



MAINE POWER RELIABILITY PROGRAM

A CENTRAL MAINE POWER COMPANY PROGRAM

WWW.MAINEPOWER.COM

February 10, 2010

Mr. Waldo Gilpatrick, Code Enforcement Officer
Town of West Gardiner
318 Spears Corner Road
West Gardiner, Maine 04345-3512

RE: Central Maine Power Company, MPRP Shoreland Zoning Permit Application

Dear Mr. Gilpatrick:

Attached please find an application from Central Maine Power Company (CMP) to the West Gardiner Planning Board for approval of the Maine Power Reliability Program (MPRP) under the town's Shoreland Zoning ordinance. The MPRP project in West Gardiner involves upgrades in approximately 4 miles of existing and relocated transmission line corridor, including the installation of a new 345 KV transmission line and the rebuilding of the existing 115 kV transmission line; and the discontinuing of approximately 6.9 miles of transmission line once the upgrades are complete. The project is part of the program to upgrade Maine's bulk power system throughout the State of Maine.

Five copies of the application are included with this submittal for distribution to members of the Planning Board, yourself, and a copy for the town office. Should you need additional copies please let me know.

The maps we reviewed at the Board's meeting on January 21st have been updated (and are included in the application) to include a correction to the West Gardiner/Litchfield Town line. I also included a rough approximation of the shoreland zoning districts located along the portion of the project area to be discontinued.

As part of the Board's review of this application, we would like you to consider granting CMP a one-year extension of the permit should a "substantial start" not be made to the project in West Gardiner one year from the date the permit is issued. Because of the state-wide nature of the MRPP, and the additional time required to get all of the approvals in place before work can begin, the one-year extension would provide CMP with adequate flexibility in scheduling the construction phase of the project without having to reapply for permits should there be delays. CMP would be willing to provide 30-day notice to the Board should such an extension be required.

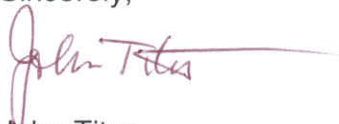
Mr. Waldo Gilpatrick
February 10, 2010
Page 2 of 2

CMP also understands that construction cannot begin until approvals have been obtained from the Public Utilities Commission, Department of Environmental Protection, and the Army Corps of Engineers. We will provide you with copies of these approvals as soon as we receive them, which we expect will be later this spring.

We would be happy to attend a future Planning Board meeting and answer any questions you may have regarding the application.

In the meantime, don't hesitate to contact me at 620-3842 or at jtitus@trcsolutions.com.

Sincerely,

A handwritten signature in red ink that reads "John Titus". The signature is written in a cursive style with a long horizontal line extending to the right.

John Titus
Environmental Specialist
TRC Engineers, LLC

Enclosure(s)

cc: File # 173810-0005 Maine Power Reliability Program

APPLICATION FOR A PERMIT

Submitted by TRC Engineers, Inc. on Behalf of Central Maine Power Company

Date February 10, 2010

The undersigned applies for a permit for the following use, said permit to be issued on the basis of the information contained within this application. The applicant hereby certifies that all information and attachments to this application are true and correct.

1. Applicant

Name Central Maine Power Company
Address 83 Edison Drive
Augusta, Maine 04336
Telephone 207-623-3521

2. Owner same as above

Name _____
Address _____
_____ Zip Code _____
Telephone _____

Address or location of property (describe or indicate on a map) Existing and relocated electric power transmission line corridor

3. Existing use of property Electric Power Transmission

Property is zoned as A portion of the property to be developed is within a shoreland district on Cobbosseecontee Stream

4. Is property part of a subdivision? Yes _____ No X

5. Proposed use(s)

- a) Residence _____
- b) Accessory building _____
- c) Pier or dock (Temporary _____ Permanent _____)
- d) Clearing for approved construction _____
- e) Private sewage disposal system _____
- f) Filling or other earth-moving activity of
Less than 10 cubic yds _____ more than 10 cubic yds X
(Backfill of transmission line structures)
Other (explain) Upgrades to existing power transmission as part of the
Maine Power Reliability Program

6. Type of sewage disposal (existing N/A proposed N/A)

7. Percentage of lot to be occupied by structures less than 0.01%

8. Lot width 215'-250' lot depth approximately 4 miles lot area 116 acres

9. Structures-exterior dimensions (length and width)

- a) Residence _____ by _____ Number of stories _____
- b) Garage _____ by _____
- c) Other _____ by _____ Number of stories _____



**MAINE POWER
RELIABILITY PROGRAM**
A CENTRAL MAINE POWER COMPANY PROGRAM

**TOWN OF WEST GARDINER, MAINE
SHORELAND ZONING APPLICATION**

Sections 3025 and 269 Transmission Line Construction

Prepared for:

Central Maine Power Company
83 Edison Drive
Augusta, Maine 04336

Prepared by:



TRC Engineers, LLC
14 Gabriel Drive
Augusta, Maine 04330

February 2010

**TOWN OF WEST GARDINER
SHORELAND ZONING PERMIT APPLICATION**

GENERAL INFORMATION

1. Applicant Central Maine Power Company	2. Applicant's Address 83 Edison Drive Augusta, Maine 04336	3. Applicant's Tel. # (207) 623-3521
4. Property Owner Central Maine Power Company	5. Owner's Address 83 Edison Drive Augusta, Maine 04336	6. Owner's Tel. # (207) 623-3521
7. Contractor	8. Contractor's Address	9. Contractor's Tel. #
10. Location/Address of Property Existing and relocated transmission line corridor from Farmingdale to Litchfield. See Project Overview Map at Exhibit 1.	11. Tax Map/Page & Lot # See Deed Reference Table attached as Exhibit 3.	12. Zoning District Resource Protection (Cobbosseecontee Stream)
<p>13. DESCRIPTION OF PROPERTY INCLUDING A DESCRIPTION OF ALL PROPOSED CONSTRUCTION, E.G. LAND CLEARING, ROAD BUILDING, SEPTIC SYSTEMS, AND WELLS (PLEASE NOTE THAT A SITE PLAN SKETCH IS REQUIRED).</p> <p>The Maine Power Reliability Program (MPRP) is a Central Maine Power Company (“CMP”) program to upgrade Maine’s bulk power system. The vast majority of Maine’s bulk power transmission system was placed into service in the early 1970s and is now reaching the limits of its ability to meet the growing electrical demand of Maine customers. Since the last major transmission infrastructure was completed more than 30 years ago, the patterns of both available generation and customer load have shifted significantly. For example, population has become more concentrated in the southern part of the state, while the generation needed to serve that load is now more distant and dispersed. When these changes are combined with increasing peak demand, the current transmission infrastructure in Maine will, in very few years, become inadequate and unsafe. In addition, the reliability and security standards mandated by law and administered by the North American Electric Reliability Corporation (NERC), the Northeast Power Coordinating Council, Inc. (NPCC), and ISO New England (ISO-NE) have changed significantly in recent years. CMP must upgrade its bulk power system with this proposed project to meet the mandatory standards and to provide reliable electric service to Maine customers into the future. In all, MPRP will encompass nearly 80 Maine towns, and will require approvals from the Maine Public Utilities Commission, the Maine Department of Environmental Protection, and numerous municipalities.</p>		

Project Description in the Town of West Gardiner

The part of the program located in the Town of West Gardiner involves work in approximately 4 miles of transmission line corridor that traverses the central portion of the town from Farmingdale to the Litchfield town line (see the Project Overview Map, attached at Exhibit 1). Specifically, the project involves:

- The creation of approximately 2.8 miles of new transmission line corridor. This new portion of corridor will branch to the west off of the existing corridor 1.2 miles from the Farmingdale town line. (See Maps 1-4 in Exhibit 1.)
- The installation of a new 345 kV transmission line (Section 3025) within the 1.2 miles of existing corridor and 2.8 miles of new corridor described above. The new line will be primarily constructed on 39 two-pole wooden H-frame structures typically 75 feet above ground.
- The existing 115 kV transmission line (Section 212) will be removed from the southern side of the corridor and rebuilt (and renamed Section 269) along the north side of the existing and relocated corridor. The rebuilt line will be primarily constructed on 50 single pole wooden structures typically 75 feet above ground.
- Approximately 6.9 miles of existing transmission line corridor from Cobboseecontee Stream to Gardiner will be discontinued, including a portion of existing Section 212 and all of Section 41 (a 34.5 kV line). (See Maps 6-13 in Exhibit 1.) The poles in this portion of the project will be cut off at grade and, along with the conductor wire, removed. CMP will terminate its vegetation management practices in the corridor, although CMP may retain utility rights to the corridor, should they ever be needed for future use, and an existing AT&T underground telecommunications cable is expected to remain in place.

In sum, the project will result in a 345 kV line and a 115 kV line in 1.2 miles of existing and 2.8 miles of relocated corridor. (For a cross-sectional drawing, see Exhibit 2.) In addition, the project will result in the discontinuation of 6.9 miles of corridor, along with the 115 kV line and 34.5 kV lines that currently exist there. This portion of the corridor to be discontinued currently passes through four shoreland zoning districts, three of which are along Section 41 and one of which is on Section 212 where the corridor will split toward the greenfield route. Of the structures in the section of corridor to be discontinued, three are currently within 250 feet of Cobboseecontee Stream and three are within 75 feet of Cold Stream and Grover Brook (See Exhibit 1, Maps 6, 9, 10, and 11.)

The proposed upgrades in the Town of West Gardiner, as outlined above, are a part of the program to improve the reliability, safety, and security of the bulk power transmission system in Maine, while at the same time meeting the increasing demands for electrical power.

<p>14. Proposed Use of Project</p> <p>See Description above</p>	<p>15. Estimated Cost Of Construction</p> <p>Approximately \$10 million to construct the MPRP project in the Town of West Gardiner</p>
<p>16. LOT AREA</p> <p>CMP has right, title, and interest to approximately 120 acres within the 4-mile project area in the Town of West Gardiner. The portion of the project within the shoreland district is approximately 3.5 acres. See Deed Reference table attached as Exhibit 3.</p>	<p>17. FRONTAGE ON ROAD (FT.)</p> <p>The transmission line corridor crosses two public roads (Hallowell-Litchfield Road and Town House Road), but none within the shoreland district. See maps attached as Exhibit 1.</p>
<p>18. SQ. FT. OF LOT TO BE COVERED BY NON-VEGETATED SURFACES.</p> <p>The transmission line poles will cover less than 0.01% of the entire corridor and project area; the remainder will remain vegetated.</p>	<p>19. ELEVATION ABOVE 100 YR. FLOOD</p> <p>Portions of the project area will be located within 100-year floodplain area along Cobbosseecontee Stream discussed in greater detail beginning on page 17.</p>
<p>20. FRONTAGE ON WATERBODY (FT.)</p> <p>The transmission line corridor width at Cobbosseecontee Stream is 250 feet. See Map 2 attached as Exhibit 1.</p>	<p>21. HEIGHT OF PROPOSED STRUCTURE(S)</p> <p>Above ground structure heights within the shoreland zone will range from approximately 43 feet to 130 feet.</p>
<p>22. EXISTING USE OF PROPERTY</p> <p>CMP has maintained a transmission line corridor on the existing property since the 1950s</p>	<p>23. PROPOSED USE OF PROPERTY</p> <p>Improvements to transmission system capacity and reliability as part of the Maine Power Reliability Program. See Project Description above.</p>
<p><i>Note: Questions 24 & 25 apply only to expansions of portions of existing structures which are less than the required setback</i></p>	
<p>A) SQ. FT. OF PORTION OF STRUCTURE WHICH IS LESS THAN REQUIRED SETBACK AS OF 1/1/89: N/A</p>	<p>A) CU. FT. OF PORTION OF STRUCTURE WHICH IS LESS THAN REQUIRED SETBACK AS OF 1/1/89: N/A</p>
<p>B) SQ. FT. OF EXPANSIONS OF PORTION OF STRUCTURE WHICH IS LESS THAN REQUIRED SETBACK FROM 1/1/89 TO PRESENT: N/A</p>	<p>B) CU. FT. OF EXPANSIONS OF PORTION OF STRUCTURE WHICH IS LESS THAN REQUIRED SETBACK FROM 1/1/89 TO PRESENT: N/A</p>
<p>C) SQ. FT. OF PROPOSED EXPANSION OF PORTION OF STRUCTURE WHICH IS LESS THAN REQUIRED SETBACK: N/A</p>	<p>C) CU. FT. OF PROPOSED EXPANSION OF PORTION OF STRUCTURE WHICH IS LESS THAN REQUIRED SETBACK: N/A</p>
<p>D) % INCREASE OF SQ. FT. OF ACTUAL AND PROPOSED EXPANSIONS OF PORTION OF STRUCTURE WHICH IS LESS THAN REQUIRED SETBACK SINCE 1/1/89:</p> <p>(% INCREASE = $(B + C)/A \times 100$) N/A</p>	<p>D) % INCREASE OF CU. FT. OF ACTUAL AND PROPOSED EXPANSIONS OF PORTION OF STRUCTURE WHICH IS LESS THAN REQUIRED SETBACK SINCE 1/1/89:</p> <p>(% INCREASE = $(B + C)/A \times 100$) N/A</p>

ADDITIONAL PERMITS, APPROVALS, AND/OR REVIEWS REQUIRED

CHECK IF REQUIRED:

- PLANNING BOARD REVIEW APPROVAL
(e.g. Subdivision, Site Plan Review)
- BOARD OF APPEALS REVIEW APPROVAL
- FLOOD HAZARD DEVELOPMENT PERMIT
- EXTERIOR PLUMBING PERMIT
(Approved HHE 200 Application Form)
- INTERIOR PLUMBING PERMIT
- DEP PERMIT (Site Location,
Natural Resources Protection Act)
- ARMY CORPS OF ENGINEERS PERMIT
(e.g. Sec. 404 of Clean Waters Act)

Maine Public Utilities Commission - Certificate of Public Convenience and Need

Town of West Gardiner Use Permit

NOTE: APPLICANT IS ADVISED TO CONSULT WITH THE CODE ENFORCEMENT OFFICER AND APPROPRIATE STATE AND FEDERAL AGENCIES TO DETERMINE WHETHER ADDITIONAL PERMITS, APPROVALS, AND REVIEWS ARE REQUIRED

<p>I CERTIFY THAT ALL INFORMATION GIVEN IN THIS APPLICATION IS ACCURATE. ALL PROPOSED USES SHALL BE IN CONFORMANCE WITH THIS APPLICATION AND THE <u>Town of West Gardiner</u> SHORELAND ZONING ORDINANCE. I AGREE TO FUTURE INSPECTIONS BY THE CODE ENFORCEMENT OFFICER AT REASONABLE HOURS.</p>	
<p>APPLICANT'S SIGNATURE</p> <p><u>John Peter, TRC Eng, Inc</u></p> <p>AGENT'S SIGNATURE (if applicable)</p>	<p>DATE</p> <p><u>Feb. 10, 2010</u></p> <p>DATE</p>

FRONT OR REAR ELEVATION

SIDE ELEVATION

DRAW A SIMPLE SKETCH SHOWING BOTH THE EXISTING
AND PROPOSED STRUCTURES WITH DIMENSIONS

APPROVAL OR DENIAL OF APPLICATION (For Office Use Only)	_____ MAP _____ LOT #
THIS APPLICATION IS: _____ APPROVED _____ DENIED	
IF DENIED, REASON FOR DENIAL: _____ _____ _____	
IF APPROVED, THE FOLLOWING CONDITIONS ARE PRESCRIBED: _____ _____ _____ _____	
NOTE: IN APPROVING A SHORELAND ZONING PERMIT, THE PROPOSED USE SHALL COMPLY WITH THE PURPOSES AND REQUIREMENTS OF THE SHORELAND ZONING ORDINANCE FOR THE TOWN OF _____	
_____ CODE ENFORCEMENT OFFICER	_____ DATE

INSPECTION CHECK LIST	PERMIT #
<input type="checkbox"/> Prior to Clearing and Excavation	_____
<input type="checkbox"/> Prior to Foundation Pour	_____
<input type="checkbox"/> Prior to Final Landscaping	FEE AMOUNT
<input type="checkbox"/> Prior to Occupancy	_____

NOTE: THIS CHECKLIST IS INTENDED TO ASSIST THE CEO IN TRACKING A SHORELAND ZONING PERMIT THROUGH THE REVIEW PROCESS

Appendix 1

SHORELAND ZONING PERMIT CHECKLIST

CHECKOFF FOR ALL STRUCTURES:

- COMPLETE SHORELAND ZONING PERMIT APPLICATION
- PAY APPROPRIATE FEE
- LOT AREA
- % OF LOT COVERED BY NON-VEGETATED SURFACES
- HEIGHT OF STRUCTURE
- SETBACK FROM HIGH WATER LINE
- ELEVATION SETBACK FROM SIDE AND REAR LOT LINES
- % INCREASE OF EXPANSIONS OF PORTION OF STRUCTURE WHICH IS LESS THAN REQUIRED SETBACK
- COPY OF INTERIOR AND EXTERIOR PLUMBING PERMITS
- COPY OF DEED
- ELEVATION OF LOWEST FLOOR TO 100 YEAR FLOOD ELEVATION
- COPY OF ADDITIONAL PERMIT(S) AS REQUIRED
(See Page 5 of Application Form)
- SOIL EROSION CONTROL PLAN PROVIDED

CHECKOFF FOR FURTHER REVIEW:

- COPY OF FILE TO BOARD OF APPEALS IF VARIANCE OR SPECIAL EXCEPTION IS REQUIRED
- COPY OF FILE TO PLANNING BOARD IF PLANNING BOARD REVIEW IS REQUIRED

CHECK OFF FOR SITE VISITS BY CEO:

- PRIOR TO CLEARING AND EXCAVATION
- PRIOR TO FOUNDATION POUR
- PRIOR TO FINAL LANDSCAPING
- PRIOR TO OCCUPANCY



Central Maine Power

August 15, 2008

Bureau of Land & Water Quality
Division of Land Resource Regulation
Maine Department of Environmental Protection
17 State House Station
Augusta, ME 04333-0017

Municipalities (various)

Federal Agencies (various)

RE: Central Maine Power Company - Maine Power Reliability Program (MPRP)
Agent Authorization

To Whom It May Concern:

Central Maine Power Company hereby authorizes TRC Engineers, Inc. and TRC staff to act as its agent for all activities associated with the acquisition of Federal, state and local permits related to the above referenced project.

Please call me at 626-9557 or email me at gerry.mirabile@comco.com with any questions. Thank you.

Sincerely,

Gerry J. Mirabile
Lead Analyst - Compliance

An equal opportunity employer

83 Edison Drive | Augusta, ME 04336

tel (207) 623-3521

www.comco.com

An Energy East Company

SHORELAND ZONING ORDINANCE FOR THE TOWN OF WEST GARDINER

Town of West Gardiner Shoreland Zoning Ordinance

Based on the Official Shoreland Zoning Map for the Town of West Gardiner the proposed transmission line project traverses a Resource Protection district along the east and west shoreline of Cobbosseecontee Stream. This area is depicted in detail on Map 2 of Exhibit 1.

As a result, CMP seeks approval of the project under the town’s Shoreland Zoning Ordinance (Chapter 1000).

Zoning Districts Impacted

A Resource Protection district along the east and west shoreline of Cobbosseecontee Stream (Exhibit 1, Map 2)

The project area traverses approximately 500 feet of a Resource Protection district along the east and west shoreline of Cobbosseecontee Stream. Four new structures will be installed within the district, including two 3-pole steel H-frame structures as part of the new 345 kV transmission line, one 3-pole steel H-frame structure as part of the rebuilt 115 kV transmission line, and one 2-pole wooden H-frame structure as part of the rebuilt 115 kV transmission line. Approximately 3 acres of vegetation clearing to remove “capable species,” or trees capable of growing into the safety zone below the conductors, will be required within the Resource Protection district.

Permitted Land Uses

Transmission lines are considered “essential services,” as defined in Section 17 of the Shoreland Zoning Ordinance (Chapter 1000). Essential services are an allowed use in the Resource Protection district with Planning Board approval, based upon a showing that no reasonable alternative exists. As is described below, the portions of the proposed transmission line upgrades located in the shoreland zone satisfy both the Land Use Standards contained in Section 15 of the Shoreland Zoning Ordinance and the requirements contained in Section 16(D). Included in this discussion is an explanation why there is no reasonable alternative location for the portions of the upgrades in the Resource Protection district.

Land Use Standards: Shoreland Zoning Ordinance Section 15**A. Minimum Lot Standards**

Not applicable.

B. Principal and Accessory Structures

Not applicable.

C. Piers, Docks, Wharfs, Bridges, etc.

Not applicable.

D. Campgrounds

Not applicable.

E. Individual Private Campsites

Not applicable.

F. Commercial and Industrial Uses

Not applicable.

G. Parking Areas

There will be no parking areas associated with the project.

H. Roads and Driveways

There will be no new permanent roads or driveways associated with the project, other than CMP-maintained access points and ways suitable for routine and urgent maintenance by its own vehicles. Temporary access ways, which do not add any impervious surface area, and may be located in the shoreland zone, will be established for use during the construction phase (see Exhibit 1, Maps 1 and 2). This will be an ongoing process as access will be established to areas undergoing immediate construction. Determinations surrounding the exact nature of the construction of these temporary access ways will be made by the contractor in consultation with an environmental representative. All access paths are temporary and will be removed once construction is complete. For general access to the corridor for construction purposes, temporary access ways will be in place for more than one growing season, but will be removed once all aspects of construction in that area are complete. Access to pole sites, either for removal or construction, will be achieved by temporary access ways which will be in place for no more than one growing season. Areas where soils have been disturbed will then be mulched with hay. Vegetation will be allowed to reestablish itself once the temporary access ways have been removed.

Measures will be taken to avoid and minimize impacts to streams and wetlands through the use of crane mats, temporary bridges, geo-textile fabrics, and culverts, when necessary. Appropriate erosion controls will be installed wherever necessary. If necessary, mats will be placed parallel to the upland edge as abutments to further protect bank stability and establish stability. No extensive grubbing (grading to remove root systems) within wetland crossing areas will be done prior to mat placement. However, some minor grading may be required to ensure mat stability and construction access safety. All such grading will be performed on a

limited basis and only with prior approval by CMP's environmental representatives. Streams that are too wide to cross with crane mats or temporary bridges will be avoided.

I. Signs

There will be no signage associated with the project.

J. Storm Water Runoff

With the exception of the immediate area occupied by the support structures, there is no additional increase in impervious surface area associated with the transmission line. Therefore, there will be no significant storm water run-off generated from the project.

K. Septic Waste Disposal

Not applicable.

L. Essential Services

A guiding principle in the design of the MPRP transmission line upgrades has been to utilize the existing transmission line corridors to the maximum extent practicable in order to minimize impacts to communities, individual property owners, and the environment. In fact, approximately 98% of the overall MPRP project will be built in or immediately adjacent to existing transmission line corridors.

In West Gardiner, however, co-location is not practicable for the entire corridor, and thus, as described above, a 2.8-mile portion of the project will be built in a new corridor, and a portion of the existing corridor will instead be discontinued. This is because of a "bottleneck" in the existing corridor in Litchfield near Woodbury Pond where space constraints precluded the development of a co-located design that did not introduce operations and maintenance problems, unacceptably high real estate costs, environmental impacts, and community impacts.

To explain the reason for proposing a new corridor, it is helpful to also explain the larger context for this portion of the project. The portion of the MPRP that is located in West Gardiner is a part of a segment of transmission line corridor from Windsor to Lewiston that CMP refers to as Segment 15. The portion of new corridor that is proposed in this application is part of a greenfield corridor that diverts from Segment 15 in West Gardiner and passes through Litchfield and into Monmouth where it again joins up with Segment 15. Because it is an alternative design to Segment 15, it is referred to as Segment 15 Alt. For a view of Segment 15 Alt., see the 100k USGS Index provided in the lower left corner of Map 2 in Exhibit 1.

The primary reason for Segment 15 Alt. is the "bottleneck" referred to above, which is created by an angle point in the existing corridor in Litchfield to the northwest of Woodbury Pond and the southeast of Woodbury Road. Although CMP evaluated a design that would have utilized single pole support structures for both the 115 kV and 345 kV lines at this angle point location, rather than the more space consumptive H-frame 345 kV structures that were proposed northeast of this point in the corridor, the necessary space to construct both the 345 kV and 115 kV lines along the existing corridor was not available. The necessary space was not available to expand the corridor because Woodbury Pond directly abuts the corridor to

the southeast and Whippoorwill Road directly abuts the corridor to the northwest. Additional corridor width would be required to provide safe working distances between the proposed 345 kV line and the rebuilt 115 kV line, as well as safe distances to vegetation, Whippoorwill Road, and other features along the corridor edges.

Two design alternatives were evaluated to accommodate the necessary transmission line improvements within the limited space available at this point in the existing Segment 15 corridor, but these were determined to be technically and logistically impracticable. The first design alternative would have been to install an angle pole support structure in Woodbury Pond with a concrete cased foundation to maintain the necessary clearances for the two transmission lines in the corridor. However, installing a structure in Woodbury Pond was determined to be technically impracticable due to construction constraints and maintenance problems. Furthermore, construction activities in Woodbury Pond would also introduce significant aquatic impacts to jurisdictional waters including benthic disturbance, sedimentation, and placement of fill materials. The second design alternative that was evaluated would have been to realign Whippoorwill Road to create the needed space in the corridor. This also would have required reconstructing the existing bridge across Woodbury Pond. However, neither the road nor the bridge is owned or controlled by CMP. Homes along the road would be impacted by the road realignment and would need to be purchased by CMP to accommodate the road realignment. Aquatic resources and the shoreline would also be impacted. Thus, the design alternative of realigning the road and reconstructing the bridge was also eliminated. Accordingly, CMP determined that expanding the existing Segment 15 corridor was not practicable.

As a result, CMP reviewed two alternative corridor locations for the new section of corridor, one to the south of the existing corridor and the one that is proposed here to the north of the existing corridor at Segment 15 Alt. The southern route, however, would have been routed to go around multiple waterbodies, including Woodbury Pond, Sand Pond, and Buker Pond in Litchfield and Monmouth, and thus would have had greater environmental impacts and would have been more costly to build.

The selected Segment 15 Alt. route, on the other hand, is shorter and more direct. At its northern end in West Gardiner, the proposed Segment 15 Alt. will begin at an existing angle point in Segment 15 (see Map 4 in Exhibit 1). This location provides a technically desirable departure point from the existing Segment 15 corridor because it requires fewer turns in the corridor. Minimizing the number of angles along transmission lines minimizes construction costs. In addition, further south of the proposed point of departure the residential density increases along the existing roads, an existing municipal complex and school is located adjacent to the existing corridor, and the corridor crosses the intersection of Town House Road, Corner Road, and Hallowell Road. By departing from Segment 15 at the proposed location, impacts to these properties and roads are avoided. The remainder of Segment 15 Alt. was also routed to minimize angle points for the same reasons as described above: to avoid road crossings and, where road crossings were necessary, to do so away from residences in order to minimize visual impacts. A side benefit of the removal of this portion of the existing Segment 15 will be the enhancement of the scenic character of Woodbury Pond and immediate vicinity.

Avoiding and minimizing natural resource impacts was also considered in developing the Segment 15 Alt. route. Considerations included avoiding the shoreland zones of Cobbosseecontee Lake and Little Purgatory Lake, minimizing utility structure placement within wetlands and other protected natural resources, and finding a crossing location for Cobbosseecontee Stream that would not adversely affect the watercourse. Segment 15 Alt. does not cross the shoreland zone of Cobbosseecontee Lake and Little Purgatory Pond.

As with the expansion alternative or the southern greenfield route alternative, a crossing of Cobbosseecontee Stream could not be avoided. Although Cobbosseecontee Stream will be crossed by the Segment 15 Alt. corridor, the existing emergent and scrub-shrub cover type of the bordering riparian wetlands will be maintained, and no utility structures will be placed within the watercourse or the bordering emergent and scrub-shrub riparian wetlands. CMP has designed the corridor so that angle poles will be placed in an upland knoll to the west of the stream. Thus, no significant impacts to Cobbosseecontee Stream or the functions of its bordering emergent and scrub-shrub riparian wetlands are anticipated.

In addition to the proposed Cobbosseecontee Stream crossing site, CMP evaluated an alternative crossing site located approximately one-half mile downstream of the proposed crossing site. However, analysis of aerial photos showed that an existing building, which appeared to be a camp or similar structure, was located along Cobbosseecontee Stream at the potential corridor crossing location. Purchase of an existing auto salvage yard with potential environmental liabilities would also have been required along the alternative crossing route, and the cost of purchasing the necessary property along the alternative crossing route would have been economically undesirable. Therefore, CMP eliminated this alternative site as a potential crossing location.

In conclusion, the proposed 6.3 mile Segment 15 Alt. route, including the 2.8 miles of which are located in West Gardiner, represents the most direct, technically practicable, and logistically practicable route to make the necessary bulk power system reliability improvements, while minimizing environmental impacts. This route was selected only after extensive analysis of all potential expansion options along the 5.8 mile length of Segment 15 that is to be decommissioned, and after longer greenfield routes to the south were conceptually evaluated and eliminated.

Accordingly, as required by Section 15(L)(1) of the Ordinance, the corridor is sited to the extent feasible within the existing corridor. Moreover, as required by Section 15(L)(2) of the Ordinance, there is no reasonable alternative to locating the structures within the Resource Protection District. The amount of ground disturbance associated with the planned structures will be small, i.e., limited to the immediate vicinity of the pole placements, and considering the environmental, community, and financial impacts of using the existing corridor, locating the structure within this district causes the least overall impact when compared to the alternatives. Avoiding this district would require unreasonable impacts to Woodbury Pond and the surrounding area, or erecting much taller and much more substantial structures to achieve the required span over this district. The overall environmental and visual impacts of either of these alternatives would be much greater than the impacts associated with the project as proposed.

M. Mineral Exploration and Extraction

Not applicable.

N. Agriculture

Not applicable.

O. Timber harvesting.

Not applicable.

P. Clearing of Vegetation for Development

Some clearing of vegetation will be required within the service corridor to accommodate the project and ensure that the project meets federal reliability and safety standards. The amount of clearing will be limited to that which is necessary for development of the project, and is generally limited to removal of species that are capable of growing tall enough to interfere with the transmission lines (so-called “capable species”), and, in some instances, the occasional removal of mature “danger trees.” Danger trees are trees that are large enough and positioned in such a manner that they could fall into the conductor, thereby posing a severe reliability risk. The removal of danger trees is a relatively infrequent activity.

The vegetation management work is performed using equipment typical of logging operations including cable and hook skidders, forwarders, tree movers, chain saws, and logging trucks. In general all trees, saplings of capable species, and sometimes tall shrubs are cut at ground level. All root systems are left intact as the ground is not grubbed or graded. All slash (i.e., limbs, tree trunks, wood chips, etc.) from the cutting operation is disposed of in accordance with the Maine Slash Law (12 M.R.S.A. § 9333). The remaining vegetation is typically composed of scattered growth of small shrubs of non-capable species and herbaceous plants. After initial clearing, the condition of these cleared areas generally resembles that of a high-quality forestry operation.

After construction is completed, non-capable species are allowed to grow to ensure that the corridor is vegetated, which prevents erosion and provides wildlife habitat. Over a relatively short period of time (generally within one calendar year), the newly cleared portions of the corridors will exhibit the early-successional habitat type that is typical of existing transmission line corridors in Maine, including the existing corridor in West Gardiner. See attached maps in Exhibit 1 and the sections related to specific Shoreland Zone Districts on page 10 for more detailed information.

Q. Erosion and Sedimentation Control

With the exception of the immediate area around the base of the support structures there is no increase in impervious surface area associated with the transmission line. The amount of ground disturbance associated with this project will be limited to the immediate vicinity of the pole placements and the impacts associated with temporary access roads. CMP has developed a standard manual, “Environmental Guidelines for Construction and Maintenance Activities on Transmission line and Substation Projects” (2007, revised for MPRP, January 2010), which it uses as a routine part of all transmission and substation projects (a copy of which is attached as Exhibit 4). This manual contains erosion and sedimentation control requirements, standards, and methods that will be used to protect soil and water resources

during construction of the various MPRP components. The manual was developed in consultation with the Maine Department of Environmental Protection (DEP), is largely based on DEP's *Maine Erosion and Sediment Control BMPs*, dated March 2003, and DEP's Chapter 500, and contains specific Best Management Practices appropriate for electric transmission line and substation construction. These guidelines will be followed in the construction of transmission lines.

R. Soils

Based on the applicants' analysis of the Soil Survey Geographic Database compiled by the United States Department of Agriculture – Natural Resources Conservation Service, soils within the transmission line corridor will accommodate the proposed MPRP construction activities. Soil constraints within the transmission line corridor will be managed and mitigated through implementation of erosion and sediment control measures, proper site and project design, and special construction procedures. If concrete foundations for specific poles should need to be constructed, soil borings will be conducted and the foundations will be designed in accordance with soil characteristics.

S. Water Quality

To minimize spill potential during construction, no fueling or maintenance of vehicles and equipment will be performed within 100 feet of wetlands, streams or other sensitive natural resources. After construction, the electrical transmission line corridor is maintained to encourage the growth of scrub-shrub vegetation. Trees within the corridor that are capable of growing up into the conductors ("capable species") must be removed for safety and reliability reasons. CMP uses a selective herbicide program to treat an area once every four years to maintain an early successional stage of growth. Herbicide is selectively applied (using a low-pressure backpack applicator) to capable species to prevent growth (or re-growth of a cut plant) of individual plants. CMP does not use herbicides within 25 feet of any waterbody or wetland with standing water. Crew forepersons are certified by the Maine Pesticide Control Board, and all herbicides are EPA registered. The selective use of herbicides within the transmission line corridor does not pose a threat to groundwater quality.

T. Archaeological and Historic Resources

Following consultation with the Maine Historic Preservation Commission (MHPC), CMP has conducted comprehensive investigations of cultural resources along the entire scope of the MPRP. Survey reports have been submitted to the State Historic Preservation Officer (SHPO) and findings of effect from the SHPO have been completed for all required reports (Phase 0 and Phase IA/IB). There have been three types of Cultural Resource Surveys completed along the scope of the MPRP including: pre (European) contact archaeology, post (European) contact (or Historic) archaeology, (both subsurface), and a historic architecture survey which is concerned largely with the visual and/or physical impacts affecting functioning, historically relevant structures, districts and landscapes.

TRC Engineers confirmed, on behalf of CMP, that these surveys documented no archaeological or historic resources will be impacted within the project area in the Town.

Approval Standards: Shoreland Zoning Ordinance Section 16D**The proposed use will:****1. Maintain safe and healthful conditions**

The project will maintain the same safe and healthful conditions which are already present in the existing transmission line corridor. The transmission line corridor and the structures within it will be maintained to established industry standards so as to ensure the safety of utility workers and the general public. Maintaining sufficient clearances around the conductors is paramount to the safe operation of the line. These clearances are achieved through appropriate siting of the structures themselves and through vegetation maintenance practices as described above. All construction will be in accordance with CMP's transmission standards, general industry standards, and "Good Utility Practice," including all necessary live line working clearances, strength factors, and reliability factors as governed by the National Electrical Safety Code (NESC). In all instances, the line will be designed to meet or exceed the NESC and other standards, as applicable. The transmission line and all facilities will be operated in full compliance with CMP safety standards, which fully comply with Federal Occupational Safety & Health Administration requirements.

2. Not result in water pollution, erosion or sedimentation to surface waters.

As described above with respect to Shoreland Zoning Ordinance Sections 15(J) and (S) on pages 11 and 15, the MPRP project will not result in water pollution, erosion, or sedimentation to surface waters.

3. Adequately provide for the disposal of all wastewater.

There will be no wastewater disposal required for this project, and therefore this standard has been met.

4. Not have an adverse impact on spawning grounds, fish, aquatic life, bird, or other wildlife habitat.

As an initial matter, impacts to wildlife and wildlife habitat are minimized through the use of the existing service corridor for a portion of the project, which has been in place for several decades, as well as discontinuation of a portion of the corridor that current passes through four shoreland zones. More generally, given the existing landscape characteristics of the site, construction and maintenance of the project is not expected to create conditions that are not already common to the project area. It is fully anticipated that local wildlife populations will adapt and respond to any additional alterations much as they already do to ongoing land uses within the vicinity of the proposed project. Therefore, impacts to wildlife are expected to be minimal to non-existent. Identified significant wildlife habitats and natural areas, such as vernal pools and rare plant locations, will be avoided and minimized to the extent practicable through careful siting and placement of poles. Once installed the transmission line structures, due to the minimal amount of ground surface area they occupy, will have no significant impact on these critical natural areas. Significant wildlife habitats and natural areas will be avoided to the greatest extent practicable during construction, including measures that are taken to ensure any impacts will be minimal and temporary. Thus, this standard has been met.

5. Conserve shore cover and visual, as well as actual, points of access to inland waters.

The proposed project will not significantly affect visual points of access to inland waters, and will have no impact on actual points of access to inland waters. The corridor will continue to be maintained in a vegetated state, thereby preserving a similar degree of shore cover which currently exists.

6. Protect archaeological and historic resources as designated in the comprehensive plan.

As discussed above on page 15, the project will not impact any archaeological and historic resources designated in the comprehensive plan.

7. Will avoid problems associated with floodplain development and use.

As a result of the relocation of the transmission line corridor, ten structures as part of the existing Section 212/41 transmission lines will be removed from the floodplain downstream in West Gardiner and Litchfield. (See Map 6 in Exhibit 1.) This will help to offset the new structures that must be added in as part of the MPRP in the relocated corridor.

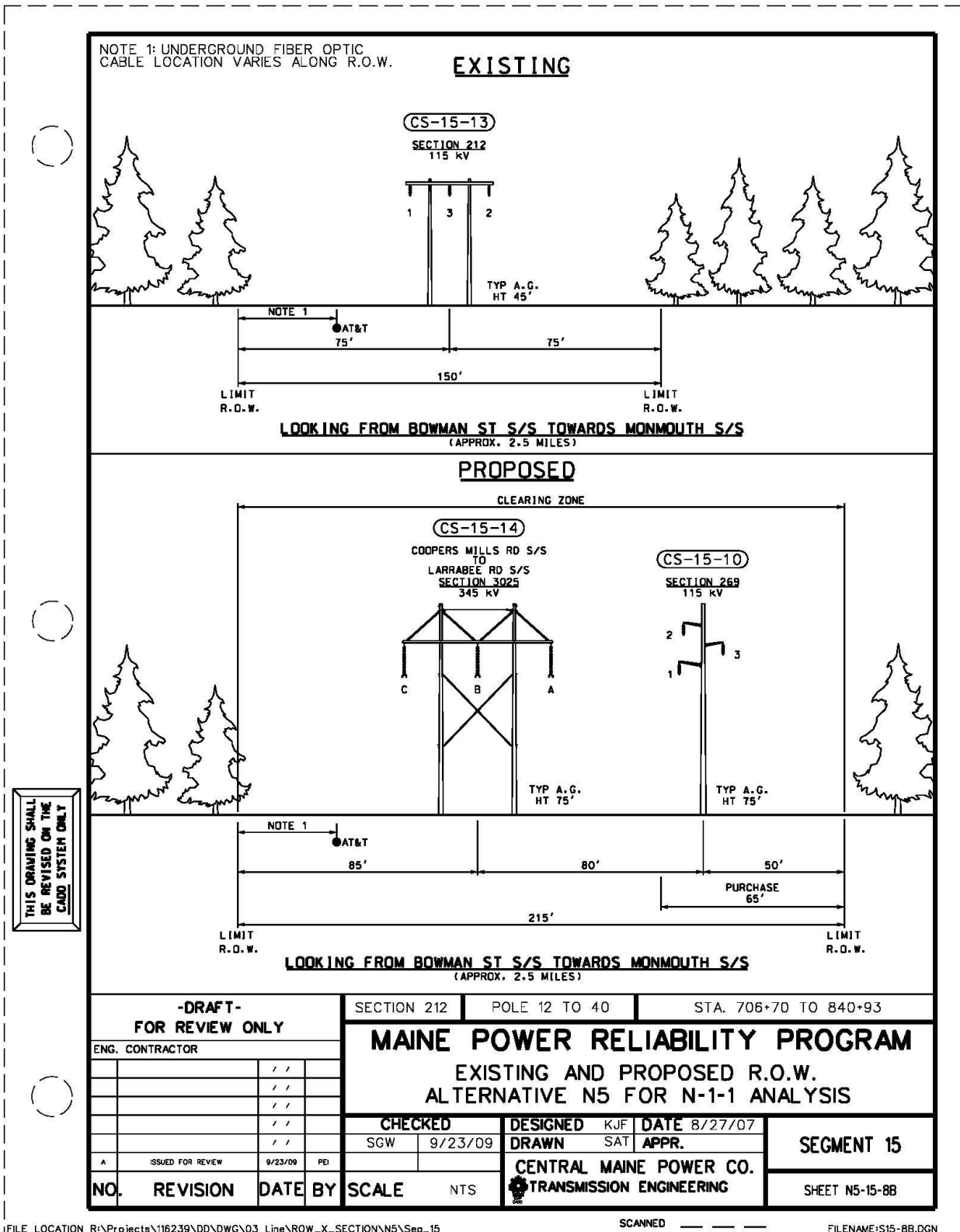
Because of the nature of a transmission line and the minimal additional impervious surface associated with the project, construction and maintenance of the proposed transmission line will not cause or increase flooding or cause a flood hazard to any neighboring structures. Furthermore, the program will not affect runoff or infiltration relationships. Thus, the project will avoid problems associated with floodplain development and use.

8. Be in conformance with the provisions of Section 15, Land Use Standards.

As discussed above with respect to Shoreland Zoning Ordinance Sections 15(A) through (T), above, this project complies with all of the provisions of Section 15 of the Shoreland Zoning Ordinance.

EXHIBIT 1
Transmission Line Corridor on Topo Maps, Sensitive Habitat, and
Hydrographic Features

EXHIBIT 2
Transmission Line Configuration Cross Sections



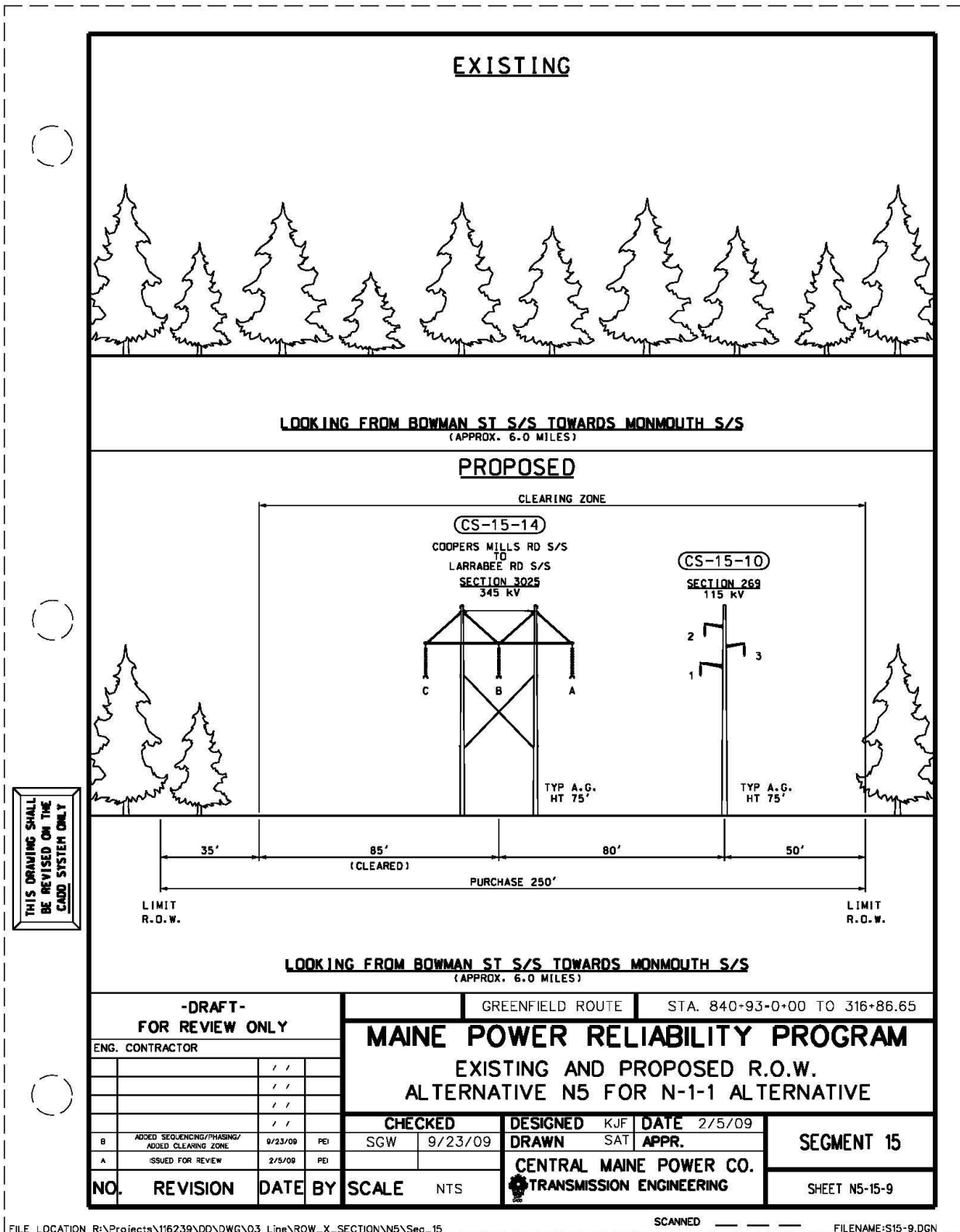


EXHIBIT 3
Abutting Landowners and CMP Deed Reference Table

EXHIBIT 4

**Central Maine Power Company
Environmental Guidelines for Construction and Maintenance
Activities on Transmission Line
and Substation Projects**