

From: [Andrew Grammer](#)
To: [Hamilton, Elizabeth A CIV USARMY CESAM \(USA\)](#)
Cc: [Loving, Raymond](#)
Subject: [Non-DoD Source] RE: SAM-2019-00914-ES // NextEra Energy
Date: Thursday, July 30, 2020 10:16:19 AM

Ms. Hamilton,

Sorry for the delay. We are working through all the access roads individually and determining what the impacts will be at a finer scale than what was provided. There will still be some permanent impacts, but they will likely be less than what was provided. We hope to have something to you this afternoon, and then we can move this discussion forward.

Thank you,
Andrew

W. ANDREW GRAMMER
M: 303.594.5617

-----Original Message-----

From: Hamilton, Elizabeth A CIV USARMY CESAM (USA) <Elizabeth.A.Seavoy@usace.army.mil>
Sent: Wednesday, July 29, 2020 10:40 AM
To: Andrew Grammer <WAGrammer@edge-es.com>
Cc: Loving, Raymond <Raymond.Loving@nexteraenergy.com>
Subject: RE: SAM-2019-00914-ES // NextEra Energy

Mr. Grammer,

Depending on the locations of each road and proximity to one another, it is possible that they may be reviewed separately. If each permanent road is less than 0.5 acre, then NWP 12 is still feasible. The submitted impact tables describe all access roads as using timber matting or culvert/bridge. Could you update the tables, identifying which areas would potentially include permanent fill and/or bridge crossings, and also indicating proposed fill material? Any permanent wetland fill associated with bridge/culvert crossings should be included.

Respectfully,

Elizabeth A. Hamilton
U.S. Army Corps of Engineers
Project Manager
Mobile District, Regulatory Division
South Alabama Branch

-----Original Message-----

From: Andrew Grammer [<mailto:WAGrammer@edge-es.com>]
Sent: Wednesday, July 29, 2020 10:19 AM
To: Hamilton, Elizabeth A CIV USARMY CESAM (USA) <Elizabeth.A.Seavoy@usace.army.mil>
Cc: Loving, Raymond <Raymond.Loving@nexteraenergy.com>
Subject: [Non-DoD Source] RE: SAM-2019-00914-ES // NextEra Energy

Good morning!

For the pipeline, all impacts are temporary with obvious permanent conversion. However, access roads and how we handled them are a little trickier. While they are all (or at least most are) existing access, the roads are often two-tracks or at least too small for the construction traffic so they will be upgraded by widening, grading, putting down rock, and in some cases matting. Many of the landowners have requested NextEra to leave the upgraded roads in place. As such we have viewed the impacts for access roads as permanent fill, and we understand that NWP only allows for 1/2 acre total fill across all access roads. If we are misinterpreting NWP 12 or should be thinking about these impacts differently we are happy to discuss and/or refine how we are approaching these impacts.

Let us know if this does not make sense or if you have any additional questions.

Thank you,
Andrew

W. ANDREW GRAMMER
M: 303.594.5617

-----Original Message-----

From: Hamilton, Elizabeth A CIV USARMY CESAM (USA) <Elizabeth.A.Seavoy@usace.army.mil>
Sent: Wednesday, July 29, 2020 8:29 AM
To: Andrew Grammer <WAGrammer@edge-es.com>
Cc: Loving, Raymond <Raymond.Loving@nexteraenergy.com>
Subject: SAM-2019-00914-ES // NextEra Energy

Mr. Grammer,

Following issuance of the Public Notice, some questions were raised by my leadership regarding the "permanent" stream and wetland impacts identified in the submitted tables. Do any of these impacts include permanent fill, or are they strictly referencing ROW maintenance/wetland conversion?

If these permanent impacts are not fill-related then this project should be processed as a NWP-12. If you could please clarify whether permanent fill material placement will be associated with any of the stream/wetland impacts that would be greatly appreciated.

Respectfully,

Elizabeth A. Hamilton
U.S. Army Corps of Engineers
Project Manager
Mobile District, Regulatory Division
South Alabama Branch