

**PIERCE  
ATWOOD**

— LLP —  
ATTORNEYS AT LAW

**Jared S. des Rosiers**

One Monument Square  
Portland, ME 04101

207-791-1390 voice  
207-791-1350 fax  
jdesrosiers@pierceanwood.com  
pierceanwood.com

January 25, 2010

**CONFIDENTIAL  
MATERIALS  
ENCLOSED**

Karen Geraghty  
Administrative Director  
Maine Public Utilities Commission  
State House Station #18  
242 State Street  
Augusta, Maine 04333-0018

Re: CENTRAL MAINE POWER COMPANY and PUBLIC SERVICE COMPANY OF  
NEW HAMPSHIRE, Request for Certificate of Public Convenience and Necessity for  
Maine Power Reliability Program Consisting of Construction of Approximately 350  
miles of 345 kV and 115 kV Transmission Lines  
Docket No. 2008-255

Dear Ms. Geraghty:

Enclosed for filing in the above-captioned proceeding please find the following updates  
to previous filings by CMP:

- Updated Exhibit C (Cross-Sections)
- Substation Design Updates at Browns Crossing and Orrington Substations
- Updated Cost Estimate for Section 254
- Updated MPRP Substation Cost Estimate
- Program Management Updates

## **I. Updated Cross-Sections**

Updated Exhibit C is provided with this filing as Attachment 1. The updated Exhibit C incorporates a number of updates to the cross-sections originally filed with the Petition on July 1, 2008, including (1) updates as reflected in the January 29, 2009 filing, and (2) general updates, such as adding clearing zones, construction sequencing data, and phase configuration data. In addition, as the design process has continued, the design has become more specific to reflect the topography and other design conditions. In some instances, more substantive changes have been made along with the general updates to address design constraints (such as the Lewiston TIF or required real estate being unavailable). Those more substantive changes are summarized, by segment, in the table below:

<b>Segment</b>	<b>Description of Change(s)</b>
<b>Segment 1</b>	Revised Section 254 to utilize 115kV H-frame construction; Swapped Section 388 and 3023 to avoid line crossing; Added single pole 345 kV construction in areas where additional real estate rights have not been obtained; Added river crossing tower detail.
<b>Segment 4</b>	Revised Section 254 to utilize 115kV H-frame construction.
<b>Segment 6</b>	Revised Section 254 to utilize 115kV H-frame construction.
<b>Segment 9</b>	Revised arrangement of lines for first 1.8 miles outside of the Detroit S/S; Added single pole 345 kV construction in areas where additional real estate rights have not been obtained; Adjusted corridor location between existing structures 96 and 106 of Section 67 as part of real estate negotiations.
<b>Segment 10</b>	As part of real estate negotiations, revised the side of the corridor on which additional land rights are to be secured.

- Segment 10A** Removed the proposed Section 245 and the associated rebuilds of Section 83 and 67A.
- Segment 15** Adjusted corridor location between existing structures 30 and 41 of Section 60 as part of real estate negotiations;  
Reconfigured location of Section 3025 within the corridor in the vicinity of the Browns Crossing Substation;  
Added single pole 345 kV construction in areas where additional real estate rights have not been obtained;  
As part of real estate negotiations, revised the side of the corridor on which additional land rights are to be secured;  
Adjusted corridor location between existing structures 40 and 103 of Section 212 as part of real estate negotiations.
- Segment 17** As part of the Lewiston TIF agreement, added 345kV single pole construction in some locations;  
As part of the Lewiston TIF agreement, added rebuild of section 64 to single pole construction.
- Segment 18** Revised spacing and structure types in the vicinity of the M&N gas pipeline to avoid conflicts.
- Segment 19** Added the rebuild of S102 and 104 to double circuit structures in areas where additional real estate has not been obtained.
- Segment 24** Added a 1.7 mile rebuild of Section 175.
- Segment 27** Updated 115kV structures;  
Added single pole 345 kV construction in areas where additional real estate rights have not been obtained.
- Segment 35** Updated 115kV structure type.
- Segment 39** Updated 115kV structure type;  
Removed entrance into and out of Riley S/S.
- Segment 40A** Updated 115kV structure type.
- Segment 40B** Added cross section for looping Section 86 into the Belfast S/S.

## **II. Substation Design Updates at Browns Crossing and Orrington Substations**

Since the July 1, 2008 Petition was filed, certain design updates have been developed at two substations.

At Browns Crossing, a solution was developed to route Section 3025 around the existing Browns Crossing substation. This design change eliminates the need to remove the substation and the need to add a new 34.5 distribution substation. Attachment 2 contains aerial maps reflecting this new design at Browns Crossing.

At Orrington, a revision to the substation layout has been developed to change the location of the proposed capacitor bank. **Confidential Attachment 3 contains a one-line diagram reflecting this design update at Orrington, and is being provided under the terms and conditions of First Revised Protective Order No. 2, Critical Energy Infrastructure Information, dated August 27, 2008.**

## **III. Updated Cost Estimate for Section 254**

Section 254 was originally proposed to be built to 345 kV standards and costs were estimated accordingly in CMP's TCA application, filed in this proceeding on January 23, 2009. After subsequent review by CMP, ISO-NE and others, CMP has updated the design of Section 254 to be built to 115 kV standards. The chart below contains the costs of the original and updated designs of Section 254.

	Single circuit 115kV on existing ROW. Built to 345kV H-frame structure standards. Orrington to Coopers Mills Rd (Maxcy's)	Single circuit 115kV on existing ROW. 115kV H-frame Structures, bundled 795 conductor. Orrington to Coopers Mills Rd (Maxcy's)
	254	254
Construction		
Material	\$23,841	\$7,412
Labor	\$59,398	\$46,317
General		
Engineering/Permitting	\$16,553	\$10,651
Administrative	\$414	\$266
Reserve	\$8,276	\$5,325
Contingency/Escalation	\$19,155	\$12,355
Land	\$6,824	\$6,824
Total	\$134,461	\$89,150

**IV. Updated MPRP Substation Cost Estimate**

As set forth in Attachment 4 to this letter, the MPRP substation cost estimates included in the TCA application have been updated to include the following:

- Correction of a spreadsheet error contained in the site development estimate for the Larrabee Road and Coopers Mills Substations. This error resulted in an overestimation of the anticipated civil grading costs for these two substations.

- Update to the “Testing and Energization” estimate for each substation on the program.

The previous estimate significantly underestimated the anticipated costs to place the new electrical components in-service.

- Removal of the estimated costs associated with the Browns Crossing Substation.

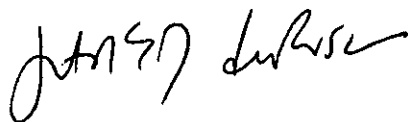
The net effect of these changes to the overall program estimate is a reduction in the estimate for substations of approximately \$26 million with the estimates for several substations increasing modestly and the estimates for Larrabee Road and Coopers Mills decreasing more significantly. CMP has allocated this net reduction to the overall project contingency.

#### **V. Program Management Updates**

Since CMP’s January 23, 2009 Program Management filing, certain key personnel have changed. Steve Robinson has resigned his position on MPRP. Mary Smith is now the Project Manager for MPRP; Dave Conroy has joined the project full time as an Engineering Manager.

Thank you for your attention to this filing.

Sincerely,



Jared S. des Rosiers

cc: Service List