

STATE OF NEW HAMPSHIRE

INTER-DEPARTMENT COMMUNICATION

DATE: October 13, 2017

FROM: Melodie A. Esterberg, PE  
Chief of Design Services

AT OFFICE: Bureau of Highway Design

SUBJECT: Northern Pass Transmission

TO: Peter E. Stannas, P.E.  
Director of Project Development

MEMORANDUM

The following information is in accordance with the Guidelines for Implementation of the Work Zone Safety and Mobility Policy to the Traffic Control Committee (TCC) for determination of the project's significance.

Consistent with the memo dated April 16, 2015 regarding the need for Traffic Control Committee reviews, this project is:

Exempt from Presentation-Reason for Exempt Status

Requires Presentation

The project is a 192 mile high voltage electrical transmission line project submitted as a joint application by Northern Pass Transmission LLC (NPT) and Public Service Company of New Hampshire d/b/a Eversource Energy (Eversource), hereinafter referred to jointly as the Applicant. The project includes the construction of aerial and underground electric transmission lines, including related conduit, cable, wires, poles, structures and devices across, over, under and along certain state highways and railroads.

The project will be constructed in multiple phases following approval by the Site Evaluation Committee (SEC), obtaining all state and federal permits, and subsequent approval of the construction plans by the Department. Current proposed schedule is construction to begin in Spring 2018 and completed Fall 2019.

Traffic impacts are expected to be:

**Aerial Crossings:** The proposal includes sixty six (66) aerial crossings over state maintained highways. Traffic impacts for construction of the aerial crossings are expected to be minimal and of short duration. Aerial installations will be located in Districts 1, 2, 5 and 6.

**Underground Installations within State-maintained Highways:** The proposal includes approximately 56 miles of underground conduit construction impacting several segments of roadway within state-maintained highways. Traffic impacts are anticipated to be daily lane closures for construction of the facility either adjacent to the highway or within the paved portion of the highway. The Applicant will have multiple work crews

performing concurrent work. It may be beneficial to briefly review the scope of the excavation and the sequence of construction operations. The facility is proposed to be constructed in state-maintained highways in the following locations:

#### Highway Maintenance District 1

- Beecher Falls Rd in Pittsburg from the proposed transition station access road to the intersection of US Route 3
- US Route 3 in Pittsburg from the intersection of Beecher Falls Road to the Clarksville/Pittsburg town line.
- US Route 3 in Clarksville from the Clarksville/Pittsburg town line to a point approximately 650 south of the town line.
- NH Route 145 in Clarksville from a point approximately 1200 feet north of the intersection with Old County Road to the intersection of Old County Road
- Bear Rock Road in Stewartstown from the intersection of North Hill Road to the easterly limit of NHDOT maintenance responsibility.
- US Route 302 /NH Route 10 in Bethlehem from a point approximately 800 feet east of Brook Road to the intersection of NH Route 18/NH Route 116
- NH Route 18/NH Route 116 in Bethlehem from the intersection of US Route 302/NH Route 10 to the Bethlehem/Sugar Hill town line.
- NH Route 18/NH Route 116 in Sugar Hill from the Bethlehem/Sugar Hill town line to the Sugar Hill/Franconia town line
- NH Route 18/NH Route 116 in Franconia from the Sugar Hill/Franconia town line to the intersection of NH Route 18/NH Route 116 and Wallace Hill Road.
- NH Route 116 in Franconia from the intersection of NH Route 18 and Wallace Hill Road to the Franconia/Easton town line.
- NH Route 116 in Easton from the Franconia/Easton town line to the intersection of NH Route 112.
- NH Route 112 in Easton from the intersection of NH Route 116 to the Easton/Woodstock town line.
- NH Route 112 in Woodstock from the Easton/Woodstock town line to the intersection of US Route 3.
- US Route 3 in Woodstock from the intersection of NH Route 112 to the intersection of NH Route 175.

#### Highway Maintenance District 3

- US Route 3 in Woodstock from the intersection of NH Route 175 to the Woodstock/Thornton town line.
- US Route 3 in Thornton from the Woodstock/Thornton town line to the Thornton/Campton town line.
- US Route 3 in Campton from the Thornton/Campton town line to the Campton /Plymouth town line.
- US Route 3 in Plymouth from the Campton/Plymouth town line to the intersection of NH Route 25 and NH Route 3A.
- US Route 3/NH Route 25 in Plymouth from the intersection of US Route 3, NH Route 3A and NH Route 25 to the Plymouth/Bridgewater town line.
- US Route 3/NH Route 25 in Bridgewater from the Plymouth/Bridgewater town line to a point 350 feet south of John Jenness Road.

An evaluation of the criteria for determination of a significant project is provided in the table shown below.

FHWA Requirement	Specific Project Response																																																																		
<ul style="list-style-type: none"> <li>Will the Project be located within TMA (See page 6 of Work Zone Safety and Mobility Policy – Guidelines) and include Lane Closures 3 days or more</li> </ul>	No,																																																																		
<b>NHDOT – Primary Level of Criteria</b>	<b>“Does the Project meet ALL of the following requirements?”</b>																																																																		
<ul style="list-style-type: none"> <li>Estimated Construction Cost &gt; \$15 M</li> </ul>	Yes Const. Cost \$ \$1,600,000,000																																																																		
<ul style="list-style-type: none"> <li>Within or affecting Communities &gt; 35,000 residents</li> </ul>	Yes, 2010 Census Data <table border="1"> <thead> <tr> <th>Community</th> <th>Population</th> </tr> </thead> <tbody> <tr><td>Pittsburg</td><td>869</td></tr> <tr><td>Clarksville</td><td>265</td></tr> <tr><td>Stewartstown</td><td>1004</td></tr> <tr><td>Dixville</td><td>12</td></tr> <tr><td>Millsfield</td><td>23</td></tr> <tr><td>Dummer</td><td>304</td></tr> <tr><td>Stark</td><td>556</td></tr> <tr><td>Northumberland</td><td>2288</td></tr> <tr><td>Lancaster</td><td>3507</td></tr> <tr><td>Whitefield</td><td>2306</td></tr> <tr><td>Dalton</td><td>979</td></tr> <tr><td>Bethlehem</td><td>2526</td></tr> <tr><td>Sugar Hill</td><td>563</td></tr> <tr><td>Franconia</td><td>1104</td></tr> <tr><td>Easton</td><td>254</td></tr> <tr><td>Woodstock</td><td>1374</td></tr> <tr><td>Thornton</td><td>2490</td></tr> <tr><td>Campton</td><td>3333</td></tr> <tr><td>Plymouth</td><td>6990</td></tr> <tr><td>Bridgewater</td><td>1083</td></tr> <tr><td>Ashland</td><td>2076</td></tr> <tr><td>New Hampton</td><td>2165</td></tr> <tr><td>Bristol</td><td>3054</td></tr> <tr><td>Hill</td><td>1089</td></tr> <tr><td>Franklin</td><td>8477</td></tr> <tr><td>Salisbury</td><td>1382</td></tr> <tr><td>Northfield</td><td>4829</td></tr> <tr><td>Canterbury</td><td>2352</td></tr> <tr><td>Concord</td><td>42695</td></tr> <tr><td>Pembroke</td><td>7115</td></tr> <tr><td>Allenstown</td><td>4322</td></tr> <tr><td>Deerfield</td><td>4280</td></tr> </tbody> </table>	Community	Population	Pittsburg	869	Clarksville	265	Stewartstown	1004	Dixville	12	Millsfield	23	Dummer	304	Stark	556	Northumberland	2288	Lancaster	3507	Whitefield	2306	Dalton	979	Bethlehem	2526	Sugar Hill	563	Franconia	1104	Easton	254	Woodstock	1374	Thornton	2490	Campton	3333	Plymouth	6990	Bridgewater	1083	Ashland	2076	New Hampton	2165	Bristol	3054	Hill	1089	Franklin	8477	Salisbury	1382	Northfield	4829	Canterbury	2352	Concord	42695	Pembroke	7115	Allenstown	4322	Deerfield	4280
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	Total Population	115666
• On the Interstate or NHS	Yes, US 302, Crosses I-93, I-393	
• Anticipated to create sustained WZ impacts, separately or in combination with another project	Yes The project will have multiple concurrent work zones.	

\*List Community Name, Census Year, Population

<b>NHDOT Secondary Level of Criteria</b>	<b>Do any of the following items, individually or collectively, in the opinion of the TCC, require the project to be Significant?</b>
• Time and Duration	Yes Project will be constructed over 2 construction seasons
• Nature of Work	No
• Traffic Volume	No, ADT: Varies 200 to 7900 %T:
• Regional Significance	Yes
• Sustained WZ Impacts, separately or in combination with another	Yes

# TRAFFIC CONTROL COMMITTEE SUPPLEMENTAL INFORMATION:

**Project Name:** Northern Pass Transmission

**Project Number:**

Concerns	Responses
Detours or Diversions	Describe: N/A Duration: Non-Winter Day/Night possible Remarks: Maintenance Patrol? N/A Detour Map Attached: No
Intersection Impacts?	Describe: Flagger / Uniformed Officer Duration: Days Day/Night N/A Which Operations? "All" Time of Day Allowed: Daytime Only Duration: Days
Lane Closures?	Which Operation(s)? All Duration: Days
Lane Width Restrictions?	NETA Rte.? Yes Lane plus Shldr. Width For Traffic Which Operation(s)? Splice vaults, town of Plymouth Duration: Days
Speed Reduction During Construction? (Coordinate w/ Traffic prior to TCC mtg.)	<input checked="" type="checkbox"/> Long Term <input type="checkbox"/> Work Hours Only From mph To mph Time of day: N/A Restore Speed in Winter: N/A
Night Work?	Which Operation(s)? Splice vaults, town of Plymouth Duration: Hours
Holidays During Project Timeframe?	Remarks: Construction not permitted on holidays
Special Events?	Contract Restrictions during Spec. Events? N/A Remarks: U&O & permits will limit construction activities during special events
Schools, Hospitals, etc.?	Contract Provisions: N/A Additional Provisions: None
Are Other State Involved?	If Yes, Has Coordination Occurred: N/A Remarks:
Special Traffic Control?	Type: N/A Remarks:
Emergency /Evacuation Routes?	Reason Coordinated w/ orgs? N/A Contract Requirements: Describe: N/A
Pedestrian facilities or sidewalks on the project?	If Yes, are ped facilities be perpetuated? Yes (MUTCD Section 6D.01 requires accommodations if they exist prior to project). How are they being accommodated? TBD Remarks:
ITS Request for Permanent Installations	Submitted to TSMO? No Any requirements or recommended permanent ITS infrastructure? N/A If yes, describe:
Work Zone ITS Needs Assessments (Temp. Installs During Const.)	Submitted to TSMO? No Any requirements or recommended SWZ or other elements? TBD If yes, describe:

Based on the evaluation of the criteria presented above, I recommend that the TCC classify this project as:

- Significant Level 1
- Significant Level 2
- Non-Significant

A Level I classification requires the development of a separate Traffic Management Plan (TMP) document (narrative) that includes detailed discussion of Public Outreach (PO), Traffic Control Plans (TCP) and Transportation Operations (TO). For example, I-93 expansion, Newington-Dover and the Bow-Concord Capital corridor improvements have been identified as Level I Significance.

A Level II classification requires the development of a memorandum that includes discussion of the three components (TCP, TO, PO).

Both the Level I and II documents must be presented to the committee for review and approval.

***This Section for use by TCC Only:***

Designation (Circle One): Significant: Level I      Level II      Non-Significant

Additional Guidance and Direction: TCC designates the overall Northern Pass impact for traffic management as significant, thus requiring the development of an overarching Traffic Management Plan (TMP) with identification of strategies for public outreach (PO), traffic operations (TO) and traffic control plans (TCP). The overarching TMP to be reviewed by TCC and will serve for the basis to address each state highway corridor independently for identification of TMP strategies to be deployed in order to address the roadway system (rural/urban), town's jurisdictions (possible joint maintenance responsibilities), traffic conditions (daily traffic/ peak hour traffic/ truck traffic/bicycles and (if required) pedestrians), temporary access management for existing land uses, and site constructability constraints (i.e: schedule/time of day work/seasonal limitations; construction process; site geo-tech limitations; etc). Recommend TMP plan development for individual State highways co-inside with engineering review for issuance of 'use & occupancy' permits and compliance review with Department Policies and Utility Accomodation Manual.

Signature:



Acting/Chairperson, TCC  
Keith A. Cota, P.E., Chief Project Manager

10/19/2017

Date

cc: TCC Project File

**NORTHERN PASS TRANSMISSION  
NHSEC DOCKET #2015-06**

**PROJECT DESCRIPTION:**

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**Aerial Crossings:** The proposal includes sixty six (66) aerial crossings over state maintained highways. These include twenty nine (29) existing crossings owned by Public Service of New Hampshire (PSNH) and thirty seven (37) are new proposed crossings owned by Northern Pass Transmission (NPT). The proposal includes six (6) aerial crossings of state-owned railroad corridors.

**Underground Installations within State-maintained Highways:** The proposal includes approximately 56 miles of underground conduit construction impacting several segments of roadway within state—maintained highways. These locations are as follows:

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