

## NECEC PROJECT ROAD BUFFER EVALUATION

The NECEC Project Road Buffer Evaluation is based on the methodology developed and approved for the Maine Power Reliability Program and results in a determination of where visual buffers would be appropriate and effective.

- 1. The first step** in analyzing whether a road buffer would be appropriate is to analyze the type of road; the degree of visible change that would result in comparison to existing conditions; the length of time a motorist traveling on the road would be exposed to the proposed transmission corridor; the type of existing screening ; and how much of the corridor is visible from the crossing location. The points assigned to each factor are adjusted upward or downward by the reviewer (qualified landscape architect, in this case TJD&A), and based on local knowledge through field work. After each factor is evaluated for both sides of the road, the scores are tabulated and recorded as ‘Total Points’.

### **A. Type of Road / Number of Viewers**

- 0: Unimproved road / Lightly traveled
- 1: Other Passable Road / Lightly traveled
- 2: Local Road / Moderately traveled
- 3: Secondary State Route / Moderately traveled
- 4: Primary Route / High traffic volume
- 5: Limited Access Highway / High traffic volume

### **B. Degree of Visible Change to Existing Conditions**

- 0: No visible change to the transmission corridor or transmission structures
- 1: Minor change with minimal vegetation clearing, or change to conductors and hardware only
- 2: Minor change: a new or replacement structure within existing cleared corridor
- 3: Moderate change: one existing 115 kV line and a new HVDC or 345 kV, or existing corridor widened by 75–150’
- 4. Significant change: new HVDC structures within existing clearing/clear cut
- 5. Significant change: new 150’ wide cleared corridor, new HVDC structures

### **C. Length of Exposure Following Construction/Upgrade**

- 1: Transmission corridor visible for < 3 seconds
- 3: Transmission corridor visible for 3 - 8 seconds
- 5: Transmission corridor visible for > 8 seconds

### **D. Existing Screening Vegetation to be Removed**

- 0: No vegetation would be lost by proposed activity
- 1: Minor shrubby/woody vegetation would be removed
- 2: Scattered clumps of trees/large shrubs which now screen the ROW would be removed
- 3: Active timber harvesting area/regenerating forest cover
- 4: Removal of 75’ of vegetation that screens the existing cleared corridor
- 5: Significant loss of effective screening vegetation

**E. Corridor Alignment**

- 0: Abrupt change in alignment or topography in one structure or within 1/4 mile
- 3: Significant change in alignment or topography within 1/4 to one mile
- 5: No visible change in corridor alignment (straight line alignment)

**2. The next step involves determining what the Scenic Quality and Community Character of the road is based on the following description:**

**High (H):** A combination of water features, vegetation, landform, and cultural patterns that is significantly more distinctive than the characteristic landscape of the area. Landscape quality may be considered of regional or statewide significance.

**Medium (M):** A combination of features, which may include waterbodies, vegetation, landforms, and settlement patterns, that is more distinctive than the characteristic landscape of the area.

**Common (C):** The characteristic landscape of an area. This may include areas with minimal variety in the landscape; often characterized by uniform patterns of tree growth, little topographic relief, and lack of water bodies.

**Low (L):** This may include landscapes that have been severely altered by natural or man-made forces that result in an alteration or degradation of visual quality.

**3. With the Total Points from Step 1 and the Scenic Quality/Community Character designation from Step 2, the next step is to determine whether a Buffer is preliminarily recommended and what type of buffer based on the matrix below.**

As an example, if through Step 1 the points for a road crossing total 14 and it is determined to be of 'Medium' Scenic Quality due to the presence of waterbodies and mountains the result is that No Buffer is recommended.

BUFFERS		TOTAL POINTS		
		20-25	15-19	0-14
Scenic Quality  Community Character	HIGH			
	MEDIUM			
	COMMON			
	LOW			

<b>BUFFER RECOMMENDATION</b>	
	Full buffer plantings recommended (F)
	Light buffer plantings recommended (L)
	Buffers plantings may be effective. A determination of Further Assessment (FA) of need and effectiveness in needed.
	No buffer recommended

**4. If no buffer is recommended a (N) is shown for None. If a Full (F) Buffer, Light (L) Buffer, or a determination of Further Assessment (FA) of Need and Effectiveness results, then the following questions are asked to determine the type and effectiveness of a buffer. The answers to these questions determine the Final Buffer Recommendation.**

- a. Does the present land use within the transmission corridor preclude creating effective buffers? (E.g., Is the land within or directly adjacent to the transmission corridor used for timber harvesting operations, or active agriculture?)
- b. Do environmental factors preclude the installation of buffer planting? (E.g., Is the land adjacent to or within the transmission corridor a wetland, waterbody, or rock outcrop?)
- c. Do other factors limit buffer potential? (e.g., Are there existing driveways, fencing or other structures that prevent a buffer?)
- d. Would buffer plantings seem out of place, relative to existing land use? (e.g., Does the transmission line cross over an open agricultural field with no other trees in close proximity?)
- e. Would buffer plantings block a view of a scenic resource from a public road? We also noted if there were distant views that would be blocked.
- f. Would it be possible to reduce or minimize the Project impacts with a buffer?

The NECEC Project Road Buffer Evaluation resulted in recommendations for roadside buffers at the Route 201 crossing in Johnson Mtn Twp, the Route 201 crossing in Moscow, along Troutdale Road in Bald Mountain Twp (near border with Caratunk) and north of Fickett Road in Pownal.

A Buffer Planting Plan has already been submitted for Troutdale Road in Bald Mountain Twp and from Fickett Road north of the proposed Fickett Road Substation.

ROAD BUFFER EVALUATION SUMMARY SEGMENT 1			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/ Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need /Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Possible to minimize visual impacts by buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
Beattie Twp	Lowelltown Road	Private	1	4	3	3	3	14	M	FA	Yes	No	No	Yes	No	No	NO	Rated as Medium because of topography, Private road primarily used for timber harvesting operations, buffers would be out of place and potentially sited in locations of future lay down areas.
	Unnamed haul road 1	Private	0	4	3	3	3	13	C	FA	Yes	No	No	Yes	No	No	NO	Private road primarily used for timber harvesting operations, buffers would be out of place and potentially sited in locations of future lay down areas.
	Unnamed haul road 2	Private	0	4	3	3	3	13	C	FA	Yes	No	No	Yes	No	No	NO	Private road primarily used for timber harvesting operations, buffers would be out of place and potentially sited in locations of future lay down areas.
	Unnamed haul road 3	Private	0	4	3	3	3	13	C	FA	Yes	No	No	Yes	No	No	NO	Private road primarily used for timber harvesting operations, buffers would be out of place and potentially sited in locations of future lay down areas.
Skinner Twp	Lowelltown Road	Private	1	4	3	3	3	14	M	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	West Branch Road	Private	1	4	3	3	3	14	M	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Goldbrook Road	Private	1	4	3	3	5	16	M	FA	Yes	No	No	Yes	No	No	NO	Private road primarily used for timber harvesting operations, buffers would be out of place and potentially sited in locations of future lay down areas.
	Unnamed haul road 1	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Pine Tree Road	Private	1	4	3	3	5	16	M	FA	Yes	No	No	Yes	No	No	NO	Private road primarily used for timber harvesting operations, buffers would be out of place and potentially sited in locations of future lay down areas.
Appleton Twp	Spencer Road	Private	1	4	3	3	3	14	M	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 1	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 2	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 3	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 4	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
Hobbs town Twp	Tobeys Road	Private	1	4	3	3	5	16	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
T5 R7 BKP WKR	Spencer Rips Road	Private	1	4	3	3	3	14	M	N	-	-	-	-	-	-	NO	Access to Moose River, camps, adjacent to Whipple Pond, may consider vegetation management to preserve road side vegetation.
	Spencer Road	Private	1	4	3	3	5	16	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 1	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 2	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
Bradstreet Twp	Mining Road	Private	1	4	3	3	3	14	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 1	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 2	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road

**A. Type of Road / Number of Viewers**  
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**C. Length of Exposure Following Upgrade**  
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**D. Existing Screening Vegetation to be Removed**  
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ROAD BUFFER EVALUATION SUMMARY SEGMENT 1			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/ Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need /Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Possible to minimize visual impacts by buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
	Unnamed haul road 3	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 4	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
Parlin Pond Twp	Spencer Road (Hardscrabble Road)	Private	1	4	3	3	3	14	M	N	-	-	-	-	-	-	NO	Regenerating forest on either side, close to Piet Brook
Johnson Mountain Twp	Coburn Mountain access road / Enchanted Mountain Road	Private	1	4	3	3	5	16	M	FA	Yes	No	No	Yes	No	No	NO	In between Coburn and Johnson Mtn, ITS trail, Private road primarily used for timber harvesting operations, buffers would be out of place and potentially sited in locations of future lay down areas.
	Judd Road	Private	1	4	3	3	5	16	M	FA	Yes	No	No	Yes	No	No	NO	South of Johnson Mtn, Private road primarily used for timber harvesting operations, buffers would be out of place and potentially sited in locations of future lay down areas.
	Route 201	Public	4	5	5	5	5	24	H	Full	No	No	No	No	No	Yes	YES	Rated as High because it is Scenic Quality, A full buffer of non-capable vegetation is recommended on both sides of Route 201 due to its high volume and designation as a National Scenic Byway.
	Capital Road	Private	1	4	5	3	3	16	M	FA	Yes	No	No	Yes	No	No	NO	Timber Harvesting haul road. View of Cold Stream, Cold Stream Forest, surrounding hills, active harvesting area precludes a buffer, Riparian stream buffer will remain
	Wilson Hill Road	Private	1	4	3	3	5	16	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Mountain Brook Road	Private	0	4	3	3	3	13	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 1	Private	0	4	3	3	3	13	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 2	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 3	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 4	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 5	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
	Unnamed haul road 6	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
Unnamed haul road 7	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road	
West Forks Twp	Unnamed haul road 1	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road, close to Cold Stream Forest
	Unnamed haul road 2	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road, close to Cold Stream Forest
	Unnamed haul road 3	Private	0	4	3	3	5	15	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road, close to Cold Stream Forest
	Unnamed haul road 4	Private	0	4	3	3	3	13	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road, close to Cold Stream Forest
Moxie Gore	Fish Pond Road	Private	1	4	3	3	3	14	C	N	-	-	-	-	-	-	NO	Crossing location is not in view of Moxie Stream

**A. Type of Road / Number of Viewers**  
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**C. Length of Exposure Following Upgrade**  
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5: Transmission corridor visible for > 8 seconds

**D. Existing Screening Vegetation to be Removed**  
0: No vegetation would be lost by proposed activity  
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2: Scattered clumps of trees/large shrubs which now screen the ROW would be lost  
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**E. Corridor Alignment**  
0: Abrupt change in alignment or topography within one structure or within 1/4 mile  
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ROAD BUFFER EVALUATION SUMMARY SEGMENT 1			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/ Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need /Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Possible to minimize visual impacts by buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
Moxie Gore	Unnamed haul road 1	Private	0	4	3	3	3	13	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
Moxie Gore	Unnamed haul road 2	Private	0	4	3	3	3	13	C	N	-	-	-	-	-	-	NO	Timber Harvesting haul road
The Forks Plt	Lake Moxie Road	Public	2	5	3	3	5	18	C	N	-	-	-	-	-	-	NO	Access Road to Moxie Pond, 500 feet west of existing transmission line crossing

<b>A. Type of Road / Number of Viewers</b> 0: Unimproved road / Lightly traveled 1: Other Passable Road / Lightly traveled 2: Local Road / Moderately traveled 3: Secondary State Route / Moderately traveled 4: Primary Route / High traffic volume 5: Limited Access Highway / High traffic volume	<b>B. Degree of Visible Change to Existing Conditions</b> 0: 0: No visible change to the transmission corridor or transmission structures 1: Minor change with minimal vegetation clearing, or only conductors change 2: Minor change: a new or replacement structure within existing cleared corridor 3: Moderate change: one existing 115 kV line and a new HVDC/345kV, or existing corridor widened by 75–150' 4: Significant change: new HVDC structures within existing clearing/clear cut 5: Significant change: new 150' wide cleared corridor, new HVDC structures	<b>C. Length of Exposure Following Upgrade</b> 1: Transmission corridor visible for < 3 seconds 3: Transmission corridor visible for 3 - 8 seconds 5: Transmission corridor visible for > 8 seconds	<b>D. Existing Screening Vegetation to be Removed</b> 0: No vegetation would be lost by proposed activity 1: Minor shrubby/woody vegetation would be removed 2: Scattered clumps of trees/large shrubs which now screen the ROW would be lost 3: Active timber harvesting area/regenerating forest cover 4: Removal of 75' of vegetation that screens the existing cleared corridor 5: Significant loss of effective screening vegetation	<b>E. Corridor Alignment</b> 0: Abrupt change in alignment or topography within one structure or within 1/4 mile 3: Significant change in alignment or topography within 1/4 to one mile 5: No visible change in corridor alignment (straight line alignment)
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ROAD BUFFER EVALUATION SUMMARY SEGMENT 2			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/ Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need /Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Possible to minimize visual impacts with buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
The Forks Plt	Hodges Road	Private	0	3	3	3	3	12	C	N	-	-	-	-	-	-	NO	Access road to timber harvesting area.
	Troutdale Road	Public	1	3	5	3	3	15	C	N	-	-	-	-	-	-	NO	Road within existing corridor for approximately 1,000 ft
	Unnamed haul road 1	Private	0	3	3	3	3	12	C	N	-	-	-	-	-	-	NO	Access road to timber harvesting area.
	Unnamed haul road 2	Private	0	3	3	3	3	12	M	N	-	-	-	-	-	-	NO	Access road to timber harvesting area.
	Mosquito Pond Road	Private	0	3	3	3	3	12	M	N	-	-	-	-	-	-	NO	Access road to timber harvesting area and Mosquito Pond which is a rated great pond, proximate to Mosquito Mtn but can't see from roads, Can see distant ridge.
	Unnamed haul road 4	Private	0	3	3	3	3	12	M	N	-	-	-	-	-	-	NO	Access road to timber harvesting area, adjacent to stream
Bald Mountain Twp	Little Sandy Stream Rd	Private	1	3	3	3	5	15	M	FA	Yes	Yes	No	No	Yes	No	NO	Access road to timber harvesting areas, adjacent to Sandy Stream and views down ex transmission line toward south end of Moxie Pond, buffer not effective because of topography and stream.
	Troutdale/Trestle Road near Joe's Hole	Public	1	3	3	4	3	14	H	L	No	Maybe	No	No	Yes	Yes	YES	Rated as High because adjacent to Moxie Pond/Joe's Hole, and co-located with the Appalachian Trail, topography limits views to the north, Light buffer recommended on southeast side of Road. Will reduce view of Joe's Hole from the road. Limited area between road and Joes Hole will limit buffer width.
	Little Austin Pond Access Road	Private?	1	3	3	4	5	16	C	N	-	-	-	-	-	-	NO	Access to timber harvesting and Austin Pond, no camps
	Troutdale/Trestle Road	Public	1	3	3	4	5	16	C	N	-	-	-	-	-	-	NO	Access road to timber harvesting areas, east of Baker Stream
	Unnamed haul road 1	Private	0	3	3	3	3	12	C	N	-	-	-	-	-	-	NO	Access road to timber harvesting area.
Moscow	Heald Pond Road	Private	1	3	3	3	5	15	C	N	-	-	-	-	-	-	NO	Access to timber harvesting, Heald Ponds (1+/- camp on pond) and Moxie Mtn trail
	Chase Pond Road	Private	1	3	3	3	5	15	C	N	-	-	-	-	-	-	NO	Access to timber harvesting and camps on Chase Pond (13+/- camps)
	Stream Rd #1	Public	1	3	5	4	3	16	C	N	-	-	-	-	-	-	NO	Adjacent to Moscow Air Force Radar fields, access timber harvesting roads, Bingham Wind Project visible, existing transmission line
	Stream Rd #2/Chase Pond Road	Public	1	3	5	4	5	18	C	N	-	-	-	-	-	-	NO	Project Parallel to Stream Road, access timber harvesting roads
	Wolf Mountain Pass Rd	Private	0	3	3	4	5	15	C	N	-	-	-	-	-	-	NO	Woods road to top of hill, no houses, ex transmission line cleared corridor right up to edge of road. Not possible to buffer
	Bassett Ln	Private	1	3	3	4	5	16	C	N	-	-	-	-	-	-	NO	No adjacent houses, dead end
	Henry Beadoin Rd	Private	1	3	3	4	5	16	C	N	-	-	-	-	-	-	NO	No adjacent houses, road leads to a farmstead, dead end, ex transmission line allows views to nearby hills.
	Burns Rd	Public	1	3	3	4	5	16	C	N	-	-	-	-	-	-	NO	One house adjacent, connects t Pierce Hill Road
	Donigan Road	Public	2	3	3	4	5	17	C	N	-	-	-	-	-	-	NO	An existing wooded buffer would remain between 15+/- house and the transmission corridor
Route 201	Public	4	3	3	4	3	17	H	L	No	No	No	No	No	Yes	YES	Rated as High because it is a Scenic Byway, though this area is of less Scenic Quality because of existing utility infrastructure, Light buffer recommended	

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ROAD BUFFER EVALUATION SUMMARY SEGMENT 3			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need /Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Not Possible to minimize visual impacts by buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
Moscow	Station Road	Private	1	3	5	1	0	10	L	N	-	-	-	-	-	-	No	Adjacent to Wyman Hydro
Concord Twp	Pleasant Ridge Road	Public	2	3	1	4	0	10	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Bluff Road	Public	2	3	1	4	3	13	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Jackson Pond Road	Public	2	3	3	4	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Owens Road	Private	1	3	3	4	5	16	C	N	-	-	-	-	-	-	No	Gravel private road to 3 homes, wooded area
	Unnamed road 1	Private	1	2	5	0	0	8	M	N	-	-	-	-	-	-	No	Gravel private road to farm out-buildings, field setting with surrounding hills, near Kennebec river
	Unnamed road 2	Private	0	3	3	4	0	10	C	N	-	-	-	-	-	-	No	Gravel private road, wooded area, appears to follow the existing corridor
	Unnamed road 3	Private	0	3	3	4	3	13	C	N	-	-	-	-	-	-	No	Gravel private road, wooded area, appears to follow the existing corridor
	Unnamed road 4	Private	0	3	3	4	5	15	C	N	-	-	-	-	-	-	No	Gravel private road, wooded area, appears to follow the existing corridor
	Unnamed road 5	Private	0	3	3	4	5	15	C	N	-	-	-	-	-	-	No	Gravel private road, wooded area, appears to follow the existing corridor
Embden	Bert Berry Road	Public	2	3	5	4	5	19	L	N	-	-	-	-	-	-	No	Small Substation, paved local road crossing, wooded area, scattered houses
	Across Town Road	Public	2	3	3	4	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Pattys Ln	Private	0	3	3	4	5	15	C	N	-	-	-	-	-	-	No	Gravel private road to a wood lot, wooded area
	Unnamed road 1	Private	0	3	3	4	5	15	C	N	-	-	-	-	-	-	No	Gravel gated private road to 2 homes, wooded area
	Unnamed road 2	Private	1	3	3	4	5	16	C	N	-	-	-	-	-	-	No	Gravel private road to 1 home, wooded area
Anson	Solon Road	Public	3	3	3	4	3	16	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, municipal development area, wooded area
	Madison Street	Public	1	3	3	4	3	14	C	N	-	-	-	-	-	-	No	Gravel local road crossing, wooded area with some farm fields. Near Carrabasset River
	River Road (Route 8)	Public	3	3	5	2	5	18	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, open filed area near woods and the Carrabasset River
	Campground Road	Public	2	3	3	4	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Bookerville Road	Public	2	3	5	4	5	19	C	N	-	-	-	-	-	-	No	Paved local road crossing, mixed farm fields and woods, scattered houses
	Lloyd Road	Public	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel local road crossing, mixed farm fields and woods, scattered houses
	Starks Road (Route 43)	Public	3	3	3	4	0	13	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, open farm fields, woods, scattered houses
	Unnamed road 1	Private	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel private road in a wooded area near fields and harvesting operations
Unnamed road 2	Private	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel private road linking open farm fields to a wooded area.	
Starks	Starks Road	Public	3	2	5	2	0	12	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, open farm fields, small substation nearby

**A. Type of Road / Number of Viewers**  
0: Unimproved road / Lightly traveled  
1: Other Passable Road / Lightly traveled  
2: Local Road / Moderately traveled  
3: Secondary State Route / Moderately traveled  
4: Primary Route / High traffic volume  
5: Limited Access Highway / High traffic volume

**B. Degree of Visible Change to Existing Conditions**  
0: No visible change to the transmission corridor or transmission structures  
1: Minor change with minimal vegetation clearing, or only conductors change  
2: Minor change: a new or replacement structure within existing cleared corridor  
3: Moderate change: one existing 115 kV line and a new HVDC/345kV, or existing corridor widened by 75-150'  
4: Significant change: new HVDC structures within existing clearing/clear cut  
5: Significant change: new 150' wide cleared corridor, new HVDC structures

**C. Length of Exposure Following Upgrade**  
1: Transmission corridor visible for < 3 seconds  
3: Transmission corridor visible for 3 - 8 seconds  
5: Transmission corridor visible for > 8 seconds

**D. Existing Screening Vegetation to be Removed**  
0: No vegetation would be lost by proposed activity  
1: Minor shrubby/woody vegetation would be removed  
2: Scattered clumps of trees/large shrubs which now screen the ROW would be lost  
3: Active timber harvesting area/regenerating forest cover  
4: Removal of 75' of vegetation that screens the existing cleared corridor  
5: Significant loss of effective screening vegetation

**E. Corridor Alignment**  
0: Abrupt change in alignment or topography within one structure or within ¼ mile  
3: Significant change in alignment or topography within ¼ to one mile  
5: No visible change in corridor alignment (straight line alignment)



ROAD BUFFER EVALUATION SUMMARY SEGMENT 3			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need /Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Not Possible to minimize visual impacts by buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
Starks	Redneck Road	Private	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel private road to several homes, wooded area
	Mayhew Road	Public	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel public road crossing, wooded area
	W. Mills Road	Public	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel public road crossing, wooded area
Industry	Industry Road (Route 43)	Public	3	3	3	4	5	18	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, wooded area, scattered houses
	Bailey Road	Public	1	3	3	4	5	16	C	N	-	-	-	-	-	-	No	Gravel public road crossing, wooded area, scattered houses
New Sharon	Goodrich Road	Public?	0	3	5	4	5	17	C	N	-	-	-	-	-	-	No	Rough backwoods road, wooded area, scattered houses
	Clearwater Road	Public	1	3	3	4	5	16	C	N	-	-	-	-	-	-	No	Gravel public road crossing, wooded area, scattered houses
Farmington	Unnamed drive	Private	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel private road to 2 homes and out buildings, open fields and woods
	Perham Hill Road	Public	2	3	5	4	5	19	C	N	-	-	-	-	-	-	No	Paved local road crossing, fields and woods nearby, scattered farm houses
	Osborne Road	Public	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel local road crossing, eastern views, agricultural fields directly adjacent. and woods nearby, scattered houses. Buffer would be out of place in fields and block views
	Bailey Hill Road	Public	2	3	5	4	5	19	C	N	-	-	-	-	-	-	No	Paved local road crossing, fields and woods nearby, NE farm character area
	Davis Road	Public	1	3	5	2	5	16	C	N	-	-	-	-	-	-	No	Gravel local road crossing, fields and woods nearby, NE farm character area
	Farmington Falls Road (US Route 2)	Public	4	3	3	4	5	19	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, developed area, mixed fields and woods, views to north of substation 600' from road. While scoring doesn't result in a buffer recommendation, consider vegetation management that allows non-capable roadside vegetation to grow to screen view toward existing substation
	Whittier Road	Public	2	3	5	4	3	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, views of distant hills, agricultural fields adjacent, woods nearby, NE farm character, Buffer would block views of distant hills
	Knowlton Corner Road	Public	2	3	5	4	5	19	C	N	-	-	-	-	-	-	No	Paved local road crossing, fields and woods nearby, nice NE farm character area
	Webster Road	Public	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel local road crossing, wooded area with fields nearby
Wilton	McCrillis Corner Road	Public	2	3	5	2	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, views of distant hills looking over road to south, open fields and woods adjacent, NE farm character area,
Chesterville	Wilton Road (Route 156)	Public	2	3	5	2	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, fields and woods nearby
Jay	Soules Hill Road	Public	2	3	5	4	5	19	M	FA	No	No	Yes	Yes	No	No	No	Paved local road crossing, expansive northern vista, fields and woods nearby, buffer would block distant views as seen from road, No Buffer Recommended
	Plaisted Road	Public	2	3	3	4	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Belanger Road	Public	2	3	3	4	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses

**A. Type of Road / Number of Viewers**  
0: Unimproved road / Lightly traveled  
1: Other Passable Road / Lightly traveled  
2: Local Road / Moderately traveled  
3: Secondary State Route / Moderately traveled  
4: Primary Route / High traffic volume  
5: Limited Access Highway / High traffic volume

**B. Degree of Visible Change to Existing Conditions**  
0: No visible change to the transmission corridor or transmission structures  
1: Minor change with minimal vegetation clearing, or only conductors change  
2: Minor change: a new or replacement structure within existing cleared corridor  
3: Moderate change: one existing 115 kV line and a new HVDC/345 kV, or existing corridor widened by 75-150'  
4: Significant change: new HVDC structures within existing clearing/clear cut  
5: Significant change: new 150' wide cleared corridor, new HVDC structures

**C. Length of Exposure Following Upgrade**  
1: Transmission corridor visible for < 3 seconds  
3: Transmission corridor visible for 3 - 8 seconds  
5: Transmission corridor visible for > 8 seconds

**D. Existing Screening Vegetation to be Removed**  
0: No vegetation would be lost by proposed activity  
1: Minor shrubby/woody vegetation would be removed  
2: Scattered clumps of trees/large shrubs which now screen the ROW would be lost  
3: Active timber harvesting area/regenerating forest cover  
4: Removal of 75' of vegetation that screens the existing cleared corridor  
5: Significant loss of effective screening vegetation

**E. Corridor Alignment**  
0: Abrupt change in alignment or topography within one structure or within ¼ mile  
3: Significant change in alignment or topography within ¼ to one mile  
5: No visible change in corridor alignment (straight line alignment)

ROAD BUFFER EVALUATION SUMMARY SEGMENT 3			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need /Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Not Possible to minimize visual impacts by buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
Jay	E. Jay Road	Public	2	3	5	4	3	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, mixed farm fields and woods, scattered houses
	Claybrook Road	Public	2	3	5	4	3	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, mixed farm fields and woods, scattered houses
Livermore Falls	Turmel Road	Public?	1	2	5	0	5	13	C	N	-	-	-	-	-	-	No	Paved local road crossing, mixed farm fields and woods, scattered houses
	Moose Hill Road	Public	2	2	5	0	5	14	L	N	-	-	-	-	-	-	No	Paved local road crossing, Next to substation, mixed farm fields and woods, scattered houses
	Fayette Road	Public	2	3	3	4	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, mixed farm fields and woods, cemetery adjacent, some dense residential nearby
	Pomeroy Hill Road	Public	2	3	3	4	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, mixed farm fields and woods, cemetery adjacent, some dense residential nearby
	Park Street (Route 133)	Public	3	3	3	4	5	18	C	N	-	-	-	-	-	-	No	Paved local road crossing, mixed farm fields and woods, cemetery adjacent, scattered homes
	Hillman Ferry Road	Public	1	3	5	2	5	16	C	N	-	-	-	-	-	-	No	Gravel local road crossing, wooded area, scattered houses
	Bear Brook Road	Private	1	3	5	4	3	16	C	N	-	-	-	-	-	-	No	Gravel private road crossing, wooded area, scattered houses
	Androscoggin Bluff Road	Public	2	3	5	4	3	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area near Androscoggin river, scattered houses
	Lyman Lane	Public	1	3	3	4	0	11	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	River Road	Public	2	5	5	5	3	20	C	N	-	-	-	-	-	-	No	Paved local road crossing that passes by existing houses. Project behind housing on River Road
	Strickland Loop Road #1	Public	2	3	5	4	5	19	C	N	-	-	-	-	-	-	No	Paved local road crossing, mixed fields and woods, scattered houses
Strickland Loop Road #2	Public	2	3	5	2	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, mixed fields and woods, scattered houses	
Leeds	Knapp Road	Public?	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel local road crossing, small river nearby, wooded area, scattered houses
	Campbell Road	Public	1	3	3	4	5	16	C	N	-	-	-	-	-	-	No	Gravel local road crossing, mixed fields and woods, scattered houses
	Howes Corner Road	Public	3	3	3	4	0	13	C	N	-	-	-	-	-	-	No	Gravel local road crossing, wooded area, scattered houses
	Fish Street	Public	2	3	5	4	5	19	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	River Road	Public	2	3	3	4	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Church Hill Road	Public	2	3	5	4	5	19	M	FA	Yes	No	No	Yes	No	No	No	Paved local road crossing, large open agricultural field, expansive view toward distant northern hills, buffers ineffective adjacent to open fields
Greene	N Line Road	Public	1	3	3	4	5	16	C	N	-	-	-	-	-	-	No	Gravel local road crossing, mixed fields and woods, scattered houses
	Linda Drive	Public?	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel local road crossing, wooded area, possibly private, residential neighborhoods
	Allen Pond Road	Public	2	3	5	4	5	19	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, residential neighborhoods
	Rose Pond	Public	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel local road crossing, wooded area, residential neighborhoods

**A. Type of Road / Number of Viewers**  
0: Unimproved road / Lightly traveled  
1: Other Passable Road / Lightly traveled  
2: Local Road / Moderately traveled  
3: Secondary State Route / Moderately traveled  
4: Primary Route / High traffic volume  
5: Limited Access Highway / High traffic volume

**B. Degree of Visible Change to Existing Conditions**  
0: No visible change to the transmission corridor or transmission structures  
1: Minor change with minimal vegetation clearing, or only conductors change  
2: Minor change: a new or replacement structure within existing cleared corridor  
3: Moderate change: one existing 115 kV line and a new HVDC/345kV, or existing corridor widened by 75-150'  
4: Significant change: new HVDC structures within existing clearing/clear cut  
5: Significant change: new 150' wide cleared corridor, new HVDC structures

**C. Length of Exposure Following Upgrade**  
1: Transmission corridor visible for < 3 seconds  
3: Transmission corridor visible for 3 - 8 seconds  
5: Transmission corridor visible for > 8 seconds

**D. Existing Screening Vegetation to be Removed**  
0: No vegetation would be lost by proposed activity  
1: Minor shrubby/woody vegetation would be removed  
2: Scattered clumps of trees/large shrubs which now screen the ROW would be lost  
3: Active timber harvesting area/regenerating forest cover  
4: Removal of 75' of vegetation that screens the existing cleared corridor  
5: Significant loss of effective screening vegetation

**E. Corridor Alignment**  
0: Abrupt change in alignment or topography within one structure or within ¼ mile  
3: Significant change in alignment or topography within ¼ to one mile  
5: No visible change in corridor alignment (straight line alignment)

ROAD BUFFER EVALUATION SUMMARY SEGMENT 3			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need /Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Not Possible to minimize visual impacts by buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
Greene	Allen Pond Campground	Public	1	3	5	0	5	14	C	N	-	-	-	-	-	-	No	Gravel local road crossing, wooded area, residential neighborhoods
	Packard Road	Public?	1	3	5	4	5	18	C	N	-	-	-	-	-	-	No	Gravel road crossing, wooded area, residential neighborhoods, private?
	Meadow Hill Road	Public	2	3	3	4	5	17	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Daggett Hill Road	Public	2	3	3	4	0	12	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered development
	Route 100/11	Public	3	3	3	4	0	13	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, wooded area, scattered development
Lewiston	Merrill Road	Public	2	3	5	2	3	15	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses

<b>A. Type of Road / Number of Viewers</b> 0: Unimproved road / Lightly traveled 1: Other Passable Road / Lightly traveled 2: Local Road / Moderately traveled 3: Secondary State Route / Moderately traveled 4: Primary Route / High traffic volume 5: Limited Access Highway / High traffic volume	<b>B. Degree of Visible Change to Existing Conditions</b> 0: No visible change to the transmission corridor or transmission structures 1: Minor change with minimal vegetation clearing, or only conductors change 2: Minor change: a new or replacement structure within existing cleared corridor 3: Moderate change: one existing 115 kV line and a new HVDC/345kV, or existing corridor widened by 75-150' 4: Significant change: new HVDC structures within existing clearing/clear cut 5: Significant change: new 150' wide cleared corridor, new HVDC structures	<b>C. Length of Exposure Following Upgrade</b> 1: Transmission corridor visible for < 3 seconds 3: Transmission corridor visible for 3 - 8 seconds 5: Transmission corridor visible for > 8 seconds	<b>D. Existing Screening Vegetation to be Removed</b> 0: No vegetation would be lost by proposed activity 1: Minor shrubby/woody vegetation would be removed 2: Scattered clumps of trees/large shrubs which now screen the ROW would be lost 3: Active timber harvesting area/regenerating forest cover 4: Removal of 75' of vegetation that screens the existing cleared corridor 5: Significant loss of effective screening vegetation	<b>E. Corridor Alignment</b> 0: Abrupt change in alignment or topography within one structure or within ¼ mile 3: Significant change in alignment or topography within ¼ to one mile 5: No visible change in corridor alignment (straight line alignment)
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ROAD BUFFER EVALUATION SUMMARY SEGMENT 4			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/ Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need/Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Not Possible to minimize visual impacts by buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
Lewiston	College Street	Public	2	2	3	0	3	10	C	N	-	-	-	-	-	-	No	One house to the southwest with no buffer to existing corridor. 350 feet wide. Visible over open fields when approaching from southwest.
	Old Greene Road	Public	2	2	3	0	0	7	C	N	-	-	-	-	-	-	No	Ex 350 ft wide corridor. Topography would block views of structures in both direction within ¼ mile.
	Pond Road	Public	2	2	3	0	3	10	C	N	-	-	-	-	-	-	No	Ex 350 ft wide corridor
	Sabbatus Street (Route 126)	Public	3	2	3	0	3	11	L	N	-	-	-	-	-	-	No	Larger existing substation structure within existing corridor. 300 ft wide.
	Riley Street	Private	1	2	3	0	3	9	C	N	-	-	-	-	-	-	No	Runs along for entire length of 500ft next to Riley Street (Project does not cross)
	Grove Street	Public	2	2	3	0	0	7	C	N	-	-	-	-	-	-	No	Ex 300 ft wide Corridor. House with open view of corridor. Topography blocks views of structures in both direction within ¼ mile.
	Old Webster Road	Public	2	2	3	0	3	10	C	N	-	-	-	-	-	-	No	Ex 300 ft wide Corridor. Topography would block views of structures in both direction within 1 mile.
	Maine Turnpike (I-95)	Public	5	2	3	0	3	13	C	N	-	-	-	-	-	-	No	Ex 300 ft wide Corridor. Topography would block views of structures in both direction within 1 mile.
	Old Lisbon Road	Public	2	2	3	0	3	10	C	N	-	-	-	-	-	-	No	Ex 300 ft wide Corridor. Topography would block views of structures in both direction within 1 mile.
	Lisbon Road (Route 196)	Public	3	2	3	0	3	11	C	N	-	-	-	-	-	-	No	Ex 300 ft wide Corridor. Topography would block views of structures in both direction within 1 mile.
	South Lisbon Road	Public	2	2	5	0	3	12	C	N	-	-	-	-	-	-	No	Existing line crosses (Project does not directly cross road). 300 ft wide. Topography would block views of structures in both direction within 1 mile. Road runs at angle where corridor will be visible for more than 8 seconds.
	Pinewoods Road	Public	2	2	5	0	3	12	M	N	-	-	-	-	-	-	No	Farmland to the west.
	Ferry Road	Public	2	2	5	0	3	12	C	N	-	-	-	-	-	-	No	Runs along Ferry Road (Project does not cross). Filtered view of the corridor through residential landscapes.
	Dyer Road	Public	2	2	3	0	5	12	C	N	-	-	-	-	-	-	No	Ex 300 ft wide Corridor, can see distant farmland looking down corridor to the south
Cotton Road	Public	2	2	5	0	3	12	C	N	-	-	-	-	-	-	No	Existing buffer seen while traveling from the west may not be tall enough to buffer new structures. Visible over open residential property to the west.	
Auburn	Riverside Drive (Route 136)	Public	3	2	3	0	5	13	C	N	-	-	-	-	-	-	No	Existing corridor crosses over river to the north.
Durham	Cloutier Road	Private	1	2	1	0	0	4	C	N	-	-	-	-	-	-	No	Runs behind Cloutier Road (Project does not cross). Dead end residential street. Structures, but not corridor will be visible from this road.
	Bowen Road	Public	1	2	3	0	3	9	C	N	-	-	-	-	-	-	No	Ex 350 ft wide corridor. Topography would block views of structures in one direction within 1 mile.
	Bowie Hill Road Ext.	Public	1	2	3	0	5	11	C	N	-	-	-	-	-	-	No	Ex 350 ft wide corridor. Dead end
	Stackpole Road	Public	2	2	3	0	3	10	C	N	-	-	-	-	-	-	No	Ex 350 ft wide corridor . Topography would block views of structures in one direction within 1 mile.

**A. Type of Road / Number of Viewers**  
0: Unimproved road / Lightly traveled  
1: Other Passable Road / Lightly traveled  
2: Local Road / Moderately traveled  
3: Secondary State Route / Moderately traveled  
4: Primary Route / High traffic volume  
5: Limited Access Highway / High traffic volume

**B. Degree of Visible Change to Existing Conditions**  
0: No visible change to the transmission corridor or transmission structures  
1: Minor change with minimal vegetation clearing, or only conductors change  
2: Minor change: a new or replacement structure within existing cleared corridor  
3: Moderate change: one existing 115 kV line and a new HVDC/345kV, or existing corridor widened by 75-150'  
4: Significant change: new HVDC structures within existing clearing/clear cut  
5: Significant change: new 150' wide cleared corridor, new HVDC structures

**C. Length of Exposure Following Upgrade**  
1: Transmission corridor visible for < 3 seconds  
3: Transmission corridor visible for 3 - 8 seconds  
5: Transmission corridor visible for > 8 seconds

**D. Existing Screening Vegetation to be Removed**  
0: No vegetation would be lost by proposed activity  
1: Minor shrubby/woody vegetation would be removed  
2: Scattered clumps of trees/large shrubs which now screen the ROW would be lost  
3: Active timber harvesting area/regenerating forest cover  
4: Removal of 75' of vegetation that screens the existing cleared corridor  
5: Significant loss of effective screening vegetation

**E. Corridor Alignment**  
0: Abrupt change in alignment or topography within one structure or within 1/4 mile  
3: Significant change in alignment or topography within 1/4 to one mile  
5: No visible change in corridor alignment (straight line alignment)

ROAD BUFFER EVALUATION SUMMARY SEGMENT 4			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/ Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need /Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Not Possible to minimize visual impacts by buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
	Auburn Pownal Road	Public	2	2	3	0	5	12	C	N	-	-	-	-	-	-	No	Ex 350 ft wide corridor
	Durham Road	Public	1	2	3	0	5	11	C	N	-	-	-	-	-	-	No	Ex 350 ft wide corridor.
Pownal	Fickett Road	Public	2	2	5	2	5	16	L	N	-	-	-	-	-	-	No	From crossing of Fickett, view of proposed Fickett Road Substation. Filtered view of corridor east of crossing.
	Fickett Road – north of Proposed Substation	Public	2	4	5	2	5	18	L	N*							Yes	From north of Fickett Road Substation. Minimal deciduous vegetation exists. Proposed substation creates a Significant change but seen in context of existing Surowiec Substation and transmission lines. *This evaluation does not result in the need for a buffer primarily due to the 'Low' Scenic Quality designation, however, CMP has prepared and submitted a Buffer Planting Plan to respond to potential impacts to immediate abutters to the north of the proposed substation site and because the MPRP established a precedent for screening new substations.
	Allen Road	Public	2	2	5	0	5	14	L	N	-	-	-	-	-	-	No	Passes through and adjacent to Fickett Road Substation. Runs adjacent to corridor.

<b>A. Type of Road / Number of Viewers</b> 0: Unimproved road / Lightly traveled 1: Other Passable Road / Lightly traveled 2: Local Road / Moderately traveled 3: Secondary State Route / Moderately traveled 4: Primary Route / High traffic volume 5: Limited Access Highway / High traffic volume	<b>B. Degree of Visible Change to Existing Conditions</b> 0: No visible change to the transmission corridor or transmission structures 1: Minor change with minimal vegetation clearing, or only conductors change 2: Minor change: a new or replacement structure within existing cleared corridor 3: Moderate change: one existing 115 kV line and a new HVDC/345kV, or existing corridor widened by 75–150' 4: Significant change: new HVDC structures within existing clearing/clear cut 5: Significant change: new 150' wide cleared corridor, new HVDC structures	<b>C. Length of Exposure Following Upgrade</b> 1: Transmission corridor visible for < 3 seconds 3: Transmission corridor visible for 3 - 8 seconds 5: Transmission corridor visible for > 8 seconds	<b>D. Existing Screening Vegetation to be Removed</b> 0: No vegetation would be lost by proposed activity 1: Minor shrubby/woody vegetation would be removed 2: Scattered clumps of trees/large shrubs which now screen the ROW would be lost 3: Active timber harvesting area/regenerating forest cover 4: Removal of 75' of vegetation that screens the existing cleared corridor 5: Significant loss of effective screening vegetation	<b>E. Corridor Alignment</b> 0: Abrupt change in alignment or topography within one structure or within 1/4 mile 3: Significant change in alignment or topography within 1/4 to one mile 5: No visible change in corridor alignment (straight line alignment)
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ROAD BUFFER EVALUATION SUMMARY SEGMENT 5			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/ Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need /Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Not Possible to minimize visual impacts by buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
Windsor	Maxcy's Mill Road	Public	2	2	5	0	5	14	L	N	-	-	-	-	-	-	No	Adjacent to Substation
	Griffin Road	Public	2	2	5	0	5	14	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Baker Road	Public	2	2	3	0	5	12	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Augusta Rockland Road (Route 32)	Public	3	2	3	0	5	13	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, wooded area, scattered houses
Whitefield	Doyle Road	Public	1	2	3	0	5	11	C	N	-	-	-	-	-	-	No	Gravel road crossing, wooded area, scattered houses
	Devine Road	Public	1	2	3	0	5	11	C	N	-	-	-	-	-	-	No	Gravel road crossing, wooded area, scattered houses
	Cooper Road	Public	2	2	3	0	5	12	C	N	-	-	-	-	-	-	No	Paved local road crossing
	Gorman Lane	Private	1	2	5	0	5	13	C	N	-	-	-	-	-	-	No	Gravel road crossing, wooded area, scattered houses
	Gardiner Road (Route 126)	Public	3	2	3	0	5	13	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, wooded area, scattered houses
	Philbrick Lane	Public	1	2	3	0	5	11	C	N	-	-	-	-	-	-	No	Golf Course nearby, gravel road crossing, wooded area, scattered houses
	Crocker Avenue	Public?	0	2	5	0	5	12	C	N	-	-	-	-	-	-	No	Rough looking road. May be private, wooded area
	Pittstone Road (Route 194)	Public	3	2	5	0	5	15	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, open fields and scrubby veg, scattered houses
	Wiscasset Road (Route 218)	Public	3	2	3	0	0	8	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, wooded area, scattered houses
Alna	Wiscasset Road (Route 218)	Public	3	2	3	0	5	13	C	N	-	-	-	-	-	-	No	River nearby-not visible, paved secondary route crossing, wooded area, scattered houses
	Rabbit Path Road	Public	2	2	3	0	5	12	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Lothrop Road	Public	1	2	5	0	5	13	C	N	-	-	-	-	-	-	No	Stream nearby, gravel dead end road crossing, wooded area, scattered houses
Woolwich	Old Stage Road	Public	2	1	3	0	0	6	C	N	-	-	-	-	-	-	No	
Wiscasset	Gardiner Road (Route 27)	Public	3	2	3	0	5	13	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, Fields/wooded area, scattered houses
	Foye Road	Public	2	2	3	0	5	12	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Willow Lane	Public	2	2	3	0	0	7	C	N	-	-	-	-	-	-	No	Paved local road crossing, wooded area, scattered houses
	Bradford Road	Public	2	3	3	4	0	12	M	N	-	-	-	-	-	-	No	River nearby, paved local road crossing, wooded area, scattered houses
	Old Bath Road	Public	2	1	3	0	0	6	C	N	-	-	-	-	-	-	No	Small stream nearby, paved local road crossing, wooded area, scattered houses

<b>A. Type of Road / Number of Viewers</b> 0: Unimproved road / Lightly traveled 1: Other Passable Road / Lightly traveled 2: Local Road / Moderately traveled 3: Secondary State Route / Moderately traveled 4: Primary Route / High traffic volume 5: Limited Access Highway / High traffic volume	<b>B. Degree of Visible Change to Existing Conditions</b> 0: No visible change to the transmission corridor or transmission structures 1: Minor change with minimal vegetation clearing, or only conductors change 2: Minor change: a new or replacement structure within existing cleared corridor 3: Moderate change: one existing 115 kV line and a new HVDC/345kV, or existing corridor widened by 75-150' 4: Significant change: new HVDC structures within existing clearing/clear cut 5: Significant change: new 150' wide cleared corridor, new HVDC structures	<b>C. Length of Exposure Following Upgrade</b> 1: Transmission corridor visible for < 3 seconds 3: Transmission corridor visible for 3 - 8 seconds 5: Transmission corridor visible for > 8 seconds	<b>D. Existing Screening Vegetation to be Removed</b> 0: No vegetation would be lost by proposed activity 1: Minor shrubby/woody vegetation would be removed 2: Scattered clumps of trees/large shrubs which now screen the ROW would be lost 3: Active timber harvesting area/regenerating forest cover 4: Removal of 75' of vegetation that screens the existing cleared corridor 5: Significant loss of effective screening vegetation	<b>E. Corridor Alignment</b> 0: Abrupt change in alignment or topography within one structure or within 1/4 mile 3: Significant change in alignment or topography within 1/4 to one mile 5: No visible change in corridor alignment (straight line alignment)
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ROAD BUFFER EVALUATION SUMMARY SEGMENT 5			A. Type of Road / Number of Viewers	B. Degree of Visible Change to Existing Conditions	C. Length of Exposure Following Installation/ Rebuild/Upgrade	D. Existing Screening Vegetation to be Removed	E. Corridor Alignment	TOTAL POINTS	Scenic Quality / Community Character (High, Medium, Common, Low)	Prelim Buffer Recommendation: (Full, Light (L) Further Assess of Need /Effectiveness, (FA) or None (N)	1. Present land uses preclude effective buffers.	2. Environmental factors preclude buffers.	3. Other factors preclude buffers.	4. Buffer plantings would seem out of place.	5. Buffers would block views of scenic resources.	6. Not Possible to minimize visual impacts by buffers?	Buffer Recommendation: Yes / No	Notes
TOWN	ROAD	Ownership																
	Bath Road (US Route 1)	Public	4	1	3	0	0	8	C	N	-	-	-	-	-	-	No	Paved primary route crossing, wooded area, scattered houses
	Birch Point Road (Route 144)	Public	3	1	5	0	5	14	C	N	-	-	-	-	-	-	No	Paved secondary route crossing, open fields and scrubby veg, scattered farm houses
	Old Ferry Road	Public	2	1	5	0	0	8	L	N	-	-	-	-	-	-	No	Paved local road crossing, coastal area, terminus/substation within viewshed

<b>A. Type of Road / Number of Viewers</b> 0: Unimproved road / Lightly traveled 1: Other Passable Road / Lightly traveled 2: Local Road / Moderately traveled 3: Secondary State Route / Moderately traveled 4: Primary Route / High traffic volume 5: Limited Access Highway / High traffic volume	<b>B. Degree of Visible Change to Existing Conditions</b> 0: No visible change to the transmission corridor or transmission structures 1: Minor change with minimal vegetation clearing, or only conductors change 2: Minor change: a new or replacement structure within existing cleared corridor 3: Moderate change: one existing 115 kV line and a new HVDC/345kV, or existing corridor widened by 75-150' 4: Significant change: new HVDC structures within existing clearing/clear cut 5: Significant change: new 150' wide cleared corridor, new HVDC structures	<b>C. Length of Exposure Following Upgrade</b> 1: Transmission corridor visible for < 3 seconds 3: Transmission corridor visible for 3 - 8 seconds 5: Transmission corridor visible for > 8 seconds	<b>D. Existing Screening Vegetation to be Removed</b> 0: No vegetation would be lost by proposed activity 1: Minor shrubby/woody vegetation would be removed 2: Scattered clumps of trees/large shrubs which now screen the ROW would be lost 3: Active timber harvesting area/regenerating forest cover 4: Removal of 75' of vegetation that screens the existing cleared corridor 5: Significant loss of effective screening vegetation	<b>E. Corridor Alignment</b> 0: Abrupt change in alignment or topography within one structure or within 1/4 mile 3: Significant change in alignment or topography within 1/4 to one mile 5: No visible change in corridor alignment (straight line alignment)
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