

---

**From:** Kris pastoriza <krispastoriza@gmail.com>  
**Sent:** Monday, April 04, 2016 5:04 PM  
**To:** PUC - Executive.Director  
**Cc:** Elizabeth Maldonado; Noonan, Amanda; Adam Dumville; Christopher Allwarden; Barry Needleman; Dana Bisbee; Jeremy Walker; Stachow, Leszek; Knepper, Randy; Rebecca Walkley; Wyatt, Robert; Amidon, Suzanne; Tom Getz (thomas.getz@mclane.com); Frantz, Tom  
**Subject:** PUC 15-460  
**Attachments:** DOC160404160424(0001).pdf

The overwhelming length of Rt. 116 from Franconia to the Rt. 112 intersection dates to an 1833 four rod (66') layout. However, the layout has significant gaps in description and is not well defined. Ancient layout issues aside, the road is a narrow two lane highway with modest traffic. Numerous wetlands, historic resources, water courses and ponds sporadically adorn the roadside. Mature trees crowd much of its length. Stonewalls and existing utilities occupy the land just past the ditch lines and shoulders.

The applicant (above) deliberately hid, from the PUC, SEC and the public the fact that a 710 rod length of Route 116, which includes the drilling under the Ham Branch section in this docket, is not 4 rods wide, but, until further evidence is found, the DOT prescriptive width of 3 rods. (It may even be 2 rods, as on-the-ground conditions suggest). NPT knew this, brushed it off as an "ancient layout issue" and marked the ROW as 4 rods because they decided that their best approach was to draw the specs as they wished them to be, and worry about someone challenging them later.

Road deed below is starred where the 710 rod section is mentioned. Lines are clear to anyone wishing to do the research.

Since the applicant has pretended ignorance of an important fact in this case, (lied), I request that this docket be postponed until:

- #1. DOT and an independent electrical engineer have the chance to review all the (now suspect) data presented in this docket (at NPT's expense),
- #2. NPT amends their application material with this error rectified, in all their data presented to the SEC, PUC and the public,
- #3. NPT sends invitations to intervene to all the Towns in this docket, to give them the chance to intervene and/or present other information that may be missing from this application, and
- #3. NPT has paid a fine for misrepresentation.

Kris Pastoriza

RIGHT OF WAY SOURCE RECORDS

Highway T. L. Town of Franconia Landoff ~~Conertry~~ Benton  
 S. A. Taken from Haverhill Easton  
 Town Grafton Sessions Papers Nov. Term 1833  
 County } - - Book..... Page..... Year.....  
 General Court Sessions Records

EXTRACT

The Petition of Paul Chase and others represents that a road leading from the Iron Works in Franconia through the towns of Landoff and Conertry to the Court House in Haverhill in said County would be of great public utility.

Proceeded to examine the route from the old meeting house in said Haverhill to the Tavern House near the Lower Iron Works in said Franconia, when after further leaving the parties interested, we recommenced our examination at said Tavern House passing on the present travelled highway by the Upper Iron Works and Lake Brooks to the northerly line of Landoff 4 miles & 166 rods, thence on said highway to George Maxwells 88 rods, which in our opinion need no alterations, thence leaving said highway at said Maxwells house and running 548°W 74 rods, thence 549 1/2° W 40 rods, thence 565°W 24 rods, thence 571°W 45 rods, thence 565°W 120 rods to intersect the present highway 14 rods northerly of Wid. Rice's house, thence on the present travelled road 14 rods to said Wid. Rice's house no alterations was deemed necessary, thence 547°W 30 rods, thence 538°W 74 rods to intersect said present travelled highway thence to Joseph Spooner's house 710 rods the highway as now travelled, need, at present in our opinion no alteration then commencing at said Spooner's house and running 557 1/2° W 42 rods, thence 548 1/2° W 20 rods, thence 565°W 12 rods, thence 552 1/2° W 18 rods, thence 561°W 54 rods, thence 539°W 14 rods, thence 542°W 12 rods, thence 575°W 16 rods, thence 567 1/2°W 18 rods, thence 540 1/2°W 26 rods, thence 531°W 14 rods, thence 546 1/2°W 12 rods, thence 563°W 8 rods, thence 581°W 4 rods, thence 561°W 14 rods, thence 560°W 16 rods, thence 548°W 8 rods, thence 531°W 12 rods, thence 564°W 12 rods, thence 567°W 12 rods, thence 568°W 12 rods, thence 558 1/2°W 12 rods, thence 575°W 24 rods, thence 569°W 10 rods, thence 558°W 8 rods, thence 561°W 14 rods, thence 560°W 8 rods, thence 552°W 18 rods, thence 571°W 14 rods, thence 535 1/2°W 8 rods, thence 520°W 12 rods, thence 574°W 14 rods, thence 535 1/2°W 6 rods, thence 565°W 6 rods, thence N 82°W 14 rods, thence N 72°W 6 rods, thence N 60°W 8 rods, thence N 67°W 10 rods, thence 546°W 10 rods, thence 538°W 8 rods, thence 524°W 6 rods, thence 531°W 8 rods, thence 542°W 10 rods, thence 540°W 14 rods, thence 537°W 12 rods, thence 530 1/2°W 8 rods, thence 515°W 14 rods, thence 531°W 6 rods, thence 512 1/2°W 8 rods, thence 59°W 8 rods, thence 5..... 8 rods, thence 515°W 10 rods, thence 55°W 6 rods, thence 55 1/2°W 6 rods, thence 56°E 18 rods, thence 510 1/2°W 10 rods, thence 516 1/2°W 6 rods, thence 511 1/2°W 16 rods, thence 537 1/2°W 10 rods, thence 515°W 12 rods, thence 552°W 12 rods, thence 547°W 8 rods, thence 537°W 8 rods, thence 536°W 6 rods, thence 544°W 6 rods, thence 560 1/2°W 8 rods, thence 559 1/2°W 10 rods, thence 557 1/2°W 10 rods, thence 530°W 8 rods, thence 522°W 6 rods, thence 535°W 8 rods, thence 544°W 6 rods,