

**STATE OF VERMONT  
PUBLIC SERVICE BOARD**

Docket No. 7250

Amended Petition of Deerfield Wind, LLC for a certificate )  
of public good authorizing it to construct and operate 17 turbine, )  
34 to 35.7 MW wind generation facility, and associated transmission )  
and interconnection facilities, on approximately 80 acres in the )  
Green Mountain National Forest, located in Searsburg and )  
Readsboro, Vermont, with 7 turbines to be placed on the east side )  
of Route 8 on the same ridgeline as the existing GMP Searsburg )  
wind facility (Eastern Project Area), and 10 turbines along the )  
ridgeline to the west of Route 8 in the northwesterly orientation )  
(Western Project Area) )

**PREFILED REBUTTAL TESTIMONY OF  
JASON KRZANOWSKI**

**ON BEHALF OF DEERFIELD WIND, LLC**

July 3, 2008

Summary:

Mr. Krzanowski provides testimony regarding revisions to the project layout that were made to address concerns raised by other parties in this proceeding.

1 **Q. Please state your name and occupation.**

2 Response: My name is Jason Krzanowski. I am employed by Hill-Engineers,  
3 Architect, Planners, Inc. of Dalton and Adams, Massachusetts for civil engineering  
4 of various land development projects and preparation of land use permits.

5

6 **Q. Have you previously filed testimony in this matter?**

7 Response: Yes.

8

9 **Q. What is the purpose of your testimony?**

10 Response: I provide testimony regarding revisions to the project layout and other  
11 associated design changes that have been made.

12

13 **Q. Deerfield Wind's rebuttal panel of Habig/Goland/Cherian have presented a**  
14 **revised project layout. Please summarize the changes from a civil engineering**  
15 **perspective and introduce any revisions to your previously-submitted design plans.**

16 Response: Deerfield Wind now proposes 15 turbines (8 in the western array, 7 in the  
17 eastern), using a mix of Gamesa G80 and G87 turbines. I was provided road and  
18 turbine requirements by the owner in mid-June 2008. These new parameters include,  
19 but are not limited to:

- 20
- Ridge (crane) roads will be twenty-two (22) feet wide on tangents and  
21 thirty-six (36) feet wide on curves.
  - Access (haul) roads will be sixteen (16) feet wide on tangents and thirty-  
22 six (36) feet wide on curves.
- 23

- 1 • Minimum inside curve radii is one hundred sixteen (116) feet (radius to  
2 inside edge of gravel travel surface).
- 3 • Additional cleared areas around curves of ten (10) feet off the inside  
4 radius and twenty (20) feet off the outside radius.
- 5 • Maximum grade is twelve (12) percent. Curves may have constant  
6 grades, but there are not both vertical and horizontal curves along the  
7 same stretch of road. Sharp crane turns will need to be level.
- 8 • No cross slope on roads, during construction-phase.
- 9 • Crane pads are thirty (30) by thirty-five (35) meters at the ends of roads,  
10 or twenty-five (25) by thirty (30) meters along-side of roads, and include  
11 a triangular wedge between the road and pad for pad access. Crane pads  
12 are leveled to 0.5% grade.
- 13 • Rotor assembly areas extend out to a one hundred-fifty (150) foot radius,  
14 with varying grade requirements throughout. Essentially, the rotor  
15 assembly area is allowed to be graded to a convex surface, varying from  
16 +/-1% grade near the crane pad to +2% /no down-slope limit at 150  
17 feet out.
- 18 • Crane pads must be on cut sections; crane pads cannot be built on fill.

19

20 These criteria governed the new alignments, along with other factors: bear-  
21 scarred beech tree locations, wetland/stream locations, existing grades, and existing  
22 logging clearings.

1           The results of the re-design are shown in the new drawings, attached as part  
2 of my testimony as *Exhibit DFLD-JK-11* (16 sheets). The basic changes include:

- 3           • Omission of three turbines on the south end of the west ridge to avoid  
4 bear-scarred beech in that area. The collector line that connects the  
5 ridges is routed underground near these trees, before continuing as an  
6 overhead line from the south end of the west ridge to cross Route 8 and  
7 join the Green Mountain Power (GMP) access road.
- 8           • Major re-alignment of the west ridge road's terminus for turnaround and  
9 turbine access.
- 10          • Minor re-alignments along the balance of the west ridge road.
- 11          • Re-alignment of the west access road, especially near Putnam Road. The  
12 revised road requirements necessitate that the road turn off Route 8 at a  
13 generally level grade, before transitioning into the uphill grade on a  
14 tangent road section. The road turns through reverse curves to attain  
15 existing ground elevations near the proposed yard and  
16 operations/maintenance building.
- 17          • Upgrades to the GMP access road, including re-alignments.
- 18          • Proposed changes to Route 8 and Sleepy Hollow Roads. Again, due to  
19 the road requirements, the horizontal curves need to be on a constant  
20 grade. This will therefore require re-design work on both Sleepy Hollow  
21 Road (road is above the old grade) and Route 8 (road cuts down into a

1 crest vertical curve). Further design work will be coordinated with the  
2 town and the State of Vermont as part of the final design process.

- 3 • Re-alignment of the east ridge road past turbine E1. Due to holding  
4 elevations at GMP's existing southern-most turbine and Deerfield's new  
5 turbine E2 – dictated by the crane pad elevation, 12% maximum grades,  
6 and the 0.5% slope of the road passing turbine E1 – Hill Engineers  
7 decided to route the road to minimize cut and fill instead of making a  
8 more significant cut into the mountain.
- 9 • Minor re-alignments along the balance of the east ridge.

10  
11 In addition, Hill has coordinated with VHB Pioneer Environmental  
12 Associates on a preliminary stormwater design; proposed stormwater basins are now  
13 shown on the plans. Please refer to the revised plans (Exhibit DFLD-JK-11), as well  
14 as the prefiled rebuttal testimony and exhibits of Jeffrey Nelson and Krista Reinhart  
15 of VHB Pioneer.

16  
17 **Q. Do the revisions to the layout alter your original conclusion that the Project**  
18 **will meet all applicable criteria concerning water pollution, water supplies, soil**  
19 **erosion, and traffic?**

20 Response: No.

21  
22 **Q. Does this conclude your testimony at this time?**

23 Response: Yes it does.