



MAINE POWER RELIABILITY PROGRAM

A CENTRAL MAINE POWER COMPANY PROGRAM

TOWN OF SEARSPORT, MAINE SITE PLAN REVIEW APPLICATION

Section 86 Transmission Line Construction

Prepared for:

Central Maine Power Company
83 Edison Drive
Augusta, Maine 04336

Prepared by:



TRC Engineers, LLC
249 Western Avenue
Augusta, Maine 04330

February 2009

**Town of Searsport
Site Plan Permit Application**

FOR OFFICIAL USE ONLY

Map # _____ Lot # _____

Permit # (year/month/number): _____

Issue Date _____ Fee paid _____

APPLICANT

Central Maine Power Company
86 Edison Drive, Augusta, Maine 04336

Phone: 207-623-3521

PROPERTY OWNER

Same as above

CONTRACTOR

To be determined

PROPERTY LOCATION

Old County Road, northward to the Stockton Springs town line (see USGS insets on attached maps in Exhibit 1). CMP has right, title, and interest to the approximately 51 acres within the 1.3-mile project area in the Town of Searsport as shown in the Deed Reference table (Exhibit 4).

Date(s) lot created: 1957, 1964, 1977

Zoning District: Residential (R), Rural Agricultural Residential (RAR)

Current Use: Transmission Line Corridor/Major Utility Facility

ABUTTERS

See Abutting Landowners table, Exhibit 4

PROPOSED USE OF PROPERTY

The property will continued to be used as a transmission line corridor through which a rebuilt 115 kV transmission line will run. (Please see the project description on page 7 of this application.)

TYPE OF CONSTRUCTION

The existing 115 kV transmission line will be rebuilt. (Please see the project description on page 7 of this application.)

STRUCTURE

The proposed project will involve the removal of 15 poles transmission line poles and the installation of 18 new transmission line poles. The new poles will carry 115 kV transmission lines, replacing the current 115 kV lines. The new poles will range in height from 61 to 80 feet above the ground. (See Exhibit 2, showing cross-section diagrams of the corridor, and Exhibit 3, identifying the pole heights.)

ESTIMATED COST

The total project cost for the Town of Searsport is approximately \$2.1 million.

PROPERTY (please attach copy of site plan)

The length of the transmission line corridor in Searsport is approximately 1.3 miles. The southern .6 miles of the corridor is 490' wide (approximately 36 acres); the northern .7 miles of the corridor is 190' wide (approximately 16 acres). See attached maps and cross sections, Exhibits 1 and 2.

PLUMBING (note whether public or private; if private! please attach copy of approved)
Not applicable

IMPORTANT INFORMATION

1. Is this property part of a subdivision? No
2. Is this property in the Shoreland Zone? No
3. Are there any wetlands or tributary streams involved? The corridor and project area crosses 5 small wetlands (each being 100 to 200 feet long along). The new poles will be located outside these areas (see attached maps, Exhibit 1).
4. Please provide a copy of any other permit(s) required for this project. A Petition for Certificate of Public Convenience and Necessity has been filed with the Public Utilities Commission; a Site Location of Development and Natural Resources Protection Act Permit application is being filed with the Maine Department of Environmental Protection; Section 404 and Section 10 Permits (to address wetlands and navigation) are being filed with the Army Corps of Engineers.
5. Are there any restricting deeds or covenants? No
6. Please attach a parking plan and sketch. Not applicable
7. Please attach a sketch of any sign(s), including all sign dimensions and setbacks. Not applicable

8. Please add location, setback, and lighting to your site plan. The maps attached as Exhibit 1 show the location of the proposed utility poles and the cross-section diagrams attached as Exhibit 2 show the location of those poles within CMP's right-of-way. The new poles, at a minimum, will be located approximately 95 feet from the edge of the right-of-way, well in excess of the setback requirements for structures in the Residential District or Rural Agricultural Residential District, which ranges from 10 to 25 feet. Note, however, that the definition of "essential services" in the Land Use Ordinance, which includes transmission lines and poles and therefore major utility facilities such as the one proposed by CMP, states that essential services are not structures. As a result, the setback provisions do not apply.

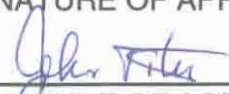
There is no lighting associated with the project.

9. Please attach written erosion control plan. CMP applies best management practices at all its work sites to minimize and control erosion and sedimentation. These best management practices applied by CMP are described in the manual, attached as Exhibit 5, "Environmental Guidelines for Construction and Maintenance Activities on Transmission Line and Substation Projects." CMP will apply the practices called for in this manual in Searsport.
10. Please attach copy of your deed, legal right or interest. See Exhibit 4, containing a table identifying CMP's deeds for the corridor.
11. Planning Board may request other information as it deems necessary.

Additional Information:

The undersigned owner or authorized agent hereby applies for a permit *in* accordance with all statutes, laws, codes, and ordinances of the State of Maine and the Town of Searsport.

The applicant certifies that all information and attachment submitted are true and correct and agrees to future inspections by the Town's Code Enforcement Officer at reasonable hours.

SIGNATURE OF APPLICANT	DATE
	2/6/09
SIGNATURE OF AGENT (IF APPLICABLE)	DATE

Applications must be received at the Searsport Town Office at least 10 days prior to the meeting.

<u>Project Type</u>	<u>FEE SCHEDULE</u>	<u>Fees</u>
Commercial, retail, industrial And institutional facilities	Base fee of \$40.00 plus \$5.00 per each 1,000 square feet of gross floor space up to 50,000 and \$2.00 per each 1,000 square feet thereafter	
Home Occupation Facilities	Base fee of \$10.00 plus \$2.00 each 1,000 square feet of gross floor space	
Multi-family Dwellings	Base fee of \$40.00 plus \$25.00 per each dwelling <u>plus \$1.00 per abutter notification</u>	

FOR PLANNING BOARD USE ONLY

Date: _____ Approved: _____ Denied: _____

If approved, the following conditions and safeguards were prescribed: _____

If denied, reason(s) for denial: _____

Board Member signatures:

Agent Authorization Letter



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

S:\Compliance\Shared\Environmental\Projects\Transmission Lines\Maine Power Reliability Program [MPRP]\Agent Authorization Letter.doc
www.comco.com

Maine Power Reliability Program Description

The Maine Power Reliability Program (MPRP) is a project by Central Maine Power Company (CMP) 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 pattern changes are combined with the increasing peak demand, the current transmission infrastructure in Maine will, in very few years, become inadequate. 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. Central Maine Power Company must upgrade its bulk power system with this proposed project in order to meet the mandatory standards and to provide reliable electric service to Maine customers into the future.

CMP's 345 kV transmission system was built and put into service in 1971. Since then power consumption has more than doubled. In recent years, both CMP and ISO-NE have identified certain reliability issues with the 345 kV system that need to be assessed and addressed.

In January of 2007, the MPRP began a comprehensive needs assessment of CMP's bulk power transmission system. The study included a 10-year forecast to evaluate the system in Maine, including a review of system reliability and performance under various system conditions and operating scenarios, as well as a needs assessment to ensure a robust and reliable transmission system in the most cost-effective manner possible. The study identified a number of significant reliability issues with Maine's bulk transmission system, including insufficient 345 kV transmission capacity, insufficient 115/345 kV transformation capacity, and insufficient transmission support and/or infrastructure in all regions served by CMP.

After completing the needs assessment, the MPRP team went to work to study possible solutions. This included both transmission and non-transmission alternatives, before designating its preferred solution.

CMP ultimately selected a transmission solution based on a number of factors, including electrical performance, cost effectiveness, impacts to landowners, and Maine's environment and robustness under various forecasts of future conditions. The main component of this set of transmission projects includes a 345 kV transmission line from Eliot to Orrington. The line will follow existing transmission corridors for more than 95% of its route. The proposed project also includes investments in new substations, upgrades to existing substations, and improvements to the 115 kV electric system. The proposed transmission solution passes through 80 Maine towns, and will require approvals from the Maine Public Utilities Commission (PUC), the Maine Department of Environmental Protection, and numerous municipalities.

Project Description in Town of Searsport

The part of the program located in the Town of Searsport involves work in an existing transmission line corridor that traverses the central portion of the Town. In this corridor, which extends for approximately 1.3 miles from the Stockton Springs town line to a switching station adjacent to the Old County Road, the project involves rebuilding the existing 115 kV transmission line (Section 86, see Exhibit 2). The rebuilt line will run on eighteen single-pole wooden structures typically 75 feet above ground, and will be placed in the same general location as the existing 115 kV line. Each pole has a footprint of approximately six square feet. Approximately 108 square feet, or less than .01% of the project area, will be occupied by the new single pole structures.

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 rebuilt transmission line section).

Access to the project site (i.e., the existing transmission corridor) only will 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. Movement along the ROW will be over temporary access ways on existing improved and unimproved trails located within the ROWs. (See page 9 for additional information on vehicle access).

The proposed upgrade in the Town of Searsport, as outlined above, is 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.

Zoning Districts Impacted

Land Use Ordinance of the Town of Searsport, Maine

The transmission line corridor is an existing use within two Land Use Districts as illustrated on the official “District Boundary Map of Searsport, Maine”: the Residential District (R), which includes the southern portion of the project area, and the Rural Agricultural Residential District (RAR), which includes the northern portion of the project area. In both districts the transmission line corridor and rebuild of the 115 kV transmission line qualifies as a major utility facility, which is an allowed use, subject to Planning Board approval, as indicated on the land use tables in Section IV of the Ordinance (pages 15 and 21).

Shoreland Zoning Ordinance

The project is not within the Shoreland Zone.

Floodplain Management Ordinance

The project is not within a 100-year flood plain area.

Performance Standards

Under “Site Plan Review Ordinance for the Town of Searsport, Maine”
Section VI (pages 6 and 7)

1. Preserve and Enhance the Landscape:

The proposed project will take place entirely within the existing corridor. Because the corridor already contains structures of a similar nature, its visual appearance and the existing landscape will not be altered significantly once reconstruction of the 115 kV line is completed. The project will retain the current elevation and natural contours within the corridor.

During the construction phase, temporary light duty access paths, which do not add any impervious surface area, will be established (see following discussion under Vehicle Access). This will be an ongoing process as access will be established to areas undergoing immediate construction. All access paths 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 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.

2. Relationship of Proposed Buildings to the Environment:

The rebuilt 115 kV transmission line will be located in the existing transmission corridor and will be of a similar nature to the 115 kV line it is replacing.

3. Vehicle Access:

Access to the project site (i.e., the existing transmission corridor) only will 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. Movement along the ROW will be over temporary access ways on existing improved and unimproved trails located within the ROWs. 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 do not add any impervious surface area, will be established for use during construction of the bulk of the project. This will be an ongoing process as access will be established to areas undergoing immediate construction. As construction progresses, new access paths will be established and obsolete ones will be closed. All access paths are temporary and will be removed once construction is complete.

4. Parking and Circulation:

There will be no parking or internal vehicular circulation associated with the new transmission line.

5. Surface Water Drainage:

With the exception of the immediate area around the base of the support structures there is no increase in impervious area associated with the proposed upgrades to the CMP transmission line; therefore, there will be no significant change in surface water drainage. 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.

6. Existing Utilities:

No additional utilities are required for this project.

7. Advertising Features:

Not applicable

8. Special Features of Development.

Not applicable

9. Exterior Lighting:

There is no exterior lighting associated with this project.

10. Emergency Vehicle Access.

CMP provides safety training to local fire, police, and EMT departments every two to three years, or more frequently on request. As a practical matter, there will be no difference in safety procedures for the rebuilt 115 kV line as opposed to the procedures in place for the existing 115 kV line. The standards and practices are the same and emergency vehicle access to the transmission line following completion of construction will be similar to current access to the existing corridor.

11. Municipal Services:

The project will not have an impact on municipal services.

12. Water Pollution:

CMP will minimize spill potential during construction by prohibiting fueling or maintenance of vehicles 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 impose a threat to groundwater quality.

Also, during construction stormwater runoff will be controlled through implementation of the best management practices contained in CMP’s manual “Environmental Guidelines for Construction and Maintenance Activities on Transmission Line and Substation Projects.”

13. On Site Water Supply:

No water is required for this project.

14. Soil Erosion:

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. The ability of the soil to support the poles 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. The amount of ground disturbance associated with this project will be limited to the immediate vicinity of the pole placements and the temporary impacts associated with access ways. 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 and substation projects (a copy of the manual is attached as Exhibit E). 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. These guidelines will be followed in the construction of the proposed transmission line.

Further, once constructed, the project will not have a material impact on the capacity of the land to retain water.

15. Septic Disposal:

No sewage disposal is required for this project.

16. Adverse Effects:

The proposed upgrade involves the rebuilding of the existing 115 kV transmission line through the replacement of poles and conductors. This will take place in the existing corridor. Impacts to wildlife, scenery, and unique critical areas are largely avoided through the use of the existing service 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. Significant wildlife habitats and natural areas, such as vernal pools and rare plant locations, have not been found within the corridor. Once installed the transmission line structures, due to the minimal amount of ground surface area they occupy, will have no significant impact on the environment.

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 and can be provided to the Town if requested. TRC Engineering, Inc. confirmed, on behalf of CMP, that these surveys documented no archaeological or historic resources within the project area in the Town.

17. Financial Capacity:

CMP is a subsidiary of Energy East Corporation (“Energy East”). Energy East is a wholly owned subsidiary of Iberdrola SA, a Spain-based holding company primarily engaged in the energy sector. On December 31, 2007 Energy East had book equity capital of \$3.2 billion and assets of \$11.9 billion on a consolidated basis. On May 28, 2008, Energy East Corporation and its subsidiaries had a debt and equity market capitalization of approximately \$8 billion. On December 31, 2007 CMP had a book equity capital of \$754 million and assets of \$1,950 million¹.

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.

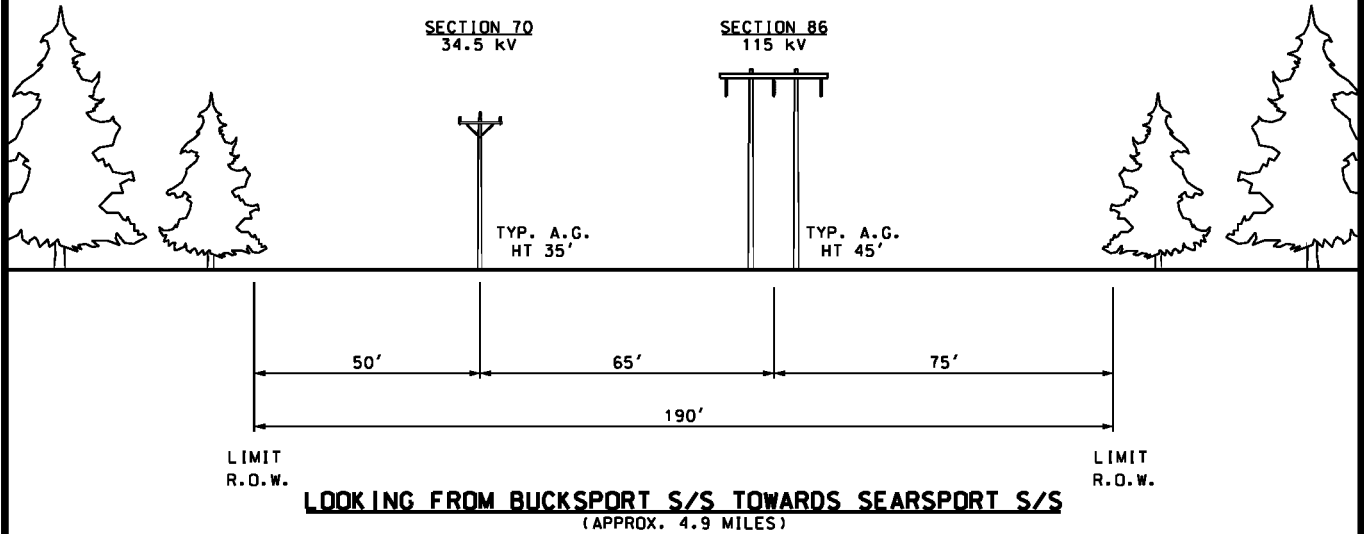
¹ CMP book values include Goodwill of \$325 million.

EXHIBIT 1

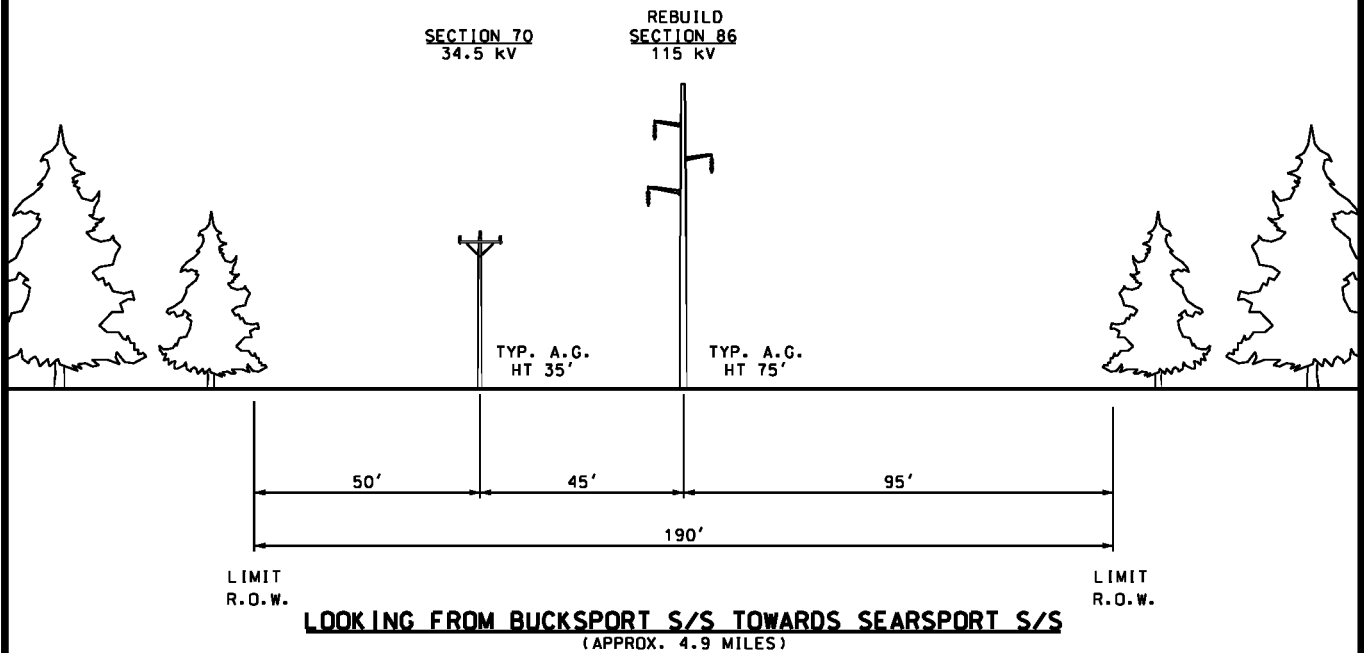
**Transmission Line Corridor with Topo Maps, Sensitive Habitats
and Hydrographic Features**

EXHIBIT 2
Transmission Line Configuration Cross Sections

EXISTING



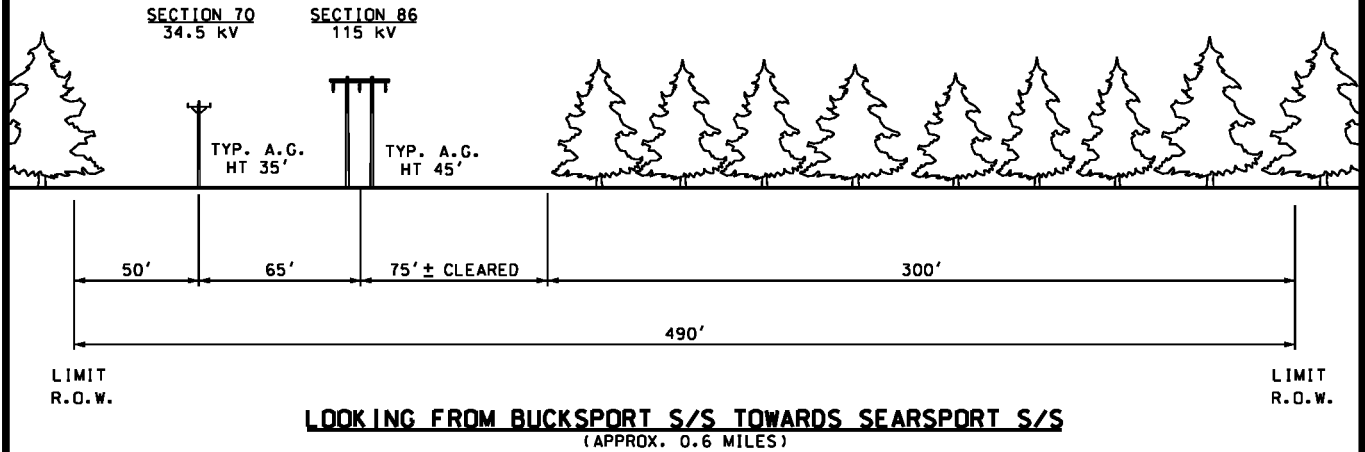
PROPOSED



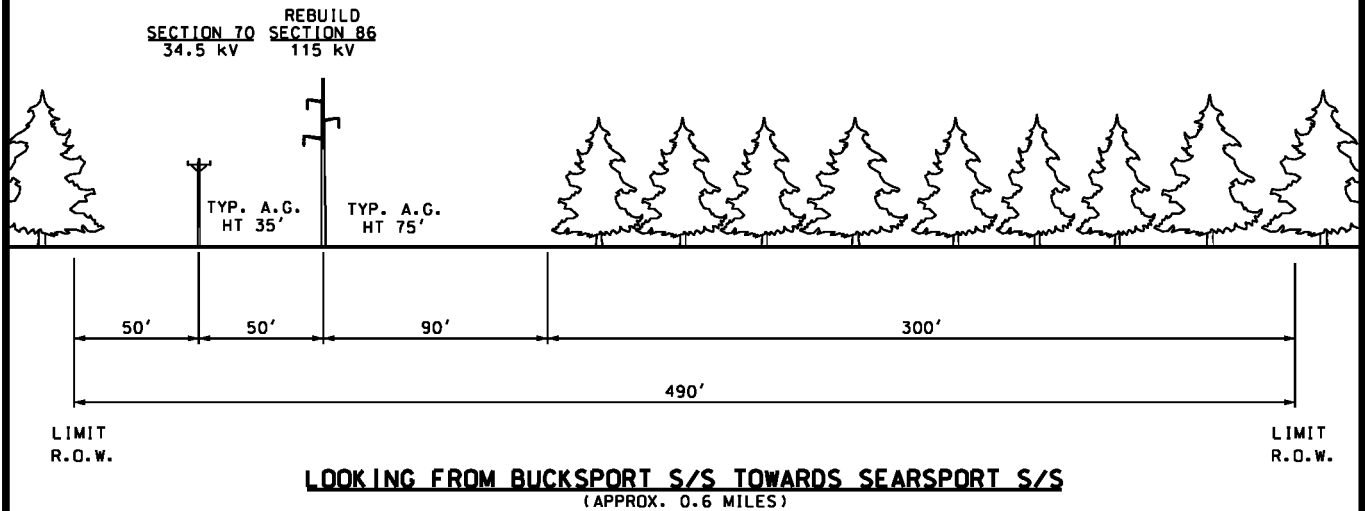
THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

-DRAFT- FOR REVIEW ONLY				SECTION 86		POLE 46 TO 104		STA. 190+71.2 TO 450+30	
ENG. CONTRACTOR				MAINE POWER RELIABILITY PROGRAM					
				EXISTING AND PROPOSED R.O.W. ALTERNATIVE N5 FOR N-1-1 ANALYSIS					
				CHECKED		DESIGNED		DATE	
				SGW		KJF		10/15/07	
				3/04/08		KGH		APPR.	
A ISSUED FOR REVIEW				3/10/08		PEI		SEGMENT 40A	
NO. REVISION DATE BY				SCALE		CENTRAL MAINE POWER CO.		SHEET N5-40A-5	
				NTS		TRANSMISSION ENGINEERING			

EXISTING



PROPOSED



THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

-DRAFT- FOR REVIEW ONLY				SECTION 86		POLE 104 TO S/S		STA. 450+30 TO 483+98	
ENG. CONTRACTOR				MAINE POWER RELIABILITY PROGRAM					
				EXISTING AND PROPOSED R.O.W. ALTERNATIVE N5 FOR N-1-1 ANALYSIS					
				CHECKED		DESIGNED		DATE	
				SGW 3/04/08		KJF KGH		10/15/07	
						DRAWN		APPR.	
A ISSUED FOR REVIEW 3/10/08 PEI				CENTRAL MAINE POWER CO.					
				TRANSMISSION ENGINEERING					
NO.		REVISION		DATE		BY		SCALE	
								NTS	
				SEGMENT 40A					
				SHEET N5-40A-6					

EXHIBIT 3
Structure Height Table

Above Ground Structure Height Range for Rebuilt Transmission Line

Town	Pole Height (in feet)	Number of Poles
Searsport (Section 86)	61 - 70	10
	71 - 80	8
	Total	18

EXHIBIT 4

Abutting Landowners and CMP Deed Reference Tables

ABUTTING LANDOWNERS (Direct)

Property Owner	Address	City	State	ZIP	Map/Lot
Searsport Town Office	PO Box 499	Searsport	ME	04974	
Donald Resh	53 Resh Road	Searsport	ME	04974	2-54
Roberta Dakin	21 Mortland Road	Searsport	ME	04974	2-55
Kenneth Strickland	82 Brock Road	Searsport	ME	04974	2-58
Craig Stevenson	PO Box 582	Searsport	ME	04974	2-63B
Randy Rhodes	65 Brock Road	Searsport	ME	04974	2-63C
Wallace Crowell	199 Hearthside Road	Standish	ME	04084	2-63C
Caesar Schinella	1701 Westside Road	Healdsburg	CA	95448	2-63D
Joan Whitcomb	51 Brock Road	Searsport	ME	04974	2-68
Florence Tobey	188 Montowese Street	Branford	CT	06405	2-69
Gloria Warren	69 Brock Road	Searsport	ME	04974	2-70A
Allen Kinney	72 Brock Road	Searsport	ME	04974	2-72C
Peter Goodwin	PO Box 25	Searsport	ME	04974	2-82D
Gail Martin	108 Old County Road	Searsport	ME	04974	2-84
Roger Brown	150 Old County Road	Searsport	ME	04974	3-2B
Raymond Rogers	175 Old County Road	Searsport	ME	04974	6-24
David Warren	6 Spring Oak Lane	Surry	ME	04684	6-24

CMP DEED REFERENCE LIST (Section 86)

Previous Owner	Current Owner	Book/Page	Year Acquired	Property Type
Everett and Marguerite Hurd	CMP	548/117	20-Aug-1957	Fee
Leslie Closson	CMP	546/64	13-Aug-1957	Fee
Mildred Darby	CMP	545/591	13-Aug-1957	Fee
Leslie Closson	CMP	546/64	13-Aug-1957	Fee
Leslie Closson	CMP	546/64	13-Aug-1957	Fee
Robert Clark	CMP	546/59	13-Aug-1957	Fee
Charles and Ella Rogers	CMP	546/76	13-Aug-1957	Fee
Lester Conary	CMP	627/447	9-Nov-1964	Fee
Leslie Closson	CMP	748/407	13-Oct-1977	Fee
Charles and Ella Rogers	CMP	748/411	6-Oct-1977	Fee

EXHIBIT 5

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

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 herewith 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 herewith affixed. Given under my hand at Augusta, Maine, this sixth day of January 2009.



MATTHEW DUNLAP

Secretary of State