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June 28, 2013

Board of Selectmen
Town of Parkman
771 State Hwy 150
Parkman, ME 04443

**Re: Blue Sky West II, LLC Application for Location of Utility Facilities
Crow Hill Road; Pease Bridge Road**

Dear Members of the Board,

Enclosed is an application from Blue Sky West II, LLC, an affiliate of First Wind, for placement of an overhead 115-kV electrical utility line along the northern portion of Crow Hill Road and the eastern portion of Pease Bridge Road in the Town of Parkman. This infrastructure is associated with the proposed Bingham Wind Project.

This application is submitted pursuant to 35-A M.R.S.A. § 2305-B and 35-A M.R.S.A. § 2501 et seq. These statutory provisions authorize the placement of electrical utility infrastructure in public rights of way and establish a permitting framework by which such authorization may occur. For town roads such as Crow Hill Road and Pease Bridge Road, the permitting authority is the town's municipal officers.

The enclosed application depicts the specific locations of poles and wires proposed for location in Crow Hill Road and Pease Bridge Road. The application also addresses the infrastructure's compliance with all relevant technical standards contained in Chapter 205 § 9 of Maine DOT rules. Although the DOT rules are not legally applicable to this application (because they have not been adopted by the town of Parkman), the project's compliance with these standards demonstrate that there will be no negative impact to traffic or public safety.

We respectfully request that the Board place this matter on its July 11 agenda. Thank you for your attention, please contact me with any questions.

Sincerely,



Gordon R. Smith

Utility Location Permit Application – Town of Parkman

35-A M.R.S.A. § 2305-B(2)

Applicant Information

Name: Blue Sky West II, LLC
Contact: Dave Fowler
Phone: 207-228-6888
Email: dfowler@firstwind.com
Address: First Wind, 129 Middle Street, 3rd Floor, Portland, ME 04101

Proposed Installation

Description: Overhead 115 kv Electric Line, with 16 associated poles within the public right of way on Crow Hill Road, and 4 associated poles within the public right of way on Pease Bridge Road. See Exhibit 1, Map 1.

Location: 16 poles (pole numbers 84 to 99) will be located within the public right of way for approximately 2,500 feet along Crow Hill Road. See Exhibit 2, Map 7 (from the DEP Permit Application). The overhead electric line will cross Crow Hill Road in 6 locations (between poles 85-86, 91-92, 94-95, 96-97, 97-98, and 100 to 101). See Table 1.

4 poles (pole numbers 100 to 103) will be located within the public right of way for approximately 730 feet along Pease Bridge Road. See Exhibit 2, Map 8 (from the DEP Permit Application). The overhead electric line will cross Pease Bridge Road in 3 locations (between poles 101-102, 102-103 and 103-104). See Table 1.

MDOT Standards: See Exhibit 3 for a description of how this Project meets the relevant Maine DOT Technical Standards.

By signing this Application for Utility Location Permit, the undersigned hereby certifies: a) that he/she is a duly authorized employee and representative of the utility/entity identified above ("Applicant"); b) that the information provided herein is true and accurate; c) that the Application is understood to be for a limited period and that the Applicant, at its sole expense, may have to adjust, remove, or relocate its facilities in the future; and d) that the Applicant will maintain its facilities in accordance with MaineDOT's Utility Accommodation Rules (17-229 C.M.R. Chapter 205) and all other applicable laws.


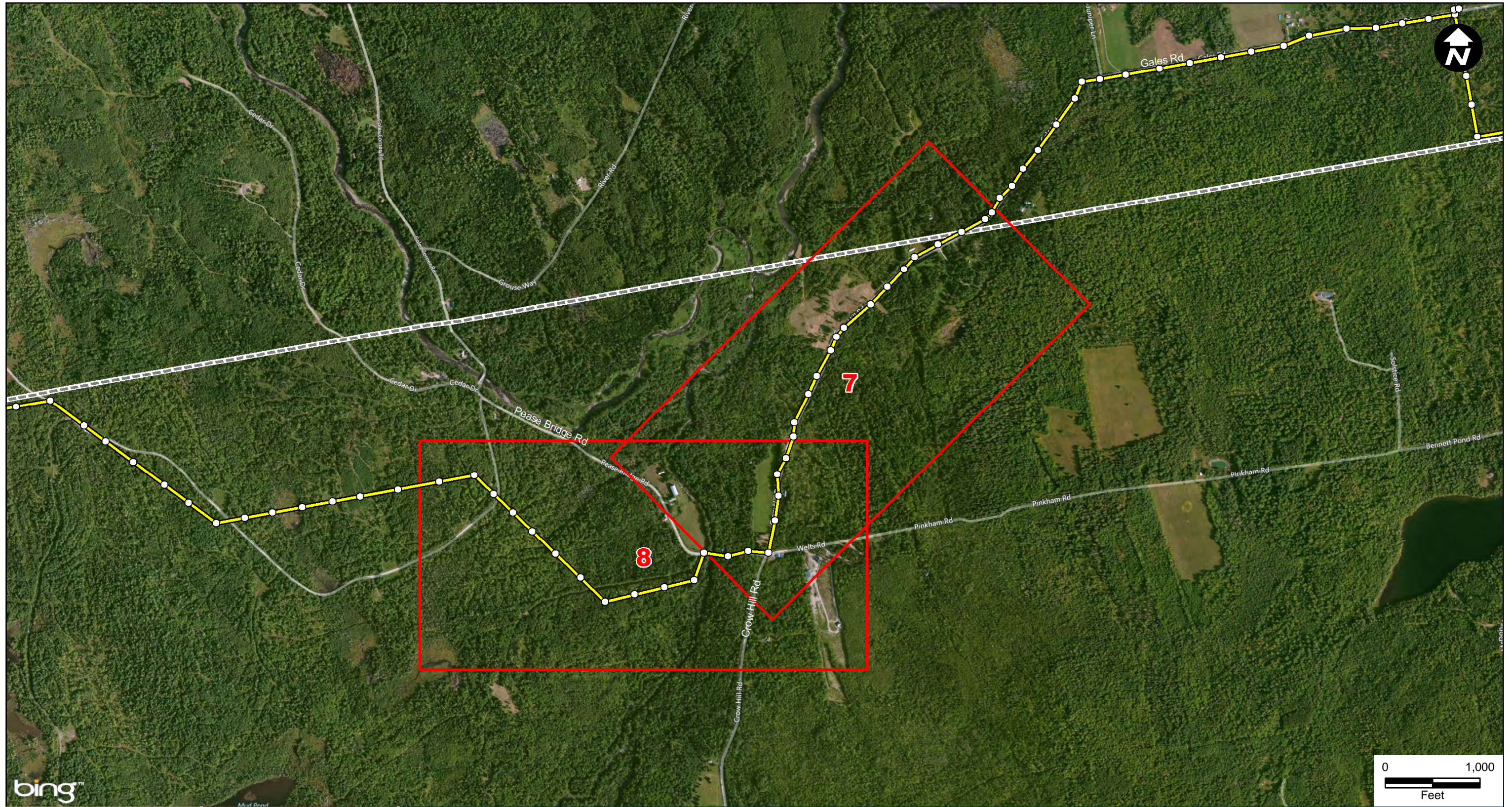
Signature: 
Printed Name: Dave Fowler
Title: Director

Table 1: Locations where Gen Lead wires cross Crow Hill Road or Pease Bridge Road

Pole Numbers	Nearest reference point	Crossing distance (feet)	Direction of crossing	Lat/Long Start	Lat/Long Stop
85 to 86	550' southwest of Abbot town line	173	northeast	45.1495885392, - 69.4815144569	45.1501013618, - 69.4808438837
91 to 92	2150' north of Pease Bridge Road	300	northeast	45.1464794533, - 69.484713217	45.1470037293, - 69.4843788585
94 to 95	1350' north of Pease Bridge Road	144	north	45.1446163967, - 69.4856258445	45.1452502887, - 69.4853286084
96 to 97	950 north of Pease Bridge Road	190	northeast	45.143532581, - 69.4859215005	45.144151494, - 69.4859710921
97 to 98	740' north of Pease Bridge Road	225	north	45.1428102395, - 69.4860623499	45.143532581, - 69.4859215005
100 to 101	100' north of Pease Bridge Road	57	northeast	45.1417601934, - 69.4879709016	45.1419256378, - 69.4871378161
101 to 102	370' east of Carlton Stream Bridge	50	east	45.141860213, - 69.4889517931	45.1417601934, - 69.4879709016
102 to 103	75' west of Carlton Stream Bridge	130	east	45.1410711624, - 69.4893513609	45.141860213, - 69.4889517931
103 to 104	75' west of Carlton Stream Bridge	15	northeast	45.1408603681, - 69.4905650859	45.1410711624, - 69.4893513609



bing



Stantec Consulting Services Inc.
 30 Park Drive
 Topsham, ME USA
 04086
 Phone (207) 729-1199
 Fax: (207) 729-2715
 www.stantec.com

- Legend**
- Electrical_Pole
 - Electrical Generator Lead
 - - - Town Boundary
 - Map Index

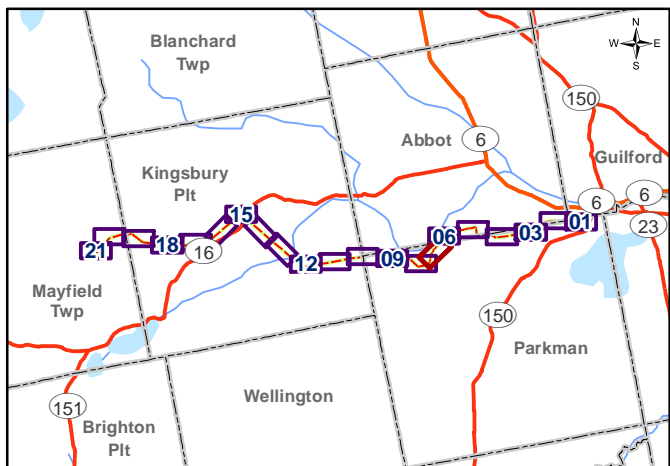
Client/Project
 Bingham Wind Project 195600539

Exhibit
 1

Title
 Location Map Crow Hill and
 Pease Bridge ROW 7 - 8
 6/12/2013



REV	DESCRIPTION	DATE
0.	ISSUE FOR DEP PERMIT	04/12/2013
1.	UPDATED STRUCTURES: 100,101	05/23/2013



○ Generator Lead Structures (SGC: 05-23-2013)
 ▲ Bingham Layout (First Wind: 01-16-2013)

— Generator Lead (SGC: 05-23-2013)
 — Generator Lead Clearing Limits/ROW (SGC: 05-23-2013)
 — Generator Lead Guy/Anchor (SGC: 04-01-2013)
 — Section 216 Corridor (Plisga and Day: 09-27-2012)
 — Existing Access Road - No Permit Required (SGC: 03-27-2013)
 — Access Road Included in MDEP SLODA Permit (SGC: 03-27-2013)
 — Mountain Top Roads (DeLuca Hoffman: 02-27-2013)
 #210 Generator Lead Structure Labels
 13-15 Parcel Labels
 AR210 Access Road Labels

— MDEP Streams (Stantec: 03-15-2013)
 — LUPC Streams (Stantec: 03-15-2013)
 — Significant Vernal Pool (Stantec: 03-15-2013)
 — SVP 250ft Buffer (Stantec: 03-15-2013)
 — Vernal Pool (Stantec: 03-15-2013)
 — Delineated Wetlands (Stantec: 03-15-2013)
 — Potential N. Spring Salamander Stream Buffer (Stantec: 10-15-2012)
 — Wading Bird Habitat IWWH (Stantec: 10-15-2012)
 — Deer Wintering Area (Stantec: 04-12-2013)
 — Parcels (Plisga and Day: 03-19-2013)
 — Substation (DeLuca Hoffman: 03-12-2013)
 — DRD Yard (DeLuca Hoffman: 03-28-2013)
 — Railroads (ESRI Street Map)
 — Minor Roads (MEGIS: 03-14-2012)
 — US or State HWY (MEGIS: 03-14-2012)

PURPOSE:
 Genlead design review.
DATA SOURCE:
 Data sources are identified in the legend next to the feature layer that was provided.

prepared for:
Bingham Wind Project
 115kV Generator Lead - Design
 BLUE SKY WEST II, LLC.
 c/o First Wind Energy, LLC
 129 Middle Street, 3rd Floor
 Portland, ME 04101

CLEAN ENERGY. MADE HERE.

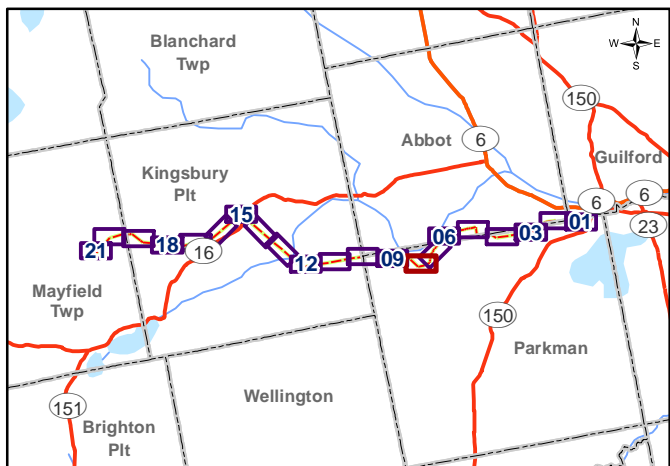
SGC Engineering, LLC
 a part of Senergy

PROJECT: 782001
 MAY 23, 2013
 1" = 300'
 0 300 600 Feet

MAP
7
 OF 21
 EXHIBIT
2



REV	DESCRIPTION	DATE
0.	ISSUE FOR DEP PERMIT	04/12/2013
1.	UPDATED STRUCTURES: 100,101	05/23/2013



Legend

- Generator Lead Structures (SGC: 05-23-2013)
- ▲ Bingham Layout (First Wind: 01-16-2013)
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- - - Generator Lead Clearing Limits/ROW (SGC: 05-23-2013)
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PURPOSE:
Genlead design review.

DATA SOURCE:
Data sources are identified in the legend next to the feature layer that was provided.

Bingham Wind Project
115kV Generator Lead - Design

BLUE SKY WEST II, LLC.
c/o First Wind Energy, LLC
129 Middle Street, 3rd Floor
Portland, ME 04101

SGC Engineering, LLC
a part of Senergy

PROJECT: 782001
MAY 23, 2013
1" = 300'

MAP 8 OF 21
EXHIBIT 2

EXHIBIT 3: Technical Standards

The Project will meet all applicable standards identified by the Maine Department of Transportation (MDOT) in Chapter 205, Regulations for Aboveground Utility Facilities. These standards are described below.

A. Pole Offset Measurement

The Pole Offsets shall be measured from the face of the pole to the edge of the designed travel lane or to other reference points as noted.

Response: Pole offsets are measured from the face of the pole to the edge of the designated travel lane.

B. Minimum Pole Offsets

Minimum Pole offsets are dependent upon the maximum speed limit and shall be in accordance with the attached Appendix A. Greater setbacks are encouraged when space permits.

Response: All poles will be located at least 12 feet from the edge of the travel lane. This exceeds MDOT minimum setbacks. As defined Chapter 205 Rules Appendix A, minimum setback for new poles when speed limit is 35 MPH or less is 3 feet from the edge of shoulder; when speed limit is over 35 MPH, it is 6 feet from edge of shoulder or 10 feet from edge of travel lane. Although no speed limits signs have been observed in this area, the Applicant understands the speeds are generally less than 35 MPH.

C. Vertical Clearances

Minimum vertical clearance for overhead wires, guys, etc., shall in no case be less than prescribed by the National Electrical Safety Code, National Bureau of Standards, United States Department of Commerce. Notwithstanding the preceding sentence, Minimum Roadway Vertical Clearances measured at 60 degrees Fahrenheit with no wind, shall be at least eighteen (18) feet.

Response: The minimum vertical clearance for overhead wires exceeds the minimum of 18 feet. The minimum vertical clearance will be 27 feet when both poles are on the same side of the road. The minimum vertical clearance for overhead wires will be 35 feet when the wires cross the road between poles.

D. NESC Compliance

Design and construction of all wire and cable line, electrical, telephone, fire alarm, etc., shall comply with the National Electrical Safety Code.

Response: The design and construction of all wires will comply with the National Electrical Safety Code.

E. Traffic Control During Construction

The Utility shall provide such protective services, including flaggers and police as may be necessary to safeguard traffic during construction, inspection, maintenance and operation and shall remove all equipment and materials not in actual use for construction, inspection, maintenance and operation from the highway as expeditiously as possible. Such protective services shall be in compliance with the Manual of Uniform Traffic Control Devices, Part VI.

Response: The Applicant will provide appropriate traffic control during construction, including flagging and police as necessary. The contractor for this work will have extensive experience constructing utility lines within the State of Maine and will stage the work in a manner to limit the inconvenience to the residents of Parkman. Work hours will typically be from 7AM to 5PM, Monday to Saturday. No work will occur on Sundays or holidays. All equipment and material not in actual use for construction, inspection, maintenance and operation will be removed from Crow Hill Road and Pease Bridge Road as expeditiously as possible. Traffic control will be in compliance with the Manual of Uniform Traffic Control Devices, Part VI.

F. Maximum Allowable Variation from Permit Location

The Utility may install the proposed facility up to 10 feet at variance from the Specific Location described in the application or replace an existing facility up to 10 feet at variance from the current location if:

- (a) *the change in location is necessary due to an unexpected variation in field conditions, (e.g. ledge),*
- (b) *the 10 foot moving of the facility is "in-line", (usually approximately parallel to the roadway), and (c) otherwise complies with the Technical Standards.*

Response: Poles will be located within 10 feet of the specific locations depicted in Exhibit 2.

G. Installation Farther From Roadway Allowed

The Utility may install the proposed facility farther away from the roadway than described in the Application provided the facility is actually installed

- (a) *within the highway right of way and*
- (b) *otherwise complies with the Technical Standards.*

Response: If poles are located farther away from the roadway than specified in Section B (Minimum Pole Offsets) or Exhibit 2, they will be located within the Right of Way for Crow Hill Road or Pease Bridge Road, as depicted in Exhibit 2, and will still comply with the Technical Standards.

H. Guardrail Setbacks

Poles shall be set back a minimum of three (3) feet from the back of the guardrail posts to the face of the pole. Where space permits, greater pole offsets are encouraged to facilitate snowplowing.

Response: Not applicable because there are no guardrail posts.

I. Poles, Anchors and Ditches / Anchor Guys Toward Roadway

No poles or anchors shall be set in a flow area. If anchor guys are proposed to cross a ditch or are to be located closer to the roadway than the pole, then the Utility shall (a) notify MDOT of this situation by checking the appropriate box on the Notification Form and by including a description of said guy in its description of the Proposed Installation and (b) in the design and installation of the guy, consider the ditch maintenance responsibilities of MDOT to the maximum extent practical with reference to geometric conditions, the right of way width, and the configuration of property boundaries. The Utility shall be responsible for the cost of moving such anchor guys if the MDOT reasonably determines that such moving is required.

Response: Not applicable because no poles or anchors will be located in a flow area, which is defined by MDOT as the “strip of land four feet in width and located two feet on either side of the line marking the bottom of the drainage ditch. No anchor guys will cross a ditch or culvert.

J. Islands of Traffic Circles

Permanent poles shall not be permitted in the center island of a traffic circle. Poles shall not be permitted in any other traffic island.

Response: Not applicable because there are no traffic circles on Crow Hill Road or Pease Bridge Road.

K. Culverts

Poles shall not be permitted within eight (8) feet of the end of any culvert.

Response: Poles will not be located within 8 feet of any culvert.

L. Mid-Span Poles

A Utility may install a pole that is located in the span between two existing permitted poles and closer to the roadway than the minimum pole offsets described in Appendix A, provided that:

- (1) the proposed mid-span pole is "in-line" with the two adjacent poles, and*
- (2) the offset of the proposed mid-span pole is equal to or greater than the smaller of the pole offsets of the two adjacent poles. Notwithstanding the preceding sentence, this subsection 9(L) does not permit a utility to place mid-span poles within more than two adjacent spans between existing permitted poles.*

Response: Not applicable because no poles are proposed to be located in the span of two existing permitted poles along Crow Hill Road or Pease Bridge Road.

M. ADA Applicability

These rules are not intended to limit in any way the applicability of any relevant federal, state or local law, regulation, or guidance regarding accessibility for disabled persons which otherwise apply to the installation of utility facilities including the Accessibility Guidelines promulgated pursuant to the Americans with Disabilities Act (ADA).

Response: The Applicant will comply with any relevant ADA regulations.

Verrill Dana_{LLP}

Attorneys at Law

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July 11, 2013

Board of Selectmen
Town of Parkman
771 State Hwy 150
Parkman, ME 04443

**Re: Blue Sky West II, LLC Application for Location of Utility Facilities
Crow Hill Road; Pease Bridge Road**

Dear Members of the Board,

I am writing on behalf of Blue Sky West II, LLC, an affiliate of First Wind, regarding its application for a utility location permit to construct an overhead 115-kV electrical utility line along the northern portion of Crow Hill Road and the eastern portion of Pease Bridge Road in the Town of Parkman.

This letter is a supplement to the application submitted on June 28, 2013 and confirms that Blue Sky West II, LLC will make timely repairs to any damage to public ways resulting from the above-referenced work.

Sincerely,



Gordon R. Smith

Pursuant to 35-A M.R.S.A. §2501 et seq., the Town of Parkman Board of Selectmen hereby authorizes Blue Sky West II, LLC to locate utility lines and poles in the public right of way along Pease Bridge Road and Crow Hill Road in the Town of Parkman. In issuing this utility location permit we find the following:

- On July 11, 2013, the Parkman Board of Selectmen held a duly noticed public meeting and reviewed the application filed by Blue Sky West II, LLC for a utility location permit.
- The application is for aboveground electrical wires and utility poles. Sixteen poles will be located along Crow Hill Road. Four poles will be located along Pease Bridge Road
- Blue Sky West II, LLC will comply with all relevant Maine DOT technical standards contained in Chapter 205 § 9 of Maine DOT rules.
- All work conducted by Blue Sky West II, LLC under this permit will be done in accordance with the application dated June 28, 2013.
- The proposed utility location will not impair public safety or obstruct public travel.
- Blue Sky West II, LLC shall make timely repairs to any damage to public ways that results from construction pursuant to this approval.

Signed Triana L Gray TP Dated 7-11-13
Printed Triana L Gray Dennis G Brawn Jr