

January 19, 2018

Mr. Don Cortez
PAR Electrical Contractors, Inc.
4770 North Belleview Avenue, Suite 300
Kansas City, MO 64116

Re: Northern Pass – Supplemental Route Survey
Surveyor’s Report Addendum Regarding Right of Way Determination.

BL Companies has prepared the following Surveyor’s Report Addendum to our original report dated April 19, 2017. As the Northern Pass Transmission (NPT) project has progressed, BL Companies has been requested to increase the accuracy of the highway right-of-way (ROW) sidelines in and along the northern half of the BB section of the project (NH Route 12 in Woodstock and Easton, NH Route 116 in Easton and Franconia, NH Route 18 in Franconia, Sugar Hill and Bethlehem and US Route 302 in Bethlehem), the NRTH section of the project (Bear Rock Road, North Hill Road, Old County Road and NH Route 145 in Stewartstown and Clarksville) and the ROT3 section of the project (US Route 3 and Beecher Falls Road in Clarksville and Pittsburg). The ROW sidelines are to be used in support of the design of the underground transmission line.

The NPT Survey Team met with NHDOT Bureau of ROW staff to establish a suitable process for establishing Right of Way sidelines for this project, with the result identified as the ‘Conference Report’ dated September 5, 2017. This Conference Report was subsequently determined to be satisfactory per a letter authored by Melodie A. Esterberg, P.E., Chief of Design Services on October 3, 2017 (see attached).

The Conference Report identified three primary procedure topics: Research Items, Fieldwork and Resulting ROW Determination. These items are documented in this Survey Report Addendum and as depicted on the associated Survey Baseline Plan Set. Some notable comments on each topic include;

Research Items:

As with the initial Supplemental Route Survey work, Arago Land Consultants, LLC (Arago) performed the required records research as defined in the Conference Report. Arago provided BL Companies with various ROW plans & documents, survey field worksheets, sketches, private recorded plans along the highway and follow-up research support as necessary to prepare the Survey Baseline Plan Set.

Although not included in the Conference Report process, in one location it was necessary to review an individual property deed, and a highway plan was obtained from a local DOT district office. In addition, the easement deeds for the US Forest Service transfer of a permanent

highway easement to the State of New Hampshire through the White Mountain National Forest were reviewed and considered in specific areas as noted on the Survey Baseline Plan Set.

Fieldwork:

Using Research Items provided by Arago and the existing survey control network, BL Companies performed additional fieldwork to increase the number of monuments found & amount of physical evidence located (fences, stone walls,) compared to the those initially found and noted on the original Supplemental Route Survey.

Resulting ROW Determination:

The Conference Report established three categories of ROW determination as follows:

- NHDOT-ROW project plans and Commissioners' Return of Layout. This category was expanded to include the permanent highway easement to the State of New Hampshire through the White Mountain National Forest.
- Historic Town & County Layouts (centered on existing traveled way lacking other evidence).
- Prescriptive ROW centered on existing traveled way lacking other evidence, adjusted per private recorded plans and/or field observations.

BL Companies Survey Baseline Plan Set depicts the following:

- A geometrically correct survey baseline with stationing running south to north and west to east based on the following.
 - Field survey centerline spot shots at 100'+/- intervals and representing the center of the existing travelled way along specific sections of the project, except in areas where a NHDOT project baseline was tied to the sideline monuments recovered and found to be reliable.
- ROW linework based on application of the Research Items to the survey baseline, in accordance with the three ROW determination categories.
 - NHDOT-ROW Project Plans were best fit to state highway bounds to the degree they were recovered and found to be reliable.
 - The permanent highway easement through the White Mountain National Forest was established by coordinate values, baseline geometry and other information depicted on the record plans.
 - Historic Town & County Layouts were typically centered on the survey baseline based on the principal of reasonable & practical location.
 - A Prescriptive ROW width of 3 rods (49.5) feet has been depicted, centered on the survey baseline, absent definitive road records.
- Recovered monuments and key ROW points labeled with station & offset values.
- Applicable record plans positioned and labeled as shown with indication of reliability per sufficiency of monuments found.
- Plan sheets annotated with ROW basis, width, layout and record plans.
- Other data provided by various NPT consultants shown for informational purposes only and include items such as abutter data, abutter lines, building outlines, water courses, edge of pavement/gravel, etc.

I hereby certify that the attached Survey Baseline Plan Set is accurate in accordance with the Conference Report jointly established by the NPT Survey Team Firms and NHDOT Bureau of ROW dated September 5, 2017.


Jennifer Marks, LLS #992
January 19, 2018

