CITY OF LEWISTON
PLANNING BOARD MEETING
Monday, April 13, 2015 – 5:30 P.M.
City Council Chambers – First Floor
Lewiston City Building
27 Pine Street, Lewiston, ME

AGENDA

I. ROLL CALL

II. ADJUSTMENTS TO THE AGENDA

III. CORRESPONDENCE

IV. PUBLIC HEARINGS:

An application submitted by Burns & McDonnell, Eng. on behalf of Central Maine Power Company to amend their existing development review approval and conditional use permit to construct a new above ground 115kV transmission line from a substation to be constructed at 51 Middle Street north along the Pan American Railway to the Veterans Memorial Bridge then west across the Androscoggin River to Auburn. The amendment consists of changes to transmission pole locations and type of pole construction.

V. OTHER BUSINESS:

a) 986 Sabattus Street Rear – Fisher Land Donation
b) Any other business Planning Board Members may have relating to the duties of the Lewiston Planning Board.

VI. READING OF THE MINUTES: Motion to adopt the March 9, 2015 and March 23, 2015 draft minutes

VII. ADJOURNMENT

CITY OF LEWISTON

Department of Planning & Code Enforcement

TO: **Planning Board**
FROM: **David Hediger, City Planner**
DATE: **April 9, 2015**
RE: **April 13, 2015 Planning Board Agenda Item IV(A)**

An application submitted by Burns & McDonnell, Eng. on behalf of Central Maine Power Company to amend their existing development review approval and conditional use permit to construct a new above ground 115kV transmission line from substation to be constructed at 51 Middle Street north along the Pan American Railway to the Veterans Memorial Bridge then west across the Androscoggin River to Auburn.

Burns & McDonnell, Eng. on behalf of Central Maine Power Company has submitted an application to amend their existing development review approval and conditional use permit to construct a new above ground 115kV transmission line. Referred to as the Lewiston Loop Project, this new transmission line will run from the Gulf Island Hydro Facility into Auburn, south and parallel with North River Road, into Lewiston across the Androscoggin River via Boxer Island and the Veteran Memorial Bridge, then south along the Pan American Railway to a new proposed substation at 51 Middle Street.

CMP received approval from the Planning Board on March 28, 2011 for this new transmission line with their conditional use permit becoming effective upon all state and federal approvals being obtained, which occurred on August 23, 2013. As CMP finalized the layout of the new line, it became apparent some modifications would be necessary, warranting an amended permit from the Planning Board. The applicant has described those proposed changes in their application, including, but not limited to the following:

- The relocation of structures 13, 14, and 15 along the westerly side of the Pan American railway corridor. The changes moved the poles further from the rail corridor onto Riverside Cemetery property due to steep slopes constraining the design of the structures originally proposed locations.
- A construction access point will be provided from the Veterans Bridge onto Boxer Island for construction of structure 18.
- A number of the poles in the vicinity of CMMC had to be modified due to their proximity to the helicopter landing pad, including the installation of blinking red lights that shall operate at night on structures 5 through 9 and aerial marker balls between structures 3 through 9.
- Structure type and heights are being modified as follows:
    - Existing approval:
        - Structures 1-16: 70’-100’ tall; single pole structure.
        - Structures 17-19: 80’-100’ tall; h-frame structure.

- Proposed approval:
  - Structures 1-5: 80'-90' tall; single poll structure
  - Structures 6-8: 46'-69' tall; h-frame structure.
  - Structures 9-12: 80'-100 tall; single poll structure.
  - Structures 13-16: 80'-105' tall; single poll structure.
  - Structures 17-18: 80'-85' tall; h-frame structure.

The applicant has specifically addressed a number of sections of the Zoning and Land Use Code, including Article X, Conditional Uses; Article XI, District Regulations; Article XII, Performance Standards; and Article XIII, Development Review and Standards. Staff notes the following:

- Transmission lines are regulated as a conditional use in the Zoning and Land Use Code. Therefore, the applicant is requesting that this request for an amended conditional use permit be granted for a two year period to be consistent with the expiration of development review approved projects. Currently, they have until August 23, 2015 to start construction and August 23, 2018 to complete the project. While CMP expects to start clearing before August 2015, they are requesting their approval period restart with this amended permit providing the applicant until March 13, 2017 to start and March 23, 2020 to finish. Staff supports this request.
- Exhibit 4 provides evidence of right, title and interest (RTI) for properties being crossed, purchased, or cleared for the transmission corridor limited to the changes related to this amended request. Their previously approved application on file with the City contains the existing RTI documentation.
- Amended DEP approval has been granted for this project.

Planning and Code Enforcement recommend approval of the above referenced project, with the following condition:

The conditional use approval of this project is granted for a two year period to be consistent with expiration of development review approved projects, providing the applicant until March 13, 2017 to start and March 23, 2020 to finish.

ACTIONS NECESSARY:

Make a motion finding that the application meets all of the necessary criteria contained in the Zoning and Land Use Code, including Article X, Conditional Uses; Article XI, District Regulations; Article XII, Performance Standards; Article XIII, Development Review and Standards and to grant approval to Central Maine Power Company (CMP) for the construction of a new aboveground 115kV transmission line from a new substation at 51 Middle Street north along the Pan American Railway to the Veterans Memorial Bridge then west across the Androscoggin River to Auburn, (including, if any, specific conditions raised by the Planning Board).

City of Lewiston
Department of Planning & Code Enforcement
DEVELOPMENT REVIEW COMMITTEE
PROJECT DEVELOPMENT REVIEW FORM

TO:
- Police Department
- Public Works Dept.
- Fire Department
- Code Enforcement

- ✓ David Chick
- ✓ Ryan Barnes
- _____ Paul Ouellette/Bruce McKay
- _____ David Hediger/Gil Arsenault

FROM: Cathy Lekberg

DATE: March 3, 2015

Project Name: Transmission Line Section 255 Project Scope Changes

Address: CMP Transmission Line Corridor

Please review the above named application and return or e-mail to Cathy Lekberg your comments to Planning & Code Enforcement by **March 11, 2015**. If you have no concerns, please check the space below.

Comments: CONTRACTOR TO REPAIR ANY DAMAGE TO STREETS RESULTING FROM THIS WORK

Please review the application and site plan(s) and return any comments back to me by the above specified date. Thank you.

_____ I have no concerns with this project.

Possible Planning Board Meeting date is March 23, 2015.

Reviewed by: RYAN BARNES (Please Print) Title: PROJECT ENGINEER

Signature: [signature] Date: 3-9-15

CENTRAL MAINE POWER
Maine Power Reliability Program

March 31, 2015

David Hediger, City Planner
City of Lewiston
27 Pine Street
Lewiston, Maine 04240

RE: Central Maine Power Company, Lewiston Loop Project
Application to Amend S255 Transmission Line Conditional Use Permit

Dear Mr. Hediger,

Please find enclosed 13 copies of the Development Review Application reflecting scope changes to the proposed Section 255 transmission line project in Lewiston. As you know, Section 255 is a component of the Lewiston Loop project of which Central Maine Power Company (CMP) obtained Conditional Use approval from the Lewiston Planning Board on March 28, 2011. CMP also obtained a separate Conditional Use approval for the Middle Street substation project on March 28, 2011. The enclosed application pertains only to the transmission line Section 255.

The Planning Board's approval of the project in 2011 noted that the Conditional Use permit would not take effect until all other state and federal approvals had been obtained, which occurred on August 23, 2013. It was also noted an additional one-year extension to the start of construction could be granted upon written request. CMP expects to begin work within the original 2-year start of construction deadline (August 23, 2015); however, upon approval of this application requests a re-start of the approval clock.

In order to construct the new transmission line in Lewiston, CMP obtained a combination of easement and fee rights from property owners within the project area, and entered into a license agreement with Pan Am Railway for use of the rail corridor. CMP also acquired additional trimming rights from landowners where the subsequent realignment of the transmission line made this necessary. To-date, all transactions are complete, and in all areas where vegetation will need to be cleared CMP has negotiated with and has obtained the rights to do so from the abutting property owners. For that reason CMP believes a 30-day notice of clearing to the abutters and the City will be sufficient.

CMP has obtained an amended DEP-NRPA permit for the structure realignment and additional access as summarized above. A copy of the amended permit can be found in Exhibit 3 of the Application. Also included as Exhibit 5 is a copy of the original application submitted to the Planning Board in March, 2011. Please note that the Option agreements

52 Farm View Drive, New Gloucester, ME 04260
Telephone 207.253.4001, Fax 207.253.4079
www.mainepower.com

IBERDROLA USA

provided at that time as evidence of Right, Title, and Interest have been replaced with a deed reference table. A copy of the corresponding deeds has been provided to you. Evidence of Right, Title, and Interest necessary for the project changes noted above have been included as a part of this Application.

Following is a summary of the proposed scope changes:

Section 255 Alignment Change
CMP proposes to change the alignment of structures 13, 14 and 15 along the westerly side of the Pan American railway corridor south of Memorial Bridge Highway. These structures were originally adjacent to and within the railroad corridor. After completing a constructability assessment of this portion of Section 255, CMP determined there were constraints with the original design that could adversely affect the concrete foundations required for these structures due to the presence of steep slopes. CMP now proposes to relocate these structures westerly of the permitted location to more level ground. Additional property was acquired from the Riverside Cemetery Association for this purpose, the recorded deed of which can be found in Exhibit 4 of the Application. This alternative also requires crossing a small intermittent stream that drains directly into Jepson Brook. It also requires crossing Jepson Brook at a different location approximately 80 feet downstream from where it was originally permitted, resulting in the need to clear an additional 50-foot width of forested uplands. Neither of these crossings will involve construction equipment crossing either stream (see revised Natural Resource Maps 8 and 9 found in Exhibit 1 of the Application).

Off Site Access
CMP proposes to add construction access over uplands from Memorial Bridge Highway to Boxer Island (see Natural Resource Map 8 found in Exhibit 1 of the Application). Included is a copy of the recorded deed for the Boxer Island property which can be found in Exhibit 4 of the Application. Providing a copy of this deed was made a condition of the Conditional Use approval granted in 2011.

Structure Design near Central Maine Medical Center
Due to FAA regulations and guidelines provided by Central Maine Medical Center facilities department and helicopter pilots, CMP will be installing blinking red lighting that will operate at night time on five structures (structures 5-9) in the area between Bridge Street and Whipple street, aerial marker balls between structures 3 and 9, and will be changing the design of structures 6-8 from single pole to shorter H-frame steel structures (see Exhibit 2 of the Application). The change to H-frame structures required CMP to obtain additional clearing rights from landowners in this area (see Exhibit 4 of the Application). The remaining structures within the project area, namely structures 1-4 (single pole), 9-16 (single pole), 17-18 (H-frame, Boxer Island), and 62 (H-frame, Gulf Island) will remain the same.

Development Review and Conditional Use Application Amendment

For

CMP Section 255 Transmission Line Lewiston Loop Project, Lewiston, Maine

Prepared for:

Central Maine Power Company
83 Edison Drive
Augusta, Maine 04336

Prepared by:

Burns & McDonnell, Eng.
Durham Hall
52 Farm View Drive
New Gloucester, Maine 04260

March 31, 2015

Structure Alignment at Middle Street Substation
The transmission line structures coming into Middle Street substation have shifted approximately 50 feet to the north of the original design location.

Respectfully,

John Titus

John Titus
Community Relations Field Specialist
Burns & McDonnell

cc: Chris Marshall (BMcD), Mark Goodwin (BMcD), Gerry Mirabile (CMP)
incl: Development Review Application, copy of deeds

CENTRAL MAINE POWER

March 9, 2012

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 Burns & McDonnell and Burns & McDonnell 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 contact either Gerry Mirabile at 626-9557 (email me at gerry.mirabile@cmpco.com) or me at 626-9574 (email roy.koster@cmpco.com) with any questions. Thank you.

Sincerely,

Roy A. Koster, P.E.
Manager, Environmental Health & Safety

83 Edison Drive, Augusta, ME 04336
Telephone 207.623.3521

IBERDROLA USA

S:\Compliance\Shared\Environmental\Projects\TLs & Combined TL's & SS's\MPRP\Agent Authorization Letter - BMcD.doc

Development Review Application

City of Auburn Planning and Permitting Department
City of Lewiston Department of Planning and Code Enforcement

PROJECT NAME: LEWISTON LOOP SECTION 255 - revised project scope

PROPOSED DEVELOPMENT ADDRESS: CMP transmission line

PARCEL ID#: 187-1, 192-1, 193-41&46-50, 206-2&3, 206-202, Pan Am Railroad

REVIEW TYPE:
Site Plan/Special Exception □ | Site Plan Amendment □X
Subdivision □ | Subdivision Amendment □

PROJECT DESCRIPTION: Section 255 is a proposed 115kV transmission line that will run from Gulf Island to Boxer Island to the proposed Middle St. substation. Since acquiring Conditional Use approval in March 2011, several scope changes have been proposed (see attached).

CONTACT INFORMATION:

Applicant	Property Owner
Name: Gerry Mirabile	Name:
Address: 83 Edison Dr, Augusta, ME	Address:
Zip Code 04336-0002	Zip Code
Work #: 207-626-9557	Work #:
Cell #:	Cell #:
Fax #: 207-626-4045	Fax #:
Home #:	Home #:
Email: Gerry.Mirabile@cmpco.com	Email:

Project Representative	Other professional representatives for the project (surveyors, engineers, etc.),
Name: John Titus, Chris Marshall	Name: Katryn Mitchell
Address: 52 Farm View Dr.	Address: 52 Farm View Dr.
Zip Code New Gloucester, ME 04260	Zip Code New Gloucester, ME 04260
Work #: 207-253-4040(Chris Marshall)	Work #: 207-253-4020
Cell #: 207-624-2448 (John Titus)	Cell #: 603-340-0961
Fax #:	Fax #: 207-253-4079
Home #:	Home #:
Email: jtitus@burnsmcd.com cmarshall@burnsmcd.com	Email: kmitchell@burnsmcd.com

PROJECT DATA

The following information is required where applicable, in order to complete the application

IMPERVIOUS SURFACE AREA/RATIO

Existing Total Impervious Area	N/A sq. ft.
Proposed Total Paved Area	N/A sq. ft.
Proposed Total Impervious Area	N/A sq. ft.
Proposed Impervious Net Change	N/A sq. ft.
Impervious surface ratio existing	N/A % of lot area
Impervious surface ratio proposed	N/A % of lot area

BUILDING AREA/LOT COVERAGE

Existing Building Footprint	N/A sq. ft.
Proposed Building Footprint	N/A sq. ft.
Proposed Building Footprint Net change	N/A sq. ft.
Existing Total Building Floor Area	N/A sq. ft.
Proposed Total Building Floor Area	N/A sq. ft.
Proposed Building Floor Area Net Change	N/A sq. ft
New Building	N/A (yes or no)
Building Area/Lot coverage existing	N/A % of lot area
Building Area/Lot coverage proposed	N/A % of lot area

ZONING

Existing	RC, NCB, UE, CV
Proposed, if applicable	(No change)

LAND USE

Existing	Undeveloped and parking
Proposed	Utility

RESIDENTIAL, IF APPLICABLE

Existing Number of Residential Units	N/A
Proposed Number of Residential Units	N/A
Subdivision, Proposed Number of Lots	N/A

PARKING SPACES

Existing Number of Parking Spaces	N/A
Proposed Number of Parking Spaces	N/A
Required Number of Parking Spaces	N/A
Number of Handicapped Parking Spaces	N/A

ESTIMATED COST OF PROJECT

DELEGATED REVIEW AUTHORITY CHECKLIST

SITE LOCATION OF DEVELOPMENT AND STORMWATER MANAGEMENT

Existing Impervious Area	N/A sq. ft.
Proposed Disturbed Area	N/A sq. ft.
Proposed Impervious Area	N/A sq. ft.

1. ***If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with MDEP.***
2. ***If the proposed impervious area is greater than one acre including any impervious area crated since 11/16/05, then the applicant shall apply for a MDEP Stormwater Management Permit, Chapter 500, with the City.***
3. ***If total impervious area (including structures, pavement, etc) is greater than 3 acres since 1971 but less than 7 acres, then the applicant shall apply for a Site Location of Development Permit with the City. If more than 7 acres then the application shall be made to MDEP unless determined otherwise.***
4. ***If the development is a subdivision of more than 20 acres but less than 100 acres then the applicant shall apply for a Site Location of Development Permit with the City. If more than 100 acres then the application shall be made to MDEP unless determined otherwise.***

TRAFFIC ESTIMATE

Total traffic estimated in the peak hour-existing (Since July 1, 1997) N/A passenger car equivalents (PCE)

Total traffic estimated in the peak hour-proposed (Since July 1, 1997) N/A passenger car equivalents (PCE)

If the proposed increase in traffic exceeds 100 one-way trips in the peak hour then a traffic movement permit will be required.

Zoning Summary

1. Property is located in the RC NCB UE CV zoning district.
2. Parcel Area: N/A acres / _____ square feet(sf).

Regulations	Required/Allowed	Provided
Min Lot Area	N/A	/
Street Frontage	N/A	/
Min Front Yard	N/A	/
Min Rear Yard	N/A	/
Min Side Yard	N/A	/
Max. Building Height	N/A	/
Use Designation	N/A	/
Parking Requirement	1 space/ per ____ square feet of floor area	
Total Parking:	N/A	/
Overlay zoning districts (if any):	Shoreland	/ /
Urban impaired stream watershed?	YES/NO If yes, watershed name No	

DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submission shall include payment of fee and fifteen (15) complete packets containing the following materials:

1. Full size plans containing the information found in the attached sample plan checklist.
2. Application form that is completed and signed.
3. Cover letter stating the nature of the project.
4. All written submittals including evidence of right, title and interest.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.

Refer to the application checklist for a detailed list of submittal requirements.

L/A's development review process and requirements have been made similar for convenience and to encourage development. Each Citys ordinances are available online at their prospective websites:
Auburn: www.auburnmaine.org under City Departments/ Planning and Permitting/Land Use Division/Zoning Ordinance
Lewiston: http://www.ci.lewiston.me.us/clerk/ordinances.htm Refer to Appendix A of the Code of Ordinances

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, I certify that the City's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for development review only; a Performance Guarantee, Inspection Fee, Building Permit Application and other associated fees and permits will be required prior to construction.

Signature of Applicant:	**Date:**
John Titus	3/31/15

Development Review Checklist

City of Auburn Planning and Permitting Department
City of Lewiston Department of Planning and Code Enforcement

THE FOLLOWING INFORMATION IS REQUIRED WHERE APPLICABLE TO BE SUBMITTED FOR AN APPLICATION TO BE COMPLETE

PROJECT NAME: Lewiston Loop

PROPOSED DEVELOPMENT ADDRESS and PARCEL #: _____

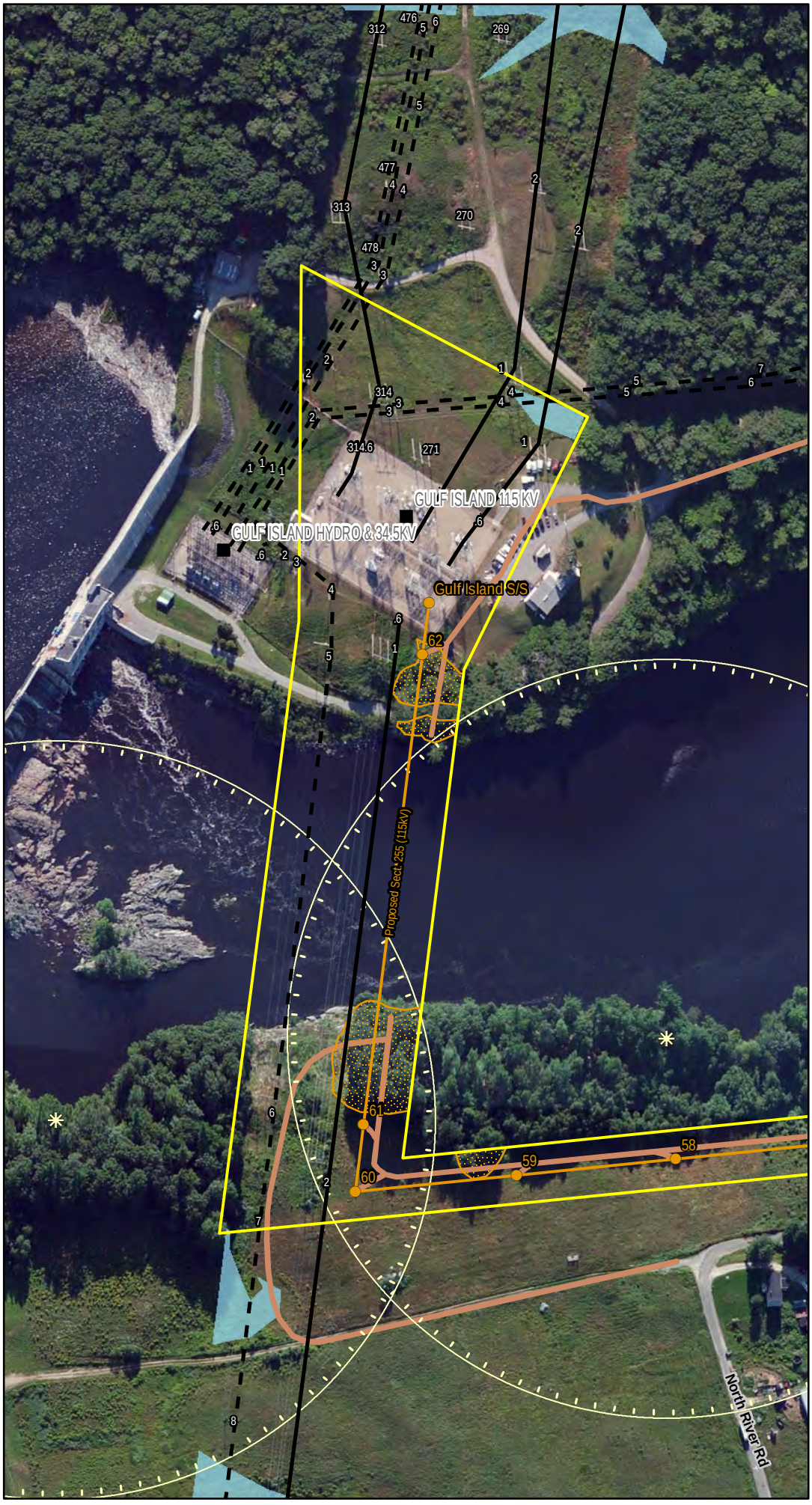
Required Information		Check Submitted		Applicable Ordinance	
Site Plan		**Applicant**	**Staff**	**Lewiston**	**Auburn**
	Owner's Names/Address	X			
	Names of Development	X			
	Professionally Prepared Plan	X			
	Tax Map or Street/Parcel Number	X			
	Zoning of Property	X			
	Distance to Property Lines				
	Boundaries of Abutting land	X			
	Show Setbacks, Yards and Buffers	N/A			
	Airport Area of Influence (Auburn only)	N/A			
	Parking Space Calcs	N/A			
	Drive Openings/Locations	N/A			
	Subdivision Restrictions	N/A			
	Proposed Use	X			
	PB/BOA/Other Restrictions	N/A			
	Fire Department Review	N/A			
	Open Space/Lot Coverage	N/A			
	Lot Layout (Lewiston only)	N/A			
	Existing Building (s)	N/A			
	Existing Streets, etc.	N/A			
	Existing Driveways, etc.	N/A			
	Proposed Building(s)	N/A			
	Proposed Driveways				
Landscape Plan		N/A			
	Greenspace Requirements	N/A			
	Setbacks to Parking	N/A			
	Buffer Requirements	N/A			
	Street Tree Requirements	N/A			
	Screened Dumpsters	N/A			
	Additional Design Guidelines	N/A			

	Planting Schedule	N/A			
Stormwater & Erosion Control Plan		N/A			
	Compliance w/ chapter 500	N/A			
	Show Existing Surface Drainage	N/A			
	Direction of Flow	N/A			
	Location of Catch Basins, etc.	N/A			
	Drainage Calculations	N/A			
	Erosion Control Measures	X			
	Maine Construction General Permit	N/A			
	Bonding and Inspection Fees	N/A			
	Post-Construction Stormwater Plan	N/A			
	Inspection/monitoring requirements	N/A			
	Third Party Inspections (Lewiston only)	N/A			
Lighting Plan					
	Full cut-off fixtures	N/A			
	Meets Parking Lot Requirements	N/A			
Traffic Information		N/A			
	Access Management	N/A			
	Signage	N/a			
	PCE - Trips in Peak Hour	N/A			
	Vehicular Movements	N/A			
	Safety Concerns	N/A			
	Pedestrian Circulation	N/A			
	Police Traffic	N/A			
	Engineering Traffic	N/A			
Utility Plan		N/A			
	Water	N/A			
	Adequacy of Water Supply	N/A			
	Water main extension agreement	N/A			
	Sewer	N/A			
	Available city capacity	N/A			
	Electric	N/A			
	Natural Gas	N/A			
	Cable/Phone	N/A			
Natural Resources					
	Shoreland Zone	X			
	Flood Plain	X			
	Wetlands or Streams	X			
	Urban Impaired Stream	N/A			
	Phosphorus Check	N/A			
	Aquifer/Groundwater Protection	N/A			
	Applicable State Permits	X			
	No Name Pond Watershed (Lewiston only)	N/A			

	Lake Auburn Watershed (Auburn only)	N/A			
	Taylor Pond Watershed (Auburn only)	N/A			
Right Title or Interest					
	Verify	N/A			
	Document Existing Easements, Covenants, etc.	X			
Technical & Financial Capacity		X			
	Cost Est./Financial Capacity	N/A			
	Performance Guarantee	N/A			
State Subdivision Law		N/A			
	Verify/Check	N/A			
	Covenants/Deed Restrictions	N/A			
	Offers of Conveyance to City	N/A			
	Association Documents	N/A			
	Location of Proposed Streets & Sidewalks	N/A			
	Proposed Lot Lines, etc.	N/A			
	Data to Determine Lots, etc.	N/A			
	Subdivision Lots/Blocks	N/A			
	Specified Dedication of Land	N/A			
Additional Subdivision Standards		N/A			
	Single-Family Cluster (Lewiston only)	N/A			
	Multi-Unit Residential Development (Lewiston only)	N/A			
	Mobile Home Parks	N/A			
	Private Commercial or Industrial Subdivisions (Lewiston only)	N/A			
	PUD (Auburn only)	N/A			
A jpeg or pdf of the proposed site plan		X			
Final sets of the approved plans shall be submitted digitally to the City, on a CD or DVD, in AutoCAD format R 14 or greater, along with PDF images of the plans for archiving					

EXHIBIT 1

Revised Natural Resource Maps



Legend

- Lewiston Loop Project Limits
- Extent Of CMP Pole and Trimming Rights on Pan-Am RR Property
- Proposed Section 255
- Proposed Sec. 255 Structure
- Proposed Section 256
- Proposed Temporary Access Way
- Proposed Clearing and Trimming Areas
- Proposed Middle Street Substation
- Distribution Pole to be Removed
- Bald Eagle Nest Location
- Bald Eagle Nest Radius (660')
- Stream
- Wetland
- Surface Water
- Vernal Pool Depression Area
- Regulated Vernal Pool Habitat (250')
- Vernal Pool Habitat (750')
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Existing Sec. 149 Structure To Be Removed
- Existing Structure

0 250

Feet

Central Maine Power Co.

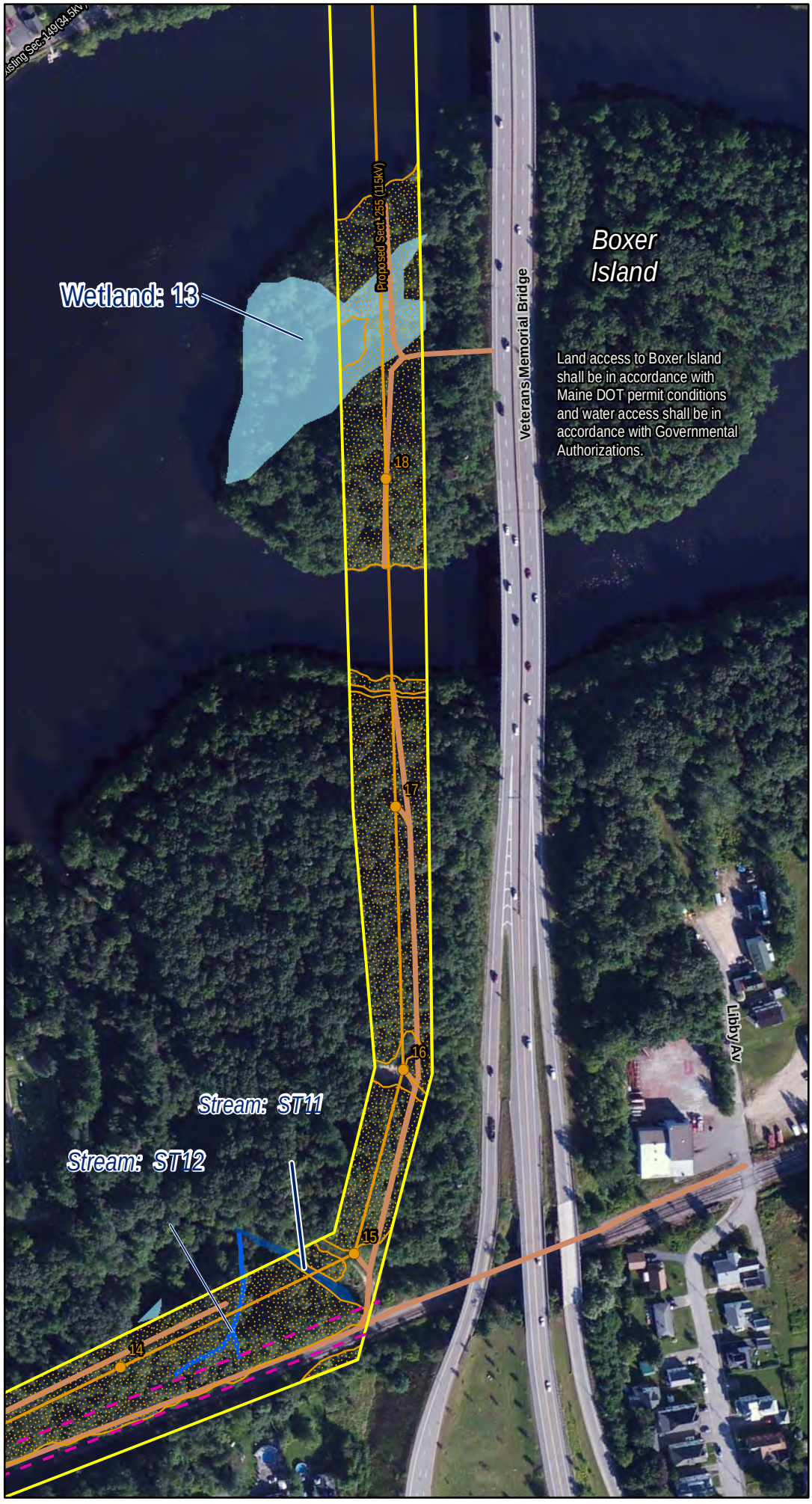
Lewiston Loop

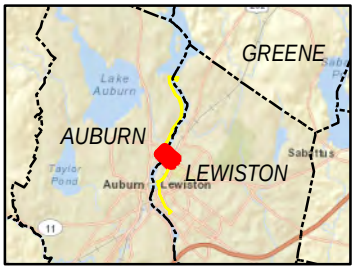
Project Scope and Natural Resources Map

Page 1 of 13

14 Gabriel Dr.
Augusta, ME 04330
TRC

Created: 5/20/2014





Legend

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- Vernal Pool Habitat (750')
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- Existing 34.5kV Transmission Line
- Existing Sec. 149 Structure To Be Removed
- Existing Structure

N

0 250

Feet

Central Maine Power Co.

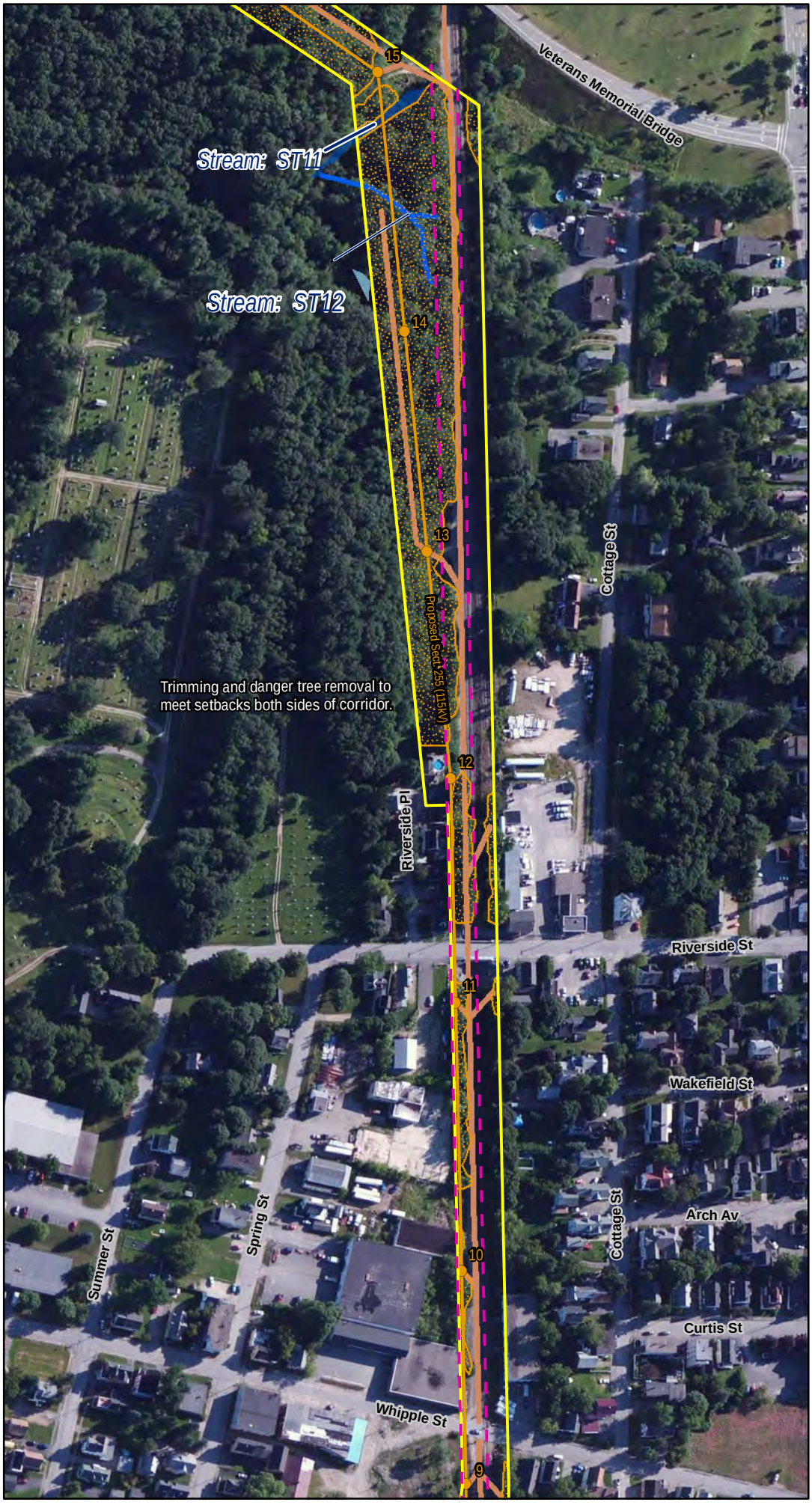
Lewiston Loop

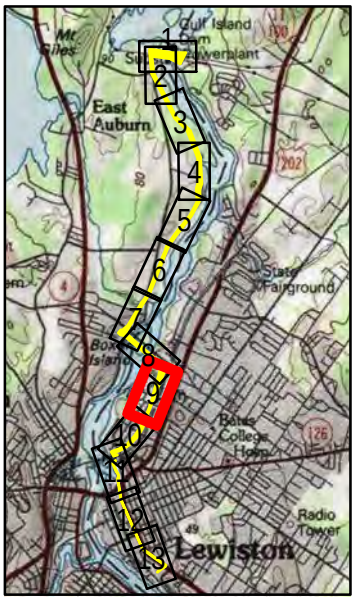
Project Scope and Natural Resources Map

Page 8 of 13

14 Gabriel Dr.
Augusta, ME 04330
TRC

Created: 5/20/2014





Legend

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0 250

Feet

Central Maine Power Co.

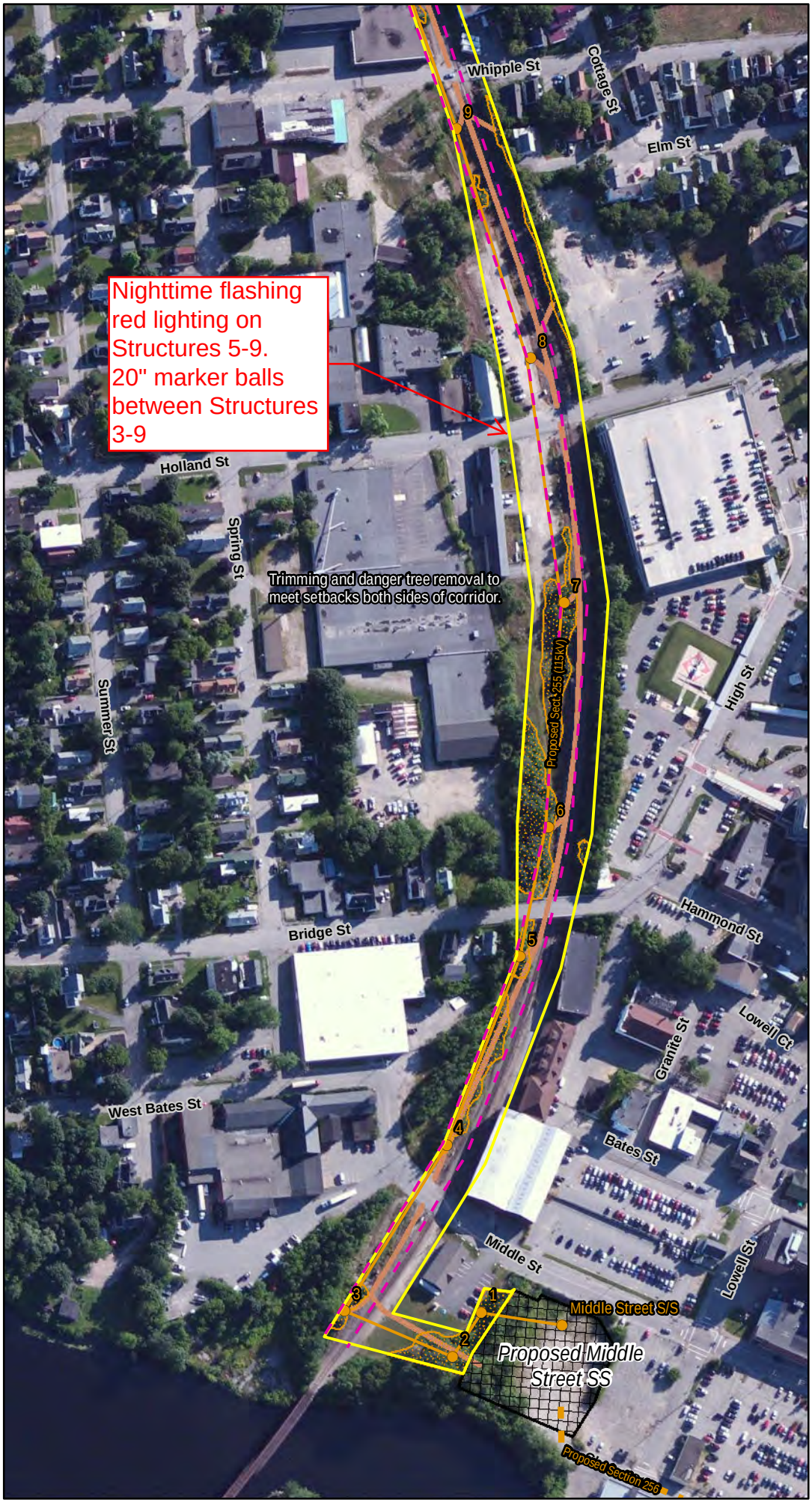
Lewiston Loop

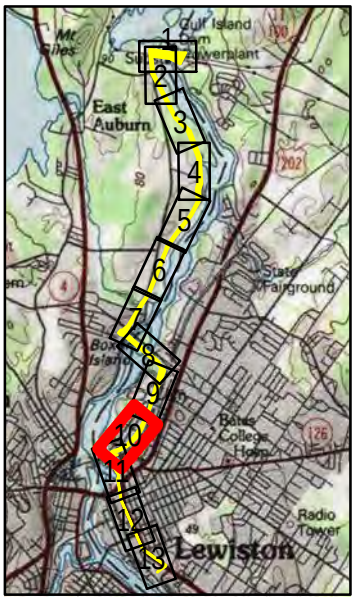
Project Scope and Natural Resources Map

Page 9 of 13

14 Gabriel Dr.
Augusta, ME 04330
TRC

Created: 3/23/2015





Legend

- Lewiston Loop Project Limits
- Extent Of CMP Pole and Trimming Rights on Pan-Am RR Property
- Proposed Section 255
- Proposed Sec. 255 Structure
- Proposed Section 256
- Proposed Temporary Access Way
- Proposed Clearing and Trimming Areas
- Proposed Middle Street Substation
- Distribution Pole to be Removed
- Bald Eagle Nest Location
- Bald Eagle Nest Radius (660')
- Stream
- Wetland
- Surface Water
- Vernal Pool Depression Area
- Regulated Vernal Pool Habitat (250')
- Vernal Pool Habitat (750')
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Existing Sec. 149 Structure To Be Removed
- Existing Structure

0 250

Feet

Central Maine Power Co.

Lewiston Loop

Project Scope and Natural Resources Map

Page 10 of 13

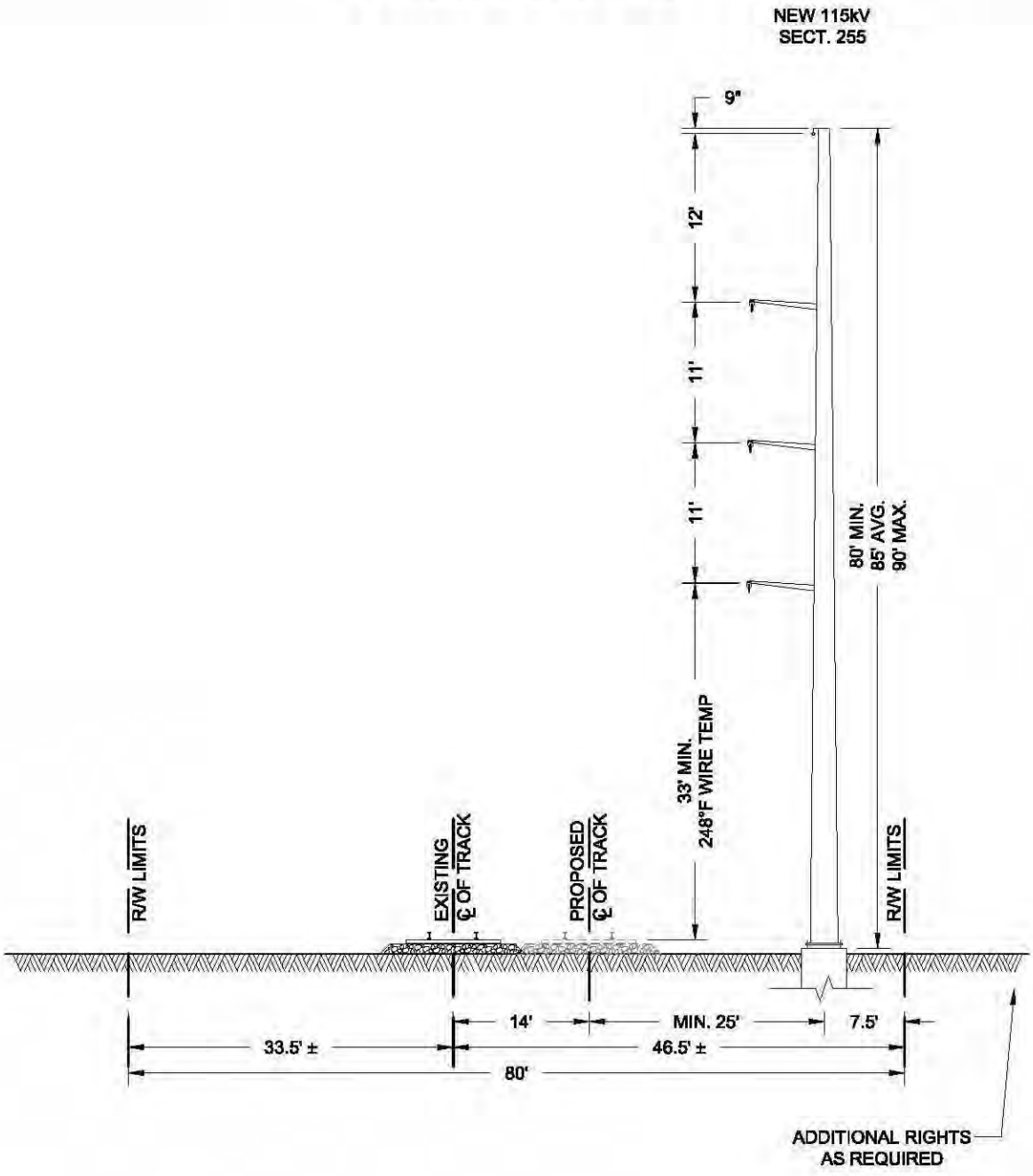
14 Gabriel Dr.
Augusta, ME 04330
TRC

Created: 3/23/2015

EXHIBIT 2

Revised Cross Sections

STRUCTURES 1 THROUGH 5
LOOKING SOUTHWEST
APPROXIMATE LENGTH 1180'



THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

NOTE: CLEAR TREES TO THE FULL WIDTH OF THE ROW.

NO.	REV.	DATE	BY
1	RE-ISSUED FOR CONST. 2014	04/16/14	BAF
0	ISSUED FOR CONST. 2014	01/30/14	BAF

CLIENT APPROVAL
APPROVED BY
COMPANY
DATE --/--/--

CENTRAL MAINE POWER COMPANY
NEW 115kV SECTION 255
MIDDLE STREET S/S - LARRABEE ROAD S/S
R/W CROSS SECTIONS

DESIGNED	LEP	CHCK.	EGS
DRAWN	RDW	APPR.	BAF

DATE 04/09/08
REVIEWED

TRC
TRC
249 Western Avenue
Augusta, Maine 04330

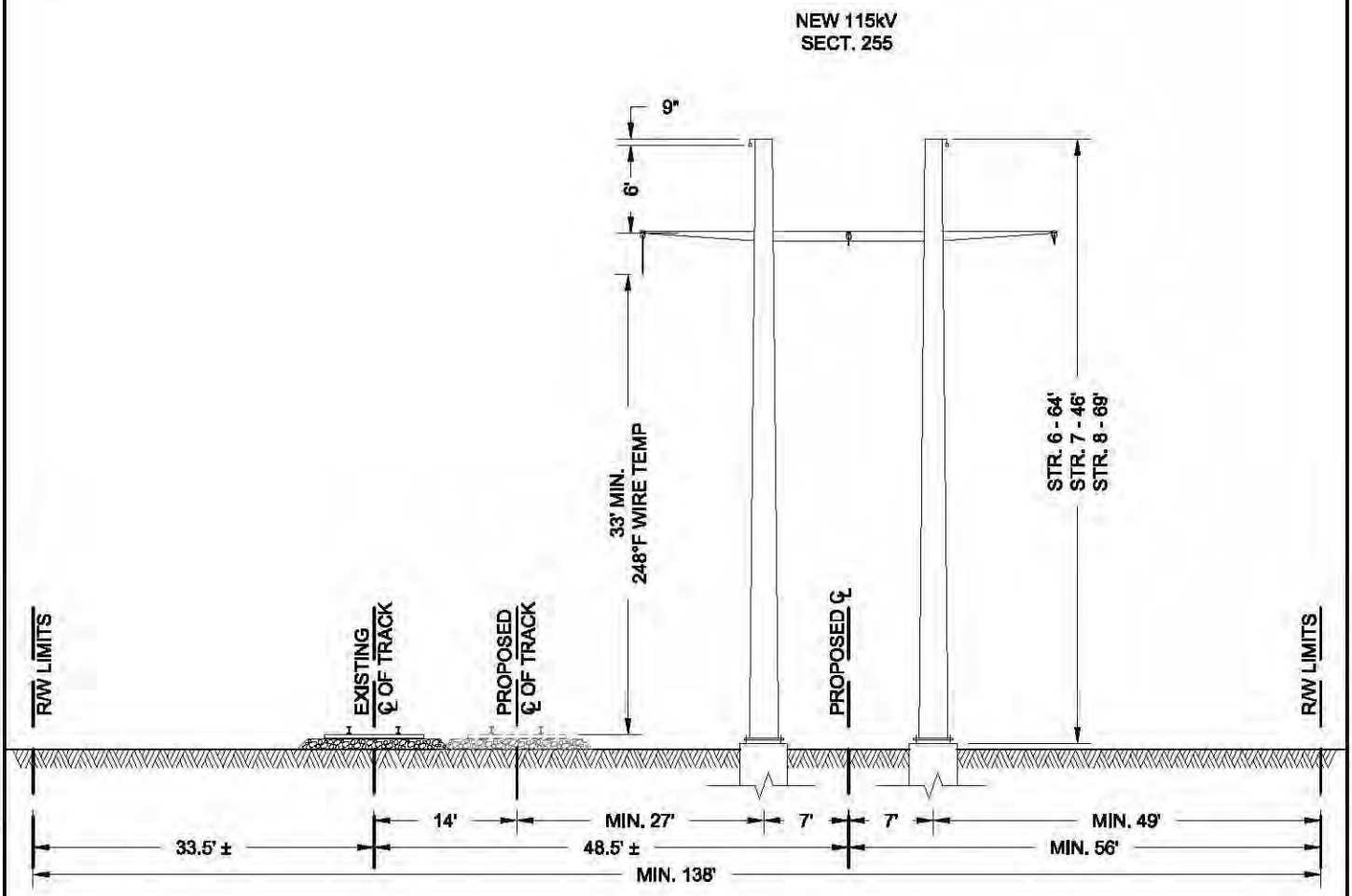
155636-T0001-SH1

CONTRACT DWG NO.
155636-T0001-SH01.DWG

PROJECT NO.
155636

REV. 1

STRUCTURES 6 THROUGH 8
LOOKING SOUTHWEST
APPROXIMATE LENGTH 1050'



THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

NOTE: CLEAR TREES TO THE FULL WIDTH OF THE ROW.

NO.	REV.	DATE	BY
0	ISSUED FOR CONST. 2014	4/1614	BAF

CLIENT APPROVAL
APPROVED BY
COMPANY
DATE –/--/–

CENTRAL MAINE POWER COMPANY
NEW 115kV SECTION 255
MIDDLE STREET S/S - LARRABEE ROAD S/S
R/W CROSS SECTIONS

DESIGNED BAF	CHCK. TRC	DATE 02/19/14
DRAWN BAF	APPR. —	REVIEWED

TRC
TRC
249 Western Avenue
Augusta, Maine 04330

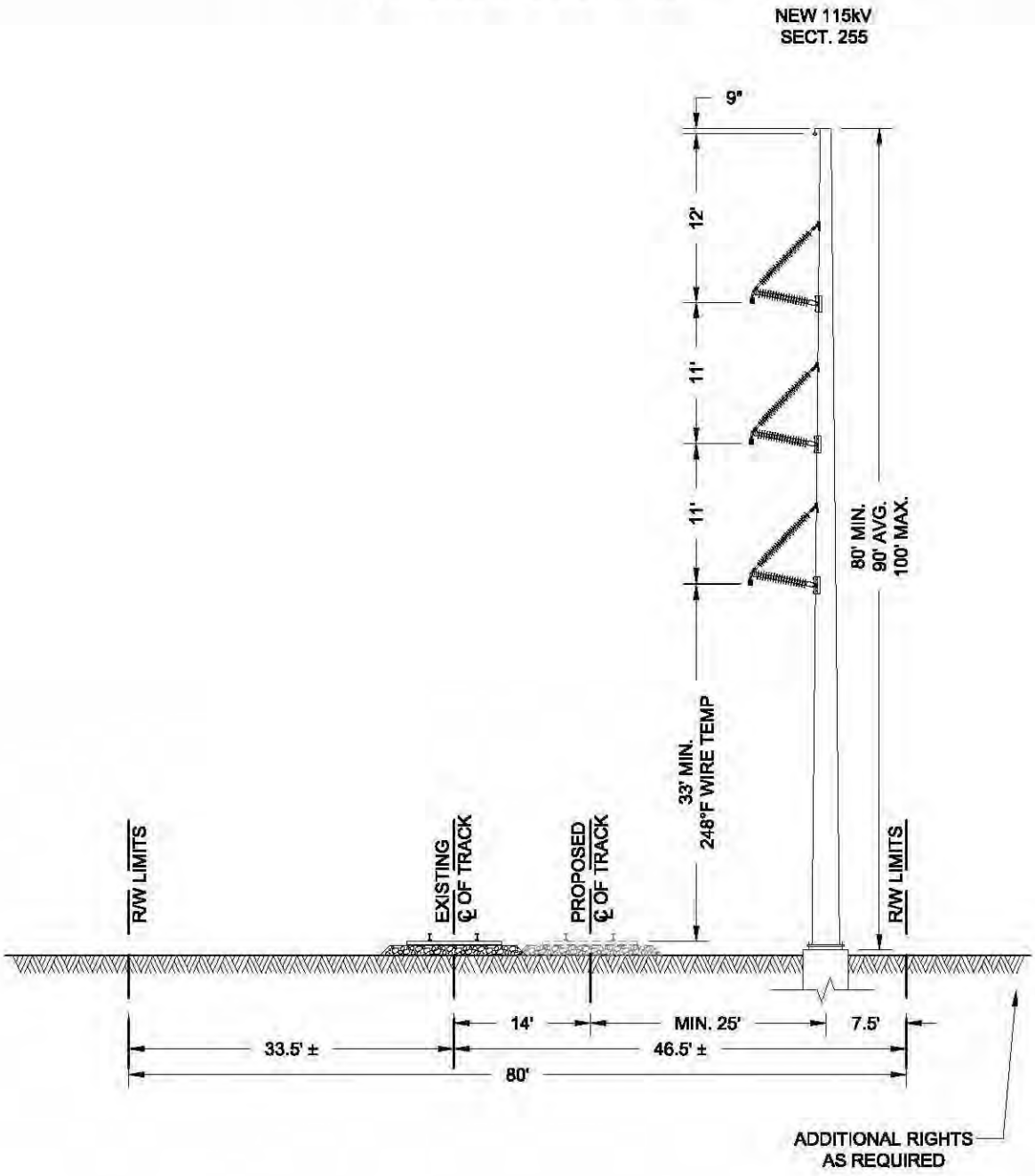
155636-T0001-SH9

CONTRACT DWG NO.
155636-T0001-SH01.DWG

PROJECT NO.
155636

REV. 0

STRUCTURES 9 THROUGH 12
LOOKING SOUTHWEST
APPROXIMATE LENGTH 1650'



THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

NOTE: CLEAR TREES TO THE FULL WIDTH OF THE ROW.

NO.	REV.	DATE	BY
0	ISSUED FOR CONST. 2014	04/18/14	BAF

CLIENT APPROVAL
APPROVED BY
COMPANY
DATE --/--/--

CENTRAL MAINE POWER COMPANY
NEW 115kV SECTION 255
MIDDLE STREET S/S - LARRABEE ROAD S/S
R/W CROSS SECTIONS

DESIGNED	LEP	CHCK.	EGS
DRAWN	RDW	APPR.	BAF

DATE 04/09/08
REVIEWED

TRC
249 Western Avenue
Augusta, Maine 04330

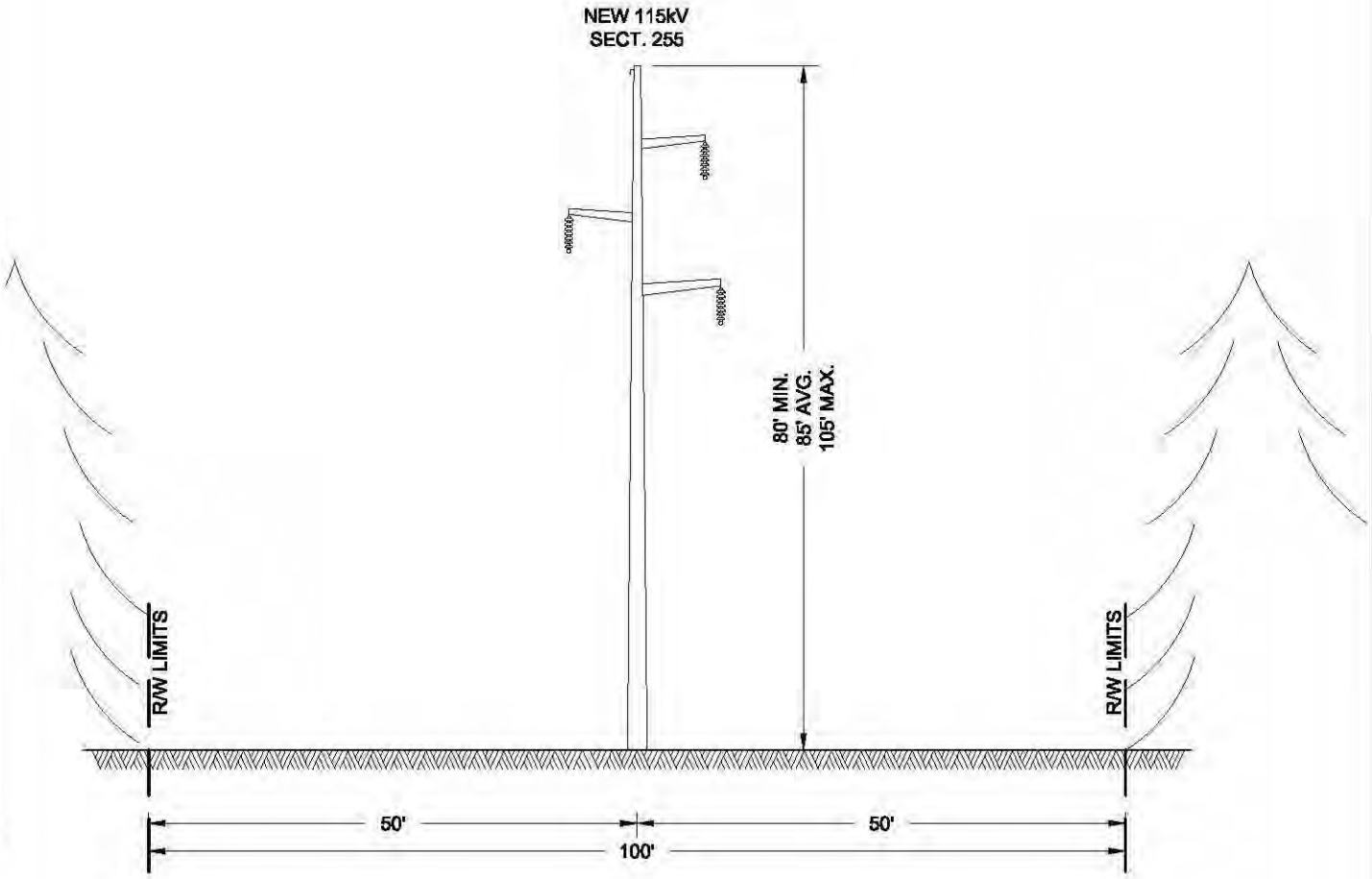
155636-T0001-SH10

CONTRACT DWG NO.
155636-T0001-SH01.DWG

PROJECT NO.
155636

REV. 0

STRUCTURES 13 THROUGH 16
LOOKING SOUTH
APPROXIMATE LENGTH 1570'



THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

NOTE: CLEAR TREES TO THE FULL WIDTH OF THE ROW.

NO.	REV.	DATE	BY
1	RE-ISSUED FOR CONST. 2014	04/16/14	BAF
0	ISSUED FOR CONST. 2014	01/30/14	BAF

CLIENT APPROVAL
APPROVED BY
COMPANY
DATE --/--/--

CENTRAL MAINE POWER COMPANY
NEW 115kV SECTION 255
MIDDLE STREET S/S - LARRABEE ROAD S/S
R/W CROSS SECTIONS

DESIGNED	BAF	CHCK.	EGS
DRAWN	RDW	APPR.	BAF

DATE 01/20/14
REVIEWED

TRC
TRC
249 Western Avenue
Augusta, Maine 04330

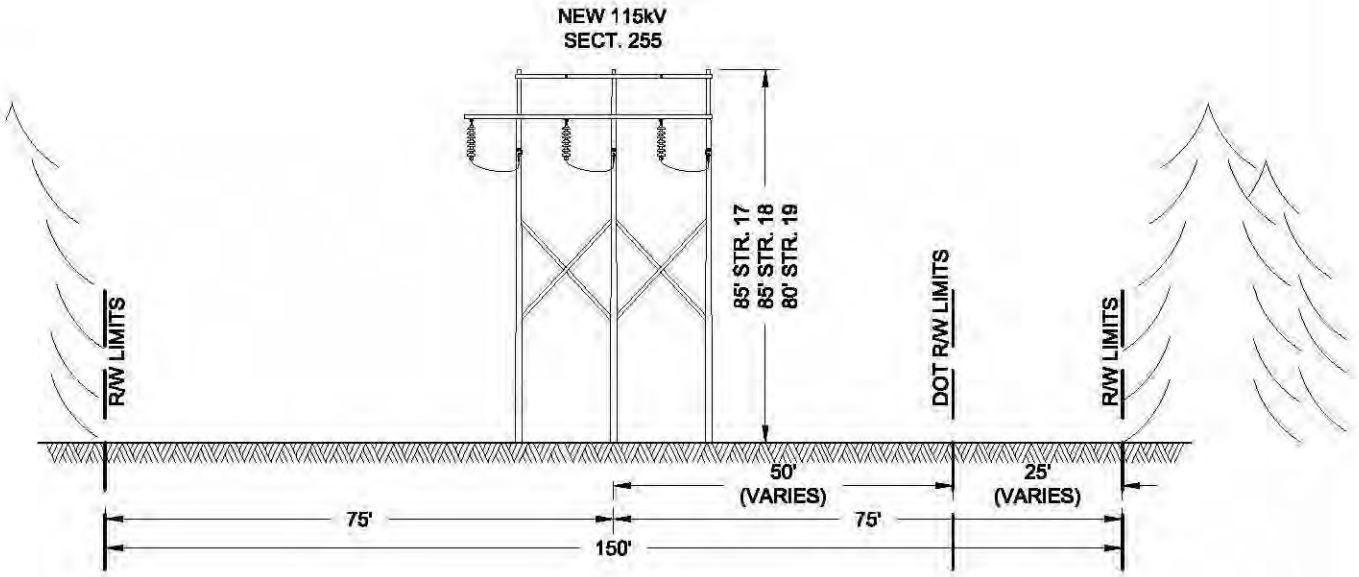
155636-T0001-SH8

CONTRACT DWG NO.
155636-T0001-SH08.DWG

PROJECT NO.
155636

REV. 1

STRUCTURES 17 THROUGH 19
LOOKING SOUTHEAST
APPROXIMATE LENGTH 2100'
(RIVER CROSSING)



THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

NOTE: CLEAR TREES TO THE FULL WIDTH OF THE ROW. REFER TO PLAN AND PROFILE DRAWING FOR ROW WIDTH TRANSITIONS.

NO.	REV.	DATE	BY
1	RE-ISSUED FOR CONST. 2014	04/16/14	BAF
0	ISSUED FOR CONST. 2014	01/30/14	BAF

CLIENT APPROVAL
APPROVED BY
COMPANY
DATE --/--/--

CENTRAL MAINE POWER COMPANY
NEW 115kV SECTION 255
MIDDLE STREET S/S - LARRABEE ROAD S/S
R/W CROSS SECTIONS

DESIGNED	LEP	CHCK.	EGS
DRAWN	RDW	APPR.	BAF

DATE 01/02/08
REVIEWED

TRC
TRC
249 Western Avenue
Augusta, Maine 04330

155636-T0001-SH2

CONTRACT DWG NO.
155636-T0001-SH02.DWG

PROJECT NO.
155636

REV. 1

EXHIBIT 3

Natural Resource Protection Act (NRPA)
Amended Permit

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PATRICIA W. AHO
COMMISSIONER

August 2014

Central Maine Power Company
Attn: Gerry Mirabile
83 Edison Drive
Augusta, ME 04336

RE: Natural Resources Protection Act Application, Auburn & Lewiston,
DEP #L-25129-TF-E-N/L-25129-L6-F-N

Dear Mr. Mirabile:

Please find enclosed a signed copy of your Department of Environmental Protection land use permit. You will note that the permit includes a description of your project, findings of fact that relate to the approval criteria the Department used in evaluating your project, and conditions that are based on those findings and the particulars of your project. Please take several moments to read your permit carefully, paying particular attention to the conditions of the approval. The Department reviews every application thoroughly and strives to formulate reasonable conditions of approval within the context of the Department's environmental laws. You will also find attached some materials that describe the Department's appeal procedures for your information.

If you have any questions about the permit or thoughts on how the Department processed this application please get in touch with me directly. I can be reached at (207) 446-1586 or at beth.callahan@maine.gov.

Sincerely,

Beth Callahan

Beth Callahan, Project Manager
Division of Land Resource Regulation
Bureau of Land & Water Quality

Pc: File

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826

BANGOR
106 HOGAN ROAD, SUITE 6
BANGOR, MAINE 04401
(207) 941-4570 FAX: (207) 941-4584

PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04769
(207) 764-0477 FAX: (207) 760-3143

web site: www.maine.gov/dep

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

IN THE MATTER OF

CENTRAL MAINE POWER COMPANY	) NATURAL RESOURCES PROTECTION ACT
Auburn & Lewiston, Androscoggin County	) FRESHWATER WETLAND ALTERATION
LEWISTON LOOP - SECTION 255	) STREAM ALTERATION
L-25129-TF-E-N (approval)	) WATER QUALITY CERTIFICATION
L-25129-L6-F-N (approval)	) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act, the Department of Environmental Protection has considered the application of CENTRAL MAINE POWER COMPANY with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. PROJECT DESCRIPTION:

A. History of Project: In Department Order #L-25129-TF-A-N/L-25129-VP-B-N, dated March 2, 2011, the Department approved the construction of a new 115 kV transmission line in two sections, known as Section 255 and Section 256, and the construction of a new substation, known as Middle Street Substation. Construction of the transmission lines and the substation is collectively known as the Lewiston Loop project. In Department Order #L-25129-TF-C-M/L-25129-VP-D-M, dated June 12, 2012, the Department approved modification of the applicant's compensation plan from preservation of land to a contribution into the In-lieu-fee (ILF) Program of the Maine Natural Resource Conservation Program (MNRCP) for impacts to a Significant Vernal Pool habitat in the amount of $39,393.00. Section 255 originates at the Middle Street Substation in the City of Lewiston, passes through the City of Auburn, and terminates at the Gulf Island Substation in the City of Lewiston, where it then connects to an existing transmission line. Section 256 originates at the Middle Street Substation and terminates at the Lewiston Lower Substation, which is located within the City of Lewiston.

B. Summary: The applicant proposes to realign a portion of Section 255, construct additional off-site access to pole structures, construct in-corridor access to pole structures, and remove vegetation along the sides of a portion of the transmission line corridor. Pole structures 13, 14, and 15 and its transmission line were previously permitted to be constructed immediately adjacent to, and run parallel to, the Pan Am Railroad corridor. After a further review of the area, the applicant determined that the location contains steep side slopes that are not capable of supporting the pole structures. Therefore, the applicant proposes to relocate this portion of Section 255 further west of the previously permitted location in order to reduce safety and instability issues. Second, the applicant proposes to construct additional access from off-site areas to Boxer Island and to Structures 19, 45, 51, and 61. The applicant proposes to modify access to Structure 28 and other structures north and south of the area by utilizing an existing farm

trail. Third, the applicant proposes to construct an in-corridor access to two structures of an existing transmission line (Section 149). This access is necessary to remove the existing structures and to create a temporary double circuit with Sections 255 and 149 during construction of Section 255. The double circuit and Section 149 will be removed once Section 255 is operational. Lastly, the applicant proposes to remove vegetation along the east side of the transmission line corridor between Structures 22 and 49. The applicant determined that a 100-foot required corridor width has not been maintained in this portion of the right-of-way, and that a 50-foot setback is necessary on the east side of the transmission line corridor. This will be achieved by side trimming and selective vegetation removal. No protected natural resources will be disturbed as a result of clearing the full width the corridor. The proposed project can be seen on a set of plans, the first of which is entitled "Lewiston Loop, Project Scope and Natural Resources Map", prepared by TRC and dated May 20, 2014.

The proposed project will result in the permanent conversion of an additional 5,465 square feet of forested wetlands to scrub-shrub/emergent wetlands. In addition, the proposed project will result in temporary impact to an additional 1,137 square feet of forested freshwater wetlands due to the placement of construction matting over wetland vegetation for construction access. Two streams will be crossed aerially due to the proposed change in transmission line alignment at Structures 13, 14, and 15, and one stream will be crossed by means of construction mats to allow construction equipment access to Structure 45. No protected natural resources will be permanently filled as a result of the proposed project.

The applicant does not propose any modifications to the Middle Street Substation or to the Section 256 transmission line.

C. Current Use of the Site: The proposed project is co- located within an existing transmission corridor. Portions of the transmission line corridor are surrounded by a mix of urban development and rural residential areas. Other portions of the corridor are wooded or follow an existing railroad corridor.

2. EXISTING SCENIC, AESTHETIC, RECREATIONAL OR NAVIGATIONAL USES:

In accordance with Chapter 315, Assessing and Mitigating Impacts to Scenic and Aesthetic Uses, the applicant submitted a copy of the Department's Visual Evaluation Field Survey Checklist as Appendix A to the application along with a description of the property and the proposed project. The applicant also submitted several photographs of the proposed project and aerial photographs of the project site. Department staff previously visited the project site on January 31, 2011 during its original review of the project.

As part of the proposed alignment change, the Section 255 transmission line will aerially cross Stetson Brook 80 feet downstream of the previously permitted location. The line will also aerially cross an unnamed intermittent stream that drains to Stetson Brook. Stetson Brook is a scenic resource that may be visited by the general public, in part, for

the use, observation, enjoyment and appreciation of their natural and cultural visual qualities. Some upland vegetation adjacent to these streams will be removed. The proposed project will be located within portions of an existing transmission line corridor, within approximately one mile of a greenfield corridor, and within one mile of existing transmission line corridor parallel to a railroad corridor. These corridors are primarily surrounded by a mix of urban development and rural residential areas. Large stands of vegetation will remain in these areas to obscure views of the corridor from roads and protected natural resources.

The proposed project was evaluated using the Department's Visual Impact Assessment Matrix and was found to have an acceptable potential visual impact rating. Based on the information submitted in the application, the site visit, and the visual impact rating, the Department determined that the location and scale of the proposed activity is compatible with the existing visual quality and landscape characteristics found within the viewshed of the scenic resource in the project area.

The Department did not identify any issues involving existing recreational and navigational uses.

The Department finds that the proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational or navigational uses of the protected natural resource.

3. SOIL EROSION:

The proposed project will be constructed utilizing the same erosion and sedimentation control plan that will be implemented for the construction of the overall Lewiston Loop project. This plan is detailed in a document titled, "Environmental Guidelines for Construction and Maintenance Activities on Transmission Line and Substation Projects," which was developed by the applicant and is based on the Department's Best Management Practices manual titled, "Maine Erosion and Sediment Control BMPs," (March 2003). The erosion and sediment control plan includes measures to minimize the extent and duration of soil disturbance, preserve the integrity of environmentally sensitive areas, and maintain existing water quality. This is primarily achieved through sediment barriers, water diversions, seeding of exposed areas, mulching and slope stabilization, routine inspections during construction, and post-construction restoration monitoring. The proposed project will be constructed using off-site construction access ways and in-corridor access ways that are primarily located within only upland areas. Temporary bridges and mats will be used to cross wetlands and the stream to access Structure 45.

The Department's Division of Land Resource Regulation (DLRR) reviewed the applicant's erosion and sedimentation control plan and construction plan. DLRR did not identify any issues or concerns with the proposed project.

The Department finds that the activity will not cause unreasonable erosion of soil or sediment nor unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

4. HABITAT CONSIDERATIONS:

According to the Department's Geographic Information System (GIS) database there are no mapped Essential or Significant Wildlife Habitats located at the site. As part of the proposed alignment change, the Section 255 transmission line will aerially cross Stetson Brook and an unnamed intermittent stream that drains to Stetson Brook. Some upland vegetation adjacent to these streams will be removed. A temporary bridge or mat will be used to cross the stream to access Structure 45.

As described in Department Order #L-25129-TF-A-N/L-25129-VP-B-N, the applicant states that a 25-foot riparian buffer shall remain undisturbed on all streams. Herbicide treatment, mixing, and storage along with vehicle maintenance, refueling, and storage will be strictly prohibited within the buffer.

The Department finds that the activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine or marine fisheries or other aquatic life.

5. WATER QUALITY CONSIDERATIONS:

The erosion control plan referenced in Finding 3 includes measures to protect water quality during project construction. The applicant does not propose any in-water work or direct impact to a waterbody.

The Department does not anticipate that the proposed project will violate any state water quality law, including those governing the classification of the State's waters.

6. WETLANDS AND WATERBODIES PROTECTION RULES:

The proposed project will result in the permanent conversion of 5,465 square feet of forested wetlands to scrub-shrub/emergent wetlands. In addition, the proposed project will result in temporary impact to 1,137 square feet of forested freshwater wetlands due to the placement of construction matting over wetland vegetation for construction access. Taken together with the amount of freshwater wetland impact associated with the previously permitted transmission line and substation development, the cumulative amount of wetland conversion impact at the project site is 40,028 square feet and the cumulative amount of temporary wetland impact is 5,525 square feet.

The Wetland Protection Rules interpret and elaborate on the Natural Resources Protection Act (NRPA) criteria for obtaining a permit. The rules guide the Department in its determination of whether a project's impacts would be unreasonable. A proposed

project would generally be found to be unreasonable if it would cause a loss in wetland area, functions and values and there is a practicable alternative to the project that would be less damaging to the environment. Each application for a NRPA permit that involves a freshwater wetland, river, stream or brook alteration must provide an analysis of alternatives in order to demonstrate that a practicable alternative does not exist.

A. Avoidance. No activity may be permitted if there is a practicable alternative to the project that would be less damaging to the environment. The applicant submitted an alternatives analysis for the proposed project completed by TRC and dated May 20, 2014. The purpose of the proposed project is to address safety issues and slope stability concerns and to provide access to select portions of the corridor. Subsequent to the Department's original approval, the applicant field surveyed all of its existing right-of-ways and the proposed corridor and considered several methods to achieve the overall purpose of the project. The applicant investigated other alternatives to avoid and minimize freshwater wetland and stream impacts including consideration of utilizing the previously permitted location of Structures 13, 14, and 15 and consideration of constructing additional access ways or constructing access ways at other locations. The applicant stated that there is no other practicable alternative to the proposed project that would have less impact to the freshwater wetlands and streams and that the proposed project avoids impacts to freshwater wetlands and streams to the greatest extent practicable while still meeting the goal of the project.

B. Minimal Alteration. The amount of wetland to be altered must be kept to the minimum amount necessary for meeting the overall purpose of the project. The applicant designed the proposed project to minimize impacts to freshwater wetlands and streams to those necessary to reduce safety and stability risks, for access, and for the widening of the existing corridor. As discussed in Finding 3, the applicant intends to use mats or temporary bridge structures during construction when crossing wetlands and streams with heavy equipment to further minimize soil disturbance and impacts to wetlands. The scope of the proposed project has been designed to minimize impacts to the habitats and wetlands to the extent practicable.

C. Compensation. The Department will not require compensation for the conversion of 5,465 square feet of forested freshwater wetlands to scrub-shrub/emergent wetlands or for 1,137 square feet of temporary impacts to forested freshwater wetlands. The Department determined that this type of cover type conversion and temporary impact is not anticipated to unreasonably affect the functions and values of the freshwater wetlands at the project site.

As described in Department Order #L-25129-TF-C-M/L-25129-VP-D-M, the applicant will make a contribution into the ILF Program for previously permitted impacts to a Significant Vernal Pool habitat in the amount of $39,393.00 prior to the start of construction.

The Department finds that the applicant has avoided and minimized wetland impacts to the greatest extent practicable, and that the proposed project represents the least environmentally damaging alternative that meets the overall purpose of the project.

7. OTHER CONSIDERATIONS:

The Department did not identify any other issues involving existing scenic, aesthetic, or navigational uses, soil erosion, habitat or fisheries, the natural transfer of soil, natural flow of water, water quality, or flooding.

All other findings of fact, conclusions and conditions remain as approved in Department Order #L-25129-TF-A-N/L-25129-VP-B-N and the subsequent Order.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S.A. Sections 480-A et seq. and Section 401 of the Federal Water Pollution Control Act:

A. The proposed activity will not unreasonably interfere with existing scenic, aesthetic, recreational, or navigational uses.

B. The proposed activity will not cause unreasonable erosion of soil or sediment.

C. The proposed activity will not unreasonably inhibit the natural transfer of soil from the terrestrial to the marine or freshwater environment.

D. The proposed activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, threatened or endangered plant habitat, aquatic or adjacent upland habitat, travel corridor, freshwater, estuarine, or marine fisheries or other aquatic life.

E. The proposed activity will not unreasonably interfere with the natural flow of any surface or subsurface waters.

F. The proposed activity will not violate any state water quality law including those governing the classifications of the State's waters.

G. The proposed activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties.

H. The proposed activity is not on or adjacent to a sand dune.

I. The proposed activity is not on an outstanding river segment as noted in Title 38 M.R.S.A. Section 480-P.

THEREFORE, the Department APPROVES the above noted application of CENTRAL MAINE POWER COMPANY to make several improvements to the Section 255 transmission line as described in Finding 1, SUBJECT TO THE ATTACHED CONDITIONS, and all applicable standards and regulations:

1. Standard Conditions of Approval, a copy attached.

2. The applicant shall take all necessary measures to ensure that its activities or those of its agents do not result in measurable erosion of soil on the site during the construction of the project covered by this approval.

3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

4. All other Findings of Fact, Conclusions and Conditions remain as approved in Department Order #L-25129-TF-A-N/L-25129-VP-B-N, and the subsequent Order, and are incorporated herein.

THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DONE AND DATED IN AUGUSTA, MAINE, THIS 27th DAY OF August, 2014.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

Filed
AUG 27 2014
State of Maine
Board of Environmental Protection

BY: Michael Kuhns
For: Patricia W. Aho, Commissioner

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES...

BC/L25129ENFN/ATS#77763, 77764

Natural Resources Protection Act (NRPA)
Standard Conditions

THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCE PROTECTION ACT, TITLE 38, M.R.S.A. SECTION 480-A ET.SEQ. UNLESS OTHERWISE SPECIFICALLY STATED IN THE PERMIT.

A. Approval of Variations From Plans. The granting of this permit is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation.

B. Compliance With All Applicable Laws. The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.

C. Erosion Control. The applicant shall take all necessary measures to ensure that his activities or those of his agents do not result in measurable erosion of soils on the site during the construction and operation of the project covered by this Approval.

D. Compliance With Conditions. Should the project be found, at any time, not to be in compliance with any of the Conditions of this Approval, or should the applicant construct or operate this development in any way other the specified in the Application or Supporting Documents, as modified by the Conditions of this Approval, then the terms of this Approval shall be considered to have been violated.

E. Time frame for approvals. If construction or operation of the activity is not begun within four years, this permit shall lapse and the applicant shall reapply to the Board for a new permit. The applicant may not begin construction or operation of the activity until a new permit is granted. Reapplications for permits may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.

F. No Construction Equipment Below High Water. No construction equipment used in the undertaking of an approved activity is allowed below the mean high water line unless otherwise specified by this permit.

G. Permit Included In Contract Bids. A copy of this permit must be included in or attached to all contract bid specifications for the approved activity.

H. Permit Shown To Contractor. Work done by a contractor pursuant to this permit shall not begin before the contractor has been shown by the applicant a copy of this permit.

DEP INFORMATION SHEET

Appealing a Department Licensing Decision

Dated: March 2012 **Contact: (207) 287-2811**

SUMMARY

There are two methods available to an aggrieved person seeking to appeal a licensing decision made by the Department of Environmental Protection's ("DEP") Commissioner: (1) in an administrative process before the Board of Environmental Protection ("Board"); or (2) in a judicial process before Maine's Superior Court. An aggrieved person seeking review of a licensing decision over which the Board had original jurisdiction may seek judicial review in Maine's Superior Court.

A judicial appeal of final action by the Commissioner or the Board regarding an application for an expedited wind energy development (35-A M.R.S.A. § 3451(4)) or a general permit for an offshore wind energy demonstration project (38 M.R.S.A. § 480-HH(1)) or a general permit for a tidal energy demonstration project (38 M.R.S.A. § 636-A) must be taken to the Supreme Judicial Court sitting as the Law Court.

This INFORMATION SHEET, in conjunction with a review of the statutory and regulatory provisions referred to herein, can help a person to understand his or her rights and obligations in filing an administrative or judicial appeal.

I. ADMINISTRATIVE APPEALS TO THE BOARD

LEGAL REFERENCES

The laws concerning the DEP's *Organization and Powers*, 38 M.R.S.A. §§ 341-D(4) & 346, the *Maine Administrative Procedure Act*, 5 M.R.S.A. § 11001, and the DEP's *Rules Concerning the Processing of Applications and Other Administrative Matters* ("Chapter 2"), 06-096 CMR 2 (April 1, 2003).

HOW LONG YOU HAVE TO SUBMIT AN APPEAL TO THE BOARD

The Board must receive a written appeal within 30 days of the date on which the Commissioner's decision was filed with the Board. Appeals filed after 30 calendar days of the date on which the Commissioner's decision was filed with the Board will be rejected.

HOW TO SUBMIT AN APPEAL TO THE BOARD

Signed original appeal documents must be sent to: Chair, Board of Environmental Protection, c/o Department of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017; faxes are acceptable for purposes of meeting the deadline when followed by the Board's receipt of mailed original documents within five (5) working days. Receipt on a particular day must be by 5:00 PM at DEP's offices in Augusta; materials received after 5:00 PM are not considered received until the following day. The person appealing a licensing decision must also send the DEP's Commissioner a copy of the appeal documents and if the person appealing is not the applicant in the license proceeding at issue the applicant must also be sent a copy of the appeal documents. All of the information listed in the next section must be submitted at the time the appeal is filed. Only the extraordinary circumstances described at the end of that section will justify evidence not in the DEP's record at the time of decision being added to the record for consideration by the Board as part of an appeal.

WHAT YOUR APPEAL PAPERWORK MUST CONTAIN

Appeal materials must contain the following information at the time submitted:

1. *Aggrieved Status.* The appeal must explain how the person filing the appeal has standing to maintain an appeal. This requires an explanation of how the person filing the appeal may suffer a particularized injury as a result of the Commissioner's decision.
2. *The findings, conclusions or conditions objected to or believed to be in error.* Specific references and facts regarding the appellant's issues with the decision must be provided in the notice of appeal.
3. *The basis of the objections or challenge.* If possible, specific regulations, statutes or other facts should be referenced. This may include citing omissions of relevant requirements, and errors believed to have been made in interpretations, conclusions, and relevant requirements.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license or permit to changes in specific permit conditions.
5. *All the matters to be contested.* The Board will limit its consideration to those arguments specifically raised in the written notice of appeal.
6. *Request for hearing.* The Board will hear presentations on appeals at its regularly scheduled meetings, unless a public hearing on the appeal is requested and granted. A request for public hearing on an appeal must be filed as part of the notice of appeal.
7. *New or additional evidence to be offered.* The Board may allow new or additional evidence, referred to as supplemental evidence, to be considered by the Board in an appeal only when the evidence is relevant and material and that the person seeking to add information to the record can show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process or that the evidence itself is newly discovered and could not have been presented earlier in the process. Specific requirements for additional evidence are found in Chapter 2.

OTHER CONSIDERATIONS IN APPEALING A DECISION TO THE BOARD

1. *Be familiar with all relevant material in the DEP record.* A license application file is public information, subject to any applicable statutory exceptions, made easily accessible by DEP. Upon request, the DEP will make the material available during normal working hours, provide space to review the file, and provide opportunity for photocopying materials. There is a charge for copies or copying services.
2. *Be familiar with the regulations and laws under which the application was processed, and the procedural rules governing your appeal.* DEP staff will provide this information on request and answer questions regarding applicable requirements.
3. *The filing of an appeal does not operate as a stay to any decision.* If a license has been granted and it has been appealed the license normally remains in effect pending the processing of the appeal. A license holder may proceed with a project pending the outcome of an appeal but the license holder runs the risk of the decision being reversed or modified as a result of the appeal.

WHAT TO EXPECT ONCE YOU FILE A TIMELY APPEAL WITH THE BOARD

The Board will formally acknowledge receipt of an appeal, including the name of the DEP project manager assigned to the specific appeal. The notice of appeal, any materials accepted by the Board Chair as supplementary evidence, and any materials submitted in response to the appeal will be sent to Board members with a recommendation from DEP staff. Persons filing appeals and interested persons are notified in advance of the date set for Board consideration of an appeal or request for public hearing. With or without holding a public hearing, the Board may affirm, amend, or reverse a Commissioner decision or remand the matter to the Commissioner for further proceedings. The Board will notify the appellant, a license holder, and interested persons of its decision.

II. JUDICIAL APPEALS

Maine law generally allows aggrieved persons to appeal final Commissioner or Board licensing decisions to Maine's Superior Court, see 38 M.R.S.A. § 346(1); 06-096 CMR 2; 5 M.R.S.A. § 11001; & M.R. Civ. P 80C. A party's appeal must be filed with the Superior Court within 30 days of receipt of notice of the Board's or the Commissioner's decision. For any other person, an appeal must be filed within 40 days of the date the decision was rendered. Failure to file a timely appeal will result in the Board's or the Commissioner's decision becoming final.

An appeal to court of a license decision regarding an expedited wind energy development, a general permit for an offshore wind energy demonstration project, or a general permit for a tidal energy demonstration project may only be taken directly to the Maine Supreme Judicial Court. See 38 M.R.S.A. § 346(4).

Maine's Administrative Procedure Act, DEP statutes governing a particular matter, and the Maine Rules of Civil Procedure must be consulted for the substantive and procedural details applicable to judicial appeals.

ADDITIONAL INFORMATION

If you have questions or need additional information on the appeal process, for administrative appeals contact the Board's Executive Analyst at (207) 287-2452 or for judicial appeals contact the court clerk's office in which your appeal will be filed.

Note: The DEP provides this INFORMATION SHEET for general guidance only; it is not intended for use as a legal reference. Maine law governs an appellant's rights.

EXHIBIT 4

CMP Deeds and Agreements
(Right, Title, and Interest Obtained since March 2011)

CMP Deed Reference Table for Section 255 – City of Lewiston
(RTI obtained since March 1, 2011)

Map/Lot	Municipality	County	Grantor	Grantee	Date	Book/Page	Type
206/004	Lewiston	Androscoggin	Webber Oil	CMP	5/28/2014	8934/106	Fee
206/133	Lewiston	Androscoggin	Insulsafe Textiles INC	CMP	10/17/2013	8903/154	Ease.
206/133	Lewiston	Androscoggin	Insulsafe Textiles INC	CMP	4/21/2014	8816/130	Ease.
206/131	Lewiston	Androscoggin	Oxford Route 26 LLC	CMP	10/20/2013	8837/110	Ease.
206/131	Lewiston	Androscoggin	Oxford Route 26 LLC	CMP	4/16/2014	8906/272	Ease.
194/21	Lewiston	Androscoggin	Holland Street Associates	CMP	4/10/2014	8903/142	Ease.
194/22	Lewiston	Androscoggin	420 Main Street LLC	CMP	5/22/2014	8922/255	Fee
193/23	Lewiston	Androscoggin	Crop Dusting LLC	CMP	9/28/2013	8791/319	Ease.
193/2p	Lewiston	Androscoggin	141 Spring Street LLC	CMP	4/7/2014	8894/174	Ease.
193/18	Lewiston	Androscoggin	Floyd Jenkins	CMP	12/27/2013	8878/64	Ease.
193/17	Lewiston	Androscoggin	Spring Street LLC	CMP	12/27/2013	8878/67	Ease.
192/1	Lewiston	Androscoggin	John Schott	CMP	3/21/14	8883/195	Fee
193/46	Lewiston	Androscoggin	Riverside Cemetery	CMP	12/20/2-13	8848/268	Ease.
NA	Lewiston	Androscoggin	Maine Central Railroad	CMP	3/18/15	By Agreement	

MASTER LICENSE AGREEMENT
DATED FEBRUARY 24, 1992
BETWEEN
MAINE CENTRAL RAILROAD COMPANY
AND
CENTRAL MAINE POWER COMPANY
ADDITION / ABANDONMENT / MODIFICATION FORM

Change # : 2015-1 Date: 03/18/15 Effective 04/01/15

Addition X Abandonment _____ Modification _____

Agreenment # : 10441 Location: Lewiston, ME

Val. Sec. 2 Map # : 24&25 Engineering Station : _____

Plan # : 1009-T255-1 attached and made a part hereof.

Description : 4,197.82 linear feet of 115kv Electric Transmission line and 11 poles.

Initial Annual Fee: $6,358.81

Current Year Proration Information

Period of Adjustment to be paid : 04/01/2015 - 01/31/2016

Amount of Adjustment to be paid for the balance of the current year : $5,330.95

The above changes and modifications are hereby acknowledged and agreed to.

MAINE CENTRAL RAILROAD COMPANY

Witness

By: _____
Name: Philip D. Kingman
Title: Sr. Vice President - Real Estate & Development

CENTRAL MAINE POWER COMPANY

Witness

By: _____
Name: Alice Richards
Title: Supervisor - Real Estate Services

Bk 8923 Pg153 #7774
06-04-2014 @ 12:15p

QUITCLAIM DEED WITH COVENANT

WEBBER OIL COMPANY, a Maine corporation, having a mailing address of 700 Main Street, Bangor, ME 04401, for consideration paid, grants to **CENTRAL MAINE POWER COMPANY**, a Maine corporation having a mailing address of 83 Edison Drive, Augusta, Maine 04336, with Quitclaim Covenant, the following described land, together with all buildings and improvements thereon in Lewiston, Androscoggin County, Maine, bounded and described as follows:

MAINE REAL ESTATE TRANSFER TAX PAID

PARCEL NO. 1. Beginning at a stake in the northwesterly line of Summer Street situated one hundred seventeen (117) feet northeasterly of the shore of the Androscoggin River, measured along said street line as extended; thence in a southeasterly direction two hundred twenty (220) feet, more or less, to a point situated on the northwesterly line of land of P. & P. Fuel Company which said point is one hundred thirty (130) feet northeasterly from the shore of the Androscoggin River; thence southwesterly along the line of land of P. & P. Fuel Company one hundred thirty (130) feet, more or less, to the Androscoggin River; thence northwesterly one hundred thirty-three (133) feet, more or less, by the Androscoggin River to an extension southwesterly of the northwesterly line of Summer Street; thence northeasterly one hundred seventeen (117) feet along the extension of the northwesterly line of Summer Street and along said northwesterly line of Summer Street one hundred seventeen (117) feet to a stake and the point of beginning. Containing approximately twenty-four thousand (24,000) square feet.

Also included herein to this grantee, its successors and assigns, is an easement in common with Marstan Corp. for ingress and egress to the premises described immediately above over a strip of land twenty-five (25) feet in width and extending from the southwesterly terminus of Summer Street in a southwesterly direction to said premises, the northwesterly line of which twenty-five (25) foot strip is parallel with and ten (10) fest southeasterly of the northwesterly line of Summer Street as extended southwesterly.

For the source of title of this grantor, see warranty deed from Marston Corp. dated January 15, 1973, recorded in the Androscoggin County Registry of Deeds in Book 1068, Page 114.

PARCEL NO. 2. The premises situated on the westerly line of Middle Street described in a quitclaim deed from Marie L. Provost to this grantor dated March 31, 1941, recorded in the Androscoggin County Registry of Deeds in Book 515, Page 388, which deed and the description therein contained and the easements and obligations therein set forth are incorporated by reference and made a part hereof.

PARCEL NO. 3. The premises situated on the westerly line of Middle Street described in a quitclaim deed without covenant from Maine Central Railroad Company to this grantor dated June 21, 1948, recorded in Book 619, Page 43, which deed is incorporated herein and made a part hereof and to which deed reference may be had for the description of the premises hereby convoyed, and for a covenant for the erection and maintenance of a fence.

Parcels 1 and 2 above are subject to an easement given by this grantor to the City of Lewiston dated June 11, 1973, recorded in Book 1076, Page 623, for the construction and maintenance of a public sewer line along a strip of land fifteen (15) feet in width.

Being parcels No. 2, 3 and 4 described in the deed from Middle Street Fuel Company, formerly known as P. & P. Fuel Company, to Androscoggin Oil Company dated March 31, 1978 and recorded in Book 1327, Page 324 of the Androscoggin Registry of Deeds

EXCEPTING from the foregoing the land, if any, and all easements conveyed by the April 16, 1996 Boundary Line Agreement and Quitclaim Deed from Webber Oil Company to The Gage Company recorded in Book 3588, Page 104.

ALSO HEREBY CONVEYING the land, if any, and all easements conveyed by the April 16, 1996 Boundary Line Agreement and Quitclaim Deed from The Gage Company to Webber Oil Company recorded in Book 3588, Page 100 of said Registry.

Activity and Use Limitations. By accepting this deed, Grantee, for itself, and its successors and assigns, agrees that the following covenants, conditions and restrictions shall run with the real estate hereby conveyed ("the Property"), and shall be binding on the Grantee, its successors and assigns:

a) No residential uses shall be made of the Property, and no residential structures shall be constructed thereon.

b) No production wells shall be drilled on the Property. The term "production wells" includes all wells that provide water for human use, whether residential, commercial, or governmental. The term "production wells" does not include monitoring wells used solely to

assess groundwater or soil conditions on or under the Property, or remediation wells used solely to access and treat contaminated groundwater.

c) Any activity which might disturb the groundwater in the Property shall be prohibited, including, without limitation: any discharge to the surface of the Property or discharge or injection into the subsurface of the Property. This shall include, but is not limited to, extraction of groundwater for potable purposes or installation of any surface or subsurface liquid disposal system.

d) Construction and development of the Property shall be conducted in a manner prohibiting the flow or discharge of petroleum products or hazardous materials onto adjacent or nearby land or water bodies. Any soil or other materials removed by Grantee shall be properly disposed of, at Grantee's costs, in accordance with all applicable laws and regulations.

e) The Grantor or Grantor's designated agents, shall have access to the Property at any reasonable time for monitoring, inspection, and enforcement of these covenants and restrictions. Grantor expressly reserves the rights to enter the Property to conduct such activities. Grantor, or Grantor's designated agents, shall have access to the Property at any reasonable time for monitoring, inspection, and enforcement of these covenants. Grantor expressly reserves the rights to enter the Property to conduct such activities.

f) Amendments to these restrictions and covenants may be made only upon written, recorded agreement between the owner or owners of the Property and Grantor. If Grantor is merged with any other entity or is otherwise reorganized or restructured, the rights of Grantor under this Agreement shall inure to the benefit of any such successor by merger, or reorganized or restructured entity, and any amendments hereto may be signed by any such survivor of Grantor then entitled to Grantor's rights hereunder.

Invalidation of any one covenant or restriction by court decree or otherwise shall not affect any other covenant or restriction, which shall remain in full force and effect. If the Grantee, or its successors or assigns, do not promptly commence to cure any violation of these covenants after receiving written notice that a violation has occurred, or do not thereafter prosecute the curing of any such violation with due diligence and within a reasonable period of time under all prevailing circumstances, then the Grantor shall have the right to seek remedy in law or equity, including, but not limited to, the right to enjoin any actions in violation of these covenants. Election by the Grantor not to seek a remedy for any violation shall not relieve the owner or owners of the Property from obligations under these covenants, and shall not constitute a waiver of any right to seek a remedy for existing or future violations.

Grantee covenants and agrees, at its sole cost and expense and in addition to any other right or remedy of Grantor hereunder, to indemnify and save harmless Grantor from and against all loss, cost, expense, liability and claims, including, without limitation, reasonable attorneys' fees and court costs, arising from or in connection with any breach or default on the part of Grantee in the performance of any covenant or agreement on the part of Grantee (or any of its agents,

contractors, servants, employees, licensees or invitees) to be performed pursuant to the terms of this Deed.

Perpetuity of Covenants and Restrictions. Each and every covenant and restriction contained herein shall be a covenant running with the land in perpetuity and shall be binding on Grantee and its successors and assigns, including any transferee acquiring or owning any right, title or interest in the Property, and all those acting by and through, or under any of them forever. The benefits hereof shall inure to Grantor and any successors or assigns of Grantor. The term "transferee" as used in this paragraph shall mean any future owner of any interest in the Property or any portion thereof, including, but not limited to, owners in fee simple, mortgagees, easement holders, lessees and lien holders. By the acceptance of a deed of conveyance of all or any part of the Property or any interest therein, whether or not the deed shall so express, all successors, assigns and transferees shall be deemed to have accepted the Property subject to the restrictions contained herein and shall be deemed bound by, obligated to comply with, and otherwise subject to the covenants and restrictions herein. Notwithstanding the foregoing, these activity and use limitations shall expire and shall become automatically void if Webber Oil Company or its successor (if Webber Oil Company is survived by a successor following merger , corporate reorganization ,or restructuring (hereafter "Successor")), shall have been, or shall become dissolved (including by administrative suspension) at any time on or after the date that is 50 years after the date of this deed from Webber Oil Company to Central Maine Power Company. Provided, however, that such termination shall not occur as a result of administrative suspension until the owner or owners of the Property have given (i) written notice to the Webber Oil Company corporate clerk last identified in the records of the Maine Secretary of State (or other equivalent statutory agent of Webber Oil Company's Successor) of the intention to seek such termination, and (ii) forty-five (45) days following such notice to reinstate Webber Oil Company or its Successor.

IN WITNESS WHEREOF, Webber Oil Company has caused this instrument to be signed in its corporate name as an instrument under seal, by Michael T. Shea, its President, hereunto duly authorized, this 28 day of May, 2014.

WITNESS:

WEBBER OIL COMPANY

By:

Michael T. Shea
Its President
Hereunto Duly Authorized

STATE OF MAINE
PENOBSCOT COUNTY

May 28, 2014

Then personally appeared the above-named Michael T. Shea in his aforesaid capacity, and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of Webber Oil Company.

Before me,

Name: William H. Hanson
~~Notary Public~~
Attorney-at-Law

ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

Bk 8923 Pg147 #7773
06 04-2014 @ 12:15p

CONFIRMATORY
RELEASE DEED

Webber Oil Company, a Maine corporation, having a mailing address of **700 Main Street, Bangor, ME 04401,** releases to

Central Maine Power Company, a Maine corporation having a mailing address is **83 Edison Drive, Augusta, Maine 04336**, its successors and assigns forever,

a certain lot or parcel of land situated in the City of Lewiston, County of Androscoggin, State of Maine, being more particularly bounded and described as follows:

(SEE EXHIBIT A ATTACHED HERETO)

NO MAINE R.E. TRANSFER TAX PAID

IN WITNESS WHEREOF, Webber Oil Company has caused this instrument to be signed in its corporate name as an instrument under seal, by Michael T. Shea, its President, hereunto duly authorized, this 28th day of May, 2014.

WEBBER OIL COMPANY

By: _____
Michael T. Shea
Its: President

State of Maine
County of Penobscot, ss

May 28, 2014

Then personally appeared the above-named Michael T. Shea in his aforesaid capacity, and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of Webber Oil Company.

Before me,

_____
~~Notary Public~~/Attorney
Name: William H. Hanson
My Commission Expires: _____

EXHIBIT A

A certain lot or parcel of land situated on the westerly side of Middle Street in the City of Lewiston, County of Androscoggin and State of Maine, bounded and described as follows, to wit:

Beginning on the westerly sideline of Middle Street at an unmonumented point located at the northeasterly corner of land of Pan Am Railway;

Thence, westerly on a course of S 62°-54'-00" W along the northerly line of Pan Am Railway a distance of one hundred seventeen and fifty-four hundredths (117.54) feet to an unmonumented point;

Thence, continuing westerly on a course of S 68°-55'-00" W along the northerly line of Pan Am Railway a distance of one hundred nine and zero hundredths (109.00) feet to an unmonumented point;

Thence, northerly on a course of N 21°-05'-00" W along the easterly line of land of Pan Am Railway a distance of forty-eight and zero hundredths (48.00) feet to an unmonumented point;

Thence, westerly on a course of S 68°-00'-51" W along the northerly line of land of Pan Am Railway a distance of sixty-seven and fifty-five hundredths (67.55) feet to an unmonumented point;

Thence, continuing westerly on a course of S 78°-38'-56" W along the northerly line of land of Pan Am Railway a distance of one hundred twenty-seven and eighty hundredths (127.80) feet to a point located on the easterly edge of the Androscoggin River;

Thence, northerly along the easterly edge of the Androscoggin River a distance of two hundred twenty-one and eighty-six hundredths (221.86) feet (having a tie line distance of two hundred fifteen and sixty-six hundredths (215.66) feet on a course of N 28°-30'-30" W) to an unmonumented point located on the southeasterly line of land conveyed to Franklin Property Trust by a deed dated September 10, 1976, recorded in the Androscoggin County Registry of Deeds in Book 1227 Page 046;

Thence, northeasterly on a course of N 35°-19'-04" E along the southeasterly line of land of Franklin Property Trust a distance of one hundred forty-seven and nineteen hundredths (147.19) feet to a point marked by a 5/8" iron rebar with survey cap #1206 found at the northwesterly corner of land conveyed to Hall & Knight Realty Company by a deed dated December 31, 2002, recorded in the Androscoggin County Registry of Deeds in Book 5245 Page 112;

Thence, southerly on a course of S 29°-09'-56" E along the westerly line of land of Hall & Knight Realty Company a distance of two hundred two and ninety-five hundredths (202.95) feet to a point marked by a 5/8" iron rebar with survey cap #1206 found;

Thence, easterly on a course of N 78°-21'-20" E along the southerly line of land of Hall & Knight Realty Company a distance of eighty-four and seventy-six hundredths (84.76) feet to a point marked by a 5/8" iron rebar with survey cap #1206 found;

Thence, continuing easterly along the southerly line of land of Hall & Knight Realty Company on a curve to the left (counterclockwise) having a radius of six hundred seventeen and fifty-seven hundredths (617.57) feet (having a chord length of one hundred sixty-five and eighty-nine hundredths (165.89) feet on a direction of N 75°-29'-26" E) on an arc length of one hundred sixty-five and ninety-six hundredths (165.96) feet to a point marked by a 5/8" iron rebar with survey cap #1206 found;

Thence, southeasterly on a course of S 54°-56'-57" E along the southwesterly line of land of Hall & Knight Realty Company a distance of seventy-two and fourteen hundredths (72.14) feet to a point marked by a 5/8" iron rebar with survey cap #1206 found;

Thence, northeasterly on a course of N 35°-43'-25" E along the southeasterly line of land of Hall & Knight Realty Company a distance of twenty-four and ten hundredths (24.10) feet to a point marked by a 5/8" iron rebar with survey cap #1206 found on the westerly sideline of Middle Street;

Thence, southerly on a course of S 10°-58'-47" E along the westerly sideline of Middle Street a distance of seventy-two and eleven hundredths (72.11) feet to the point and place of beginning. Containing 1.669 acres of land, more or less.

Together with all land located contiguous to and westerly of the parcel herein described to the thread of the Androscoggin River.

Subject to an easement conveyed to the Gage Company by Webber Oil Company by a deed recorded in the Androscoggin County Registry of Deeds in Book 3588 Page 104 and noted as an "Access and Storage Easement", said easement is more particularly bounded and described as follows to wit:

Beginning at an unmonumented point located on the westerly line of land conveyed to Hall & Knight Realty Company by a deed dated December 31, 2002, and recorded in the Androscoggin County Registry of Deeds in Book 5245 Page 112, said point being located on a course of S 29°-09-56" E a distance of fourteen and sixty-one hundredths (14.61) feet from a point marked by a 5/8" iron rebar with survey cap #1206 found at the northwesterly corner of land of Hall & Knight Realty Company;

Thence, southerly on a course of S 29°-09'-56" E along the westerly line of land of Hall & Knight Realty Company a distance of one hundred forty-three and fifty hundredths (143.50) feet to an unmonumented point;

Thence, westerly on a course of N 66°-41'-26" W through land conveyed to Webber Oil Company, reference a deed dated March 31, 1978, and recorded in the Androscoggin County

Registry of Deeds in Book 1327 Page 324, a distance of one hundred thirty and twenty-six hundredths (130.26) feet to an unmonumented point;

Thence, northeasterly on a course of N 33°-58'-16" E continuing through land of Webber Oil Company a distance of eighty-eight and ninety-four hundredths (88.94) feet to the point and place of beginning.

Subject to an easement conveyed to the Gage Company by Webber Oil Company by a deed recorded in the Androscoggin County Registry of Deeds in Book 3588 Page 104 and noted as an "Access and Utility Easement", said easement is more particularly bounded and described as follows to wit:

Beginning at a point marked by a 5/8" iron rebar with survey cap #1206 on the westerly sideline of Middle Street set at the northeasterly corner of land conveyed to Webber Oil Company by a deed dated March 31, 1978, and recorded in the Androscoggin County Registry of Deeds in Book 1327 Page 324, being on the southeasterly line of land conveyed to Hall & Knight Realty Company by a deed dated December 31, 2002, and recorded in the Androscoggin County Registry of Deeds in Book 5245 Page 112;

Thence, southerly on a course of S 10°-58'-47" E along the westerly sideline of Middle Street a distance of twenty-five and zero hundredths (25.00) feet to an unmonumented point;

Thence, westerly on a course of N 84°-07'-11" W through land of Webber Oil Company a distance of one hundred seventy-nine and twenty-four hundredths (179.24) feet to an unmonumented point located on the southerly curved line of land of Hall & Knight Realty Company;

Thence, easterly on a curve to the left (counterclockwise) having a radius of six hundred seventeen and fifty-seven hundredths (617.57) feet and having a chord distance of one hundred four and twenty-five hundredths (104.25) feet, along a course of N 74°-23'-53" E along an arc length of one hundred four and twenty-seven (104.27) feet to a point marked by a 5/8" iron rebar found with survey cap #1206;

Thence, southeasterly on a course of S 54°-56'-57" E along the southwesterly line of land of Hall & Knight Realty Company a distance of seventy-two and fourteen hundredths (72.14) feet to a point marked by a 5/8" iron rebar found;

Thence, northeasterly on a course of N 35°-43'-25" E along the southeasterly line of land of Hall & Knight Realty Company a distance of twenty-four and ten hundredths (24.10) feet to the point and place of beginning.

Bearings are based on a Grid bearing.

Reference is to be made to a plat entitled "Boundary Survey prepared for the Acquisition of land by Central Maine Power Company Webber Oil Parcel", dated March 24, 2014, prepared by Sackett & Brake Survey, Inc., drawing number 2014031 to be recorded herewith.

Activity and Use Limitations. By accepting this deed, Grantee, for itself, and its successors and assigns, agrees that the following covenants, conditions and restrictions shall run with the real estate hereby conveyed ("the Property"), and shall be binding on the Grantee, its successors and assigns:

a) No residential uses shall be made of the Property, and no residential structures shall be constructed thereon.

b) No production wells shall be drilled on the Property. The term "production wells" includes all wells that provide water for human use, whether residential, commercial, or governmental. The term "production wells" does not include monitoring wells used solely to assess groundwater or soil conditions on or under the Property, or remediation wells used solely to access and treat contaminated groundwater.

c) Any activity which might disturb the groundwater in the Property shall be prohibited, including, without limitation: any discharge to the surface of the Property or discharge or injection into the subsurface of the Property. This shall include, but is not limited to, extraction of groundwater for potable purposes or installation of any surface or subsurface liquid disposal system.

d) Construction and development of the Property shall be conducted in a manner prohibiting the flow or discharge of petroleum products or hazardous materials onto adjacent or nearby land or water bodies. Any soil or other materials removed by Grantee shall be properly disposed of, at Grantee's costs, in accordance with all applicable laws and regulations.

e) The Grantor or Grantor's designated agents, shall have access to the Property at any reasonable time for monitoring, inspection, and enforcement of these covenants and restrictions. Grantor expressly reserves the rights to enter the Property to conduct such activities. Grantor, or Grantor's designated agents, shall have access to the Property at any reasonable time for monitoring, inspection, and enforcement of these covenants. Grantor expressly reserves the rights to enter the Property to conduct such activities.

f) Amendments to these restrictions and covenants may be made only upon written, recorded agreement between the owner or owners of the Property and Grantor. If Grantor is merged with any other entity or is otherwise reorganized or restructured, the rights of Grantor under this Agreement shall inure to the benefit of any such successor by merger, or reorganized or restructured entity, and any amendments hereto may be signed by any such survivor of Grantor then entitled to Grantor's rights hereunder.

Invalidation of any one covenant or restriction by court decree or otherwise shall not affect any other covenant or restriction, which shall remain in full force and effect. If the Grantee, or its successors or assigns, do not promptly commence to cure any violation of these covenants after receiving written notice that a violation has occurred, or do not thereafter prosecute the curing of any such violation with due diligence and within a reasonable period of time under all prevailing circumstances, then the Grantor shall have the right to seek remedy in law or equity, including, but not limited to, the right to enjoin any actions in violation of these covenants. Election by the

Grantor not to seek a remedy for any violation shall not relieve the owner or owners of the Property from obligations under these covenants, and shall not constitute a waiver of any right to seek a remedy for existing or future violations.

Grantee covenants and agrees, at its sole cost and expense and in addition to any other right or remedy of Grantor hereunder, to indemnify and save harmless Grantor from and against all loss, cost, expense, liability and claims, including, without limitation, reasonable attorneys' fees and court costs, arising from or in connection with any breach or default on the part of Grantee in the performance of any covenant or agreement on the part of Grantee (or any of its agents, contractors, servants, employees, licensees or invitees) to be performed pursuant to the terms of this Deed.

Perpetuity of Covenants and Restrictions. Each and every covenant and restriction contained herein shall be a covenant running with the land in perpetuity and shall be binding on Grantee and its successors and assigns, including any transferee acquiring or owning any right, title or interest in the Property, and all those acting by and through, or under any of them forever. The benefits hereof shall inure to Grantor and any successors or assigns of Grantor. The term "transferee" as used in this paragraph shall mean any future owner of any interest in the Property or any portion thereof, including, but not limited to, owners in fee simple, mortgagees, easement holders, lessees and lien holders. By the acceptance of a deed of conveyance of all or any part of the Property or any interest therein, whether or not the deed shall so express, all successors, assigns and transferees shall be deemed to have accepted the Property subject to the restrictions contained herein and shall be deemed bound by, obligated to comply with, and otherwise subject to the covenants and restrictions herein.

Notwithstanding the foregoing, these activity and use limitations shall expire and shall become automatically void if Webber Oil Company or its successor (if Webber Oil Company is survived by a successor following merger , corporate reorganization ,or restructuring (hereafter "Successor")), shall have been, or shall become dissolved (including by administrative suspension) at any time on or after the date that is 50 years after the date of this deed from Webber Oil Company to Central Maine Power Company. Provided, however, that such termination shall not occur as a result of administrative suspension until the owner or owners of the Property have given (i) written notice to the Webber Oil Company corporate clerk last identified in the records of the Maine Secretary of State (or other equivalent statutory agent of Webber Oil Company's Successor) of the intention to seek such termination, and (ii) forty-five (45) days following such notice to reinstate Webber Oil Company or its Successor.

The purpose of this deed is to supplement the deed from Webber Oil Company to Central Maine Power Company of even date to be recorded herewith and to confirm the bounds of the conveyed property using the surveyed description prepared by Sackett & Brake Survey, Inc. and as shown on the said "Boundary Survey prepared for the Acquisition of land by Central Maine Power Company Webber Oil Parcel" to be recorded.

Bk 8878 Pg67 #3534
03-12-2014 @ 12:37p

Standard Easement Deed
(Trimming Rights)

Spring Street, LLC, a Maine Limited Liability Company, organized and existing by law with a principal place of business in Lewiston, County of Androscoggin and State of Maine, (hereafter known as Grantor), for consideration paid by **CENTRAL MAINE POWER COMPANY**, a Maine Corporation with a place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336 (hereafter known as Grantee), the receipt of which is hereby acknowledged does hereby grant unto the said Central Maine Power Company, its successors and assigns, forever, with warranty covenants, the perpetual right and easement to cut and remove all trees and to clear and keep clear said easement area of all trees, timber, and bushes growing on said easement area by such means as the Grantee may select.

The location of said easement is more particularly described as follows:

A twenty-five (25) foot wide strip of land immediately adjacent to, and northwesterly of, land now or formerly owned by Maine Central Railroad Company. Said strip of land extends in a generally northeasterly direction from the easterly bound of land now or fromerly owned by Floyd and Cathy Jenkins as described in a deed dated October 22, 2004 and recorded in the Androscoggin County Registry of Deeds in Book 6114, Page 149; to the westerly bound of land now or formerly owned by Gaetan and Karon Breton as described in a deed dated May 1, 2008 and recorded in the Androscoggin County registry of Deeds

Grantors property is described in Book ~~7422~~ 7508, Page ~~92~~ 218 as recorded at the Androscoggin County Registry of Deeds.

Also conveying to the Grantee the right and easement at any and all times to enter on adjacent land of the Grantor for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of the Grantee interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The terms Grantor and Grantee shall include their respective successors, executors, affiliates or assigns.

IN WITNESS WHEREOF, the said Spring Street, LLC has caused its duly authorized representative to sign this deed this 27 day of December 2013.

Signed, Sealed and Delivered
in presence of:

Nola Comingore
Witness

By: Cathy Jenkins
Its: Manager

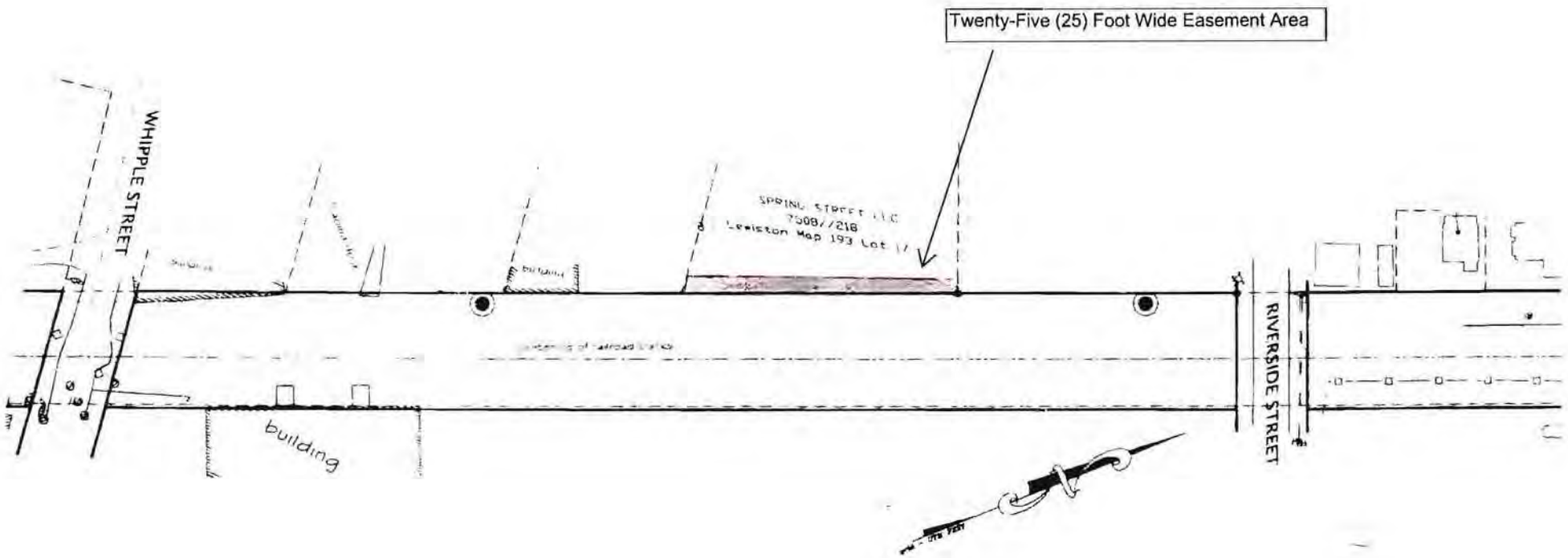
STATE OF Maine
Androscoggin County, ss.

The above named personally appeared before me and acknowledged the above instrument to be his/her free act and deed in his/her said capacity and the free act and deed of said corporation.

Nola Comingore
Notary Public/Attorney
Printed Name
My commission expires:

NOLA COMINGORE
Notary Public-Maine
My Commission Expires
December 20, 2017

EXHIBIT "B"



ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

Bk 8878 Pg64 #3533
03-12-2014 @ 12:37p

Standard Easement Deed
(Trimming Rights)

Floyd and Cathy Jenkins whose mailing address is PO Box 2323, Lewiston, Maine 04241, (hereafter known as Grantor), for consideration paid by **CENTRAL MAINE POWER COMPANY**, a Maine Corporation with a place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336 (hereafter known as Grantee), the receipt of which is hereby acknowledged does hereby grant unto the said Central Maine Power Company, its successors and assigns, forever, with warranty covenants, the perpetual right and easement to cut and remove all trees and to clear and keep clear said easement area of all trees, timber, and bushes growing on said easement area by such means as the Grantee may select.

The location of said easement is more particularly described as follows:

A twenty-five (25) foot wide strip of land immediately adjacent to, and northwesterly of, land now or formerly owned by Maine Central Railroad Company. Said strip of land extends in a generally northeasterly direction from the easterly bound of land now or fromerly owned by 141 Spring Street, LLC as described in a deed dated June 18, 2004 and recorded in the Androscoggin County Registry of Deeds in Book 5962, Page 221; to the westerly bound of land now or formerly owned by Spring Street, LLC as described in a deed dated August 15, 2008 and recorded in the Androscoggin County registry of Deeds

Grantors property is described in Book 6114, Page 149 as recorded at the Androscoggin County Registry of Deeds.

Also conveying to the Grantee the right and easement at any and all times to enter on adjacent land of the Grantor for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of the Grantee interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The terms Grantor and Grantee shall include their respective successors, executors, affiliates or assigns.

IN WITNESS WHEREOF, this 27 day of December 2013.

Nola Comingore
Witness

Floyd ~~Paul~~ Jenkins

12-27-, 2013

STATE OF Maine
Androscoggin County, ss.

The above named personally appeared before me and acknowledged the above instrument to be his/her free act and deed in his/her said capacity and the free act and deed of said corporation.

Nola Comingore
Notary Public/Attorney
Printed Name_____
My commission expires:

NOLA COMINGORE
Notary Public-Maine
My Commission Expires
December 20, 2017

Witness

Cathy Jenkins

12/27, 2013

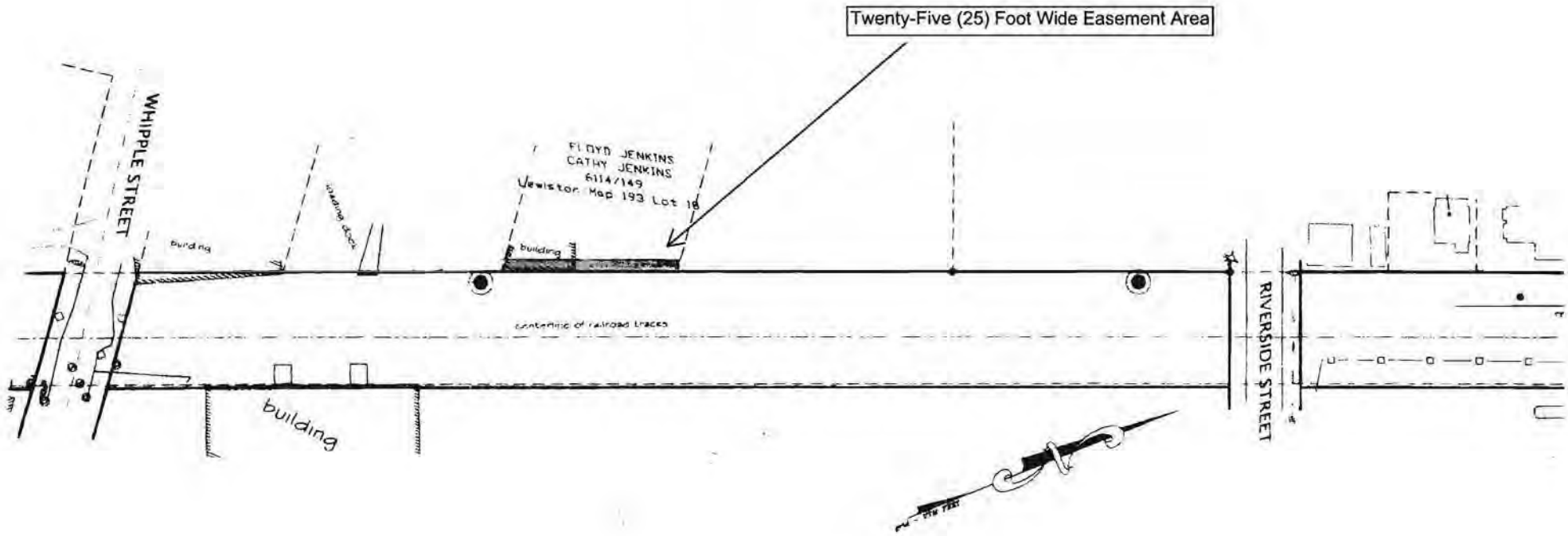
STATE OF Maine
Androscoggin County, ss.

The above named personally appeared before me and acknowledged the above instrument to be his/her free act and deed in his/her said capacity and the free act and deed of said corporation.

Notary Public/Attorney
Printed Name Nola Comingore
My commission expires:

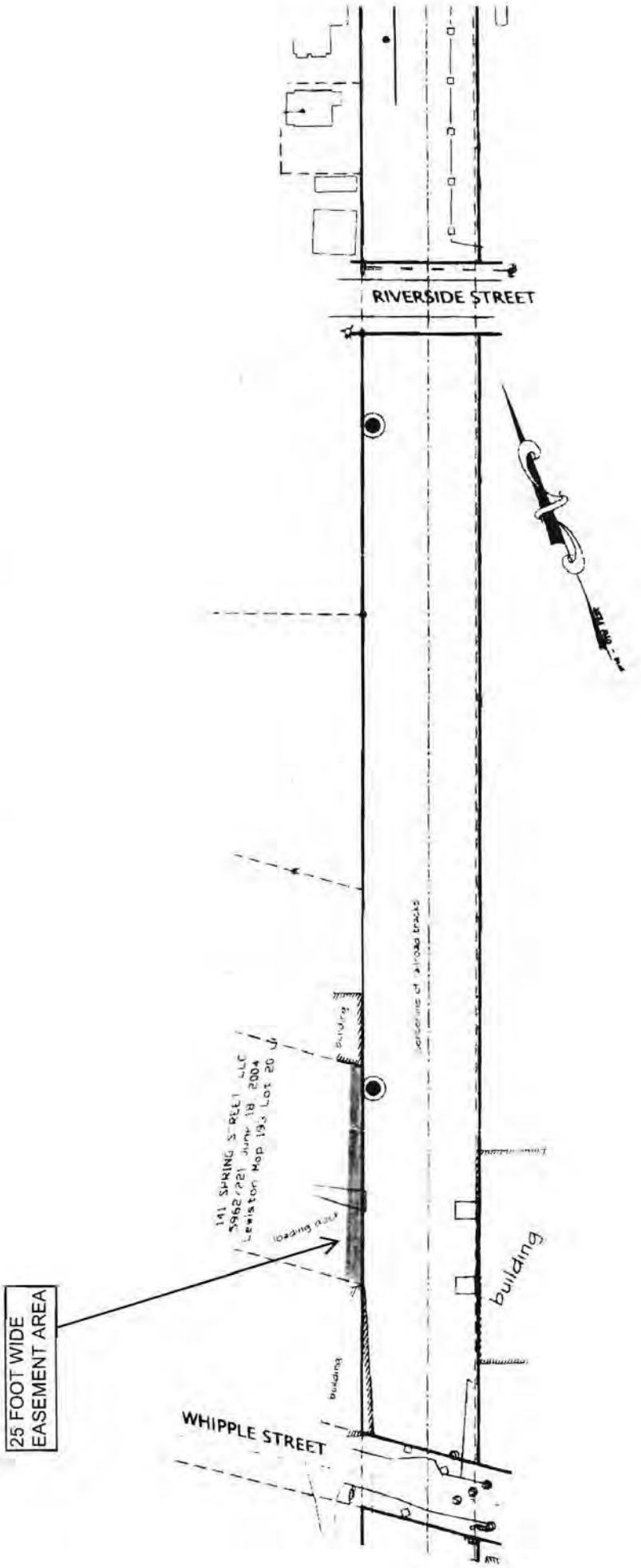
NOLA COMINGORE
Notary Public-Maine
My Commission Expires
December 20, 2017

EXHIBIT "B"



ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

EXHIBIT "A"



ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

Bk 8894 Pg174 #5146
04-14-2014 @ 01:17p

Standard Easement Deed
(Trimming Rights)

141 Spring Street, LLC, a Maine Limited Liability Company, organized and existing by law with a principal place of business in Lewiston, County of Androscoggin and State of Maine, (hereafter known as Grantor), for consideration paid by **CENTRAL MAINE POWER COMPANY**, a Maine Corporation with a place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336 (hereafter known as Grantee), the receipt of which is hereby acknowledged does hereby grant unto the said Central Maine Power Company, its successors and assigns, forever, with warranty covenants the perpetual right and easement to cut and remove all trees and to clear and keep clear said easement area of all trees, timber, and bushes growing on said easement area by such means as the Grantee may select.

The location of said easement is more particularly described as follows:

A twenty-five (25) foot wide strip of land immediately adjacent to, and northwesterly of, land now or formerly owned by Maine Central Railroad Company, beginning at an iron pin set in the ground in the northwesterly line of land now or formerly by Maine Central Railroad Company. Said pin being one hundred (100) feet distant from the northeasterly line of Whipple Street. Thence running in a northeasterly direction one hundred fifty-five (155) feet, more or less, to an iron pin set in the ground at the most southerly corner of land conveyed by Spring Street Company to Harold M. Lane by deed dated April 30,1954, recorded in said registry, Book 700, Page 104; thence the line turns and runs in a nortwesterly direction along the southwesterly line of said land conveyed to Lane a distance of twenty-five (25) feet; thence the line turns and runs in a southwesterly direction twenty-five (25) feet distant from and parallel to the nortwesterly line of land now or formerly owned by Maine Central Railroad Company to a point one hundred (100) feet distant from the northeasterly line of Whipple Street and twenty-five (25) feet distant of the northwesterly line of land now or formerly of Maine Central Railroad Company; thence turning in a southeasterly direction a distance of twenty-five (25) feet to the point of beginning.

Grantors property is described in Book 5962, Page 221 as recorded at the Androscoggin County Registry of Deeds.

Also conveying to the Grantee the right and easement at any and all times to enter on adjacent land of the Grantor for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of the Grantee interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The Grantor and its successors [or heirs] and assigns, covenants and agrees to and with the Grantee, its successors and assigns, that they will not erect or permit the erection or maintenance of any building, utilities or other structure of any kind or nature under or upon the above-described premises, and will not place any material on, or permit or allow any material of any kind or nature to accumulate on or be removed from said premises if, in the reasonable opinion of the Grantee, its successors and assigns, such erection, maintenance or action would endanger or interfere with current or future use of said premises in its operation as a public utility. Notwithstanding anything elsewhere set forth herein, nothing herein shall restrict or limit the Grantor's right to construct, maintain, repair, and replace a loading dock upon the above-described premises to service the Grantor's building(s) located on the Grantor's real estate described in said Registry at Book 5962, Page 221, to pave said premises, and to access and continue to access the same by motor vehicle or otherwise.

The terms Grantor and Grantee shall include their respective successors, executors, affiliates or assigns.

IN WITNESS WHEREOF, the said 141 Spring Street, LLC has caused its duly authorized representative to sign this deed this 7th day of March 2014.

Signed, Sealed and Delivered
in presence of:

Barbara J. Thaxter
Witness

141 Spring Street, LLC

By: Donald Dubuc

Its: MEMBER

STATE OF Maine
Androscoggin County, ss.

The above named **Donald Dubuc**, Member of 141 Spring Street, LLC, personally appeared before me and acknowledged the above instrument to be his/her free act and deed in his/her said capacity and the free act and deed of said company.

Notary Public/Attorney
Printed Name
My commission expires:

SEAL

MAUREEN E. CATALANO, NOTARY PUBLIC
STATE OF MAINE
MY COMMISSION EXPIRES 06-04-2019

Bk 8791 Pg319 #20679
10-09-2013 @ 02:23p

Standard Easement Deed
(Trimming Rights Only)

Crop Dusting, LLC, a Maine Limited Liability Company, organized and existing by law with a principal place of business in Auburn, County of Androscoggin and State of Maine, (hereafter known as Grantor), for consideration paid by **CENTRAL MAINE POWER COMPANY**, a Maine Corporation with a place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336 (hereafter known as Grantee), the receipt of which is hereby acknowledged does hereby grant unto the said Central Maine Power Company, its successors and assigns, forever, with warranty covenants, the perpetual right and easement to cut and remove all trees and to clear and keep clear said easement area of all trees, timber, and bushes growing on said easement area by such means as the Grantee may select.

The location of said easement is more particularly described as follows:

A twenty-five (25) foot wide strip of land immediately adjacent to, and northwesterly of, land now or formerly owned by Maine Central Railroad Company, beginning at the intersection of the northeasterly line of Whipple Street and the westerly line of land of the Maine Central Railroad Company, thence extending generally Northeasterly to land now or formerly owned by 141 Spring Street, LLC, said line being parallel to and twenty-five (25) feet westerly of the westerly line of land of the Maine Central Railroad Compay.

Grantors property is described in Book 8265, Page 266 as recorded at the Androscoggin County Registry of Deeds.

Also conveying to the Grantee the right and easement at any and all times to enter on adjacent land of the Grantor for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of the Grantee interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The terms Grantor and Grantee shall include their respective successors, executors, affiliates or assigns.

IN WITNESS WHEREOF, the said Crop Dusting, LLC has caused its duly authorized representative to sign this deed this 20 day of SEPT. 2013.

Signed, Sealed and Delivered
in presence of:

Witness

CROP DUSTING, LLC

By: _____
Scott Ferland
Its: Authorized Representative

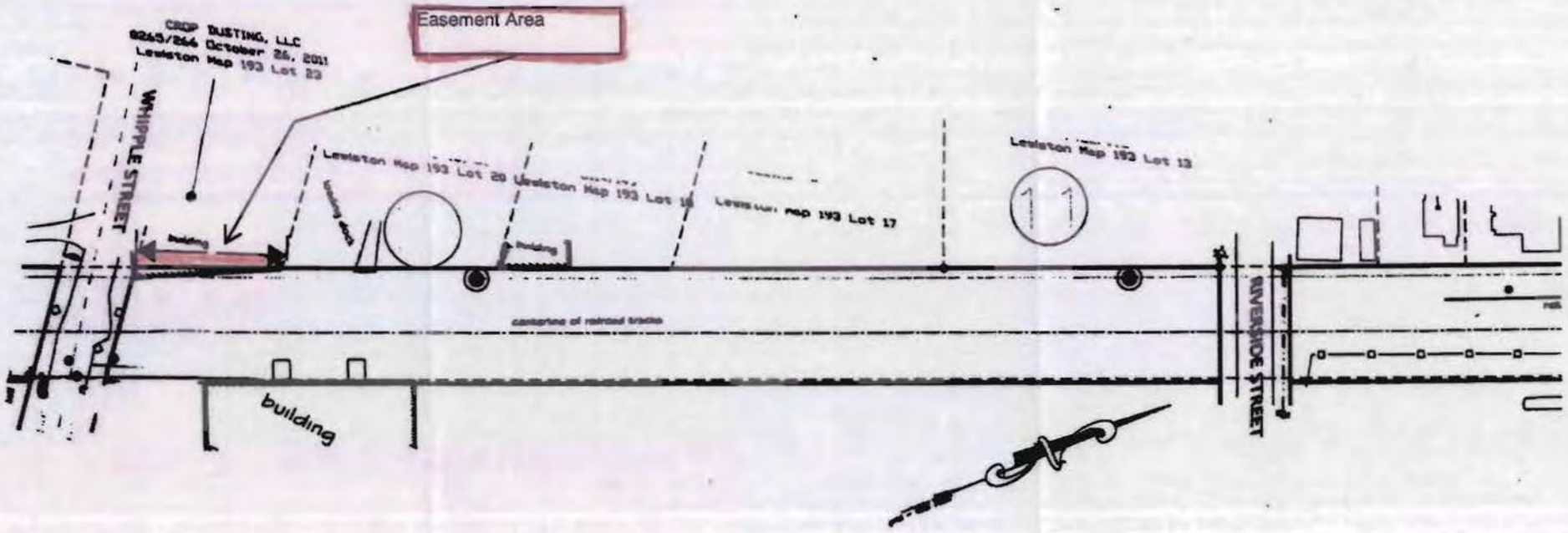
STATE OF Maine
Androscoggin County, ss.

The above named personally appeared before me and acknowledged the above instrument to be his/her free act and deed in his/her said capacity and the free act and deed of said corporation.

Notary Public/Attorney
Printed Name Tina Starr
My commission expires: 1.26.2020

ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

EXHIBIT "A"



Bk 8903 Pg154 #6125
04-30-2014 @ 12:27p

Standard Easement Deed
(Trimming Rights Only)

INSULSAFE TEXTILES, INC., a corporation organized under the laws of the State of Maine, with a principal place of business in Lewiston, County of Androscoggin and State of Maine, (hereafter known as Grantor), for consideration paid by **CENTRAL MAINE POWER COMPANY**, a corporation organized under the laws of the State of Maine, with a place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336 (hereafter known as Grantee), the receipt of which is hereby acknowledged does hereby grant unto the said Central Maine Power Company, its successors and assigns, forever, with warranty covenants, the perpetual right and easement to cut and remove all trees and to clear and keep clear said easement area of all trees, timber, and bushes growing on said easement area by such means as the Grantee may select.

The location of said easement is more particularly described as follows:

Beginning on the northerly sideline of Bridge Street, so-called in the City of Auburn, County of Androscoggin, State of Maine at the southwesterly corner of land now or formerly of Pan Am Railway;

Thence, northerly along the northerly sideline of said Bridge Street approximately 4 feet to point being located 46.4 feet perpendicular to and westerly of the centerline of proposed Section 255;

Thence, northerly through land conveyed to Insulsafe Textiles, Inc. by a deed dated January 9, 2013, and recorded in the Androscoggin County Registry of Deeds in Book 8581 Page 024, a distance of 136 feet to a point located 75 feet perpendicular to the centerline of proposed Section 255;

Thence, continuing northerly along line being 75 feet parallel to and westerly of the centerline of proposed Section 255, an approximate distance of 398 feet to a point located on the southerly line of land conveyed to Oxford/Route 26, LLC by a deed recorded in the Androscoggin County Registry of Deeds in Book 7655 Page 248;

Thence, easterly along the southerly line of land of Oxford/Route 26, LLC an approximate distance of 17 feet to a point located on the westerly sideline of Pan Am Railway;

Thence, southerly along the westerly sideline of Pan Am Railway a distance of 427 feet to a point;

Thence, westerly along the westerly sideline of Pan Am Railway a distance of 27 feet to a point;

Thence, southerly along the westerly sideline of Pan Am Railway a distance of 105 feet to a point located on the northerly sideline of said Bridge Street;

Thence, northerly along the northerly sideline of said Bridge Street a distance of 4 feet to the point and place of beginning. Containing 17,335.18 sq. ft. (0.398 acres of land, more or less)

Bearings are referenced to Grid North.

Grantors property is described in Book 8581, Page 24 as recorded at the Androscoggin County Registry of Deeds.

Also conveying to the Grantee the right and easement at any and all times to enter on adjacent land of the Grantor for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of the Grantee interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The terms Grantor and Grantee shall include their respective successors, executors, affiliates or assigns.

IN WITNESS WHEREOF, the said Insulsafe Textiles, Inc. has caused its duly authorized representative to sign this deed this 21ST day of APRIL, 2014.

INSULSAFE TEXTILES, INC.

By: _____
Charles Gillis
Its: Authorized Representative

STATE OF Maine
Androscoggin County, ss.

The above named Charles Gillis, Authorized Representative of Insulsafe Textiles, Inc., personally appeared before me and acknowledged the foregoing to be his free act and deed in his said capacity and the free act and deed of said Insulsafe Textiles, Inc.

_____
Notary Public
Printed Name_____
My commission expires:

MIKE DESPRES
Notary Public-Maine
My Commission Expires
July 20, 2018

ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

Bk 8816 Ps30 #23072
11-14-2013 @ 12:35p

Standard Easement Deed
(Trimming Rights Only)

Insulsafe Textiles, Inc. a corporation, organized and existing by law with a principal place of business in Lewiston, County of Androscoggin and State of Maine, (hereafter known as Grantor), for consideration paid by **CENTRAL MAINE POWER COMPANY**, a Maine Corporation with a place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336 (hereafter known as Grantee), the receipt of which is hereby acknowledged does hereby grant unto the said Central Maine Power Company, its successors and assigns, forever, with warranty covenants, the perpetual right and easement to cut and remove all trees and to clear and keep clear said easement area of all trees, timber, and bushes growing on said easement area by such means as the Grantee may select.

The location of said easement is more particularly described as follows:

Beginning at a point approximatley 100 feet northeasterly of Bridge Street at the southeasterly corner of property of Insulsafe Textiles, Inc., described in Book 8581 Page 24 ; thence, northwesterly along the southerly line of said Insulsafe Textiles, Inc. 12 feet more or less, to a point which is 32.5 feet northwesterly of the centerline of a proposed transmission line between structures 5 and 6 as shown on a Plan titled Boundary Survey Central Maine Power Company "Lewiston Loop", Dated June 19, 2013, prepared by Sackett & Brake Survey, Inc. on file at said Central Maine Power Company office, to be recorded; thence, northeasterly in a direction parallel and 32.5 feet northwesterly of the transmission line centerline between structures 5 and 6, a distance of 26 feet more or less to a point on the bisect of the angle of structure 6; thence, northeasterly in a direction parallel with and 32.5 feet northwesterly of the transmission line centerline between structures 6 and 7, a distance of 48 feet more or less to the southeasterly property line of said Insulsafe Textiles, Inc.; thence southwesterly along the southeasterly property line of said Insulsafe Textiles, Inc., a distance of 73 feet more or less to the point of beginning.

Grantors property is described in Book 8581, Page 24 as recorded at the Androscoggin County Registry of Deeds.

Also conveying to the Grantee the right and easement at any and all times to enter on adjacent land of the Grantor for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of the Grantee interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The terms Grantor and Grantee shall include their respective successors, executors, affiliates or assigns.

IN WITNESS WHEREOF, the said Insulsafe Textiles, Inc. has caused its duly authorized representative to sign this deed this 14th day of Oct 2013.

By: Charles R. Gillis

Its: President

STATE OF Maine
~~Androscoggin~~ Cumberland County, ss.

The above named personally appeared before me and acknowledged the above instrument to be his/her free act and deed in his/her said capacity and the free act and deed of said corporation.

Molly E Hoare
Notary Public
Printed Name Molly E. Hoare
My commission expires:
MOLLY E. HOARE, Notary Public Maine
My Commission Expires August 1, 2020

SEAL

ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

Bk 8848 Pg268 #411
01-09-2014 @ 01:09p

EASEMENT DEED

The undersigned **RIVERSIDE CEMETERY ASSOCIATION**, an organization having its office and principle place of business at 199 Summer Street, Lewiston, Maine 04240 (hereinafter collectively, "Grantor") for consideration paid by **CENTRAL MAINE POWER COMPANY**, a Maine corporation with a principal place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336 (hereinafter "Grantee"), the receipt of which is hereby acknowledged does hereby grant unto the said Central Maine Power Company, its successors and assigns, forever, with warranty covenants, the exclusive perpetual right and easement to erect, bury, construct, maintain, repair, rebuild, re-space, replace, operate, patrol and remove energy, fuel and communications transmission and distribution lines consisting of suitable and sufficient poles, towers, pipes, duct-banks and conduits, with sufficient foundations together with wires, cables or lines strung upon, within or extending between the same for the transmission of energy, fuel and intelligence, together with all necessary fixtures, anchors, guys, crossarms, and other equipment and appurtenances, and for all Utility Services defined in accordance with 33 M.R.S.A. Section 458, over, under and across land situated in the City of Lewiston, Androscoggin County, Maine and described in a deeds to Riverside Cemetery Association dated December 15, 1902 and December 9, 1987, and recorded in the Androscoggin County Registry of Deeds in Book 207, Page 555 and Book 2195, Page 206.

The location of said easement is more particularly described as follows:

A certain lot or parcel of land situated northerly of, but not abutting to, Riverside Place, westerly of Pan-Am Railway, and southerly of Route 4 (Veteran's Memorial Bridge) in the City of Lewiston, County of Androscoggin and State of Maine, bounded and described as follows, to wit:

Beginning at an unmonumented point located on the westerly sideline of Pan-Am Railway at the northeasterly corner of land conveyed to Eileen M. Pelletier (fka Eileen Quinn) by a deed dated March 22, 2002 recorded in the Androscoggin County Registry of Deeds in Book 4947 Page 270;

Thence, westerly on a course of N 68°-24'-48" W along the northerly line of land of said Pelletier a distance of thirty-two and twelve hundredths (32.12) feet to an unmonumented point;

Thence on the same bearing along land of said Pelletier a distance of 23.88 feet to the northwest corner of land of said Pelletier;

Thence S 21°-35'-12" W along land of said Pelletier a distance of 14.67 feet to an unmonumented point;

Thence, northerly and northwesterly through land conveyed to Riverside Cemetery Association by two deeds: (1) dated January 7, 1956 recorded in the Androscoggin County Registry of Deeds in Book 735 Page 195; (2) dated December 9, 1987 recorded in the Androscoggin County Registry of Deeds in Book 2195 Page 206 on the following courses and distances:

N 16°-54'-23" E one thousand forty-seven and seventy-four hundredths (1047.74) feet;
N 32°-18'-12" W three hundred one and nine hundredths (301.09) feet;
N 52°-02'-31" W four hundred fifty-one and sixteen hundredths (451.16) feet;
N 48°-51'-55" W two hundred thirty-nine and forty hundredths (239.40) feet to an unmonumented point located on the easterly edge of the Androscoggin River;

Thence, northeasterly along the southeasterly edge of the Androscoggin River an approximate distance of twenty-five and ninety-nine hundredths (25.99) feet (having a tie-line distance of twenty-five and ninety-six hundredths (25.96) feet on a course of N 56°-47'-00" E) to an unmonumented point;

Thence, continuing northeasterly along the southeasterly edge of the Androscoggin River an approximate distance of one hundred sixteen and sixteen hundredths (116.16) feet (having a tie-line distance of one hundred sixteen and sixteen hundredths (116.16) feet on a course of N 47°-02'-03" E) to an unmonumented point located on the southeasterly sideline of Route 4;

Thence, southeasterly and southerly along the southwesterly and westerly sideline of Route 4 on the following courses and distances:
S 50°-59'-46" E three hundred twelve and fifty-one hundredths (312.51) feet;
S 44°-26'-43" E five hundred fifty-seven and thirty-three hundredths (557.33) feet to a granite monument found;
S 08°-32'-24" E three hundred forty and eleven hundredths (340.11) feet to an unmonumented point located on the westerly sideline of Pan-Am Railway;

Thence, southerly on a course of S 21°-35'-12" W continuing along the westerly sideline of Pan-Am Railway a distance of nine hundred twenty-six and thirty-eight hundredths (926.38) feet to the point and place of beginning. Containing 5.24 acres (228,135 square feet) of land, more or less.

Subject to a sewer easement conveyed to the City of Lewiston by a deed dated November 8, 1973 recorded in the Androscoggin County Registry of Deeds in Book 1086 Page 274.

Subject to the rights of the State of Maine along Jepson Brook which leads across the northerly end of the herein described parcel of land.

Bearings are referenced to Grid North.

Reference may be made to a plat entitled "Survey of an Easement to be Acquired by Central Maine Power Company from Riverside Cemetery Association", dated December 13, 2013, as prepared by Sackett & Brake Survey, Inc., project number 2013205, and recorded in Plan Book 50, Page 106 of the Androscoggin County Registry of Deeds (the "Plan").

Also conveying to the Grantee the right and easement, at any time or times, to cut and remove all trees and to clear and keep clear said easement area of all trees, timber, and bushes growing on said easement area by such means as the Grantee may select.

Also conveying to the Grantee the right and easement at any and all times to enter on adjacent land of the Grantor for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of Grantee interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The Grantor and its successors and assigns, covenants and agrees to and with the Grantee, that the Grantor will not erect or permit the erection or maintenance of any building, utilities or other structure of any kind or nature under or upon the above-described premises, and will not place any materials on, or permit or allow any material of any kind or nature to accumulate on or be removed from said premises if, in the reasonable opinion of the Grantee, such erection, maintenance or action would endanger or interfere with the current or the future use of said premises in its operation as a public utility.

Grantor specifically reserves the right to place graves, conduct burials, place grave markers and grave monuments in a twenty-five (25) foot wide strip of land along the western and southwestern edge of the above described easement area, beginning at land of said Pelletier and extending north and northwesterly to the Androscoggin River. Said twenty five-foot wide strip containing 1.17 acres (50,937 square feet), more or less, and shown on the Plan as "Proposed area to be acquired for trimming rights, 1.17 acres, 50,936.96 sq. ft.".

Grantor further specifically reserves the right to place access roads within the above described easement area for the specific purpose of providing ingress and egress to Grantor's appurtenant lands that are being used or may be developed by Grantor, its successors and assigns, in Grantor's business as a cemetery association, provided, however, that Grantor covenants and agrees with Grantee that the grade of any road constructed in the easement area will not be more than two feet above the current grade, no road, as measured from the toe of slope or top of cut, will not be closer than 25 feet to any pole, tower or guy of the Grantee, and, to the extent practical, said roads will not be located longitudinally under the conductors of Grantee's electric transmission lines. Grantor further covenants and agrees not to operate boomed equipment on such access roads if such equipment has the potential to come within ten (10) feet of the conductors on Grantee's electric transmission lines. Grantee may use any such road for access to Grantee's facilities within the easement area provided Grantee maintains said roads to the extent of Grantee's use.

Grantor further specifically reserves the right to plant and maintain native and ornamental shrubs and bushes in the easement area provided said shrubs and bushes have a mature height of ten (10) feet or less and the placement of said shrubs and bushes does not impede Grantee's access to its facilities within the easement area.

The terms Grantor and Grantee shall include their respective heirs, administrators, successors, executors, affiliated and assigns.

IN WITNESS WHEREOF, the undersigned has executed this instrument this 20th day of December, 2013.

RIVERSIDE CEMETERY ASSOCIATION

Witness

By: Peter D. Cook
Its: Vice President

State of Maine
Androscoggin County, ss: December 20, 2013

The above named Peter D. Cook, Vice President of Riverside Cemetery Association, personally appeared before me and acknowledged the above instrument to be his free act and deed in his said capacity and the free act and will of Riverside Cemetery Association.

Notary Public/Attorney
Printed Name: PEGGY DWYER
My Commission Expires: June 13, 2015

ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

Bk 8903 Pg154 #6125
04-30-2014 @ 12:27p

Standard Easement Deed
(Trimming Rights Only)

INSULSAFE TEXTILES, INC., a corporation organized under the laws of the State of Maine, with a principal place of business in Lewiston, County of Androscoggin and State of Maine, (hereafter known as Grantor), for consideration paid by **CENTRAL MAINE POWER COMPANY**, a corporation organized under the laws of the State of Maine, with a place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336 (hereafter known as Grantee), the receipt of which is hereby acknowledged does hereby grant unto the said Central Maine Power Company, its successors and assigns, forever, with warranty covenants, the perpetual right and easement to cut and remove all trees and to clear and keep clear said easement area of all trees, timber, and bushes growing on said easement area by such means as the Grantee may select.

The location of said easement is more particularly described as follows:

Beginning on the northerly sideline of Bridge Street, so-called in the City of Auburn, County of Androscoggin, State of Maine at the southwesterly corner of land now or formerly of Pan Am Railway;

Thence, northerly along the northerly sideline of said Bridge Street approximately 4 feet to point being located 46.4 feet perpendicular to and westerly of the centerline of proposed Section 255;

Thence, northerly through land conveyed to Insulsafe Textiles, Inc. by a deed dated January 9, 2013, and recorded in the Androscoggin County Registry of Deeds in Book 8581 Page 024, a distance of 136 feet to a point located 75 feet perpendicular to the centerline of proposed Section 255;

Thence, continuing northerly along line being 75 feet parallel to and westerly of the centerline of proposed Section 255, an approximate distance of 398 feet to a point located on the southerly line of land conveyed to Oxford/Route 26, LLC by a deed recorded in the Androscoggin County Registry of Deeds in Book 7655 Page 248;

Thence, easterly along the southerly line of land of Oxford/Route 26, LLC an approximate distance of 17 feet to a point located on the westerly sideline of Pan Am Railway;

Thence, southerly along the westerly sideline of Pan Am Railway a distance of 427 feet to a point;

Thence, westerly along the westerly sideline of Pan Am Railway a distance of 27 feet to a point;

Thence, southerly along the westerly sideline of Pan Am Railway a distance of 105 feet to a point located on the northerly sideline of said Bridge Street;

Thence, northerly along the northerly sideline of said Bridge Street a distance of 4 feet to the point and place of beginning. Containing 17,335.18 sq. ft. (0.398 acres of land, more or less)

Bearings are referenced to Grid North.

Grantors property is described in Book 8581, Page 24 as recorded at the Androscoggin County Registry of Deeds.

Also conveying to the Grantee the right and easement at any and all times to enter on adjacent land of the Grantor for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of the Grantee interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The terms Grantor and Grantee shall include their respective successors, executors, affiliates or assigns.

IN WITNESS WHEREOF, the said Insulsafe Textiles, Inc. has caused its duly authorized representative to sign this deed this 21ST day of APRIL, 2014.

INSULSAFE TEXTILES, INC.

By: _____
Charles Gillis
Its: Authorized Representative

STATE OF Maine
Androscoggin County, ss.

The above named Charles Gillis, Authorized Representative of Insulsafe Textiles, Inc., personally appeared before me and acknowledged the foregoing to be his free act and deed in his said capacity and the free act and deed of said Insulsafe Textiles, Inc.

_____
Notary Public
Printed Name_____
My commission expires:

MIKE DESPRES
Notary Public-Maine
My Commission Expires
July 20, 2018

ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

Bk 8903 Pg152 #6124
04-30-2014 @ 12:27p

Standard Easement Deed
(Trimming Rights Only)

Holland Street Associates, LLC, a corporation, organized and existing by law with a principal place of business in Lewiston, County of Androscoggin and State of Maine, (hereafter known as Grantor), for consideration paid by **CENTRAL MAINE POWER COMPANY**, a Maine Corporation with a place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336 (hereafter known as Grantee), the receipt of which is hereby acknowledged does hereby grant unto the said Central Maine Power Company, its successors and assigns, forever, with warranty covenants, the perpetual right and easement to cut and remove all trees and to clear and keep clear said easement area of all trees, timber, and bushes growing on said easement area by such means as the Grantee may select.

The location of said easement is more particularly described as follows:

Beginning on the northerly sideline of Holland Street at a point located at the southwesterly corner of land conveyed to 420 Main Street, LLC by a deed dated
November 17, 2008, and recorded in the Androscoggin County Registry of Deeds in Book 7570 Page 318;

Thence, westerly along the northerly sideline of Holland Street an approximate distance of 27' to a point located a distance of 75' perpendicular to and westerly of the centerline of proposed Section 255;

Thence, northerly through land conveyed to Holland Street Associates by a deed dated
July 30, 2001, and recorded in the Androscoggin County Registry of Deeds in Book 4737 Page 219, a line being located 75' parallel to and westerly of the centerline of proposed Section 255, an approximate distance of 122' to a point located on the southerly line of land of 420 Main Street, LLC;

Thence, southerly along the westerly line of land of 420 Main Street, LLC an approximate distance of 44' to a point;

Thence, continuing southerly along the westerly line of land of 420 Main Street, LLC an approximate distance of 96' to the point and place of beginning. Containing 2,853.05 sq. ft. (0.065 acres of land, more or less)

Bearings are referenced to Grid North.

Grantors property is described in Book 4737, Page 219 as recorded at the Androscoggin County Registry of Deeds.

Also conveying to the Grantee the right and easement at any and all times to enter on adjacent land of the Grantor for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of the Grantee interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The terms Grantor and Grantee shall include their respective successors, executors, affiliates or assigns.

IN WITNESS WHEREOF, the said Holland Street Associates, LLC, has caused its duly authorized representative to sign this deed this 10 day of April 2014.

:

Jay Rodriguez
Its: Authorized Representative

STATE OF Maine
Androscoggin County, ss.

The above named personally appeared before me and acknowledged the above instrument to be his free act and deed in his said capacity and the free act and deed of said corporation.

Notary Public
Printed Name: Eben A. Thomas
My commission expires: 5/27/2015

ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

Bk 8883 Pg195 #4107
03-25-2014 @ 12:40p

QUITCLAIM DEED

John F. Schott, of Greene, County of Androscoggin, State of Maine, whose mailing address is **303 South River Road, Greene, ME 04236** ("Grantor") for good and valuable consideration, GRANTS to

Central Maine Power Company, a corporation organized under the laws of the State of Maine, with a principal office in Augusta, Maine and whose mailing address is **83 Edison Drive, Augusta, Kennebec County, Maine 04336**, its successors and assigns forever,

with QUITCLAIM COVENANT,

a certain lot or parcel of land situated in the City of Lewiston, County of Androscoggin, State of Maine, being more particularly bounded and described as follows:

MAINE REAL ESTATE
TRANSFER TAX PAID

(SEE EXHIBIT A ATTACHED HERETO)

IN WITNESS WHEREOF, the Grantor has set his hand and seal this 21 day of March, 2014.

John F. Schott

State of Maine
County of Androscoggin, ss

March 21, 2014

The above-named John F. Schott personally appeared before me and acknowledged the foregoing instrument to be his free act and deed.

Before me,

Notary Public/Attorney
Name: N. J. Rattey
My Commission Expires: _____

EXHIBIT A

A certain parcel of land together with the improvements thereon, if any, located in the City of Lewiston, County of Androscoggin, State of Maine.

Beginning at a granite bound marking the southerly sideline of the Maine Department of Transportation right of way for Mount Auburn Avenue (a.k.a. Russell Street), said bound being located 175 feet southwesterly of station 186+00 as depicted on a plan entitled "Maine State Highway Commission Right of Way Map, State Highway 18" dated September of 1970 and filed as S.H.C File No. 1-98;

Thence S 50°59'20" E a distance of 358.00 feet, more or less, along the southerly right of way line of Mount Auburn Avenue to the normal full pond elevation of the Androscoggin River (168.17' USGS datum as per plan recorded in Plan Book 40, Page 136);

Thence southwesterly, northwesterly, and northerly a distance of 1,115.00 feet, more or less, along the normal full pond elevation of the Androscoggin River to a point on the southwesterly right of way line for Mount Auburn Avenue;

Thence S 48°26'38" E a distance of 315.00 feet, more or less, along the southwesterly right of way line of Mount Auburn Avenue to the point of beginning, containing 4.07 acres, more or less.

The above described bearings are referenced to UTM 19 North Zone of the North American Datum of 1983.

Meaning and intending to convey all of Boxer Island owned by the Grantor lying southwesterly of the Mount Auburn Avenue right of way.

The above-described parcel is being conveyed together within any improvements on the land or attached thereto and all rights, privileges, easements and appurtenances thereto, including without limitation, all of the Grantor's right, title and interest in and to all air rights, water rights and any easements, rights-of-way or other interests in, on, under or to any land, highway, alley, street or right-of-way abutting or adjoining said parcel, and all of Grantor's right, title and interest in and to the flats lying between high and low water mark.

Meaning and intending to convey a portion of the premises conveyed to John F. Schott by deed dated June 23, 1969 and recorded in Book 1004, Page 724 of the Androscoggin County Registry of Deeds and by deed dated February 10, 1993 and recorded in Book 2995, Page 58 of the said Registry.

Bk 8837 Pg110 #25290
12-18-2013 @ 11:38a

Standard Easement Deed
(Trimming Rights Only)

Oxford Route 26 LLC, a limited liability corporation, with a mailing address of 143 Morse Point Road Place, Oakland, Me 04963, (hereafter known as Grantor), for consideration paid by **CENTRAL MAINE POWER COMPANY**, a Maine Corporation with a place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336 (hereafter known as Grantee), the receipt of which is hereby acknowledged does hereby grant unto the said Central Maine Power Company, its successors and assigns, forever, with warranty covenants, the perpetual right and easement to cut and remove all trees and to clear and keep clear said easement area of all trees, timber, and bushes growing on said easement area by such means as the Grantee may select.

The location of said easement is more particularly described as follows:

Beginning on the southerly side of Holland Street at the northeasterly corner of property of Oxford/ Route 26 LLC, described in Book 7655 Page 248 recorded in the Androscoggin County Registry of deeds; thence, southwesterly along the southeasterly line of said Oxford/ Route 26 LLC 94 feet more or less, to a point which is 32.5 feet northwesterly of the centerline of a proposed transmission line between structures 7 and 8 as shown on a Plan titled Boundary Survey Central Maine Power Company "Lewiston Loop", Dated June 19, 2013, prepared by Sackett & Brake Survey, Inc. on file at said Central Maine Power Company office, to be recorded; thence, northeasterly in a direction parallel and 32.5 feet northwesterly of the transmission line centerline between structures 7 and 8, a distance of 92 feet more or less to the southerly side of Holland Street; thence, easterly along the southerly side of Holland Street a distance of 10 feet more or less to the point of beginning.

Grantors property is described in Book 7655, Page 248 as recorded at the Androscoggin County Registry of Deeds.

Also conveying to the Grantee the right and easement at any and all times to enter on adjacent land of the Grantor for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of the Grantee interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The terms Grantor and Grantee shall include their respective successors, executors, affiliates or assigns.

IN WITNESS WHEREOF, the said Oxford Route 26, LLC, Inc. has caused its duly authorized representative to sign this deed this 20 day of Oct. 2013.

Signed, Sealed and Delivered
in presence of:

Witness

By: Jerry Millet

Its: Authorized Representative

STATE OF Maine
Androscoggin County, ss.

The above named personally appeared before me and acknowledged the above instrument to be his/her free act and deed in his/her said capacity and the free act and deed of said corporation.

Notary Public
Printed Name Eben A. Thomas
My commission expires: 3/27/2015

ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

Bk 8922 Pg255 #7728
06-03-2014 @ 01:00p

WARRANTY DEED
(LLC Grantor)

420 Main Street, LLC, a Maine limited liability company, with a principal office in Lewiston, County of Androscoggin, State of Maine, whose mailing address is **PO Box 2312, Lewiston, ME 04241** for good and valuable consideration, GRANTS to

Central Maine Power Company, a corporation organized under the laws of the State of Maine, with a principal office in Augusta, Maine and whose mailing address is **83 Edison Drive, Augusta, Maine 04336**, its successors and assigns forever,

with WARRANTY COVENANT,

a certain lot or parcel of land situated in the City of Lewiston, County of Androscoggin, State of Maine, being more particularly bounded and described as follows:

(SEE EXHIBIT A ATTACHED HERETO)

MAINE REAL ESTATE
TRANSFER TAX PAID

IN WITNESS WHEREOF, the Grantor has caused this instrument to be signed in its corporate name, under seal, by its duly authorized officer this 22 day of May, 2014.

420 MAIN STREET, ~~LLC~~

By: _____
Jean Dupuis
Its: Manager

State of Maine
County of Androscoggin, ss

May 22, 2014

The above-named Jean Dupuis, Manager of 420 Main Street, LLC and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of 420 Main Street, LLC.

Before me,

_____
~~Notary Public~~/Attorney
Name: Daniel D'Auteuil
My Commission Expires: _____

EXHIBIT A

A certain lot or parcel of land situated in Lewiston, Androscoggin County, State of Maine, bounded and described as follows:

Beginning at a capped ¾ inch rebar, numbered 492, set in the northeasterly line of Holland Street, so-called, at the southerly corner of land conveyed to Holland Street Associates, LLC by Eastern Refractories Company, Inc. by deed dated July 30, 2001 and recorded in the Androscoggin County Registry of Deeds in Book 4737, Page 219;

Thence, North 31° 48' 41" East along the southeasterly line of said Holland Street Associates, LLC's land, a distance of 86.67 feet to a capped ¾ inch rebar numbered 492 set at the easterly corner of said Holland Street Associates, LLC's land;

Thence, North 13° 25' 27" West along the northeasterly line of said Holland Street Associates, LLC's land, a distance of 55.33 feet to a capped ¾ inch rebar numbered 492, set at the easterly corner of land conveyed to Jayco Associates, Inc. by Androscoggin Oil Company by deed dated June 30, 1986 and recorded in said Registry in Book 2050, Page 151;

Thence, North 24° 39' 51" West along the northeasterly line of said Jayco Associates, Inc.'s land, a distance of 62.76 feet to a point at the easterly corner of land conveyed to Oxford/Route 26, LLC by Donald Beauregard, Trustee of the 60 Holland Street Trust by deed dated August 15, 2001 and recorded in said Registry in Book 4760, Page 210;

Thence, North 34°48' 16" West along the northeasterly line of said Oxford/Route 26, LLC's land, a distance of 26.68 feet to a point;

Thence, North 43° 36' 02" West along the northeasterly line of said Oxford/Route 26, LLC's land, a distance of 76.58 feet to a point at the southerly corner of land conveyed to Central Maine Medical Center by Central Maine Healthcare Corporation by deed dated January 31, 1992 and recorded in said Registry in Book 2779, Page 13;

Thence, North 34° 43' 37" East along the southeasterly line of said Central Maine Medical Center's land, a distance of 403.74 feet to a capped ¾ inch rebar numbered 492, set in the southwesterly line of Whipple Street, so-called;

Thence, South 55° 09' 35" East along the southwesterly line of said Whipple Street, a distance of 144.48 feet, to a capped ¾ inch rebar numbered 492 set, said rebar being 45.00 westerly at right angles to the survey base line as shown on the Maine Central Railroad Company Right-of-Way and Track Map dated June 30, 1916 on file at their office;

Thence, South 20° 46' 23" West parallel to and 45.00 feet westerly from said survey base line, a distance of 327.44 feet to a capped ¾ inch rebar numbered 492, set at P.T. station 1269+13.17;

Thence in a southwesterly direction along the arc of a 1,961.91 foot radius curve to the right and

parallel to and 45.00 feet westerly from said survey base line, a distance of 263.01 feet to a railroad spike set in the northeasterly line of said Holland Street;

Thence, North 65° 24' 17" West along the northeasterly line of said Holland Street, a distance of 39.42 feet to a railroad spike set at an angle in said street;

Thence North 55° 46' 28" West along the northeasterly line of said Holland Street, a distance of 31.15 feet to the point of beginning.

Containing 2.20 acres.

Bearings are stat of Maine Grid North.

Meaning and intending to convey the same premises conveyed in the deed from Maine Central Railroad Company to 420 Main Street, LLC dated November 10, 2008 and recorded in Book 7570, Page 318 of the Androscoggin County Registry of Deeds.

Bk 8906 Pg272 #6402
05-07-2014 @ 12:35p

Standard Easement Deed
(Trimming Rights Only)

Oxford Route 26 LLC, a limited liability corporation, with a mailing address of 143 Morse Point Road Place, Oakland, Me 04963, (hereafter known as Grantor), for consideration paid by **CENTRAL MAINE POWER COMPANY**, a Maine Corporation with a place of business at 83 Edison Drive, Augusta, Kennebec County, Maine 04336 (hereafter known as Grantee), the receipt of which is hereby acknowledged does hereby grant unto the said Central Maine Power Company, its successors and assigns, forever, with warranty covenants, the perpetual right and easement to cut and remove all trees and to clear and keep clear said easement area of all trees, timber, and bushes growing on said easement area by such means as the Grantee may select.

The location of said easement is more particularly described as follows:

Beginning on the southerly sideline of Holland Street at a point located at the northeasterly corner of land of Pan Am Railway;

Thence, southerly along the westerly sideline of Pan Am Railway an approximate distance of 260' to a point;

Thence, westerly along the northerly line of land of Pan Am Railway and land conveyed to Pelletier Family Enterprises by a deed dated June 25, 1999, and recorded in the Androscoggin County Registry of Deeds in Book 4278 Page168, an approximate distance of 33' to a point being located 75' perpendicular to and westerly of the centerline of proposed Section 255;

Thence, northerly through land conveyed to Oxford/Route 26, LLC by a deed recorded in the Androscoggin County Registry of Deeds in Book 7655 Page 248, along a line being located 75' parallel to and westerly of the centerline of proposed Section 255, a distance of 253' to a point located on the southerly sideline of Holland Street;

Thence, easterly along the southerly sideline of Holland Street a distance of 63' to the point and place of beginning. Containing 12,092.27 sq. ft. (0.278 acres of land, more or less).

Bearings are referenced to Grid North.

Grantors property is described in Book 7655, Page 248 as recorded at the Androscoggin County Registry of Deeds.

Also conveying to the Grantee the right and easement at any and all times to enter on adjacent land of the Grantor for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of the Grantee interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The terms Grantor and Grantee shall include their respective successors, executors, affiliates or assigns.

IN WITNESS WHEREOF, the said Oxford Route 26, LLC, Inc. has caused its duly authorized representative to sign this deed this 16th day of April 2014

Signed, Sealed and Delivered
in presence of:

Witness

By: Jerry Millet

Its: Authorized Representative

STATE OF Maine
Androscoggin County, ss.

The above named personally appeared before me and acknowledged the above instrument to be his free act and deed in his said capacity and the free act and deed of said corporation.

Notary Public
Printed Name Eben A. Thomas
My commission expires: 3/27/2015

ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

EXHIBIT 5

Development Review Application for Transmission Line Section 255
Submitted on January 29, 2011

Application for Development Review, Shoreland Zoning, and Conditional Use Approval

for the

CMP Section 255 Lewiston Loop Project, Lewiston, Maine

Transmission Line Construction

Prepared for:

Central Maine Power
83 Edison Drive
Augusta, ME 04336

Prepared by:

TRC
14 Gabriel Drive
Augusta, ME 04330

March 2011

Development Review Application

City of Auburn Planning and Permitting Department
City of Lewiston Department of Planning and Code Enforcement

PROJECT NAME: LEWISTON LOOP SECTIONS 255 & 256

PROPOSED DEVELOPMENT ADDRESS: CMP transmission line

PARCEL ID#: 187-1, 192-1, 193-41&46-50, 206-2&3, 206-202, Pan Am Railroad Chapel St Ally, Canal St.

REVIEW TYPE:
Site Plan/Special Exception ☒ | Site Plan Amendment ☐
Subdivision ☐ | Subdivision Amendment ☐

PROJECT DESCRIPTION: Section 255 is a new 115kV transmission line from Gulf Island to Boxer Island to Middle St. Section 256 in a new underground 115kV underground transmission line along under Canal St.

CONTACT INFORMATION:

Applicant	Property Owner
Central Maine Power Co.	Various see TRI
Name: Gerry Mirabile	**Name:**
Address: 83 Edison Dr, Augusta, ME	**Address:**
Zip Code 04336-0002	**Zip Code**
Work #: 207-626-9557	**Work #:**
Cell #:	**Cell #:**
Fax #: 207-626-4045	**Fax #:**
Home #:	**Home #:**
Email: Gerry.Mirabile@cmpco.com	**Email:**

Project Representative	Other professional representatives for the project (surveyors, engineers, etc.),
Name: Mark Christopher	**Name:** Marie Green
Address: 14 Gabriel Dr, Augusta, ME	**Address:** 52 Farm View Dr, New Gloucester, ME
Zip Code 04330	**Zip Code** 04260
Work #: 207-620-3844	**Work #:** 207-253-4031
Cell #: 207-441-4225	**Cell #:** 207-939-1510
Fax #: 207-621-8226	**Fax #:** 207-253-4079
Home #:	**Home #:**
Email: mchristopher@trcsolutions.com	**Email:** magreen@burnsmcd.com

PROJECT DATA

The following information is required where applicable, in order to complete the application

IMPERVIOUS SURFACE AREA/RATIO

Existing Total Impervious Area	N/A sq. ft.
Proposed Total Paved Area	N/A sq. ft.
Proposed Total Impervious Area	N/A sq. ft.
Proposed Impervious Net Change	N/A sq. ft.
Impervious surface ratio existing	N/A % of lot area
Impervious surface ratio proposed	N/A % of lot area

BUILDING AREA/LOT COVERAGE

Existing Building Footprint	N/A sq. ft.
Proposed Building Footprint	N/A sq. ft.
Proposed Building Footprint Net change	N/A sq. ft.
Existing Total Building Floor Area	N/A sq. ft.
Proposed Total Building Floor Area	N/A sq. ft.
Proposed Building Floor Area Net Change	N/A sq. ft
New Building	N/A (yes or no)
Building Area/Lot coverage existing	N/A % of lot area
Building Area/Lot coverage proposed	N/A % of lot area

ZONING

Existing	LDR, RC, NCB, UE, CV, M
Proposed, if applicable	No change

LAND USE

Existing	Undeveloped and parking
Proposed	Utility

RESIDENTIAL, IF APPLICABLE

Existing Number of Residential Units	N/A
Proposed Number of Residential Units	N/A
Subdivision, Proposed Number of Lots	N/A

PARKING SPACES

Existing Number of Parking Spaces	N/A
Proposed Number of Parking Spaces	N/A
Required Number of Parking Spaces	N/A
Number of Handicapped Parking Spaces	N/A

ESTIMATED COST OF PROJECT

DELEGATED REVIEW AUTHORITY CHECKLIST

SITE LOCATION OF DEVELOPMENT AND STORMWATER MANAGEMENT

Existing Impervious Area	N/A sq. ft.
Proposed Disturbed Area	N/A sq. ft.
Proposed Impervious Area	N/A sq. ft.

1. ***If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with MDEP.***
2. ***If the proposed impervious area is greater than one acre including any impervious area crated since 11/16/05, then the applicant shall apply for a MDEP Stormwater Management Permit, Chapter 500, with the City.***
3. ***If total impervious area (including structures, pavement, etc) is greater than 3 acres since 1971 but less than 7 acres, then the applicant shall apply for a Site Location of Development Permit with the City. If more than 7 acres then the application shall be made to MDEP unless determined otherwise.***
4. ***If the development is a subdivision of more than 20 acres but less than 100 acres then the applicant shall apply for a Site Location of Development Permit with the City. If more than 100 acres then the application shall be made to MDEP unless determined otherwise.***

TRAFFIC ESTIMATE

Total traffic estimated in the peak hour-existing (Since July 1, 1997) N/A passenger car equivalents (PCE)

Total traffic estimated in the peak hour-proposed (Since July 1, 1997) N/A passenger car equivalents (PCE)

If the proposed increase in traffic exceeds 100 one-way trips in the peak hour then a traffic movement permit will be required.

Zoning Summary

1. Property is located in the LDR RC NCB UE CV M zoning district.
2. Parcel Area: N/A acres / _____ square feet(sf).

Regulations	Required/Allowed	Provided
Min Lot Area	N/A	/
Street Frontage	N/A	/
Min Front Yard	N/A	/
Min Rear Yard	N/A	/
Min Side Yard	N/A	/
Max. Building Height	N/A	/
Use Designation	N/A	/
Parking Requirement	1 space/ per square feet of floor area	
Total Parking:	N/A	/
Overlay zoning districts (if any):	Shoreland	/ /
Urban impaired stream watershed?	YES/NO If yes, watershed name No	

DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submission shall include payment of fee and fifteen (15) complete packets containing the following materials:

1. Full size plans containing the information found in the attached sample plan checklist.
2. Application form that is completed and signed.
3. Cover letter stating the nature of the project.
4. All written submittals including evidence of right, title and interest.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.

Refer to the application checklist for a detailed list of submittal requirements.

L/A's development review process and requirements have been made similar for convenience and to encourage development. Each Citys ordinances are available online at their prospective websites:
Auburn: www.auburnmaine.org under City Departments/ Planning and Permitting/Land Use Division/Zoning Ordinance
Lewiston: http://www.ci.lewiston.me.us/clerk/ordinances.htm. Refer to Appendix A of the Code of Ordinances

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, I certify that the City's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for development review only; a Performance Guarantee, Inspection Fee, Building Permit Application and other associated fees and permits will be required prior to construction.

Signature of Applicant:	**Date:** March 4, 2011

Development Review Checklist

City of Auburn Planning and Permitting Department
City of Lewiston Department of Planning and Code Enforcement

THE FOLLOWING INFORMATION IS REQUIRED WHERE APPLICABLE TO BE SUBMITTED FOR AN APPLICATION TO BE COMPLETE

PROJECT NAME: Lewiston Loop

PROPOSED DEVELOPMENT ADDRESS and PARCEL #: _____

Required Information		Check Submitted		Applicable Ordinance	
Site Plan		**Applicant**	**Staff**	**Lewiston**	**Auburn**
	Owner's Names/Address	X			
	Names of Development	X			
	Professionally Prepared Plan	X			
	Tax Map or Street/Parcel Number	X			
	Zoning of Property	X			
	Distance to Property Lines				
	Boundaries of Abutting land	X			
	Show Setbacks, Yards and Buffers	N/A			
	Airport Area of Influence (Auburn only)	N/A			
	Parking Space Calcs	N/A			
	Drive Openings/Locations	N/A			
	Subdivision Restrictions	N/A			
	Proposed Use	X			
	PB/BOA/Other Restrictions	N/A			
	Fire Department Review	N/A			
	Open Space/Lot Coverage	N/A			
	Lot Layout (Lewiston only)	N/A			
	Existing Building (s)	N/A			
	Existing Streets, etc.	N/A			
	Existing Driveways, etc.	N/A			
	Proposed Building(s)	N/A			
	Proposed Driveways				
Landscape Plan		N/A			
	Greenspace Requirements	N/A			
	Setbacks to Parking	N/A			
	Buffer Requirements	N/A			
	Street Tree Requirements	N/A			
	Screened Dumpsters	N/A			
	Additional Design Guidelines	N/A			

	Planting Schedule	N/A			
Stormwater & Erosion Control Plan		N/A			
	Compliance w/ chapter 500	N/A			
	Show Existing Surface Drainage	N/A			
	Direction of Flow	N/A			
	Location of Catch Basins, etc.	N/A			
	Drainage Calculations	N/A			
	Erosion Control Measures	X			
	Maine Construction General Permit	N/A			
	Bonding and Inspection Fees	N/A			
	Post-Construction Stormwater Plan	N/A			
	Inspection/monitoring requirements	N/A			
	Third Party Inspections (Lewiston only)	N/A			
Lighting Plan		N/A			
	Full cut-off fixtures	N/A			
	Meets Parking Lot Requirements	N/A			
Traffic Information		N/A			
	Access Management	N/A			
	Signage	N/a			
	PCE - Trips in Peak Hour	N/A			
	Vehicular Movements	N/A			
	Safety Concerns	N/A			
	Pedestrian Circulation	N/A			
	Police Traffic	N/A			
	Engineering Traffic	N/A			
Utility Plan		N/A			
	Water	N/A			
	Adequacy of Water Supply	N/A			
	Water main extension agreement	N/A			
	Sewer	N/A			
	Available city capacity	N/A			
	Electric	N/A			
	Natural Gas	N/A			
	Cable/Phone	N/A			
Natural Resources					
	Shoreland Zone	X			
	Flood Plain	X			
	Wetlands or Streams	X			
	Urban Impaired Stream	N/A			
	Phosphorus Check	N/A			
	Aquifer/Groundwater Protection	N/A			
	Applicable State Permits	pending			
	No Name Pond Watershed (Lewiston only)	N/A			

	Lake Auburn Watershed (Auburn only)	N/A			
	Taylor Pond Watershed (Auburn only)	N/A			
Right Title or Interest					
	Verify	N/A			
	Document Existing Easements, Covenants, etc.	X			
Technical & Financial Capacity		X			
	Cost Est./Financial Capacity	N/A			
	Performance Guarantee	N/A			
State Subdivision Law		N/A			
	Verify/Check	N/A			
	Covenants/Deed Restrictions	N/A			
	Offers of Conveyance to City	N/A			
	Association Documents	N/A			
	Location of Proposed Streets & Sidewalks	N/A			
	Proposed Lot Lines, etc.	N/A			
	Data to Determine Lots, etc.	N/A			
	Subdivision Lots/Blocks	N/A			
	Specified Dedication of Land	N/A			
Additional Subdivision Standards		N/A			
	Single-Family Cluster (Lewiston only)	N/A			
	Multi-Unit Residential Development (Lewiston only)	N/A			
	Mobile Home Parks	N/A			
	Private Commercial or Industrial Subdivisions (Lewiston only)	N/A			
	PUD (Auburn only)	N/A			
A jpeg or pdf of the proposed site plan		X			
Final sets of the approved plans shall be submitted digitally to the City, on a CD or DVD, in AutoCAD format R 14 or greater, along with PDF images of the plans for archiving					

STATE OF MAINE

Department of Environmental Protection

PAUL R. LEPAGE
GOVERNOR

DARRYL N. BROWN
COMMISSIONER

March, 2011

Central Maine Power Company
c/o Gerry Mirabile
83 Edison Drive
Augusta, ME 04336

RE: Natural Resources Protection Act Application, Lewiston & Auburn,
#L-25129-TF-A-N/L-25129-VP-B-N

Dear Mr. Mirabile:

Please find enclosed a signed copy of your Department of Environmental Protection land use permit. You will note that the permit includes a description of your project, findings of fact that relate to the approval criteria the Department used in evaluating your project, and conditions that are based on those findings and the particulars of your project. Please take several moments to read your permit carefully, paying particular attention to the conditions of the approval. The Department reviews every application thoroughly and strives to formulate reasonable conditions of approval within the context of the Department's environmental laws. You will also find attached some materials that describe the Department's appeal procedures for your information.

If you have any questions about the permit or thoughts on how the Department processed this application please get in touch with me directly. I can be reached at (207) 446-1586 or at beth.callahan@maine.gov.

Yours sincerely,

Beth Callahan

Beth Callahan, Project Manager
Division of Land Resource Regulation
Bureau of Land & Water Quality

pc: File

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826
RAY BLDG., HOSPITAL ST.

BANGOR
106 HOGAN ROAD
BANGOR ME 04401
(207-941-4570 FAX 207-941-4584

PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04769-2094
(207) 764-0477 FAX: (207) 764-3143

WEB SITE: WWW.MAINE.GOV/DEP

AGENT AUTHORIZATION

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

Lewiston-Loop General Project Description

CMP proposes to increase transmission capacity and reinforce its transmission system in the Lewiston/Auburn (L/A) area to support current and forecasted electrical demand. To meet this objective CMP will construct a new aboveground 115 kV transmission line (Section 255) from the proposed Middle Street Substation (115/34/12 kV) in downtown Lewiston to a connection with the existing Section 255 line at the Gulf Island Substation on Switzerland Road in Lewiston. The existing Section 255 will eventually connect to the Larrabee Road Substation in Lewiston. The proposed new Section 255 will connect into the existing Section 64 at Gulf Island substation. Also to meet this objective a second transmission line (Section 256) will originate from the Lewiston Lower Substation and follow the existing underground utility duct beneath Chapel and Canal Streets, terminating at the new Middle Street Road Substation. These three components – transmission line Sections 255 and 256 and the Middle Street substation - make up the "Lewiston Loop" project. The substation will be reviewed as a separate project and as such is not contained within this application.

CMP has an obligation to ensure electric transmission system reliability and capacity to homes and businesses, including maintaining and upgrading the transmission system. The electric system must continuously be evaluated and upgraded to keep pace with growth and to ensure the reliability and adequacy of electricity supply to homes and businesses. The proposed transmission lines and substation upgrades will provide numerous public benefits to the L/A area. The new facilities will ensure more flexibility and backup systems for providing critical electric transmission to the area and will reduce the potential for extended power outages. This project is one of several upgrades which, over the next several years, will benefit CMP's customers by bringing the system up to date to meet forecasted electrical demand.

The project is in the process of additional studies relative to the Maine Public Utilities Commission (MPUC) requirement for a Certificate of Public Convenience and Need. The project provides economic benefits through improved service supporting the economic redevelopment of the L/A area.

Project Description in the City of Lewiston

The proposed Section 255 transmission line will originate at the new Middle Street substation, extend above ground along the Pan American Railway road bed, then turns west and cross the Androscoggin River (the River) parallel to the Veterans Memorial Bridge (VMB) to Auburn. After crossing east back over the River from Auburn Section 255 terminates at the Gulf Island Substation. The new Section 255 will stop here, where it will join existing Section 64 (to be re-named to Section 255) that will connect to the proposed Larrabee Road Substation in Lewiston (the Larrabee Road Substation has been previously permitted and is not part of this application).

The Section 147 transmission line that connects Lewiston Lower and Lewiston Steam Substations will be abandoned in place. The Lewiston Steam Substation will become obsolete and will be decommissioned after the Middle Street Substation will be built (expected in 2013). The transmission lines that connect to it will be rerouted into the new Middle Street Substation.

Section 256 will originate at the proposed Middle Street Substation and will be located within underground utility ducts under Chapel and Canal Streets. The line will continue underneath

Strawberry Patch Road to where it enters the Lewiston Lower substation. This line will require an "Excavation and Street Opening" permit from the City of Lewiston Department of Public Services. The Section 256 conductor will be installed within the existing utility easement. CMP has not completed the full engineering studies and design needed to determine precisely how the conductor will be installed. The stage of this work is more advanced than a conceptual design, but still requires assessment. According to City staff, no other permits are needed from the City for construction of Section 256. CMP will comply with any conditions that are made part of the Excavation and Street Opening permit for Section 256.

Section 255 from the Middle Street substation extending north along the railroad line will be single circuit construction on steel poles with davit arms. The segment that crosses the River at Veteran's Memorial Bridge and Boxer Island from the railroad to the west shore of the River will be a single circuit construction on "H-frame" wood poles and steel poles. Section 255 will be a single circuit on double "H-frame" wood poles from the west side of the River to Gulf Island.

Most Section 255 structures in Lewiston will be steel poles spaced 400-500 feet apart and placed on concrete foundations which will be flush to the ground. The one structure on Boxer Island and the one immediately east of the island will be triple-pole "H' frame structures and will be supported with anchored guy wires. The structure that connects Section 255 into Gulf Island will also be an "H" frame structure. The proposed Section 255 will tie into the existing Section 255 that will extend to the Larrabee Road Substation. Structure heights will vary depending on span length and terrain, but are generally 85 feet above ground. A total of 19 structures will be installed in Lewiston.

Construction of the new corridor and expansion of the existing corridor requires clearing approximately 2.7 acres of forested land in Lewiston. Development of Section 255 will not require temporary access across wetlands or streams. One forested wetland on Boxer Island will be converted to a shrub or emergent wetland community in order to establish the new transmission corridor across the River.

The amount of transmission corridor clearing will be limited to that which is necessary for development of the project. This is generally limited to removal of species that are capable of growing tall enough to interfere with the transmission lines (so-called "capable species"). Non-capable species are allowed to remain to ensure that the corridor is vegetated, which prevents erosion and provides wildlife habitat.

Section 255 Structure Heights and Characteristics (refer to transmission design for locations).		
Structure #	Height (feet)	Characteristics
1	75	Steel pole
2	75	Steel pole
3	85	Steel pole
4	90	Steel pole
5	100	Steel pole
6	100	Steel pole
7	90	Steel pole
8	90	Steel pole
9	90	Steel pole
10	90	Steel pole
11	100	Steel pole
12	100	Steel pole
13	90	Steel pole
14	90	Steel pole
15	90	Steel pole
16	80	Steel pole
17	85	Wood 3 poles
18	85	Wood 2 poles
19	80	Wood 3 poles

Summary of Applicable Ordinances and Zoning Districts

The proposed project will be located within five zoning districts: Neighborhood Conservation "B" (NCB), Centreville (CV), Urban Enterprise (UE), Mill (M), and Resource Conservation (RC). "Power transmission lines, substations, telephone exchanges, microwave towers or other public utility or communication use" are conditional uses in the Neighborhood Conservation "B", Urban Enterprise, and Resource Conservation zoning districts, and are permitted uses within the "Centreville" and "Mill" districts. As a result, CMP seeks approval from the Planning Board for the project under the Zoning and Land Use Code for the City of Lewiston, Article X – Conditional Uses, Article XI – District Regulations, Article XII – Performance Standards, and Article XIII – Development Review and Standards.

Zoning and Land Use Code for the City of Lewiston, Maine, Article X, Conditional Uses

A building, structure or parcel of land may be employed for a conditional use if the use is specifically listed as a conditional use in the regulations governing the zoning district in which the use is proposed and, when the proposed development is a major development as defined in article XIII, subsection 3(a)(2), if a conditional use permit is approved by the planning board.

Zoning and Land Use Code for the City of Lewiston, Maine, Article XI, District Regulations

Article XI defines and describes the various zoning districts and overlay districts and the respective permitted uses, conditional uses, space and bulk standards, and applicable additional standards for each of the zoning districts.

Zoning and Land Use Code for the City of Lewiston, Maine, Article XII, Performance Standards

The performance standards contained in this article apply to all uses and activities in the City of Lewiston, unless otherwise specified, whether or not specific approval or a permit is required.

Zoning and Land Use Code for the City of Lewiston, Maine, Article XIII, Development Review and Standards

The purpose of development review is to provide for the review and approval of development plans for nonresidential and residential developments including, but not limited to, subdivisions and mobile home parks to insure that the development of both private and public land occurs in a manner which minimizes the adverse impact on public facilities, the natural environment and neighboring uses, and to otherwise protect the health, safety and general welfare of the people.

APPROVAL STANDARDS AND ACCOMPANYING MATERIALS

The remainder of this application discusses the standards of approval that apply to the Section 255 proposed project. Specifically, the following material is divided into five parts:

Part One: Article X: Conditional Uses

Part Two: Article XI: District Regulations

Part Three: Article XII: Performance Standards

Part Four: Article XIII: Development Review Standards

Part Five: Exhibits

- Exhibit 1: Natural Resources and 100 Year Flood Zones
- Exhibit 2: Proposed Sections 255 and 256 and Cross Sections
- Exhibit 3: Abutting Lands and Landowner Contacts
- Exhibit 4: Right, Title, and Interest and Easements
- Exhibit 5: Project Area Zoning
- Exhibit 6: Construction schedule
- Exhibit 7: CMP's Environmental Guidelines for Construction and Maintenance Activities on Transmission Line and Substation Projects (2007)

ARTICLE X. CONDITIONAL USES

The construction of the transmission lines requires conditional use approval. The Section 3 "standards for conditional use permits" and Section 4 "additional standards in shoreland areas" are discussed below.

SEC. 3: STANDARDS FOR CONDITIONAL USE PERMITS

(1) Neither the proposed use nor the proposed site upon which the use will be located is of such a character that the use will have significant adverse impact upon the value or quiet possession of surrounding properties greater than would normally occur from such a use in the zoning district.

(a) of the proposed use is comparable to surrounding uses:

The Section 255 transmission line construction will take place within and adjacent to existing transportation corridors and within an existing transmission line corridor. To the extent the proposed upgrades cannot be located entirely within the existing corridors, a portion (0.90 mile) of Section 255 will use the Pan American Railway road bed below Veteran's Memorial Bridge to the east shore of the Androscoggin River and proposed area across Boxer Island. Once the line turns west and pulls away from the railroad bed it will run parallel to the Veteran's Memorial Bridge crossing Boxer Island. Approximately 0.19 mile extends across the Riverside Cemetery property, 0.14 mile across Boxer Island, and 0.07 mile over the River. The short portion of the line at Gulf Island will use an existing transmission line corridor. Exhibit 1 provides further details on the proposed transmission line design.

Section 256 will be constructed within commercial and business areas of Lewiston and will not affect the surrounding areas. Any potential adverse impacts from the construction will be resolved by adhering to the conditions imposed by the Excavation and Street Opening permit.

The transmission line is compatible with current land uses and should not result in adverse impacts to surrounding land uses. The transmission structures will be visible from nearby areas, but are in many areas obscured by existing buildings and trees.

(b) The amount and type of traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces are comparable to surrounding uses.

While the transmission lines will operate 24 hours a day, there will be no increases in or effects on traffic. There are no parking spaces required with this project.

(c) The generation of noise, dust, odor, vibration, glare, smoke, litter and other nuisances is comparable to surrounding uses.

There may be an increase in noise, dust, and vibration during construction of the project; otherwise, upon completion of the project noise, dust, odor, vibration, glare, smoke, litter or other nuisances will be comparable with the existing uses within the project and adjacent properties in the surrounding area.

(d) The impact of the use on the quality and quantity of groundwater available to abutting properties is comparable to surrounding uses.

The proposed Sections 255 and 256 transmission lines will neither use water, nor will they affect the functionality, quality, or quantity of groundwater available to abutting properties.

(e) Unusual physical characteristics of the site, including size of lot, shape of lot, topography, and soils, do not aggravate adverse impacts upon surrounding properties.

There are no unusual physical characteristics associated with the project site (transmission line corridors) that will aggravate or create adverse impacts on surrounding properties. The transmission lines will primarily utilize the existing railroad bed corridor.

With the exception of newly acquired corridor, transmission line construction will be located within existing CMP owned transmission line corridors. The Section 256 line will be constructed underground beneath Chapel and Canal Streets and Strawberry Patch Road. The industrial, commercial, and transportation uses where the line will follow have been in existence for decades and, therefore, the presence of electric utility structures should have only minimal effect on residential properties. The new line should not adversely affect land uses and values along Veteran's Memorial Bridge and nearby commercial entities. Therefore, the transmission lines will not depreciate the economic value of surrounding properties.

(2) Vehicular and pedestrian access to, into and within the site will be safe and will not be overburdened or create hazards because they are inadequate.

(a) Vehicular access to the site will be on roads which have adequate capacity to accommodate the additional traffic generated by the development.

Access to the existing transmission corridors will be needed during construction and operation and maintenance of the Section 255 line. Access will be over existing public roads and private land over which CMP has access rights, including the Pan Am Railways corridor and the easements and property CMP has obtained to cross the cemetery property and Boxer Island. Once construction is completed operation and maintenance will not generate any regular traffic.

All access ways are temporary and will be removed once construction is complete. Areas where soils have been disturbed will then be mulched with hay. Vegetation will be allowed to re-establish 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.

There will be no new permanent roads or driveways associated with the transmission line. CMP will maintain access points for routine and emergency maintenance by its own vehicles. The transmission upgrades will not generate the level of traffic necessary to trigger this provision.

(b) The topography of the site shall permit the construction of all driveways, entrances or proposed streets to meet the standards of the City of Lewiston's Policy for the Design and Construction of Streets and Sidewalks.

There will be no permanent driveways, entrances, or streets constructed for the transmission line construction. CMP and its contractors will comply with the conditions set forth in the Excavation and Street Opening permit. Therefore, this project is not subject to the City of Lewiston's "*Policy for the Design and Construction of Streets and Sidewalks".*

(c) Facilities are present to assure the safety of pedestrians passing by or through the site.

Sections 255 and 256 are electric transmission lines and therefore will not have pedestrian facilities or improvements as part of the project. During construction any work along or crossing roads will have safety flagging and, if needed, personnel to safely direct traffic around work areas.

(3) Municipal or other facilities serving the proposed use will not be overburdened or create hazards because they are inadequate.

(a) The capacity of sewerage and water supply systems is adequate to accommodate the proposed use.

There are no sewerage and water supply needs associated with the proposed transmission lines.

(b) The capacity of the storm drainage system is adequate to accommodate the proposed use.

The Section 255 transmission line corridor will not generate any stormwater runoff and does not require a connection to the municipal storm drainage system. The streets where Section 256 will be buried will be re-paved as directed by the City and no new impervious surfaces will be created, therefore stormwater runoff will not increase as a result of this project.

(c) The ability of the fire department to provide necessary protection services to the site and development is adequate.

Upon request, CMP provides training to municipal emergency personnel on how to respond to and safely manage situations associated with high voltage electrical facilities. Actions that might currently require municipal emergency personnel would be no different for the proposed facilities than for existing CMP facilities within city limits.

(4) The soils on the proposed site shall have adequate capacity and stability to support all loadings, including fill, developed by the proposed use and the use will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water to the extent that a dangerous or unhealthy condition may result on the site or upon the land of abutters or the environment. In considering whether this standard is satisfied, the board shall take into account the elevation above sea level of the site and surrounding properties, its relation to flood plains, the slope and vegetation of the land and their effects on drainage.

Based on analysis of the Soil Survey Geographic Database compiled by the United States Department of Agriculture – Natural Resources Conservation Service, soils will accommodate the proposed Section 255 construction activities. CMP is in the process of completing soil borings at the locations of each steel transmission structure to ensure the correct conditions for the necessary concrete foundations. In addition, the project will conform to CMP's "Environmental Guidelines for Construction and Maintenance Activities on Transmission Line and Substation Projects" (2007) (Exhibit 10), that are employed to prevent erosion and sedimentation and to protect sensitive natural resources.

The topography of the transmission line corridor along the railroad corridor is very level, but is of a moderate grade over the cemetery property, Boxer Island, and Gulf Island. Structures are all on relatively level ground except on the slope going up from the railroad to the River on the cemetery property. The line crosses over two Androscoggin River tributaries, including Jepson Brook and an unnamed stream. Both are culverted underneath the railroad bed and will not be adversely affected by construction and operation and maintenance of the line. The River and some adjacent areas are located within the 100 year floodplain by Gulf Island and the crossing below Veteran's Memorial Bridge on the east shores, and both shores on either side of Boxer Island. This is more fully addressed on page 14 of this application.

(5) The scale and design of the proposed structures with respect to materials, scale and massing shall be compatible with existing structures within 500 feet of the site in areas where existing structures are of a similar scale and architectural treatment.

The design, materials and massing of the transmission structures will be similar to other transmission line structures within the corridors, though some differences will exist. Steel poles will be inserted along the railroad corridor from structure 1 through 16 then triple wood frame poles, structures 17 to 18, will be used to span from Boxer Island to the east shore of the Androscoggin River. Additional structure height is needed to meet mandated line clearance and safety standards for installation of the new 115 kV lines. Spans between new structures will mimic spans between typical structures.

SEC. 4: ADDITIONAL STANDARDS IN SHORELAND AREAS

The proposed use:

(1) Will not result in damage to spawning grounds, fish, aquatic life, bird and other wildlife habitat.

Impacts to spawning grounds, fish, aquatic life, birds and other wildlife habitat will be largely avoided through the use of the railroad corridor which has been in service for several decades. Some forested areas on the cemetery property and Boxer Island will be cleared for the new transmission corridor. Habitat values in these areas will still be provided to species that use shrub and herbaceous communities. There will be no fill within wetlands and there will be no impacts to streams and the River as such there will be no adverse impacts to aquatic resources. A minor amount of fill is needed to install the steel structure and two wooden structures across the cemetery property and Boxer Island. These fill impacts will create a negligible amount of permanent habitat loss. Structures 14 and 15 will be greater than 25 feet from Jepson Brook and

the unnamed tributary. Capable species will be removed during construction from the buffer areas to meet mandated line clearance and safety standards for electric transmission facilities. Herbaceous and shrub vegetation will remain and these buffers will be permanently vegetated.

In general, given the existing landscape characteristics of the corridor, 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. No significant wildlife habitats or natural areas are found within the transmission line corridors in Lewiston.

Section 256 is not within the Shoreland area and is not within any RC areas.

(2) Will conserve shoreland vegetation.

The only impacts to Shoreland Zone areas are on Boxer Island, immediately adjacent to the River on the cemetery property, and at Gulf Island (the latter two are on the east shore of the River). Within the cemetery property and Boxer Island canopy vegetation will be cleared and the corridor (150 feet wide) will be converted from forested communities to herbaceous and shrub communities. A minor amount of tree cutting and trimming is needed at Gulf Island. The majority of the transmission line construction will take place within the existing railroad corridor outside the Shoreland Zone. The removal of capable species from the corridor is necessary to meet mandated line clearance and safety standards for installation of the lines. The corridors will be maintained in a vegetative state, thereby preserving a similar degree of shore cover to that which currently exists in the shoreland areas.

(3) Will conserve visual points of access to waters as viewed from public facilities.

The transmission line will not block or otherwise significantly affect visual points of access to the River. The structures across Boxer Island will be visible from areas in the vicinity of Veterans Memorial Bridge, but will not block any view of the River or limit access to it.

(4) Will conserve actual points of public access to waters.

The proposed project will not block or impact actual points of access to the waters.

(5) Will conserve natural beauty.

The Section 255 transmission line will not impact the general aesthetics of the areas along the River. There will be some effects as the transmission structures crossing the River at both locations will be visible. The viewshed is already compromised on Boxer Island by the existing bridge and at Gulf Island by the existing transmission line, substation, and hydropower facilities.

(6) Will avoid problems associated with floodplain development or use such as erosion, increased risk of flood damage to upstream properties or increased flood damage.

The proposed transmission lines will traverse four floodplain areas within shoreland areas. Because of the nature of transmission lines and the minimal additional footprint and impervious surface associated with the project, construction and maintenance of the proposed transmission lines will not cause or increase flooding or cause a flood hazard to any neighboring properties or structures. Furthermore, the project will not cause problems associated with floodplain development and use.

SEC. 5. Limitations on conditional use permits

No conditional use permit shall be valid for a period longer than six months from the date of issue, or such other time, up to two years, as was fixed when the permit was granted, unless the conditional use has been commenced or construction has actually begun within that period and is thereafter diligently pursued to completion. However, one or more extensions of said time, each not to exceed one year, may be granted by the board of appeals or planning board if the facts which supported the granting of the permit have not materially changed. A conditional use permit shall be deemed to authorize only the particular use for which it was issued and such permit shall automatically expire and cease to be of any force or effect if such use is, for any reason, discontinued for a period of 12 consecutive months. In addition, a conditional use permit authorizes only the activity expressly described in the application. Any additions to buildings or structures, construction of new buildings or structures, or other enlargement, expansion or intensification of the use shall require the issuance of a new conditional use permit.

Due to the scope of the Lewiston Loop project, CMP is requesting a conditional use permit be approved for a period of two (2) years; if necessary CMP will apply for extensions in order to complete the project as proposed.

ARTICLE XI. DISTRICT REGULATIONS

The proposed project will be located within five zoning districts: Neighborhood Conservation "B" (NCB), Centreville (CV), Urban Enterprise (UE), Low Density residential (LDR), and Resource Conservation (RC). Each district has specific bulk and space standards that must be met, and some districts have additional standards that must be met for allowable uses within the districts.

SEC. 1. Rural-agricultural district (RA)

Not applicable.

SEC. 2. Low-density residential district (LDR)

The Gulf Island Substation is located in this zoning district as is a large transmission system that originates at this substation. This portion of Section 255 is over 1,000 feet from the nearest residential development and will have no effect on residential uses.

SEC. 3. Suburban residential district (SR)

Not applicable.

SEC. 4. Medium-density residential district (MDR)

Not applicable.

SEC. 5. Riverfront (RF)

Not applicable.

SEC 6. Neighborhood conservation "A" district (NCA)

Not applicable.

SEC. 7. Neighborhood conservation "B" district (NCB)

Bulk and space standards in this district are:

- *Minimum street frontage* — *50 feet*
- *Minimum front setback* — *10 feet unless otherwise provide for in subsection (f)*
- *Minimum front yard* — *10 feet unless otherwise provided for in subsection (f)*
- *Minimum side and rear setbacks* — *10 feet*
- *Minimum side and rear yards* — *5 feet*
- *Maximum building height* — *65 feet*
- *Maximum lot coverage ratio* — *0.65*
- *Maximum impervious surface ratio* — *0.85*
- *Minimum open space ratio* — *0.15*

The proposed Section 255 transmission line will traverse one Neighborhood Conservation "B" (NCB) district and meets the above standards. The line will parallel the railroad tracks and cross Riverview Cemetery property through a short distance of this district. Structure heights along the Pan American railroad bed are designated to provide mandated safety clearance and separation from nearby trees and buildings. Steel poles are required to provide longer spans and minimize the number of structures along the railroad and when crossing the cemetery property. They will also be taller (up to 100 feet) to minimize clearing along the westerly edge of the railroad right of way. There are no buildings, yards, driveways, or other development type structures associated with this project and, as such, the bulk and space standards are met.

Section 256 will not require any review under the zoning ordinance.

SEC. 8. Office-residential district (OR)

Not applicable

SEC. 9. Downtown residential district (DR)

Not applicable.

SEC. 10. Institutional office (IO)

Not applicable.

SEC. 11. Community Business (CB)

Not applicable.

SEC. 12. Highway business district (HB)

Not applicable

SEC. 13. Centreville district (CV)

Bulk and space standards in this district are:

- *Minimum lot size* *None.*
- *Minimum lot area* *None*
- *Minimum frontage* *25 feet*
- *Minimum front setback* *None*
- *Minimum front yard* *None*
- *Minimum side and rear setbacks* *None*
- *Minimum side and rear yards* *None*
- *Maximum lot coverage ratio* *100.0*
- *Minimum open space ration* *None*
- *Maximum building height* *150 feet*
- *Minimum distance between buildings on same lot* *BOCA requirements*

Section 255 will traverse along the edge of one Centreville (CV) district along the railroad tracks and where the line enters the proposed Middle Street substation. There are no buildings, yards, driveways, or other development type structures associated with this project and, as such, the bulk and space standards are met.

SEC. 14. Office service (OS)

Not applicable.

SEC. 15. Industrial district (I)

Not applicable.

Sec. 16. Urban Enterprise (UE)

Bulk and space standards in this district are:

- *Minimum lot size:*
  - *multifamily dwellings* — *5,000 sq. ft.*
  - *non-residential uses (public sewerage)* — *5,000 sq. ft.*
  - *non-residential uses (non-public sewerage)* — *20,000 sq. ft.*
- *Minimum net lot area per dwelling* — *1,500 feet*
- *Minimum frontage* — *100 feet*
- *Minimum front setback* — *25 feet unless provide for in subsection (f)*
- *Minimum front yard* — *None*
- *Minimum side and rear setbacks* — *20 feet*
- *Minimum side and rear yards* — *10 feet except where buffers required in accordance with subsection (f)*
- *Maximum lot coverage ratio* — *0.06*
- *Maximum impervious surface ratio* — *0.80*
- *Minimum open space ratio* — *0.20*
- *Maximum building height* — *80 feet*

Section 255 will traverse one Urban Enterprise (UE) district. The line will not impact the businesses in this area along the railroad tracks. In the long run improving electrical service reliability will benefit the industrial and commercial businesses in the area.

Sec. 17. Mill (M)

Not applicable.

SEC. 18. Resource conservation district (RC)

Bulk and space standards in this district are:

- *Minimum lot size* *10,000 sq. ft.*
- *Minimum street frontage* *50 feet*
- *Maximum building height* *35 feet*
- *Maximum building area ratio* *0.10*
- *Maximum impervious surface ratio* *0.10*
- *Minimum open space ratio* *0.90*
- *Minimum frontage on shoreline* *100 feet*
- *Minimum setback from shoreline* *75 feet*
- *Minimum front setback* *50 feet*
- *Minimum front yard* *20 feet*
- *Minimum side and rear setbacks* *25 feet*
- *Minimum side and rear yards* *15 feet*
- *Minimum shoreline buffer retained in natural vegetative state* *50 feet*
- *Minimum stream buffer retained in natural vegetative state* *25 feet*

The Section 255 transmission line corridor will traverse three areas with the designated Resource Conservation districts. The line crosses the River at the cemetery property and Boxer Island and again from Auburn at Gulf Island where there are Resource Conservation districts at each of these crossings. Clearing is required for portions of the corridor that cross these areas. Transmission lines require setbacks or safety zones from vegetation capable of growing into the conductors. Construction of this line is based on established transmission line construction methods and setbacks. Vegetation clearing is limited to cutting trees and trimming branches as needed. Shrub and understory vegetation is not cut and is not controlled during maintenance.

Impacts at the River crossing on the cemetery property will be limited to clearing capable vegetation. No structures or earth work are needed and no structures will be placed within 50 feet of the River. The corridor that crosses Boxer Island will be cleared of capable trees within its full width, 150 feet, but all other vegetation will remain. The new corridor parallels VMB just outside the Maine Department of Transportation (MDOT) corridor. A strip of trees, approximately 80 feet wide, will remain. One new wooden 3 pole H-frame structure (No. 18) will be erected on the center of the island to make the span on each side of the River that the island bisects. This structure requires excavation of three areas to install each pole and small excavations for guy wire anchors. CMP will use appropriate erosion control devices to prevent any possible erosion and sedimentation. Approximately 0.10 acres of additional clearing and trimming of capable trees species will be needed along the easterly edge of the corridor at the Gulf Island crossing.

SEC. 19. Groundwater conservation overlay district (GC)

Not applicable.

SEC. 20. No Name Pond conservation overlay district (LC)

Not applicable.

SEC. 21. Mobile home park overlay district (MH)

Not applicable.

ARTICLE XII. PERFORMANCE STANDARDS

SEC. 2: SHORELAND AREA STANDARDS

The proposed Section 255 transmission line project will traverse shoreland areas in the City of Lewiston in four different locations:

- Section 255 corridor

Shoreland area within 250 feet horizontal distance of the normal high water mark of the Androscoggin River

The Section 255 transmission line corridor will traverse four portions of the Shoreland area and three areas with the designated Resource Conservation (RC) district. The Shoreland area extends into the Middle Street Substation site; in this area Structures 2 and 3 are within the RC district. There are no RC areas in the immediate vicinity of the substation. The next Shoreland area is within the cemetery property west of the railroad and 250 feet east of the River bordering Veteran's Memorial Bridge. Structure 17 will be placed on the outer edge of this area approximately 200 feet from the River. There is a very narrow band of RC district along the east shore of the River. There will be no structures placed in this RC area. The majority of Boxer Island on both its east and west boundaries is with 250 feet of the River. One structure, No. 18, will be placed within the Shoreland area. The entire area of the island is designated as RC and Structure 18 is the only one that will be installed on Boxer Island and within a RC area. The last Shoreland area is along the east bank of the River. In this area Structure 62 will be installed about 150 feet from the River up a very steep bank. This area is already developed and includes the entrance road to the Gulf Island Hydropower facility and CMP substation. The RC area here is a narrow band along the River and is well downslope of the location where Structure 62 will be installed.

Five structures will be installed in Shoreland areas and one will be installed in a RC area on Boxer Island. Three of the structures (2, 3, and 62) that will be installed in the Shoreland area are within already developed areas near Middle Street, the railroad, and the Gulf Island substation, respectively. Installing structures in these areas will require less than 400 square feet of temporary soil disturbance, followed by restoration of the areas around each structure. Installation of two structures (17 and 18) will occur in Shoreland areas and one (18) is also in RC. These structures and the corridor will require clearing of capable species for the width of the corridor, 150 feet, to maintain setbacks in order to prevent capable trees from growing into the conductors. The soil disturbance associated with installation of these structures will be 400-500 square-feet of temporary disturbance, as each includes three poles and guy anchors. The soil around each structure will be restored and naturally revegetated. CMP will use appropriate erosion control devices to prevent any possible erosion and sedimentation.

(c) Land use standards

The facilities and improvements associated with the proposed transmission lines in the Shoreland areas are conditional and permitted uses and meet the bulk and space requirements of the underlying zoning districts. The transmission lines that will be upgraded and constructed in

Lewiston are essential services and will support the existing and increasing demand for electricity and improve the reliability of CMP's transmission system. Based on the discussion above, CMP has shown that Section 255 minimizes adverse impacts to any Shoreland and RC areas.

(d) Principal and accessory structures

Transmission line structures located within the shoreland areas are described above. There will be no increase in the impervious surface area associated with the transmission line project, and it will therefore also comply with the 20% maximum impervious surface ratio pursuant to Article XII, Sec. 2(d)(2).

(e) Minimum lot size and shore frontage

Section 255 does not require any lot of frontage specifications.

(f) Parking areas

Not applicable.

(g) Agriculture

Not applicable.

(h) Archaeological sites

Maine Historic Preservation Commission (MHPC) was contacted regarding the investigation of pre-contact archeological, post-contact archeological resources within the Section 255 corridor. Phase 1 studies were completed by pre-contact and post-contact archeologists and no sites of potential significance were found within the Section 255 corridor in Lewiston. As a result of these surveys, Section 255 will not have any adverse effect on any pre-contact or post-contact archaeological sites that are listed on or eligible for listing on the NRHP in Lewiston.

(i) Erosion and sedimentation control

CMP has developed a standard manual, "*Environmental Guidelines for Construction and Maintenance Activities on Transmission Line and Substation Projects" (2007)*, which it uses as standard practice for all transmission line and substation projects. This manual contains erosion and sedimentation control requirements, standards, and methods that will be used to protect soil, water, and sensitive natural resources during construction. The manual was developed in consultation with the Maine Department of Environmental Protection (MDEP) and is based on MDEP's *Maine Erosion and Sediment Control BMPs*, dated March 2003, and Chapter 500 (Stormwater Management) of DEP's Rules. CMP's guidelines contain specific Best Management Practices for electric transmission line and substation construction. These guidelines will be followed during the construction of this project.

(j) Soils, buffers and wetland alteration

Based on analysis of the Soil Survey Geographic Database compiled by the United States Department of Agriculture – Natural Resources Conservation Service, soils within the transmission line corridor will accommodate the proposed Section 255 construction activities. Soil constraints within the transmission line corridor will be managed and mitigated through implementation of erosion and sediment control measures, proper site location and project design, and special construction procedures. Concrete foundations for specific structures along the railroad are needed, and in these areas soil borings will be made and the foundations will be designed in accordance with soil characteristics.

Article XII, Section 2(j)(2) stipulates that "no filling, dredging or other earth-moving shall be carried out within the limits of a wetland as identified by the Maine Department if Inland Fisheries and Wildlife or the Maine Department of Environmental Protection except in conjunction with road construction as set forth in subsection (l)."

There are no filling, dredging, or other earth-moving impacts within wetlands on the Section 255 corridor in Lewiston.

Pursuant to Article XII, Sec. 2(q)(1) and Article XII, Sec. 2(q)(2), the installation of essential services may be allowed by the Planning Board within the Resource Conservation district if the applicant demonstrates that no reasonable alternative exists and if they are located so as to minimize any adverse impacts on surrounding uses and resources, including visual impacts.

Section 255 must cross the River at two locations. There is no viable alternative to extend the line from the proposed Middle Street Substation to the existing Gulf Island Substation without crossing the River twice. The only option to avoid crossing the River would be to create a corridor along the east side of the River. Extending the line along the east side of the River would require spanning over businesses and homes and would not meet minimum safety setback requirements. Also, visual impacts on the east side would likely be significant as the line would be seen from residential areas and other areas of high use. There are no fill impacts needed within any Resource Conservation areas. Clearing of trees is required to provide safety setbacks from the conductors, but other shrub and herbaceous vegetation is allowed to remain. A vegetative buffer will be retained in the shoreland areas; however, capable species will be removed and managed per CMP's vegetation management plan and practices. CMP otherwise encourages vegetation growth within its transmission line corridors wherever possible.

(k) Mineral exploration and extraction

Not applicable.

(l) Roads, driveways and water crossings

Access to the existing transmission corridors will be needed during construction. Access to CMP's rights-of-way (ROW) and the Pan Am Railways railroad tracks will be over existing public roads and/or private land over which CMP has access rights. There will be no new permanent roads or driveways associated with the project. Temporary light duty access ways, which are not considered roads or driveways (and therefore are not required to meet the road

standards in this section) and will not add any impervious surface area, will be established for use during the construction phase, including construction within the shoreland areas. This will be an ongoing process as access will be established to areas undergoing immediate construction. All access ways are temporary and will be removed once construction is complete. Areas where soils have been disturbed will then be mulched with hay, and vegetation will be allowed to reestablish once the temporary access ways have been removed.

Measures will be taken to avoid and minimize impacts to streams and wetlands through the use of crane mats, temporary bridges, geo-textile fabrics, and culverts, when necessary. Appropriate erosion control measures will be installed wherever necessary. If necessary, mats will be placed parallel to upland edges as abutments to protect 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 equipment safety. Streams that are too wide to cross with crane mats or temporary bridges will not be crossed with heavy equipment.

(m) Subsurface sewage disposal

Not applicable.

(n) Stormwater runoff and water quality

The design and construction of this project will minimize storm water runoff. With the exception of the immediate footprint of the transmission line structures, which is minimal, there is no additional increase in impervious surface area associated with the transmission line upgrades. Combined with the fact that the corridor will remain vegetated and that erosion and sedimentation will be controlled during construction and operation, there will be no adverse impact on storm water run-off.

(o) Campgrounds and individual private campsites

Not applicable.

(p) Structures related to water bodies

Not applicable.

(q) Essential services

Section 255 will typically not require essential services for operation and maintenance. Traffic control may be required during construction, but this will be provided by the contactor. Otherwise police, fire, and ambulance services are not expected to be needed. During construction, should there be worker injuries, theft or vandalism, or fire the contractor will use essential services as needed.

(r) Timber harvesting

Although the Section 255 work in Lewiston will involve some clearing of vegetation within the transmission corridor to accommodate the transmission line upgrades and ensure that the project meets federal reliability and safety standards, it will not qualify as "timber harvesting," as defined in the Lewiston Zoning Ordinance. "Timber harvesting" means "the cutting or removal of at least ten (10) cords, or equivalent, of timber on a lot or lots in contiguous ownership during a calendar year for the primary purpose of selling or processing forest products." Art. II, Sec. 2. The primary purpose of the Project is electrical transmission facilities.

Clearing vegetation for development

CMP is required by the North American Electric Reliability Corporation (NERC) to meet various federal mandates for its facilities. NERC Standard FAC-003-1 requires transmission owners to develop and comply with a transmission vegetation management plan (TVMP) and to demonstrate compliance with this TVMP annually. The TVMP provides standards for the operation and maintenance of transmission lines to ensure their operational reliability and public safety.

The amount of clearing will be limited to that which is necessary for development of the project, which is a conditional use in all districts, and is generally limited to removal of tree species that are capable of growing tall enough to interfere with the transmission lines (so-called "capable species"). In some instances, the occasional removal of "danger trees" may be necessary. Danger trees are dead, dying, diseased, or other trees that are large enough and positioned in such a manner that they could fall into the conductor, thereby posing a severe reliability risk. The removal of danger trees is a relatively infrequent activity.

The vegetation management work is performed using equipment typical of logging operations including cable and hook skidders, forwarders, tree movers, chain saws, and logging trucks. In general all trees, saplings of capable species, and sometimes tall shrubs, are cut at ground level. All root systems are left intact to the extent practicable. All slash (i.e., limbs, tree trunks, wood chips, etc.) from the cutting operation is disposed of in accordance with the Maine Slash Law (12 M.R.S.A. §§ 9331-9338). The remaining vegetation is typically composed of scattered growth of small shrubs of non-capable species and herbaceous plants. After initial clearing, the condition of these cleared areas generally resembles that of a high-quality forestry operation.

After construction is completed, non-capable species are allowed to grow to ensure that the corridor is vegetated, which prevents erosion and provides wildlife habitat. Over a relatively short period of time (generally within one calendar year), the newly cleared portions of the corridors will exhibit the early-successional habitat type that is typical of existing transmission line corridors in Maine.

(s) Exemptions

Not applicable.

(t) General development areas

Not applicable.

SEC. 3. Timber harvesting standards

See response to Article XII, Sec. 2 (r) above. Although the Section 255 work in Lewiston will involve some clearing of vegetation within the transmission corridor to accommodate the transmission line upgrades and ensure that the project meets federal reliability and safety standards, it will not qualify as "timber harvesting," as defined in the Lewiston Zoning Ordinance. "Timber harvesting" means "the cutting or removal of at least ten (10) cords, or equivalent, of timber on a lot or lots in contiguous ownership during a calendar year for the primary purpose of selling or processing forest products." Art. II, Sec. 2. The primary purpose of the project is electrical transmission facilities.

SEC. 4. Reserved

Not applicable.

SEC. 5. Earth material removal standards

Not applicable.

SEC. 6. Swimming pool standards

Not applicable.

SEC. 7. Walls and fences

Not applicable.

SEC. 8. Wind energy conservation systems

Not applicable.

SEC. 9. Adult business establishment and drinking place standards

Not applicable.

SEC. 10. Frontage right-of-way provisions

Not applicable.

SEC. 11. In-law apartment standards

Not applicable.

SEC. 12. Campground standards

Not applicable.

SEC. 13. Standards for the installation of mobile homes on individual lots

Not applicable.

SEC. 14. Standards for the installation of mobile homes in mobile home parks

Not applicable.

Sec. 15. Erosion and sedimentation control

During the construction of Section 255 erosion and sedimentation controls will be in place to avoid and minimize any adverse impacts. There will be only a de minimus increase in impervious surface area associated with the transmission line upgrades. This, combined with the fact that the corridor will remain vegetated, as well as steps that will be taken to control erosion and sedimentation, will result in this project having no adverse impact on storm water runoff (See Exhibit 10).

SEC. 16. Signs

Not applicable.

SEC. 17. Off-street parking and loading

Not applicable.

SEC. 18. Improvement standards

Not applicable.

SEC. 19. Environmental performance standards

(1) *Smoke*

Not applicable.

(2) *Noise*

Conductors for a 115 kV transmission line generally do not produce any audible sound during fair weather conditions. During or after rainy weather an audible crackling sound can sometimes be heard. Studies conducted for higher capacity (i.e. 345 kV) lines have determined that sound during foul weather can be between 35-45 dBA as measured directly beneath these lines. It is expected that sound levels for 115 kV conductors would be on the lower end of that range. For comparison purposes an electric toothbrush or whisper at 15-feet would be about 30 dBA. A typical library, quiet rural area, or quiet suburban area at night would be about 35 dBA, and a quiet office would be about 40 dBA. Conversely, a typical daytime suburban background would be about 50 dBA. Protected areas such as quiet rural areas would have daytime levels at 45 dBA and nighttime levels at 35 DBA. DEP allowable levels (from the Site Location of Development Law) would be 55 dBA and 45 dBA during the day and night, respectively. In summary, any

audible sound during or after rainy weather will be below maximum allowable levels based on State criteria.

(3) *Vibration*

Vibrations do not generally occur during construction of above ground transmission lines, unless ledge extraction is required. It is anticipated that there will not be any vibration from the Section 255 line construction and that this criteria does not apply. The only vibration that could occur during construction of Section 256 would be from the use of jack-hammers or other equipment to open up the pavement. The construction will comply with any noise or vibration standards in the City's "Street Opening Ordinance".

(4) *Odors*

Not applicable

(5) *Air pollution*

Not applicable.

(6) *Electrical disturbance or interference*

Not applicable.

SEC. 20. Child care facility standards

Not applicable.

SEC. 21. Reserved

Not applicable.

SEC. 22. Residential design standards for the downtown residential and riverfront districts

Not applicable.

ARTICLE XIII, DEVELOPMENT REVIEW AND STANDARDS

The Lewiston Loop project must comply with the Article XIII development and review standards under Sec. 2. (a)(2) for "the construction of any new, nonresidential building or structure", and as a major development as a permit is required under the State Site Location of Development Act (Sec. 3. (a)(2) c).

SEC. 4. Approval criteria

(a) Utilization of the site

A very small section, approximately 1,000 feet, of transmission line construction will require clearing from the Pan American Railway road bed west to the Androscoggin River parallel below the Veteran's Memorial Bridge (cemetery property). Clearing will also be necessary on Boxer Island to accommodate a new structure and the electrical conductors passing over the island. The vast majority of transmission line improvements will occur within existing railroad corridor. Taller steel poles will be used to create longer spans and thereby limit the number of poles needed, and to minimize clearing. Using existing or widened corridors, as opposed to the creation of new corridors, and using an underground route for Section 256 has multiple benefits including the minimization of impacts to communities, individual property owners, and the environment. There are no proposed fill impacts to wetlands or other sensitive natural resource areas.

(b) Traffic movement into and out of the development area

There will be no traffic movement increases associated with this project, other than that associated with construction, which may result in slight increases for that time period. After completion, there will be no public vehicular access to the transmission line corridors.

(c) Access into the site

Access to the transmission line corridors will be needed during construction. Access to CMP's rights-of-way (ROW) will be gained over existing public roads, private land over which CMP has access rights, and existing CMP-maintained access points and ways used for routine and emergency maintenance by its own vehicles. There will be no new permanent roads or driveways associated with Section 255. Temporary light duty access ways, which are not considered to be roads or driveways and will not add any impervious surface area, will be established for use during the construction phase, including construction within the shoreland areas. This will be an ongoing process as access will be established to areas undergoing immediate construction. All access ways are temporary and will be removed once construction is complete. Areas where soils have been disturbed will then be mulched with hay. Vegetation will be allowed to reestablish once the temporary access ways have been removed.

(d) Internal vehicular circulation

Not applicable.

(e) Pedestrian circulation

Not applicable.

(f) Stormwater management

Construction of the Sections 255 transmission lines will create a de minimus area of new impervious surface (that created by the footprint of new structures). Therefore, there will be no discernable stormwater runoff increase within the transmission line corridor. Erosion and sedimentation controls will be in place during construction to prevent and minimize potential sedimentation into the City's stormwater system or any natural waterbodies. The transmission line project will not adversely affect any mapped aquifers, the quality of quantity of groundwater, or any public or private water source. Any stormwater generated within the transmission line corridors will not be directed to the municipal storm drainage system.

(g) Erosion control

The project will conform to CMP's "*Environmental Guidelines for Construction and Maintenance Activities on Transmission Line and Substation Projects" (2007),* which it uses as standard practice for all transmission and substation projects. 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 components. The manual was developed in consultation with the Maine Department of Environmental Protection (MDEP) and is based on MDEP's *Maine Erosion and Sediment Contrail BMP's*, dated March 2003, and MDEP's Chapter 500, and contains specific best management practices appropriate for electric transmission line and substation construction. Erosion and sedimentation control measures will comply with the Maine Erosion and Sedimentation Law and regulations.

No fill material will be stored within 50 feet of the banks of any intermittent or perennial stream or water body. The top of a cut or the bottom of a fill will not be closer than ten feet from a property line. Any topsoil removed during installation of structures will be replaced around the structure to encourage natural revegetation.

(h) Water supply

Not applicable.

(i) Sewage disposal

Not applicable.

(j) Utilities

Utility capacity is not applicable for the proposed transmission lines.

All components of the Lewiston Loop project must be constructed to comply with all applicable safety codes to minimize potential safety hazards. Capable vegetation will be cut within the transmission line corridors in order to construct/reconstruct the lines. This is necessary to

comply with regulatory agency and code requirements for public safety and service reliability. While the corridors will be vegetated with scrub-shrub growth and species, they will be maintained to prevent the establishment and growth of capable tree species. In some areas next to residential areas, portions of the lines will be configured to allow a vegetative buffer to remain between the lines and adjacent homes.

(k) Natural features

The proposed Section 255 transmission line construction will take place within the Pan Am Railways corridor and within a new corridor that crosses the River at Boxer Island. The corridor on the cemetery property and Boxer Island will be cleared of capable species and maintained as scrub-shrub and herbaceous communities. Construction is not expected to adversely affect the ecological functions of waterbodies, streams, or associated wetlands. The corridors will return to their pre-construction conditions once the project is completed, as this component will retain the current elevation and natural contours within the transmission line corridors.

Some clearing of capable vegetation will be required to accommodate the upgrades and ensure that the project meets federal reliability and safety standards. The amount of clearing will be limited to that which is necessary for development of the project, and is generally limited to removal of tree species that are capable of growing tall enough to interfere with the transmission lines. Non-capable species are allowed to remain to ensure that the corridor is vegetated, which prevents erosion and provides wildlife habitat. Grubbing and stump removal is not proposed or required in any portion of the corridor.

(l) Groundwater protection

The transmission line construction will not adversely affect any mapped aquifers, the quality or quantity of groundwater, or any public or private water source. To help ensure this, no fueling or maintenance of vehicles or equipment will be performed within 25 feet of the river and two streams within the corridor. After construction the transmission line corridor (not including the railroad bed) will be maintained to encourage the growth of scrub-shrub vegetation. Trees must be controlled to maintain safety clearances from the conductor. CMP will 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 backpack applicator) to capable species to prevent growth (or re-growth of a cut plant) of individual plants. No broadcast application is used, and CMP does not use herbicides within 25 feet of the River and streams. Crew forepersons are certified by the Maine Board of Pesticides Control and all herbicides used are EPA registered. The selective use of herbicides does not pose a threat to groundwater quality.

(m) Water and air pollution

There is no air pollution associated with the construction of this project.

The project has been designed to prevent water pollution including sedimentation and chemical runoff. All contractors and subcontractors working on behalf of CMP are required to comply with CMP's *Environmental Control Requirements for Contractors and Subcontractors – Oil and Hazardous Material* (Exhibit 11). These requirements provide that storage, transport, and use of oil, hazardous materials and wastes must be in accordance with best management practice and

applicable local, state, and federal regulations; that uncontrolled spills or releases to the environment be avoided; and that sufficient spill cleanup and containment supplies be maintained on-site to control releases of oil, hazardous materials or wastes. The requirements also include specific procedures for spill reporting. All necessary precautions and regulatory standards and requirements will be instituted and followed during all phases of construction to ensure protection and all water sources and waterbodies.

(n) Exterior lighting

Not applicable.

(o) Waste disposal

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

(p) Lot layout

Not applicable.

(q) Landscaping

Development of Section 255 will not require any landscaping.

(r) Shoreland relationship

The project will not adversely affect the water quality or shoreline on any adjacent water body. The project does not involve providing access to abutting navigable waters.

Natural resources within the project area have been surveyed as a part of this project (see maps in Exhibit 1) and sensitive resources have been identified and will be avoided to the greatest extent practicable. One wetland on Boxer Island, the Androscoggin River, and two streams are located within the corridor in Lewiston. CMP has designed this transmission line to keep structures outside of these sensitive resource areas.

Appropriate and adequate measures to protect water resources will be taken for all work performed within the shoreland areas, Resource Conservation districts, and floodplains.

(s) Open space

Not applicable.

(t) Technical and financial capability

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 largest energy company and one of the largest energy companies in the world. 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 at 9/30/09.

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

(u) Buffering

Vegetation in the transmission line corridor that crosses the cemetery property and Boxer Island will be maintained as a scrub-shrub habitat, with capable tree species removed. Capable vegetation will be cut within the transmission line corridors to construct Section 255. While the corridors will be vegetated with scrub-shrub growth and species, they will be maintained to prevent the establishment and growth of capable species. There will not be a transition from one type of use to another that would require buffering within the railroad corridor. Of the four homes closest to the railroad bed one will be purchased by CMP; CMP has agreed to provide funding for privacy fences for the owners of two other homes in this area.

(v) Compliance with district regulations

Consistency with the district regulations of article XI is detailed above on pages 10 through 14.

(w) Design consistent with performance standards

How the project complies with performance standards of article XII is detailed above on pages 14 through 21.

SEC. 5. Coordination with state subdivision law

Not applicable.

SEC. 6. Design guidelines

CMP will consider site plan review and design guidelines suggested by municipal officials for this project.

SEC. 7. Additional standards for single-family cluster developments

Not applicable.

Sec. 8. Additional standards for multi-unit residential development

Not applicable.

SEC. 9. Additional standards for mobile home parks

Not applicable.

SEC. 10. Additional standards for private commercial or industrial subdivisions

Not applicable.

SEC. 11. Expiration of approval

Due to the size and scope of the Lewiston Loop project, CMP does not expect that completion of Sections 255 and 256 will exceed a 24 month approval period. Therefore CMP will not need to submit time extension requests, pursuant to the requirements under this Section.

SEC. 12. Performance guarantee

Many of the improvements requiring the filing of a performance guarantee (public water/sewage systems, traffic improvements) are not applicable to this project. Upon completion of the utility installation of Section 256, the streets will be repaved which will be considered a public improvement. CMP will comply with the requirements of the City's Street Opening Ordinance and will provide on-site construction and environmental inspectors during and after construction to ensure compliance with all pertinent regulations. MDEP will also likely require CMP to hire third party inspectors on the project to help preventing noncompliance.

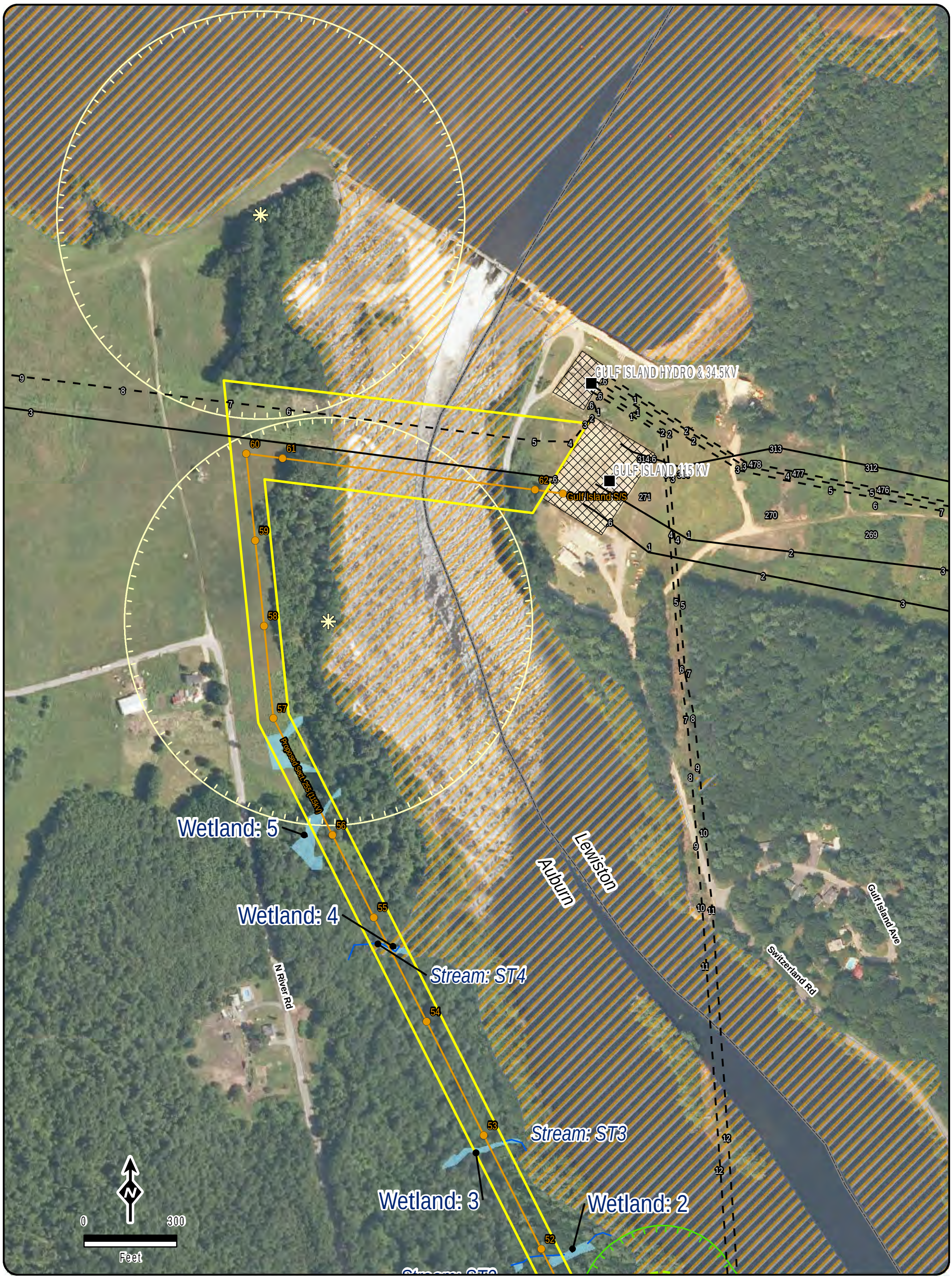
SEC. 13. Independent professional review

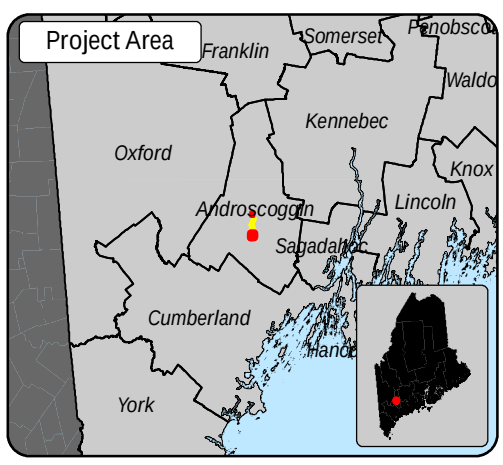
At the discretion of the planning board if deemed necessary.

SEC. 14. Additional standards for large-scale retail development

Not applicable.

EXHIBIT 1
Natural Resources and 100 Year Flood Zone





Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Town Boundary
- 100yr Flood Zone
- Surface Water
- Wetland
- Stream
- Vernal Pool Depression Area
- Vernal Pool Critical Terrestrial Habitat (100')
- Regulated Vernal Pool Habitat (250')
- Bald Eagle Nest Location
- Bald Eagle Nest Radius (660')

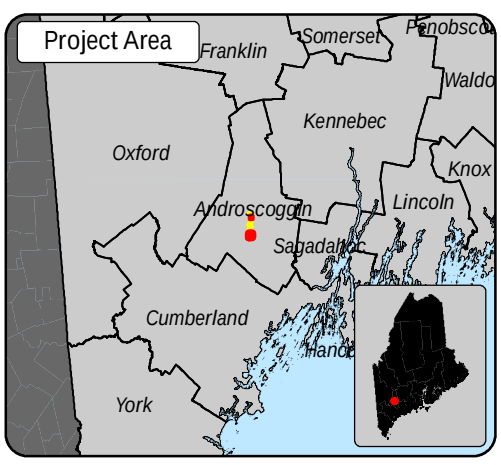
Central Maine Power Co.

Lewiston Loop

Exhibit 1:
Natural Resources
100yr Flood Zone
Map 1 of 7

Prepared by: TRC Map Created: 12/8/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
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- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
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- Stream
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- Vernal Pool Critical Terrestrial Habitat (100')
- Regulated Vernal Pool Habitat (250')
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- Bald Eagle Nest Radius (660')

Central Maine Power Co.

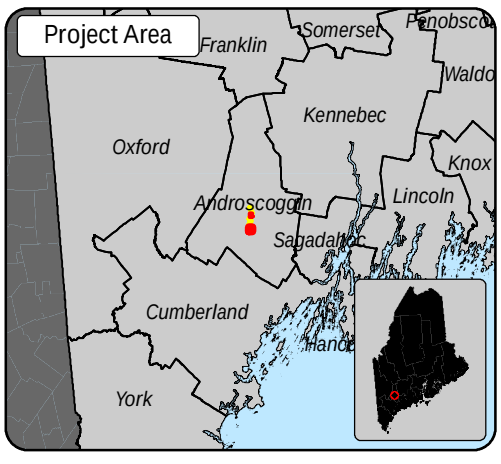
Lewiston Loop

Exhibit 1:
Natural Resources
100yr Flood Zone
Map 2 of 7

Prepared by: TRC Map Created: 12/13/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet

Wetland: 9
Wetland: 10
Stream: ST7
Stream: ST8
Wetland: 11
Stream: ST9
Proposed Sect.255 (115kV)
DC-Sect.255 (115kV) and Sect.149 (345kV)
N River Rd
Stetson Rd
Auburn
Lewiston
Northwood Rd
Tall Pines Dr
Strawberry Ave
0
300
Feet
N



Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
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- Stream
- Vernal Pool Depression Area
- Vernal Pool Critical Terrestrial Habitat (100')
- Regulated Vernal Pool Habitat (250')
- Bald Eagle Nest Location
- Bald Eagle Nest Radius (660')

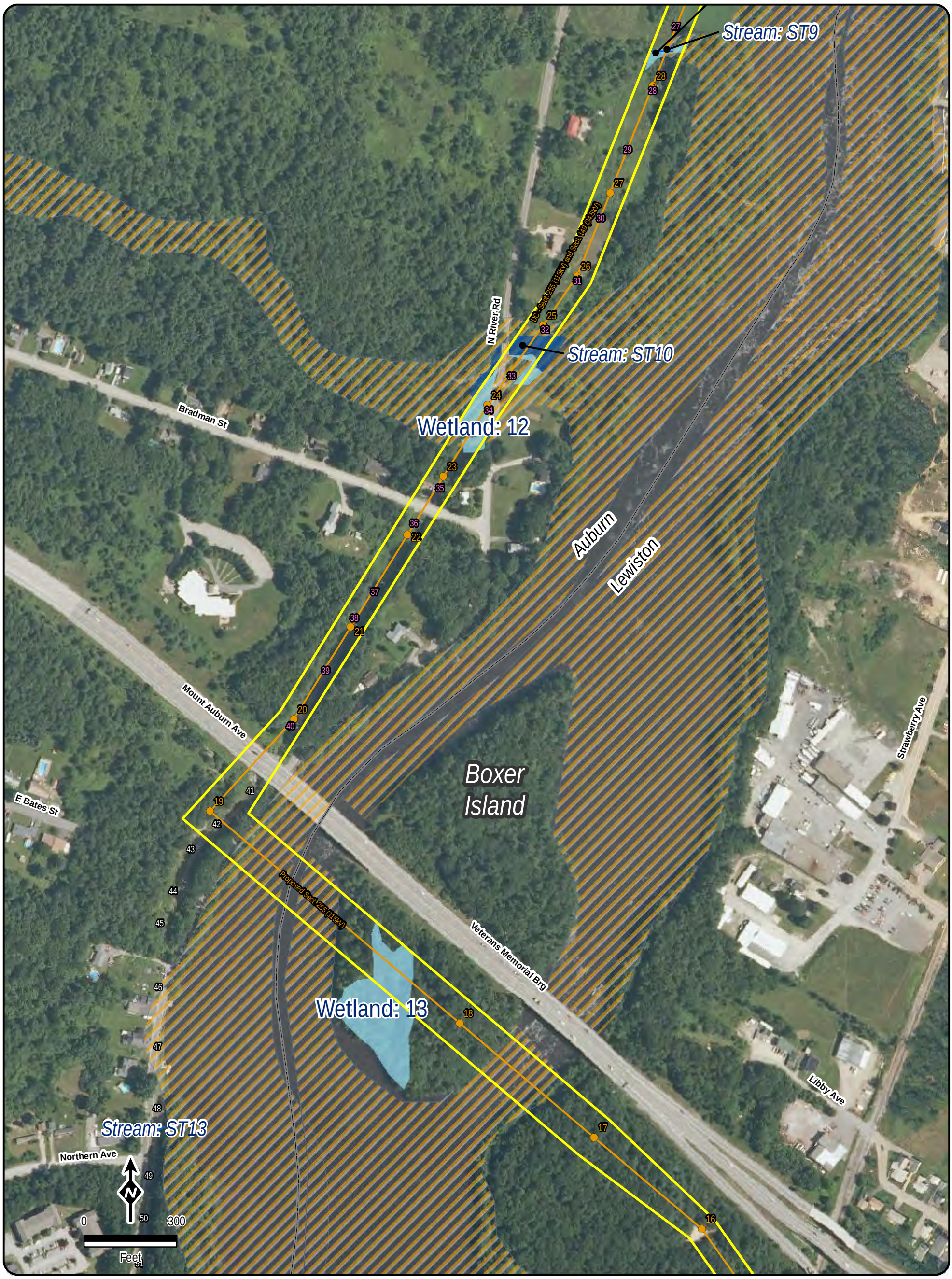
Central Maine Power Co.

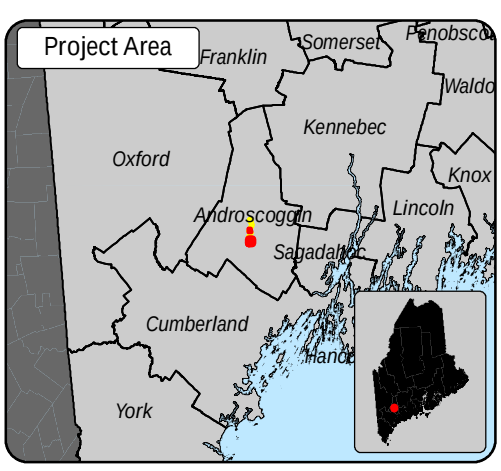
Lewiston Loop

Exhibit 1:
Natural Resources
100yr Flood Zone
Map 3 of 7

Prepared by: TRC Map Created: 12/13/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet





Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Town Boundary
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- Surface Water
- Wetland
- Stream
- Vernal Pool Depression Area
- Vernal Pool Critical Terrestrial Habitat (100')
- Regulated Vernal Pool Habitat (250')
- Bald Eagle Nest Location
- Bald Eagle Nest Radius (660')

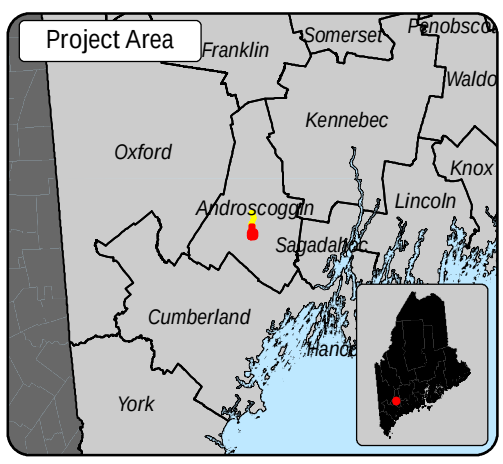
Central Maine Power Co.

Lewiston Loop

Exhibit 1:
Natural Resources
100yr Flood Zone
Map 4 of 7

Prepared by: TRC Map Created: 12/13/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Town Boundary
- 100yr Flood Zone
- Surface Water
- Wetland
- Stream
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- Vernal Pool Critical Terrestrial Habitat (100')
- Regulated Vernal Pool Habitat (250')
- Bald Eagle Nest Location
- Bald Eagle Nest Radius (660')

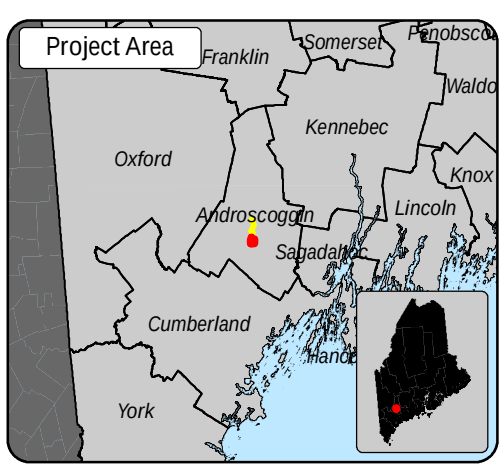
Central Maine Power Co.

Lewiston Loop

Exhibit 1:
Natural Resources
100yr Flood Zone
Map 5 of 7

Prepared by: TRC Map Created: 12/13/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Town Boundary
- 100yr Flood Zone
- Surface Water
- Wetland
- Stream
- Vernal Pool Depression Area
- Vernal Pool Critical Terrestrial Habitat (100')
- Regulated Vernal Pool Habitat (250')
- Bald Eagle Nest Location
- Bald Eagle Nest Radius (660')

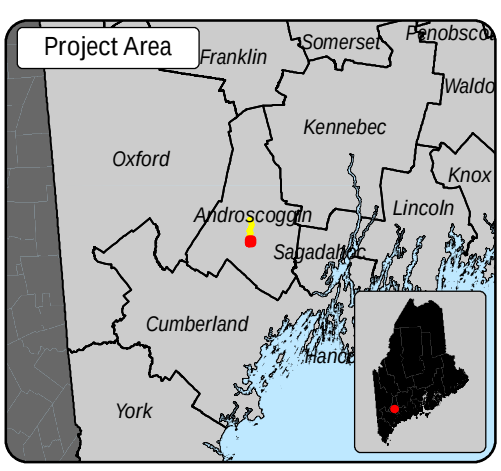
Central Maine Power Co.

Lewiston Loop

Exhibit 1:
Natural Resources
100yr Flood Zone
Map 6 of 7

Prepared by: TRC Map Created: 12/8/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
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Central Maine Power Co.

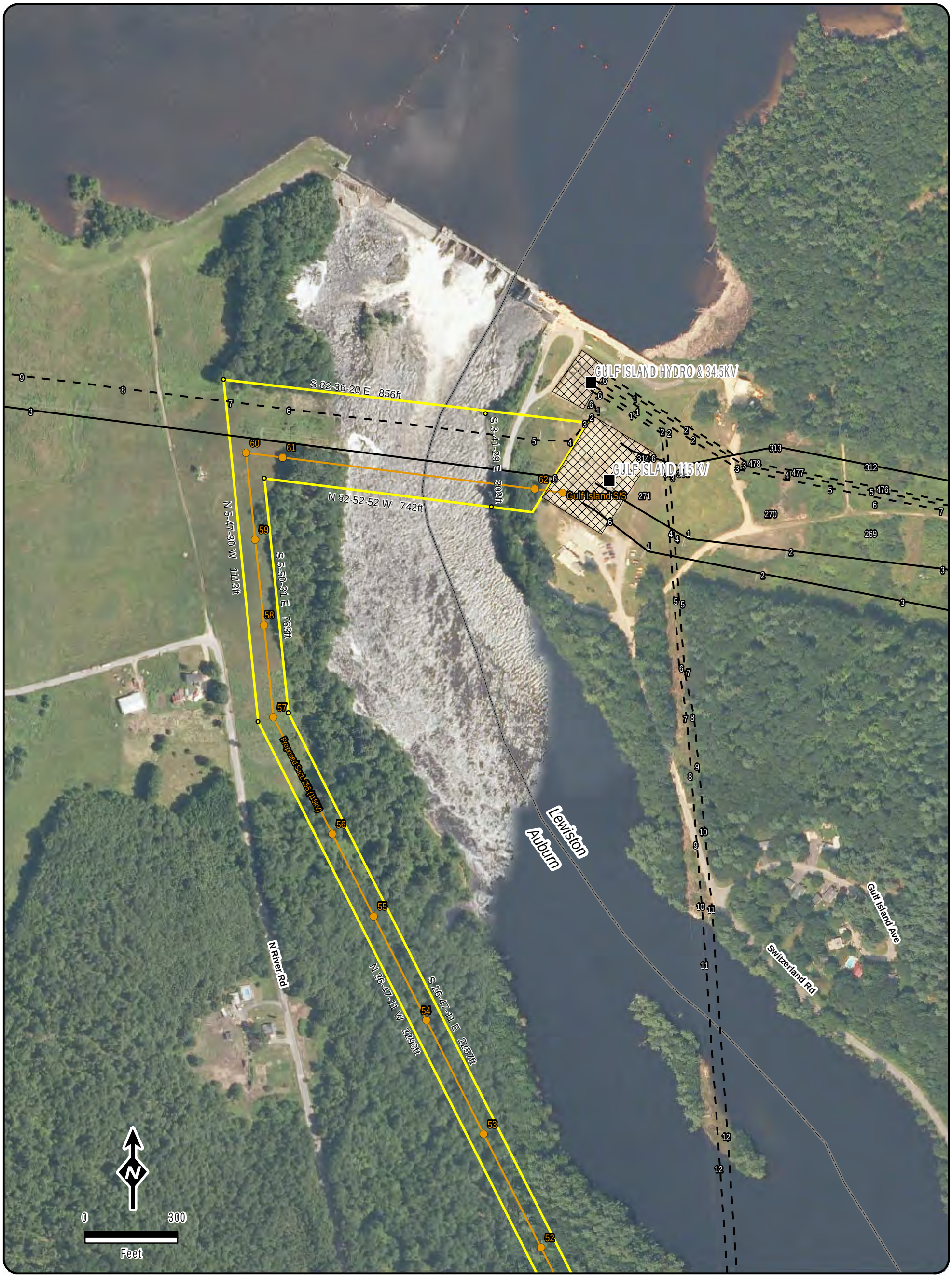
Lewiston Loop

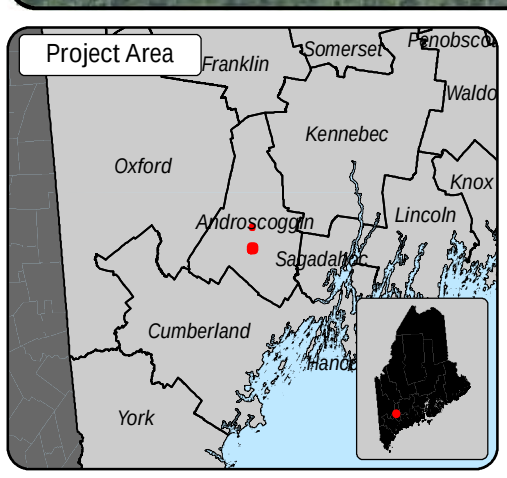
Exhibit 1:
Natural Resources
100yr Flood Zone
Map 7 of 7

Prepared by: TRC Map Created: 12/8/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet

EXHIBIT 2
Proposed Sections 255 & 256 and Cross Sections





Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Town Boundary

Central Maine Power Co.

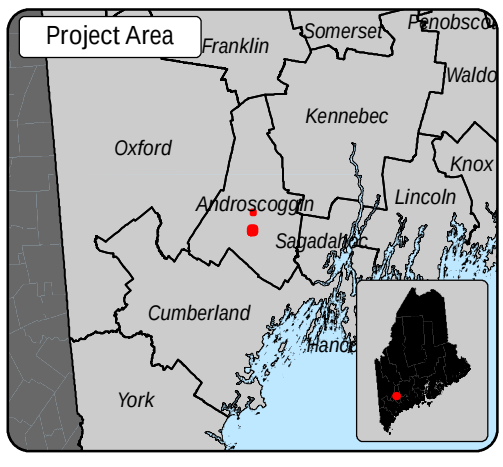
Lewiston Loop

Exhibit 2:
Project Limits

Map 1 of 7

Prepared by: TRC Map Created: 12/8/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Town Boundary

Central Maine Power Co.

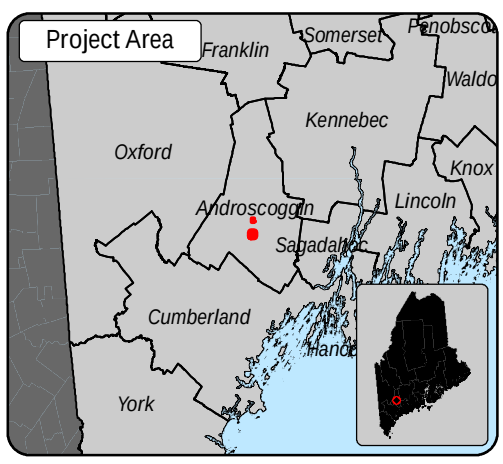
Lewiston Loop

Exhibit 2:
Project Limits

Map 2 of 7

Prepared by: TRC Map Created: 12/8/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Town Boundary

Central Maine Power Co.

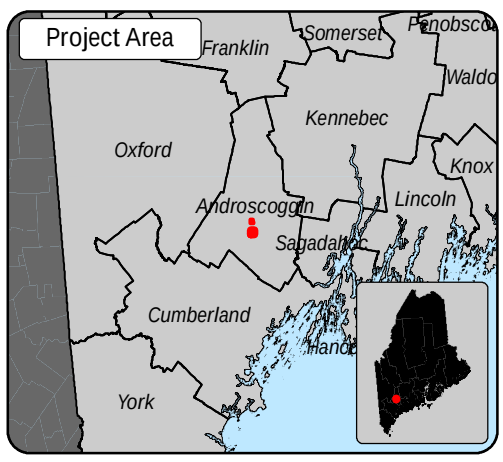
Lewiston Loop

Exhibit 2:
Project Limits

Map 3 of 7

Prepared by: TRC Map Created: 12/8/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Substation
- Proposed Section 255
- Existing 115kV Transmission Line
- Proposed Section 256
- Existing 34.5kV Transmission Line
- Proposed Sec. 255 Structure
- Town Boundary

Central Maine Power Co.

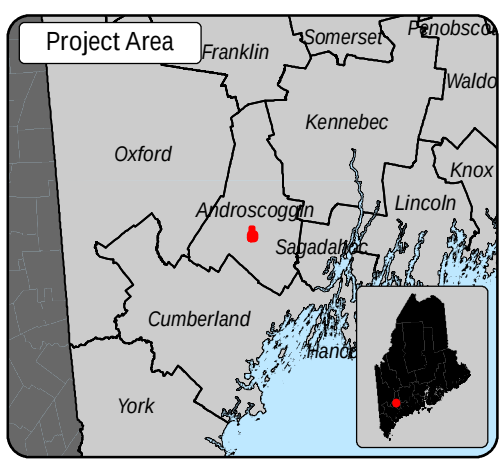
Lewiston Loop

Exhibit 2:
Project Limits

Map 4 of 7

Prepared by: TRC Map Created: 12/8/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Town Boundary

Central Maine Power Co.

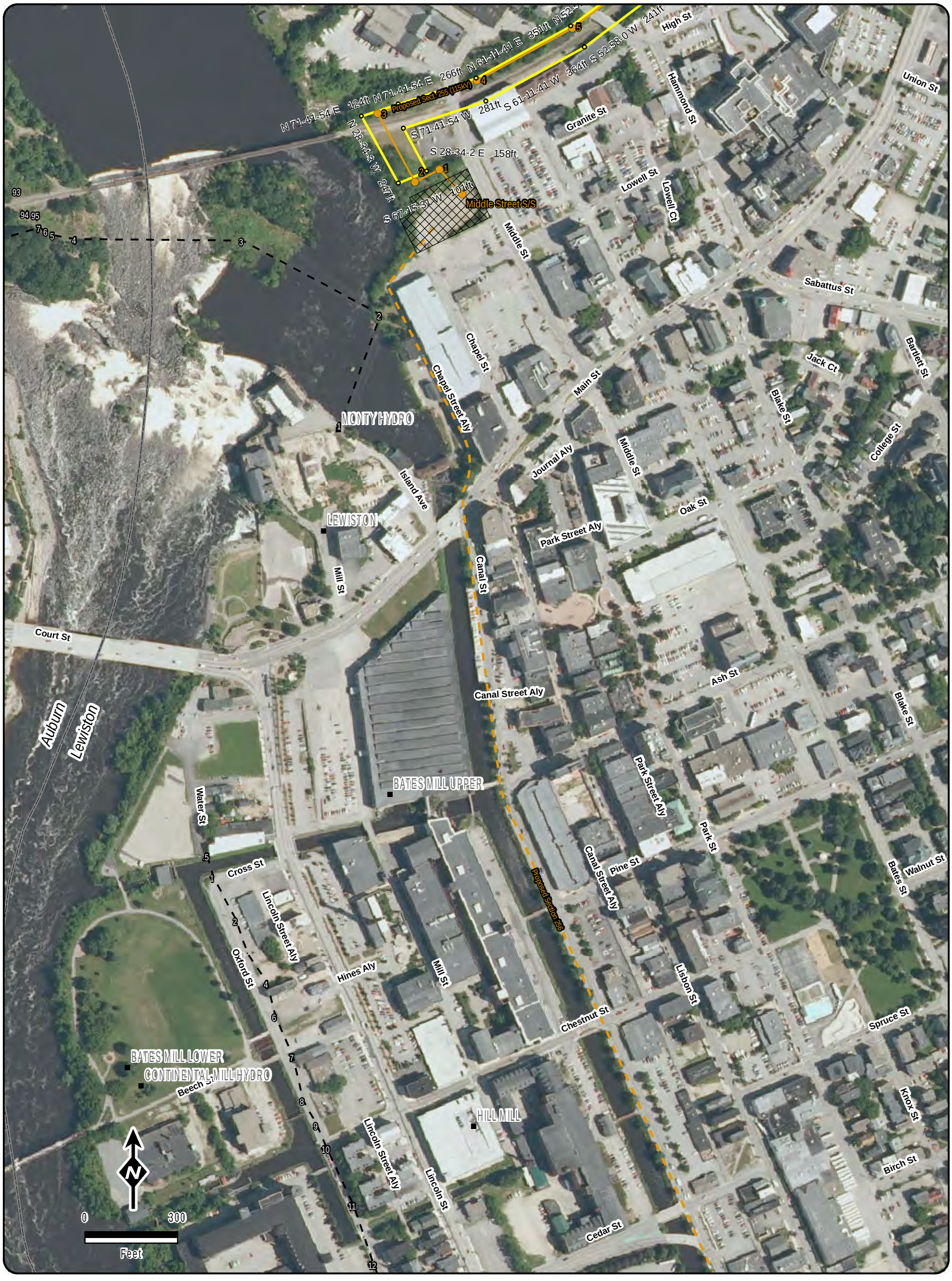
Lewiston Loop

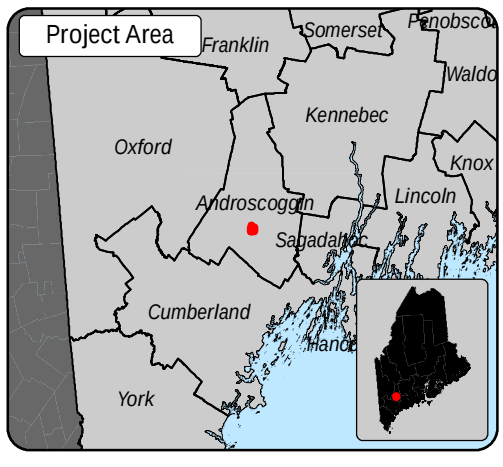
Exhibit 2:
Project Limits

Map 5 of 7

Prepared by: TRC Map Created: 12/8/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet





Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Town Boundary

Central Maine Power Co.

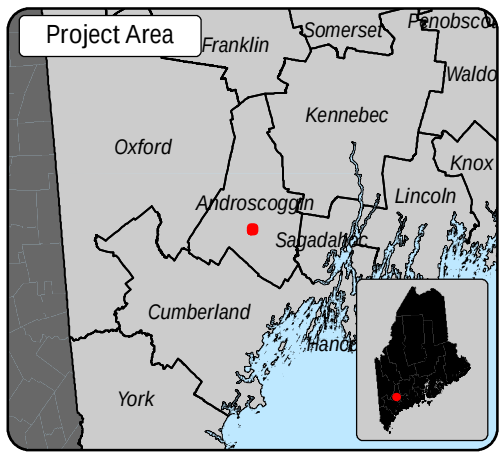
Lewiston Loop

Exhibit 2:
Project Limits

Map 6 of 7

Prepared by: TRC Map Created: 12/8/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Substation
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- Existing 34.5kV Transmission Line
- Town Boundary

Central Maine Power Co.

Lewiston Loop

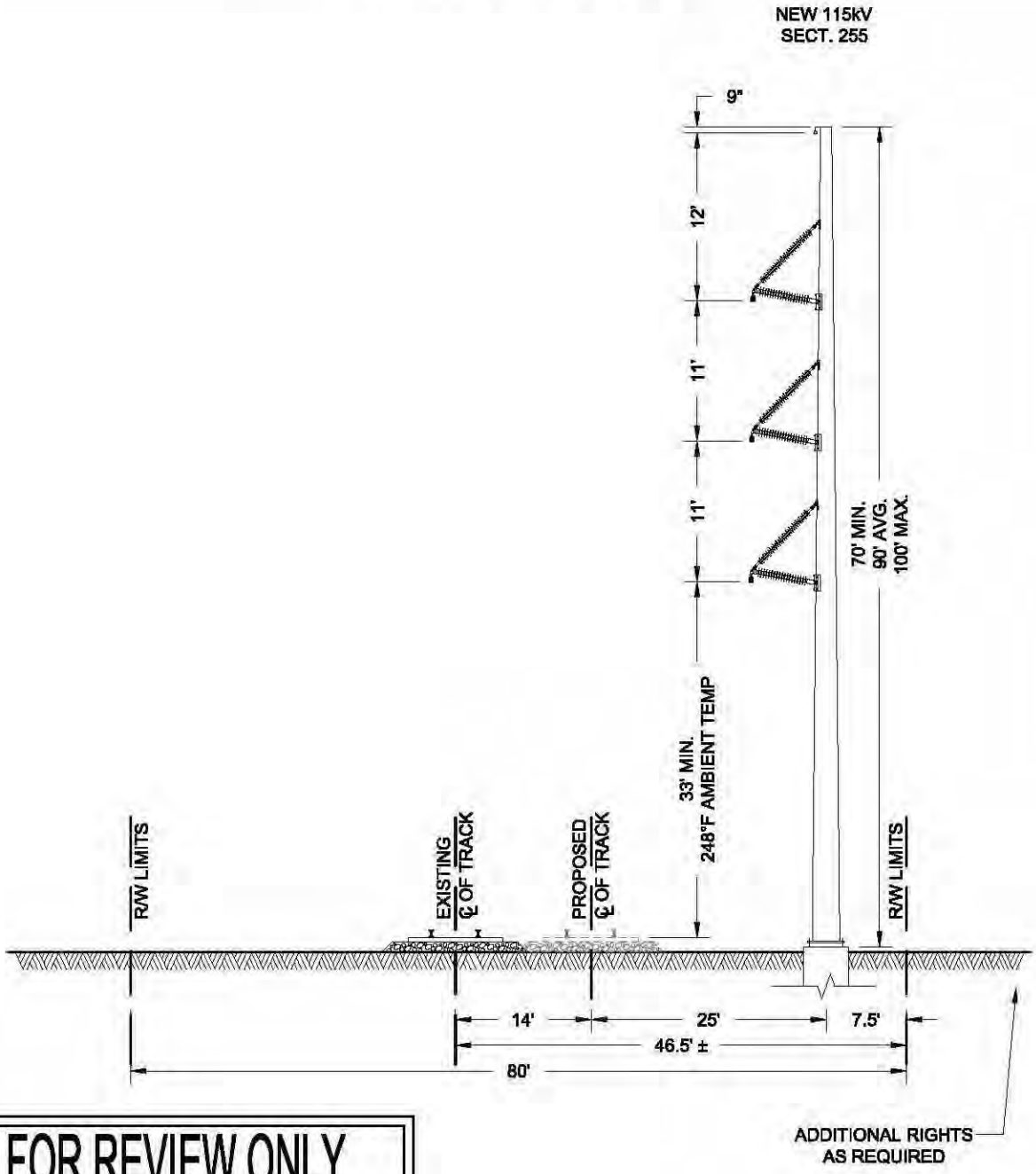
Exhibit 2:
Project Limits

Map 7 of 7

Prepared by: TRC Map Created: 12/8/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet

STRUCTURES 1 THROUGH 16
LOOKING SOUTHWEST
APPROXIMATE LENGTH 4750'



FOR REVIEW ONLY
NOT FOR CONSTRUCTION

THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

NO.	REV.	DATE	BY
5	ISSUED FOR REVIEW	10/13/10	BAF
4	ISSUED FOR REVIEW	09/24/10	LEP
3	ISSUED PER PAN AM	09/24/08	LEP
2	ISSUED FOR REVIEW	07/02/08	LEP
1	ISSUED FOR REVIEW	04/09/08	LEP

CLIENT APPROVAL
APPROVED BY
COMPANY
DATE --/--/--

CENTRAL MAINE POWER COMPANY
NEW 115kV SECTION 255
MIDDLE STREET S/S - GULF ISLAND S/S
R/W CROSS SECTIONS

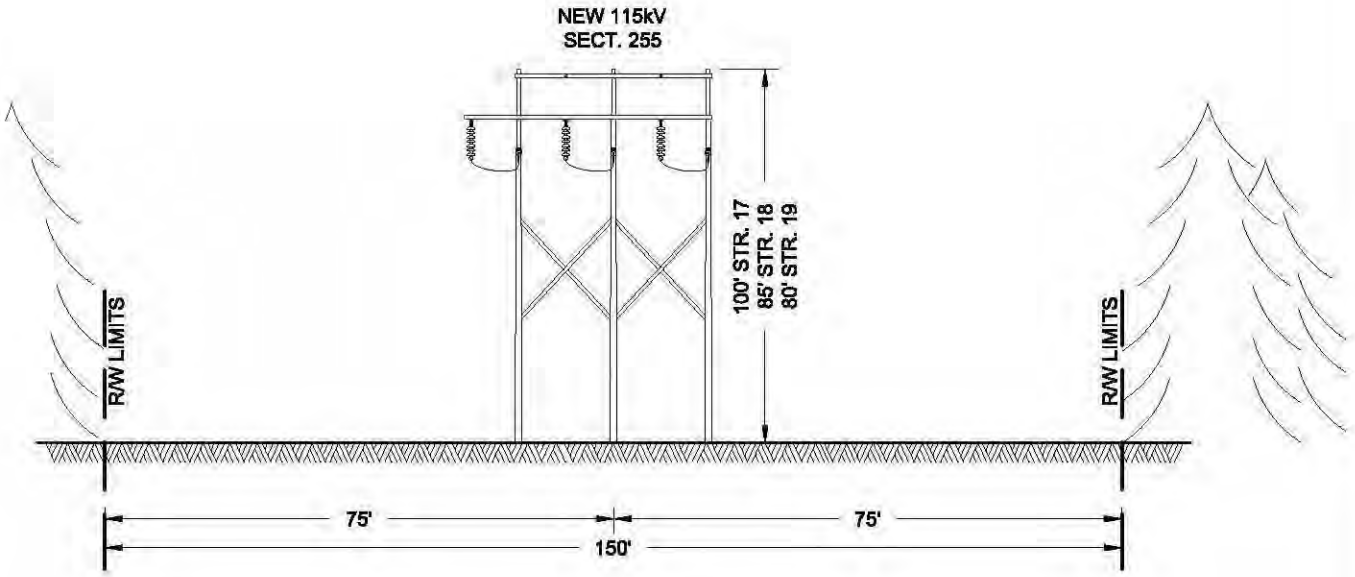
DESIGNED LEP	CHCK. —	DATE 04/09/08
DRAWN RDW	APPR. —	REVIEWED

TRC
249 Western Avenue
Augusta, Maine 04330

155636-T0001-SH1

CONTRACT DWG NO.	PROJECT NO.
155636-T0001-SH6.DWG	155636

STRUCTURES 17 THROUGH 19
LOOKING SOUTHEAST
APPROXIMATE LENGTH 1800'
(RIVER CROSSING)



THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

FOR REVIEW ONLY
NOT FOR CONSTRUCTION

NO.	REV.	DATE	BY
1	ISSUED FOR REVIEW	10/13/10	BAF
0	ISSUED FOR REVIEW	01/02/08	LEP

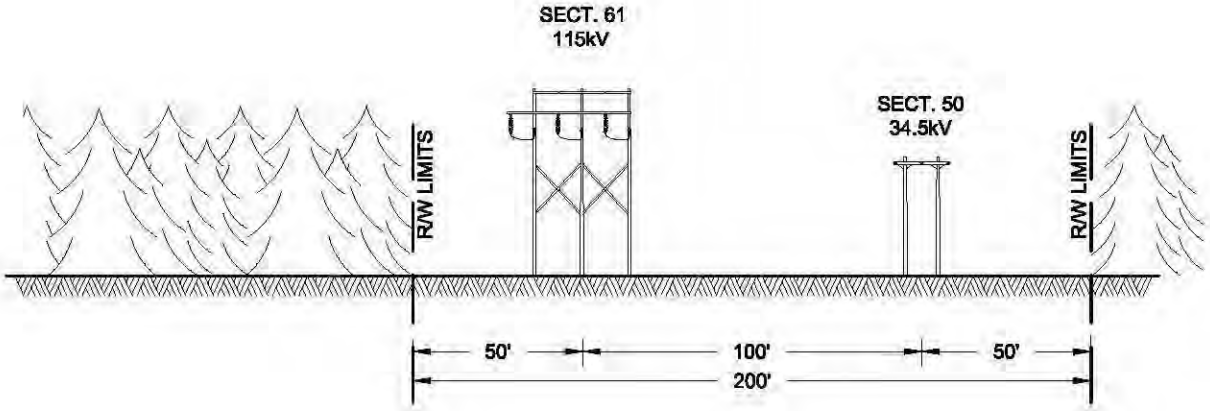
CLIENT APPROVAL
APPROVED BY
COMPANY
DATE --/--/--

CENTRAL MAINE POWER COMPANY
NEW 115kV SECTION 255
MIDDLE STREET S/S - GULF ISLAND S/S
R/W CROSS SECTIONS

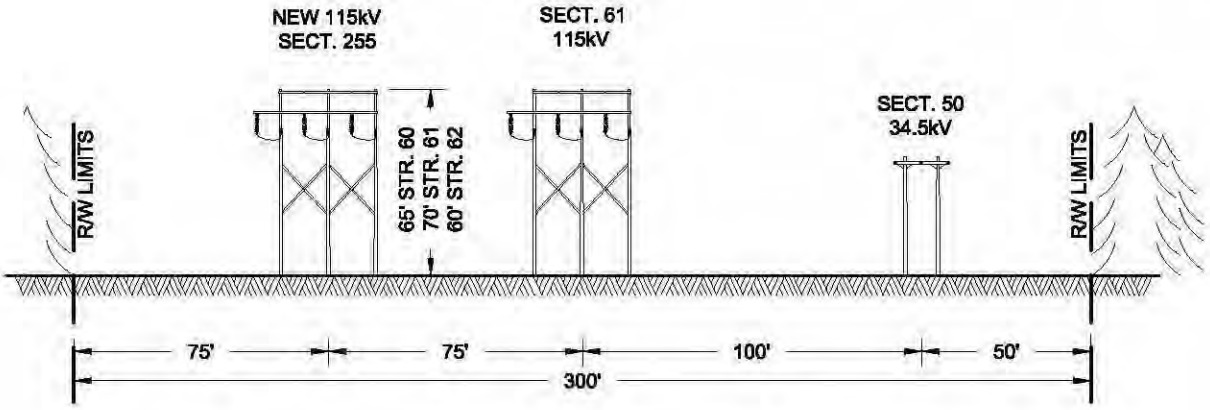
DESIGNED LEP DRAWN RDW	CHCK. — APPR. —	DATE 01/02/08 REVIEWED	
TRC 249 Western Avenue Augusta, Maine 04330		155636-T0001-SH2	
CONTRACT DWG NO. 155636-T0001-SH5.DWG	PROJECT NO. 155636		

STRUCTURES 60 THROUGH 62
LOOKING NORTHWEST FROM GULF ISLAND S/S
APPROXIMATE LENGTH 1800'
(RIVER CROSSING)

EXISTING



FUTURE



THIS DRAWING SHALL BE REVISED ON THE CADD SYSTEM ONLY

FOR REVIEW ONLY
NOT FOR CONSTRUCTION

NO.	REV.	DATE	BY
1	ISSUED FOR REVIEW	10/13/10	BAF
0	ISSUED FOR REVIEW	01/02/08	LEP

CLIENT APPROVAL
APPROVED BY
COMPANY
DATE --/--/--

CENTRAL MAINE POWER COMPANY
NEW 115kV SECTION 255
MIDDLE STREET S/S - GULF ISLAND S/S
R/W CROSS SECTIONS

DESIGNED LEP DRAWN RDW	CHCK. — APPR. —	DATE 01/02/08 REVIEWED	
TRC 249 Western Avenue Augusta, Maine 04330		155636-T0001-SH7	
CONTRACT DWG NO. 155636-T0001-SH1.DWG	PROJECT NO. 155636		

EXHIBIT 3
Abutting Lands and Landowner Contacts

347-12
FPL Energy Maine Hydro

GULF ISLAND HYDRO & 34.5KV

187-1
FPL Energy Maine Hydro

GULF ISLAND 115 KV

347-14
Bentley Rathburn

Proposed Sec. 255 (115kV)

338-4
Central Maine Power

Lewiston

Auburn

Switzerland Rd

165-1
Roman Catholic Bishop

Gulf Island Ave

326-3
Walter Sargent

N River Rd

N

0 300

Feet

Project Area

Somerset

Franklin

Waldo

Kennebec

Oxford

Knox

Androscoggin

Lincoln

Sagadahoc

Cumberland

York

Legend

- Lewiston Loop Project Limits
- Abutting Landowners
- Proposed Section 255
- Existing 115kV Transmission Line
- Proposed Section 256
- Existing 34.5kV Transmission Line
- Proposed Sec. 255 Structure
- Town Boundary
- Substation

Central Maine Power Co.

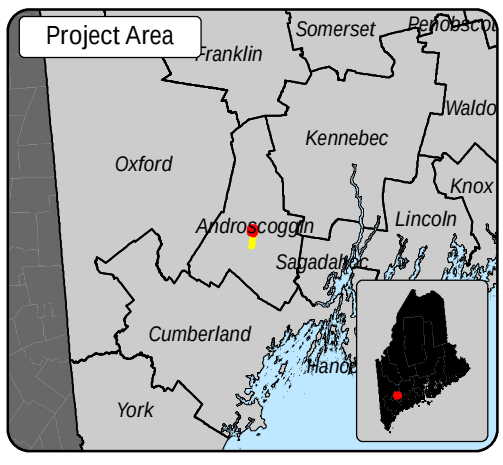
Lewiston Loop

Exhibit 3:
Abutting Landowners

Map 1 of 7

Prepared by: TRC Map Created: 12/13/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Abutting Landowners
- Proposed Section 255
- Existing 115kV Transmission Line
- Proposed Section 256
- Existing 34.5kV Transmission Line
- Proposed Sec. 255 Structure
- Town Boundary
- Substation

Central Maine Power Co.

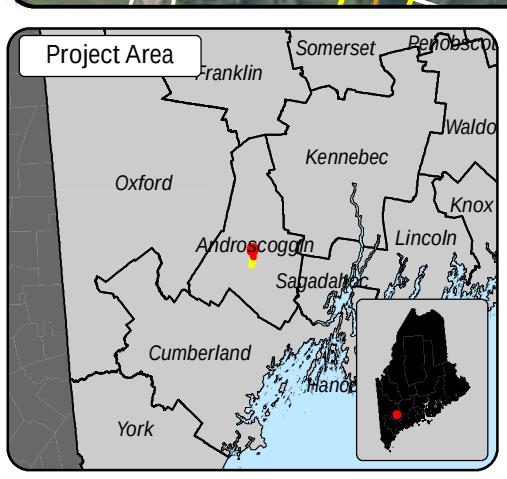
Lewiston Loop

Exhibit 3:
Abutting Landowners

Map 2 of 7

Prepared by: TRC Map Created: 12/13/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Abutting Landowners
- Proposed Section 255
- Existing 115kV Transmission Line
- Proposed Section 256
- Existing 34.5kV Transmission Line
- Proposed Sec. 255 Structure
- Town Boundary
- Substation

Central Maine Power Co.

Lewiston Loop

Exhibit 3:
Abutting Landowners

Map 3 of 7

Prepared by: TRC Map Created: 12/13/2010

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292-3
Walter Sargent

292-1
William Cummings

282-2
Julian Bernard

282-3
Peter Strome

281-27
William Cummings

N River Rd

Bradman St

282-4
Jamies Betsch

281-41
Paul Baxter

282-1
Randy Letourneau

281-44
Clyde Keene

281-48
Congregation AM Echad

Auburn

Lewiston

282-5
James Betsch

DC - Sect 255 (115kV) and Sect 1219 (345kV)

281-43
Jean COX

Mount Auburn Ave

Strawberry Ave

E Bates St

192-2
John Schott

281-80
Chuck Starbird

Veterans Memorial Brg

192-1
John Schott

Proposed Sect 255 (115kV)

192-11
Paul Castonguay

Libby Ave

192-10
PL Kenney Company LLC

Northern Ave

193-41
Riverside Cem Assoc

N

0 300

Feet

Project Area

Somerset
Penobscot
Franklin
Waldo
Kennebec
Oxford
Knox
Androscoggin
Lincoln
Sagadahoc
Cumberland
Hancock
York

Legend

- Lewiston Loop Project Limits
- Abutting Landowners
- Proposed Section 255
- Existing 115kV Transmission Line
- Proposed Section 256
- Existing 34.5kV Transmission Line
- Proposed Sec. 255 Structure
- Town Boundary
- Substation

Central Maine Power Co.

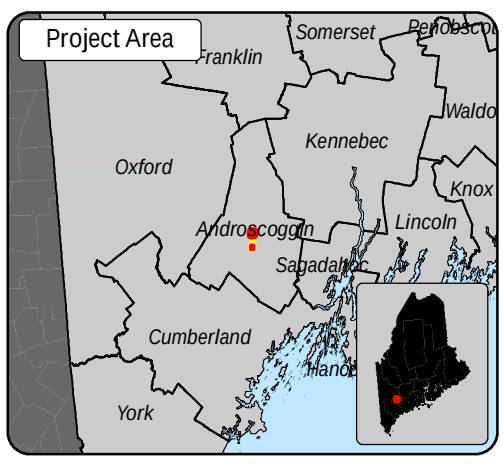
Lewiston Loop

Exhibit 3:
Abutting Landowners

Map 4 of 7

Prepared by: TRC Map Created: 12/13/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet



Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Abutting Landowners
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Town Boundary
- Substation

Central Maine Power Co.

Lewiston Loop

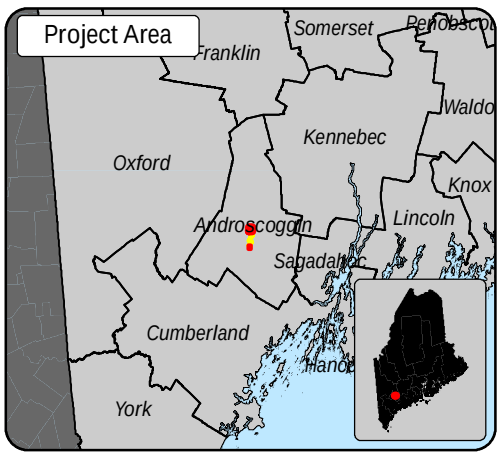
Exhibit 3:
Abutting Landowners

Map 5 of 7

Prepared by: TRC Map Created: 12/13/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet

206-197
Douglas Stone
207-20
FPL Energy Maine Hydro
206-150
Central Maine Real Est
Proposed Sect 255 (115kV)
206-199
Frederick Hall
High St
206-4
Androscoggin Oil Co.
206-149
Dorothy Richie
Union St
206-3
Lucien Clavet
206-180
Steel Service Corp
206-2
City of Lewiston
206-202
Central Maine Power
Lowell St
Lowell Ct
Hammond St
PROPOSED
MIDDLE ST S/S
Middle St
206-1
LL Bean Incorporated
207-77
City of Lewiston
Sabattus St
207-22
LL Bean Incorporated
Main St
Chapel St
Chapel Street Aly
Jack Ct
Bartlett St
207-21
LL Bean Incorporated
Island Aly
MONTY HYDRO
Blake St
207-131
City of Lewiston
College St
207-19
Energy East Foundation
207-79
H M S LLC
207-18
FPL Energy Maine Hydro
207-130
Recap Investments LLC
Oak St
Auburn
Lewiston
Mill St
LEWISTON
207-129
Lewiston Auburn Islami
207-126
Brrenyi Properties LLC
207-128
Chapel Holdings LLC
207-138
City of Lewiston
207-127
Antonio Briglio
207-125
Richard Spiro
207-139
City of Lewiston
Canal St
207-124
Eric Agren
207-123
Eric Agren
Court St
Ash St
207-122
Financial Center Assoc
207-134
Lamey Wellehan
207-121
Maine Governmental FAC
197-43
FPL Energy Maine Hydro
207-120
Embassy Imports Incorp
Blake St
207-146
City of Lewiston
207-119
Martin Roop
207-118
City of Lewiston
207-117
Lamey Wellehan
BATES MILL UPPER
207-135
City of Lewiston
Water St
207-137
City of Lewiston
208-83
Bates Mill LLC
Cross St
Pine St
Park Street Aly
Park St
Walnut St
Bates St
Proposed Section 256
Lincoln Street Aly
208-85
Kingfield Savings Bank
Mill St
Oxford St
Hines Aly
208-159
Bates Mill LLC
Chestnut St
Lisbon St
Canal Street Aly
Spruce St
BATES MILL LOWER
CONTINENTAL MILL HYDRO
Beech St
208-120
Bates College Pres & T
Knox St
HILL MILL
208-79
Roy Hill Corporation
Lincoln Street Aly
Lincoln St
Birch St
208-121
R A L Incorporated
196-3
R A Limited
N
0
300
Feet
Cedar St
208-123
LePage Bakeries Incorp
196-334



Legend

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Proposed Sec. 255 Structure
- Abutting Landowners
- Existing 115kV Transmission Line
- Existing 34.5kV Transmission Line
- Town Boundary
- Substation

Central Maine Power Co.

Lewiston Loop

Exhibit 3:
Abutting Landowners

Map 6 of 7

Prepared by: TRC Map Created: 12/13/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet

208-121
R A L Incorporated
196-3
R A Limited
208-79
Roy Hill Corporation
196-334
City of Lewiston
196-7
City of Lewiston
196-9
Franklin Properties Fo
208-123
LePage Bakeries Incorp
196-2
Tasa LLC
197-47
Lisbon 196 LLC
197-46
Norman Bilodeau
197-48
Pepperell Associates
197-42
GPM Corporation
197-45
City of Lewiston
197-44
City of Lewiston
197-41
FPL Energy Maine Hydro
197-39
GPM Corporation
197-38
St. Laurent & Son Inco
197-43
FPL Energy Maine Hydro
197-40
Central Maine Power
LEWISTON LOWER DISTRICT SS
Proposed Section 256
Canal St
Cedar St
Oxford St
Lincoln Cir
River St
Nel Ct
Lincoln Ter
Lincoln Dr
Locust St
Maple St
Knox St
Bates St
Blake St
Willow Cir
Park St
Adams Ave
Lisbon St
Hall St
W Sand Hill Rd
Lincoln St
Strawberry Patch Rd
Sand Hill Rd
Merton Blvd
Riverside Dr
Gill St
Brook St
Second St
Third St
Fourth St
Joseph Ln
Barton Ave
Fifth St
Sixth St
Mary Carroll St
Seventh St
Lewiston
Auburn
N
0
300
Feet

Project Area
Somerset
Penobscot
Franklin
Waldo
Kennebec
Oxford
Knox
Androscoggin
Lincoln
Sagadahoc
Cumberland
Manor
York

Legend

- Lewiston Loop Project Limits
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- Proposed Sec. 255 Structure
- Town Boundary
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Central Maine Power Co.

Lewiston Loop

Exhibit 3:
Abutting Landowners

Map 7 of 7

Prepared by: TRC Map Created: 12/13/2010

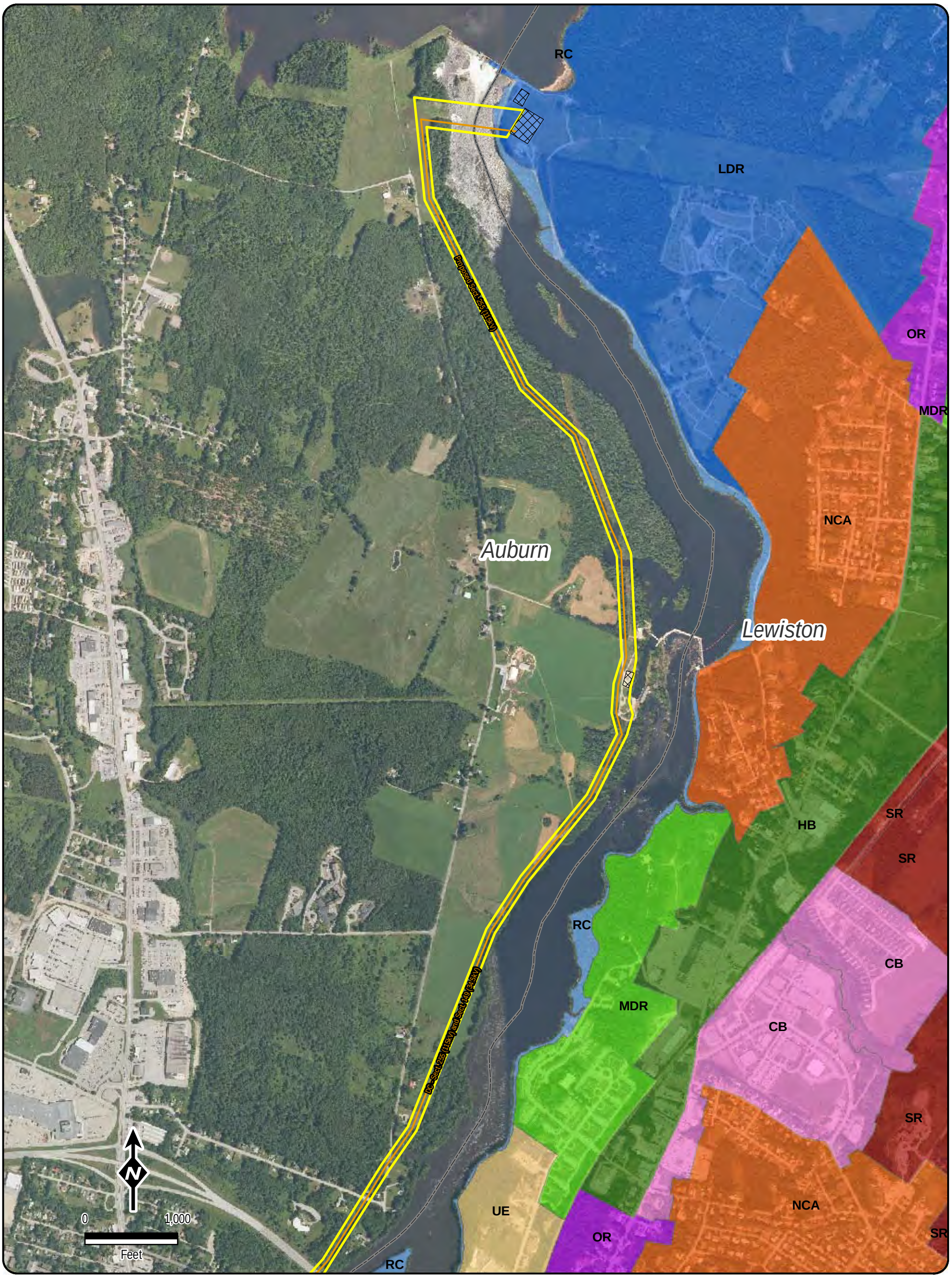
Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet

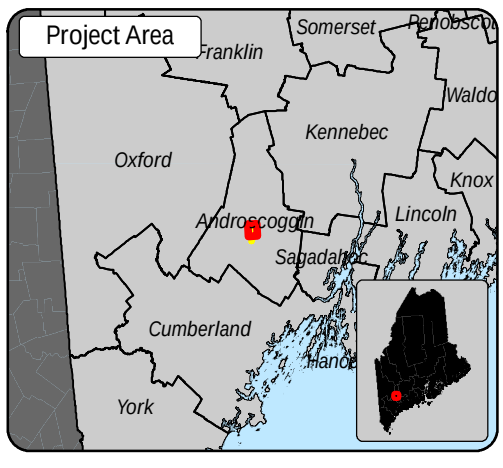
EXHIBIT 4
Right, Title, and Interest
And Easements

CMP Deed Reference Table for Section 255 – City of Lewiston
(as referenced in March 1, 2011 Development Review Application)

Map/Lot	Municipality	County	Grantor	Grantee	Date	Book/Page	Type
207/77 206/2	Lewiston	Androscoggin	City of Lewiston	CMP	10/23/14	9031-134	Ease. Fee
193/41 193/46	Lewiston	Androscoggin	Riverside Cemetery	CMP	12/20/13	8848-268	Ease.
193/50	Lewiston	Androscoggin	Breton	CMP	6/29/12	8451-99	Ease.
193/13	Lewiston	Androscoggin	Breton	CMP	6/29/12	8451-99	Ease.
193/48	Lewiston	Androscoggin	Cottle	CMP	7/30/10	7995-202	Ease.
193/47	Lewiston	Androscoggin	Pelletier	CMP	12/23/13	8848-146	Fee
193/49	Lewiston	Androscoggin	Springer	CMP	3/17/11	8125-32	Ease.
206/3	Lewiston	Androscoggin	Clavet	CMP	11/7/11	8274-262	Ease.
206/3	Lewiston	Androscoggin	Clavet	CMP	11/7/11	8274-262	Fee
206/202	Lewiston	Androscoggin	L.L. Bean	CMP	10/31/07	7294-181	Ease.

EXHIBIT 5
Project Area Zoning





LEGEND

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Town Boundary

ZONE NAME

- Centreville (CV)
- Community Business (CB)
- Downtown Residential (DR)
- Highway Business (HB)
- Industrial (I)
- Institutional Office (IO)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- Mill (M)
- Neighborhood Conservation "A" (NCA)
- Neighborhood Conservation "B" (NCB)
- Office Residential (OR)
- Office Service (OS)
- Resource Conservation (RC)
- Riverfront (RF)
- Rural Agricultural (R)
- Suburban Residential (SR)
- Urban Enterprise (UE)

Central Maine Power Co.

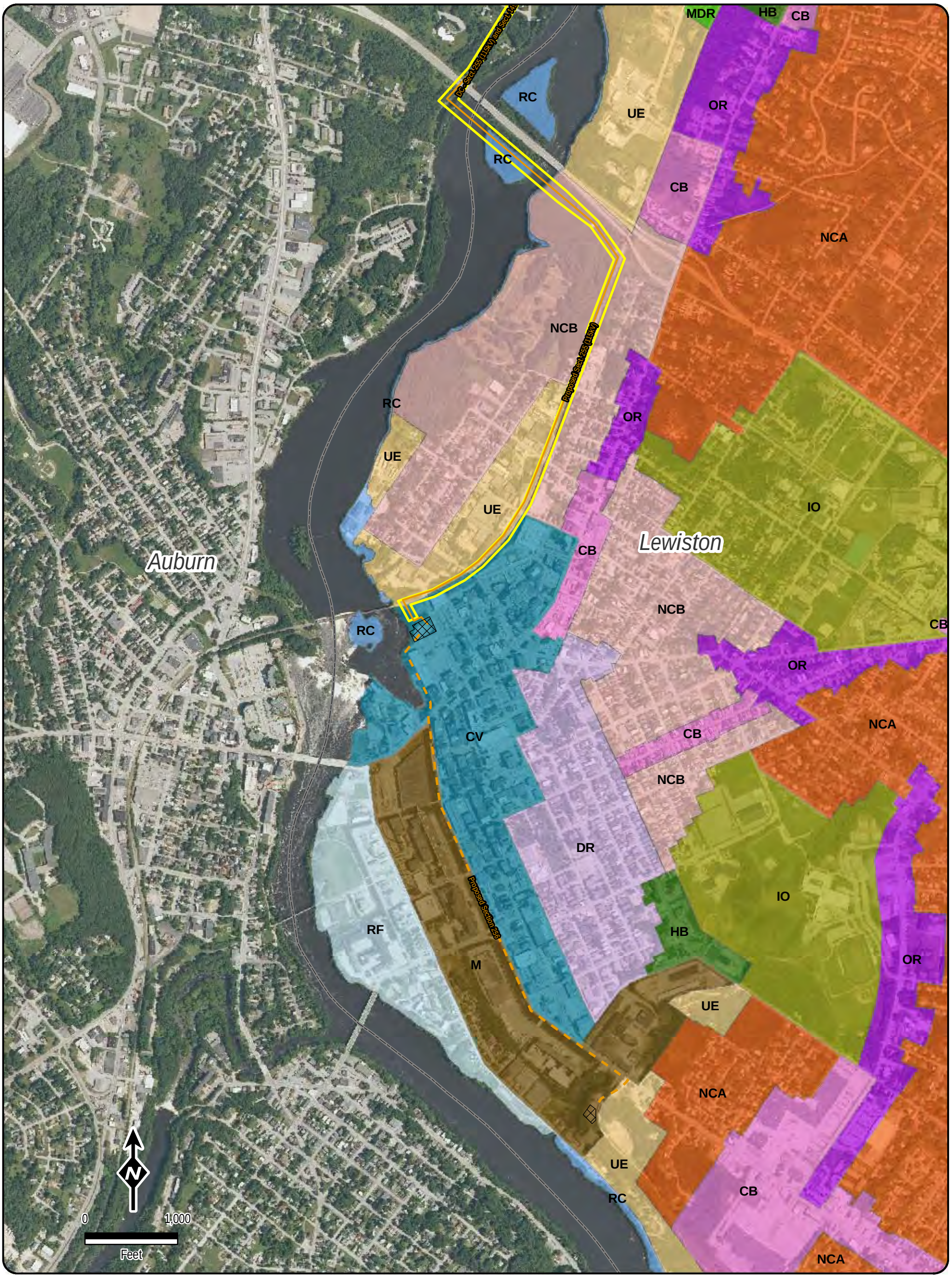
Lewiston Loop

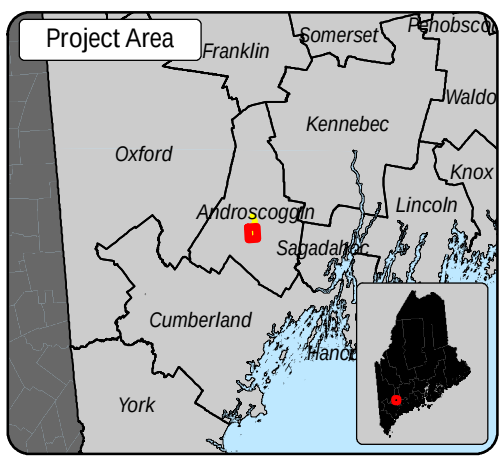
Exhibit 5:
Project Area Zoning

Map: 1 of 2

Prepared by: TRC Map Created: 11/23/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet





LEGEND

- Lewiston Loop Project Limits
- Proposed Section 255
- Proposed Section 256
- Town Boundary

ZONE NAME

- Centreville (CV)
- Community Business (CB)
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- Highway Business (HB)
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- Office Service (OS)
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- Rural Agricultural (R)
- Suburban Residential (SR)
- Urban Enterprise (UE)

Central Maine Power Co.

Lewiston Loop

Exhibit 5:
Project Area Zoning

Map: 2 of 2

Prepared by: TRC Map Created: 11/23/2010

Data Sources: Maine Office of GIS (MEGIS), United States Geological Survey (USGS) 24k, Central Maine Power Company (CMP), Powers Engineers, Inc. (PEI), TRC Companies, Inc. (TRC). Projection: NAD83, StatePlane Maine West FIPS 1802 Feet

EXHIBIT 6
Construction Schedule

LEWISTON LOOP SECTION 255 CONSTRUCTION SCHEDULE

Section 255 T/L Activity	**Duration (approx)**	**Start**	**Finish**
Clearing	30-45 days	8/31/11	10/19/11
Structure Installation	45-60 days	9/15/11	11/23/11
Stringing Conductor	30-45 days	11/1/11	12/16/11
	90-105 days		

EXHIBIT 7
CMP's Environmental Guidelines for Construction and Maintenance Activities on Transmission Lines and Substation Projects (2007)

Central Maine Power Company

Environmental Guidelines For Construction and Maintenance Activities on Transmission Line And Substation Projects

Prepared for:

Central Maine Power Company
83 Edison Drive
Augusta, Maine 04336

Prepared by:

TRC Engineering, LLC
249 Western Avenue
Augusta, Maine 04330

December 2007

2nd Edition

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CENTRAL MAINE POWER COMPANY

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

1.0 INTRODUCTION

These guidelines contain standards and methods used to protect soil and water resources during construction, reconstruction, and maintenance of transmission lines and substations. They are based on practical methods developed for construction in utility corridors and their use is enforced by both State of Maine and Federal regulatory agencies. The construction practices described in this manual are typically required by the regulatory agencies for all projects. These practices are commonly referred to as Best Management Practices (BMPs). Illustrations have been provided as part of this manual (Appendix D) which demonstrate both the proper and improper techniques used for the more common construction activities.

All contracts for work performed on Central Maine Power Company (CMP) transmission line rights-of-way and substation sites will include these specific guidelines to ensure the project is constructed in an environmentally conscious manner. CMP personnel or their designated representatives will ensure that the guidelines are followed by inspecting all work and prescribing corrective steps to be taken where necessary. While this manual takes into consideration legal requirements, project personnel are still responsible for compliance with all federal, state, and local requirements.

This guide uses a number of scientific and technical terms. Definitions of these terms are provided in Appendix A.

2.0 PLANNING AND DESIGN CONSIDERATIONS

Planning is an important practice that will reduce the risk of erosion on a construction site, saving both time and money for Central Maine Power Company and its contractors. An erosion control plan should be prepared during project planning and design phases. It will likely be required for any Maine Department of Environmental Protection and/or local permits.

The erosion control plan should consist of:

- A narrative.
- A map.
- Plan details.

The narrative should describe the proposed project, existing site conditions, adjacent land uses, and any natural resources or properties that might be affected by the project. Other important details to include are descriptions of critical areas, proposed construction start and end dates, construction sequence, and brief descriptions of erosion and sedimentation control measures,

inspections and maintenance programs, and other clearing or construction that has taken place on the site in the last five years.

The map should include pre-development site contours at a scale to identify runoff patterns (minimum 5-foot contour interval), final contours, limits of clearing and grading, existing buffers, critical areas, natural resources, erosion control measures, and other clearing or construction that has taken place on the site in the last five years.

The plan details should include drawing of the erosion control structures and measures, design criteria and calculations, seeding specifications, and inspection and maintenance notes.

Key considerations include resource identification, familiarizing all parties with the construction site and limitations, and construction sequence.

2.1 Resource Identification

Sensitive natural areas which will receive priority treatment include:

- Streams and rivers.
- Great ponds.
- Wetlands.
- Steep slopes.
- Unstable soil conditions.

Sensitive natural areas which may receive priority treatment, depending upon the specifics of the project, include:

- Stream, river, pond, and wetland buffers.
- Significant wildlife habitats.
- Habitat for rare species.
- Historic and prehistoric sites.

During the planning phase, all sensitive natural areas that require priority treatment will be identified. The method of avoiding or crossing the sensitive natural areas to minimize impacts will be identified and incorporated into the project plans. Project plans should be designed and drawn to provide contractors and inspectors with a comprehensive reference guide that include, but is not limited to, locations of sensitive natural areas, access, and abutter and landowner issues. If modifications to the plans need to be made in the field, a designated person shall make necessary changes and shall notify all necessary personnel promptly. Copies of these plans should be provided and explained to equipment operators to assure that construction practices meet the intent of avoiding or minimizing impacts to the identified sensitive natural areas. In addition to the plans, the proposed access ways and water/wetland crossing locations, as well as other environmentally sensitive areas where activities will be restricted or prohibited, will be flagged and/or have signs posted.

Prior to crossings or construction in or near any sensitive natural areas, a "walk-through" will be conducted. Attendees at the walk-through will include: 1) the contractor, 2) CMP and/or any designated representative, and may include 3) any assigned Third Party Inspector. The purpose of the walk-through is to establish the following objectives, **prior to any clearing or construction work**:

- Identify available or alternate points of access to the project site.
- Identify sensitive natural areas.
- Identify future "No-Access" areas.
- Review color designation for all flagging used.
- Establish the Communication Chain of Command (Contact Point).
- Identify and flag access/construction roads within the ROW and/or project area.
- Establish methods of access over water resource areas (mats, timber corduroy, frozen ground, tracked equipment).

In order to minimize impacts to sensitive natural areas, the above objectives will continually be evaluated throughout the construction process. Project superintendents, foremen, and inspectors should also monitor weather conditions and reports on an on-going basis. Knowledge of changing or anticipated wet weather will allow time to address erosion control needs. In this way, CMP and its contractors will be prepared to respond to changing environmental conditions (e.g., unusually wet or dry weather) and other unknowns that are inherent in the construction and maintenance of transmission lines.

2.2 "Walk-Through" Mechanics

2.2.1 Use of Flagging and Signs

Flagging will be conducted at the time of the walk-through in order to visually identify select features or construction methods to be used. Wetlands may be flagged earlier as part of project permitting. Signs may also be installed following the walk-through to direct construction to approved access routes and away from "no access" areas. The CMP flagging color-code is as follows:

- ***Glow-pink*** with the printed words "Wetland Delineation", "Wetland Boundary" or "Wetlands". This flagging denotes the edge of wetlands.
- ***Red*** with or without the printed words – "Do Not Cross". This flagging denotes a No-Access area where no equipment is allowed.
- ***Yellow*** – no printed words. This flagging denotes the location of an environmental measure such as a waterbar, hay bale barrier, or silt fence.
- ***Blue*** – no printed words. This flagging denotes approved travel ways. This is typically flagged on each side of the access-way to denote the designated travel lane for all access.
- ***Glow-pink with black stripes*** or otherwise printed with the words Buffer or Wetland Buffer. This denotes a setback from a water resource and should be treated the same as No-Access area.

2.2.2 Identification and Use of Existing Roads

Available logging, farm, or access roads, as well as other existing rights-of-way, will be utilized for access to and from transmission line rights-of-way with permission of the respective landowners. In order to minimize ground disturbance, existing roads within the right-of-way and wetland/stream crossing areas will be used whenever possible for travel during construction, unless a better route is agreed upon during the walk-through. The movement of equipment and materials within the transmission line right-of-way will be confined as much as possible to a single road or travel path.

For example, it may be better to construct new access roads in order to: (1) minimize the span of a wetland or stream crossing, or (2) avoid the more environmentally sensitive or "wetter" portions of a wetland or stream crossing.

In all cases, CMP and its contractors will attempt to avoid and minimize impacts to sensitive natural areas. As a result of this procedure, wetland and stream crossings, steep slopes, unstable soils, and other sensitive natural areas will be avoided and adverse impacts minimized whenever practicable.

2.3 Construction Sequencing

Although a "Project Plan" may be specific in identifying the *locations* of water resource areas (wetlands, streams, etc), and the *methods* of access over water resource areas (crane mats, frozen ground, etc) it should not dictate *when* construction activities should occur. It would be impractical to include day to day activities in the "Project Plan" such as, 'pole X will be installed on Y date'. However, including environmental considerations in the daily and weekly project planning is very important. Factors such as the project schedule and weather often determine where and when construction activities occur; environmental impacts should also be considered. Below are some guidelines:

- Work closely with the individual(s) in charge of environmental compliance to plan project activities.
- Construction activities that cause soil disturbance should not occur during or just prior to forecast heavy rain events.
- Coordinate access planning with all of the contractors on the project. Often temporary access roads are used by several different contractors and the construction and use of temporary access roads can cause significant soil disturbance. Minimize equipment and vehicle travel on temporary access ways.
- Stabilize/restore disturbed areas as soon as possible, preferably while equipment is on site. Additional trips with equipment can create more soil disturbance which will need to be stabilized. Often a site can and should be stabilized within hours of when the soil disturbance occurred.
- Use frozen conditions to your advantage. There may be instances where water resource areas can be crossed during frozen conditions in lieu of installing crane mats. Before using this technique consult with the project environmental inspector.

- Crane mats should be removed as soon as they are no longer needed and/or when conditions are favorable.

3.0 STANDARDS FOR CONSTRUCTION

3.1 Road Construction

The following five standards apply to the construction and/or upgrade of all roads, skid trails, yarding areas, or work pads whether temporary or permanent.

1. Where construction will be located near water resources, such that material or soil may be washed into them, these disturbances will be set back from the edge of the water resource to maximize the amount of undisturbed filtering area between the disturbed area and the resource. These "filter strips" will consist of an area of undisturbed vegetation between the edge of disturbed area and/or silt fence/hay bale barriers placed to intercept any sediment load in runoff water before it can enter the resource area. In order to maintain the integrity and effectiveness of filter strips, sediment barriers should be installed very early in the construction sequence, and they need to be monitored to make sure they are functional. Effective filter strip widths may vary from only a few feet in relatively well drained flat areas to as much as several hundred feet in steeper areas with more impermeable soils. The minimum width of the buffer strip shall be 25 feet or in accordance with local CEO or DEP regulations. The width of the filter strip shall be increased proportionately for slopes longer than 150 feet or for higher sediment concentrations. **Table 1** below provides the recommended widths for the filter strips according to the slope of land between the edge of the resource and any exposed soil.

Table 1
Recommended Widths For Filter Strips Between Disturbed Areas And Water Resources

Slope of Land Between Disturbance and the Resource (Percent)	Width of Filter Strip* (Feet)
0	25
10	45
20	65
30	85
40	105
50	125
60	145
70	165

*Measured along surface of the ground

2. Wherever possible, construction equipment will either avoid steep slopes or proceed across the slope in a safe manner to avoid excessive disturbance of vegetation and soils. Equipment will not travel straight up or down any slopes with a grade steeper than 10 percent, except where necessary due to safety concerns and/or terrain constraints.

3. Where access roads or construction areas are to be built across the slope, the area will be properly sloped, slanting away from the cut bank to the outside edge of the roadbed in order to facilitate road surface drainage.
4. Slopes of cut-and-fill banks will be no steeper than 1 horizontal to 1 vertical. If located within 100 feet of water resources, the slopes will be no steeper than 2 horizontal to 1 vertical.
5. Rivers, streams, and wetland areas will be crossed, where necessary, at right angles to the channel and/or at points of minimum impact. To insure that natural drainage patterns will not be altered or restricted as a result of construction activities, crossings will be designed and constructed according to specific standards outlined below.

3.2 Stream or Wetland Crossings

The following standards apply to all unavoidable stream, drainage way, or wetland crossings encountered while accessing the project site or on the project site itself.

3.2.1 Types of Crossings Used

The type of crossing used for access is dependent on: the purpose and use of the crossing, the nature of the resource being crossed, ground conditions present at the time of construction, and construction materials available. Some planning guidance is provided below. The appropriate means and location of the crossing will be determined at the time of the formal walk-through. It is important to consult with the project environmental inspector prior to installing any crossing.

- Permanent culverts and bridges will be used only where long-term, continued, and frequent access is required (such as substation access roads).
- Temporary crossings will be used at all other locations. Temporary bridges, culverts, or crane mats must be used to cross any streams, drainage ways, or wetland swales that contain: (1) flowing water, (2) standing water, (3) saturated soils, or (4) organic/mucky soils.
- The use of corduroy as crossing material will be limited to wetlands which are not anticipated to have flowing or standing water during the construction period.
- In certain cases, no crossing material will be required if the stream bottom or drainage way is dry and contains a gravel or solid rock bottom (a “ford”). Fords can only be used if they will cause no unreasonable sedimentation of the stream and no unreasonable alteration of the stream banks and bottom.
- All crossings should include water bars or broad based dips or turn outs on the access, approximately 50 feet from each side of the crossing, to promote filter-strip treatment of runoff.
- All temporary crossings must be stabilized within seven (7) days of its removal, unless specified otherwise.

3.3 Construction in Wetlands

Where structures are to be placed in wetlands, topsoil must be excavated first, and stockpiled separate from subsoil. Be sure that stockpile soils are placed in such a manner that they are readily replaced into the excavated area. Soils shall be replaced into the excavated area in the

opposite order they were removed. Excavation and pole placement in wetland areas should be completed within the same day. After pole installation, topsoil must be restored to the original surface grade, except where mounding around a structure is necessary for structure stability.

4.0 INSTALLATION OF CROSSINGS

4.1 Bridges

Bridges are a preferred method for temporary access waterway crossings. Normally, bridge construction causes the least disturbance to the waterway bed and banks when compared to the other waterway crossing methods. Most bridges can be quickly removed and reused without significantly affecting the stream or its banks and without interfering with fish migration.

Materials
Access bridge construction typically entails the use of log stringers as construction materials.

Sizing
Table 2 below illustrates the log sizing requirements depending on the span and anticipated loads.

Table 2
Log Bridge Stringer Requirements

Span	Minimum Log Diameter* (80,000 lb. Load)	(40,000 lb. Load)
8 ft.	16 in.	12 in.
12 ft.	18 in.	14 in.
16 ft.	20 in.	16 in.

Wheel guards: 10" diameter
- Size of deck planks: 4" x 12" x 12'
* Assume 6 stringers at 24" centers

Positioning
The following is guidance for the positioning and installation for all permanent and temporary bridges:

- Access roads will cross streams at right angles to the channel at a location with firm banks and level approaches whenever possible.
- Bridge piers and abutments will be aligned parallel to the stream flow so that the original direction of stream flow is not altered.
- Piers and abutments will be imbedded in good foundation material. The grade of the bridge should coincide with that of the road wherever practicable.

For additional specifications on bridge construction, refer to section F-2 of the Maine Erosion and Sediment Control BMPs (see full citation in Appendix C).

4.2 Culverts

Materials
Permanent culverts will be either corrugated metal or plastic pipe. Temporary culverts will be corrugated metal, plastic pipe, or lumber ties. Chemically-treated wood will be not used.

Sizing
Permanent culverts will be sized to have a diameter of at least 3 times the cross-sectional area of the stream channel or will be designed to accommodate 25-year frequency flows. Multiple culverts may be used in place of one large culvert if they have the equivalent capacity of a larger one. A culvert sizing criteria table (3x Rule) produced by the MDEP can be found in Appendix G. However, it is recommended that an engineer be consulted when installing any permanent culvert.

Temporary culverts will also be sized to provide an opening at least 3 times the cross-sectional area of the stream channel and sized to accommodate a 25-year frequency storm flow. The stream channel cross-section will be determined at highest flows or will be approximated during periods of lower flows using the apparent natural high water marks remaining on the stream banks. For small intermittent streams, drainage ways or wetland crossings, the minimum sized culvert that may be used is 18 inches. Multiple culverts may be used in place of one larger culvert if they have the equivalent capacity of a larger one.

Positioning
The following is guidance for the positioning of all permanent and temporary culverts:

- Culverts should be placed to allow for the crossing to take place at right angles to the channel to assure that natural drainage patterns will not be altered.
- Culverts should be placed at the point of narrowest crossing and where firm banks and level approach slopes are available. Slopes should be no greater than 1.5 to 1.

Installation
The following is guidance for the installation of all permanent and temporary culverts:

- Culverts should be of sufficient length to allow both ends to extend at least one foot beyond the toe of any fill used to cover the culvert.
- Inlet and outlet armoring shall extend at least one pipe diameter beyond the upstream and downstream end of the culvert. See Table 3 below for outlet protection in erodible areas.
- Culverts should be bedded on firm ground. Supplemental use of geotextile with gravel can be used to create this firm base. Permanent culvert installation should include firm compaction of the foundation and the fill around the sides of the culvert. Compaction should be done in no less than 8-inch lifts.
- Both the inlet and outlet ends of the culverts will be set at or slightly below the natural stream bottom to allow passage of fish and other aquatic life at all levels of flow. At no point should either end of an installed culvert be positioned in the air out of the water.
- Multiple culverts must be offset in order to concentrate low flows into the culvert within the natural channel.

- When working in and around a perennial stream, temporary stream diversion may be necessary to avoid creating turbidity in the stream water. This type of work requires a permit from Maine DEP, and must be coordinated with the project environmental inspector.
- Fill used to bury the culvert will be compacted at least half-way up the side of the culvert for its full length in insure that flowing water will not undermine the culvert.
- Culverts will be covered with fill to a depth of at least one foot or one and a half times the culvert diameter, whichever is greater.
- Road fill at the upstream (headwall) and downstream (out-fall) ends of culverts will be armored with either rock rip rap or logs to protect the road fill from being eroded by the action of water or road traffic. This material will be installed up to the level of anticipated high water.
- In areas where the streambed appears highly erodible, the streambed at the outlet end of the culvert will be lined with riprap to prevent erosion and potential stream bed scour. Table 3 below indicates the distances away from the culvert to install such riprap.

Table 3
Culvert Size - Length of Rock Protection

Culvert Diameter (Inches)	Length of Rock Protection From Culvert (Feet)
12 – 20	7
21 – 24	9
30	11
36	13
42 – 48	18
54 – 60	24
66 – 78	32

Removal

Temporary culverts will be removed once their use is no longer necessary. The fill material can be redistributed and spread out on the nearby uplands at a distance sufficient to prevent its reentry into the resource. Silt fence/hay bales, seeding, and mulching may be necessary to stabilize this material. The banks and bottoms of the stream, drainage way, or wetland should be restored to original conditions. Exposed soils on the banks and within 100 feet of the crossing should be stabilized using seed and mulch. Some banks and steep slopes adjacent to streams may require stabilization with curlex or jute matting in combination with seed and mulch.

4.3 Mats (Crane or Swamp Mats)

CMP construction projects require that adequate mats are present at the project site prior to construction. A readily accessible source of mats should also be available in case construction conditions change and necessitate the need for more mats.

Materials

A number of different sized and constructed crane mats are typically available. CMP requires that the appropriate mats be used for the appropriate crossing. For example:

- Longer mats should be used for the longer crossing spans. This practice avoids the need to install additional mats within the crossing area in order to support the "span" mats.
- Mats should be in good condition to allow for their "clean" installation. Having mats in good condition prevents them from being dragged in versus them being carried in due to broken hitching cables, breaking apart on the job site, or becoming imbedded in mud due to their inability to support the required weight.
- Mats with partial/short timbers joined end to end should generally not be used to cross stream channels.

Installation

- Whenever possible, mats should be carried and not dragged. Dragging mats creates more soil disturbance which requires additional erosion control or final restoration work.
- At the crossing location, the ends of the crane mats should extend at least two feet onto firm banks or several feet into the upland edge of a wetland to assure a dry, firm approach onto the mats.
- At crossings which contain open or flowing water, the mats should be supported within the span using cross mats as abutments in order to prevent the impoundment of water or having water flow over the mats.
- At "dry" crossings where no water is present or anticipated during project construction, the mats may be placed directly onto the sensitive natural area in order to prevent excessive rutting, provided stream banks and bottoms are not altered.

Maintenance

Matted crossings should be continually monitored to assure their correct functioning. Mats which become covered with dirt should be kept clean and the material removed must be disposed of in an upland location. The material must not be scraped and shoveled into the water resource. Mats which become imbedded must be reset or layered to prevent mud from covering them or water passing over them.

Removal

Mats should not be removed until their use is absolutely no longer necessary. Specifically, all final restoration work should be completed prior to the mats being removed from the crossings. The planned removal of mats should be coordinated with CMP (or designated representative), the project environmental inspector, and any Third Party Inspector. As temporary structures, they should be removed within one year from the date of installation. All areas disturbed during ford removal shall be stabilized with seed and mulch.

4.4 Corduroy

Materials

Corduroy material will consist of de-limbed trees or logs. The logs must have a diameter greater than three inches at the small end and lengths greater than 18 feet. Shorter length material may be used only as described in the Installation section below.

Positioning
Corduroy should be placed perpendicular to the direction of travel. Corduroy should be placed at the point of narrowest crossing and where firm banks and level approach slopes are available.

Installation
The corduroy should be placed with the longer length pieces laid down first. The bed of corduroy should not only be placed within the low portions of the crossing but also for at least three feet up the sides of any upland side slopes in order to prevent rutting and sedimentation from the approaches to the crossing.

Once a thick base of corduroy has been laid, pieces shorter than 18 feet can be used to fill gaps and raise the elevation of the corduroy to provide for a more stable crossing.

Removal
Removal is the reverse of installation. Once the corduroy has been removed from the crossing, it may be moved off the right-of-way, burned, or chipped. The material may also be spread and distributed on the ROW over the nearby upland if in accordance with the Maine Slash Law (see Appendix E) and approved by a CMP representative. The banks of streams and drainage ways must be graded back to original conditions. Exposed soils on the banks and within 100 feet of the crossing must be stabilized using seed and mulch. Banks of drainage ways that are expected to receive high flows should be stabilized with seed and curlex or jute matting.

5.0 SURFACE WATER DIVERSION STRUCTURES (WATER BARS)

A number of above-ground structures or techniques are available to divert water out of travel ways and work areas in order to prevent subsequent runoff and erosion. The terminology and definitions for these techniques (i.e., broad-based dips, water bars, skid humps, water turnouts, and cross-drainage box culvert) vary, but the purpose of all is to redirect water moving down a slope into adjacent vegetated areas (filter strips). Any activities that involve land grading have the potential to cause sedimentation. Their use and installation needs to be carefully planned. Planning for these techniques must include timing, use of natural buffers (filter strips), mulching, and temporary and permanent seeding. Minimizing the area of soil exposed at one time is a key component of ensuring that surface water diversion structures function effectively. General standards for their construction are as follows.

Materials
Most of these structures are constructed by excavating or moving and shaping earth from within the access way or work area. The cross-drainage culvert structure typically uses logs or timber to form a box-like structure to catch water from travel ways or side ditches in order to direct it across the travel way and away from disturbed areas.

Positioning
These structures should be installed immediately above and along steep pitches in the road and below seepage areas on natural or cut banks. They should be sited to take advantage of existing vegetation for filtering and slope away from the travel surface. The interval for installing these diversion structures depends on the slope of the road, as well as the nature of the road surface, soils, and wetness. Generally speaking, steeper slopes require shorter distances between

diversion structures. The following table contains recommended distances between installed structures depending on slope.

Table 4
Recommended Distances Between Water Diversion Structures

Slope (Percent)	Spacing (Feet)
0 – 2	500 – 300
3 – 5	250 – 180
6 – 10	167 – 140
11 – 15	136 – 127
16 – 20	125 – 120
21+	100

All of these structures should be sized in anticipation of greater flows resulting from snow melt, spring runoff, and storm rains.

Installation

These structures should be installed at 30-degrees angled down grade. The shape of the backside portion of the structure should have a reverse slope of about 3 percent. Use of a pop-level is recommended to ensure that drainage is away from the road. Structures should be constructed with rounded (not vertical) mounds and dips to allow for firm compaction and to allow re-vegetation.

In the case of the cross-drainage culvert, the minimum width of the open face of the culvert should be 18 inches. The travel surface should consist of at least 12 inches of gravel or soil over the culvert. The slope of the culvert should be a drop of at least 5 inches in every 10 feet of length to ensure proper drainage.

The inlet end of all structures should extend beyond the edge of the access road so that it fully intercepts water flows that may flow onto the access road. The outlet end of the structure should extend out enough to prevent water from flowing around and re-entering the road or work area.

The discharge ends of any of these diversion structures should outlet into a vegetated filter strip. Where heavy flows are encountered or anticipated, the outlet end of the structures should incorporate an apron of rock, gravel, or brush to reduce water velocities. If construction will extend into fall and winter months, be sure to upgrade to meet winter standards all erosion control measures (e.g., increase amount of mulch, etc.), to protect the site from spring runoff.

Where the structure is within 100 feet of a stream or wetland, the incorporation of a small, excavated settling basin or ditch turnout to reduce the velocity of flows and the continued movement of sediment downslope should be considered. In addition, some type of sediment barrier (silt fencing or staked hay bales) will be installed at the outlet of the diversion structure, where vegetated filter strips are narrow or sparsely vegetated, in order to prevent sediment from eroding into water resources.

Maintenance
Due to repeated travel over these structures, maintenance is critical to their effective functioning. As the structure becomes flattened or rutted, it needs to be re-excavated or graded to ensure the interception and redirection of water runoff. The ends of any cross-drainage culverts should be maintained by clearing away any potential blockages.

Removal
After the completion of the construction project, removal of these structures is not a requirement, with the exception of the cross-drainage culvert. The structures can be left in place provided they have been suitably stabilized with seed and mulch. Any hay bale barriers or silt fence at the outlet end should be removed when the site has a healthy vegetative cover.

6.0 SEDIMENT BARRIERS (STRUCTURAL MEASURES)

6.1 Introduction

The use of properly installed erosion and sediment control barriers is a fundamental and critical component for preventing erosion at CMP construction projects. Erosion control barriers include silt fence, hay bales, and/or erosion control mix berms. In some cases, these barriers may be deemed unnecessary by CMP, its representatives, or a Third Party Inspector due to factors including slope and filter strip width within project boundaries. A typical CMP construction project will use a combination of barriers to effectively control erosion near water resources. Installation and diligent maintenance of these barriers serves the following purposes:

- Assures the environmental integrity of those upland and water resource areas not designated or permitted for disturbance. Specifically, it maintains the onsite vegetative community and water quality of the surface water within the watershed.
- Assures compliance with all applicable federal, state, and local environmental and land use regulations or permit conditions.

Generally, silt fence is the preferred barrier because: it traps a much higher percentage of suspended sediments than hay bales; it can be easier to install, obtain, and transport; and is less costly. In addition, the structural longevity of silt fence is 60 days or longer unlike straw or hay bales' longevity which is 60 days or less.

The standards and procedures outlined in this section of the manual are meant to address a majority of the situations encountered during transmission line and substation construction activities. For additional information on sediment and erosion control methods and techniques, or to address a particularly problematic situation, this manual should be used in conjunction with and supplemented by the Maine Erosion and Sediment Control BMPs. For other recommended references, see Appendix C.

6.2 Silt Fence

Materials

Silt fence is provided by a number of manufacturers and is generally a synthetic fabric pre-attached to wooden staking. The fabric should be pervious to water allowing a flow through rate of 0.3 gallon per square foot per minute. The fabric should contain stabilizers and ultraviolet ray inhibitors to allow it to sustain exposure of a minimum of 6 months. The height of the filter fabric should not exceed 4 feet in height.

Placement

Silt fence is to be utilized at the edge of any planned work area or area which will cause the disturbance of soil. It will be installed to intercept any sheet flow of water and detain sediment from entering water resources or leaving the project site. It should be installed prior to starting work. Given the expansiveness of CMP transmission line projects in particular, the amount of silt fence placement must be selective; however, it should still be used in amounts sufficient to meet potential changing conditions in a pro-active manner. After the primary stabilization measures (temporary and permanent) have been implemented, silt fence use is encouraged in the following selected locations, as appropriate:

- Around all substation project sites.
- Along all access roads or work areas that are within 100 feet of water resources.
- Along all access roads or work areas in upland settings that encounter seepage moving across slope.
- Around all stockpiled soils.

In general, the placement of silt fence is appropriate when:

- Serving a drainage area of no more than .25 acre per 100 feet of silt fence length.
- The maximum slope length behind the fence is 100 feet or less.
- The maximum gradient behind the fence is 50% or 2:1 horizontal/vertical.
- Where the filter strip is not of an adequate width (see Table 1).

Installation

The following installation guidelines are the minimum which should be implemented; however, appropriate changes to silt fence installation should be made as conditions change during the construction operation.

Silt fence will be placed an adequate distance (6-10 feet) beyond the toe of the slope (if there is sufficient room) to allow for sediment accumulation between the disturbed area and the down-gradient water resources. If there is not sufficient room to place the silt fence an adequate distance beyond the toe of the slope, CMP, a representative of CMP, or the Third Party Inspector should be consulted. The barrier should be installed along the contour, within reason. The goal is to slow and pool the sediment-laden runoff to allow fine sediments to settle-out before the runoff enters the water resource. The ends of the barrier should be up-turned to maintain the pool volume.

A trench shall be excavated approximately 6 inches wide and 6 inches deep on the up-slope side of the silt fence alignment. The lower edge of the silt fence fabric should be entrenched for a distance of at least 4 inches up-slope and then back-filled. Should frozen or rocky ground conditions prevent the effective or practical use of trenching, materials such as bark/wood chips, wood fiber mulch, or a soil erosion control mixture can be used. This material is to be mounded on top of at least 4 inches of filter fabric which would otherwise be trenched.
Silt fence should be installed in a continuous roll to avoid the need of a joint between different pieces of fence. If joints are necessary, filter fabric shall be "spliced" together at a support post, securely sealed, and with a minimum of 6 inches of overlap. Splicing rolls of silt fence entails twisting end posts together, creating a continuous section of silt fence.

Support posts should be placed on the down-slope side or the side closest to or facing the water resource. The posts should be placed 6 feet apart (a maximum of 10 feet may be acceptable in some locations) and driven securely into the ground, typically about one foot deep. Silt fence usually has posts pre-attached.

Silt fence should not be installed in streams or drainage ways where concentrated water flow is present or concentrated flows are anticipated.

Maintenance
Once a week, or after rainstorms producing at least ½ inch of rainfall, whichever is more frequent, the contractor is responsible for inspecting all temporary erosion and sediment control barriers. Such inspection is necessary to assure that the barriers are functioning properly as well as identifying new areas requiring installation. A maintenance log should be kept of all erosion control changes, improvements, and maintenance performed.

If any barriers are not functioning properly, they will be repaired or replaced. A sediment control barrier is not functioning if:

1. Water is flowing around the sides or under the barrier.
2. Soil has built up behind the barrier to the point more than half-way up the fence.
3. There is excessive sag in the fence.
4. There is evidence of sedimentation such as gully erosion, slumping of banks, or the discoloration of water outside of the perimeter silt fence.

Corrective measures include removing accumulated sediment from behind the barrier, restaking, extending the ends of the fence, or installing another fence further upslope.

Removal
Installed silt fence will be removed once it is evident that the soils have become stabilized and the potential for erosion no longer exists. In most cases, the silt fence will not be removed until at least one growing season has past. Removal of silt fence should be coordinated with CMP or their designated representative.

Any ridges or mounds of soil or caught sediment remaining in place after the silt fence has been removed, must be leveled-off to conform to the existing grade. Any newly exposed soil that may erode must be seeded and mulched.

All removed silt fence must be properly disposed of off the project area.

6.3 Hay Bales

Placement

Like silt fence, hay bale barriers can be utilized at the edge of any planned work area or areas where soil disturbance has occurred or will occur. Barriers are installed to intercept sheet flow of water and detain sediment from entering water resources or leaving the project site. Given the expansiveness of CMP transmission line projects in particular, the amount of hay bale barrier placement must be selective, but still in amounts sufficient to meet potential changing conditions in a pro-active manner. Hay bale barriers will be used, as appropriate, in the following locations:

- Around all substation project sites.
- Along all access roads or work areas that are within 100 feet of a water resource area.
- Along all access roads or work areas in upland settings that encounter seepage moving across slope.
- Around all stockpiled soils.

In general, the placement of hay bales is appropriate when:

- Serving a drainage area of no more than .25 acre per 100 feet of barrier length.
- The maximum slope length behind the barrier is 100 feet or less.
- The maximum gradient behind the barrier of 50% or 2:1 horizontal/vertical.
- Where the filter strip is not of an adequate width (see Table 1).

Installation

The following installation guidelines are the minimum which should be implemented; however, appropriate changes to hay bale installation should be made as conditions change during the construction operation.

The barrier will be placed an adequate distance (6-10 feet) beyond the toe of the slope (if there is sufficient room) to allow for sediment accumulation between the disturbed area and the down-gradient sensitive areas. If there is not sufficient room to place the hay bales an adequate distance beyond the toe of the slope, CMP, a representative of CMP, the project environmental inspector, or the Third Party Inspector should be consulted. Within reason, the barrier should be installed along the contour. The goal is to slow and pool the sediment-laden runoff to allow fine sediments to settle-out before the runoff enters the water resource. The ends of the barrier should be up-turned to maintain the pool volume.

A shallow trench shall be excavated the width of the bale and to a minimum depth of 4 inches in which to bed the bale. The excavated soils are then used to seal the lower inside (up-slope) edge of the barrier. The bales should be set tightly together and entrenched with the baling string oriented on the sides (i.e., not touching the ground) in order to prevent deterioration of the string.

Every bale should be staked using 2 stakes per bale. The stakes should be driven in at angles such that it binds and forces abutting hay bales together.

Gaps between bales shall be packed with loose hay to prevent water from escaping between the bales.

Hay bales will not be placed in streams where flow is present or anticipated.

Maintenance
Once a week, or after rainstorms producing at least ½ inch of rainfall, whichever is more frequent, the contractor is responsible for inspecting all temporary erosion and sediment control barriers. Such inspection is necessary to ensure the structures are functioning properly as well as identifying new areas requiring installation. A maintenance log should be kept of all erosion control changes, improvements, and maintenance performed.

If any barriers are not functioning properly, they must be repaired or replaced. A sediment barrier is not functioning if:

- Water is flowing around the sides or under the barrier.
- Soil has built up behind the barrier to the point more than half-way up the hay bale or where there is excessive lean to the barrier.
- There is evidence of sedimentation such as gully erosion, slumping of banks, or the discoloration of water outside of the hay bale barrier.

Corrective measures include removing accumulated sediment from behind the barrier, re-staking, extending the barrier at the ends, or installing another barrier further up-slope.

It is not recommended that straw or hay bales be used for periods greater than 60 days.

Removal
Installed hay bales will be removed once it is evident that the soils have become stabilized and the potential for erosion no longer exists. In most cases, the hay bale barrier will not be removed until at least a healthy growth of vegetation is established on the disturbed site. Removal of hay bale barriers should be coordinated with CMP or their designated representative.

Any ridges, mounds of soil, or caught sediment remaining in place after the hay bales have been removed, must be leveled-off to conform to the existing grade. Any newly exposed soil that may erode must be seeded and mulched.

All removed hay bales must be properly disposed of, or broken up and used as mulch on the bare soils near the barrier.

6.3.1 Problems With Straw or Hay Bale Barriers

There are several situations where straw or hay bale barriers may be ineffective or cause problems:

1. When improperly placed and installed (such as staking the bales directly to the ground with no soil seal or entrenchment), hay bales allow undercutting and end flow.

2. When used in streams and drainage ways, high water velocities and volumes destroy or impair their effectiveness.
3. When bales are not inspected and maintained adequately.
4. When hay bale barriers are removed before up-slope areas have been permanently stabilized.
5. When hay bale barriers have not been removed after they have served their usefulness.

6.4 Erosion Control Mix Berms

Composition

Erosion control mix berms are made up of shredded bark, stump grindings, and composted bark. It may be made on a project site if adequate materials are available, however its composition needs to be a well-graded mix of different particle sizes. Wood chips, bark chips, ground construction debris and processed wood cannot make up the organic component of the mix. Be sure to consult with the project environmental inspector regarding the suitability of any erosion control mix material proposed for use.

Installation

Erosion control mix berms are simply placed on the surface of the ground and do not require any soil disturbance. The berm should be located in a similar manner to other sediment control barriers along contour, downslope of disturbed soils. Also similar to other sediment barriers, they should not be placed in areas of concentrated runoff, below culvert outlets, around catch basins, or at the bottom of a large contributing subwatershed. At the toe of shallow slopes less than 20 feet long, at a minimum berms should be 12" high and a minimum of 2 feet wide at their base. For longer or steeper slopes, the berms should be wider to accommodate additional runoff. They are ideal for installation on frozen ground, on shallow to bedrock soils, outcrops of bedrock, and heavily rooted forested areas (i.e., those areas where other barriers are difficult to install).

Erosion control mix can also be placed in a synthetic "sock" to create a contained stable sediment barrier. This is especially useful in areas where trenching is not feasible, such as frozen ground, across pavement, or compacted gravel. When in a sock, erosion control mix can staked in an area of concentrated flow (i.e., ditch or swale) as the netting prevents movement of the mulch mixture.

Maintenance

As with other barriers, inspection should be performed after each rainfall or daily during prolonged periods of rain. Accumulations of sediment should be removed when they reach half the height of the barrier, and the berms can be reshaped and new material can be added as needed.

Removal

In most cases, erosion control mix berms do not need to be removed. They will continue to function as they decompose, become part of the soil on the site and will naturally revegetate. If synthetic socks are used, the erosion control mix can be emptied from the sock and the socks can be disposed of off site.

7.0 NONSTRUCTURAL EROSION CONTROL MEASURES

7.1 Nonstructural Measures Defined

Nonstructural measures are temporary or permanent methods used to cover exposed soil areas to prevent erosion from occurring. Their purpose is to cover whole areas of exposed soil to prevent initial erosion of soil from a construction site.

Examples of nonstructural measures include hay or straw mulch, erosion control mix, matting, or seeding.

7.2 Importance of Nonstructural Measures

Nonstructural measures are important because they provide both temporary and permanent protective cover to exposed soils. Generally, they provide the first line of protection against erosion, and can be the most effective means of preventing erosion. This protection is important because exposed soils are easily eroded by wind or water. Some soils such as silts can easily be removed from a construction site by rainwater. The impact of individual raindrops on exposed soils can loosen soil particles, and these particles can then be carried off the work site by runoff and deposited into water resources including streams, rivers, wetlands, ponds, and lakes. Silt particles don't settle out of water easily, and water siltation can pollute surface waters and harm aquatic creatures such as insects and fish. For example, brook trout, one of Maine's premier game fish species, requires clear, high quality water in order to survive. Silty water can reduce spawning habitat, irritate fish gills, lower oxygen content in water, and make fish susceptible to diseases.

Dry soil conditions and high winds can also cause siltation. When small particle soils such as silts become dry, they have a baby powder-like texture and can easily be swept away by winds. Nonstructural measures help prevent wind erosion because they hold moisture next to the soil, keep the soil from drying out due to wind exposure, and prevent winds from carrying away dry soil particles. Keep in mind, however, that proper construction sequencing is invaluable (See Section 2.3).

7.3 Placement of Nonstructural Measures

Nonstructural measures should be used whenever there is a possibility that exposed soils on a construction site could wash into adjacent sensitive water resources. Temporary nonstructural measures such as hay or straw mulch should be spread on exposed soils within 100-feet of water resources within 48 hours of initial soil disturbance, or before any predicted storm event. There are two types of nonstructural measures: temporary and permanent. Temporary measures are typically used <u>during</u> construction, while permanent measures are usually applied <u>after</u> construction is complete (i.e., restoration). Provided below are general discussions and explanations of the common nonstructural measures that are used on CMP construction sites.

7.3.1 Temporary Measures

- Hay or straw mulch (unanchored on slopes less than 8%, anchored on slopes greater than 8%) on exposed soil areas and soil stockpiles in the construction area.
- Temporary seeding covered by hay or straw mulch on soil stockpiles or areas of exposed soil next to sensitive resources that are not scheduled for final restoration for 30 days (this only applies between the dates of April 16 to October 31 of any given year). Temporary seeding is not required during the Winter Construction Season.
- Erosion control mix can be used as a stand-alone temporary mulch on slopes that are 2 horizontal to 1 vertical, or less, on frozen ground, in forested areas, or at the edge of gravel parking and areas under construction. It should be applied at a thickness of 4 to 6 inches.
- Rolled Erosion Control Products (RECP's) such as Curlex or Jute matting, can be used on areas of high wind exposure, steep slopes (steeper than 8% grade), unstable soils, and stream/river bank restoration areas. Matting is typically anchored (usually with large staples, as recommended by the manufacturer). Although this type of material is usually used during final restoration, it is considered a temporary measure because it generally deteriorates within two years.

Table 5
Temporary Seeding Rates and Dates

Seed	Lb./Ac	Seeding Depth	Recommended Seeding Dates	Remarks
Winter Rye	112(2.0 bu)	1-1.5 in.	8/15-10/1	Good for fall seeding. Select a hardy species, such as Aroostook Rye.
Oats	80 (2.5 bu)	1-1.5 in.	4/1-7/1 8/15-9/15	Best for spring seeding. Early fall seeding will die when winter weather moves in, but mulch will provide protection.
Annual Ryegrass	40	.25 in.	4/1-7/1	Grows quickly but is of short duration. Use where appearance is important. With mulch, seeding may be done throughout growing season.
Sudangrass Perennial	40 (1.0 bu) 40 (2.0 bu)	.5-1 in. .25 in.	5/15-8/15 8/15-9/15	Good growth during hot summer periods. Good cover, longer lasting than Annual Ryegrass. Mulching will allow seeding throughout growing season.
Temporary mulch with or without dormant seeding			10/1-4/1	Refer to TEMPORARY MULCHING BMP and/or PERMANENT VEGETATION BMP.

Proper application rates, location, and seasonal consideration are provided in Table 6 on page 22 of this manual.

7.3.2 Permanent Measures

Uplands

- Permanent grass and legume seeding covered by hay or straw mulch on all areas that have been restored to final grade (this seeding generally applies between the dates of April 16 to October 31 of any given year). This is required to establish permanent, perennial, vegetative cover on exposed soils. Permanent seeding is not required during the Winter Construction Season, although dormant seeding may be performed. (See Section 8.0 for details on winter construction.)
- Seeds covered by anchored (usually with large staples) Curlex or jute matting in areas of high wind exposure, on steep slopes (steeper than 8% grade), unstable soils, and stream/river bank restoration areas.
- The soil may need to be properly prepared before any seeds are placed on the ground. This preparation may include addition of fertilizer (only in designated upland areas not adjacent to, or near waterbodies or wetlands, if in doubt ask the environmental or construction inspector) in areas that have been tested, and are found to be deficient in plant nutrients.
- Erosion control mix can also be used as a permanent mulch to provide a buffer around disturbed areas. It can be left in place to decompose and naturalize. It will eventually support vegetation, which should be promoted. If vegetation is desired in the short-term, legumes and woody vegetation can be planted, which will create additional stability.

Wetlands

- Wetland areas are to be seeded only with resource agency approved wetland seed mixes. If it is decided that wetlands will not be seeded, disturbed wetland will be graded to original contours, mulched with straw, and allowed to revegetate naturally.

As with the Temporary Measures, refer to Table 6 on page 22 for proper application rates, locations, and seasonal considerations.

For permanent seeding mixtures refer to Appendix A of the Maine Erosion and Sediment Control BMPs.

8.0 WINTER CONSTRUCTION CONSIDERATIONS

If a project is actively being constructed between November 1 and April 15 of any given year, sediment and erosion control guidelines developed by the Maine Department of Environmental Protection for projects occurring during the winter months must be followed.

Of course, nothing can replace good common sense. These guidelines may not be necessary at all times during the winter construction dates for several reasons. For example, if there is no snow on the ground or the ground isn't frozen by November 1, only the standard BMPs must be followed. Also, if the ground thaws and all the snow is gone before April 15, the standard BMPs may be appropriate. Nothing substitutes good judgment, being familiar with the construction site, and being aware of the site-specific conditions. Proper construction sequencing (Section 2.3) can greatly minimize environmental impact during winter construction. When in doubt, contact the project construction manager or environmental inspector with any questions.

Table 6 on page 22 highlights some of the major differences between the winter construction guidelines and normal BMPs used during construction and for temporary stabilization. The table presents differences for temporary measures that should be used during construction, and permanent measures when construction is completely done.

Table 6
Nonstructural Erosion Control Measures (Seasonal Differences in Construction BMP Requirements)

Dates	General Construction April 16 through October 31 of every year	Winter Construction November 1 through April 15 of every year
Mulch on slopes less than 8%	Within 100-feet of sensitive water resources apply hay and/or straw mulch at a minimum of 70 lbs./1000 square feet of exposed soil (about 2 bales). Must be done within 7 days of initial soil disturbance and before storm forecasted events, unless specified otherwise.	Within 100-feet of sensitive water resources apply and maintain properly anchored hay and/or straw mulch at a minimum of 150 lbs./1000 square feet of exposed soil (about 5 bales) at all times. (double the April 16 – October 31 rate)
Mulch on slopes greater than 8%	Hay or straw mulch can be applied without being anchored, though specific site conditions may require use of anchoring.	Apply mulch as specified above. Properly anchor with Curlex, jute matting, or similar mulch netting on upland slopes exceeding 8% and within 100 feet of streams if no construction activities are anticipated for 7 or more days.
Area of exposed soils allowed at any one time	No restriction on area exposed, but contractor must attempt to minimize amount of exposed soil at any one time, especially next to water resources.	Not more than one (1) acre of exposed (not mulched or otherwise devoid of vegetative cover) soil.
Sediment barriers	A single line of sediment barriers including silt fence, hay bales, or wood waste filter berms must be installed between water resources and disturbed soils.	If soil is frozen, wood waste filter berms **or** 2 lines of sediment barriers (including hay bales and silt fence) must be placed between water resources and disturbed soils.
Temporary seeding in uplands	If required, apply at the rate specified by the supplier, CMP Environmental Department, or Environmental Inspector. Cover with mulch.	Not required, but if temporary seeding is desired, it must be applied at a rate 3 times higher than the General Construction Season, and covered with mulch.
Temporary seeding in wetlands	Wetlands are not to be seeded unless done so with an agency approved seed mix. Annual Rye Grass is not acceptable and shall not be used. Disturbed wetland areas will be mulched exclusively with straw.	Wetlands are not to be seeded unless done so with an agency approved seed mix. Annual Rye Grass is not acceptable and shall not be used. Disturbed wetland areas will be mulched exclusively with straw.
Permanent seeding in uplands	Site must be seeded at rate specified by the supplier and covered with hay or straw mulch. If needed, the site can be limed and fertilized.	Not required before April 16, but if dormant seeding is desired, the site should receive an adequate cover of loam, if necessary, be seeded at a rate 3 times higher than the General Construction Season, and covered with mulch at a minimum of 150 lbs./1000 square feet.
Permanent seeding in wetlands	Do not apply permanent seed mixes to wetland areas unless they are specially designated wetland seed mixes approved by a resource agency.	Do not apply permanent seed mixes to wetland areas unless they are specially designated wetland seed mixes approved by a resource agency.
Temporary seedbed preparation	Apply limestone and fertilizer (uplands only) according to soil test data. If soil test is not possible, 10-10-10 fertilizer may be applied at a rate of 600 lbs./acre and limestone at 3 tons/acre.	Not required, but seedbed can be prepared according to General Construction requirements.
Permanent seedbed preparation	Apply limestone and fertilizer (uplands only) according to soil test data. If soil test is not possible, 10-20-20 fertilizer may be applied at a rate of 800 lbs./acre and limestone at 3 tons/acre.	Not required before April 16, but if dormant seeding is desired, the seedbed can be prepared according to the General Construction requirements.

Dates	General Construction April 16 through October 31 of every year	Winter Construction November 1 through April 15 of every year
Temporary slope stabilization	Same as winter construction season, but mulch does not need to be anchored.	Anchored hay or straw mulch on slopes greater than 8% and drainage ways with greater than 3% slope as necessary. Wood waste mix can be used on slopes in place of anchored hay or straw mulch.
Maintenance of erosion controls	Same as winter construction guidelines.	All erosion controls should be inspected periodically to ensure proper function. If any evidence of erosion or sedimentation is evident, repairs should be made to existing controls or other methods should be used.
Inspection and monitoring	Monitoring should be performed as needed until a new, healthy vegetative cover is attained on the site. This applies to both temporary and permanent seeding.	Monitoring should be performed as needed to ensure proper stabilization and re-vegetation (both temporary and permanent). Starting in the spring following completion of the project, inspections should be performed until new, healthy vegetative cover is attained.

9.0 SITE RESTORATION STANDARDS

Following completion of the construction work, the contractor will be responsible for conducting site restoration work. The following guidelines will apply to all activities, including temporary and permanent roads, stream/wetland crossings, staging and work areas, and substation sites.

9.1 Procedure

At the completion of project construction in an area or at the end of the construction, CMP or their designated representative, the contractor, and any Third Party Inspector will review the project's restoration needs and prioritize the areas. This prioritization should consider time of year, ground conditions, re-vegetation probabilities, and equipment availability. A restoration "walk-through" is strongly recommended.

In many cases a site can and should be restored within hours of when the soil disturbance occurred. Often getting the equipment to a site that needs to be restored only creates more disturbed area to restore. It is important to "restore as you go" to reduce the equipment travel on temporary access roads. It can be particularly difficult to restore an area that was disturbed during winter construction activities in the spring or summer.

Likely areas of restoration include, but are not limited to:

- Around substation construction areas.
- Around pole and anchor pole placement.
- All wetland, stream, or brook crossings, particularly the approaches and any stream banks.
- Drainage ways or ditches.
- All temporary or permanent constructed roads, yarding, and staging areas.
- Cut banks.
- Steep slopes (over 8%).

9.2 Methods for Restoration

There are several methods of restoration for different areas.

1. All soil that is excavated, mounded, or deposited during construction will be re-graded or removed from the site as directed by CMP. All re-grading and redistribution of soil will be done to match existing grade.
2. The banks and bottoms of brooks, streams, and rivers will be restored to natural conditions. In general, any material or structure used at temporary crossings will be removed, and the bank and bottoms restored to their original depth and contour.
3. On permanent access roads, stream culverts and bridges will be left intact and in good repair to remain available for maintenance operations and/or public access (woods roads, camp roads, etc.).
4. On those construction roads to be closed to future vehicle traffic (as determined by CMP), bridges, culverts, and other temporary crossing or water diversion structures will be removed and the banks and bottoms restored to original conditions.

5. Previously installed water bars may remain or new ones will be installed at locations designated by CMP, their designated representative, or the Third Party Inspector. To prevent accelerated soil erosion, such water bars will be installed on all access and construction roads to be closed to vehicle traffic and on steep sections of permanent roads. Permanent water bars will be constructed to a sufficient height and width to divert the amount of water anticipated at each location as well as to provide some post-project permanence to the site. Water bars on permanent roads will be constructed in such a manner that they will remain effective and require minimal maintenance, and will be permanently seeded to ensure their long-term stability.
6. All areas severely rutted by construction equipment will be re-graded and permanently revegetated.
7. Upon completion of the project, the following areas will be permanently revegetated or otherwise permanently stabilized:
    a) All exposed soil within 100-feet of the edge of any water resource, including, but not limited to, discontinued roads, staging areas, and fill around the base of transmission line structures.
    b) Areas of exposed soil on slopes in excess of eight (8) percent, including discontinued roads and construction trails.
    c) Cut and fill banks subject to erosion.
8. Liming, fertilizing, and seeding requirements for permanent re-vegetation will depend upon the soil type and drainage condition of the site. In the absence of soil tests, permanent seeding will generally be done in accordance with "Procedures for Permanent Seeding for Erosion Control" found in Table 6 on page 22.
9. The contractor will be responsible for the proper maintenance of all revegetated areas until the project has been completed and accepted. Where seed areas have become eroded or damaged by construction operations, the affected areas will be promptly re-graded, limed, fertilized, and re-seeded as originally required.
10. The contractor will perform all erosion control work to the complete satisfaction of Central Maine Power Company before the work is accepted. Central Maine Power Company will base acceptance of the erosion control and stabilization work on a final inspection.

APPENDIX A

DEFINITION OF TERMS

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DEFINITION OF TERMS

Adjacent to a natural resource: Within 75 feet of, or in a position to wash into, a water resource (river, stream, brook, pond, wetland, or tidal area).
Annual seed mix: Seed mixture largely made up of plants that only persist one growing season.
Brook: Essentially the same as a stream, a water course that has a defined channel, a gravel, sand, rock or clay base, and flows at least part of the year. It may be a dry channel part of the year.
Corduroy: Logs greater than 3 inches in diameter at the small end and at least 18 feet long that are placed perpendicular to travel direction, on approaches to and in wetlands for crossings. The purpose of the logs is to prevent rutting and preserve vegetation root integrity in and adjacent to wetland areas. May also be used on approaches to mats or bridge stream crossings.
Crossing: Any activity extending from one side to the opposite side of a sensitive natural resource whether under, through, or over that resource. Such activities include, but are not limited to, roads, fords, bridges, culverts, utility lines, water lines, sewer lines, and cables, as well as maintenance work on these crossings. Crossings should be done to minimize impact. For example, crossing at a right angle to the resource and finding the driest or narrowest spot is one method for minimizing impact.
Cross-sectional area: The cross-sectional area of a stream channel is determined by multiplying the stream channel width by the average stream channel depth. The stream channel width is the straight-line distance from the normal high water line on one side of the channel to the normal high water line on the opposite side of the channel. The average stream channel depth is the average of the vertical distances from a straight line between the normal high water marks of the stream channel to the bottom of the channel.
Culvert: A pipe or box structure of wood, metal, plastic, or concrete used to convey water.
Erosion: Movement of earthen material by water or wind.
Erosion control blanket (matting): Manufactured material made out of natural or synthetic fiber designed to control movement of earthen material when installed properly.
Erosion control mix: Erosion control mix consists primarily of organic materials such as shredded bark, wood chips, stump grindings, composted bark, or similar materials. Ground construction debris or reprocessed wood products are not acceptable for use in erosion control mix. It contains a well-graded mix of particle sizes and may contain rocks up to 4 inches in diameter. Properly manufactured mix will have organic matter content between 80 and 100 percent (dry weight), 100 percent of particles must pass a 6-inch screen, the organic portion needs to be fibrous and elongated, it may contain only small proportions of silts, clays, or fine sand, and its pH should be between 5.0 and 8.0. Its applications include erosion control berms and mulch.
Erosion control plans: Written guidelines specific to a project or activity, describing various techniques and methods to control erosion for specific construction activities.
Fill: Any earth, rock, gravel, sand, silt, clay, peat, or debris that is put into or upon, supplied to, or allowed to enter a water body or wetland. Material, other than structures, placed in or adjacent to a water body or wetland.
Filter strip: Undisturbed areas of ground consisting of natural vegetation and natural litter such as leaves, brush, and branches, located between a water resource and access road, skid road or trail, or other area of disturbed soil.

Ford: A permanent crossing of a stream utilizing an area of existing, non-erodible substrate of the stream, such as ledge or cobble, or by placing non-erodible material such as stone or geotextile on the stream bottom.
Geotextile, Non-woven: Synthetic material made of spun polypropylene fiber used to support wetland fill or stabilize soils.
Geotextile, Woven: Synthetic material of woven polypropylene used to stabilize soils and make sediment barriers (silt fence).
Great pond: An inland water body which in a natural state has a surface area in excess of 10 acres, and any inland water body which is artificially formed or increased which has a surface area in excess of 30 acres.
Intermittent watercourse: Water course that has water in it only part of the year. It is still considered a natural resource.
Mats: Pre-constructed, portable, timber platforms used to support equipment or travel in or over wetlands or water bodies.
Mulch: Temporary erosion control such as hay, bark, or some similar natural material utilized to stabilize disturbed soil.
Perennial seed mix: Seed mixture made up of seeds from plants that persist for several years.
Perennial watercourse: A river, stream, or brook depicted as a solid blue line on the most recent edition of a United States Geological Survey 7.5 minute series topographic map. Typically has water in it year round.
Permanent access road: Project access road that is not restored after project construction completion. Permanent access roads should be designed and constructed so they are not an erosion problem.
Permanent stabilization: Establishment of a permanent vegetative cover on exposed soils where perennial vegetation is needed for long-term protection.
Permanent vegetative cover: Perennial seed stock, including but not limited to grasses and legumes that persist for more than several growing seasons.
Protected Natural Resource: Coastal sand dune system, coastal wetlands, significant wildlife habitat, fragile mountain areas, freshwater wetlands, community public water system primary protection areas, great ponds or rivers, streams, or brooks. (From the Maine Natural Resources Protection Act, 38 M.R.S.A. Section 480-B., revised 2007).
Riprap: Heavy, irregular-shaped rocks that are fit into place, usually without mortar, on a slope in order to stabilize and prevent soil erosion.
Sediment barrier: Staked hay bales, silt fence, or similar materials placed in a manner to intercept silt and sediment laden water runoff.
Sedimentation: Deposition of earthen material in a water body or wetland.
Sensitive Natural Resource: Area that deserves special attention because it is significant wildlife habitat, fisheries habitat, or has other natural resource values. These areas may require the use of minimum impact construction techniques such as use of mats, leaving vegetation intact for buffers, special timing of construction, or other specific techniques.
Settling basin (sediment/catch basin): Excavated pit placed to intercept water running off disturbed soils or dirt road bed. Usually used only where filter strip is inadequate to protect a stream, pond, or wetland from silt and sediment.
Silt fence: Woven geotextile sediment barrier. Proper installation requires placement on-contour and keying the fabric in at ground level.
Steep slopes: Slopes in excess of eight (8) percent.

Stone check dam: A small, temporary dam constructed across a swale or drainage ditch. The purpose is to reduce the velocity of concentrated flows, reducing erosion and trapping sediment generated in the ditch.
Stream: Generally, a channel between defined banks with a gravel, sand, rock, or clay base that flows at least part of the year. It may be a dry channel part of the year. The Maine Natural Resources Protection Act contains a more detailed definition.
Structure: Anything built for the support, shelter, or enclosure of persons, animals, goods, or property of any kind, together with anything constructed or erected with a fixed location on or in the ground. Examples of structures include buildings, utility lines, and roads.
Temporary access road: Road constructed solely for project access which is restored to original grade upon project completion, if not sooner. All exposed soils on access road adjacent to water bodies or on slopes steeper than eight percent must be stabilized with a permanent seed mix and mulch or matting.
Temporary stabilization: Mulch, matting, or seed, or a combination thereof, utilized to stabilize soil. Soil stockpiles left in place longer than 14 days must have temporary stabilization.
Temporary vegetative cover: An annual seed mixture, typically annual rye and oats.
Topography: The contour and elevation of the surface of the ground.
Turn out: Water diversion that directs water out of a ditch or off a travel-way and into a vegetated buffer.
Upland edge: The area of uplands alongside a wetland, stream, or water body.
Wastes requiring special handling: Wastes generated from construction activity including engine oil, hydraulic oil, gear oil, diesel, gasoline, or coolants.
Water bar: Constructed bar across an access road or skid trail that directs surface water off the road or trail into a stable vegetated surface or filter strip. They are used as a temporary measure on active roads or when closing roads permanently to prevent erosion.
Water body: River, stream, brook, pond, wetland, or tidal area.
Water resource: River, stream, brook, pond, wetland, or tidal area.
Wetland: An area that is inundated or saturated by surface or groundwater at a frequency and for a duration sufficient to support, and which under normal circumstance do support, a prevalence of wetland vegetation typically adapted for life in saturated soils. The Maine Natural Resources Protection Act contains a more detailed definition.

APPENDIX B

CONSTRUCTION MATERIALS SOURCE LIST

APPENDIX B

CONSTRUCTION MATERIALS SOURCE LIST

The following list of vendors has been selected given the wide variety of construction materials they offer. The list is not meant to be all-inclusive or an indication of favored vendors.

W.H. Shurtleff Company (Culverts, Geotextiles)

One Runway Road
Suite 8
South Portland, Maine 04106-6169
1-800-633-6149
www.whshurtleff.com

A. H. Harris (Geotextiles, i.e. Curlex Excelsior Blankets)

22 Leighton Road
Augusta, Maine 04332
(207) 622-0821
www.ahharris.com

585 Riverside Street
Portland, Maine 04103
(207) 775-5764

North American Green (Erosion control materials)

Maine Distributor:
E.J. Prescott
P.O. Box 600
32 Prescott Street, Libby Hill Business Park
Gardiner, Maine 04345
(207) 582-1851
www.ejprescott.com

New England Organics (Erosion Control Mulch)

135 Presumpscot Street, Unit 1
Portland, ME 04103
1-800-933-6474
www.newenglandorganics.com

APPENDIX C

OTHER RECOMMENDED REFERENCE MANUALS

APPENDIX C

OTHER RECOMMENDED REFERENCE MANUALS

Maine Erosion and Sediment Control BMPs. Bureau of Land and Water Quality, Maine Department of Environmental Protection, Augusta, Maine. March 2003. DEPLW0588.

Best Management Practices for Forestry: Protecting Maine's Water Quality. Maine Forest Service, Augusta, Maine. 2004. www.maine.gov/doc/mfs/pubs/bmp_manual.htm

Forest Transportation Systems: Roads and Structures Manual. Seven Islands Land Company, Bangor, Maine. Third Edition, 1999.

APPENDIX D

CONSTRUCTION TECHNIQUE ILLUSTRATIONS

CULVERT CROSSING

IMPROPER INSTALLATION

- **Culvert is undersized, allowing overflow to cross travel-way**
- **Insufficient cover thickness over culvert**
- **Outlet is not stable, leading to erosion**
- **Culvert outlet is set too high causing it to be impassable to fish and other aquatic organisms**

PROPER INSTALLATION

- **Culvert is adequately sized for flow**
- **Sufficient cover thickness over culvert**
- **Inlet and outlet are adequately supported by gravel and rock to protect and maintain stability**
- **Outlet is properly seated at or below stream bottom allowing aquatic organisms to access upstream**

CRANE MATS – WATERBODY CROSSING

IMPROPER INSTALLATION

- **Mats not long enough to keep equipment out of water and wetland soils**
- **Lacks cross supports which elevate travel mat**
- **Mats do not extend far enough to protect wetland soils from rutting**

PROPER INSTALLATION

- **Mats are elevated by cross-supports on stream banks, keeping them up out of water and out of wet soils**
- **Water flows under mats**
- **Mats extend over approaches to crossing protecting soils from rutting and eroding**
- **Equipment stays out of water and wetlands**

CRANE MATS – WETLAND CROSSING

IMPROPER INSTALLATION

- **Long axis of mats is not perpendicular to travel direction**
- **Mats are working down into wetland causing significant disturbance and picking up mud**
- **Mats do not extend beyond wetland edge to solid ground**

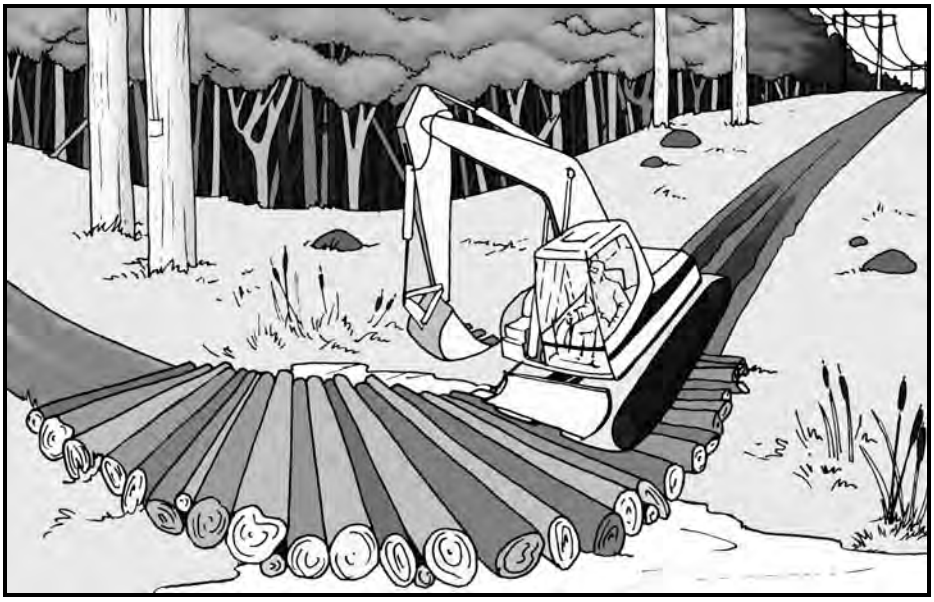
PROPER INSTALLATION

- **Correct orientation relative to travel direction**
- **Entire wetland is spanned, preventing rutting at ends of crossing**

CORDUROY CROSSING

IMPROPER INSTALLATION

- **Insufficient corduroy to support equipment**
- **Corduroy is sunken into wetland soil**
- **Approaches are steep, rutted, and are not protected with additional corduroy or slash**
- **Flow is interrupted, and water is soiled with mud and silt**



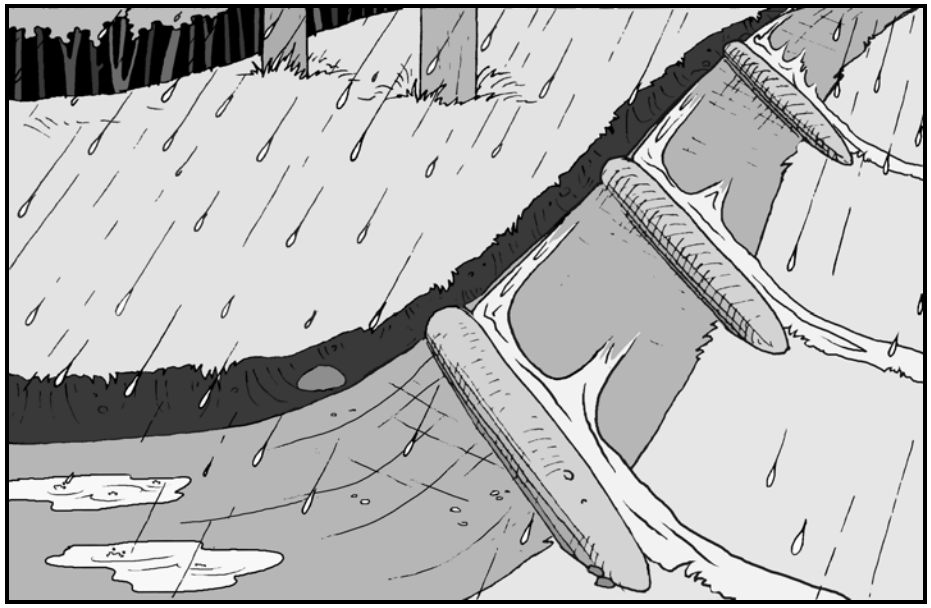
PROPER INSTALLATION

- **Adequate amount of layered corduroy to protect soil from rutting**
- **Approaches are protected from rutting by extension of corduroy beyond edges of crossing**
- **Flow is maintained and water is clear of mud and silt**

WATER BARS

IMPROPER INSTALLATION

- **Flow directed to uphill side on upper bar**
- **Angle of lower bar is too shallow**
- **Lower bar does not extend far enough, allowing water to escape around ends**
- **Bars are not high enough, allowing water to flow over top, eroding them**



PROPER INSTALLATION

- **Bars are at moderate angles**
- **There are enough bars to divert all water flowing down road**
- **Bars are high enough to prevent water from flowing over them**
- **Bars extend beyond edges of road, preventing water from flowing around them**

SEDIMENT BARRIER – HAY BALES

PROPER INSTALLATION

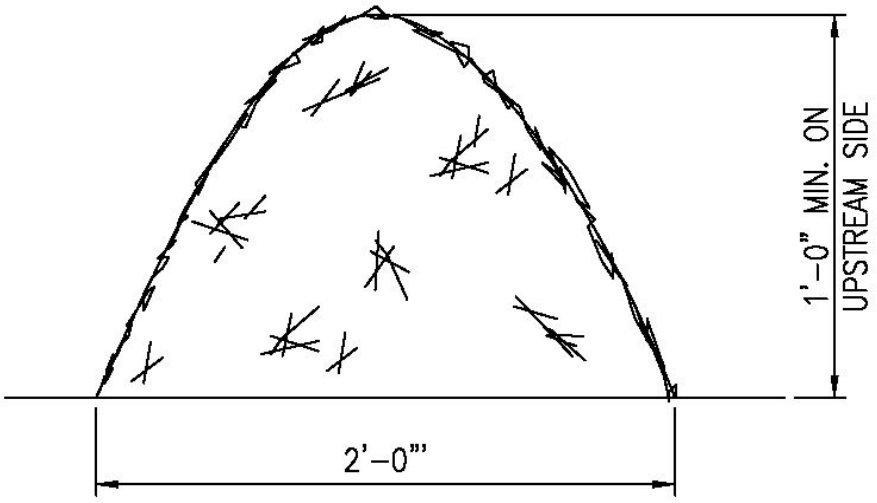
- **Dug trench to key bales into ground**
- **Stakes placed and driven in at angles to snug bales together**
- **Excess dirt used to cover openings and cracks**

SEDIMENT BARRIER – SILT FENCE

PROPER INSTALLATION

- **Dug trench to key material into ground**
- **Stakes are placed facing away from disturbed area**
- **Excess material on bottom is buried with excess dirt to prevent water from flowing under fence**

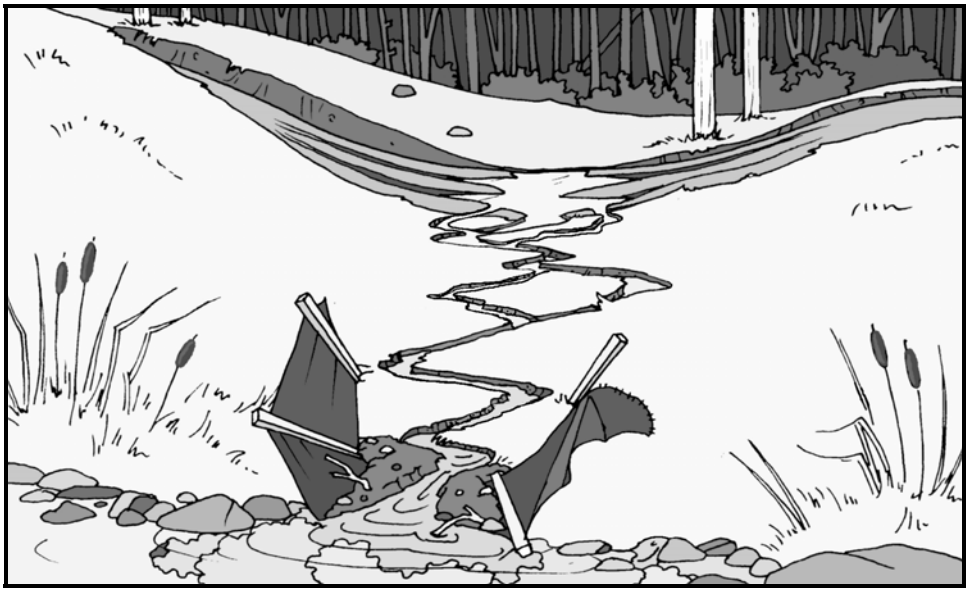
EROSION CONTROL MIX BERM DETAIL



- Use erosion control mix berm in place of silt fence and/or hay bale sediment barriers
- Erosion control soil/bark mix shall consist of: shredded bark, stump grindings, composted bark or flume grit and fragmented wood generated from water-flume log handling systems. The mix shall conform to the following:

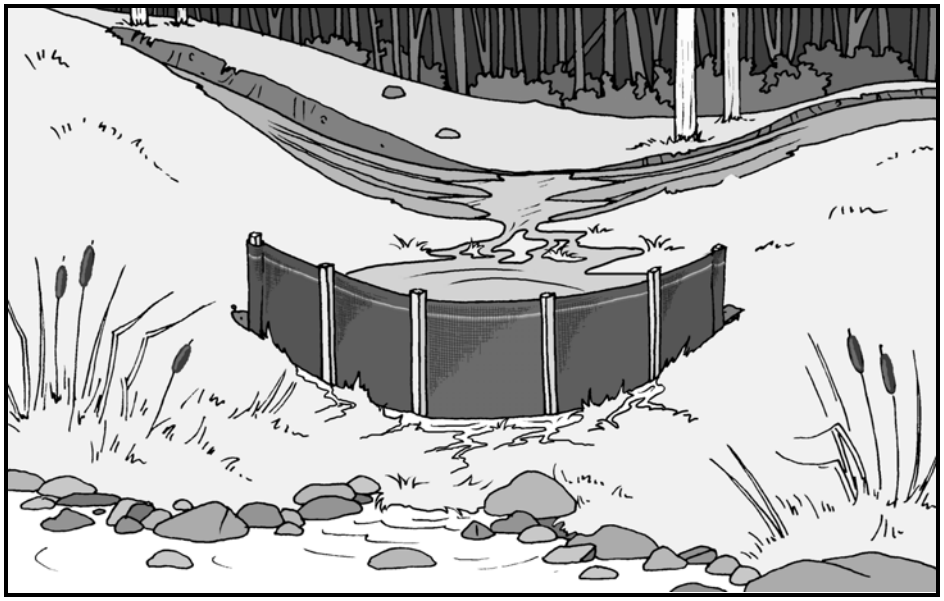
    1. pH: 5.0 to 8.0
    2. Screen Size: 6" – 100% passing
       ¾" – 70% to 85% passing
       Mix shall not contain large portions of silts, clays or fine sands
    3. Organic material: 20% - 100% (dry weight basis)
       Organic portion must be fibrous and elongated
    4. Soluble salts shall be <4.0 mmhos/cm

SEDIMENT BARRIER – SILT FENCE



IMPROPER INSTALLATION

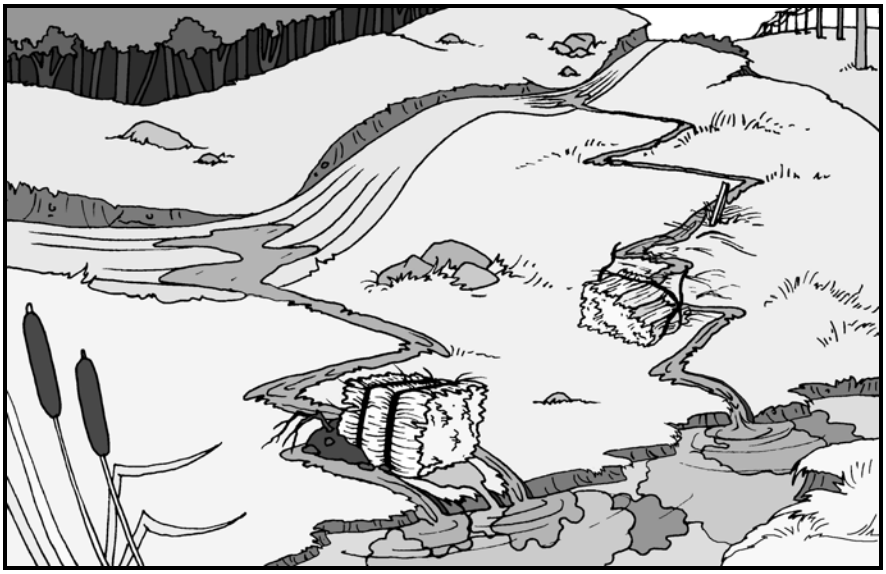
- **Fence located too far from road and too close to resource**
- **Stakes installed on wrong side of fence**
- **Needs maintenance (restaking, restapling, or even replacement)**
- **Placed in concentrated flow**



PROPER INSTALLATION

- **Adequate distance from road and resource allows road to capture and slow water, and allows silt fence to filter it before reaching resource**
- **Stakes placed on correct side; facing resource, while filter fabric faces disturbed area**
- **Adequate length; fence is long enough and turned uphill at ends to prevent water from escaping around edges**

SEDIMENT BARRIER – HAY BALES



IMPROPER INSTALLATION

- **Placed in concentrated flow**
- **Hay bales are not staked**
- **Not enough hay bales to adequately capture and slow flow**
- **Too far from source of runoff and sediment**
- **Improper orientation of bales; horizontal grass fibers do not provide adequate filtration, and strings on ground rot and bales to fall apart**

PROPER INSTALLATION

- **Staked properly; bales are secure and snug to one another**
- **Sufficient number of bales to slow flow and insure that no water escapes around edges**
- **Positioned close to disturbance, and far from resource to allow proper filtration**
- **Vertical orientation of grass fibers provides adequate filtration**
- **Placed along contour to capture sheet flow**

APPENDIX E

EROSION AND SEDIMENTATION CONTROL LAW* 38 M.R.S.A. § 420-C

APPENDIX E

EROSION AND SEDIMENTATION CONTROL LAW*

38 M.R.S.A. § 420-C

A person who conducts, or causes to be conducted, an activity that involves filling, displacing or exposing soil or other earthen materials shall take measures to prevent unreasonable erosion of soil or sediment beyond the project site or into a protected natural resource as defined in section 480-B. Erosion control measures must be in place before the activity begins. Measures must remain in place and functional until the site is permanently stabilized. Adequate and timely temporary and permanent stabilization measures must be taken and the site must be maintained to prevent unreasonable erosion and sedimentation.

This section applies to a project or any portion of a project located within and organized area of this State. This section does not apply to agriculture fields. Forest management activities, including associated road construction or maintenance, conducted in accordance with applicable standards of the Maine Land Use Regulation Commission, are deemed to comply with this section. This section may not be construed to limit a municipality's authority under home rule to adopt ordinances containing stricter standards than those contained in this section.

* The Erosion and Sedimentation Control Law is administered by the Maine Department of Environmental Protection (MDEP), Augusta, Maine. Please contact the MDEP with specific questions regarding this law.

APPENDIX F

MAINE SLASH LAW* 12 M.R.S.A. § 9333

APPENDIX F

MAINE SLASH LAW*

12 M.R.S.A § 9333

§9333. Disposal along railroad and utility lines

*1. **Stumpage owner**. A stumpage owner, operator, landowner or agent who cuts or causes or permits to be cut any forest growth on lands that are within or border the right-of-way of a railroad, a pipeline, or an electric power, telegraph, telephone or cable line may not place slash or allow it to remain on the ground within the right-of-way or within 25 feet of the nearer side of the right-of-way.*

*2. **Construction**. Slash accumulated by the construction and maintenance of a railroad, a highway, a pipeline or electric power, telegraph, telephone or cable line may not be left on the ground but must be hauled away, burned or chipped. Slash may not be left or place within the right-of-way or within 25 feet of the nearer side of the right-of-way. If a burning permit is denied or revoked under this chapter, the director may allow logs that are too large to be chipped to remain in the right-of-way until the director determines that their removal is economically feasible.*

*3. **Utility line maintenance**. Slash accumulated by the periodic maintenance of a pipeline or an electric power, telegraph, telephone or cable line may be disposed of in the following manner.*

- *A. Slash with a diameter of 3 inches or less may be left in piles on the ground within the maintained portion of the right-of-way. A pile may not be higher than 18 inches from the ground or longer than 50 feet and must be separated from other piles by a minimum of 25 feet in every direction. A buffer strip with a minimum width of 10% of the total width of the maintained right-of-way must be kept totally free of slash with a diameter of 3 inches or less.*
- *B. Slash with a diameter of more than 3 inches must be removed, chipped or limbed and placed on the ground surface. The pieces must be separated and may not be piled one piece over another. Slash of this size may be left within the maintained buffer strips.*
- *C. If a utility line right-of-way is adjacent to a road, slash that is 3 inches or less in diameter must be removed, burned or chipped. Slash with a diameter of more than 3 inches may be left on the ground within the right-of-way and must not be limbed and separated and may not be piled one piece over another. Usable timber products generated from the maintenance of a utility right-of-way may be piled within the right-of-way but must be removed within 30 days.*

* Note that this is an excerpt from the full text of the law. Please contact the Maine Forest Service, Augusta, Maine, for the full text of the law or with specific questions regarding the Slash Law.

APPENDIX G

CULVERT SIZES FOR STREAM CROSSINGS

(3X RULE)

CULVERT SIZES (ROUND) FOR STREAM CROSSINGS (3x RULE)

AVERAGE STREAM WIDTH

Take two measurements across the stream from bank to bank where you intend to place the culvert. Measurements should be taken at the normal high water line (NHWL). To find the NHWL during low flow periods look for water stains on rocks or a debris line along the bank. Add the first measurement to the second and divide this number by 2. This equals the average stream width.
Example: 36in. + 47 in. = 83in. 83÷2 = avg. stream width of 41.5 inches. (Round up to 42in.)

AVERAGE STREAM DEPTH

Take 3 measurements from the bottom of the stream to the NHWL.
Add the measurements together and divide this number by 3. This equals the avg. stream depth.
Example: 12in. + 16in. + 14in. = 42in. 42÷3 = average stream depth of 14 inches.

USING THE TABLE

Take the average width and depth figures and determine where they intersect on the table above.
*For example, for an average stream width of 42 inches (on the left side of the table), and an average stream depth of 14 inches (along the top of the table), the intersect shows a culvert diameter of 48 inches.

Average Stream Width		Average Stream Depth (Inches)														
Feet	Inches	2	4	6	8	10	12	**14***	16	18	20	22	24	26	28	30
1	12	12	15	18	21	21	24	30	30	30	30	36	36	36	36	42
1.5	18	12	18	21	24	30	30	36	36	36	42	42	42	42	48	48
2	24	15	21	24	30	30	36	36	42	42	48	48	48	54	54	54
2.5	30	15	21	30	30	36	42	42	48	48	48	54	54	60	60	60
3	36	18	24	30	36	42	42	48	48	54	54	60	60	60	66	66
3.5	**42***	18	30	36	36	42	48	**48**	54	54	60	60	66	66	72	72
4	48	21	30	36	42	48	48	54	54	60	66	66	66	72	72	78
4.5	54	21	30	36	42	48	54	54	60	66	66	72	72	78	78	84
5	60	21	30	42	48	48	54	60	66	66	72	72	78	78	84	84
5.5	66	24	36	42	48	54	60	60	66	72	72	78	78	84	84	90
6	72	24	36	42	48	54	60	66	66	72	78	78	84	90	90	96
6.0	78	24	36	42	54	60	60	66	72	78	78	84	90	90	96	96
7	84	30	36	48	54	60	66	72	72	78	84	84	90	96	96	102
7.5	90	30	42	48	54	60	66	72	78	84	84	90	96	96	102	102
8	96	30	42	48	54	66	66	72	78	84	90	90	96	102	102	108
8.5	102	30	42	48	60	66	72	78	84	84	90	96	102	102	108	108
9	108	30	42	54	60	66	72	78	84	90	96	96	102	108	108	114
9.5	114	30	42	54	60	66	72	78	84	90	96	102	102	108	114	114
10	120	30	48	54	66	72	78	84	90	96	96	102	108	114	114	120
10.5	126	36	48	54	66	72	78	84	90	96	102	108	108	114	120	120
11	132	36	48	60	66	72	78	84	90	96	102	108	114	114	120	126
11.5	138	36	48	60	66	78	84	90	96	102	108	108	114	120	126	126
12	144	36	48	60	66	78	84	90	96	102	108	114	120	120	126	132
12.5	150	36	48	60	72	78	84	90	96	102	108	114	120	126	132	132
13	156	36	54	60	72	78	90	96	102	108	114	114	120	126	132	138
13.5	162	36	54	66	72	84	90	96	102	108	114	120	126	132	132	138
14	168	36	54	66	72	84	90	96	102	108	114	120	126	132	138	144
14.5	174	36	54	66	78	84	90	96	108	114	120	126	126	132	138	144
15	180	42	54	66	78	84	96	102	108	114	120	126	132	138	144	144

CITY OF LEWISTON, MAINE
PLANNING BOARD

DECISION REGARDING
CENTRAL MAINE POWER COMPANY'S AMENDED APPLICATION FOR CONSTRUCTION OF SECTION 255 TRANSMISSION LINE

Procedural Background

Central Maine Power Company's (CMP) Lewiston Loop project consists of three components: Section 255, a new above ground 115 kV transmission line in the Cities of Lewiston and Auburn; Section 256, a new underground 115 kV transmission line within the City of Lewiston; and a new substation located on Middle Street in the City of Lewiston.

Central Maine Power Company submitted a Conditional Use Permit Application on January 25, 2011 for the construction of new line Section 255. On March 9, 2011 representatives from CMP presented the application, answered questions from members of the Lewiston Planning Board and participated in a neighborhood meeting. The Planning Board granted Conditional Use approval for Section 255 on March 28, 2011. The subject of this conditional use application involves project scope changes to Section 255 since the March 28, 2011 approval.

A separate Conditional Use permit was submitted and approved in 2011 for the Middle Street substation project.

The proposed Section 255 transmission line project will originate at the proposed Middle Street Substation, travel along the Pan American Railway road bed, then turn and cross the Androscoggin River (the River) parallel to the Veterans Memorial Bridge (VMB), and continue north through Auburn where it crosses the River again at Gulf Island. The project involves installing a total of nineteen single circuit structures within the City limits. The structures along/near the railroad bed will be primarily steel poles spaced 400-500 feet apart and placed on concrete foundations which will be flush to the ground. The one structure on Boxer Island will be a double-pole "H" frame structure and the one immediately east of the island will be a triple-pole "H' frame structure. These structures will be supported with anchored guy wires. One of the scope changes involves a realignment of three structures away from the steep slope along the Pan American rail bed near Boxer Island, which involved acquiring additional right, title, and interest from the Riverside Cemetery Association. Another project scope change involves a design change to three structures located roughly between Bridge Street and Holland Street, from steel single pole structures to H-frame structures, to accommodate FAA requirements for the helicopter flight path to the hospital. This change also involves the installation of flashing red lights on structures 5-9, marker balls between structures 3 and 9, and obtaining additional clearing rights from property owners within that area.

Findings of Fact and Notice of Decision

The Lewiston Planning Board hereby finds:

1. Applicant: Central Maine Power Company, 83 Edison Drive, Augusta, Maine 04336-0002

2. Title, Right, Interest and Easements: Central Maine Power Company, 83 Edison Drive, Augusta, Maine 04336-0002

3. Consultant: John Titus and Chris Marshall, Burns & McDonnell Engineering, 52 Farm View drive, New Gloucester, Maine 04260

4. Development Proposed: Project scope changes to the construction of a new 115kV transmission line that will run approximately 2.9 miles in Lewiston from the proposed Middle Street Substation, north along the Pan Am Railway bed then heading west parallel to the Veteran's Memorial Bridge, across Boxer Island to the Auburn city line. After extending north through Auburn the line will then cross back into Lewiston at Gulf Island. The Section 255 transmission line qualifies as an Essential Services according to the Zoning and Land Use Ordinance Code of the City of Lewiston, Maine, which is a conditional use in all but the Centreville (CV) district which are permitted uses.

5. Zoning: Neighborhood Conservation "B" (NCB), Centreville (CV), Urban Enterprise (UE), Resource Conservation (RC).

6. Property is identified as Parcel ID 187-1, 192-1, 193-41 & 46 to 50, 206-2 & 3, 206 to 202, and Pan American Railway

7. The applicant has submitted the following information:

   Exhibit 1: Revised Natural Resource Maps
   Exhibit 2: Revised Cross Sections
   Exhibit 3: Amended DEP-Natural Resources Protection Act Permit
   Exhibit 4: Evidence of Additional Property Rights Obtained since March 2011
   Exhibit 5: Copy of Original Conditional Use Application

Conditional Use Standards (Article X)

8. Significant Adverse Impact: Though use of the site will change, there will be no significant adverse impacts to surrounding properties. Once the transmission line is built and construction equipment leaves the area, traffic will resume to current levels. The transmission structures will be visible from nearby areas, but are in many areas obscured by existing buildings and trees. There may be an increase in noise, dust, and vibration during construction; otherwise, upon completion of the project noise, dust, odor, vibration, glare, smoke, litter or other nuisances to the surrounding area there will be no

change from preconstruction conditions. The proposed improvements will not affect the functionality, quality, or quantity of groundwater available to abutting properties.

9. Vehicular and Pedestrian Access: Access to the existing transmission corridor will be needed during construction and operation and maintenance of the Section 255 line. Access will be over existing public roads and private land over which CMP has access rights, including the Pan Am Railways corridor, and easements across property that has become part of the transmission line. Once construction is completed operation and maintenance will not generate any regular traffic. There will be no new permanent roads or driveways associated with the transmission line. CMP will maintain access points for routine and emergency maintenance by its own vehicles.

10. Municipal Services and Facilities: The transmission line does not require any municipal services or facilities.

11. Soils: Based on analysis of the Soil Survey Geographic Database compiled by the United States Department of Agriculture – Natural Resources Conservation Service, soils will accommodate the construction activities.

12. Scale, Design, Massing: The transmission structures will be similar to other transmission line structures within the corridors, though some differences will exist. Steel poles will be inserted along the railroad corridor from structure 1 through 16 then wood frame structures 17 to 18, will be used to span the section that parallels Veterans Memorial Bridge and then again from Auburn across to the east shore of the Androscoggin River at Gulf Island. Additional structure height of the steel structures is needed to meet mandated line clearance and safety standards for installation of the new 115 kV lines. Spans between new structures will mimic spans between typical structures.

District Regulations (Article XI)

13. Rural Agricultural District: Not applicable.

14. Low-density Residential District: Not applicable

15. Suburban Residential District: Not applicable.

16. Medium-density Residential District: Not applicable.

17. Riverfront District: Not applicable.

18. Neighborhood Conservation “A” District: Not applicable.

19. Neighborhood Conservation “B” District: The project meets the standards.

20. Office-residential District: Not applicable

21. Downtown Residential District: Not applicable.

22. Institutional Office District: Not applicable

23. Community Business District: Not applicable.

24. Highway Business District: Not applicable.

25. Centreville District: The project meets the standards.

26. Office Service District: Not applicable.

27. Industrial District: Not applicable.

28. Urban Enterprise District: The project meets the standards.

29. Mill District: Not applicable.

30. Resource Conservation District: The project meets the standards.

31. Groundwater Conservation Overlay District: Not applicable.

32. No Name Pond Conservation Overlay District: Not applicable.

33. Mobile Home Park Overlay District: Not applicable.

Performance Standards (Article XII)

34. Shoreland Areas: Five structures will be installed in Shoreland areas. Three of the structures (2, 3, and 62) that will be installed are within already developed areas near Middle Street, the railroad, and the Gulf Island substation, respectively. Installing structures in these areas will require less than 400 square feet of temporary soil disturbance, followed by restoration of the areas around each structure. Installation of two structures (17 and 18) will occur in Shoreland areas that will require clearing of capable species. The soil disturbance associated with installation of these structures will be 400-500 square-feet of temporary disturbance, as each includes three poles and guy anchors. The soil around each structure will be restored and naturally revegetated. CMP will use appropriate erosion control devices to prevent any possible erosion and sedimentation.

35. Timber Harvesting: Although the Section 255 work in Lewiston will involve some clearing of vegetation within the transmission corridor to ensure that the project meets federal reliability and safety standards, it will not qualify as “timber harvesting,” as defined in the Lewiston Zoning Ordinance. “Timber harvesting” means “the cutting or removal of at least ten (10) cords, or equivalent, of timber on a lot or lots in contiguous

ownership during a calendar year for the primary purpose of selling or processing forest products." Art. II, Sec. 2.

36. Earth Material Removal: Not applicable.

37. Swimming Pools: Not applicable.

38. Walls and Fences: Not applicable.

39. Wind Energy Conservation Systems: Not applicable.

40. Adult Business Establishment and Drinking Places: Not applicable.

41. Frontage Right-of-Way Provisions: Not applicable.

42. In-law Apartments: Not applicable.

43. Campgrounds: Not applicable.

44. Installation of Mobile Homes on Individual Lots: Not applicable.

45. Installation of Mobile Homes in Mobile Home Parks: Not applicable.

46. Erosion and Sedimentation Control: During the construction of Section 255 erosion and sedimentation controls will be in place to avoid and minimize any adverse impacts. The corridor will remain vegetated, as well as steps that will be taken to control erosion and sedimentation. This project will have no adverse impacts on stormwater runoff. The project meets the standards.

47. Signs: Not applicable.

48. Off-street Parking and Loading: Not applicable.

49. Improvement Standards: Not applicable.

50. Environmental Performance:

    a. *Smoke:* Not applicable.

    b. *Noise:* The project meets the noise standards for the City of Lewiston and the Maine Department of Environmental Protection.

    c. *Vibration:* The only vibration that could occur during construction of Section 255 would be from the use of jack-hammers or other equipment to dig the foundation holes for the structures should bedrock or ledge be encountered. The construction will comply with any noise or vibration standards in the City's "Street Opening Ordinance". It is anticipated that there will not be any vibration from the Section 255 line construction and that this criteria does not apply.

d. Odors: Not applicable

e. Air Pollution: Not applicable.

f. Electrical Disturbance or Interference: Not applicable.

51. Child Care Facilities: Not applicable.

52. Residential Design for Downtown Residential and Riverfront Districts: Not applicable.

Development Review and Standards (Article XIII)

53. Utilization of Site: Though the vast majority of transmission line improvements will occur within existing railroad corridor some vegetation will need to be timmed. Using existing or widened corridors, as opposed to the creation of new corridors has multiple benefits including the minimization of impacts to communities, individual property owners, and the environment. There are no proposed fill impacts to wetlands or other sensitive natural resource areas.

54. Traffic Movement: There will be no traffic movement increases associated with this project, other than that associated with construction, which may result in slight increases for that time period.

55. Access into the Site: Access to the corridors will be over existing public roads, private land over which CMP has access rights, and existing CMP-maintained access points and ways used for routine and emergency maintenance. Temporary light duty access ways will be established for use during the construction phase.

56. Internal Vehicular Circulation: Not applicable.

57. Pedestrian Circulation: Not applicable.

58. Stormwater Management: Construction of the Section 255 transmission line will create minimal area of new impervious surface. Therefore, there will be no discernable stormwater runoff increase within the transmission line corridor. Erosion and sedimentation controls will be in place during construction to prevent and minimize potential sedimentation into the City's stormwater system or any natural waterbodies. The transmission line project will not adversely affect any mapped aquifers, the quality of quantity of groundwater, or any public or private water source. Any stormwater generated within the transmission line corridors will not be directed to the municipal storm drainage system.

59. Erosion Control: CMP's "*Environmental Guidelines for Construction and Maintenance Activities on Transmission Line and Substation Projects" (2007),* was developed in consultation with the Maine Department of Environmental Protection (MDEP) and is based on MDEP's *Maine Erosion and Sediment Contrail BMP's*, dated March 2003, and MDEP's Chapter 500. No fill material will be stored within 50 feet of the banks of any

intermittent or perennial stream or water body. The top of a cut or the bottom of a fill will not be closer than ten feet from a property line. Any topsoil removed during installation of structures will be replaced around the structure to encourage natural revegetation.

60. Water Supply: Not applicable.

61. Sewage Disposal: Not applicable.

62. Utilities: Utility capacity is not applicable for the proposed transmission lines.

63. Natural Features: The site will be altered to allow construction of the transmission line, by clearing capable species. Clearing of vegetation will be required to accommodate the upgrades and ensure that the project meets federal reliability and safety standards. The amount of clearing will be limited to that which is necessary for development of the project

64. Groundwater Protection: The transmission line construction will not adversely affect any mapped aquifers, the quality or quantity of groundwater, or any public or private water source.

65. Water and Air Pollution: Storage, transport, and use of oil, hazardous materials and wastes will be in accordance with best management practice and applicable local, state, and federal regulations, uncontrolled spills or releases to the environment will be avoided, and sufficient spill cleanup and containment supplies will be maintained on-site to control releases of oil, hazardous materials or wastes. There is no air pollution issues associated with this project.

66. Exterior Lighting: Although transmission line construction does not involve lighting on buildings or of property within the right-of-way, it is noted that flashing red lights will be installed on structures 5-9 to meet FAA lighting requirements for the helicopter flight path to the hospital.

67. Waste Disposal: Most of construction materials will be recycled or reused; those materials that are not will be shipped to a licensed landfill, transfer station, or incinerator.

68. Lot Layout: Not applicable.

69. Landscaping: Not applicable.

70. Shoreland Relationship: The project will not adversely affect the water quality or shoreline on any adjacent water body. The project does not involve providing access to abutting navigable waters. Appropriate and adequate measures to protect water resources will be taken for all work performed within the shoreland areas, Resource Conservation districts, and floodplains.

71. Open Space: Not applicable.

72. Technical and Financial Capability: Applicant has the technical and financial capability to complete the project.

73. Buffering: Capable species will be removed along the transmission corridor or ensure safety and reliability. The corridor will be maintained with scrub shrub and herbaceous vegetation.

74. Compliance with District Regulations: Consistency with the district regulations of article XI is detailed above.

75. Design Consistent with Performance Standards: The project is in compliance with the performance standards of Article 12 of the Zoning and Land Use Ordinance Code of the City of Lewiston, Maine.

76. Coordination with State Subdivision Law: Not applicable.

77. Design Guidelines: Not applicable.

78. Additional standards for single-family cluster developments: Not applicable.

79. Additional standards for multi-unit residential development: Not applicable.

80. Additional standards for mobile home parks: Not applicable.

81. Additional standards for private commercial or industrial subdivisions: Not applicable.

82. Expiration of Approval: Clearing of vegetation will begin spring 2015 with line construction beginning shortly thereafter (see below, "Conclusion of Law")

83. Performance Guarantee: For Section 255 the performance guarantee is not applicable.

84. Independent Professional Review: At the discretion of the planning board if deemed necessary.

85. Additional standards for large-scale retail development: Not applicable.

The Planning Board has considered the following criteria for a Conditional Use Permit and has determined:

1. The proposed construction of new substation facility meets the definition and specific requirements set forth in the Zoning and Land Use Ordinance Code of the City of Lewiston, Maine.

2. The project will reflect the natural capabilities of the site to support the development. Environmentally sensitive areas such as wetlands, steep slopes, floodplains and unique natural features will be maintained and preserved to the maximum extent. Natural drainage will be preserved to the maximum extent.

3. Vehicular access to the project is on roads that have adequate capacity to accommodate traffic generated by the project.

4. Vehicular access into the project area is safe and convenient.

5. Internal vehicular circulation through the site is not required.

6. Pedestrian access to the project is not applicable.

7. Facilities to handle stormwater runoff and other drainage issues are not required.

8. Adequate provision has been made to control erosion and sedimentation as outlined in the application.

9. A water supply for this project is not required.

10. Sewage disposal for this project is not required.

11. Electrical and telephone service for this project is not required.

12. Adequate provision has been made to preserve the natural landscape.

13. Adequate provisions have been made to protect the quantity and quality of groundwater available to abutting properties or public water supply systems.

14. Adequate provision has been made to prevent water pollution. Provision need not be made for air pollution.

15. Although the Exterior Lighting standard is not applicable to this project, it is noted that flashing red lights will be installed on structures 5-9 to meet FAA requirements for the helicopter flight path to the hospital.

16. Adequate provisions have been made for the disposal and/or recycling of solid wastes. Provision need not be made for hazardous wastes as the project will not generate such products.

17. The project will utilize existing lots; therefore, lot layout need not be considered.

18. Adequate provision has been made for landscaping/buffering.

19. Adequate provision has been made to ensure water quality and shorelines of adjacent water bodies are not impacted.

20. Provision for open space is not required.

21. Adequate provision of the applicant's technical and financial capacity to complete the project has been demonstrated.

22. Applicant has established the project is consistent with the district regulations of Article XI of the Zoning and Land Use Ordinance Code of the City of Lewiston, Maine.

23. Applicant has established that the project is consistent with and applicant will comply with the applicable performance standards of Article XII of the Zoning and Land Use Ordinance Code of the City of Lewiston, Maine.

24. Coordination with state subdivision law is not required.

25. Adequate provision has been made for design guidelines suggested by municipal officials for this project.

26. Coordination for single family cluster developments, multi-unit residential development, mobile home parks, or private commercial or industrial developments is not required.

27. A performance guarantee is not required.

28. An independent professional review is not required.

29. Provision for large-scale development is not required.

Conclusions of Law

The Planning Board adopts the conclusions contained in the application and its accompanying materials and related submissions with respect to the review and approval standards contained in the Conditional Use, District Regulations, Performance Standards, and Development Review and Standards sections of the Zoning and Land Use Code for the City of Lewiston.

CONCLUSION

Based on the foregoing, CMP's application is APPROVED, subject to the following conditions:

1. CMP has obtained the following state and federal permits required for this project: Maine PUC Certificate of Public Convenience and Necessity, Maine DEP Natural Resources Protection Act, and Army Corps of Engineers § 404 Clean Water Act. CMP shall submit copies of such permits or any amendments to such permits to the City of Lewiston.

2. The Planning Board's approval of the project in 2011 noted that the Conditional Use permit would not take effect until all other state and federal approvals had been obtained, which occurred on August 23, 2013; subsequently, amended approvals were issued on July 15, 2014 (Army Corps of Engineers) and August 27, 2014 (Maine DEP). It was also noted a one-year extension of the two-year deadline could be granted upon written request. Although construction is expected to begin before the 2-year

start of construction deadline (August 23, 2015), CMP requests and is granted a new 2-year start of construction date to commence with the approval date of the amended Conditional Use permit with no extension provision.

3. CMP will provide written notice of any clearing to the City and direct abutters of the transmission corridor where clearing is to occur. Said notice must be made at least 30 days prior to any clearing activity and said clearing activity must occur within 45 days (weather permitting) of said notice. Areas in which buffers or vegetation is to remain must be clearly delineated in the field, to allow both the applicant and abutting property owners to identify exactly what vegetation will be retained, and what vegetation will be removed or trimmed.

4. Upon start of construction, weekly erosion control reports shall be provided to the city until the project is completed and stabilized/restored.

5. In the event that the City finds work activity related to the project to be in violation of the approved plan, the City will provide notification of the incident to CMP. Upon notification, CMP will immediately initiate a site visit to discuss the incident with the City's representative, a CMP representative, and the contractor. Depending on the severity of the violation, the City reserves the right to temporarily suspend work until any violation is corrected.

Any person aggrieved by this decision may appeal by filing a written notice of appeal to Superior Court within 45 days of the date of the Planning Board's decision.

All concurring.

DATED:

_____

Chair

_____

_____

_____

_____

_____

CITY OF LEWISTON

Department of Planning & Code Enforcement

TO: **Planning Board**
FROM: **David Hediger, City Planner**
DATE: **April 8, 2015**
RE: **April 13, 2015 Planning Board Agenda Item V(a)**

986 Sabattus Street Rear – Fisher Land Donation

Pursuant to Article VII, Section 4(h) of the Zoning and Land Use Code, the board shall review and make a recommendation to the city council with regard to the acquisition and disposition of all public ways, lands, buildings and other municipal facilities.

Staff has been directed to request a recommendation from the Planning Board for the acquisition of 986 Sabattus Street Rear. Administration received a request from a relative of the owner Virginia Fisher to donate this land to the city. This 3.52 acres parcel is located in the Neighborhood Conservation "A" (NCA district) and is essentially undevelopable having no frontage or access, is significantly impacted by shoreland zoning, flood plain, and wetlands, and has two sewer lines and a sewer manhole as part of a cross country sewer collection system. The current assessed value on this property is $3,720. There are 12 abutters, two of which are the city including which owns another undevelopable lot having no frontage and a second parcel land adjacent to McMahon School on North Temple Street.

City staff recommends accepting the donation of this property given that it is not developable as it may be beneficial for future wetland mitigation or opens space associated with the school.

ACTION NECESSARY:

Make a motion pursuant to Article VII, Section 4(h) of the Zoning and Land Use Code to send a favorable recommendation to the City Council for the acquisition in the form of a donation of 986 Sabattus Street Rear (including, if any, specific conditions raised by the Planning Board).

March 10, 2015

Mr. Phil Nadeau

City Hall

27 Pine St.

Lewiston, Me. 04240

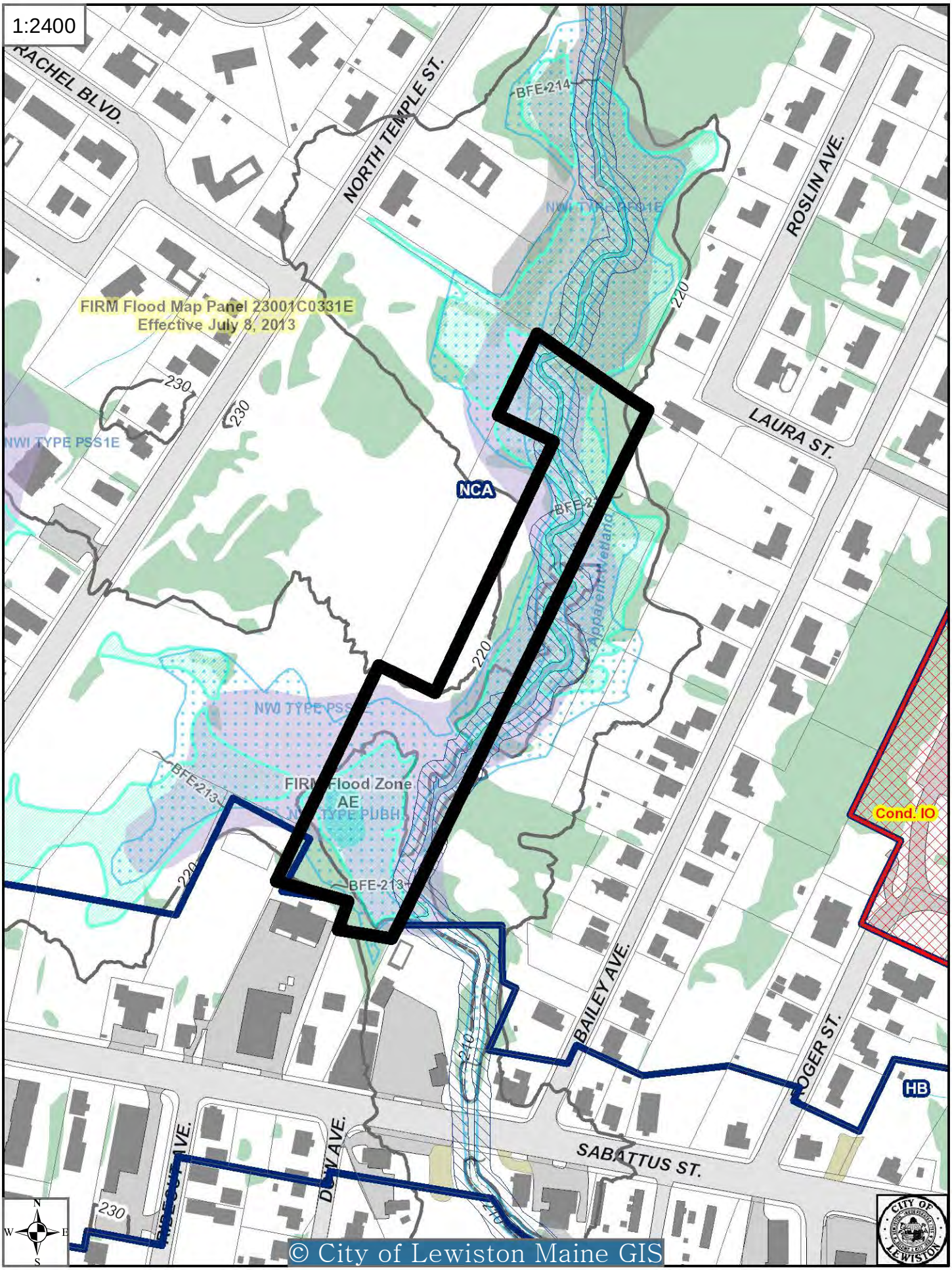
Dear Mr. Nadeau,

Thank you for taking the time to discuss with me my mother-in-law, Virginia Fishers' wishes regarding her lot (986 Sabbattus St.-rear; parcel 00003504).

Her husband Irving Fisher passed away in Feb. of 2009 and Virginia inherited this lot, although Irving is still listed as the owner. At that time, my sister -in-law, Beth Fisher, contacted your office to arrange to do what Virginia and Irving had wanted, but she requested a plaque to be placed there. I am sorry, I do not know more detail but unfortunately we never followed up on this. Virginia Fisher would still like to donate this lot to Lewiston. Irving was born in Lewiston and they both went to Bates, where they met, and so held on to their piece of Lewiston. She hopes the lot would be useful in some way to the City, perhaps because it is near a school. She does not want a plaque or anything other than to know she has done what she and her husband had intended to do.

Again, thank you for listening and looking into this for us, Abby Fisher

Contact information: P.O. Box 222
Bar Mills,
Maine 04004
Telephone: (207) 727-3593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RACHEL BLVD.
NORTH TEMPLE ST.
ROSLIN AVE.
LAURA ST.
BAILEY AVE.
ROGER ST.
SABATTUS ST.
RIDGEVIEW AVE.
DEW AVE.
BFE-214
BFE-213
FIRM Flood Map Panel 23001C0331E
Effective July 8, 2013
FIRM Flood Zone
AE
NWI TYPE PSS1E
NWI TYPE PUBH
Apparent Wetland
NCA
HB
Cond. IO
220
230
240
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