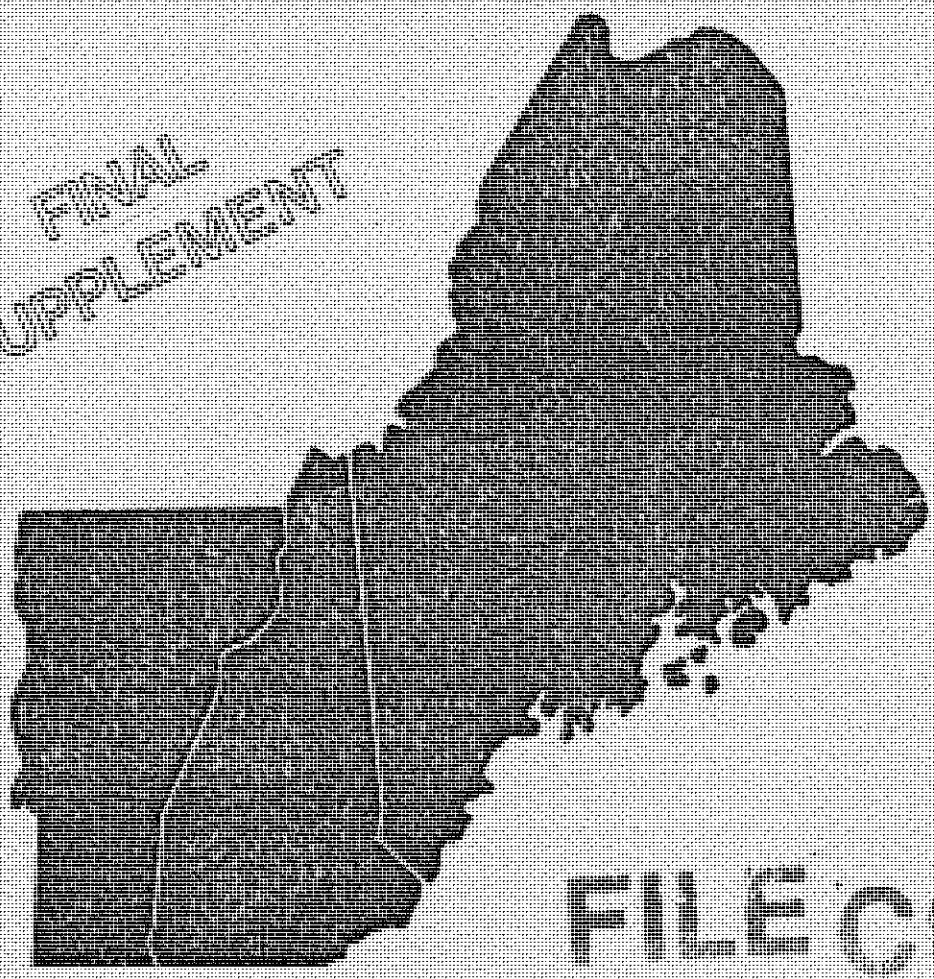
DOE/EIS-0008-FS



ENVIRONMENTAL IMPACT STATEMENT
SUPPLEMENT
DICKEY-LINCOLN SCHOOL LAKES TRANSMISSION PROJECT
MAINE, NEW HAMPSHIRE AND VERMONT

U.S. Department of Energy
Federal Building
Bangor, Maine 04401

April 1981

SUMMARY

DICKEY-LINCOLN SCHOOL LAKES TRANSMISSION PROJECT

( ) DRAFT (SUPPLEMENT) (X) FINAL ENVIRONMENTAL STATEMENT

Responsible Office: Department of Energy
Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208
Attention: Mr. Timothy J. Murray
1-503-234-3361 x4611

1. Type of Action: (X) ADMINISTRATIVE ( ) LEGISLATIVE

2. Description of Action: The proposed action is the construction of: a steel double-circuit 345-kV transmission line from Moore Substation near Littleton, New Hampshire, to Comerford Substation near Monroe, New Hampshire; a 345-kV wood pole transmission line from Comerford Substation to Webster Substation near Franklin, New Hampshire. The total length of the proposed line is 73.8 miles. Sixty-nine (69) miles of the proposed line would be built on existing cleared right-of-way owned by the New England Power Company, assuming that final agreement with the company will accord with our established preliminary arrangements. It has not been determined what organization would construct the different facilities required to integrate the generation into NEPOOL. For the purposes of this impact statement, it is assumed that the Federal Government would construct, operate, and maintain the facilities.

3. Summary of Environmental Impacts: The proposed action would commit a total of approximately 55 acres of land to right-of-way expansion. Forty-five acres of forest cover would be removed from production, representing an estimated annual loss of 30 cords of timber growth. The equivalent annual stumpage value is $465.00; the resultant tax loss is $46.00.

One residence west of the Webster Substation may have to be relocated. The route will cross approximately 5 acres of agricultural land.

A total of 51 streams and 13 wetlands may be affected by increased sedimentation during the construction phase. Ledges exibiting potential rare plant habitat qualities are crossed at a number of points along 11 miles of the proposed route. Of special concern is a peregrine falcon reintroduction site near the northwestern route corridor which could be adversely impacted by the facility.

Numerous linear recreational resources are crossed by the proposed route. Most significant among these is the crossing of the Appalachian Trail and of its proposed relocation in the vicinity of Lake Tarleton and Mt. Mist. Rivers crossed include the Ammonoosuc, the Smith, and the South Branch of the Baker River, all designated potential State Recreational or Scenic Rivers. Five highways crossed are designated fall-foliage, scenic, sightseeing, and/or bicycle routes. The proposed route also traverses nearly 9 miles of the White Mountain National Forest and its Proclamation Area, but within an existing right-of-way.

The proposed 165-foot high double-circuit steel towers will have high visual impacts on residential, scenic, and recreational resources along 6.5 miles of the proposed route in the vicinity of the Moore and Comerford Reservoirs. Some visual impact will occur in the vicinity of Boston Hill and along the eastern slope of Flag Pole Hill near the Webster Substation.

A direct impact on the remains of an old stone foundation wall, a potential archeological site which lies along the centerline just west of Wentworth, can be avoided by proper location of the line structures.

4. Alternatives Considered:

   a. Alternative of not building the transmission lines
   b. Alternative of use of existing transmission system
   c. Alternative transmission routes
   d. Alternative types of tower and reconductoring

5. Scope of Final Supplement: This Final Supplement EIS consists entirely of Section 9 (Consultation and Coordination), which incorporates public and agency comments on the Draft Supplement EIS and responses to those comments, as well as all necessary errata and addenda to the Draft Supplement.

TABLE OF CONTENTS

9.0 CONSULTATION AND COORDINATION

9.01 Consultation and Coordination During Preparation of the DSEIS

The Department of Energy, in developing the scope of work for the Dickey-Lincoln School Lakes Transmission Study, recognized the need for a great deal of consultation and coordination. Consultation, coordination, and public involvement were integral parts of the study design. Furthermore, a consultant's location and experience in northern New England were important factors in choosing consultants for the study.

The System Planning Study (Appendix A to the Supplement) was accomplished with cooperation by the electric utilities of the region. NEPLAN, the planning arm of the New England Power Pool, played a major role in these studies.

During the regional corridor study phase (part of the initial transmission EIS effort) coordination with agencies and groups with regional responsibility was emphasized. Contacts were established early with Federal and State agencies and regional planning commissions and utilities, major paper and land management companies, and environmental groups. Many meetings and discussions were held with representatives of these agencies and groups.

In the spirit of "open planning and scoping" and to solicit additional input directly from the people of the region, public information meetings were held in June 1976, at Presque Isle, Bangor, and Augusta, Maine; Concord and Berlin, New Hampshire; and Montpelier, Vermont. In December 1976, with the corridor study complete, another series of public meetings was held, this time in Presque Isle, Jackman, Bangor, and Augusta, Maine; Concord and Groveton, New Hampshire; and Montpelier, Vermont.

At the earlier planning meetings, the discussion focused on all corridor possibilities that could reasonably be considered as locations for transmission facilities. While the results of the initial study did not indicate need for the facility to extend to the Webster Substation at the authorized level of generation, the ultimate level did include transmission to the Beebe-Webster area. Thus, the open meetings to define issues and review corridors did present to the people of central New Hampshire the possibility of future transmission requirements now considered as part of the requirements for the authorized level of transmission.

DOE has held discussions with towns along the alternative routes. Working with the Regional Planning Commissions, DOE staff members arranged to attend Planning Commission meetings to present the study and to solicit information and opinions from planners, selectmen, and town representatives. Several towns were represented at each meeting. These meetings were held in Lincoln (North County Council) and Meredith (Lakes Region Planning Commission).

Individual property owners were not contacted during this study. If the project is approved and funded for construction, landowners along the proposed route will be consulted during actual right-of-way and structure location.

Throughout the project much coordination took place between the Department's study team and the U.S. Army Corps of Engineers, responsible for studies relating to the dam and reservoir. Staff members also worked closely with the U.S. Fish and Wildlife Service which has project responsibilities under the Fish and Wildlife Coordination Act. Staff members briefed a number of state agencies regarding this supplemental study.

Agencies, groups, and individuals who were in contact with Department's study team, and with whom some degree of consultation or coordination took place, are listed as follows.

9.01.1 Contacts

ENVIRONMENTAL GROUPS

Natural Resources Council	Augusta, Maine
Sunkhaze Chapter of Trout Unlimited	Bangor, Maine
National Wildlife Federation	Bar Harbor, Maine
Sportman's Alliance	Gardiner, Maine
The Maine Association of Conservation Commissions	Kennebunkport, Maine
Maine Audubon Society	Portland, Maine
Land Use Foundation of New Hampshire	Concord, New Hampshire
New Hampshire Association of Conservation Commissions	Concord, New Hampshire
Society for Protection of New Hampshire Forests 1/	Concord, New Hampshire
Statewide Program to Conserve Our Environment	Concord, New Hampshire
Nature Conservancy	Durham, New Hampshire
New Hampshire Wildlife Federation	Manchester, New Hampshire
The Loon Preservation Committee 1/	Meredith, New Hampshire
Vermont Natural Resources Council	Montpelier, Vermont
Conservation Society of Vermont	Townsend, Vermont
Appalachian Mountain Club 1/	Boston, Massachusetts
Appalachian Mountain Club 1/	Gorham, New Hampshire
Friends of the St. John 1/	Boston, Massachusetts

1/ Contacts established during the supplemental study.

PLANNING COMMISSIONS

Androscoggin Valley Regional Planning Commission	Auburn, Maine
South Kennebec Valley Regional Planning Commission	Augusta, Maine
Penobscot Valley Regional Planning Commission	Bangor, Maine
Northern Maine Regional Planning Commission	Caribou, Maine
Eastern Mid-Coast Regional Planning Commission	Rockland, Maine
Southern Maine Regional Planning Commission	Sanford, Maine
North Kennebec Regional Planning Commission	Winslow, Maine
North Country Council, Inc. 1/	Franconia, New Hampshire
Upper Valley-Lake Sunapee Council 1/	Lebanon, New Hampshire
Lakes Region Planning Commission 1/	Meredith, New Hampshire
Central New Hampshire Regional Planning Commission	Bow, New Hampshire
Chittenden County Regional Planning Commission	Essex Junction, Vermont
Central Vermont Regional Planning Commission	Montpelier, Vermont
Southern Windsor Regional Planning Commission	Springfield, Vermont
Northeastern Vermont Development Association	St. Johnsbury, Vermont

STATE AGENCIES

Maine

Department of Inland Fisheries and Wildlife	Augusta, Maine
Department of Forestry	Augusta, Maine
Department of Inland Fisheries and Wildlife	Bangor, Maine
Land Use Regulation Commission (LURC)	Augusta, Maine
Department of Conservation	Augusta, Maine
Maine Bureau of Geology	Augusta, Maine
Department of Parks and Recreation	Augusta, Maine
Department of Agriculture, Soil and Water Conservation Commission	Augusta, Maine
State Geologist	Augusta, Maine
State Planning Office	Augusta, Maine
State Historic Preservation Office	Augusta, Maine

New Hampshire

Department of Resources and Economic Development 1/	Concord, New Hampshire
Bureau of Off Highway Vehicles	Concord, New Hampshire

1/ Contacts established during the supplemental study.

Division of Economic Development	Concord, New Hampshire
Division of Forests and Lands	Concord, New Hampshire
Division of Parks and Recreation	Concord, New Hampshire
State Historic Preservation Office	Concord, New Hampshire
Fish and Game Department 1/	Concord, New Hampshire
Water Resources Board 1/	Concord, New Hampshire
Coordinator of Federal Funds 1/	Concord, New Hampshire
Department of Energy	Concord, New Hampshire
Office of State Planning 1/	Concord, New Hampshire
State Geologist 1/	Concord, New Hampshire
Department of Public Works and Highways 1/	Concord, New Hampshire
Water Supply and Pollution Control Commission 1/	Concord, New Hampshire

Vermont

Division of Historic Preservation	Montpelier, Vermont
Department of Forest and Parks	Montpelier, Vermont
Environmental Conservation Agency	Montpelier, Vermont
Department of Fish and Game	Montpelier, Vermont
Planning Board	Stowe, Vermont
Public Service Board	Montpelier, Vermont
State Planning Office	Montpelier, Vermont
Vermont Water Resources Department	Montpelier, Vermont

FEDERAL AGENCIES

Department of Justice

U.S. Attorney's Office	Bangor, Maine

Department of the Interior

U.S. Fish and Wildlife Service 1/	Concord, New Hampshire
U.S. Department of the Interior Office of Environmental Project Review	Washington, D. C.
U.S. Geological Survey	Concord, New Hampshire
National Park Service 1/	Boston, Massachusetts
Inter-Agency Archeological Service National Park Service	Atlanta, Georgia
Heritage Conservation and Recreation Service 1/	Philadelphia, Pennsylvania

1/ Contacts established during the supplemental study.

Department of Agriculture

Soil Conservation Service 1/	Durham, New Hampshire
Forest Experiment Station	Grafton Co., New Hampshire
University of Maine 1/	Orono, Maine
Forest Service Eastern Region 1/	
White Mountain National Forest	Laconia, New Hampshire

UTILITIES

Carrabasset Light & Power	North Anson, Maine
Central Maine Power Company	Augusta, Maine
Union River Electric Corp.	Aurora, Maine
Bangor Hydroelectric Co.	Bangor, Maine
Eastern Maine Electric Corp.	Calais, Maine
Maine Public Service	Presque Isle, Maine
Granite State Electric Co.	Lebanon, New Hampshire
Littleton Water & Light	Litteton, New Hampshire
Public Service Co. of New Hampshire 1/	Manchester, New Hampshire
New Hampshire Electric Corp.	Plymouth, New Hampshire
Public Utilities Commission 1/	Concord, New Hampshire
Village, Inc.	Barton, Vermont
Green Mountain Power Corp.	Burlington, Vermont
Light Commission	Hardwick, Vermont
Village of Hyde Park, Inc.	Hyde Park, Vermont
Vermont Electric Corp.	Johnson, Vermont
Electric Light Department	Ludlow, Vermont
Electric Plant	Lyndonville, Vermont
Washington Electric Corp., Inc.	E. Montpelier, Vermont
Municipal Electric Association, Morrisville Water & Light	Morrisville, Vermont
Citizens Utilities Co.	Newport, Vermont
Light Commission	Northfield, Vermont
Allied Power & Light Co.	Pittsford, Vermont
Vermont Marble Co.	Proctor, Vermont
Rochester Electric Light & Power	Rochester, Vermont
Connecticut Valley Electric Co.	Rutland, Vermont
Vermont Electric Power Co.	Rutland, Vermont
Light Commission	Stowe, Vermont
Northeast Public Power Association	Littleton, Massachusetts
Massachusetts Municipal Wholesale Electric Co.	Ludlow, Massachusetts
NEPLAN 1/	W. Springfield, Mass.
Northeast Utilities	W. Springfield, Mass.
Stony Brook Energy Center	Westover, Mass.
New England Power Service Company 1/	Westborough, Mass.

1/ Contacts established during the supplemental study.

UNIVERSITIES

Cooperative Extension Service, University of Maine	Bangor, Maine
Department of Anthropology, University of Maine	Orono, Maine
Dartmouth Outing Club, 1/ Dartmouth College	Hanover, New Hampshire
Plymouth State College 1/	Plymouth, New Hampshire

TIMBER COMPANIES

Boise Cascade Corp.	Rumford, Maine
Brown Paper Company	Berlin, New Hampshire
Dead River Company	Bangor, Maine
Diamond International Corp.	Old Town, Maine
Dunn Heirs	Ashland, Maine
Georgia Pacific Corp.	Woodland, Maine
Great Northern Paper Co.	Millinocket, Maine
James W. Sewall Co.	Old Town, Maine
J. M. Huber Corp.	Old Town, Maine
Maine Woodlands International Paper Co.	Jay, Maine
North Maine Woods	Presque Isle, Maine
St. Regis Paper Co.	Bucksport, Maine
Scott Paper Company	Winslow, Maine
Seven Islands Land Company	Bangor, Maine

OTHER CONTACTS

Citizens Advisory Committee for the Governor of Maine	Farmington, Maine
Jackman Planning Board	Jackman, Maine
Kennebago Camp Owners Association	Oguossoc, Maine
League of Women Voters of Maine	Winthrop, Maine
Berlin, Town of (Community Development Director)	Berlin, New Hampshire
International Generation and Transmission Company, Inc.	Berlin, New Hampshire
Walkers Pond Water Conservation Society	Conway Center, New Hampshire
Dartmouth-Lake Sunapee Region Assoc. 1/	Lebanon, New Hampshire
New Hampshire Campground Owners Assoc.	Meredith, New Hampshire
New Hampshire Good Roads Association 1/	Concord, New Hampshire
New Hampshire Municipal Association	Concord, New Hampshire

1/ Contacts established during the supplemental study.

The Lakes Region Association 1/	Wolfboro, New Hampshire
Lincoln, Town of 1/	Lincoln, New Hampshire
Andover, Town of 1/	Andover, New Hampshire
Bristol, Town of 1/	Bristol, New Hampshire
Thorton, Town of 1/	Thorton, New Hampshire
Woodstock, Town of 1/	Woodstock, New Hampshire
Rumney, Town of 1/	Rumney, New Hampshire
Franklin, Town of 1/	Franklin, New Hampshire
Barnet, Town of 1/	Barnet, Vermont
Plainfield, Town of	Plainfield, Vermont
Peacham, Town of	Peacham, Vermont
Tenneco, Inc.	Hopkinton, Massachusetts
Social Assessment Services	Sudbury, Massachusetts

1/ Contacts established during the supplemental study.

9.02 Coordination in Review of the DSEIS

9.02.1 Comments Requested

Comments on the Draft Supplement EIS were requested from:

Advisory Council on Historic Preservation
Department of Agriculture
Department of Commerce
Department of Defense
Department of Health and Human Services
Department of Housing & Urban Development
Department of Interior
Department of State
Department of Transportation
Environmental Protection Agency
Federal Energy Regulatory Commission,
Inland Water Directorate, Environment Canada
Interstate Commerce Commission
U.S. Army Corps of Engineers, New England Division
U.S. Forest Service, White Mountain National Forest
U.S. Geological Survey

Maine State Clearinghouse Coordinator, A-95
New Hampshire Coordinator of Federal Funds
Vermont State A-95 Coordinator
Massachusetts A-95 Coordinator, Boston, MA.

NOTE: The above State A-95 Clearinghouses forward requests for comments to all appropriate State Offices and coordinate State agency review of Draft EIS.

Maine State Historic Preservation Commission
New Hampshire Division of Historic Preservation
Vermont Division of Historic Preservation

Androscoggin Regional Planning Commission, ME.
North Kennebec Regional Planning Commission, ME.
Northern Maine Regional Planning Commission, ME.
Penobscot Valley Regional Planning Commission, ME.
North Country Council, NH.
Lakes Region Planning Commission
Central New Hampshire Regional Planning Commission
Central Vermont Planning Commission, VT.
Chittenden County Regional Planning Commission, VT.
Northeast Vermont Development Association, VT.

NOTE: The Regional Planning Commissions above act as area-wide A-95 Coordinators. As such, they forward requests for comments to appropriate towns and local agencies and coordinate Draft EIS review. All organized towns along the alternative routes are included in this review process.

Boise Cascade Corp., Rumford, ME.
Brown Paper Company, Berlin, NH.
Dead River Company, Bangor, ME.
Diamond International Corp., Old Town, ME.
Dunn Heirs, Ashland, ME.
G. Pierce Webber, Bangor, ME.
Georgia Pacific Corp., Woodland, ME.
Great Northern Paper Co., Millinocket, ME.
J.M. Huber Corp., Old Town, ME.
International Paper Co., Jay, ME.
St. Regis Paper Co., Bucksport, ME.
Scott Paper Co., Winslow, ME.
Seven Islands Land Co., Bangor, ME.
James W. Sewall Company, Old Town, ME.

Associated General Contractors of Maine

Business & Industry Association of New Hampshire
Carpenter's Local 621, Brewer, ME.
Economic Resources Council, ME.
Industrial Development Council of Maine
International Brotherhood of Electrical Workers, MA.
Maine AFL-CIO
Maine Electric Cooperative Association
Maine Citizens for Dickey-Lincoln
Maine State Chamber of Commerce, Portland, ME.
Valley Residents Against Dickey-Lincoln, Ft. Kent, ME.
Vermont State Chamber of Commerce

American Rivers Conservation Council, D.C.

Maine Association of Conservation Commissions
Maine Forest Products Council, ME.
Massachusetts Division of Water Pollution Control
New England Governor's Conference, MA.
New England Regional Commission, MA.
New England River Basins Commission, MA.
Federal Regional Council of New England
New Hampshire Association of Conservation Commissions
Office of Legislative Research, Hartford, CT.
Society of American Foresters, ME.

American Association of University Women, ME.
Audubon Society of Maine
Audubon Society of New Hampshire
Appalachian Mountain Club, MA.
Appalachian Mountain Club, NH.
Bates Outing Club, ME.
Colby Environmental Council, ME.
Northwestern University Center for Urban Affairs
Connecticut River Watershed Council
Conservation Law Foundation of New England, MA.
Conservation Society of Vermont
Dartmouth College, Hanover, NH.
Environmental Defense Fund
Dartmouth Outing Club, NH.
Environmental Coalition
Friends of the St. John, MA.
Friends of the Earth
Forum on New Hampshire Future
Institute of Natural and Environmental Resources,
University of New Hampshire, Durham, NH.
Izaak Walton League of America
Garden Club Federation, ME.
Grafton County Soil Conservation District

Green Mountain Club, VT.
Harvard Environmental Law Society
Land Use Foundation of New Hampshire
Land & Waters Resources Institute, UM-Orono, ME.
League of Women Voters, ME.
Maine Public Interest Research Group
Maine Association of Planners
Maine Archeological Society
Legislative Utility Conservation Council
Midcoast Audubon Society, ME.
National Audubon Society, Inc., Washington, D.C.
National Wildlife Federation, Washington, D.C.
Nature Conservancy, MA.
Nature Conservancy, NH.
National Parks and Conservation Association
Natural Resources Council of Maine
Natural Resources Council of Vermont
New England Forestry Foundation, Inc.
New Hampshire Farm Bureau
New Hampshire Snowmobiling Association
New Hampshire Planner's Association
New England Natural Resources Center, MA.
New Hampshire Wildlife Federation, NH.
Penobscot Paddle & Chowder Society, ME.

Sierra Club, MA.
Simon's Rock Early College, ME.
Society for Protection of New Hampshire Forests
SPACE: Statewide Program to Conserve Our Environment, NH.
Sportsman Alliance, Gardiner, ME.
Sunkhaze Chapter of Trout Unlimited, Bangor, ME.
The Association of Aroostook Indians, Inc.
Timberland Owners Association
United Fly Tyers, Inc.
Unity College, ME.
Wildlife Management Institute

Bangor Hydroelectric Company
Boston Edison Company, MA.
Central Maine Power Company
Eastern Maine Electric Coop.
Eastern Utilities Associates Service Corporation, MA.
Fitchburg Gas and Electric Light Co., MA.
Green Mountain Power Corp., VT.
Maine Public Service Company
Massachusetts Municipal Wholesale Electric Company, MA.
Municipal Electric Association of Vermont
New England Electric Gas and Electric Associates, MA.
New England Electric Service, MA. (NEES)
New England Power Company
New England Power Planning, MA.
New Hampshire Electric Cooperative
Newport Electric Corporation, RI.
Northeast Public Power Association, MA.
Northeast Utilities Service Co., CT. (NESCO)
Public Service Co. of New Hampshire
United Illuminating Company, New Haven, CT. (EUA)
Vermont Electric Power Company
Debouoise and Liberman
Mr. Charles Dibner
Mr. Frank Christ
Maine Public Service Company, ME.
Chas. T. Main, Inc.
Mr. and Mrs. Brian Pinette

9.02.2 Availability for Public Comment and Response

The Notice of Availability of the Draft Supplement, including announcement of a 45-day public review and comment period, was published in the Federal Register, September 24, 1981, p. 63328. The Draft Supplement EIS was filed with the Environmental Protection Agency on October 1, 1980. Revised announcement of public meetings in the area appeared in the Federal Register on October 30, 1980, p. 71842.

After publication of the Notice of Availability, over 800 copies of the Draft Supplement EIS were mailed to Federal, state, and local government agencies, to non-governmental groups, and to interested individuals. All supporting appendices were made available to those asked to comment on the Draft.

Copies of the statement and appendices were made available to the public at the following repositories:

	REPOSITORIES
Connecticut	
Hartford	State Library
Storrs	University of Connecticut
Maine	
Allagash	Town Hall
Ashland	Town Council
Auburn	Androscoggin Regional Planning Commission
Augusta	Natural Resources Council
Augusta	State House Law and Legislative Library
Bangor	Department of Energy - Federal Office Building
Bangor	Penobscot Valley Regional Planning Commission
Bangor	Public Library
Biddeford	McArthur Public Library
Brunswick	Bowdoin College - Longfellow Library
Caribou	Northern Maine Regional Planning Commission
Castine	Maine Maritime Academy - Nutting Memorial Library
Farmington	University of Maine
Fort Kent	Chamber of Commerce
Fort Kent	University of Maine
Jackman	Town Hall
Lewiston	Bates College
Machias	University of Maine - Merrill Library
Madawaska	First Selectman
Orono	University of Maine - Raymond H. Fogle Library

Portland	Portland Public Library
Portland	University of Maine - Documents Department
Portland	University of Maine - Law Library
Portland	University of Maine - Acquisitions Librarian
Portland	University of Maine - Center of Research - Advanced Study
Presque Isle	University of Maine
Springvale	Nasson College - Anderson Learning Center Library
St. Francis	First Selectman
Unity	Unity College
Waterville	Colby College - Miller Library
Waterville	Public Library
Winslow	North Kennebec Regional Planning Commission

Massachusetts

Amherst	University of Massachusetts
Boston	Boston Public Library
Boston	Department of Energy
Boston	State Library - Fingold Library
Cambridge	Harvard Graduate School of Design - Gund Hall
Cambridge	Harvard - Widener Library
Cambridge	Massachusetts Institute of Technology
Chestnut Hill	Boston College - Babst Library
Lowell	University of Lowell - Alumni Memorial Library
Waltham	Brandeis University - Goldfarb Library
Waltham	U.S. Army Corps of Engineers
Worcester	Worcester Polytechnical Institute - Gordon Library

New Hampshire

Bow	Central New Hampshire Regional Planning Commission
Concord	State Library
Durham	University of New Hampshire - Ezekiel W. Dimond Library
Franklin	Public Library
Franconia	North Country Council
Groveton	Public Library
Hanover	Dartmouth College - Baker Library
Hudson	Hills Memorial Library
Laconia	White Mountain National Forest
Laconia	City Library
Littleton	City Library
Manchester	City Library
Meredith	Lakes Region Planning Committee
Plymouth	Plymouth State College

Rhode Island

Kingston	University of Rhode Island
Providence	Brown University
Providence	State Library

Vermont

Burlington	University of Vermont - Guy W. Bailey Memorial Library
Essex Junction	Chittenden County Regional Planning Commission
Montpelier	State Library
Montpelier	Vermont Free Library
South Royalton	Vermont Law School
St. Johnsbury	Northeast Vermont Development Association
St. Johnsbury	St. Johnsbury Athenaem

9.02.3 Public Meetings

DOE held two public meetings in mid-November 1980 to afford the public an opportunity to comment and ask questions. The DOE team also sought comments on the work done and decisions reached related to the supplemental work to the transmission facilities proposal for the total project. The Dickey-Lincoln School Transmission Team Project Manager presided over the meetings, which were recorded verbatim by a professional court recorder.

The meetings were announced in the Federal Register notice of October 1980, through paid announcements to eight newspapers throughout the area, and by direct notice sent to all groups and individuals on the Dickey-Lincoln mailing list.

The meeting locations, dates, attendance, and the number of people giving testimony are as follows:

Place	Date and Time		Attendance	Number Testifying
Littleton, N.H.	November 12	7:30	7	4
Plymouth, N.H.	November 13	7:30	16	9

9.02.4 Review Procedures for Comment

To be considered in preparation of the Final EIS, comments had to be made at public meetings or submitted in writing and received by the Assistant Project Manager for Environmental Studies, in Portland, Oregon, by the close of the announced 45-day review period.

All comment letters received were carefully considered. Comments of consequence related to the Draft EIS were used in revising the text or were responded to individually. To qualify as consequential, a comment basically had to present new data or information, to question facts and/or contexts of analyses performed, or to review or raise general questions on alternatives or overall environmental effects.

All letters and comments received at public meetings were reviewed. Individual portion(s) thereof identified as specific comments were identified by comment numbers. Comments were then assigned to DOE personnel or to contractors for response and/or for suggested wording changes in the Final EIS.

9.03 Comment Responses

9.03.1 Individuals Speaking at Public Meetings

	Speakers	Representing	Location
1.	Alan R. Semple, Jr.	Self	Littleton, NH
2.	Ray Lobdell	North Country Council	Littleton, NH
3.	Fred T. Daft	Self	Littleton, NH
4.	M. E. Kay	New England Power	Littleton, NH
5.	Charles E. Swanson	New Hampshire	Plymouth, MA
6.	Robert Michenfelder	Connecticut River Watershed Council	Plymouth, MA
7.	George R. Gautz	New Hampshire Governors Council on Energy	Plymouth, MA
8.	Ken Sutherland	Self	Plymouth, MA
9.	John P. Chandler	Hill Planning Board	Plymouth, MA
10.	Peter Estabrooks	Recreational Trails Society	Plymouth, MA
11.	Charles Valins	New Hampshire Snowmobile Association	Plymouth, MA
12.	John Kurt	Self	Plymouth, MA
13.	Ralph Kirshner	Self	Plymouth, MA

9.03.2 Comment Letters Received

1. Tennessee Valley Authority
2. U.S. Department of Housing and Urban Development
3. U.S. Nuclear Regulatory Commission
4. Northern Maine Regional Planning Commission
5. Robert O. Linck
6. U.S. Department of Transportation - Federal Highway Administration
7. Northeast Public Power Association
8. New England Power Service Company
9. North Country Council, Inc.
10. U.S. Department of Agriculture - Soil Conservation Service
11. U.S. Department of Energy
12. U.S. Department of Commerce - NOAA
13. New Hampshire Snowmobile Association, Inc.
14. State of Vermont
15. U.S. Environmental Protection Agency
16. U.S. Department of Transportation - Federal Aviation Administration
17. U.S. Department of Agriculture - Forest Service
18. Federal Energy Regulatory Commission
19. U.S. Department of Interior
20. State of New Hampshire

9.03.3 DOE Comment Response Assumption

Consideration of the environmental impacts of construction, operation, and maintenance of supplemental transmission facilities for the Dickey-Lincoln School Lakes Project and preparation of an Environmental Impact Statement for the project and transmission facilities results from the requirements of the National Environmental Policy Act of 1969. This act requires such actions when a Federal agency proposes a "significant action." Studies for the transmission facilities were also made with the requirements of the Fish and Wildlife Coordination Act in mind. The results comply with the requirements of both statutes.

The contents of the Department of Energy (DOE) documents relating to the project will apply if:

1. The decision is made to construct the project; and

2. Subsequent discussion and negotiation with the existing utilities results in the decision that DOE will construct the transmission facilities.

There are several possible variations on Item 2 above. Other utilities in the region could build all the transmission facilities and "wheel" (transmit to market) the power for DOE. It is also possible that some of the facilities could be built by DOE and the remainder by the utilities.

If DOE builds the transmission facilities, it may contract maintenance work to local utilities, or it could do the work with its own staff. In either case, DOE could specify the governing criteria of maintenance plans for the right-of-way.

If the facilities are constructed by the utilities in the area, those utilities would set maintenance standards for them.

The responses to the comments received are based on the assumption that the DOE will construct, operate, and maintain the transmission facilities.

9.03.4 Comments and Responses

Responses are made to all substantial comments (see 9.02.4).

1. COMMENT BY: Robert O. Linck

Of the impacts of the proposed action, I would like to voice my concern over two of them in particular. First, the potential effects on the 51 streams and 13 wetlands represent another example of how we continue to chip away on the productivity and diversity of our aquatic ecosystems. Herbicide runoff and

sedimentation, and their resultant effects on such bodies of water as French Pond and the Baker River, should not be written off as minor or insignificant. Our water resources are becoming more limited by the day as it is.

RESPONSE:

Factors related to herbicide runoff and sedimentation, water temperature and quality, and other related issues were considered when developing impact predictions for streams, lakes, and wetlands. Those impacts are shown in table 3.06-1 (Aquatic Ecosystems Impact) on page 42 of the Draft Supplement EIS. Both section 3.06 of the DEIS and Appendix B indicate that French Pond and Baker River are seen as being of special concern because of waterfowl habitat and salmon fishery.

2. COMMENT BY: Robert O. Linck

A second matter of concern involves threatened species such as the peregrine falcon and the silverling (a rare plant found in New Hampshire, Maine, and Massachusetts). I see no mention in the EIS of mitigation measures which would protect the falcon reintroduction site near the northwestern route corridor, and likewise, there is not much space devoted to threatened plant species such as the silverling.

RESPONSE:

Appendix B, pp. 7 and 45, includes an extensive discussion of the wildlife and related impacts on Link 81, which would pass within 1 mile of the "critical habitat" of the reintroduction site.

Mr. R. Bolengier (U.S. Fish and Wildlife Service) was consulted on potential impacts of the facility on the falcon reintroduction site. The results of this assessment indicate that the peregrine could be adversely affected by herbicides, but could benefit from increased prey associated with forest successional changes introduced by the right-of-way. The opinion of the U.S. Fish and Wildlife Service and of the wildlife biologists under contract to DOE is that it is unlikely that there will be any significant impact on the falcon.

Mitigation established would include prohibiting herbicide application near that portion of the facility that could have any adverse impact on the falcon, and prohibiting certain construction activities in the immediate area from May through mid-June, during breeding season.

Because of the uncertainty related to the construction of the project, formal consultation has not been initiated. If the project is funded for construction, DOE will complete the consultation requirements as required by the Endangered Species Act.

The potential for impact on threatened plant species has been investigated for this supplemental effort as well as in the studies for the overall transmission project. Appendix E (Ecological Resource Study) to the 1978 DEIS includes lists of potential threatened species for the New England area. This list was carefully evaluated during preparation of the Supplement, and consultation with leading rare plant authorities was undertaken in the New Hampshire area. The Silverling is not present in the area that would be affected by the transmission facilities.

3. COMMENT BY: New England Power Service

Figures 1.03-2 (Section 1) and 3 (Appendix D) showing the cross section of the 230 kV right of way are classified as "Proposed Facility." These diagrams definitely create an image for the ultimate appearance of the transmission corridor. We believe that, although the text on page 20 leaves room for flexibility in a final decision, the right of way cross-section sketches are definitely prejudicial. Therefore, we request that you remove these figures from the report.

If the removal of the figures detracts too much from the report to be acceptable to you, then it should be made clear, at least on Figure 1.03-2, that this proposal is only one of at least two possible routes, and that a final decision has not been made. This information should appear on Figure 1.03-2, as well as in the text.

RESPONSE:

The changes will appear on Figure 1.03-2 (see 9.03.5 Addenda and Errata).

4. COMMENT BY: New England Power Service

Additionally, for the reliability of the New England transmission system, it may not be advisable to use this single transmission corridor for integrating all contemplated northern New England generating capacity into the New England system. For that reason, the second alternate route should be kept open and considered before any construction decisions are made. The second alternate route is slightly more economical and is ranked close to the proposed plan. We request that some reference to this concept be made in the text.

RESPONSE:

The overall system reliability will be reviewed with NEPLAN before construction plans are finalized. All alternate routes will be "kept open" pending construction authorization and subsequent discussions with New England Power Service, as discussed on page 20 of the Draft Supplement EIS.

5. COMMENT BY: New England Power Service

Page 5: "New England Electric Service, MA. (NEES)" should be "New England Electric System."

RESPONSE:

Change has been made in the text (see 9.03.5 Addenda and Errata).

6. COMMENT BY: New England Power Service

Page 21, Section 1.03.3 Design Criteria and Figure 1.03.3.

NEP believes that the visual intrusion created by 165 foot high double-circuit lattice type steel structures between Moore and Comerford substations is excessive. Proposed lattice type steel towers rising more than twice as high as the existing 75 foot high wood pole arm structures near a state highway and in the river valley is more than a mere "intrusion." This is a heavily traveled area as compared with the proposed right-of-way from Dickey to the Connecticut River Valley.

RESPONSE:

The Visual-Recreation Impact Study, Appendix I, considered in detail the visual impacts of all alternatives, including the proposed steel lattice towers between Moore and Comerford substations. Pages B-7 and B-11 cover in detail the visual and recreational impacts on a mile-by-mile basis of link 42F. Section 3.13.1 (p. 49 of the DSEIS) states that higher double-circuit steel towers along parts of link 42F will have significant impact on viewers. Both sections of the document refer to significant or high impacts.

If the project is funded for construction, DOE will prepare more detailed location plans, and consideration of mitigation techniques in high impact areas will be explored. One such technique is to lower visual impacts by using 2 wood-pole lines instead of the taller double-circuit steel towers (see "Swift Diamond Alternative" in the Supplement to Draft EIS on Dickey-Lincoln School Lakes, published by Army Corps of Engineers, September 1978, pp. 21-30).

7. COMMENT BY: New England Power Service

Appendix J - Historical-Archeological Impact Study, Page 2

"Recommendations

1. We recommend a full and intensive archeological survey of the final right of way."

NEP questions whether "a full and intensive archaeological survey" would include sampling. NEP believes that sampling should only be conducted at those proposed tower locations which are deemed to be sites of possible archaeological value, not across the full width and length of the final right of way. On Page 21 of the Draft EIS Supplement, Section 103.4 Construction Sequence, it states "Where the right of way is already cleared, certain steps such as access road construction ... will not be required." As all of the NEP right of way is already cleared, no access road construction would be necessary; therefore, no archaeological survey relative to access roads would be necessary for these links. As the actual sites of excavation for the proposed towers will occupy an infinitesimal portion of the total area, it is only at these sites, if of archaeological value, that sampling should be conducted. The taxpayers of the United States should not have to pay for sampling in the approximately 99% of the right of way which are not to be tower locations. A full and intensive field survey could adequately document sites of probable archaeological value not to be impacted by the proposed towers and file this data with the State Archaeologist. In this manner the prevenience, the contextual relationships of any surviving artifacts on the existing right of way would be preserved. NEP believes that "in-situ" preservation is superior to excavation and removal, and a more economical path to pursue.

RESPONSE:

DOE agrees. If the project is funded for construction, DOE will conduct an extensive cultural resource survey over those areas where an impact could occur from the construction, maintenance, or operation of the facility. This survey would follow prescribed guidelines and would be undertaken by qualified archeologists in cooperation with the State Historic Preservation Offices. Typically, it is assumed that impacts could occur anywhere within the ROW during construction or maintenance phases; thus, the survey would include all of the ROW. If, however, potential sites should be discovered, it is DOE policy to use all practicable means to avoid affecting these sites during construction, operation, and maintenance. Only the site that cannot be avoided would be further evaluated in cooperation with appropriate state and Federal agencies. DOE also maintains that "in-situ" preservation is appropriate where possible.

8. COMMENT BY: New England Power Service

Appendix J - Historical-Archeological Impact Study, Page 13

In the penultimate paragraph, mention is made of "a policy of the PAF (Public Archaeology Facility) not to enter private property without owner permission." NEP expects that permission will be requested prior to entry by the PAF or any other organization conducting any further surveys.

RESPONSE:

DOE or any of its contractors would coordinate with New England Power Service and would obtain permission from all landowners before undertaking an intensive archeological survey.

9. COMMENT BY: North Country Council, Inc.

My one question concerns the status of the proposed power lines with regard to local property taxation. It is my understanding that the proposed lines would be tax exempt and that if the lines were run on existing New England Power Company's towers those would also become exempt. Some of our committees are concerned about the impact these exemptions could have on their tax base. For example, Haverhill's largest existing taxpayer is currently the New England Power Company.

I believe that your EIS does not adequately address this issue and our Land Use Planning Advisory Committee would like to have some additional information regarding this subject.

RESPONSE:

The proposed line would run on existing New England Power Company right-of-way (pending successful negotiation of agreements), but would not share New England Power towers. Federally-owned facilities built for this project could not be taxed. The land in the right-of-way, however, would still be owned by the private utility, and would be subject to taxation.

10. COMMENT BY: United States Environmental Protection Agency

Our principle concern with the transmission project, as you know, is its impact on water quality due to sedimentation, herbicide runoff, and changes in temperature. We believe that the DSEIS does a good job in disclosing these impacts, and in particular, we concur with your inclusion of public water supplies and areas of groundwater availability as "Significant Ecological Resources." We believe that, where possible, this type of information should be provided for the rest of the transmission lines. Also, we believe it would be appropriate for the Final EIS to discuss current right-of-way (ROW) maintenance practices since, according to the DSEIS, more than 90 percent of the proposed route will be on an already cleared ROW owned by New England Power Company. We agree that, compared to use of a new ROW, this is preferable from the standpoint of protection of water quality. The DSEIS is also correct in pointing out that there will still be the potential for the project to adversely affect water quality.

RESPONSE:

As part of the original study, data on supplies and groundwater availability were included in the analysis when such information was available. (See Appendix E - Ecological Resources Impact Study, of the 1978 DEIS, for further information.)

The proposed alternative does call for locating the transmission facility in the cleared right-of-way held by the New England Power Company. It is therefore probable that the maintenance of the total right-of-way would continue to be handled, as in the past, by the New England Power Company.

See also response to comment no. 23.

11. COMMENT BY: United States Environmental Protection Agency

We are particularly concerned with the impact of sedimentation and herbicide runoff on Gordon Pond Brook, a Class A stream which will be crossed by the transmission line between miles 24.2 and 26.5 in link 80. This stream is part of the watershed from which the Town of North Woodstock receives its drinking water. We concur with the EIS's recommendation that herbicides not be used in this area. The transmission line will be in close proximity to several public wells at other locations in the route. While we would agree that the potential for serious adverse effects on these areas from herbicide spraying is small, we believe the potential for spray drift and the importance of maintaining high quality drinking water warrant consideration of banning herbicide use in these areas as well.

RESPONSE:

See response to comment number 10. Note that link 80 does not appear as part of the proposed route.

12. COMMENT BY: United States Environmental Protection Agency

Also of concern is the affect of the project on the existing high quality brook trout fisheries in the Baker River, Mad River, Beebe River, Cockermouth River, Smith River, Halls Brook, Hardy Brook, Fowler River, and Patten Brook. The EIS correctly identifies these areas as important and warranting stringent mitigation measures. Strict erosion control measures and scheduling of construction so as to minimize impacts on fisheries will be necessary. Use of manual ROW clearing methods in these areas should be seriously considered.

RESPONSE:

See response to comment number 10.

13. COMMENT BY: United States Environmental Protection Agency

We believe that where the line crosses the White Mountain National Forest and the Appalachian Trail, use of herbicides should be prohibited.

RESPONSE:

See response to comment number 10.

14. COMMENT BY: Federal Energy Regulatory Commission

As a general observation, it would be helpful to readers not particularly familiar with Dickey-Lincoln if a brief, descriptive summary of the project's required transmission facilities were presented. While reference is made to proposed changes in the project's transmission system on page 18, it is not clear what the total transmission picture is, or the role that the subject link plays in it without resorting to other segments of the study.

RESPONSE:

Changes have been made under "Addenda" (9.03.5).

15. COMMENT BY: United States Department of the Interior

The project does not appear to be consistent with the Statewide Comprehensive Outdoor Recreation Plan. The area is rich in recreation resources, as substantiated by the numerous recreation and water resources in the project vicinity (Appendix K).

RESPONSE:

During the preparation of this supplemental study, extensive review was made of the Statewide Comprehensive Outdoor Recreation Plan. Meetings were held with David E. Hartman to discuss the proposed transmission facilities. The development of transmission facilities on already cleared right-of-way certainly has the least impact on recreation resources, as evidenced in Appendix I - Visual/Recreation Resources Impact Study.

Letters and testimony presented at the public meetings held on this project indicate that recreational value exists in the cleared right-of-way for snowmobiling, skiing, etc.

DOE acknowledges that the area is indeed rich in recreation resources and has taken every effort to minimize the impact of these facilities on these resources.

16. COMMENT BY: United States Department of the Interior

The project does not adequately address the impact of the powerline on the Lake Winnipesaukee Composite Landscape Area, as defined by the North Atlantic Water Resources Study, Appendix N, Visual and Cultural Environment, 1972. The locale is one of seven regionally unique composite landscapes. These composite areas, where four or more different major landscape patterns (landform, land use, vegetation, and water) come together in juxtaposition, are the most diverse landscape areas in the Northeast.

RESPONSE:

DOE reviewed the North Atlantic Water Resources Study--Appendix N during the preparation of the supplemental study. The document contains very generalized mapping related to this landscape type. The proposed route is not located in this area; however, the area may be within the viewshed of the composite area near Plymouth, New Hampshire. DOE feels confident that the extensive resource impact studies as reported in the eight appendices adequately address the impacts associated with the significant natural resources interpreted to form the "composite" area. The visual, recreation, land use, ecological, and cultural resources studies recognize the unique and diverse landscape quality of the area.

17. COMMENT BY: United States Department of the Interior

In Appendix D, page 9, it is noted that great care has been taken to minimize the visual impact of Link 82. However, we believe that it remains a major detriment. Much of it is through the White Mountain National Forest, where recreation use is extremely heavy, and the cleared right-of-way would be highly visible and damaging to the scenic view from Breezy Point, as the line crosses the divide by Mt. Kineo. Other problems on this link relate to erosion potential and to the need for a considerable amount of new access road construction.

RESPONSE:

The studies completed by DOE conclude that any development of transmission facilities along link 82 will cause major impacts. We agree with your assessment of impacts along this link.

18. COMMENT BY: United States Department of the Interior

The impact of Link 83 through four miles of the White Mountain National Forest should be discussed more thoroughly particularly since a crossing occurs at a parcel owned by the State and is intended for future recreational use. Link

83 also crosses the Appalachian Trail which has received Section 6(f) funds in the Forest, and is an issue again not sufficiently developed with regard to project impact (Appendix I, B-17).

RESPONSE:

DOE has made extensive studies of all alternatives, including those links crossing National Forest lands. We have worked closely with the White Mountain National Forest personnel during preparation of this supplement. DOE has also met with state representatives to identify all state lands and potential recreation lands. The recreation resources, either existing or proposed, are mapped and discussed as part of Appendices I and K.

The National Park Service has commented that ". . . the supplement accurately discusses the adverse, visual impact to be anticipated from the transmission lines." DOE agrees with the National Park Service that there has been adequate evaluation of any impact from the proposed transmission facility to the Appalachian Trail. If the project is funded for construction, centerline studies and site-specific mitigation plans will be developed.

19. COMMENT BY: United States Department of the Interior

The supplemental material does not adequately identify recreation areas and parklands such as Mount Cardigan State Forest and the White Mountain National Forest which have received financial assistance from the Land and Water Conservation Fund (L&WCF).

As noted in our June 22, 1978, comments, crossing of those lands involves the jurisdictional interest of the Department's Heritage Conservation and Recreation Service which administers the fund. The use of L&WCF financial parklands for this project would require the Secretary of the Interior's approval, pursuant to the conversion requirements of Section 6(f) of the land and Water Fund Act. The nature of the crossing, aerial and otherwise, should be addressed and site specific mitigation developed.

RESPONSE:

Neither the proposed facility nor the alternatives affects Mount Cardigan State Forest lands. The transmission proposal does cross approximately 4 miles of the White Mountain National Forest on a cleared right-of-way that presently contains 2 230-kV single-circuit transmission lines.

If the project is funded for construction, centerline studies and site-specific mitigation plans will be developed, and the need for Secretary of Interior approval for locating on this right-of-way will be investigated.

20. COMMENT BY: United States Department of the Interior

Enclosed is the list of potential recreation rivers which have been considered under the National Wild and Scenic River Act and which will be crossed or otherwise impacted by the transmission system. Rivers and river segments on this list have passed the final study evaluation phase. They are five miles or more in length, free-flowing, and are of multi-state or national significance, and they possess one or more of the following values:

> ...outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values,...(Section 1(b), P.L. 90-542)....

The present supplemental statement does not adequately address these rivers and potential impacts to them. We recommend that this be done in the final document. The Heritage Conservation and Recreation Service is available to assist you in this effort. Please contact: Regional Director, Heritage Conservation and Recreation Service, 600 Arch Street, Room 9310, Philadelphia, PA 19106.

RESPONSE:

The consultant to DOE responsible for preparing the visual/recreation study visited the Heritage Conservation and Recreation Service in Philadelphia to obtain information related to this resource topic. Three of the rivers on the list are not in the area of the transmission facilities. The other three are to be crossed by the facilities. DOE's extensive studies of each of these crossings are reported in both the appendices and the supplement.

At the time data was gathered and visits were made to the Philadelphia office, the list was not fully established and many of the rivers were included as preliminary candidates. As such, proper designation was not included in the Supplement. However, the impacts associated with all rivers and streams were fully evaluated and reported in the Supplemental material.

If the project is approved for construction, DOE will be performing more detailed site and mitigation studies at locations where the facility would affect high quality resources. Extensive on-site evaluation would be made and mitigation plans developed.

21. COMMENT BY: United States Department of the Interior

We have two particular areas of concern with the proposed route. First, is the Peregrine Falcon (Falco peregrinus) reintroduction site near the northwestern route corridor, and the potential "critical habitat" intersected by the proposed centerline. On page 43, the Peregrine Falcon is incorrectly termed a threatened species. This species is a federally listed endangered

species. The Department of Energy acknowledges its responsibility to consult with our Fish and Wildlife Service as required by the Endangered Species Act. Since this proposal is a major Federal project, the Act requires: 1) a biological assessment, which is the responsibility of the action agency, and 2) if there is any impact, then formal consultation with the Fish and Wildlife Service should be initiated as soon as possible.

RESPONSE:

DOE acknowledges that the Peregrine Falcon is an Endangered Species. Corrections have been made in the text. (see Addenda and Errata, 9.03.5).

Please see response to comment no. 2 on DOE consulations related to the Peregrine Falcon.

22. COMMENT BY: United States Department of the Interior

The second area of special concern is the crossing of the proposed route over the Baker River in Link 83. The Baker River is a principal river in the restoration program for Atlantic salmon (Salmo salar) in the Merrimack River Basin. Sedimentation and herbicide runoff is a concern in this section. Extreme caution will need to be employed to minimize the impacts of construction and maintenance activities on this river.

RESPONSE:

DOE will review our studies of impact and will determine those areas where special mitigation and environmental protection will be necessary. Your submitted information will assist in developing these mitigation plans.

23. COMMENT BY: United States Department of the Interior

The supplement should address the potential for adverse effects of herbicides on groundwater supplies along the proposed transmission line route. In particular, plans to be followed in the event of accidental herbicide spills should be discussed.

RESPONSE:

Herbicide used to control vegetation on a right-of-way has only a remote possibility of making its way into groundwater. Plants and micro-organisms immobilize and/or decompose them. Large amounts of herbicide are absorbed in the top 6-18 inches of soil. At the typical use rates of today's herbicides, they are rarely detected at or below 36 inches in depth. Even when found, the very low levels constitute merely academic value and lack biologic significance.

Herbicides are less toxic to humans and animals than other pesticides (specifically insecticides). Precautions for their use are written to protect sensitive plants, especially crop plants, to preclude damage.

Herbicide spills generally involve small quantities. Spill containment and cleanup is relatively simple and safe, and residual effects, if any, would be confined to vegetation in the immediate vicinity of the spill.

Spills of potential concern would be those very rare instances involving relatively large volumes of active material, especially where spilled material enters a body of water. The amount of chemical lost, its dilution rate, specific effect level of exposed aquatic inhabitants or users, together with the length of their exposure all determine whether temporary inhibition or permanent damage occur or whether the exposure will lack biologic significance.

Proper training of applicators and conscientious and safe use of chemicals and equipment to reduce failure rate will make these significant spills a very rare occurrence.

24. COMMENT BY: United States Department of the Interior

Historic and Archeological Resources

The statement emphasizes the poor data base available in the New England area. The survey sample was small and based on predictive criteria which do not adequately address both prehistoric and historic archeological and cultural resource concerns. The failure of the agency to coordinate the survey with the State Historic Preservation Office and to submit data and site nominations to the State Historic Preservation Office for evaluation by local, State and National register criteria is a significant error of omission. Proposed mitigation is not adequate. Impacts to historic sites, increased potential for vandalism by increased access to the area, impacts to archeological resources are not fully described, and procedures for mitigation are not clearly defined. The final supplement should address the inadequacies described above.

RESPONSE:

Because the facilities proposed do not have set locations at this stage, cultural resources must be assessed through a more general overview. The survey team made a complete general assessment of local and site-specific architectural features. It also investigated pre-historic sites by sampling based on the knowledge and judgment of the archeological team and by sampling based on environmental stratification, the construction of a model to predict site incidence by weighting of environmental factors such as the presence of important water sources and accessibility of terrain. Historic resources were evaluated through publication and archive research and through local interviews.

During the survey, the State Historic Preservation Officer was informed of the progress of our studies and was consulted on both specific and general findings. Site nominations for the National Register of Historic Places are not appropriate for this more general level of preliminary survey. Mitigative actions recommended include subsequent survey of proposed routes and resource-specific evaluations. Given the design flexibility of the proposed construction, avoidance of archeological sites is the preferred mitigation strategy. The depth and design of the survey has been appropriate to the stage and flexibility of proposal development.

9.03.5 Addenda and Errata

Changes and modification of the DSEIS that was issued in September 1980 have been made through the use of addenda and errata rather than reprinting the entire document. The following Addenda and Errata are included in order that the reader can make the necessary changes to the DSEIS. These, along with the responses to the comments, comprise the overall changes DOE has made in the DSEIS and, as such, constitute the final report issued by DOE.

Addenda

1. Section 1.02.1, p. 18: add, after "...1979 NEPOOL resource data," a new paragraph:

The plan proposed for the transmitting of power from the Dickey-Lincoln School Lakes Project to the existing New England electrical grid follows a path from the dams in northern Maine to Moore Substation, northwest of Littleton, New Hampshire, and on to Granite and Moore Substations near Barre, Vermont, and Franklin, New Hampshire, respectively, for the authorized level of 345-kV transmission. The plan includes transmission lines, substation facilities, and communication facilities. Transmission lines will include: a 29.4-mile 138-kV wood pole line from Dickey Substation to Fish River Substation near Fort Kent, Maine via Lincoln School Substation; a 254.7-mile 345-kV double-circuit line on lattice steel towers from Dickey Substation to Moore Dam near Littleton, New Hampshire; a 6.2-mile 345-kV double-circuit line on steel towers from Moore Substation to Comerford Substation; a 31.9-mile 345-kV wood pole line from Moore Substation to Granite Substation near Barre, Vermont; and a 67.6-mile 345-kV wood pole line from Moore Substation to Webster Substation near Franklin, New Hampshire. The plan also proposes substations at both dams, a switching station near Moose River, Maine, and new terminal facilities at Moore, Granite, and Fish River Substations.

2. Section 1.03.2, Figure 1.03-2: add, at bottom of figure page, "Note: This sketch shows the right-of-way configuration for the proposed route only (see fig. 8.03-2 for other alternatives)."

Errata

Summary, page 1, line 30: delete "...east" from "One residence east of the Webster Substation...", and substitute the word "west."

Summary, page 5, line 33: delete "...Service" from "New England Electric Service" and add "...System".

Section 3.08, paragraph 2, p. 43: in the first sentence, delete the word "...Threatened" and add the word "...endangered."

9.04 Appendices

One appendix (Comment Letters Received - Appendix A) follows. All letters received during review of the Draft Supplement EIS are included. Some letters did not require response; some did not contain comments relevant to the DSEIS and consequently received no response.

APPENDIX A - COMMENT LETTERS RECEIVED

TENNESSEE VALLEY AUTHORITY
NORRIS, TENNESSEE 37828

OCT 16 1980

Timothy J. Murray
Department of Energy
P. O. Box 3621
Portland, Oregon 97208

Dear Mr. Murray:

This letter constitutes TVA's comments on the draft environmental impact statement (DEIS) supplement entitled, "Dickey-Lincoln School Lakes Transmission Project - Maine, New Hampshire, and Vermont," as you requested.

Following our review of the proposed action, as described, we have determined that TVA program interest will not be impacted. Therefore, we have no comments.

We appreciate the opportunity to review this draft supplement.

Sincerely,

Mohamed T. El-Ashry, Ph.D.
Director of Environmental
Quality

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, D.C. 20410

OFFICE OF THE ASSISTANT SECRETARY
FOR COMMUNITY PLANNING AND DEVELOPMENT

IN REPLY REFER TO:

U.S. Department of Energy
Federal Building
Bangor, Maine 04401

Gentlemen:

Subject: Dickey-Lincoln School Lakes
Transmission Project
Maine, New Hampshire, and Vermont

Thank you for providing us the opportunity to review the above draft Environmental Impact Statement (EIS). In accordance with 24 CFR Part 50 Protection and Enhancement of Environmental Quality, Department of Housing and Urban Development procedures, particularly Section 50.61 of our Regulations, we are forwarding the EIS to the responsible HUD Regional Environmental Officer. He will review and comment as appropriate, directly to you by your due date.

To assure prompt review of all non-HUD EIS's, you should send copies of all future EIS's as follows:

1. All EIS's on legislative proposals, regulations, or policy documents of national significance should be sent to Mr. Richard H. Broun, Director, Office of Environmental Quality, HUD, Washington, D. C. 20410; and

2. All other EIS's should be forwarded to the appropriate HUD Regional Office for comment. We have enclosed a list of our Regional Environmental Officers and their addresses.

If you have any questions in this regard, please feel free to contact me at (202) 755-6300.

Sincerely,

Richard H. Broun
Director
Office of Environmental Quality

Enclosure

UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

OCT 28 1980

Department of Energy
Bonneville Power Administration
ATTN: Mr. Timothy J. Murray
P. O. Box 3621
Portland, Oregon 97208

Dear Mr. Murray:

This is in response to a recent request from your agency for comments on the Draft Environmental Impact Statement Supplement for the Dickey-Lincoln School Lakes Transmission Project.

We have reviewed the statement and determined that the proposed action has no significant radiological health and safety impact, nor will it adversely affect any activities subject to regulation by the Nuclear Regulatory Commission.

Since we made no substantive comments, you need not send us the Final Enviornmental Statement when issued.

Thank you for providing us with the opportunity to review this Draft Environmental Impact Statement Supplement.

Sincerely,

Daniel R. Muller

Daniel R. Muller, Assistant Director
for Environmental Technology
Division of Engineering

NORTHERN MAINE REGIONAL PLANNING COMMISSION

McElwain House
2 Main Street
Caribou, Maine 04736

PLAN TODAY .... FOR TOMORROW

Telephone:
AC (207)
498-8736

October 31, 1980

Mr. Timothy J. Murray, Asst. Project Manager
Dickey-Lincoln School Lakes Project
Benneville Power Administration
Environmental Planning Section - ETMC
P.O. Box 3621
Portland, Oregon 97208

RE: NMRPC Formal Comments on the EIS on the Dickey-Lincoln School Lakes Electrical Transmission System.

Dear Mr. Murray,

On November 28, 1977 the Executive Board of the Northern Maine Regional Planning Commission met to discuss the U.S. Corps of Engineers' Environmental Impact Statement dealing with the proposed Dickey-Lincoln School Lakes Project. By unanimous vote of the Board, decision was made to oppose the construction of Dickey-Lincoln School Dams as proposed by the U.S. Corps of Engineers. At the same time the Northern Maine Regional Planning Commission further voted unanimously to recommend that the Upper St. John River and other sites in Maine be studied for low head, smaller hydroelectric facilities for the generation of electricity, while at the same time doing so in an environmentally more acceptable manner. In further clarification of that position we are hereby attaching copies of correspondence dated November 28, 1977 and November 30, 1977 which was directed to Col. John P. Chandler, then New England Divison Engineer.

Since that time the Northern Maine Regional Planning Commission has been and continues to develop a plan for an alternative hydroelectric facility in the vacinity of Lincoln School. This facility would involve a single dam of approximately 70 megawatts with output going 100% to the benefit of the State of Maine. This is more fully described in the attached report dated January 1, 1980. The implementation of this proposed concept is now being advanced by the Commission.

Yesterday, on October 30 the Commission's Executive Board again discussed the Dickey-Lincoln School Lakes Project in light of the Dept. of Energy's final project E.I.S. on the transmission facilities. By unanimous vote of

the Board the following position was taken. In light of the Northern Maine Regional Planning Commission's previous position in opposition to the Dickey-Lincoln Project and since that decision included our opposition to the impacts of the transmission facilities, the NMRPC is also opposed to the transmission facilities.

We trust that the Dept. of Energy will fully reflect the position as the official comments of the Commission in regards to the above subject matter.

Sincerely,

James A. Barresi
Executive Director

JAB/KCA/pml

Enclosures

Bob Linck
RFD Box 423
Flint Hill Road
Lyme Center, NH 03769

received 11/5/80

Nov. 3, 1980

Dickey-Lincoln Project
P.O. Box 3621
Portland, Ore. 97208

Dear Sirs:

I am writing in reference to the draft Supplemental EIS on the electrical transmission system for the proposed Dickey-Lincoln School Lakes hydroelectric project in northern Maine.

I have reviewed the impact statement and find myself quite in agreement on your tentative choice for the transmission line corridor. Among the alternative routes, the Monroe to Franklin route along 69 miles of existing right-of-way appears to have the fewest environmental impacts.

Of the impacts of the proposed action, I would like to voice my concern over two of them in particular. First, the potential effects on the 51 streams and 13 wetlands represent another example of how we continue to chip away on the productivity and diversity of our aquatic ecosystems. Herbicide runoff and sedimentation, and their resultant effects on such bodies of water as French Pond and the Baker River, should not be written off as minor or insignificant. Our water resources are becoming more limited by the day as it is. A second matter of concern involves threatened species such as the peregrine falcon and the silverling (a rare plant found in New Hampshire, Maine, and Massachusetts). I see no mention in the EIS of mitigation measures which would protect the falcon reintroduction site near the northwestern route corridor, and likewise, there is not much space devoted to threatened plant species such as the silverling.

One closing word - <u>none of the potentially significant impacts need be risked at all</u> if the Dickey-Lincoln Project is reviewed sensibly, as a whole. The huge ecological impact and the relative paucity of economic benefits, which I will not detail but of which I am sure you are well aware, make justification of the Project <u>in any form</u> very difficult indeed. I would like to take this opportunity to strongly urge you to consider again the one alternative to the Project (and thus to the transmission line routes) which warrants approval - the null alternative. Don't build the dam, don't build the transmission lines, stop wasting the taxpayers' money (well over 10 million dollars already), and begin considering solutions to the energy crisis which make environmental and economic sense.

Sincerely,

Robert O. Linck

Robert O. Linck

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION ONE

219 Federal Building
Concord, New Hampshire
03301

6

IN REPLY REFER TO:

November 4, 1980

Timothy J. Murray, Assistant Project
Manager for Environmental Studies
Department of Energy
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208

Dear Mr. Murray:

Subject: Dickey-Lincoln School Lakes Project
Maine, New Hampshire and Vermont

We have been asked to review and comment on the Draft Supplemental EIS for the subject project, which was sent to former Regional Administrator Kirby.

We do not foresee any serious conflicts between your proposal and our programs. As you are probably aware, completion of I-93 in Littleton in the vicinity of the Moore Reservoir is under construction and will likely continue through 1985. We are enclosing drawings taken from the Littleton EIS which shows the location of the new highway. We would suggest that you coordinate with the New Hampshire Department of Public Works and Highways for additional detail in this area and for crossings of Routes 135, 302, 25, 25A, 118, 104 and 11, all State roadways on the Federal-aid Highway system as your design develops.

Sincerely yours,

F. T. Comstock, Jr., P.E.
Division Administrator

Enclosures

Northeast Public Power Association
148 Linden Street, Suite 104, Wellesley Massachusetts 02181

November 6, 1980

Mr. Timothy J. Murray
Assistant Project Manager for Environmental Studies
Dickey-Lincoln School Lakes Transmission EIS Project
Bonneville Power Administration-- ETMC
PO Box 3621
Portland, Oregon 97208

Dear Mr. Murray:

Enclosed is testimony regarding DOE's revised transmission plan for the Dickey-Lincoln project. We would appreciate having it placed in the public record.

Sincerely,

Jack Wark
Information Director

Phone 617/237-9126

Northeast Public Power Association
148 Linden Street, Suite 104, Wellesley Massachusetts 02181

November 13, 1980

The Northeast Public Power Association, representing the 81 consumer-owned electric utilities in New England, has long been a vigorous supporter of Dickey-Lincoln, the federal hydroelectric project proposed for northern Maine.

Central to our position is the well-documented need in Maine and the rest of New England for economically-priced electric power. Exorbitant electric rates jeopardize the economic survival of our region. We have the highest electric rates in the nation. And these rates contribute all too directly to problems in our economy--to high unemployment, a shortage of industry, wages below the national average, high product prices, and so on. Dickey-Lincoln, with its abundant supply of economically-priced power, would represent a first step toward addressing the problem of high electric rates in New England. This of course is not to suggest that Dickey-Lincoln would reduce our electric bills. It will not. Obviously, no single generating facility will do that. But, Dickey-Lincoln would produce power that will be needed in the coming years and at costs lower than any alternative. In short, Dickey-Lincoln would help stabilize our region's electric rates.

The project would be especially prolific in producing peaking power. Projections are that Dickey-Lincoln would provide nearly one-fourth of Maine's total peaking power and about 17 percent of the entire region's peaking power. An output of such magnitude would establish Dickey-Lincoln as one of the most valuable peaking facilities in the nation.

Phone 617/237-9126

Moreover, Dickey-Lincoln would provide considerable base-and intermediate-load power for Maine consumers. Estimates are that the project, if it were to go "on line" in the 1980's, would provide 4.5 percent of Maine's total power.

An important reason for supporting Dickey-Lincoln's construction involves the very nature of the facility--that is, a facility powered by water. Water, after all, is the cheapest of all available energy sources. Water--unlike oil or coal or natural gas or uranium--is a renewable resource. We will not run out of it. It will not become scarce, nor will its availability be subject to political developments in foreign nations. A generating facility that relies on a fossil fuel--like oil or coal--is a generating facility whose fuel costs are bound to do one thing: They are bound to increase. Not so with Dickey-Lincoln. As Senator Edward M. Kennedy of Massachusetts once noted, Dickey-Lincoln would provide a "unique guarantee" of electric power at today's prices for many years to come. The cost of Dickey-Lincoln's "fuel"--which would be water--would start at zero and remain at zero.

Electric rates in parts of the country where major hydroelectric facilities exist, demonstrate that hydropower works, and works cheaply. The Pacific Northwest, for example, which gets much of its power from hydro-generation, has the lowest electric rates in the country. The rates there are some 50 percent lower than they are here in New England, where there are no major hydro projects.

Another telling example is in New York. The state, as a whole, has the highest rates in the nation. The state's municipal utilities, however, which receive power from hydro facilities at Niagara Falls and on the St. Lawrence River, have rates which are among the lowest in the United States. The rates of the New York municipals are, in some cases, as much as 75 percent lower than they are in New England.

Another advantage to hydropower, apart from the fact that it is cheap, involves its generally benign relationship with the environment. It is clean and safe. It does not pollute the air in the manner of fossil fuels. It does not pose the safety hazards that, some contend, are posed by nuclear power.

In our enthusiasm regarding the positive effects that Dickey-Lincoln would have on New England's energy situation and economy, however, we are not unmindful of environmental considerations. This being the case, we endorse the new transmission route which the U.S. Department of Energy has formulated in connection with the project. The new proposed route, as we understand it, deletes a 48-mile 345 kilovolt line previously proposed between Barre, Vermont and Essex, Vermont. This Barre-to-Essex line would have necessitated a widening of the existing right of way in that area, thereby altering the existing environment. Its deletion, we believe, is in keeping with efforts to limit, as much as possible, the Dickey-Lincoln project's impact on the New England environment.

It should also be noted that, under the new DOE transmission plan, a new 70-mile 345 kilovolt line is proposed between Comerford, New Hampshire and Webster, New Hampshire. This line, however, is due to run through an existing right of way and, thus will have virtually no impact on the existing environment.

The new DOE transmission plan seems to us to be a sound one. Our judgment is that it strikes a responsible balance between two important needs--the need to transmit Dickey-Lincoln power to New England consumers in an economical fashion and the need to protect the environment from alterations that are not totally necessary. We commend DOE for its work and endorse its new transmission plan.

8

New England Power Service

New England Power Service Company
20 Turnpike Road
Westborough, Massachusetts 01581
Tel. (617) 366-9011

November 5, 1980

Mr. Timothy J. Murray
Assistant Project Manager
U.S. Department of Energy
Bonneville Power Administration
Environmental Planning Section - ETMC
P. O. Box 3621
Portland, OR 97208

Dear Mr. Murray:

We have reviewed the supplemental EIS draft, dated September 1980, for the Dickey-Lincoln transmission facilities.

Figures 1.03-2 (Section 1) and 3 (Appendix D) showing the cross section of the 230 kV right of way are classified as "Proposed Facility." These diagrams definitely create an image for the ultimate appearance of the transmission corridor. We believe that, although the text on Page 20 leaves room for flexibility in a final decision, the right of way cross-section sketches are definitely prejudicial. Therefore, we request that you remove these figures from the report.

If the removal of the figures detracts too much from the report to be acceptable to you, then it should be made clear, at least on Figure 1.03-2, that this proposal is only one of at least two possible routes, and that a final decision has not been made. This information should appear on Figure 1.03-2, as well as in the text.

Additionally, for the reliability of the New England transmission system, it may not be advisable to use this single transmission corridor for integrating all contemplated northern New England generating capacity into the New England system. For that reason, the second alternate route should be kept open and considered before any construction decisions are made. The second alternate route is slightly more economical and is ranked close to the proposed plan. We request that some reference to this concept be made in the text.

To reconfirm our present policy, the options to use this right of way must be investigated again, when the Dickey-Lincoln project is approved for construction. All options which use our rights of way would have to be approved by us and be compatible with our long range needs to provide adequate and reliable supply to our customers in the New England area.

Comments by our Environmental Affairs Department follow:

Page 5 "New England Electric Service, MA. (NEES)" should be "New England Electric System."

Page 21, Section 1.03.3 Design Criteria and Figure 1.03.3.

NEP believes that the visual intrusion created by 165 foot high double-circuit lattice type steel structures between Moore and Comerford substations is excessive. Proposed lattice type steel towers rising more than twice as high as the existing 75 foot high wood pole arm structures near a state highway and in the river valley is more than a mere "intrusion." This is a heavily traveled area as compared with the proposed right-of-way from Dickey to the Connecticut River Valley.

NEP believes that having two 345 kV circuits is not good practice for system reliability.

Appendix J - Historical-Archaeological Impact Study, Page 2

"Recommendations

1. We recommend a full and intensive archaeological survey of the final right of way."

NEP questions whether "a full and intensive archaeological survey" would include sampling. NEP believes that sampling should only be conducted at those proposed tower locations which are deemed to be sites of possible archaeological value, not across the full width and length of the final right of way. On Page 21 of the Draft EIS Supplement, Section 103.4 Construction Sequence, it states "Where the right of way is already cleared, certain steps such as access road construction...will not be required." As all of the NEP right of way is already cleared, no access road construction would be necessary; therefore, no archaeological survey relative to access roads would be necessary for these links. As the actual sites of excavation for the proposed towers will occupy an infinitesimal portion of the total area, it is only at these sites, if of archaeological value, that sampling should be conducted. The taxpayers of the United States should not have to pay for sampling in the approximately 99% of the right of way which are not to be tower locations. A full and intensive field survey could adequately document sites of probable archaeological value not to be impacted by the proposed towers and file this data with the State Archaeologist. In this manner the prevenience, the contextual relationships of any surviving artifacts on the existing right of way would be preserved. NEP believes that "in-situ" preservation is superior to excavation and removal, and a more economical path to pursue.

Appendix J - Historical-Archaeological Impact Study, Page 13

In the penultimate paragraph, mention is made of "a policy of the PAF (Public Archaeology Facility) not to enter private property without owner permission." NEP expects that permission will be requested prior to entry by the PAF or any other organization conducting any further surveys.

NEP would expect also to be contacted prior to any sampling conducted on its lands. Any proposed sampling would be subject to an Agreement to be negotiated between NEP and other parties, including NEP's ownership of any artifacts uncovered for probable permanent loan to a curatorial institution.

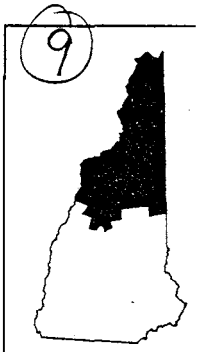
Very truly yours,

Thakor H. Patel

Thakor H. Patel
Senior Engineer
New England Power Service Company
(For New England Power Company)

THP:kmu

(9)



North Country Council, Inc.

Oliver W. Nelson, President
Gerald I. Coogan, Executive Director

P. O. Box 40 Franconia
New Hampshire 03580

Telephone 603/823-8108

November 17, 1980

Department of Energy
Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

Attention: Mr. Timothy Murray

Dear Mr. Murray:

This is in response to your request for comments on the Draft Environmental Impact Statement Supplement-Dickey Lincoln School Lakes Transmission Project.

First of all, let me say that your Environmental Impact Statement was well done and that our Land Use Planning Advisory Committee agrees with your recommended transmission route.

My one question concerns the status of the proposed power lines with regard to local property taxation. It is my understanding that the proposed lines would be tax exempt and that if the lines were run on existing New England Power Company's towers those would also become exempt. Some of our committees are concerned about the impact these exemptions could have on their tax base. For example, Haverhill's largest existing taxpayer is currently the New England Power Company.

I believe that your EIS does not adequately address this issue and our Land Use Planning Advisory Committee would like to have some additional information regarding this subject.

Sincerely,

Raymond Lobdell
Community Planning Coordinator

RL:emr
5.2
11.102

(10)

United States Department of Agriculture

Soil Conservation Service

Federal Building
Durham, New Hampshire 03824

November 21, 1980

Mr. Timothy J. Murray
Assistant Project Manager
for Environmental Studies
Dickey-Lincoln School Lakes Project
Bonneville Power Administration
Environmental Planning Section - ETMC
P.O. Box 3621
Portland, Oregon 97208

Dear Mr. Murray:

We have reviewed the Department of Energy's draft Supplemental Environmental Impact Statement on the Dickey-Lincoln School Lakes electrical transmission system.

The draft EIS adequately addresses the environmental concerns of the Soil Conservation Service.

Sincerely,

Roger A. Hansen, acting for

Richard L. Porter
State Conservationist

cc: N. Berg, Chief, SCS

//

Department of Energy
Region I
150 Causeway Street
Boston, Mass. 02114

NOV 20 1980

Timothy J. Murray
Assistant Program Manager for
Environmental Studies
Dickey-Lincoln School Lakes Project
Bonneville Power Administration
Environ-Planning Section-ETMC
P.O. Box 3621
Portland, Oregon 97208

Dear Mr. Murray:

Region I in its capacity to evaluate all energy alternatives affecting the New England energy picture has reviewed the Draft EIS Supplement for the Dickey-Lincoln Lakes Power project. We are confident that this additional information will be beneficial to the entire decision making process.

We have no additional comments to offer beside the fact that we are supportive of this entire project, which will help the New England area reduce its dependency on foreign petroleum resources. We will also continue to remain involved with all the decision making processes.

Thank you for the opportunity to comment.

Sincerely,

Harold J. Keohane
Regional Representative

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Rockville, Md. 20852

12

OA/C52x6:JLR

NOV 1 8 1980

TO: PP/EC - Joyce M. Wood

FROM: OA/C5 - Robert B. Rollins

SUBJECT: DEIS #8010.06 - Dickey-Lincoln School Lakes Transmission Project; Maine, New Hampshire, and Vermont (Supplement)

The subject statement has been reviewed within the areas of the National Ocean Survey's (NOS) responsibility and expertise, and in terms of the impact on the proposed action on NOS activities and projects.

Geodetic control survey monuments may be located in the proposed transmission line routes. If there is any planned activity which will disturb or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activity in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation required for NOS monuments.

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Policy
Washington, D.C. 20230

NOV 1 9 1980

Mr. Timothy J. Murray
Bonneville Power Administration
Department of Energy
P. O. Box 3621
Portland, Oregon 97208

Dear Mr. Murray:

This is in reference to your draft environmental impact statement supplement entitled, "Dickey-Lincoln School Lakes Transmission Project, Maine, New Hampshire, and Vermont." The enclosed comment from the National Oceanic and Atmospheric Administration (NOAA) is forwarded for your consideration.

Thank you for giving us an opportunity to provide this comment, which we hope will be of assistance to you. We would appreciate receiving ten copies of the final supplemental statement.

Sincerely,

Robert T. Miki
Deputy Assistant Secretary for
Regulatory Policy (Acting)

Enclosure Memo from: Robert B. Rollins
National Ocean Survey
NOAA

New Hampshire Snowmobile Association, Inc.

RFD 2, Armory Road Milford, New Hampshire 03055 Tel. (603) 673-6300

November 12, 1980

Dickey-Lincoln School Lakes Project
Bonneville Power Administration
Environmental Planning Section-ETMC
P.O. Box 3621
Portland, Oregon 97208

Attn: Timothy J. Murray
Assistant Projects Manager
For Environmental Study

Dear Mr. Murray:

As President of the New Hampshire Snowmobile Association, I am very concerned about the Dickey-Lincoln School Lakes Project. The New Hampshire Snowmobile Association is an independent non-profit organization supported by dues from organized Snowmobilers in New Hampshire. We have 127 Clubs with approximately 6000 Club Members. We also represent Snowmobile Dealers, Manufacturers, Contributors and Individual Members who do not belong to a Snowmobile Club.

My concern is established snowmobile trails on private land. Any Snowmobile Club that is a member in good standing of N.H.S.A. is eligible to apply for Grant-In-Aid to the Bureau of Off Highway Vehicles for trail construction bridges and winter grooming. The Grant-In-Aid program is funded from the first $2.00 of every snowmobile registration. One of the regulations that a Club must comply with is to have landowner permission written or oral and the landowner must be listed on the application. If Utility Companies purchase rights of way to construct transmission lines it is almost impossible for a Snowmobile Club to receive assistance for major trails on these properties. Therefore, if the future construction of the Dickey-Linclon School Lakes Project transmission lines rights of way were to be purchased by the Utility Company this could be a great hardship for local Snowmobile Clubs and the sport of Snowmobiling. The Bureau of Off Highway Vehicles has been instructed by the Legislature to provide Liability Insurance for private landowners who do not post their land against Snowmobiling.

I am sure that you are aware that New Hampshire is a tourist state. I am enclosing a survey that will indicate the Economic Impact that Snowmobiling has in New Hampshire.

I hope that you will work with the New Hampshire Snowmobiling Association and the Bureau of Off Highway Vehicles in any future plan or study.

Sincerely Yours,

Barton C. Witham

Barton C. Witham
President
NEW HAMPSHIRE SNOWMOBILE ASSOCIATION

BCW/pw
encl.

OFFICE OF THE GOVERNOR

STATE A-95 CLEARINGHOUSE

5th Floor, Pavilion Office Building

STATE PLANNING OFFICE

AREA CODE 802-828-3326

STATE OF VERMONT

MONTPELIER, VERMONT 05602

MEMORANDUM

To: Timothy J. Murray, Assistant Project Manager for Environmental Studies
U. S. Dept. of Energy, Bonneville Power Administration
Environmental Planning Section-ETMC, P. O. Box 3621
Portland, Oregon 97208

From: Emily Neary, A-95 Coordinator

Date: November 24, 1980

Re: draft supplemental environmental impact statement on the Dickey-Lincoln School Lakes electrical transmission system.

As the State Clearinghouse under OMB Circular A-95 we have notified other public agencies with a possible interest in your: draft dupplemental environmental impact statement.

Copies of comments received are attached: from the Vermont Division for Historic Preservation and the Vermont Agency of Environmental Conservation. No other comments were received. In the event that the Vermont corridor is reconsidered, please send information to the State A-95 Clearinghouse for review.

:enclosures

STATE OF VERMONT

AGENCY OF DEVELOPMENT AND COMMUNITY AFFAIRS

OFFICE OF THE SECRETARY (802) 828-3211

MONTPELIER, VERMONT 05602

DEPARTMENTS OF:
Economic Development 828-3221
Housing & Community Affairs 828-3217

DIVISIONS OF:
Administration 828-3231
Historic Preservation 828-3226
Vermont Travel Division 828-3236
Vermont Life Magazine 828-3241

October 14, 1980

Mrs. Emily Neary
State A-95 Coordinator
State Planning Office
Montpelier, Vermont 05602

Re: Draft Supplemental Environmental Impact Statement
Dickey-Lincoln School Lakes Transmission Project

Dear Mrs. Neary:

Thank you for the opportunity to comment on the above-referenced project.

The project as proposed will have no affect on historic or archeological properties located within Vermont. Further comments from this Division are not warranted unless the project scope is expanded into Vermont.

Sincerely,

DIVISION FOR HISTORIC PRESERVATION

William B. Pinney
Director/Deputy State Historic
Preservation Officer

WBP/cjd

State of Vermont

AGENCY OF ENVIRONMENTAL CONSERVATIC

Montpelier, Vermont 056

OFFICE OF THE SECRETAR

Department of Fish and Game
Department of Forests, Parks, and Recreation
Department of Water Resources
Environmental Board
Division of Environmental Engineering
Division of Environmental Protection
Natural Resources Conservation Council

MEMORANDUM

TO: Emily Neary, A-95 Coordinator

FROM: Edward J. Koenemann, Director of Planning

DATE: November 13, 1980

SUBJECT: A-95 Response
Draft Supplemental Environmental Impact Statement
Dicky-Lincoln School Lakes Transmission Project

The review of the latest information as submitted indicates the proposal is located in New Hampshire. If this is the case we have no comments. If and when the Transmission Lines are planned for construction in Vermont our concerns will be the same as expressed in writing and published in the Draft Environmental Statement pp 9-339-9-342 (copy attached).

EJK:ah

Attached

NOV 14 1980

15

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION I

J.F. KENNEDY FEDERAL BUILDING, BOSTON, MASSACHUSETTS 02203

November 24, 1980

Mr. Timothy J. Murray
Assistant Project Manager for
Environmental Studies
Dickey-Lincoln School Lakes Project
Bonneville Power Administration
Environmental Planning Section - ETMC
P.O. Box 3621
Portland, OR 97208

Dear Mr. Murray:

In accordance with our review responsibilities under the National Environmental Policy Act, we have reviewed the Draft Supplemental Environmental Impact Statement (DSEIS) for the proposed change in the electrical transmission system for the proposed Dickey-Lincoln School Lakes hydroelectric project in northern Maine.

This letter supplements our comments to you on June 14, 1978 and to the Corps of Engineers on December 7, 1977, September 8, 1978, February 20, 1979 and April 28, 1980 which present in detail our concerns about the Dickey-Lincoln dams and transmission projects. We continue to have these concerns and, rather than reiterate them here, we incorporate them by reference.

According to the DSEIS, the change consists of the addition of 73.8 miles of 345kV transmission line from Moore Substation near Littleton, New Hampshire, to Webster Substation near Franklin, New Hampshire, and the deletion of a 345kV line from Granite Substation near Montpelier, Vermont, to Essex Substation near Burlington, Vermont. These changes are apparently due to the substantial decrease in load estimates and changes in the generation assumptions over the past few years. We believe it would be useful for the Final EIS to discuss whether this substantial decrease in load estimates indicates a lessening in the need for Dickey-Lincoln or a shift in the market area.

Our principle concern with the transmission project, as you know, is its impact on water quality due to sedimentation, herbicide runoff, and changes in temperature. We believe that the DSEIS does a good job in disclosing these impacts, and in particular, we concur with your inclusion of public water supplies and areas of groundwater availability as "Significant Ecological Resources." We believe that, where possible, this type of information should be provided for the rest of the transmission lines. Also, we believe it would be appropriate for the Final EIS to discuss current right-of-way (ROW) maintenance practices since, according to the DSEIS, more than 90 percent of the proposed route will be on an already cleared ROW owned by New England Power Company. We agree that, compared to use of a new ROW, this is preferable

from the standpoint of protection of water quality. The DSEIS is also correct in pointing out that there will still be the potential for the project to adversely affect water quality.

We are particularly concerned with the impact of sedimentation and herbicide runoff on Gordon Pond Brook, a Class A stream which will be crossed by the transmission line between miles 24.2 and 26.5 in link 80. This stream is part of the watershed from which the Town of North Woodstock receives its drinking water. We concur with the EIS's recommendation that herbicides not be used in this area. The transmission line will be in close proximity to several public wells at other locations in the route. While we would agree that the potential for serious adverse effects on these areas from herbicide spraying is small, we believe the potential for spray drift and the importance of maintaining high quality drinking water warrant consideration of banning herbicide use in these areas as well.

Also of concern is the affect of the project on the existing high quality brook trout fisheries in the Baker River, Mad River, Beebe River, Cockermouth River, Smith River, Halls Brook, Hardy Brook, Fowler River, and Patten Brook. The EIS correctly identifies these areas as important and warranting stringent mitigation measures. Strict erosion control measures and scheduling of construction so as to minimize impacts on fisheries will be necessary. Use of manual ROW clearing methods in these areas should be seriously considered.

We also believe that where the line crosses the White Mountain National Forest and the Appalachian Trail, use of herbicides should be prohibited.

Finally, it is unclear how this DSEIS process will fit into the Corps' EIS process for the overall project. It is our understanding that the Final EIS is in Corps headquarters awaiting approval, and that there is a possibility for its release prior to DOE's release of a Final Supplemental EIS. We believe this would be an incorrect procedure, and request that DOE and the Corps syncronize their schedules in order for the Final Supplemental EIS to be released with the Final EIS to avoid a conflict with Council on Environmental Quality regulations.

In accordance with our national rating system (see enclosed explanation) we have rated this EIS ER-2. If you have any questions or wish to discuss our comments, please contact Elizabeth Higgins of my staff at 617/223-0400.

Sincerely,

Richard R. Keppler

Richard R. Keppler
Acting Director
Environmental Impact Office

Enclosure

cc: Colonel William E. Hodgson, Jr., COE

16

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NEW ENGLAND REGION
12 NEW ENGLAND EXECUTIVE PARK
BURLINGTON, MASS. 01803

December 1, 1980

Mr. Timothy J. Murray
Assistant Project Manager
for Environmental Studies
Dickey-Lincoln School Lakes Project
P.O. Box 3621
Portland, Oregon 97208

Dear Mr. Murray:

Mr. Whittington has requested I respond to your letter of October 21, 1980, requesting our comments on the EIS Draft Supplement, Dickey Lincoln School Lakes Transmission Project; we have the following comments.

Although there is not sufficient information on the exact distance and elevation of the proposed transmission lines with respect to the airports in the area, we do not find any adverse impact on the airports in the area related to the proposed route. The proposed route as illustrated in Figure 1.03-1 of the Draft Supplement, includes links 41F, 42F, 81, 83 and 86 in Segment F, Moore to Webster, New Hampshire.

This evaluation is based on the observation that the proposed route does not traverse in the close proximity of the airports in the area. However, the alternative routes are located close to some airports (e.g., link 84 passes close to Plymouth Municipal Airport, NH), and there is not adequate information in the report on the distance and elevation of the transmission lines. Hence we could not determine the potential conflicts of the alternate routes with the airport operations.

Moreover, it should be noted that our determination pertains only to the Segment F proposed route shown in Figure 1.03-1 of the Draft Supplement EIS of September 1980. It does not replace the comments made in our letter of June 9, 1978, on the Draft EIS for Dickey Lincoln School Lakes Transmission Project (March 1978)

We appreciate the opportunity to review the potential impacts of the proposed project on aviation activities.

Sincerely,

VINCENT A. SCARANO
Chief, Plans/Programs Branch

17

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
White Mountain National Forest
P.O. Box 638, Laconia, NH 03246

1950
December 2, 1980

Mr. Timothy J. Murray
DOE, Bonneville Power Administration
P.O. Box 3021
Portland, OR 97208

Dear Mr. Murray:

We have reviewed the Draft Supplement to the EIS for the Dickey-Lincoln School Lakes Transmission Project in New Hampshire and have no comment.

Sincerely,

Edward L. Thomas

for JAMES R. JORDAN
Forest Supervisor

18

FEDERAL ENERGY REGULATORY COMMISSION
NEW YORK REGIONAL OFFICE
26 FEDERAL PLAZA, ROOM 2207
NEW YORK, NEW YORK 10278

December 12, 1980

Mr. Timothy J. Murray
Department of Energy
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208

Re: DOE/EIS-0008-D
Environmental Impact Statement Supplement
Dickey-Lincoln School Lakes Project

Dear Mr. Murray:

We have reviewed the subject report and have no comments to offer. The impact that the proposed Moore-Comerford-Webster 345 kV line would have on the environment appears to have been carefully explored and evaluated in the study.

As a general observation, it would be helpful to readers not particularly familiar with Dickey-Lincoln if a brief, descriptive summary of the project's required transmission facilities were presented. While reference is made to proposed changes in the project's transmission system on page 18, it is not clear what the total transmission picture is, or the role that the subject link plays in it without resorting to other segments of the study.

Thank you for the opportunity of commenting on this EIS.

Very truly yours,

James D. Hebson

James D. Hebson
Regional Engineer

(19)

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 80/1125

DEC 11 1980

Mr. Timothy J. Murray
Dickey-Lincoln School Lakes Project
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208

Dear Mr. Murray:

The Department of the Interior has reviewed the draft supplemental environmental statement for the Electrical Transmission System for the Dickey-Lincoln School Lakes Hydroelectric Project, Aroostook County, Maine. We have the following comments.

General Comments

The transmission study is only a part of the Dickey-Lincoln School Lakes Hydroelectric Project. Since this is a supplemental document covering corridor changes and an addition to the transmission system, our Departmental comments of June 22, 1978, with all attachments still apply. The construction of this transmission system is dependent upon the final decision on the entire hydroelectric project. At some time in the future, the impacts of the dams, reservoirs, appurtenant structures, transmission lines and facilities, and mitigation plans must be combined into a comprehensive analysis.

Based upon what we have reviewed to date, we still consider the Dickey-Lincoln School Lakes Project unsatisfactory from the standpoint of environmental quality. The project induced losses include the large scale destruction of terrestrial and aquatic resources, and the elimination of an important part of the last remaining wilderness recreational area in the Northeast. Moreover, this area represents a unique combination of aesthetic and natural resource values no longer existing anywhere else in the United States. In view of these concerns, we must continue to recommend that the Dickey-Lincoln School Lakes Project not be constructed.

As stated in our letters of March 1, 1979, and May 13, 1980, to the Corps of Engineers, the Department may refer this matter to the Council on Environmental Quality under the procedures specified in 40 CFR 1504.

Historic and Archeological Resources

The statement emphasizes the poor data base available in the New England area. The survey sample was small and based on predictive criteria which do not adequately address both prehistoric and historic archeological and cultural resource concerns. The failure of the agency to coordinate the survey with the State Historic Preservation Office and to submit data and site nominations to the State Historic Preservation Office for evaluation by local, State and National register criteria is a significant error of omission. Proposed mitigation is not adequate. Impacts to historic sites, increased potential for vandalism by increased access to the area, impacts to archeological resources are not fully described, and procedures for mitigation are not clearly defined. The final supplement should address the inadequacies described above.

Recreation Resources

The project does not appear to be consistent with the Statewide Comprehensive Outdoor Recreation Plan. The area is rich in recreation resources, as substantiated by the numerous recreation and water resources in the project vicinity (Appendix K).

The project does not adequately address the impact of the powerline on the Lake Winnipesaukee Composite Landscape Area, as defined by the North Atlantic Water Resources Study, Appendix N, Visual and Cultural Environment, 1972. The locale is one of seven regionally unique composite landscapes. These composite areas, where four or more different major landscape patterns (landform, land use, vegetation, and water) come together in juxtaposition, are the most diverse landscape areas in the Northeast.

In Appendix D, page 9, it is noted that great care has been taken to minimize the visual impact of Link 82. However, we believe that it remains a major detriment. Much of it is through the White Mountain National Forest, where recreation use is extremely heavy, and the cleared right-of-way would be highly visible and damaging to the scenic view from Breezy Point, as the line crosses the divide by Mt. Kineo. Other problems on this link relate to erosion potential and to the need for a considerable amount of new access road construction.

The impact of Link 83 through four miles of the White Mountain National Forest should be discussed more thoroughly particularly since a crossing occurs at a parcel owned by the State and is

intended for future recreational use. Link 83 also crosses the Appalachian Trail which has received Section 6(f) funds in the Forest, and is an issue again not sufficiently developed with regard to project impact (Appendix I, B-17).

Section 6(f) Comments

The supplemental material does not adequately identify recreation areas and parklands such as Mount Cardigan State Forest and the White Mountain National Forest which have received financial assistance from the Land and Water Conservation Fund (L&WCF).

As noted in our June 22, 1978, comments, crossing of those lands involves the jurisdictional interest of the Department's Heritage Conservation and Recreation Service which administers the fund. The use of L&WCF financial parklands for this project would require the Secretary of the Interior's approval, pursuant to the conversion requirements of Section 6(f) of the Land and Water Fund Act. The nature of the crossing, aerial and otherwise, should be addressed and site specific mitigation developed.

National Park Resources

The only unit of the National Park System to be impacted by the transmission system is the Appalachian National Scenic Trail. The Appalachian Trail Project Office of the Department's National Park Service recognizes that special uses of the corridor established to protect the Trail will be necessary.

Transmission lines and other utility crossings, while incompatible with the objectives of the Trail, are possible and may be desirable for the national good. Their negative effects should, however, be lessened by management techniques and by the use of screening devices. The supplement accurately discusses the adverse, visual impact to be anticipated from the transmission lines.

Potential Recreation Rivers

Enclosed is the list of potential recreation rivers which have been considered under the National Wild and Scenic Rivers Act and which will be crossed or otherwise impacted by the transmission system. Rivers and river segments on this list have passed the final study evaluation phase. They are five miles or more in length, free-flowing, and are of multi-state or national significance, and they possess one or more of the following values:

> ...outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values,...(Section 1(b), P.L. 90-542).

Further they meet the classification criteria for recreation rivers because they are readily accessible by road or railroad, have some development along their shorelines, and have undergone some impoundment or diversion in the past.

It is important to note that this study is a preliminary survey of rivers and should not be confused with the more detailed congressionally mandated studies under the National Wild and Scenic Rivers Act which are conducted by the National Park Service and Forest Service. The purpose of the Recreation Rivers Study is to:

1. Identify a balanced representation of river segments--including urban waterways--that possess recreational and cultural significance worthy of conservation at the Federal and State government levels.

2. Stimulate actions, at all levels of government and within the private sector, which will assure the conservation of and public access to these rivers.

Also it should be noted that those rivers meeting the criteria of the Wild and Scenic Rivers Act will be placed on the National River Inventory List. Rivers on this list will be considered under the provisions of the President's Environmental Message of August 2, 1979 which directed that: "all federal agencies shall avoid or mitigate adverse effects on rivers identified in the National Inventory." Each of these rivers should be afforded the consideration outlined in the "Procedures for Interagency Consultation to Avoid or Mitigate Adverse Effects on Rivers in the Nationwide Inventory" issued by the Council on Environmental Quality on August 10, 1980.

The present supplemental statement does not adequately address these rivers and potential impacts to them. We recommend that this be done in the final document. The Heritage Conservation and Recreation Service is available to assist you in this effort. Please contact: Regional Director, Heritage Conservation and Recreation Service, 600 Arch Street, Room 9310, Philadelphia, PA 19106.

Fish and Wildlife Resources

The statement adequately addresses the impacts to the fish and wildlife resources along the 73.8-mile route. We commend the

Department of Energy for locating 69 miles of the proposed line within an existing cleared transmission right-of-way. This action clearly reduces the impacts to fish and wildlife resources.

We have two particular areas of concern with the proposed route. First, is the Peregrine Falcon (Falco peregrinus) reintroduction site near the northwestern route corridor, and the potential "critical habitat" intersected by the proposed centerline. On page 43, the Peregrine Falcon is incorrectly termed a threatened species. This species is a federally listed endangered species. The Department of Energy acknowledges its responsibility to consult with our Fish and Wildlife Service as required by the Endangered Species Act. Since this proposal is a major Federal project, the Act requires: 1) a biological assessment, which is the responsibility of the action agency, and 2) if there is any impact, then formal consultation with the Fish and Wildlife Service should be initiated as soon as possible.

The second area of special concern is the crossing of the proposed route over the Baker River in Link 83. The Baker River is a principal river in the restoration program for Atlantic salmon (Salmo salar) in the Merrimack River Basin. Sedimendation and herbicide runoff is a concern in this section. Extreme caution will need to be employed to minimize the impacts of construction and maintenance activities on this river.

Groundwater Resources

The supplement should address the potential for adverse effects of herbicides on groundwater supplies along the proposed transmission line route. In particular, plans to be followed in the event of accidental herbicide spills should be discussed.

We hope these comments and recommendations will be of assistance in completing the final document.

Sincerely,

James H. Rathlesberger
Special Assistant to
SECRETARY

Assistant

Enclosure

River Name	Segment Description	Outstandingly Remarkable Provision
Baker River (including)	Plymouth to headwaters	Geologic (segment includes unique glacially formed Polar caves).
South Branch of Baker River	Confluence with Baker River to 5 miles upstream	Historic (segment includes significant Colonial trade route connecting seacoast with northern Connecticut River Valley. Site of the first road built in the State in 1767). Recreation (river is a regionally significant canoe trail joining the Pemigewasset River). Fish (river is a significant Atlantic salmon fishery under restoration).
Connecticut River	One mile above Rte 9 bridge to Rte 23 bridge at Walpole	Hydrologic (one of three remaining sparsely developed free-flowing segments of a unique high order river in this section). Botanic (calcareons soils unique to this segment supports rare plant species unique to this section of the Connecticut River Valley). Historic (segment includes the site of the first bridge over the Connecticut River, a toll bridge constructed in 1785 in Walpole).
Connecticut River	Confluence with Omponmanoosuc River to South Newbury	Historic (river was intensively used for lumber transport by logging industry). Hydrologic (one of the last remaining sparsely developed free-flowing segments of a unique high order river in the section).

Wild Ammonoosuc River	Confluence with Ammonoosuc River to Beaver Pond at headwaters	Fish (river is an Atlantic salmon fishery restoration).
Ammonoosuc River (including)	Maplewood Dam near Rte 302 to Bretton Woods	Hydrologic (one of largest rivers in this section). Geologic (segment includes highly diverse and steep channel, with resultant falls and impassable rapids). Recreation (a regionally significant whitewater canoeing river, with gradients of Class II through Class IV).
Smith River	Confluence with Pemigewasset River to Grafton Center	Geologic (river has most continuous, steepest gradients in southern portion of this section. Segment includes Profile Gorge and a 30' waterfall). Recreation (regionally significant whitewater stream with rapids of Class III and IV gradient).

20

STATE OF NEW HAMPSHIRE
Office of Coordinator of Federal Funds
STATE CLEARINGHOUSE
State House, Concord 03301
(603) 271-3783

December 1, 1980

U. S. Dept. of Energy
Bonneville Power Administration
Environmental Planning Section - EPEC
P. O. Box 3621
Portland, Oregon 97208

Re: CH 156.81

Gentlemen:

Enclosed find written comments relative to the Supplemental Environmental Impact Statement on the Dickey-Lincoln School Lakes electrical transmission system, per your instructions of October 11, 1980.

If we can be of further assistance, please let us know.

Sincerely,

Coordinator of Federal Funds

jrm

STATE OF NEW HAMPSHIRE
Office of Coordinator of Federal Funds
STATE CLEARINGHOUSE
State House, Concord 03301
(603) 271-3783

RECEIVED
OCT 28 1980
NEW HAMPSHIRE
WATER RESOURCES BOARD

REQUEST FOR REVIEW OF PROJECT NOTIFICATION

To: ✓Water Resources Board
Governor's Council on Energy
Dept. Public Works & Highways
N.H. Fish & Game Department
*DRED/Forests and Lands
*DRED/Off Highway Vehicles
*DRED/Parks and Recreation

*please see reverse side

Date: October 27, 1980

CH Number: 156.81

SAI Number: NH81102201

Applicant: U.S. Department of Energy

Program: Draft Supplement Environmental Impact Statement-Dickey-Lincoln School Lakes Transmission Project

Return Prior To: November 21, 1980
(Date)

NOV 05 REC'D

The attached Federal Assistance request is forwarded for your review and comments, if any. The review should focus especially on the project's compatibility with the plans, programs and objectives of your agency. If more information is required to complete the review, please contact:

Timothy J. Murray - DOE Tel: (503)234-3361 ext.4611 (Portland, OR)

or this office at (603) 271-3783.

It is important that the original copy of this review be returned to this office prior to the date shown above, because non-receipt of the review implies tacit consent. Should more time be required to complete the review, please contact this office.

COMMENTS: (Check one)

(✓) Consistent with areawide and/or agency's plans and objectives.

( ) Inconsistent with present and/or potential plans, programs and objectives. (Explain below)

( ) No existing plan or objectives relative to this proposal.

ADDITIONAL COMMENTS: (Use reverse side or separate sheet if necessary).

Reviewer's Signature: George McGee Sr. Date:

Title: Tel. No.:

STATE OF NEW HAMPSHIRE

Office of Coordinator of Federal Funds

STATE CLEARINGHOUSE

State House, Concord 03301

(603) 271-3783

REQUEST FOR REVIEW OF PROJECT NOTIFICATION

To: Water Resources Board
Governor's Council on Energy
✓Dept. Public Works & Highways
N.H. Fish & Game Department
*DRED/Forests and Lands
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COMMENTS: (Check one)

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(X) No existing plan or objectives relative to this proposal.

ADDITIONAL COMMENTS: (Use reverse side or separate sheet if necessary).

See attached sheet

Reviewer's Signature: _____ Date: _____

Title: _____ Tel. No.: _____

STATE OF NEW HAMPSHIRE
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
JOHN O. MORTON BUILDING
CONCORD, N.H. 03301

JOHN A. CLEMENTS, P.E.
COMMISSIONER

November 10, 1980

Timothy J. Murray, Assistant Project
Manager for Environmental Studies
Department of Energy
Bonnerville Power Administration
P.O. Box 3621
Portland, OR 97208

Dear Mr. Murray:

Subject: Dickey - Lincoln School Lakes Project
Maine, New Hampshire, and Vermont

We have been asked to comment on the above project.

It appears that Interstate 93 in the area of the Moore Resevoir in Littleton should be under construction at the time projected for the transmission line construction in the statement.

Our long-range planning shows no major projects planned in the area of the proposed transmission line. In the crossing of highways and town roads it should be noted that all rules and regulations of all parties concerned should be followed.

Sincerely yours,

Walter F. Mead
Assistant Commissioner

WFM/gw

Tel: 271-3736

STATE OF NEW HAMPSHIRE

Office of Coordinator of Federal Funds

STATE CLEARINGHOUSE

State House, Concord 03301

(603) 271-3783

OCT 28 1980

Steve: I gave Ops-Manager a copy of this comment + CL

REQUEST FOR REVIEW OF PROJECT NOTIFICATION

To: Water Resources Board
Governor's Council on Energy
Dept. Public Works & Highways
✓N.H. Fish & Game Department
*DRED/Forests and Lands
*DRED/Off Highway Vehicles
*DRED/Parks and Recreation

*please see reverse side

Date: October 27, 1980

CH Number: 156.81

SAI Number: NH81102201

Applicant: U.S. Department of Energy

Program: Draft Supplement Environmental Impact Statement-Dickey-Lincoln School Lakes Transmission Project

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or this office at (603) 271-3783.

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COMMENTS: (Check one)

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( ) Inconsistent with present and/or potential plans, programs and objectives. (Explain below)

( ) No existing plan or objectives relative to this proposal.

ADDITIONAL COMMENTS: (Use reverse side or separate sheet if necessary).
Draft EIS identifies all Fish and Game interests affected by the proposed transmission facilities. There are specific habitat areas for deer and the peregrine falcon that deserve priority consideration.

Reviewer's Signature: Charles E. Barry Date: November 21, 1980

Title: Charles E. Barry, Executive Director Tel. No.: 271-2461

STATE OF NEW HAMPSHIRE

Office of Coordinator of Federal Funds

STATE CLEARINGHOUSE

State House, Concord 03301

(603) 271-3783

OCT 28 1980

REQUEST FOR REVIEW OF PROJECT NOTIFICATION

To: Water Resources Board
Governor's Council on Energy
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*please see reverse side

Date: October 27, 1980

CH Number: 156.81

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Applicant: U.S. Department of Energy

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Timothy J. Murray - DOE Tel: (503)234-3361 ext.4611 (Portland, OR)

or this office at (603) 271-3783.

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COMMENTS: (Check one)

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( ) No existing plan or objectives relative to this proposal.

ADDITIONAL COMMENTS: (Use reverse side or separate sheet if necessary).
The proposed route including segments E1, E3, E6 may be adjacent to portions of Deer Yards. Segment E2 crosses most Bunch Yard and will not intrude into Fox Farm Swamp Yard. Use of existing right of ways will minimize impacts

Reviewer's Signature: Howard Channell Date: 11/20/80

Title: Chief of Game Management & Research Tel. No.: 271-2461

STATE OF NEW HAMPSHIRE

Office of Coordinator of Federal Funds

STATE CLEARINGHOUSE

State House, Concord 03301

(603) 271-3783

REQUEST FOR REVIEW OF PROJECT NOTIFICATION

To: Water Resources Board
Governor's Council on Energy
Dept. Public Works & Highways
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✓*DRED/Forests and Lands
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*DRED/Parks and Recreation

*please see reverse side

DOE RECD

Date: October 27, 1980

CH Number: 156.81

SAI Number: NH81102201

Applicant: U.S. Department of Energy

Program: Draft Supplement Environmental Impact Statement-Dickey-Lincoln School Lakes Transmission Project

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Timothy J. Murray - DOE Tel: (503)234-3361 ext.4611 (Portland, OR)

or this office at (603) 271-3783.

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COMMENTS: (Check one)

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( ) Inconsistent with present and/or potential plans, programs and objectives. (Explain below)

(X) No existing plan or objectives relative to this proposal.

ADDITIONAL COMMENTS: (Use reverse side or separate sheet if necessary).

Reviewer's Signature: C M Healy Date: 12/5/80

Title: Chief Land Management Tel. No.: 271-3456

STATE OF NEW HAMPSHIRE

Office of Coordinator of Federal Funds

STATE CLEARINGHOUSE

State House, Concord 03301

(603) 271-3783

WAIVED
NO ANSWER
BY

REQUEST FOR REVIEW OF PROJECT NOTIFICATION

To: ~~Water~~ Resources Board
Governor's Council on Energy
~~Dept. Public~~ Works & Highways
~~N.H. Fish~~ & Game Department
*~~DRED/For~~ests and Lands
*DRED/Off Highway Vehicles
*DRED/Parks and Recreation

*please see reverse side

Date: October 27, 1980

CH Number: 156.81

SAI Number: NH81102201

Applicant: U.S. Department of Energy

Program: Draft Supplement Environmental Impact Statement-Dickey-Lincoln School Lakes Transmission Project

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( ) Inconsistent with present and/or potential plans, programs and objectives. (Explain below)

( ) No existing plan or objectives relative to this proposal.

ADDITIONAL COMMENTS: (Use reverse side or separate sheet if necessary).

Reviewer's Signature: _____ Date: _____

Title: _____ Tel. No.: _____