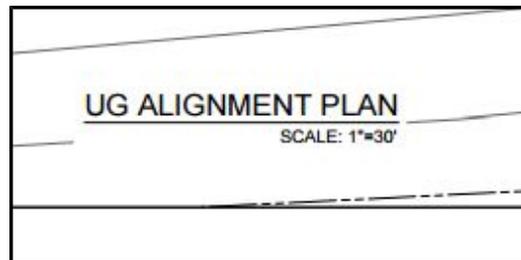


Kris Pastoriza, SEC 2015-06, Northern Pass, February 4, 2017

Motion to Compel the Applicant to provide the underground Permit Packages SHEB, WMNE, ROCK, WBR3, NRTH and ROT3 with a functional scale and to provide hard copy of relevant Permit Packages to any group spokesperson that requests them.

Motion to Compel the Applicant to provide proof of claimed easement widths.

The Permit Packages NPT submitted to DOT have no usable scale except for the short portions at the end which show HDD drilling locations. I have worked through my group spokesperson but the applicant is unwilling to provide me with hard copy or to fix the Permit Packages in order to provide me and everyone else with a functional scale. DOT has hard copy at the size which makes the scale below functional; 24" x 36". Without a functional scale there is no way to know the easement widths claimed by the Applicant, as well as other relevant measurements on the Permit Packages.



Mr. Getz's fix for this problem is copied below:

"This is to follow up on my phone call last week.

I've spoken to the engineers about the documents submitted to the DOT and your request about printing a hard copy of the folder.

The 1" = 30' scale referenced on the map applies when the drawing is plotted at 24" x 36" size (standard for engineering drawings).

I have been told that, when reviewing such a drawing on the computer, the most accurate way to understand the scale is to interpolate using a known distance represented on the plans, such as the UG alignment stationing, which is shown along the route and represents intervals of 100'.

As I understand it, that is how engineers, both the Applicants' and DOT's, would review such documents.

As for the folder you mention, it comprises approximately 300 maps.

Printing the maps at the scale of 24" by 36" would cost about \$4/map, or \$1,200.

The Applicants do not maintain hard copies in this size and did not provide hard copies in this size to DOT.

Consequently, the Applicants do not have hard copies to provide you. (My emphasis 2/17)

My understanding is that the Town could download the file and bring it to a printer such as Kinkos, who could print any particular pages that the Town would like in hard copy.

Thanks

Tom"

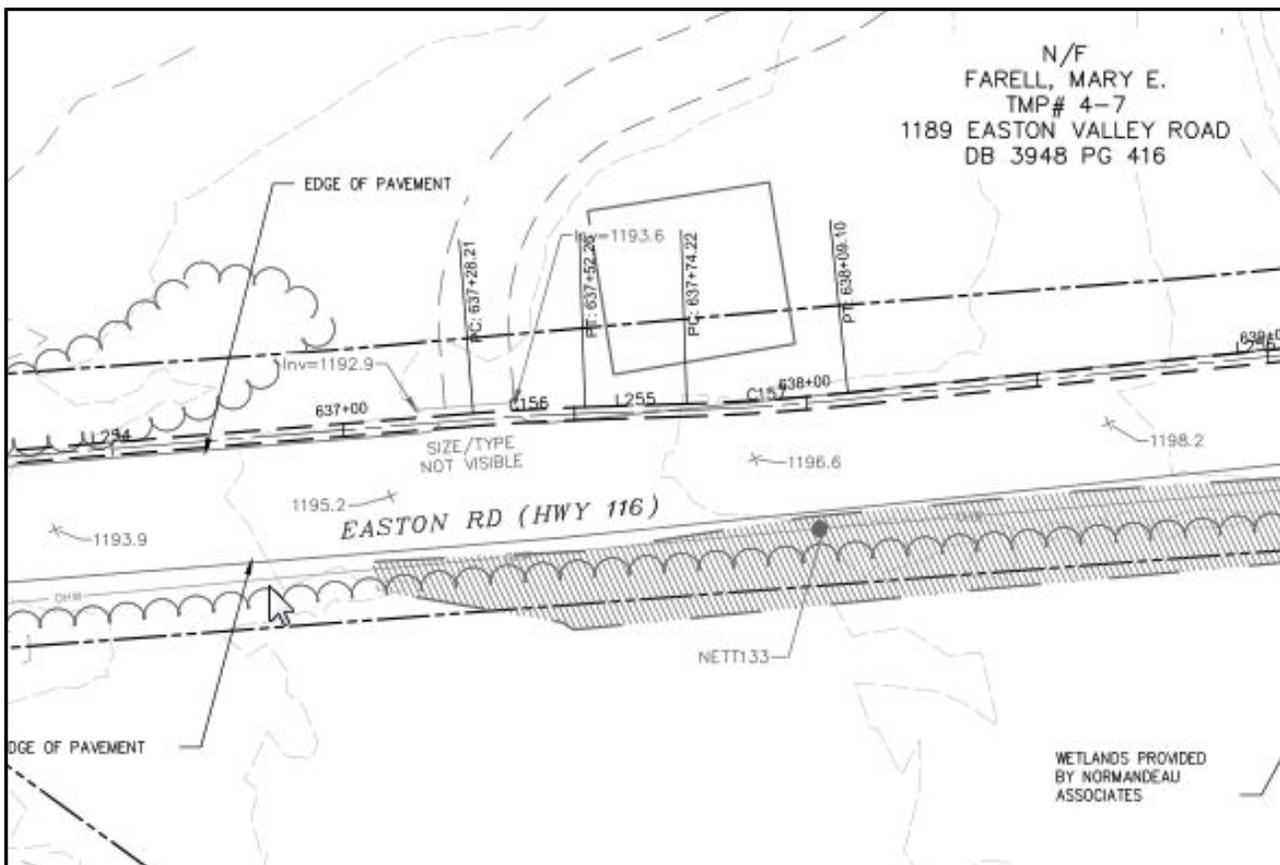
Remarks: Transmittal Contains:

1) Woodstock, Thornton, Campton, Plymouth, Bridgewater (WBR3) Underground Alignment (203 Sheets) – Permit Package – NH DOT District 3

Note: 3 Full Size Hard Copies to Follow

(Above from the cover letter for the Permit Package for WBR3)

The applicant, through Mr. Getz, did not offer to share this rather important, if extremely cumbersome, maneuver for using the maps, with the other people who have been struggling to respond to their unusable data. There was no way for anyone to know the right size at which the document was to be printed, short of taking it via flash drive to Staples and hoping the printer would know that. There was no way for people to know what the UG stationing points are, or that the distance between them is 100'.



Above, a section from the Permit Package showing Farrell's Barn being cut through by the asserted easement. NPT is proposing that those in-the-know can hold their measuring stick up to the hard-to-see grey 1195.2 X on their computer screen and measure to the 1196.6 X, get that figure in inches (2), then measure the claimed easement width (1" and 9/16th) and do the math to figure the claimed easement width (66').

Since the widths on these specs vary all along the route, we are supposed to do this cumbersome measurement and math repeatedly, because the Applicant forgot to put a functional scale on these maps.

We have already submitted our pre-filed testimony based on the incomplete data in these maps.

Until I sent this letter out, no one but the applicant, me, Deb Stever and Christine Fillmore knew this "fix", and the applicant did not propose that this information be shared.

One more bit of support for the assertion that Corporations operate amorally.

To provide the maps with a functional scale would probably take the applicant's IT people only a few hours.

I later realized the "fix" was not to hold the measuring tape up to the 1195.2 and 1196.6 but rather the 638 and 639 almost covered by the trenching legend. This after considerable measuring of what I thought were the UG alignment stations.

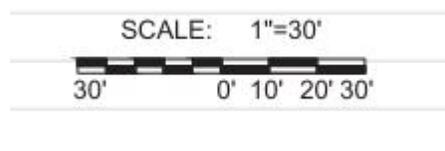
DOT confirmed they received the Permit Packages in full size hard copy, and that when they want a scale they use the hard copy.

I request that the applicant be compelled to produce Permit Packages with a usable scale.

In addition, the applicant submitted hundreds of overland easement deeds, yet no road easement deeds. It needs to provide documentation of the road width it claims available to it. DOT does not possess this information for large portions of the route.

I am not my group's spokesperson. Will the SEC dismiss the intervenors' right to full information on the underground portions of the route, just because the wrong person asked for it?

Kris Pastoriza
2/4/17



**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

CONFERENCE REPORT

PROJECT: Northern Pass

DATE OF CONFERENCE: January 24, 2017

LOCATION OF CONFERENCE: 7 Hazen B15 112/113 Franklin Pierce Conf Rm

ATTENDED BY: DEPARTMENT OF TRANSPORTATION

Melodie Esterberg – Chief of Design Services
Lennart Suther – Utilities Engineer, Design Services
Matthew Powers – Utility Coordinator, Design Services
Alan Hanscom – NH DOT District 3 Maintenance Engineer (partial)

EVERSOURCE ENERGY

Jerry Fortier – NPT Project Manager, Eversource Energy
Lance Clute – PAR Electric
Stephanie Labbe – PAR Electric
Mike Pillsbury – Louis Berger Group
Mark Hodgdon – Hodgdon Law
Sam Johnson – Burns & McDonnell Engineering
Jim Tighe – Quanta Services

SUBJECT: Site Evaluation Committee (SEC) Application Process and Design Update

NOTES ON CONFERENCE:

See attached Agenda.

The technical sessions at the SEC are continuing with technical expert's testimony through March of 2017. The Merit Hearings are expected in April 2017.

There was a clarification on the purpose of the line shown on the I-393 crossing in Concord profiles. The line shown on the top of the poles is "a ground wire which also acts as a lighting arrestor". See attached revised 11/29/2016 meeting minutes which will replace the previous minutes.

Ms. Esterberg provided a flash drive containing the requested plans for bridges in proximity to the proposed NPT alignment, except for a bridge in Easton and a bridge in Campton for which the NHDOT does not have plans.

Ms. Esterberg stated that comments to ROT3 and NRTH segment Design packages are anticipated to be provided within the next two weeks. The comments will be in the same format as for the sample Design package with general, site specific, and exception request comments. A major concern is the right-of-way width shown in some areas, specifically along NH 116 and a location at an interchange on US 3 with I-93. Mr. Hodgdon noted that the right-of-way along NH 116 was difficult to research. Ms. Labbe will check on the right-of-way width along US 3.

Eversource will check on the possibility of designing the C189 line over the I-393 Bridge over Portsmouth Street to accommodate a short term outage for the bridge reconstruction.

Eversource requested information on the structural box depths for the various roadways along the NPT route. Ms. Esterberg explained that the structural box depth varies with the amount of traffic, the percentage of trucks and the underlying soil stability and the Department is discussing various options to provide depths for the different roadways.

With meetings scheduled for 1:00 pm on the 4th Tuesday of the month the next meeting is on February 28, 2017.

Submitted by:

Lennart Suther
Utilities Engineer

LDS/lfs

NOTED BY: MAE, MCP

cc: Attendees, Christopher Waszczuk, David Rodrigue, Douglas King, Richard Radwanski, Brian Schutt, Philip Beaulieu, Louis Barker, Charles Schmidt, Shelley Winters