

# Appendix AH

## Traffic Management for Public Highways and Local Streets, Merrimack Valley Reliability Project, June 17, 2015



# Traffic Management for Public Highways and Local Streets

Merrimack Valley Reliability Project

PREPARED FOR

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Eversource and National Grid

PREPARED BY



2 Bedford Farms Drive  
Suite 200  
Bedford, New Hampshire  
603.391.3900

June 17, 2015



The Project crosses 37 public highways and streets in New Hampshire.

Town of Pelham (2 NHDOT highways, 5 local streets)

- Dutton Road
- Main Street
- NH Route 38 (Bridge Street)
- Tina Avenue
- NH Route 111A (Windham Road)
- Tallant Road
- Shelly Drive

Town of Windham (2 NHDOT highways, 7 local streets)

- Castle Hill Road
- Winter Street
- NH Route 128 (Mammoth Road)
- Glance Road
- Pleasant Street
- Brookview Road
- Wentworth Circle
- Bridle Bridge Road
- NH Route 111 (Haverhill Road)

Town of Hudson (6 local streets)

- Bockes Road
- Griffin Road
- David Drive
- Lenny Lane
- Kienia Road
- Boyd Road

Town of Londonderry (4 NHDOT highways, 11 local streets)

- NH Route 102 (Nashua Road)
- Dan Hill Road
- Elwood Road
- Wiley Hill Road
- Mayflower Drive/Plymouth Court (Partial)
- Hickory Hill Drive (Partial)
- High Range Road
- NH Route 128 (Mammoth Road)
- Bancroft Road
- South Parish Drive (Extended)
- West Parish Drive
- Hardy Road
- Hovey Road
- Interstate 93
- NH Route 28 (Rockingham Road)

# Traffic Management Plan for State-Maintained Roadways

## PROJECT DESCRIPTION

New England Power Company (d.b.a National Grid) and Eversource Energy (d.b.a. Public Service of New Hampshire [PSNH]) are proposing to improve the reliability of the electrical infrastructure in south-central New Hampshire by installing a new 345kV transmission line within the existing PSNH ROW/easements in Londonderry, New Hampshire. This new transmission line will run from the Massachusetts border to the Scobie Pond Substation in Londonderry, NH. The new lines are expected to exceed the minimum vertical ground clearances for the roadway.

## TRAFFIC MANAGEMENT PLAN

Traffic control for this work will be in accordance with the Warning Sign Package typicals (dated 2-96) attached. These typicals may be substituted for the municipal traffic control plans indicated for the individual towns with permission from the towns. It is expected that the preparation work for the aerial crossings will require work beyond the shoulder of the roadway.

At least two weeks prior to beginning work on any state highway, the Contractor shall contact the NHDOT District 5 Office (603-666-3336) to schedule a pre-construction meeting for the proposed work. At the meeting, the Contractor shall provide a traffic control plan based on the Warning Sign Package typicals for each state-maintained roadway crossing and the nature of the work involved along the state roadways. The Contractor shall also provide a detailed construction plan that identifies the progress of the work for each state roadway crossing, including:

- Starting day and time with expected duration;
- Number of Uniformed Officers with a description of how and where they will be used;
- Type, size, and quantity of equipment that will be used on the state roadway;
- Description of the work to be performed; and
- Contact names and 24/7 phone numbers for the Contractor.

The actual wire pull consists of a two-step process. First, several pull ropes will be carried across the state roadway and over the mobile support tower using the Uniformed Officer to temporarily stop traffic for not more than eight minutes at each occurrence. This will be repeated until all pull ropes are safely in place with adequate vertical clearances over the roadways. Once the pull ropes are in place, wires will be attached to the pull ropes and they will be pulled across the roadway under tension to minimize sag over the roadway. Once the new utility lines have been installed and secured, the Contractor will remove the mobile support tower and remove the traffic control equipment.

Additionally, flaggers may be required during the site preparation phase, prior to the crossing. The flaggers will be available to assist slow-moving vehicles to enter and exit the adjacent work areas along the pre-existing and new temporary driveways. At the completion of work, all new temporary driveways will be removed and restored to pre-existing conditions.

# WARNING SIGN PACKAGE

(T)



W20-7b

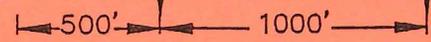
SHOULDER WORK



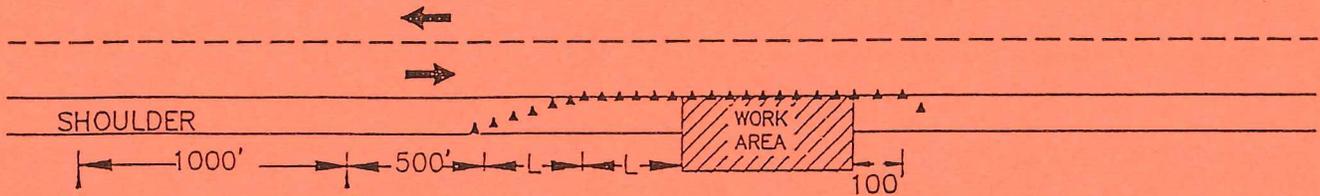
W20-1



W20-1



SHOULDER



W20-1



W20-1

TWO-WAY TRAFFIC LANE CLOSURE



W20-7



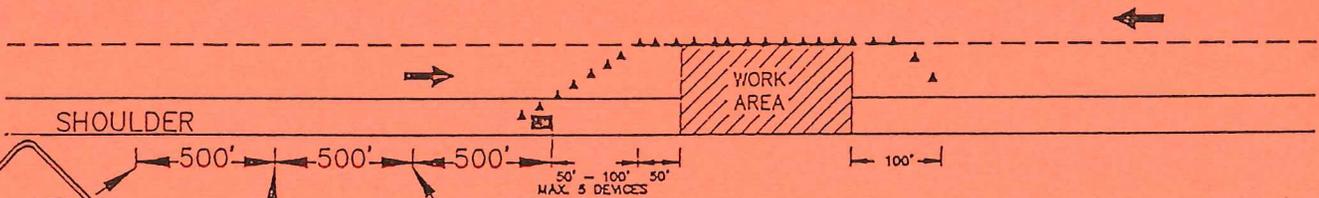
W20-4 (T)



W20-1



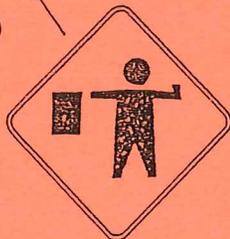
SHOULDER



W20-1



W20-4 (T)



W20-7

LEGEND

- CHANNELIZING DEVICES - MAY BE ONE OF THE FOLLOWING:
- TYPE II BARRICADE
  - 28" CONES
  - CHANNELIZERS - SEE CS-2

RECOMMENDED TAPER LENGTH AND DEVICE SPACING FOR CHANNELIZING TAPERS

APPROACH SPEED OF TRAFFIC IN MILES/HOUR (S)	MINIMUM TAPER LENGTHS FOR LANE WIDTHS (FT)			MAXIMUM DEVICE SPACING IN FEET
	10 FT	11 FT	12 FT	
20	70	75	80	20
25	105	115	125	25
30	150	165	180	30
35	205	225	245	35
40	265	295	320	40
45	450	495	540	45
50	500	550	600	50
55	550	605	660	50

GENERAL NOTES

MATERIALS AND FABRICATION SHALL CONFORM TO CURRENT SIGN STANDARD SHEETS AND SECTION 610 OF THE STANDARD SPECIFICATIONS. OPTIONAL SIGN SUPPORT SYSTEMS ARE SUBJECT TO APPROVAL.

FOR DAYTIME USE CHANNELIZING DEVICES MAY BE CONES, CHANNELIZERS, TYPE II BARRICADES OR ALTERNATING CHANNELIZERS AND TYPE II BARRICADES.

WHEN ORDERED, CHANNELIZING DEVICES SHALL BE EQUIPPED WITH TYPE C STEADY BURN LIGHTS. EXCEPTION: THAT TYPE A FLASHING LIGHTS SHOULD BE USED AT THE FIRST AND LAST BARRICADES.

CONES WILL NOT BE PERMITTED FOR PERMANENT NIGHTTIME CLOSURES. CONES USED FOR OPERATIONAL NIGHT CLOSURES WILL BE REFLECTORIZED.

IT MAY BE REQUIRED TO EXTEND LANE CLOSURE TAPERS TO EFFECT A SMOOTH TRANSITION WHERE GEOMETRIC ALIGNMENT REDUCES SIGHT DISTANCE.

(T) ADDITIONAL SIGNING AS REQUIRED WILL BE AT THE DISCRETION OF THE ENGINEER. ARROW BOARD TO BE USED ON MULTIPLE LANE FACILITIES.

$L = WS / 60$  FOR S OF 40 M.P.H. OR LESS

$L = WS$  FOR S OF 45 M.P.H. OR MORE

TAPER LENGTHS SHOWN ARE ROUNDED TO THE NEAREST 5 FEET

L = LENGTH OF TAPER

S = SPEED LIMIT

W = WIDTH OF ROADWAY TO BE CLOSED

# DAYTIME TRAFFIC CONTROLLING

Traffic control is a vital public service.

## Functions of Flagging.

Guide traffic safely through work areas.

Make every effort to give the traveling public the right of way.

Protect the lives of workers.

Avoid unreasonable delays to the traveling public or work crew.

Answer reasonable questions courteously and intelligently.

## Clothing and Equipment.\*

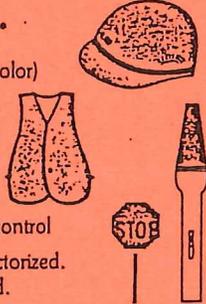
Hard hat (orange or other bright color)

Safety vest

Hand paddle "Stop/Slow"  
at least 18" wide with 6" letters  
(keep spare handy)

Flashlight with 6" wand for night control

\*All gear used at night must be reflectorized.  
Flagging station should be illuminated.



## DO'S

- Be alert
- Wear equipment properly
- Stand clear, in good view
- Know plans
- Treat every driver as you would like to be treated

## DON'TS

- Stand in open traffic lane
- Turn your back on traffic
- Walk between vehicles
- Leave your position unattended

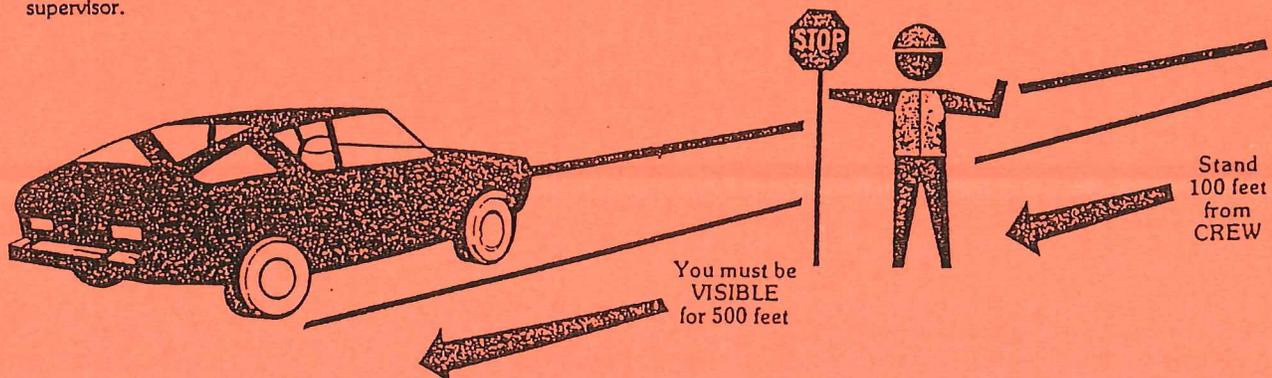
## STATION OR POSITION

The flagperson shall stand in a conspicuous position on the right edge of the traveled way FACING THE DIRECTION OF THE APPROACHING TRAFFIC. The position taken should be near enough to the workers being protected so that there is no doubt as to the flagperson's purpose, but not so close as to be mistaken for one of the workers. This position may vary up to 500 feet depending upon sight distances, etc.

In urban areas the distance from the flagperson to the worksite can be reduced. Special care must be taken to avoid long traffic delays that may "clog up" the local street system.

At a "spot" work site it may be necessary to stand on the shoulder of the left hand lane or opposite the work site in order to effectively control the traffic. Flagging positions must be adequately covered by proper advance warning signs and night time stations must have adequate illumination.

A flagperson should not leave the flagging station to pick up or replace signs or barricades. This is the responsibility of the supervisor.



## Traffic control procedures with paddles

- To stop traffic
  - Face the traffic
  - Extend the paddle in a vertical position so the "STOP" side is visible to oncoming driver
  - Make eye contact with driver
  - Raise and expose palm of free hand to indicate vehicle is required to stop
- To alert and slow traffic
  - Extend the sign paddle vertically with the "STOP" side visible to driver
  - Before vehicle comes to a complete stop, turn paddle to show "SLOW" side
  - For emphasis the free hand may be raised and lowered with the palm down
- To release traffic
  - Step to side of road
  - Show "SLOW" side of paddle
  - With free hand, motion traffic to proceed



## Traffic Control With Flags

### EMERGENCY USE ONLY

- To stop traffic
  - Face traffic and extend flag horizontally across the traffic lane in stationary position. Raise free hand, palm up, toward traffic.
- To alert or slow traffic
  - Face traffic and slowly wave flag in a sweeping motion of the extended arm from shoulder level to straight down, without raising the arm above the horizontal position.
- To release traffic
  - Stand on side of road with flag and arm lowered to your side. Motion traffic ahead with free hand.

FLAGS SHALL NOT BE USED TO SIGNAL  
TRAFFIC TO PROCEED.

New Hampshire Department of Transportation

## REMEMBER

THE FLAGPERSON SHOULD BE VISIBLE AT ALL TIMES  
NEVER STAND IN AN OPEN TRAFFIC LANE  
STAND ALONE AND DON'T PERMIT WORKERS TO  
GATHER AROUND YOU  
DO NOT STAND NEAR EQUIPMENT  
DO NOT WATCH THE OPERATIONS  
NEVER TURN YOUR BACK TO THE TRAFFIC

Your job is to provide the motorist with guidance. You will lose their respect and add to their confusion by turning your back to them.

# Traffic Management Plan for Local Roadways Pelham, NH

## PROJECT DESCRIPTION

New England Power Company (d.b.a. National Grid) is proposing to improve the reliability of the electrical infrastructure in south-central New Hampshire by installing a new 345kV transmission line within the existing National Grid easements in Pelham, New Hampshire. This new transmission line will span several local roadways. The new lines are expected to exceed the minimum vertical ground clearances for the roadway and will require no excavation or pavement work within the Town's rights-of-way.

## TRAFFIC MANAGEMENT PLAN

Traffic control for this work will be in accordance with the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD)<sup>1</sup>. See attached for a sketch of the typical traffic control plan for this work. It is expected that the preparation work for the aerial crossings will require work beyond the shoulder of the roadway.

All W series signs placed along local roadways will be 36"x36" minimum, with black legend on orange backgrounds. The G20-2 sign will be 36"x18". Signs shall be installed on temporary sign stands such that the signs provide a minimum of 24 inches of clearance above the pavement. The signs and sign standards shall comply with the National Cooperative Highway Research Project 350 (NCHRP 350) for test level 2 (TL-2) standards.

Cones will be spaced at 25-foot on center along both edges of pavement through the buffer zones to indicate the work area. When the Contractor is ready to pull ropes or cables across the roadway, a uniformed officer or flaggers will stop traffic for both directions along the roadway for not more than eight minutes at each occurrence. Traffic will then be released to let the queues clear before the next stoppage. These traffic stoppages will be repeated until the new lines are installed and secured. Where uniformed officers are used for traffic control, they shall include a police cruiser for presence.

## CONSTRUCTION PLAN

At least one weeks prior to beginning work in Pelham, National Grid's Contractor shall submit this traffic management plan along with a sketch of the approved traffic control plan to the Town of Pelham Administrator (Phone: 603-508-3074) and the Police Department (603-635-2411) to indicate when and where work will occur in town. Prior to beginning the aerial crossing, the Contractor will construct new permanent support towers outside of the roadways to support the new cables. When the cables will be

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<sup>1</sup> "Manual on Uniform Traffic Control Devices (MUTCD)", 2009 Edition, published by the Federal Highway Administration (FHWA).

installed across the roadways, the Contractor will set-up the approved traffic control devices along the roadway.

The actual wire pull consists of a two-step process. First, several pull ropes will be carried across the roadway using a uniformed officer or flaggers to temporarily stop traffic. This will be repeated until all pull ropes are safely in place with adequate vertical clearances over the roadways. Once the pull ropes are in place, wires will be attached to the pull ropes and they will be pulled across the roadway under tension to minimize sag over the roadway. Once the new utility lines have been installed and secured, the Contractor will remove the traffic control equipment.

CONSTRUCTION SCHEDULE

The work at each local roadway crossing is expected to last not more than three days per roadway on weekdays only. The traffic controls would be set-up after 7:30 AM and all traffic controls will be removed from the roadway by 4:00 PM. The work is expected to occur during the Spring of 2017.

ADDITIONAL CONDITIONS

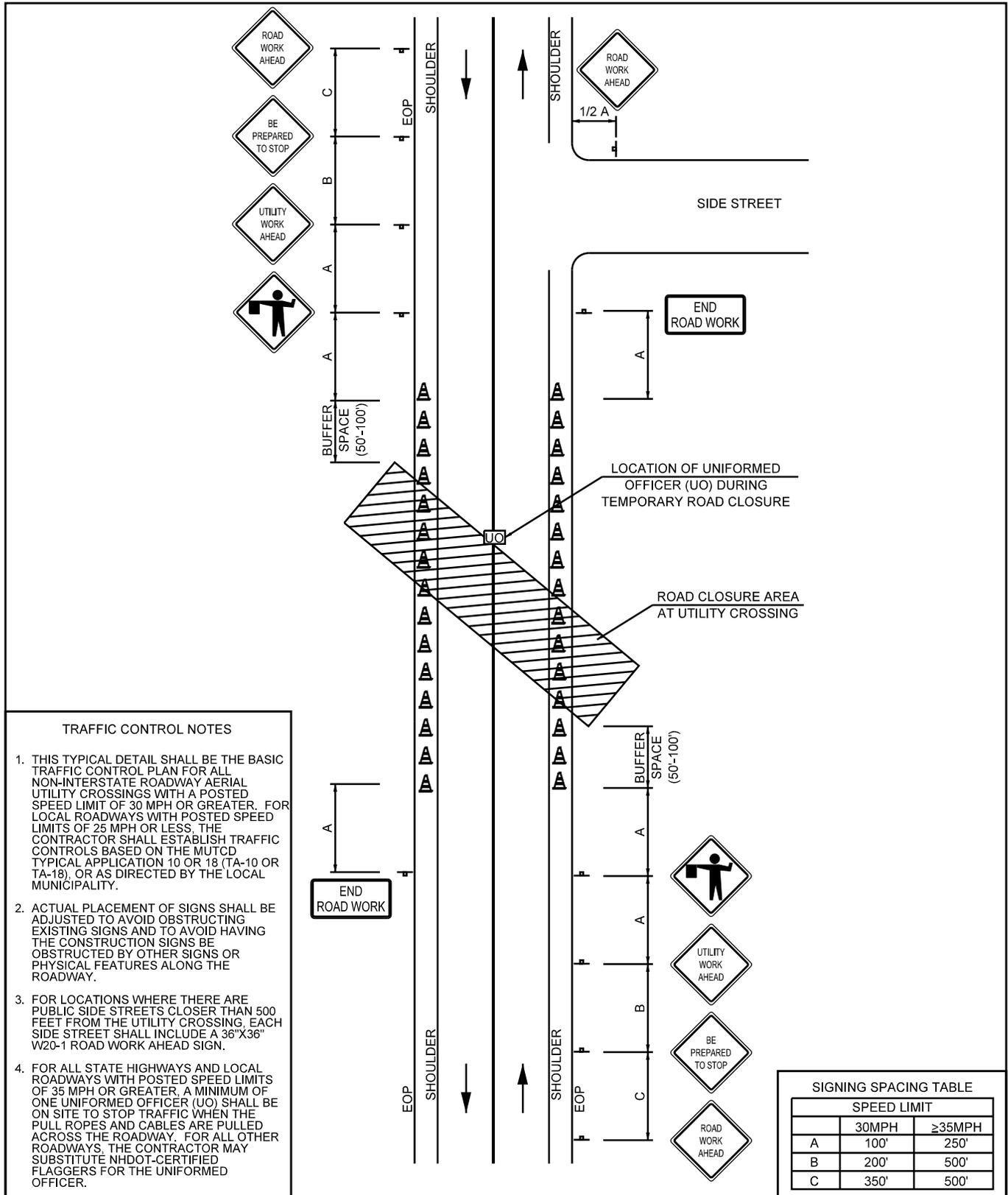
1. The Contractor shall provide name and contact information for the responsible person who shall be available 24 hours per day, 7 days per week during construction:

COMPANY \_\_\_\_\_

CONTACT NAME \_\_\_\_\_

CONTACT TELEPHONE NO. \_\_\_\_\_

2. Emergency vehicle access through the work area shall be maintained at all times.
3. Where the work area encroaches upon sidewalks or crosswalks, the approved traffic control plan shall include appropriate signs, barriers and warning devices to provide accessible pathways for pedestrians. The Contractor shall take care that pedestrians are protected within the work area.



↑  
Scale:  
Not to Scale

Merrimack Valley Reliability Project  
Figure \_\_  
Temporary Road Closure Traffic Control Typical

3/18/2015

nationalgrid

EVERSOURCE  
ENERGY

# PELHAM POLICE DEPARTMENT



GENERAL ORDER NO. 2008-19

DATE OF ISSUE: 09-26-08	EFFECTIVE DATE: 09-26-08
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SUBJECT: TRAFFIC CONTROL ROADSIDE CONSTRUCTION		
ISSUING AUTHORITY: Chief Joseph A. Roark	Page 1 of 2	NEW    X AMENDS    ___ RESCINDS GENERAL ORDER 2000 - 12

DISTRIBUTION: ALL MEMBERS

NOTE: This written directive is for the internal governance of the Pelham Police Department, and as provided by RSA 516:36, is not intended and should not be interpreted to establish a higher standard of care in any civil or criminal action than would otherwise be applicable under existing law.

**PURPOSE:** The purpose of this General Order is to establish guidelines and procedures for traffic control on roadside construction or other traffic hazard situations.

**POLICY:** It is the policy of the Pelham Police Department to provide mandatory traffic control upon certain roadways within the town of Pelham; which receive a high volume of vehicular traffic; where the road design creates a dangerous traffic hazard; the situation creates a safety hazard for the motoring public.

**PROCEDURE:**

- I. Uniformed Pelham Police Officers shall be required to be present at all times when any roadside or road project work is being done, if such work interferes or tends to interfere with the normal flow of traffic.
- II. The Chief of Police or his designee will assign these Officers, and all costs will be borne by the contractor.
- III. The following roads are included under this order.

Mammoth Road (Rte. 128)  
 Keyes Hill Rd.  
 Tallant Rd.  
 Sherburne Rd.  
 Marsh Rd. (Rte. 111A)  
 Nashua Rd.  
 Route 38  
 Jericho Rd.  
 Dutton Rd.  
 Old Gage Hill Rd.  
 Main St.

Hobbs Rd.  
 Currier Rd.  
 Livingston Rd.  
 Atwood Rd.  
 Bush Hill Rd.  
 Jeremy Hill Rd.  
 Hayden Rd.  
 Simpson Rd.  
 Simpson Mill Rd.  
 Windham Rd. (Rte. 111A)  
 Spring St.

GENERAL ORDER NO. 2008-19

SUBJECT: TRAFFIC CONTROL ROADSIDE  
CONSTRUCTION

Page 2 of 2

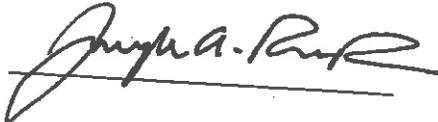
Ledge Rd.  
Old Bridge St.  
Russell Drive  
Willow St.  
Island Pond Rd.  
Highland Ave.

Burns Rd.  
Youngs Crossing Rd.  
Pulpit Rock Rd.  
Bush Hill Rd.  
Tenney Rd.

- IV. Any other road, which the Patrol Sergeant or shift commander declares to be a public safety problem at the time roadwork is being done is included under this order. Therefore, a uniformed officer must be present to control traffic during any roadwork upon notice being given to the contractor.

REVIEWED:  
WRITTEN BY:  
REVIEWED DATE:  
ADOPTED DATE:  
REVISED BY:

SIGNATURE OF CHIEF:



DATE:

9/25/08

# Traffic Management Plan for Local Roadways Windham, NH

## PROJECT DESCRIPTION

New England Power Company (d.b.a. National Grid) is proposing to improve the reliability of the electrical infrastructure in south-central New Hampshire by installing a new 345kV transmission line within the existing National Grid easements in Windham, New Hampshire. This new transmission line will span several local roadways. The new lines are expected to exceed the minimum vertical ground clearances for the roadway and will require no excavation or pavement work within the Town's rights-of-way.

## TRAFFIC MANAGEMENT PLAN

Traffic control for this work will be in accordance with the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD)<sup>1</sup>. See attached for a sketch of the typical traffic control plan for this work. It is expected that the preparation work for the aerial crossings will require work beyond the shoulder of the roadway.

All W series signs placed along local roadways will be 36"x36" minimum, with black legend on orange backgrounds. The G20-2 sign will be 36"x18". Signs shall be installed on temporary sign stands such that the signs provide a minimum of 24 inches of clearance above the pavement. The signs and sign standards shall comply with the National Cooperative Highway Research Project 350 (NCHRP 350) for test level 2 (TL-2) standards.

Cones will be spaced at 25-foot on center along both edges of pavement through the buffer zones to indicate the work area. When the Contractor is ready to pull ropes or cables across the roadway, a uniformed officer or flaggers will stop traffic for both directions along the roadway for not more than eight minutes at each occurrence. Traffic will then be released to let the queues clear before the next stoppage. These traffic stoppages will be repeated until the new lines are installed and secured. Where uniformed officers are used for traffic control, they shall include a police cruiser for presence.

## CONSTRUCTION PLAN

At least two weeks prior to beginning work in Windham, National Grid's Contractor shall submit this traffic management plan along with a sketch of the approved traffic control plan to the Town of Windham Administrator (Phone: 603-432-7732) and the Police Department (603-434-5577) to indicate when and where work will occur in town. Prior to beginning the aerial crossing, the Contractor will construct new permanent support towers outside of the roadways to support the new cables. When

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<sup>1</sup> "Manual on Uniform Traffic Control Devices (MUTCD)", 2009 Edition, published by the Federal Highway Administration (FHWA).

the cables will be installed across the roadways, the Contractor will set-up the approved traffic control devices along the roadway.

The actual wire pull consists of a two-step process. First, several pull ropes will be carried across the roadway using a uniformed officer or flaggers to temporarily stop traffic. This will be repeated until all pull ropes are safely in place with adequate vertical clearances over the roadways. Once the pull ropes are in place, wires will be attached to the pull ropes and they will be pulled across the roadway under tension to minimize sag over the roadway. Once the new utility lines have been installed and secured, the Contractor will remove the traffic control equipment.

CONSTRUCTION SCHEDULE

The work at each local roadway crossing is expected to last not more than three days per roadway on weekdays only. The traffic controls would be set-up after 7:30 AM and all traffic controls will be removed from the roadway by 4:00 PM. The work is expected to occur during the Spring of 2017.

ADDITIONAL CONDITIONS

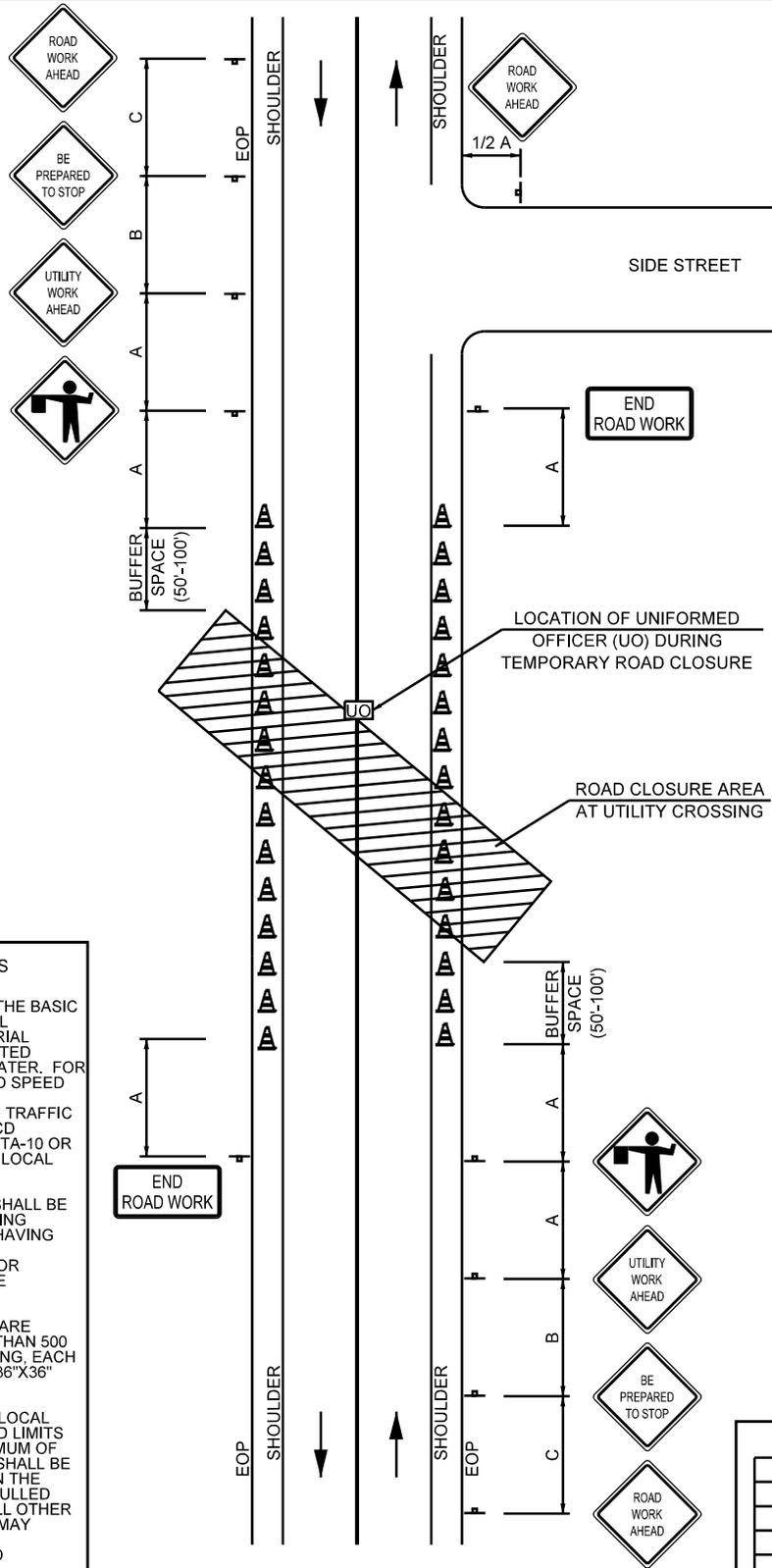
1. The Contractor shall provide name and contact information for the responsible person who shall be available 24 hours per day, 7 days per week during construction:

COMPANY \_\_\_\_\_

CONTACT NAME \_\_\_\_\_

CONTACT TELEPHONE NO. \_\_\_\_\_

2. Emergency vehicle access through the work area shall be maintained at all times.
3. Where the work area encroaches upon sidewalks or crosswalks, the approved traffic control plan shall include appropriate signs, barriers and warning devices to provide accessible pathways for pedestrians. The Contractor shall take care that pedestrians are protected within the work area.



**TRAFFIC CONTROL NOTES**

1. THIS TYPICAL DETAIL SHALL BE THE BASIC TRAFFIC CONTROL PLAN FOR ALL NON-INTERSTATE ROADWAY AERIAL UTILITY CROSSINGS WITH A POSTED SPEED LIMIT OF 30 MPH OR GREATER. FOR LOCAL ROADWAYS WITH POSTED SPEED LIMITS OF 25 MPH OR LESS, THE CONTRACTOR SHALL ESTABLISH TRAFFIC CONTROLS BASED ON THE MUTCD TYPICAL APPLICATION 10 OR 18 (TA-10 OR TA-18), OR AS DIRECTED BY THE LOCAL MUNICIPALITY.
2. ACTUAL PLACEMENT OF SIGNS SHALL BE ADJUSTED TO AVOID OBSTRUCTING EXISTING SIGNS AND TO AVOID HAVING THE CONSTRUCTION SIGNS BE OBSTRUCTED BY OTHER SIGNS OR PHYSICAL FEATURES ALONG THE ROADWAY.
3. FOR LOCATIONS WHERE THERE ARE PUBLIC SIDE STREETS CLOSER THAN 500 FEET FROM THE UTILITY CROSSING, EACH SIDE STREET SHALL INCLUDE A 36"X36" W20-1 ROAD WORK AHEAD SIGN.
4. FOR ALL STATE HIGHWAYS AND LOCAL ROADWAYS WITH POSTED SPEED LIMITS OF 35 MPH OR GREATER, A MINIMUM OF ONE UNIFORMED OFFICER (UO) SHALL BE ON SITE TO STOP TRAFFIC WHEN THE PULL ROPES AND CABLES ARE PULLED ACROSS THE ROADWAY. FOR ALL OTHER ROADWAYS, THE CONTRACTOR MAY SUBSTITUTE NHDOT-CERTIFIED FLAGGERS FOR THE UNIFORMED OFFICER.

SIGNING SPACING TABLE		
SPEED LIMIT		
	30MPH	≥35MPH
A	100'	250'
B	200'	500'
C	350'	500'

Scale:   
Not to Scale

**Merrimack Valley Reliability Project**  
**Figure \_\_**  
**Temporary Road Closure Traffic Control Typical**

3/18/2015



# Traffic Management Plan for Local Roadways Hudson, NH

## PROJECT DESCRIPTION

New England Power Company (d.b.a. National Grid) and Eversource (d.b.a. Public Service of New Hampshire [PSNH]) are proposing to improve the reliability of the electrical infrastructure in south-central New Hampshire by installing a new 345kV transmission line within the existing National Grid and PSNH easements in Hudson, New Hampshire. This new transmission line will span several local roadways. The new lines are expected to exceed the minimum vertical ground clearances for the roadway and will require no excavation or pavement work within the Town's rights-of-way.

## TRAFFIC MANAGEMENT PLAN

Traffic control for this work will be in accordance with the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD)<sup>1</sup>. See attached for a sketch of the typical traffic control plan for this work. It is expected that the preparation work for the aerial crossings will require work beyond the shoulder of the roadway.

All W series signs placed along local roadways will be 36"x36" minimum, with black legend on orange backgrounds. The G20-2 sign will be 36"x18". Signs shall be installed on temporary sign stands such that the signs provide a minimum of 24 inches of clearance above the pavement. The signs and sign standards shall comply with the National Cooperative Highway Research Project 350 (NCHRP 350) for test level 2 (TL-2) standards.

Cones will be spaced at 25-foot on center along both edges of pavement through the buffer zones to indicate the work area. When the Contractors are ready to pull ropes or cables across the roadway, a uniformed officer or flaggers will stop traffic for both directions along the roadway for not more than eight minutes at each occurrence. Traffic will then be released to let the queues clear before the next stoppage. These traffic stoppages will be repeated until the new lines are installed and secured. Where uniformed officers are used for traffic control, they shall include a police cruiser for presence.

## CONSTRUCTION PLAN

At least two weeks prior to beginning work in Hudson, both National Grid's Contractor and PSNH's Contractor shall submit this traffic management plan along with a sketch of the approved traffic control plan to the Town of Hudson Administrator (Phone: 603-886-6000) and the Police Department (603-886-6011) to indicate when and where work will occur in town. Prior to beginning the aerial crossing, the Contractors will construct new permanent support towers outside of the roadways to support the new

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<sup>1</sup> "Manual on Uniform Traffic Control Devices (MUTCD)", 2009 Edition, published by the Federal Highway Administration (FHWA).

cables. When the cables will be installed across the roadways, the Contractors will set-up the approved traffic control devices along the roadway.

The actual wire pull consists of a two-step process. First, several pull ropes will be carried across the roadway using a uniformed officer or flaggers to temporarily stop traffic. This will be repeated until all pull ropes are safely in place with adequate vertical clearances over the roadways. Once the pull ropes are in place, wires will be attached to the pull ropes and they will be pulled across the roadway under tension to minimize sag over the roadway. Once the new utility lines have been installed and secured, the Contractors will remove the traffic control equipment.

CONSTRUCTION SCHEDULE

The work at each local roadway crossing is expected to last not more than three days per roadway on weekdays only. The traffic controls would be set-up after 7:30 AM and all traffic controls will be removed from the roadway by 4:00 PM. The work is expected to occur during the Spring of 2017.

ADDITIONAL CONDITIONS

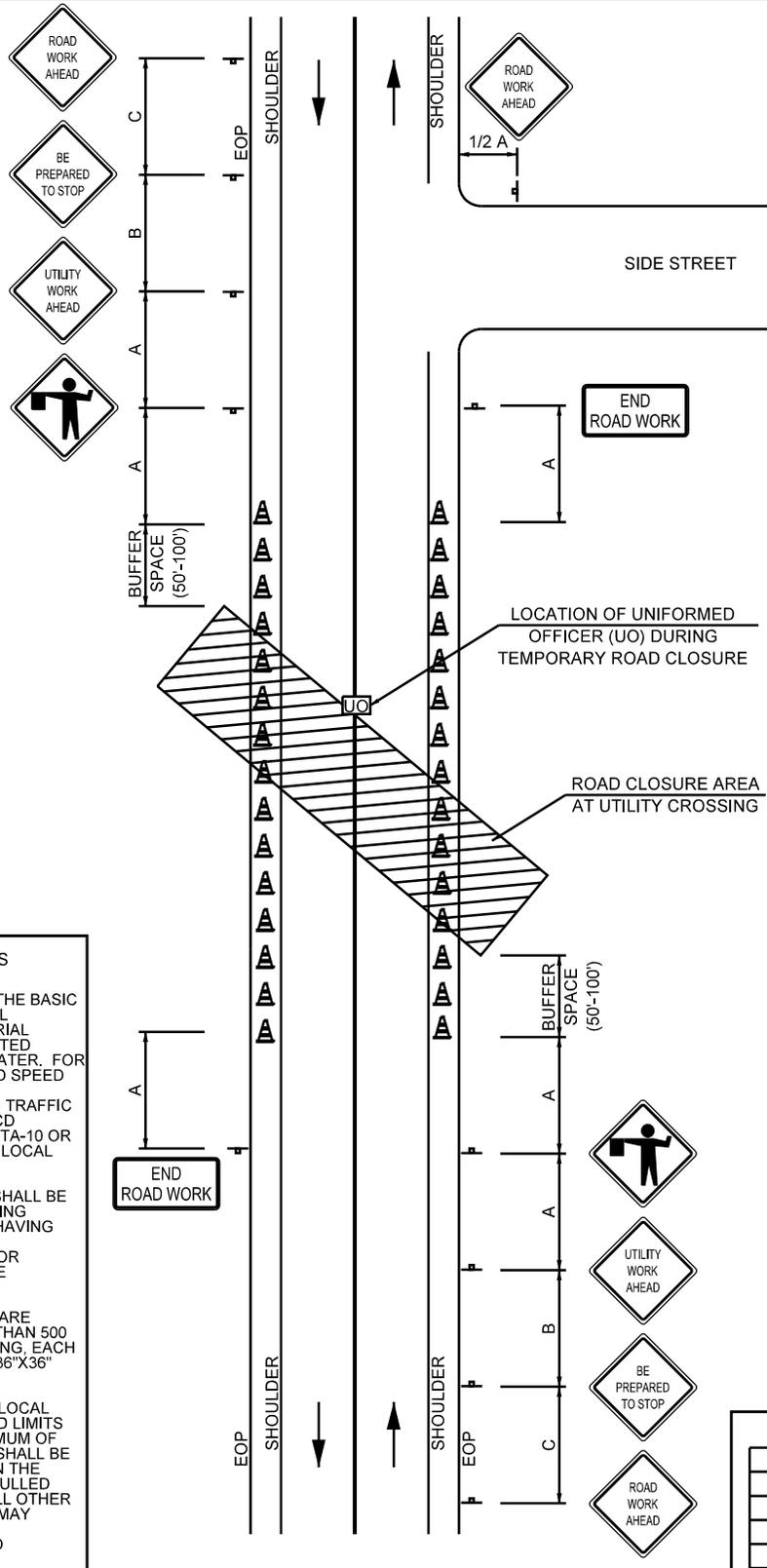
1. The Contractors shall provide a name and contact information for the responsible person who shall be available 24 hours per day, 7 days per week during construction:

CONTRACTOR \_\_\_\_\_

CONTACT 1 NAME \_\_\_\_\_

CONTACT 1 TELEPHONE NO. \_\_\_\_\_

2. Emergency vehicle access through the work area shall be maintained at all times.
3. Where the work area encroaches upon sidewalks or crosswalks, the approved traffic control plan shall include appropriate signs, barriers and warning devices to provide accessible pathways for pedestrians. The Contractors shall take care that pedestrians are protected within the work area.



**TRAFFIC CONTROL NOTES**

1. THIS TYPICAL DETAIL SHALL BE THE BASIC TRAFFIC CONTROL PLAN FOR ALL NON-INTERSTATE ROADWAY AERIAL UTILITY CROSSINGS WITH A POSTED SPEED LIMIT OF 30 MPH OR GREATER. FOR LOCAL ROADWAYS WITH POSTED SPEED LIMITS OF 25 MPH OR LESS, THE CONTRACTOR SHALL ESTABLISH TRAFFIC CONTROLS BASED ON THE MUTCD TYPICAL APPLICATION 10 OR 18 (TA-10 OR TA-18), OR AS DIRECTED BY THE LOCAL MUNICIPALITY.
2. ACTUAL PLACEMENT OF SIGNS SHALL BE ADJUSTED TO AVOID OBSTRUCTING EXISTING SIGNS AND TO AVOID HAVING THE CONSTRUCTION SIGNS BE OBSTRUCTED BY OTHER SIGNS OR PHYSICAL FEATURES ALONG THE ROADWAY.
3. FOR LOCATIONS WHERE THERE ARE PUBLIC SIDE STREETS CLOSER THAN 500 FEET FROM THE UTILITY CROSSING, EACH SIDE STREET SHALL INCLUDE A 36"X36" W20-1 ROAD WORK AHEAD SIGN.
4. FOR ALL STATE HIGHWAYS AND LOCAL ROADWAYS WITH POSTED SPEED LIMITS OF 35 MPH OR GREATER, A MINIMUM OF ONE UNIFORMED OFFICER (UO) SHALL BE ON SITE TO STOP TRAFFIC WHEN THE PULL ROPES AND CABLES ARE PULLED ACROSS THE ROADWAY. FOR ALL OTHER ROADWAYS, THE CONTRACTOR MAY SUBSTITUTE NHDOT-CERTIFIED FLAGGERS FOR THE UNIFORMED OFFICER.

**SIGNING SPACING TABLE**

SPEED LIMIT		
	30MPH	≥35MPH
A	100'	250'
B	200'	500'
C	350'	500'

↑  
Scale:  
Not to Scale

**Merrimack Valley Reliability Project**  
**Figure \_\_**  
**Temporary Road Closure Traffic Control Typical**

3/18/2015

**nationalgrid**

**EVERSOURCE**  
ENERGY

# Hudson Police Department

## Hudson, New Hampshire

### Police Detail Information Sheet

#### Civil Stand-by, Domestic Violence/Stalking Petitions:

- Detail rate is \$45/hour with a 4 hour minimum requirement. If you require a police cruiser there is an additional \$15/hour charge
- Detail must be paid for at Town Hall prior to being scheduled through the Police Department. Payment can only be made in cash or by bank check. No personal checks or credit cards are accepted.
- Please be aware that once the detail is paid for the Police Dispatcher will be contacting the other party to set up the day and time. If the other party does not agree, we will not fill the detail without a Court Order.
- Please advise the Dispatcher at the time you set up the detail if there are any restraining orders or other court orders affecting contact with the other party.
- The Hudson Police Department's function at Civil Stand-bys is to maintain the peace between the parties. Officers will not be documenting what items are removed nor deciding who has jurisdiction over an item. If there is a dispute, the item remains and you will need to seek court intervention.

#### Utility Companies, Construction Co, Tree Removal, Road Work:

- Detail rate is \$45/hour with a 4 hour minimum requirement. If you require a police cruiser there is an additional \$15/hour charge
- For new contracts, payment is expected at Town Hall prior to the detail being scheduled. Payment can only be made in cash or by bank check. No personal checks, business checks or credit cards are accepted.
- Please indicate to Town Hall if you plan on becoming a regular customer and ask what is required to be approved for future billing purposes.
- For new and pre-pay customers, please be aware that any non-emergency requests for a detail officer should be in and paid for by 3pm the day before. This allows for processing time and time to fill the detail. We cannot put an officer on standby status waiting for payment.

#### Cancellation Policy:

Details must be cancelled at least one hour prior to scheduled start time. If less than one hour notice is given, payment will be expected and billed accordingly.

# Traffic Management Plan for Local Roadways Londonderry, NH

## PROJECT DESCRIPTION

Eversource Energy (d.b.a. Public Service of New Hampshire [PSNH]) is proposing to improve the reliability of the electrical infrastructure in south-central New Hampshire by installing a new 345kV transmission line within the existing PSNH ROW/easements in Londonderry, New Hampshire. This new transmission line will span several local roadways. The new lines are expected to exceed the minimum vertical ground clearances for the roadway and will require no excavation or pavement work.

## TRAFFIC MANAGEMENT PLAN

Traffic control for this work will be in accordance with the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD)<sup>1</sup>. See attached for a sketch of the typical traffic control plan for this work. It is expected that the preparation work for the aerial crossings will require work beyond the shoulder of the roadway.

All W series signs placed along local roadways will be 36"x36" minimum, with black legend on orange backgrounds. The G20-2 sign will be 36"x18". Signs shall be installed on temporary sign stands such that the signs provide a minimum of 24 inches of clearance above the pavement. The signs and sign standards shall comply with the National Cooperative Highway Research Project 350 (NCHRP 350) for test level 2 (TL-2) standards.

Cones will be spaced at 25-foot on center along both edges of pavement through the buffer zones to indicate the work area. When the Contractor is ready to pull ropes or cables across the roadway, a uniformed officer or flaggers will stop traffic for both directions along the roadway for not more than eight minutes at each occurrence. Traffic will then be released to let the queues clear before the next stoppage. These traffic stoppages will be repeated until the new lines are installed and secured. Where uniformed officers are used for traffic control, they shall include a police cruiser for presence.

## CONSTRUCTION PLAN

At least one week prior to beginning work in Londonderry, PSNH's Contractor shall submit this traffic management plan along with a sketch of the approved traffic control plan to the Londonderry Department of Public Works (Phone: 603-432-1100, ext 130) to indicate when and where work will occur in town. Prior to beginning the aerial crossing, the Contractor will construct new permanent support towers outside of the roadways to support the new cables. When the cables will be installed across the roadways, the Contractor will set-up the approved traffic control devices along the roadway.

---

<sup>1</sup> "Manual on Uniform Traffic Control Devices (MUTCD)", 2009 Edition, published by the Federal Highway Administration (FHWA).

The actual wire pull consists of a two-step process. First, several pull ropes will be carried across the roadway using a uniformed officer to temporarily stop traffic. This will be repeated until all pull ropes are safely in place with adequate vertical clearances over the roadways. Once the pull ropes are in place, wires will be attached to the pull ropes and they will be pulled across the roadway under tension to minimize sag over the roadway. Once the new utility lines have been installed and secured, the Contractor will remove the traffic control equipment.

CONSTRUCTION SCHEDULE

The work at each local roadway crossing is expected to last not more than three days per roadway on weekdays only. The traffic controls would be set-up after 7:30 AM and all traffic controls will be removed from the roadway by 4:00 PM. The work is expected to occur during the Spring of 2017.

ADDITIONAL CONDITIONS

1. The Contractor shall provide names and contact information for two responsible persons who shall be available 24 hours per day, 7 days per week during construction:

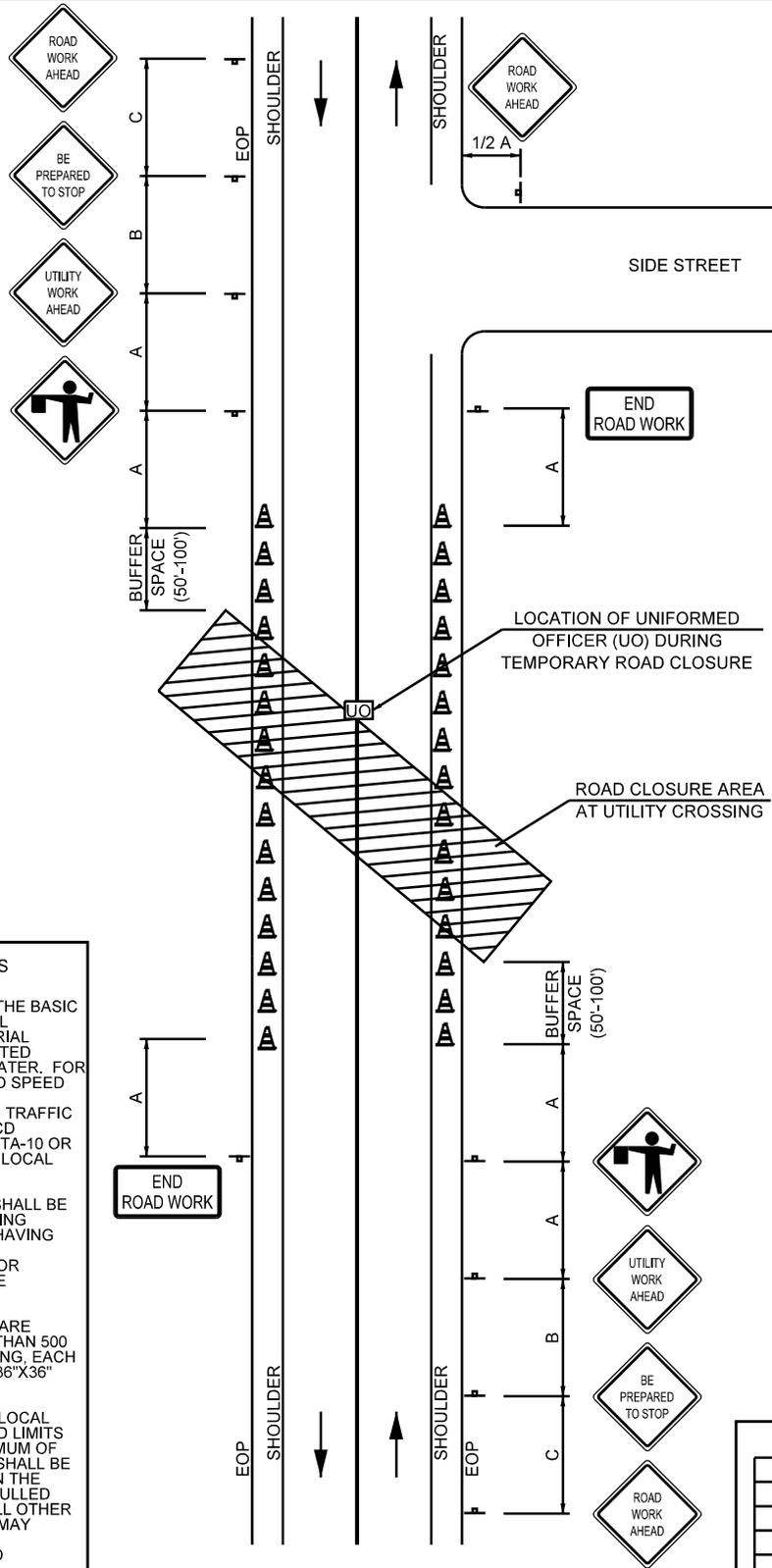
CONTACT 1 NAME \_\_\_\_\_

CONTACT 1 TELEPHONE NO. \_\_\_\_\_

CONTACT 2 NAME \_\_\_\_\_

CONTACT 2 TELEPHONE NO. \_\_\_\_\_

2. Contractor equipment and materials shall not be stored within the Town's right-of-way when the Contractor is not on site.
3. Emergency vehicle access through the work area shall be maintained at all times.
4. Where the work area encroaches upon sidewalks or crosswalks, the approved traffic control plan shall include appropriate signs, barriers and warning devices to provide accessible pathways for pedestrians. The Contractor shall take care that pedestrians are protected within the work area.
5. Any disturbance or damage to Town of Londonderry pavement or shoulders shall be repaired in accordance with the Town of Londonderry Department of Public Works backfilling and pavement requirements.



**TRAFFIC CONTROL NOTES**

1. THIS TYPICAL DETAIL SHALL BE THE BASIC TRAFFIC CONTROL PLAN FOR ALL NON-INTERSTATE ROADWAY AERIAL UTILITY CROSSINGS WITH A POSTED SPEED LIMIT OF 30 MPH OR GREATER. FOR LOCAL ROADWAYS WITH POSTED SPEED LIMITS OF 25 MPH OR LESS, THE CONTRACTOR SHALL ESTABLISH TRAFFIC CONTROLS BASED ON THE MUTCD TYPICAL APPLICATION 10 OR 18 (TA-10 OR TA-18), OR AS DIRECTED BY THE LOCAL MUNICIPALITY.
2. ACTUAL PLACEMENT OF SIGNS SHALL BE ADJUSTED TO AVOID OBSTRUCTING EXISTING SIGNS AND TO AVOID HAVING THE CONSTRUCTION SIGNS BE OBSTRUCTED BY OTHER SIGNS OR PHYSICAL FEATURES ALONG THE ROADWAY.
3. FOR LOCATIONS WHERE THERE ARE PUBLIC SIDE STREETS CLOSER THAN 500 FEET FROM THE UTILITY CROSSING, EACH SIDE STREET SHALL INCLUDE A 36"X36" W20-1 ROAD WORK AHEAD SIGN.
4. FOR ALL STATE HIGHWAYS AND LOCAL ROADWAYS WITH POSTED SPEED LIMITS OF 35 MPH OR GREATER, A MINIMUM OF ONE UNIFORMED OFFICER (UO) SHALL BE ON SITE TO STOP TRAFFIC WHEN THE PULL ROPES AND CABLES ARE PULLED ACROSS THE ROADWAY. FOR ALL OTHER ROADWAYS, THE CONTRACTOR MAY SUBSTITUTE NHDOT-CERTIFIED FLAGGERS FOR THE UNIFORMED OFFICER.

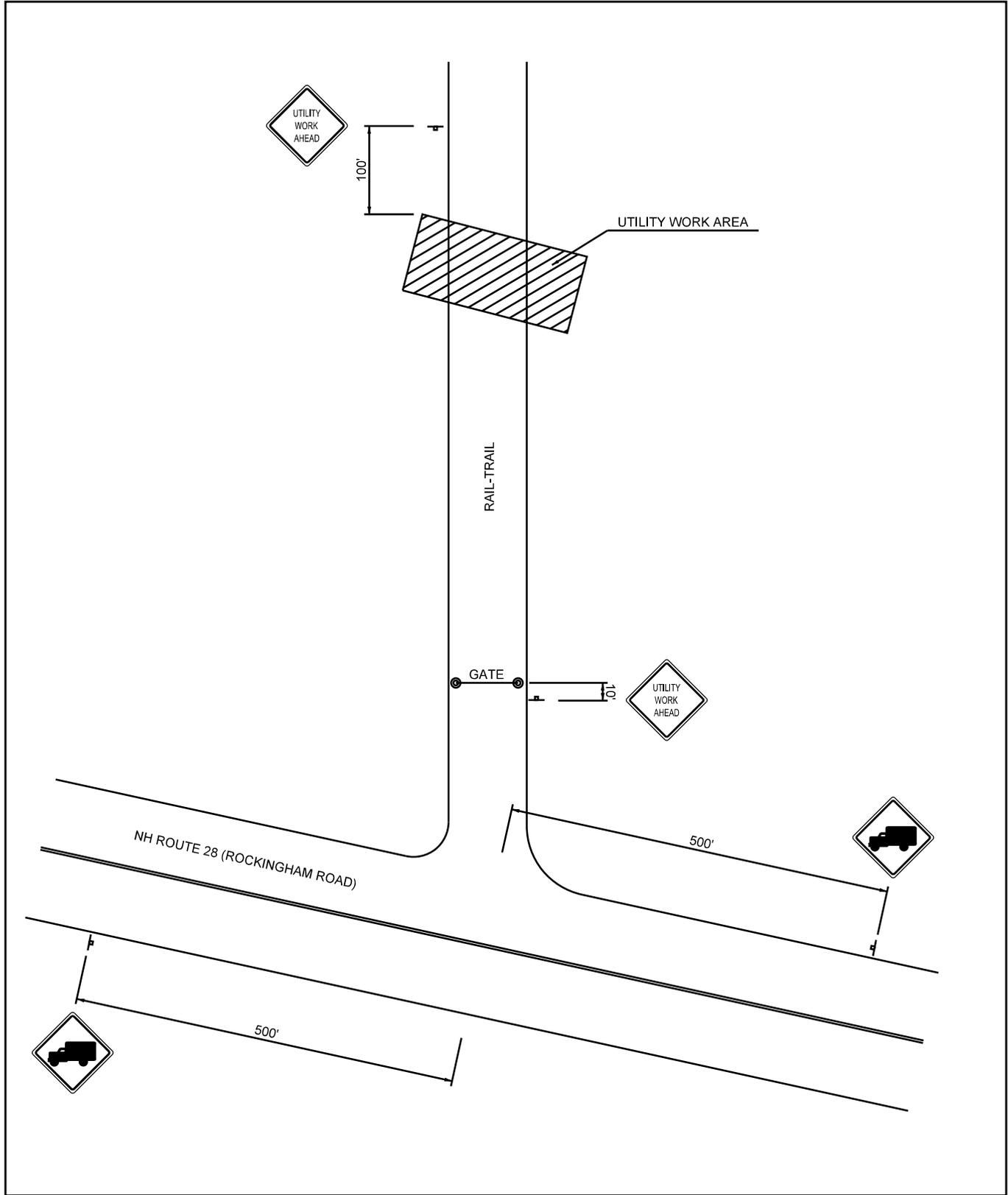
SIGNING SPACING TABLE		
SPEED LIMIT		
	30MPH	≥35MPH
A	100'	250'
B	200'	500'
C	350'	500'

Scale:   
Not to Scale

**Merrimack Valley Reliability Project**  
**Figure \_\_**  
**Temporary Road Closure Traffic Control Typical**

3/18/2015





↑  
Scale:  
Not to Scale

Merrimack Valley Reliability Project  
Figure \_\_  
Rail Trail Traffic Control  
Londonderry, NH  
3/18/2015

nationalgrid

EVERSOURCE  
ENERGY

Date: \_\_\_\_\_

Location: \_\_\_\_\_

**TOWN OF LONDONDERRY  
DEPARTMENT OF PUBLIC WORKS**

**PERMIT TO CONDUCT WORK  
WITHIN THE TOWN'S RIGHT OF WAY OR EASEMENTS**

GENERAL

The Permittee must obtain this Permit from the Town of Londonderry Department of Public Works (432-1100 ext. 130) at least 72 hours prior to conducting any work in the Town of Londonderry owned roadway, right-of-way or easement.

Permittee must be a public utility or the Contractor who does the work. All Permittees are responsible for Subcontractors to adhere to these regulations. A copy of the Permit shall be kept with the foreman at the place where the work is being performed.

The Permittee shall comply with current DIG-SAFE requirements as specified by New Hampshire state law. The Dig Safe number must also be submitted at the time of application.

The location of all underground utilities shall be determined sufficiently ahead of excavation in order to avoid damage to those facilities and allow enough time for their relocation, if necessary.

It is not the intent of this application to itemize all standards and procedures applicable to every project, but emphasize some of the important issues of this Permit.

The Town of Londonderry Department of Public Works reserves the right to revoke the permit at any time.

APPLICANT

1. I/we \_\_\_\_\_ Utility/Contractor (circle one) as Permittee, agree to conform to the following provisions, instructions and regulations in conducting the work under this request and to any additional instructions issued by the Town of Londonderry Department of Public Works, or their duly appointed agent, during the process of work.

INSURANCE REQUIREMENTS

1. The Permittee and his subcontractors as a condition of this Permit, shall purchase and maintain such comprehensive general liability and other insurance as is appropriate for the work being performed. The insurance shall include the specific coverage, and be written for not less than the limits of liability, and coverage identified below or required by law, whichever is greater. All policies shall contain a provision that the coverage will not be canceled, changed or renewal refused until a thirty (30) day

written notice is given to the Permittee and the Town of Londonderry. All insurances shall remain in effect until project completion and final acceptance. Certifications from the insurance carrier shall be provided and shall state the type of coverage, limits of liability, and expiration date. Insurance shall include the Town of Londonderry as additionally insured including all Officials and Employees thereof.

Worker's Compensation Employee's Liability	Statutory \$ 500,000	
Owner's Contractor's Protective Liability	\$ 1,000,000	
Excess Liability (umbrella form)	\$1,000,000	(B.I. & P.D. comb.)
Automotive Liability (all owned auto's, hired auto's, non-hired auto's private or otherwise)	\$ 1,000,000	(per occurrence)
General Liability (comprehensive premises operations, explosion products, contractual independent contractors, board form property damage, personal injury)	\$ 1,000,000 \$ 2,000,000 (aggregate)	(B.I.& P.D. comb.) (each occurrence) (B.I.& P.D. comb.)

Insurance similar to that required of the Permittee shall be provided by, or on behalf of all independent Subcontractors used by the Permittee during the period of this Permit.

Insurance certificates must be submitted to the Town of Londonderry Department of Public Works prior to issuance of the Permit.

The purchase of the required insurance or the furnishing of the aforesaid certificates shall not be satisfaction of Permittee's liability hereunder or in any way modify the Permittee's indemnification responsibilities to the Town of Londonderry, its employees or duly appointed agents.

#### STORAGE OF EQUIPMENT

1. Equipment and materials shall not be stored within the Town's right-of-way. Materials shall not be laid out ahead of the work.

2. Equipment must be removed to a distance of eight (8) feet minimum, from the edge of pavement during hours of darkness, weekends and holidays. Suitable barricades and fencing shall be erected to properly enclose the areas when the Permittee is not working. Routine Town maintenance shall not be hindered by the Permittee's activities.

#### TRAFFIC CONTROL REQUIREMENTS

1. Proper maintenance of traffic shall be the responsibility of the Permittee at their expense.
2. All work shall be subject to a traffic control plan which must be reviewed and approved by the Londonderry Police Department and the Department of Public Works. The approved traffic control plan is to be submitted to the Town of Londonderry Department of Public Works at the time of application for the Permit.
3. All work and traffic control shall be performed in accordance with the provisions of the current edition of the "Manual On Uniform Traffic Control Devices" (MUTCD), U.S. Department of Transportation, Federal Highway Administration, current edition; "Standard Specifications for Road and Bridge Construction", State of New Hampshire Department of Transportation, 1997 or latest revision, sections 615 and 618; and the State of New Hampshire Traffic Control Handbook, current edition and as directed by the Town of Londonderry Police Department and /or Department of Public Works.
4. Maintenance of traffic shall be accomplished by the use of uniformed police officers or if permitted by Londonderry Police Department by certified flaggers and as directed by the Town of Londonderry Police Department. Work shall consist of furnishing, erecting and maintaining temporary construction signs, barricades, channeling devices, lights or other warning devices to provide safe travel of the public.
5. The Town of Londonderry Police Department or Department of Public Works or their duly appointed agent, may require the Permittee to suspend work if acceptable traffic control is not maintained.
6. A minimum one lane of traffic shall be provided on all roads at all times. The minimum width for temporary traffic lanes should be eleven (11) feet. Suitable access shall be provided to all properties and to all places of business at all times. Two-way traffic shall be maintained at night, weekends and holidays.
7. When found necessary for construction purposes, complete road closures will be permitted only with the approval of the Town of Londonderry Department of Public Works, Police Department, Fire Department, and School District. Whenever a complete road closure is permitted every effort shall be made to provide access for local residents and businesses. **Access for emergency vehicles shall be maintained at all times.**

8. When the work area encroaches upon sidewalks or crosswalks, protected barriers, signs, together with appropriate warning and guidance devices, shall be utilized so that the passageway for pedestrians is safe and well defined.

#### BACKFILLING AND PAVEMENT REQUIREMENTS

1. The work shall proceed in a continuous manner with diligence and expedition, so as not to obstruct the public places or travel thereon more than is reasonably necessary. In any event, the excavation shall be backfilled and temporary pavement placed on a daily basis. The surface of the road shall be permanently restored within (5) days from the date of completion of the project.
2. Provisions shall be made to provide proper drainage during construction.
3. Permittee shall be responsible for all claims for damage or injury whatsoever, that may arise from the obstruction or use of any public sewer, drain or other utilities in connection with the work under this Permit.
4. Dust control shall be provided as necessary to prevent a nuisance to the traveling public, abutters and surrounding areas. Dust control shall be by watering or use of calcium chloride or other approved method.
5. Roadway signage and guardrail systems shall not be disturbed. If a sign or guardrail must be moved and temporary measures are installed to allow construction to proceed, said signs and guardrail shall be replaced at the original location the same day of removal, or as directed by the Public Works Department.
6. The roadway shall be cleaned of all foreign materials at the end of each working day. Water from excavation dewatering or any other water shall not be discharged onto the roadway.
7. All utilities shall be installed a minimum of thirty-six (36) inches below existing pavement or ground surface.
8. Maximum length of open trench shall not exceed 100 feet and shall not be left open at night.
9. If emergency repairs are conducted during the winter season, Town snow removal and maintenance operations shall not be impeded. The Permittee will be required to plow, salt, and or sand any portion of the Town roadway which becomes encumbered due to the Permittee's operations.
10. Any disturbed paved area shall receive a temporary hot patch the same day as the excavation occurred with the final restoration to be placed within 5 days from the date or the project completion.

11. Damage to existing drainage system shall be repaired **to the satisfaction** of the Public Works Department. The Permittee **must obtain** prior approval from the Department of Public Works for the materials and methods of construction for the repairs and restoration. Drainage system shall be cleaned of all materials that have accumulated as a result of the Permittee's work.
  
12. In areas where the pavement is to be excavated, it shall be neatly and uniformly saw cut at each side of all trenches. Excavation shall be performed in a manner as to produce the minimum possible width of disturbance. Excavation and handling of materials shall be performed in a manner as to minimize the possibility of cave ins. Sheeting and shoring shall be used to prevent such undermining. Any pavement projecting over inadvertently developed undermined areas, shall be saw cut square and removed. Any required blasting shall be performed to minimize disturbance beyond the trench limits.
  
13. If excavated subgrade material is unsuitable for backfill, it shall be replaced with materials conforming to Standard Specifications for Road and Bridge Construction – State of New Hampshire Department of Transportation, 1997 or latest revision.

GRANULAR BACKFILL – SAND (NHDOT 209.3)

Sieve Size      Percent Passing by Weight

3 inch	100
#4	70-100
#200	0-15 Fraction passing the No. 4 sieve

GRANULAR BACKFILL – GRAVEL (NHDOT 209.4)

Sieve Size      Percent Passing by Weight

3 inch	95-100
#4	25-70
#200	0-15 Fraction passing the No. 4 sieve

14. The top 18 inches of base material under the pavement shall consist of six (6) inches of crushed gravel placed over twelve (12) inches of gravel, with specifications as follows:

GRAVEL (NHDOT 304.2)

Sieve Size      Percent Passing by Weight

6 inch	100
#4	25-70
#200	0-12 Fraction passing the No. 4 sieve

CRUSHED GRAVEL (NHDOT 304.3)

Sieve Size      Percent Passing by Weight

3 inch	100
2 inch	95-100
1 inch	55-85
#4	27-52
#200	0-12 Fraction passing the No. 4 sieve

15. Excavation shall be backfilled in layers not exceeding eight (8) inches in compacted thickness, using pneumatic tampers, vibratory compactors or other approved means. The material shall be compacted to no less than 95% of American Association of State Highway Officials (AASHTO) Method Test 99. Water shall be uniformly applied during compaction in the amount necessary for proper compaction and optimum moisture content. A certified material testing laboratory compaction test may be required. If concrete is found under the pavement, it shall be replaced in-kind.
16. Hot bituminous pavement ( minimum thickness, 2 inch) shall be placed the same day and carefully graded and rolled to the adjacent pavement grade as temporary patch. At the completion of the project, the existing pavement shall be saw cut on either side of the trench to provide a two (2) foot minimum overlap of the final patch on undisturbed material. In the case of a transverse or diagonal trenching, the pavement shall be cut to provide a flat diamond shaped patch with at least two (2) foot minimum overlap of the final patch on undisturbed material that will permit only one wheel of a vehicle at a time to strike the patch area. Temporary patch and existing pavement shall be removed in a manner that results in no damage to adjacent pavement, cut and replaced with an equal depth but not less than four (4) inches (2.5" base and 1.5" wearing coarse) of hot bituminous pavement conforming to Standard Specifications for Road and Bridge Construction, State of New Hampshire, latest edition, regarding materials and method of construction. Limits of saw cuts for final patching shall be approved by the Town of Londonderry Department of Public Works, or their duly appointed agent. Tack coat of bitumen shall be applied to the joint faces of the existing pavement.
17. Shoulders, other than paved, disturbed during construction shall be restored with road base materials (6" of crushed gravel and 12" of bank run gravel, 3' wide minimum) which shall be compacted and graded with a slope of 1/2" per foot away from the pavement or as directed by the Town of Londonderry Department of Public Works or their duly appointed agent.
18. In other areas, the existing surface type shall be restored by placing suitable material into the trench to a depth equal to that existing before excavation or as required by the Department of Public Works. Any turf areas shall be restored with four (4) inches of loam, fertilized, re-seeded and watered as necessary to

obtain turf establishment. Any bituminous pavement or concrete sidewalks including curbing shall be restored in kind.

19. The Town of Londonderry Department of Public Works, or their duly appointed agent, shall have the right to suspend all construction activities which in its opinion, are unsafe to the traveling public.
20. The Town of Londonderry Department of Public Works may employ the use of Town forces or any third party to correct any unacceptable work upon the failure of the Permittee to make such corrections within a reasonable time after request. Certain work may require immediate attention. Said corrections shall be at the expense of the Permittee.
21. During the construction and upon completion of the construction activities, the Town of Londonderry Department of Public Works, or their duly appointed agent, will inspect the work. Final acceptance may be withheld should the work not be completed in a workmanlike manner and in accordance with the terms of this permit.
22. As built plans of this project shall be delivered to the Town of Londonderry Department of Public Works.
23. Any future distortion along the trench, due to settlement or other causes attributable to the construction, shall be corrected as required during the period of two years following the acceptance of the project.

EMERGENCY CONTACTS

1. During the weekends and holidays and on workdays when the job is inactive, a standby crew shall be available for the project protection and maintenance of traffic. One or more emergency telephone numbers, to reach the standby crew, shall be furnished to:

1. Police Department
2. Department of Public Works

2. The standby contact people will be: (List two)

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY/TOWN \_\_\_\_\_  
TELEPHONE \_\_\_\_\_  
(NIGHT) \_\_\_\_\_

## AGREEMENT

1. The Permittee, as a condition of this permit, agrees to indemnify and save harmless the Town of Londonderry, New Hampshire, its officers, employees and agents from any and all claims, suits, costs, including attorneys' fees, and other expenses arising out of the work performed under this permit, including, but not limited to, the presence of encumbrances and obstructions, construction and maintenance operations, deficiencies of the project and its appurtenances, occupation or use of the right-of-way or easement, including claims for loss or interruption of business in cases where encumbrances or construction impedes the flow of traffic to any person or property arising out of activities of the permittee, its servants, employees, agents, representatives, or subcontractors. The permittee understands and agrees that the Town of Londonderry in no case assumes any responsibility or liability by reason of granting this permit.
2. I/We, the Permittee agree to assume such additional cost as the Town of Londonderry may incur by reason of failure to perform this work in a manner prescribed above and in accordance with said plans and specifications and are familiar with the penalty imposed by Chapter 236, NH RSA.
3. I/We, the Permittee agree to furnish a Financial Surety, in the amount of \_\_\_\_\_ guaranteeing the fulfillment of the provisions, instructions and regulations prescribed above during the performance of the work, and satisfactory maintenance of the disturbed areas. Said surety must be filed at the time of the application and shall be maintained for a period of the project and two (2) years following the acceptance of the project by the Town of Londonderry Department of Public Works.
4. All sureties shall be in the form of the "Hampton Method Letter of Credit" ( a copy of which is on file with the DPW) or a cash bond on deposit with the Town in an interest bearing account. All letters of Credit required by these regulations must be posted by a Town approved bank
5. I/We, the Permittee agree to reimburse the Town of Londonderry fully for the services of the Town of Londonderry Department of Public Works, or their duly appointed agent when assigned to this project to insure compliance with the terms of this permit. An escrow account with the appropriate funds for construction observation services shall be established with the Town of Londonderry Department of Public Works. The escrow account will be periodically reviewed to assure sufficient funds are available to cover all inspection and testing costs and additional escrow provided as needed.
6. No work shall be performed between November 15 and April 15 or during periods of inclement weather or as directed by the Town of Londonderry Department of Public Works, or their duly appointed agent.

7. I/we the Permittee agree to obtain further permits from the Town of Londonderry Department of Public Works before any future excavation for maintenance purposes or renewal of the said project or other appurtenances thereto within the Public right-of-way.
  
8. I/We, the Permittee agree to assume such additional cost as the Town may incur due to operation, maintenance, renewal or extension of said project or other appurtenances thereto within the Public right-of-way.
  
9. It is understood and agreed that this Permit for the right of construction, occupancy, operation and future maintenance of said project is by sufferance only. In the event of future alterations of Public right-of-way, the Town reserves the right to require, certain alterations, relocations, or complete removal of said project and we, the OWNERS agree to perform said work promptly and at our own expense.

OWNER \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 TOWN/CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_ TITLE \_\_\_\_\_  
 TELEPHONE \_\_\_\_\_

PERMITTEE \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 TOWN/CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_ TITLE \_\_\_\_\_  
 TELEPHONE \_\_\_\_\_  
 DIG SAFE NUMBER \_\_\_\_\_

APPROVAL

1. Pursuant to Chapter XVIII of the Londonderry Municipal Code thereto permission is granted to disturb:

\_\_\_\_\_  
\_\_\_\_\_

for the purpose of

\_\_\_\_\_  
\_\_\_\_\_

As shown on the attached plans, sketches, letters and notes which shall be made a part of this Permit.

Permission for the above described construction, maintenance and operation is granted, subject to the instructions, regulations, conditions and agreements above.

This Permit concerns only the type and manner of work to be performed within the Town of Londonderry Right-of-Way or Easement. The Town cannot and does not hereby grant permission to enter upon or utilize any privately owned land. This permit shall not be construed as determinative of rights between others.

WORK TO BEGIN \_\_\_\_\_

WORK TO END \_\_\_\_\_

APPROVED \_\_\_\_\_  
Name/Title

\_\_\_\_\_  
Signature

DATE: \_\_\_\_\_

PERMIT NUMBER: \_\_\_\_\_

**48 HOURS PRIOR TO USING THIS PERMIT, PLEASE NOTIFY THE TOWN OF LONDONDERRY PUBLIC WORKS AT 603-432-1100 EXT 130**