

**THE STATE OF NEW HAMPSHIRE
BEFORE THE
SITE EVALUATION COMMITTEE
DOCKET NO. 2015-04**

SUPPLEMENTAL PRE-FILED DIRECT TESTIMONY OF LYNN FRAZIER

**APPLICATION OF PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE
D/B/A EVERSOURCE ENERGY
FOR A CERTIFICATE OF SITE AND FACILITY FOR CONSTRUCTION OF A NEW
115 kV TRANSMISSION LINE**

THE SEACOAST RELIABILITY PROJECT

July 27, 2018

1 **Q. Please state your name and business address.**

2 A. My name is Lynn Frazier and I am a licensed professional engineer (NH License
3 #14125, specializing in ‘Civil-Highway,’) working in the transportation field. I am also a
4 certified professional traffic operations engineer (Certificate #3416 awarded by the
5 Transportation Professional Certification Board). I am currently employed by Louis Berger at
6 106 Lafayette Street, Suite 2F, Yarmouth, Maine 04096.

7 **Q. Please describe your background, experience and qualifications.**

8 A. My background and qualifications were included in my direct pre-filed testimony
9 filed with the NH SEC Application dated April 12, 2016 and have not changed since then.
10 However, my last name has changed from Farrington to Frazier.

11 **Q. What is the purpose of this amended testimony?**

12 A. The purpose of my testimony is to provide additional information to the SEC in
13 support of the Application dated April 12, 2016 and the Amendment to the Application dated
14 March 29, 2017. Since I filed that testimony the Site Evaluation Committee (“SEC”) rendered a
15 decision in another docket that necessitated updates to my testimony.

16 **Q. Have you reviewed the amended Project Description submitted to the SEC on**
17 **March 29, 2017 and the amended project designs?**

18 A. Yes, I have.

19 **Q. Does the amended Project Description change anything in your previously**
20 **filed testimony?**

21 A. No.

22 **Q. Do the conclusions in your pre-filed testimony of April 4, 2016 remain the**
23 **same?**

24 A. Yes, they do.

25 **Q. Have you performed any additional work to update your testimony?**

26 A. Yes. In order to assess the potential impacts to traffic from construction, Louis
27 Berger performed a traffic analysis. *See* Attachment A. Traffic analyses are generally helpful in
28 forecasting future traffic conditions to allow for sustainable designs and forecasting construction
29 impacts to ensure that proper mitigation is planned. The additional analysis was completed, in
30 part, to address the concerns raised by the Subcommittee in another docket about potential

1 impacts from traffic during construction.

2 **Q. What specific additional research or analysis concerning the traffic impacts**
3 **expected due to underground construction have you performed?**

4 A. A traffic analysis was performed for both the current condition and the
5 construction condition for the underground crossing at Little Bay Road. This location was
6 chosen due to the proposed reduction to a single lane of alternating traffic in addition to an
7 overhead right-of-way access point; moreover, this location is conservatively representative of
8 locally-maintained roads in the seacoast region.

9 **Q. What were the findings of this additional analysis?**

10 A. The full study is attached as Attachment A to my supplemental pre-filed
11 testimony. In summary, the construction operation on Little Bay Road is not expected to have a
12 noticeable impact on traffic operations, and therefore, is not expected to have adverse impacts to
13 the travelling public.

14 **Q. What specific additional research or analysis concerning the traffic impacts**
15 **expected due to overhead construction have you performed?**

16 A. A traffic analysis was performed for both the current condition and the
17 construction condition for the Lee-Cheney Pit on Route 125 in Lee. This location is proposed as
18 a laydown area to store construction equipment. Since the overhead construction is along
19 Eversource right-of-way this common area is expected to experience the highest number of
20 construction vehicles entering and exiting the NHDOT right-of-way on any given day. This
21 location was chosen because travel along this road is generally representative of state-maintained
22 roads in Seacoast region.

23 **Q. What were the findings of this additional analysis?**

24 A. In summary, the overhead construction operations are not expected to have a
25 noticeable impact on traffic operations along Route 125 and therefore, is not expected to have
26 adverse impacts to the travelling public.

27 **Q. Please describe the status of the Traffic Control Plans.**

28 A. The traffic control plans were submitted to NHDOT as part of the Project
29 application package. *See* Appendices 18 and 18a. Since that time, two meetings have been held
30 between NHDOT staff and the Project team. During both meetings, the Traffic Control Plans
31 were discussed and NHDOT has not raised any immediate concerns. The traffic impact study,

1 Attachment A, will be submitted to NHDOT for review to ensure that a Traffic Control
2 Committee (TCC) review is not required.

3 **Q. Please describe the status of the NHDOT permits and agreements that are**
4 **required for the Project.**

5 **A.** The NHDOT permit and agreement applications were submitted to NHDOT as
6 part of the Project Application. Since that time two meeting have been held between NHDOT
7 staff and the project team. During both meetings the permit and agreement applications were
8 discussed and NHDOT has not raised any immediate concerns. The final conditions regarding
9 the application are expected to be issued by NHDOT in late August, 2018.

10 **Q. In your opinion does the design meet the requirements put for the in the 2017**
11 **NHDOT Utility Accommodation Manual (“UAM”)?**

12 **A.** Yes. In locations where minimum requirements of the UAM cannot be met,
13 design exceptions will be requested. At this time, in consultation with NH DOT, only one
14 location has been identified as needing a design exception. Please see the Supplemental Pre-
15 Filed Testimony of Kenneth Bowes and David Plante for a further discussion of this exception
16 request.

17 **Q. Are there any proposed conditions you are recommending based on your**
18 **experience?**

19 **A.** Yes, options for consideration include:

20 1. Construction at the mall parking lot will require specific coordination. A
21 police detail and/or flagger, meetings with the mall manager, ceasing work on weekends and
22 accelerating work to reduce the duration of impacts are all conditions I recommend.

23 2. I recommend reducing, to the extent practicable, the number of oversized
24 loads such as drilling rigs and cranes on NH roads during the heaviest morning and afternoon
25 commuting times. These oversized vehicles are generally slow to accelerate and could cause
26 delay to travelers on single lane roadways during the peak traffic times.

27 3. When the overhead right-of-way is being accessed by construction
28 vehicles from municipal roads a police detail or flagger with MUTCD compliant signing should
29 be stationed at the active access points.

30 4. Construction at UNH is being carefully considered. The only additional
31 recommendations I make at this time are to cease construction activities at the campus during the

1 graduation weekend, ensure MUTCD compliant pedestrian detour signing as applicable, and to
2 continue coordination with UNH for other activities on campus.

3 5. If a roadway work area must remain while crews and traffic control are not
4 present in an area, steel plating should be placed in town roads, private roads, and parking lots, to
5 allow for the safe passage of vehicular, bicycle and pedestrian traffic over all travelway lanes.

6 6. I recommend that the Project team continue its outreach with businesses
7 and ensure there is consistent communication with businesses during construction.

8 **Q. Has your opinion about whether the Project will have a negative impact on**
9 **public safety with regard to public highways and local roads changed?**

10 **A.** No, it has not. It is anticipated that the traffic management components of the
11 Project will provide appropriate mitigation of the temporary impacts to traffic to ensure that there
12 will be no unreasonable adverse effects on public safety along the public highways and local
13 streets.

14 **Q. In your opinion, will construction of the Project have an adverse impact on**
15 **traffic in the Seacoast Region?**

16 **A.** No. As demonstrated by the traffic analysis contained in Attachment A, all
17 potential traffic impacts are acceptable according to the Highway Capacity Manual. The Project
18 will implement adequate traffic management strategies to minimize impacts to the travelling
19 public during construction. Based on the relatively minor number of additional trucks entering
20 and exiting the right-of-way during construction on a daily basis, the construction of the project
21 is not anticipated to have a significant appreciable impact on traffic.

22 **Q. Does this conclude your supplemental pre-filed testimony?**

23 **A.** Yes, it does.