

June 28, 2010

Carol Chavarie, Planning Board Chair  
Town of Windsor  
P. O. Box 179  
Windsor, ME 04363

RE: Request for Partial Amendment to Permit for Central Maine Power Company's (CMP) Maine Power Reliability Program (MPRP)

Dear Ms. Chavarie:

In October 2009, I notified you and the Windsor Planning Board of a change that would affect the design of Central Maine Power Company's (CMP) Maine Power Reliability Program (MPRP) transmission line upgrades in Segment 6 in Windsor, running east and west between the proposed Coopers Mills Substation and the Town of Somerville. The Independent System Operator for New England (ISO-NE) had determined that a different structure design for the Section 254 115 kV transmission line was appropriate. This design modification has now been finalized.

Furthermore, as you may know, the Maine Public Utilities Commission granted CMP a Certificate of Public Convenience and Necessity (CPCN) on June 10.. The CPCN was an acceptance of an agreement ("stipulation") between CMP and a wide range of interested parties. The proposed "Mid-Coast Spur" (designated in the MPRP as Segment 35, running between Windsor and Warren) was not approved as part of the CPCN, so CMP is not anticipating construction within this corridor.

Finally, there have been some relatively minor adjustments to the locations and design of some of the structures in Segments 10 and 15 and south of the Maxcy's Mills Substation, and changes to the stormwater management measures at the access road to the Coopers Mills Substation. In general, these design changes will have fewer impacts than the design approved by the Board on December 7, 2009. The explanations provided in our original application materials in October 2009 addressing the Shoreland Zoning permit requirements remain valid. The project, as redesigned, continues to meet all applicable standards under the Town's ordinances.

The purpose of this letter is to provide you with the details of these changes as the Board requested, and to ask for an amendment to CMP's Shoreland Zoning permit for portions of the MPRP in Windsor.

**Redesign of Section 254 Structures in Segment 6 In Accordance With ISO-NE Specifications**

ISO New England, after its review of the MPRP, specified that the Section 254 structures be redesigned to use bundled conductors. As currently permitted, the Section 254 transmission line

is carried on H-frame structures with a typical height of 75 feet. As redesigned, Section 254 will be carried on H-frame structures with a typical height of 55 feet. The smaller structures will be centered 10 feet further toward the middle of the right-of-way than the structures in the previously approved design. Because the new structures are shorter than the original ones, the spans are not as long, requiring more structures overall. In Windsor, there will be three more structures for Section 254 with the proposed design than with the approved design. However, there are no more structures within the shoreland zone with this proposed design; the impacts to shoreland areas will be the same. Please see the enclosed cross sections and maps 6-1 through 6-3 for a visual depiction of the redesigned structures and their locations. The green dots and squares on the maps show the *permitted* locations for structures; the black dots and squares show the locations with the current, *proposed* design. The cross sections depict the smaller structures.

### **Removal of Segment 35 from the Project Area**

As I notified the Windsor Selectmen and Planning Boards earlier this month, the Maine Public Utilities Commission approved a non-transmission solution to the electric reliability needs of the Midcoast area, rather than the upgrade of Segment 35 proposed by CMP.

The enclosed maps remove the portions of the project associated with Segment 35 (the corridor running southeast from Maxcy's Substation to the Town of Jefferson). Now, the two existing transmission lines within this segment will remain in place, and there will be six transmission lines in the major corridor coming into Coopers Mills Substation from the south, rather than eight.

### **Minor Structure Modifications**

There have been minor changes in the location of some structures south of Maxcy's Substation, within Segment 15 (running west from Maxcy's to the Whitefield town line), and in Segment 10 (running north to China). There are also some minor adjustments to structure heights (with the exception of the redesigned Section 254 structures, which will average 15 feet shorter).

#### **South of Maxcy's –**

Two structures on Section 392 running south to Wiscasset (392-217 and 392-219) will be moved slightly. Also, pole 392-217 will be changed from a structure with a foundation to one without (see Map 15-1). There will be one additional pole for Section 88 in the field south of the new substation, but not in a shoreland district (see structures 88-5 and 88-6, Map SS-2).

#### **Segment 10 –**

There have been adjustments made to the locations of 12 structures in Segment 10, most in the area north and south of Crosby Road (see Map 10-3). Again, there is no difference in the amount of impacts within the shoreland areas as a result of these changes.

#### **Segment 15 –**

There are some very minor adjustments to structure locations in Segment 15, and structures 60-11 and 60-52 have been changed to structures without foundations (see Maps 15-1 and 15-5). Again, there are no more poles within the shoreland zone, and no additional impacts.

**Modification to Stormwater Management Measures at Coopers Mills Substation Access Road**

In response to DEP comments, some changes have been made to the culverts and level spreaders that handle stormwater runoff from the Coopers Mills Substation access road. These modifications will further reduce the amount of runoff entering the river (in fact, the total runoff post-development will be less than before development). Maps SS-1 and SS-2 show the old and new areas of disturbance for the substation and access road.

I would like to request time on the Planning Board's agenda to review these changes with you and to answer any questions you or the other Board members may have. Given the minor nature of the changes, my hope is that the Board can approve a permit amendment at that meeting. Please contact me at 879-1930, extension 135 to let me know of the earliest date when I can meet with the Board. Also, please let me know if there are specific questions the Board would like addressed. Thank you in advance.

Sincerely,

Alison Truesdale

cc: Theresa Haskell, Town Manager  
Arthur Strout, Code Enforcement Officer  
Kevin Elwell, Central Maine Power  
Ken Fortier, Power Engineers  
Mark Goodwin, Burns & McDonnell  
Andrew McMullin, Burns & McDonnell

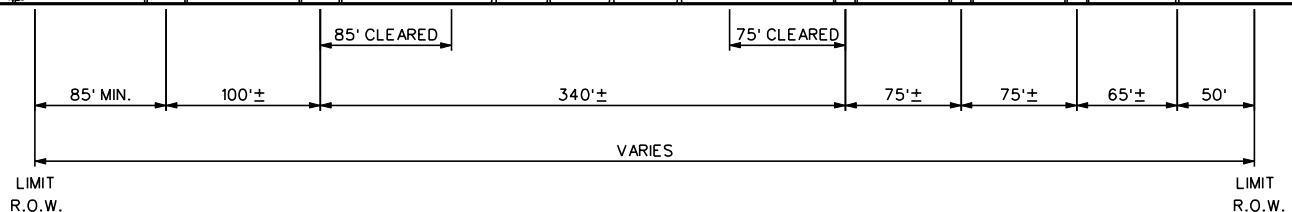
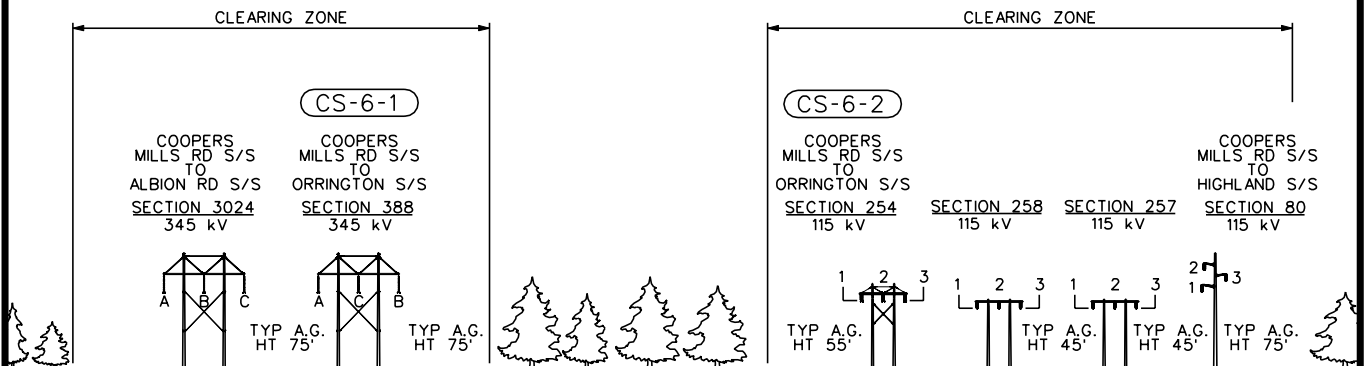
Enclosures: Revised cross section for Segment 6  
Revised strip maps  
Revised structure height table

**EXISTING**



**LOOKING FROM COOPERS MILLS RD S/S TOWARDS ORRINGTON S/S**  
(APPROX. 0.3 MILES)

**PROPOSED**



**LOOKING FROM COOPERS MILLS RD S/S TOWARDS ORRINGTON S/S**  
(APPROX. 0.3 MILES)

THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

**- DRAFT -  
FOR REVIEW ONLY**

ENG. CONTRACTOR			
		/ /	
		/ /	
D	REVISED STATIONING/CLEARING ZONE	2/12/10	PEI
C	REVISED S254 STRUCTURE	12/1/09	PEI
B	ADDED CLEARING ZONE	9/23/09	PEI
A	ISSUED FOR REVIEW	8/7/09	PEI
<b>NO.</b>	<b>REVISION</b>	<b>DATE</b>	<b>BY</b>

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

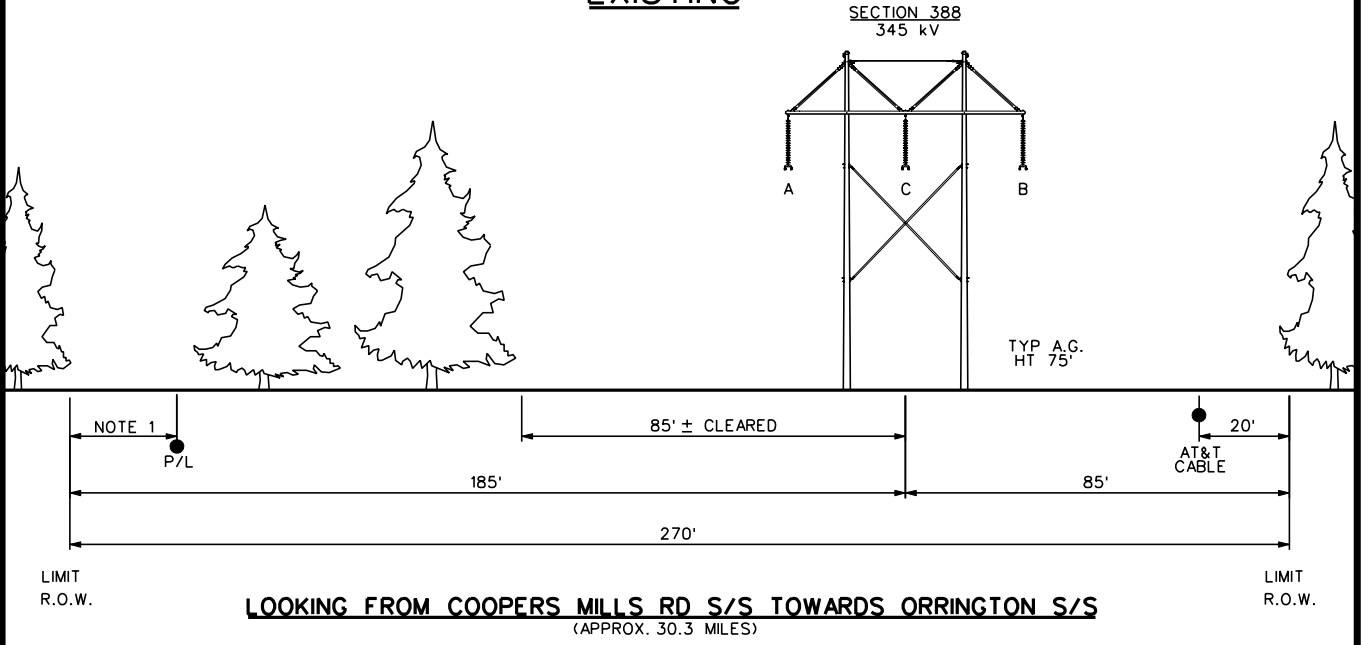
<b>CHECKED</b>		<b>DESIGNED</b> KJF	<b>DATE</b> 03/03/09
SGW	8/4/09	<b>DRAWN</b> SAT	<b>APPR.</b>
<b>CENTRAL MAINE POWER CO.</b>			
<b>TRANSMISSION ENGINEERING</b>			
<b>SCALE</b>	NTS		

**SEGMENT 6**

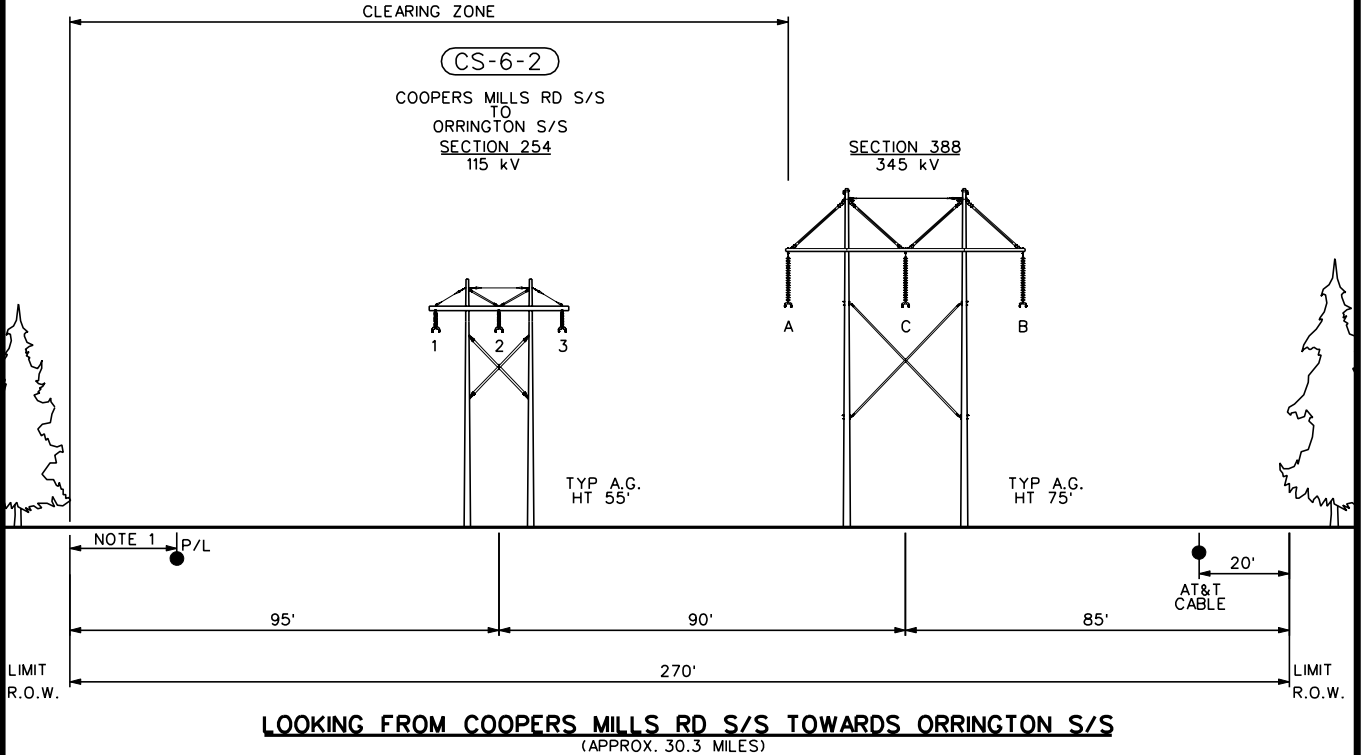
SHEET N5-6-1

NOTE 1: GAS PIPELINE LOCATION  
VARIES ALONG R.O.W.

**EXISTING**



**PROPOSED**



THIS DRAWING SHALL  
BE REVISED ON THE  
CADD SYSTEM ONLY

<b>-DRAFT- FOR REVIEW ONLY</b>				SECTION 388	POLE 10 TO 274	STA. 1412+80 TO 2981+72
<b>MAINE POWER RELIABILITY PROGRAM</b>				<b>EXISTING AND PROPOSED R.O.W. ALTERNATIVE N5 FOR N-1-1 ANALYSIS</b>		
ENG. CONTRACTOR						
F	REVISED STATIONING/ REVISED CLEARING ZONE	2/12/10	PEI	<b>CHECKED</b>		
E	REVISED S254 STRUCTURE/SPACING/ REVISED CLEARING ZONE	12/1/09	PEI			
D	ADDED CLEARING ZONE	9/23/09	PEI	SGW	8/4/09	<b>DESIGNED</b> KJF <b>DRAWN</b> SAT <b>DATE</b> 8/27/07 <b>APPR.</b>
C	ADDED SEQUENCING/PHASING	8/7/09	PEI			
B	ADDED SECTION NO.	4/11/08	PEI	<b>CENTRAL MAINE POWER CO.</b> <b>TRANSMISSION ENGINEERING</b>		
A	ISSUED FOR REVIEW	9/28/07	PEI			
<b>NO.</b>	<b>REVISION</b>	<b>DATE</b>	<b>BY</b>	<b>SCALE</b>	<b>NTS</b>	<b>SEGMENT 6</b>
						<b>SHEET N5-6-2</b>

## Appendix 6: Pole Height Ranges

Height Range	Number of Poles Within Height Ranges – <b>October 2009 Permit</b>									
	Segment 6		Segment 10			Segment 15			Segment 35	
	Section 254	Section 388	Section 257	Section 258	Section 3024	Section 88	Section 60	Section 3025	Section 80	Section 244
41-50	0	0	0	3	0	1	1	0	0	0
51-60	2	0	2	2	0	2	1	0	1	1
61-70	4	0	1	9	5	22	30	4	21	2
71-80	5	0	16	11	21	27	24	17	16	19
81-90	12	2	13	5	14	9	5	16	3	9
91-100	2	0	4	0	4	0	0	6	1	6
101-110	0	3	0	0	1	0	1	0	0	1
111-120	0	1	0	0	0	0	0	3	0	0
121-130	0	0	0	0	0	0	0	0	0	0
131-140	0	0	0	0	0	0	0	0	0	0
141-150	0	0	0	0	0	0	0	0	0	0
<b>Total # Poles</b>	<b>25</b>	<b>6</b>	<b>36</b>	<b>30</b>	<b>45</b>	<b>61</b>	<b>62</b>	<b>46</b>	<b>42</b>	<b>38</b>

Height Range	Number of Poles Within Height Ranges – <b>June 2010 Permit Amendment Application</b>								
	Segment 6		Segment 10			Segment 15			
	Section 254	Section 388	Section 257	Section 258	Section 3024	Section 88	Section 60	Section 3025	
41-50	1	0	2	3	0	1	1	0	
51-60	7	0	2	2	0	1	1	0	
61-70	16	0	15	12	4	26	29	3	
71-80	1	0	13	9	20	20	21	16	
81-90	3	0	4	5	14	12	8	15	
91-100	0	2	0	0	7	2	0	8	
101-110	0	3	0	0	0	0	2	1	
111-120	0	1	0	0	0	0	0	2	
121-130	0	0	0	0	0	0	0	1	
131-140	0	0	0	0	0	0	0	0	
141-150	0	0	0	0	0	0	0	0	
<b>Total # Poles</b>	<b>28</b>	<b>6</b>	<b>36</b>	<b>31</b>	<b>45</b>	<b>62</b>	<b>62</b>	<b>46</b>	