

From: [Andrew Grammer](#)
To: [Hamilton, Elizabeth A CIV USARMY CESAM \(USA\)](#)
Subject: [Non-DoD Source] RE: SAM-2019-00914-ES // NextEra Energy
Date: Thursday, July 30, 2020 7:09:06 PM

Thank you for the quick response. We will get with construction and lands to obtain all the necessary information and get back to you as soon as possible.

Kind regards,
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: Thursday, July 30, 2020 5:02 PM
To: Andrew Grammer <WAGrammer@edge-es.com>
Subject: RE: SAM-2019-00914-ES // NextEra Energy

Mr. Grammer,

It sounds like that information will be sufficient. Just to be clear, please include the following information:

- 1) Impact location (lat/long)
- 2) Permanent vs. temporary impacts
- 3) Wetland impacts in acres
- 4) Stream impacts in linear feet (sorted by stream type)
- 5) Fill type (temporary matting, dirt, aggregate, etc.)
- 6) Fill quantity (cubic yards)
- 7) Post construction actions

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: Thursday, July 30, 2020 5:00 PM
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

Ms. Hamilton,

As we are going through and compiling the access road detail, we were wondering how you would like to see the impacts table with the information. Following is how we are compiling the information, but this is different than how impacts for mitigation are being calculated.

You can see access type (temporary versus permanent) is identified, impacts to wetlands and waterbodies (in acres) are teased out, the construction Notes identify what fill will be utilized (this is for the entire road, not just the jurisdictional crossing), and then what post construction actions will be conducted. Is there other info you would like? Do you have an example you could share with is?

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> <<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>
<<mailto:Elizabeth.A.Seavoy@usace.army.mil>> >

Cc: Loving, Raymond <Raymond.Loving@nexteraenergy.com <<mailto: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
<<mailto:Elizabeth.A.Seavoy@usace.army.mil>> >

Sent: Wednesday, July 29, 2020 8:29 AM

To: Andrew Grammer <WAGrammer@edge-es.com <<mailto:WAGrammer@edge-es.com>> >

Cc: Loving, Raymond <Raymond.Loving@nexteraenergy.com <<mailto: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