

Public Statement Made to SEC on Northern Pass, with Attachment

July 20, 2017

Brenda Shannon Adam - Easton, NH

There is a right way and a wrong way for burial.

On July 2, I drove the proposed underground route from Bethlehem to Bridgewater, the day after the flash flooding that damaged countless roads in Grafton County. DOT trucks everywhere.

Driving, I wondered if the narrow ancient corduroy roads would disintegrate and swallow me up in an underground river like the videos I watched of 25A in nearby Orford.

I passed places, where the road narrows more and bodies of water lie close by like 116 near Bungay corner or Beaver Pond in Kinsman Notch.

Road damage and closings were everywhere. I imagined being in the midst of the Northern Pass project dealing with washouts like the one I encountered in Thornton, on newly paved Rte 3. What if the travel lane was the lane that got washed out? What would residents do? Emergency responders?

Old farmhouses like mine, built long before pavement, barns, stonewalls, fences, gardens, septic systems all lie close to the pavement's edge.

NP proposes nearly a 120% increase in traffic on my road, Rte 116. All heavy construction related vehicles - further compromising the integrity of these narrow roads not built to modern standards.

A further insult - the route cuts through the heart of three significant economic centers - Franconia, North Woodstock, Plymouth. NP's so called "expert" witnesses and consultants seem to lack the critical thinking required to identify Franconia area businesses. Not on Main Street? They lack the imagination to determine how businesses off the route will be equally impacted.

And the needs of construction crews don't match up with the services of most north country businesses which are geared towards a local and tourist economy.

Will the construction crews have their neon vests dry cleaned at Franconia Business Connections? Use their doggy daycare? I just had my windows washed yesterday. Beautiful Visions knows I won't be having them done for the duration of the NP project. Why bother with all the dirt and dust.. Will the construction crews hire Patrick to clean their truck windows? Will they be eating leisurely breakfasts at Polly's? How will that work? Their

construction day begins at 7:00. Polly's opens at 7:00. Will there be rotating construction crews filling the tables empty of tourists? Book haircuts at The Strand Salon? Stay in the honeymoon suite at Franconia Inn? Will they make purchases at Mantiques and Garnet Hill or buy eggs from Bear Country Farms? When the work day ends at 7:00 p.m. perhaps they'll rent tennis courts at Tamarack Tennis Camp and then have a 6 course dinner at Sugar Hill Inn?

I've been asking around and have yet to find someone who got the invitation to be in the business directory.

Maybe that's why they wanted to keep it secret.

Attachment

Public Statement to the N. H. Site Evaluation Committee

Northern Pass – Docket 2015-06

July 20, 2017

By Brenda Shannon Adam

Northern Pass's Proposed Underground Route from Bethlehem to Bridgewater



Proposed alignment on NH 18, Franconia Village business district (photo taken July 17, 2017)



Google Earth bird's eye view of NH 18, Franconia Village business district

On October 10, 2010, Northern Pass Transmission, LLC (NPT) filed an application for a Presidential Permit for an overhead HVDC transmission line from Pittsburg N.H. to Deerfield N.H. On July 1, 2013, NPT filed an amended Presidential Permit, which included 158 miles of overhead line from Pittsburg to Franklin, where the power was to be converted to AC, followed by 34 miles of overhead line to Deerfield. The major route changes were in Coos County, where the proposed alignment was pushed to the east and then returned to the west to join a PSNH easement.

In August 2015, NPT filed a “Further Amendment” to the Presidential Permit application. The total length of this third version of the proposed route remained 192 miles, but in the HVDC segment from Pittsburg to Franklin, approximately 60 miles were to be buried. 7.5 miles would be underground in roads in Coos County; 52 miles would be buried in state highways between Bethlehem and Bridgewater, predominantly in Grafton County. The nine towns on this latter route are Bethlehem, Sugar Hill, Franconia, Easton, Woodstock, Campton, Thornton, Plymouth, and Ashland. The remainder of the route would use land leased or owned by the project in Coos County as well as the PSNH ROW in Coos County and from Bridgewater to Deerfield.

NPT filed this third iteration of the project alignment with the N. H. Site Evaluation Committee (SEC) on October 19, 2015.

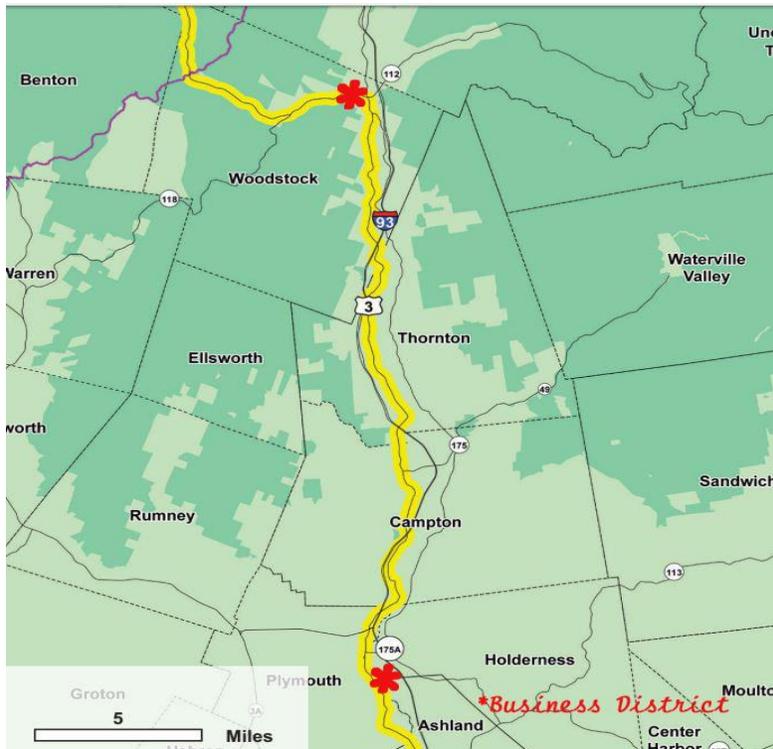
In Grafton County, NPT has proposed an underground alignment that uses three state highways and two federal highways: US 302 (Bethlehem), NH 18 (Sugar Hill, Franconia), NH 116 (Franconia, Easton), NH 112 (Easton, Woodstock), and US 3 (Thornton, Campton, Plymouth, Ashland to the Bridgewater border).

In all cases, the highway is a two-lane road. The NH-DOT’s ROW width generally varies from 3 to 4 rods, with a wider easement through the White Mountain National Forest (NH 116, 112) and narrower easements intermittently.

The proposed Bethlehem to Bridgewater alignment runs through the center of three business districts - Franconia Village, Woodstock, Plymouth – as well as through residential areas where houses and other structures closely border the road.

NPT undertook no consultation with residents or municipalities in Grafton County before announcing the third route alignment in August 2015. The 2016 DOE hearings did not meet in or near Grafton County towns on the underground route, but the SEC public comment hearing on June 26, 2016, in Plymouth reflected the concerns about impacts of this alignment on businesses and private residences. The SEC granted intervenor status as opponents to the project to 31 owners of 18 individual private properties between Bethlehem and Plymouth, as well as to seven of the nine towns on this route: Bethlehem, Sugar Hill, Franconia, Easton, Woodstock, Plymouth, and Ashland.

Project Map (Excerpts) of Underground Route in WMNF Area



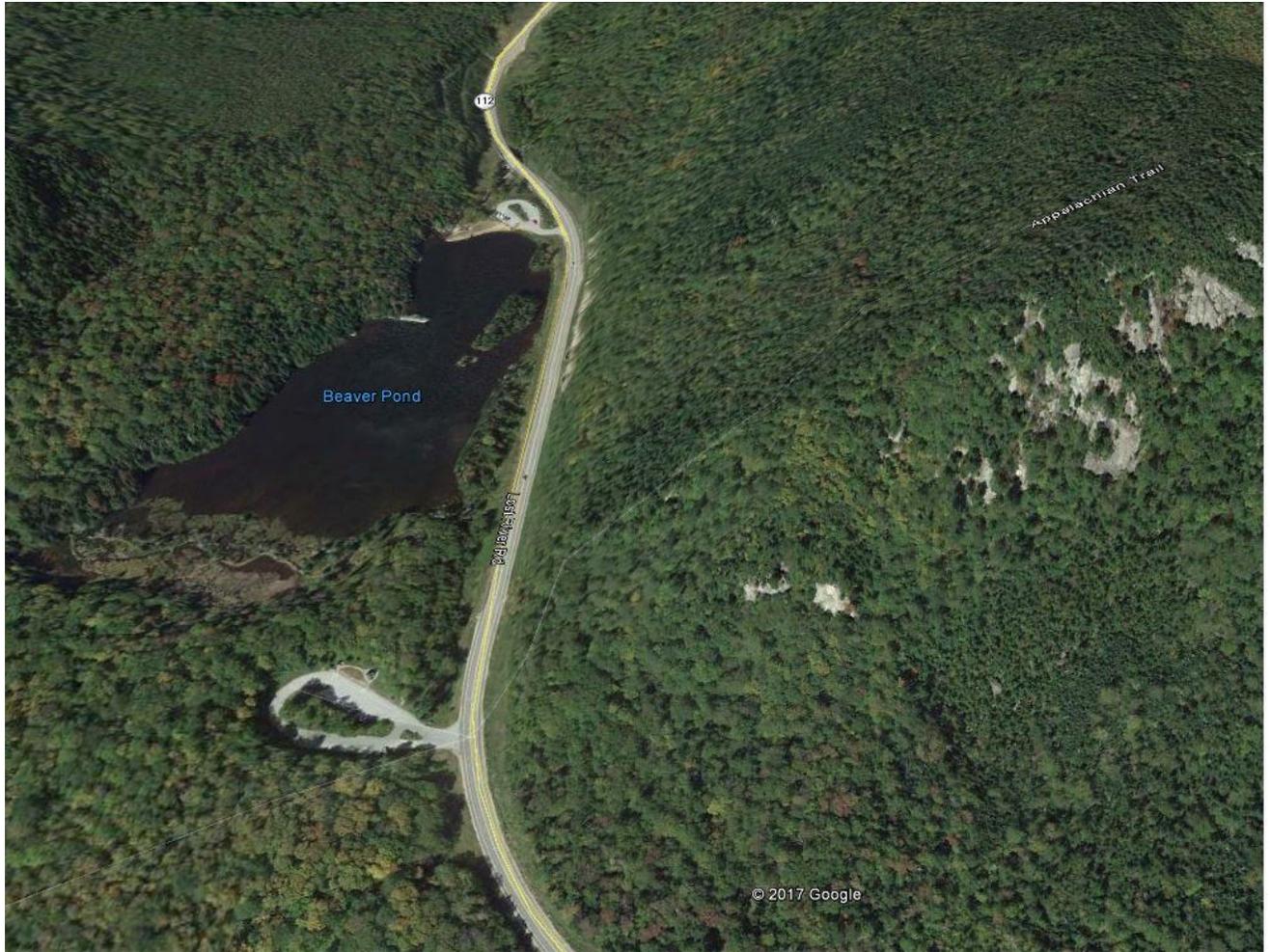
Google Map: Franconia Village (NH 18 and NH 116)



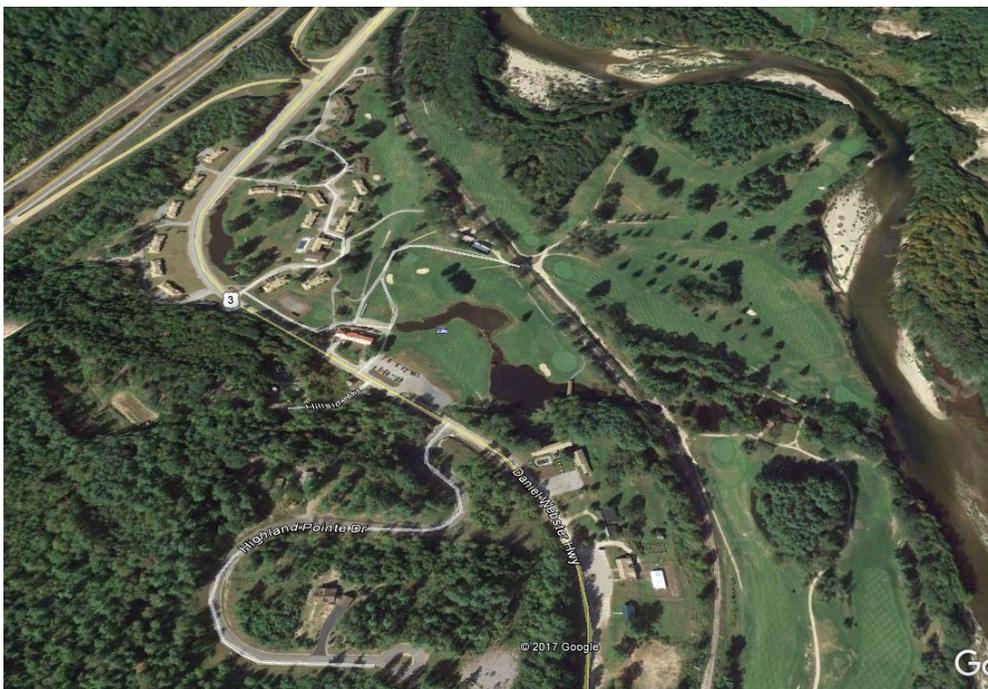
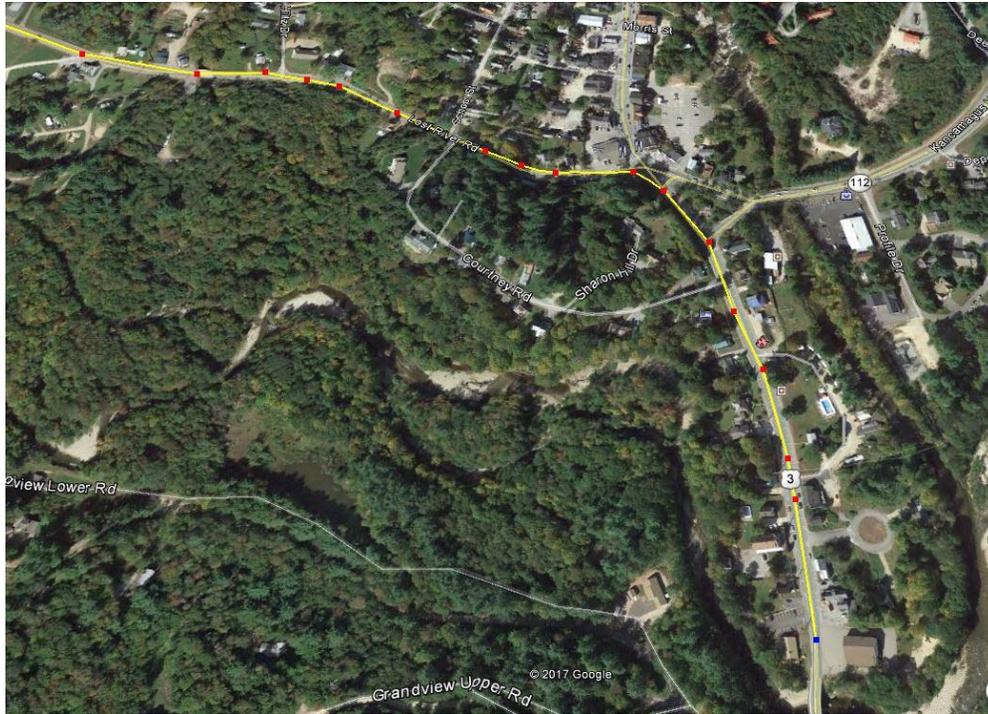
Selected Businesses on NH 116: Franconia Inn (upper), Tamarack Tennis Camp (lower)



Recreational Area, Appalachian Trail Crossing, NH 112: Beaver Pond



NH 112 – US 3 Business District: Woodstock (upper), Jack O'Lantern Resort (lower)



Plymouth Business District, US 3

