

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

CONFERENCE REPORT

PROJECT: Northern Pass

DATE OF CONFERENCE: February 28, 2017

LOCATION OF CONFERENCE: 7 Hazen B34 211 Kancamagus Conference Rm

ATTENDED BY: DEPARTMENT OF TRANSPORTATION

Melodie Esterberg – Chief of Design Services
Matthew Powers – Utility Coordinator, Design Services
Matthew Broadhead – Assistant Attorney General
Michael Servetas – Assistant Director of Operations
Christopher Turgeon – District 2 Assistant District Engineer
Nancy Spaulding – Right-of-Way Engineer
Robert Talon – Licensed Land Surveyor

EVERSOURCE ENERGY

Jerry Fortier – NPT Project Manager, Eversource Energy
Stephanie Labbe – PAR Electric
Mike Pillsbury – Louis Berger Group
Mark Hodgdon – Hodgdon Law
Sam Johnson – Burns & McDonnell Engineering
Robert Roper – BL Companies
Cynthia Boisvert – Arago Land Consultants

SUBJECT: Site Evaluation Committee (SEC) Application Process and Design Update and Underground Alignment Survey Methodology

NOTES ON CONFERENCE:

See attached Agenda.

The technical sessions at the SEC are continuing with technical sessions through March of 2017. The Judiciary Hearings are expected to start April 4, 2017 and run through July. It was noted that a number of petitions have been submitted as part of the SEC process.

There were no clarifications to the January 24, 2017 meeting conference report, although it was noted that the wording “major concern” in the first paragraph of page 2 resulted in being a concern to NPT.

Ms. Labbe indicated that a wrong bridge number was supplied to the Department and some bridges were missing from the original request. A new request for the plans of 5 additional bridges will be submitted shortly to Ms. Esterberg. Ms. Labbe indicated that information for 1 of the requested bridges was not included and 3 of the bridges, specifically the Gale River bridge, didn't contain abutment details or pertinent information. Ms. Esterberg noted that all the information found for the 4 bridges was provided. Ms. Labbe updated that the bridge information is being incorporated into the plans as requested.

Eversource noted that they had been requested to provide copies of the bridge plans and questioned if it is acceptable to provide what the Department had provided to Eversource.

Eversource provided a schedule outlining the proposed design review with the DOT. It was noted that Mr. Powers was to complete his plan review of the WBR3 submission within a day or 2 and would then continue onto the next submissions. Eversource questioned whether the DOT could meet the March 17th deadline for the WMNF, SHEB and ROCK submissions. Mr. Powers indicated that it was an aggressive deadline and would work to meet it, to which Ms. Esterberg noted that Mr. Powers has other responsibilities as well. Eversource indicated that the project team will be available to help in the plan review to answer questions if needed.

Eversource suggested setting up meetings to go over the plans after the Department's comments were incorporated so the Department could be shown how comments were incorporated or explain why some comments weren't.

Eversource questioned the status of the Final Report, as requested as part of the SEC Application process. Ms. Esterberg noted that the Department is working to determine how to submit a Final Report when DOT comments to some submissions have not been received by Eversource. Ms. Esterberg noted that the Commissioner will be signing the Final Report and that the Commissioner is not available this week.

Mr. Johnson provided 3 alternatives that were explored to resolve the DOT concerns regarding bridge construction at I-393 over Portsmouth Street. Option 1 involves leaving the line energized while raising the C189 to permit any bridge rehabilitation/construct work. Option 2 involves temporarily relocating the C189 line to allow operations to continue and the line would return to the original location upon completion of the work. Option 3 would require the use of Unutil's easement to temporarily relocate the C189 line and would return to the original location upon completion of the bridge work. Eversource expressed that de-energizing the C189 line and temporarily disconnecting it is not a practical solution and arises too many concerns to the electric grid to be a viable option for the company. Ms. Esterberg thanked Eversource for their efforts to explore possible solutions and expressed that the DOT is looking forward to working with all utilities that cross aerially so that new installations can be placed in a location around a bridge to minimize or even eliminate the need for a relocation to conduct future bridge construction operations.

BL Companies and Arago Land Consultants presented their methodology in determining the ROW limits in the project; specifically NH 116, NH 112 and US 3. Mr. Roper indicated they used a survey base line through GPS which is tied into the State coordinate system. This is then overlaid onto the surveyed existing detail and monumentation. Using digitized Tax Maps they were able to compare the layout of the roadways with the surveyed monumentation which then provided a level of certainty. Mr. Hodgdon explained that the layout on NH 116 was hard to determine because of the lack of layout descriptions which resulted in some gaps in the ROW.

Mr. Talon questioned what was used to determine the ROW width in the areas with missing information. Mr. Roper indicated that they defaulted to the narrowest ROW width and best fit the layout with monumentation found in the field. Mr. Talon indicated that, from what was presented, the methodology used sounded reasonable and recommended that they should have someone certify the ROW, which signifies that proper industry standards were followed. NPT is to provide a certified survey report delineating means and methods of determining the right of way shown on the plans. The report shall include notations on all records and plans used and the monumentation held to control the right-of-way lines. The report will be certified by the Licensed Land Surveyor in charge that the right-of-way lines shown on the submitted plans are accurate locations defined by ground survey and all pertinent research. Eversource stated that they stand behind the plans developed and just like any other project, if litigation occurs, they will be prepared with their professionals and the documented information to defend the work.

Submitted by:

Matthew Powers
Utilities Coordinator

MCP/mcp

NOTED BY: MAE

cc: Attendees, Christopher Waszczuk, David Rodrigue, Douglas King, Richard Radwanski,
Brian Schutt, Philip Beaulieu, Louis Barker, Charles Schmidt, Shelley Winters