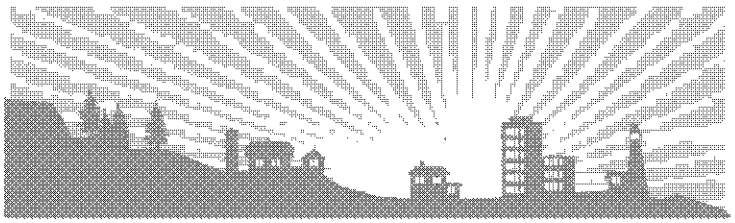

MAINE POWER
RELIABILITY PROGRAM

A CENTRAL MAINE POWER COMPANY PROGRAM

TOWN OF PITTSFIELD, MAINE

SITE PLAN REVIEW, ZONING, SHORELAND ZONING, AND FLOODPLAIN MANAGEMENT APPLICATION

Sections 3023, 66, and 67
Transmission Line Construction

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Maine Power Reliability General Project Description

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 communities, and will require approvals from the Maine Public Utilities Commission, the Maine Department of Environmental Protection, and numerous municipalities.

Project Description in the Town of Pittsfield

The part of the program located in the Town of Pittsfield involves work in and adjacent to the existing 200 foot wide transmission line corridor that runs south to north from the Pittsfield/Clinton town line to Hartland Avenue (Section 67), and in and adjacent to the existing 218 foot wide transmission line corridor that runs west to east from Hartland Avenue to the Pittsfield/Detroit town line (Section 66/67) (see Exhibits 1 and 2). In these corridors, which in total extend for approximately 9.5 miles, the project involves:

- Installing a new 345 kV transmission line (Section 3023) from the Clinton town line to the Detroit town line (approximately 9.5 miles). The new line will be carried on 86 structures. In all but a few instances these structures will be wooden H-frame (2-pole) structures with a typical above ground height of 75 feet. Where the new line crosses Johnson Flat Road, three steel single poles approximately 135-140 feet above ground will be used. Where the new line crosses Crawford Road, two steel single poles approximately 145-150 feet above ground will be installed.

- Rebuilding the existing 115 kV lines (Sections 66 and 67) within the corridor that runs from west to east from Hartland Avenue to the Detroit town line (approximately 1.8 miles). This will involve removing the existing lines and constructing new ones in their place. The lines will be rebuilt using 42 wooden single pole structures that are typically 75 feet above ground, and one steel single pole structure that is approximately 80 feet above ground.

The project also involves the acquisition of an additional 50 feet of property from most of the abutting land owners along the west side of the corridor that runs from the Clinton town line to Hartland Avenue, and 47 feet from abutting land owners along either the north or south side of

the corridor that runs from Hartland Avenue to the Detroit town line. To meet mandated line clearance and safety standards for installation of the new and rebuilt transmission lines, the clearing of vegetation within this additional property will be required. Some selective vegetation clearing may also be needed within the existing corridor.

Please note that structure heights vary due to varying terrain and the need to achieve spans which will avoid or minimize impacts to natural resources. Typical above ground structure heights are described above, although some structures may exceed those heights in specific instances (see the attached table in Exhibit 3 for a description of the number of structures within specific height ranges for the new and rebuilt transmission line sections).

The proposed upgrades, 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.

Summary of Applicable Ordinances and Zoning Districts

Site Plan approval is required for this project. The proposed project will also be located within seven zoning districts: the C-4 Rural District, the C-2 Highway Commercial District, Residential District 2, Residential District 3, Residential District 4, Stream Protection District, and Resource Protection District. The last two Districts are within the shoreland zone. In addition, portions of the project area will traverse four 100-year floodplain areas -- three located on tributary streams of the Sebasticook River south of Harland Avenue, and one located along the Sebasticook River.

As a result, CMP seeks approval from the Planning Board for the project under the Town's Site Plan Review Ordinance, Zoning Ordinance[1], Shoreland Zoning Ordinance; and from the Code Enforcement Officer under the Floodplain Management Ordinance. For ease of review, we have submitted a single application package.

APPROVAL STANDARDS AND ACCOMPANYING MATERIAL

The remainder of this application package discusses the standards of approval that apply to CMP's proposed project. Specifically, the following material is divided into four parts:

Part One: Site Plan Review Ordinance

Part Two: Zoning Ordinance

Part Three: Shoreland Zoning Ordinance

Part Four: Floodplain Management Ordinance

Part Five: Exhibits

[1] Under the Zoning Ordinance, essential services are a "principal use" in all of the zoning districts, outside of the shoreland zone, in which the transmission line upgrades will be located. The Zoning Ordinance establishes that the Planning Board must review and act on conditional use permit applications, requests to expand non-conforming uses, and requests to change an existing non-conforming use to another non-conforming use. (Zoning Ordinance, § 5(A).) The Zoning Ordinance does expressly state who reviews applications for a principal use under the Zoning Ordinance. The Code Enforcement Officer may be the appropriate authority to review the proposed project under the Zoning Ordinance.

PART ONE

CHAPTER 13B. SITE PLAN REVIEW ORDINANCE

APPROVAL STANDARDS AND CRITERIA

9.1. Utilization of the Site

The plan for the development must reflect the natural capabilities of the site to support development. Buildings, lots, and support facilities must be clustered in those portions of the site that have the most suitable conditions for development. Environmentally sensitive areas, including but not limited to, wetlands, steep slopes, floodplains, significant wildlife habitats, fisheries, scenic areas, habitat for rare and endangered plants and animals, unique natural communities and natural areas, and sand and gravel aquifers must be maintained and preserved to the maximum extent. Natural drainage areas must also be preserved to the maximum extent. The development must include appropriate measures for protecting these resources, including but not limited to, modification of the proposed design of the site, timing of construction, and limiting the extent of excavation.

The transmission line project largely will take place within existing transmission line corridors that have been used for that purpose since the 1930s and 1940s. To the extent the proposed upgrades cannot be located entirely within the existing corridors, the corridors will be widened. Widening the existing corridors, compared to the alternative of creating an entirely new corridor to accommodate the upgrades, minimizes the environmental impact of the project.

The proposed improvements within and adjacent to the existing corridors is not expected to affect the ecological functionality of any waterbody or wetland because the project area is largely open with emergent and shrub vegetation containing relatively few trees. This condition will continue once the project is completed. The project will retain the current elevations and natural contours within the corridor.

With the exception of the immediate area around the base of the support structures, there will be no additional increase in impervious surface area associated with the transmission line upgrades. The total amount of impervious surface will be less than 0.01% of the project area. The ground disturbance associated with this project will be limited to the immediate vicinity of the pole placements and the impacts associated with temporary access ways. CMP has developed a standard manual, "Environmental Guidelines for Construction and Maintenance Activities on Transmission line and Substation Projects" (see Exhibit 5), which it uses as a routine part of all transmission projects. These guidelines will be followed in the construction of the project.

Natural resources within these corridors have been surveyed as a part of this project (see maps in Exhibit 1); sensitive resources have been identified and will be avoided to the greatest extent practicable. Considerable portions of the existing corridors are located in wetland areas, the vast majority of which is classified as scrub-shrub and emergent

wetlands, not as open wetlands. CMP has attempted to locate structures outside these areas; however, thirty-four structures will necessarily be located within wetland areas. (The location of these structures also is being reviewed by the Maine Department of Environmental Protection and the U.S. Army Corps of Engineers.)

After construction, the transmission line corridors will be maintained to encourage the growth of scrub-shrub vegetation, although trees within the corridor that are capable of growing into the conductors ("capable species") must be removed for safety and reliability reasons. Once the upgrades are complete, the expanded corridor will continue to provide much the same habitat as it does today.

9.2. Adequacy of Road System

Vehicular access to the site must be on roads which have adequate capacity to accommodate the additional traffic generated by the development. For developments which generate one hundred (100) or more peak hour trips based on the latest edition of the Trip Generation Manual of the Institute of Traffic Engineers as may be amended from time to time, intersections on major access routes to the site within one (1) mile of any entrance road which are functioning at a Level of Service D or better prior to the development must function at a minimum at Level of Service D after development. If any such intersection is functioning at a Level of Service E or lower prior to the development, the project must not reduce the current level of service. This requirement may be waived by the Planning Board if the project is located within a growth area designated in the Town's adopted Comprehensive Plan and the Board determines that the project will not have an unnecessary adverse impact on traffic flow or safety.

There will be no permanent roads constructed as a part of this project. (See 9.3 below). The transmission upgrades will not generate the level of traffic necessary to trigger this provision.

9.3. Access into the Site

Vehicular access to and from the development must be safe and convenient.

a) Any driveway or proposed street must be designed so as to provide the minimum sight distance according to the Maine Department of Transportation standards, to the maximum extent possible.

b) Points of access and egress must be located to avoid hazardous conflicts with existing turning movements and traffic flows.

Access to the project area (i.e., the existing transmission corridor) will only be needed during construction. Access to CMP's right-of-way (ROW) will be gained over existing public roads or private land over which CMP has access rights. 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 light duty access paths, which are not considered to be roads or driveways, will not add any impervious surface area, and will be established for use during the

construction phase. This will be an ongoing process as access will be established to areas undergoing immediate construction. All access ways are temporary and will be removed once construction is complete. Areas where soils have been disturbed will then be mulched with hay. Vegetation will be allowed to reestablish 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 (see "Environmental Guidelines for Construction and Maintenance Activities on Transmission line and Substation Projects" in Exhibit 5). 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. Streams that are too wide to cross with crane mats or temporary bridges will be avoided.

9.4. Access-way Location and Spacing

Access-ways must meet the following standards:

a) Private entrances/exits must be located at least fifty (50) feet from the closest un-signalized intersection and one hundred fifty (150) feet from the closest signalized intersection, as measured from the point of tangency for the corner to the point of tangency for the access-way. This requirement may be reduced if the shape of the site does not allow conformance with this standard.

b) Private access-ways in or out of a development must be separated by a minimum of seventy-five (75) feet where possible.

Temporary access points to the project area will be at least 50 feet from the closest un-signalized intersection and at least 150 feet from the closest signalized intersection. Access points will not be located with 75 feet of one another.

9.5. Internal Vehicular Circulation

There will be no internal vehicular circulation associated with this project.

9.6. Parking Layout and Design

There will be no off-street parking associated with this project.

9.7. Pedestrian Circulation

The site plan must provide for a system of pedestrian ways within the development appropriate to the type and scale of development.

There will be no pedestrian circulation associated with this project.

9.8. Stormwater Management

Adequate provisions must be made for the collection and disposal of all stormwater that runs off proposed streets, parking areas, roofs, and other surfaces, through a stormwater drainage system and maintenance plan, which must not have adverse impacts on abutting or downstream properties.

With the exception of the immediate area occupied by the support structures, there will be no increase in impervious surface area associated with the transmission line. Therefore, there will be no significant storm water run-off generated as a result of the project. All new construction will be designed to minimize storm water runoff from the site in excess of the natural predevelopment conditions. As a result, the project will not have an adverse impact on abutting or downstream properties. (See discussion of CMP's environmental guidelines below.)

9.9. Erosion Control

All building, site, and roadway designs and layouts must harmonize with existing topography and conserve desirable natural surroundings to the fullest extent possible such that filling, excavation and earth moving activity is kept to a minimum. Parking lots on sloped sites must be terraced to avoid undue cut and fill, and/or the need for retaining walls. Natural vegetation must be preserved and protected wherever possible.

Soil erosion and sedimentation of watercourses and water bodies will be minimized by an active program meeting the requirements of the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices, dated March 1991 as may be amended from time to time.

Based on analysis of the Soil Survey Geographic Database compiled by the United States Department of Agriculture – Natural Resources Conservation Service, soils within the project area will accommodate the proposed MPRP construction activities. In addition, the project will conform to CMP's "Environmental Guidelines for Construction and Maintenance Activities on Transmission Line and Substation Projects" (2007), a copy of which is included as Exhibit 5 in this application. These guidelines contain erosion and sedimentation control requirements, standards, and methods that will be used to protect soil and water resources during construction of the transmission line upgrades. The guidelines are based largely on the Maine Department of Environmental Protection's *Maine Erosion and Sediment Control BMPs*, dated March 2003, and Chapter 500 (Stormwater Management) of DEP's Rules. CMP's guidelines contain specific Best Management Practices for electric transmission line construction. These guidelines will be followed during the construction of this project.

9.10. Water Supply

The development must be provided with a system of water supply that provides each use with an adequate supply of water and which does not adversely affect adjacent water supplies.
If the project is to be served by a public water supply, the applicant must secure and submit a

written statement from the supplier that the proposed water supply system conforms with its design and construction standards, will not result in an undue burden on the source or distribution system, and will be installed in a manner adequate to provide needed domestic and fire protection flows.

There will be no water supply required for this project.

9.11. Sewage Disposal

The development must be provided with a method of disposing of sewage that is in compliance with the State Plumbing Code.

There will be no sewage generated or disposed of as part of the project.

9.12. Utilities

The development must be provided with electrical, telephone, and telecommunication service adequate to meet the anticipated use of the project. New utility lines and facilities must be screened from view to the extent feasible. If the service in the street or on adjoining lots is underground, the new service must be placed underground.

No additional utilities will be required for this project.

9.13. Natural Features

The landscape must be preserved in its natural state insofar as practical by minimizing tree removal, disturbance and compaction of soil, and by retaining existing vegetation insofar as practical during construction. Extensive grading and filling must be avoided as far as possible.

The proposed project will take place within and adjacent to the existing corridors. The co-location of the upgrades in and adjacent to existing corridors will minimize tree removal. Because these corridors already contain structures of a similar nature, its visual appearance and the existing landscape will not be altered significantly once construction is completed. The project is not expected to affect the ecological functionality of the waterbodies, streams, or associated wetlands because the project area is largely open with emergent and shrub vegetation containing relatively few trees. This condition will continue once the project is completed. The project will retain the current elevation and natural contours within the transmission line corridors.

Some clearing of vegetation will be required to accommodate the upgrades 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"). Non-capable species are allowed to remain to ensure that the corridor is vegetated, which prevents erosion and provides wildlife habitat. No grubbing (i.e., stump removal) will take place.

As noted above, temporary light duty access paths, which will not add any impervious surface area, will be established for use during the construction phase. All access ways will be temporary and will be removed once construction is complete. Areas where soils have been disturbed will then be mulched with hay. Vegetation will be allowed to reestablish once the temporary access ways have been removed.

9.14. Groundwater Protection

The proposed site development and use must not adversely impact either the quality or quantity of groundwater available to abutting properties or to public water supply systems. Applicants whose projects involve on-site water supply or sewage disposal systems with a capacity of two thousand (2,000) gallons per day or greater must demonstrate that the groundwater at the property line will comply, following development, with the standards for safe drinking water as established by the State of Maine.

The transmission line project will not adversely affect any mapped aquifers, the quality or quantity of groundwater, or any public or private water source. To help ensure that this is the case, no fueling or maintenance of vehicles or equipment will be performed within 100 feet of wetlands, streams or other sensitive natural resources. After construction the transmission line corridors will be maintained to encourage the growth of scrub-shrub vegetation. Trees capable of growing into the conductors ("capable species") must be removed for safety and reliability reasons. CMP will use a selective herbicide program (the same program presently used within the corridors) to treat an area once every four years to maintain an early successional stage of growth. Herbicide is selectively applied (using a backpack applicator) to capable species to prevent growth (or re-growth of a cut plant) of individual plants. No broadcast application is used, and 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. All herbicides are EPA registered. The selective use of herbicides does not impose a threat to groundwater quality.

The project will not require the use of an on-site water supply or sewage disposal system.

9.15. Water Quality Protection

All aspects of the project must be designed so that:

a) No person shall locate, store, discharge, or permit the discharge of any treated, untreated, or inadequately treated liquid, gaseous, or solid materials of such nature, quantity, obnoxiousness, toxicity, or temperature that may run off, seep, percolate, or wash into surface or groundwater so as to contaminate, pollute, or harm such waters or cause nuisances, such as objectionable shore deposits, floating or submerged debris, oil or scum, color, odor, taste, or unsightliness or be harmful to human, animal, plant, or aquatic life.

b) All storage facilities for fuel, chemicals, chemical or industrial wastes, and biodegradable raw materials, must meet the standards of the Maine Department of Environmental Protection and the State Fire Marshall's Office.

c) If the project is located within the watershed of a 'body of water most at risk from development' as identified by the Maine Department of Environmental Protection (DEP), the project must comply with the standards of the DEP with respect to the export of total suspended solids and/or phosphorous.

The transmission line project will not involve the location, storage, or discharge, of any liquid, gaseous, or solid materials. See also 9.14. "Groundwater Protection" above.

The project will not involve or cause the "export of total suspended solids and/or phosphorous."

9.16. Hazardous, Special and Radioactive Materials

The handling, storage, and use of all materials identified by the standards of a federal or state agency as hazardous, special or radioactive must be done in accordance with the standards of these agencies.

No flammable or explosive liquids, solids or gases shall be stored in bulk above ground unless they are located at least seventy-five (75) feet from any lot line, or forty (40) feet in the case of underground storage. All materials must be stored in a manner and location which is in compliance with appropriate rules and regulations of the Maine Department of Public Safety and other appropriate federal, state, and local regulations.

Hazardous, special, or radioactive materials will be not be generated during construction or operation of the transmission lines. The project does not involve the aboveground, bulk storage of flammable or explosive liquids, solids, or gases.

9.17. Shoreland Relationship

The development must not adversely affect the water quality or shoreline of any adjacent water body. The development plan must provide for access to abutting navigable water bodies for the use of the occupants of the development as appropriate.

Part Three of this application provides specific information on the portion of the project that traverses shoreland zones. The project will not adversely affect the water quality or shoreline on any adjacent water body. The project does not involve providing access to abutting navigable waters.

9.18. Technical and Financial Capacity

The applicant must demonstrate that he/she has the financial and technical capacity to carry out the project in accordance with this ordinance and the approved plan.

CMP is a subsidiary of Iberdrola USA (formerly known as Energy East Corporation). Iberdrola USA is a wholly owned subsidiary of Iberdrola SA, a Spain-based holding company primarily engaged in the energy sector. On December 31, 2007 CMP had a book equity capital of $754 million and assets of $1,950 million. CMP has direct access to the

debt capital markets through its medium-term note program (MTN), under which it issues unsecured long-term debt. There is $355 million in MTNs currently outstanding at an average coupon of 5.92%. All of the currently outstanding long-term debt has been issued since 2001. CMP's MTNs are rated BBB+ by S&P, A3 by Moody's, A- by Fitch.

CMP has significant experience in the design, construction, and operation of electric infrastructure projects, and will utilize staff capabilities for this effort. To support the proposed development, CMP has retained a team of highly qualified and experienced consultants and contractors to supplement CMP's internal staff on the MPRP project. CMP's delivery system includes 2,288 miles of overhead transmission lines and 23,463 pole-miles of distribution line. Facilities also include over 200 substations above 10 million Volt-Amperes capacity for routing energy and regulating voltage.

9.19. Solid Waste Disposal

The proposed development must provide for adequate disposal of solid wastes. All solid waste must be disposed of at a licensed disposal facility having adequate capacity to accept the project's wastes.

Waste electrical system and construction process components such as scraps of cable, cable spools, and ceramic insulators will be generated. Most of these materials will be recycled or reused. Construction equipment will generate small amounts of waste plastic containers for oils and lubricants, broken filters and belts, and damaged tires. Construction and managerial staff will generate some waste such as paper, bottles, cans, plastics, and food scraps. All of these materials will be recycled or shipped to a licensed landfill, transfer station, or incinerator. Operation of the transmission line will not generate any solid waste.

9.20. Historic and Archaeological Resources

If any portion of the site has been identified as containing historic or archaeological resources, the development must include appropriate measures for protecting these resources, including but not limited to, modification of the proposed design of the site, timing of construction, and limiting the extent of excavation.

Following consultation with the Maine Historic Preservation Commission (MHPC) CMP has conducted extensive investigations of potential pre-historic archaeological, historic archaeological and historic architectural surveys along the project corridor. Survey reports have been submitted to the MHPC. TRC Engineers confirmed, on behalf of CMP, that no archaeological or historic resources will be impacted within the project area in the Town. (See Exhibit 7).

9.21. Floodplain Management

If any portion of the site is located within a special flood hazard area as identified by the Federal Emergency Management Agency, all use and development of that portion of the site must be consistent with the Town's Floodplain management provisions.

Part Four (page 29) of this application provides specific information relating to the Town's Floodplain Management Ordinance with respect to the transmission line project. In summary, the project area will traverse four 100-year floodplain areas as shown on the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Maps (FIRM). 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 lines 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.

PART TWO

CHAPTER 13. ZONING ORDINANCE

Performance Standards

The proposed transmission line project will be located within five zoning districts: the C-4 Rural District, the C-2 Highway Commercial District, Residential District 2, Residential District 3, Residential District 4, as depicted on the official "Town of Pittsfield Zoning Map" revised April, 2009. Transmission lines are an "essential service" as defined on page 13C-7 in Section 13C of the Town's Land Use Definitions Ordinance. Essential services are a principal use in each of the Districts.

As described below, the transmission line upgrades proposed by CMP satisfy both the General and Specific Requirements as contained in Section 4 – Performance Standards (beginning on page 13-13 of the Zoning Ordinance).

PERFORMANCE STANDARDS (SECTION 4)

A. GENERAL REQUIREMENTS

The following general requirements shall apply to all districts except the Shoreland districts:

1. No structure shall be erected or used, and no lot shall be used or divided, unless in conformity with the provisions of this Ordinance, except as provided below. All structures and lots and uses of structures and lots, which fail to conform to the provisions of this Ordinance, are prohibited, except as provided herein.

As explained in these application materials, CMP's corridors and the proposed upgrades to the transmission lines within these corridors will be in conformity with the provisions of this Ordinance. Earlier this year, the Town amended the Zoning Ordinance to require "electric power transmission lines and the related towers" to meet the property line setback standards contained in the Ordinance that otherwise only apply to buildings. The proposed transmission line upgrades meet these setbacks:

District	Min. Side Setback	Min. CMP Setback
R-2 (Residential District 2)	**20'**	**51' (no structures, conductors only)**
R-3 (Residential District 3)	**20'**	**51'**
R-4 (Residential District 4)	**40'**	**51'**
C-2 (Highway Commercial District)	**30'**	**59'**
C-4 (Rural District)	**50'**	**51' (59' along Sect. 67)**

2. When a lot is situated in Town of Pittsfield and in part in an adjacent municipality, the provisions of this Ordinance shall be applied to that portion of such lot that lies in the Town of Pittsfield as if the entire lot were situated in Pittsfield.

3. When a lot is transected by a zoning district boundary, the regulations set forth in this Ordinance applying to the larger part by area of such lot may also be deemed to govern in the smaller part beyond such zoning district boundary but only to an extent not more than thirty (30) feet in depth beyond said zoning district boundary.

4. No dwelling shall be erected except on a lot that fronts on a street, as defined. The minimum street frontage, measured along the lot line at the street, shall be at least equal to the minimum lot width.

There are no dwellings proposed as a part of this project.

5. The area of a lot that lies within the right-of-way lines of a public or private way shall not be counted as part of such lot for the purposes of meeting the area requirements of this Ordinance even if the fee to such land is held by the lot owner.

6. Any land taken by eminent domain, or conveyed for a public purpose, for which the land could have been or was taken by eminent domain, shall not be deemed to have been transferred in violation of the lot size, lot coverage and setback provisions of this Ordinance.

B. SPECIFIC REQUIREMENTS

ACCESSORY USES

Not applicable.

SWIMMING POOLS

Not applicable.

HOME OCCUPATIONS

Not applicable.

ANIMALS

Not applicable.

DRIVEWAYS

Not applicable.

ACCESS

Access to the project area (i.e., the existing transmission corridors) will only be required during construction. Access to CMP's right-of-way (ROW) will be gained over existing public roads or private land over which CMP has access rights. 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. No access ways will be located within 100' of where one arterial street intersects with another, or 50' of where a minor/residential street intersects with the right-of-way of an arterial street.

HEIGHT

As noted on page 13-16 of the Town of Pittsfield's Zoning Ordinance, "Essential services, utilities, water towers, electric power and communication transmission lines are exempt from the height limitations of this Ordinance."

SANTIARY WASTES

There will be no sanitary wastes generated as a result of this project.

SITE RESTRICTIONS

The transmission line corridors cross seven public roads, including the Johnson Flat Road, Snakefoot Road, Webb Road, Crawford Road, Weeks Road, State Route 152, and Madawaska Road.

Part Four (page 29) of this application provides specific information relating to the Town's Flood Hazard Ordinance with respect to the transmission line project. In summary, the project area will traverse four 100-year floodplain areas as shown on the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Maps (FIRM). 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 lines 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.

JUNKYARDS AND AUTOMOBILE GRAVEYARDS

Not applicable.

TEMPORARY UNITS

Not applicable.

MANUFACTURED HOUSING

Not applicable.

PREVENTION OF EROSION

Based on an analysis of the Soil Survey Geographic Database compiled by the United States Department of Agriculture – Natural Resources Conservation Service, soils within the project area will accommodate the proposed MPRP construction activities. In addition, the project will conform to CMP's "Environmental Guidelines for Construction and Maintenance Activities on Transmission Line and Substation Projects" (2007), a copy of which is included as Exhibit 5 in this application. These guidelines are discussed above in Part One of these application materials (see Section 9.9 Erosion Control, page 10) and are designed to ensure that the appropriate steps are taken to control erosion and sedimentation.

MINERAL EXPLORATION, EXCAVATION AND GRAVEL PITS

Not applicable.

NOISE

Noise resulting from the transmission line upgrades will be well within the Town of Pittsfield's 75 dBA/100 dBA limit as measured at the property line. Transmission lines can produce a slight hissing or crackling sound that results from the partial electrical breakdown of the air around the conductors (wires). These lines, however, are designed to be free of "audible noise" (AN) under fair weather conditions but will produce slightly higher levels during rain events or during periods of high humidity (when the hissing or crackling may be heard). Based on the modeling of AN developed by Dr. William Bailey of ExPonent® for the MPRP, it was determined that, "The transmission line conductors can give rise to AN, and the levels at the edges of ROWs in fair weather are calculated to be below the noise standard of the Maine Department of Environmental Protection (50 dBA or 45 dBA in quiet areas). Higher levels of AN would occur during foul weather but would be masked by the background noise of rain and wind," but in each case is anticipated to remain within the levels allowed by the MDEP. The results of the modeling done by Dr. Bailey shows that upgrades to the transmission lines associated with the MPRP generally would produce modest increases in the levels of AN at the edges of rights-of-way (ROW) and that this noise will dissipate quickly as distance from the edge of the ROW increases. In Pittsfield, where a new 345 kV line is being added, the above-mentioned modeling study indicated that decibel levels at the edge of the right-of-way will range approximately from 13-16 dBA (hourly average) during fair weather, to approximately 37-41 dBA (hourly average) during fowl weather; below the noise standards for the Town of Pittsfield and the Maine Department of Environmental Protection.

PARKING, LOADING AND TRAFFIC

There will be no off-street parking associated with this project. There will be no additional vehicular traffic associated with the transmission line project except during construction.

BUFFERS

Disturbed areas resulting from construction within transmission line corridors will be allowed to revegetate with only "capable species" removed, or those trees capable of growing into the safety zone around the conductors. Central Maine Power Company otherwise maintains a policy of encouraging vegetation growth within its rights-of-way wherever possible.

SIGNS

There will be no signage associated with this project.

MOBILE HOME PARKS

Not applicable.

CONVERSIONS TO MULTI-FAMILY STRUCTURES

Not applicable.

BED AND BREAKFASTS

Not applicable.

PART THREE

CHAPTER 16. SHORELAND ZONING ORDINANCE

Discussion of Shoreland Zoning Standards

The proposed project will cross the shoreland zone in four locations, twice crossing the Stream Protection District and crossing the Limited Commercial District and the Resource Protection District once each. Consistent with the Town's Shoreland Zoning Ordinance, CMP seeks Planning Board approval of the portions of the project within the shoreland zone.

Zoning Districts Impacted

The proposed transmission line project will traverse the following shoreland districts, as shown on the Official Shoreland Zoning Map for the Town of Pittsfield:

1. Stream Protection District along Johnson Brook, Section 67 corridor (Exhibit 1, Map 2)

The Section 67 transmission line corridor traverses the Stream Protection District along Johnson Brook. No new structures will be installed within the District. Approximately 0.4 acres of vegetation clearing within the existing and expanded corridor to remove "capable species" will be needed primarily along the west side of the corridor for the installation of the new 345 kV line.

2. Stream Protection District along a tributary of the Sebasticook River (Farnham Brook), Section 67 corridor (Exhibit 1, Map 9)

The Section 67 transmission line corridor traverses the Stream Protection District along a tributary of the Sebasticook River (Farnham Brook). No new structures will be installed within the District. Approximately 0.5 acres of vegetation clearing within the existing and expanded corridor to remove "capable species" will be needed primarily along the west side for the installation of the new 345 kV line.

3. Limited Commercial District along the west shoreline of the Sebasticook River, Section 66/67 corridor (Exhibit 1, Map 11)

The Section 66/67 transmission line corridor traverses the Limited Commercial District for approximately 800 feet along the west shoreline of the Sebasticook River. There will be four wooden single pole structures and two wooden H-frame structures installed within the District. Approximately 1 acre of vegetation clearing within the existing and expanded corridor to remove "capable species" will be needed.

4. Resource Protection District along the west and east shoreline of the Sebasticook River, Section 66/67 corridor (Exhibit 1, Map 11)

The Section 66/67 transmission line corridor traverses the Resource Protection District on the west and east shoreline of the Sebasticook River. There will be four new wooden single pole structures and two wooden H-frame structures installed within the district. Approximately 0.5 acres of vegetation clearing within the existing and expanded corridor to remove "capable species" will be needed.

Permitted Land Uses

Transmission lines are "essential services" as defined on page 16-40 and 16-41, Section 17 of the Town's Shoreland Zoning Ordinance. Essential Services are an allowed use within all shoreland zoning districts with Planning Board approval (see Table 1, page 16-12 of the Town's Shoreland Zoning Ordinance).

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 within the shoreland zone.

H. Roads and Driveways

There will be no new permanent roads or driveways associated with the project. CMP will continue to maintain (as is already part of its operations) 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 maps in Exhibit 1 depicting the access ways). 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 (See *Environmental Guidelines for Construction and Maintenance Activities* in Exhibit 5). No extensive grubbing (grading to remove root systems) within wetland crossing areas will be done. 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

The construction and development of the MPRP have been designed to minimize 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 upgrades. This, combined with the fact that the corridor will remain vegetated (see discussion of Standard P below) and the steps that will be taken to control erosion and sedimentation (see discussion of Standard Q below), will result in the project having no adverse impact on storm water run-off.

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 possible. Co-

location of the transmission line upgrades, as opposed to the creation of new corridors, has multiple benefits, including the minimization of impacts to communities, individual property owners, and the environment. Within the Town of Pittsfield, the construction of the new 345 kV transmission line and rebuilding of the existing 115 kV transmission lines will occur within the existing transmission line corridor, except that a 47-50 foot wide expansion of the corridor is necessary to meet clearance standards for the new and rebuilt transmission lines. Widening the existing corridor is favorable to creating an entirely new corridor to accommodate the new 345 kV line.

1) Because the project will occur within and adjacent to the existing transmission line corridors, and because these corridors cross the shoreland zones as described on pages 21 and 22, these shoreland areas could not be avoided. While these areas must be crossed, CMP has designed the upgrades to minimize the number of poles in the shoreland zone and minimize the impact on the resources, including visual impacts.

2) The corridor along which the new and rebuilt transmission lines will run crosses the Resource Protection District along the Sebasticook River. Within the corridor, CMP has, to the greatest extent practicable, sited each structure so as to avoid, and where unavoidable to minimize, adverse impacts to surrounding uses and resources. As part of this avoidance and minimization effort, CMP has attempted to site the structures so that none is located within these districts. In the Town of Pittsfield, the area along the Sebasticook River where the project is located in the Resource Protection District cannot be entirely spanned.

There is no reasonable alternative to locating these 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 (approximately 40 square feet per pole), and because the project is within and adjacent to existing transmission line corridor (which contains structures of a similar bulk and style), locating structures within these districts causes the least overall impact when compared to the alternatives. Avoiding these districts would require expanding or moving the existing transmission line corridor or erecting much taller and much more substantial structures to achieve the required spans 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 planned (see the sections related to specific impacts to the Shoreland Zoning District on pages 21 and 22).

Similar efforts were made to avoid locating poles in the Limited Commercial District and to minimize any adverse impacts when considering the location of poles.

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 transmission corridor to accommodate the transmission line upgrades 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. 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. See attached maps in Exhibit 1 and the sections related to specific Shoreland Zoning Districts on pages 21 and 22).

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 upgrades. 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), which it uses as a routine part of all transmission projects (a copy of which is attached as Exhibit 5). 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 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

The project will not impair 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 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. (See Exhibit 7).

Approval Standards: Shoreland Zoning Ordinance Section 16(D)

The proposed use will:

1. **Maintain safe and healthful conditions**

   The project will maintain the same safe and healthful conditions already present in the transmission line corridor. The transmission line corridor and the structures within it are 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.

   A health concern that is sometimes expressed revolves around the electric and magnetic fields produced by transmission lines. These fields are produced by any electric equipment or anything that carries electric current. The World Health Organization and numerous other scientific agencies around the world have studied the issue extensively. These studies have been unable to establish that electric and magnetic fields produced by transmission lines such as those being proposed as part of the MPRP cause any adverse health effects. There is no scientific basis to project any adverse health effects as a result of the electric and magnetic fields produced by transmission lines associated with this project. Accordingly, this standard has been met.

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

   As described above with respect to Shoreland Zoning Ordinance Sections 15(J), (Q), and (S) on pages 23, 25, and 26, 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 the transmission line 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.**

   Impacts to spawning grounds, fish, aquatic life, bird, or other wildlife habitat will be largely avoided through the use of the existing corridor, which has been in place for several decades. In general, 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 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. See attached maps 2, 9, and 11 in Exhibit 1 and the section related to specific impacts to the Shoreland Zoning District on pages 21 and 22.

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

   Within the shoreland zone, the proposed project will take place primarily within the existing right-of-way, which already contains structures of a similar nature. The proposed project will not block or otherwise 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 26 with respect to Shoreland Zoning Ordinance Section (15)T, TRC Engineers confirmed, on behalf of CMP, that no archaeological or historic resources will be impacted within the project area in the Town. (See Exhibit 7).

Will avoid problems associated with floodplain development and use.

The project area will traverse two 100-year floodplain areas as shown on the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Maps (FIRM) which are within shoreland zoning districts. These areas are located along the Sebasticook River (Exhibit 1, Map 11), and three tributary streams of the Sebasticook River south of Hartland Avenue (Exhibit 1 Maps 8,9,10). 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 transmission line upgrades will not affect runoff or infiltration relationships. Thus, the project will avoid problems associated with floodplain development and use. (See Part Four for additional information relating to the Town's Floodplain Management Ordinance and Exhibit 6 for the Engineers Statement and Floodway Impact Study).

7. **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.

PART FOUR

CHAPTER 13A. FLOODPLAIN MANAGEMENT ORDIANCE

Discussion of Floodplain Management Standards

Portions of the proposed project will traverse 100-year floodplain areas (as depicted on the Flood Insurance Rate Map as developed by the Federal Emergency Management Agency (FEMA) for the Town of Pittsfield) along three separate tributary streams of the Sebasticook River south of Hartland Avenue, and the Sebasticook River.

Under the provisions of Article II of the Town's Floodplain Management Ordinance, before any development begins within any area of special flood hazard established in the Ordinance, a flood hazard development permit must be obtained from the Code Enforcement Officer. Under the provisions of section (F)(3) of Article V (page 13A-5), the proposed project is considered a Minor Development.

100-year Floodplain Areas Impacted

The proposed transmission line project will traverse the following floodplain areas:

1. Three tributary streams of the Sebasticook River located south of Hartland Avenue, Section 67 corridor (Exhibit 1, Maps 6, 8, 9, and 10).

The Section 67 transmission line corridor traverses floodplains along three separate tributaries of the Sebasticook River south of Hartland Avenue. Five 2-pole H-frames as part of the new 345 kV line will be installed within the floodplain.

2. West side of the Sebasticook River, Section 66/67 Corridor (Exhibit 1, Map 11)

The Section 66/67 transmission line corridor traverses a floodplain on the Sebasticook River. One 2-pole H-frames as part the new 345 kV line, and three single poles as part of the rebuilt/relocated 115 kV lines will be installed within the floodplain.

Article VI. Development Standards (beginning on page 13A-5)

A. All development shall:

1. Be designed or modified and adequately anchored to prevent flotation, collapse or lateral movement of the development resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;

   The transmission line poles will be adequately anchored to prevent flotation, collapse or lateral movement during a flood. (See Engineers Statement attached as Exhibit 6). 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 and strength and reliability factors as governed by National Electrical Safety Code.

2. Use construction materials that are resistant to flood damage;

   See above

3. Use construction methods and practices that will minimize flood damage; and,

   See above

4. Use electrical, heating, ventilation, plumbing, and air conditioning equipment, and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during flooding conditions.

   Not applicable as the project will not involve the installation of service facilities.

B. Water Supply - All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the systems.

   Not applicable, as the project does not involve construction or replacement of any water supply systems.

C. Sanitary Sewage System - All new and replacement sanitary sewage systems shall be designed and located to minimize or eliminate infiltration of flood waters into the system and discharge from the system into the flood waters.

   Not applicable, as the project does not involve construction or replacement of any sanitary sewage systems.

D. On Site Waste Disposal Systems - On-site waste disposal systems shall be located and constructed to avoid impairment to them or contamination from them during floods.

   Not applicable, as the project does not involve construction or replacement of any on-site waste disposal systems.

E. Watercourse Carrying Capacity - All development shall be constructed and maintained in such a manner that no reduction occurs in the flood carrying capacity of any watercourse.

   The development is not associated with altered or relocated portions of a watercourse. The proposed H-frames and single poles will not reduce the flood carrying capacity of any watercourse.

F. Residential - New construction or substantial improvement of any residential structure…

Not applicable, as the project does not involve construction or improvements to any residential structures.

G. Non Residential - New construction of substantial improvement of any non-residential structure…

Not applicable, as the utility poles (the H-frames and single poles) do not contain floors.

H. Manufactured Homes - New or substantially improved manufactured homes…

Not applicable, as the project does not involve construction or improvements to any manufactured homes.

I. Recreational Vehicles -

Not applicable

J. Accessory Structures -

Not applicable, as the project does not involve "accessory structures" as defined on page 13A-14 of the Town's Floodplain Ordinance.

K. Floodways - Encroachments, including fill, new construction, substantial improvement, and other development shall not be permitted in a floodway which, in Zone A riverine areas is the channel of the river or other watercourse and the adjacent land areas to a distance of one-half the width of the floodplain as measured from the normal high water mark to the upland limit of the floodplain, unless a technical evaluation certified by a registered professional engineer is provided demonstrating that the cumulative effect of the proposed development, when combined with all other existing development and anticipated development:

1. Will not increase the water surface elevation of the base flood more than one foot at any point within the community.

2. Is consistent with the technical criteria contained in Chapter 5 entitled "Hydraulic Analyses," *Flood Insurance Study – Guidelines and Specifications for Study Contractors,* (FEMA 37/January 1995, as amended).

A technical evaluation by a registered professional engineer, certifying that the proposed improvements will be in compliance with this standard, is included as Exhibit 6.

L. Enclosed Areas Below the Lowest Floor - New Construction or substantial improvements of any structure in Zones A1-30, AE, AO, AH, and A that meets the development standards of Article VI, including the elevation requirements of Article VI, paragraphs F, G, or H and is elevated on posts, columns, piers, piles, "stilts," or crawlspace less than three feet in height may be enclosed below the elevation requirements provided all of the following criteria are met or exceeded:

Not applicable, as no enclosed areas below the lowest floor as part of this project.

M. Bridges – New construction or substantial improvements of any bridge in Zone A shall be designed such that:

Not applicable, as the project does not involve construct or improvements to any bridges.

N. Containment Walls -

Not applicable, as the project does not involve construction or improvements to any containment walls.

O. Docks -

Not applicable, as the project does not involve construction or improvements to any docks.

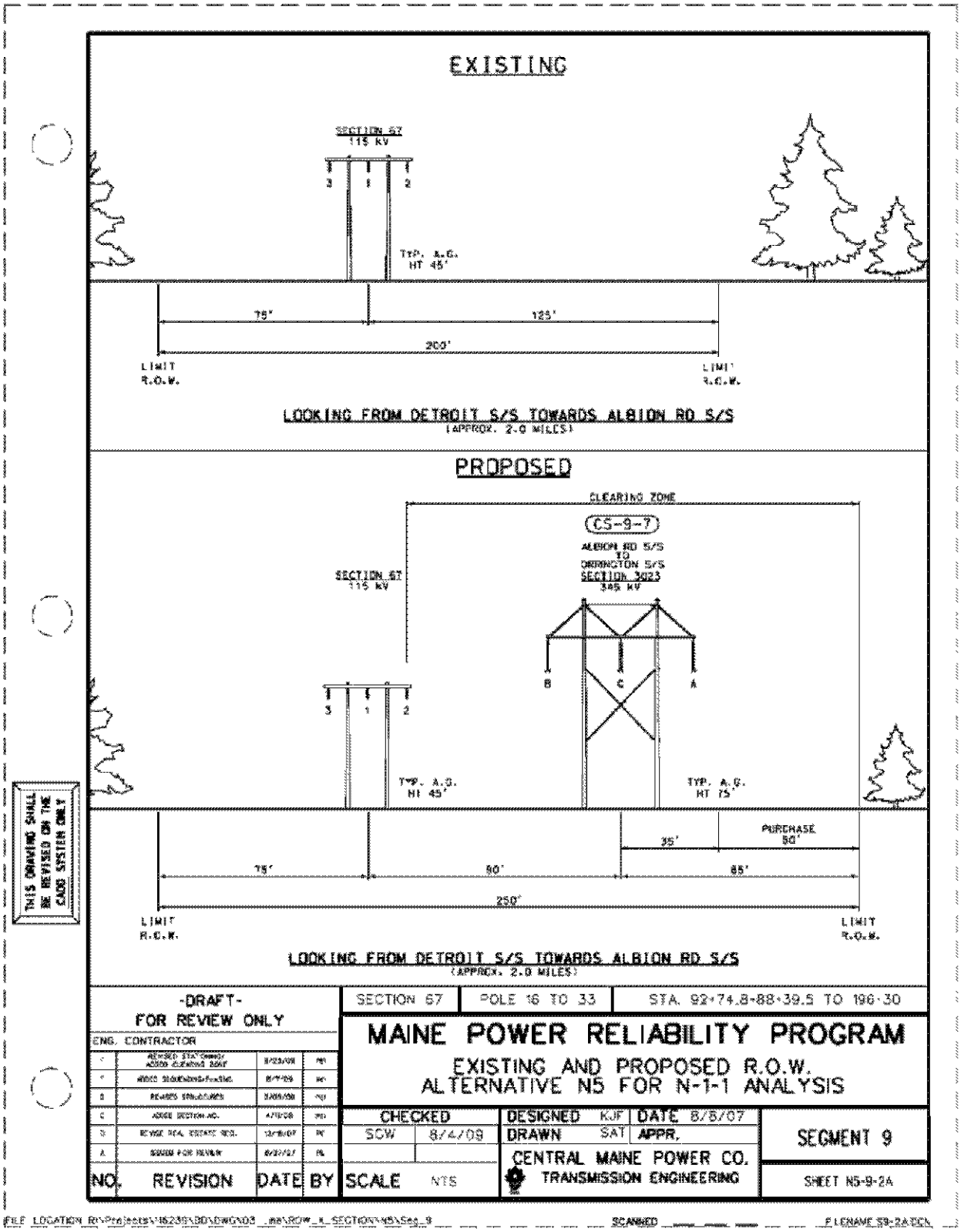
PART FIVE

EXHIBIT 1

Transmission Line Corridor with Topo Maps, Sensitive Habitats and Hydrographic Features

EXHIBIT 2

Transmission Line Configuration Cross Sections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SECTION 67
115 kV
3
1
2
TYP. A.G.
HT 45'
75'
125'
200'
LIMIT
R.O.W.
LIMIT
R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 2.0 MILES)
PROPOSED
CLEARING ZONE
CS-9-7
ALBION RD S/S
TO
ORRINGTON S/S
SECTION 3023
345 kV
SECTION 67
115 kV
B
C
A
3
1
2
TYP. A.G.
HT 45'
TYP. A.G.
HT 75'
PURCHASE
50'
35'
75'
90'
85'
250'
LIMIT
R.O.W.
LIMIT
R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 2.0 MILES)
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-DRAFT-
FOR REVIEW ONLY
ENG. CONTRACTOR
NO. REVISION DATE BY
SECTION 67
POLE 16 TO 33
STA. 92+74.8-88+39.5 TO 196+30
MAINE POWER RELIABILITY PROGRAM
EXISTING AND PROPOSED R.O.W.
ALTERNATIVE N5 FOR N-1-1 ANALYSIS
CHECKED SCW 8/4/09
DESIGNED KJF DATE 8/6/07
DRAWN SAT APPR.
SCALE NTS
CENTRAL MAINE POWER CO.
TRANSMISSION ENGINEERING
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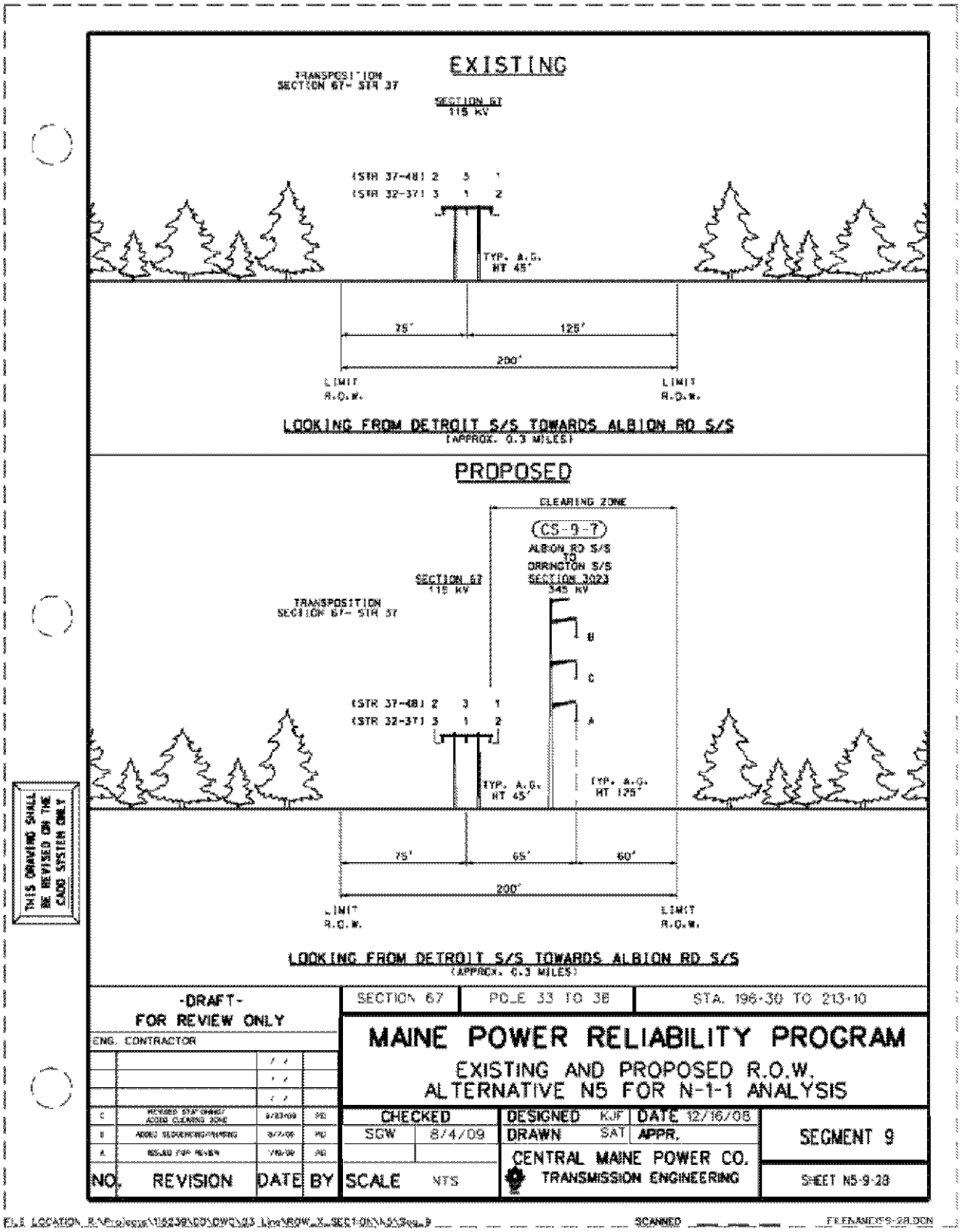
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TRANSPOSITION
SECTION 67- STR 37
SECTION 67
115 KV
(STR 37-48) 2 3 1
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HT 45'
75'
125'
200'
LIMIT
R.O.W.
LIMIT
R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 0.3 MILES)
PROPOSED
CLEARING ZONE
CS-9-7
ALBION RD S/S
TO
ORRINGTON S/S
SECTION 3023
345 KV
SECTION 67
115 KV
TRANSPOSITION
SECTION 67- STR 37
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(STR 37-48) 2 3 1
(STR 32-37) 3 1 2
TYP. A.G.
HT 45'
TYP. A.G.
HT 175'
75'
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LIMIT
R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 0.3 MILES)
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FOR REVIEW ONLY
ENG. CONTRACTOR
NO. REVISION DATE BY
C ADDED STAY SHEET, ADDED CLEARING ZONE 9/23/09 PD
B ADDED SLOUGHING/PHASING 8/7/09 PD
A RELEASED FOR REVIEW 7/6/09 PD
SECTION 67
POLE 33 TO 38
STA. 196+30 TO 213+10
MAINE POWER RELIABILITY PROGRAM
EXISTING AND PROPOSED R.O.W.
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CHECKED SCW 8/4/09
DESIGNED KJF DATE 12/16/08
DRAWN SAT APPR.
SCALE NTS
CENTRAL MAINE POWER CO.
TRANSMISSION ENGINEERING
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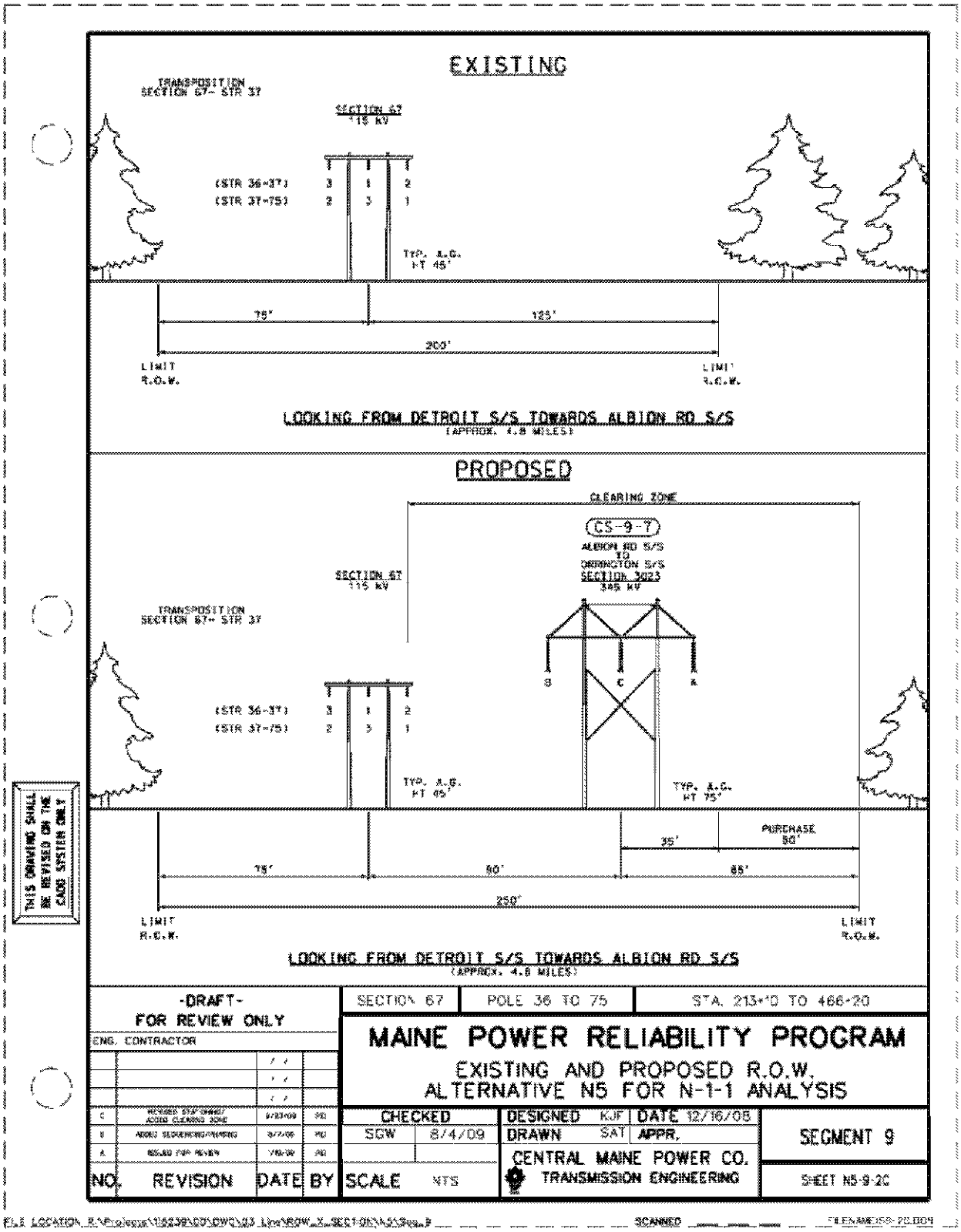
EXISTING
TRANSPOSITION SECTION 67- STR 37
SECTION 67 115 kV
(STR 36-37) 3 1 2
(STR 37-75) 2 3 1
TYP. A.G. HT 45'
75'
125'
200'
LIMIT R.O.W.
LIMIT R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 4.8 MILES)
PROPOSED
CLEARING ZONE
C5-9-7
ALBION RD S/S TO DEXTER S/S SECTION 3023 345 kV
SECTION 67 115 kV
TRANSPOSITION SECTION 67- STR 37
(STR 36-37) 3 1 2
(STR 37-75) 2 3 1
TYP. A.G. HT 45'
TYP. A.G. HT 75'
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B
C
PURCHASE 50'
35'
75'
90'
85'
250'
LIMIT R.O.W.
LIMIT R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 4.8 MILES)
THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY
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FOR REVIEW ONLY
ENG. CONTRACTOR
C REVISED STAT SHEET, ADDED CLEARING ZONE 9/23/09 RD
B ADDED SLOPE/WIDENING/FRAMING 8/7/09 RD
A RELEASED FOR REVIEW 7/6/09 RD
NO. REVISION DATE BY
SECTION 67 POLE 36 TO 75 STA. 213+10 TO 466+20
MAINE POWER RELIABILITY PROGRAM
EXISTING AND PROPOSED R.O.W.
ALTERNATIVE N5 FOR N-1-1 ANALYSIS
CHECKED SCW 8/4/09
DESIGNED KJF DATE 12/16/08
DRAWN SAT APPR.
SCALE NTS
CENTRAL MAINE POWER CO.
TRANSMISSION ENGINEERING
SEGMENT 9
SHEET N5-9-2C
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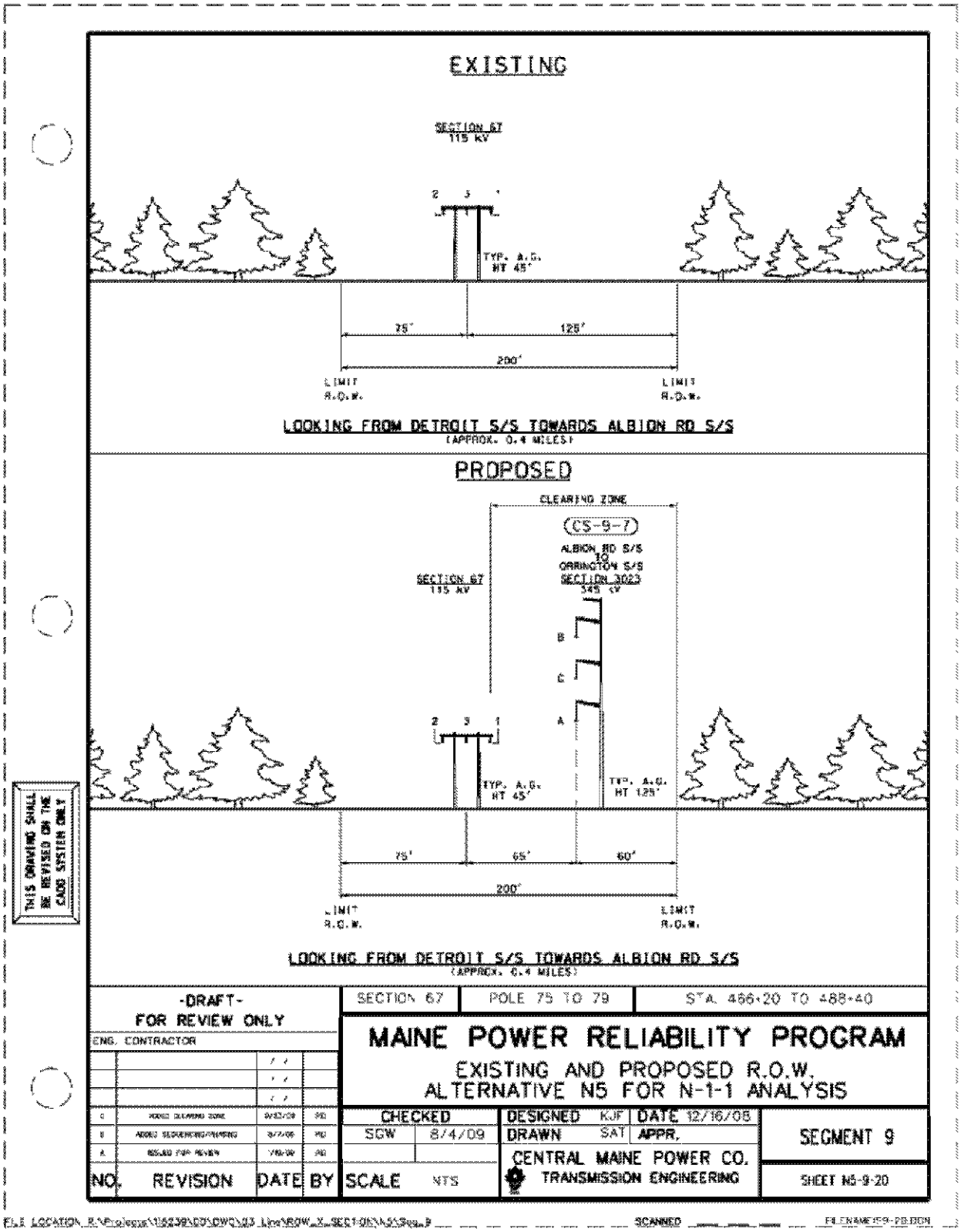
EXISTING
SECTION 67
115 kV
2 3 1
TYP. A.G.
HT 45'
75'
125'
200'
LIMIT
R.O.W.
LIMIT
R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 0.4 MILES)
PROPOSED
CLEARING ZONE
CS-9-7
ALBION RD S/S
TO
ORRINGTON S/S
SECTION 3023
345 kV
SECTION 67
115 kV
B
C
A
2 3 1
TYP. A.G.
HT 45'
TYP. A.G.
HT 125'
75'
65'
60'
200'
LIMIT
R.O.W.
LIMIT
R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 0.4 MILES)
THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY
-DRAFT-
FOR REVIEW ONLY
ENG. CONTRACTOR
NO. REVISION DATE BY
C ADDED CLEARING ZONE 9/23/09 PD
B ADDED SLOPE/WIDENING/FRAMING 8/7/09 PD
A RELEASED FOR REVIEW 7/6/09 PD
SECTION 67
POLE 75 TO 79
STA. 466+20 TO 488+40
MAINE POWER RELIABILITY PROGRAM
EXISTING AND PROPOSED R.O.W.
ALTERNATIVE N5 FOR N-1-1 ANALYSIS
CHECKED SCW 8/4/09
DESIGNED KJF DATE 12/16/08
DRAWN SAT APPR.
SCALE NTS
CENTRAL MAINE POWER CO.
TRANSMISSION ENGINEERING
SEGMENT 9
SHEET N5-9-20
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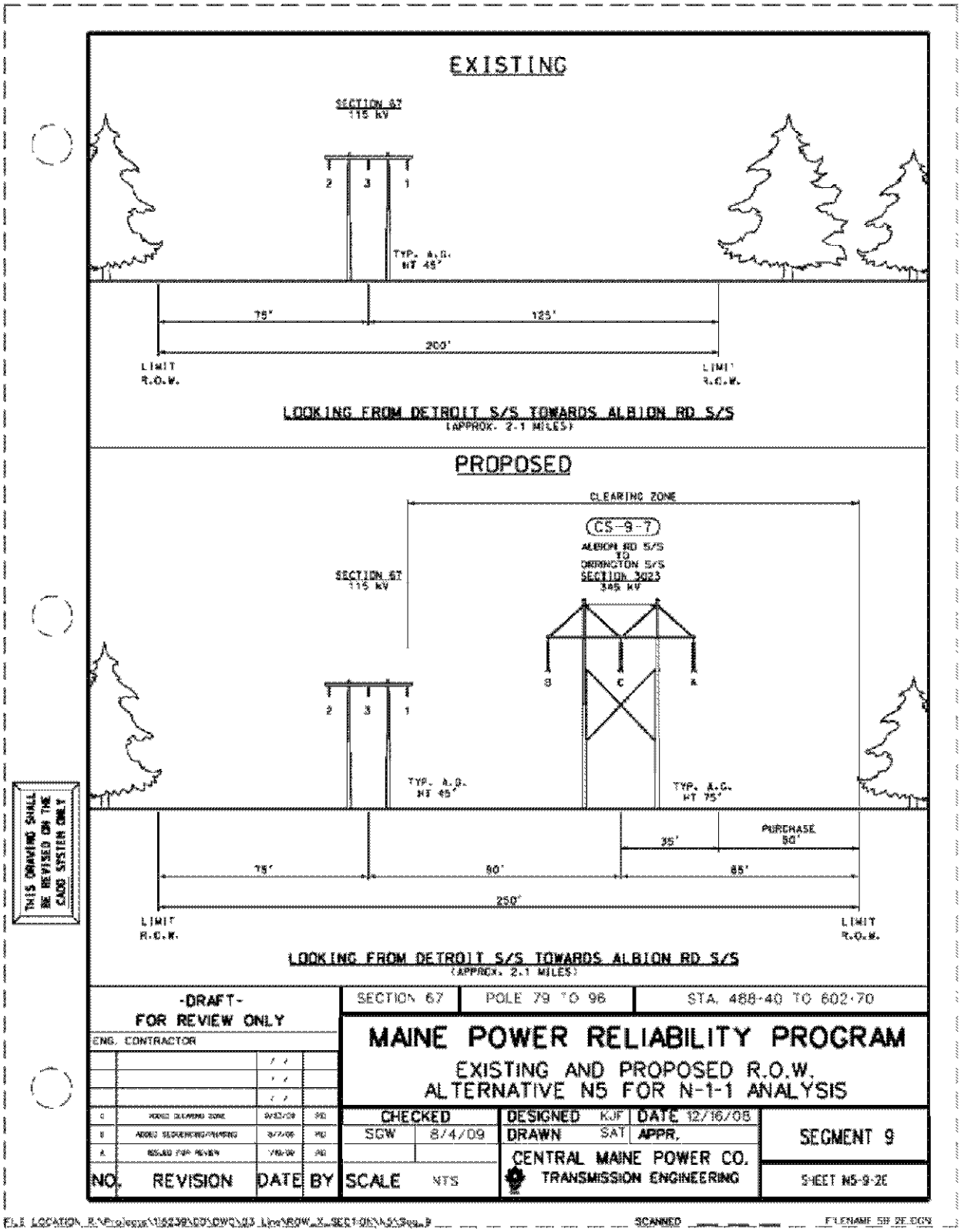
EXISTING
SECTION 67
115 kV
2
3
1
TYP. A.G. HT 45'
75'
125'
200'
LIMIT R.O.W.
LIMIT R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 2.1 MILES)
PROPOSED
CLEARING ZONE
C5-9-7
ALBION RD S/S TO DEARBORN S/S
SECTION 3023
345 kV
SECTION 67
115 kV
A
B
C
2
3
1
TYP. A.G. HT 45'
TYP. A.G. HT 75'
PURCHASE 50'
35'
75'
90'
85'
250'
LIMIT R.O.W.
LIMIT R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 2.1 MILES)
THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY
-DRAFT-
FOR REVIEW ONLY
ENG. CONTRACTOR
NO. REVISION DATE BY
C ADDED CLEARING ZONE 9/23/09 RD
B ADDED SLOPE/WIDENING/PHASING 8/7/09 RD
A ISSUED FOR REVIEW 7/6/09 RD
SECTION 67
POLE 79 TO 96
STA. 488+40 TO 602+70
MAINE POWER RELIABILITY PROGRAM
EXISTING AND PROPOSED R.O.W.
ALTERNATIVE N5 FOR N-1-1 ANALYSIS
CHECKED SCW 8/4/09
DESIGNED KJF DATE 12/16/08
DRAWN SAT APPR.
SCALE NTS
CENTRAL MAINE POWER CO.
TRANSMISSION ENGINEERING
SEGMENT 9
SHEET N5-9-2E
FILE LOCATION: R:\Projects\15539\ED\DWG\03 Line\ROW_X_SEC1-9\N5\N5-9-2E.DGN
SCANNED
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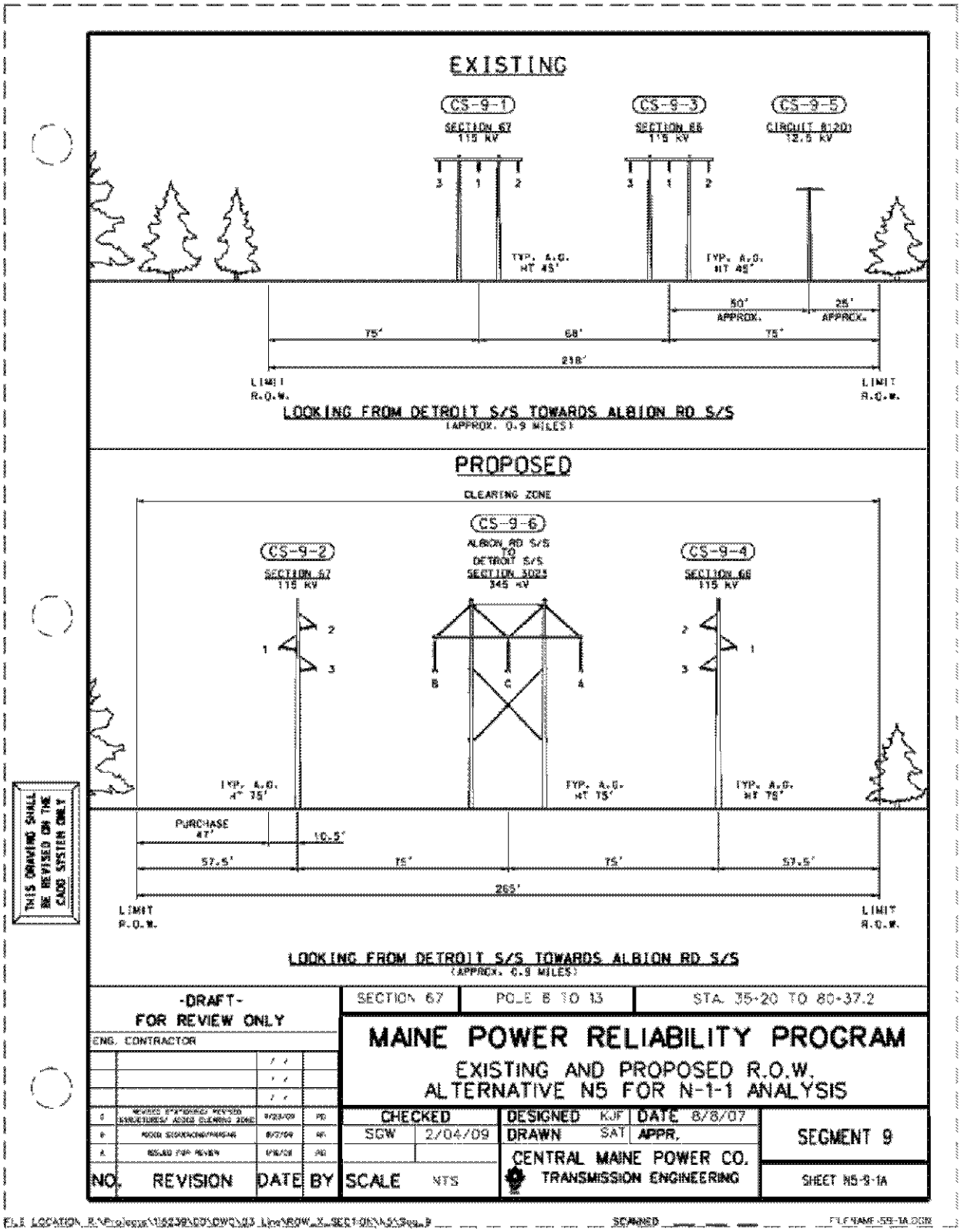
EXISTING
CS-9-1
SECTION 67
115 KV
CS-9-3
SECTION 68
115 KV
CS-9-5
CIRCUIT 8120
12.5 KV
3
1
2
TYP. A.G. HT 45'
TYP. A.G. HT 45'
50' APPROX.
25' APPROX.
75'
68'
75'
218'
LIMIT R.O.W.
LIMIT R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 0.9 MILES)
PROPOSED
CLEARING ZONE
CS-9-6
ALBION RD S/S TO DETROIT S/S
SECTION 3023
345 KV
CS-9-2
SECTION 67
115 KV
CS-9-4
SECTION 68
115 KV
A
B
C
TYP. A.G. HT 75'
TYP. A.G. HT 75'
TYP. A.G. HT 75'
PURCHASE 47'
10.5'
57.5'
75'
75'
57.5'
265'
LIMIT R.O.W.
LIMIT R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 0.9 MILES)
THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY
-DRAFT-
FOR REVIEW ONLY
ENG. CONTRACTOR
NO. REVISION DATE BY
SECTION 67
POLE 8 TO 13
STA. 35+20 TO 80+37.2
MAINE POWER RELIABILITY PROGRAM
EXISTING AND PROPOSED R.O.W.
ALTERNATIVE N5 FOR N-1-1 ANALYSIS
CHECKED SCW 2/04/09
DESIGNED KJF DATE 8/8/07
DRAWN SAT APPR.
SCALE NTS
CENTRAL MAINE POWER CO.
TRANSMISSION ENGINEERING
SEGMENT 9
SHEET N5-9-1A

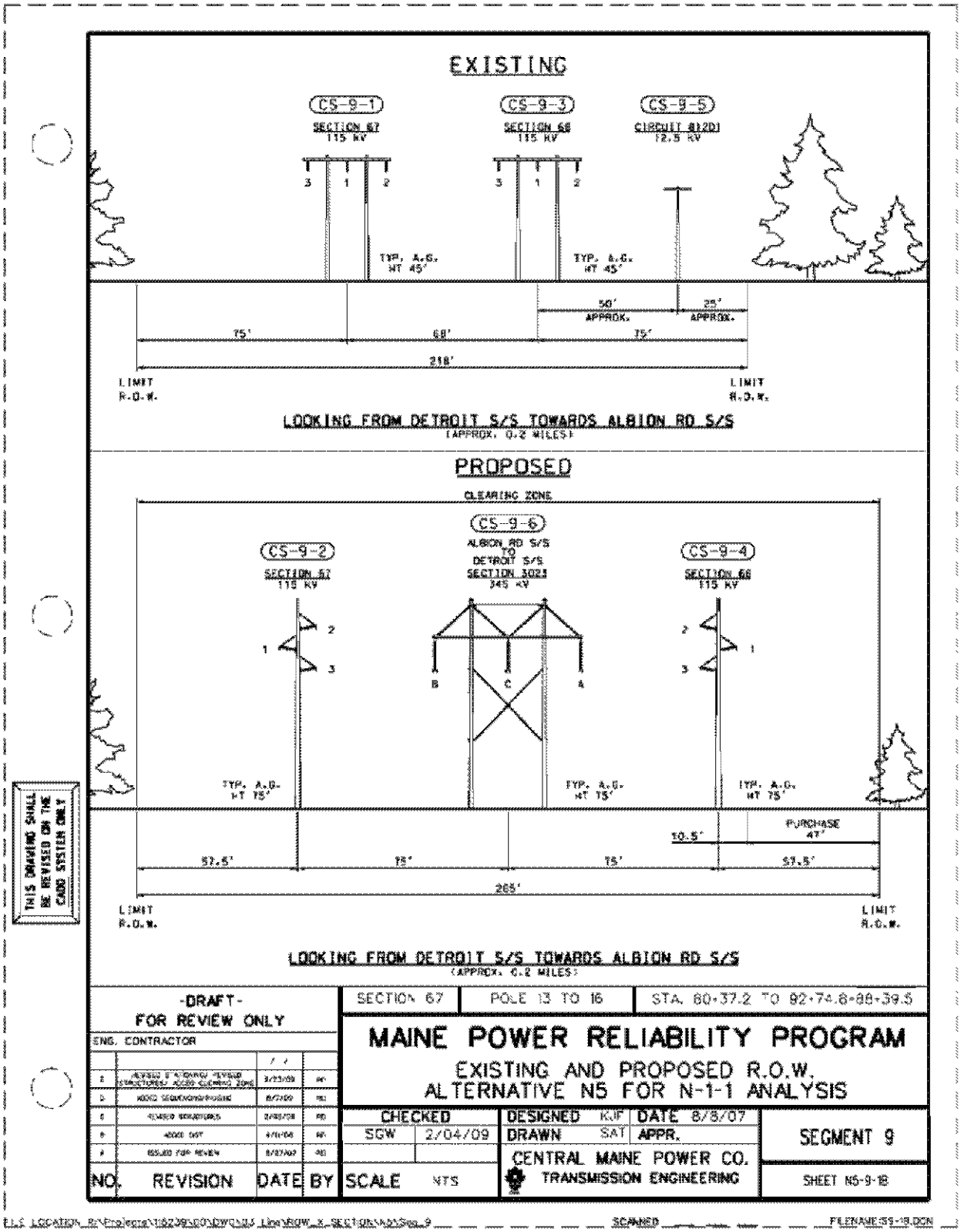
EXISTING
CS-9-1
SECTION 67
115 kV
CS-9-3
SECTION 68
115 kV
CS-9-5
CIRCUIT 8120J
12.5 kV
3
1
2
TYP. A.G. HT 45'
50' APPROX.
25' APPROX.
75'
68'
75'
218'
LIMIT R.O.W.
LIMIT R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 0.2 MILES)
PROPOSED
CLEARING ZONE
CS-9-2
SECTION 67
115 kV
CS-9-6
ALBION RD S/S TO DETROIT S/S
SECTION 3023
345 kV
CS-9-4
SECTION 68
115 kV
A
B
C
TYP. A.G. HT 75'
10.5'
PURCHASE 47'
57.5'
75'
75'
57.5'
265'
LIMIT R.O.W.
LIMIT R.O.W.
LOOKING FROM DETROIT S/S TOWARDS ALBION RD S/S
(APPROX. 0.2 MILES)
THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY
-DRAFT-
FOR REVIEW ONLY
ENG. CONTRACTOR
NO. REVISION DATE BY
SECTION 67
POLE 13 TO 16
STA. 60+37.2 TO 92+74.8+88+39.5
MAINE POWER RELIABILITY PROGRAM
EXISTING AND PROPOSED R.O.W.
ALTERNATIVE N5 FOR N-1-1 ANALYSIS
CHECKED SGW 2/04/09
DESIGNED KJF DATE 8/8/07
DRAWN SAT APPR.
SCALE NTS
CENTRAL MAINE POWER CO.
TRANSMISSION ENGINEERING
SEGMENT 9
SHEET N5-9-18
FILENAME:S9-18.DGN
SCANNED

EXHIBIT 3

Structure Height Table

Above Ground Height Range for New Transmission Poles
(figures are approximate)

Pole Height (in feet)	**Number of Poles**	**Section 3023** (new 345 kV)	**Section 66** (rebuilt 115 kV)	**Section 67** (rebuilt 115 kV)
51 - 60	1		1	
61 - 70	14	1	5	8
71 - 80	60	45	6	9
81 - 90	42	30	8	4
91 – 100	6	4	1	1
101 - 110	1	1		
111 - 120				
121 - 130				
131 - 140	3	3		
141 - 150	2	2		
Total	**129**	**86**	**21**	**22**

EXHIBIT 4

Abutting Landowners
and
CMP Deed Reference Table

EXHIBIT 5

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

EXHIBIT 6

Floodplain Management

Engineer's Statement
and
Floodway Impact Study

EXHIBIT 7

Cultural Resources

Letter of Determination

State of Maine

Department of the Secretary of State

I, the Secretary of State of Maine, certify *that according to the provisions of the Constitution and Laws of the State of Maine, the Department of the Secretary of State is the legal custodian of the Great Seal of the State of Maine which is hereunto affixed and of the reports of organization, amendment and dissolution of corporations and annual reports filed by the same.*

I further certify *that CENTRAL MAINE POWER COMPANY, formerly THE MESSALONSKEE ELECTRIC COMPANY is a duly organized business corporation under the laws of the State of Maine and that the date of incorporation is July 20, 1905.*

I further certify *that said business corporation has filed annual reports due to this Department, and that no action is now pending by or on behalf of the State of Maine to forfeit the charter and that according to the records in the Department of the Secretary of State, said corporation is a legally existing business corporation in good standing under the laws of the State of Maine at the present time.*

In testimony whereof, I have caused the Great Seal of the State of Maine to be hereunto affixed. Given under my hand at Augusta, Maine, this sixth day of January 2009.

MATTHEW DUNLAP

Secretary of State