

Testimony by Eversource witnesses during the Northern Pass SEC hearings:

“A. The overhead, again, it's a repetition. So we're going to be, in some cases, logging or removing the trees that are out there. That's kind of one phase. A second phase will be road building. A third phase will be, you know, drilling or excavating foundations. A fourth phase will be structure erection or setting the monopoles, depending on the type.

And then there will be conductor stringing, likely with helicopters in certain cases. So, that whole sequence. *And then we'll go back in and remove the crane pads for the structures, or remove the roads. And we'll do a final restoration of the right-of-way.*”

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13	Q.	Okay. The other question I have is: As you
14		walk in toward the dunes here, and that's
15		supposedly the existing access route, you're
16		building a new -- right here. And this is
17		another little construction pad. These are
18		all removed, as I understand from your
19		previous information.

20 A. (Johnson) That is correct.

21 Q. All of these construction pads are removed?

22 A. (Johnson) That is correct.

{SEC 2015-06} [Day 11 MORNING Session ONLY] {06-01-17}

“Q. And do you have an opinion on the anticipated life of the Coos Loop upgrades?

A. (Bowes) Yeah. So they're going to be rebuilt with steel structures and, you know, the

latest conductor, depreciation life of 40 years and probably a useful life several decades beyond that.”

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Q. Okay. Now, would I be correct, as of today, the Project hasn't identified which part of these access roads will remain permanent improvements and which parts will be temporary?

A. (Johnson) So, primarily these are 100 percent temporary and will be removed and restored to their natural grade, unless there is a situation where a land owner would like us to leave the road in those areas where it's not RPI, but then only in an upland area. any wetland areas we would be removing that matting so that the wetlands could be restored to their natural --

Q. So, other than the wetlands, the access roads within the right-of-way, are those going to remain permanent or temporary?

A. (Johnson) Those will all be temporary.

Q. So they'll all be removed once the line is up?

A. (Johnson) That is the plan, yes.

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Q. Okay. Do you know that there's no existing road on this part of the corridor?

A. (Bowes) That is correct. And I know it's also a fairly wet area.

Q. Do you propose to construct an on-right-of-way road along the corridor for four miles, because that's how far it is for Route 302 to the Ammonoosuc River?

A. (Bowes) So, I believe, looking at the maps that -- One-Touch that Mr. Johnson has up, it looks like that is the location, all of those structures would be accessed along a single road from Route 302.

Q. Okay. How wide would such a road be?

A. (Bowes) I think what's in the Application is pretty accurate, probably 12 to 14 feet wide. And, again, if it's swamp mats, it will be the dimensions of the swamp mat.

Q. So, the crane trucks are okay on 12-foot wide road?

A. (Bowes) I would say yes.

Q. Okay. Building a road big enough to accommodate heavy equipment where there is now none constitutes a significant change in the use of the property. Do you know who owns this property?

A. (Bowes) So, there's a variety of owners of the property.

Q. Uh-huh.

A. (Bowes) PSNH has an easement across that.

Q. Uh-huh. Have you asked any of the landowners along this part of the corridor for permission to build such a road?

A. (Bowes) Not that I'm aware of, no.

Q. Well, there's no mention of road-building in my easement deed. So, it seems to me that you need to ask my permission to build a road across my land.

A. (Bowes) Is that a question?

Q. No, that's just a statement. I just thought I'd put it out there, because, you know, the question was "if you had asked anyone's permission?" And that creates a problem...

Q. Okay. We'll move on. And this raises it a little bit differently. A new road along the right-of-way would be an attractive nuisance and would result in future traffic where there now is none. This would also affect the quiet enjoyment of our property for years to come. You with me so far?

A. (Bowes) So, I would disagree... the roads we plan to build are temporary in nature, and we plan to remove them at the end of the construction phase."

{SEC 2015-06} [Day 10/Morning Session ONLY] {05-31-17} pgs. 64-67