

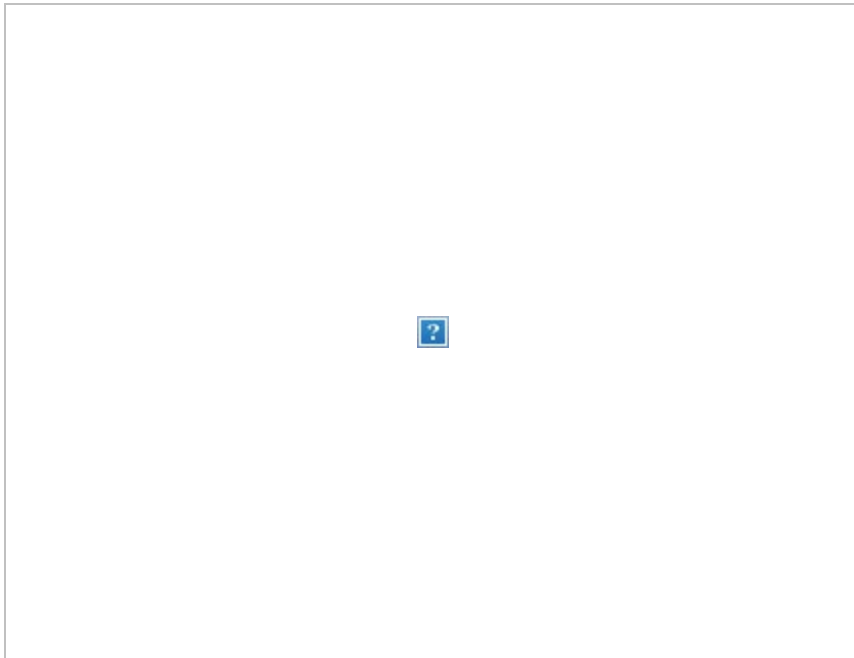
From: [Nelson, Kurt I](#)
To: [Faunce, Jasmin - FS, NH](#); [lindsey.white \(gza.com\)](#)
Cc: [Tracy Tarr](#); [Kwapiszewski, Jacob](#); [Harris, Samuel D](#); [Strachan, Angus P](#); [Meyer, Jared M](#); [Codispoti, Jennifer A](#)
Subject: RE: [External Email]Eversource X178-2 Transmission Line Rebuild Small Projects Day Application
Date: Monday, July 22, 2024 9:10:30 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Hi Jasmin,

Here are some responses to your questions:

...Please describe the take off/landing areas? Especially those you have identified on FS?
In previous meetings, the south side of Bog Pond was mentioned – is this the extra large work pad between STR 249-250?

- There is one existing helicopter pad location within the ROW adjacent to new structure 269 as shown in the screen shot below on the project plan set.



- The extra large work pad at Str 249/250 is for wire pulling activities and also for use as a staging area for materials and equipment.
- Based on conversations with our helicopter contractor, it is likely that personnel will be transported into the ROW corridor via smaller helicopters at various locations within the established ROW corridor, work pads will not need to be established for these landing areas.

Why are the work pads at STR 249-250 and WTR 266 larger than usual? What is the reduction plan for those work pads post project?

- The larger pads at these locations are for wire pulling activities and use for equipment and material staging. These work pads can be reduced in size or completely restored, preferably by placing temporarily windrowed top soils back over the gravel pads. Removal of gravel material from the Forest would require significantly more truck trips and would extend the construction schedule duration significantly. For future maintenance purposes an approximately 30x60 gravel area is proposed to remain at each upland structure location to provide a flat stable area for vehicle access for future maintenance. Gravel pads do eventually revegetate on their own with native vegetation without topsoil amendments.

539 trees were identified as needing to be removed to create access roads. We typically require all trees to remain on site. With this volume, and not being a forester, I'm concerned about it getting piled up in an unruly manner. I'm especially concerned about the density of the trees around the trail junction on page 164 of the project summary. Can you please speak to your proposed plan on how the cut trees will be managed on the ground?

- Looking at the tree summary on page 164 of the Project Summary Document there are approximately 100 trees at this location over a distance of approximately 1,800 ft (approx. 0.34 miles). Of the approximately 100 trees, 16 were 12" DBH or greater and 66 were 6" DBH or less, so generally speaking the trees in question are on the smaller size over a fairly good distance. Tree tops and smaller diameter trees (approx. 6" DBH or less) can be chipped with a tow-behind chipper with chips broadcast into the woods. Trees would be felled in a manner as to not damage surrounding trees. Felled logs would be sectioned as needed and placed into the woods line to ensure ground contact to promote natural decay.

Let me know if you have any other questions.

Also – I would like to request a Teams meeting with you and the NHDES to discuss some geotechnical drilling work that we need to do in the WMNF to support the design of the micro-pile structures. The geotechnical drilling would entail flying in matting and equipment and setting up temporary drilling platforms at various locations within the ROW corridor. We would like to perform this work this winter, which would be optimal for wetlands impact avoidance and minimization, and are hoping that the review process as laid out in the DRAFT O&M Manual for this type of activity would be utilized. We'd appreciate your input and review of this effort.

Thank you.

Kurt Nelson



Manager, Licensing & Permitting
13 Legends Drive
Hooksett, NH 03106
Office: [REDACTED]
Cell: [REDACTED]
kurt.nelson@eversource.com

From: Faunce, Jasmin - FS, NH <jasmin.faunce@usda.gov>
Sent: Tuesday, July 16, 2024 4:01 PM
To: lindsey.white (gza.com) <lindsey.white@gza.com>
Cc: Tracy Tarr <Tracy.Tarr@gza.com>; Nelson, Kurt I <kurt.nelson@eversource.com>
Subject: RE: [External Email]Eversource X178-2 Transmission Line Rebuild Small Projects Day Application

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Hi again,

One more question popped into my head – in regards to tree cutting. 539 trees were identified as needing to be removed to create access roads. We typically require all trees to remain on site. With this volume, and not being a forester, I'm concerned about it getting piled up in an unruly manner. I'm especially concerned about the density of the trees around the trail junction on page 164 of the project summary. Can you please speak to your proposed plan on how the cut trees will be managed on the ground?

Thanks,
Jasmin

From: Faunce, Jasmin - FS, NH
Sent: Tuesday, July 16, 2024 12:59 PM
To: Lindsey White <Lindsey.White@gza.com>
Cc: Tracy Tarr <Tracy.Tarr@gza.com>; Kurt I. Nelson <kurt.nelson@eversource.com>

Subject: RE: [External Email]Eversource X178-2 Transmission Line Rebuild Small Projects Day Application


Hi Lindsey,

Thank you for your proposal. A couple of follow up questions:

- We had discussed in previous meetings the details of helicopter usage. While the project summary captures the helicopter installation methods, can you please describe the take off/landing areas? Especially those you have identified on FS? In previous meetings, the south side of Bog Pond was mentioned – is this the extra large work pad between STR 249-250?
- Why are the work pads at STR 249-250 and WTR 266 larger than usual? What is the reduction plan for those work pads post project?

Thanks,



Jasmin Faunce (she/her)
Realty Specialist
Forest Service
White Mountain National Forest
c: [REDACTED]
jasmin.faunce@usda.gov
71 White Mountain Drive
Campton, NH 03223
www.fs.usda.gov

Caring for the land and serving people

From: Lindsey White <Lindsey.White@gza.com>

Sent: Thursday, June 27, 2024 4:23 PM

To: Faunce, Jasmin - FS, NH <jasmin.faunce@usda.gov>

Cc: Tracy Tarr <Tracy.Tarr@gza.com>; Leberman, Marianne - FS, NH <marianne.leberman@usda.gov>; Kurt I. Nelson <kurt.nelson@eversource.com>

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Hi Jasmin,

On behalf of Eversource, please find attached the Small Projects Day Application for the X178-2 Transmission Line Rebuild Project.

If you have any questions, please don't hesitate to ask!

Thanks,

Lindsey E. White, CPSS

Project Manager

GZA | 5 Commerce Park North | Bedford, NH 03110

o: [REDACTED] | c: [REDACTED] | lindsey.white@gza.com | www.gza.com | [LinkedIn](#)

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