

From: [Nelson, Kurt I](#)
To: [Faunce, Jasmin - FS, NH](#); [Tracy Tarr](#)
Subject: RE: [External Email]Eversource X178-2 Transmission Line Rebuild Small Projects Day Application
Date: Friday, August 9, 2024 1:17:17 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image001.png](#)

Hi Jasmin,

I've provided responses to your questions below. We are still vetting what the on the ground requirements are for the helicopter work, but we are confident that the overall ground footprint will be less than what we are currently showing on the environmental plan set. We will provide you an updated plan set that denotes the proposed locations of helicopter installation methods and where access routes are shown for contingency purposes.

If possible we'd like to have a Teams meeting with you and Marianne (and others if interested) to discuss the helicopter scope of work. There are a lot of factors such as outage availability that will drive the structure erection methods that are ultimately employed. The project team has availability Monday through Wednesday of next week and later in the week the following week if that's possible.

Thank you and have a great weekend.

How much OPGW will be installed? Approx # of feet

Approximately 101,675 linear feet of OPGW will be installed for the X178-2 Transmission Line Project. This includes two wires averaging a distance of 9.63 miles each (approximately 50,837 linear feet).

From page 5 of the project summary, "Some permanent grading will be required in wetlands with slopes greater than 10 percent before installation begins to facilitate safe construction, matting installation and better allow for future maintenance of the transmission infrastructure. Upon completion of work, original contours will be restored to the extent feasible. Temporarily displaced soils will be segregated and reapplied in a manner to maintain appropriate preexisting soil horizon structure. Erosion control best management practices such as application of straw mulch, biodegradable wattles, and erosion control blankets will be instituted throughout the ROW corridor." Has this been done on previous projects? If so, has the rehab been successful?

This approach has been approved by the New Hampshire Department of Environmental Services (NHDES) for the recently approved U199 Transmission Line Project. The construction of this project is expected to commence this fall. The activity involves the stockpiling and protection of the upper organic soil in side slope wetlands that cannot be safely matted by traditional means without grading. The method is designed to maintain soil structure and biota in the A horizon. The approach

is a viable alternative to avoid and minimize the construction of permanent roads in wetlands in sensitive natural resource areas with steep topography. The practice of stockpiling organic soil has been widely utilized in upland areas in utilities and has had high success in other industries for wetland mitigation projects. The practice serves to protect the native seed bank and soil biota.

The recently approved U199 project, while not yet constructed, is subject to rigorous construction and post-construction monitoring to document restoration success. If vegetation diversity/density and soil criteria are not met, a Certified Wetland Scientist will propose remedial measures until the wetland areas are deemed restored by the NHDES. The project team will propose similar monitoring criteria with review by the Forest Service and will complete vegetation, soil and hydrology monitoring in wetland impact areas (before, during, and after construction) to provide a baseline for monitoring of the X178-2 Transmission Line project. The project team is confident that this is a less impacting alternative compared to traditional road construction involving permanent fill. In our opinion, this technique will maximize restoration opportunities and the proposed monitoring will ensure that restoration objectives are achieved.

From page 6 of the project summary, “In uplands, Eversource is proposing grading and construction of approximately 16-ft width gravel access roads and up to 100-ft x 100-ft gravel work pads at most structure locations.” What areas would not need these features and why?

Up to 100'x100' work pads are proposed in uplands at direct imbed (non-micropile) structure locations. In general, the contractor will size the work pad as needed to safely perform the work (but not to exceed 100'x100') based on construction needs. In sloped areas, work pads may consist of two-tiered flat areas at different elevations. Typically factors such as steep topography may only allow for a smaller sized pad.

Structures in uplands that are proposed to be constructed using helicopters with micropile foundations will likely have a smaller footprint and will not need a 100'x100' work pad area. We are still vetting what the on the ground requirements are at each structure location to support this work but we are confident that our total ground disturbance impacts will not exceed the amount that we are showing on the environmental plan set.

All direct imbed structures will require access that will consist of 16' wide gravel access roads in uplands and consist of 16' width construction matting in wetlands. See below regarding contingency in-ROW access between micropile foundation structures.

On page 7, “In ROW access between proposed Structures 252 to 262 and 263 to 275 is proposed to allow for the contingency of vehicle and equipment access to each structure which may be required based on safety and constructability considerations and outage constraints.” Not exactly sure what is being proposed here? Can you please elaborate?

As stated, as a contingency, conventional work pads and in-ROW access roads and timber mat access ways are shown on the environmental permit plan set in the event that helicopter operations are interrupted and conventional (direct imbed) methods and the necessary vehicles and equipment are required for the structure installation work. Assuming no disruption of the helicopter operations,

the footprint of the micropile structure work area will likely be smaller than the 100'x100' work pad areas currently shown and gravel and matting access between structures will not be required. There is also the potential that a low ground pressure Fat Truck vehicle may be used to transport personnel and some equipment between the structure locations roughly along the access routes shown, which will be less impacting than the full timber mat access as currently shown.

Is the project currently funded?

Yes, the project is currently fully funded.

Kurt Nelson



Manager, Licensing & Permitting
13 Legends Drive
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kurt.nelson@eversource.com

From: Faunce, Jasmin - FS, NH <jasmin.faunce@usda.gov>
Sent: Wednesday, August 7, 2024 9:25 AM
To: Tracy Tarr <Tracy.Tarr@gza.com>
Cc: 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 Tracy,

A few questions to help complete my edits to Form One:

- How much OPGW will be installed? Approx # of feet
- From page 5 of the project summary, “Some permanent grading will be required in wetlands with slopes greater than 10 percent before installation begins to facilitate safe construction, matting installation and better allow for future maintenance of the transmission infrastructure. Upon completion of work, original contours will be restored to the extent feasible. Temporarily displaced soils will be segregated and reapplied in a manner to maintain appropriate preexisting soil horizon structure. Erosion control best management practices such as application of straw mulch, biodegradable wattles, and erosion control blankets will be instituted throughout the ROW corridor.” Has this been done on previous projects? If so, has the rehab been successful?
- From page 6 of the project summary, “In uplands, Eversource is proposing grading and construction of approximately 16-ft width gravel access roads and up to 100-ft x 100-ft gravel work pads at **most structure locations.**” What areas would not need these features and why?
- On page 7, “In ROW access between proposed Structures 252 to 262 and 263 to 275 is proposed to allow for the contingency of vehicle and equipment access to each structure which may be required based on safety and constructability considerations and outage constraints.” Not exactly sure what is being proposed here? Can you please elaborate?
- Is the project currently funded?

Hopefully I can get these answers incorporated into my edits before the end of the week. Then I'll send it back to you for a look over.

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



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From: Tracy Tarr <Tracy.Tarr@gza.com>

Sent: Thursday, August 1, 2024 10:58 AM

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

Cc: Kurt I. Nelson <kurt.nelson@eversource.com>

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

Hi Jasmin,

Attached is the requested GIS data.

Thank you!

Tracy

Tracy L. Tarr, CWS, CWB, CESSWI

Associate Principal

GZA GeoEnvironmental, Inc.

5 Commerce Park North | Bedford, NH 03110

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

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

Sent: Tuesday, July 30, 2024 3:59 PM

To: Tracy Tarr <Tracy.Tarr@gza.com>; Lindsey White <Lindsey.White@gza.com>

Cc: Kurt I. Nelson <kurt.nelson@eversource.com>

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

Hi Tracy,

Everything depicting the project – property boundaries, ROW boundaries, proposed access roads, culverts, streams, wetland areas, existing and proposed structures, construction matting, workpads, etc. I thought you had sent it with the proposal, but I can't seem to locate it...

Thanks,

Jasmin

From: Tracy Tarr <Tracy.Tarr@gza.com>

Sent: Tuesday, July 30, 2024 3:54 PM

To: Faunce, Jasmin - FS, NH <jasmin.faunce@usda.gov>; Lindsey White <Lindsey.White@gza.com>

Cc: Kurt I. Nelson <kurt.nelson@eversource.com>

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

Hi Jasmin,

What types of shapefiles do you need? Just a small comment – I'll be the new contact for this project, so thank you for copying me here.

Tracy

Tracy L. Tarr, CWS, CWB, CESSWI

Associate Principal

GZA GeoEnvironmental, Inc.

5 Commerce Park North | Bedford, NH 03110

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

Sent: Tuesday, July 30, 2024 3:49 PM

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

Cc: Tracy Tarr <Tracy.Tarr@gza.com>; Kurt I. Nelson <kurt.nelson@eversource.com>

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

Hi Lindsey,

Can you please send associated spatial data for this project proposal asap? I don't seem to have them on file...

Thanks,



Jasmin Faunce (she/her)

Realty Specialist

Forest Service

White Mountain National Forest

c: [REDACTED]
jasmin.faunce@usda.gov

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Campton, NH 03223
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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>
Subject: [External Email]Eversource X178-2 Transmission Line Rebuild Small Projects Day Application

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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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