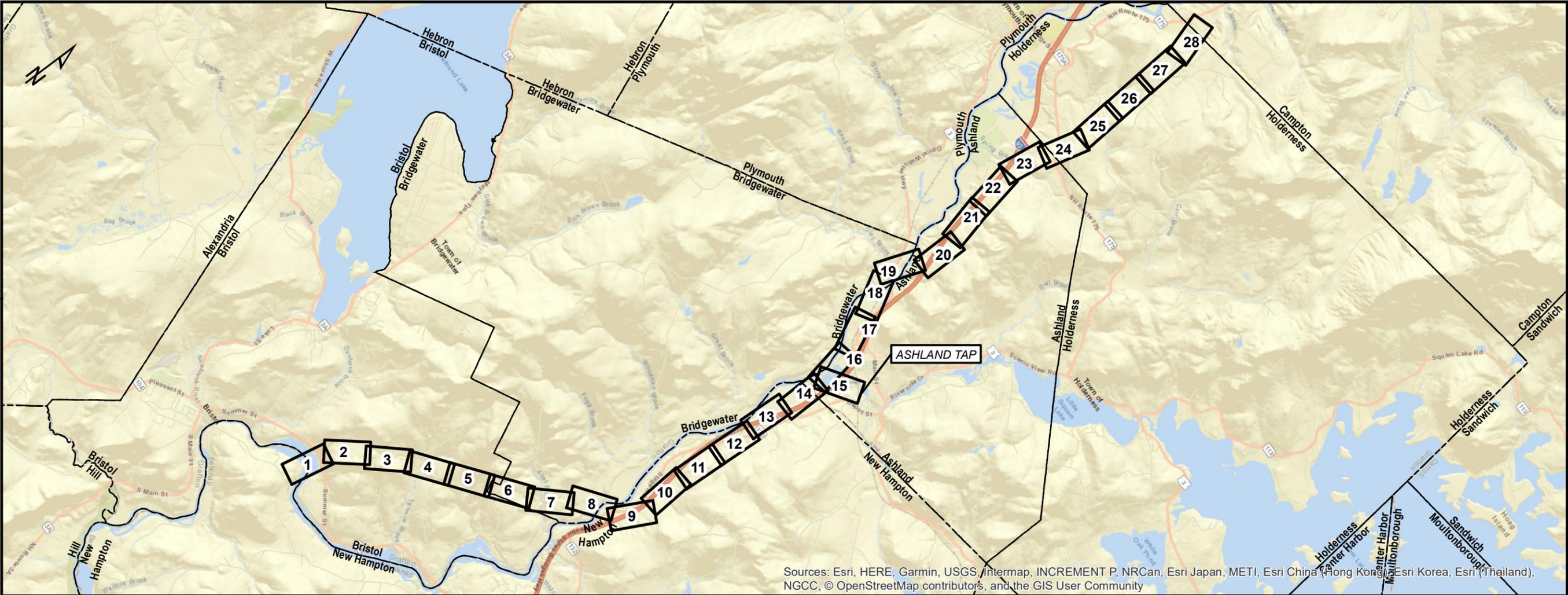


# E115 TRANSMISSION LINE ALTERATION OF TERRAIN PERMIT PLAN AMENDMENT

NEW HAMPTON, BRISTOL, BRIDGEWATER, ASHLAND, & HOLDERNESS, NEW HAMPSHIRE  
 6/24/2022



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

PREPARED FOR



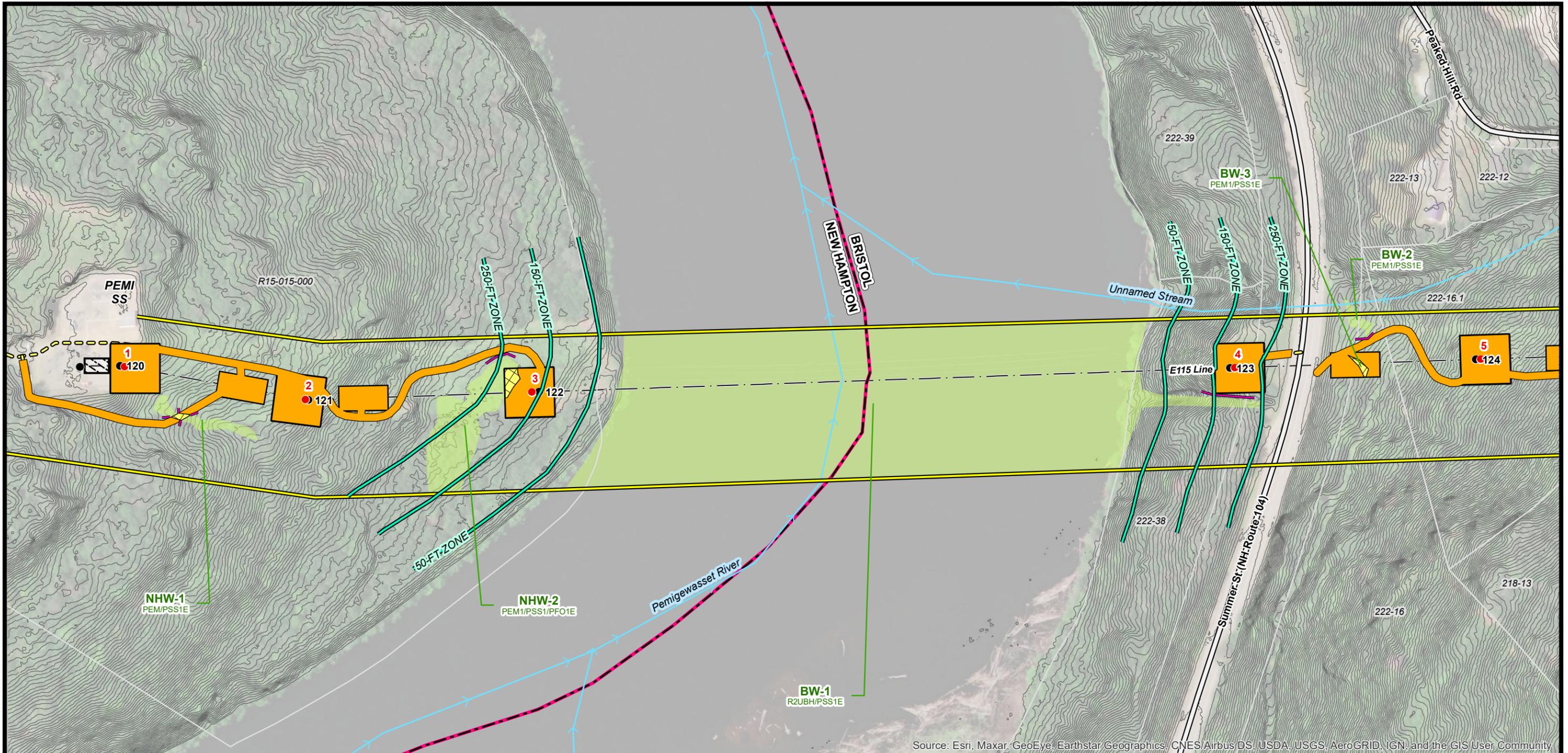
### INDEX OF FIGURES

1 inch = 7,298 feet

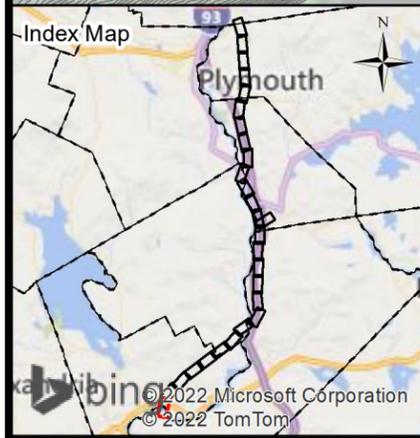
- T1: TITLE SHEET
- 1-28: MAP SHEETS
- S1: NOTES
- S2: DETAILS
- S3: DETAILS - CONTINUED

PREPARED BY





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|   |   |  |   |
|---|---|--|---|
| <p><b>New Hampton</b></p> <ul style="list-style-type: none"> <li>REGULATED SHORELAND ZONE</li> <li>PROPOSED E115 STRUCTURE</li> <li>EXISTING E115 STRUCTURE</li> <li>EXISTING E115 STRUCTURE TO BE REMOVED</li> <li>EXISTING E115 STRUCTURE TO BE RENUMBERED</li> <li>PROPOSED E115 TAP STRUCTURE</li> <li>EXISTING E115 TAP STRUCTURE TO BE REMOVED</li> <li>PERMITTED AOT IMPACT (AoT-2140)</li> <li>PROPOSED ADDITIONAL AOT IMPACT</li> <li>AOT IMPACT TO BE REMOVED</li> <li>CONDUCTOR SPLICE PAD</li> <li>PULL PAD</li> <li>WORK PAD</li> <li>TEMPORARY WETLAND IMPACTS</li> <li>UPLAND MATTING</li> </ul> | <p><b>Current Town: New Hampton/Bristol</b></p> <ul style="list-style-type: none"> <li>E115 DELINEATED STREAM</li> <li>NHD FLOWLINE</li> <li>NHDOT ROAD</li> <li>PRIVATE ROAD</li> <li>TOWN BOUNDARY</li> <li>WETLAND</li> <li>GATE</li> <li>CULVERT</li> <li>FENCE</li> <li>RAILROAD</li> <li>POTENTIAL VERNAL POOL</li> </ul> | <ul style="list-style-type: none"> <li>PARCEL BOUNDARY</li> <li>EVERSOURCE OWNED PARCEL</li> <li>STATE OWNED PARCEL</li> <li>2FT ELEVATION CONTOURS</li> <li>MOBILE SUBSTATION</li> <li>EROSION CONTROL</li> <li>TEMPORARY TAP STRUCTURES</li> <li>TEMPORARY TAP LINE</li> </ul> | <p><b>Campton</b></p> <ul style="list-style-type: none"> <li>PROPOSED ACCESS</li> <li>EXISTING ACCESS</li> <li>OFF-ROW ACCESS PENDING RIGHTS</li> <li>APPROXIMATE ROW</li> <li>TRANSMISSION LINE</li> </ul> |
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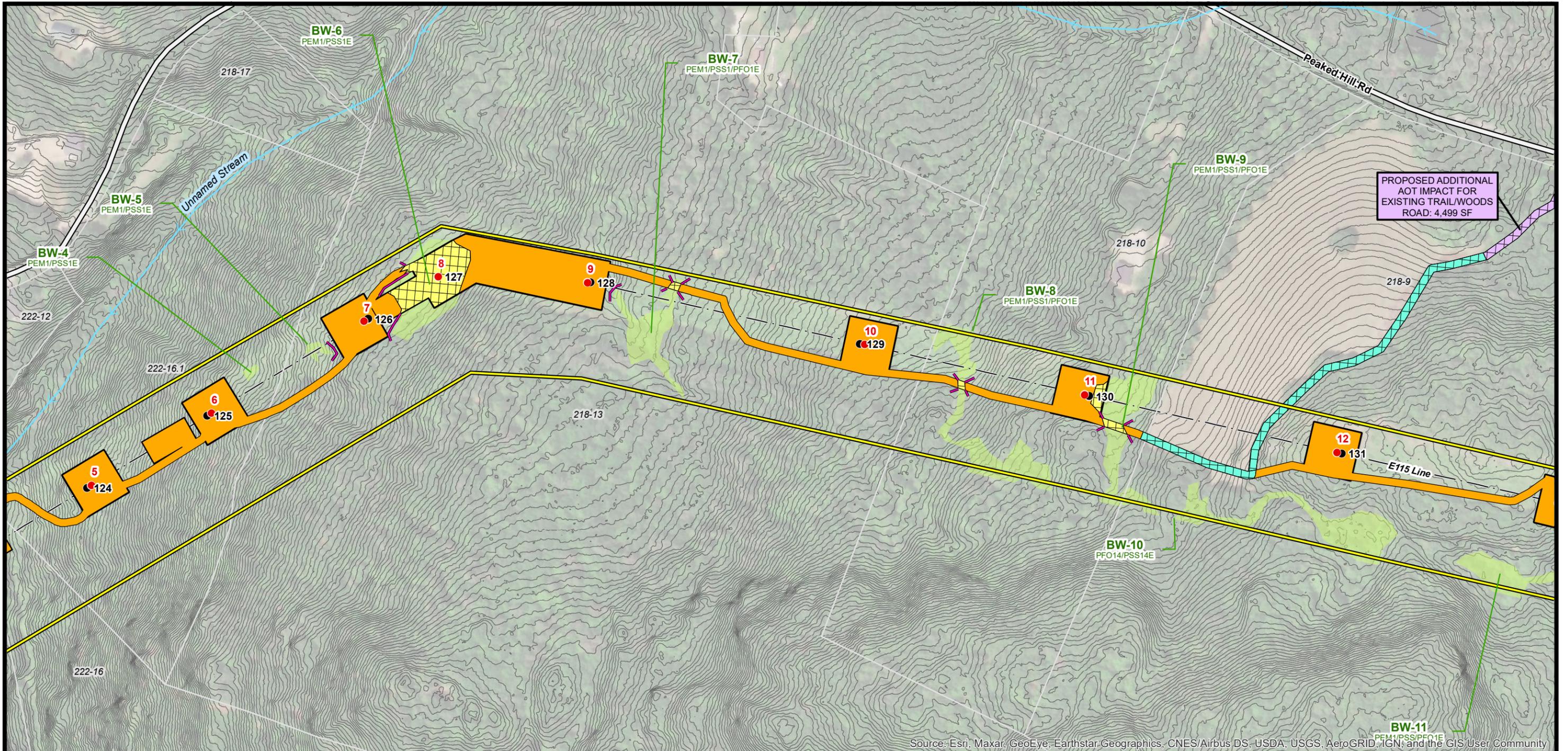
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

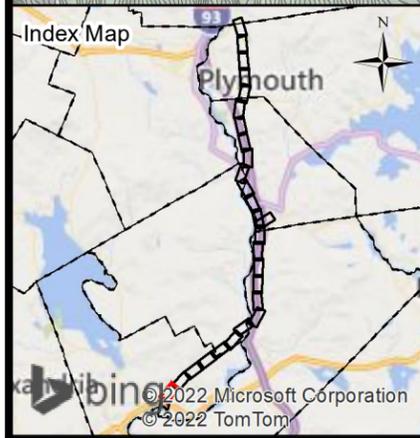
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
PAGE 1 OF 28

Project No.: 04.0190999.28

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|   |   |  |   |           |  |
|---|---|--|---|-----------|--|
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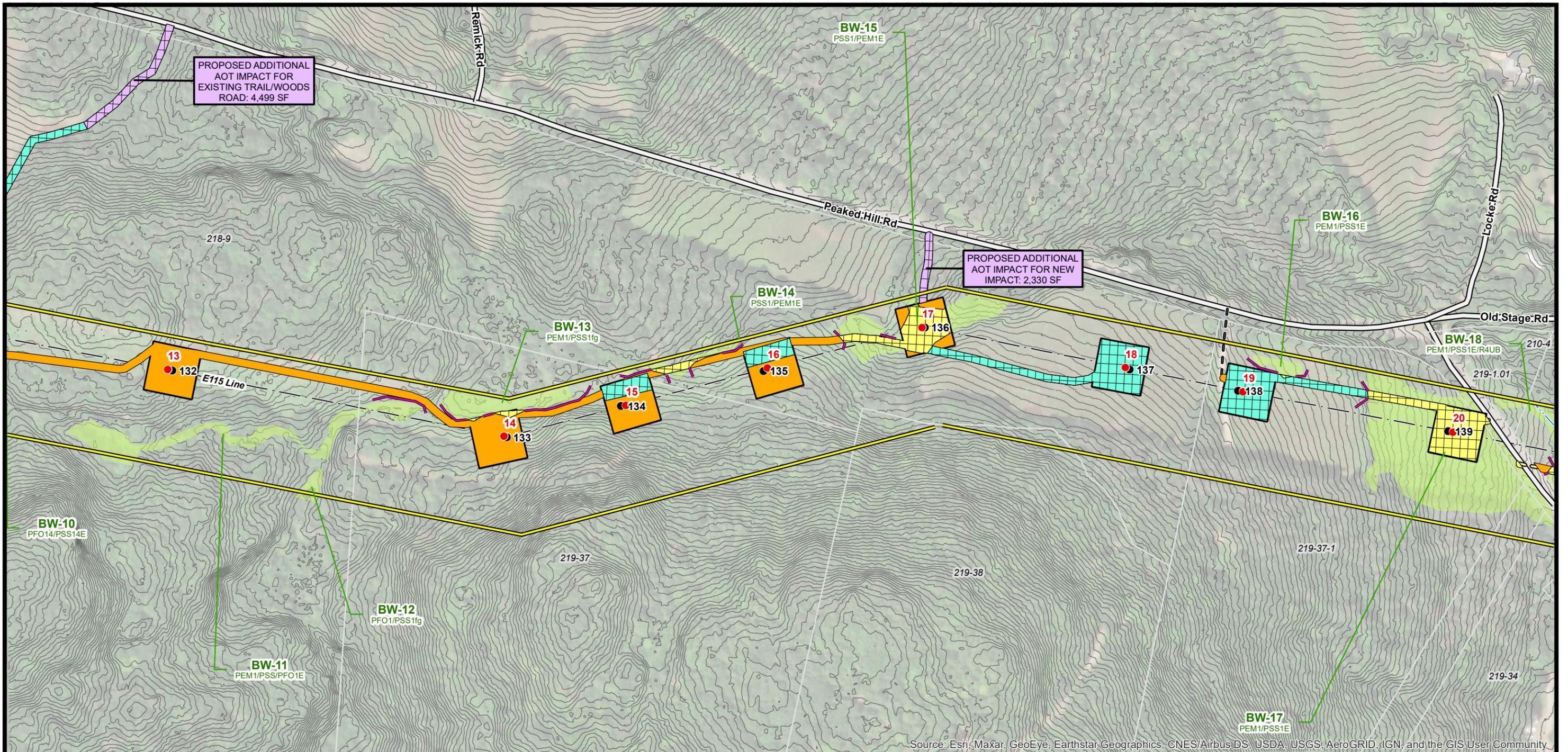
ALTERATION OF TERRAIN PERMITTING  
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ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
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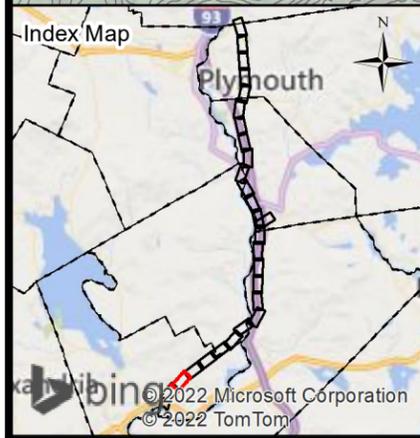
Project No.: 04.0190999.28

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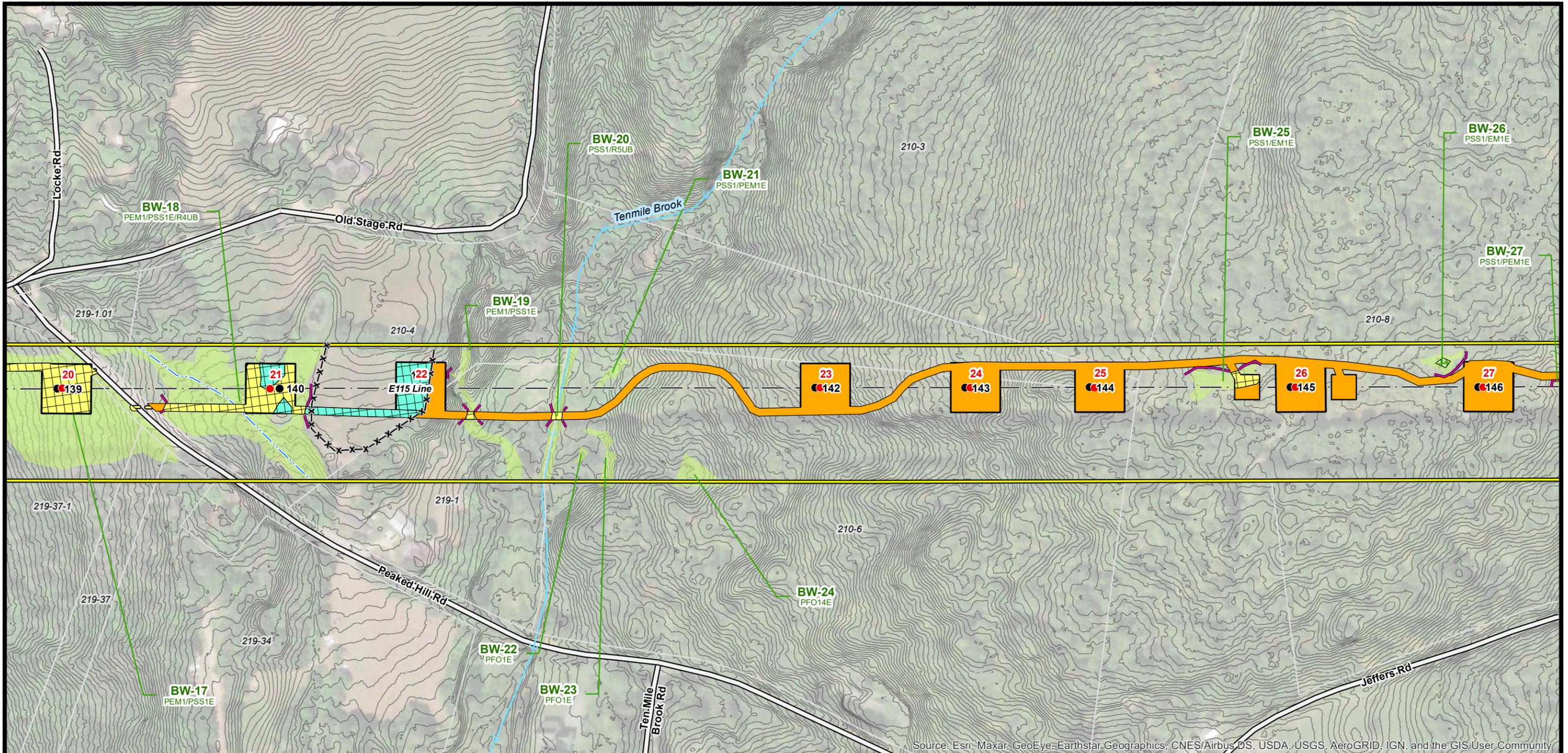
**E115 TRANSMISSION LINE**

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AMENDMENT PLANS  
JUNE 24, 2022

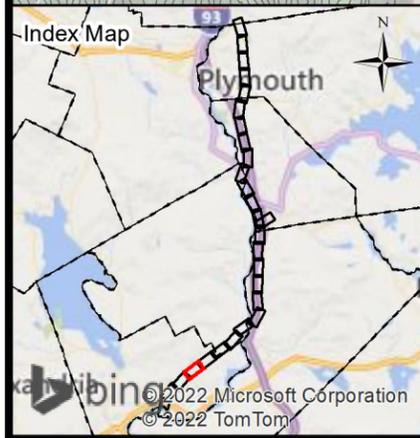
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
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NEW HAMPSHIRE  
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| <p>0      105      210      420<br/>Feet</p>   |  |

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JUNE 24, 2022

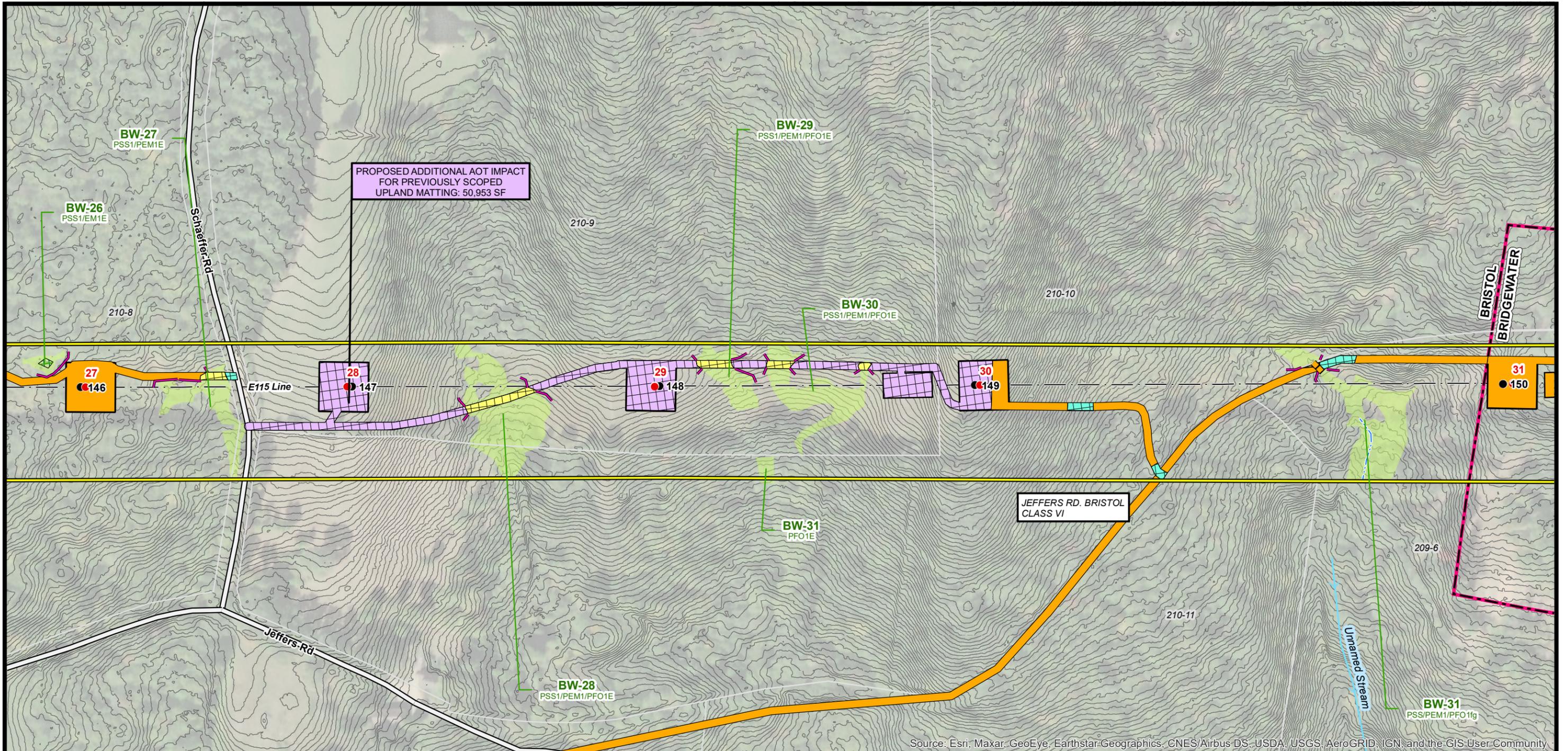
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
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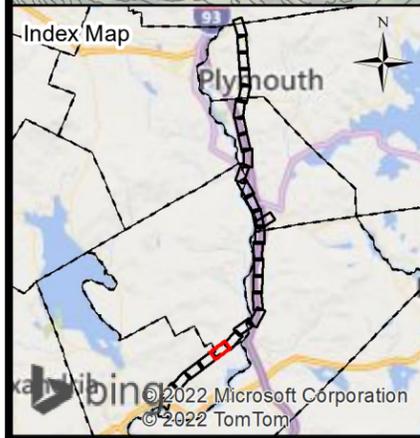
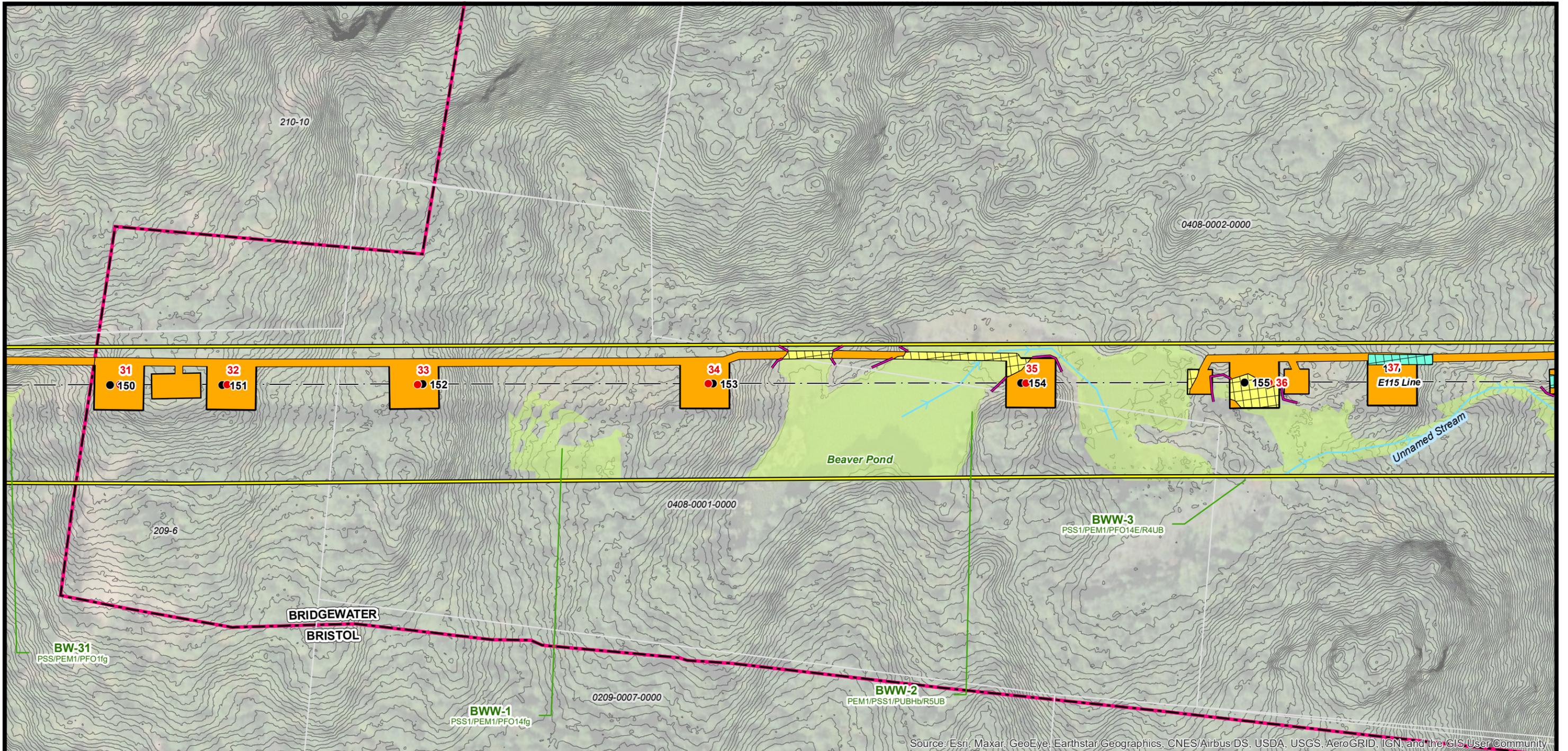
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
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Project No.: 04.0190999.28 1 inch = 200 feet





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| New Hampton ←                             |                        | Current Town: Bristol/Bridgewater |                    | Campton →                     |  |
|---|------------------------|-----------------------------------|--------------------|-------------------------------|--|
| REGULATED SHORELAND ZONE                  | E115 DELINEATED STREAM | PARCEL BOUNDARY                   | PROPOSED ACCESS    | EXISTING ACCESS               |  |
| PROPOSED E115 STRUCTURE                   | NHD FLOWLINE           | EVERSOURCE OWNED PARCEL           | EXISTING ACCESS    | OFF-ROW ACCESS PENDING RIGHTS |  |
| EXISTING E115 STRUCTURE                   | NHDOT ROAD             | STATE OWNED PARCEL                | APPROXIMATE ROW    | TRANSMISSION LINE             |  |
| EXISTING E115 STRUCTURE TO BE REMOVED     | PRIVATE ROAD           | 2FT ELEVATION CONTOURS            | MOBILE SUBSTATION  |                               |  |
| EXISTING E115 STRUCTURE TO BE RENUMBERED  | TOWN BOUNDARY          | WETLAND                           | EROSION CONTROL    |                               |  |
| PROPOSED E115 TAP STRUCTURE               | WETLAND                | TEMPORARY TAP STRUCTURES          | TEMPORARY TAP LINE |                               |  |
| EXISTING E115 TAP STRUCTURE TO BE REMOVED | GATE                   |                                   |                    |                               |  |
| PERMITTED AOT IMPACT (AoT-2140)           | CULVERT                |                                   |                    |                               |  |
| PROPOSED ADDITIONAL AOT IMPACT            | FENCE                  |                                   |                    |                               |  |
| AOT IMPACT TO BE REMOVED                  | RAILROAD               |                                   |                    |                               |  |
| CONDUCTOR SPLICE PAD                      | POTENTIAL VERNAL POOL  |                                   |                    |                               |  |
| PULL PAD                                  |                        |                                   |                    |                               |  |
| WORK PAD                                  |                        |                                   |                    |                               |  |
| TEMPORARY WETLAND IMPACTS                 |                        |                                   |                    |                               |  |
| UPLAND MATTING                            |                        |                                   |                    |                               |  |

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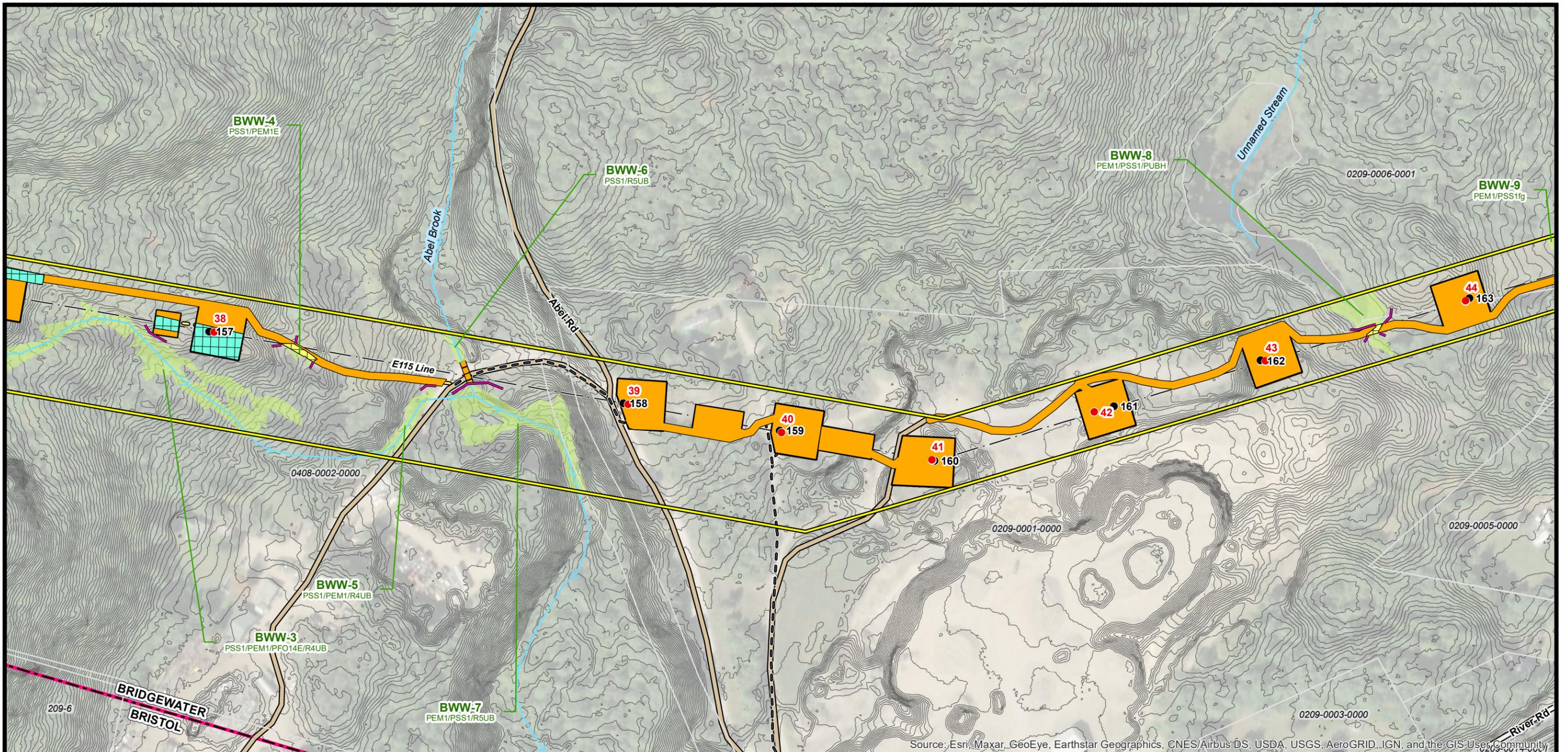
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|---|---|---|
| <p><b>New Hampton</b> ←</p> <ul style="list-style-type: none"> <li>REGULATED SHORELAND ZONE</li> <li>PROPOSED E115 STRUCTURE</li> <li>EXISTING E115 STRUCTURE</li> <li>EXISTING E115 STRUCTURE TO BE REMOVED</li> <li>EXISTING E115 STRUCTURE TO BE RENUMBERED</li> <li>PROPOSED E115 TAP STRUCTURE</li> <li>EXISTING E115 TAP STRUCTURE TO BE REMOVED</li> <li>PERMITTED AOT IMPACT (AoT-2140)</li> <li>PROPOSED ADDITIONAL AOT IMPACT</li> <li>AOT IMPACT TO BE REMOVED</li> <li>CONDUCTOR SPLICE PAD</li> <li>PULL PAD</li> <li>WORK PAD</li> <li>TEMPORARY WETLAND IMPACTS</li> <li>UPLAND MATTING</li> </ul> | <p><b>Current Town: Bridgewater</b></p> <ul style="list-style-type: none"> <li>E115 DELINEATED STREAM</li> <li>NHD FLOWLINE</li> <li>NHDOT ROAD</li> <li>PRIVATE ROAD</li> <li>TOWN BOUNDARY</li> <li>WETLAND</li> <li>GATE</li> <li>CULVERT</li> <li>FENCE</li> <li>RAILROAD</li> <li>POTENTIAL VERNAL POOL</li> </ul> | <p><b>Campton</b> →</p> <ul style="list-style-type: none"> <li>PARCEL BOUNDARY</li> <li>EVERSOURCE OWNED PARCEL</li> <li>STATE OWNED PARCEL</li> <li>2FT ELEVATION CONTOURS</li> <li>MOBILE SUBSTATION</li> <li>EROSION CONTROL</li> <li>TEMPORARY TAP STRUCTURES</li> <li>TEMPORARY TAP LINE</li> <li>PROPOSED ACCESS</li> <li>EXISTING ACCESS</li> <li>OFF-ROW ACCESS PENDING RIGHTS</li> <li>APPROXIMATE ROW</li> <li>TRANSMISSION LINE</li> </ul> |
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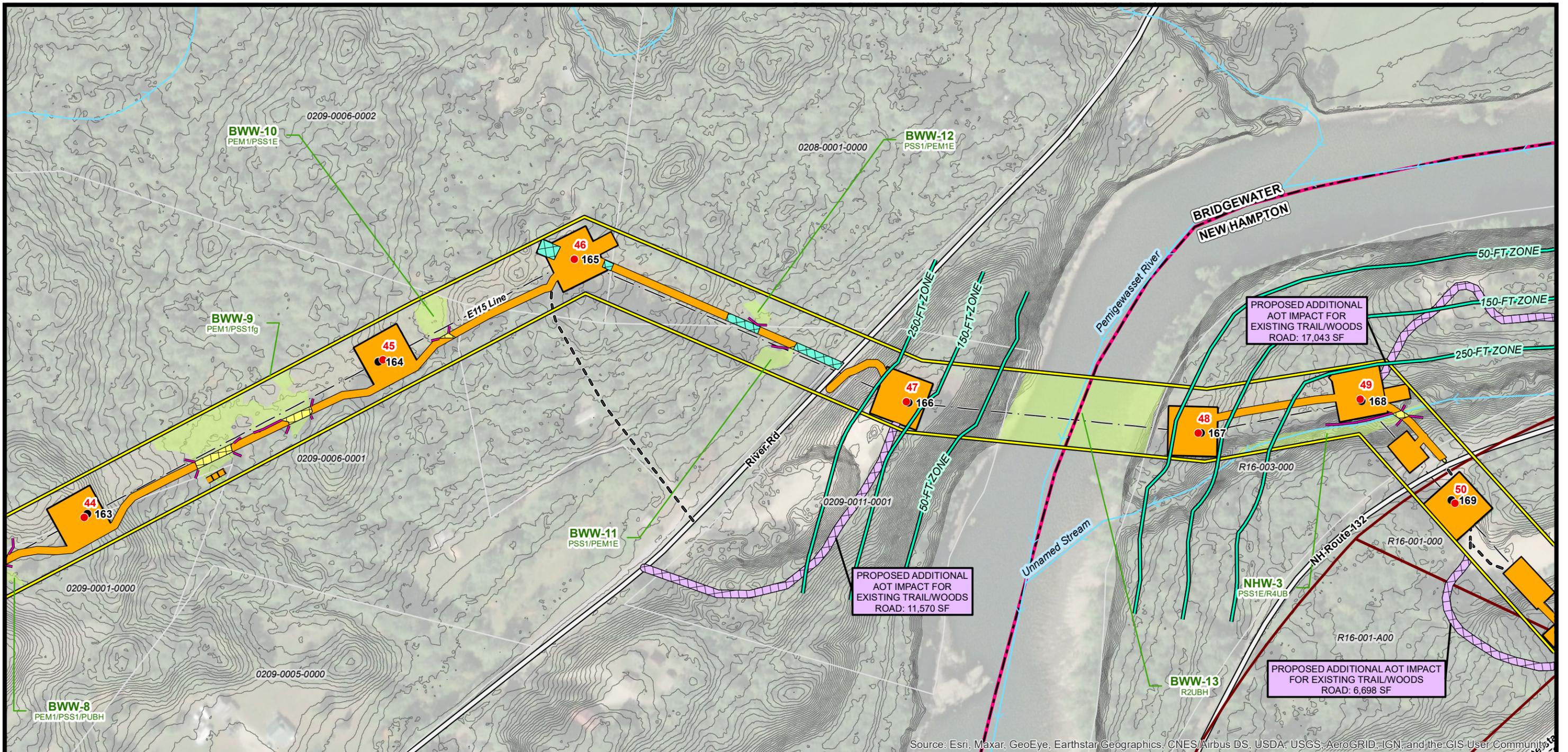
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

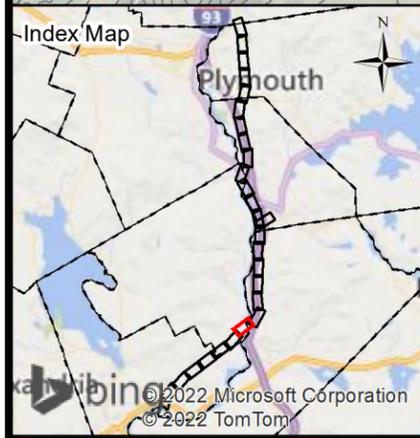
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
PAGE 7 OF 28

Project No.: 04.0190999.28

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|---|---|--|---|
| <p><b>New Hampton</b> ← <b>Current Town: Bridgewater/New Hampton</b> → <b>Campton</b></p>   |   |  |   |
| <ul style="list-style-type: none"> <li>REGULATED SHORELAND ZONE</li> <li>PROPOSED E115 STRUCTURE</li> <li>EXISTING E115 STRUCTURE</li> <li>EXISTING E115 STRUCTURE TO BE REMOVED</li> <li>EXISTING E115 STRUCTURE TO BE RENUMBERED</li> <li>PROPOSED E115 TAP STRUCTURE</li> <li>EXISTING E115 TAP STRUCTURE TO BE REMOVED</li> <li>PERMITTED AOT IMPACT (AoT-2140)</li> <li>PROPOSED ADDITIONAL AOT IMPACT</li> <li>AOT IMPACT TO BE REMOVED</li> <li>CONDUCTOR SPLICE PAD</li> <li>PULL PAD</li> <li>WORK PAD</li> <li>TEMPORARY WETLAND IMPACTS</li> <li>UPLAND MATTING</li> </ul> | <ul style="list-style-type: none"> <li>E115 DELINEATED STREAM</li> <li>NHD FLOWLINE</li> <li>NHDOT ROAD</li> <li>PRIVATE ROAD</li> <li>TOWN BOUNDARY</li> <li>WETLAND</li> <li>GATE</li> <li>CULVERT</li> <li>FENCE</li> <li>RAILROAD</li> <li>POTENTIAL VERNAL POOL</li> </ul> | <ul style="list-style-type: none"> <li>PARCEL BOUNDARY</li> <li>EVERSOURCE OWNED PARCEL</li> <li>STATE OWNED PARCEL</li> <li>2FT ELEVATION CONTOURS</li> <li>MOBILE SUBSTATION</li> <li>EROSION CONTROL</li> <li>TEMPORARY TAP STRUCTURES</li> <li>TEMPORARY TAP LINE</li> </ul> | <ul style="list-style-type: none"> <li>PROPOSED ACCESS</li> <li>EXISTING ACCESS</li> <li>OFF-ROW ACCESS PENDING RIGHTS</li> <li>APPROXIMATE ROW</li> <li>TRANSMISSION LINE</li> </ul> |
| <p>© 2022 Microsoft Corporation<br/>© 2022 TomTom</p>   |   | <p>This mapping product has been created to comply with submittal requirements to obtain certain regulatory approvals and, as such, there is no reliance on the information contained herein for any other purpose.</p>  |   |
| <p>0 105 210 420 Feet</p>   |   | <p>1 inch = 200 feet</p>   |   |

**E115 TRANSMISSION LINE**

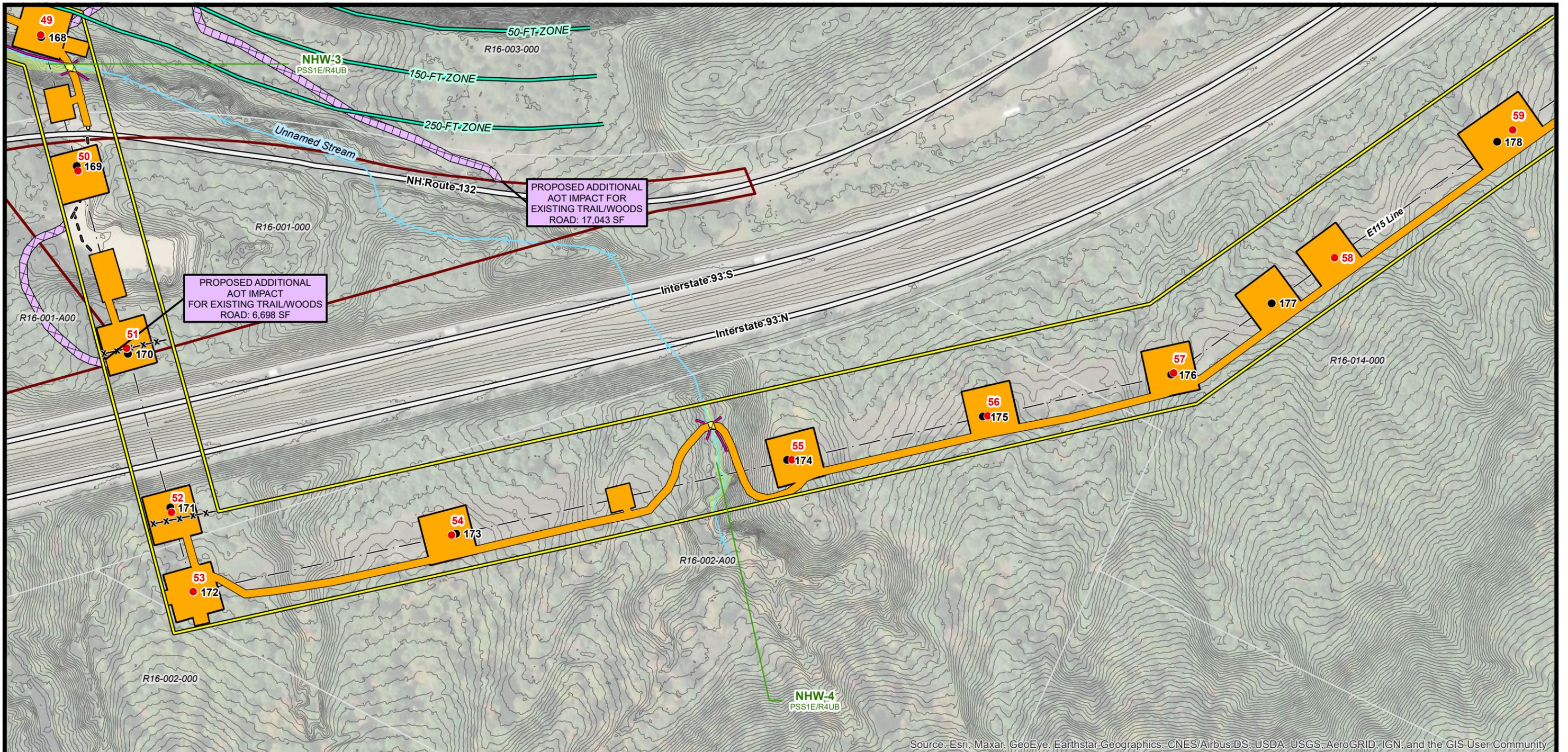
ALTERATION OF TERRAIN PERMITTING AMENDMENT PLANS  
JUNE 24, 2022

NEW HAMPTON, BRISTOL, BRIDGEWATER, ASHLAND, & HOLDERNESS, NEW HAMPSHIRE  
PAGE 8 OF 28

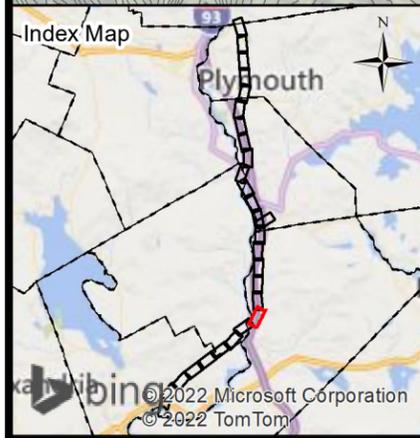
Project No.: 04.0190999.28

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**E115 TRANSMISSION LINE**

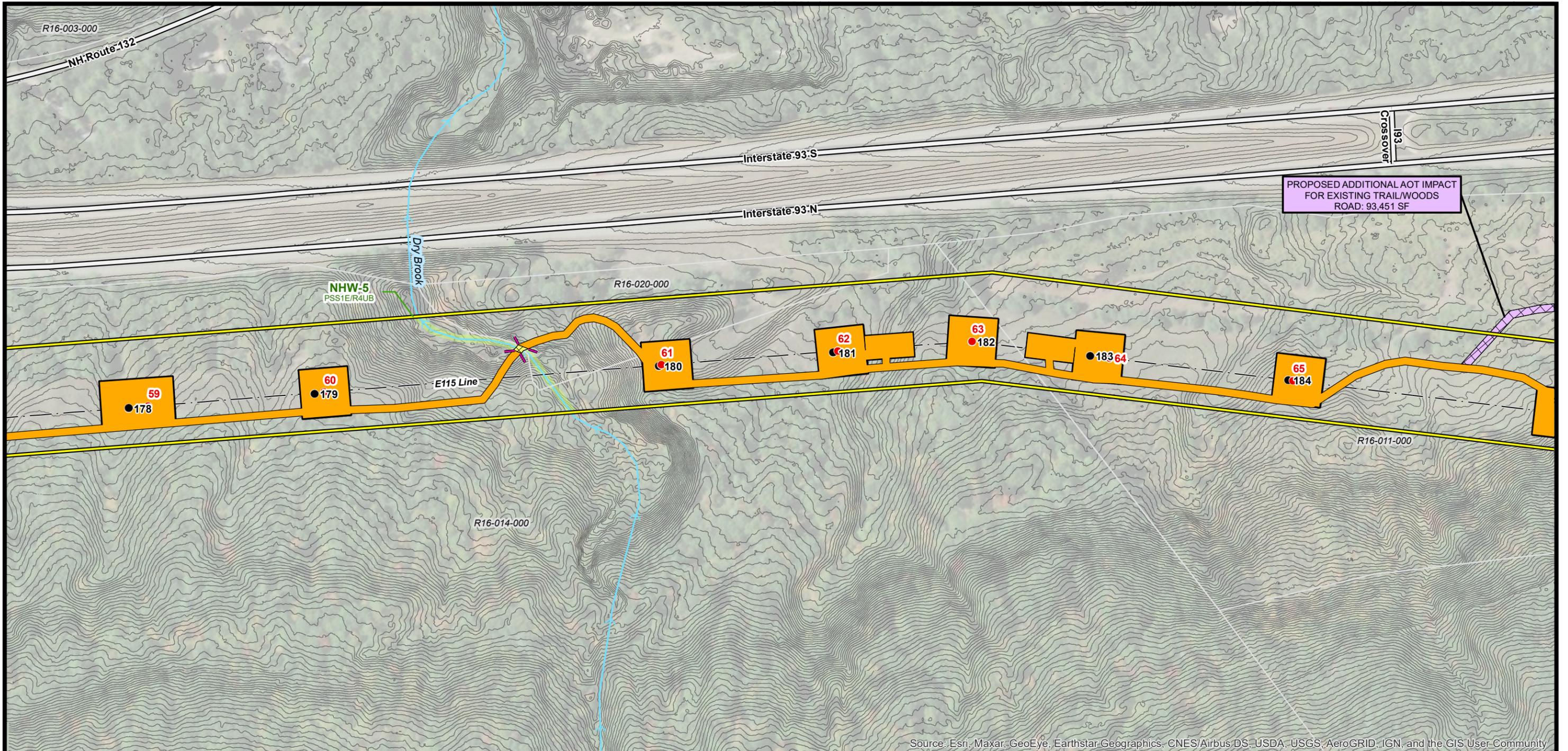
ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
PAGE 9 OF 28

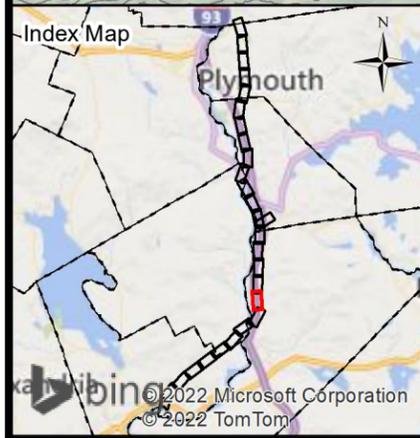
Project No.: 04.0190999.28 1 inch = 200 feet

**EVERSOURCE ENERGY**

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**E115 TRANSMISSION LINE**

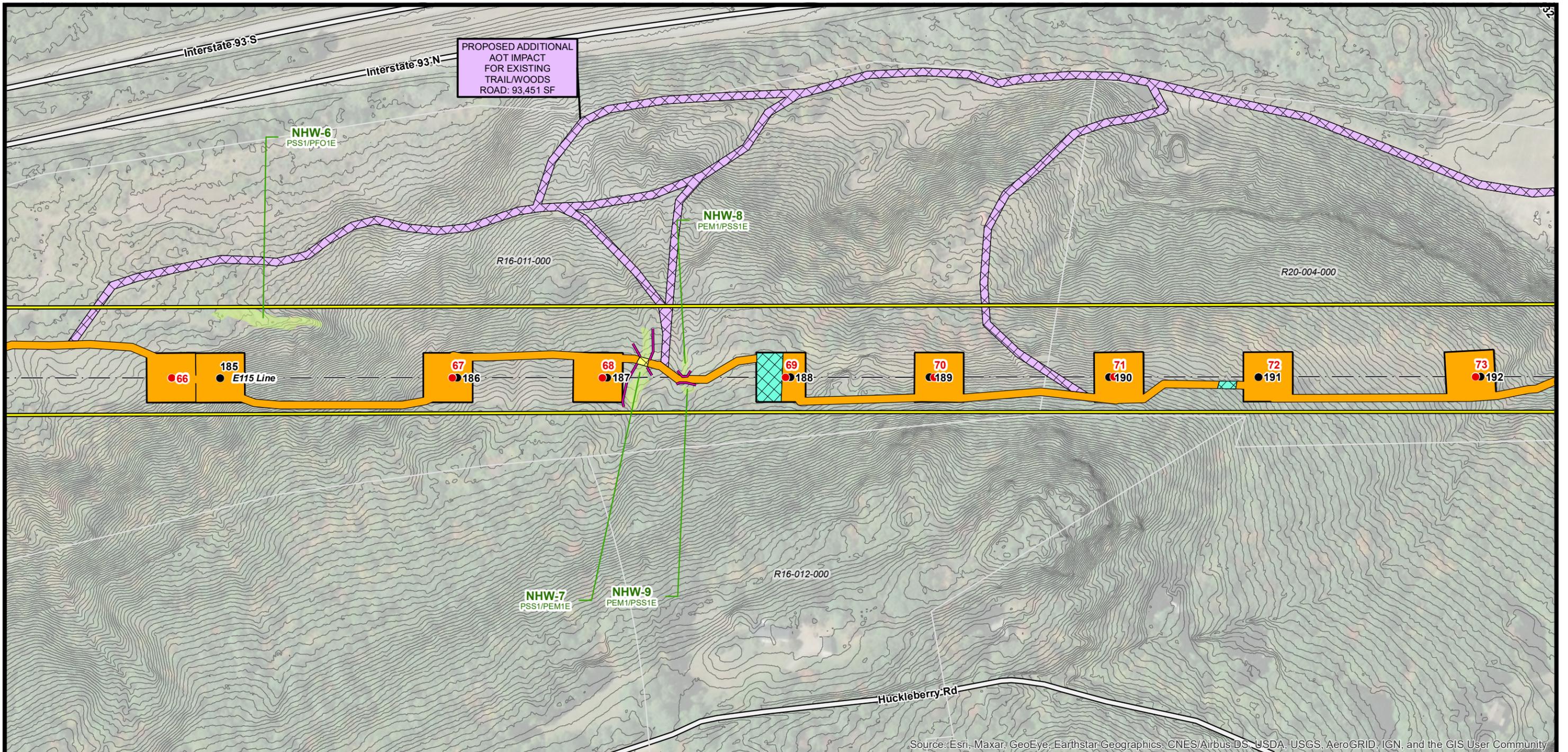
ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
PAGE 10 OF 28

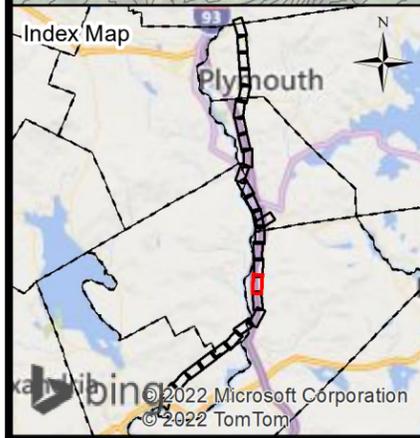
Project No.: 04.0190999.28

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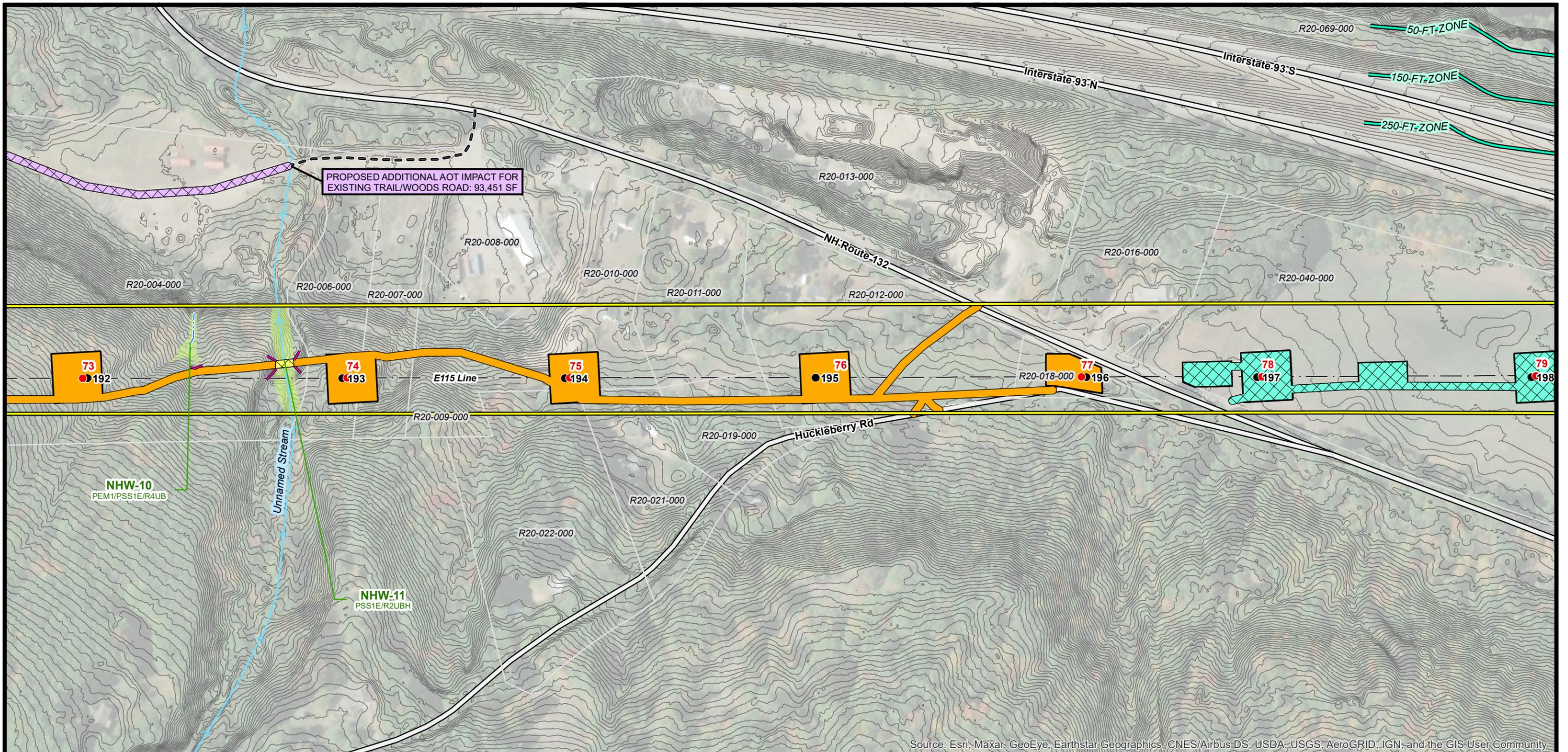
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

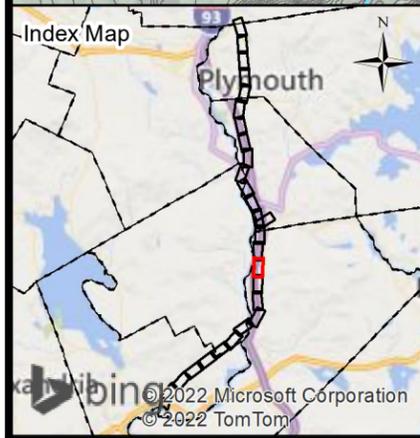
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
PAGE 11 OF 28

Project No.: 04.0190999.28 1 inch = 200 feet

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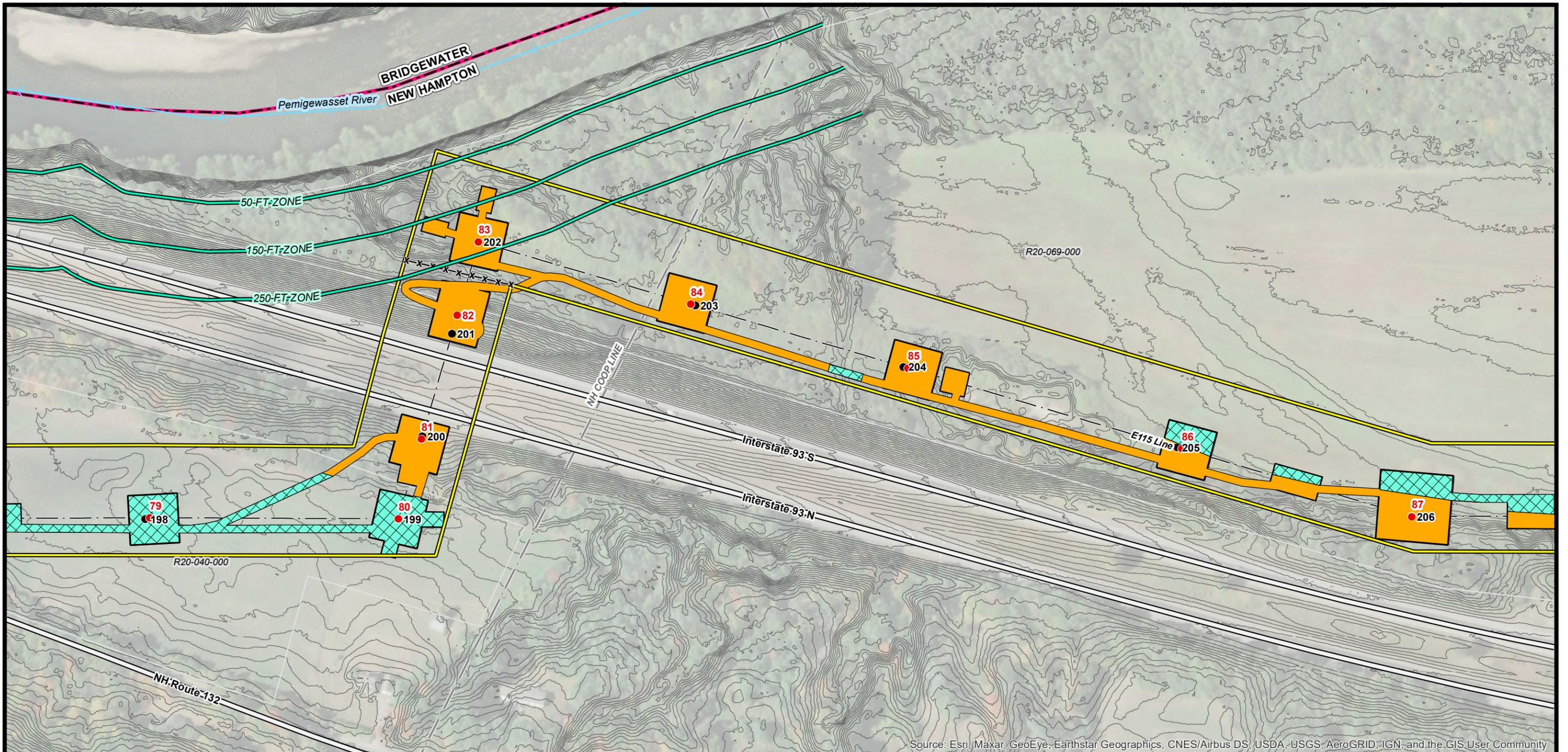
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

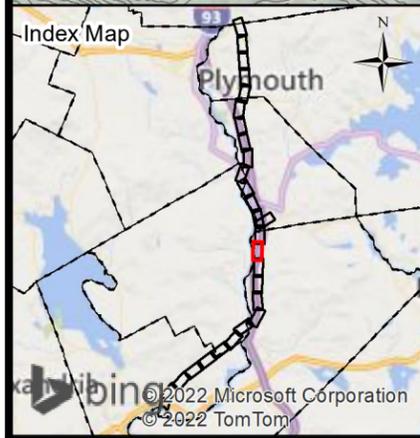
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
PAGE 12 OF 28

Project No.: 04.0190999.28 1 inch = 200 feet

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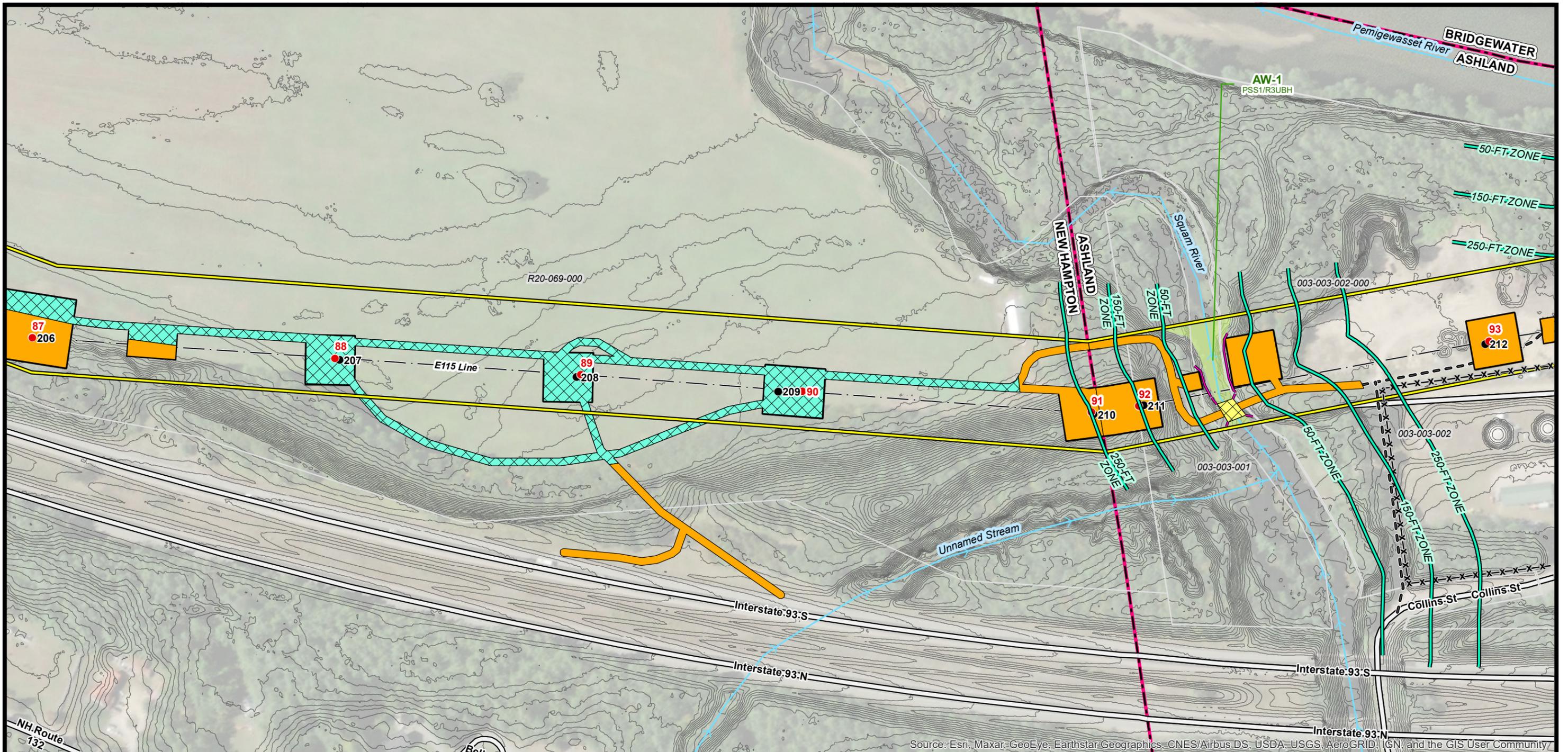
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

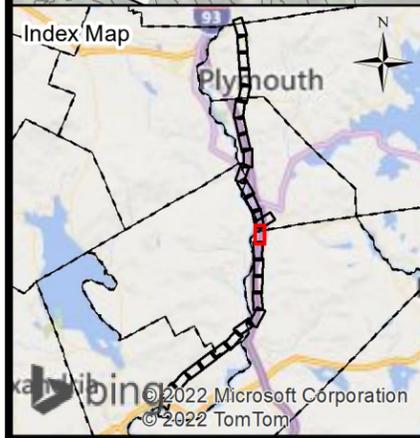
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
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PAGE 13 OF 28

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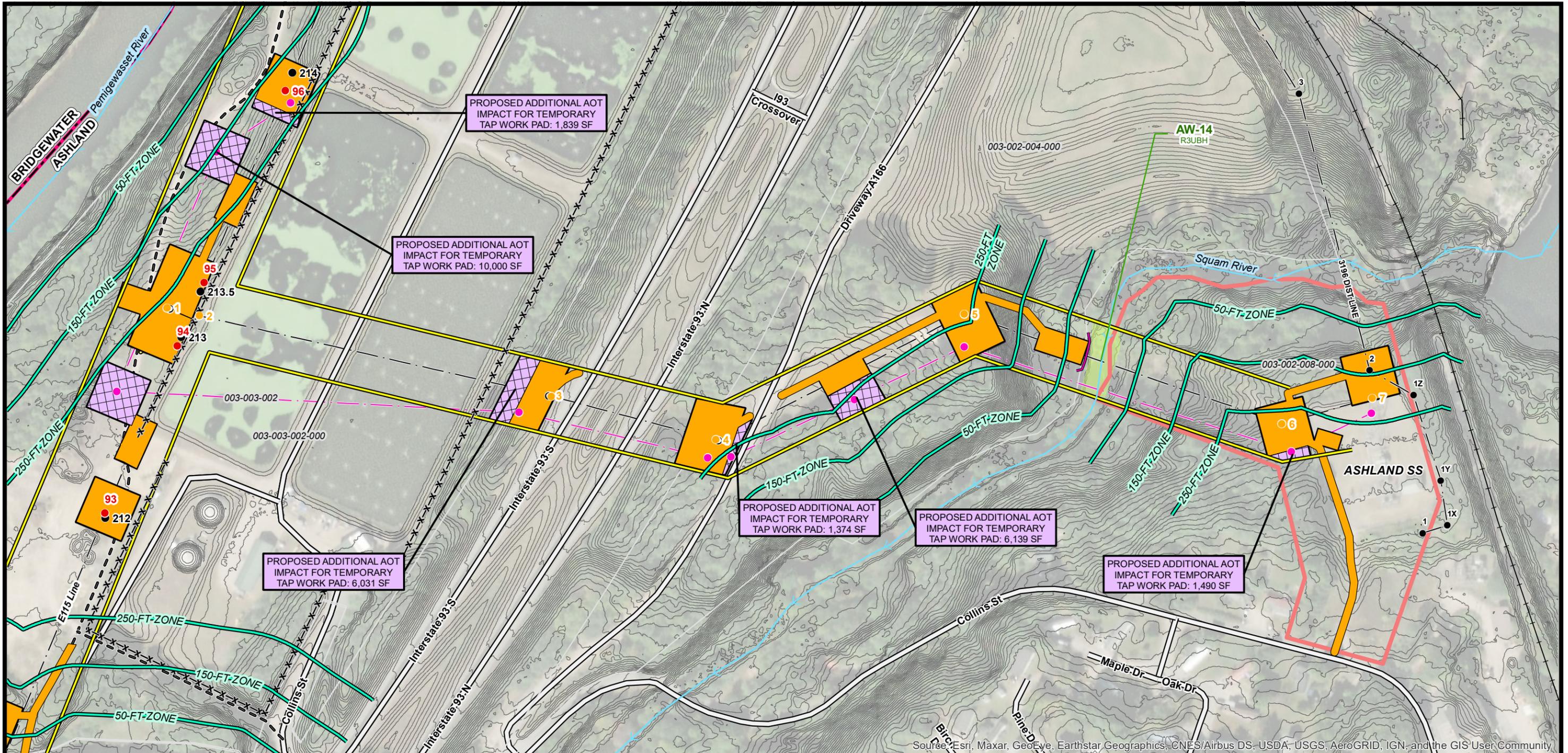
**E115 TRANSMISSION LINE**

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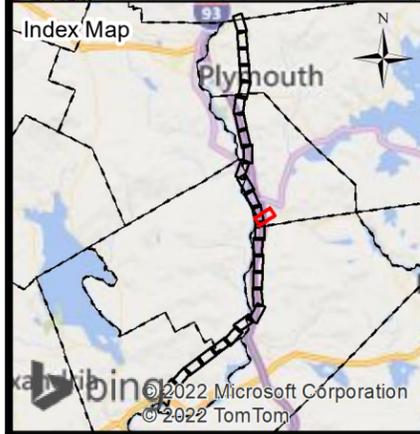
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
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PAGE 14 OF 28

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| <p><b>New Hampton</b></p> <ul style="list-style-type: none"> <li>REGULATED SHORELAND ZONE</li> <li>PROPOSED E115 STRUCTURE</li> <li>EXISTING E115 STRUCTURE</li> <li>EXISTING E115 STRUCTURE TO BE REMOVED</li> <li>EXISTING E115 STRUCTURE TO BE RENUMBERED</li> <li>PROPOSED E115 TAP STRUCTURE</li> <li>EXISTING E115 TAP STRUCTURE TO BE REMOVED</li> <li>PERMITTED AOT IMPACT (AoT-2140)</li> <li>PROPOSED ADDITIONAL AOT IMPACT</li> <li>AOT IMPACT TO BE REMOVED</li> <li>CONDUCTOR SPLICE PAD</li> <li>PULL PAD</li> <li>WORK PAD</li> <li>TEMPORARY WETLAND IMPACTS</li> <li>UPLAND MATTING</li> </ul> | <p><b>Current Town: Ashland</b></p> <ul style="list-style-type: none"> <li>E115 DELINEATED STREAM</li> <li>NHD FLOWLINE</li> <li>NHDOT ROAD</li> <li>PRIVATE ROAD</li> <li>TOWN BOUNDARY</li> <li>WETLAND</li> <li>GATE</li> <li>CULVERT</li> <li>FENCE</li> <li>RAILROAD</li> <li>POTENTIAL VERNAL POOL</li> </ul> | <p><b>Campton</b></p> <ul style="list-style-type: none"> <li>PARCEL BOUNDARY</li> <li>EVERSOURCE OWNED PARCEL</li> <li>STATE OWNED PARCEL</li> <li>2FT ELEVATION CONTOURS</li> <li>MOBILE SUBSTATION</li> <li>EROSION CONTROL</li> <li>TEMPORARY TAP STRUCTURES</li> <li>TEMPORARY TAP LINE</li> <li>PROPOSED ACCESS</li> <li>EXISTING ACCESS</li> <li>OFF-ROW ACCESS PENDING RIGHTS</li> <li>APPROXIMATE ROW</li> <li>TRANSMISSION LINE</li> </ul> |
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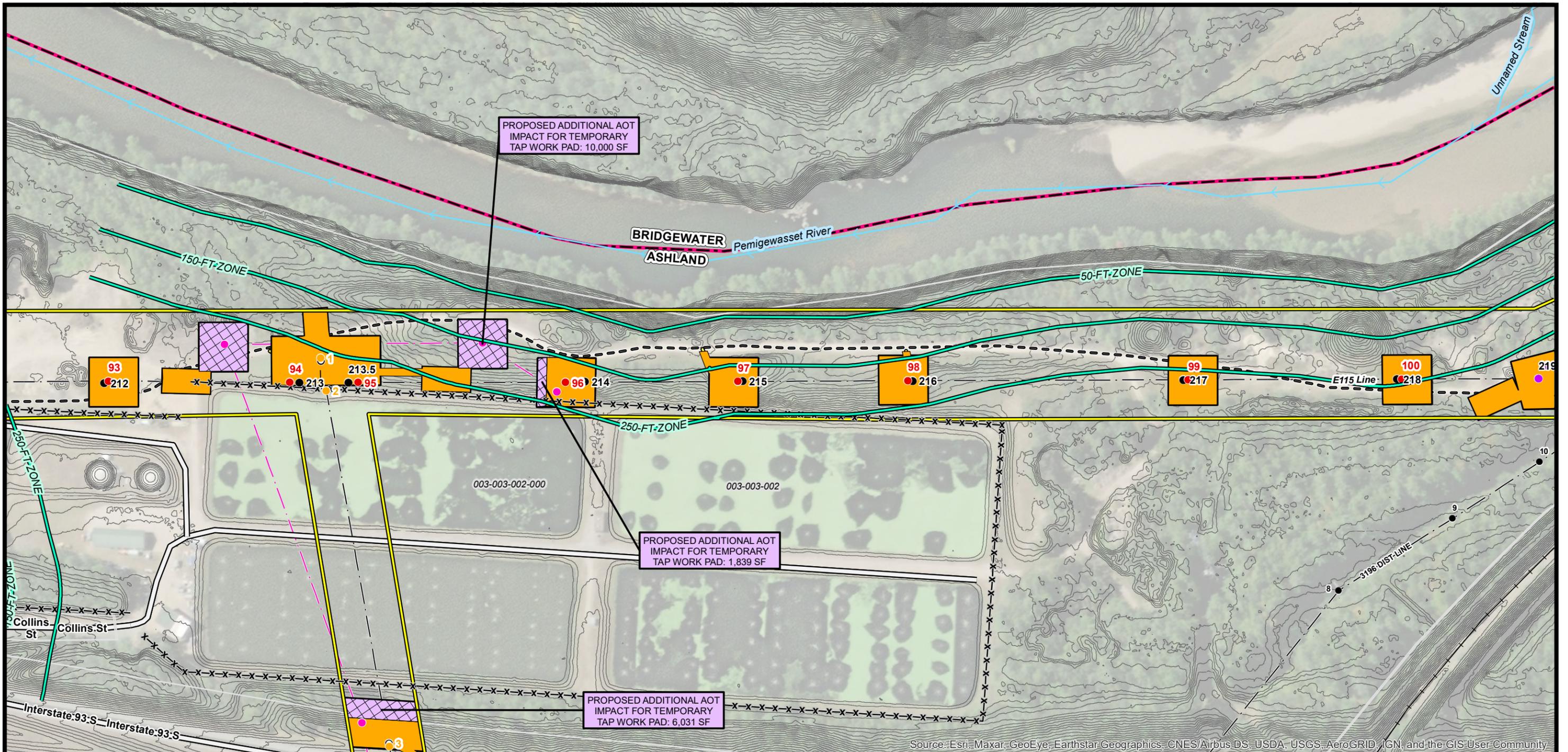
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

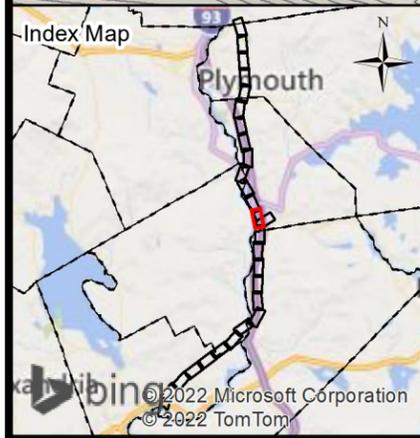
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
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Project No.: 04.0190999.28

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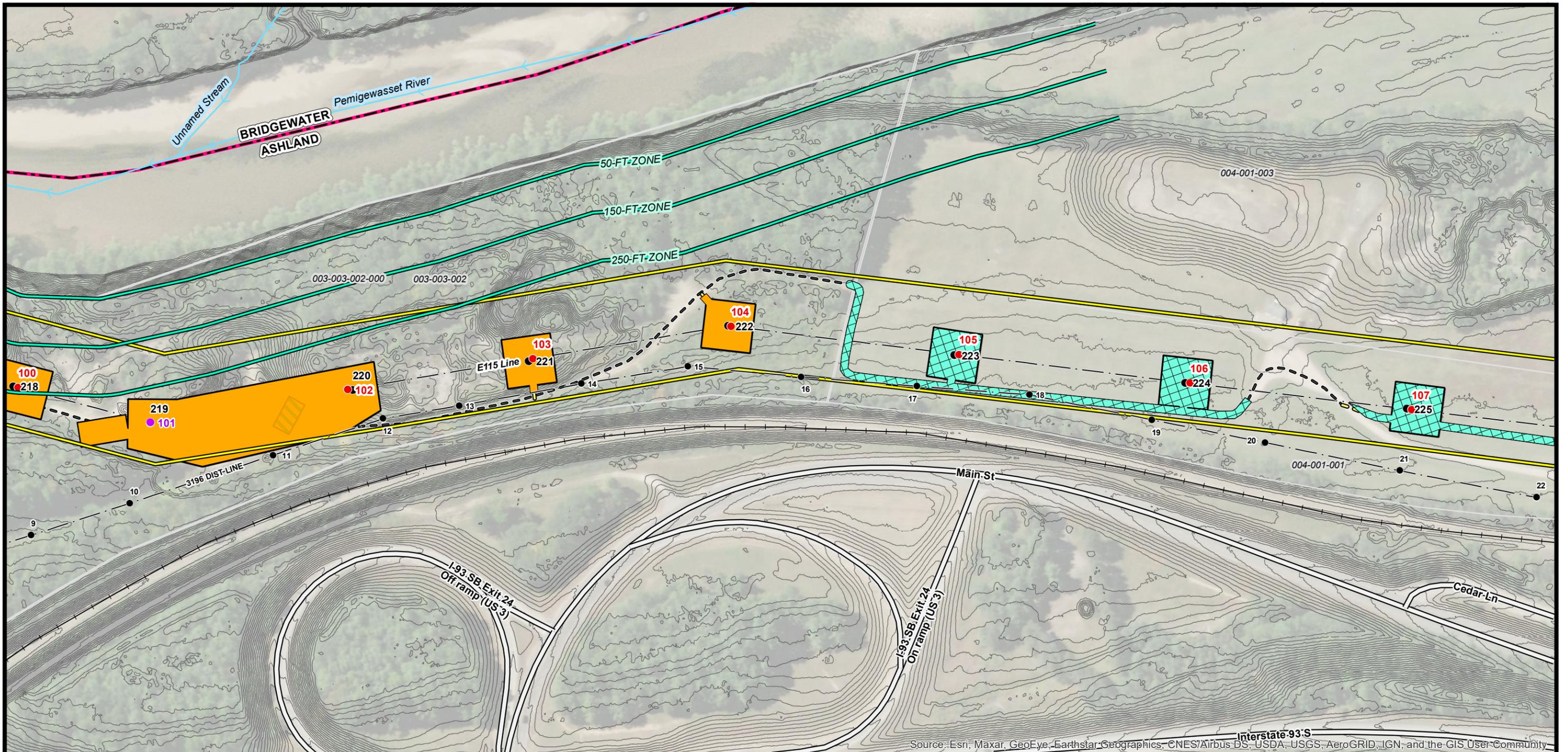
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

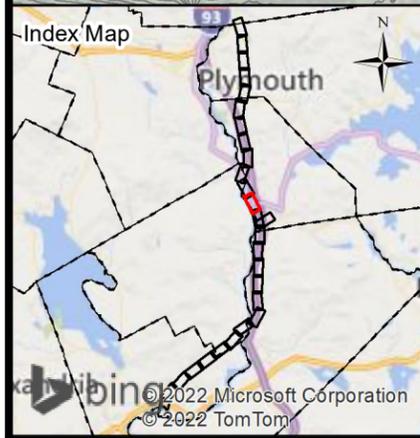
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
PAGE 16 OF 28

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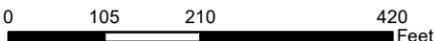


Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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**E115 TRANSMISSION LINE**

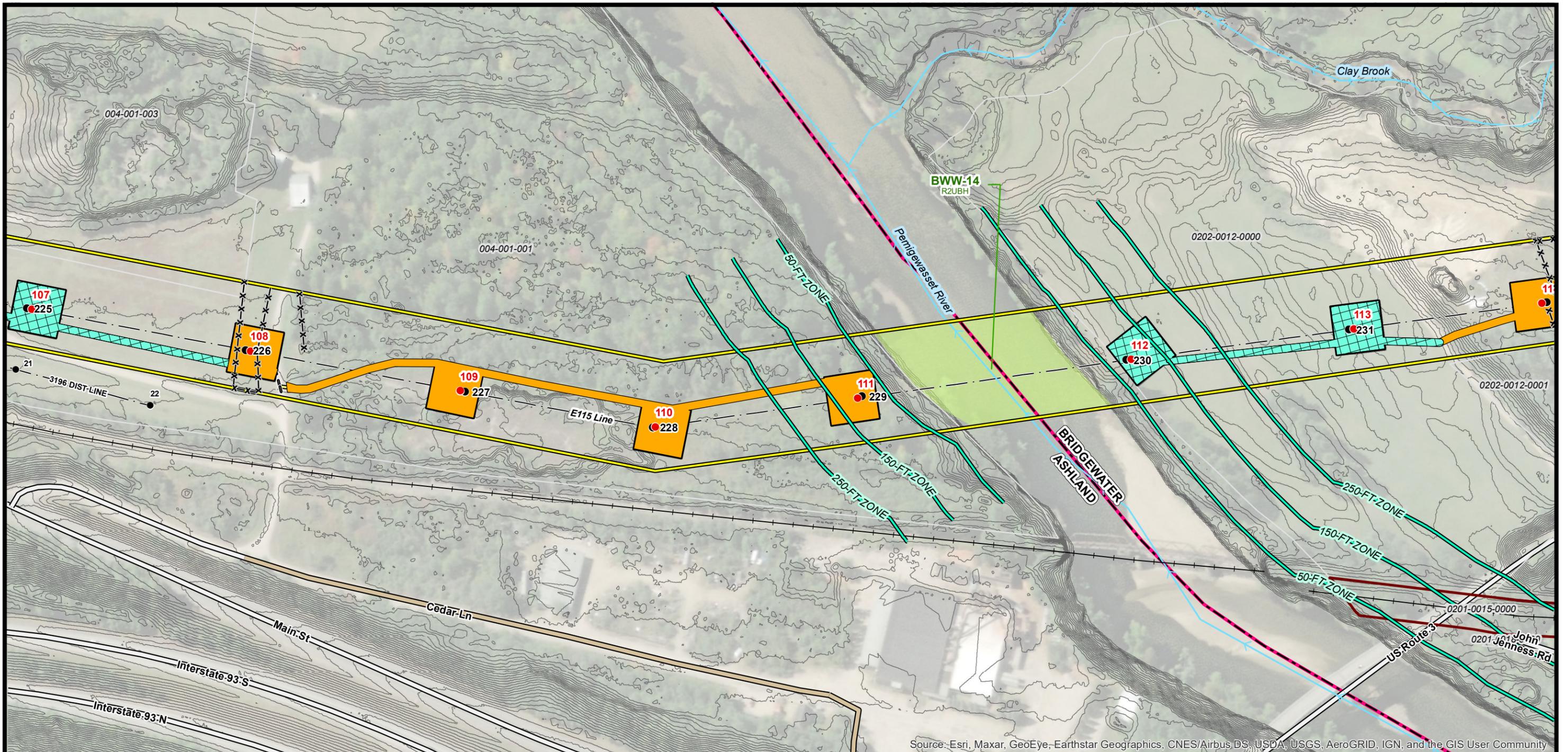
ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
PAGE 17 OF 28

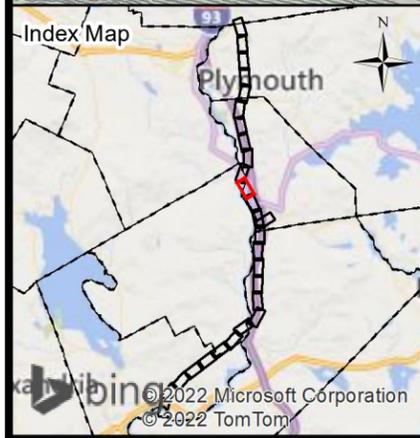
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1 inch = 200 feet



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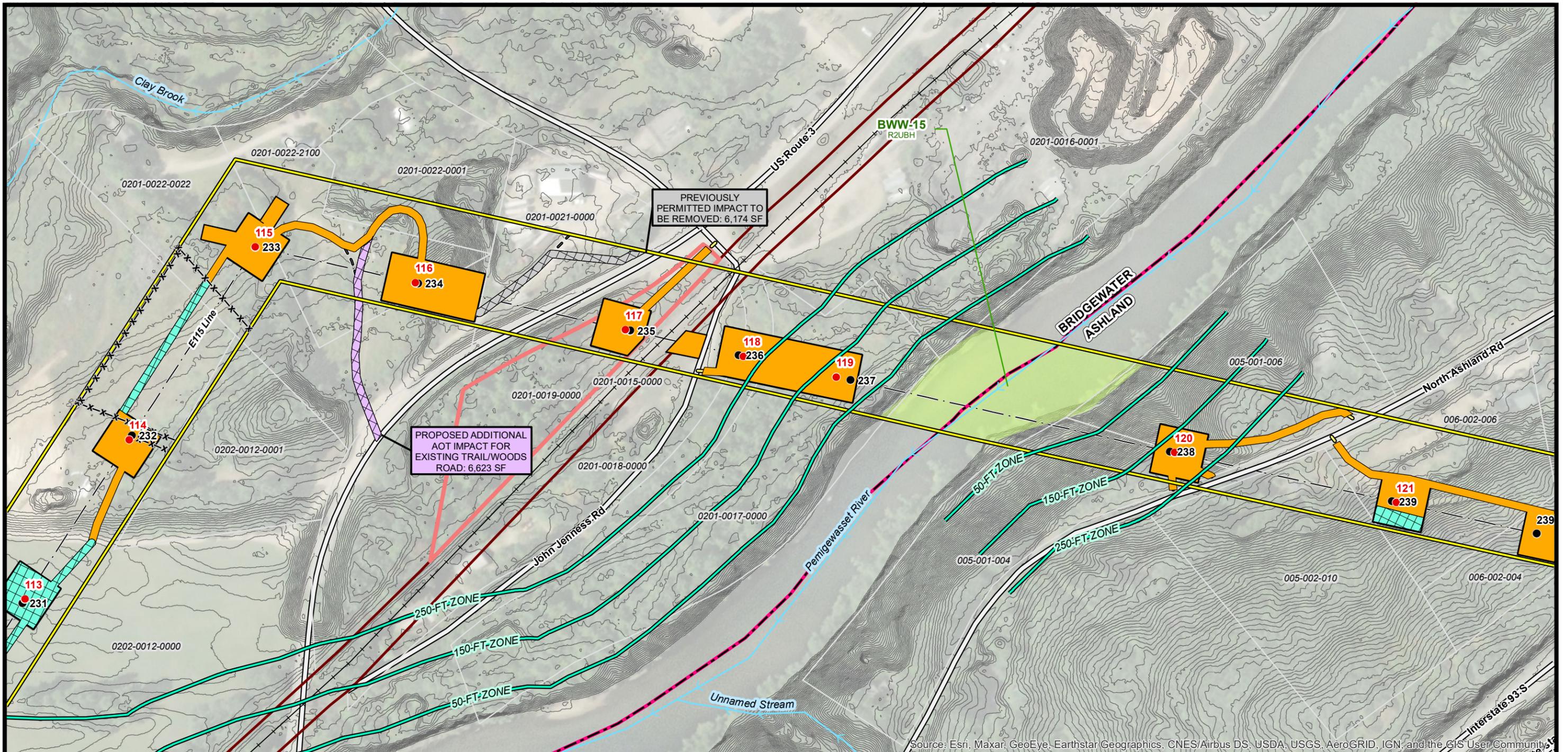
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
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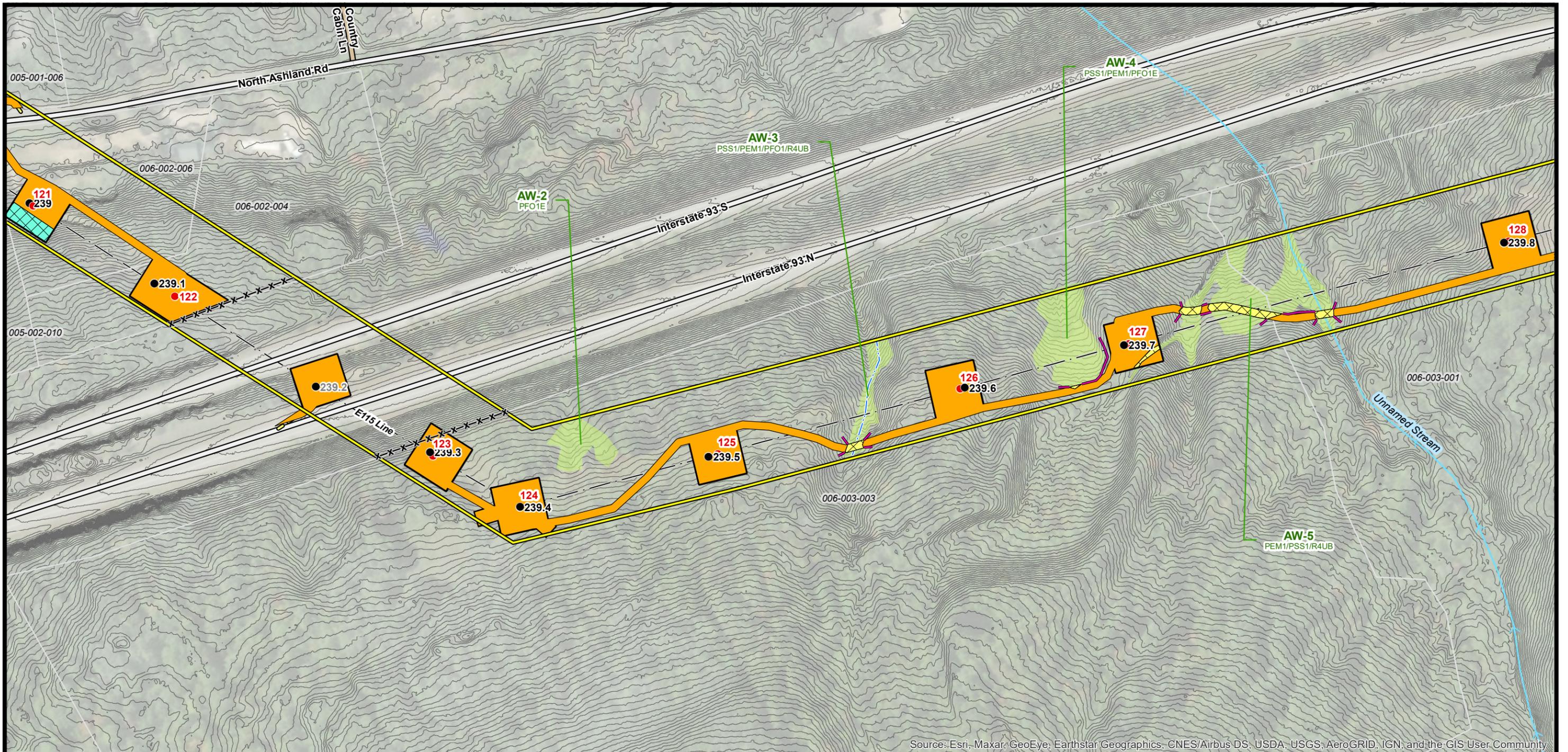
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

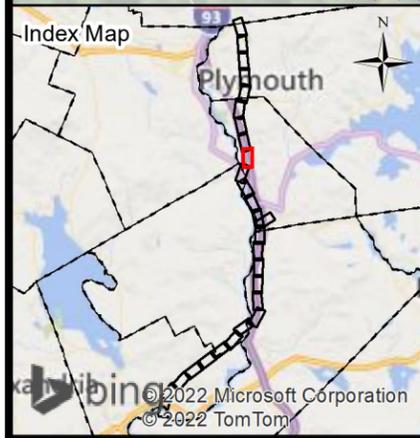
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
PAGE 19 OF 28

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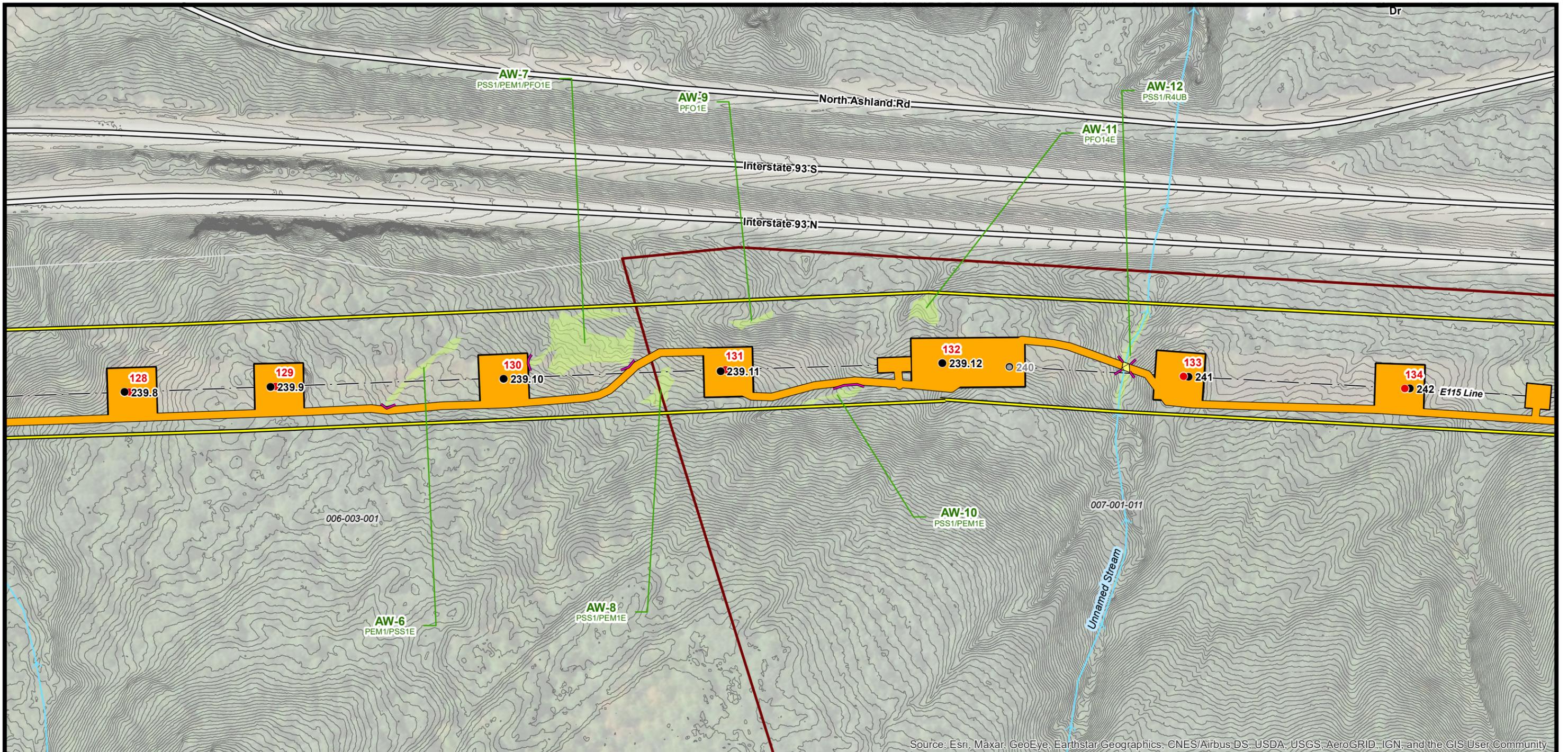
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

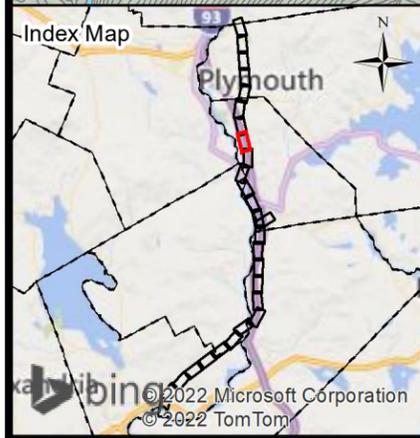
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
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Project No.: 04.0190999.28

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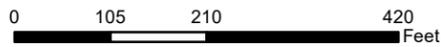


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ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

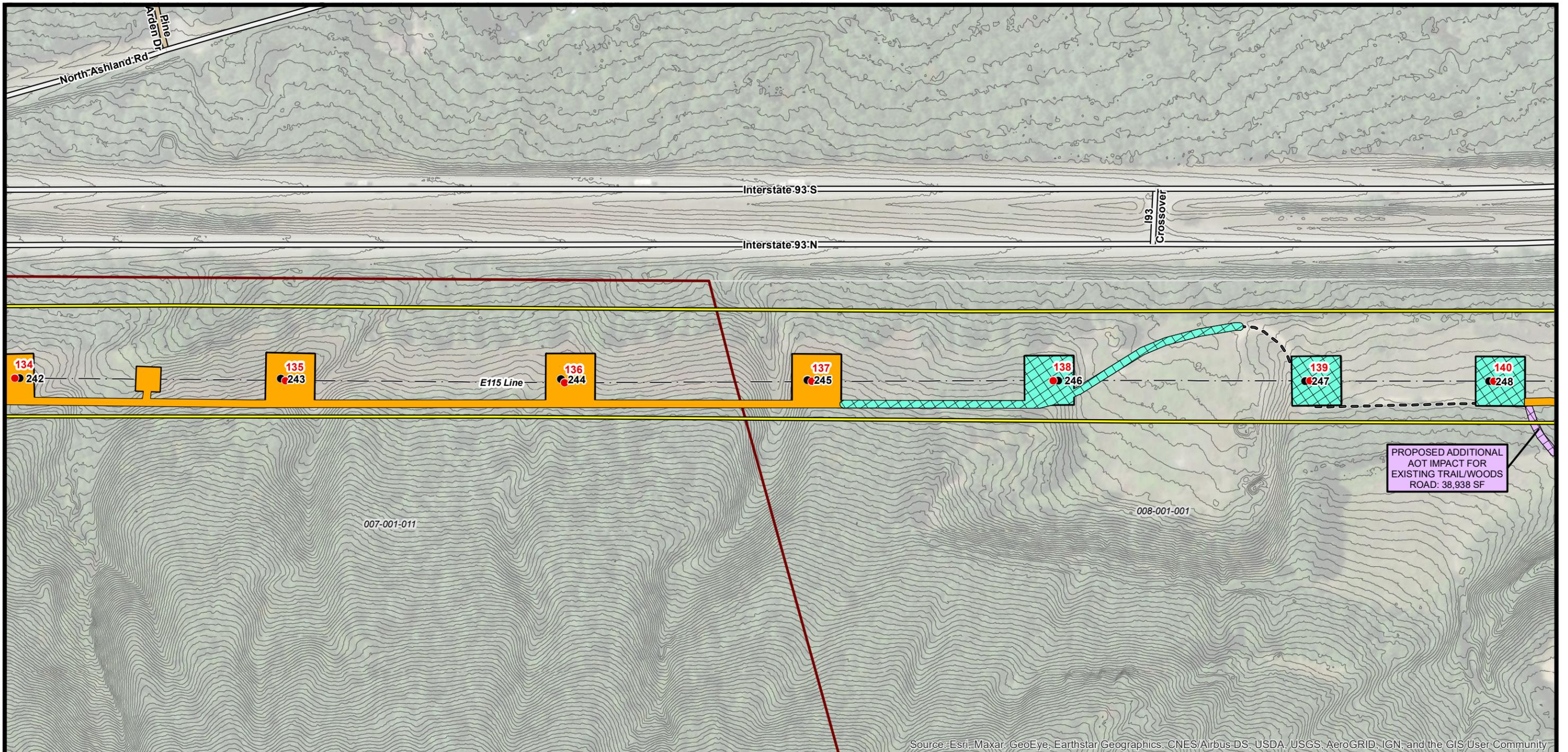
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
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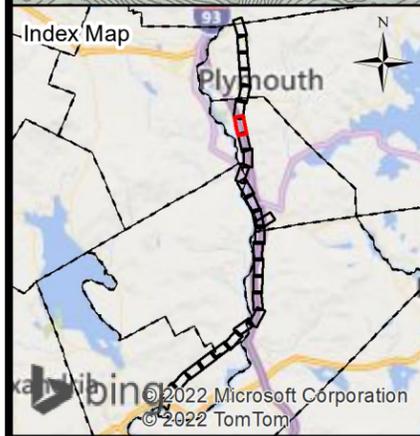
**EVERSOURCE ENERGY**

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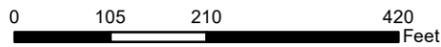


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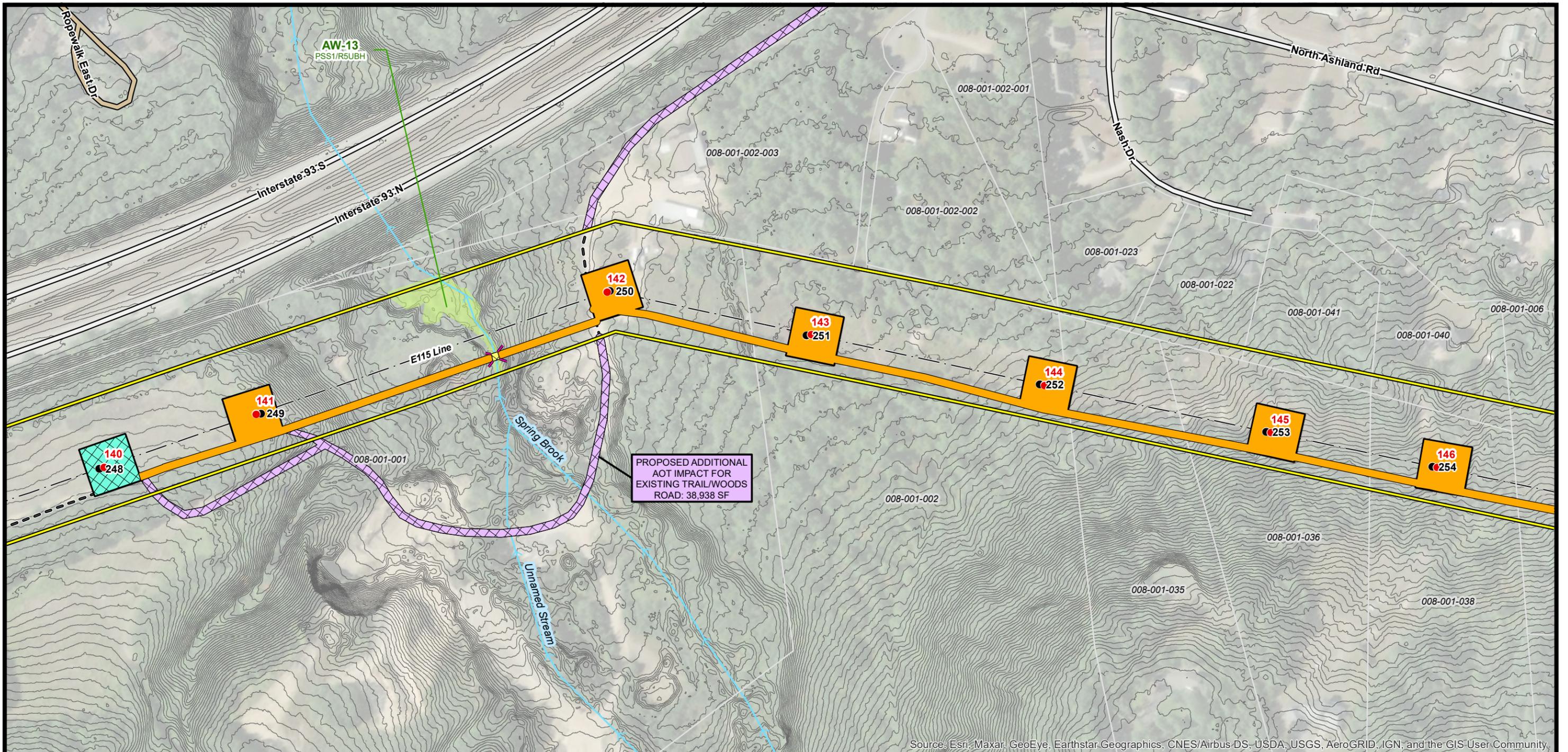
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JUNE 24, 2022

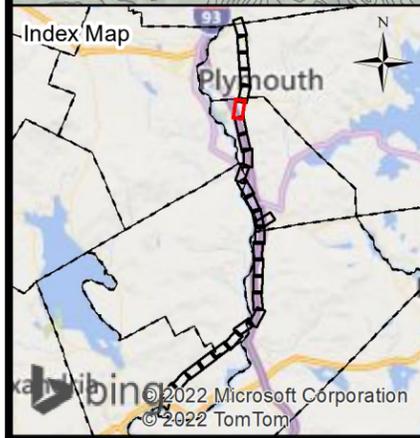
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
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Project No.: 04.0190999.28

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| <p><b>New Hampton</b> ←</p> <ul style="list-style-type: none"> <li>REGULATED SHORELAND ZONE</li> <li>PROPOSED E115 STRUCTURE</li> <li>EXISTING E115 STRUCTURE</li> <li>EXISTING E115 STRUCTURE TO BE REMOVED</li> <li>EXISTING E115 STRUCTURE TO BE RENUMBERED</li> <li>PROPOSED E115 TAP STRUCTURE</li> <li>EXISTING E115 TAP STRUCTURE TO BE REMOVED</li> <li>PERMITTED AOT IMPACT (AoT-2140)</li> <li>PROPOSED ADDITIONAL AOT IMPACT</li> <li>AOT IMPACT TO BE REMOVED</li> <li>CONDUCTOR SPLICE PAD</li> <li>PULL PAD</li> <li>WORK PAD</li> <li>TEMPORARY WETLAND IMPACTS</li> <li>UPLAND MATTING</li> </ul> | <p><b>Current Town: Ashland</b></p> <ul style="list-style-type: none"> <li>E115 DELINEATED STREAM</li> <li>NHD FLOWLINE</li> <li>NHDOT ROAD</li> <li>PRIVATE ROAD</li> <li>TOWN BOUNDARY</li> <li>WETLAND</li> <li>GATE</li> <li>CULVERT</li> <li>FENCE</li> <li>RAILROAD</li> <li>POTENTIAL VERNAL POOL</li> </ul> | <p><b>Campton</b> →</p> <ul style="list-style-type: none"> <li>PARCEL BOUNDARY</li> <li>EVERSOURCE OWNED PARCEL</li> <li>STATE OWNED PARCEL</li> <li>2FT ELEVATION CONTOURS</li> <li>MOBILE SUBSTATION</li> <li>EROSION CONTROL</li> <li>TEMPORARY TAP STRUCTURES</li> <li>TEMPORARY TAP LINE</li> <li>PROPOSED ACCESS</li> <li>EXISTING ACCESS</li> <li>OFF-ROW ACCESS PENDING RIGHTS</li> <li>APPROXIMATE ROW</li> <li>TRANSMISSION LINE</li> </ul> |
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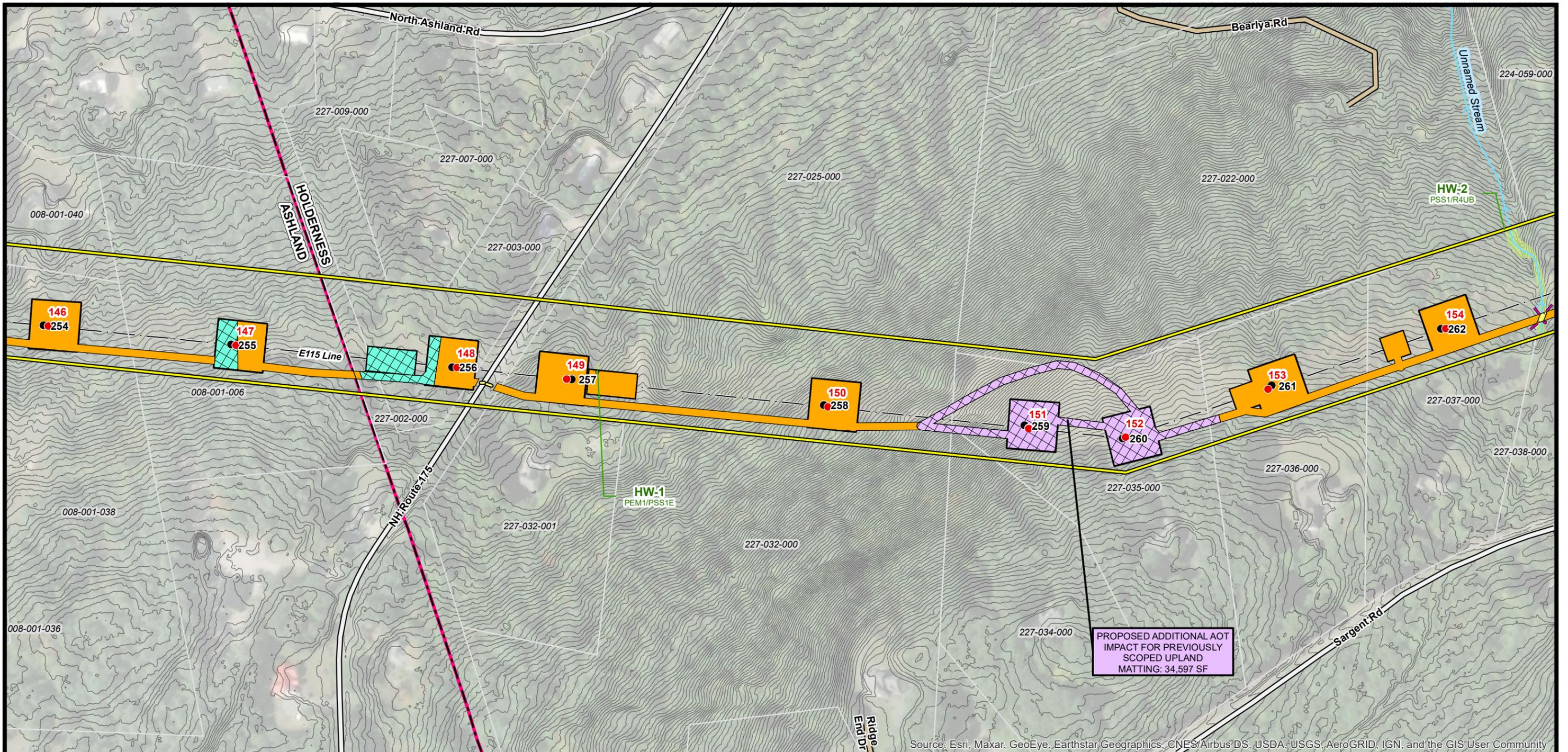
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

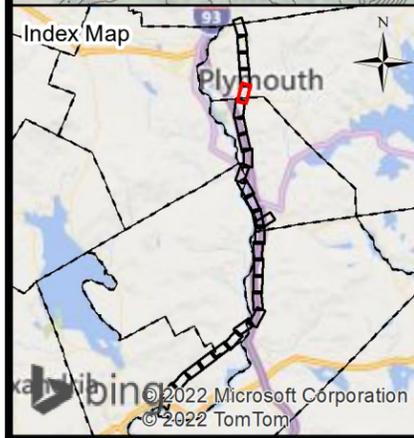
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
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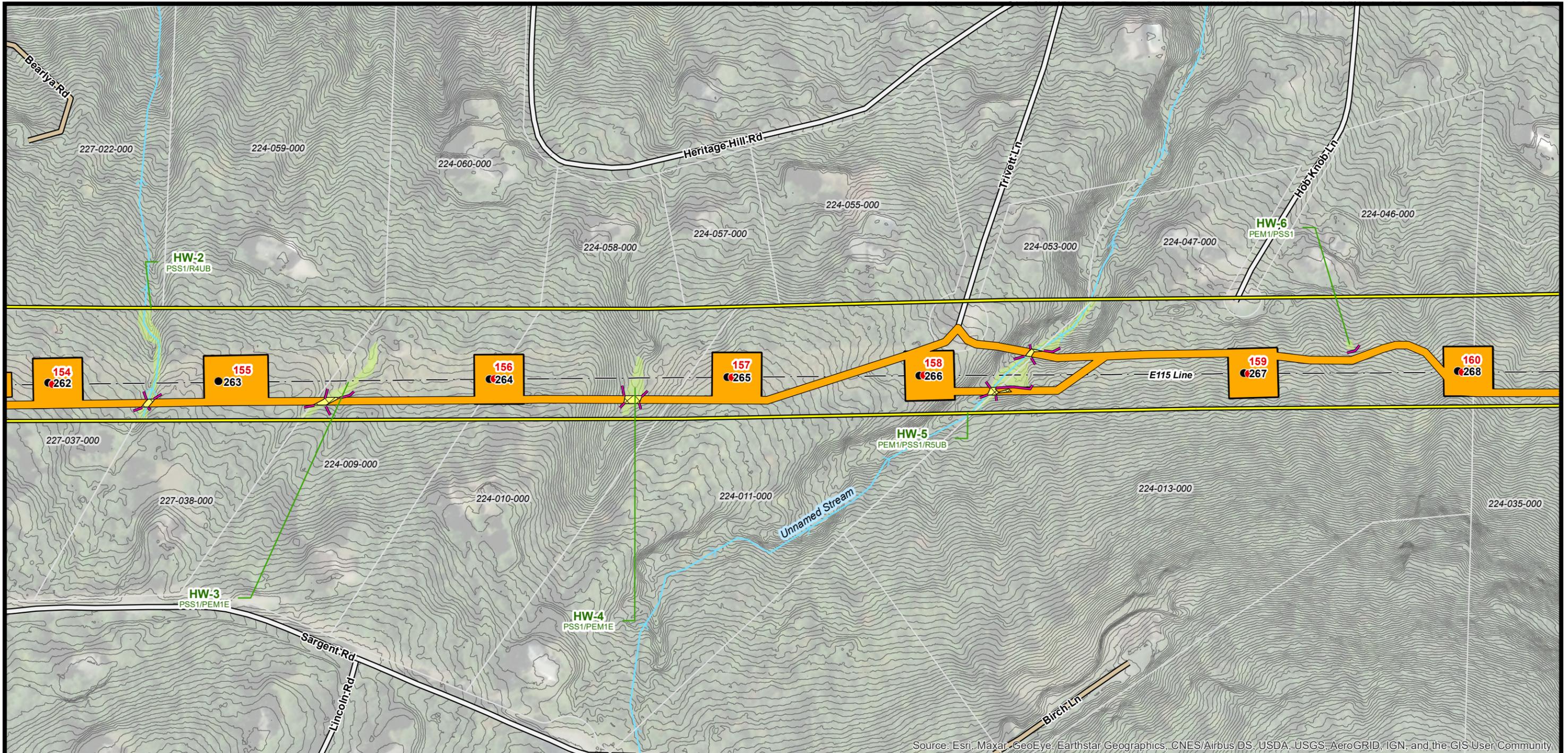
ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
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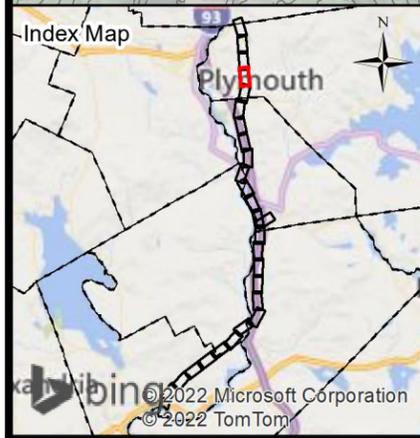
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1 inch = 200 feet



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|--|---|---|---|-----------|--|
| ← New Hampton  |   | Current Town: Holderness  |   | Campton → |  |
| <ul style="list-style-type: none"> <li><span style="color: green;">—</span> REGULATED SHORELAND ZONE</li> <li><span style="color: red;">●</span> PROPOSED E115 STRUCTURE</li> <li><span style="color: black;">●</span> EXISTING E115 STRUCTURE</li> <li><span style="color: black;">○</span> EXISTING E115 STRUCTURE TO BE REMOVED</li> <li><span style="color: purple;">●</span> EXISTING E115 STRUCTURE TO BE RENUMBERED</li> <li><span style="color: orange;">●</span> PROPOSED E115 TAP STRUCTURE</li> <li><span style="color: orange;">○</span> EXISTING E115 TAP STRUCTURE TO BE REMOVED</li> <li><span style="color: orange;">□</span> PERMITTED AOT IMPACT (AoT-2140)</li> <li><span style="color: purple;">□</span> PROPOSED ADDITIONAL AOT IMPACT</li> <li><span style="color: grey;">□</span> AOT IMPACT TO BE REMOVED</li> <li><span style="color: grey;">□</span> CONDUCTOR SPLICE PAD</li> <li><span style="color: black;">□</span> PULL PAD</li> <li><span style="color: black;">□</span> WORK PAD</li> <li><span style="color: yellow;">□</span> TEMPORARY WETLAND IMPACTS</li> <li><span style="color: green;">□</span> UPLAND MATTING</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">—</span> E115 DELINEATED STREAM</li> <li><span style="color: blue;">→</span> NHD FLOWLINE</li> <li><span style="color: grey;">—</span> NHDOT ROAD</li> <li><span style="color: grey;">—</span> PRIVATE ROAD</li> <li><span style="color: purple;">—</span> TOWN BOUNDARY</li> <li><span style="color: green;">—</span> WETLAND</li> <li><span style="color: blue;">□</span> GATE</li> <li><span style="color: blue;">□</span> CULVERT</li> <li><span style="color: black;">X</span> FENCE</li> <li><span style="color: black;">—</span> RAILROAD</li> <li><span style="color: green;">□</span> POTENTIAL VERNAL POOL</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: black;">—</span> PARCEL BOUNDARY</li> <li><span style="color: red;">□</span> EVERSOURCE OWNED PARCEL</li> <li><span style="color: black;">□</span> STATE OWNED PARCEL</li> <li><span style="color: grey;">—</span> 2FT ELEVATION CONTOURS</li> <li><span style="color: yellow;">□</span> MOBILE SUBSTATION</li> <li><span style="color: purple;">—</span> EROSION CONTROL</li> <li><span style="color: purple;">●</span> TEMPORARY TAP STRUCTURES</li> <li><span style="color: purple;">—</span> TEMPORARY TAP LINE</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">—</span> PROPOSED ACCESS</li> <li><span style="color: black;">—</span> EXISTING ACCESS</li> <li><span style="color: purple;">—</span> OFF-ROW ACCESS PENDING RIGHTS</li> <li><span style="color: yellow;">—</span> APPROXIMATE ROW</li> <li><span style="color: black;">—</span> TRANSMISSION LINE</li> </ul> |           |  |
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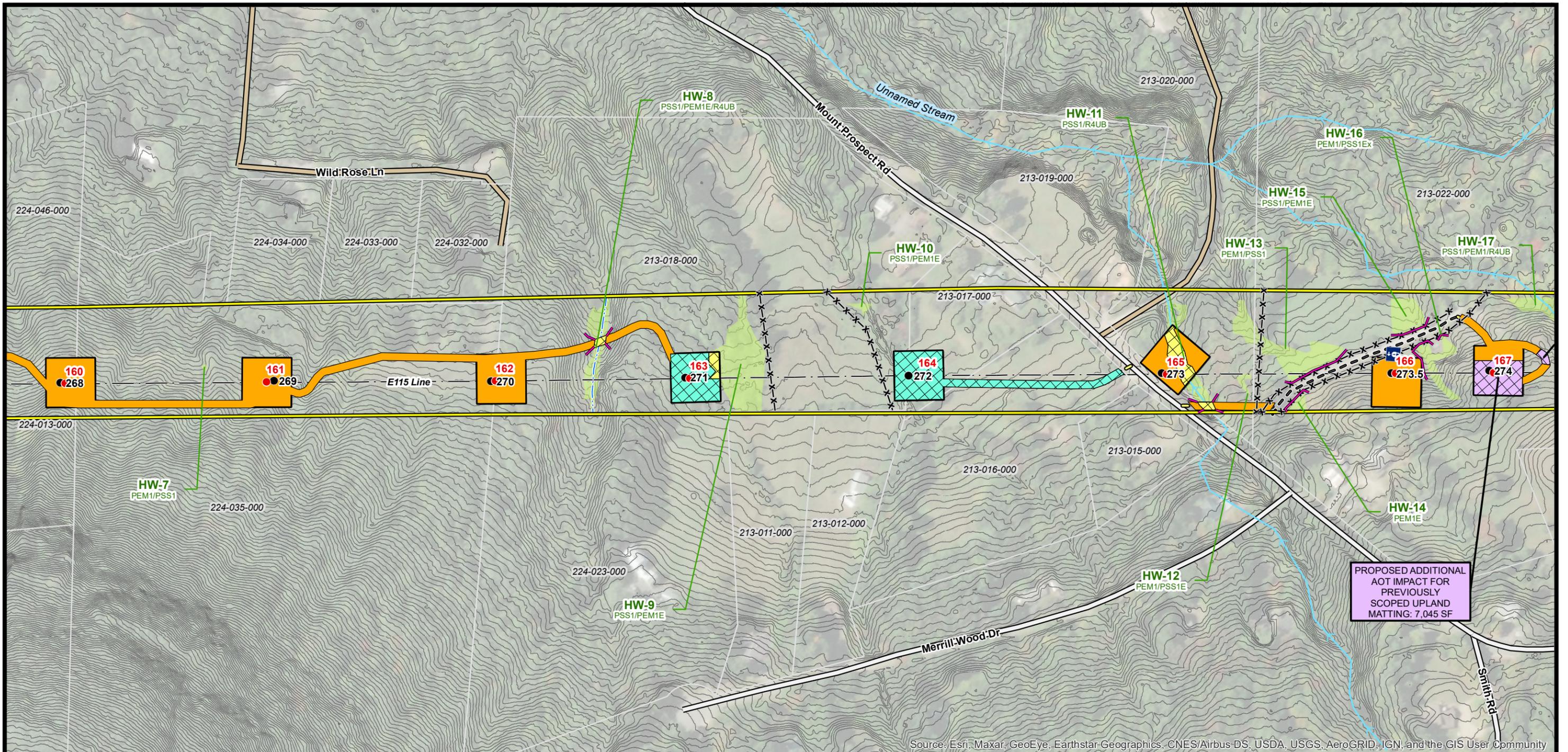
**E115 TRANSMISSION LINE**

ALTERATION OF TERRAIN PERMITTING  
AMENDMENT PLANS  
JUNE 24, 2022

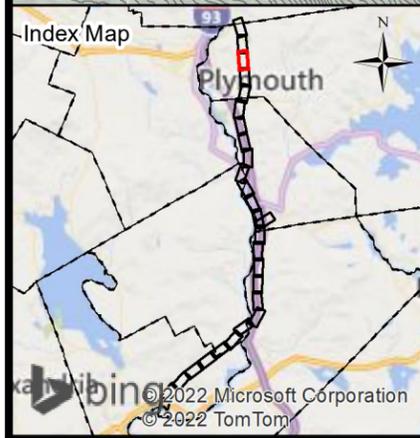
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE  
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Project No.: 04.0190999.28 1 inch = 200 feet

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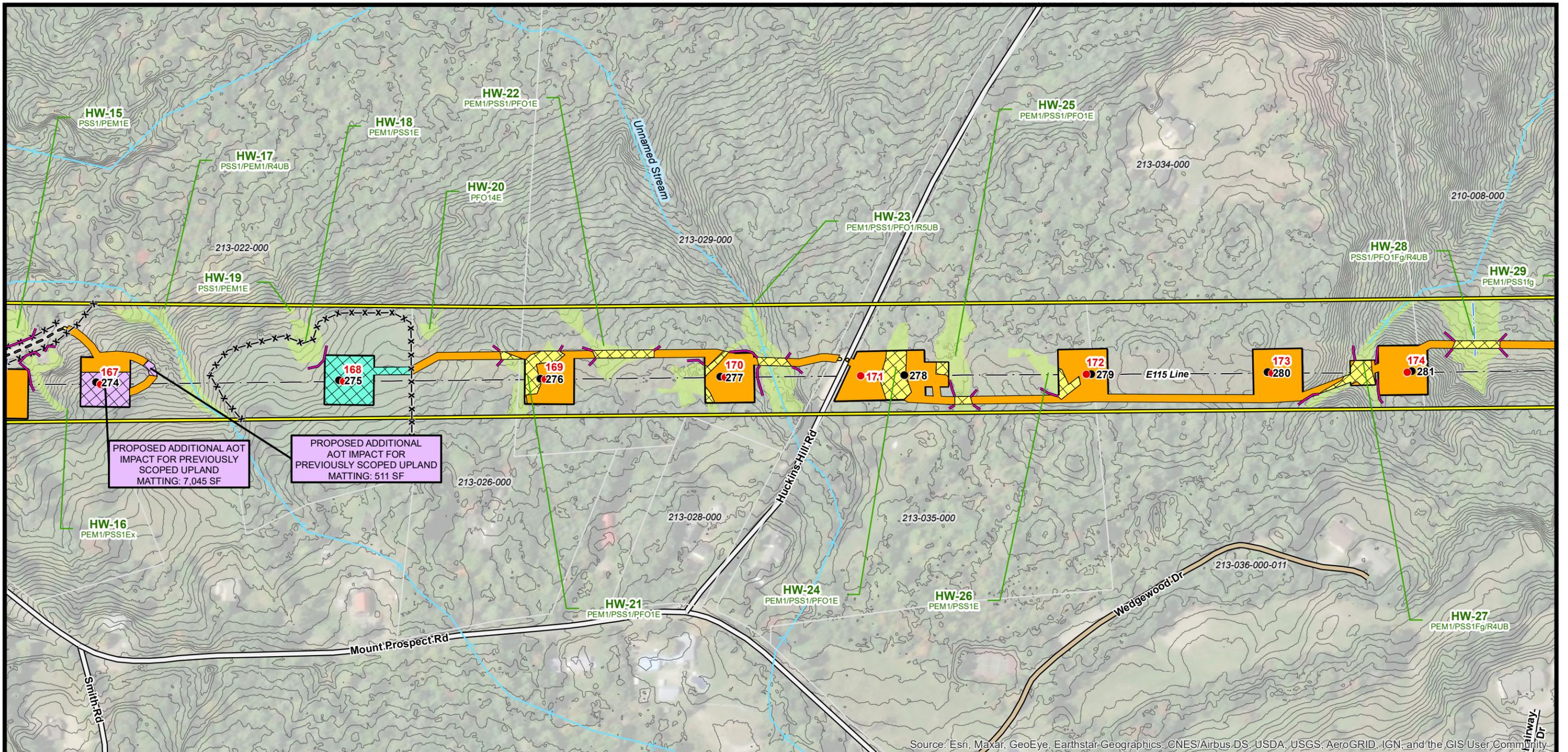
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JUNE 24, 2022

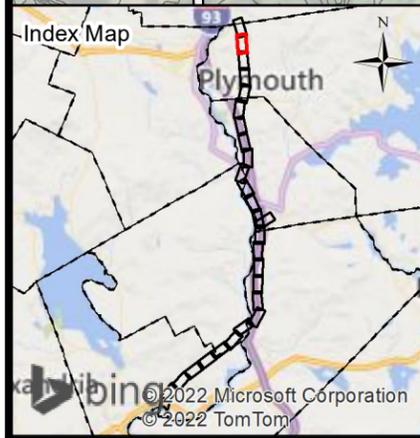
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
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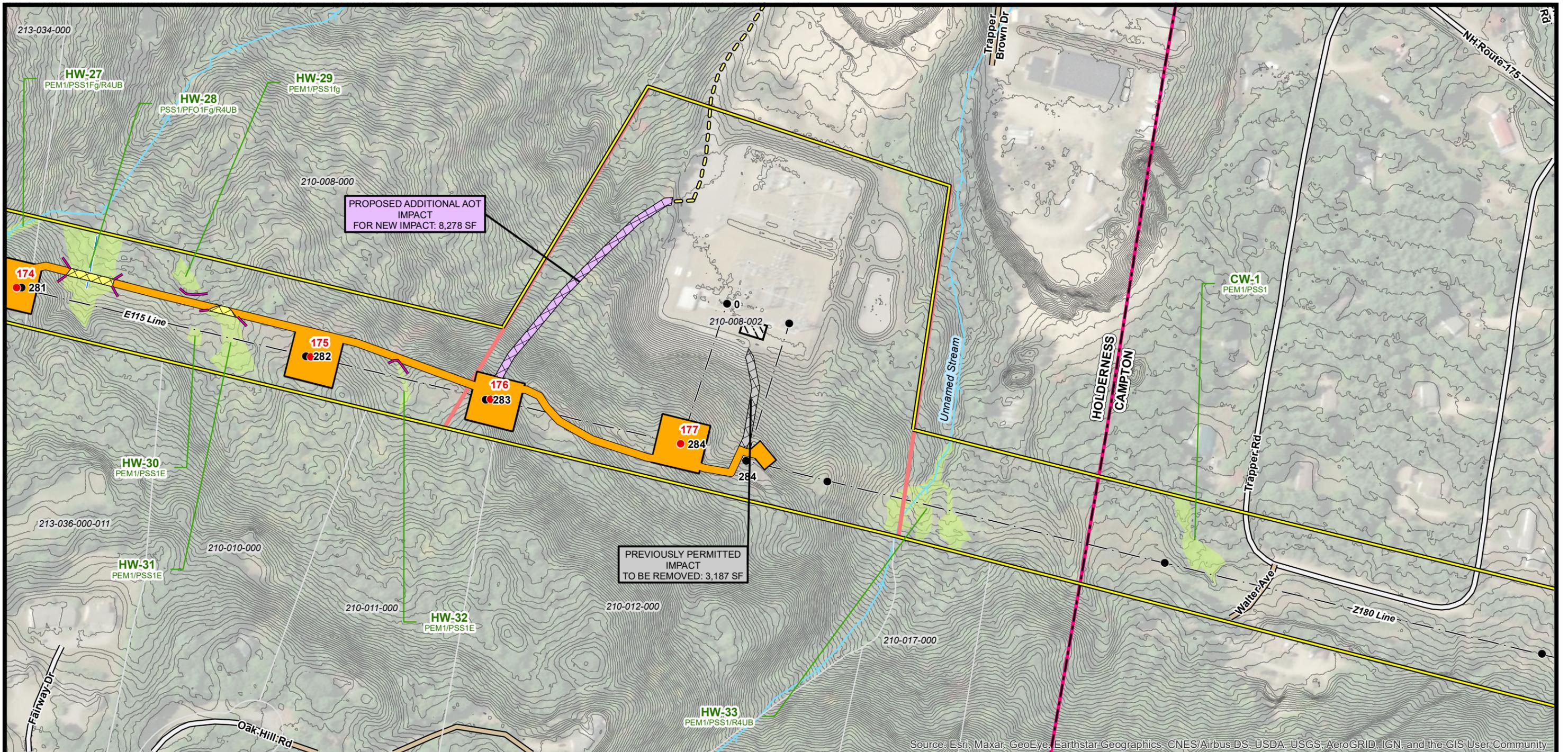
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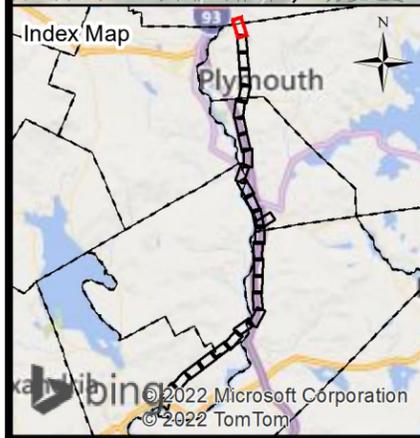
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
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NEW HAMPTON, BRISTOL, BRIDGEWATER,  
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CONSTRUCTION SEQUENCE:

- 1. WETLAND BOUNDARIES TO BE CLEARLY MARKED PRIOR TO THE START OF CONSTRUCTION.
2. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAIL PROVIDED, AS NECESSARY.
3. WETLAND IMPACTS ASSOCIATED WITH WETLAND CROSSINGS ARE REQUIRED FOR ACCESS BETWEEN STRUCTURES WITHIN THE RIGHT OF WAY.
4. ADEQUATE PRECAUTION SHALL BE EXERCISED TO AVOID SPILLAGE OF FUEL OILS, CHEMICALS, OR SIMILAR SUBSTANCES; NO FUELS, LUBRICANTS, CHEMICALS OR SIMILAR SUBSTANCES SHALL BE STORED BENEATH TREES OR IN THE VICINITY OF ANY WETLANDS, RIVER, STREAM OR OTHER BODY OF WATER; OR IN THE VICINITY OF NATURAL OR MAN-MADE CHANNELS LEADING THERETO. NO POWER EQUIPMENT SHALL BE STORED, MAINTAINED, OR FUELED IN ANY AREA ADJACENT TO A WETLAND, RIVER, STREAM OR OTHER BODY OF WATER.
5. REMOVE COMPLETELY ALL CONTAMINATION FROM ANY SPILLAGE OF CHEMICALS OR PETROLEUM PRODUCT WITH COMPLETE REHABILITATION OF THE AFFECTED AREA.
6. ACCESS ROUTES HAVE BEEN SELECTED TO PREVENT DEGRADATION OF THE RIGHT-OF-WAY AND MINIMIZE ENVIRONMENTAL IMPACT. OPERATIONS SHALL BE CONFINED TO THE SPECIFIED ACCESS ROUTES WITHIN THE PROPOSED WETLAND IMPACT AREA. ACCESS ROUTES SHALL NOT EXCEED A 16 FOOT-WIDTH AND 20 FOOT TOTAL IMPACT AREA.
7. IMPACT TO VEGETATION WITHIN WETLANDS WILL BE LIMITED TO THE EXTENT NECESSARY TO PLACE THE TIMBER MATS WHERE REQUIRED.
8. LOW GROWING VARIETIES OF VEGETATION ADJACENT TO WETLANDS SHALL BE PRESERVED TO THE EXTENT POSSIBLE. STUMPS AND ROCKS SHALL NOT BE REMOVED, AND THERE SHALL BE NO EXCAVATIONS, FILLS OR GRADING DONE ADJACENT TO WETLANDS, UNLESS MINOR EXCAVATIONS IS NEEDED FOR ACCESS.
9. TIMBER MATS WILL BE USED ALONG ACCESS ROUTES WITHIN WETLAND AREAS. THESE MATS ARE CONSTRUCTED OF HEAVY TIMBERS OR COMPOSITE MATERIAL, BOLTED TOGETHER, AND ARE PLACED END-TO-END IN THE WETLAND TO SUPPORT HEAVY EQUIPMENT. ALL SWAMP MATS SHALL BE PLACED AND REMOVED SO AS NOT TO CAUSE ANY RUTS, CHANNELS OR DEPRESSIONS, OR OTHERWISE CAUSE ANY UNDUE DISTURBANCE TO WETLANDS.
10. IF TIMBER MAT BMP IS NOT SUFFICIENT DUE TO HIGH WATER, ADDITIONAL BMP'S MAY INCLUDE THE PLACEMENT OF GEOTEXTILE FABRIC, 3"-4" STONE, AND GRAVEL TO PROVIDE A SUITABLE ROAD BED. A TEMPORARY CULVERT MAY BE REQUIRED IN AREAS OF HIGH FLOW TO MAINTAIN HYDROLOGIC CONNECTIVITY. ALL MATERIAL WILL BE REMOVED FROM JURISDICTIONAL AREAS AFTER CONSTRUCTION COMPLETION.
11. NO MATERIAL SHALL BE PLACED IN ANY LOCATION OR IN ANY MANNER SO AS TO IMPAIR SURFACE WATER FLOW INTO, THROUGH OR OUT OF ANY WETLAND AREA. NO INSTALLATION SHALL CREATE AN IMPOUNDMENT THAT WILL IMPEDE THE FLOW OF WATER OR CAUSE FLOODING.
12. NO MATERIAL SHALL BE TAKEN FROM THE WETLANDS AREA EXCEPT THAT WHICH MUST NECESSARILY BE REMOVED FOR THE STRUCTURE OR FOUNDATION PLACEMENT OR STABILIZATION. ALL EXCESS MATERIAL TAKEN FROM THE WETLAND WILL BE REMOVED FROM THE SITE.
13. ANY PROPOSED SUPPORT FILLS SHALL BE CLEAN GRAVEL AND STONE, FREE OF WASTE METAL PRODUCTS, ORGANIC MATERIALS AND SIMILAR DEBRIS AND SHALL NOT EXCEED THE AMOUNT PERMITTED. THIS ALLOWABLE FILL IS THE ONLY FILL THAT MAY REMAIN IN THE WETLAND AFTER CONSTRUCTION. ALL CUT AND FILLS SLOPES SHALL BE SEEDED/LOAMED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.
14. EXCESS SOILS PRODUCED FROM DRILLING WILL BE DISPOSED IN APPROVED UPLAND AREAS AT A MINIMUM DISTANCE OF 100-FT FROM WETLAND AREAS.
15. INSTALL NEW POLES IN THE LOCATIONS DESIGNATED ON THE PERMITTING PLANS.
16. CABLE INSTALLATION WILL BE PERFORMED IN A MANNER SO AS TO AVOID, OR LIMIT TO THE MAXIMUM EXTENT POSSIBLE, TRAVERSING WETLANDS WITH HEAVY EQUIPMENT. IN SOME CASES, A HELICOPTER MAY BE USED DURING THE INSTALLATION TO MINIMIZE IMPACTS.
17. ALL TIMBER MATS, MATERIAL, AND DEBRIS WILL BE REMOVED FROM THE WORK AREA UPON THE COMPLETION OF CONSTRUCTION.
18. UPLAND DISTURBED AREAS SHALL BE RESTORED AND STABILIZED UPON COMPLETION OF CONSTRUCTION. WORK PAD RESTORATION SHOULD INCLUDE REDUCING THE WORK PAD TO A 30 BY 60 FOOT AREA, AND REDUCING SLOPES TO A MAXIMUM OF 25%. STOCKPILED MATERIAL SHOULD BE SPREAD TO REDUCE ANY UNNECESSARY SLOPES. GRAVEL WORK PADS AND SLOPES SHOULD BE SCARIFIED TO A MINIMUM OF 3" BEFORE SPREADING TOPSOIL/LOAM AND SEED, AS NECESSARY.
19. ALL TEMPORARY WETLAND IMPACTS WILL BE RE-GRADED TO ORIGINAL CONTOURS FOLLOWING CONSTRUCTION. NEW ENGLAND EROSION CONTROL/RESTORATION MIX, AVAILABLE THROUGH NEW ENGLAND WETLAND PLANTS, INC., 820 WEST STREET, AMHERST, MA 01002, 413-548-8000, OR EQUIVALENT SEED MIX SHALL BE APPLIED IN WETLAND AREAS THAT ARE NOT INUNDATED, AS NECESSARY.
20. SEDIMENT AND EROSION CONTROL MEASURES WILL BE EVALUATED AND REMOVED IF NECESSARY UPON THE COMPLETION OF CONSTRUCTION.
21. COMMERCIAL LOAM WILL NOT BE USED AS PART OF RESTORATION. ONLY IN-SITU TOPSOIL WILL BE USED TO RESTORE DISTURBED AREAS.

WINTER CONSTRUCTION NOTES

- 1. PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED. STABILIZATION METHODS SHALL INCLUDE SEEDING AND MULCH, AND INSTALLATION OF EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.
2. DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE TEMPORARILY STABILIZED WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS.

3. AFTER NOVEMBER 15TH, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL (NHDOT 304.3).

GENERAL NOTES:

OWNER: EVERSOURCE ENERGY
13 LEGENDS DRIVE
HOOKSETT, NH 03106

- 1. BASE PLAN PROVIDED BY EVERSOURCE ENERGY. EVERSOURCE ENERGY PROVIDED THE UTILITY DESIGN.
2. JURISDICTIONAL WETLANDS WERE DELINEATED BY GZA IN 2020, IN ACCORDANCE WITH THE 1987 U.S. ARMY CORPS OF ENGINEERS' "WETLANDS DELINEATION MANUAL, TECHNICAL REPORT Y-87-1," AND REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTH CENTRAL AND NORTHEAST REGION," JANUARY 2012.
3. GZA PERFORMED A WETLANDS FUNCTION AND VALUES ASSESSMENT IN ACCORDANCE WITH THE ACOE'S "HIGHWAY METHODOLOGY WORKBOOK SUPPLEMENT," SEPTEMBER 1999, IN 2020
4. SITE PLAN IS FOR PERMITTING PURPOSES ONLY AND DOES NOT REPRESENT A PROPERTY BOUNDARY SURVEY.
5. THE PROJECT WILL BE MANAGED IN A MANNER THAT MEETS THE REQUIREMENTS AND INTENT OF RSA 430:53 AND CHAPTER AGR 3800 RELATIVE TO INVASIVE SPECIES.
6. IN ACCORDANCE WITH ENV-WQ 1505.02, THE SMALLEST PRACTICAL AREA SHALL BE DISTURBED DURING CONSTRUCTION, BUT IN NO CASE SHALL EXCEED 5 ACRES AT ANY ONE TIME BEFORE DISTURBED AREAS ARE STABILIZED. AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
- A MINIMUM 85 PERCENT VEGETATED GROWTH HAS BEEN ESTABLISHED
- A MINIMUM OF 3 INCHES OF NON-EROSIVE MATERIAL HAS BEEN INSTALLED
- OR, EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.

EROSION CONTROL NOTES:

- 1. INSTALLATION OF EROSION CONTROL GRINDINGS AND/OR SILT FENCES SHALL BE COMPLETE PRIOR TO THE START OF WORK IN ANY GIVEN AREA. EROSION CONTROLS SHALL BE USED DURING CONSTRUCTION AND REMOVED WHEN ALL SLOPES HAVE A HEALTHY STAND OF VEGETATION COVER. EROSION CONTROL MEASURES SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER .25" OR GREATER RAINFALL EVENTS.
2. AS REQUIRED, CONSTRUCT TEMPORARY BERMS, SILTATION FENCES, SEDIMENT TRAPS, ETC. TO PREVENT EROSION & SEDIMENTATION OF WETLANDS.
3. THE WORK AREA SHALL BE GRADED AND OTHERWISE SHAPED IN SUCH A MANNER AS TO MINIMIZE SOIL EROSION, SILTATION OF DRAINAGE CHANNELS, DAMAGE TO EXISTING VEGETATION, AND DAMAGE TO PROPERTY OUTSIDE LIMITS OF THE WORK AREA. EROSION CONTROL GRINDINGS WILL BE NECESSARY TO ACCOMPLISH THIS END.
4. ANY STRIPPED TOPSOIL SHALL BE STOCKPILED, WITHOUT COMPACTION, AND STABILIZED AGAINST EROSION, AS NECESSARY.
5. PERMANENT OR TEMPORARY COVER MUST BE IN PLACE BEFORE THE GROWING SEASON ENDS. WHEN SEEDED AREAS ARE NOT MULCHED, PLANTINGS SHOULD BE MADE FROM EARLY SPRING TO MAY 20 OR FROM AUGUST 15 TO SEPTEMBER 15. NO DISTURBED AREA SHALL BE LEFT EXPOSED DURING WINTER MONTHS, PLANT ANNUAL RYEGRASS PRIOR TO OCTOBER 15TH.
6. EROSION CONTROLS SHALL BE INSPECTED WEEKLY AND AFTER EVERY HALF-INCH OF RAINFALL.

NEW HAMPSHIRE FISH AND GAME TYPICAL BMPS RELATED TO THREATENED AND ENDANGERED SPECIES

- 1. PRIOR TO DAILY CONSTRUCTION ACTIVITIES, TIMBER MATTING WILL BE REVIEWED FOR SNAKES AND TURTLES. GZA WILL PROVIDE AN ENVIRONMENTAL ADDENDUM TO THE DAILY TAILBOARDS BY THE CONTRACTORS TO INCLUDE GUIDANCE ON PROTOCOLS FOR SNAKES AND PROVIDE IDENTIFICATION FOR SPOTTED TURTLE, WOOD TURTLE, BLANDING'S TURTLE, AND NORTHERN BLACK RACER SNAKE.
2. OBSERVED SNAKES AND TURTLES WILL BE MOVED OFF OF CONSTRUCTION ACCESS ROADS TO LIMIT AND PREVENT MORTALITY TO SNAKES AND TURTLES DURING CONSTRUCTION.
3. EROSION CONTROL MATTING, IF UTILIZED, WILL CONSIST OF JUTE MATTING. MATTING WITH PLASTIC MESH WILL BE AVOIDED TO LIMIT UNINTENTIONAL MORTALITY TO SNAKES.
4. AT THE CONCLUSION OF THE PROJECT, A SUMMARY REPORT OF ANY RARE SPECIES OBSERVATIONS WILL BE PROVIDED TO THE NHFG NONGAME PROGRAM.
5. IMPACTS TO VERNAL POOLS AND POTENTIAL VERNAL POOLS WILL BE AVOIDED.
6. IF SPOTTED, WOOD OR BLANDING'S TURTLES ARE FOUND LAYING EGGS IN A WORK AREA, PLEASE CONTACT MELISSA DOPERALSKI (603-479-1129 CELL) OR JOSH MEGYESY (978-578-0802 CELL) FOR FURTHER INSTRUCTIONS.
7. ALL OBSERVATIONS OF EASTERN HOGNOSE SNAKE SEEN AT ANY TIME MUST BE IMMEDIATELY REPORTED TO THE NHFG DEPARTMENT (MELISSA DOPERALSKI OR JOSH MEGYESY) FOR FURTHER INSTRUCTIONS. PLEASE ATTEMPT TO PHOTOGRAPH THIS SPECIES TO SEND FOR VERIFICATION.
8. ALL OBSERVATIONS OF NORTHERN BLACK RACER SNAKES ENCOUNTERED FROM THE END OF SEPTEMBER THROUGH THE MONTH OF APRIL MUST BE IMMEDIATELY REPORTED TO THE NHFG DEPARTMENT (MELISSA DOPERALSKI 603-479-1129 (CELL) OR BRENDAN CLIFFORD 603-944-0885) AS THIS INDICATES A POTENTIAL HIBERNACULUM IN THE AREA. PLEASE ATTEMPT TO PHOTOGRAPH THIS SPECIES IF POSSIBLE. BLACK RACERS HAVE BEEN KNOWN TO DEN COMMUNALLY AT THE BASE OF POWER POLES. IF ONE IS SEEN AT THE BASE OF A POLE DURING THIS TIME PERIOD, WORK SHOULD CEASE IMMEDIATELY AT THAT POLE LOCATION AND THE INCIDENT CALLED IN TO US.
9. PER ENV-WQ 1504.18, THE NHFG, INCLUDING ITS EMPLOYEES AND AUTHORIZED AGENTS, SHALL HAVE ACCESS TO THE PROPERTY DURING THE TERM OF THE PERMIT.

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E115 TRANSMISSION LINE REBUILD AND OPGW PROJECT
NEW HAMPTON, BRISTOL, BRIDGEWATER, ASHLAND, AND HOLDERNESS, NEW HAMPSHIRE

NOTES

Table with project management details including GZA logo, project manager (LEW), reviewed by (TLT), checked by (DMZ), sheet number (S1), and dates (03/30/2022).

## Best Management Practices (BMP's) for Straw wattles

### Definition and purpose:

Straw wattles are burlap rolls filled with straw that trap sediment and interrupt water flow by reducing slope lengths.

### Applications:

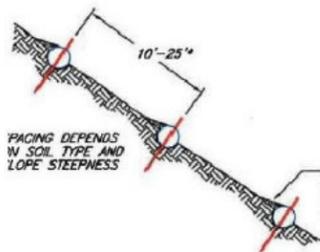
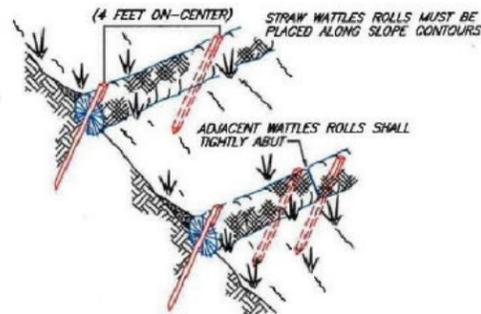
- \* Along erodible or unstabilized slopes
- \* Spread overland waterflow
- \* Trap sediment
- \* Around storm drain inlets to slow water and settle out sediment
- \* Overlap ends approximately 6 inches

### Installation:

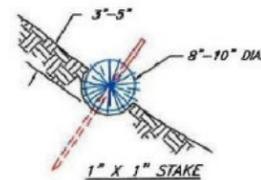
Straw wattles are installed parallel to slope contours and perpendicular to sheet flow.

Spacing\* - Dependent on slope length, soil steepness and soil type (general range 10 - 25').

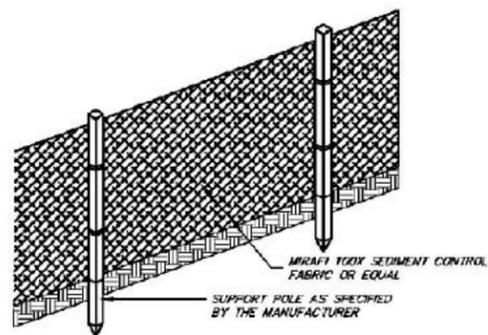
Trenching - 2"-5" inch trench  
Stacking - at each end and four foot on center (i.e. 25 foot wattle uses 6 stacks)



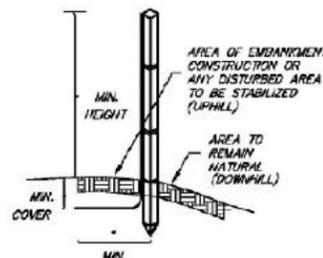
SEDIMENT, ORGANIC MATTER, AND NATIVE SEEDS ARE CAPTURED BEHIND THE WATTLE ROWS.



NOT TO SCALE



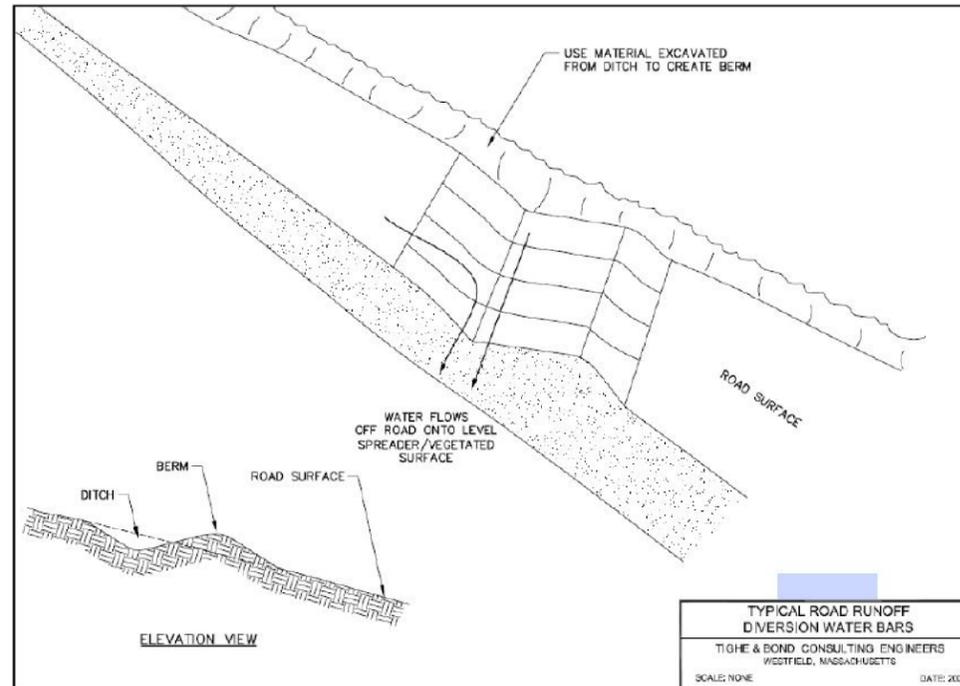
FRONT VIEW



SIDE VIEW

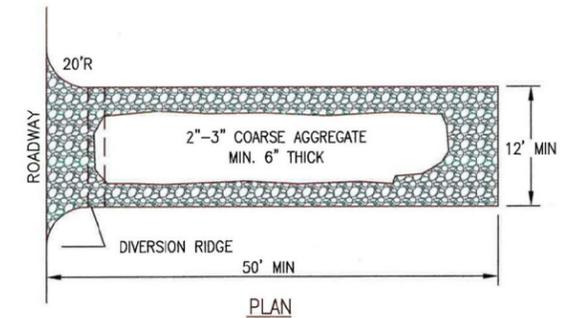
### NOTES (SILT FENCE)

1. THE HEIGHT OF THE BARRIER SHALL NOT EXCEED 36 INCHES.
2. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPliced TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6-INCH OVERLAP, AND SECURELY SEALED. SEE MANUFACTURER'S RECOMMENDATIONS.
3. POSTS SHALL BE PLACED AT A MAXIMUM OF 10 FEET APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND (MINIMUM OF 12 INCHES). WHEN EXTRA STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL BE AS MANUFACTURER RECOMMENDS.
4. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 6 INCHES WIDE AND 6 INCHES DEEP ALONG THE LINE OF POSTS AND UPSLOPE OF THE BARRIER IN ACCORDANCE WITH RECOMMENDATIONS
5. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE, AND WILL EXTEND A MINIMUM OF 8 INCHES INTO THE TRENCH. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
6. THE TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE FILTER FABRIC.
7. FABRIC BARRIERS SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.
8. FILTER BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST ONCE DAILY DURING PROLONGED RAINFALL AND ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
9. SHOULD THE FABRIC DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER STILL BE NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY.
10. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN THEY REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.
11. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.



ELEVATION VIEW

TYPICAL ROAD RUNOFF DIVERSION WATER BARS  
TIGHE & BOND CONSULTING ENGINEERS  
WESTFIELD, MASSACHUSETTS  
SCALE: NONE DATE: 2007



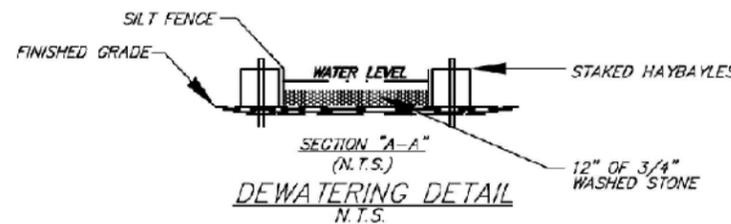
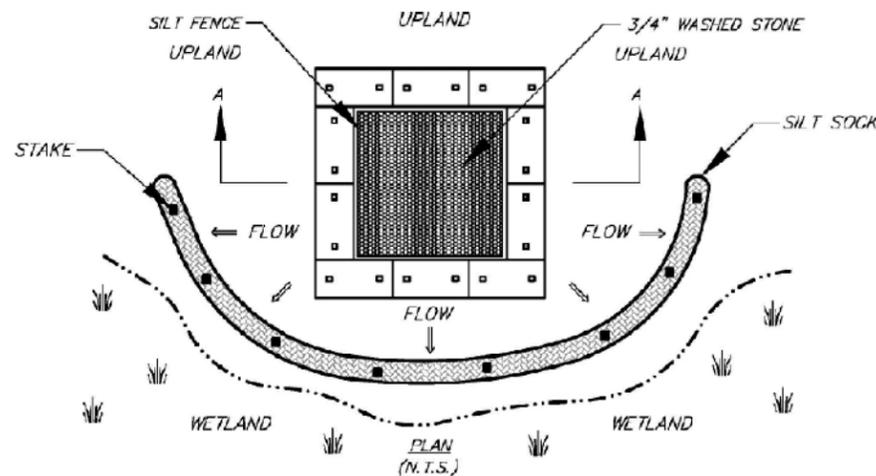
PLAN

### NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.

## CONSTRUCTION ENTRANCE

NOT TO SCALE



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E115 TRANSMISSION LINE  
OPGW AND STRUCTURE REPLACEMENT PROJECT  
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE

## BMP DETAILS

PREPARED BY:  
**GZA** GeoEnvironmental, Inc.  
Engineers and Scientists  
www.gza.com

PREPARED FOR:  
**EVERSOURCE**  
ENERGY

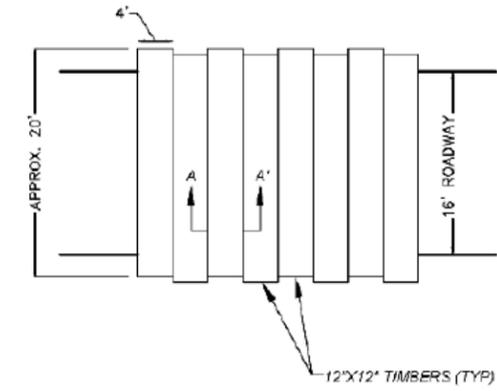
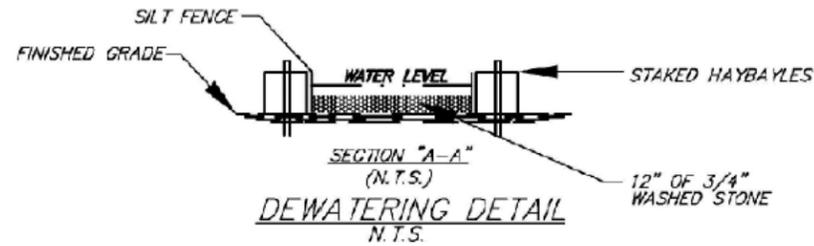
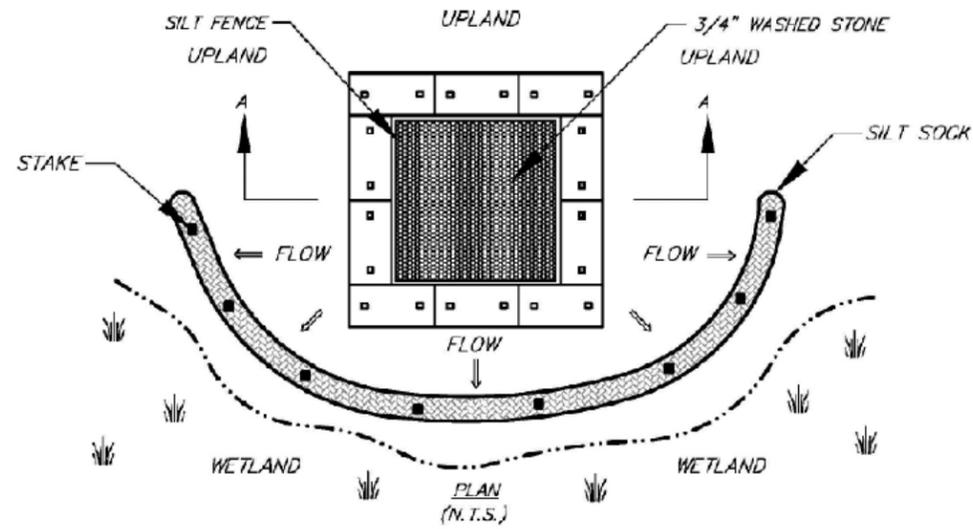
PROJ MGR: CEM  
DESIGNED BY: MJD  
DATE: 02/18/2022

REVIEWED BY: TLT  
DRAWN BY: MJD  
PROJECT NO: 04.0190999.72

CHECKED BY: DMZ  
SCALE:  
REVISION NO.

SHEET  
**S2**

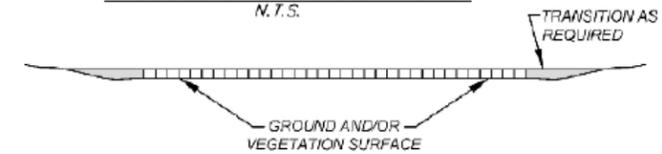
© 2022 - GZA GeoEnvironmental, Inc. P:\04\Jobs\1909099\04.0190999.00 - EE Siting Permitting 2019-2022\04.0190999.28 - E115 Transmission Line Str Repl and OPGW Project\Figures\E115 GIS\E115 ACT Notesheet 3.mxd, 2/18/2022, 10:40:58 AM, matthew.deane



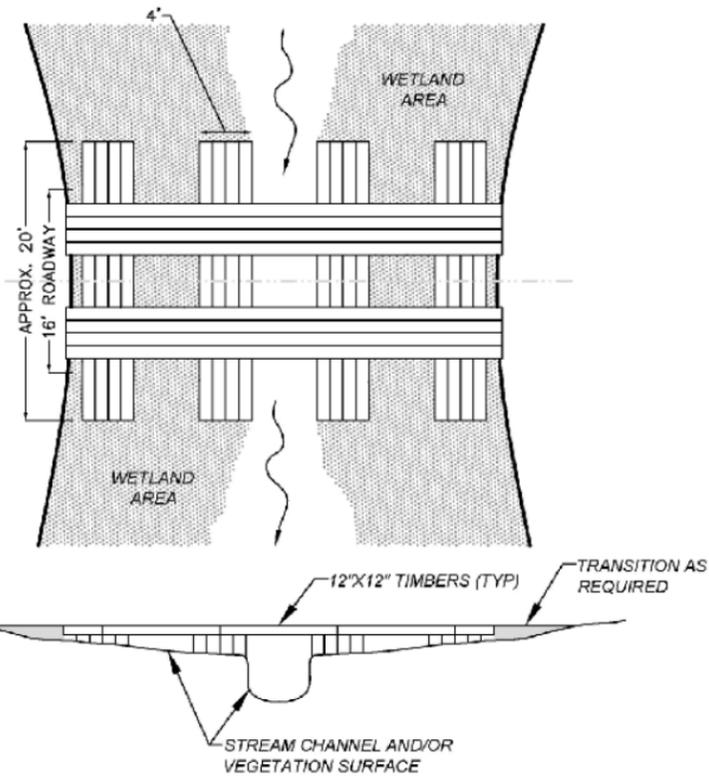
TYPICAL SWAMP MAT PLAN VIEW  
N.T.S.



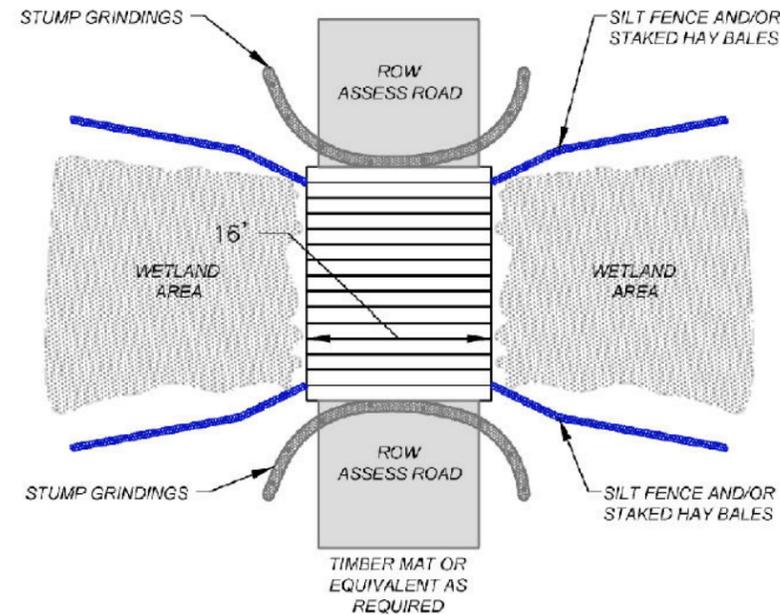
TYPICAL MAT SECTION A-A  
N.T.S.



TYPICAL SWAMP MAT SECTION DETAIL  
N.T.S.



TYPICAL STREAM CROSSING  
N.T.S.



TYPICAL WETLAND CROSSING  
N.T.S.

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**E115 TRANSMISSION LINE  
OPGW AND STRUCTURE REPLACEMENT PROJECT**  
NEW HAMPTON, BRISTOL, BRIDGEWATER,  
ASHLAND, & HOLDERNESS,  
NEW HAMPSHIRE

**BMP DETAILS**

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ENERGY

|                  |                           |                 |                    |
|------------------|---------------------------|-----------------|--------------------|
| PROJ MGR: LEW    | REVIEWED BY: TLT          | CHECKED BY: DMZ | SHEET<br><b>S3</b> |
| DESIGNED BY: MJD | DRAWN BY: MJD             | SCALE:          |                    |
| DATE: 02/18/2022 | PROJECT NO: 04.0190999.72 | REVISION NO.    |                    |