



August 25, 2021

Benjamin Godsoe
Maine Land Use Planning Commission
22 State House Station
Augusta, Maine 04333

Dear Ben:

I wanted to provide responses to the remaining items (5-7) in your info request of June 4, 2021. Apologies for the delay—while the responses were ultimately quite straightforward, there were several rounds of discussions and confirmations behind them.

Regarding item #5, relating to vehicular circulation, access, and parking: We have identified 3 locations in the unorganized territories that fit the description you provide: less than 16 feet wide and 500 feet long. Two of these are driveways to temporary power performance towers. Each is 16 ft wide, and Met Tower Rd B is 620 ft long and Met Tower Rd C is 800 ft. These would be used twice by the truck that erects and dismantles the towers and periodically by pick-up trucks should maintenance be required. The towers will remain for about six months from commencement of operations. They are not in an area where they would be co-utilized by farm vehicles. The third is a section of the access road to Turbine 36. As indicated in the design plans, (Sec 1, Ex 1.1) much of this road is designed at 24 feet wide. The section that is designed at 16 feet wide is 500 feet long. It is also well north of existing blueberry production areas and will not be co-utilized by farm vehicles and equipment. Thus, with minimal traffic during operations, and sections of wider road on either end, we do not believe a turn-out is necessary for this location.

Much of the road system is comprised of existing farm roads that are used and maintained by Cherryfield Foods. Many of these will be upgraded to accommodate turbine component deliveries and the passage of construction vehicles. New roads are designed for areas that are largely beyond farm operations but would still be more than adequate for passage of farm machinery, large trucks, and other agricultural uses. Aside from the sections identified above, the road system is designed with a standard minimum width of 24 ft.

In response to item #6 relating to temporary structures at the proposed laydown yard: Any temporary structures will be located to meet applicable setbacks from streams or roads.

The final item (#7) related to motion-activated lighting, which was suggested in Section 31 would be installed at the base of each turbine tower. Upon further consideration it was determined that while such lighting could be provided, it is not part of the standard equipment and would not be considered necessary for the Project. While some maintenance work may be undertaken at night, technicians would provide their own lighting as appropriate.

Downeast Wind, LLC

c/o Apex Clean Energy, Inc.

310 4th Street NE, Suite 300 | Charlottesville, VA 22902

T 434.220.7595 | F 434.220.3712

apexcleanenergy.com


Please let me know should additional questions or concerns arise as you move forward with your review.

Sincerely,



A handwritten signature in black ink, appearing to read 'Robert Gee', with a long, sweeping underline that extends to the right.

Robert Gee
Development Manager
Downeast Wind, LLC
Apex Clean Energy
robert.gee@apexcleanenergy.com
(207) 631-1502

**Twp. 18 MD
WA005
Plan 01 Lot 1**

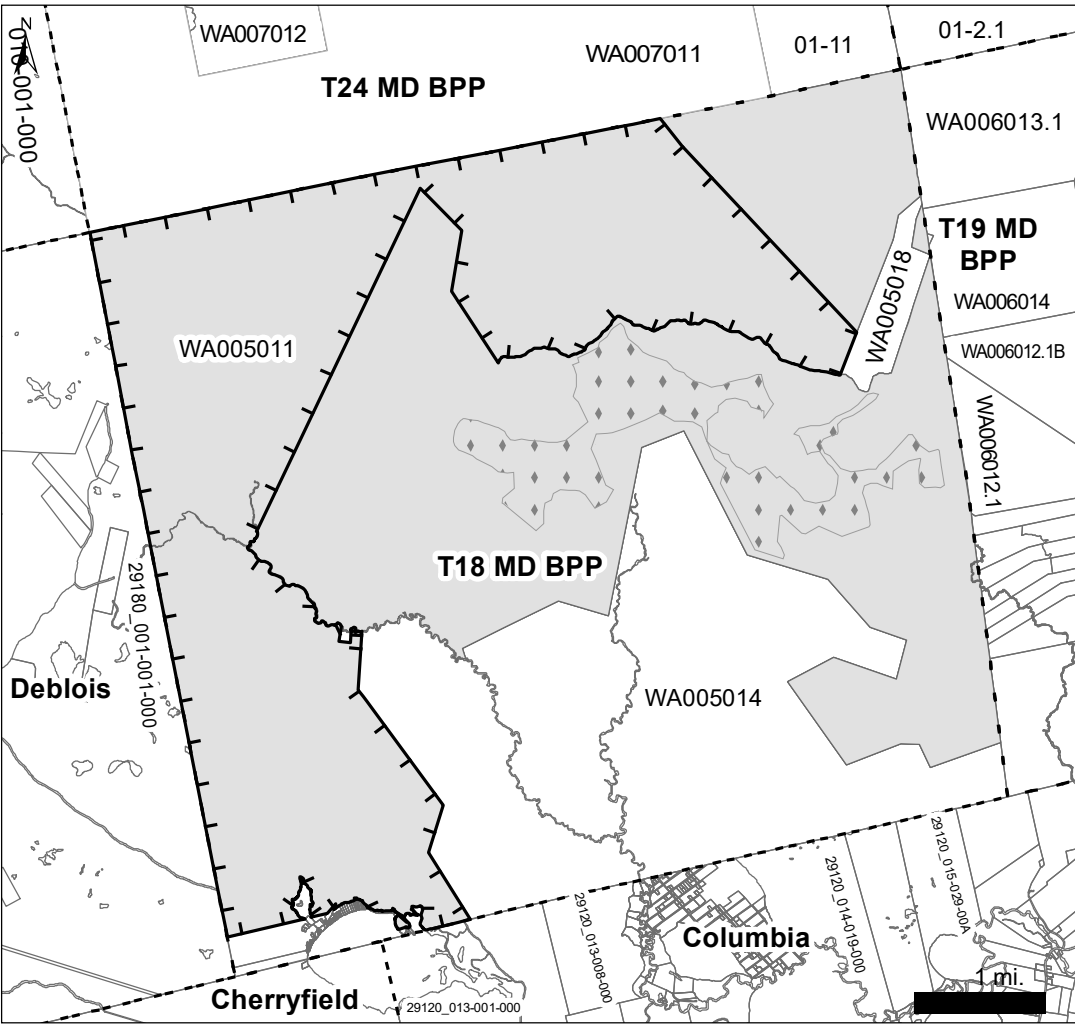
 Lease Premises -
Book 4762, Page 147

 WA005011







 Dawn Land Solar
 Lease - Book 4779,
Page 223

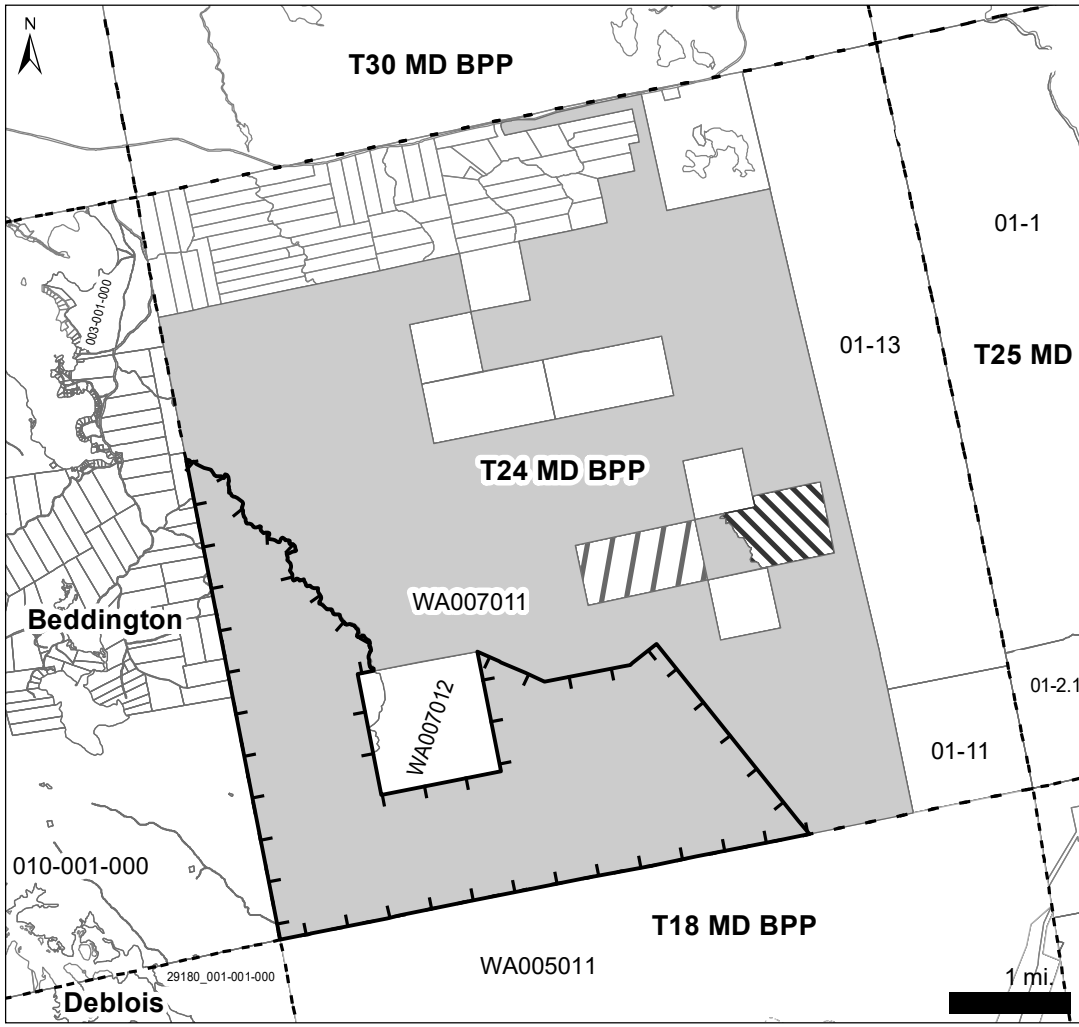
 Parcel Boundary

 Township



**Twp. 24 MD
WA007
Plan 01 Lot 1**

-  Lease Premises - Book 4762, Page 147
-  WA007011
-  WA0070110 - Acquired by Cherryfield Properties - Book 4248, Page 66
-  WA007011.2 - Acquired by State of Maine - Book 4248, Page 56
-  Parcel Boundary
-  Township



Godsoe, Benjamin

From: Robert Gee <robert.gee@apexcleanenergy.com>
Sent: Thursday, September 09, 2021 1:14 PM
To: Godsoe, Benjamin
Cc: Eggett, Maria
Subject: RE: Follow up to discussion about additional information request

Follow Up Flag: Follow up
Flag Status: Completed

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Hi Ben,

Per our conversation yesterday, I have a couple notes and follow-ups to our outstanding issues. (Items 4 and 5 from your original info request)

As pertains to the question of a turnout on the road to T36: the Project has examined this and we believe we can provide a turnout along that stretch (1700+00). We are proposing a turnout of approximately 8 feet in width and 100 feet in length with appropriate transitions to be positioned at (approximately) station 1713+00 to 1714+00.

As far as the stream crossing in the Flood Protection subdistrict goes, we are still in the process of preparing our USACE Clean Water Act permit application, which will include design parameters and drawings for each of the crossings over salmon streams. The standards we need to meet for protection of salmon streams are the same as those for the 100 year flood event at the crossing you have identified. When we have compiled our drawings and specs for these crossings we will be able to provide the level of detail you've requested for this location. Thus, if we need to make this a condition of a certification, that is acceptable to the Project. We hope to be able to provide the additional detail next month.

Thanks again for your guidance on some of these questions. Let me know if I can provide anything further.
Rob

ROBERT GEE
Development Manager

Apex Clean Energy, Inc.
366 US Hwy 1
Columbia, ME 04623
cell: 207-631-1502
robert.gee@apexcleanenergy.com | www.apexcleanenergy.com



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From: Godsoe, Benjamin <Benjamin.Godsoe@maine.gov>
Sent: Wednesday, August 25, 2021 3:43 PM
To: Robert Gee <robert.gee@apexcleanenergy.com>

Cc: Eggett, Maria <Maria.Eggett@maine.gov>

Subject: RE: Follow up to discussion about additional information request

Thanks Rob,

I'll take a look at the attached information.

I forgot to add to my email yesterday that we are planning for the Commission to consider this matter at their regular business meeting on October 13, 2021. We will assemble a draft decision and other materials for the meeting well in advance of the date, so please submit all additional information to me as soon as possible and by September 8, 2021.

Regarding the segment of road serving Turbine #36 – it's not necessarily the volume of traffic that matters so much as the different types and therefore potential for conflict. Because the road will have to support the flow of heavy equipment and materials, we want to make sure the design can accommodate safe traffic flow. I think estimates of overall traffic volume and the potential for co-use are helpful context, but not a sufficient reason to waive the turnout requirement. However, given the segment in question is only 500' long, and therefore would only require one turnout, site constraints affecting design of the road segment such as proximity to wetlands could provide a basis for not requiring at least one turnout. If that's the case, I would need a description of any potential site constraints and explanation of why the road width needs to be 16 ft. Let me know if you want to discuss this further or if you have questions.

Ben

From: Robert Gee <robert.gee@apexcleanenergy.com>

Sent: Wednesday, August 25, 2021 2:26 PM

To: Godsoe, Benjamin <Benjamin.Godsoe@maine.gov>

Cc: Eggett, Maria <Maria.Eggett@maine.gov>

Subject: RE: Follow up to discussion about additional information request

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Hi Ben,

I've attached my responses for questions 5-7 as we discussed.

We confirmed that the access road to T36 is 24 ft wide, but for a section of straightaway that reduces to 16 for 500 feet. Since it is outside the area that would be co-utilized by farm traffic related to blueberry operations, we didn't think traffic volume would warrant a turn out. Let me know if we need to discuss it further.

I'm still working on the stream crossing question. As I mentioned, we would not have been able to answer that at the time of submission, but it's possible we can now. Stay tuned.

Rob

ROBERT GEE
Development Manager

Apex Clean Energy, Inc.
366 US Hwy 1
Columbia, ME 04623
cell: 207-631-1502

robert.gee@apexcleanenergy.com | www.apexcleanenergy.com



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From: Godsoe, Benjamin <Benjamin.Godsoe@maine.gov>
Sent: Tuesday, August 24, 2021 4:32 PM
To: Robert Gee <robert.gee@apexcleanenergy.com>
Subject: Follow up to discussion about additional information request

Hi Rob,

This is just a quick follow up to our discussion this afternoon. As discussed, we still need additional information about the proposed stream crossing located in the Flood Prone Areas Protection Subdistrict (P-FP) (see #4 in the attached pdf). I have attached the information request from June 4th for your convenience. At the end of the memo is a copy of Chapter 10, Section 10.25,T, Activities in Flood Prone Areas, which includes all of the relevant provisions if needed.

Also as discussed, please provide information about the segment of road serving Turbine #36. Because of the length of that segment of road, and the proposed width of 16 ft for a portion of the road 500 ft in length, LUPC may require a turnout to facilitate safe vehicle passage. However, if this is not feasible due to site constraints, please explain what those are and describe the “worst-case” traffic scenario, including how vehicles would safely be able to pull off the road or pass.

If you have any questions or want to discuss further, please give me a call. I will be in all day tomorrow.

Best,

Ben

Ben Godsoe

Chief Planner, Land Use Planning Commission
22 State House Station, Augusta, Maine 04333-0022
Phone (Direct): (207) 287 - 2619; Fax: (207) 287 - 7439
Email: Benjamin.Godsoe@maine.gov



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