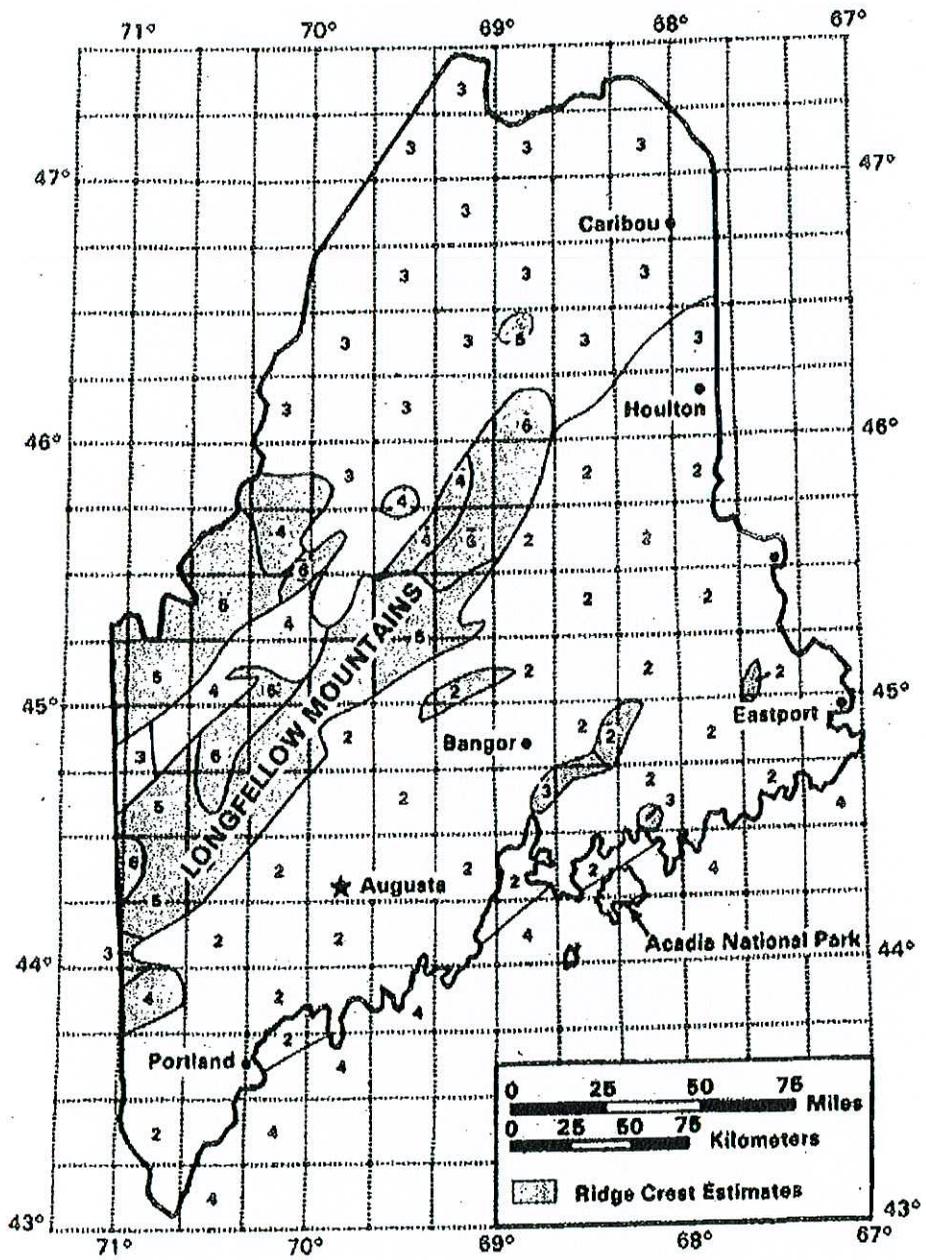


ATTACHMENT 3



Source: National Renewable Energy Laboratory, *Wind Energy Resource Atlas of the United States*, Map 3-22.

ATTACHMENT 4

Kibby Wind Power Project

Kibby, Skinner and Chain of Pond
Townships
Franklin County



Volume I: Land Use Regulation Commission Rezoning Petition and Application for Development

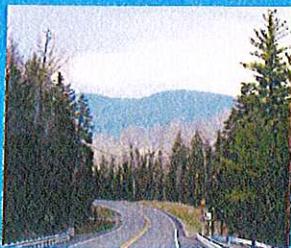
April 2007

Submitted by:



TransCanada

In business to deliver



9.4 Recreation Resources

This section characterizes recreation uses of the site and surroundings to provide a context for the project's potential impact on such uses.

9.4.1 Proximity to Federal, State, or Locally Designated Recreation Facilities

The project site is well buffered from federal, state or locally designated recreation facilities. Figure 9-6 provides an illustration of the project elements in relation to surrounding designated recreational facilities. As shown on that map, most formalized recreational opportunities are well removed from the project site.

Designated park, preserve and conservation lands include Number 5 Bog Conservation Area, which is located 7 miles (11.3 km) northeast of the project site. The Boundary Headwaters Conservation Area is located approximately 5 miles (8.1 km) west of the project. Further to the south is the Pingree Easement, approximately 12 miles (19.3 km) southwest of the project. Bigelow Preserve is located 12 miles (19.3 km) southeast of the project, and Dead River Peninsula is 15 miles (24.2 km) to the southeast. The Pierce Pond conservation area is located 20 miles (32.2 km) to the east of the project.

A number of hiking trails are located throughout the project area, including a trail to the summit of Kibby Mountain, less than 1 mile (1.6 km) to the north of the project. Hiking opportunities are also afforded by: Snow Mountain, approximately 6 miles (9.7 km) west of the project; Cranberry Peak, approximately 15 miles (24.2 km) south of the project; West Kennebago Mountain, approximately 18 miles (29 km) southwest of the project; and, most notably, the Appalachian Trail, the closest point of which is located within the Bigelow Preserve, approximately 16 miles (25.8 km) south of the project.

Camping and boating opportunities are afforded by the lakes in Chain of Ponds, including a boat launch, located approximately 3 miles (4.8 km) west of the project and Jim Pond, approximately 5 miles (8.1 km) southeast. Approximately 5 miles (8.1 km) north of the project, a Maine Forest Service Campsite is located in Skinner Township. Flagstaff Lake is located 10 (16.1 km) miles southeast of the project. Further to the southwest, Rangeley Lakes offer a number of recreational opportunities, including boating. Rangeley Lakes National Scenic Byway is over 20 miles (32.2 km) southwest the project.

A number of formal and informal snowmobile trails traverse the area, the most significant of which runs from Coburn Gore, approximately 10 miles (16.1 km) west of the project, through Chain of Ponds and south toward Eustis and Stratton.

Two major ski areas are located south of the project, Sugarloaf USA, approximately 22 miles (35.4 km) to the southeast, and Saddleback, approximately 25 miles (40.3 km) south.

Figure 9-6
Kibby Wind Power Project
 Vicinity and
 Recreational Opportunities
 Map

LEGEND

Transportation

- Highway
- Scenic Byway
- Local Road
- Logging Road
- Trail or Four Wheel Drive

Recreation

- Boat Launch
- Camping
- Ski Area
- Appalachian Trail
- Hiking Trail
- Snowmobile Trail

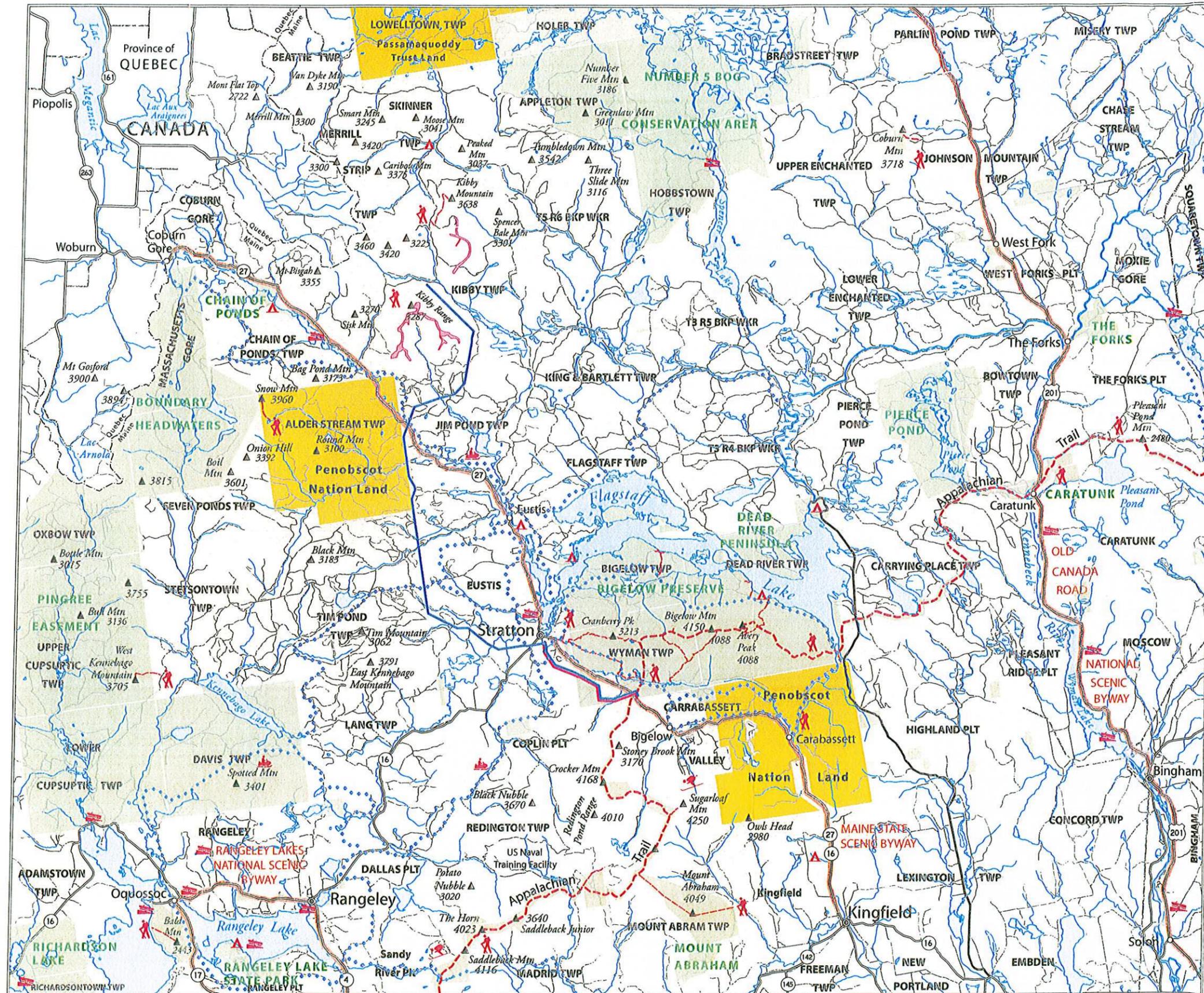
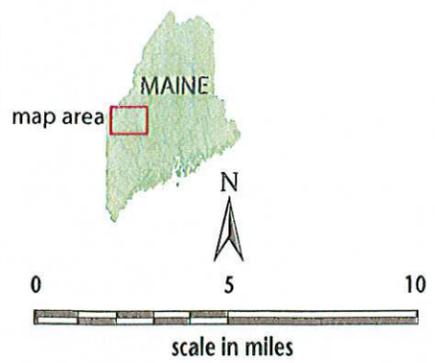
Park, Preserve, Conservation Lands

Proposed Project Locations

- Wind Turbine Locations
- Proposed Transmission Line Corridor
- Existing Transmission Corridor

Other

- Tribal Lands
- US Naval Training Land



9.4.2 Existing Recreational Uses

The project site is privately owned and actively managed by Plum Creek for forest products. Plum Creek currently has an open access policy that allows certain uses of their property by the public. Restrictions under that policy include no ATV use, and no snowmobile or bicycle use on active logging roads.

In an effort to understand the level of recreational use at the site, TransCanada has reviewed information previously gathered as a part of the former Kenetech application at the site, and has conducted additional surveys at the site and in the general project area.

9.4.2.1 Kenetech Assessment of Recreational Use

An assessment of recreational activity in the Kenetech project area (which encompassed a much larger area than the Kibby Wind Power Project but included the Kibby site) was carried out between October 1991 and September 1992. Three separate assessments of particular types of recreational activities were undertaken:

- An assessment of hunting activities in townships that included Kibby and Skinner Townships in November 1991;
- An assessment of snowmobile use along (Interconnected Trail System) ITS #89, which traversed the site at that time, and an informal side-trails survey associated with logging roads in Kibby and Skinner Townships in February, March and April 1992; and
- An assessment of spring and summer outdoor activities, June through September 1992, in locations including Kibby and Skinner Townships.

The assessment of hunting activity determined that the project area had a light to moderate usage for deer hunting. It was noted, and confirmed by kill records, that few Maine residents hunted in the area; low deer population and difficult terrain were thought to be the cause. Records also showed low kill of moose and bear in the area, as well as low furbearing trapping activity. A review of hunting activity in nearby Quebec was also undertaken. It was determined that there was no significant difference in hunting intensity between the two countries in the area, with the exception of focused use (approximately 200 people) during a 6-day moose season.

Winter recreation at that time was formalized in the project area due to the presence of the ITS trail used by snowmobilers. At the time, it was determined that this trail and the local area was receiving moderate to heavy use by snowmobilers. No use of the area for snowshoeing or cross-country skiing was observed. The ITS trail has since been discontinued. Reasons cited included difficulty of access and high maintenance costs.

Spring and summer uses of the site were assessed through targeted observations over 62 field days as well as through incidental observations as staff worked within the area during the course of project development. No recreational activity was observed during 32 of the 62 field

days. During the course of that survey, 37 parties of recreational users were encountered. It was noted that 13 of these parties were traveling on Gold Brook Road, and could have been traveling to locations further north. Almost all of the observed vehicles were registered in Maine. During the course of field surveys, only two parties of mountain bikers and one group of hikers were encountered. Only one "official" campsite was located in the area at that time (the Maine Forest Service Campsite at mile 13 on Gold Brook Road, which is still there). During the course of the project, only four parties were observed using this area.

Other uses noted during the Kenetech surveys were a few limited parties identified as sightseers and some gold panning activity.

Overall, the site vicinity was considered to have a relatively low level of recreational use compared to other nearby areas. The relatively low recreational use of the site vicinity was thought to be related to a number of factors. The area has relatively few lakes and ponds, therefore, having less fishing use than many nearby areas. No designated trails are located on the property. The only mountain with a well-defined trail to the summit is Kibby Mountain (the former fire warden jeep trail); no significant evidence of parking at the base was observed. There are many mountains located in the region that are of equal or greater value for recreational purposes, including those discussed in Section 9.4.1.

9.4.2.2 *TransCanada Assessment of Recreational Use*

TransCanada determined that an updated assessment of recreational use of the site and vicinity would be useful in terms of understanding the level of use and types of activities occurring. Two methods were used to gain perspective with regard to this issue: an informal interview of people potentially knowledgeable about the area's recreational usage; and a more formal "snapshot" survey at the project site to inventory site usage. Each method is discussed below.

Local Recreational Perspective

Over 50 individuals were contacted with regard to recreational use in the overall project vicinity. An attempt was made to identify people with local knowledge, user knowledge and agency/organization knowledge of this area of Maine. Individuals contacted included:

- Twenty-four local business owners/representatives in Eustis/Stratton;
- Twenty local contacts known to use the area for recreational purposes;
- Local individuals that contacted the project's toll-free number;
- Six governmental and non-profit organizations with knowledge of recreation and tourism in the area; and
- Referrals from those contacted in an attempt to broaden the contacts appropriately.

Most of those contacted reported that they had good familiarity with recreation uses in the area including use themselves and knowledge of others who used the area. The area was generally characterized as a moderate use area for recreational purposes. Types of recreational use reported for the general area included (from most to least frequent mention):

- Hunting;
- Snowmobiling;
- Fishing;
- Hiking;
- Off-road vehicle use;
- Camping; and
- Sporting camps.

Less than 10 mentions were made of the following uses:

- Trapping;
- Gold panning;
- Skiing;
- Other uses (those mentioned included snowshoeing, antler hunting, primitive uses, "jeeping," rock climbing);
- Wildlife viewing;
- Sightseeing;
- Canoeing;
- Foraging (e.g., berries, fiddleheads);
- Bicycling;
- Picnicking; and
- Swimming.

The interview process proved to be helpful in understanding how land surrounding the project area is used. It also provided the opportunity to forge relationships in the local community. Although this was not a statistically based survey, the information gained helped shed light on recreation uses and perceptions of impacts from the project.

Interview subjects were generally very familiar with the region as evidenced by their knowledge about how the land was being used. Overall, people rated their own level of familiarity as "high," with a sizeable majority of respondents saying that they use the land themselves for various activities and they knew others who did as well.

Most Often Identified Issues

Identification of local concerns about the project during the earliest conceptual phases when modifications can most easily be made was a key rationale for conducting these interviews. Three issues were mentioned repeatedly during the conversations: 1) continuation of recreational access to the project area; 2) generalized concern about previous local power projects and interest in what the developer would offer to the community; and 3) the desired potential for using the new transmission lines as snowmobile and off-road vehicle trails.

The concerns about access were addressed immediately by communicating that TransCanada intends to maintain the same access policies as Plum Creek, the underlying fee owner of the project land. The new access roadways would remain open, subject, of course, to continuation of Plum Creek's Open Lands Policy.

The flooding of the town of Flagstaff to create Flagstaff Lake as storage for the hydropower system in the Kennebec River and the installation of the biomass power plant in Stratton have created concerns with some of those interviewed about the impacts of power generation. The varying levels of Flagstaff Lake were mentioned as having an impact on recreation while some respondents raised concerns about the visual impact of the biomass plant. Both of these projects have left some respondents with the perception that "a lot of power is generated in the area with very little benefit accruing to the community." TransCanada's proposed community benefit package described in Section 9.2.6 was developed in part to address these comments.

A number of respondents expressed interest in using any new transmission lines as trails for snowmobiling and off-road vehicle use. The right of way for the transmission line will be on leased land that will not be fenced. Hence, snowmobiling will not be prevented by TransCanada.

Overall Perceptions of Project Impacts on Recreation

Gauging the perceptions of users about the degree of impact that turbines and transmission lines would have on the recreation experience in the project vicinity was the major theme that ran through the interviews. Overall, the perceptions of the majority of people interviewed regarding the level of impact of the project can best be characterized as "low" to "very low."

Respondents were asked to rate on a scale of one to five what the impact of wind turbines would be on recreation. Though no option was offered to rate positive impacts, on multiple occasions respondents indicated that they believed the project would improve the recreational experience (e.g., improving access, creating visual interest or navigational aides, etc.). The

same was true of the nearly identical question regarding the recreational impact of new/upgraded transmission lines.

Impacts on Particular Uses

Each person interviewed was asked to list the types of recreational uses that they knew were occurring, in the project area. The top five responses were as follows: hunting (42), snowmobiling (38), fishing (35), hiking (26), and off-road vehicle use (21). Other responses included camping (10), trapping (9), wildlife viewing (6) and foraging (4).

Making comparisons between the mention of the top five uses and the level of perception of impact is one method of understanding how particular types of users feel about the project. In most cases the people who mentioned the most popular particular uses expressed less concern about impacts. Notably, those who indicated that they use the area for hunting, snowmobiling and fishing were most likely to indicate that they did not perceive that the project would have a negative impact.

The opposite was true for the fourth and fifth most mentioned uses, hiking and off-road vehicle uses. The perception of impact was higher for those mentioning hiking versus those not mentioning hiking and also higher for those mentioning off-road vehicle use versus those not mentioning off-road vehicle use, although the difference was not substantial

These findings are supplemented and partially explained by the anecdotal information provided by a few respondents. Several people suggested that the improved access into the area created by the project would not bother hunters or fisherman and may improve hunting opportunities. For instance roads on ridgelines would provide additional places to park and gain access to new hunting ground. Leaders of the local snowmobile and ATV clubs expressed interest in the potential for using the transmission line as a new trail, perhaps explaining the lower perceived impacts for those who mentioned snowmobiling as a use, but contradicting the higher perceived impacts of those who mentioned off-road vehicles. The Director of the State Bureau of Parks and Lands program on Off Road Vehicles, Scott Ramsay, stated that his experience has been that snowmobile and ATV riders are typically not as concerned about land uses abutting the land that they recreate on as other non-mechanized recreational users tend to be. Further, he added that many of these riders would be interested in making the turbines a destination. He estimated that the peak seasonal usage by snowmobiles at the nearby intersection of the two major branches of the ITS is 1,000 per day. Mr. Ramsay also mentioned that the effort to create a snowmobile trail leading to the Mars Hill windpower project is underway, and another respondent mentioned that the wind turbines in Gaspé, Canada are also an attraction for snowmobilers and skiers.

With a perspective on uses in the general project vicinity (as reflected in Figure 9-6), an appropriate context can be provided for the on-site recreational survey.

On-Site Recreational Survey

TransCanada also conducted a more formal recreation survey from late spring through early fall 2006. The main objectives of the on-site recreational survey were to:

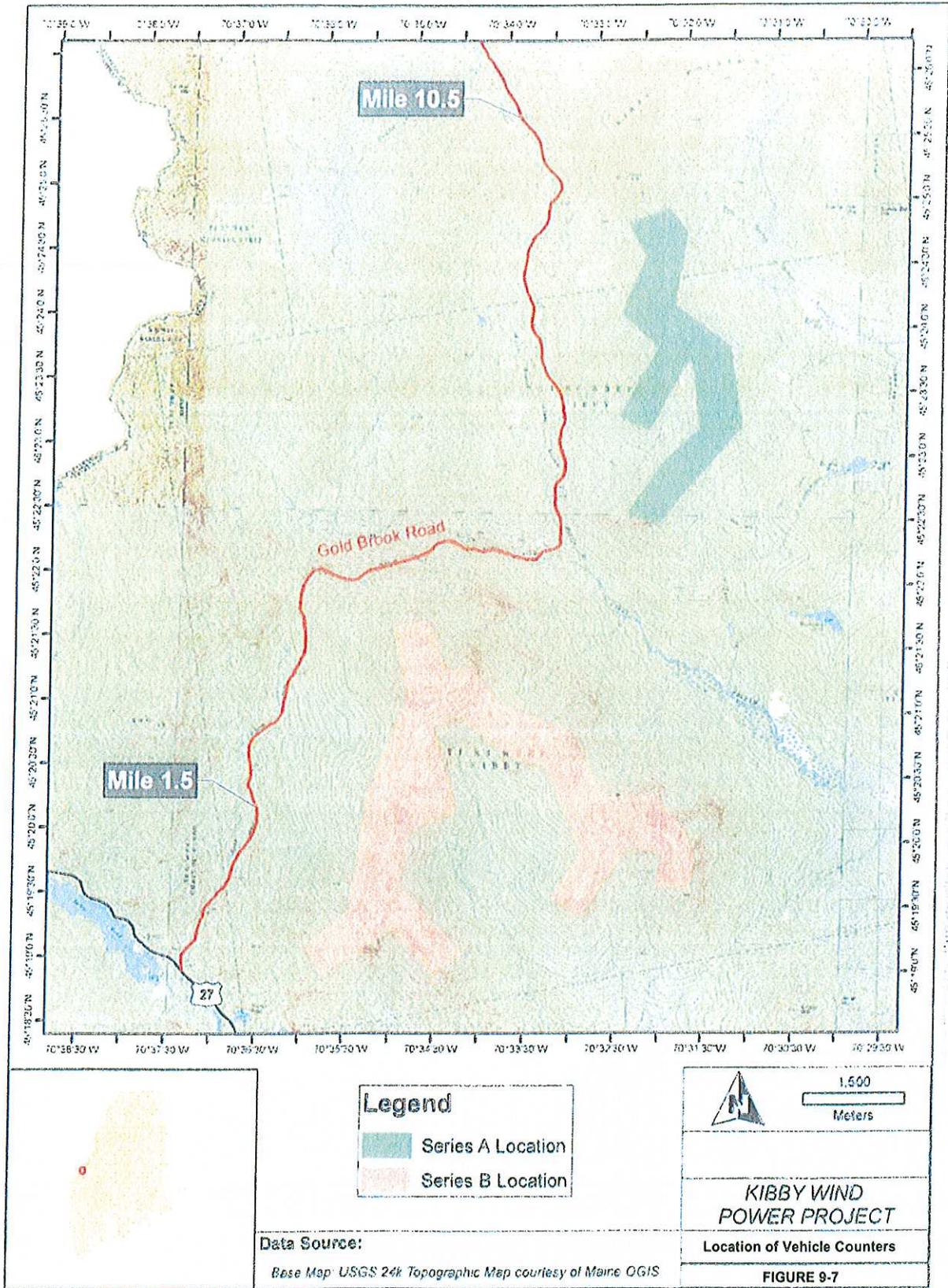
- Determine the number of individuals entering Gold Brook Road (and thus, potentially using the Kibby Wind Power Project site area for recreation purposes) during the summer and the peak fall hunting season of 2006;
- Determine in what activities those individuals were participating; and
- Collect information regarding user-perceived impacts of the proposed wind power project on recreation activities.

Two data collection methods were used to determine the number of individuals using the project study area during the summer/peak fall 2006 recreation season and in what activities they were participating. The first method was the placement of vehicle (tube) counters at approximately mile 1.5 and approximately mile 10.5 of Gold Brook Road, the primary access to the project study area (see Figure 9-7) to capture the number of vehicles accessing the project study area. The tube counters were placed on site May 23, 2006 and removed October 19, 2006. This allowed for data collection during Memorial Day weekend, Labor Day weekend, Columbus Day weekend, moose hunting season (October 9-14, 2006) as well as the time in between. Counter calibrations in the form of periodic manual vehicle counts were performed to: determine if the counters were working properly; determine the number of commercial vehicles versus non-commercial vehicles; and collect data about the vehicles crossing the counters such as the number of individuals per vehicle.

The second data collection method was to conduct recreation user contact surveys to determine in what activities individuals were participating. These were performed ten times over the course of the survey (Table 9-5) and occurred simultaneously with the counter calibrations. Counter calibrations and user contact surveys were conducted on randomly selected dates. Each site was visited for a 4-hour time block, which was performed in either the morning or the afternoon.

Table 9-5: Calibration and Survey Days

Month	Date	Weekday/Weekend Day
May	26	Weekday
June	11	Weekend day
June	19	Weekday
July	8	Weekend day
July	12	Weekday
August	3	Weekday
August	6	Weekend day
September	3	Weekend day
September	13	Weekday
October	9	Weekday



The user surveys sought information on a variety of topics, including the number in the party, purpose of the visit (activity), trip length, number of trips in the past year, place of residence, and destination. Recreation use estimates were developed for both summer (May 23 – September 3) and peak hunting season (September 4 – October 31). A recreation day was defined as each visit by a person to the project for recreational purposes during any portion of a 24-hour period. Current use estimates were derived for each access point.

Participation rates were developed for 15 recreation activities: moose hunting, bird hunting, enjoying scenery, fishing, camping, deer hunting, wildlife viewing/photography, hiking, ATV use, gold panning, canoeing/kayaking, bicycling, picnicking, trapping, and "other." To develop participation rates, weighted averages were derived based on seasonal and site-specific recreational use (i.e., estimates were developed by activity for each site and time of use, such as summer weekday).

As noted in Section 9.1, the project and surrounding area is actively managed for commercial logging. In addition, Gold Brook Road, where the tube counters were placed is a throughway that connects Route 27 with Spencer Road, near Jackman.

The data collection method counted axle crossings on either end of Gold Brook Road and, therefore, could not distinguish between multiple axle trucks and cars, commercial and recreational vehicles, or vehicles traversing the area as opposed to those using the area for recreational purposes. In an effort to distinguish commercial traffic from recreational users and better understand the scope of recreational use in the area, counter calibrations were conducted at each of the two counter locations on 10 separate days, for 4 hours each day. Recreational user contact surveys were conducted simultaneously with the counter calibration. The person calibrating the tube counter identified the number of commercial versus non-commercial vehicles passing during the 4-hour period as well as the number of occupants in each non-commercial vehicle. The person calibrating the tube counter also conducted the recreation user survey. The data gathered during the calibration events were then used to apportion the tube counter data for the entire period to estimate the number of non-commercial vehicles traveling to or through the area on average and, based on the vehicle occupancy data, estimate the total number of recreational visitors.

Based on this methodology, the recreational survey identified an average daily number of recreational users visiting or passing through the project study area was 83 in the summer and 205 during peak hunting season. As discussed below, at least 43 percent of those surveyed indicated that they were passing through or traveling to destinations outside of the study area. Given that the study was specifically geared to capture peak recreational use, and of those surveyed, nearly half were either passing through or traveling to destinations outside of the project area; these levels are considered very low compared to usage rates experienced at more popular recreation areas in the region. For example, in a similar study at an area offering similar recreational opportunities in Northern New Hampshire's Connecticut Lakes Headwaters Working Forest near the Canadian Border, 74,687 user-days were spent in that study area between October 1 and December 1.

Due to the close proximity of Route 27, a major travel route in the area, data collected at the mile 1.5 counter shows higher use than data collected at the mile 10.5 counter. Individuals visiting the project study area may also have crossed both counters during their visit. The amount of data collected and the design of the study did not allow for the determination of the number times each of the counters were crossed by individuals during each visit; however, it was conservatively assumed that each party crossed the counters only twice, once each upon entering and leaving the project study area. Individuals could access the project study area from Route 27, north of Stratton or from the Spencer Road near Jackman. Individuals counted could be utilizing the project area or could be traveling through the project study area towards other recreational destinations.

Individuals visiting the project study area during the summer and peak hunting seasons participated in variety of recreational activities. Table 9-6 shows the break down of activities that individuals participated in. The most popular summer activities were fishing, camping, scouting for moose, and other (such as "driving through" and bear baiting). The majority of those participating in the other category were traveling through the project study area. The most popular activities in the fall included moose hunting and bird hunting.

Table 9-6: Recreational Activities, Area-wide at the Kibby Wind Power Project Study Area

Activity	Summer (%)	Peak Hunting Season (%)
Moose Hunting/Scouting	11	44
Bird Hunting	0	29
Enjoying Scenery	7	7
Fishing	32	6
Camping	22	5
Deer Hunting/Scouting	1	3
Other	11	3
Wildlife Viewing/ Photography	2	3
Hiking	7	0
ATV Use	4	0
Gold Panning	3	0
Canoeing/Kayaking	1	0

Note: None of the recreationists selected bicycling, picnicking, or trapping as the purpose of their trip.

As shown in Table 9-7, individuals traveling to and through the project study area indicated a variety of destinations. The most common destination was Hurricane Pond, which was the destination for 7 percent of the survey respondents. Six percent of the respondents named a variety of destinations along Gold Brook Road. Four percent of the survey respondents were traveling to each of the following destinations: Eustis, Skinner, Jackman, Douglas Pond, Boundary Pond, or Stratton. The project study area is located in both Kibby and Skinner Townships (with the entrance of Gold Brook Road from Route 27 within a small portion of Chain of Ponds Township). Gold Brook Road travels through the project study area. Douglas Pond, Boundary Pond, and Hurricane Pond are all located outside of the project study area. Stratton

is located south of the project study area. Note that 43 percent of those surveyed were traveling to destinations located within the study area, 43 percent were traveling through or to destinations outside of the study area and the remaining 14 percent of the respondents were unclear as to whether their destination was inside of outside of the study area, or would not disclose their destination. The average daily use statistics cited earlier included all recreational users passing through the area to other destinations as well as those recreating in or near the study area.

During the recreation contact survey, individuals were asked where they live. Of the 94 survey responses that were collected, 11 of the respondents were from outside the state of Maine. Answers included Boston, Massachusetts; Lac Megantic, Quebec; New York; Pennsylvania; and other areas in Canada. Twenty of the respondents, or 12 percent of the total, resided within a 25-mile radius of the project study area. This includes those individuals who live in Lac Megantic, Quebec; Stratton, Kingfield, Eustis and those that responded western Maine.

Individuals who responded to the survey were asked questions directly related to the proposed wind power project. The first question asked whether they were familiar with wind power projects. The second question asked how they perceived the proposed wind power project would affect the quality of their recreational experience. Answers were based on a scale of 1 to 7, where 1 is a very positive impact, 4 is no impact, and 7 is a very negative impact.

Table 9-7: Recreation User Destinations

Destination	% of Survey Respondents
Hurricane Pond	7
Various Gold Brook Road Destinations	6
Eustis	4
Skinner	4
Jackman	4
Douglas Pond	4
Boundary Pond	4
Stratton	4
Kibby Mountain	3
Wahl Road	3
Spencer Bale Road	2
Barrett Pond	2
Fish Pond	2

Note: The remaining survey respondents named a variety of destinations

Table 9-8 provides the responses to the first two questions. The most common response to the question of how the proposed wind power project would affect the quality of the respondent's recreational experience was "no impact." Individuals contacted at the mile 1.5 counter in the

summer who indicated that they were familiar with wind power projects were roughly three times less likely to perceive a negative impact than those unfamiliar with wind power projects. Those individuals contacted at the mile 1.5 counters in the fall who were familiar with wind power projects were also less likely to perceive a negative impact than those unfamiliar with wind power projects, although the difference was less dramatic. Those individuals familiar with wind power projects that were contacted at the mile 10.5 counters in the summer were five times less likely to perceive a negative impact than those unfamiliar with wind power projects. Only two persons contacted at the mile 10.5 counters in the fall who were unfamiliar with wind power projects expressed an opinion regarding the impacts.

Table 9-8: Perceived Impacts of the Proposed Wind Power Project

Location	Average and Mode ^{1,2,3}	Distribution ^{2,4}	"Don't Know" Response	Familiar with Wind Project?	Perceptions of Those Familiar with Project ³	Perceptions of Those Unfamiliar with Project ⁴
Mile 1.5 Counter						
Summer	Average 3.4 Mode 4	Positive 34% No impact 47% Negative 18%	3%	Yes 79% No 21%	Positive 40% No impact 47% Negative 13%	Positive 13% No impact 50% Negative 38%
Peak Hunting Season	Average 4.0 Mode 4	Positive 18% No impact 68% Negative 14%	7%	Yes 53% No 47%	Positive 19% No impact 69% Negative 13%	Positive 17% No impact 67% Negative 17%
Mile 10.5 Counter						
Summer	Average 3.2 Mode 4	Positive 43% No impact 36% Negative 21%	0%	Yes 71% No 29%	Positive 50% No impact 40% Negative 10%	Positive 25% No impact 25% Negative 50%
Peak Hunting Season	Average 3.7 Mode 4	Positive 22% No impact 67% Negative 11%	0%	Yes 78% No 22%	Positive 29% No impact 57% Negative 14%	Positive 0% No impact 100% Negative 0%

¹ Wind power impact perception figures are based on the following scale from 1 to 7: 1—very positive impact; 4—no impact, 7—very negative impact

² Excludes "don't know" responses.

³ The Mode is the response that occurred with the highest frequency; i.e., the most common response.

⁴ Numbers may not sum to 100% due to rounding.

Individuals were asked why they thought the proposed wind power project would have an affect on their experience. Individuals who remarked that the proposed wind power project would have a positive impact indicated that the project may add additional trails and that it may draw people to see the project. Individuals who remarked that the proposed wind power project would have a negative impact indicated that the project may have a negative visual impact, may increase traffic to the area, may be noisy, and the project may have an impact on the environment and wildlife.

The results of the on-site recreational survey can be summarized as follows:

- The average daily number of recreational users visiting or passing through the project study area was 83 in the summer and 205 during the peak hunting season. At least

43 percent of these users counted were passing through en route to destinations outside of the study area.

- The most popular summer activities included: fishing, camping, and scouting for moose.
- The most popular fall activities included: moose hunting and bird hunting.
- The most common destination was Hurricane Pond, which was the destination for 7 percent of the survey respondents.
- Twelve percent of the survey respondents reside within a 25-mile radius of the Kibby Wind Power Project area.
- The majority of respondents indicated that a proposed wind power project would either have a positive impact or no impact on their recreation experience.
- Respondents who were familiar with wind power projects were much less likely to perceive a negative impact than those who were unfamiliar with wind power projects.

9.4.3 Anticipated Recreational Impacts

Although recreational use in the project area is relatively low, compared to other nearby areas, the project area is used for recreational purposes under an open access policy with the property owner. The Kibby Wind Power Project is not anticipated to change the recreational use of the area in any significant way.

During construction, use of the area may temporarily be more difficult due to a greater level of traffic and construction activity. TransCanada will minimize traffic disruption during construction to the extent possible, ensuring safety is a priority. Following construction, there will be a portion of both Kibby Mountain and Kibby Range, generally along the summits, which will have permanent new features, along with improved access. Road improvements will facilitate recreational access over the project's operational life. The vast majority of the project area, however, will remain very similar in character. The new access roads will be similar to those already in place and in active use at the site, and low levels of activity by additional traffic or personnel will occur. Therefore, the project will not restrict the use of the site for its current recreational uses. To the extent allowed by the property owner, members of the public can continue to access the project area and utilize its resources as they currently do.

9.5 Historical and Archaeological Resources

9.5.1 Agency Review

Correspondence has been sent to the MHPC, as well as the Penobscot Nation, the Passamaquoddy Tribe, the Aroostook Band of Micmac Indians, and the Houlton Band of Maliseet Indians to request review to determine the need for additional study related to archaeological, historical or other tribal issues in the project area (Appendix 9-D). The site had

previously been reviewed by the MHPC and tribes in the early 1990s, when the Kenetech project was proposed across a broader geographical area in the region.

A Phase 0 survey for PreContact period archaeological sites was previously conducted in this area in 1993 for the proposed New England Wind Energy Station (also known as the Kenetech or United States Wind Power project) by Richard Will, PhD (MHPC report #2757). No archaeological sites were reported in the vicinity of that project area and field reconnaissance indicated that the area had low archaeological sensitivity for PreContact period sites. Site files for the Kibby Wind Power Project were re-examined by Dr. Will on August 12, 2005 to determine whether any new archaeological site data had been gathered from the area; no additional information was identified at that time.

Because the Kibby Wind Power Project largely overlaps with a portion of the former wind project proposed more than a decade ago, no further studies are believed to be warranted for historical or archaeological resources in the project area. Because the site is not proximate to structures, including historical structures, no locations have been identified as key visual receptors from a cultural resources standpoint.

A letter from the MHPC (Appendix 9-D) concurs that no further archaeological survey work is required for the proposed wind turbine and associated access road areas. However, three locations along the proposed 115 kV transmission line were identified for which additional survey was requested. A study plan and MHPC confirmation of the study plan are also included in Appendix 9-D. This will be further discussed in Volume V.

9.5.2 *Historic Overview of the Project Area*

The project area has been actively utilized by the forest industry for many years. Much of Kibby and Skinner Townships, located between the towns of Stratton and Jackman, were actively managed for forest products 50 years ago. Like other lumbering towns carved out of the Maine woods, such as Lowelltown, Holeb, Tarrantine and Long Pond, Skinner and Kibby supported logging camps. Spruce and fir cut from the surrounding forests was used to make wooden boxes (before the era of cardboard and paper bags) and sounding boards for pianos.

The Dead River Historical Society has a large collection of photographs, logging records and equipment which bear testimony to the extent of the lumbering industry in the area during the late 19th and early 20th centuries. The fire of 1908, which involved all the area around the Moose River Valley (Jackman, Moose River, Dennistown) severely affected the harvest, and the Great Depression of 1929 eliminated what was left.

According to accounts of the fire, there had been no rain for six weeks when a fire started at Loon Lake late in September of 1908. Simultaneously, fires broke out at Attean Station and Skinner. The fire raged for a week, spreading in all directions. The mills at Skinner and Lowelltown were burned, marking an end to those flourishing settlements, which included mills, schools, churches and stores. Before the fire, Lowelltown had a population of approximately