

#1

14 **Q. Are there impacts that the Applicants' design that need further evaluation or more**
15 **detail?**

16 A. Yes. Based on materials provided for review, it appears that the Applicants have not yet
17 fully evaluated the details of the many underground project work areas, so the viability of
18 construction in some areas is uncertain. Aspects of the Applicants' proposed
19 construction plan are not well defined, particularly with respect to the duration of work in
20 some areas that would require temporary road closures and in areas with more significant
21 limits of disturbance such as near locations to be installed by horizontal directional
22 drilling. Also, Applicants' drawings show conceptual traffic control plans for only some
23 areas, some of which include completely closing portions of the road. Given the
24 complexity and longer duration construction activities associated with horizontal
25 directional drilling, the traffic control plans for each of these areas should be defined and
26 explained to fully assess the impact. Letters to various stakeholders suggest that despite
27 these closures, access to individual driveways and for emergency service vehicles will be
28 retained; a clarification on how these will be maintained is unclear.

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 overreaching Traffic Management Plan (TMP) with identification of strategies for public outreach (PO).

<https://www.nh.gov/dot/media/northern-pass/documents/npt-significant-1-determination-memo-101917.pdf>

#2 DOT inter-agency memorandum, 10/19/17

Guidelines for Implementation of the Work Zone Safety and Mobility Policy

NHDOT Policy #601.01

October 12, 2007

c. When should Significant Projects be identified?

Significant projects should be identified as early as feasible in the project development, prior to the development of alternatives. During subsequent project development stages, the significant project status should be reconfirmed. Likewise, non-significant projects should be evaluated from time to time during the development process to reaffirm their status. As more information becomes available for making project-specific decisions, certain projects that were thought to be significant may no longer be significant as a result of change in certain circumstances, and vice-versa.

- Comprehensive traffic control plans and traffic management plans submitted to NHDOT prior to start of project to ensure the safety of the traveling public.

(left)
NPT/PAR/Quanta powerpoint to DOT
May 2017

#4

Open with ▾

Underground Construction Experience

Underground Trench

- Tehachapi Renewable Transmission Project– Chino Hills, CA – Construct 3.5 miles 500 kV
- SDG&E- Alpine, CA –Construct 14 miles 230kV
- PPL Hershey Project-Hershey, PA-Construct 3 Miles 138kV
- Oakland Transmission Project – Oakland, CA –Construct 4.8 miles 115kV
- Jefferson – Martin Underground Transmission Project – Daly City, CA – 8.6 miles 230kV

HDD

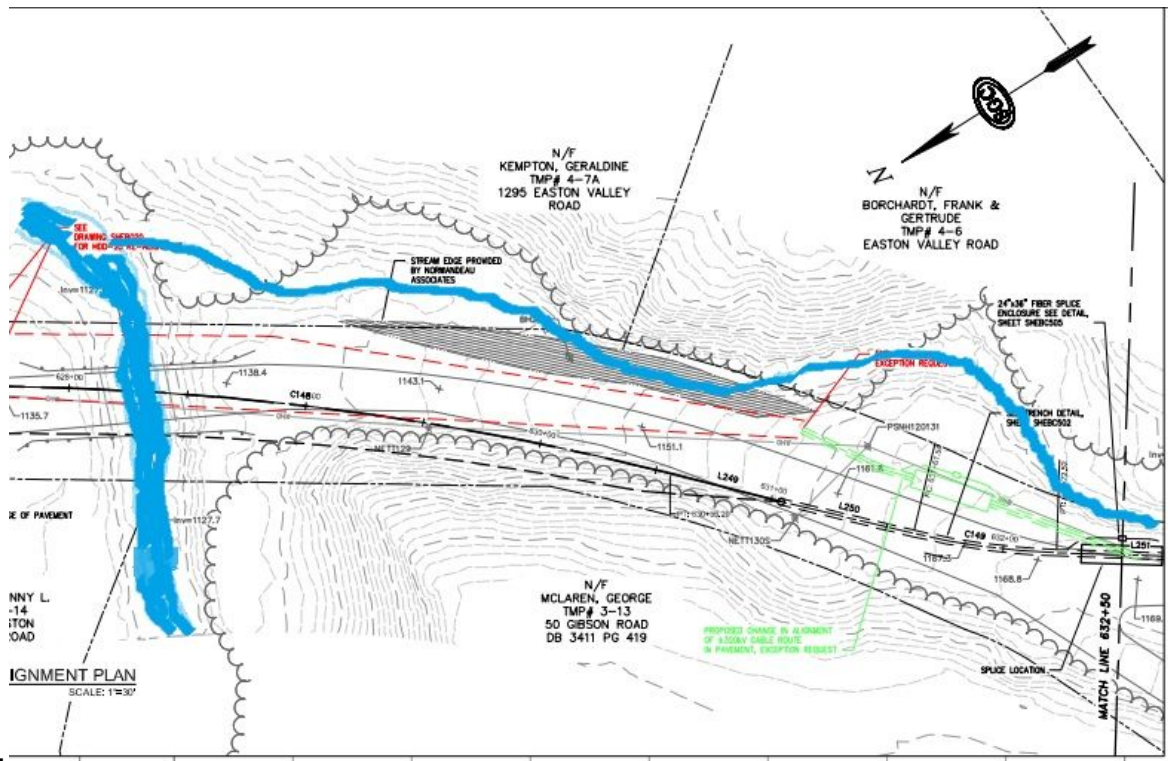
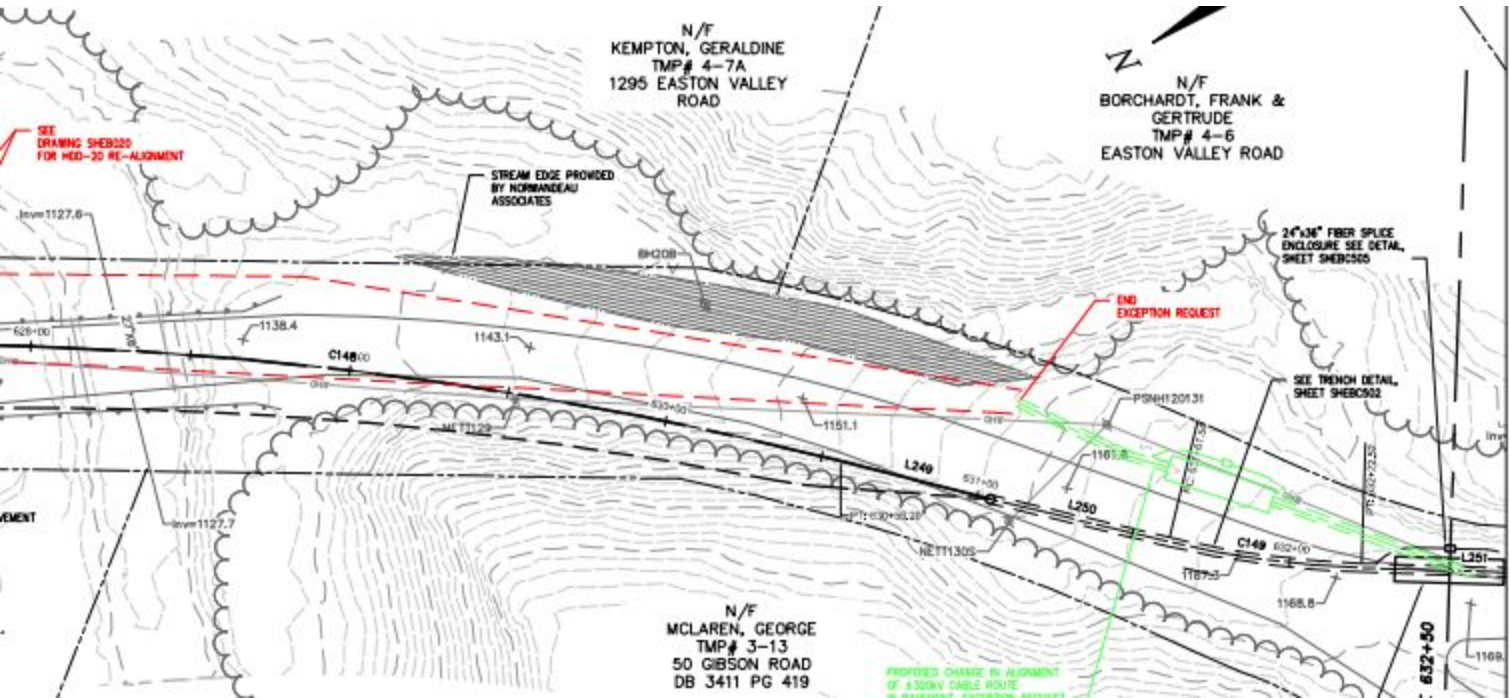
- Dominion Power-Richmond, VA –Construct River Crossing 230kV
- AEP-Columbus, OH- Construct 138kV Hwy HDD project
- Hudson Transmission-New York, NY- Construct River Crossing
- FP&L-Miami, FL-Construct 138kV Waterway Crossing
- Platte River Power-Fort Collins, CO- Construct 230kV Crossing



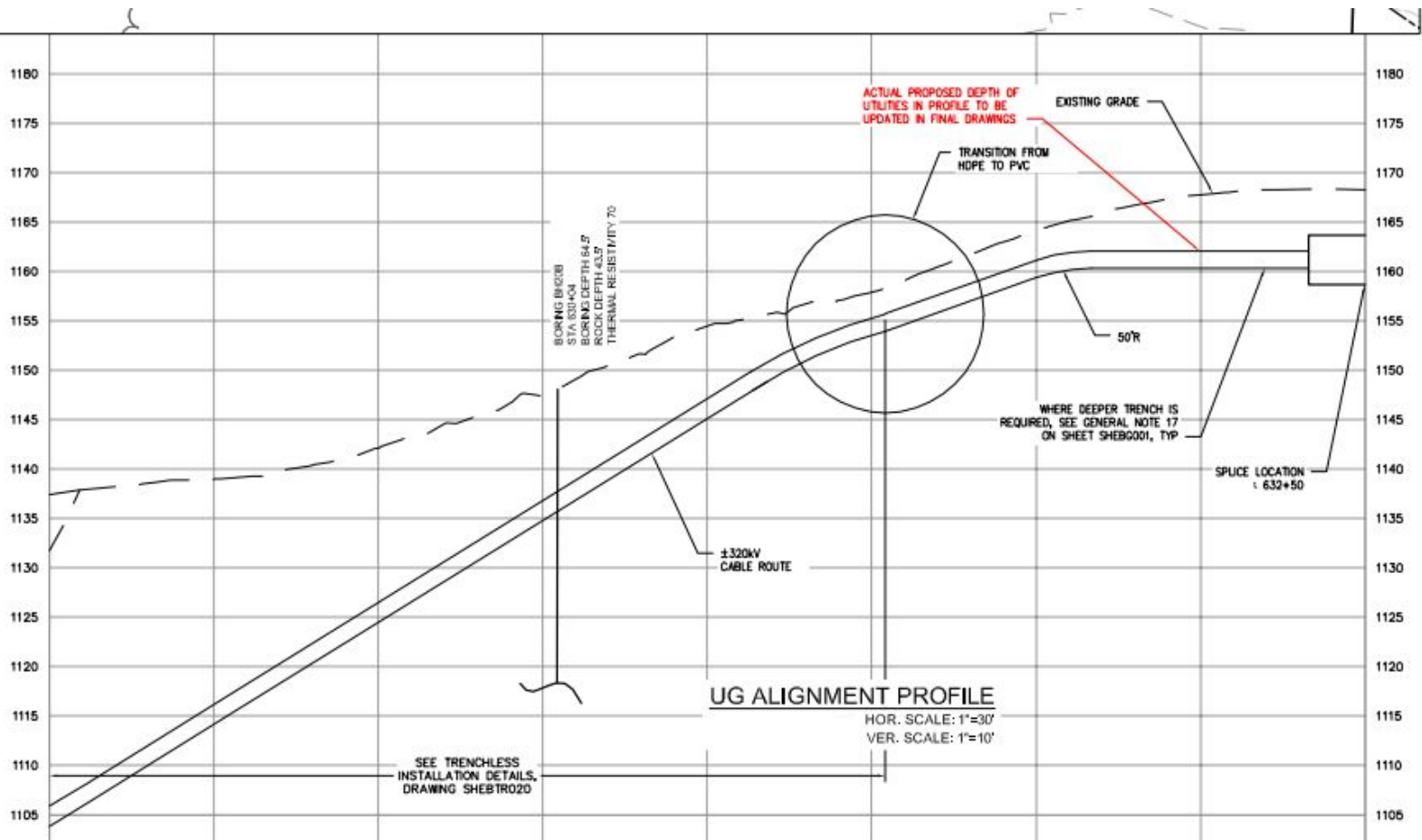
The screenshot shows the Quanta Services website interface. At the top left is the Quanta Services logo. The top navigation bar includes links for About, Services, Safety, Project Portfolio, Investors & Media, and Careers & Culture. Social media icons for Twitter and LinkedIn are present, along with links for Employee Login and Contact. Below the navigation is a horizontal menu with four categories: ELECTRIC POWER, PIPELINE/OIL AND GAS, TELECOMMUNICATIONS, and SPECIALTY SERVICES. The SPECIALTY SERVICES category is highlighted in red. The main content area is titled 'Services' and 'Entities'. The 'Entities' section has filters for 'Specialty Services' and 'Horizontal Directional Drilling', with a search bar. A dropdown menu on the left shows 'Specialty Services' selected. The entities listed are:

M.G. DYESS	MEARS GROUP	UNDERGROUND CONSTRUCTION COMPANY
M. J. ELECTRIC	POTELCO	VALARD CONSTRUCTION

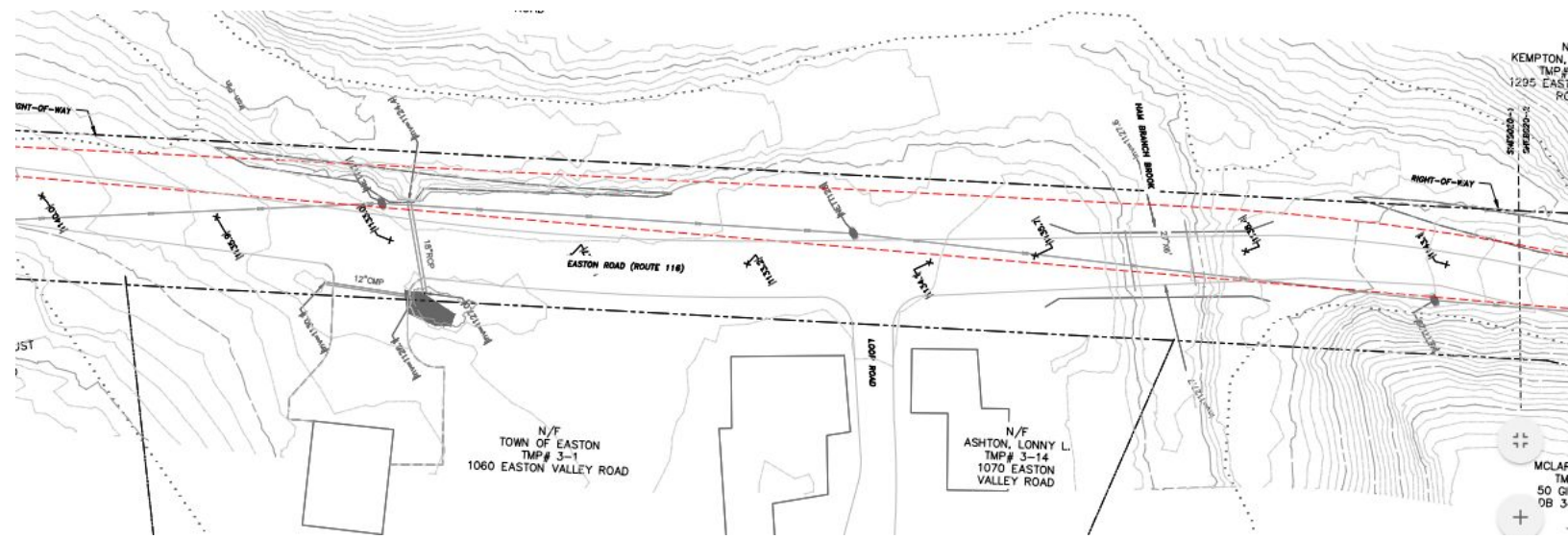
#5 Quanta website. HDD= MG Dyess, MJ Electric, Mears, Potelco, UCC, Valard Construction



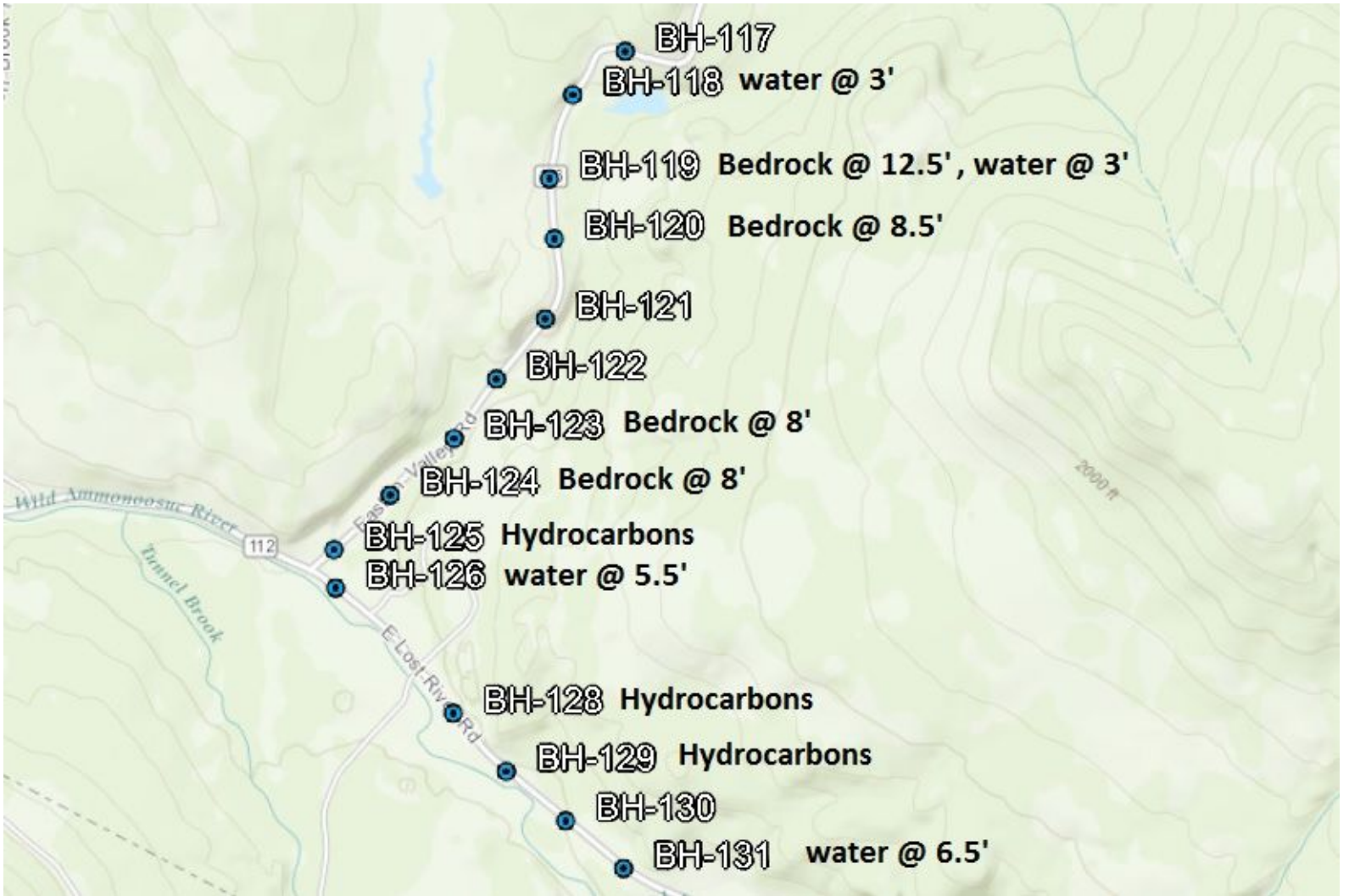
6 5 Exception Request for Extreme Hardship #125

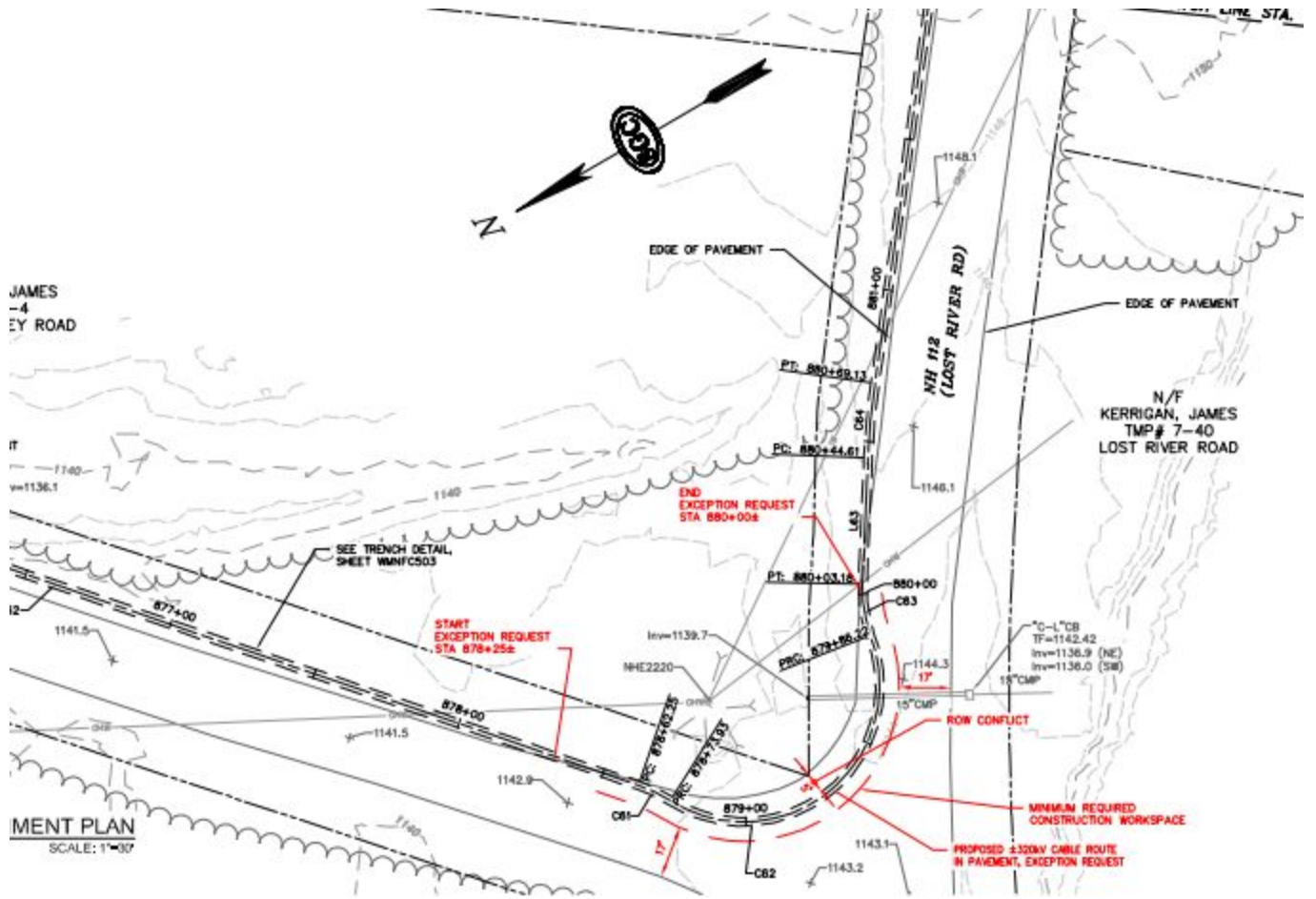


#7 Extreme Hardship Exception Request #125



#8 Proposed HDD borehole paths and conduit locations considerably outside the traveled way. Extreme Hardship Exception Request #125, Easton





<https://www.nh.gov/dot/media/northern-pass/documents/er-141.pdf>

#10