

May 10, 2016

Ms. Pamela Monroe
Administrator
New Hampshire Site Evaluation Committee
21 South Fruit Street, Suite 10
Concord, NH 03301

**Re: New Hampshire Site Evaluation Committee Docket No. 2015-06
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 for
Construction of a New High Voltage Transmission Line in New Hampshire**

Dear Ms. Monroe,

During the site visits conducted by the New Hampshire Site Evaluation Committee (“Committee”) on March 8, 14 and 16, 2016, members of the Committee posed a number of questions to the Applicants regarding various aspects of the Project. For a number of the questions, Terrence DeWan, Northern Pass Transmission LLC’s (“NPT”) expert witness for aesthetics issues, indicated that he would provide additional information. Mr. DeWan’s follow-up responses are enclosed.

Sincerely,



Viggo C. Fish

VCF:

cc: Distribution List

STATE OF NEW HAMPSHIRE

SITE EVALUATION COMMITTEE

SEC DOCKET NO. 2015-06

**JOINT APPLICATION OF NORTHERN PASS TRANSMISSION LLC &
PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE
D/B/A EVERSOURCE ENERGY
FOR A CERTIFICATE OF SITE AND FACILITY**

**APPLICANTS' RESPONSES TO COMMITTEE MEMBERS' QUESTIONS DURING
THE MARCH 8, 14 AND 16, 2016 SITE VISITS**

On March 8, 14 and 16, 2016 members of the New Hampshire Site Evaluation Committee (“SEC” or the “Committee”), Counsel for the Public and representatives of the Applicants attended site inspections for the proposed project. During the site inspections members of the Committee posed a number of questions to the Applicants regarding various aspects of the Project. For a number of the questions, Terrence DeWan, Northern Pass Transmission LLC’s (“NPT”) expert witness for aesthetics issues, indicated that he would provide additional information. Mr. DeWan’s follow-up responses are attached as Attachment A.

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Respectfully submitted,

Northern Pass Transmission LLC and

Public Service Company of New Hampshire d/b/a

Eversource Energy

By Its Attorneys,

McLANE MIDDLETON,
PROFESSIONAL ASSOCIATION

Dated: May 10, 2016

By: 

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Certificate of Service

I hereby certify that on the 10th of May, 2016 an electronic copy of this Response was served upon the SEC Distribution List.


Thomas Getz

Attachment A

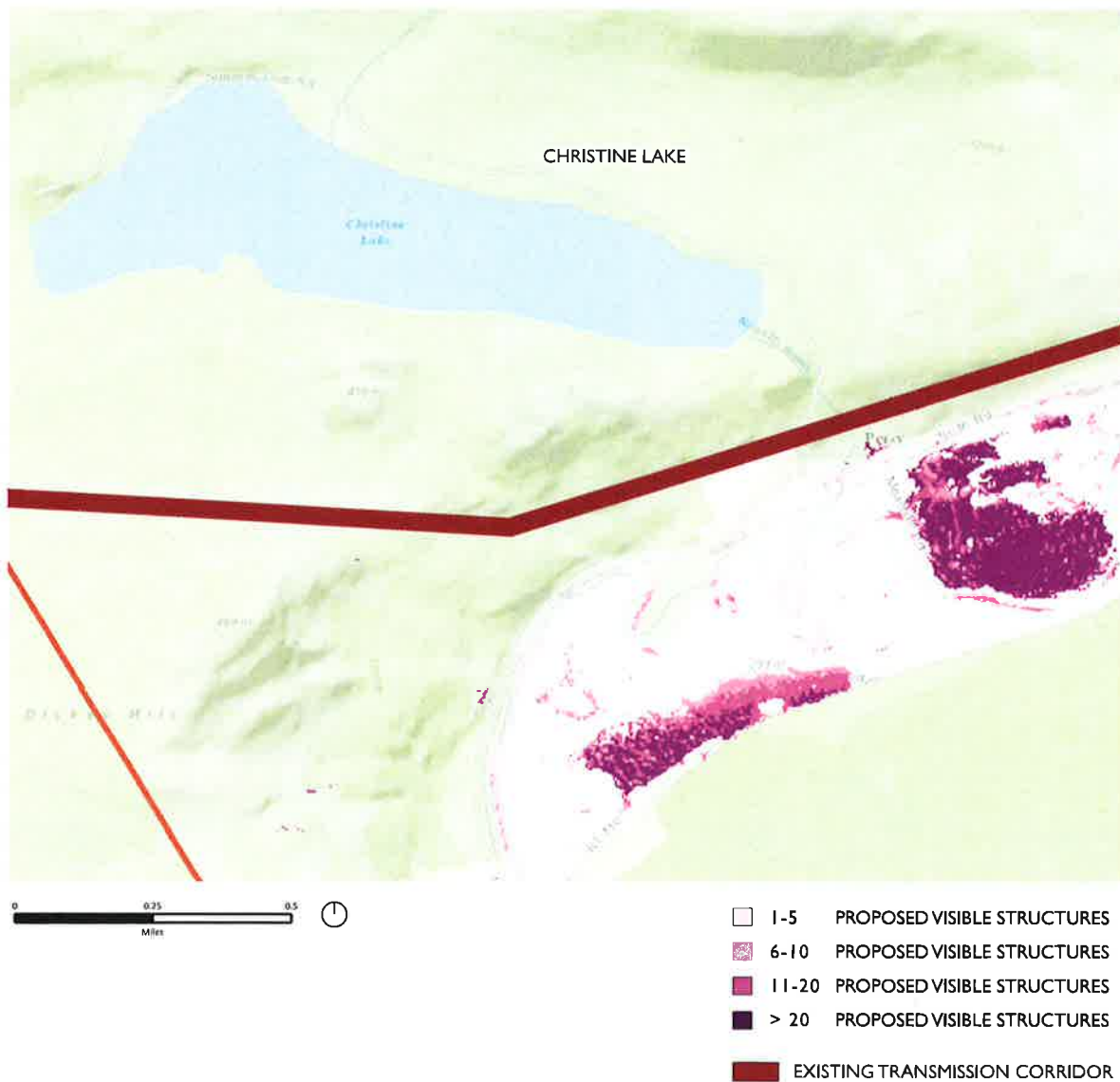
March 8, 2016

STARK

Q: Will the project be visible from Christine Lake?

A: The proposed Northern Pass transmission structures will not be visible from Christine Lake. This conclusion is based on viewshed mapping and cross sectional analysis work included in the Northern Pass VIA. See the VIA Report (page 1-94 to 1-95) and Appendix A (page A-21 to A-23). This is also shown on the Christine Lake Map and Christine Lake Sections below. In some cases, the trees provide a visual buffer from the lake. In other cases, the topography and the trees both serve as visual buffers between the lake and the structures.

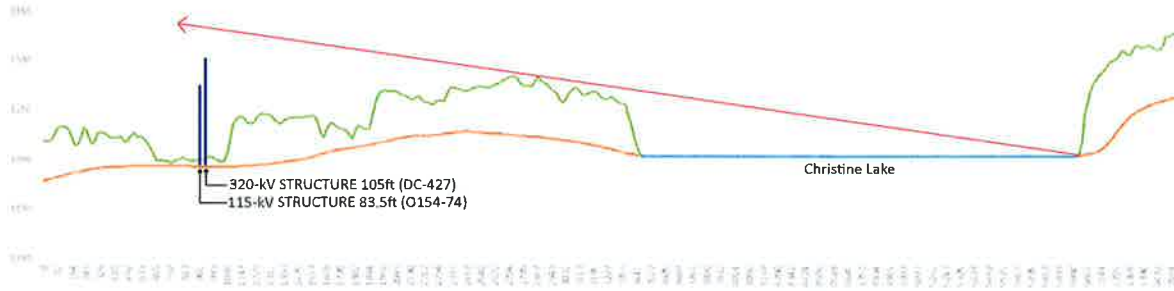
CHRISTINE LAKE MAP



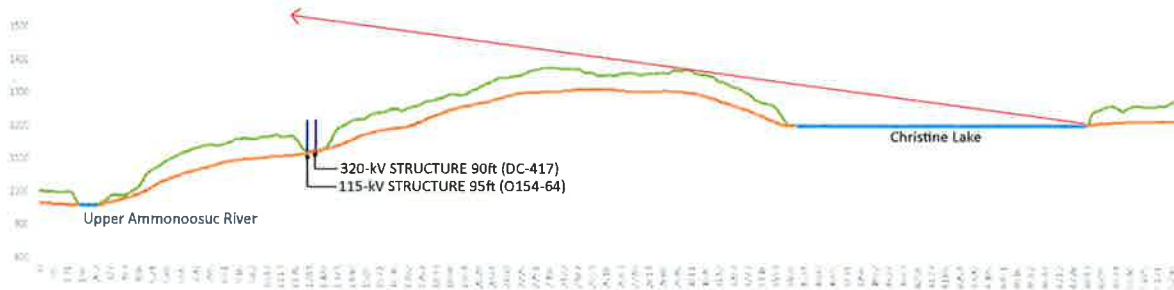
CHRISTINE LAKE SECTIONS

Two additional sections are included on page 1-95 of the VIA report.

CHRISTINE LAKE SECTION 1

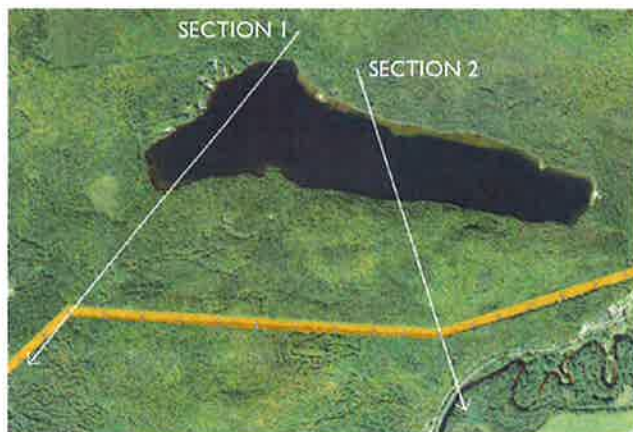


CHRISTINE LAKE SECTION 2



- DIGITAL SURFACE MODEL (DSM)
- DIGITAL TERRAIN MODEL (DTM)

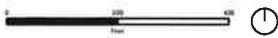
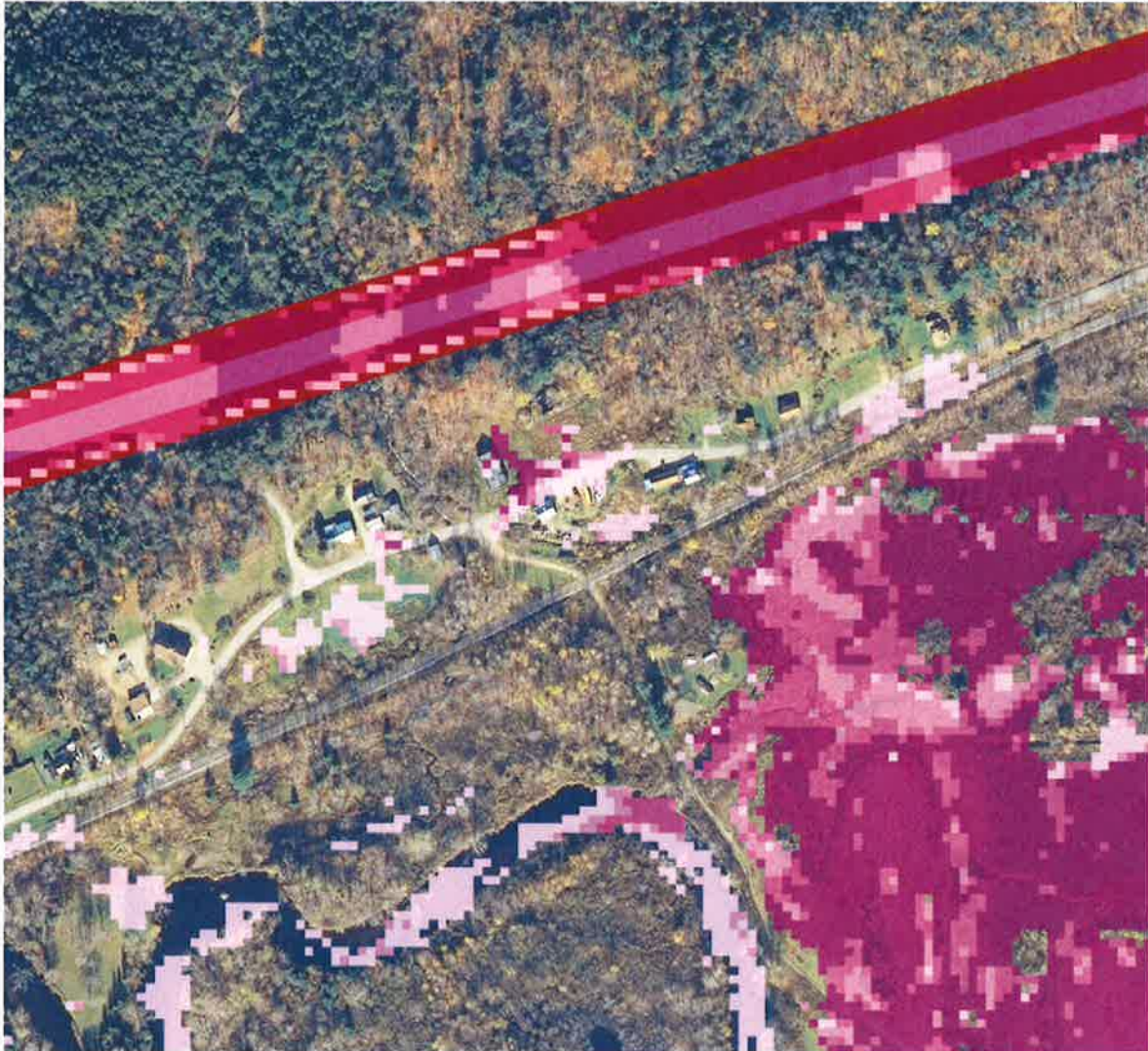
Surface and Terrain Data is based on data received from Intermap. The section represents the data used in the viewshed mapping.








Q: Will the project components be visible from the homes on Percy Road?

A: There may be some visibility from several of the homes on Percy Road in the vicinity of Christine Lake Road and Meacham Road. (See attached air photo.) Generally, homes located in close proximity to the tree line will not have visibility over the trees. The homes on the south side of Percy Road may see the tops of the new structures over the trees. This conclusion is based on viewshed mapping included in the Northern Pass VIA. See Appendix A (page A-21 to A-23). This is also shown on the Percy Road Map (which is an enlargement of the view shed mapping) and the Percy Road Sections below.

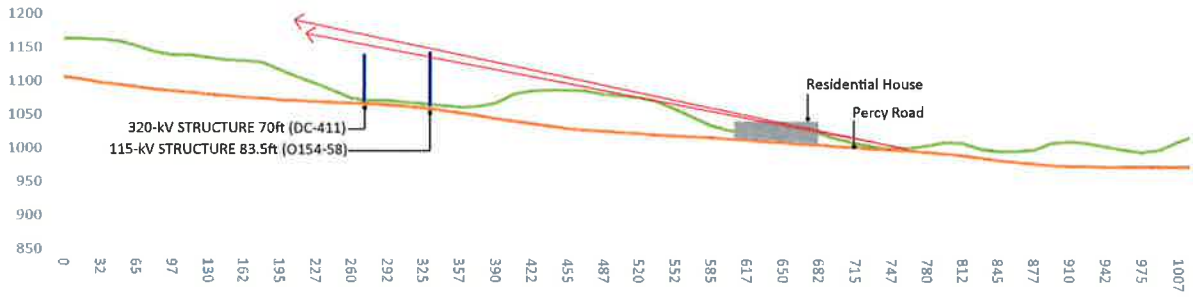
PERCY ROAD MAP



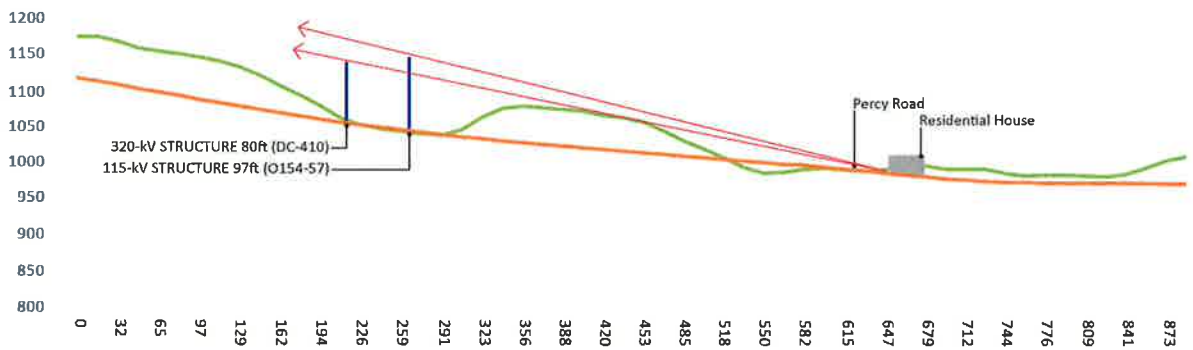
-  1-5 PROPOSED VISIBLE STRUCTURES
-  6-10 PROPOSED VISIBLE STRUCTURES
-  11-20 PROPOSED VISIBLE STRUCTURES
-  > 20 PROPOSED VISIBLE STRUCTURES
-  EXISTING TRANSMISSION CORRIDOR

PERCY ROAD SECTION

PERCY ROAD SECTION 1



PERCY ROAD SECTION 2



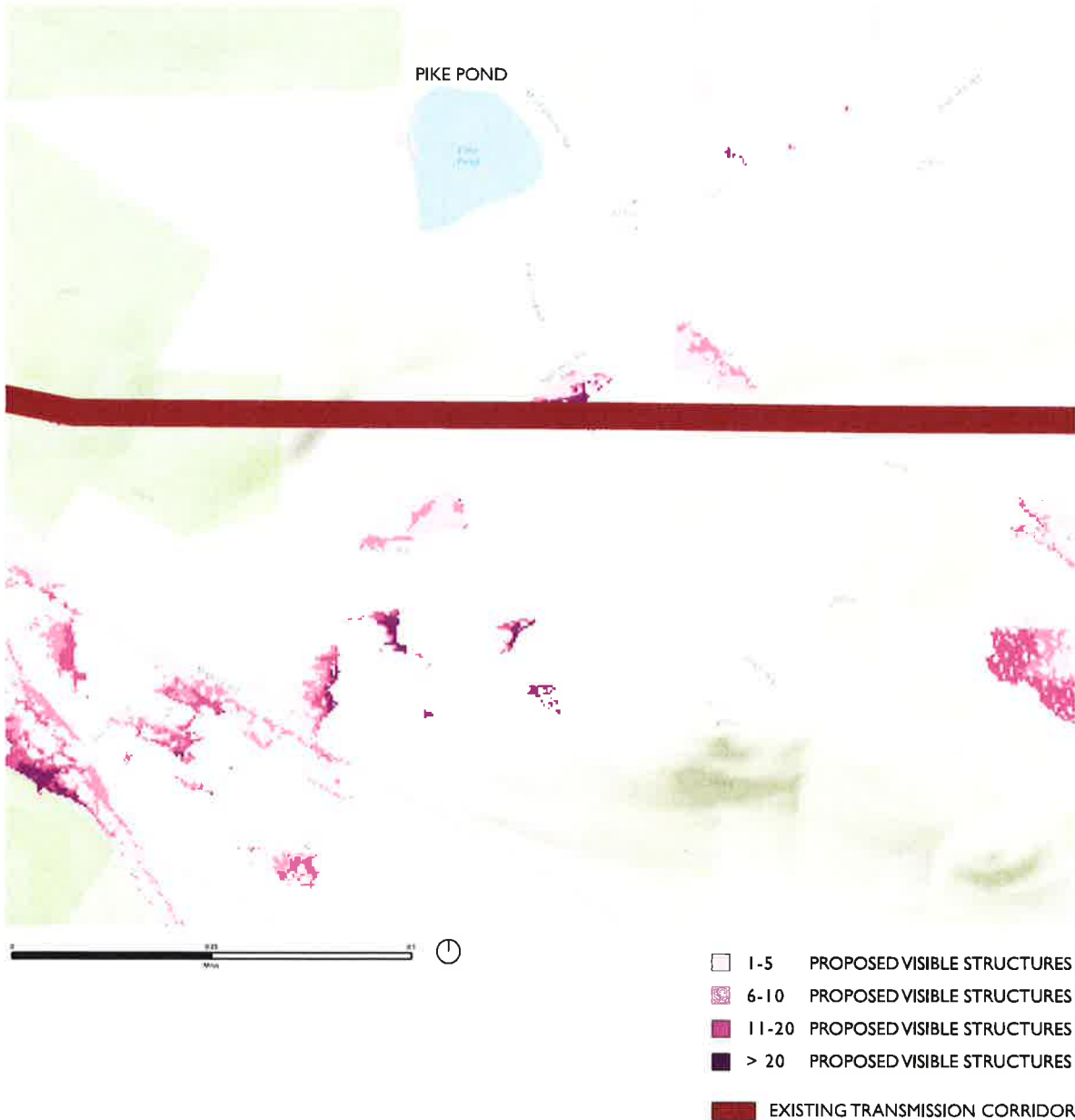
— DIGITAL SURFACE MODEL (DSM)
— DIGITAL TERRAIN MODEL (DTM)

Surface and Terrain Data is based on data received from Intermap. The section represents the data used in the viewshed mapping.

Q: Will it be visible from Pike Pond?

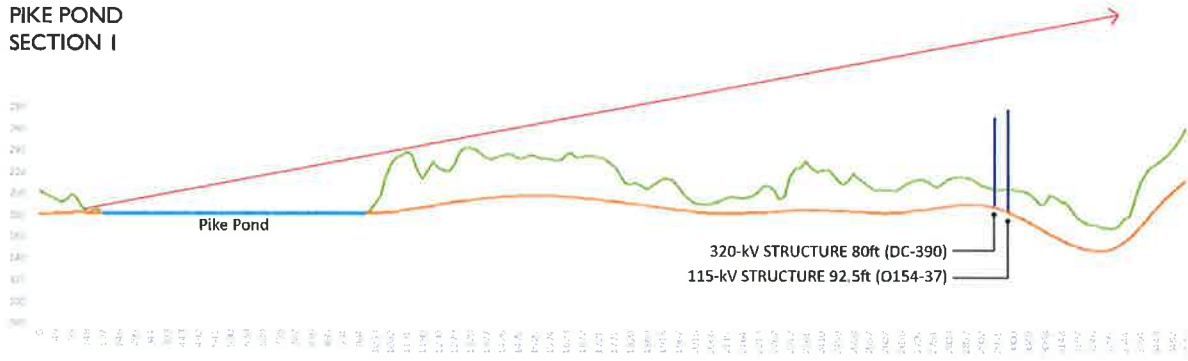
A: The tops of up to 4 structures (two 345-kV and two 115-kV) may be visible from approximately 500 feet of shoreline on the northwest shoreline of Pike Pond. This section of shoreline is undeveloped and forested. There are approximately 15 homes located on the eastern and southern shorelines. There will be no visibility from the residences on the pond. This conclusion is based on viewshed mapping included in the Northern Pass VIA. See Appendix A (page A-21 to A-23). This is also shown on the Pike Pond Map (which is an enlargement of the viewshed mapping) and Pike Pond Sections below.

PIKE POND MAP

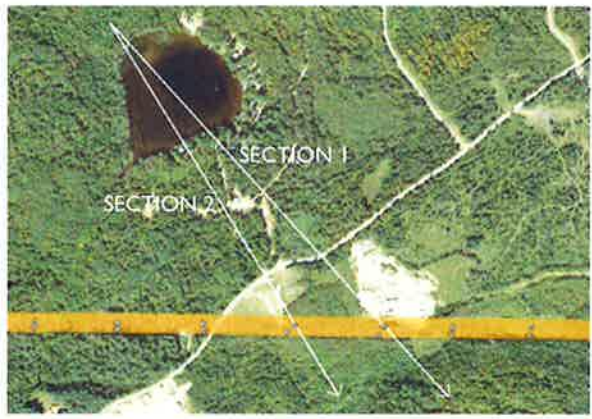
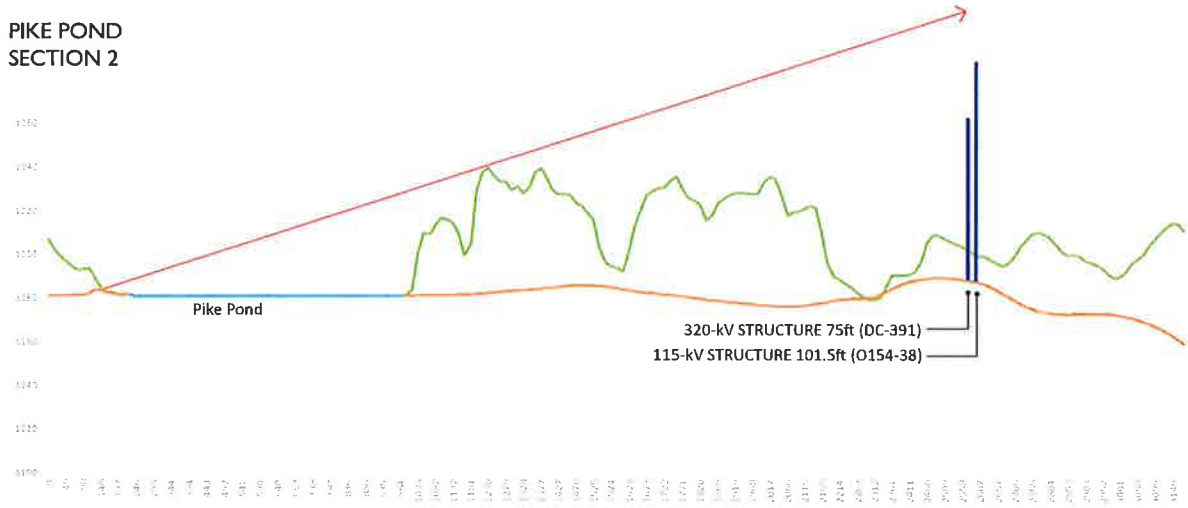


PIKE POND SECTIONS

PIKE POND SECTION 1



PIKE POND SECTION 2



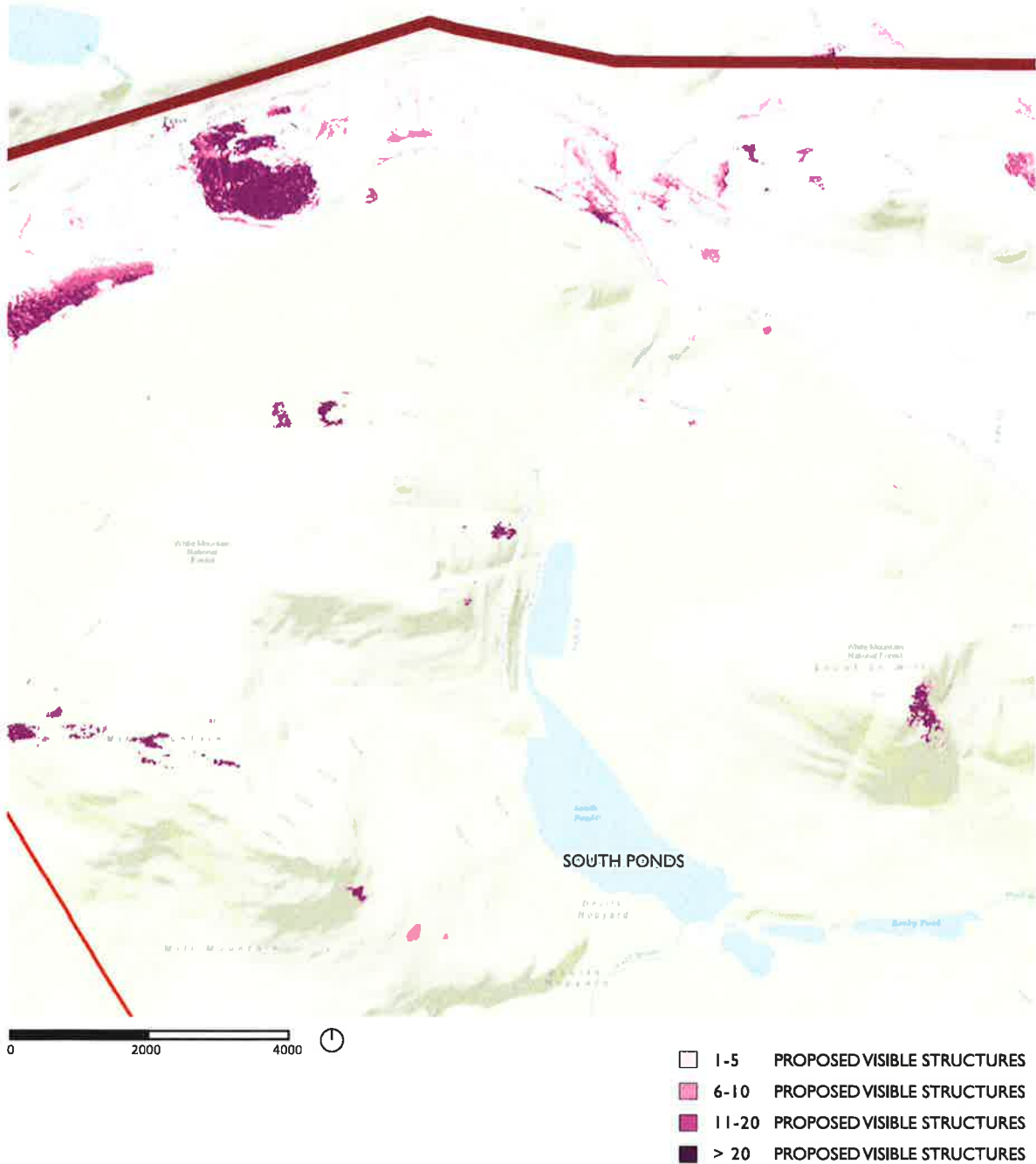
- DIGITAL SURFACE MODEL (DSM)
- DIGITAL TERRAIN MODEL (DTM)

Surface and Terrain Data is based on data received from Intermap. The section represents the data used in the viewshed mapping.

Q: Will it be visible from South Ponds?

A: Structures will not be visible from South Ponds. The topography between the ponds and the transmission line will block views of the structures. This conclusion is based on viewshed mapping included in the Northern Pass VIA. See Appendix A (page A-21 to A-23). This is also shown on the South Ponds Map below, which is an enlargement of the viewshed mapping.

SOUTH PONDS MAP

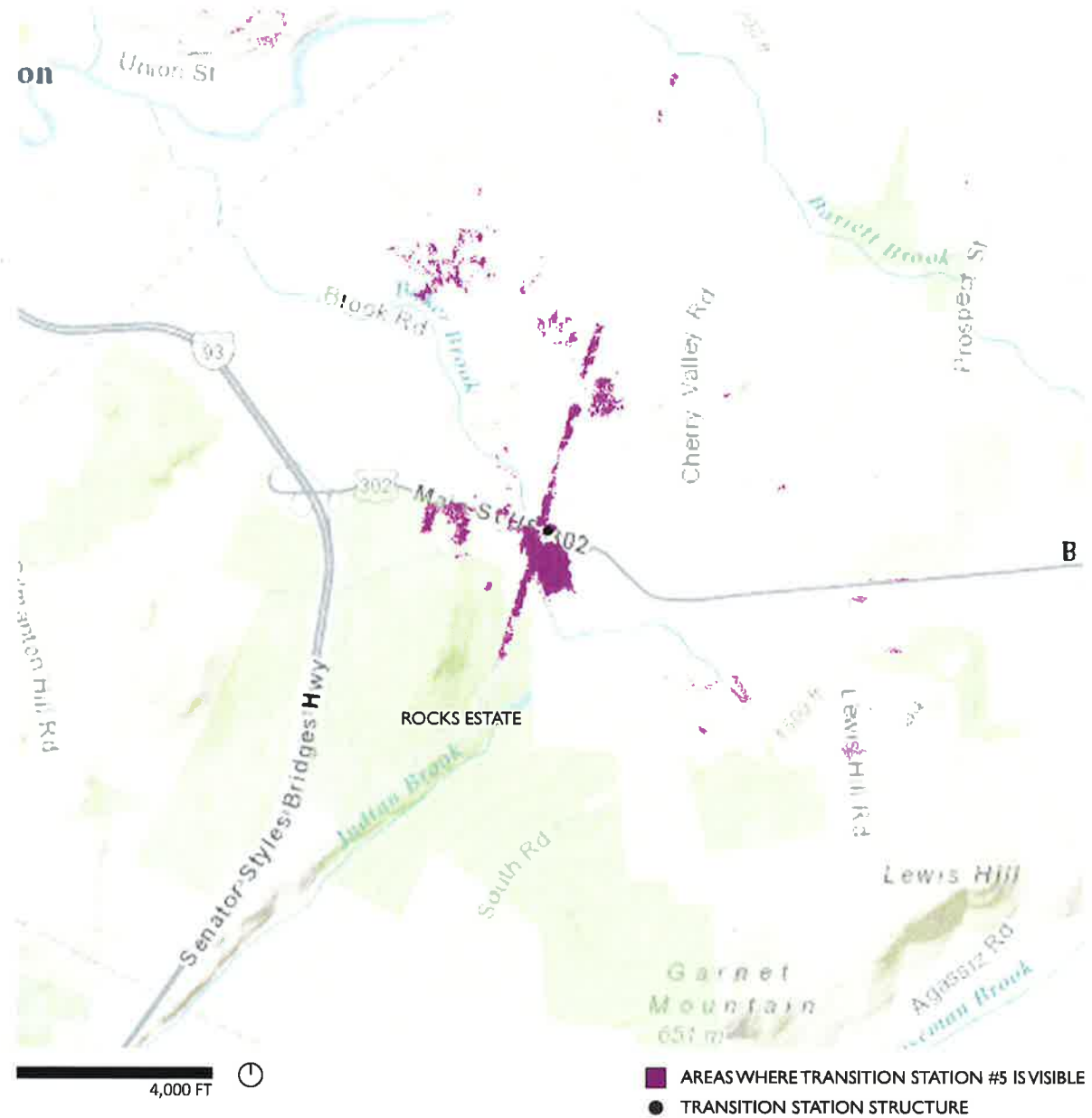


BETHLEHEM

Q: Would Transition Station #5 adjacent to Rt. 302 in Bethlehem be visible from The Rocks Estate?

A: According to the viewshed map completed for Transition Station #5, portions of the electrical equipment that comprise the transition station may be visible from a few areas of the Rocks Estate near Rt. 302. It will not be visible from the historic Rocks Estate buildings. This is shown on the Transition Station #5 Map below.

TRANSITION STATION #5 MAP



Q: Why is the 1950's era home that will be removed to make room for Transition Station #5 (Rt. 302, Bethlehem) considered a potentially eligible historic resource?

A: The house is associated with Bear Brook Cabins - Refer to the Historic Resources report by Cheryl Widell.

Q: How will the Transition Station #5 be screened from Route 302?

A: Final planting plans have not been designed for the transition station. There is an opportunity to provide screening, using non-capable species between the transition station and the roadway, avoiding the underground conductor and the existing overhead line.

March 14, 2016

BRIDGEWATER

Q: How much vegetation will remain after the Transition Station #6 is installed?

A: The proposed fenced Transition Station area is 76 x 129 feet (0.23 acres). The gravel area outside of the fenced area is 0.43 acres. The total cleared area (the limit of disturbance) is 1.49 acres.

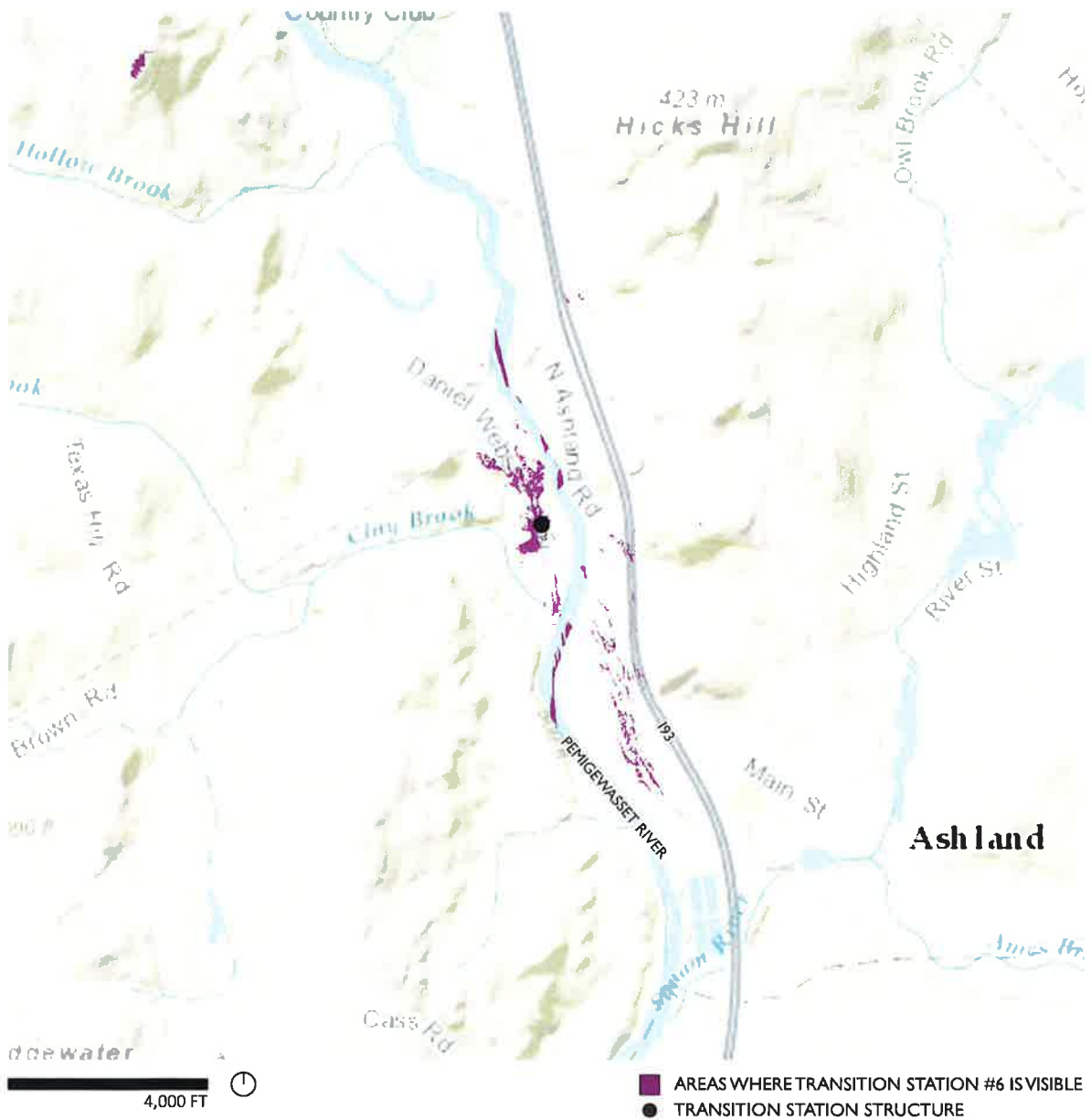
Q: Will Transition Station #6 be visible from I-93?

A: According to the viewshed map completed for Transition Station #5, the tops of the A-frame structures within the Station may be visible from 2-3 points along the northbound lane of I-93. The viewshed map show very small specks of purple on the Interstate highway south of the Transition Station, suggesting that views of the Transition Station from a northbound vehicle will be fleeting and likely not noticeable to a motorist traveling 65mph. This is shown on the Transition Station #6 Map below.

Q: Will Transition Station #6 be visible from the Pemigewasset River?

A: According to the viewshed map completed for Transition Station #6, the upper portion of the A-frame structures within the Transition Station may be visible from the eastern bank of the Pemigewasset River. For those paddling south on the river, there will be intermittent periods of visibility within 4,000 feet of the existing transmission corridor. This is shown on the attached Transition Station #6 Map. Within this area, a boater on the river headed downstream will also experience views of a wood-fired power plant and other industrial facilities, the Route 3 bridge, and a railroad bridge over the river.

TRANSITION STATION #6 MAP

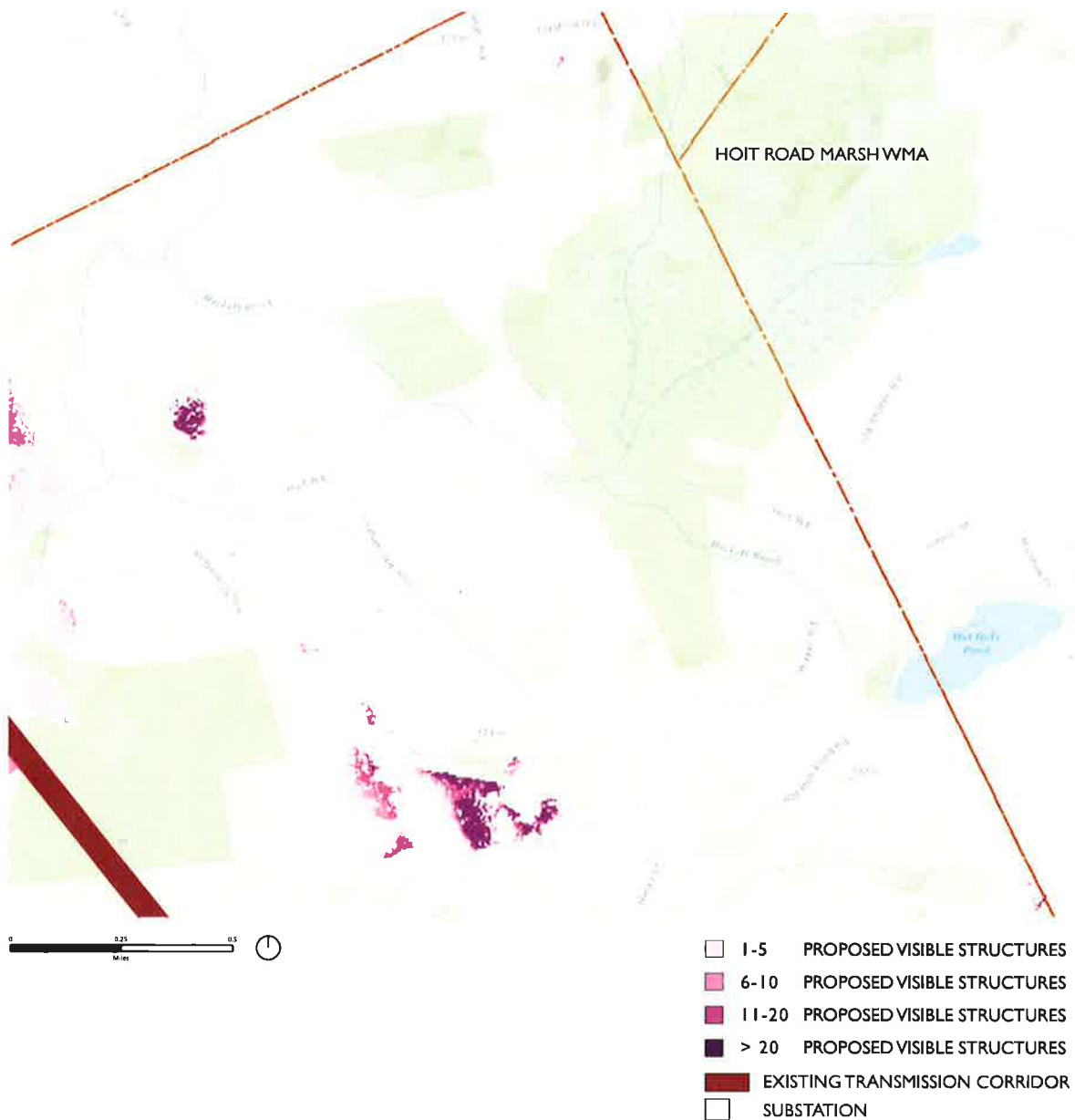


March 16, 2016
CONCORD

Q: Will the project be visible from Hoit Road Marsh WMA?

A: Structures will not be visible from the Hoit Road Marsh WMA. The undulating topography and tree cover between the Marsh and the transmission line will block views of the structures. This conclusion is based on viewshed mapping included in the Northern Pass VIA. See Appendix A (page A-51 to A-53). An enlargement of this area is provided on the Hoit Road Marsh WMA Map below.

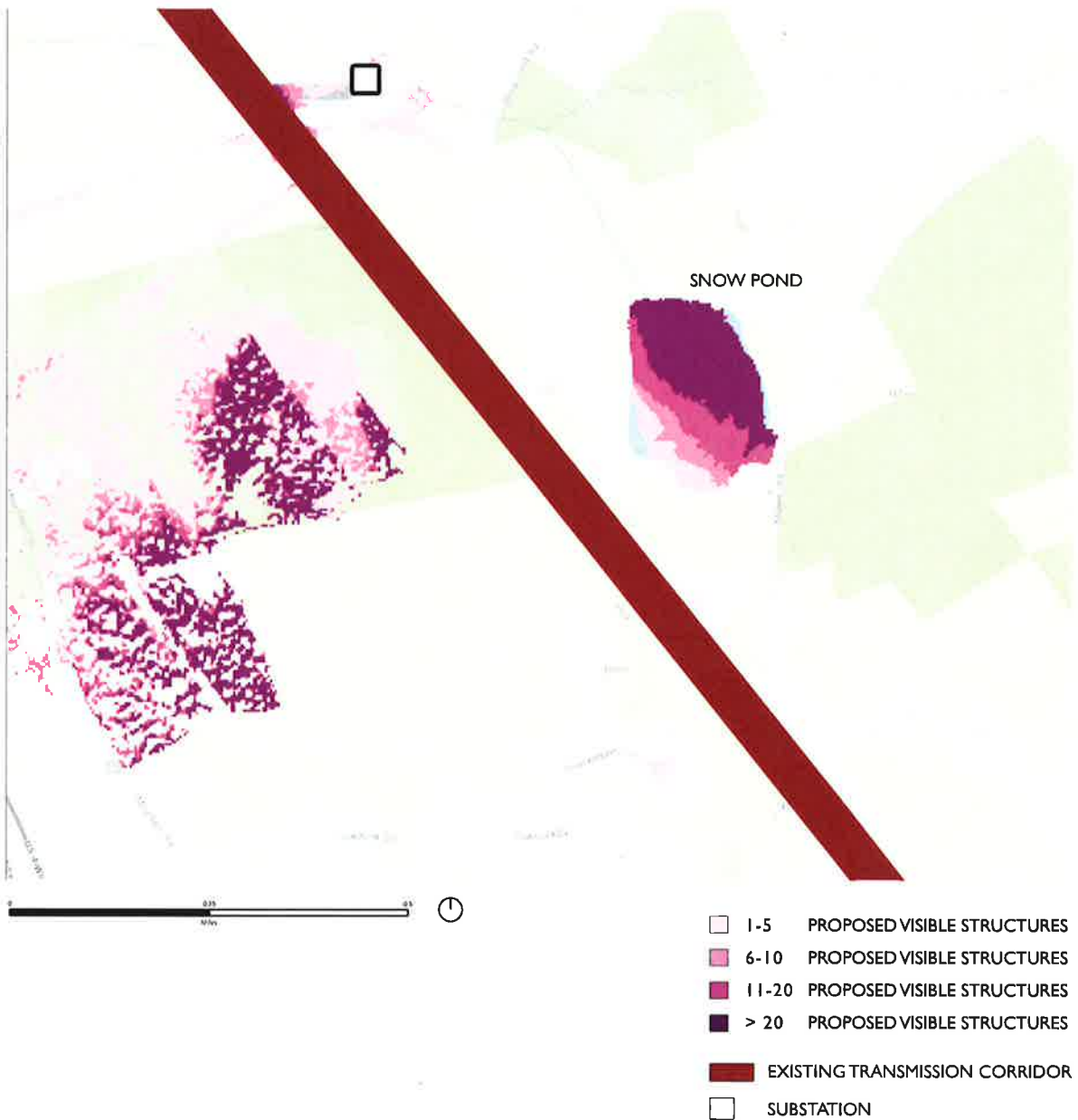
HOIT ROAD MARSH WMA MAP



Q: Will the project be visible from Snow Pond?

A: According to the viewshed maps, the existing 115-kV structures are currently visible from portions of Snow Pond. The proposed structures will likewise be visible from the pond. We found no evidence of public access to the pond; the two private residences on the east side of the pond seem to be well screened by existing vegetation and should not be affected by the project. This conclusion is based on viewshed mapping included in the Northern Pass VIA in Appendix A (page A-51 to A-53). An enlargement of Snow Pond is provided on the attached Snow Pond Map (which is an enlargement of the viewshed mapping).

SNOW POND MAP



Q: What is East Sugar Ball Road Trail? How will it be impacted by the Project?

A: The East Sugar Ball Road Trail is a paved pathway that connects East Sugar Ball Road to Portsmouth Street. The trail is 0.3 miles in length and is immediately adjacent to I-393. See the Concord Conservation Commission Trail Map below. Judging from the overgrown nature of the vegetation on either side of the trail and in the pavement, it does not appear to receive heavy use.

The existing transmission corridor is located at the north end of the trail at the Portsmouth Street corridor crossing. At this location, the 74.5-foot wood H-Frame 115-kV structure on the east side of the corridor will remain in place. The 115-kV structure located in the center of the corridor will be relocated further to the west within the corridor, and replaced with 119.5-foot weathering steel monopole structure. The new 345-kV structure will be a 105-foot weathering steel H-Frame structure, located between the two 115-kV structures. The structures located closest to the trail support a distribution line on the west side of the corridor. The existing distribution line is supported by an 81-foot wood H-Frame structure on the north side of Portsmouth Street. This structure will be relocated south of Portsmouth Street between the trail and I-393.

The proposed structures will be visible at the Portsmouth Street trail head, where they will be seen in context with the I-393 overpass, Portsmouth Street, the access road to a standpipe, and existing residential development. In addition, a new road will be built in the immediate vicinity to access a new subdivision (see following paragraph).

EAST SUGAR BALL ROAD TRAIL MAP

