

Document in support of alternatives to Eversource's planned complete replacement and expansion of the 49 mile X-178 line:

In 1986 PSNH replaced the 1948 Beebe River to Streeter Pond tap section of the X-178 line with similar wood H-frame structures that were (according to PSNH) 5' taller, and wider. It stated that "structure height increases were kept to a minimum by designing the new line with a higher tension than PSNH normally utilizes for this type [of] construction, 7500 pound tension per phase at NESC heavy loading."

It also stated that "Completion of this project by June 1, 1986 will mean a minimum cost savings of 4.7 million dollars in the five year period between 1987 and 1991." PSNH did not say who would experience the cost savings, but it experienced cost savings by dumping most of the 1948 creosote and pentchlorophenol soaked poles on the easement in White Mountain National Forest, where they lay for 30 years, until Eversource's Northern Pass proposal caused local awareness of the vulnerability of the easement.

When Eversource finally agreed to removed the poles and hardware, it was clear that helicopters were the only means of access that did not have unacceptable impacts. It was also determined that the removal of many of the poles that were embedded in wetlands would cause unacceptable damages to the terrain.

Eversource now plans to construct a 16' wide permanent road through this sensitive area, create 100' x 100' graded and graveled permanent construction areas around each structure that is not in a wetland and augur 4' diameter holes for new metal poles. The equipment list for the proposed construction "may include, but is not limited to, the following (subject to change):

- i. heavy duty pickups, utility body trucks, and trailers
- ii. Log trucks and forwarders
- iii. Snow plows and sanders
- iv. All-Terrain Vehicles, Utility Task Vehicles, snowmobiles
- v. ARGO
- vi. Drill rigs and appurtenances
- vii. Vac trucks (vactors)
- viii. Cement mixers
- ix. Excavators, Vibratory rollers, Bulldozers, Front end loaders, Dump trucks, Skid steers

- x. Material handler equipment/telehandlers/forklifts
- xi. Flatbed/foundation truck and trailers
- xii. Bucket trucks (wheeled and tracked), Digger derricks (wheeled and tracked), Cranes (wheeled and tracked)
- xiii. Tow-behind Generators, compressors, puller equipment, and reel stands.” (Eversource)

An area where poles were left, and where Eversource plans to bring in and use this machinery, is tangent structure 264:



(9/21/2023)

Structure 264:



(9/21/2023)

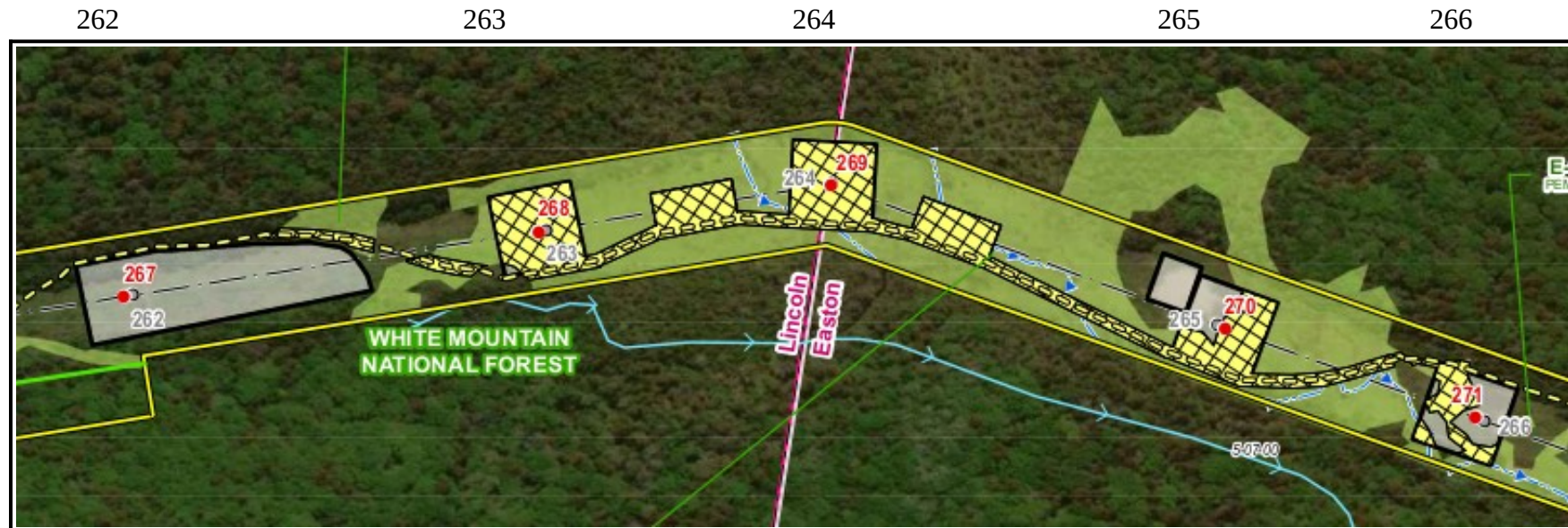
Inset: proposed metal structure. 2/18/24)

Structure 264:



(5/18/2014)

Eversource's plan in this area is to cut and fill the ridge to the east (no topo lines are provided, to show the final grading) to create a 300' x 100' flat work and laydown area, (grey area) extending from structure 262 to the wetlands. It plans to place hundreds of pounds of wetland matting around the structures and as roads (yellow hatched and dashed areas.) This is an area where Eversource has no easement, only a Special Use Permit that would have to be revised by the Supervisor of the White Mountain National Forest, to permit construction.



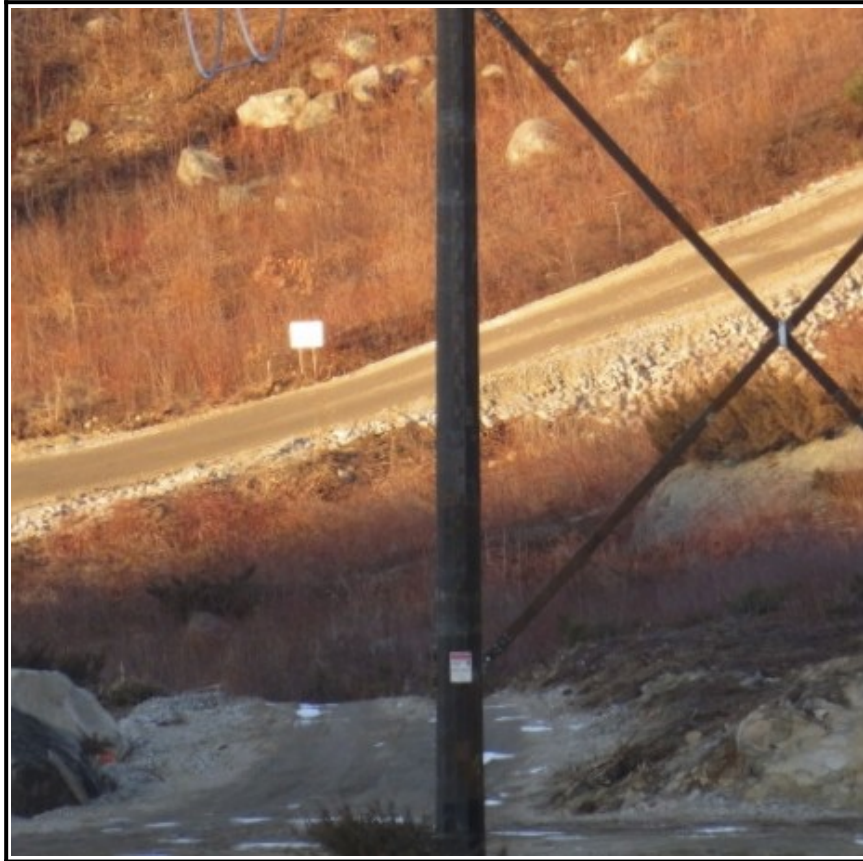
“November 3, 2015 – Activity today commenced just south of the Easton town line at Structure 264 and continued to Structure 257. Poles were not removed from Structures 251 – 256 as they were submerged in the peat of the bog, and we felt that removal would cause unacceptable adverse wetland impacts. Additionally, we felt it would be best to leave 3 poles within the wetland near Structure 264 because of adverse wetland impacts.” Normandeau X-178 pole removal report.

Eversource asset condition project laydown area, wetland matting piled for storage, and road.



(12/30/2023)

Eversource asset condition project road:



2/14/24

Eversource asset condition project wetland matting road and partially removed construction pad matting

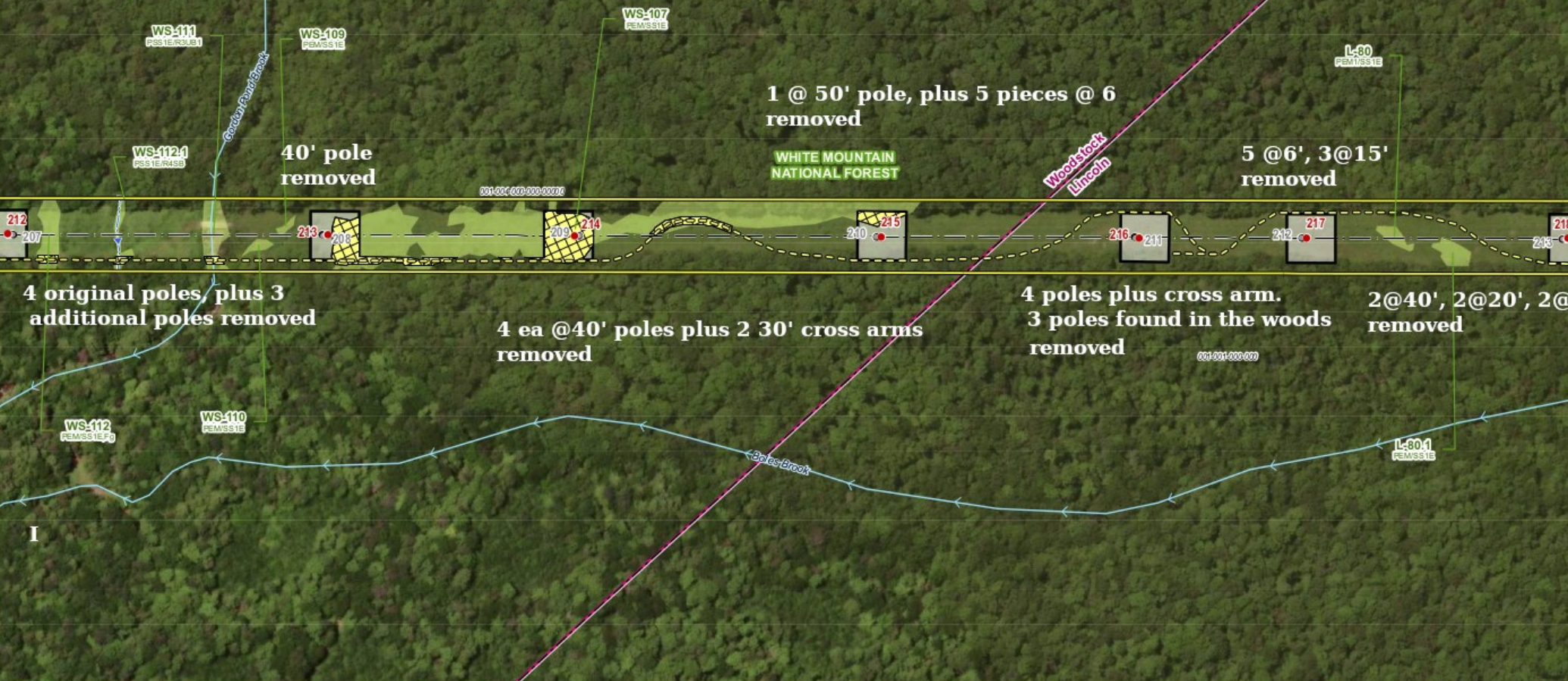


2/18/24

Maps below show existing structures 207-292
Sequence is from east to west
178 poles were removed, 51 were left in place.

"Dear Members of the Easton Selectboard,

Since our letter to the Board in the fall of last year, Eversource has continue working with our environmental consultant regarding the poles within the power line corridor. As part of the consultant's investigative work, they've developed a list of each pole, its location, condition of the poles and the condition of the terrain around the pole."



- EXTENT OF WETLAND DELINEATION
- PROPOSED STRUCTURE
- EXISTING STRUCTURE - NO WORK
- STRUCTURE TO BE REMOVED
- WHITE MOUNTAIN NATIONAL FOREST BOUNDARY
- EXISTING TRANSMISSION LINE
- INTERMITTENT STREAM
- PROPOSED ACCESS
- EXISTING ACCESS
- APPROXIMATE ROW
- NHD FLOWLINES
- TOWN MAINTAINED ROAD
- NHDOT ROAD
- FEDERAL ROAD
- PRIVATE ROAD
- TOWN BOUNDARY
- WORK PAD
- PULL PADS
- FIELD DELINEATED WETLAND
- RAILROADS
- PARCEL BOUNDARY
- EVERSOURCE OWNED PARCEL
- STATE OWNED PARCEL
- TEMPORARY WETLAND IMPACTS

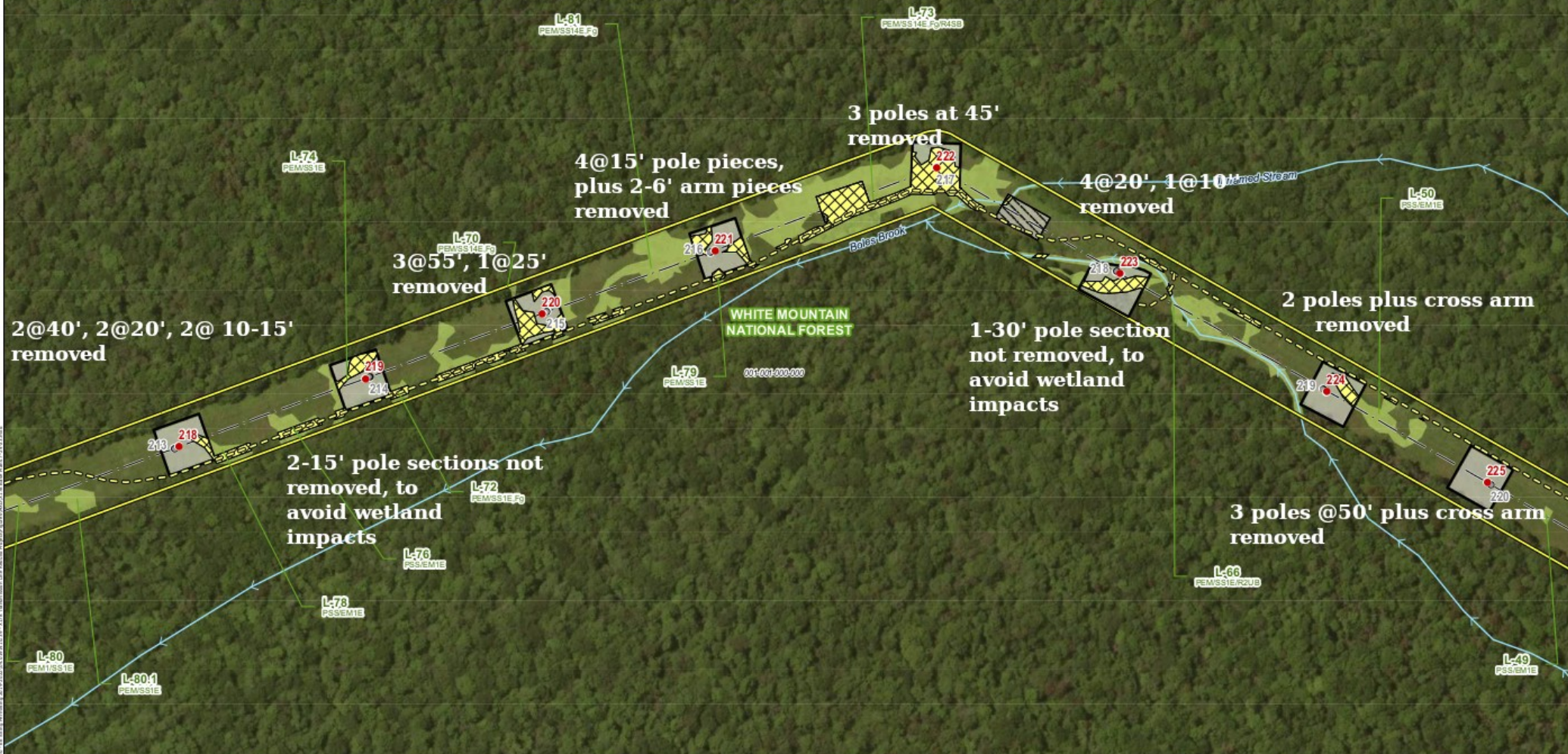
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| | | EVSOURCE ENERGY | |
| | | DRAFT | |
| | | SUBJECT TO CHANGE | |
| | | X178-2 Transmission Line Structure Rebuild Project Central Segment Str 170-401 | |
| | | Woodstock/Lincoln, NH | MAP SHEET |
| | | Date: July, 2023 | |
| NO. | DATE | REVISIONS | |
| | | | |

Woodstock
Lincoln

"As you're aware, the terrain within the power line corridor makes it very difficult to access the pole locations for the removal efforts. As a result, we anticipate utilizing helicopters to remove the poles. By utilizing helicopters we can eliminate the environmental impacts of transporting the necessary heavy equipment through the corridor to each pole location."



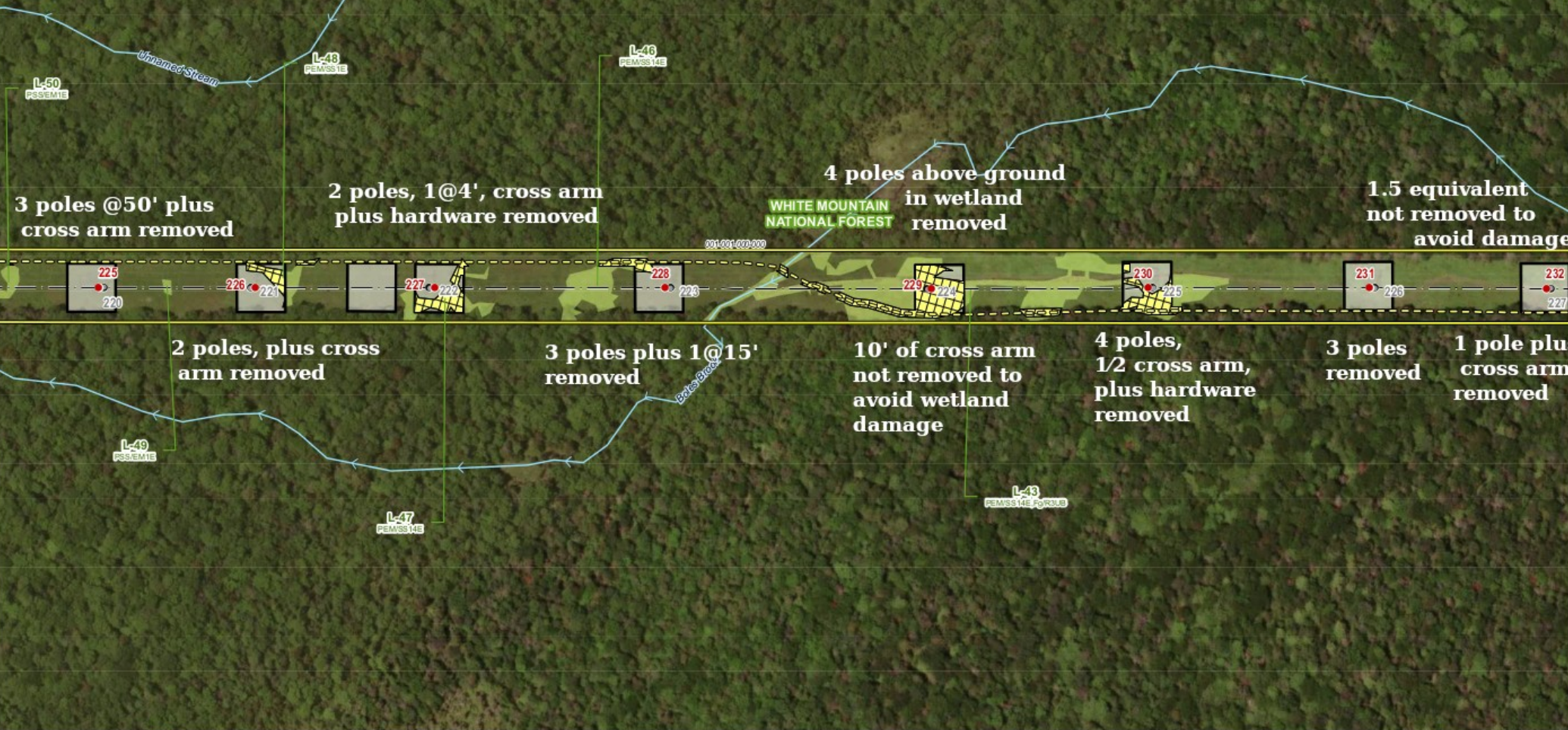
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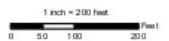
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| | | EVERSOURCE <small>ENERGY</small> | |
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| | | Lincoln, NH | |
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"The analysis that was conducted by our consultant identifies the locations where there are specific environmental and safety challenges associated with accessing the poles. Our team has reviewed every pole that was identified in the corridor along with all the data for each pole. A determination was made for each pole as to whether the pole could be removed without disrupting sensitive resources in the corridor. Based on our current assessment, the majority of the poles in Easton can be removed but due to some of the locations we may not be able to remove all the poles."



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"This detailed analysis of our field investigation and the proposed removals was discussed with the NH Department of Environmental Services and the White Mountain National Forest in January. Collectively, the group felt that the plan was a good approach to address the pole removals in the corridor."



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|---|----------------------|---------------------------|
| EXTENT OF WETLAND DELINEATION | APPROXIMATE ROW | WORK PAD |
| PROPOSED STRUCTURE | NHD FLOWLINES | PULL PADS |
| EXISTING STRUCTURE - NO WORK | TOWN MAINTAINED ROAD | FIELD DELINEATED WETLAND |
| STRUCTURE TO BE REMOVED | NHDOT ROAD | RAILROADS |
| WHITE MOUNTAIN NATIONAL FOREST BOUNDARY | FEDERAL ROAD | PARCEL BOUNDARY |
| EXISTING TRANSMISSION LINE | PRIVATE ROAD | EVERSOURCE OWNED PARCEL |
| INTERMITTENT STREAM | STATE OWNED PARCEL | TEMPORARY WETLAND IMPACTS |
| PROPOSED ACCESS | TOWN BOUNDARY | |
| EXISTING ACCESS | | |

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1 inch = 200 feet

0 50 100 200 Feet

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"The White Mountain National Forest has requested a proposal for the proposed pole removals. Our team is currently seeking to secure a contractor to perform the work. Once a contractor has been assigned they will provide the logistical details needed by the White Mountain National Forest with regard to how the poles will actually be removed via helicopter. Eversource will also need to seek an outage on the transmission line to determine when this work can take place. It's anticipated that the outage would be late 2015."



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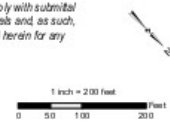
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| | | EVERSOURCE <small>ENERGY</small> | |
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"Our plan is to secure a contractor for the work, to develop a plan and all the logistics needed for the White Mountain National Forest proposal and then provide a copy of that plan to the White Mountain National Forest and Easton's Selectboard. We're working on having this plan developed by this spring and will follow-up at that time." Eversource, February 10, 2015



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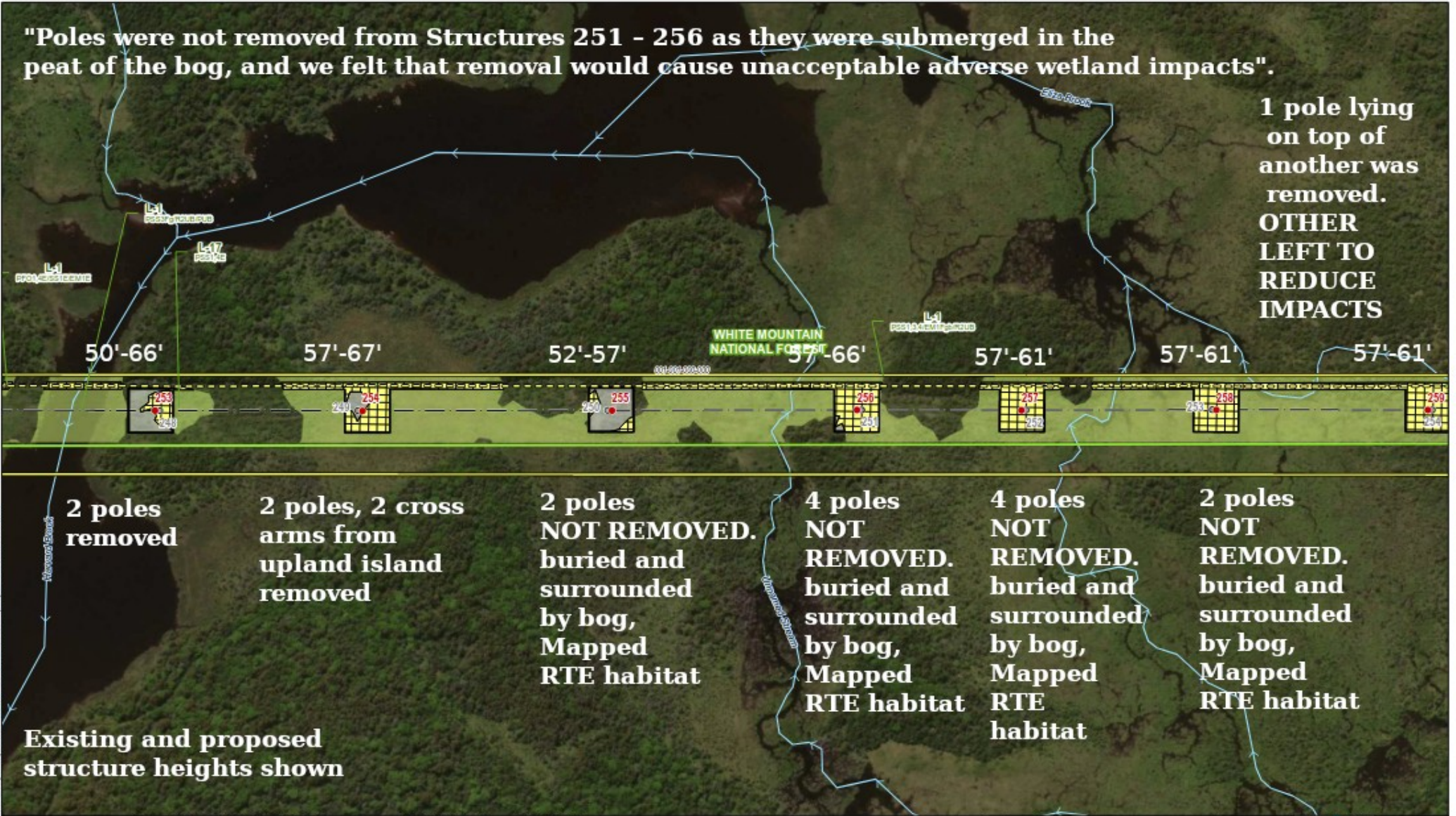
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"Poles were not removed from Structures 251 - 256 as they were submerged in the peat of the bog, and we felt that removal would cause unacceptable adverse wetland impacts".

1 pole lying on top of another was removed. OTHER LEFT TO REDUCE IMPACTS



2 poles removed

2 poles, 2 cross arms from upland island removed

2 poles NOT REMOVED. buried and surrounded by bog, Mapped RTE habitat

4 poles NOT REMOVED. buried and surrounded by bog, Mapped RTE habitat

4 poles NOT REMOVED. buried and surrounded by bog, Mapped RTE habitat

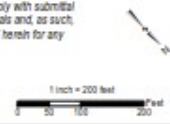
2 poles NOT REMOVED. buried and surrounded by bog, Mapped RTE habitat

Existing and proposed structure heights shown



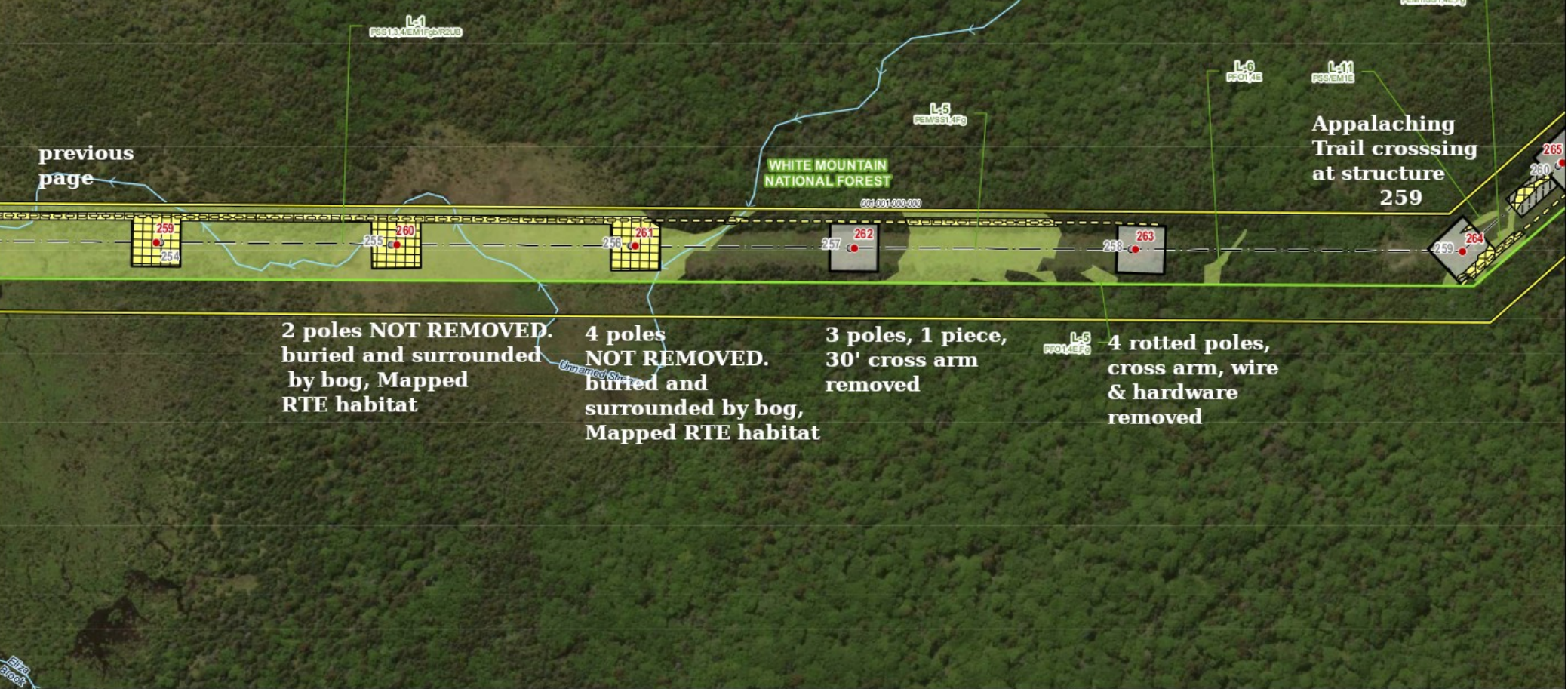
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| DRAFT SUBJECT TO CHANGE | | EVERSOURCE | |
| | | X178-2 Transmission Line Structure Rebuild Project Central Segment Str 170-401 | |
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"Eversource X178 Decommissioned Structure Phase II Report: Normandeau Associates, Inc. (Normandeau) was retained by Public Service Company of New Hampshire dba Eversource Energy to assist with an assessment and management plan for decommissioned poles in the Eversource X178 transmission line right-of-way (ROW) within the White Mountain National Forest (WMNF) in the towns of Easton, Lincoln, and Woodstock, NH. This transmission line passes through remote and rugged terrain, including two steep cliffs, streams, and large expanses of Wetlands including Bog Pond. Eversource proposed to remove the decommissioned poles that could be extracted without substantial impacts to natural resources, following a two- phased approach. Phase I was a field survey and development of a pole management plan, which was completed in 2014."



2 poles NOT REMOVED. buried and surrounded by bog, Mapped RTE habitat

4 poles NOT REMOVED. buried and surrounded by bog, Mapped RTE habitat

3 poles, 1 piece, 30' cross arm removed

4 rotted poles, cross arm, wire & hardware removed

Appalachian Trail crossing at structure 259



| | | |
|---|----------------------|---------------------------|
| EXTENT OF WETLAND DELINEATION | APPROXIMATE ROW | WORK PAD |
| PROPOSED STRUCTURE | NHD FLOWLINES | PULL PADS |
| EXISTING STRUCTURE - NO WORK | TOWN MAINTAINED ROAD | FIELD DELINEATED WETLAND |
| STRUCTURE TO BE REMOVED | NHDOT ROAD | RAILROADS |
| WHITE MOUNTAIN NATIONAL FOREST BOUNDARY | FEDERAL ROAD | PARCEL BOUNDARY |
| EXISTING TRANSMISSION LINE | PRIVATE ROAD | EVSOURCE OWNED PARCEL |
| INTERMITTENT STREAM | TOWN BOUNDARY | STATE OWNED PARCEL |
| PROPOSED ACCESS | | TEMPORARY WETLAND IMPACTS |
| EXISTING ACCESS | | |

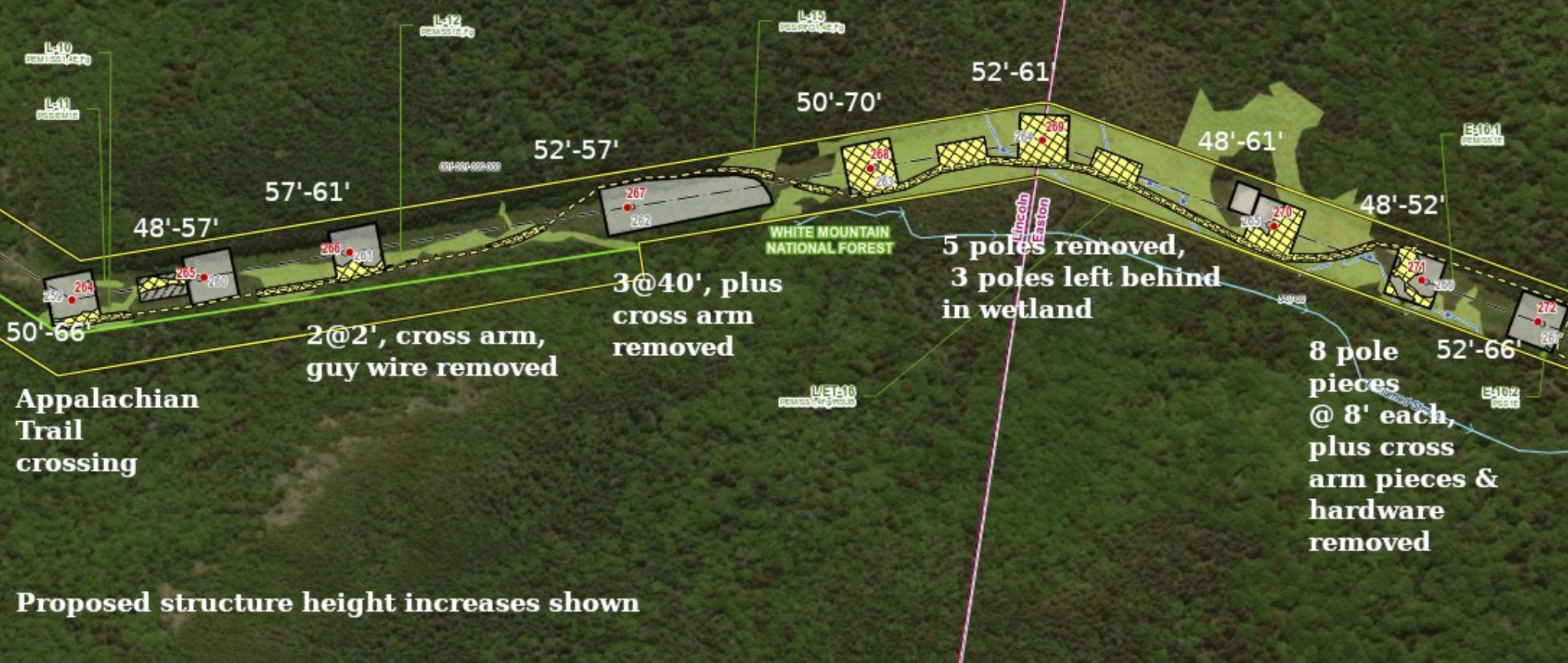
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"Phase II was the implementation of the WMNF-approved management plan, including removal of the accessible poles, which was performed between October 27 and November 11, 2015. Normandeau was present during each of the field dates to observe the removal, and provide guidance to PAR Electrical Contractors, Inc. (PAR) concerning environmental impacts. Eversource retained PAR to remove the decommissioned transmission poles, hardware pieces, and any additional materials that had been left within or on edge of the right of way. Only poles that could be accessed without significant impacts to wetlands were removed."



Proposed structure height increases shown



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National Register listed Reel Brook Trail proposed to be converted to 16' wide dirt road

WHITE MOUNTAIN NATIONAL FOREST

1 @ top of cliff, 2 @ base of cliff, rotted cross arm @ top removed

tough access, 1 base of slope, 1 in woods next to brook 3.5 equivalent removed

tough access, wetland crossing to helipad 2.5 equivalent removed

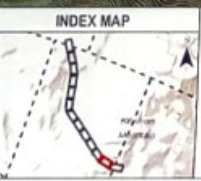
2 poles plus 20' section removed

6 ea 4' poles found in the woods removed

1@12', 1@ 2'4 removed

2.0 Phase II Methods

A Normandeau Certified Wetland Scientist was present with the PAR team each day PAR was on site. We accompanied the PAR employees and provided advice as to which poles to remove and which poles should remain, based upon environmental impact that would result from removal. We walked the length of the ROW, with PAR removing the poles along the way, using the following general procedures: Poles that were sound were cut into manageable sizes based upon weight, and airlifted out to a landing zone. These were then hauled off by a disposal company for disposal.



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|----------------------------------|--|--------------------------|---|
| ● PROPOSED STRUCTURE | ○ PROPOSED ACCESS | ■ CONFIRMED VERNAL POOL | ▬ PARCEL BOUNDARY |
| ● EXISTING STRUCTURE - NO WORK | ○ OFF ROW PENDING RIGHTS | ● NH RECREATIONAL TRAILS | ▬ EVERSOURCE OWNED PARCEL |
| ○ STRUCTURE TO BE REMOVED | ○ EXISTING ACCESS | ▬ TOWN MAINTAINED ROAD | ▬ STATE OWNED PARCEL |
| ▬ TRANSMISSION LINE ROW | ▬ VERY POORLY DRAINED SOILS | ▬ NHDOT ROAD | ▬ WHITE MOUNTAIN NATIONAL FOREST BOUNDARY |
| ▬ TRANSMISSION LINE | ▬ TEMPORARY WETLAND MATTING IN VPD SOILS | ▬ FEDERAL ROAD | ▬ EXTENT OF WETLAND DELINEATION |
| ▬ DELINEATED INTERMITTENT STREAM | ▬ TEMPORARY WETLAND MATTING | ▬ PRIVATE ROAD | ▬ 2FT CONTOURS |
| ▬ DELINEATED PERENNIAL STREAM | ▬ TEMPORARY UPLAND MATTING | ▬ WORK PAD | ▬ EROSION CONTROL |
| ▬ NHD FLOW LINES | ▬ FIELD DELINEATED WETLAND | ▬ PULL PADS | ▬ CULVERT |
| | | ▬ TOWN BOUNDARY | ▬ GATE |



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| EVERSOURCE ENERGY | |
| X178 Transmission Line Structure Rebuild Project | |
| Easton NH | MAP SHEET |
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"Poles that were rotted were cut into pieces and placed into "bagster"s and airlifted out. The bags were emptied into dumpsters for disposal. Hardware found on the ground was placed in the bagsters with the pole pieces and airlifted out. Once at the landing zone, all hardware, wire and metal pieces were separated out. Hardware attached to poles and cross arms was separate disposal. Poles that were under the power lines or in the woods were pulled to a clear area for airlifting from the ROW. Poles that were sitting on top of wetland areas were cut and removed if sound. Poles and cross arms that were buried in wetlands, were left in place if removal would require substrate disturbance or result in sedimentation."



Poles that were found to be at risk of impacting sensitive environments were left in place if removal would impact the resource

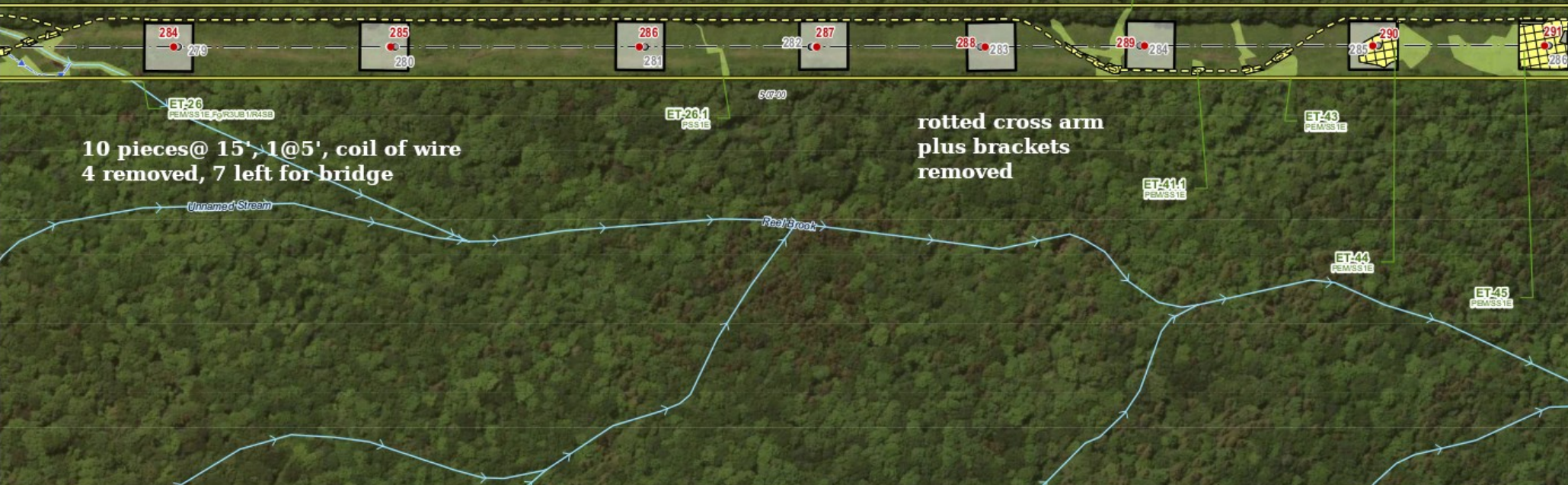
3.0 Phase II Results The decommissioned poles varied in condition from firm to rotten, with the majority of the poles being sufficiently firm to be airlifted, once they were cut into light enough pieces to be managed by the helicopter. Approximately one quarter of the poles and cross-arms were found to be sufficiently rotten to require placement in bagsters. The contractors were able to remove the decommissioned structures with their helicopter, whether the poles were under the power lines, or at the edge of the woods, as men on the ground (sometimes with helicopter assistance) pulled each of the poles to a cleared space to be removed."

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|--|--|--|---|---|---|
| | <ul style="list-style-type: none"> PROPOSED STRUCTURE EXISTING STRUCTURE - NO WORK STRUCTURE TO BE REMOVED TRANSMISSION LINE ROW TRANSMISSION LINE DELINEATED INTERMITTENT STREAM DELINEATED PERENNIAL STREAM NHD FLOW LINES | <ul style="list-style-type: none"> PROPOSED ACCESS OFF ROW PENDING RIGHTS EXISTING ACCESS VERY POORLY DRAINED SOILS TEMPORARY WETLAND MATTING IN VPD SOILS TEMPORARY WETLAND MATTING TEMPORARY UPLAND MATTING FIELD DELINEATED WETLAND | <ul style="list-style-type: none"> CONFIRMED VERNAL POOL NH RECREATIONAL TRAILS TOWN MAINTAINED ROAD NHOOT ROAD FEDERAL ROAD PRIVATE ROAD WORK PAD FULL PADS TOWN BOUNDARY | <ul style="list-style-type: none"> PARCEL BOUNDARY EVERSOURCE OWNED PARCEL STATE OWNED PARCEL WHITE MOUNTAIN NATIONAL FOREST BOUNDARY EXTENT OF WETLAND DELINEATION 2 FT CONTOURS EROSION CONTROL CULVERT GATE | <p>This Mapping product has been created to comply with submittal requirements to obtain certain regulatory approvals and so such there is no reliance on the information contained herein for any other purpose.</p> |
| | <p>EVSOURCE ENERGY</p> <p>X178 Transmission Line Structure Rebuild Project</p> <p>Easton NH MAP SHEET</p> <p>Date: December 31, 2023</p> <p>04 0191410 3/4</p> | | | | <p>3 OF 13</p> |

"No temporary matting of wetlands was needed as no on-ground equipment was used. No wetland impacts were noted during the operation. Poles that were submerged in and surrounded by large wetlands, or were otherwise impractical to access without causing wetland impact, were identified as requiring significant wetland and environmental impact and left in place. This included all poles submerged in wetlands, including poles embedded in Bog Pond. Poles in upland areas surrounded by Bog Pond were removed, as the contractor flew the crew into the isolated spots, and after cutting the poles, removed the poles and the crew by helicopter.

During Phase I, ten poles were initially targeted for removal with ground equipment, as no wetlands would need to be crossed (5 each in Woodstock and Easton). Due to the nature of PAR's Phase II operation, however, these were removed by helicopter, as it was the most convenient way to accomplish removal.

Wetland impacts were minimized by use of the helicopter. Ground vehicles and local trails were not utilized so wetland crossings with equipment were not necessary. The crews were flown in and out at the end of each day. On a couple of windy and rainy days, the crew was not able to work (or had shortened days) because the helicopter could not fly safely. On one day, work was done at low elevation due to inclement weather at higher elevation."



| | | |
|---|----------------------|---------------------------|
| EXTENT OF WETLAND DELINEATION | APPROXIMATE ROW | WORK PAD |
| PROPOSED STRUCTURE | NHD FLOW LINES | PULL PADS |
| EXISTING STRUCTURE - NO WORK | TOWN MAINTAINED ROAD | FIELD DELINEATED WETLAND |
| STRUCTURE TO BE REMOVED | NH DOT ROAD | RAILROADS |
| WHITE MOUNTAIN NATIONAL FOREST BOUNDARY | FEDERAL ROAD | PARCEL BOUNDARY |
| EXISTING TRANSMISSION LNE | PRIVATE ROAD | EVERSOURCE OWNED PARCEL |
| INTERMITTENT STREAM | TOWN BOUNDARY | STATE OWNED PARCEL |
| PROPOSED ACCESS | | TEMPORARY WETLAND IMPACTS |
| EXISTING ACCESS | | |

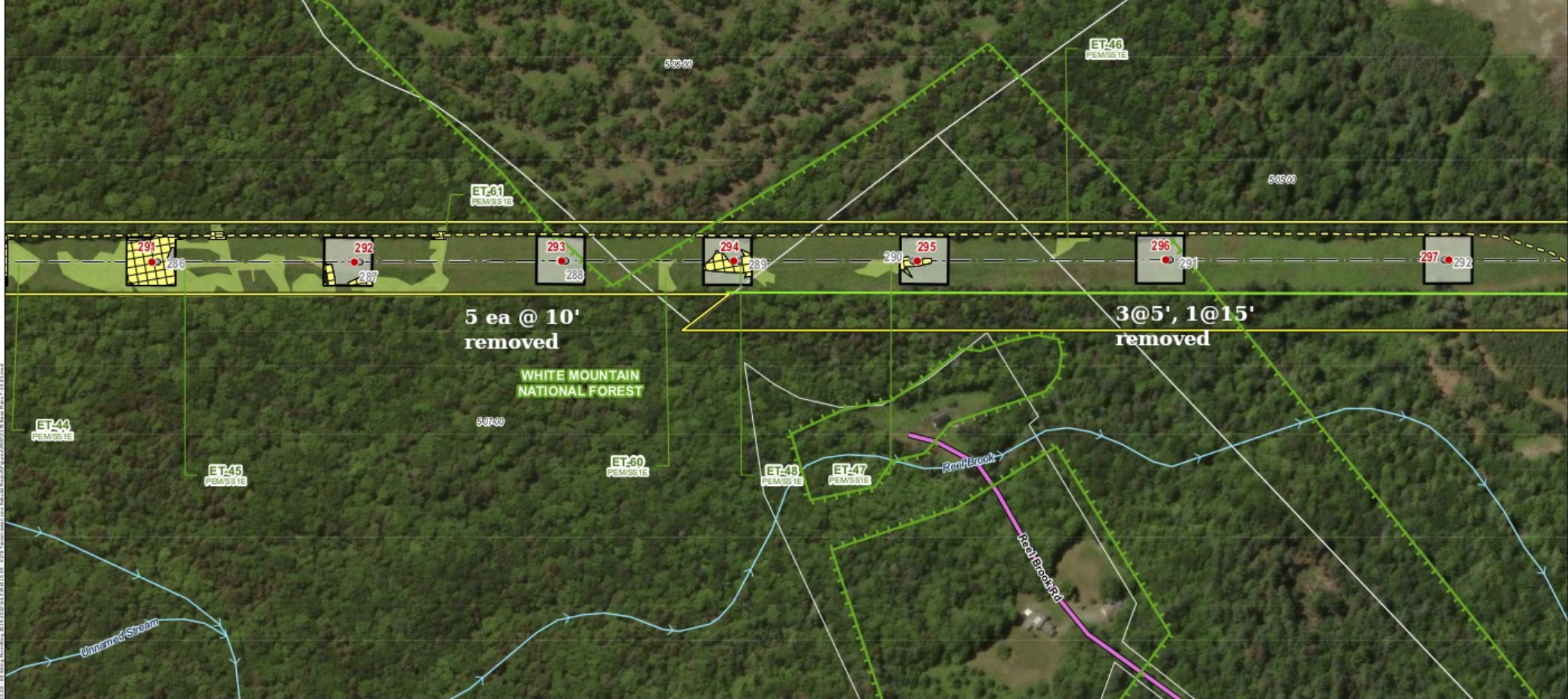
This mapping product has been created to comply with submittal requirements to obtain certain regulatory approvals and, as such, there is no reliance on the information contained herein for any other purpose.

1 inch = 200 feet

0 50 100 200 Feet

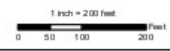
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|--|------|---|-----------|
| DRAFT SUBJECT TO CHANGE | | EVERSOURCE <small>ENERGY</small> | |
| | | X178-2 Transmission Line Structure Rebuild Project Central Segment Str 170-401 | |
| | | Easton, NH | MAP SHEET |
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| NO. | DATE | REVISIONS | |

"4.0 Summary The attached Phase II pole removal summary table (Attachment A) identifies the number and condition of poles removed by location and the poles that were left behind and reasons for leaving them in place. We initially estimated there were 211 decommissioned poles within the ROW corridor. During the time we were on site, with PAR and Normandeau working to remove poles, we counted 178.5 poles that were removed, and 51 that were left in place to avoid environmental impact. This yielded a revised total of 223.5 poles. Our counts varied somewhat from the initial Phase I review due to additional poles found during Phase II, and some shorter poles which were added together to equal one pole. Additionally, cross arms were included in the pole count. Two cross-arms were equivalent to one pole." Eversource X178 Phase II Report 2/3/2016, Normandeau Inc.



- EXTENT OF WETLAND DELINEATION
- PROPOSED STRUCTURE
- EXISTING STRUCTURE - NO WORK
- STRUCTURE TO BE REMOVED
- WHITE MOUNTAIN NATIONAL FOREST BOUNDARY
- EXISTING TRANSMISSION LINE
- INTERMITTENT STREAM
- PROPOSED ACCESS
- EXISTING ACCESS
- APPROXIMATE ROW
- NHD FLOWLINES
- TOWN MAINTAINED ROAD
- NHDOT ROAD
- FEDERAL ROAD
- PRIVATE ROAD
- TOWN BOUNDARY
- WORK PAD
- PULL PADS
- FIELD DELINEATED WETLAND
- RAILROADS
- PARCEL BOUNDARY
- EVERSOURCE OWNED PARCEL
- STATE OWNED PARCEL
- TEMPORARY WETLAND IMPACTS

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.



| | | | |
|-----|------|---|-----------|
| | | EVSOURCE ENERGY | |
| | | X178-2 Transmission Line Structure Rebuild Project Central Segment Str 170-401 | |
| | | Easton, NH | MAP SHEET |
| | | Date: July, 2023 | |
| | | 20 OF 39 | |
| NO. | DATE | REVISIONS | |

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March 14, 2024

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