

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

CONFERENCE REPORT

PROJECT: Northern Pass Transmission

DATE OF CONFERENCE: August 15, 2017

LOCATION OF CONFERENCE: 7 Hazen B34 203 Piscataqua River Conference Room

ATTENDED BY: DEPARTMENT OF TRANSPORTATION

Michael Servetas – Assistant Director of Operations

Melodie Esterberg – Chief of Design Services

Lennart Suther – Utilities Engineer, Design Services

Matthew Powers – Utility Coordinator, Design Services

NORTHERN PASS TRANSMISSION

Jerry Fortier – NPT Project Manager, Eversource Energy

Mark Hodgdon – Hodgdon Law

Sam Johnson – Burns & McDonnell Engineering

Lance Clute – PAR Electric

Don Cortez – PAR Electric

Brian Henebry – Carmody Torrance Sandak & Hennessey LLP

Matthew Mahon – PAR Electric

Oscar Bashaw – PAR Electric

SUBJECT: Site Evaluation Committee (SEC) Application Process and Design Update

NOTES ON CONFERENCE:

See attached Agenda.

The NPT testimony at the SEC Judiciary Hearings is expected to resume on August 20, 2017. The Historic witnesses are the next to be followed by the Interveners witnesses anticipated to be completed in the next 30 days, with the Hearings phase ending in September 2017. The Construction and Environmental panels are complete.

The US Department of Energy (DOE) issued the Final Environmental Impact Statement (FEIS) for the Northern Pass Hydroelectric Transmission (NPT) project on August 10, 2017. The FEIS concluded that the proposed Northern Pass route is the “preferred alternative.”

There were two corrections to the July 18, 2017 meeting conference report. The first correction changes the first sentence of second paragraph to read, “The NPT testimony at the

SEC Judiciary Hearings is expected to be completed in the month of September 2017.” The second correction changes the word “Town” at the end of the first sentence of the ninth paragraph to read “Plymouth Village Water and Sewer District”.

Ms. Esterberg noted that the latest exception requests reviewed contained similar errors as noted in previous submissions. It has been suggested that the Department stop reviewing the submittals given the errors found to date and ask for resubmittal. Mr. Fortier stated that receiving the comments provides valuable information that is beneficial for future submissions and errors could be repeated if comments are not provided. An example is the comment about the option to relocate and reconstruct catch basins to maintain a straight alignment outside the pavement which was not known as an option to the NPT design team.

NPT asked if there were design standards for the reconstruction/relocation of catch basins. Mr. Servetas noted that there are standard details on the Department’s website as well as the Standard Specifications for Road & Bridge Construction.

NPT obtained clarification to some specific Department comments to the Group #4 Exception Requests. Mr. Mahon showed a couple updated alignments where NPT has revised the alignment to the other side of the road and outside the pavement; at the Department’s suggestion.

There was discussion regarding the design schedule, SEC process and the Department’s review schedule and how to improve the process and reduce the review time. When NPT asked if the Department could hire a Consultant to perform the reviews, the Department replied that there is no mechanism to pay for such work. NPT is concerned about the review schedule and being able to obtain the Department permits in order to begin construction in 2018 once the project has received all approvals.

NPT would like to communicate directly with the Department’s Bureau of Right-of-Way to obtain clarification on the Department’s response and rejection of the Survey Report. NPT acknowledged that portions of the language within the document did not properly describe the extent of the research and the accuracy of the determined right-of-way. Ms. Esterberg will organize a meeting between NPT, the Department’s Bureau of Right-of-Way and Highway Design, Design Services. After the meeting, NPT will address the comments and resubmit the Survey Report. NPT recognizes that resolution to the right-of-way issues is critical as many of the Department’s comments to the Exception Requests are related to the correct delineation of the right-of-way.

Ms. Esterberg has prepared a draft of the Traffic Control Committee Traffic Management Plan Determination Request Memo for presentation with the NPT Transportation Management Plan to the Department’s Traffic Control Committee. She anticipates being on the agenda for the third Thursday in September. NPT should plan to be in attendance to present their construction sequence, if requested.

NPT provided an updated proposed schedule for Exception Request submissions.

There was discussion regarding the possible benefits of NPT hiring a Consultant familiar with the Department's policies to work with the design team on the alignment design to reduce the exception requests and rejection of those necessary exception requests.

Future meetings will be scheduled as needed.

Submitted by:

Lennart Suther
Utilities Engineer

LDS/lds

NOTED BY: MAE, MAP

cc: Attendees, Christopher Waszczuk, James McMahon, Douglas King, Alan Hanscom, Richard Radwanski, Brian Schutt, Charles Schmidt, Shelley Winters