

X-178 line

Eversource, please provide:

Pole inspection reports by CHA Companies, and any other inspection reports, showing proof of claimed damage, degree of damage, which poles are damaged, and the standards used to determine the need for replacement.

- Foot Patrol –
  - Line crews walk/drive line to observe general condition of structures (ground level up) and general condition of ROW (access, vegetation, encroachments)
- Structure Ground Line –
  - Specialized crews excavate at each structure (~18”) to determine subsurface integrity of pole and apply treatment as necessary
- High Resolution Aerial –
  - Entire system flown, and with detail hover review at most structures, accompanied by high-resolution photos
- Thermography -
  - Infra-red camera (typically on helicopter) observes line for hot-spots
- Comprehensive Drone - Started in 2017
  - Combines foot and High Res Aerial. Plan to inspect whole system in 3 years
- Items Reviewed - Wood Structures
  - Significant Woodpecker Damage
  - Severe Checking/Splits/Cracking
  - Insect Damage
  - Structure with Rot or Decay
  - Severe Fracturing, Buckling, Leaning
  - Compression Breaks
  - Fire Damage
  - Damage / Vandalism
  - Hardware / Insulator damage

ISO (Independent System Operators) study showing that your proposed increase in conductor sizes, from the current 336.4 and 795 to the proposed 1272, is necessary for system reliability

The increase in Electromagnetic Fields of the proposed, higher amperage lines.

Construction plans including alteration of terrain, wetlands, stream crossing, road building, road restoration, specifications for proposed steel H-frame structures including diameter and weight, proposed location of timber matting, and a list off all heavy-equipment proposed to be used.

List of public land and water crossings that require an application for permission to the NH Department of Energy (before 2021 the PUC granted these permits.)

Special Use Permit application submitted to the White Mountain National Forest.

Map of National Register of Historic Places resources affected by the proposed rebuild.

The carbon footprint of proposed rebuild with steel structures at 65' and wood structures at 65', (with the proposed 1272 conductor) and steel structures at the current structure heights (40'-60') and replacement with wood of the current heights, with 795 conductor.

Sources and source locations (countries) of conductor, OPGW and structure components.

Lifecycle costs of wood vs. steel structures.

The Code book and page where the requirement for the distance between the OPGW (Optical Ground Wire) and conductor is stated.

The Code book and page where the requirements for the distance between the proposed conductor and the ground is stated.

A visual impact map of the proposed larger and taller structures.

Documentation of how Eversource would comply with Endangered Species Act restrictions for the Northern Long-Eared bat.

Northern Long-Eared bat survey results.

NH Heritage Bureau survey results for rare plants and animals.

An example of the photographic and/or other documentation Eversource would provide of pre-construction conditions, for WMNF and ROW encumbered property owners.

Third party studies on the effects on animals of the landscape fragmentation created by the X-178 transmission corridor.

A map of areas proposed to be used for helicopter access.

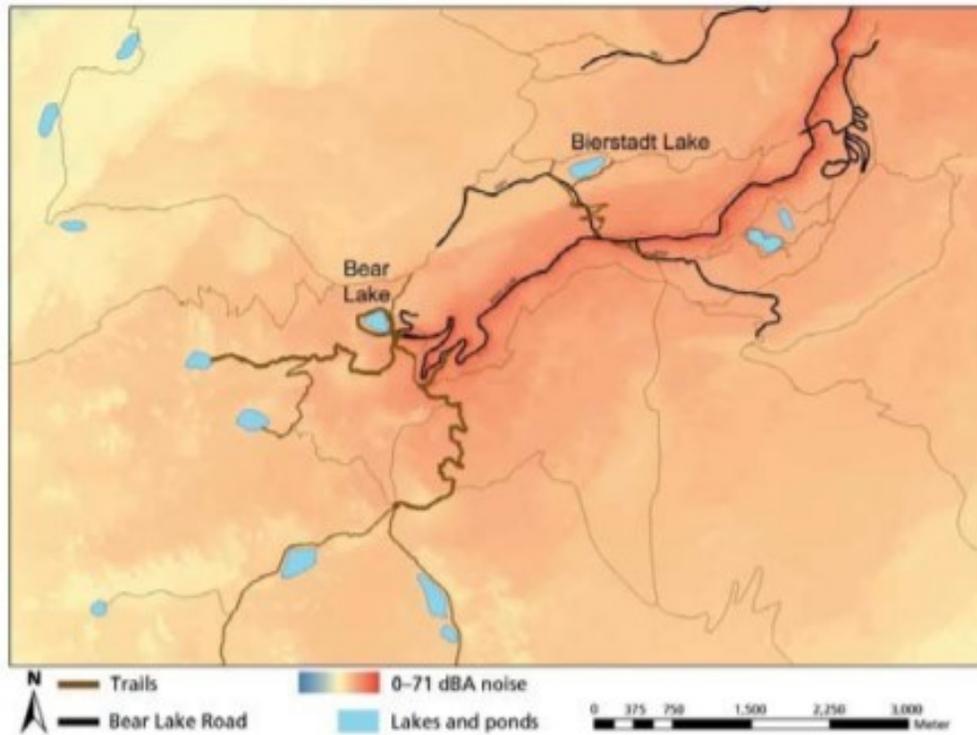
Location of poles proposed to be replaced by helicopter due to sensitive environmental conditions, such as the Bog Pond area.

Bridge specs and locations for proposed stream crossings.

The time frame of proposed rebuild and restoration.

Documentation of the source and non-toxicity of proposed road building materials and transmission structures and OPGW (Optical Ground Wire; PFAS?)

A noise-map for construction. An example is shown below:



**Figure 2.** Noise map of baseline traffic volumes on Bear Lake Road and relative intensity of hiking use on adjacent trail network.

Transportation routes and number and type of vehicles that will be on each road at each hour of the days of the proposed construction and ‘restoration.’

Locations of lay-down areas for structures and other materials.

A description of how Eversource would comply with local noise regulations more restrictive than Eversource’s proposed 7:00 am to 7:00 pm six days a week no-decibel-limit plan.

Questions:

Would the extensive and generally un-restored road-building Eversource proposes, and has done on the many other rebuilt ROWs in NH be necessary if wood structures were used?

What is Eversource’s guaranteed rate of return on its investment of \$800,000,000. on transmission line rebuilds in New Hampshire?

Would the proposed rebuilt lines and ROWs be valued at more than the existing ones? In Easton, Eversource values its 6 miles (163 acres) of transmission ROW at \$11,300. and its lines and structures at about \$200,000.



What roads in Easton is Eversource expecting to use to access the ROW?

Stark O154 line, before and after construction of new, larger line:

Can we assume the X-178 line would be in similar condition if the new structures, new conductor, new OPGW lines and new roads were built?

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