficulties, the total period could be extended to 12 weeks.

Once all of the turbine components are delivered to the site, construction-related traffic in the Village/Town area will diminish significantly. The majority of site activities will focus on the erection and commissioning of the turbines. These activities will likely be followed by a period of additional gravel truck traffic in order to finish roads and turbine pads. Other equipment will be delivered during the construction window via ordinary loads, including rebar, electrical cable, electrical power poles and conduit, and substation-related equipment.

The total elapsed time for construction is likely to be 6-8 months. However, weather and equipment issues may extend this period.

| Summary of Primary Loads for a 16 Turbine Wind Farm | | | | | | |
|---|--|---------------------------|--------------------------------------|------------------------|--|--|
| Material to be Transported | Type of Load/Truck | Number of Loads (approx.) | Length of Transport Period (approx.) | Through Barton Village | Special Conditions (if any) | |
| Turbine Blades | Light, long load Steerable rear wheels Expandable Trailers | 48 | 6 weeks | Yes | AOT Oversized Permit Escort Vehicles Time of Travel Restricted | |
| Tower Sections | Wide, heavy load 7 to 13 axle configurations | 64 | 6 weeks | Yes | AOT Oversized Permit Escort Vehicles Time of Travel Restricted | |
| Machine base, Nacelle, and Hub | Wide, heavy load 7 to 13 axle configurations. | 48 | 6 weeks | Yes | AOT Oversized Permit Escort Vehicles Time of Travel Restricted | |
| Additional turbine components | Standard flatbed non-permit load | 96 | 6 weeks | Possibly | | |
| Crane Components | 3 permit loads remainder standard flatbed, non-permit loads | 24 | 2 weeks | Yes | Three oversized loads, balance non-permit loads | |
| Substation Transformer | Wide, heavy load | 1 | 1 day | Yes | AOT Oversized Permit Escort Vehicles Time of Travel Restricted | |
| Pad-Mounted Transformers | Standard flatbed, non-permit load | 8 | 3 weeks | Yes | | |
| Gravel | Dump Truck or 10-Wheel standard Transport, non-permit load | Pending final road design | 6 weeks | Possibly | Possible travel from South on Route 5 | |
| Concrete | Concrete Truck (assume off-site Batch Plant), non-permit load | 650 | 8 weeks | Possibly | | |