

New Hampshire Site Evaluation Committee  
Pamela G. Monroe, Administrator  
21 South Fruit Street, Suite 10  
Concord, N.H. 03301

January 11, 2016  
Subject: Northern Pass Transmission-Eversource  
SEC Docket No. 2015-06

Dear Ms. Monroe,

**I do not want this Northern Pass Project to go forward. If it is to be built, it must be completely buried for the entire route.** The project would have a negative impact on the view shed which is the basis of the state's tourist industry and recreational activities.

**4A** is the **fully underground** Alternate Route option analyzed by the Department of Energy in the Draft Environmental Impact Statement(EIS) for Northern Pass. It uses state roads from Pittsburg to Franconia, I-93 from Franconia to Concord, and federal and state roads from Concord to Deerfield. In the Draft EIS, the DOE confirms this: "DOE has determined that extended burial of a transmission line with the capacity of 1,000MW would be practically and technically feasible."

**4A clearly demonstrates that burial is the preferred way.**

It has come to my attention through the Site Evaluation Committee(SEC) hearings that I attended in both Grafton and Coos Counties this past September, 2015, that, per the New Hampshire Department of Transportation(DOT), to bury the proposed Northern Pass/Hydro-Quebec powerline within the right of way(ROW) of New Hampshire Interstate 93 (I-93), would be impossible.

It was stated that safety concerns of cars traveling at highway speeds of seventy(70) miles per hour would preclude construction of this line. Also stated was that the line could not be buried along the median strip or breakdown lane of I-93, but would have to be constructed at the fenceline.

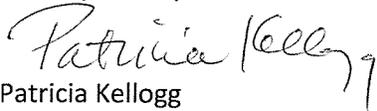
It is my understanding that the average width of the I-93 corridor is approximately two hundred and twenty(220) feet. At the time of the two hearings I attended, an Eversource representative stated that the burial of the powerline would require a trench four(4) feet wide and four(4) feet deep. This would leave more than adequate room beyond the paved travel ways of the I-93 to construct and bury the powerline without severely disrupting traffic.

Throughout this summer 2015, NH I-93 had construction projects which included one-lane closures. This work did not dramatically interfere with the safety and convenience of the traveling public.

The State of New Hampshire is constantly struggling with the funding of DOT, and many projects are delayed or postponed due to no money. Northern Pass/ Hydro-Quebec would pay for this 4A burial project, and future funds would come to the State of New Hampshire from them paying to put the powerline along these roads.

**This project should not go forward. The only way for it to take place is for the entire route to be buried.**

Thank you for your consideration.

A handwritten signature in cursive script that reads "Patricia Kellogg". The signature is written in black ink and is positioned above the printed name.

Patricia Kellogg  
320 Manns Hill Road  
Littleton, N.H. 03561