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March 26, 2017

**STATE OF NEW HAMPSHIRE SITE EVALUATION COMMITTEE**

RE: Joint Application of Northern Pass Transmission, LLC )  
and Public Service Company of New Hampshire )  
d/b/a Eversource Energy for a Certificate of Site and Facility )

**SUPPLEMENTAL TESTIMONY OF**  
**Bradley J. Thompson, Spokesperson,**  
**Abutters and Non-Abutters Group I North,**  
**Pittsburg, Clarksville and Stewartstown**

**Q: Please state your name and home address.**

A: My name is Bradley J. Thompson. I live at 599 Noyes Road, Stewartstown, NH, 03576.

**Q: What is the purpose of this testimony?**

A: Due to the continuing new discovery of information, I would like to list the subjects that our Abutters and Non-Abutters' Group 1North intend to discuss at the hearings this spring.

1. The issue of the unacceptable location of Transition Station #4: It should be re-located west, up Heath Road, to where Overhead Tower #DC-4C-C is proposed.  
*Please refer to my Supplemental Testimony on Transition Station #4, previously submitted.*

- 1       2. The issue that our town-owned dirt roads will not be left in the same or better  
2       condition after construction, as before construction: This problem is created when  
3       the two 345k/v cables will emit heat, up to 70-degree C. (158-degree F.) when at full  
4       usage. The ABB study and other references will be used to reinforce this argument.  
5
- 6       3. The issue of damage to my Glacial Spring Water business, due to blasting at Bear  
7       Rock Road and at Transition Station #4: The blasting and removal of 30,000 cubic  
8       yards, (per the Applicant) represents 2,000 truckloads at full capacity, which is 15  
9       cubic yards per truck. This is also six times the quantity of blasting, at which the NH  
10      DES requires that *Best Management Practices* need to be taken to protect water  
11      sources. This requires water quality monitoring, a blasting plan, and fees to cover  
12      the cost of third-party review, as well as a pre-determined mitigation plan, prior to  
13      construction, as mentioned by Mr. Kenneth Bowes.  
14
- 15      4. The issue our family faces concerning loss of enjoyment of our recently built  
16      retirement home off Bear Rock Road in Stewartstown: We searched for the perfect  
17      location in the North Country to build this home. Here at Bear Rock we can look out  
18      from our living room upon much of our 366-acres of isolated, pristine land, and  
19      enjoy what we have. Looking directly at Transition Station #4 and six to eight 90-  
20      foot high steel towers heading west from Station #4, was not part of our plan.  
21
- 22      5. The issue of extended road closures, and the inability of emergency vehicles to  
23      access residential homes along Old County Road, North Hill Road, and Bear Rock  
24      Road, when the road is closed: Old County Road, North Hill Road and Bear Rock  
25      Road will be shut down for weeks, maybe months, causing disruption and hardship  
26      not only for the residents, but especially for the farmers in the area, preventing  
27      them from gaining access to their fields to cut hay, preventing access to the dairy  
28      barn for milk trucks, preventing the delivery of grain from the suppliers, and  
29      preventing the delivery of cut, baled hay back to the barn before rain. This major  
30      disruption and inconvenience, will not be for a day or two, but perhaps for weeks or  
31      months at a time, due to our narrow roads, with both lanes being closed. As for  
32      access of emergency vehicles, Lynn Farrington, in charge of traffic control, explained  
33      at a technical session, that if the alternate route out of Bear Rock Road— a Class VI  
34      road that is only passable during the summer months—was not passable for cars,  
35      trucks and/or emergency vehicles, the Applicant would go to the town to make sure  
36      the road was passable, but only after SEC approval of the project.  
37
- 38      6. The presentation by Attorney Stephan Nix, concerning the question of dirt roads  
39      being public roads, boundary conflicts and inconsistencies, legal rights to construct  
40      in privately owned dirt roads, plans with lack of critical information, unclear final  
41      restoration, failure for proper town permitting under RSA231:60: Attorney Nix also

1 asks the question, "Is installation of 7.5 miles of 345 k/v cable and twenty 33-foot-  
2 long splice pits an overburden to our old, narrow, dirt, town roads."  
3

4 7. The topics addressed by John Petrofsky in his pre-filed testimonies: This include his  
5 concern of threats to natural landmarks, threats to wildlife, threats to the eco-  
6 systems and habitats, and loss of connectivity.  
7

8 8. Our 21-minute video, produced in the fall of 2016 as pre-filed testimony: The video  
9 was designed to educate the Committee about the proposed route through  
10 Pittsburg, Clarksville and Stewartstown and tells the story of the impact the route  
11 will have on tourism throughout the North Country. This video needs to be shown  
12 on the large screen in front of the SEC Committee. I would propose that it be  
13 presented either at the beginning or the end of the intervenor hearings.  
14

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