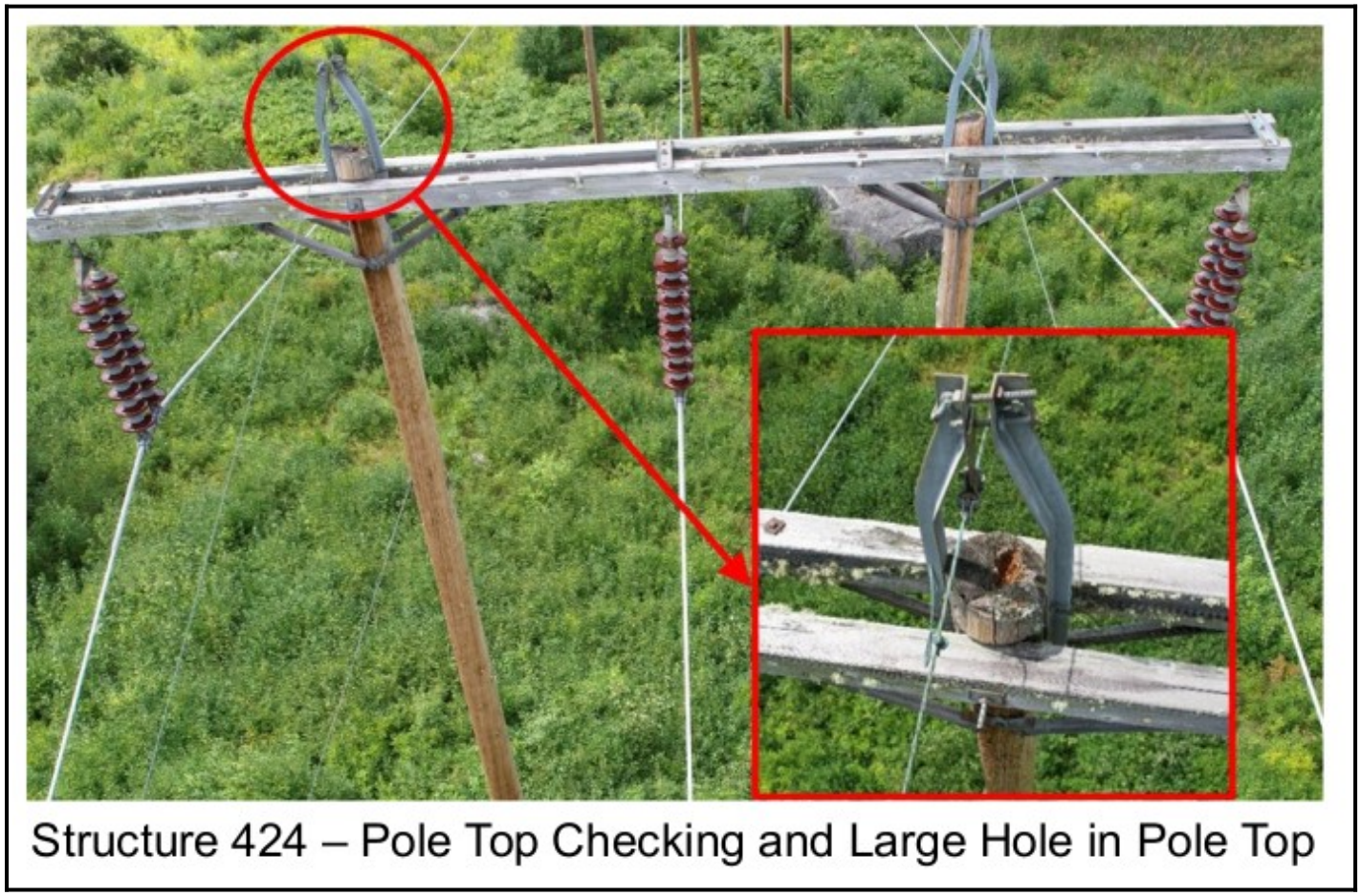
1/18/24 kris pastoriza questions to Eversource about structures 424, 212 and 356 and a repeated request for the locations of the Category C poles.

Structure 424 is a 1969 structure easily accessible from the property in Bethlehem that Eversource bought during Northern Pass.



Structure 424 – Pole Top Checking and Large Hole in Pole Top

-Structure 423 was recently replaced with a metal structure.

-You can see the former tangent structure 423 in the background:

-Why didn't Eversource proactively embrace efficiency and replace structure 424, or the pole, when it replaced structure 423?

-Was this 423 a Category C structure that became Category D, and was replaced? Is this how Eversource used to manage the integrity of its structures? Is this how Eversource should be dealing now, with the maintenance of its structures?

The construction plans show that pole 424 is planned to be removed (grey) and another structure added, closer to I-93. Existing structure 430 (black) is to remain.

New structure 424 in foreground. Structure 323 behind.

There is no construction pad and the towers are quite short. Is this a temporary structure?

Are the metal poles constructed in two sections, allowing the upper section to be replaced with a taller one?

Because Eversource has refused for months to provide the existing and proposed structure heights sheets that were available for viewing at the public outreach meeting in Sugar Hill (8/2023) I am unable to comment on the apparent 37’ height of this pole (or pole section?) but it is shorter than the vast majority of the existing structures.

Has Eversource’s failure to cover its wood pole tops increased the rate of damage not only to the tops of its poles, but also the lower sections, by increasing water infiltration?

Is Eversource “proactive” in complete rebuilds, but not proactive in maintenance of its structures?

Structure 424 at right. Photos taken 3/17/24

LINE X178-2/3 - LINE REBUILD

SUGAR HILL STRUCTURE HEIGHT OVERVIEW

REV. B: 2023-06-02

EVERSOURCE ENERGY

EXISTING STR. #	NEW STR. #	EXISTING HEIGHT ABOVE GROUND	PROPOSED HEIGHT ABOVE GROUND	DIFFERENCE BETWEEN EXISTING AND PROPOSED	NOTES	WITHIN 500 FT OF A RESIDENCE
		(FT)	(FT)	(FT)		
340	345	52.00	65.50	13.50	Ground Clearance/Standards Update	No
341	346	43.00	56.50	13.50	Ground Clearance/Standards Update	Yes
342	347	52.00	65.50	13.50	Ground Clearance/Standards Update	Yes
343	348	52.00	74.50	22.50	Improved Clearance Over Paved Roads/Standards Update	Yes
344	349	52.00	74.50	22.50	Improved Clearance Over Paved Roads/Standards Update	Yes
345	350	52.00	79.00	27.00	Improved Clearance Over Paved Roads/Standards Update	Yes
346	351	52.00	61.00	9.00	Ground Clearance/Standards Update	No
347	352	54.25	65.50	11.25	Ground Clearance/Standards Update	No
348	353	44.64	61.00	16.36	Ground Clearance/Uplift/Swing Violation/Standards Update.	No
349	354	56.50	61.00	4.50	Ground Clearance/Standards Update	No
350	355	52.00	61.00	9.00	Ground Clearance/Standards Update	No
351	356	52.00	61.00	9.00	Ground Clearance/Standards Update	No
352	357	52.00	61.00	9.00	Ground Clearance/Standards Update	No
353	358	52.00	61.00	9.00	Ground Clearance/Standards Update	No
354	359	56.50	83.50	27.00	Ground Clearance/Standards Update	No
355	360	52.00	74.50	22.50	Ground Clearance/Standards Update	No
356	361	52.00	61.00	9.00	Ground Clearance/Standards Update	Yes
357	362	56.50	61.00	4.50	Ground Clearance/Standards Update	Yes
358	363	52.00	65.50	13.50	Ground Clearance/Standards Update	Yes
359	364	52.00	74.50	22.50	Improved Clearance Over Paved Roads/Standards Update	Yes
360	365	56.50	70.00	13.50	Ground Clearance/Standards Update	No
361	366	61.00	70.00	9.00	Ground Clearance/Standards Update	Yes
362	367	52.00	61.00	9.00	Ground Clearance/Standards Update	No
363	368	56.50	61.00	4.50	Ground Clearance/Standards Update	No
364	369	52.00	61.00	9.00	Ground Clearance/Standards Update	No
365	370	43.00	56.50	13.50	Ground Clearance/Standards Update	No
366	371	52.00	74.50	22.50	Ground Clearance/Standards Update	No
367	372	44.64	56.50	11.86	Ground Clearance/Standards Update	No
368	373	56.50	61.00	4.50	Ground Clearance/Standards Update	No
369	374	52.00	61.00	9.00	Ground Clearance/Standards Update	No
370	375	67.75	83.50	15.75	Ground Clearance/Standards Update	No
371	376	54.25	61.00	6.75	Ground Clearance/Standards Update	Yes
372	377	54.25	61.00	6.75	Ground Clearance/Standards Update	Yes
373	378	49.14	74.50	25.36	Ground Clearance/Uplift/Swing Violation/Standards Update.	No

Looking south from structure 211

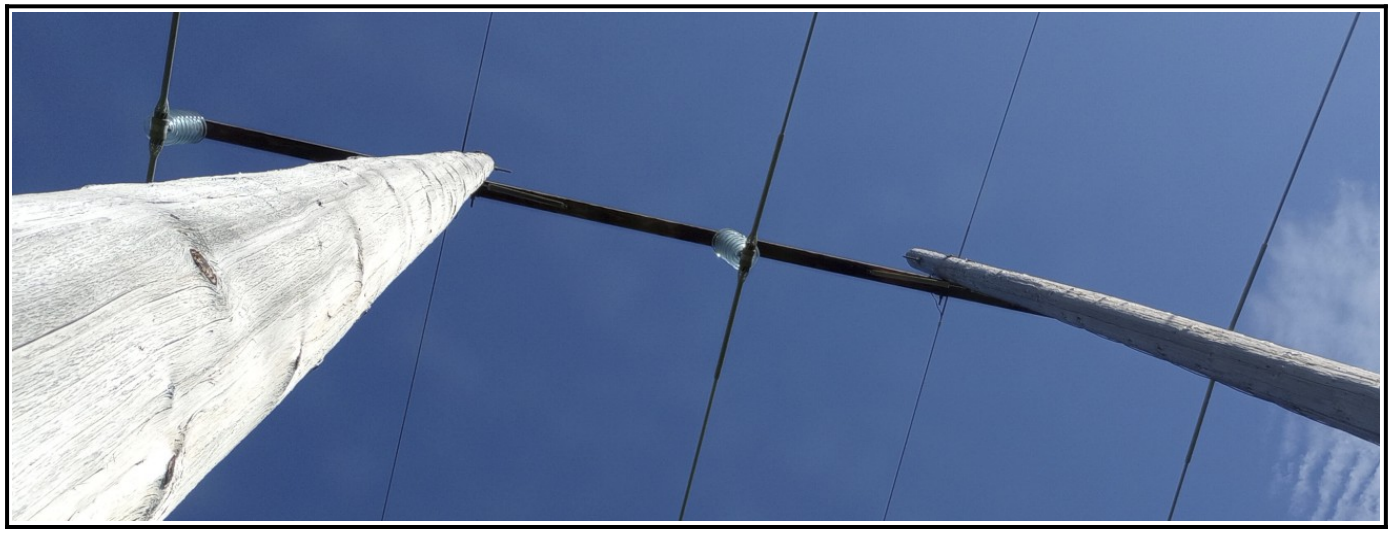
Eversource claims it needs to build a permanent road and construction pads here, in White Mountain National Forest, to access structure 212. Rusted hardware can be replaced. Why was this pole not covered when structures 214, 215 & 216 had insulators and crossbar replaced, via helicopter, in 2016?

Structure 212 – Pole Top Rot & Rusted Hardware

Structure 214. Crossbar and insulators replaced in 2016

(9/17/2023)

Structure 215: Glass insulators are replacement insulators, along with the crossbars.



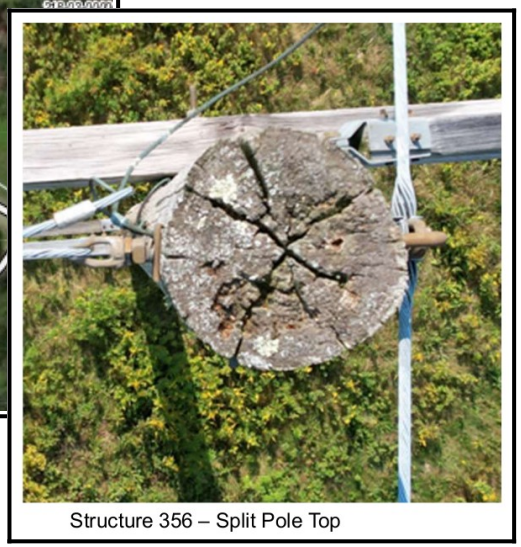
In the section of the X-178 that is sited between Route 112, just west of North Woodstock and Bog Pond crossing, I have structures 196, 197, 198, 200, 220, 221, 223, 226, and 239 (of 193-247) also listed as having replacement cross-bars and insulators, work presumably all done in 2016.

Structure 216; right (all 9/17/2023)

Crossbar and insulator replacement, X-178 line. Why didn’t Eversource replace the 56 (in 2018) or 43 (now) Category C poles that needed replacement while it was doing this work? Was it waiting for them to become Category D? Have 13 of those poles/structures been replaced since 2018, as Category D poles?

Pole 356 is easily accessible from Hadley Road or possibly Nason Road, in Sugar Hill:

356



Structure 356 – Split Pole Top

Testimony by Eversource witnesses during Northern Pass:

“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."*

ALL Combined SEC transcripts pgs. 187-188

"Those will probably be located every few thousand feet, *where we have conductor pulling and/or helicopters in use to do the conductor pulling"* p. 60

“ As I understand it, that [2013 rebuild of the G-146 line] involved *a fairly limited amount of actual on-the-ground construction. They ended up doing a lot of that work in the winter and then finished up with a helicopter.”*

Day 19, morning session 6/23/27

More on helicopters, roads and WMNF:

Photos below right and text below from Normandeau X-178 pole removal report.

“Work on the upper Easton stretch was complicated by tough work conditions. The downed poles at #267 were located both at the top of and at the base of a cliff, with poles buried in the brush. Please note the attached photos. The poles at #268 were located over the side of a bank, perhaps 30 or more vertical feet below the structure.”

Eversource road building plan between structures 267 and 268, WMNF. Structure 267 is a bit above the small cliff shown on the right. A later map with contour lines shows the steepness of the terrain, and proposed access roads in pink dashed lines.

267 base of cliff

Near 268 - base of slope

Right: crossbar and insulator replacement 2016:

Below: https://ghostsoflectricity.com/

Pole removal, X-178, White Mountain National Forest:

(11/10/2015)