



MAINE POWER RELIABILITY PROGRAM

A CENTRAL MAINE POWER COMPANY PROGRAM

February 10, 2010

Town of Wales Planning Board
c/o Arthur Dunlap, Code Enforcement Officer
Town of Wales Municipal Office
302 Centre Road
Wales, ME 04280

**Re: Application for Site Plan Review
 Maine Power Reliability Program
 Central Maine Power Company**

Dear Planning Board Members:

Enclosed is Central Maine Power Company's (CMP) Site Plan Review Application for the proposed Maine Power Reliability Program (MPRP) in the Town of Wales. The MPRP is a project by CMP to upgrade Maine's bulk power system, and the proposed MPRP activities in the Town of Wales are part of this larger effort to increase Maine's transmission system reliability. As requested by the Planning Board, eleven copies of the MPRP Site Plan Review Application have been provided. One set of abutter notification mailing label stickers and one set of copies of property options, deeds, and easements have also been submitted.

The proposed MPRP construction in the Town of Wales will take place within and directly abutting an existing CMP transmission corridor. The construction area begins at the municipal border with Greene, and continues approximately 3.9 miles to the northeast to the municipal border with Monmouth.

On January 11, 2010 Sean Donohue (TRC) met with the Town of Wales Planning Board at a pre-application meeting to discuss the Planning Board issued permits that will be needed to construct the MPRP in the Town of Wales. During this meeting the Planning Board determined that CMP should submit a Site Plan Review Application so that the Planning Board may evaluate project activities in the Town of Wales. The Planning Board also determined that the MPRP does not cross any shoreland zone districts in the Town of Wales, so a Shoreland Zone Permit Application is not necessary.

The enclosed application has been compiled in accordance with the Site Plan Review Application Form and Checklist requirements, and also with recommendations received from the Town of Wales Planning Board at the pre-application meeting. During the pre-

application meeting the Planning Board determined that given the nature of the proposed project and its linear geographical configuration, several of the standard Site Plan Review Application items were not applicable to the MPRP. These items have been identified with a "N/A" on the Site Plan Review Application Checklist accompanying the MPRP Site Plan Review Application.

During the January 11, 2010 pre-application meeting, the Planning Board also determined that several checklist items must be submitted with the MPRP Site Plan Review Application, but could be modified. These include the scale of the site mapping, floor area reporting requirements, evidence of financial capacity, and documentation of federal and state agency permit approvals. These items have been addressed in the Site Plan Review Application accordingly.

If the Planning Board has any questions regarding the enclosed application, please contact me at 879-1930 ext. 120 or sdonohue@trcsolutions.com. We look forward to meeting with you to further discuss the MPRP's Site Plan Review Application. Thank you for your attention to the MPRP's application.

Sincerely,



Sean Donohue
TRC

Enclosure

Cc: Mark Goodwin, Burns & McDonnell
Dave Dominie, TRC
Brian Rayback, Pierce Atwood



MAINE POWER RELIABILITY PROGRAM

A CENTRAL MAINE POWER COMPANY PROGRAM

WALES, MAINE APPLICATION FOR SITE PLAN REVIEW

**Section 41 Transmission Line Removal
Section 212 Transmission Line Rebuild
Section 3025 Transmission Line Construction
Wales Corner Substation Removal**

Prepared for:

Central Maine Power Company
83 Edison Drive
Augusta, Maine 04336

Prepared by:



400 Southborough Drive
South Portland, ME 04106

February 2010

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

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www.comco.com



An Energy East Company

Maine Power Reliability Program Description

Maine Power Reliability Program

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. CMP 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 system consists of both "transmission" and "distribution" lines. Transmission lines function as the highway system of the electrical grid by feeding electricity from where it is generated (such as at power plants) to substations. From there, the distribution system carries the electricity from substations to customers. Transmission lines in Maine are typically operated at one of two levels – 115,000 volts, also expressed as 115 kilovolts ("kV") and 345,000 volts, often referred to as 345 kV. 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 February 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 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 evaluated possible solutions. This included both transmission and non-transmission alternatives, including energy efficiency, before designating its preferred solution. CMP ultimately selected a primarily transmission solution (although a small geographic area known as the South Portland loop will be addressed through non-transmission alternatives) based on a number of factors, including electrical performance, cost effectiveness, impacts to landowners, and Maine's environment under various forecasts of future conditions. The proposed solution consists of a network of 345 kV and 115 kV transmission lines and associated substations throughout CMP's service territory where particular needs were identified (see Figure 1).

The proposed transmission solution ranges from Eliot in the south, Rumford in the west, Warren and Searsport in the east, and Orrington and Pittsfield to the north. In all, the MPRP will encompass nearly 80 Maine towns, and will require approvals from the Maine Public Utilities Commission (PUC), the Maine Department of Environmental Protection (DEP), the Army Corps of Engineers (USACE), and dozens of municipalities. CMP submitted environmental permit applications to the Maine DEP and the USACE in June 2009, and permit issuance is anticipated in 2010. The MPRP is also well into its review process with the PUC, and it is expected that the PUC approvals needed to commence project construction will be issued in 2010.

Project Description in the Town of Wales

The proposed MPRP construction in the Town of Wales will be co-located with an existing CMP transmission corridor identified as Segment 15 of the MPRP (see Project Overview Map in Exhibit 1). This existing CMP corridor crosses the municipal border shared with the Town of Greene just north of Sabattus Pond. The transmission corridor then crosses Bull Run Road at 0.10 miles and runs in an easterly direction. At 0.96 miles the corridor crosses Route 132. Centre Road is crossed at 2.03 miles, and Andrews Road is crossed at 2.52 miles. East of Andrews Road the corridor turns to the northeast, crosses Ridge Road at 3.23 miles, and then crosses the municipal boundary with Monmouth at 3.86 miles.

The proposed MPRP construction includes both transmission line removal and new construction (see transmission corridor cross sections in Exhibit 2). The existing “Section 41” 34.5 kV transmission line will be decommissioned and removed. The existing “Section 212” 115 kV transmission line will be removed and rebuilt in the space created by the removal of Section 41. A new 345 kV electric transmission line (identified as “Section 3025”) will be built in the space created by the relocation of Section 212. The rebuilt Section 212 will extend from the proposed the Larrabee Road Substation in Lewiston to the proposed Monmouth Substation (in Monmouth) (see Figure 1). Section 3025 will extend from the Larrabee Road Substation in Lewiston to beyond the proposed Coopers Mills Substation in Windsor (see Figure 1). These upgrades will improve the reliability, safety, and security of the bulk power transmission system in Maine by adding 345 kV transmission capability while maintaining the existing 115 kV transmission capability, and will help to meet the increasing demand for electrical power.

Although the portion of the MPRP located in the Town of Wales will be co-located with CMP’s existing transmission corridor, the existing corridor will need to be widened in most areas to maintain the necessary lateral clearances between the transmission conductors and the corridor edge for safe and reliable operation. In most areas the corridor will be widened by only 25 feet, but selected locations will need to be widened by up to 98 feet to accommodate the proposed transmission infrastructure upgrades. At present, the existing corridor ranges from 140 to 190 feet wide. Subsequent to construction the corridor will range from 215 to 235 feet wide. CMP has acquired easements or options on land needed to widen the corridor in the Town of Wales from all but two landowners (see Exhibit 3). With respect to the two remaining landowners, CMP continues to negotiate to obtain the necessary rights, and hopes to reach agreements with those landowners soon. For purposes of this application, however, CMP has the required title, right, or interest in these two parcels because it has the ability to acquire them as a last resort by eminent domain.

Trees and other vegetation capable of growing tall enough to interfere with the transmission lines (“capable species”) will be removed prior to construction where corridor widening is proposed, and also in the existing CMP corridor. Within MPRP construction areas, a limited area of additional temporary vegetation trimming may also be necessary around each proposed transmission structure and along temporary construction access ways in order to facilitate pole installation and equipment operation. Subsequent to construction non-capable species (which generally means those species that grow less than 10 feet tall) will be maintained in the corridor, and will also be allowed to naturally re-establish in areas disturbed by MPRP construction. Maintaining a shrub-meadow cover type (or allowing landowners to maintain hayfield or other grassy cover type) in order to control the growth of capable species is in accordance with CMP’s existing standard corridor maintenance procedures that are presently implemented in the transmission corridor.

The proposed Section 3025 will be constructed on 37 new, wooden H-frame structures that will typically have an above ground height of 75 feet (see Exhibit 5). One structure located at the angle point approximately 500 feet east of Andrews Road will be constructed with a concrete footing covering an area of approximately 120 square feet. No footings are proposed for the remaining 36 Section 3025 structures. Altogether the Section 3025 structures will comprise 1,033 square feet (including the one structure with a footing). Installation of each of the wooden Section 3025 structures will require approximately 60 square feet of ground disturbance during construction.

The rebuilt Section 212 will be constructed on 50 new monopole structures that will typically have an aboveground height of 75 feet (see Exhibit 5). Installation of each monopole structure will require approximately 30 to 40 square feet of ground disturbance during construction. One monopole structure located at an angle point on the west side of Route 132 will be constructed of steel, and the remaining Section 212 structures will be constructed of wood. The one steel structure will have a 40 square-foot concrete footing. The remaining 49 structures will not have concrete footings. Including the one structure with the concrete footing, the Section 212 structures will comprise 680 square feet.

In addition to the proposed transmission line improvements, the existing Wales Corner Substation will be decommissioned. The existing Wales Corner Substation comprises approximately 0.10 acres, and is located within CMP’s existing corridor on the west side of Route 132. The substation, including all components and concrete foundations, will be entirely removed from the corridor and the pad will be allowed to revegetate (see Project Overview Map in Exhibit 1).

Wales Zoning Districts and Applicable Standards

CMP is seeking “Site Plan Review” approval from the Wales Planning Board to construct the MPRP in the Town of Wales. The MPRP will be constructed in the Growth District and the General Use district. The Land Use Ordinance of the Town of Wales, Maine (Land Use Ordinance) identifies the MPRP as an essential service, which is a permitted use within these zoning districts with planning board approval. The following sections of this application include: a completed Site Plan Review Application Form and Checklist, discussion of Site Plan Review Ordinance criteria and standards, and supporting exhibits.

Site Plan Review Application Form and Checklist

App#: _____

Rcvd: _____

Town of Wales Site Plan Review Application Form

Name of Property Owner: Central Maine Power Company

Address: 83 Edison Drive, Augusta, ME 04330

Property Location: CMP transmission corridor extending from the municipal border with Greene to the municipal border with Monmouth.

Map: Multiple, See Exhibit 3 Lot: Multiple, See Exhibit 3 Zoning District:

General Use District; Growth District _____

Name of Applicant: Central Maine Power Company

Address of Applicant: 83 Edison Drive, Augusta, ME 04330

Telephone: (207) 623-3521 Fax: N/A E-Mail: Mary.Smith@cmpco.com

Authorized Agent: TRC (Attn: Sean Donohue)

Address: 400 Southborough Drive, South Portland, ME 04106

Indicate the type of Right, Title or Interest in the Property:

Right, title, or interest in the property includes: easement, fee, option, or Title 35A-Section 3136.1. Please refer to Exhibit 3 for additional information.

Unless otherwise indicated below, all correspondence regarding this application will be sent to the Applicant:

Name: TRC (Attn: Sean Donohue)

Address: 400 Southborough Drive, South Portland, ME 04106

Provide a brief description of the project:

Within the Town of Wales, the project comprises upgrades and improvements to CMP's existing bulk power transmission infrastructure. One existing 34.5 kilovolt (kV) transmission line will be removed, one existing 115 kV transmission line will be rebuilt, and one new 345 kV transmission line will be constructed. In addition, the existing Wales Corner substation will be decommissioned and removed from the corridor.

List all other local permits required for this project:

- Building Permit
- Driveway Entrance Permit – Consultations with Road Commissioner Initiated
- Flood Hazard Development Permit – To Be Determined By Code Enforcement Officer

List all other State and Federal permits required for this project:

Each of the following permits are presently under review by the corresponding agency, and will be obtained prior to the start of project construction:

- Maine Public Utilities Commission
 - Certificate of Public Convenience and Necessity
- United States Army Corps of Engineers
 - Clean Water Act Section 404b Permit
- Maine Department of Environmental Protection
 - Site Location of Development Act Permit
 - Natural Resources Protection Act Permit
 - Clean Water Act Section 401 Water Quality Certification

Consultations initiated, permit will be obtained prior to the start of construction:

- Maine Department of Transportation – Road Crossing Permit

Anticipated date for construction to begin:

To be determined. Estimated at third quarter of 2011_

Anticipated date for completion:

To be determined. Estimated at second quarter 2013.____

Identify method of water supply to the project:

Not applicable. The project will not require a water supply._

Identify method of sewerage disposal for the property:

Not applicable. Sewage will not be generated by the project._

Identify method of fire protection to the project:

Fire protection would be from municipal services. No residential, commercial, or other dwellings or buildings requiring are proposed._

Additional Comments:

Please refer to the accompanying project description and exhibits for additional information._____

Attach the application checklist form and all submissions to the application form.

To the best of my knowledge, all information submitted in this application is true and correct.



(Signature of Applicant)

02-09-10
(Date)

Town of Wales
Site Plan Review Application Checklist

The application checklist form must accompany the Site Plan Review Application. Each item must be marked as one of the following:

S = Submitted

W = Item not submitted due to waiver request

A complete application for site plan review shall consist of five (5) copies of required plans no smaller than eleven inches by seventeen inches (11" x 17") and no larger than twenty-four inches by thirty-six inches (24" x 36"), and five (5) sets of documents and other attachments on standard eight and one-half by eleven inch (8 1/2" x 11") paper. Plans shall be drawn to scale of one inch to 50 feet (1"=50') unless another scale is approved by the Planning Board.

1. S Plans for the project shall include a title block in the lower right corner containing the name and address of the applicant and the property owner, the name of the proposed development, the name and address of the preparer of the plan, with professional seal if applicable, the date of the preparation of the plan, and the date(s) of any subsequent revision(s).
2. S A location map shall show the tax map reference and the location of the property within the town at a scale of one inch to two thousand feet (1"=2000'). A signature block shall be included for final approval.
3. S The total floor area, ground coverage, and location of each existing and proposed building and structure, or addition.
4. N/A A perimeter survey of the parcel made and certified by a professional land surveyor licensed in Maine, relating reference points, with metes and bounds, and showing true north point, geographic scale, corners of parcel, date of survey, total acreage, encumbrances, easements of record, names of abutters, and any reports issued in regard to the survey.
5. S The location of all freshwater wetlands and a functional assessment of value with four – (4-) positional accuracy of +/- one (1) meter prepared by a qualified experienced individual.
6. N/A All existing and proposed setback dimensions.
7. S All applicable zoning district boundaries.
8. S The location of natural physical features such as ledge outcrops, steep slopes, open fields, and forested areas.
9. N/A The size, location, direction, and foot-candle power of all major outdoor lighting apparatuses and signs.
10. S The type, size, location and noise levels, in decibels, of all machinery likely to generate appreciable noise at the lot lines.
11. S The location, type, and size of all existing and proposed catch basins, storm drainage facilities, streams, watercourses, ponds, and sand and gravel aquifers, and all utilities both above and below ground.

12. N/A An on-site soils investigation report by a site evaluator licensed by the Maine Department of Human Services. The report shall identify the types of soil, the location of test pits, and the proposed location and design for the subsurface sewage disposal system.
13. N/A The location of any on- or off-site wells and water supply systems serving the site for normal use and fire protection.
14. S A letter from the Maine Natural Areas Program indicating the presence or absence of critical natural areas, plant or animal species, or habitats identified as endangered, rare, or threatened.
15. S The amount and type of any raw, finished, or waste materials to be stored outside of the roofed buildings, including the physical and chemical properties of these materials and the proposed location of outside storage, if appropriate.
16. S Plans for disposal of any solid or liquid wastes and any stored materials of a hazardous nature as defined in 38MRSA.
17. N/A All existing contours and proposed finished grade elevations of the entire site and the system of drainage proposed to be constructed. Contour intervals shall be two (2) feet unless otherwise specified by the Planning Board.
18. N/A The location, type, and size of all curbs, sidewalks, driveways, fences, retaining walls, parking space areas, and the layouts thereof, together with their dimensions.
19. N/A All landscaped areas and fencing, and the size and type of plant materials proposed to be retained or planted.
20. S An erosion and sediment control plan prepared by a Registered Professional Engineer.
21. N/A A storm water management plan prepared by a Registered Professional Engineer. If the project must comply with the state's Storm Water Management Law, documentation of compliance therewith shall be submitted in lieu of this section and the standards in Section 6.
22. S All existing or proposed rights-of-way, easements, and other recorded and unrecorded legal restrictions that may affect the premises in question.
23. S The location, names, and width of all existing and proposed roads abutting the premises in question.
24. S A driveway entrance permit on routes under the jurisdiction of the Maine Department of Transportation.
25. S The property lines of all properties abutting the proposed development, including those properties across the road, together with the names and addresses if the owners as disclosed on the tax maps on file in the town offices as of the date of the application for the site plan review.
26. S Evidence of the applicant's legal interest in the property.
27. S Evidence of the applicant's financial capacity to carry out the project, based on a detailed cost breakdown of the proposed development.
28. S Copies of all federal and state agency approvals or letters documenting their non-jurisdiction.
29. S Other (list all other submissions included): See attached project narrative and supporting exhibits._____

Site Plan Review Criteria and Standards

Article 3. Criteria and Standards

1. Preservation of the Landscape

A guiding principle in the design of the MPRP has been to utilize CMP's existing transmission line corridors to the maximum extent practicable. 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. Only where existing corridors cannot accommodate the proposed upgrades while meeting safety and reliability standards is CMP seeking to widen the existing corridors. Creating an entirely new corridor is a last resort. As a result, the vast majority of the transmission line upgrades proposed as part of the MPRP are located within or immediately adjacent to existing corridors.

Within the Town of Wales, the proposed transmission line construction will occur within and directly adjacent to CMP's existing transmission line corridor. CMP has minimized the proposed corridor expansion to 98 feet or less by co-locating with the existing transmission corridor, by proposing to remove the existing Section 41 transmission line, and by proposing to relocate the existing Section 212 transmission line. These design measures enable CMP to use space within the existing transmission corridor for the new Section 3025 transmission line and minimize the need for corridor expansion, which helps to maintain the existing landscape and land use patterns. This also minimizes conversion of forested land to transmission corridor with a shrub-meadow or similar cover type. Subsequent to construction, vegetation within the corridor will be managed to maintain a shrub-meadow cover type, as is presently done. Because the MPRP is co-located with the existing transmission line corridor (which contains structures of a similar bulk and style), the proposed design causes the least overall impact to the landscape.

No large-scale grade changes are proposed within the MPRP transmission corridor. Temporary and minor grading along temporary access ways may be necessary for safe operation of construction equipment. These areas will be restored and stabilized subsequent to construction.

2. Traffic

No new roads to the site will be constructed. During construction, the few vehicles that will need to access the corridor will do so from CMP-maintained corridor access points where the corridor crosses existing public roads, as is presently done for routine and urgent maintenance.

Temporary access ways, which do not add any impervious surface area, will be established for use during the construction phase. Temporary access ways are equipment paths approximately 12 feet wide suitable for the passage of equipment such as excavators, cranes, and other equipment. The temporary access ways will be created by trimming back tall shrubs and saplings to ground level. Roots will be left in place, unless existing large stumps that would pose a travel hazard for equipment are present. Herbaceous growth and low-compact shrubs will not be trimmed. Grading along the access ways will be limited to areas where minor grading is needed to facilitate safe equipment access.

Establishment of temporary access ways is a construction necessity that will be an ongoing process as access to areas undergoing immediate construction becomes necessary. All access

paths will be temporary and will be removed once construction is complete. Subsequent to construction, areas where soils have been disturbed will be seeded (depending on location and construction timing) and mulched with straw or hay. Vegetation will be allowed to re-establish itself once the temporary access ways have been removed. Subsequent to construction there will be no new permanent roads or driveways associated with the project, other than CMP-maintained access points and ways suitable for routine and urgent maintenance by its own vehicles.

Temporary access ways will enter onto town-maintained roads where the MPRP corridor crosses Bull Run Road, Centre Road, Andrews Road, and Ridge Road. As recommended by the Planning Board, the Town of Wales Roads Commissioner has been contacted regarding temporary construction access way entrances onto public roads. CMP's agent (Sean Donohue, TRC) spoke with the Roads Commissioner by telephone on January 22, 2010 to discuss the need for driveway entrance permits onto town roads. The Roads Commissioner will need to review project mapping showing the proposed entrances onto town roads and will visit these proposed corridor access points in the spring of 2010 to evaluate safety and roadside drainage. Based on this investigation, the Roads Commissioner will make a determination on the need for driveway entrance permits.

Concurrently with the submittal of this application, the Roads Commissioner is being provided with a copy of the Project Scope and Natural Resources Maps contained in Exhibit 1 to facilitate his review of the proposed temporary access way entrance sites. CMP will continue consultations with the Road Commissioner, and will obtain any necessary driveway entrance permits or determinations from the Road Commissioner prior to the start of MPRP construction. The Road Commissioner has also indicated that he is available to answer questions that the Planning Board may have regarding the proposed temporary access way entrance sites onto town roads.

Temporary access ways will also enter Route 132 where the MPRP crosses this state road. CMP has been in consultation with the Maine Department of Transportation (MDOT) regarding temporary construction access way entrances onto state roads across the entire project area. Through these consultations, a general process to facilitate reviews of all of the locations where the MPRP temporary access ways enter state roads has been agreed to by the Maine Department of Transportation. CMP will complete these consultations, comply with entrance conditions required by MDOT, and obtain any necessary MDOT permits prior to the start of project construction in the Town of Wales. CMP anticipates that MDOT related permit applications will be submitted approximately three months in advance of project construction.

In conclusion, the proposed temporary construction access ways will not have an unreasonable negative impact on the town road system. The proposed temporary access ways will provide safe access to and from the construction area.

3. Noise

Transmission line conductors (wires) can give rise to "audible noise" (AN). For electric transmission lines, AN is relative to conductor size. Audible noise from transmission lines is typically a foul-weather/wet conductor phenomenon. CMP has selected conductor sizes that

under ideal, dry conditions are designed to be noise free; under adverse weather conditions (e.g., very high humidity and storm conditions) these same conductors will emit only a slight crackling sound. Audible noise levels at the edges of the corridor for the MPRP conductors were modeled based upon conservative assumptions for conditions relating to the operation of existing 12.5 kV, 34.5 kV, 115 kV, and 345 kV transmission lines, and to the operation of a new 345 kV and 115 kV transmission line and re-rated/upgraded existing lines proposed for the MPRP.

Dr. William Bailey of ExPonent conducted AN modeling at numerous points along the proposed MPRP corridor. A tabular summary of the results of this study is included in Exhibit 6. Two entries in the table include AN modeling results for points along the Segment 15 corridor near the Town of Wales. These modeling points are located in the Town of Greene where the existing and proposed transmission line configuration is like that in the Town of Wales. These two entries are identified in the table as:

- XS-13A Segment 15 – Section 212, Pole #'s 116, 121, 124, and;
- XS-13B Segment 15 – Section 212, Pole # 110.

In both cases, the modeling results show only a slight increase in AN under the proposed conditions. These results meet the MDEP noise standard of 50 dBA in typical areas or 45 dBA in quiet areas. In order to provide some context on these results, some typical sound levels of a set of activities ranging from very loud to very quiet are listed in the table below.

Typical Sound Levels	
Pile Driver at 100 feet	90 to 100 dBA
Chainsaw at 30 feet	90 dBA
Truck at 100 feet	85 dBA
Noisy Urban Environment	75 dBA
Lawn Mower at 100 feet	65 dBA
Average Speech at 3 feet	60 dBA
Typical Suburban Daytime	50 dBA
Quiet Office	40 dBA
Quiet Suburban Nighttime	35 dBA
Soft Whisper at 15 feet	30 dBA

Based on the modeling of AN Dr. Bailey it 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 MDEP (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 will remain below the levels allowed by the MDEP. Accordingly, given that the project will meet the applicable state noise standards, the proposed transmission line upgrades in the Town of Wales are not anticipated to cause excessive noise at unreasonable hours.

4. Dust, Fumes, Vapors, and Gases

The MPRP will not cause emissions of dust, fumes, vapor, or gases that could damage human health, animals, vegetation, or property. Dust will be controlled during construction as conditions warrant. The proposed project will maintain the same safe and healthful conditions that are already present in the transmission line corridor.

5. Odor

The clearing and construction phases of the project will not create odors noticeable beyond the property lines. Exhaust generated from construction equipment will be temporary. There will be no harmful or offensive odors associated with the operation of the electrical transmission lines.

6. Exterior Lighting

No exterior lighting is necessary or proposed for safe operation of the transmission corridor.

7. Surface Stormwater Runoff

With the exception of concrete footings at the base of two transmission structures in the existing transmission corridor, there will be no increase in paved impervious surface area associated with the MPRP in the Town of Wales. Both of these footings will be small – approximately 40 square feet and 120 square feet. Subsequent to construction, the expanded transmission corridor will remain vegetated in the same shrub-meadow cover type as the existing transmission corridor. Accordingly, the MPRP will not significantly increase stormwater runoff and will not adversely impact abutting or downstream properties.

8. Erosion Control

Ground disturbance associated with the MPRP will be limited to the immediate vicinity of the pole placements, the impacts associated with temporary access ways, and activities associated with the decommissioning and removal of the Wales Corner Substation. CMP will utilize its “Environmental Guidelines for Construction and Maintenance Activities on Transmission Line and Substation Projects” (2007) (Environmental Guidelines) during construction (see Exhibit 7). 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 Environmental Guidelines were developed in consultation with the Maine DEP and is largely based on the DEP’s *Maine Erosion and Sediment Control BMPs*, dated March 2003, and DEP’s Chapter 500 Stormwater Management Rules, and contains specific Best Management Practices appropriate for electric transmission line construction. These guidelines will be followed during the construction of transmission line. Adherence to these guidelines and state and federal environmental permit conditions will be monitored by a CMP environmental representative during project construction.

8. Explosive Materials

During construction of the MPRP, potentially flammable or explosive materials that may be used within CMP’s transmission corridor include blasting materials and petroleum based fuels and lubricants. As discussed in more detail in the following paragraphs, these materials will be stored and handled in accordance with all applicable state and federal regulations.

With regard to municipal standards for storage of potentially explosive materials during construction, contractors will avoid storing such materials within 75 feet of any developed abutting property, town way, or interior roadway when practicable. Subsequent to construction no highly flammable or explosive materials will be stored within CMP's transmission corridor in the Town of Wales.

Blasting Materials

During construction of transmission lines and substations associated with the MPRP, it is likely that soils with a shallow depth to bedrock and subsurface boulders will be encountered. Blasting may be required in order to place transmission line support structures in these areas. For transmission line construction, blasting activity will be limited to the small volume of material needed to be removed to fit and plumb the pole structures. No adverse effects from blasting activity upon either sensitive natural resources or adjacent property owners are anticipated due to the small charges required for this activity.

The construction contractor or blasting subcontractor shall ensure that transportation, storage and use of explosives is in accordance with federal and state regulations and the stipulations contained in applicable permits. The construction contractor or blasting subcontractor shall also provide CMP with all copies of permits obtained by the construction contractor or blasting subcontractor prior to commencement of blasting operations. Transportation of explosive materials will be conducted in accordance with the following standards and protocols:

- Vehicles used for the transportation of explosives shall not be loaded beyond rated capacity for the vehicle.
- Explosives shall be transported in vehicle(s) with covered body(s) to prevent dislodgment from the vehicle.
- Explosives vehicles shall be marked with reflective signs on both sides and on the front and rear, bearing the word "EXPLOSIVES" in red letters on a white background in addition to the diamond-shaped signs listing the class of explosives.
- When blasting caps are transported on the same vehicle as explosives, the blasting caps shall be contained in a cap magazine designed for that purpose as defined in 49 C.F.R. § 177.835(g).
- No spark-producing materials will be transported in the truck bed with explosives.
- Vehicles used to transport explosives shall be inspected prior to each use. A record of inspections will be kept with the vehicle.
- Explosives vehicles shall be operated in a safe and prudent manner.
- No person shall smoke within 50 feet of explosives.
- All vehicles transporting explosives shall have two ABC fire extinguishers of 10 pound size located in the cab of the vehicle.

Storage of explosive materials shall be conducted in accordance with the following standards and protocols:

- Magazines shall comply with Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF) regulations and placed no closer than 100 feet of each other.
- The area around each magazine shall be kept free of combustible materials for a distance of 25 feet.

Petroleum Based Fuels and Lubricants

During construction, fuel (diesel and unleaded gasoline) and hydraulic and lubricating oils will be used in the operation of vehicles and construction equipment. Small quantities of such materials may be kept in vehicles for use in refueling and maintenance of construction equipment. All refueling activities will be located at least 100 feet from wetlands, waterbodies, and streams.

It is unlikely that fuel will be stored onsite in the town of Wales. However, if temporary fuel storage is necessary, all fuel will be located at least 100 feet from wetlands, waterbodies, and streams, and at least 200 feet from a private water supply. Furthermore, as specified in the “Environmental Control Requirements For Contractors and Subcontractors of Central Maine Power Company – Oil and Hazardous Material” (Environmental Controls) (see Exhibit 8) all gasoline and fuel storage tanks will have secondary containment constructed of impervious material that will be capable of holding 110% of the storage tank capacity. Petroleum based products will be stored in Department of Transportation approved containers.

9. Water Quality

Please refer to the preceding discussion under criterion “8. Explosive Materials”, regarding the storage of petroleum based products (such as fuels and lubricants of construction equipment) during MPRP construction. No petroleum based products, chemicals, chemicals or industrial wastes, or potentially harmful raw materials will be stored within the CMP transmission corridor subsequent to construction.

11. Groundwater

Within the Town of Wales, the MPRP will not require a water supply well or an on-site wastewater disposal system. The project will not adversely affect surface water drainage or runoff, as there will be no addition of impervious surface area that will be large enough to generate significant volumes of stormwater runoff, and no permanent changes to existing slopes or grades.

To minimize spill and groundwater contamination potential during construction, no fueling or maintenance of vehicles will be performed within 100 feet of a wetland or waterbody. The contractor will also utilize a Spill Contingency Plan and will abide by CMP’s Environmental Controls (see Exhibit 8) during construction.

After construction, the electric transmission line corridor will continue to be maintained in the same manner as it currently is 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 will continue to use 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 at least 25 feet of any waterbody or wetland with standing

water, or within 100 feet of known well at the request of the well-owner. 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.

12. Water Supply

The MPRP will not require a water supply in the Town of Wales.

13. Sewage Disposal

The MPRP will not generate sewage in the Town of Wales.

14. Financial Capacity

CMP has the financial and technical capacity to complete the proposed construction activities related to the MPRP. Central Maine Power Company (CMP) is a subsidiary of Iberdrola USA, Inc. (formerly Energy East Corporation), which in turn is a subsidiary of Iberdrola, S.A. Iberdrola is Spain's number one energy group, one of the largest electricity companies in the world and a world leader in wind power. Iberdrola operates in more than 40 countries, employs more than 33,000 people worldwide, and has a stock market capitalization in excess of \$45 billion. CMP is a financially strong company with total assets in excess of \$2 billion, credit ratings of BBB+ / Baa1 (from Standard & Poor's and Moody's, respectively), strong banking relationships, and access to the investment grade debt capital markets. CMP has short-term revolving credit availability of \$200 million through a bank facility (\$100 million) and under an agreement with Iberdrola USA (\$100 million). CMP has the regulatory authority to have outstanding, at any time, up to \$500 million of unsecured, medium-term notes (MTNs), of which there were \$293 million outstanding at 9/30/09, and has provisional authority to issue up to \$1 billion of first mortgage bonds (FMBs, rated A/A2 by Standard & Poor's and Moody's, respectively), of which there were \$150 million outstanding on September 30, 2009.

15. Refuse Disposal

The existing Wales Corner Substation will be decommissioned and removed from the CMP transmission corridor. All of the existing substation infrastructure will be taken offsite, in accordance with CMP's standard Facility Decommissioning Procedure (see Exhibit 9). Once the existing substation infrastructure is removed from the corridor, the site will be stabilized using CMP's standard construction best management practices as specified in CMP's Environmental Guidelines (see Exhibit 7) and allowed to naturally revegetate.

In accordance with CMP's Environmental Guidelines, the transmission corridor will also be maintained and left each day in a safe and sanitary manner. Excess or leftover construction materials and garbage will be removed from the transmission corridor before construction of the MPRP is completed. CMP anticipates that solid waste generated from the project will be limited to minimal land clearing and construction debris generated during the construction phase. This debris is inert, non-hazardous material that will be handled in accordance with the Maine State Solid Waste Management and Recycling Law (38 M.R.S.A. § 2101 et seq). All personnel and affiliates contracted for work as part of the MPRP will utilize best management practices (BMPs) and CMP protocol. CMP will monitor the disposal of all solid waste material including paper documentation of waste streams. CMP will contract

with a licensed waste hauler and solid waste will be managed at an appropriate and licensed facility.

16. Environmentally Sensitive Areas

As discussed under criterion “1. Preservation of the Landscape”, CMP has co-located the proposed transmission line upgrades with the existing CMP corridor, which reduces impacts to environmentally sensitive areas by concentrating development in areas that have already been impacted by the existing corridor.

In addition, CMP’s environmental consultants have conducted wetland, waterbody, vernal pool, botanical, and other environmental surveys within the MPRP transmission corridor. The MPRP has been designed to maintain and preserve such environmentally sensitive areas to the maximum extent practicable through consultations between the MPRP engineering, real estate, and environmental managers. Within the corridor, CMP has, to the greatest extent practicable, sited each structure so as to avoid, and where unavoidable, to minimize, adverse impacts on environmentally sensitive areas. However, due to design considerations such as topographic changes, transmission line sag, road crossings and corridor angle points there are limitations on possible structure locations, and some impacts to natural resources will occur.

In the Town of Wales four structures will be located within wetlands. Further adjusting the location of the structures is not practicable, because it would require:

- Changing the location of other proposed structures, thereby introducing potential environmental impacts in other areas along the corridor, or;
- Expanding or moving the existing transmission line corridor, or;
- Erecting much taller and much more substantial structures (e.g., steel towers with concrete footings) to achieve the required spans over the wetlands, or;
- A combination of these alternatives.

The overall environmental and visual impacts of any of these alternatives would be greater than the impacts associated with the project as planned.

Where practicable CMP has proposed temporary access ways that avoid environmentally sensitive areas such as wetlands. Due to topographic constraints, structure locations, and environmentally sensitive areas that span the entire corridor width, temporary access ways cannot be sited to avoid all environmentally sensitive areas. To mitigate these unavoidable impacts CMP will implement construction best management practices and erosion and sediment control measures specified in its Environmental Guidelines (see Exhibit 7). Some of the mitigation measures that will be implemented include the use of crane mats, temporary bridges, geo-textile fabrics, and culverts, when necessary. If necessary, mats will also be placed parallel to the upland edge as abutments to further protect bank 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.

During construction a CMP environmental representative will be present to ensure that construction is completed in accordance with all state, local, and federal environmental permits, and that construction activities do not damage environmentally sensitive areas such as wetlands, waterbodies, floodplains, and wildlife habitat.

CMP has also evaluated the effect of these proposed construction activities on wetland functions and values. The amount of ground disturbance associated with the four structures within wetlands will be very small, i.e., limited to the immediate vicinity of the pole placements. Loss of wetland will be limited to pole footprints and will therefore be inconsequential to wetland functions and values. Temporary site disturbance within wetlands will generally be of a short duration during construction and will not result in a loss of wetland functions and values over the long-term. Where the corridor will be widened within forested wetlands, the vegetation cover type change will result in a shift in wildlife habitat from forested to scrub-shrub conditions, but no loss of wetland wildlife habitat functions will occur. There will be no net loss of wetland functions and values as a result of the MPRP in the Town of Wales, and environmentally sensitive areas have been avoided to the maximum extent practicable.

17. Plant and Animal Habitat Protection

In Wales, the existing CMP corridor has been routinely maintained by CMP in a shrub-meadow cover type for decades. CMP's existing corridor management procedures are to remove vegetation safety hazards and transmission reliability risks. Saplings and shrubs that are capable of growing tall enough to interfere with the transmission lines (so-called "capable species") are presently maintained by CMP on a four-year cycle. The removal of mature "danger trees" is also occasionally necessary. 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. Non-capable species are allowed to remain to ensure that the corridor is vegetated, which prevents erosion and provides wildlife habitat. This routine vegetation maintenance will continue within the existing CMP corridor subsequent to MPRP construction, and will be implemented in areas where the corridor is to be expanded.

In order to facilitate safe construction equipment operation during construction of the MPRP additional temporary vegetation trimming may also be necessary within an approximately 25-foot radius construction area surrounding each new transmission structure and along temporary access ways. Saplings and tall shrubs will be trimmed and mulched to existing grade in these areas. Roots will be left in-place. Low-compact shrubs and herbaceous growth that will not affect equipment operation will not be trimmed. Subsequent to construction, the construction area around the utility structures and within the temporary access ways will be allowed to naturally re-vegetate with non-capable species and will be maintained by CMP in a shrub-meadow cover type as is presently done.

CMP's environmental consultants have identified a population of pale green orchis (*Platanthera flava*) between proposed transmission structures 3025 - 253 and 3025 - 254 in the Town of Wales. Pale green orchis is classified by the Maine Natural Areas Program (MNAP) as a "special concern" species with a state rank of S3. This classification means the plant is rare in Maine, but is not sufficiently rare to be considered threatened or endangered. Prior to construction, the population of pale green orchis will be marked in the field as a "no

access” area. No construction activities will occur within the area populated with pale green orchis. The continued maintenance of the corridor in a shrub-meadow cover type subsequent to MPRP construction will not impact the pale green orchis, and will likely benefit the population by maintaining open to semi-open conditions preferred by this species. CMP has consulted with the Maine Natural Areas Program (MNAP) regarding management of rare, threatened, and endangered plants and natural areas during construction of the MPRP, and MNAP has stated that it is satisfied with the MPRP’s approach for avoiding and minimizing disturbances to rare plant populations and natural communities (see Exhibit 10).

The shrub-meadow cover type that the transmission corridor is maintained in also provides useful wildlife habitat. A wide variety of wildlife were sited in the transmission corridor during environmental surveys. Shrub and meadow habitats are generally declining in New England as land that was formerly used for agricultural purposes reverts back to forest or is developed; so the addition and maintenance of this habitat type helps to offset some of this loss. Transmission corridors are also useful as migration and travel corridors for some species of wildlife.

CMP has evaluated wildlife resources along the MPRP corridor, and is consulting with the Maine Department of Inland Fisheries and Wildlife (MDIF&W) and the MDEP on wildlife habitat protection within the MPRP project area. In the Town of Wales, this investigation has identified wildlife resources including high value waterfowl and wading bird habitat, deer wintering areas, and one natural vernal pool. Each of these are discussed in more detail in the following paragraphs.

The MPRP crosses a high value waterfowl and wading bird habitat at the north end of Sabattus Pond. In the Town of Wales, the MPRP corridor expansion in the mapped waterfowl and wading bird habitat is proposed within a forested area. The waterfowl and wading bird habitat will not be adversely affected by the proposed transmission line upgrades because forested wetlands are not the preferred habitat of waterfowl and wading birds. Nonetheless, as a mitigation measure at the request of MDIF&W, CMP will install bird diverters on the transmission lines where they cross this waterfowl and wading bird habitat to prevent waterfowl and wading birds in the vicinity from colliding with the lines. These bird diverters will also have the added benefit of making the transmission lines more visible to planes that are known to fly at low altitudes in the vicinity to land in or take off from Sabattus Pond.

Two deer wintering areas (DWAs) mapped by the MDIF&W will be crossed by the MPRP in the Town of Wales. Because these DWAs are classified as being of “indeterminate” value by MDIF&W (as compared to those classified as “high” or “moderate” value), these DWAs are not known to provide any significant DWA functions. Tree removal for corridor widening in these DWAs is limited to an approximately 25 to 50-foot wide strip distributed along a distance of approximately ½ mile abutting the existing corridor. This area comprises approximately 2.6 acres. The DWAs, which together are mapped by MDIF&W as being approximately 350 acres in area, will not be significantly impacted. Furthermore, the shrub-meadow cover type of the transmission corridor is useful as deer habitat, as it provides a source of browse. During field surveys, deer and deer sign were commonly observed in the existing transmission corridor throughout the MPRP project area.

One natural vernal pool is located in the existing CMP transmission corridor. There will be no direct impact to this vernal pool depression during project construction. Construction activities in the vicinity of vernal pools are being evaluated by the MDEP, the MDIF&W, and the U.S. Army Corps of Engineers (USACE) as part of the MPRP's Natural Resources Protection Act, Site Location of Development Act, and U.S. Clean Water Act Section 404(b) permit applications. This vernal pool is presently located within a transmission corridor that has been in existence and maintained for decades; the MPRP will not adversely affect the vernal pool.

Based on CMP's field surveys, wildlife habitat database review, and agency consultations the MPRP has been modified to avoid and minimize wildlife habitat impacts. The MPRP will not have a significant adverse impact on any wildlife habitat resources in the Town of Wales.

18. Landscaping

Landscaping will not be a part of the MPRP. The project does not include new streets or parking areas. The proposed construction is co-located with the existing CMP transmission corridor, and the corridor will continue to be managed to maintain a shrub-meadow vegetation cover type. Therefore, there will be no significant change in the appearance of the landscape.

19. Buffering

Section 3025 will be constructed within a CMP service corridor that has been in existence for decades. Although the boundary of the open corridor will be widened by less than 100 feet in many areas, there will be no change in land use that would necessitate a buffer to maintain the characteristics and feel of the existing landscape. In order to maintain the required minimum operational safety clearances, vegetation within the corridor will be managed to ensure that it generally does not grow taller than ten feet, as is presently done.

EXHIBIT 1
Project Mapping

Project Overview Map

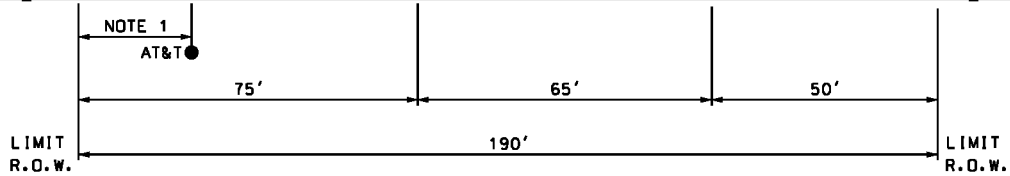
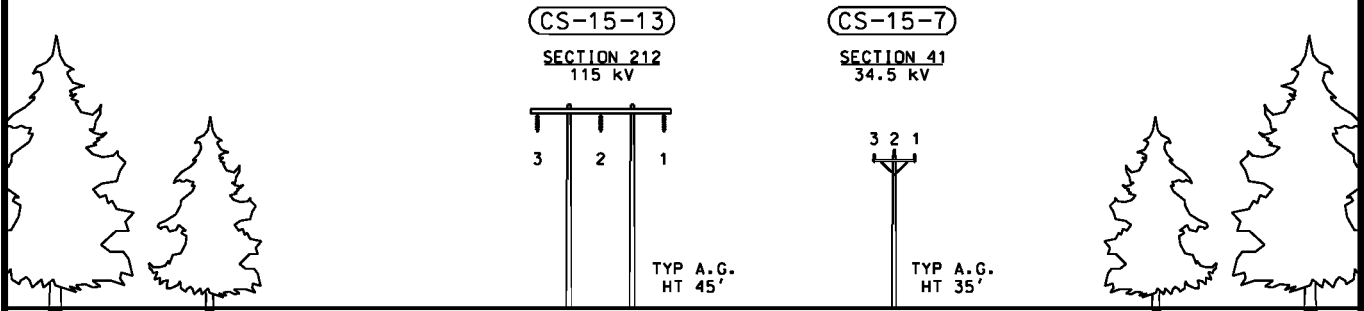
Project Scope and Natural Resources Maps (1" = 300')

**Project Scope and Natural Resources Maps at Transmission Line
Alignment Change at Corridor Angle Points (1" = 50')**

EXHIBIT 2
Transmission Corridor Cross Sections

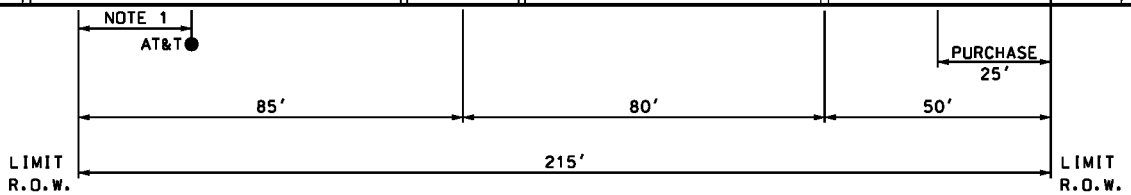
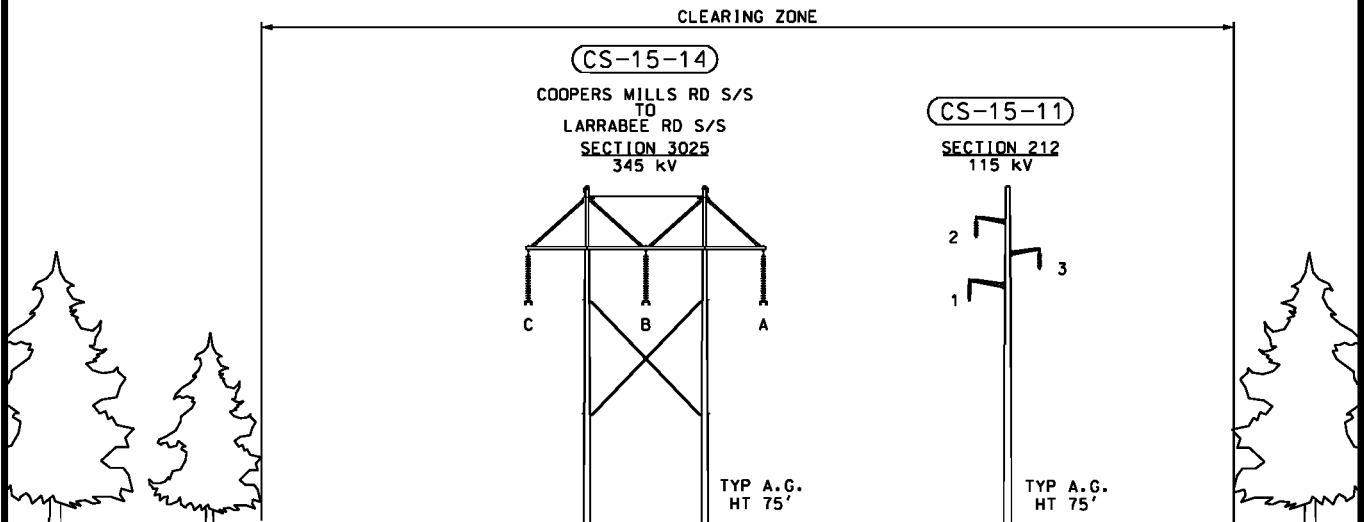
NOTE 1: UNDERGROUND FIBER OPTIC CABLE LOCATION VARIES ALONG R.O.W.

EXISTING



LOOKING FROM MONMOUTH S/S TOWARDS LARRABEE RD S/S
(APPROX. 2.2 MILES)

PROPOSED



LOOKING FROM MONMOUTH S/S TOWARDS LARRABEE RD S/S
(APPROX. 2.2 MILES)

THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

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FOR REVIEW ONLY**

ENG. CONTRACTOR			
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B	ADDED SEQUENCING/PHASING/ ADDED CLEARING ZONE	9/23/09	PEI
A	ISSUED FOR REVIEW	2/5/09	PEI
NO.	REVISION	DATE	BY

SECTION 212 POLE 120 TO 144 STA. 1228+00 TO 1344+69.9

MAINE POWER RELIABILITY PROGRAM
EXISTING AND PROPOSED R.O.W.
ALTERNATIVE N5 FOR N-1-1 ANALYSIS

CHECKED SGW 9/23/09 DESIGNED KJF DATE 2/5/09
DRAWN SAT APPR.

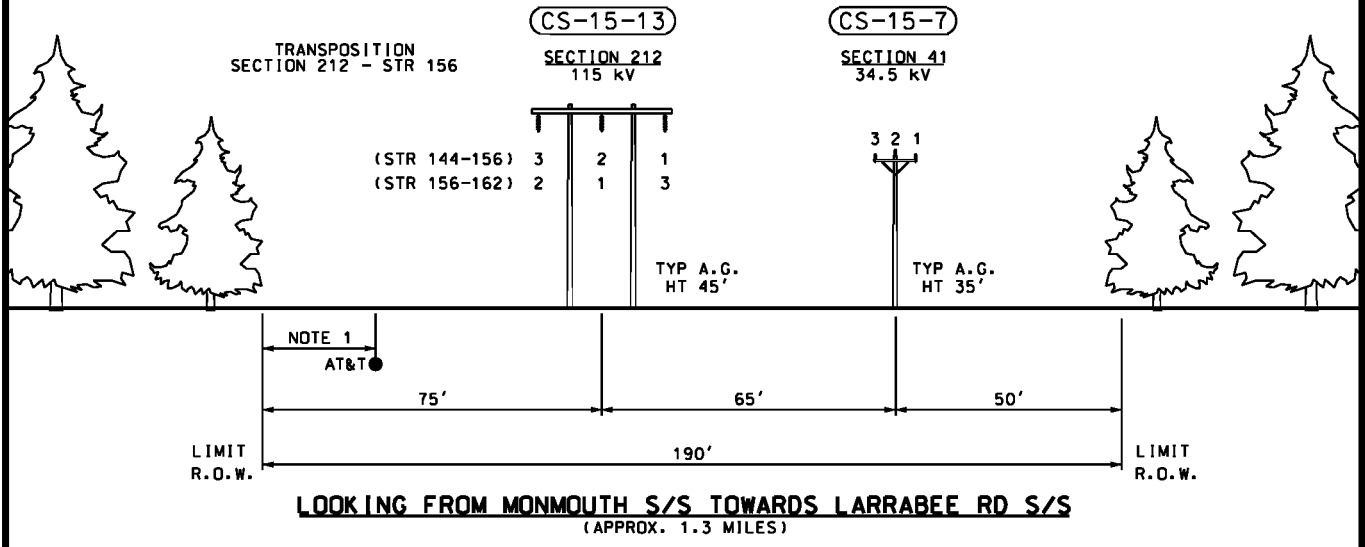
CENTRAL MAINE POWER CO.
TRANSMISSION ENGINEERING

SEGMENT 15

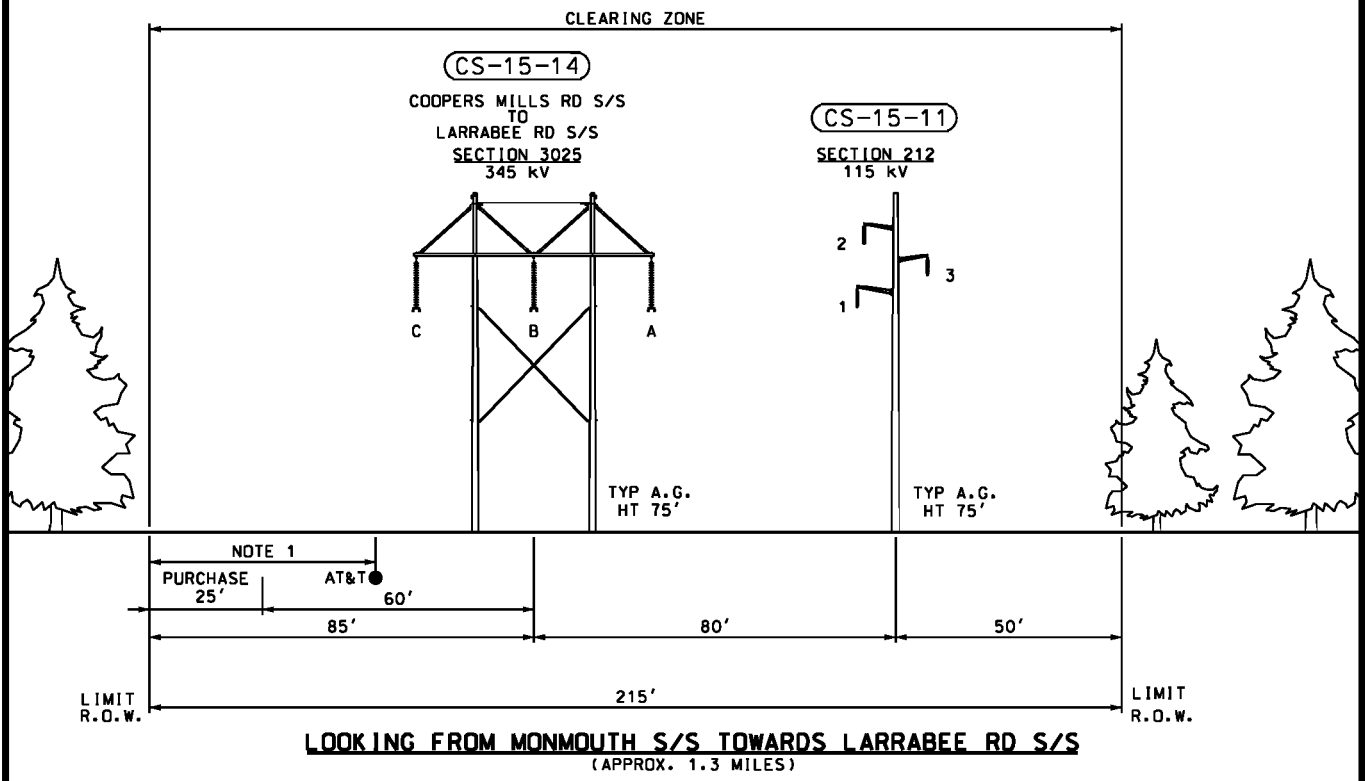
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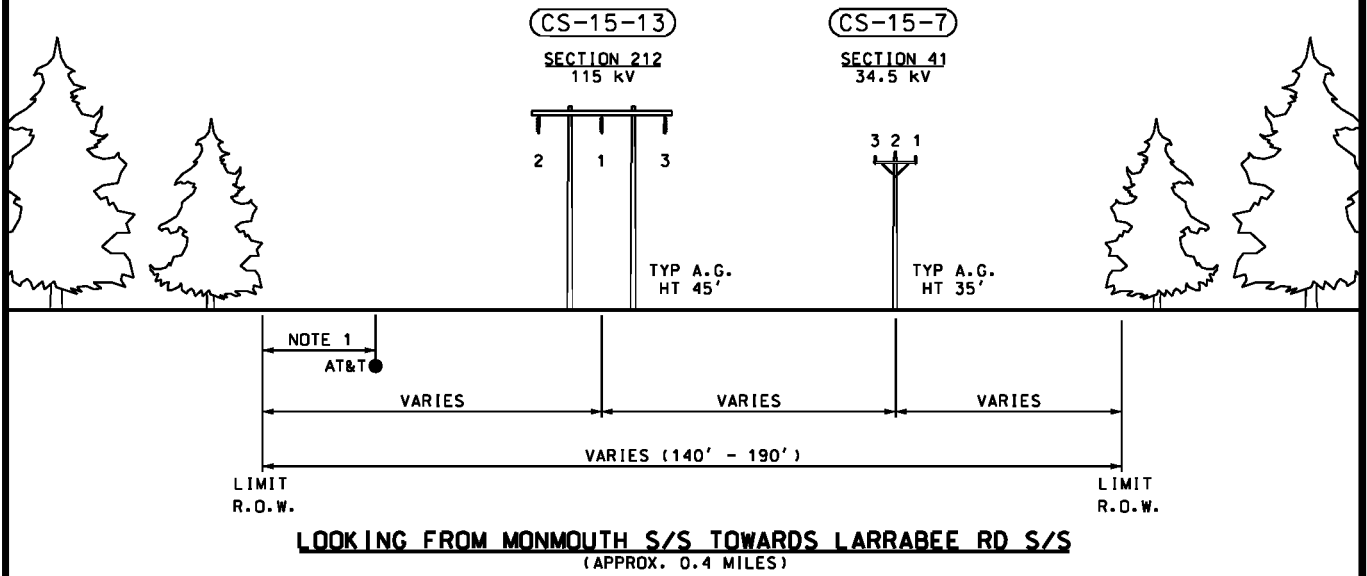
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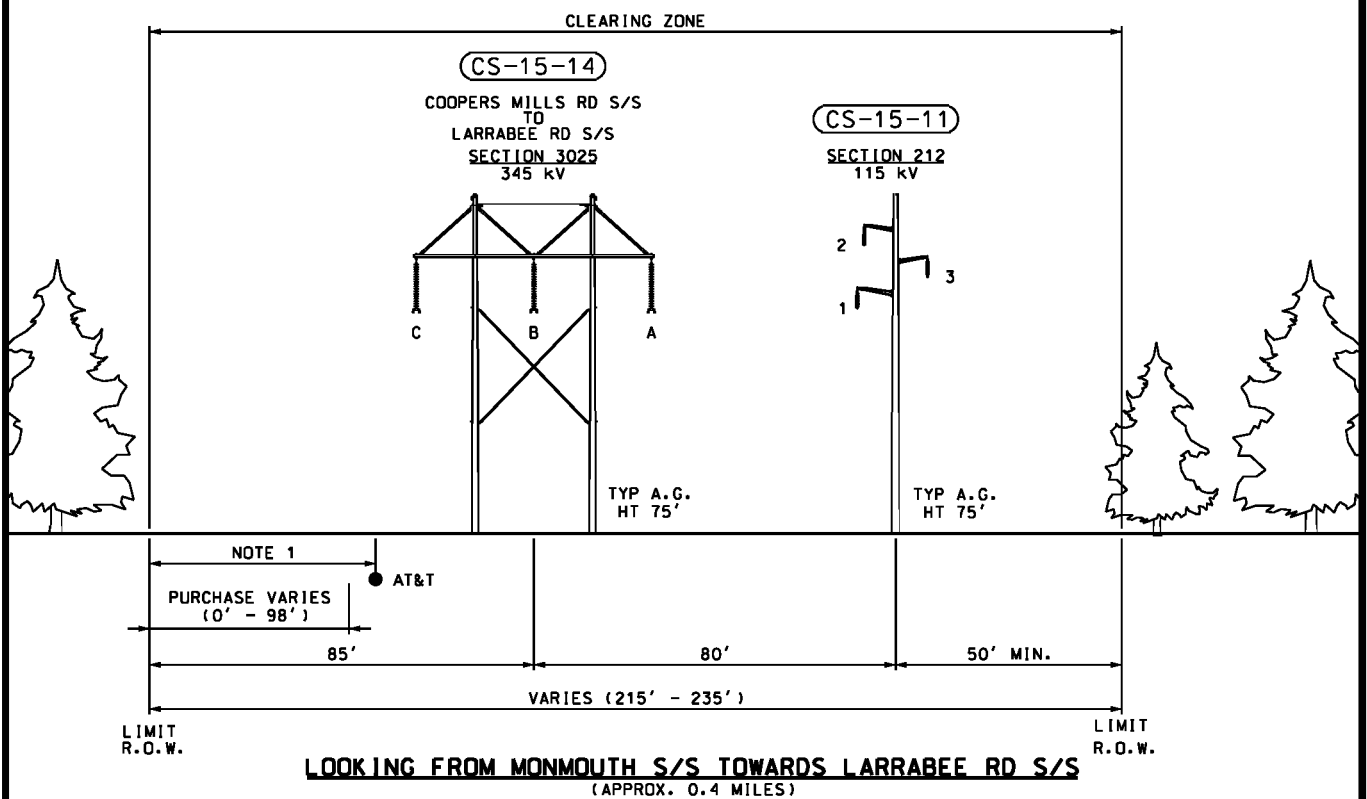
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CHECKED	DESIGNED KJF	DATE 2/5/09
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CENTRAL MAINE POWER CO.		
TRANSMISSION ENGINEERING		
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NOTE 1: UNDERGROUND FIBER OPTIC CABLE LOCATION VARIES ALONG R.O.W.

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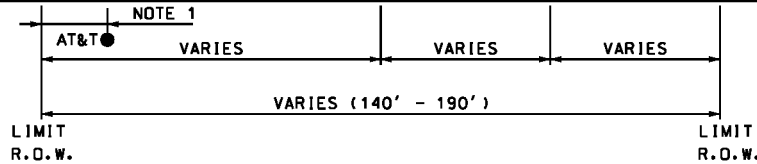
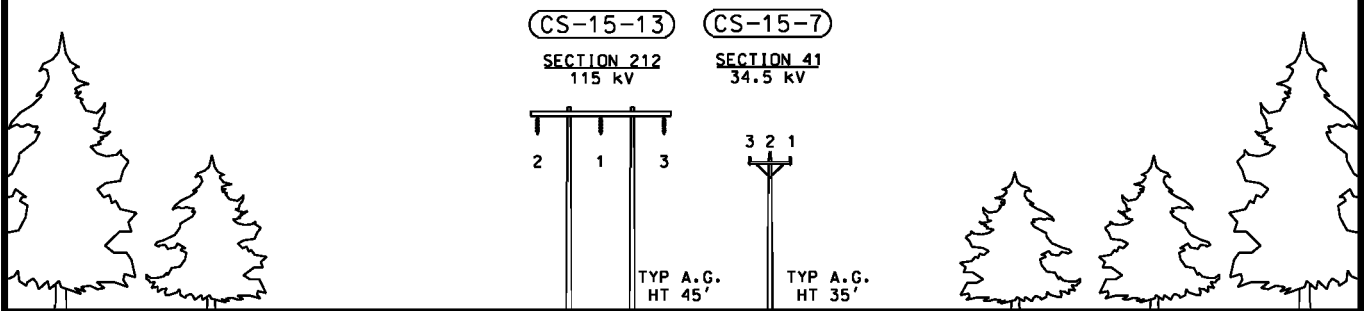


THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

-DRAFT- FOR REVIEW ONLY			SECTION 212	POLE 162 TO 167	STA. 1415+80 TO 1435+26.1
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NO. REVISION DATE BY			SGW	KJF	2/5/09
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NO. REVISION DATE BY			CENTRAL MAINE POWER CO.		
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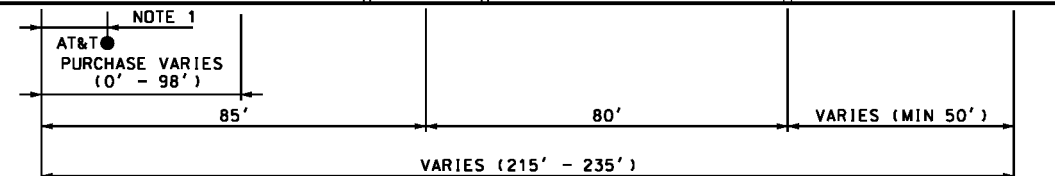
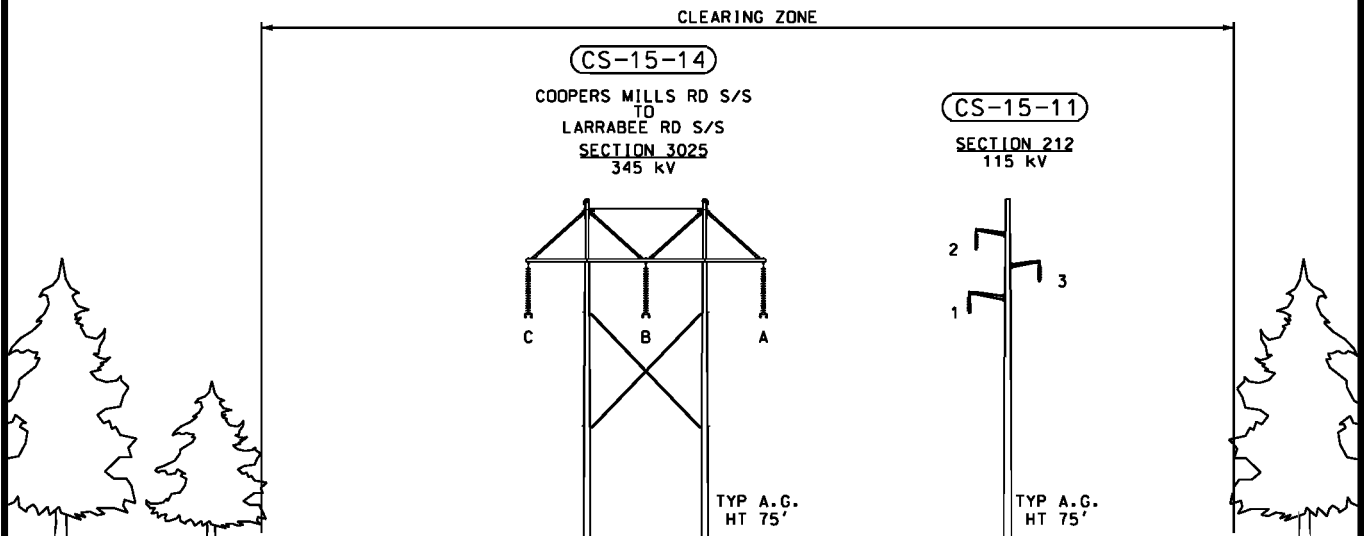
NOTE 1: UNDERGROUND FIBER OPTIC CABLE LOCATION VARIES ALONG R.O.W.

EXISTING



LOOKING FROM MONMOUTH S/S TOWARDS LARRABEE RD S/S
(APPROX. 0.1 MILES)

PROPOSED



LOOKING FROM MONMOUTH S/S TOWARDS LARRABEE RD S/S
(APPROX. 0.1 MILES)

THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

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C	REVISED STRUCTURES	2/5/09	PEI
B	ADJUSTED FOR CONSTRUCTABILITY	2/11/08	PEI
A	ISSUED FOR REVIEW	8/27/07	PEI

SECTION 212 POLE 167 TO 168 STA. 1435+26.1 TO 1439+72

MAINE POWER RELIABILITY PROGRAM

EXISTING AND PROPOSED R.O.W.
ALTERNATIVE N5 FOR N-1-1 ANALYSIS

CHECKED

SGW 9/23/09

DESIGNED

KJF SAT

DATE 8/27/07

APPR.

SEGMENT 15

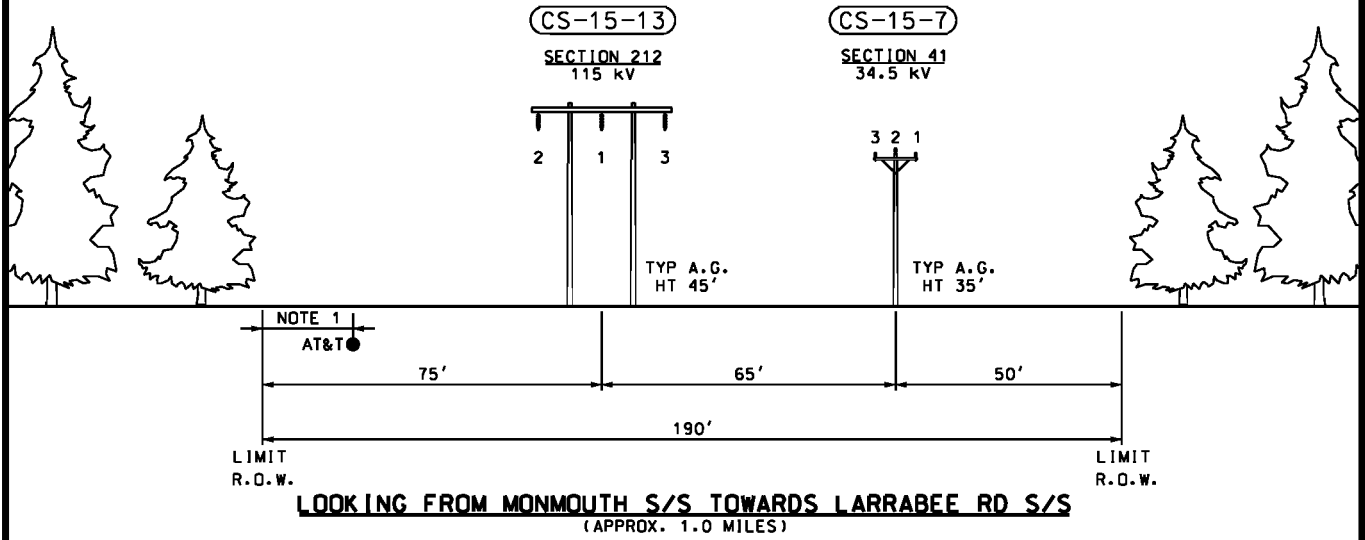
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TRANSMISSION ENGINEERING**

NO. REVISION DATE BY SCALE NTS

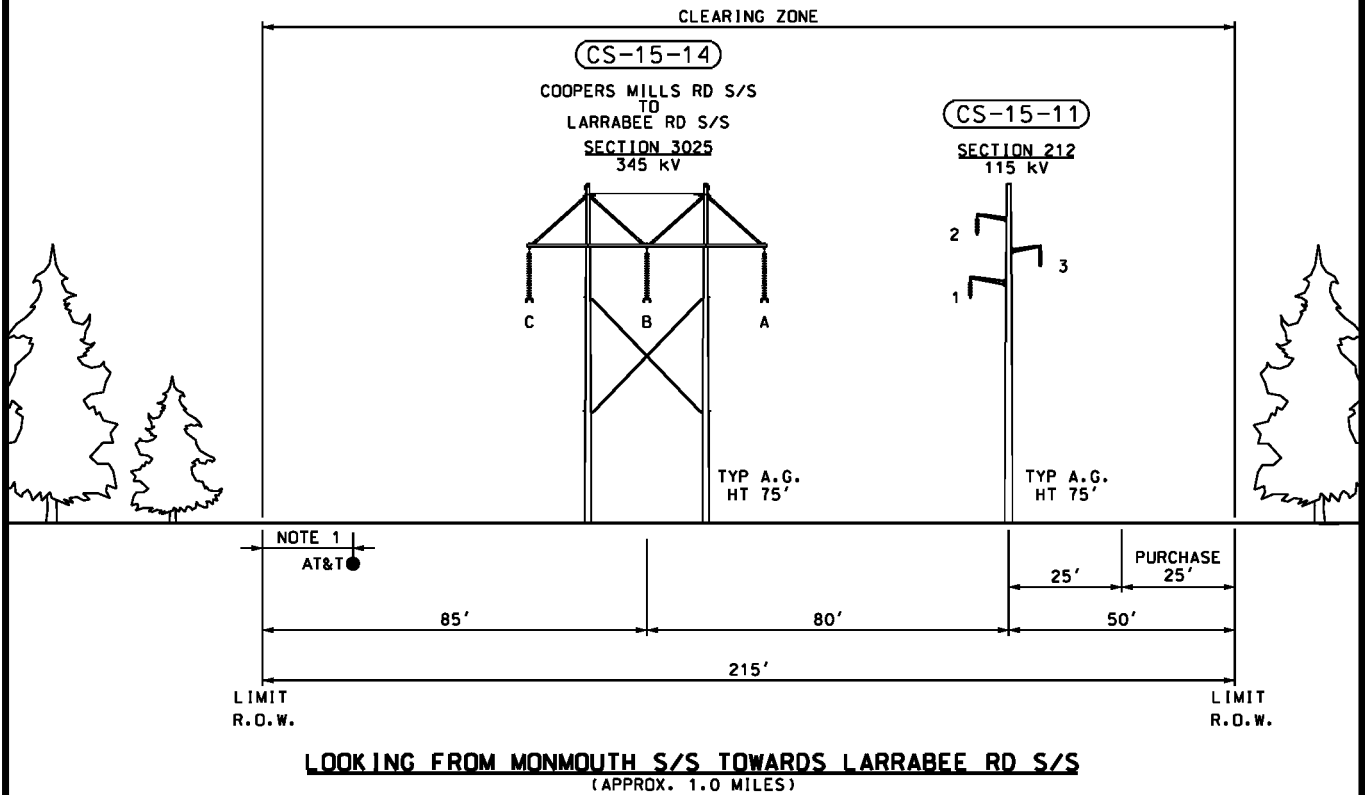
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NOTE 1: UNDERGROUND FIBER OPTIC CABLE LOCATION VARIES ALONG R.O.W.

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				CENTRAL MAINE POWER CO.			
				TRANSMISSION ENGINEERING			
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EXHIBIT 3
Evidence of Title, Right, or Interest

EXHIBIT 4
**List of Properties and Landowners Abutting the MPRP in the Town
of Wales, Maine**

EXHIBIT 5
Range in Structure Heights in the Town of Wales, Maine

EXHIBIT 6
Tabular Summary of Audible Noise Modeling Results Along the
MPRP Corridor

EXHIBIT 7
Environmental Guidelines for Construction and Maintenance
Activities on Transmission Line and Substation Projects

EXHIBIT 8
Environmental Control Requirements for Contractors and
Subcontractors of Central Maine Power Company – Oil and
Hazardous Material

EXHIBIT 9
CMP Facility Decommissioning Procedure

EXHIBIT 10
Maine Natural Areas Program Correspondence