



***Via Certified Mail***

October 13, 2015

**Pemigewasset River Local Advisory Committee**

Max Stamp, Chair  
2110 Summer St.  
Bristol, NH 03222

**Re: Shoreland Permit Application – The Northern Pass Project**

Dear Mr. Stamp:

Enclosed please find a copy of the Shoreland Permit Application package that will be filed with the NH Department of Environmental Services (DES) and New Hampshire Site Evaluation Committee for the Northern Pass Project. The project includes work in or around rivers, lakes, streams ponds, etc. Under state law, it is a requirement to provide the municipalities and Local River Advisory Committees having jurisdiction over these waterbodies with a copy of the shoreland application by certified mail, for review and comment. Please find attached a copy of the application, which proposes work within the protected shoreland of a public water or Designated River in your regulatory area.

Sincerely,

A handwritten signature in blue ink that reads "Lee E. Carbonneau".

Lee Carbonneau

Normandeau Associates, Inc.

As agent for Northern Pass Transmission, LLC.



***Via Certified Mail***

October 13, 2015

Town of Woodstock  
165 Lost River Rd.  
Woodstock, NH 03262

**Re: Shoreland Permit Application – The Northern Pass Project**

Dear Sir or Madam:

Enclosed please find a copy of the Shoreland Permit Application package that will be filed with the NH Department of Environmental Services (DES) and New Hampshire Site Evaluation Committee for the Northern Pass Project. The project includes work in or around rivers, lakes, streams ponds, etc. Under state law, it is a requirement to provide the municipalities and Local River Advisory Committees having jurisdiction over these waterbodies with a copy of the shoreland application by Certified mail, for review and comment. Please find attached a copy of the application, which proposes work within the protected shoreland of a public water or Designated River in your regulatory area.

Sincerely,

A handwritten signature in blue ink that reads "Lee E. Carbonneau".

Lee Carbonneau

Normandeau Associates, Inc.

As agent for Northern Pass Transmission, LLC.

**Shoreland Permit Application  
Northern Pass  
Pemigewasset River, Ashland, NH**

**Prepared for**  
Northern Pass Transmission, LLC and  
Public Service Company of New Hampshire  
d/b/a Eversource Energy  
Energy Park  
780 Commercial Street  
Manchester, NH 03101

October 2015

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## DISCLOSURE STATEMENT

*The data contained in all pages of this document have been submitted in confidence and contain trade secrets and/or privileged or confidential information, and such data shall be used or disclosed only for evaluation purposes, provided that if a contract is awarded to this proposer as a result of or in connection with the submission of this proposal, the client shall have the right to use or disclose the data herein to the extent provided in the contract. This document includes data that shall not be disclosed outside of the purposes of this submittal and shall not be duplicated, used, or disclosed--in whole or in part--for any purpose other than for evaluation purposes.*



## 1.0 Shoreland Permit Application

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## Pemigewasset River



# SHORELAND PERMIT APPLICATION

Water Division/ Shoreland Program

Land Resources Management

Check the status of your application: <http://des.nh.gov/onestop>

**RSA/Rule:** RSA 483-B, Env-Wq 1400

Administrative Use Only	Administrative Use Only	Administrative Use Only	File Number:
			Check No.
			Amount:
			Initials:

This is an application for a permit to excavate, fill or construct new structures within the protected shoreland as regulated under RSA 483-B. For a complete list of activities that do not require a shoreland permit, view the shoreland program [frequently asked questions](#) (FAQ's)

Please type or print clearly. **Please note:** Application packages missing required elements will be returned to the applicant in their entirety, including the fee. Land Resources Management will include a letter identifying the missing elements and describing how to resubmit the application package to DES. Application packages that are accepted will proceed to technical review to ensure the applicant has fulfilled all requirements as specified by statute or rules. For more information visit the [New Land Resources Management Application Return Process](#) site located on the Shoreland Program Page.

### 1. PROPERTY OWNER

LAST NAME, FIRST NAME, M.I.: Public Service Co. of NH d/b/a Eversource Energy (PSNH), c/o Kevin McCune, Supervisor, Environmental Affairs Licensing and Permitting

ADDRESS: 780 Commercial Street

TOWN/CITY: Manchester

STATE: NH

ZIPCODE: 03101

PHONE: 603-669-4000

EMAIL: Kevin.mccune@eversource.com

### 2. PROJECT LOCATION

ADDRESS: Multiple

TOWN/CITY: Ashland

STATE: NH

ZIPCODE: 03217

WATERBODY NAME: Pemigewasset

TAX MAP: Multiple

LOT NUMBER: Multiple

### 3. CONTRACTOR OR AGENT

LAST NAME, FIRST NAME, M.I.: Carbonneau, Lee E.

ADDRESS: 25 Nashua Rd

TOWN/CITY: Bedford

STATE: NH

ZIPCODE: 03110

PHONE: 603-637-1150

EMAIL: lcarbonneau@normandeau.com

### 4. CRITERIA

**Please check at least one of the following below:**

- ☒ This shoreland permit application requires neither a proposal to make the property more nearly conforming nor a request for a waiver of a minimum standards.
- ☐ This shoreland permit application includes a proposal to make the structures and/ or the property more nearly conforming in accordance with RSA 483-B:11
- ☐ This shoreland permit application includes a request for a waiver of the following minimum standard(s)

### 5. PROJECT DESCRIPTION

Total Square feet of impact 95,552 Total square feet of new impervious area 226

[shoreland@des.nh.gov](mailto:shoreland@des.nh.gov) or (603) 271-2147

NHDES Wetlands Bureau, PO Box 95, Concord, NH 03303-0095

[www.des.nh.gov](http://www.des.nh.gov)

Provide a complete description of the proposed project. **A new high voltage transmission line will be constructed in an existing transmission ROW. The Ashland Project area includes one Shoreland location along the Pemigewasset River. Work in the Shoreland includes installation of four new lattice structures and two footings of an additional lattice structure, as shown in the project plans. An existing, temporary construction access road will be upgraded. Five temporary work pads will be established, and these work areas will be restored after construction. In addition, 98,227 square feet of tree clearing is planned within the existing ROW.**

#### 6. PERMIT APPLICATIONS SUBMITTED

Please indicate if applications for any of the permits listed below have been submitted or will need to be submitted:

- ☒ Wetlands Permit per RSA 482-A ☐ Individual Sewage Disposal System per RSA 485-A:29  
☒ Alteration of Terrain Permit Per RSA 485-A:17 ☐ Subdivision Permit Per RSA 485-A:29

#### 7. REFERENCE LINE ELEVATION (REQUIRED FOR LAKES, PONDS, AND ARTIFICIAL IMPOUNDMENTS)

Reference line elevations for most lakes, ponds and artificial impoundments greater than 10 acres in size are listed in the [Consolidated List of Waterbodies Subject to the Shoreland Water Quality Protection Act](#). Please see RSA 483-B:4, xvii for the definition of reference line.

The reference line for this waterbody is: 456-468 Feet

#### 8. SHORELAND FRONTAGE Shoreland frontage is the actual frontage along the waterfront measured at the reference line.

The shoreland frontage on this lot is : 752 Linear Feet

☐ N/A – No Direct frontage on this lot

#### 9. APPLICATION FEE

A non-refundable permit application fee of \$100 plus \$0.10 per total square foot of is required at the time the application is submitted. Fees are capped at \$750 for projects impacting less than 10,000 sq ft, \$1,875 for projects impacting between 10,000 and less than 25,000 sq ft, and \$3,750 for projects impacting 25,000 sq ft and greater. Please note that your application will not be considered complete if it does not include the appropriate fee. **Please make checks payable to the Treasurer, State of NH.**

#### 10. CALCULATING THE TOTAL IMPACT AREA AND PERMIT APPLICATION FEE

Total impact area is calculated by determining the sum of all areas disturbed by regrading, excavation, filling, construction, and structure removal. Impacts often include, but are not limited to: constructing new driveways, constructing new structures, areas disturbed when installing a new septic system or foundation, creating temporary access roads for the purpose of installing a well and regrading associated with landscaping activities.

Total Area Impacted within 250 Of the Reference Line. = 95,552 (A) Square Feet

Multiply the total Impact Area By 10¢ and add \$100.00. [ (A) X .10 + \$100.00 ] = \$ Permit Fee Exempt per 483-B:5-b III

#### 11. REQUIRED CERTIFICATIONS

By initialing within the blank before each of the following statements, and signing below, you are certifying that: to the best of my knowledge, the information provided is true, complete and not misleading.

☒ I understand that any permit or waiver granted based on false, incomplete, or misleading information shall be subject to revocation.

☒ I am aware that obtaining a shoreland permit will not exempt the work I am proposing from other state, local or federal approvals.

☒ I have notified the municipality or municipalities in which the proposed impacts are located and provided them with a complete copy of the application and all supporting materials on     /     /     via certified mail.

    ☒ This project is within ¼ mi of a [designated river](#) (river name: Pemigewasset River) and I have notified the [Local River Management Advisory Committee](#) by providing them with a copy of the complete application, including all supporting materials, via certified mail on day: 16 month: 10 year: 2015 and I have included a copy of the certified mail receipt in the application submittal (RSA 482-A:3,i(d)(2))

<input type="checkbox"/> This project is <b>not</b> within ¼ mi of a designated river			
N/A I have notified all abutters of the proposed impacts via certified mail as required by RSA 483-B:5-b, iv-a. (see definition of "abutter" on page (6)). <b>Exempt per RSA-483-B:5-b, IV (A)</b>			
<b>12. SIGNATURES (Both must sign per Env-Wq 1406.08)</b>			
OWNER NAME	See attached signature page	PRINT NAME LEGIBLY: Kevin McCune, PSNH d/b/a Eversource Energy	DATE: <input type="text"/>
APPLICANT NAME	See attached signature page	PRINT NAME LEGIBLY: Kevin McCune, PSNH d/b/a Eversource Energy Northern Pass LLC, c/o Robert P. Clarke, Project Director	DATE: <input type="text"/>

Please mail this application and all other attachments to the Department of Environmental Services Wetlands Bureau, PO Box 95, Concord NH 03302-0095. Missing information will delay processing of your application and may result in denial of a Shoreland Permit.

## SHORELAND APPLICATION WORKSHEET

This form must be submitted to the Department of Environmental Services Wetlands Bureau accompanied with a Shoreland Permit Application. [Instructions for completing this form](#) are available on the shoreland program web page.

For the purposes of this worksheet, "**Pre-Construction**" impervious surface areas<sup>1</sup> means all human made impervious surfaces<sup>2</sup> currently in existence on the property, whether to be removed or to remain after the project is completed. "**Post-Construction**" impervious area means all impervious surfaces that will exist on the property upon completion of the project, including both new and any remaining pre-existing impervious surfaces. All answers shall be given in square feet.

CALCULATING THE IMPERVIOUS AREA WITHIN 250 FEET OF THE REFERENCE LINE			
	STRUCTURE DESCRIPTION	PRE-CONSTRUCTION IMPERVIOUS AREA	POST-CONSTRUCTION IMPERVIOUS AREA
<b>PRIMARY STRUCTURE</b> Include all <u>attached</u> decks and porches.	<u>Transmission structure foundation</u>	<u>42</u> FT <sup>2</sup>	<u>268</u> FT <sup>2</sup>
<b>ACCESSORY STRUCTURES</b> All other impervious surfaces excluding lawn furniture, well heads, and fences.	_____	<u>0</u> FT <sup>2</sup>	<u>0</u> FT <sup>2</sup>
Common accessory structures include, but are not limited to: driveways, walkways, patios	_____	_____ FT <sup>2</sup>	_____ FT <sup>2</sup>
	_____	_____ FT <sup>2</sup>	_____ FT <sup>2</sup>
	_____	_____ FT <sup>2</sup>	_____ FT <sup>2</sup>

<sup>1</sup> "**Impervious surface area**" as defined in Env-Wq 1402.15 means, for purposes of the impervious surface limitation specified in RSA 483-B:9, V(g), the sum total of the footprint of each impervious surface that is located within the protected shoreland.

<sup>2</sup> "**Impervious Surface**" as defined in RSA 483-B:4, VII-b means any modified surface that cannot effectively absorb or infiltrate water. Examples of impervious surfaces include, but are not limited to, roofs, and unless designed to effectively absorb or infiltrate water, decks, patios, and paved, gravel, or crushed stone driveways, parking areas, and walkways.

and sheds.	_____	_____ FT <sup>2</sup>	_____ FT <sup>2</sup>
	_____	_____ FT <sup>2</sup>	_____ FT <sup>2</sup>
<b>TOTAL:</b>		<b>(A) <u>42</u> FT<sup>2</sup></b>	<b>(B) <u>268</u> FT<sup>2</sup></b>
Area of the lot located within 250 ft of reference line:			<b>(C) <u>619,530</u> FT<sup>2</sup></b>
Percentage of lot covered by pre-construction impervious area within 250 ft of the reference line: <i>[divide (a) by (c) x 100]</i>			<b>(D) <u>0.007</u> %</b>
Percentage of lot to be covered by post-construction impervious area within 250 ft of the reference line upon completion of the project: <i>[divide (b) by (c) x 100]</i>			<b>(E) <u>0.04</u> %</b>


## IMPERVIOUS AREA THRESHOLDS

DETERMINING IF A STORMWATER MANAGEMENT PLAN IS REQUIRED
<input checked="" type="checkbox"/> This project does not require a stormwater management plan because the proposed post-construction impervious area ( <b>Calculation E</b> ) is less than or equal to 20%.
<input type="checkbox"/> This project requires a stormwater management plan because the proposed post-construction impervious area ( <b>Calculation E</b> ) is greater than 20%, but not greater than 30%.  See details on the <i>Checklist of Required Items</i> on page 6
<input type="checkbox"/> This project requires a stormwater management plan designed and certified by a professional engineer because the post-construction impervious area ( <b>Calculation E</b> ) is greater than 30%; and  All waterfront buffer grid segment must meet at least the minimum required tree and sapling point score.  See details on the <i>Checklist of Required Items</i> on page 6

## UNALTERED STATE REQUIREMENT

CALCULATING THE AREA TO REMAIN IN AN UNALTERED STATE	
Total area of the lot between 50 ft and 150 ft of the reference line within which the vegetation currently exists in an unaltered state <sup>3</sup> ( <b>see definition below</b> ). If this area is completely altered, place a zero on line (F) and (I) and proceed to (J).	<b>(F) 0</b>

<sup>3</sup> “**Unaltered State**” means native vegetation allowed to grow without cutting, limbing, trimming, pruning, mowing, or other similar activities except as needed for renewal or to maintain or improve plant health.

Total area of the lot between 50 ft and 150 ft from the reference line	(G) _____
At least 25 percent of the vegetation within area (G) must remain in an unaltered state. [.25 x G]	(H) _____
Place the smaller of line (F) and calculation (H) on this line. In order to remain compliant with RSA 483-B:9, V(b), this is the minimum area that must remain in an unaltered state between 50 ft and 150 ft from the reference line. This area must be represented on all plans.	(I) <u>0*</u>
Name of person who prepared this worksheet:	(J) <u>Tracy Coolidge</u>
Name and date of the plan this worksheet is based upon:	(K) <u>Northern Pass NHDES Shoreland Permit application Plans, Pemigewasset River, Ashland, 9/14/15 and 10/8/15</u>
SIGNATURE: 	DATE: <u>10/13/2015</u>

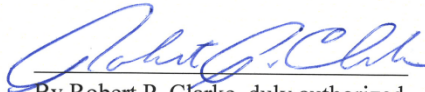
**\*Unaltered State-**

Vegetation in a public utility right-of-way must be maintained/ mowed regularly for safety and operational purposes. There is little or no land in an unaltered state within an active transmission corridor, and therefore no calculations for this metric were performed. Furthermore, RSA 483-B:9 IV-b. states "Public utility lines and associated structures and facilities, public roads, and public water access facilities including boat ramps shall be permitted by the commissioner as necessary and consistent with the purposes of this chapter and other state law." In addition, RSA 483-B:2 XVI provides for economic development in proximity to waters.

**Block 12. Signatories for NH Department of Environmental Services Shoreland Permit Applications**

**Applicant**

1. Eversource Energy Service Corporation, as duly authorized agent for  
Northern Pass Transmission LLC  
Robert P. Clarke  
Director, Transmission Business Operations  
780 North Commercial Street  
Manchester, NH 03101  
Tel: 781-441-8057  
[Robert.Clarke@eversource.com](mailto:Robert.Clarke@eversource.com)

  
By Robert P. Clarke, duly authorized

**Owner and Applicant**

2. Eversource Energy Service Corporation, as duly authorized agent for  
Public Service Company of New Hampshire d/b/a Eversource Energy  
Kevin F. McCune  
Supervisor, Environmental Affairs Licensing and Permitting  
780 North Commercial Street  
Manchester, NH 03101  
Phone: 339-987-7020  
[Kevin.mccune@eversource.com](mailto:Kevin.mccune@eversource.com)

  
By Kevin F. McCune, duly authorized

## 2.0 Copy of Check for Application Fee

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**N/A, per RSA 483-B:5-b-III. Construction of public roads, public utility lines and associated structures and facilities, and public water access facilities shall be exempt from the permitting fees of paragraph I and the abutter notification requirements of paragraph IV-a.**



## 3.0 Project Specific Work within the Protected Shoreland

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The Northern Pass project area extends from the international border of Canada and the United States in Pittsburg, New Hampshire to Londonderry, New Hampshire. The Project will require work within the 250 foot Protected Shoreland of multiple waterbodies. This application includes information related to the work within an existing transmission ROW that intersects the protected shoreland of the Pemigewasset River in Ashland, NH at one location.

The Project seeks to take advantage of existing transmission and road ROW in order to minimize environmental and other impacts. There are areas within the existing ROW where vegetation is greater than 20 feet tall, or tree branches have extended into the cleared ROW. This vegetation must be cut or trimmed for construction and line clearance reasons.

Unless there are clearance or other safety issues, the proposed temporary access roads will follow existing access roads or ATV paths currently in the ROW. On average, temporary access roads will be about 16 feet in width at the surface, but may be up to 20 feet wide at the base, if temporary grading or fill is needed. Access roads in upland areas are proposed to remain in use until the end of Project construction.

The Project proposes to use lattice steel, tubular steel monopole and tubular steel H-Frame (AC line) structures (Appendix I). These structures will range in height from roughly 50 to 155 feet. Average heights vary from approximately 80 to 130 feet. The lattice steel configuration will have an approximate base dimension of 30 feet by 30 feet, tapering to a six foot by five foot column half way up the structure. Lattice structures will be anchored to four concrete foundations at the corners of the base, approximately three to five feet in diameter. During the detailed design process, other foundation designs might be considered based on their capacity to improve constructability, reduce environmental impacts or achieve other benefits.

### 3.1 Pemigewasset River Shoreland Site

The Pemigewasset River is within the C2 overhead line portion of the Project. The transmission line crosses the Pemigewasset River at the boundary of Ashland and Bridgewater, but no construction work will take place within the shoreland buffer in this Ashland location. Further south, the new overhead line parallels the eastern side of the Pemigewasset River on land owned by the Town of Ashland, and the ROW is sandwiched between the River and the Ashland sewage lagoons. It is here that the new transmission line intersects the Shoreland buffer for approximately 2,500 linear feet. Collins Street also follows the transmission corridor in this location. Here, the Pemigewasset River is classified as a sixth order river (R3RB2) with a rubble bottom, and the river is approximately 200 feet wide. The Town of Ashland owns the property with the ROW easement. Interstate 93 lies to the east of the sewage lagoons. No Natural Heritage Bureau element occurrences are present within a half mile of this Shoreland location.

At this Shoreland site, permanent impacts will result from the installation of four new lattice structures within 250 feet of the Pemigewasset, and two footings of a fifth lattice structure, as shown in the project plans. Additionally, temporary impacts will result from the placement of

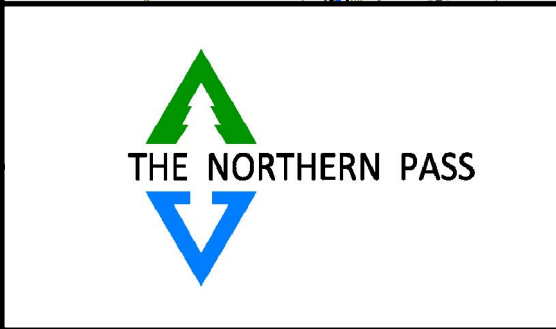
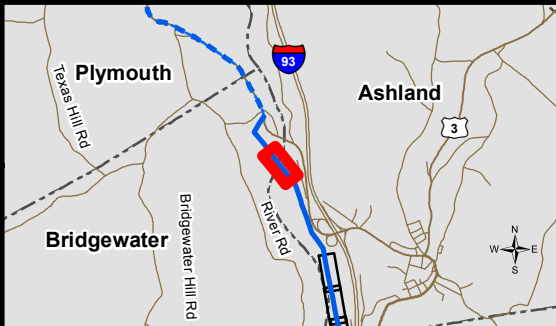
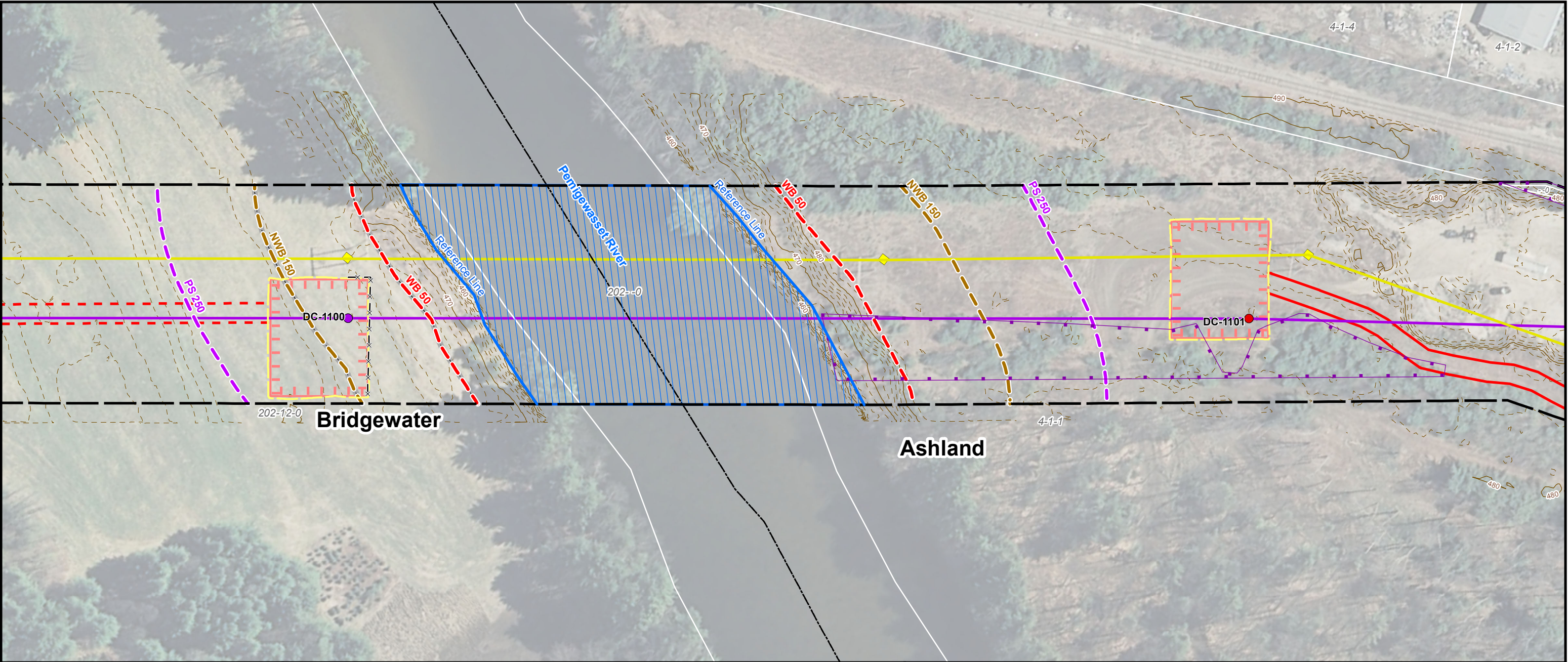
five construction pads and upgrades to Collins Street. In addition, 98,227 square feet of tree clearing is planned within the existing ROW. For all work within the shoreland buffer, tree stumps will be left in place except where structure excavation is needed, and shrub and herbaceous vegetation will be undisturbed wherever possible.

Ashland Pemigewasset River Site	0'-50' Waterfront Buffer	50'-150' Natural Woodland Buffer	150'-250' Shoreland Buffer	Total Impacts at Shoreland
<b>Temporary Impacts</b>	597 sq. ft. construction pad	48,130 sq. ft. construction pads, access road	46,599 sq. ft. construction pads, access road	95,326 sq. ft. construction pads, access road
<b>Permanent Impacts</b>	0 sq. ft.	100 sq. ft. lattice structures	126 sq. ft. lattice structures	226 sq. ft. lattice structures
<b>Pre-Construction Impervious Surface Area</b>	0 sq. ft.	7 sq. ft.	35 sq. ft.	42 sq. ft.
<b>Post-Construction Impervious Surface Area</b>	0 sq. ft.	107 sq. ft. 1 lattice structure	161 sq. ft. lattice structures	268 sq. ft. lattice structures

## ■ Appendix A Plan Set

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Existing Structure

Existing Structure to be Removed

Existing Transmission Line

Existing Transmission Line to be Removed

Delineated Wetlands

Tax Parcels

Existing Right of Way

10' Index Contour

2' Interval Contour

USGS 10' Contour

USGS 2' Contour

Stream Centerlines

Perennial

Intermittent

Ephemeral

Delineated Waterbodies

Perennial

Intermittent

Ephemeral

Local Setbacks

Proposed Conditions

Proposed Structure - No Shoreland Impact

Proposed Structure - Shoreland Impact

Proposed Transmission Line

Proposed New Right of Way

Off ROW and UG Reporting Extents

Temporary Construction Pad

Station LODs

Existing Access Route

New Access Route

Temporary Wetlands Matting (16'x 16')

Erosion and Sedimentation Control BMPs

Erosion and Sedimentation Control BMPs (Steep Slope)

Temporary Limit of Disturbance - Construction Pad

Limits of Permanent Vegetation Clearing

UG Splice Vaults

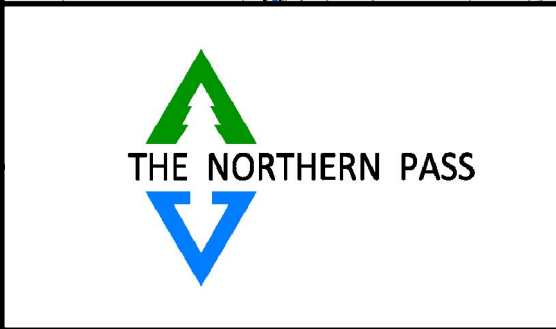
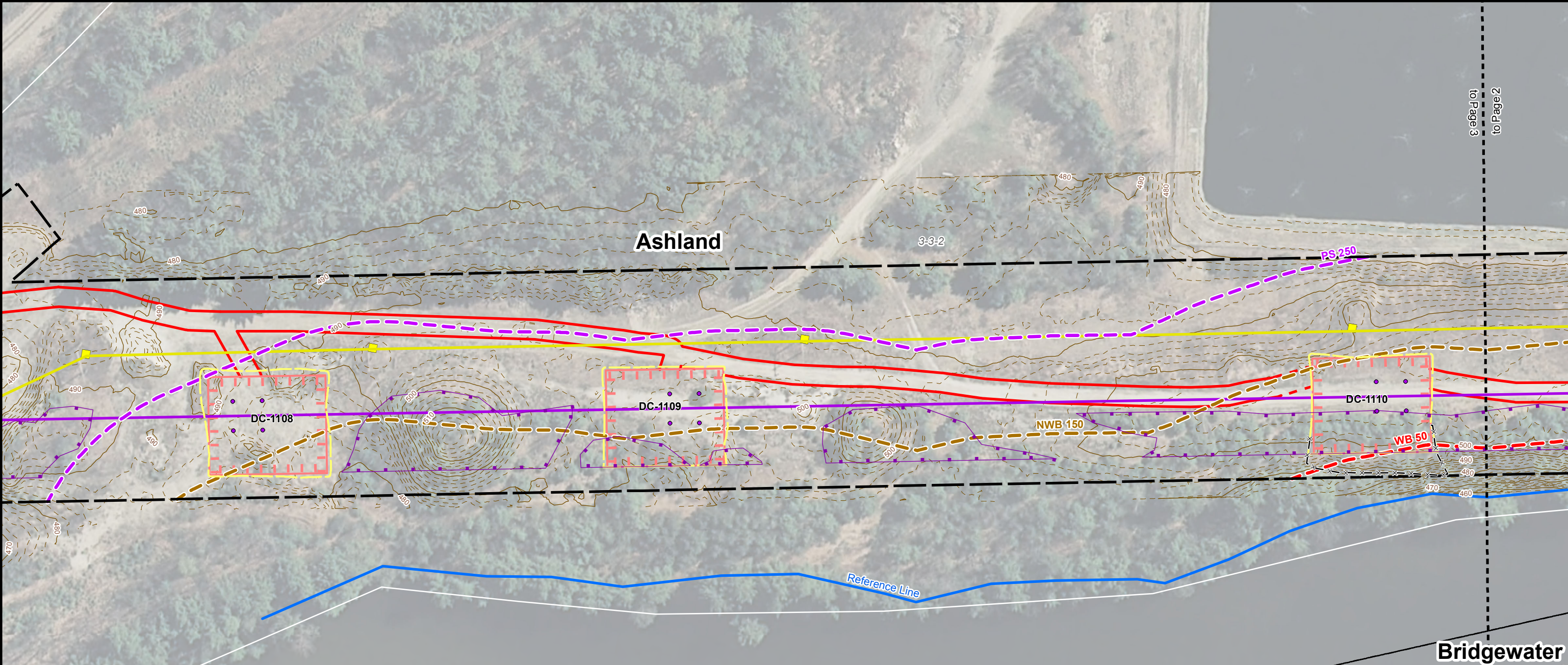
Trenched UG

Trenchless UG

NHDES Shoreland Permit Application Plans					
SWQPA Areas	Extent of Clearing (sq. ft.)	Construction Impacts (sq. ft.)		Impervious Surface (sq. ft.)	
	Clearing in Upland	Temporary	Permanent	Pre-Construction	Post - Construction
Waterfront Buffer (50')	3,777	0	0	0	0
Natural Woodland Buffer (150')	7,089	0	0	7	7
Protected Shoreland (250')	6,143	0	0	0	0
Total	17,010	0	0	7	7
May not sum to total due to rounding					
THE NORTHERN PASS PROPOSED ROUTE			Pemigewasset River, Ashland		
Date: 10/8/2015	DRAWN: LD				Page 01

Source: NHDOT 2010 and 2011 Aerials; New Hampshire GRANIT GIS Data; Coler & Colantonio; Normandeau; Burns & McDonnell.





**Existing Conditions**

- Existing Structure
- Existing Structure to be Removed
- Existing Transmission Line
- Existing Transmission Line to be Removed
- Delineated Wetlands
- Tax Parcels
- Existing Right of Way
- 10' Index Contour
- 2' Interval Contour

**Stream Centerlines**

- USGS 10' Contour
- USGS 2' Contour
- Perennial
- Intermittent
- Ephemeral

**Delineated Waterbodies**

- Perennial
- Intermittent
- Ephemeral
- Local Setbacks

**Proposed Conditions**

- Proposed Structure - No Shoreland Impact
- Proposed Structure - Shoreland Impact
- Proposed Transmission Line
- Proposed New Right of Way
- Off ROW and UG Reporting Extents
- Temporary Construction Pad
- Station LODs
- Existing Access Route
- New Access Route

**Temporary Wetlands Matting (16'x 16')**

- Erosion and Sedimentation Control BMPs
- Erosion and Sedimentation Control BMPs (Steep Slope)
- Temporary Limit of Disturbance - Construction Pad
- Limits of Permanent Vegetation Clearing
- UG Splice Vaults
- Trenched UG
- Trenchless UG

**NHDES Shoreland Permit Application Plans**

SWQPA Areas	Extent of Clearing (sq. ft.)	Construction Impacts (sq. ft.)		Impervious Surface (sq. ft.)	
	Clearing in Upland	Temporary	Permanent	Pre-Construction	Post - Construction
Waterfront Buffer (50')	458	220	0	0	0
Natural Woodland Buffer (150')	30,238	20,975	50	0	50
Protected Shoreland (250')	11,107	35,631	101	21	122
Total	41,803	56,826	151	21	172
May not sum to total due to rounding					

THE NORTHERN PASS PROPOSED ROUTE

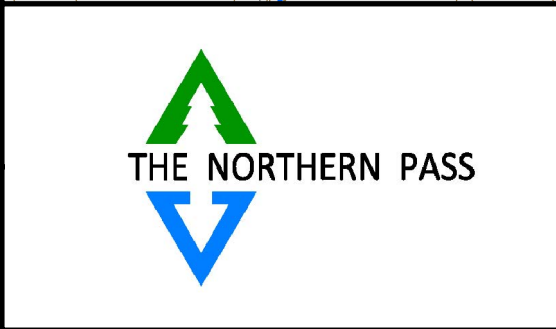
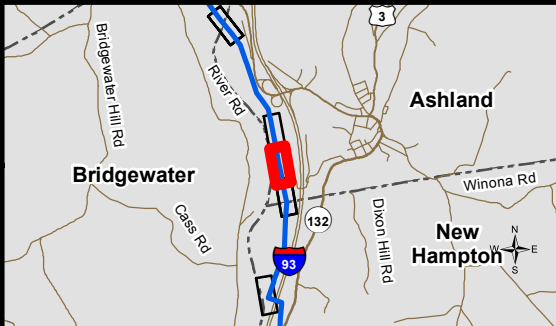
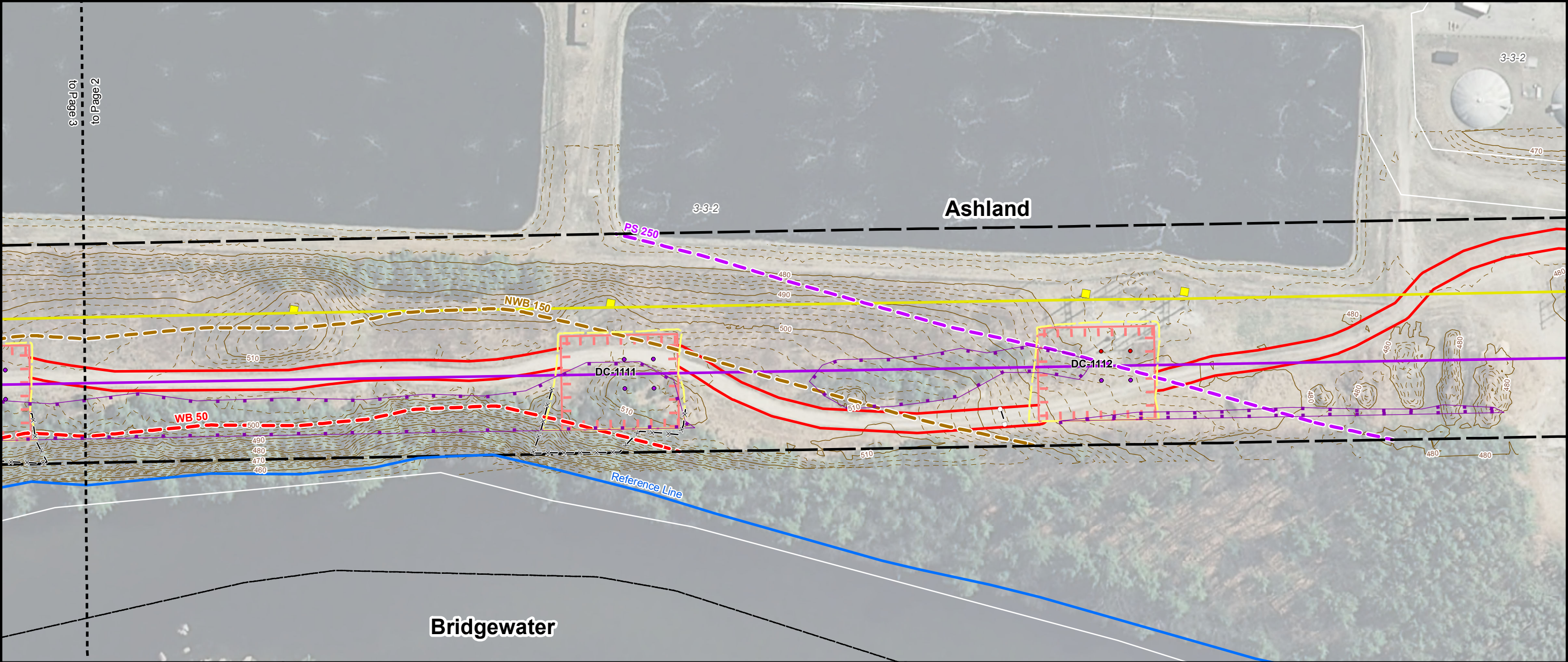
Pemigewasset River, Ashland

Date: 9/14/2015

DRAWN: LD

Source: NHDOT 2010 and 2011 Aerials; New Hampshire GRANIT GIS Data; Coler & Colantonio; Normandeau; Burns & McDonnell.





**Existing Conditions**

- Existing Structure
- Existing Structure to be Removed
- Existing Transmission Line
- Existing Transmission Line to be Removed
- Delineated Wetlands
- Tax Parcels
- Existing Right of Way
- 10' Index Contour
- 2' Interval Contour

**Stream Centerlines**

- USGS 10' Contour
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- Ephemeral

**Delineated Waterbodies**

- Perennial
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- Local Setbacks

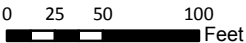
**Proposed Conditions**

- Proposed Structure - No Shoreland Impact
- Proposed Structure - Shoreland Impact
- Proposed Transmission Line
- Proposed New Right of Way
- Off ROW and UG Reporting Extents
- Temporary Construction Pad
- Station LODs
- Existing Access Route
- New Access Route

- Temporary Wetlands Matting (16'x 16')
- Erosion and Sedimentation Control BMPs
- Erosion and Sedimentation Control BMPs (Steep Slope)
- Temporary Limit of Disturbance - Construction Pad
- Limits of Permanent Vegetation Clearing
- UG Splice Vaults
- Trenched UG
- Trenchless UG



1 inch equals 100 feet  
when printed at 11" x 17"



**NHDES Shoreland Permit Application Plans**

SWQPA Areas	Extent of Clearing (sq. ft.)	Construction Impacts (sq. ft.)		Impervious Surface (sq. ft.)	
	Clearing in Upland	Temporary	Permanent	Pre-Construction	Post - Construction
Waterfront Buffer (50')	7,252	377	0	0	0
Natural Woodland Buffer (150')	20,350	27,155	50	0	50
Protected Shoreland (250')	11,812	10,968	25	14	39
Total	39,414	38,501	75	14	90
May not sum to total due to rounding					

Source: NHDOT 2010 and 2011 Aerials; New Hampshire GRANIT GIS Data; Coler & Colantonio; Normandeau; Burns & McDonnell.

## ■ Appendix B

### Property Deeds

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Per recommendation of the NH Department of Environmental Services Shoreland Bureau, legal documents associated with easements and other property rights, including deeds, are being submitted separately via CD to NHDES. NPT will install underground transmission facilities pursuant to authority provided under RSA 231:160, et seq. for use of public highways for various utility purposes.



JLA-26

- PETITION -

To His Excellency the Governor and the Honorable Council:

In accordance with Chapter 236, RSA of 1955, I, John O. Morton, Commissioner of Public Works & Highways, propose the construction of a section of the Interstate Highway System in the Towns of New Hampton, Ashland, Holderness and Plymouth at the location given below:

Beginning at a point in New Hampton just northerly of Route 104 easterly of the village; thence running northerly a distance of about twelve (12) miles through New Hampton, Ashland, Holderness to a point in Plymouth on Route 3 near the former "White Duck Cabins", so-called.

Therefore, in accordance with Chapter 236, RSA of 1955, I, John O. Morton, Commissioner of Public Works & Highways, propose that such construction be made in the Interstate Highway System in the Towns of New Hampton, Ashland, Holderness and Plymouth.

(Sg'd) John O. Morton  
Commissioner.

Dated at Concord, N. H., this  
28th day of November, A.D., 1961.

The Governor and Council, assembled in executive session on December 15, 1961, appointed:

Hon. Philip A. Robertson, Councilor - District No. 1  
Hon. Roger Brassard, Councilor - District No. 3  
Hon. James H. Hayes, Councilor - District No. 5

a Special Committee to conduct a hearing to determine whether there is occasion for the laying out of a highway.

NOTICE OF HEARING

The Special Committee in accordance with Chapter 236, RSA of 1955 and the Federal Highway Act of 1956, have set a public hearing thereon to be held at the National Guard Armory in Plymouth on February 7th, 1962 at 2:00 P. M.

The Auditorium will be open at 12:00 Noon for the inspection of plans by any interested persons.

Given under our hands this 22nd day of December, A.D., 1961.

*Philip A. Robertson*  
*James H. Hayes*  
SPECIAL  
COMMITTEE



CERTIFICATE OF SERVICE

I, Bernard F. Mahon certify that on the 17th day of January 1962, I posted Notices warning a hearing ordered by the Special Committee, appointed by the Governor and Council December 15, 1961 relative to the construction of a section of the Interstate Highway System in the Towns of New Hampton, Ashland, Holderness and Plymouth, at the Post Office and I.C.A. Store in New Hampton, at the Post Office in Ashland and at the Office of the Town Clerk in Ashland, a true copy of the foregoing Petition and the Order of Notice thereon. Also, I certify that on the 18th day of January 1962, I placed in the hands of the Town Clerk of New Hampton, a true copy of the foregoing Petition and the Order of Notice thereon and that I gave in person or left at their abode to the following resident landowners and other parties in interest having custody of the land over which said alteration of said highway may pass, a true and attested copy of the foregoing Petition and the Order of Notice thereon:

(H - Placed in Hand)  
(L - Left at Abode)

NEW HAMPTON

Robert H. Moulton - H  
Elizabeth H. Moulton - L

Also I certify that on the 17th day of January 1962, I placed in the hands of the Town Clerk of Ashland, a true copy of the foregoing Petition and the Order of Notice thereon, and that I gave in person or left at their abode to the following resident landowners and other parties in interest having custody of the land over which said alteration of said highway may pass, a true and attested copy of the foregoing Petition and the Order of Notice thereon:

NEW HAMPTON

Henry B. Davis - H  
Grace L. Davis - L

ASHLAND

Robert E. Roby - H  
Helen M. Viggers - H  
Martha M. Roby - L

PLYMOUTH

Fred C. Tobey - L  
Grace M. Tobey - H  
Edward Bennister - L  
George M. Bennister - H

- Continued -

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HO尔德NESS

Richard L. Gordon - L  
Gladys F. Gordon - L

Also I certify that on the 13th day of January 1962, I gave in person or left at their abode to the following resident landowners and other parties in interest having custody of the land over which said elevated highway may pass, a true copy of the foregoing Petition and the Order of Notice thereon:

NEW HAMPTON

Richard S. Avery - H  
Clarence E. Robbins - H  
Sidney Rollins - H  
Harry Cote, Jr. - L  
Grace M. Avery - L  
Oliver A. Cote - H  
Gladys H. Rollings - L

ASHLAND

Clarence C. Jordan - H  
Leon C. Barney - L  
Harry L. Cote, Sr. - L  
Charles F. Dow - L  
Mary A. Jordan - L  
Alice A. Barney - H  
Rose E. Cote - L  
Elizabeth A. Dow - L

PLYMOUTH

Chester Ireland - H  
Lois V. Ireland - L

LACONIA

Lawrence Spaulding - L

Also I certify that on the 4th day of January 1962, I posted Notices warning a hearing ordered by the Special Committee, appointed by the Governor and Council December 15, 1961 relative to the construction of a section of the Interstate Highway System in the Towns of New Hampton, Ashland, Holderness and Plymouth, at the Post Office in Holderness, at the Smith-Piper Company in Holderness and at the Selectman's Office in Holderness, and at the office of the Selectman in Plymouth and at the Post Office in Plymouth, a true copy of the foregoing Petition and the Order of Notice thereon. Also I certify that on the 4th day of January 1962 I placed in the hands of the Town Clerk and Tax Collector of Holderness, and the Town Clerk of Plymouth, a true copy of the foregoing Petition and the Order of Notice thereon and that I gave in person or left at their abode to the following resident landowners and other parties in interest having

- Continued -

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custody of the land over which said alteration of said highway may pass, a true and attested copy of the foregoing Petition and the Order of Notice thereon:

FOUNDERSHIP

Donat J. McDevier - L  
Wesley A. Downing - L  
Pauline G. McDevier - L  
Beverly C. Downing - R

MEMBERSHIP

Gladys S. Drew - R  
Marshall French - R

PLANTING

Fred C. Hussey - R  
Clifford B. Leonard - R  
Margaret M. McDutcheon - R  
Margaret Hussey - L  
Hazel W. Leonard - R  
Plymouth Teachers College - R  
i.e. - Allen S. Grew

Also I certify that on the 28th day of December 1961, I gave in person or left at their abode to the following resident landowners and other parties an interest having custody of the land over which said altered highway may pass, a true copy of the foregoing Petition and the Order of Notice thereon:-

ASHLAND

Willis C. Howe - R  
Blondin A. Kilgore - L  
Millan Smith - R  
Jean L. Lott - R  
Agnes Raymond - R  
Roland H. Kilgore - R  
Harris Smith - L  
Willis R. Lott - R  
Armand Raymond - R

PLANTING

Plymouth Athletic Association, Inc. - L  
Russell Hower, Treas.  
Downing Chevrolet, Inc. - R  
Halston O. Lenartine, Treas.

FOUNDERSHIP

Norman P. Smith, Jr. - R

- Continued -

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Also I certify that on the 29th day of December 1961 I gave in person or left at their abode to the following resident landowners and other parties in interest having custody of the land over which said altered highway may pass, a true copy of the foregoing Petition and the Order of Notice thereon:

ASHLAND

Robert A. Goodwin - L  
 Leslie Goodwin - L  
 Donald Lott - L  
 Harold P. Monteton - L  
 Raymond Wentcott - H  
 Coral A. Goodwin - L  
 Baby M. Goodwin - H  
 Rita P. Lott - H  
 Shirley H. Monteton - H  
 Estelle O. Wentcott - H  
 LeRoy H. Fisher - L  
 Lucille H. Fisher - L  
 Nellie E. Willoughby - H

BIRNEY

John C. Binby - H  
 Josephine H. Binby - L  
 Leon R. Binby - L  
 Mildred V. Binby - H

BIRKENHEAD

Roy W. Chaffee - H  
 Ethel J. Chaffee - H  
 Harold A. Webster - H  
 Constance F. Webster - H  
 Dorothy A. Currier - H  
 Charles E. Currier - L  
 Francis Currier - L  
 Harrison A. Sargent - L  
 Hilma R. Sargent - H  
 Harrison P. Sargent - H  
 Ada A. Sargent - H

Also I certify that on the 2nd day of January 1962 I gave in person or left at their abode to the following resident landowners and other parties in interest having custody of the land over which said altered highway may pass, a true copy of the foregoing Petition and the Order of Notice thereon:

ASHLAND

Vera P. Gilpatrick - L

CAMPDEN

Paul E. Durgin - H  
 Gladys J. Durgin - H

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Also I certify that on the 3rd day of January 1962 I gave in person or left at their abode to the following resident land-owners and other parties in interest having custody of the land over which said altered highway may pass, a true copy of the foregoing Petition and the Order of Notice thereon:-

WITNESSES

Donald C. Hageman, Roadmaster - H  
Helderness Boys School

Also I certify that on the 5th day of January 1962 I gave in person or left at their abode to the following resident land-owners and other parties in interest having custody of the land over which said altered highway may pass, a true copy of the foregoing Petition and the Order of Notice thereon:

WITNESSES

Trinity Church Yard Association  
Robert G. Wakefield, Pres. - H  
Percy H. Ayer - H  
Eileen F. Ayer - H

WITNESSES

Hilton Buckles - H  
Florence Buckles - H  
Roy E. Melanson - H  
Lana Melanson - H

Also I certify that on the 9th day of January 1962 I gave in person or left at their abode to the following resident land-owners and other parties in interest having custody of the land over which said altered highway may pass, a true copy of the foregoing Petition and the Order of Notice thereon:

WITNESSES

Vina Madrit - H  
Theodore M. Covill - L  
Elsie M. Covill - H  
Frank A. Logan - H  
Hilda T. Logan - L  
Leola L. Beauchemin - L  
Ethel L. Beauchemin - L  
Frank G. Post - H  
Marjorie M. Post - L  
John C. Watts - L  
Marion P. Watts - H  
Bessie D. Serrall - H  
David W. Serrall - H

- Continued -

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TILTON

Tilton Sand & Gravel, Inc. - H

Also I certify that on the 10th day of January 1962 I gave in person or left at their abode to the following resident land-owners and other parties in interest having custody of the land over which said altered highway may pass, a true copy of the foregoing Petition and the Order of Notice thereon:

PLYMOUTH

Wesley Muzzey - L  
Patricia Muzzey - L  
Plymouth Village Fire District - H  
(Luther J. Pollard)

HOLDENESS

John L. Greenleaf - L  
Mary C. Greenleaf - L

Also I certify that on the 11th day of January 1962 I gave in person or left at their abode to the following resident land-owners and other parties in interest having custody of the land over which said altered highway may pass, a true copy of the foregoing Petition and the Order of Notice thereon:

PLYMOUTH

Ernest W. Robinson - L  
Evelyn A. Robinson - L

LACONIA

Walter C. Hanson - L  
Ruby O. Hanson - H

Also I certify that on the 12th day of January 1962 I gave in person or left at their abode to the following resident land-owners and other parties in interest having custody of the land over which said altered highway may pass, a true copy of the foregoing Petition and the Order of Notice thereon:

ASHLAND

Greengrove Cemetery Association  
Alfred J. Puccetti, Pres. - H  
Ashland Paper Mills, Inc.  
Roland M. Pillsbury, Manager - H  
John E. Cote - L  
Marjorie M. Cote - H

- Continued -



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ASHLAND (CONT'D)

Mable V. Good - H  
Peter Lyublanovits - H  
Josephine J. Lyublanovits - H  
Gallup Lumber Co., Inc. - H  
(Bernard F. Avery, Manager)  
Lake Region Chipping Co., Inc. - H  
(Lloyd W. Hawkensen)

Also I certify that on the 16th day of January 1962 I gave in person or left at their abode to the following resident land-owners and other parties in interest having custody of the land over which said altered highway may pass, a true copy of the foregoing Petition and the Order of Notice thereon:

PLYMOUTH

A. M. Rand Co., - H  
(Watson A. Rand, Pres.)  
Samuel A. Sutherland - H  
Zelma B. Carpenter - H  
Robert E. Southerland - H  
Lucy C. Southerland - H  
Arthur R. Chase - H  
Helen B. Chase - H

Also I certify that on the 10th day of January 1962 I handed the following mortgagees a true copy of the foregoing Petition and the Order of Notice thereon:

Irving J. Resnik, Manchester, NH  
(Re:- Ray C. Johnson)

Also I certify that on the 11th day of January 1962 I handed the following mortgagees a true copy of the foregoing Petition and the Order of Notice thereon:

Ernest W. and Evelyn A. Robinson  
(Re:- Eleanor and Roland Kilgore)

Also I certify that on the 5th day of January 1962 I handed the following mortgagees a true copy of the foregoing Petition and the Order of Notice thereon:

Roy Melanson, Holderness, NH  
(Re:- Wesley A. and Beverly E. Downing)

Also I certify that on the 23rd day of January 1962 I handed the following mortgagees a true copy of the foregoing Petition and the Order of Notice thereon:

- Continued -

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Guy Taylor and Lillian Taylor  
(Frank A. and Hilda T. Logan)  
Meredith Village Savings Bank  
(Re:- Marshall French)  
White Mountain Acceptance Corp. of Meredith  
(Re:- Donald and Rita D. Lott)  
Harvey J. Morse Estate, New Hampton  
(Re:- Charles F. Dow)  
Plymouth Guaranty Savings Bank  
(Re:- Willis R. and Jean L. Lott)  
Harold D. and Shirley Marie Keniston  
Peter and Josephine Lyublanovits  
Clifford B. and Hazel W. Learned  
Grace M. Tobey  
Arthur W. Shaw  
John C. Watts, Jr. and Marion F. Watts  
Frank Mednit Realty Corporation  
Louis L. and Ethel L. Beauchemin  
Milton W. Huckins  
Leroy E. and Lucille M. Fisher  
Harris L. and Lillian F. Smith  
New Hampshire Savings Bank  
(Re: Holderness Episcopal School for Boys)

Also I certify that on the 24th day of January 1962 I handed the following mortgagees a true copy of the foregoing Petition and the Order of Notice thereon:-

Concord National Bank  
(Re:- Lakes Region Chipping Corporation)

Also I certify that notices were mailed by certified mail on the 12th day of January 1962 to:-

Kent Andrews, Real Estate Dept., United Shoe Machinery Corp.,  
140 Federal St., Boston, Mass.  
Herbert E. Dunklee, 3519 Dexter Ave., Tampa 4, Florida  
Arthur Shaw, 2121 2nd Ave., North, St. Petersburg, Florida  
Charles A. Buettner, 1 Fox Lane, Lattington, New York  
Harry Batchelder, 17 Lynn St., Peabody, Mass.  
Mrs. Lillian Chase, 905 N.E., 114th St., Seattle 55, Wash.  
Ray C. Johnson, c/o Stanley P. Barron, Atty, 27 State St.,  
Boston, Massachusetts  
Edward R. Heinström, 60 Hill St., East Weymouth 89, Mass.  
Mrs. Theda M. Heinström, 60 Hill St., East Weymouth 89, Mass.  
Mrs. E. Pearl Willoughby, 811 Laguna Drive, Venice, Florida  
Mrs. Charles Buettner, 1 Fox Lane, Lattington, New York  
Mr. Roy Deming, 213 Bayside Drive, Venice Florida  
Mrs. Emily Deming, 213 Bayside Drive, Venice Florida  
Mrs. Lena Marshall, 8203 11th Street, Tampa 4, Florida

- Continued -



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Also I certify that notices were mailed by certified mail on the 15th day of January 1962 to:

Arthur Bruns, 1224 Blue Road, Corral Gables, Florida  
Rudy Gregorovic, 14-14 30th Ave., Astoria, Long Island, NY  
Mary Gregorovic, 14-14 30th Ave., Astoria, Long Island, NY  
E. Lorraine Foster, 24 Prescott Street, Cambridge 28, Mass.  
Gallup Lumber Company, Plainfield, New Jersey

Also I certify that notices were mailed by certified mail on the 19th day of January 1962 to:

Eugene C. Struckhoff, Attorney, 95 N. Main St., Concord, NH  
(Re: Theo G. Alvord)  
Richard T. Guerin, Attorney, 1 Broadway, New York, N. Y.  
(Re: Estate of Buel Alvord)  
Richard Rich, 50 N. 22nd Street, East Orange, N. J.  
Mrs. Marguerite Blair, Carolina Hotel, Pinehurst, N. C.  
Mrs. Theo G. Alvord, Thunderbird Motel, Miami, Florida

Also I certify that notices were mailed by certified mail on the 23rd day of January 1962 to:

John A. Ramsey, Attorney, Meredith, NH  
(Re: Fred C. Tobey, Jr.)  
Nighswander, Lord & Bownes, Attorneys, 307 Main Street,  
Laconia, NH (Re: Town of Moultonboro)  
Leonard C. Sawyer, Attorney, 77 Main St., Plymouth, NH  
(Re: Seaboard Finance Co., -Ellen L. and  
Roland H. Gilford)

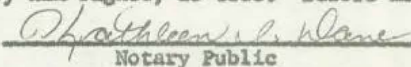
Also I certify that notices were mailed by certified mail on the 24th day of January 1962 to:

Federal Land Bank of Springfield, Mass.  
(Re: Harry L. Cote, Jr. and Olive Cote)  
Howard and Georgia Marie Bannister  
Zelma B. Carpenter  
First National Bank of Boston, Boston, Mass.  
(Re: Ashland Paper Company)  
Commercial Realty and Finance Co., Inc. 29 Pearl Street,  
Worcester, Mass. (Re: Frank G. and Harriet M. Peck)  
Hyde Finance Company, 45 Broad Street, Boston, Mass.  
(Re: Ray C. Johnson)



STATE OF NEW HAMPSHIRE Merrimack, SS January 29 A.D. 1962

Then the said Bernard F. Mahon of Concord, New Hampshire to me known and duly authorized by the aforesaid Committee to deliver notices in their name, appeared and made oath that the foregoing statement by him signed, is true. Before me:



Notary Public

My Commission expires August 17, 1964

COMMISSIONERS' RETURN

OF

HIGHWAY LAYOUT

SECTION #39 - INTERSTATE ROUTE 93

ASHLAND I-93-2(45)75 - P-5600-D

CONTRACT #1

1963

The Governor and Council, after a public hearing conducted at the National Guard Armory in Plymouth on February 7, 1962, in accordance with Chapter 236, RSA of 1955, approved the Report of the Special Committee on a Limited Access Highway hearing in the Towns of New Hampton, Ashland, Holderness and Plymouth dated February 28, 1962, and in accordance with the provisions of the law referred to above, on March 13, 1962 appointed:

Tracy M. Spalding, Plainfield  
Merton J. Sargent, Newport  
Reynold D. Guilmette, Lancaster

a Commission to lay out and assess property damages incident to the laying out or alteration of the highway in the Towns of New Hampton, Ashland, Holderness and Plymouth.

And we, the undersigned, being duly sworn, and having proceeded with the duties to which we were appointed in accordance with the location determined by the Highway Commissioner, do hereby describe the lands, rights and easements acquired by purchase or as laid out hereby which are necessary for the construction of said highway in the Towns of New Hampton, Ashland, Holderness and Plymouth.

Beginning at a point in the Southerly boundary line of land of John Cote and Mabel Goud; said point also being in the Squam River and one hundred twenty-five feet (125') Westerly of and near Station 2075  $\pm$  10 S.B. as shown on the Plans of ASHLAND I-93-2(45)75 - P-5600-D on file in the records of the New Hampshire Department of Public Works and Highways; thence Northerly parallel to said centerline to a point that is Westerly of and directly opposite Station 2094S  $\pm$  50; thence Northerly to a point that is one hundred fifty feet (150') Westerly of and directly opposite Station 2097S  $\pm$  00; thence Northerly to a point that is one hundred twenty-five feet (125') Westerly of and directly opposite Station 2099S  $\pm$  50; thence Northerly parallel to said centerline to a point that is one hundred twenty-five feet (125') Westerly of and near

*Handwritten:*  
ms  
R. R. G.

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Station 2008S / 80; said point also being one hundred feet (100') Easterly of the relocated railroad centerline and near Station 244S / 75; thence Northwesterly parallel to said relocated railroad centerline to a point directly opposite Station 2450 / 00; thence northerly to a point that is seventy-five feet (75') easterly of and directly opposite Station 2457 / 00; thence northwesterly parallel to said centerline to a point directly opposite Station 2464 / 00; thence northwesterly to a point that is thirty-five feet (35') easterly of and directly opposite Station 67 / 15; thence northerly parallel to said centerline to a point in the westerly side line of the existing railroad right-of-way near Station 2480 / 50; thence southeasterly with said railroad right-of-way to a point that is one hundred twenty-five feet (125') easterly of the northbound lane centerline and near Station 2004N / 65; thence southerly parallel to said northbound lane centerline to the southerly boundary of said Cote - Goud land; thence westerly with said Cote - Goud land to the point of beginning.

TAKING ALSO WITH THE ABOVE LAND all rights of access, light, air and view over, from and to the same from the remainder of abutting lands at the line of taking.

EXCEPTING AND RESERVING to the Boston and Maine Railroad, its successors and assigns, the right to maintain and operate a railroad on, over, and across all or any portion of the land within the railroad location which is included in such taking, together with the right to install, construct and maintain cables, wires, pipes, conduits or similar appurtenances connected with the operation of the railroad, under, over and across all or any portion of said land within the railroad location.

EXCEPTING AND RESERVING to the Public Service Company, their successors and assigns, the right and easement to construct, repair, rebuild, operate, patrol and remove overhead and underground lines consisting of wires, cables, ducts, manholes, poles and towers together with foundations, crossarms, braces, anchors, guys, grounds and other equipment for transmitting

Continued on Page -3-



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electric current and/or intelligence over, under and across the land of said Companies included within the taking, as shown on said plan; provided that said companies shall not place on said land any structure which would interfere with the use of said land for highway purposes. Also excepting and reserving to said companies the right to clear and keep clear said land of all trees and underbrush by such means as said companies may select.

RELOCATION OF SQUAM RIVER AND COLLINS STREET

AND TAKING for the relocation of the Squam River and Collins Street the following described parcels of land: Beginning at a point one hundred twenty-five feet (125') Westerly of and directly opposite Station 2083S + 00 Southbound lane centerline as shown on said Plan; said point also being in the Westerly line of the first described taking; thence Westerly at right angles to said centerline sixty-five feet (65'); thence southerly parallel to said centerline to a point directly opposite Station 2081S + 75; thence southwesterly to a point that is thirty-three feet (33') northerly of and directly opposite Station 14 + 00 Collins Street Relocation centerline; thence southerly at right angles to said Collins Street centerline sixty-six feet (66'); thence easterly and southerly parallel to said centerline to a point directly opposite Station 10 + 50; thence southerly to a point that is one hundred feet (100') northerly of and directly opposite Station 11 + 50 Squam River Relocation centerline; thence westerly parallel to said centerline to a point directly opposite Station 14 + 50; thence southerly at right angles to said centerline to the southerly boundary of said Cote-Goud land; thence easterly with said boundary to the first described taking; thence northerly with said first described taking to the point of beginning.

Beginning at a point one hundred twenty-five feet (125') Easterly of and directly opposite Station 2081N + 75 N.B. lane centerline; said point also being in the easterly line of the first described taking; thence easterly to a

Continued on Page -4-

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point that is thirty-three feet (33') westerly of and directly opposite Station 1 / 90 Collins Street Relocation centerline; thence curving northeasterly and easterly parallel to said centerline to the southerly boundary of said Cote-Goud land; thence southwesterly with said southerly boundary to the first described taking; thence northerly with said first described taking to the point of beginning.

RELOCATION OF BOSTON & MAINE RAILROAD

The construction line of the relocated Boston & Maine Railroad is as follows: Beginning at a point in the center of the existing Boston & Maine Railroad right-of-way, said point also being shown as Station 2437 / 50 Boston & Maine Railroad construction centerline as shown on a Plan of Ashland I-93-2(44)75 Contract #1 P-4600-D on file in the records of the New Hampshire Department of Public Works and Highways and to be recorded in the Grafton County Registry of Deeds; thence North  $68^{\circ} 11' 43''$  West eight hundred forty-eight and seventy-two hundredths feet (848.72'); thence curving to the right with the arc of a circle having a radius of two thousand eight hundred sixty-five feet (2865') for a distance of two thousand seven hundred twenty-five and forty-one hundredths feet (2725.41'); thence North  $13^{\circ} 41' 14''$  West three hundred thirty-four and twenty-hundredths feet (334.20'); thence curving to the left with the arc of a circle having a radius of five thousand seven hundred thirty feet (5730') for a distance of one thousand sixty four and thirty-nine hundredths feet (1064.39') to the centerline of the existing Railroad, said point being shown as Construction Centerline Station 2437/22.72.

AND TAKING FOR THE RELOCATION OF SAID RAILROAD the following described parcels of land: Parcel #1 - Beginning at a point in the westerly side line of the existing railroad, said point being directly opposite Station 2437/50 and approximately ninety-two feet (92') Westerly of said Station; thence Northwesterly to a point that is ninety-five feet (95') Westerly of and directly opposite Station 2442 / 00; thence Northwesterly parallel to said Railroad centerline to a point that is one hundred twenty-five feet (125')

Continued on Page -5-

Troyen Onion Skin

Page -5-

easterly of the north bound lane centerline and near Station 2003 / 80; said point also being in the easterly line of the first described taking; thence northerly with said first described taking to a point in the westerly line of the existing Boston & Maine Railroad right of way; said point also being one hundred twenty-five feet (125') easterly of the north bound lane centerline and near Station 2004N / 50; thence southeasterly, southwesterly and southeasterly with the existing right-of-way to the point of beginning.

Parcel #2 - Beginning at a point one hundred twenty-five feet (125') westerly of and directly opposite Station 2105S / 90 S. E. lane centerline; said point also being approximately one hundred feet (100') westerly of the relocated railroad centerline and near Station 2446 / 75; thence northwesterly to a point that is one hundred twenty feet (120') westerly of and directly opposite Station 2449 / 00; thence Northwesterly to a point that is one hundred feet (100') westerly of and directly opposite Station 2453 / 00; thence northwesterly to a point that is one hundred feet (100') westerly of and directly opposite Station 2455 / 00; thence northwesterly to a point that is ninety-five feet (95') westerly of and directly opposite Station 2457 / 00; thence northwesterly to a point that is ninety feet (90') westerly of and directly opposite Station 2459 / 00; thence northwesterly to a point that is eighty-five feet (85') westerly of and directly opposite Station 2462 / 00; thence Northwesterly to a point that is eighty feet (80') westerly of and directly opposite Station 2465 / 00; thence northerly to a point that is sixty feet (60') westerly of and directly opposite Station 2466 / 00; thence northerly parallel to said centerline to a point that is westerly of and directly opposite Station 2473 / 24.13; thence northerly to a point that is fifty feet (50') westerly of and directly opposite Station 2479 / 00; thence northerly parallel to said centerline to a point that is westerly of and directly opposite Station 2487 / 22.72; thence easterly at right angles to said centerline to a point in the existing westerly line of

Continued on Page -6-



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the Boston & Maine Railroad right-of-way; thence southerly with said westerly line of said Boston and Maine Railroad to a point that is thirty-five feet (35') easterly of the relocated railroad centerline and near Station 2480/90; thence southerly parallel to said centerline to a point directly opposite Station 2467 / 15; thence southeasterly to a point that is seventy-five feet (75') easterly of and directly opposite Station 2464 / 00; thence southerly parallel to said centerline to a point directly opposite Station 2457 / 00; thence southeasterly to a point that is one hundred feet (100') easterly of and directly opposite Station 2450 / 00; thence southeasterly parallel to said centerline to a point in the westerly line of the first described taking; said point being one hundred twenty-five feet (125') westerly of the S.B. lane centerline and near Station 20088 / 80; thence southerly with said first described taking to the point of beginning.

PUBLIC SERVICE COMPANY POWER LINE #67  
AND LINE NUMBER A-111 RELOCATION EASEMENT

The construction line of the relocated power line Number 67 is as follows: Beginning at a point in the existing Power line easement; said point being shown as Station 0 / 00 on said Plan; thence North 20° West one thousand one hundred sixty-five feet (1165'); thence North 3° West two thousand seven hundred twenty-nine feet (2729'); thence North 23° West approximately five hundred fifty feet (550') to the Easterly bank of the Pemigewasset River.

AND TAKING AN EASEMENT FOR THE RELOCATION OF said power lines the following described parcel of land: On the left or westerly side of the described relocated power line number 67 all the land that lies easterly of a line that is seventy-five feet (75') measured westerly from the relocated power line between the existing Public Service Company easement on the south near Station 00 / 00 and the Pemigewasset River on the north near Station 44 / 00.

On the right or easterly side of the described relocated power line number 67 all the land that lies westerly of the westerly right-of-way of the

Continued on Page -7-

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relocated Boston and Maine Railroad between the existing Public Service Company easement on the south near Station 5 / 50; said station also being westerly and near Station 2460 / 00 of the relocated Boston & Maine Railroad and P. I. Station 38 / 94 on the north, said station also being westerly and near Station 2492 / 60 of the Boston and Maine Railroad and all the land that lies westerly of a line that is one hundred fifty feet (150') measured easterly from the relocated power line between the last named point on the south and the Pemigewasset River on the north near Station 44 / 00.

AND TAKING THE FOLLOWING EASEMENTS for the relocation of Power line #342: All the land that lies Northerly of a line that is fifty feet (50') southerly of and parallel to the relocated power line as shown on the Plans, bounded on the West by a limited access right-of-way, bounded on the north-east by the existing power line easement.

AND TAKING AN EASEMENT one hundred feet (100') in width between the limited access right-of-way on the east and the existing Public Service Company easement on the west. All the land that comes within a distance of fifty feet (50') measured northerly and fifty feet (50') measured southerly from the following described line: Beginning on the westerly side line of the limited access right of way; thence North 46° West four hundred fifty-two feet (452'); thence North 29° West six hundred forty eight feet (648') to the Easterly side line of the existing Public Service Company easement.

In laying out this portion of the lands, rights and easements described above, the Commission includes herewith the right to extend and maintain any slopes and embankments that may extend beyond the limits of said layout, the right to construct and maintain drainage in accordance with the plan referred to above, and any damage which may be occasioned by the extension of slopes and embankments or drainage, is included in the amounts which we award or have already paid to the several landowners as set forth hereinafter.

And for land taken and for other easements necessary for the above construction, and in accordance with the before-mentioned Plan, we award damages to owners of land as listed below:

Continued on Page -8-



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Lawrence W. Spaulding and Doris Spaulding	\$ 675.00
Richard B. Avery	2,185.00
John E. Cote and Mabel Goud	13,928.00

Given under our hands this 1st day of April A.D., 1963.

Walter J. Spaulding  
Lawrence W. Spaulding  
Richard B. Avery

COMMISSION

Prepared by:  
 Checked by: LRM

EAGLE-A  
 Frozen Onion Skin  
 2 1/2 LBS. PER BAG



JOHN O. MORTON  
COMMISSIONER

State of New Hampshire  
Department of Public Works and Highways  
Concord

April 1, 1963

Public Service Co. of New Hampshire  
Lancaster, New Hampshire

Gentlemen:-

Attached for your information and files please  
find Commissioners' Return of Highway Layout for the  
ASHLAND I-93-2(45)75 - P-5600D Project.

*Contract #1*

Very truly yours,

*Stanton C. Otis*

Stanton C. Otis  
Right-of-Way Engineer

SCO:f  
Attach.

VOTED APR 8 1963 E.F.L.



Attorney Client Communication  
Privileged and Confidential



**NORTHERN PASS TRANSMISSION PROJECT  
EASEMENT ABSTRACT FORM**

**General Information:**

Document Number: EAA 10508 Existing Line Number: 67  
Mile Sheet Number: 1 PSNH Easement Form Ref ID: Other  
Other: \_\_\_\_\_  
Grantor: State Of New Hampshire  
Grantee: Public Service Company Of New Hampshire  
Town/City & County: Ashland County: Grafton  
Easement, Fee or Taking (Choose One): EASEMENT  
Easement Configuration:  
☐ A. Constant Width \_\_\_\_\_ Ft  
☐ B. Metes & Bounds  
☒ C. Other

Additional Comments: The easement description for the 3 easements conveyed herein, which pertain to line 67 and potential other lines, are each described in a different manner.

Date of Instrument Execution: 12/2/1965 Book: 1029 Page: 174

**Joint Use Agreement:** NO (YES/NO)

Doc. Num: \_\_\_\_\_ Date of Instrument Execution: \_\_\_\_\_ Book: \_\_\_\_\_ Page: \_\_\_\_\_  
Brief Description: \_\_\_\_\_

**Reference Document:** NO (YES/NO)

Document(s) Referenced: \_\_\_\_\_  
Additional Comments: \_\_\_\_\_

**Applicable Rights:**

1. **Overhead Rights:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
2. **Underground Rights:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
3. **Communication Rights:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
4. **Rights to Relocate or Rebuild Poles/Lines Within Easement Area:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
5. **Rights to Install Suitable Foundations for the Support of Structures:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_



NPT Easement Abstract

6. **Structures/Obstructions and/or Encroachments Prohibited in Easement:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
7. **Right to Remove Structures/Obstructions and/or Encroachments in Easement:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
8. **Express Rights of Access Across Grantors Remaining Lands (Off Easement):** ☐ Yes ☒ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
9. **Rights to Install Access Roads Within Easement Area:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
Additional Comments: Not Expressly Prohibited, general access within the easement is implied
10. **Guy Wires/Support Rights:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
11. **Chemical Spray Rights:** ☐ Yes ☒ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
12. **Tree Trimming Rights:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
☒ A. Within Easement  
☐ B. Outside Easement (danger to facilities)  
☐ C. Wood Belongs to Property Owner  
☐ D. Wood Belongs to PSNH  
Additional Comments: Ownership of wood/lumber/timber not specified
13. **Right to Prohibit Grading or Excavation:** ☐ Yes ☒ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
14. **Assignable:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_

**Applicable Limitations:**

1. **Number of Overhead and Underground Line Limitations:** ☐ Yes ☒ No ☐ N/A – Fee Parcel  
\_\_\_\_ Wood or Steel Poles  
\_\_\_\_ ☐ AND/ ☐ OR (check one) Towers  
\_\_\_\_ ☐ AND/ ☐ OR (check one) Underground  
Additional Comments: \_\_\_\_\_
2. **Voltage and or Limits Classification:** ☐ Yes ☒ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
3. **Height Elevation Limits:** ☐ Yes ☒ No ☐ N/A – Fee Parcel  
Additional Comments: \_\_\_\_\_
4. **Wires Only/No Structures:** ☒ Yes ☐ No ☐ N/A – Fee Parcel  
Additional Comments: "This conveyance is subject to the condition that where said strips cross any proposed or existing highway the Grantee shall not place on said land within the highway limits any structure which would interfere with the use of said land for highway purposes."



NPT Easement Abstract

5. **Crop Damage Liability:** ☐ Yes ☒ No ☐ N/A – Fee Parcel  
 Additional Comments: \_\_\_\_\_
6. **Reserved Grantor Rights:** ☐ Yes ☒ No ☐ N/A – Fee Parcel  
 If yes see Additional Easement Rights/Limitations below.
7. **Time Limitation:** ☐ Yes ☒ No ☐ N/A – Fee Parcel  
 Additional Comments: \_\_\_\_\_

**Comments/Remarks:**

**Additional Easement Rights/Limitations:** "This conveyance is subject to the condition that where said strips cross any proposed existing highway the Grantee shall not place on said land within the highway limits any structure which would interfere with the use of said land for highway purposes."

**Property Comments:** \_\_\_\_\_

**Created By (C&C):** HOG 2/2/2011

**Checked By (C&C):** HOG 2/9/2011

**Legal Reviewed By:** KP & RMW 3/2/2011

**Approved By (NPT):** \_\_\_\_\_

EAA 10508

## KNOW ALL MEN BY THESE PRESENTS

That THE STATE OF NEW HAMPSHIRE, by John O. Morton, Commissioner of Public Works and Highways, by vote of the Governor and Council/in accordance with RSA 229:10 and RSA 232:7 (hereinafter called the Grantor), for consideration paid, grants to PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE, a corporation having its principal place of business in Manchester, in the County of Hillsborough in the State of New Hampshire (hereinafter called the Grantee), with QUITCLAIM covenants, the RIGHT and EASEMENT to construct, repair, rebuild, operate, patrol and remove overhead and underground lines consisting of wires, cables, ducts, manholes, poles and towers together with foundations, crossarms, braces, anchors, guys, grounds and other equipment, for transmitting electric current and/or intelligence over, under and across the following described strips of land in the town of Ashland, in the County of Grafton in the State of New Hampshire, reference being made to Plans of Ashland I-93-2(45)75 P-5600-D Contract #1 on file in the records of the New Hampshire Department of Public Works and Highways, Concord, New Hampshire:

Strip #1 - A strip described with reference to the construction line of relocated power line #67, which line is described as follows:

Beginning at a point in the existing Power line easement; said point being shown as Station 0 + 00 on Plans of Ashland I-93-2(45) 75 P-5600-D Contract #1; thence North 20° West one thousand one hundred sixty-five (1,165) feet; thence North 3° West two thousand seven hundred twenty-nine (2,729) feet; thence North 23° West approximately five hundred fifty (550) feet to the easterly bank of the Pemigewasset River.

Said strip is bounded and described as follows:

On the left or westerly side of the described relocated power line #67 all the land that lies easterly of a line that is seventy-five (75) feet measured westerly from the relocated power line between the existing Public Service Company easement on the south near Station 00 + 00 and the Pemigewasset River on the north near Station 44 + 00.

On the right or easterly side of the described relocated power line #67 all the land that lies westerly of the westerly right-of-way of the relocated Boston and Maine Railroad between the



KNOW ALL MEN BY THESE PRESENTS

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Strip #1 - A strip described with reference to the construction line of relocated power line #67, which line is described as follows:

Beginning at a point in the existing Power line easement; said point being shown as Station 0 + 00 on Plans of Ashland I-93-2(45) 75 P-5600-D Contract #1; thence North 20° West one thousand one hundred sixty-five (1,165) feet; thence North 3° West two thousand seven hundred twenty-nine (2,729) feet; thence North 23° West approximately five hundred fifty (550) feet to the easterly bank of the Pemigewasset River.

Said strip is bounded and described as follows:

On the left or westerly side of the described relocated power line #67 all the land that lies easterly of a line that is seventy-five (75) feet measured westerly from the relocated power line between the existing Public Service Company easement on the south near Station 00 + 00 and the Pemigewasset River on the north near Station 44 + 00.

On the right or easterly side of the described relocated power line #67 all the land that lies westerly of the westerly right-of-way of the relocated Boston and Maine Railroad between the



existing Public Service Company easement on the south near Station 5 + 50; said station also being westerly and near Station 2,460 + 00 of the relocated Boston & Maine Railroad and P. I. Station 38 + 94 on the north, said station also being westerly and near Station 2,492 + 60 of the Boston & Maine Railroad and all the land that lies westerly of a line that is one hundred fifty (150) feet measured easterly from the relocated power line between the last named point on the south and the Pemigewasset River on the north near Station 44 + 00.

Strip #2 - All the land that lies northerly of a line that is fifty (50) feet southerly of and parallel to the relocated power line #342 as shown on said Plans, bounded on the west by a limited access right-of-way and bounded on the northeast by the existing power line easement.

Strip #3 - A strip one hundred (100) feet in width between the easterly side line of the limited access right-of-way on the east and the easterly side line of the existing Public Service Company easement on the west, described as all the land that lies fifty (50) feet northerly and fifty (50) feet southerly from the following described line:

Beginning on the easterly side line of the limited access right-of-way at the center line of the Public Service Company of New Hampshire 34.5 KV Line #342; thence North 71° 00' West three hundred seventy-three (373) feet, more or less, crossing said limited access right-of-way to an angle; thence North 46° 00' West four hundred seventy-two (472) feet, more or less, to an angle; thence North 29° 00' West six hundred forty-eight (648) feet, more or less, to the easterly side line of the existing Public Service Company easement.

Said strips are a part of the land and rights acquired by Commissioners' Return of Layout Section No. 39, Interstate Route 93, Ashland I-93-2(45)75 P-5600-D, Contract No. 1, dated April 1, 1963.

This conveyance is subject to the condition that where any of said strips cross a proposed or existing highway the Grantee shall not place on said land any structure which would interfere with the use of said land for highway purposes.

This conveyance shall include the right to clear and keep clear the strips of all trees and underbrush, ~~by such means as the Grantee may deem~~, to remove all structures or obstructions which are now found within the limits of the strips, and the right to cut or trim such trees on the above-mentioned

premises of the Grantor as in the judgment of the Grantee may interfere with or endanger said lines or their maintenance or operation.

The Grantor for itself and its successors and assigns covenants and agrees to and with the Grantee, its successors and assigns, that they will not erect or maintain any building or other structure, or permit the erection or maintenance of any building or other structure of any kind or nature upon the strips, except structures shown on said plans.

IN WITNESS WHEREOF The State of New Hampshire has caused its name to be set and its seal to be hereunto affixed by John O. Morton, Commissioner of Public Works and Highways duly authorized, this 2nd day of December in the Year of our Lord, 1965.

Signed, sealed and delivered  
in the presence of:

Thaddeus L. Blane

THE STATE OF NEW HAMPSHIRE

By John O. Morton  
Commissioner of  
Public Works and Highways

State of New Hampshire  
Merrimack, ss.

On this 2nd day of December, 1965, before me,  
, the undersigned officer, personally appeared John O. Morton, who acknowledged himself to be the Commissioner of Public Works and Highways and that he, as such Commissioner, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of The State of New Hampshire by himself as Commissioner of Public Works and Highways.

In witness whereof I hereunto set my hand and seal.

Thaddeus L. Blane  
Notary Public

My Commission expires Sept. 2, 1969

Received and Recorded Jan. 3, 1966 8:30 A.M.

## RIGHTS OF WAY REPLACED BY STATE OF NEW HAMPSHIRE

R. E. SMITH

JULY 1, 1966

E. M. MORGANSTERN

The following easements are on Line 342 in Ashland, New Hampshire but are set up in the plant inventory records in error under Ayers Island - Meredith 33 KV Line Nos. 344 and 345 - Account No. 350.1 in Ashland.

*Item 5	Elmer A. Goud & Frank G. Cote 11/20/23	EAA-4676	\$ 65.75
Item 6	J. K. Bateman (Spaulding) 2/1/26	EAA-4094	40.00
Item 7	John R. Ernest (Avery)	EAA-4515	40.00
*Item 11	Elmer Goud & John E. Cote 2/18/53	EAA-560	160.00

\*Item 5 was for 40 ft. wide right of way and Item 11 widened this 40 ft. to 100 ft. wide.

The State of New Hampshire have taken approximately 50% of the value of Item 5, 7, 11 and the whole of Item 6. These are replaced by right of way from State of New Hampshire as shown on Company Document No. EAA-10508, dated December 2, 1965. No monetary consideration is involved.

Please make the necessary changes on your plant records.

---

 R. Emery Smith

RES:b

(6)

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EASEMENT

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The State of New Hampshire

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To

---

Public Service Company  
of New Hampshire

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Grafton County      Records.

Received Jan. 3 1966

8 Hour 30 Minute A.M.

Recorded Lib. 1029 Fol. 174

Examined by,

Charles Wood Register

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COMMISSIONERS' RETURN  
OF  
HIGHWAY LAYOUT  
SECTION #39 - INTERSTATE ROUTE 93  
ASHLAND I-93-2(45)75 - P-5600-D  
CONTRACT #1  
1963

The Governor and Council, after a public hearing conducted at the National Guard Armory in Plymouth on February 7, 1962, in accordance with Chapter 236, RSA of 1955, approved the Report of the Special Committee on a Limited Access Highway hearing in the Towns of New Hampton, Ashland, Holderness and Plymouth dated February 28, 1962, and in accordance with the provisions of the Law referred to above, on March 13, 1962 appointed:

Tracy M. Spalding, Plainfield  
Merton J. Sargent, Newport  
Reynold D. Guillette, Lancaster

a Commission to lay out and assess property damages incident to the laying out or alteration of the highway in the Towns of New Hampton, Ashland, Holderness and Plymouth.

And we, the undersigned, being duly sworn, and having proceeded with the duties to which we were appointed in accordance with the location determined by the Highway Commissioner, do hereby describe the lands, rights and easements acquired by purchase or as laid out hereby which are necessary for the construction of said highway in the Towns of New Hampton, Ashland, Holderness and Plymouth.

Beginning at a point in the Southerly boundary line of land of John Cote and Mabel Goud; said point also being in the Squam River and one hundred twenty-five feet (125') Westerly of and near Station 2075 + 10 S.B. as shown on the Plans of ASHLAND I-93-2(45)75 - P-5600-D on file in the records of the New Hampshire Department of Public Works and Highways; thence Northerly parallel to said centerline to a point that is Westerly of and directly opposite Station 2094S + 50; thence Northerly to a point that is one hundred fifty feet (150') Westerly of and directly opposite Station 2097S + 00; thence Northerly to a point that is one hundred twenty-five feet (125') Westerly of and directly opposite Station 2099S + 50; thence Northerly parallel to said centerline to a point that is one hundred twenty-five feet (125') Westerly of and near



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Station 2008S  $\neq$  80; said point also being one hundred feet (100') Easterly of the relocated railroad centerline and near Station 2448  $\neq$  75; thence North-westerly parallel to said relocated railroad centerline to a point directly opposite Station 2450  $\neq$  00; thence northerly to a point that is seventy-five feet (75') easterly of and directly opposite Station 2457  $\neq$  00; thence north-westerly parallel to said centerline to a point directly opposite Station 2464  $\neq$  00; thence northwesterly to a point that is thirty-five feet (35') easterly of and directly opposite Station 67  $\neq$  15; thence northerly parallel to said centerline to a point in the westerly side line of the existing railroad right-of-way near Station 2480  $\neq$  50; thence southeasterly with said railroad right-of-way to a point that is one hundred twenty-five feet (125') easterly of the northbound lane centerline and near Station <sup>2104N</sup> ~~2004N~~  $\neq$  65; thence southerly parallel to said northbound lane centerline to the southerly boundary of said Cote - Goud land; thence westerly with said Cote - Goud land to the point of beginning.

TAKING ALSO WITH THE ABOVE LAND all rights of access, light, air and view over, from and to the same from the remainder of abutting lands at the line of taking.

EXCEPTING AND RESERVING to the Boston and Maine Railroad, its successors and assigns, the right to maintain and operate a railroad on, over, and across all or any portion of the land within the railroad location which is included in such taking, together with the right to install, construct and maintain cables, wires, pipes, conduits or similar appurtenances connected with the operation of the railroad, under, over and across all or any portion of said land within the railroad location.

EXCEPTING AND RESERVING to the Public Service Company, their successors and assigns, the right and easement to construct, repair, rebuild, operate, patrol and remove overhead and underground lines consisting of wires, cables, ducts, manholes, poles and towers together with foundations, crossarms, braces, anchors, guys, grounds and other equipment for transmitting

Continued on Page -3-

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electric current and/or intelligence over, under and across the land of said Companies included within the taking, as shown on said plan; provided that said companies shall not place on said land any structure which would interfere with the use of said land for highway purposes. Also excepting and reserving to said companies the right to clear and keep clear said land of all trees and underbrush by such means as said companies may select.

RELOCATION OF SQUAM RIVER AND COLLINS STREET

AND TAKING for the relocation of the Squam River and Collins Street the following described parcels of land: Beginning at a point one hundred twenty-five feet (125') Westerly of and directly opposite Station 2083S / 00 Southbound lane centerline as shown on said Plan; said point also being in the Westerly line of the first described taking; thence Westerly at right angles to said centerline sixty-five feet (65'); thence southerly parallel to said centerline to a point directly opposite Station 2081S / 75; thence southwesterly to a point that is thirty-three feet (33') northerly of and directly opposite Station 14 / 00 Collins Street Relocation centerline; thence southerly at right angles to said Collins Street centerline sixty-six feet (66'); thence easterly and southerly parallel to said centerline to a point directly opposite Station 10 / 50; thence southerly to a point that is one hundred feet (100') northerly of and directly opposite Station 11 / 50 Squam River Relocation centerline; thence westerly parallel to said centerline to a point directly opposite Station 14 / 50; thence Southerly at right angles to said centerline to the southerly boundary of said Cote-Goud land; thence easterly with said boundary to the first described taking; thence northerly with said first described taking to the point of beginning.

Beginning at a point one hundred twenty-five feet (125') Easterly of and directly opposite Station 2081N / 75 N.B. lane centerline; said point also being in the easterly line of the first described taking; thence easterly to a

Continued on Page -4-



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point that is thirty-three feet (33') westerly of and directly opposite Station 1 + 90 Collins Street Relocation centerline; thence curving north-easterly and easterly parallel to said centerline to the southerly boundary of said Cote-Goud land; thence southwesterly with said southerly boundary to the first described taking; thence northerly with said first described taking to the point of beginning.

RELOCATION OF BOSTON & MAINE RAILROAD

The construction line of the relocated Boston & Maine Railroad is as follows: Beginning at a point in the center of the existing Boston & Maine Railroad right-of-way, said point also being shown as Station 2437 + 50 Boston & Maine Railroad construction centerline as shown on a Plan of Ashland I-93-2(44)75 Contract #1 P-4600-D on file in the records of the New Hampshire Department of Public Works and Highways and to be recorded in the Grafton County Registry of Deeds; thence North  $68^{\circ} 11' 43''$  West eight hundred forty-eight and seventy-two hundredths feet (848.72'); thence curving to the right with the arc of a circle having a radius of two thousand eight hundred sixty-five feet (2865') for a distance of two thousand seven hundred twenty-five and forty-one hundredths feet (2725.41'); thence North  $13^{\circ} 41' 14''$  West three hundred thirty-four and twenty-hundredths feet (334.20'); thence curving to the left with the arc of a circle having a radius of five thousand seven hundred thirty feet (5730') for a distance of one thousand sixty four and thirty-nine hundredths feet (1064.39') to the centerline of the existing Railroad, said point being shown as Construction Centerline Station 2487+22.72.

AND TAKING FOR THE RELOCATION OF SAID RAILROAD the following described parcels of land: Parcel #1 - Beginning at a point in the westerly side line of the existing railroad, said point being directly opposite Station 2437/50 and approximately ninety-two feet (92') westerly of said Station; thence Northwest to a point that is ninety-five feet (95') westerly of and directly opposite Station 2442 + 00; thence Northwest parallel to said Relocated Railroad centerline to a point that is one hundred twenty-five feet (125')

Continued on Page -5-

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easterly of the north bound lane centerline and near Station <sup>2103</sup> 2003 / 80; said point also being in the easterly line of the first described taking; thence northerly with said first described taking to a point in the westerly line of the existing Boston & Maine Railroad right of way; said point also being one hundred twenty-five feet (125') easterly of the north bound lane centerline and near Station <sup>2348 + 65</sup> 2004 / 50; thence southeasterly, southwesterly and southeasterly with the existing right-of-way to the point of beginning.

Parcel #2 - Beginning at a point one hundred twenty-five feet (125') westerly of and directly opposite Station 21058 / 90 S. B. lane centerline; said point also being approximately one hundred feet (100') westerly of the relocated railroad centerline and near Station 2446 / 75; thence northwesterly to a point that is one hundred twenty feet (120') westerly of and directly opposite Station 2449 / 00; thence Northwesterly to a point that is one hundred feet (100') westerly of and directly opposite Station 2453 / 00; thence northwesterly to a point that is one hundred feet (100') westerly of and directly opposite Station 2455 / 00; thence northwesterly to a point that is ninety-five feet (95') westerly of and directly opposite Station 2457 / 00; thence northwesterly to a point that is ninety feet (90') westerly of and directly opposite Station 2459 / 00; thence northwesterly to a point that is eighty-five feet (85') westerly of and directly opposite Station 2462 / 00; thence Northwesterly to a point that is eighty feet (80') westerly of and directly opposite Station 2465 / 00; thence northerly to a point that is sixty feet (60') westerly of and directly opposite Station 2466 / 00; thence northerly parallel to said centerline to a point that is westerly of and directly opposite Station 2473 / 24.13; thence northerly to a point that is fifty feet (50') westerly of and directly opposite Station 2479 / 00; thence northerly parallel to said centerline to a point that is westerly of and directly opposite Station 2487 / 22.72; thence easterly at right angles to said centerline to a point in the existing westerly line of

Continued on Page -6-

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the Boston & Maine Railroad right-of-way; thence southerly with said westerly line of said Boston and Maine Railroad to a point that is thirty-five feet (35') easterly of the relocated railroad centerline and near Station 2480+50; thence southerly parallel to said centerline to a point directly opposite Station 2467 + 15; thence southeasterly to a point that is seventy-five feet (75') easterly of and directly opposite Station 2464 + 00; thence southerly parallel to said centerline to a point directly opposite Station 2457 + 00; thence southeasterly to a point that is one hundred feet (100') easterly of and directly opposite Station 2450 + 00; thence southeasterly parallel to said centerline to a point in the westerly line of the first described taking; said point being one hundred twenty-five feet (125') westerly of the S.B. lane centerline and near Station 20088 + 20; thence southerly with said first described taking to the point of beginning.

PUBLIC SERVICE COMPANY POWER LINE #67  
AND LINE NUMBER A-111 RELOCATION EASEMENT

The construction line of the relocated power line Number 67 is as follows: Beginning at a point in the existing Power line easement; said point being shown as Station 0 + 00 on said Plan; thence North 20° West one thousand one hundred sixty-five feet (1165'); thence North 3° West two thousand and seven hundred twenty-nine feet (2729'); thence North 23° West approximately five hundred fifty feet (550') to the Easterly bank of the Pemigewasset River.

AND TAKING AN EASEMENT FOR THE RELOCATION OF said power lines the following described parcel of land: On the left or westerly side of the described relocated power line number 67 all the land that lies easterly of a line that is seventy-five feet (75') measured westerly from the relocated power line between the existing Public Service Company easement on the south near Station 00 + 00 and the Pemigewasset River on the north near Station 44 + 00.

On the right or easterly side of the described relocated power line number 67 all the land that lies westerly of the westerly right-of-way of the

Continued on Page -7-

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relocated Boston and Maine Railroad between the existing Public Service Company easement on the south near Station 5 + 50; said station also being westerly and near Station 2460 + 00 of the relocated Boston & Maine Railroad and P. I. Station 38 + 94 on the north, said station also being westerly and near Station 2492 + 60 of the Boston and Maine Railroad and all the land that lies westerly of a line that is one hundred fifty feet (150') measured easterly from the relocated power line between the last named point on the south and the Pemigewasset River on the north near Station 44 + 00.

AND TAKING THE FOLLOWING EASEMENTS for the relocation of Power line #342: All the land that lies northerly of a line that is fifty feet (50') southerly of and parallel to the relocated power line as shown on the Plans, bounded on the west by a limited access right-of-way, bounded on the north-east by the existing power line easement.

AND TAKING AN EASEMENT one hundred feet (100') in width between the limited access right-of-way on the east and the existing Public Service Company easement on the west. All the land that comes within a distance of fifty feet (50') measured northerly and fifty feet (50') measured southerly from the following described line: Beginning on the westerly side line of the limited access right of way; thence North 46° West four hundred fifty-two feet (452'); thence North 29° West six hundred forty eight feet (648') to the Easterly side line of the existing Public Service Company easement.

In laying out this portion of the lands, rights and easements described above, the Commission includes herewith the right to extend and maintain any slopes and embankments that may extend beyond the limits of said layout, the right to construct and maintain drainage in accordance with the plan referred to above, and any damage which may be occasioned by the extension of slopes and embankments or drainage, is included in the amounts which we award or have already paid to the several landowners as set forth hereinafter.

And for land taken and for other easements necessary for the above construction, and in accordance with the before-mentioned Plan, we award damages to owners of land as listed below:

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Lawrence W. Spaulding and Doris Spaulding	\$ 675.00
Richard S. Avery	2,185.00
John E. Cote and Mabel Goud	13,928.00

Given under our hands this 1st day of April A.D., 1963.

<u>[Signature]</u>	} COMMISSION
<u>[Signature]</u>	
<u>[Signature]</u>	

Prepared by:  
Checked by: ARM

COMMISSIONERS' RETURN  
OF  
HIGHWAY LAYOUT  
SECTION #39 - INTERSTATE ROUTE 93  
ASHLAND I-93-2(45)75 - P-5600-B  
CONTRACT #2  
1963

The Governor and Council, after a public hearing conducted at the National Guard Armory in Plymouth on February 7, 1962, in accordance with Chapter 236, RSA of 1955, approved the Report of the Special Committee on a Limited Access Highway hearing in the Towns of New Hampton, Ashland, Holderness and Plymouth dated February 28, 1962, and in accordance with the provisions of the law referred to above, on March 13, 1962 appointed:

Tracy M. Spalding, Plainfield  
Merton J. Sargent, Newport  
Reynold D. Guillette, Lancaster

a Commission to lay out and assess property damages incident to the laying out or alteration of the highway in the Towns of New Hampton, Ashland, Holderness and Plymouth.

And we, the undersigned, being duly sworn, and having proceeded with the duties to which we were appointed in accordance with the location determined by the Highway Commissioner, do hereby describe the lands, rights and easements acquired by purchase or as laid out hereby which are necessary for the construction of said highway in the Towns of New Hampton, Ashland, Holderness and Plymouth.

Beginning at a point in the westerly sideline of the existing Railroad right-of-way; said point also being one hundred twenty-five feet (125') Easterly of the Northbound lane Centerline and near Station 2104N + 65 as shown on a plan of ASHLAND I-93-2(45)75 P-5600-B Contract No. 2 on file in the records of the New Hampshire Department of Public Works and Highways; thence Northwesterly with said Railroad right-of-way to a point that is thirty-five feet (35') Easterly of the relocated Railroad Centerline and near Station 2480 + 50; thence Easterly to a point that is fifty feet (50')

Continued on Page -2-

Page -2-

Westerly of and directly opposite Station 43 + 75 relocated Route 3 Centerline; thence Northerly parallel to said relocated Route 3 Centerline to a point directly opposite Station 58 + 00 relocated Route 3 Centerline; thence Easterly at right angles to said relocated Route 3 Centerline to a point in the Easterly sideline of US Route 3; said point also being in the Westerly line of the Limited Access right-of-way laid out in a Commissioners' Return dated May 1, 1963 and recorded in the Secretary of State's Office; thence Southerly with said right-of-way line to the division line between land of E. Lorraine Foster and land of Properties, Inc. near Station 12133N + 00 Northbound Lane Centerline; thence Easterly with said division line to a point in a line that connects a point that is two hundred feet (200') Easterly of and directly opposite Station 12134N + 00 and a point that is two hundred seventy-five feet (275') Easterly of and directly opposite Station 12132N + 00; thence Southeasterly to the last-named point; thence Southerly to a point that is one hundred twenty-five feet (125') Easterly of and directly opposite Station 12129N + 35.23; thence Southerly parallel to said Northbound Lane Centerline to a point directly opposite Station 12121N + 25; thence Southeasterly to a point that is seventy-five feet (75') Easterly of and directly opposite Station 10 + 23.45 Ramp D-B line; thence Southeasterly to a point that is one hundred twenty-five feet (125') Easterly of and directly opposite Station 6 + 50 Ramp D-B line; thence Southeasterly to a point that is one hundred feet (100') Northerly of and directly opposite Station 2 + 00 Ramp D-B line; thence Easterly to a point that is one hundred feet (100') Northerly of and directly opposite Station 9 + 00 Ramp D-B line; thence Easterly to a point that is ninety-five feet (95') Northerly of and directly opposite Station 12 + 60 relocated Route 3 Centerline; thence Northerly at right angles to said relocated Route 3 Centerline to the Westerly sideline of US Route 3 as now travelled; thence Southeasterly with said sideline to a point directly opposite Station 7 + 85 relocated Route 3 Centerline; thence Southwesterly at right angles to said centerline to a point that is fifty feet (50') Southerly of and directly opposite the last-named Station; thence Westerly to a point:

Continued on Page -3-

Page -3-

that is sixty feet (60') Southerly of and directly opposite Station 13 + 25 Ramp D-A Line; thence Westerly to a point that is seventy-five feet (75') Southerly of and directly opposite Station 11 + 25; thence Westerly to a point that is seventy-five feet (75') Southerly of and directly opposite Station 9 + 15; thence Southwesterly to a point that is seventy-five feet (75') Easterly of and directly opposite Station 6 + 00; thence Southerly to a point that is one hundred feet (100') Easterly of and directly opposite Station 3 + 00; thence Southerly to a point that is one hundred forty feet (140') Easterly of and directly opposite Station 2112N + 00 Northbound Lane Centerline; thence Southerly to a point that is one hundred twenty-five feet (125') Easterly of and directly opposite Station 2107N + 00; thence Southerly parallel to said Northbound Lane Centerline to the point of beginning.

TAKING ALSO WITH THE ABOVE LAND all rights of access, light, air and view over, from and to the same from the remainder of abutting lands at the line of taking with the following specific exception:

EXCEPTING that portion of the Westerly sideline of US Route 3 as now travelled between Stations 7 + 85 and 10 + 25 <sup>Route 3</sup> Ramp D-A Line.

#### OLD TOWN ROAD RELOCATION

AND TAKING for the relocation of an old town road the following described parcel of land: Beginning at a point that is one hundred feet (100') Westerly of and near Station 43 + 75 relocated Route 3 Centerline; said point also being in the Westerly line of the first-described taking; thence Northerly to a point in the Westerly sideline of said town road as now travelled; said point also being directly opposite Station 49 + 50 relocated Route 3 Centerline; thence Southerly with said sideline to the Westerly line of the first-described taking; thence Southerly and Westerly with the first-described taking to the point of beginning.

#### RAILROAD CROSSING

AND TAKING for the construction of an approach to a Railroad crossing

Continued on Page -4-

Page -4-

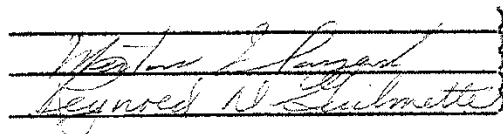
the following described parcel of land: A strip of land twenty-five feet (25') in width, the center of which is directly opposite and at right angles to Station 2485 + 50 relocated Railroad Centerline; bounded on the West by said relocated Railroad and bounded on the East by said relocated Town Road.

In laying out this portion of the lands, rights and easements described above, the Commission includes herewith the right to extend and maintain any slopes and embankments that may extend beyond the limits of said layout, the right to construct and maintain drainage in accordance with the plan referred to above, and any damage which may be occasioned by the extension of slopes and embankments or drainage, is included in the amounts which we award or have already paid to the several landowners as set forth hereinafter.

And for land taken and for other easements necessary for the above construction, and in accordance with the before-mentioned plan, we award damages to owners of land as listed below:

Green Grove Cemetery Assoc.	\$2,165.00
Peter Lyublanovits and Josephine Lyublanovits and Plymouth Guaranty Savings Bank	4,775.00
Gallup Lumber Co., Inc.	680.00
Lakes Region Chipping Corp. and Concord National Bank	2,310.00
Public Service Co. of N. H.	1.00
Boston & Maine Railroad	1.00

Given under our hands this 6<sup>th</sup> day of September A.D., 1963.


 } COMMISSIONERS

Received and Recorded Sept. 9, 1963 8:30 A.M.



*Reg. of Deeds*

REMEDATION OF COMMISSIONERS' RETURN  
OF  
HIGHWAY LAYOUT

ASHLAND I-93-2(45)75 - P-5600-B  
Contract No. 2

Section #39 - Interstate Route 93

The Commission, appointed by the Governor and Council on March 13, 1962, to lay out a section of the Interstate Highway System in the Town of Ashland and the Towns of New Hampton, Holderness and Plymouth, and to assess property damages incident thereto, made a Return of Highway Layout covering Section #39, in the Town of Ashland, Contract No. 2, dated September 6, 1963, which is on file in the Office of the Secretary of State and in the records of the Grafton County Registry of Deeds, Liber 992, Folio 21, and the records of the Town of Ashland. Said Return is to be corrected on Page -4.- of said Return by deleting:

Public Service Co. of N. H. \$1.00

and by inserting the following:

E. Lorraine Foster \$5,500.00

Reginald W. Sargent and  
Rita Sargent Camp \$325.00

It being the intention of the Commission in making the above deletion and insertion to make no changes in any other part of the Return except the ones specifically noted above.

Given under our hands this 18th day of September, A. D., 1963.

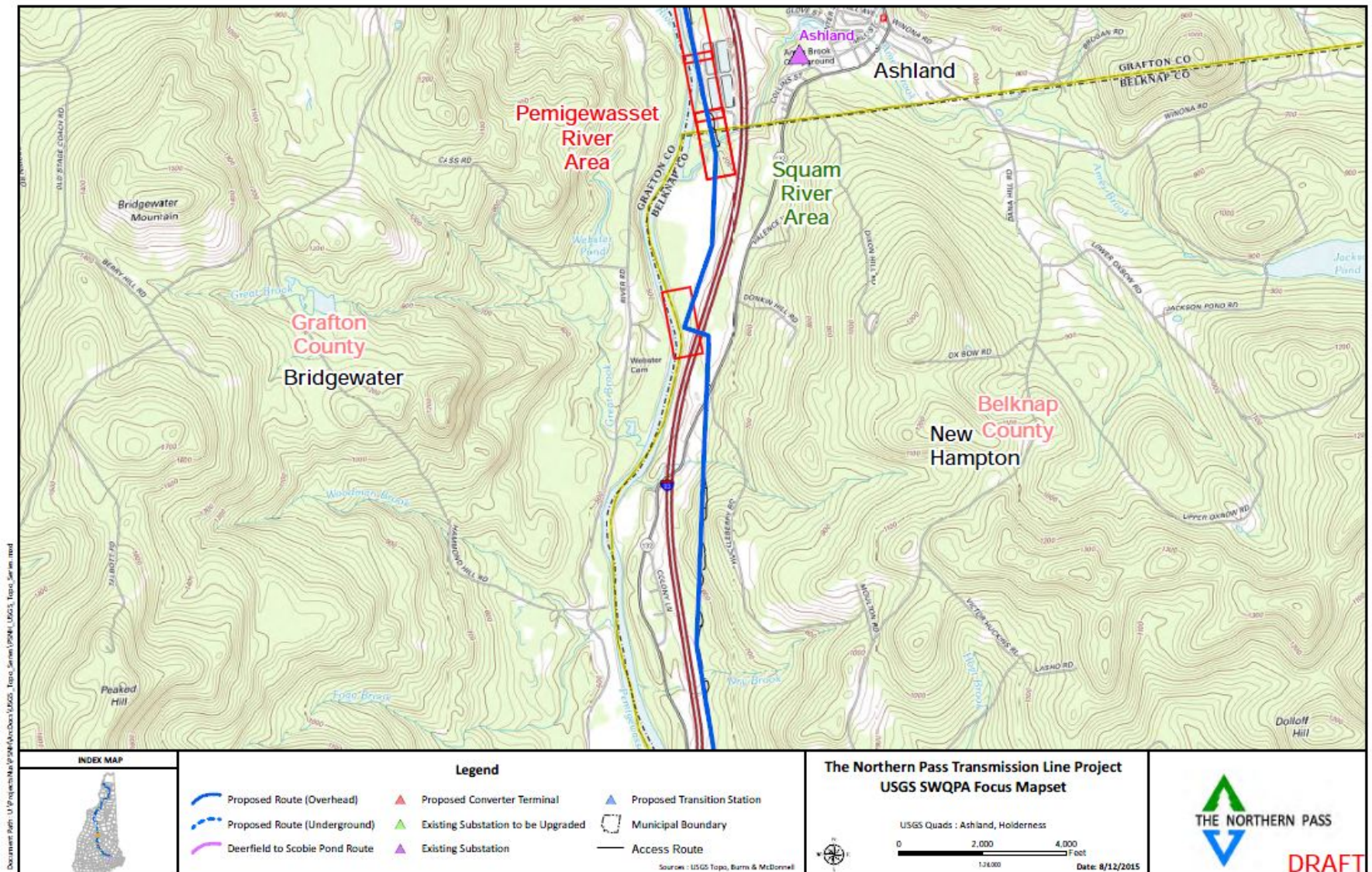
*Tracy M. Falding*  
*Raymond R. Guilmette*

COMMISSION

Received and Recorded Sept. 20, 1963 8:30 A.M.

## ■ Appendix C USGS Locus Maps

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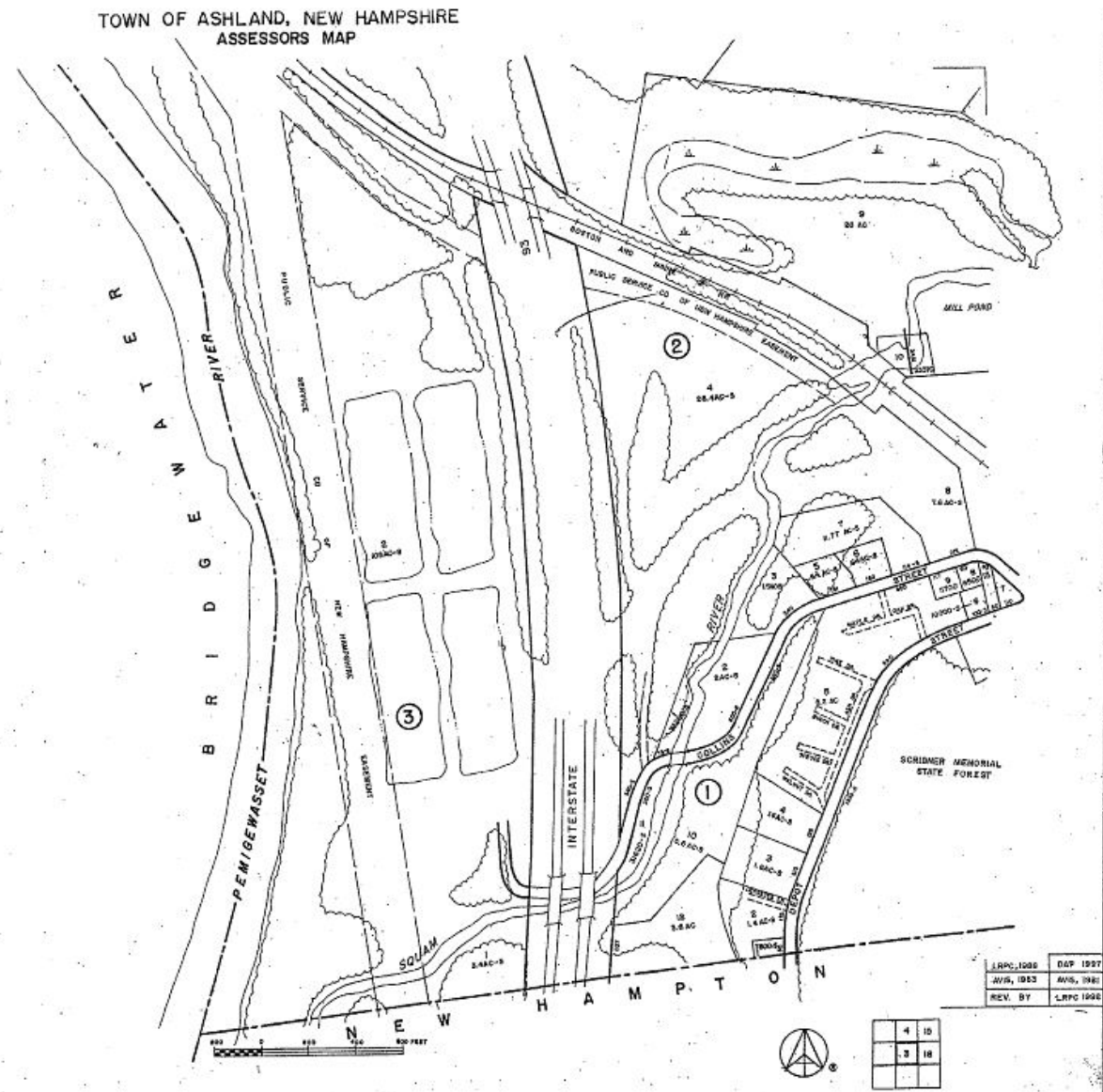
## ■ Appendix D NH Tax Maps

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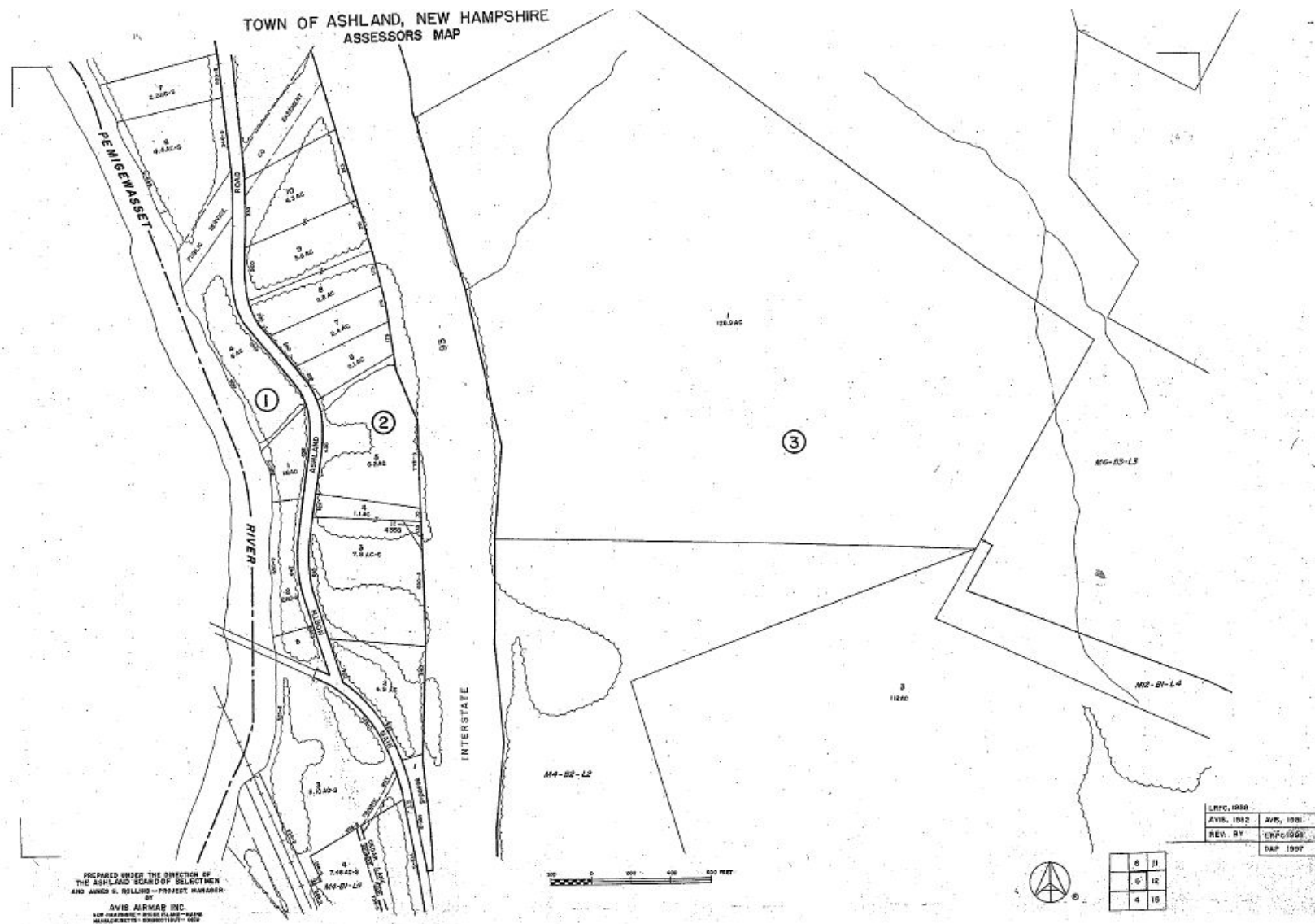
TOWN OF ASHLAND, NEW HAMPSHIRE  
ASSESSORS MAP

PREPARED UNDER THE DIRECTION OF  
THE ASHLAND BOARD OF SELECTMEN  
AND JAMES H. BOLLER - PROJECT MANAGER  
BY  
AVIS AIRMAR INC.  
NEW HAMPSHIRE - 2000/01/01 - 2000/01/01









## ■ Appendix E Representative Photos

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**Photo1. The NPT line will cross the Pemigewasset River in Ashland, NH as part of the Overhead Line (C2), although no Shoreland construction is occurring at this location.**



**Photo2. The NPT line will cross the Pemigewasset River in Ashland, NH as part of the Overhead Line (C2) view North. Work at this site will include the placement of two lattice structures.**





**Photo3. The NPT line will cross the Pemigewasset River in Ashland, NH as part of the Overhead Line (C2) view north. Work at this site will include the placement of two lattice structures.**



**Photo 4. The NPT line will cross the Pemigewasset River in Ashland, NH as part of the Overhead Line (C2) view south. Work at this site will include the placement of two lattice structures.**





**Photo 5. The NPT line will cross the Pemigewasset River in Ashland, NH as part of the Overhead Line (C2) view north. Work at this site will include the placement of two lattice structures.**



**Photo 6. The NPT line will cross the Pemigewasset River in Ashland, NH as part of the Overhead Line (C2) view south. Work at this site will include the placement of two lattice structures.**

## ■ Appendix F NHB Report and Correspondence

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**NEW HAMPSHIRE NATURAL HERITAGE BUREAU**

DRED - DIVISION OF FORESTS & LANDS

PO Box 1 856 -- 1 72 PEMBROKE ROAD, CONCORD, NH 03302-1 856

(603) 271 -221 4

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**To:** William McCloy, Normandeau Associates, Inc.

**From:** Melissa Coppola, Environmental Information Specialist

**Date:** March 30, 2015

**Subject:** Northern Pass Database Request (NHB15-0611)

This memo is to confirm that Normandeau Associates have coordinated with the NH Natural Heritage Bureau (NHB) regarding information on known locations of rare species and exemplary natural communities for the Northern Pass project.

Due to the size and scope of the project, NHB is not providing a typical NHB review memo for permitting. Instead, this memo summarizes information provided by NHB to date, and notes that specific recommendations should be developed after project plans are close to being finalized:

- Normandeau was provided with digital data for the project under a data-sharing agreement dated 1/16/15 (397 digital NHB records). This is the sixth data-sharing agreement Normandeau has requested for this project: others were provided in 2010, 2011, 2012, 2013, and 2014 for project planning and ecological impact studies. NHB has also reviewed work plans associated with plant and community survey methodology on several occasions, including a meeting on 6/18/10.
- At the request of NHB, Normandeau consultants have conducted rare plant and natural community surveys within the proposed project area. If the project area extends to new locations, or new concerns are identified, additional surveys may be requested.
- As the project progresses and impacts areas are further clarified, Normandeau should set up a meeting with NHB staff to discuss avoiding and minimizing impacts to rare plant species and exemplary natural communities.





## New Hampshire Natural Heritage Bureau

DRED - Division of Forests & Lands  
172 Pembroke Road, Concord, NH 03301  
(603) 271-2214

**To:** Lee Carbonneau, Normandeau Associates, Inc.  
**From:** Amy Lamb, Ecological Information Specialist  
**Date:** October 5, 2015  
**Subject:** Northern Pass Pre-Application Meeting Summary (NHB15-0611)

On March 30, 2015, Melissa Coppola issued a NH Natural Heritage Bureau (NHB) memo (NHB15-0611) to Normandeau Associates, Inc. that listed Threatened and Endangered species populations that will potentially be impacted by the proposed Northern Pass project. Since that date, NHB and Normandeau have met on several occasions to discuss project impacts, avoidance and minimization measures, route changes, and the remaining survey work to be completed.

This memo summarizes the most recent pre-application meeting, which took place on October 1, 2015. This meeting was held in order to review current rare plant and natural community information, refine avoidance and minimization measures, and determine additional steps to be taken in preparation for permit application submittal at the end of October, 2015.

The meeting resulted in the following determinations regarding data and documentation:

- NHB last provided digital data to Normandeau in February of 2015, and will continue to provide any new data (i.e., new plant surveys within the project area) as they become available.
- Normandeau will provide the final reports on Vegetation and Threatened and Endangered species to NHB upon completion.
- Normandeau will provide NHB a table summarizing the anticipated impacts to all rare plants and exemplary natural communities within the selected corridor. This table will distinguish between the different types of impacts and their resulting (long-term) effects on rare plants and exemplary natural communities.

- Any reports that are filed as publicly available information will not contain specific locations of rare plants; this information will be restricted to an appendix and treated as confidential, and will be removed from publicly available reports.
- The rare plant avoidance and minimization measures that the applicant has proposed were developed in consultation with NHB. NHB will provide additional species-specific avoidance and minimization guidance during the permit review period. This will consist of a table with prioritized actions for each species.
- As any new areas for access, staging, etc. become known, Normandeau (or any subsequent contractor) will conduct rare plant surveys in the areas and provide the results to NHB.
- Normandeau identified Lee Carbonneau as the point person for future Natural Heritage communications, and the NHB point person will be Amy Lamb.

The meeting also resulted in the determination of several measures to avoid and minimize impacts to Natural Heritage resources during construction:

- Meetings will be held among contractors, environmental monitors, and inspectors, prior to contractors working in or near areas where listed plants are located, that will include making contractors aware of sensitive areas and the appropriate best management practices for each area.
- Plans that are provided to contractors will contain a color-coded bar indicating the extent of a sensitive area; no further information will be revealed on such plans.
- Normandeau (or any subsequent contractor) will have "Sensitive Area" signs installed around rare plant populations and exemplary natural communities to alert work crews to their presence.
- It was agreed that it is critical that environmental monitors have the power and authority to stop work immediately if they become aware that any action will violate agreed-upon BMPs.
- NHB will make a recommendation to NHDES regarding qualifications of Environmental Monitors, to be included as a permit condition.

NHB and Normandeau will continue to communicate as the project progresses, in particular as any route changes or new impacts to rare plants become known.



Northern Pass has coordinated with the NH Natural Heritage Bureau (NH NHB) since 2010 to obtain information on known locations of rare species and exemplary natural communities within a half mile of the Northern Pass Project. Normandeau Associates was provided with a digital data set for known locations. Based on the information provided by NHNHB and additional desktop research, Normandeau Associates prepared and implemented a work plan for field surveys for rare plant and natural community surveys. This work plan was approved by the NH NHB.

No NH NHB element occurrences are present within a half mile of the shoreland buffer construction area in Ashland.

## ■ Appendix G

### Certified Mail Notifications and Receipts

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N/A for abutters (Waiver for public utility lines exempt per RSA-483-B:5-b, IV (A))

***Via Certified Mail***

October 14, 2015

**Pemigewasset River Local Advisory Committee**

Max Stamp, Chair  
2110 Summer St.  
Bristol, NH 03222

**Re: Shoreland Permit Application – The Northern Pass Project**

Dear Mr. Stamp:

Enclosed please find a copy of the Shoreland Permit Application package that will be filed with the NH Department of Environmental Services (DES) and New Hampshire Site Evaluation Committee for the Northern Pass Project. The project includes work in or around rivers, lakes, streams ponds, etc. Under state law, it is a requirement to provide the municipalities and Local River Advisory Committees having jurisdiction over these waterbodies with a copy of the shoreland application by certified mail, for review and comment. Please find attached a copy of the application, which proposes work within the protected shoreland of a public water or Designated River in your regulatory area.

Sincerely,



Lee Carbonneau  
Normandeau Associates, Inc.  
As agent for Northern Pass Transmission, LLC.

***Via Certified Mail***

October 14, 2015

Town of Woodstock  
165 Lost River Rd.  
Woodstock, NH 03262

**Re: Shoreland Permit Application – The Northern Pass Project**

Dear Sir or Madam:

Enclosed please find a copy of the Shoreland Permit Application package that will be filed with the NH Department of Environmental Services (DES) and New Hampshire Site Evaluation Committee for the Northern Pass Project. The project includes work in or around rivers, lakes, streams ponds, etc. Under state law, it is a requirement to provide the municipalities and Local River Advisory Committees having jurisdiction over these waterbodies with a copy of the shoreland application by Certified mail, for review and comment. Please find attached a copy of the application, which proposes work within the protected shoreland of a public water or Designated River in your regulatory area.

Sincerely,

A handwritten signature in purple ink that reads "Lee E. Carbonneau". The signature is fluid and cursive, with the first name "Lee" and last name "Carbonneau" clearly legible.

Lee Carbonneau  
Normandeau Associates, Inc.  
As agent for Northern Pass Transmission, LLC.