



TOWN OF DURHAM
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December 7, 2016

Mr. William Quinlan
President
Eversource Energy
780 North Commercial Street
Manchester, NH 03101

Dear Mr. Quinlan:

At the Durham Town Council meeting on December 5, 2016, a representative from the Durham Historic Association addressed the Council with regard to the Eversource Seacoast Reliability Project. Over the past several weeks, the Durham Historic Association has been surveying the Eversource right-of-way in Durham to identify and locate Durham's historic resources. While conducting its survey, the association discovered that damage has been done to some of these resources due to the use of heavy equipment by Eversource and its contractors.

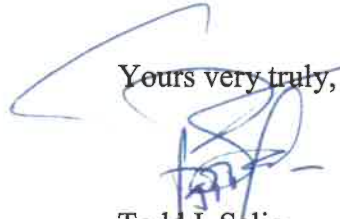
Durham recognizes that Eversource has a right to maintain the existing powerline and to be in the existing utility right-of-way to make repairs when necessary. However, what has been observed by the Durham Historical Association is damage to the area resulting from the use of heavy equipment including, breaching stone walls, scarring and splitting stones, and putting at risk cellar holes, foundations, and other structures such as ancient bridges, first period boundary lines, mill sites, and ox pins. As such, the Town views evidence of this activity as representing potential abuse of Eversource's rights. Further, the Town believes that the intrusion of heavy equipment in the right-of-way threatens to inflict damage to Durham's historical structures and sites before they can be properly flagged and detected as part of the ongoing New Hampshire Site Evaluation process.

Durham has always been and continues to be a community that cherishes its history and strives to protect and preserve its unique historical resources. In view of this philosophy, and in consideration of the serious above-mentioned concerns expressed by the Durham Historic Association, the Town of Durham strongly urges that Eversource, the New Hampshire Site Evaluation Committee, the Attorney for the Public, and the New Hampshire Division of Historic Resources, working in tandem with the Durham Historic Association, take all necessary precautions to protect, identify, and properly flag the historical structures located within the Eversource right-of-way before proceeding further with any excavation activities relating to the Seacoast Reliability Project.

Attached for your information and review is correspondence dated December 7, 2016, from Durham Historic Association member, Janet Mackie, outlining the observed impact from heavy equipment on historic resources in Durham by Eversource and its contractors.

Do not hesitate to contact me should you have further questions with regard to this or any other matter.

Yours very truly,



Todd I. Selig
Administrator

Enclosure

C: Ms. Sandra Gagnon, Eversource, Siting and Construction Services
Ms. Elizabeth Muzzey, State of NH DHR
Attorney Christopher Aslin, Assistant Attorney General, Environmental Protection
Bureau & Counsel for the Public
Ms. Pamela Monroe, Administrator, New Hampshire Site Evaluation Committee
Durham Town Council
Ms. Nancy Sandberg, Durham Historical Association
Mr. Peter Stanhope, Chair, Durham Heritage Commission
Ms. Martha Roy, Town Administrator, Town of Newmarket
Mr. Christopher Clement, VP for Finance & Administration, UNH
Attorney Douglas Patch, Orr & Reno, Attorneys at Law

An email dated Wednesday, December 7, 2016

From: Janet Mackie
To: Jen Berry
Cc: Nancy Sandberg, Beth Olshansky, Robin Mower
Subject: List of damaged areas...Eversource

Hi Jen,

It was Nancy Sandberg who spoke for the DHA at the Town Council meeting on Monday. The equipment that caused the damage in the right of way was similar to the drilling rig shown below, with metal continuous tracks, very heavy with a low center of gravity that allowed it to navigate steep slopes without rolling over. This machine crossed steep terrain and wetlands that were avoided in the past, when power line installation and maintenance was done using equipment on wheels. The photographs Nancy showed on Monday were taken in the right of way between Laroche Brook and Timberbrook Road.



The machine on metal tracks crossed the wetlands and Laroche Brook, down and up the steep embankments on both sides of Laroche Brook. It continued on the right of way, drilling bore holes, marking pole sites, running over stone walls as it came to them, crushing and dislodging large stones, crossed the wide wetlands of Beaudet Brook, ascended the hill behind the Moriarty house, running over and dislodging the double stone walls that flank the ancient road on that height of land. It descended the hill (its track is visible from Rt 108) to Rt 108, crossed over and stopped at the pole site behind the Burnham - Mooney burial ground. From Timberbrook Rd, it went west in the right of way, flattened a stone wall adjoining the Willey farmhouse cellar and proceeded west to the pole site on the height of land above the stone wall that crosses Longmarsh Brook.

Metal tracked vehicles are prohibited in wetlands; either rubber tracks are required, or protective buffer mats must be laid before the wetlands are entered, as I understand the regulations. The machine's metal tracks left distinctive marks on rocks. There was no protective material laid across the wetlands. Not mentioned on Monday: the same type of drilling rig, and a rotary drum brush cutter were operated in the wetlands of Tom Hall Brook, on west side of the railroad track south of the bypass.

The photographs shown to Town Council were from this area – the path of the machine, the wetlands and stone walls it crossed are indicated on the map below.

blue = wetlands, green = mill sites, yellow dots = cellars, orange = burial sites, yellow dotted line = stone walls, red = path of machine

