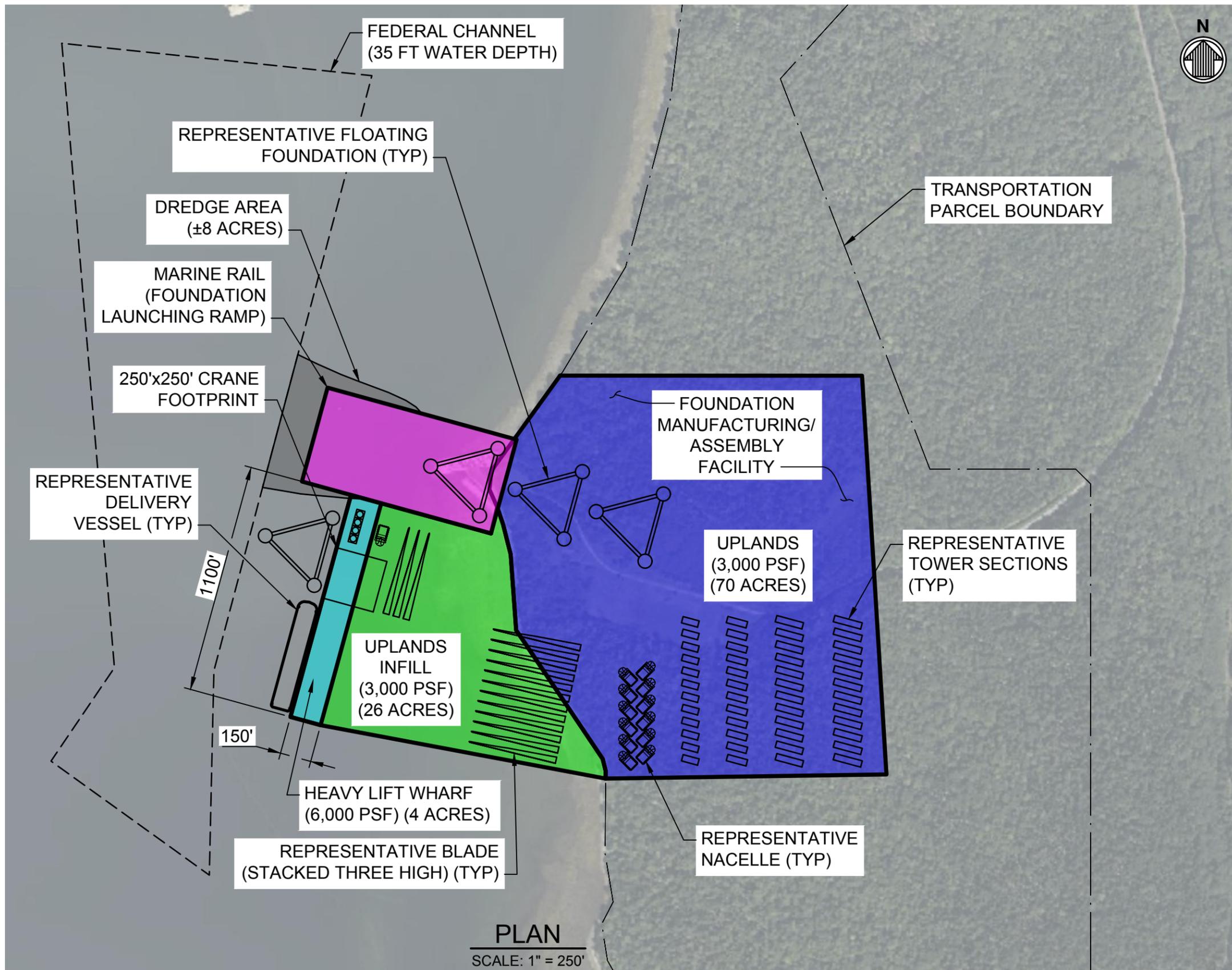


NOTES:

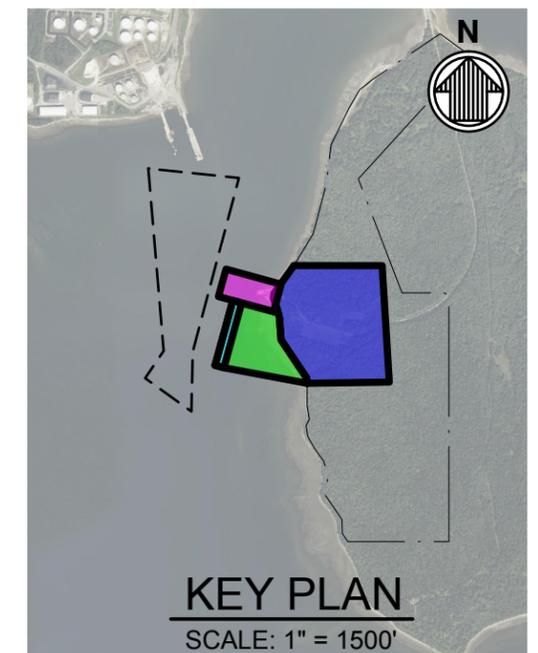
1. Layout is preliminary.
2. Layout assumes 20MW wind turbine generator components, and are representative based on available information.
3. Foundation size is approximate. It has been scaled from existing semi-submersible installations to accommodate 20MW turbine units.
4. Based on existing water depths, a dredge of approximately 1,000,000 CY would be required.
5. The designated layout is based on areas that Sprague Energy has indicated are available for redevelopment and are subject to change. Sprague Energy and Canadian Pacific Rail are owners of the land in this area and will be displaced. This includes an approximately 10 acre area shared with other activities on the terminal used to access the existing bulk dock.
6. In this layout, miscellaneous raw materials are delivered to the existing Sprague Bulk Dock. Wind turbine generator components are delivered to the heavy lift wharf. It is assumed the delivery vessel uses the Federal Channel as a turning basin.
7. The marine ramp location and size is approximate. It is based on data provided by the State of Maine.

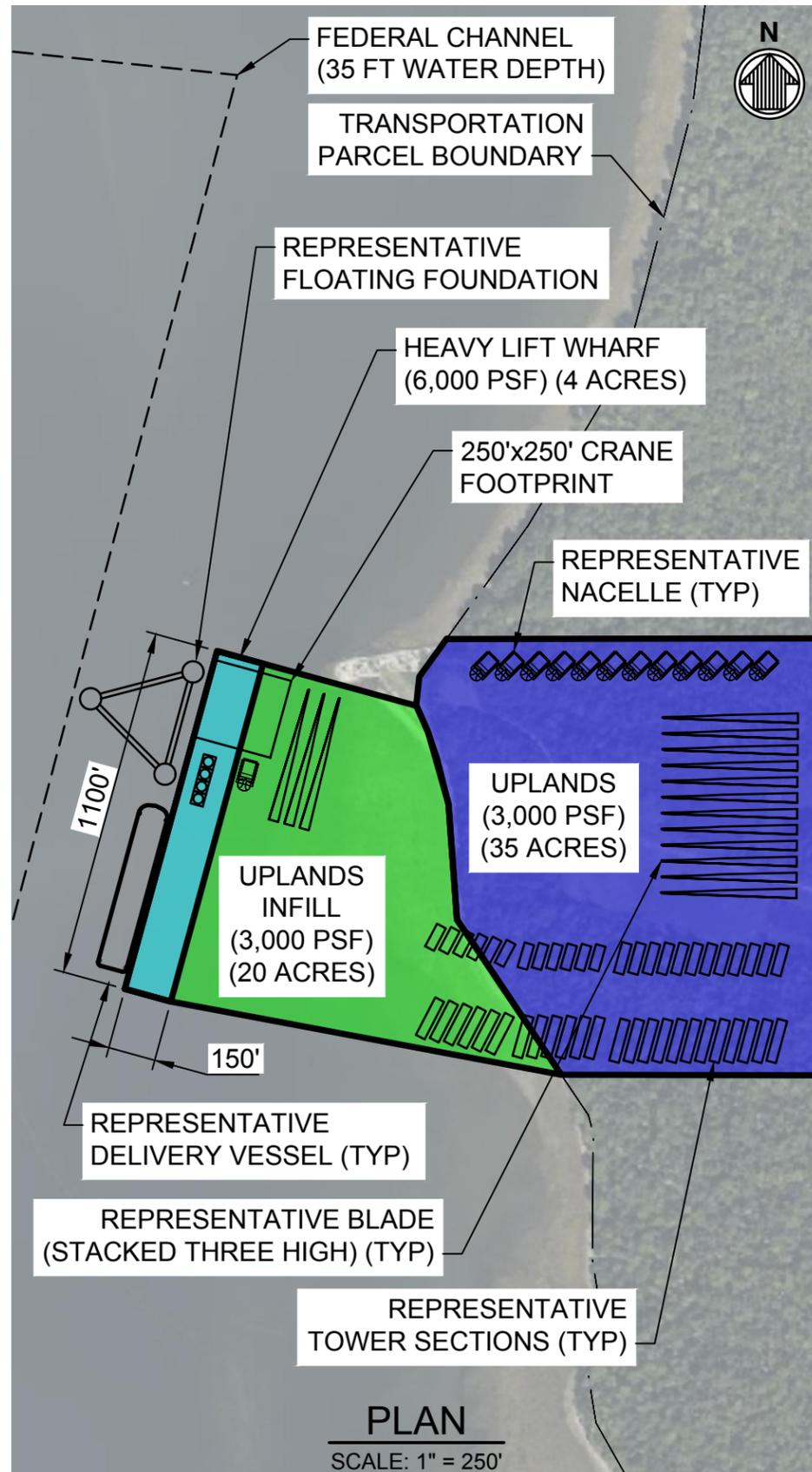
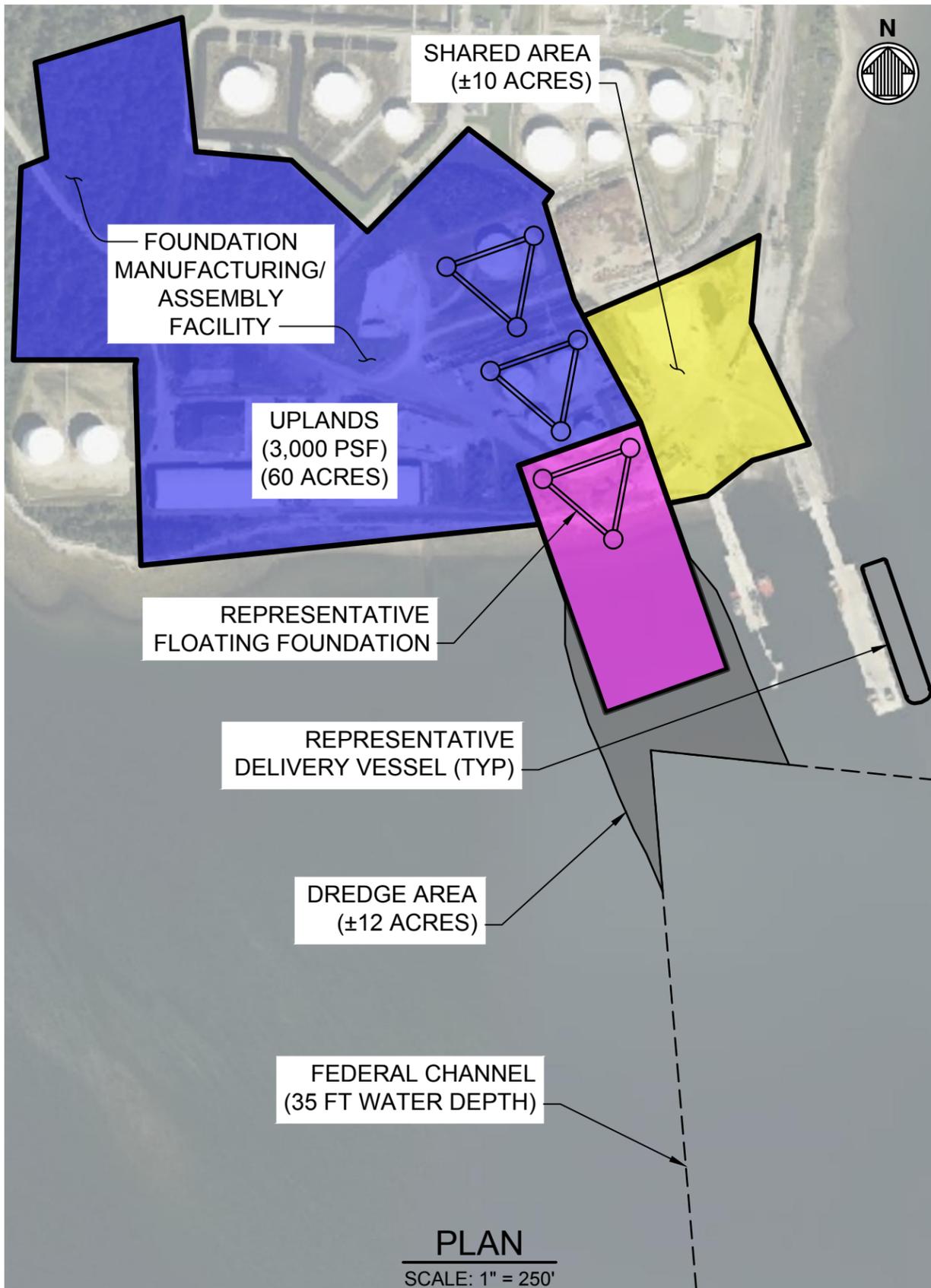




NOTES:

1. Layout is preliminary.
2. Layout assumes 20MW wind turbine generator components, and are representative based on available information.
3. Foundation size is approximate. It has been scaled from existing semi-submersible installations to accommodate 20MW turbine units.
4. Based on existing water depths, a dredge of approximately 175,000 CY would be required.
5. The marine ramp location and size is approximate. It is based on data provided by the State of Maine.





NOTES:

1. Layout is preliminary.
2. Layout assumes 20MW wind turbine generator components, and are representative based on available information.
3. Foundation size is approximate. It has been scaled from existing semi-submersible installations to accommodate 20MW turbine units.
4. Based on existing water depths, no dredge or designated turning basin is required at the Sears Island site. A dredge of approximately 480,000 CY would be required at the Mack Point site. This number is subject to change with continued site exploration and design progress.
5. In the hybrid scenario, the Mack Point site is assumed to be a foundation manufacturing/ assembly facility. The Sears Island site is assumed to be an integration/marshalling facility.
6. In this layout, raw materials are delivered at the existing Sprague Bulk Dock. It is assumed the delivery vessel uses the Federal Channel as a turning basin.
7. The marine ramp location and size is approximate. It is based on data provided by the State of Maine.
8. The designated layout at Mack Point is based on areas that Sprague Energy has indicated are available for redevelopment and are subject to change. Sprague Energy and Canadian Pacific Rail are owners of the land in this area and will be displaced. This includes an approximately 10 acre area shared with other activities on the terminal used to access the existing bulk dock.

