

New England Clean Energy Connect - Natural Resource Map Data Requests for 12-11-2017

Project Segment	Map Page	MDEP Request For Information	CMP Response
1	1-117	Can the applicant use the entire ROW and move the line and structures to avoid wetland impacts	
1	1-117	If the answer to the question above is no, then would the project result in fewer impacts if it was located entirely on the north side of the ROW	
1	109	The crossing of the Kennebec River at the gorge is over an Outstanding River Segment (38 M.R.S. § 480-P(8) and 12 M.R.S. §403). The applicant will need to demonstrate that no reasonable alternative exists that would have less adverse effect upon the natural and recreational features of the river segment.	
1	109	At the site visit on November 13, 2017 the applicant appeared to be working on a redesign of the crossing which would reduce the number of structures near the Kennebec River, elevate the conductors farther above the river, increase the undisturbed buffer along the river. Please provide the new design as soon as possible and include photosimulations which show the view looking directly into the corridor from the river. Also, quantify the vegetation that will need to be cut in the "buffer" area of the Gorge, both during construction and maintenance activities. The Department will need to have an understanding of the height of the conductors and the wire safety zone as well as the height of the capable vegetation that currently exists. If vegetation will be removed in this area (through maintenance activities) we need to evaluate that.	CMP susbmitted photosimulations for a three structure crossing, see response to comments folder
2	148	There is construction access that crosses wetland 66-05 which is not needed. Structure 3006-S-418 can be accessed from the west and 3006-S-417 can be accessed from the east	
2	155-156	Structure 3006-S-399 could be accessed from the east, eliminating the road from 3006-S-400 and two wetland crossings	
2	157	The construction road to 3006-S-396 could be extended to 3006-S-395 eliminating one wetland crossing	
2	160	The construction road to 3006-S-388 can be relocated to avoid a wetland crossing	
3	166	The crossing of the Kennebec River below Wyman Dam is over an Outstanding River Segment (38 M.R.S. § 480-P(8)). The applicant will need to demonstrate that no reasonable alternative exists that would have less adverse effect upon the natural and recreational features of the river segment	
3	188	Impacts to wetland 85-01 could be minimized by utilizing an upland island	
3	190	Impacts to wetland 86-03 can be completely avoided if the access road goes around it.	
3	193	impacts to wetland 87-08 could be minimized by realigning the road	
3	194	impacts to wetland 88-04 could be minimized by realigning the road	
3	199	The crossing of the Carrabassett River is an Outstanding River Segment. The applicant needs to demonstrate that no reasonable alternative exists that would have less adverse effect upon the natural and recreational features of the river segment. Also please provide photosimulations for this crossing, including simulations looking directly into the corridor.	
3	212	impacts to wetlands 96-02 &96-03 could be minimized by realigning the road	
3	202	impacts to wetland 91-07 could be reduced by accessing structure 3006-S-287 from the opposite direction	
3	217	Impacts to wetlands 98-03, 98-04, & 98-05 could be minimized by realigning the road	
3	218	Impacts to wetland 98-06 could be minimized by realigning the road	
3	220	Crossing PSTR 99-05 is not in the crossing table	
3	221	Impacts to wetland 100-03 can be avoided by realigning the road	
3	223	Impacts to wetlands 101-01 & 101-02 can be avoided by realigning the road	
3	226	Impacts to wetland 102-04 and SVPs 102-02 & 102-03 could be minimized by realigning the road	

New England Clean Energy Connect - Natural Resource Map Data Requests for 12-11-2017

Project Segment	Map Page	MDEP Request For Information	CMP Response
3	227	Impacts to wetland 103-07 could be avoided by using what appears to be an existing road that runs along the edge of the cleared ROW	
3	229	Structure 3009-S-221 could be accessed using an existing road in the already cleared ROW and eliminate the crossing of wetland 104-01	
3	237	Impacts to wetland 107-06 could be avoided by realigning the road	
3	243	The Sandy River in the location fo the proposed crossing is an Outstanding River Segment and the applicant will need to demonstrate that no reasonable alternative exists that would have less adverse effect upon the natural and recreational features in the river segment. Also please provide photosimulations for this crossing including simulations that look directly into the corridor from the river.	
3	261	Impacts to wetland 116-02 and PSVP 118-02 could be minimized by utilizing and existing road to access structure 3006-S-142 all the way through the habitats and then turning to the structure	
3	264	Impacts to PSVP 119-03 could be minimized by utilizing an existing road to access structure 3006-S-135	
3	268	Impacts to wetland 121-03 could be minimized by access structure 3006-S-126 from the opposite direction	
3	269	Impacts to wetland 121-04 could be eliminated by access structure 3006-S-124 from Moose Hill Road and structure 3006-S-125 from the Turmel Road	
3	277	Impacts to wetland 125-06 could be avoided by realigning the road	
3	285	Impacts to wetland 129-02 could be avoided by realigning the road	
3	288	Impacts to wetland 130-S-01 and PSVP 130-08 could be minimized by realigning the road and utilizing an existing road along the edge of the ROW to access structure 3006-S-79	
3	310	Impacts to wetland 140-06 could be avoided by realigning the road	
3	311	Impacts to PSVP-140-04 could be minimized by straightening the road and utilizing the existing disturbed area along the edge of the cleared ROW	
3	316	Impacts to wetland 143-01 could be reduced by accessing structure 3006-S-12 from an extension of the access road to structure 3006-S-11	
4	342	Impacts to wetlands 154-02 & 154-03 could be avoided by realigning the road.	
4	354	impacts to wetland 159-08 could be minimized by realigning the access to structure 62-97 to an area outside the wetland	
4	356	Impacts to wetland 160-08 could be avoided by realigning the road	
4	358	Impacts to wetland 161-16 could be minimized by relocating the road to structures 62-133, 64-258, 62-122, & 64-238 to and area outside the wetland	
4	358	Impacts to wetland 161-16 could be minimized by relocating the road to structures 64-260, 64-240, 64-123, & 64-239 to and area outside the wetland	
5	366	The center line of the project between structures 3027-207 and 3027-208 goes outside of the ROW owned by CMP	
5	370	Impacts to wetland 183-01 could be minimized by utilizing an existing road to access structures 3027-189 and 3027-190	
5	381-382	There is a road between structures 3027-142 and 3027-141 that does not appear to have any way to access it. Also the structure numbering in this section appears to be out of sequence	
5	405	The road to structures 3027-57 through 3027-51 is between Cooper Road and Gardiner Road and impacts to wetland 167-01 could be minimized by eliminating the access from Cooper Road	
1	3	Structure within 21 feet of PSTR-00-10	

New England Clean Energy Connect - Natural Resource Map Data Requests for 12-11-2017

Project Segment	Map Page	MDEP Request For Information	CMP Response
1	115	Structure within 3 feet of ISTR51-14	
1	35	Structure within 12 feet of ISTR-15-05	
1	26	Structure within 8 feet of ISTR-RR-11-04	
1	63	Structure within 5 feet of ISTR-SRDI-28-03	
1	13	Structure within 8 feet of PSTR-05-02	
1	100	Structure within 7 feet of PSTR-45-03	
1	86,87	Structure within 8 feet of PSTR-38-06	
1	63	Struture within 6 feet of PSTR-SRD1-28-01	
2	161, 162	Structure within 15 feet of ISTR-73-05	
2	162	Structure within 20 feet of ISTR-73-06	
2	159, 160	Structure within 1-foot of PSTR-72-103	
2	162	Structure within 21 feet of ISTR-73-04 according to the xing table, but I could only locate ISTR-73-06 which does have a structure near it	
2	148	Structure within 3 feet of ISTR-66-09	
2	149	Structure within 5 feet of ISTR-66-10	
2	131	Structure within 16 feet of ISTR-59-02	
3	289	Structure within 15 feet of ISTR-131-01	
3	307	Structure within 24 feet of ISTR-138-01	
3	321, 322	Structure within 8 feet of pSTR-145-01	
4	358	Structure within 15 feet of PSTR-161-01	
5	366	Structure within 23 feet of ISTR-185-03	
5	MULTIPLE	Many of the distances to the nearest structure on Segment 5 are thousands of feet away. Are these distances correct? There is one, the crossing of ISTR-188-01, that the closest structure is 15,388 feet away. How is this possible?	
5	414, 415, 416	The West Branch of the Sheepscot River is over an Outstanding River Segment in the location of the proposed crossing and the applicant will need to demonstrate that no reasonable alternative exists that would have less adverse effect upon the natural and recreational features in the river segment. Also please provide photosimulations for this crossing including simulations that look directly into the corridor from the river.	