

PUBLIC STATEMENT  
HEARING  
7/20/17

**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.

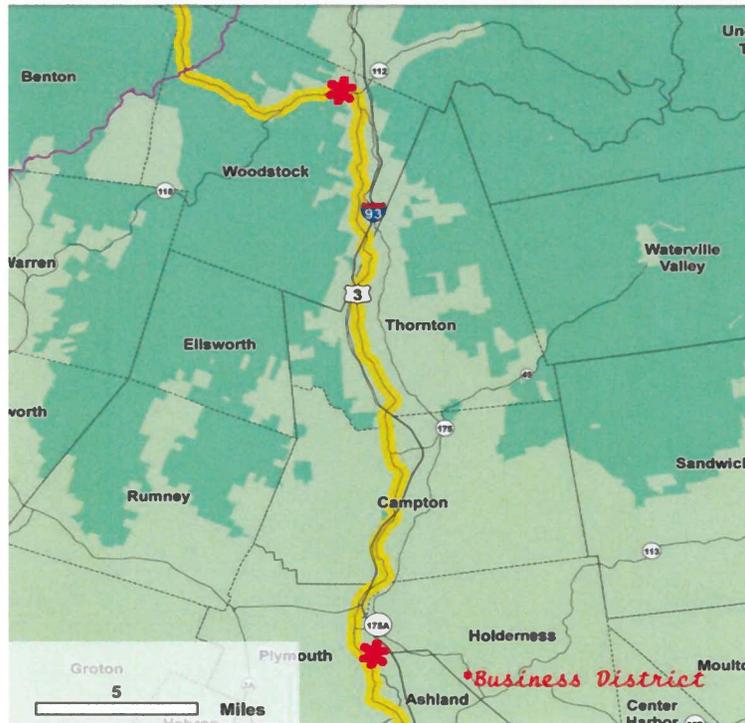
In Grafton County, NPT has proposed an underground alignment that uses three state highways and two federal highways: US 302 (Bethlehem), NH 18 (Sugar Hill, Franconia), NH 116 (Franconia, Easton), NH 112 (Easton, Woodstock), and US 3 (Thornton, Campton, Plymouth, Ashland to the Bridgewater border).

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.

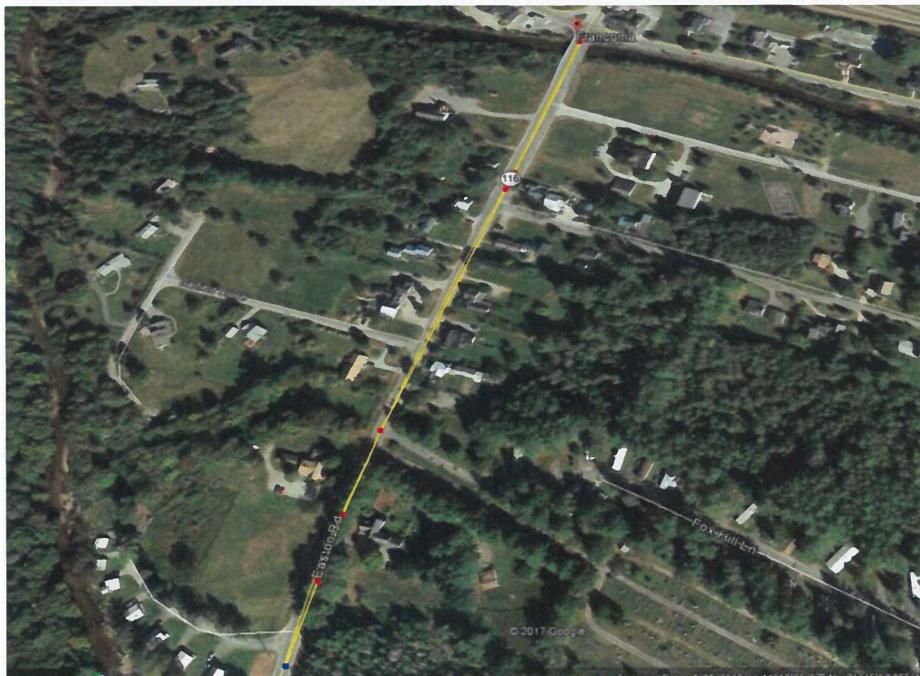
The proposed Bethlehem to Bridgewater alignment runs through the center of three business districts - Franconia Village, Woodstock, Plymouth - as well as through residential areas where houses and other structures closely border the road.

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)



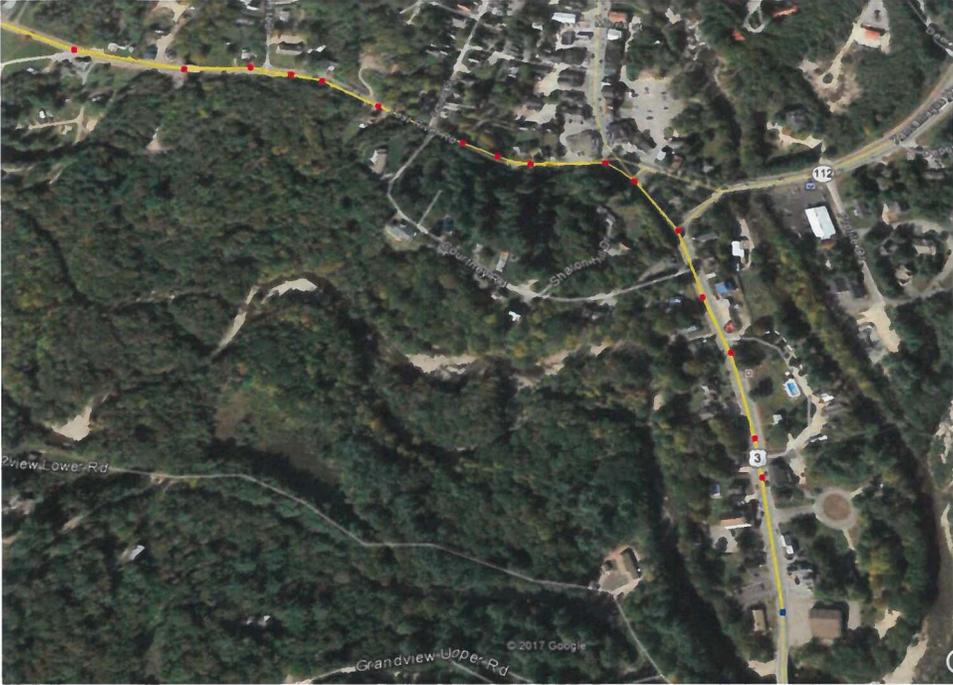
Selected Businesses on NH 116: Franconia Inn (upper), Tamarack Tennis Camp (lower)



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

