

# Appendix P

## NHDOT Permit Applications and Documentation



# NHDOT Permit Applications and Documentation

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



# **Aerial Utility Permit Application**

## **NH Route 111 – Windham, NH**

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**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**  
**UTILITY PERMIT**

National Grid

Town/City: Windham, NH

40 Sylvan Road

Date: March 16, 2015

Waltham, MA 02451

This Permit allows National Grid to install aerial utility crossing in the Town of Windham as shown on plans prepared by VHB dated \_\_\_\_\_, on file at the District 5 office. The cables will be attached to new/existing poles at a minimum height of 18 feet above the pavement and will meet all national safety codes.

Minimum requirements for traffic warning and control devices under this Permit shall conform to the Manual on Traffic Control Devices for Streets and Highways, Part VI, of the U.S. Department of Transportation, Federal Highway Administration. The signing, cones, and police cruisers shall be placed as shown on the attached sketch. Signs shall be 48" x 48" construction orange with black lettering to conform to the Manual. Supports shall be NCHRP Part 350 compliant and shall be placed and ballasted to conform to the Manual. Attached is a Warning Sign Typical.

The police shall be state uniformed officers. The blue lights of the 1 cruisers shall be operating while the cable is strung and the officer(s) are stopping traffic.

No work shall be done on the holidays or during the hours of darkness or during inclement weather.

I/We agree to save harmless the State of New Hampshire from any and all claims arising from the installation, maintenance and operation of the said item(s) and appurtenances as described in this Permit

I/We agree to assume such additional cost as the State may incur due to maintenance, operation, renewal, extension, inspection, or of my/our failure to perform this work in the manner prescribed above. It is understood and agreed that this Permit is for the right of installation, occupancy, and operation of the said item(s) or appurtenances and is by sufferance only, with the State reserving the right to require, in the event of future alterations of the highway right-of-way, certain alterations, relocations, or complete

removal of said item(s) promptly and at no expense to the State. I/We are familiar with the penalty imposed by R.S.A. 236:14.

Prior to issuing the Permit, the applicant shall furnish an approved SURETY BOND in the amount of \$ 0.00 that shall remain in force for two years after completion of the project.

Permission for the above work is granted subject to the conditions given above.

**THE CONTACT PERSON LISTED BELOW MUST BE NOTIFIED AT LEAST FORTY EIGHT (48) HOURS BEFORE DOING ANY WORK. A COPY OF THIS PERMIT SHALL BE PRESENT AT THE WORK SITE.**

APPLICANT: \_\_\_\_\_ TEL. NO. \_\_\_\_\_

ADDRESS: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

SIGNED BY: \_\_\_\_\_ TITLE: \_\_\_\_\_

---

DISTRICT 05 CONTACT PERSON: \_\_\_\_\_

TEL. NO. 603-666-3336 P.S. \_\_\_\_\_

WORK TO BEGIN: \_\_\_\_\_ WORK TO END: \_\_\_\_\_

APPROVED BY: \_\_\_\_\_ TITLE: \_\_\_\_\_  
For Director of Administration, N.H. Dept. of Transportation

PERMIT NO. \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_

COMMENTS: \_\_\_\_\_

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



↑  
Scale:  
1 inch = 100 feet

Merrimack Valley Reliability Project  
Figure \_\_\_  
345KV Aerial Crossing at NH Route 111 (Haverhill Rd)  
Windham, NH  
3/18/2015

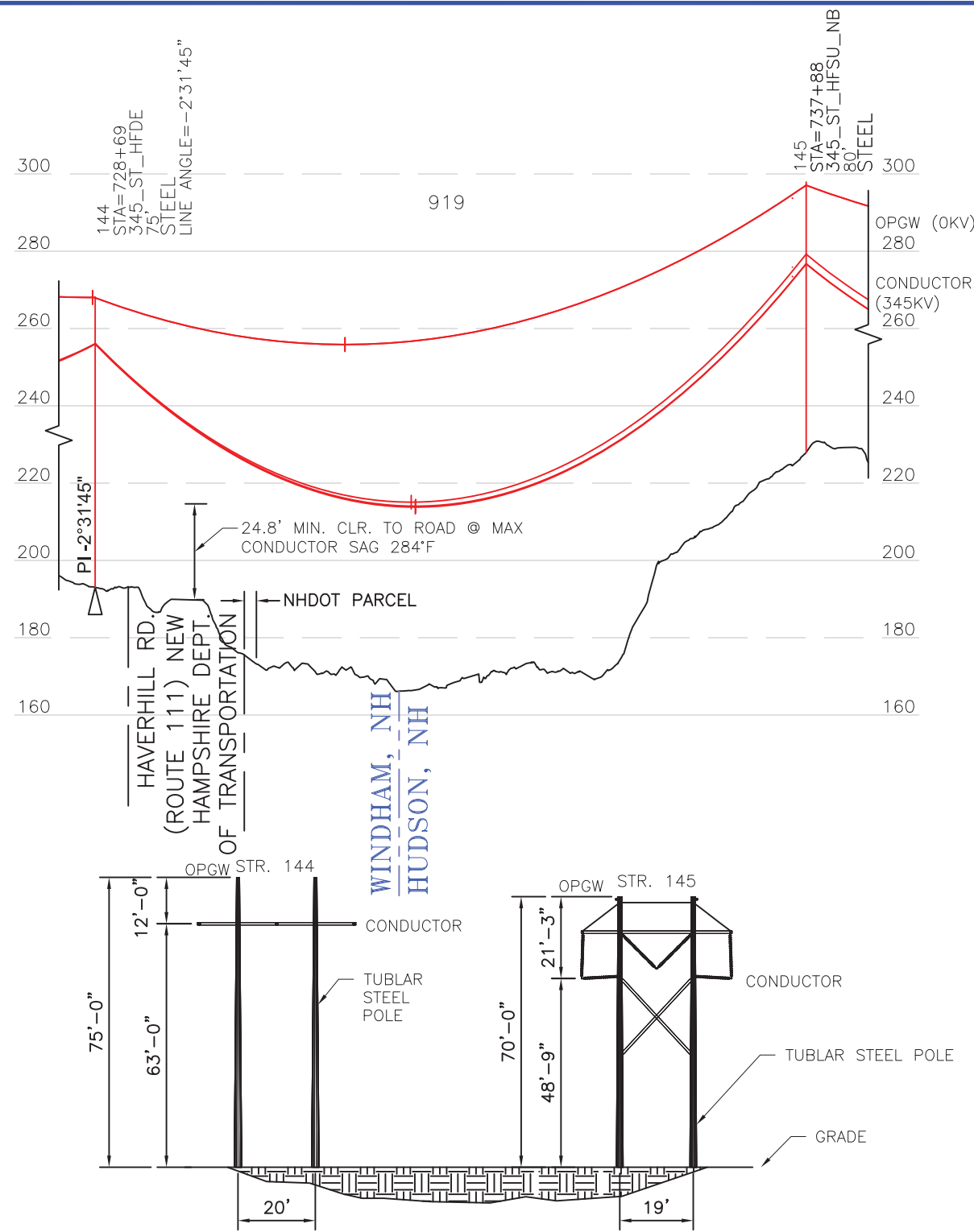
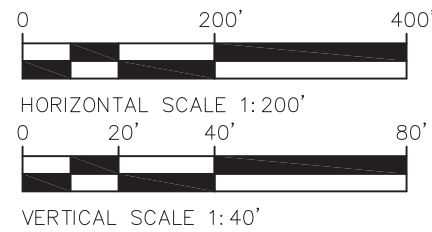
nationalgrid

EVERSOURCE  
ENERGY

CONFIDENTIALITY STATEMENT: THIS DOCUMENT CONTAINS CONFIDENTIAL AND PROPRIETARY INFORMATION OF NATIONAL GRID. IT IS TO BE USED BY AUTHORIZED CONTRACTORS FOR NATIONAL GRID SOLELY IN CONNECTION WITH THE SPECIFIC PROJECT FOR WHICH IT HAS BEEN TRANSMITTED. ANY OTHER USE, ITS TRANSMITTAL TO THIRD PARTIES, OR ITS REPRODUCTION WITHOUT PRIOR EXPRESS WRITTEN AUTHORIZATION OF NATIONAL GRID IS STRICTLY PROHIBITED.

400298-C-L-10

VER	DATE	VERSION DESCRIPTION	PREPARED	REVIEWED	APPROVED	VERSION
1	06/16/15	ISSUED FOR PERMITTING	DD	FTX	NPA	
2						
3						
4						

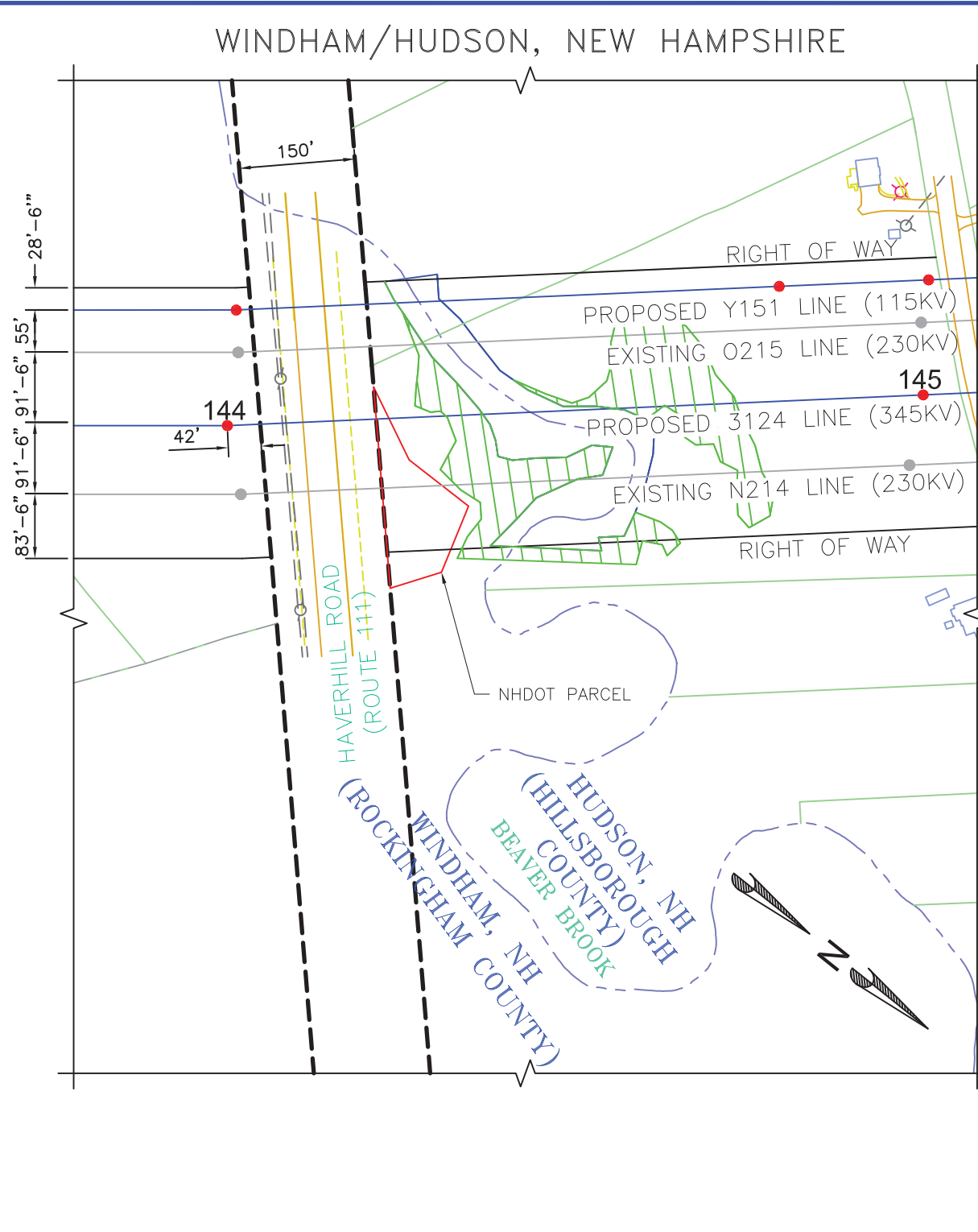


STRUCTURE LOCATION:		
STR. 144	LATITUDE	42°47'39.621"N
	LONGITUDE	71°21'46.737"W
STR. 145	LATITUDE	42°47'46.699"N
	LONGITUDE	71°21'54.444"W

**NOTES:**

- DESIGN CLEARANCE 345KV = 30FT
- OPGW AND SHIELD WIRE SHOWN AT NESC HEAVY, 4000 LBS, 60°F MAX SAG
- CONDUCTOR SHOWN AT NESC HEAVY, 10000 LBS 284°F MAX SAG

CABLE SCHEDULE:						
LINE	WIRE	# OF CABLES	TYPE	DIA. (IN.)	WEIGHT/1000 FT	CABLE STRENGTH (LBS.)
3124	NEW OPGW	1	TO BE DETERMINED	-	-	-
	NEW SHIELD WIRE	1	3/8"-7 STRAND EHS	0.360	273	15,400
	NEW CONDUCTOR	6	FALCON 1590 KCMIL 54/19 ACSR	1.545	2044	54,500



INCHES ON ORIGINAL

400298-C-L-10

**MERRIMACK VALLEY RELIABILITY PROJECT**  
**LINE 3124 345KV TRANSMISSION**  
**NH DOT CROSSING PERMIT DRAWING**  
**ROUTE 111 CROSSING**

PREPARED BY	DD	06/16/15
REVIEWED BY	FTX	06/16/15
APPROVED BY	NPA	06/16/15
SCALE		-
SHEET	1	OF 1
INDEX		400298

**nationalgrid**

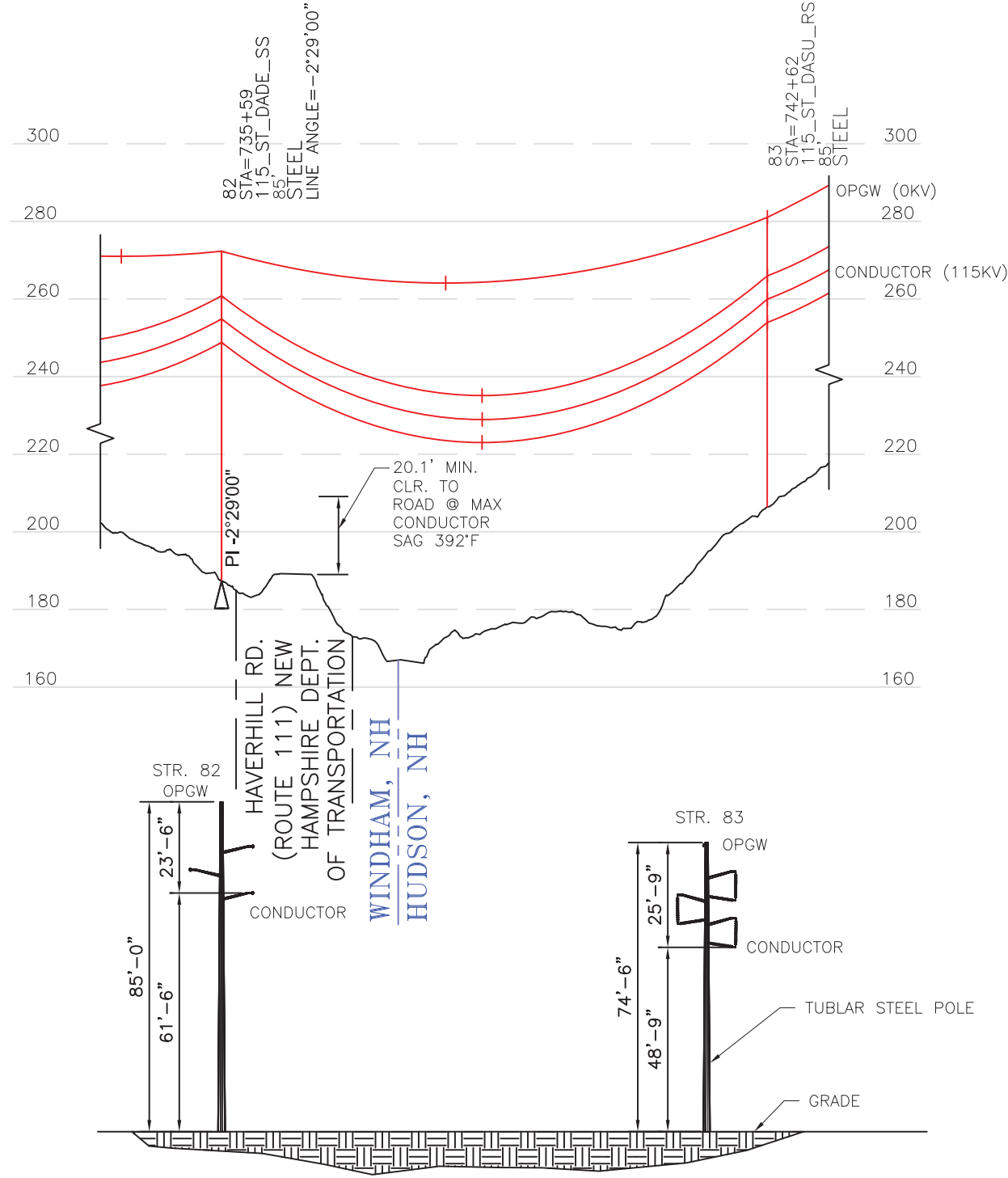
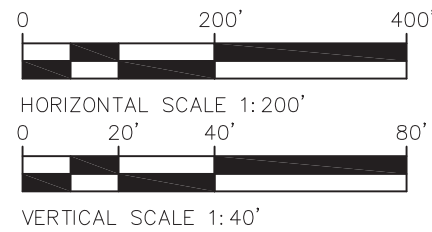
CONFIDENTIALITY STATEMENT: THIS DOCUMENT CONTAINS CONFIDENTIAL AND PROPRIETARY INFORMATION OF NATIONAL GRID. IT IS TO BE USED BY AUTHORIZED CONTRACTORS FOR NATIONAL GRID SOLELY IN CONNECTION WITH THE SPECIFIC PROJECT FOR WHICH IT HAS BEEN TRANSMITTED. ANY OTHER USE, ITS TRANSMITTAL TO THIRD PARTIES, OR ITS REPRODUCTION WITHOUT PRIOR EXPRESS WRITTEN AUTHORIZATION OF NATIONAL GRID IS STRICTLY PROHIBITED.

400298-C-L-06

VER	DATE	DESCRIPTION	ISSUED FOR PERMITTING	VERSION
1	06/16/15			
2				
3				
4				

PREPARED	REVIEWED	APPROVED	VERSION
DD	FTX	NPA	1



STRUCTURE LOCATION:

STR. 82	LATITUDE	42°47'38.841"N
	LONGITUDE	71°21'48.446"W
STR. 83	LATITUDE	42°47'44.260"N
	LONGITUDE	71°21'54.338"W

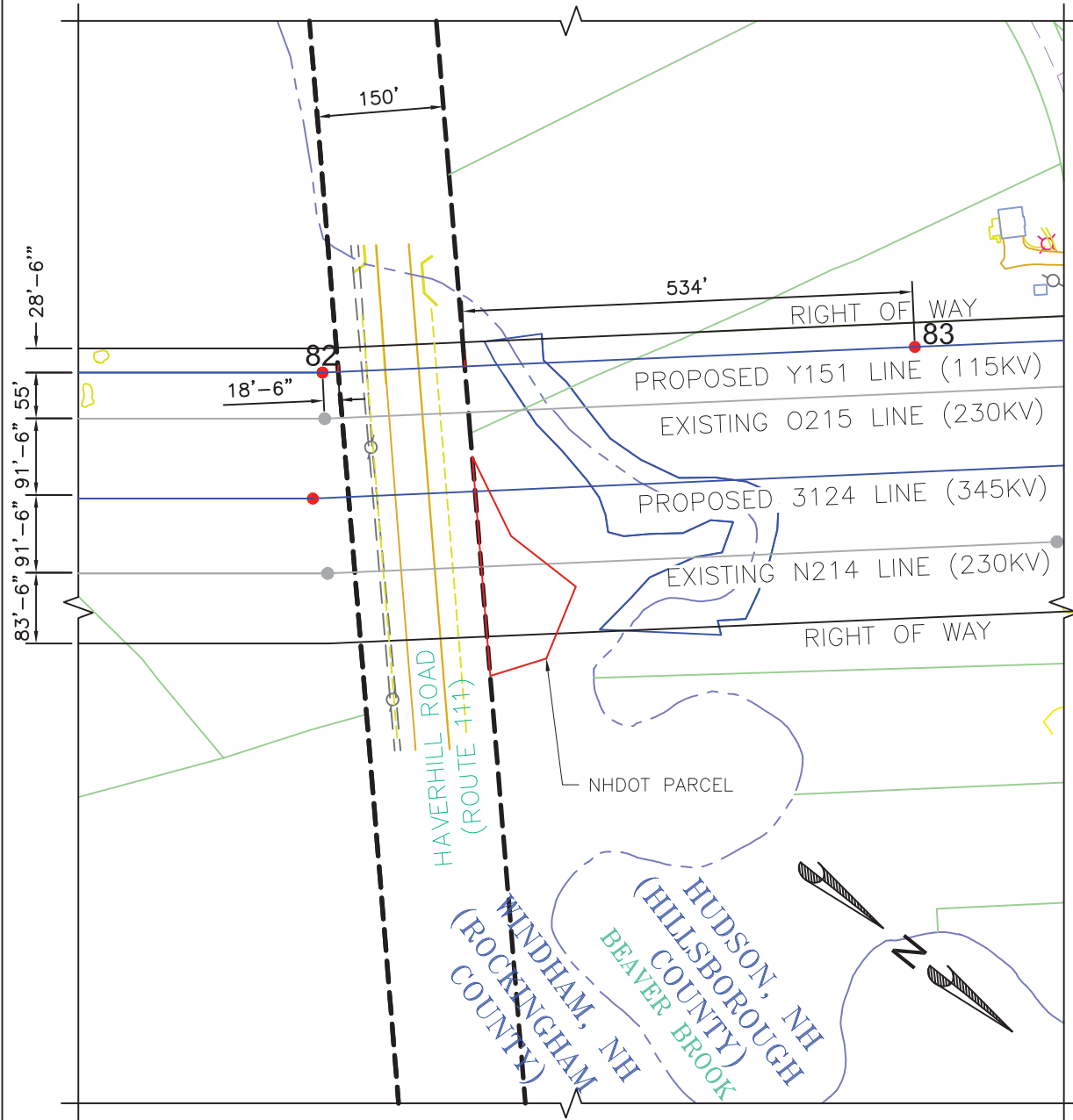
NOTES:

- DESIGN CLEARANCE 115KV = 25FT
- OPGW SHOWN AT NESC HEAVY 4000 LBS, 60°F MAX SAG
- CONDUCTOR SHOWN AT NESC HEAVY 8000 LBS, 392°F MAX SAG

CABLE SCHEDULE:

LINE	WIRE	# OF CABLES	TYPE	DIA. (IN.)	WEIGHT/1000 FT	CABLE STRENGTH (LBS.)
Y151	NEW OPGW	1	TO BE DETERMINED	-	-	-
	NEW CONDUCTOR	3	DRAKE 795 KCMIL 26/7 ACSS HS285	1.108	1093	32,600

WINDHAM/HUDSON, NEW HAMPSHIRE



INCHES ON ORIGINAL

400298-C-L-06

MERRIMACK VALLEY RELIABILITY PROJECT

LINE Y151 115KV TRANSMISSION  
NH DOT CROSSING PERMIT DRAWING  
ROUTE 111 CROSSING

PREPARED BY	DD	06/16/15
REVIEWED BY	FTX	06/16/15
APPROVED BY	NPA	06/16/15
SCALE		-
SHEET	1	OF 1
INDEX		400298

nationalgrid



NH Route 111 Aerial Utility Permit Attachment  
Haverhill Rd, Windham, NH  
Description of Proposed Work

PROJECT DESCRIPTION

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 NH Route 111 (Haverhill Road) between the Hudson Town Line and Mammoth Road. The crossing consists of the relocation of the existing Y-151 line to the west side of the easement and the installation of the new 345kV line in the location of the existing Y-151 line. The new lines are expected to exceed the minimum vertical ground clearances for the roadway.

CONSTRUCTION PLAN

At the beginning of the work, National Grid's Contractor will hold a pre-construction meeting to discuss all proposed aerial crossings for the project. This meeting will include discussions of the specific sequence of construction, traffic control operations, an approximate schedule for the work, and contact names for the Contractor. Prior to beginning the aerial crossing, National Grid will construct new permanent support towers to the north and south of NH Route 111 to support the new and relocated cables. On the morning of the proposed work, the Contractor will meet the State Police detail at the work area to describe the operations. One State Police cruiser will escort the Contractor to set-up the approved traffic control devices along NH Route 111 east and west of the work area. Meanwhile, the Contractor will set up one mobile support tower off the pavement along the north side of the roadway.

The actual wire pulls consist of a two-step process. First, several pull ropes will be carried across NH Route 111 and over the mobile support tower using the State Police 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 mobile support tower and remove the traffic control equipment.

CONSTRUCTION SCHEDULE

The work is expected to last two days during daylight hours on weekdays; one day to relocate the existing lines and one day to install the new 345kV lines. The traffic controls would be set-up after 8:00 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.

## TRAFFIC MANAGEMENT PLAN

Traffic control for this work will be in accordance NHDOT Warning Sign Package and Daytime Traffic Controlling details (see attached) dated February 1996. It is expected that the preparation work for the aerial crossings will require work beyond the shoulder of the roadway.

All signs placed along the roadway will be 48"x48", with black legend on orange backgrounds. 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 the edges of pavement to indicate the work area. The State Police cruiser will be set-up off the pavement in the area of the cones for presence and to act as a flagger to stop traffic during the rope/wire pulls. When the Contractor is ready to pull across the roadway, the uniformed officer will stop traffic for both directions along NH Route 111 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.

# WARNING SIGN PACKAGE

Ⓣ



W20-7b

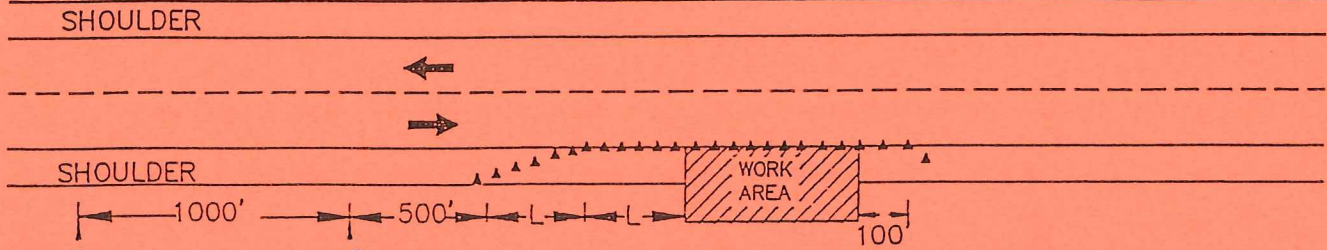
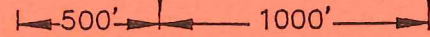
SHOULDER WORK



W20-1



W20-1



W20-1



W20-1

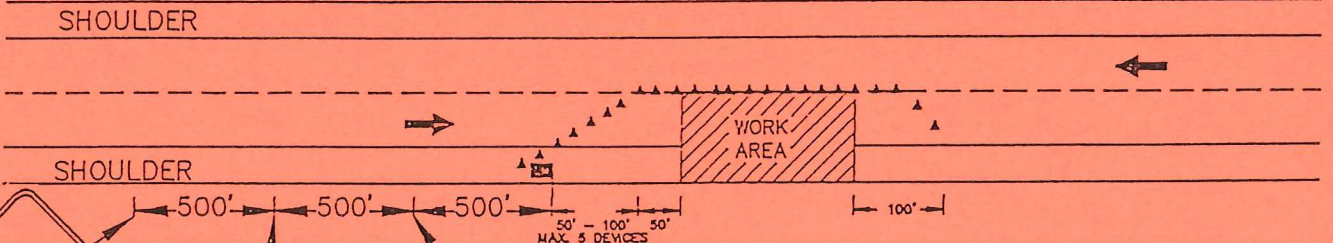
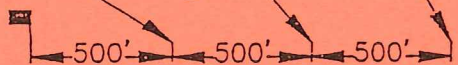


W20-7

W20-4 Ⓣ

W20-1

TWO-WAY TRAFFIC LANE CLOSURE



W20-1



W20-4 Ⓣ



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.

Ⓣ 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

$L = WS / 60$  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.\*

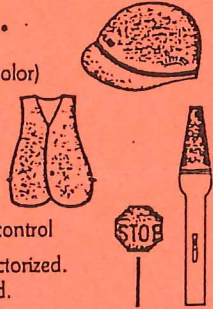
Hard hat (orange or other bright color)

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

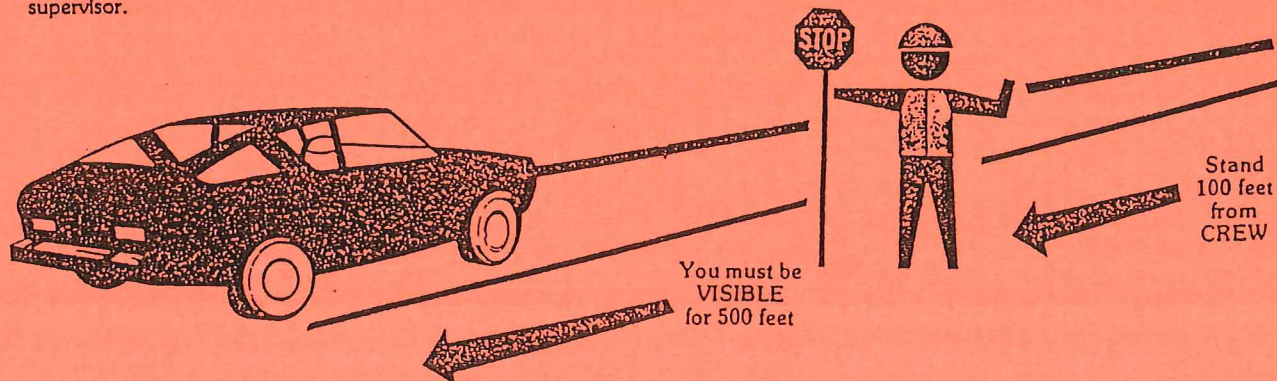
## STATION OR POSITION

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.

## Suennen, Mark

---

**From:** Lennart Suther <LSuther@dot.state.nh.us>  
**Sent:** Friday, July 10, 2015 9:09 AM  
**To:** James Lillis; Suennen, Mark  
**Cc:** Matthew Powers; Melodie Esterberg  
**Subject:** FW: Update on the MVRP Route 111 crossing  
**Attachments:** FMF-T 588 B&M RR Easement (Route 111).pdf; Construction of NH Route 111; FW: Windham

Jim & Mark –

Design Services agrees that if NHDOT concurs that National Grid does have prior rights at this crossing a Use & Occupancy Agreement will not be necessary. This is consistent with the treatment of other aerial crossings of CAROW and LAROW within easements granting the utility prior rights. In addition to the B&M Railroad Easement document, correspondence between NHDOT Records including the NH 111 construction plans is attached.

Lennart Suther, P.E., Utilities Engineer  
New Hampshire Depart. Of Transportation  
John O. Morton Bldg., Room 200  
7 Hazen Drive, PO Box 483  
Concord, NH 03302-0483  
Phone: 603-271-1593  
Fax: 603-271-7025  
Lsuther@dot.state.nh.us

---

**From:** Suennen, Mark [mailto:MSuennen@VHB.com]  
**Sent:** Thursday, July 09, 2015 3:01 PM  
**To:** James Lillis  
**Cc:** Lennart Suther  
**Subject:** Update on the MVRP Route 111 crossing

Jim,

After we talked this morning, I called Lennart who directed me to NHDOT Records. As indicated in the previous email back to Craig Drouin, NHDOT has confirmed that NH Route 111 in this area was constructed in 1963 on an old railroad corridor. National Grid found in their records (see attached easement document and the statement below) that they obtained their easement from B&M railroad in 1936, many years prior to the construction of NH Route 111.

If NHDOT concurs that National Grid does have prior rights at this crossing, am I correct to say that no U&O Agreement is required, that instead we should apply for an Aerial Utility Permit to allow the National Grid contractor to work within the ROW, similar to what we are doing for the I-93 crossing?

[copy of text from email from National Grid Legal Department]

So, this is pretty fascinating. As currently situated, Route 111 is a fairly new highway. It actually sits on top of an old RR ROW. The RR was there first and we got an easement from the RR for our crossing. (Initially, it was a license granted in 1929, then we got a permanent easement from the RR in 1936). The state must have purchased the RR from the town, and relocated the highway there in 1960, but that would not have wiped out our easement in that location. In other words, this isn't a mere grant of location, we actually have underlying property rights.

To put it more simply, the grants of easements establishing this ROW (and the lines themselves were installed on the ROW) thirty years before the highway was there.

Legal Department  
National Grid  
(781) 907-2118

Thanks,  
Mark

**Mark D. Suennen, PE\*, PTOE**  
Project Manager  
\*Licensed in NH, ME, MD



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1-11-1-1-200-6

Boston and Maine Railroad

to

Connecticut River Power Company

*Handwritten:* 288  
Jan 15-0

- INDEMNITY -

ROCKINGHAM RECORDS

Received *William P. 2001/036*

Record *100-910* Page *65*

Examined

*Signature: J. W. ...*

*Register*

RETURN TO

A. V. COLMAN

New England Power Engineering & Service Corporation

89 BROAD STREET

BOSTON, MASSACHUSETTS

BOSTON & MAINE R. R.  
LAW DEPARTMENT

THIS INDENTURE made this *first* day of *May* in the year one thousand nine hundred and thirty-six, by and between the Boston and Maine Railroad, a corporation duly established under the laws of the State of New Hampshire, and Connecticut River Power Company, a corporation duly established under the laws of the State of New Hampshire:

WITNESSETH: that in consideration of one dollar and other valuable considerations paid by the said Connecticut River Power Company, the receipt whereof is hereby acknowledged, the said Boston and Maine Railroad does hereby give, bargain, sell and convey unto the said Connecticut River Power Company, its successors and assigns, forever, the right and easement to maintain, operate, reconstruct, repair and patrol for the transmission of high and low voltage electric current, and for telephone use, lines of towers or poles, or both, with wires and cables strung upon and from the same, and all necessary foundations, anchors, guys, braces, fittings, equipment and appurtenances as now constructed over, across and upon a strip of land three hundred fifty (350) feet in width situated in Windham in the County of Rockingham and State of New Hampshire, the center line of said strip to intersect the center line of the location of the Nashua and Rochester Branch of the Boston and Maine Railroad at or near Valuation Station 2699 + 55 on said Railroad center line, and being shown on a plan marked "Transmission Line Easement Windham, N. H. Boston and Maine Railroad To Connecticut River Power Company. W. F. Cummings Asst. Chief Engr. Nov. 1935." to be recorded herewith, a copy of which is hereto attached, to which reference is hereby made for a further description of the easement hereby conveyed.



Also the right and easement from time to time, without further payment therefor, to cut, trim and remove such trees, underbrush and structures which in the opinion of the grantee, its successors or assigns, may interfere with or endanger said transmission lines and to renew and replace said lines and each and every part thereof.

It is understood and agreed that no structures are to be erected within the limits of said Railroad location.

It is agreed that the transmission lines which may be erected by the grantee, its successors or assigns, in accordance with the foregoing grant shall remain the property of the grantee, its successors and assigns, who shall pay all taxes assessed thereon.

Said Boston and Maine Railroad hereby reserves for itself, its successors and assigns, the right to use that portion of its property over which said easement is granted for all purposes not inconsistent with the rights herein granted.

TO HAVE AND TO HOLD the above granted easement, with all the privileges and appurtenances thereto belonging, to the said Connecticut River Power Company, its successors and assigns, to their own use and behoof forever, subject, however, to the reservations, covenants and agreements hereinafter contained.

In part consideration for the foregoing grant, the said Connecticut River Power Company hereby covenants and agrees, for itself, its successors and assigns, (1) to so place, maintain and use said cables and wires and the poles, towers and fixtures supporting the same, that the same shall not in any way interfere with the use and operation of the Railroad of the grantor; (2) to relocate said poles, towers, wires, cables and other appurtenances within said strip of land three hundred fifty (350) feet wide at any time and from time to time at the sole expense of the grantee, its successors or assigns, whenever

3. such relocation is necessary for the proper operation of said Railroad, such relocation to be made within sixty (60) days after the receipt of written notice so to do from the grantor, its successors or assigns; (3) before making any changes in the present construction of said towers and poles or of wires and cables and other appurtenances over the premises of the Railroad, to submit to the Chief Engineering officer of the Railroad, for approval, complete drawings giving full information concerning the proposed changes; to do no work or order material until the plans have been approved by said Engineer; to do all work subject to his inspection and approval and to remove and replace with suitable material all defective material; the decisions of such Engineer as to quantity and quality of such work to be final and conclusive; (4) to give notice in writing to the Chief Engineering officer of the Railroad, except in cases of emergency, before doing any work connected with the reconstruction, erection, repair, renewal or removal of any cables, wires and other appurtenances over the premises of the Railroad, and to do all such work under the supervision of and in a manner satisfactory to said Engineer; (5) to reimburse the Railroad for the cost of the necessary inspection of work done over or upon the premises of the Railroad and for the protection of its property during the period of any repairs, renewals, maintenance, relocation, removal or reconstruction by the grantee, its successors or assigns, over or upon the premises of the Railroad; said payment to be made promptly upon receipt of bills therefor; and (6) to indemnify and save harmless the Railroad, its successors or assigns, and its officers, agents and servants, from and against any and all loss, cost, damages or expense, and against any and all claims or suits for property damage, personal injury or death caused by the existence, construction, maintenance, repair, renewal, change, relocation, removal or use of said wires, cables, poles, supporting

4. towers or other appurtenances when not caused solely by the negligence of the Railroad, its agents or servants, except that if such loss, injury or damage shall be caused by the joint or concurring negligence of both parties hereto, it shall be borne by them equally.

IN WITNESS WHEREOF, on the day and year first above mentioned, the said Boston and Maine Railroad and the said Connecticut River Power Company have each caused their respective corporate seals to be hereto affixed and these presents to be signed in their respective names and behalf, each by its proper officer thereunto duly authorized.

Signed and sealed  
in presence of

*Edward Woodrard*  
Notary

BOSTON AND MAINE RAILROAD,  
By

*Arthur B. Nichols*  
Vice President.

*W. Roman*  
*Pro*

APPROVED AS TO  
FORM *EM*  
TERMS *CB*  
EXECUTION *EM*

CONNECTICUT RIVER POWER COMPANY,  
By

*Clifford R. Oliver*  
Vice Pres.

COMMONWEALTH OF MASSACHUSETTS.

Suffolk, ss.

Boston, *May 1,* 1936.

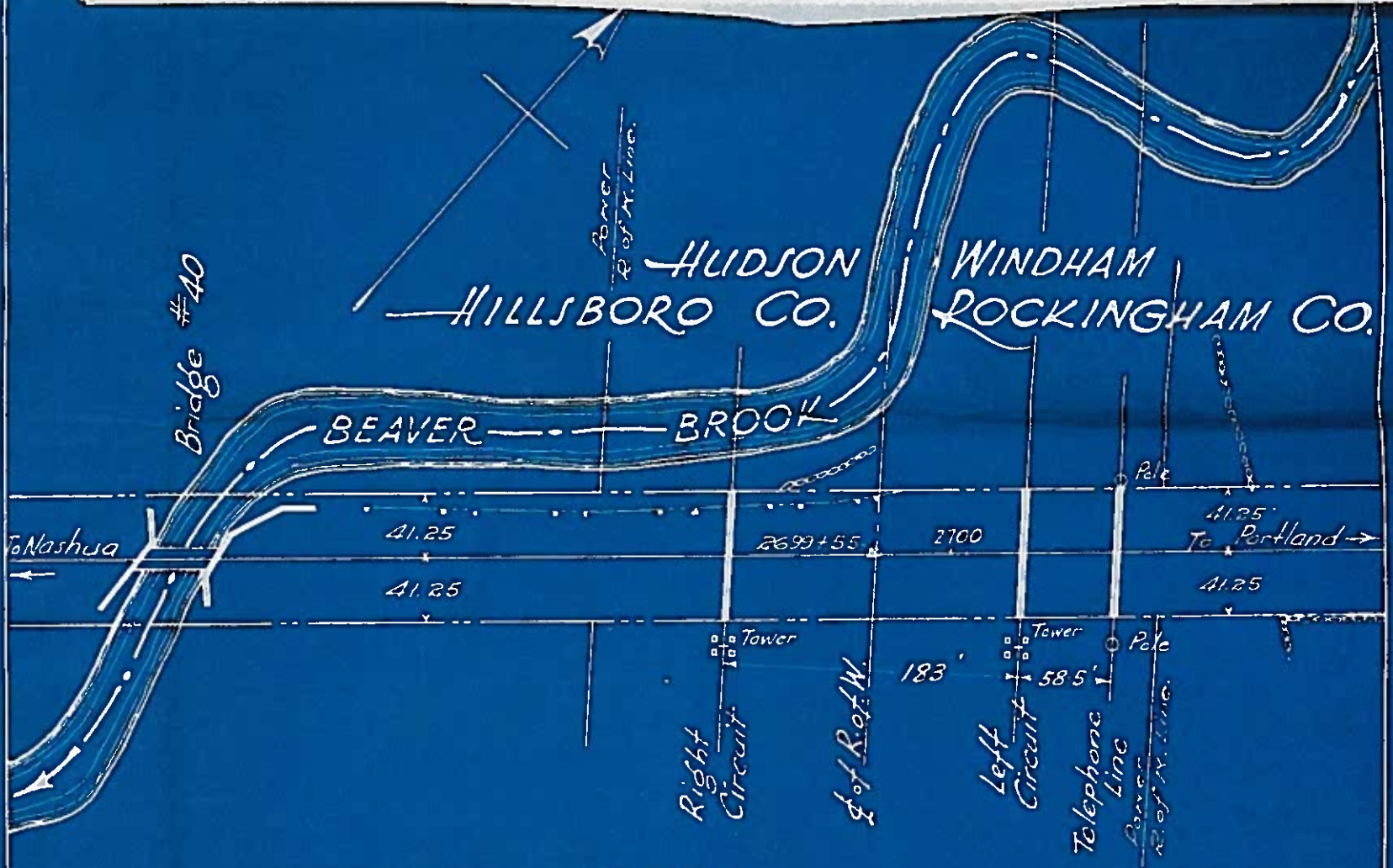
Then personally appeared the above named Arthur B. Nichols, a Vice President of the said Boston and Maine Railroad, and acknowledged the foregoing instrument to be the free act and deed of the said Boston and Maine Railroad,

before me

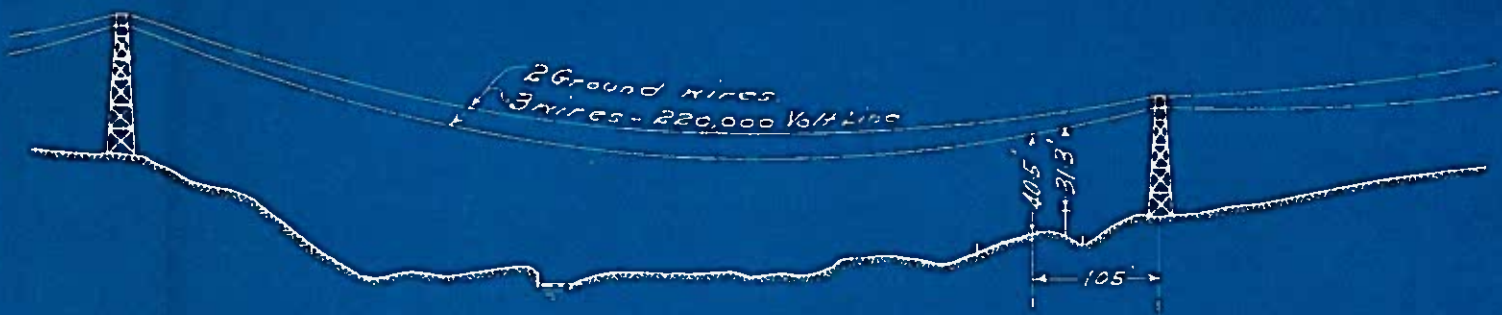
*Edward O. Woodrard*  
Notary Public.

My commission expires *July 20, 1939*

RG-52-10.



PLAN  
Scale 1" = 100ft.



PROFILE OF LEFT CIRCUIT  
Scales: Hor. 1" = 160 ft.  
Ver. 1" = 80 ft.



PROFILE OF RIGHT CIRCUIT  
Scales: Hor. 1" = 160 ft.  
Ver. 1" = 80 ft.

Transmission Line Easement  
WINDHAM, N.H.  
BOSTON AND MAINE RAILROAD-TO  
Connecticut River Power Company.  
W. J. Cummings Asst. Chief Engr.  
Scales as noted Nov. 1935.

RG-52-10.

## Suennen, Mark

---

**From:** Suennen, Mark <MSuennen@VHB.com>  
**Sent:** Thursday, July 09, 2015 2:16 PM  
**To:** Craig Drouin  
**Cc:** James Lillis; Lennart Suther  
**Subject:** Construction of NH Route 111

Craig,

I got your voicemail message. Thank you for getting back to me on the NH Route 111 record plans. From your voicemail, it sounds like the oldest records you have for the construction of Route 111 in the area of the Windham/Hudson town line was 1963. You offered to email me a copy of that plan – I'd appreciate that. I will share that with National Grid, who have confirmed that their easement from the old railroad lines was from 1936.

Thanks again for researching the Route 111 plans.

### **Mark D. Suennen, PE\*, PTOE**

Project Manager

\*Licensed in NH, ME, MD



2 Bedford Farms Drive  
Suite 200  
Bedford, NH 03110-6532  
**P** 603.391.3980 | **M** 603.361.0133 | **F** 603.518.7495  
msuennen@vhb.com

**Engineers | Scientists | Planners | Designers**  
**[www.vhb.com](http://www.vhb.com)**

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Vanasse Hangen Brustlin, Inc. | [info@vhb.com](mailto:info@vhb.com)

### INDEX OF SHEETS

SHEET NO.	TITLE PAGE	SHEET NO.	STANDARD SHEET NO.	REVISED	DATE
1	TYPICAL SECTION OF IMPROVEMENT	104	1	REVISED	JUNE 12, 1951
2	SUMMARY	105	2	REVISED	DEC. 22, 1954
3-5	BRIDGE PLANS	106	3	DRAWN	JULY 15, 1959
6-10	STRUCTURAL PLATE PIPE	107	4	REVISED	JUNE 24, 1955
11	12-22 PLAN SHEETS	108	5	"	OCT. 28, 1959
23-102	CROSS SECTIONS	109	6	"	JUNE 15, 1959
		110	9	DRAWN	DEC. 17, 1957
		111	10	"	DEC. 22, 1958
		112	CS-1	REVISED	NOV. 1, 1960
		113-115	CS-2	"	SEPT. 16, 1960
			CS-3	DRAWN	MAY 25, 1960

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

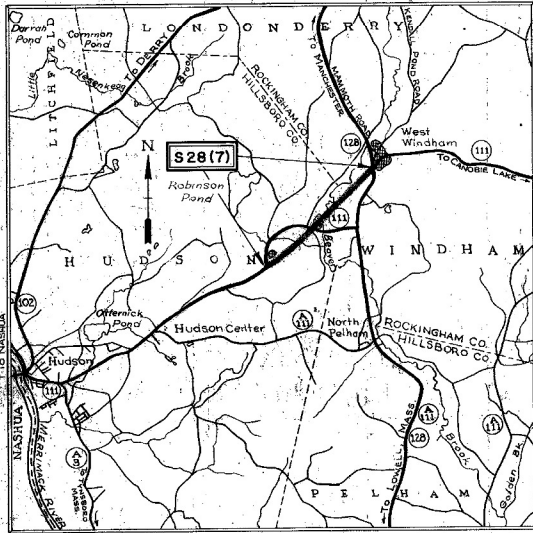
## PLANS OF PROPOSED FEDERAL AID SECONDARY PROJECT NO. S28(7)

N. H. PROJECT NO. S-3791-A  
HUDSON-WINDHAM ROAD

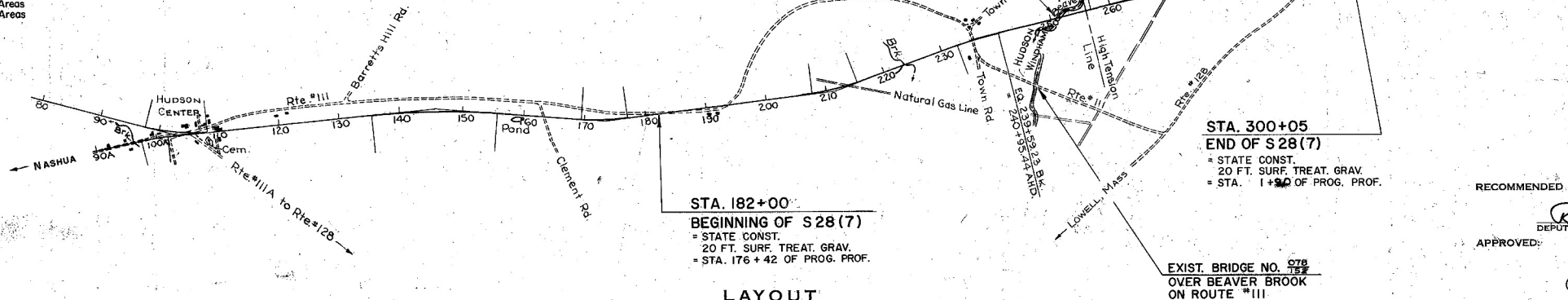
PLAN 1" = 50'-0"  
SCALES: PROFILE VERT. 1" = 10'-0" HOR. 1" = 50'-0"  
CROSS SECTION VERT. 1" = 5'-0" HOR. 1" = 5'-0"

THIS PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH STANDARD SPECIFICATIONS DATED JULY 1, 1954 AND STANDARD SHEETS LISTED IN THE INDEX ON FILE WITH THE BUREAU OF PUBLIC ROADS AND SPECIAL PROVISIONS ATTACHED TO PROPOSAL, ALSO SUPPLEMENT TO STANDARD SPECIFICATIONS DATED AUG. 1, 1958.

DESIGN DATA	
AVERAGE DAILY TRAFFIC	1960 1130
AVERAGE DAILY TRAFFIC	1950 1800
TRAFFIC CLASSIFICATION	M
DESIGN SPEED	60 M.P.H.
MAXIMUM CURVATURE	2.00 DEGREES
MAXIMUM GRADIENT	2.09%
K <sub>v</sub> FACTORS	CREST = 314 SAG = 188
LENGTH OF PROJECT	2.210 MILES



LOCATION MAP



STA. 182+00  
BEGINNING OF S28(7)  
= STATE CONST.  
20 FT. SURF. TREAT. GRAV.  
= STA. 176+42 OF PROG. PROF.

LAYOUT  
SCALE 1" = 1000 FEET  
AS BUILT PLANS

TOWNS OF HUDSON AND WINDHAM  
COUNTIES OF HILLSBORO AND ROCKINGHAM

RECOMMENDED FOR APPROVAL: DATE 11/17/60

*Robert H. Pincus*  
DEPUTY COMMISSIONER AND CHIEF ENGINEER

APPROVED: *John O. Morton*  
COMMISSIONER

SECONDARY ROADS ENGINEER

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED: _____	
DIVISION ENGINEER	DATE

DRAWN BY S. WYMAN DATE 8-17-59  
CHECKED BY D. B. BERTOLINI DATE 1-19-60  
REVIEWED BY G. B. TAYLOR DATE 11-5-60 CHECKED BY MOON H. CO.

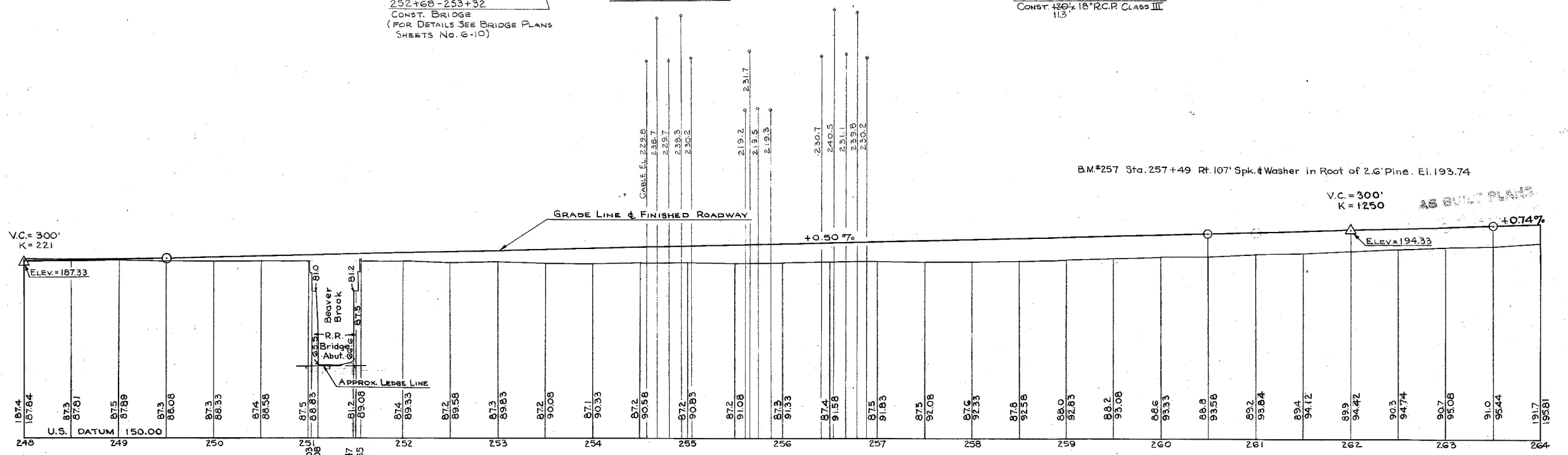
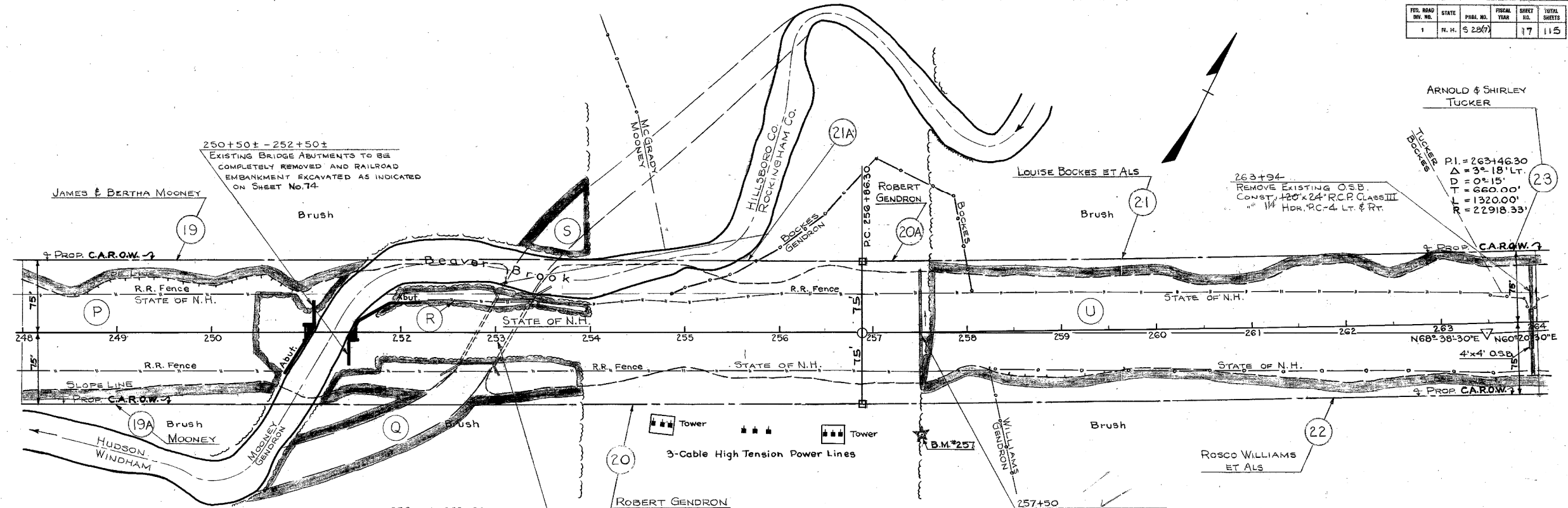
### CONVENTIONAL SIGNS

STATE LINE	—+—+—+—	ROW LINE	—+—+—+—
TOWN LINE	—+—+—+—	SURVEY LINE	—+—+—+—
FENCE	—+—+—+—	CULVERTS	—+—+—+—
STONE WALL	—+—+—+—	POWER POLES	—+—+—+—
UNFENCED PROPERTY	—+—+—+—	TELEPHONE POLES	—+—+—+—
TRAVELED WAY	—+—+—+—	GROUND ELEVATION	—+—+—+—
RAILROADS	—+—+—+—	GRADE ELEVATION	—+—+—+—
RETAINING WALL	—+—+—+—	SLOPE LINE	—+—+—+—
SEWER MANHOLE	—+—+—+—	CATCH BASIN	—+—+—+—
HYDRANT	—+—+—+—	DROP INLET	—+—+—+—
LEDGE	—+—+—+—	BRUSH LINE	—+—+—+—
JOINT POWER & TELEPHONE POLES	—+—+—+—	SWAMP	—+—+—+—
PROPERTY PARCEL NO.	—+—+—+—		

BOOK NO. 1  
PAGE NO. 1  
BOOK NO. 1  
PAGE NO. 1  
BOOK NO. 1  
PAGE NO. 1  
BOOK NO. 1  
PAGE NO. 1

REVISIONS AFTER PROPOSAL  
DATE STA. TO STA.  
12-7-72 P.O.W. CHECKED BY TIM YANNEKIS, BRUNER  
6-24-82 ROUNDS P. CHECKED BY

PLAN TRACED BY S.C. WYMAN DATE 3-31-59  
CHECKED BY C. BERKOWITZ  
PROFILE TRACED BY S.C. WYMAN DATE 3-30-59  
CHECKED BY C. BERKOWITZ  
INKED BY E. J. DARRETT  
CHECKED BY





# Aerial Utility Permit Application

## I-93 – Londonderry, NH

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**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**  
**UTILITY PERMIT**

Eversource Energy (dba PSNH)

Town/City: Londonderry, NH

PO Box 330

Date: March 16, 2015

Manchester, NH 03105-0330

This Permit allows Eversource (dba PSNH) to install aerial utility crossing in the Town of Londonderry as shown on plans prepared by National Grid/PSHN dated \_\_\_\_\_, on file at the District 5 office. The cables will be attached to new/existing poles at a minimum height of 18 feet above the pavement and will meet all national safety codes.

Minimum requirements for traffic warning and control devices under this Permit shall conform to the Manual on Traffic Control Devices for Streets and Highways, Part VI, of the U.S. Department of Transportation, Federal Highway Administration. The signing, cones, and police cruisers shall be placed as shown on the attached sketch. Signs shall be 48" x 48" construction orange with black lettering to conform to the Manual. Supports shall be NCHRP Part 350 compliant and shall be placed and ballasted to conform to the Manual. Attached is a Warning Sign Typical.

The police shall be state uniformed officers. The blue lights of the 6 cruisers shall be operating while the cable is strung and the officer(s) are stopping traffic.

No work shall be done on the holidays or during the hours of darkness or during inclement weather.

I/We agree to save harmless the State of New Hampshire from any and all claims arising from the installation, maintenance and operation of the said item(s) and appurtenances as described in this Permit

I/We agree to assume such additional cost as the State may incur due to maintenance, operation, renewal, extension, inspection, or of my/our failure to perform this work in the manner prescribed above. It is understood and agreed that this Permit is for the right of installation, occupancy, and operation of the said item(s) or appurtenances and is by sufferance only, with the State reserving the right to require, in the event of future alterations of the highway right-of-way, certain alterations, relocations, or complete

removal of said item(s) promptly and at no expense to the State. I/We are familiar with the penalty imposed by R.S.A. 236:14.

Prior to issuing the Permit, the applicant shall furnish an approved SURETY BOND in the amount of \$ 0.00 that shall remain in force for two years after completion of the project.

Permission for the above work is granted subject to the conditions given above.

**THE CONTACT PERSON LISTED BELOW MUST BE NOTIFIED AT LEAST FORTY EIGHT (48) HOURS BEFORE DOING ANY WORK. A COPY OF THIS PERMIT SHALL BE PRESENT AT THE WORK SITE.**

APPLICANT: \_\_\_\_\_ TEL. NO. \_\_\_\_\_

ADDRESS: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

SIGNED BY: \_\_\_\_\_ TITLE: \_\_\_\_\_

---

DISTRICT 05 CONTACT PERSON: \_\_\_\_\_

TEL. NO. 603-666-3336 P.S. \_\_\_\_\_

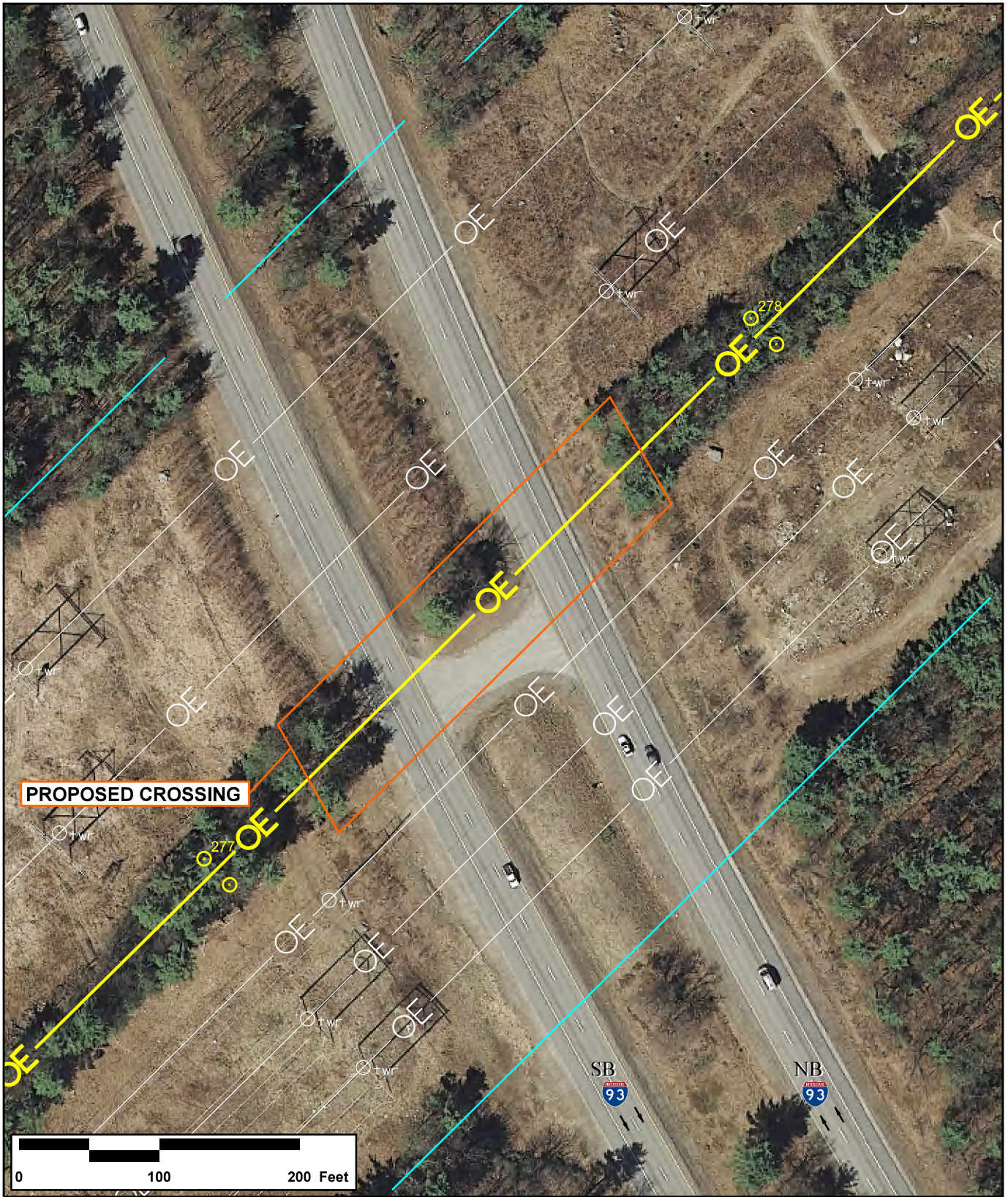
WORK TO BEGIN: \_\_\_\_\_ WORK TO END: \_\_\_\_\_

APPROVED BY: \_\_\_\_\_ TITLE: \_\_\_\_\_  
For Director of Administration, N.H. Dept. of Transportation

PERMIT NO. \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_

COMMENTS: \_\_\_\_\_

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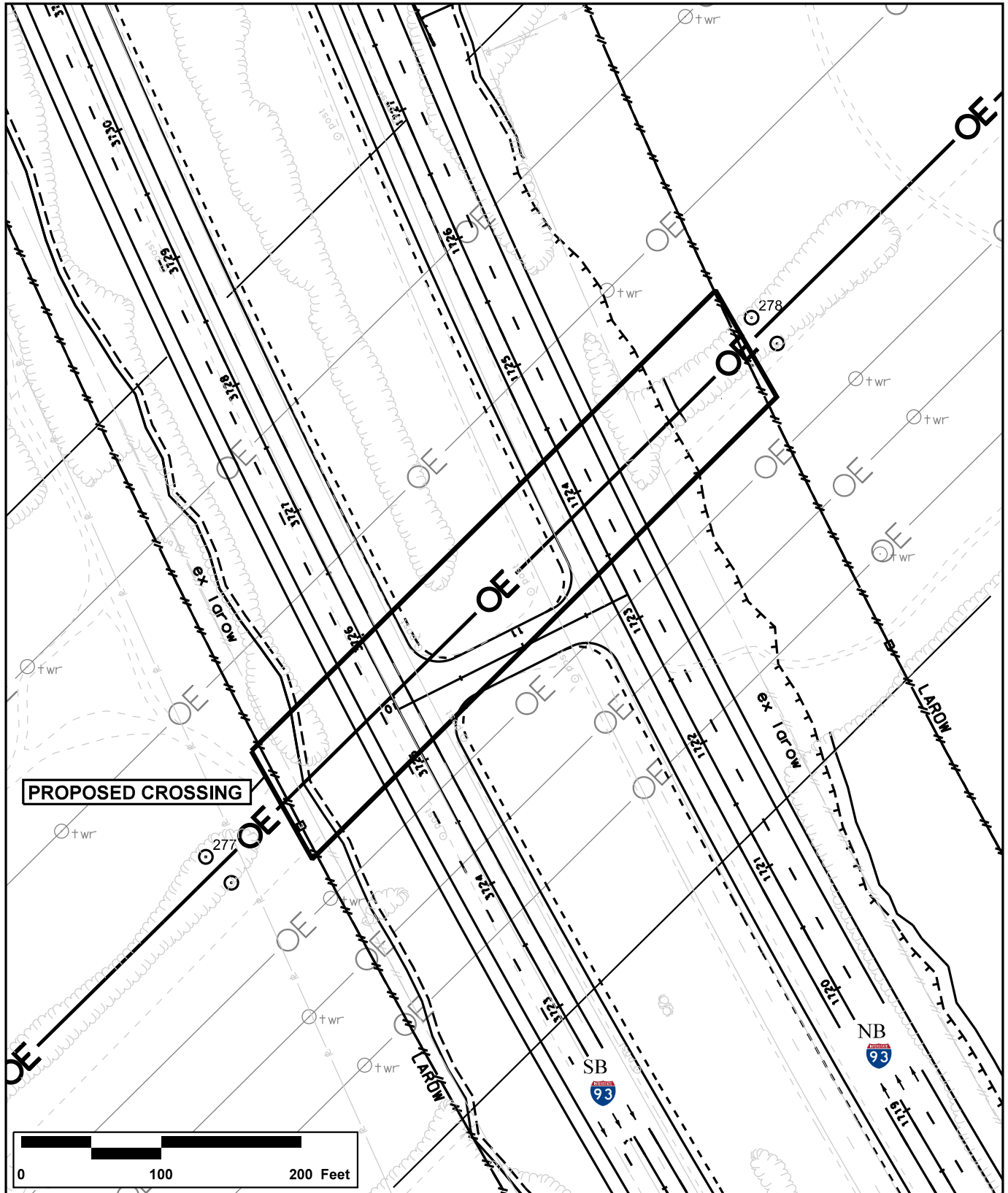


↑  
Scale:  
1 inch = 100 feet

**Merrimack Valley Reliability Project**  
**Figure \_\_**  
**345KV Aerial Crossing at I-93 (MM 13.4)**  
**Londonderry, NH**  
**5/20/2015**

**nationalgrid**

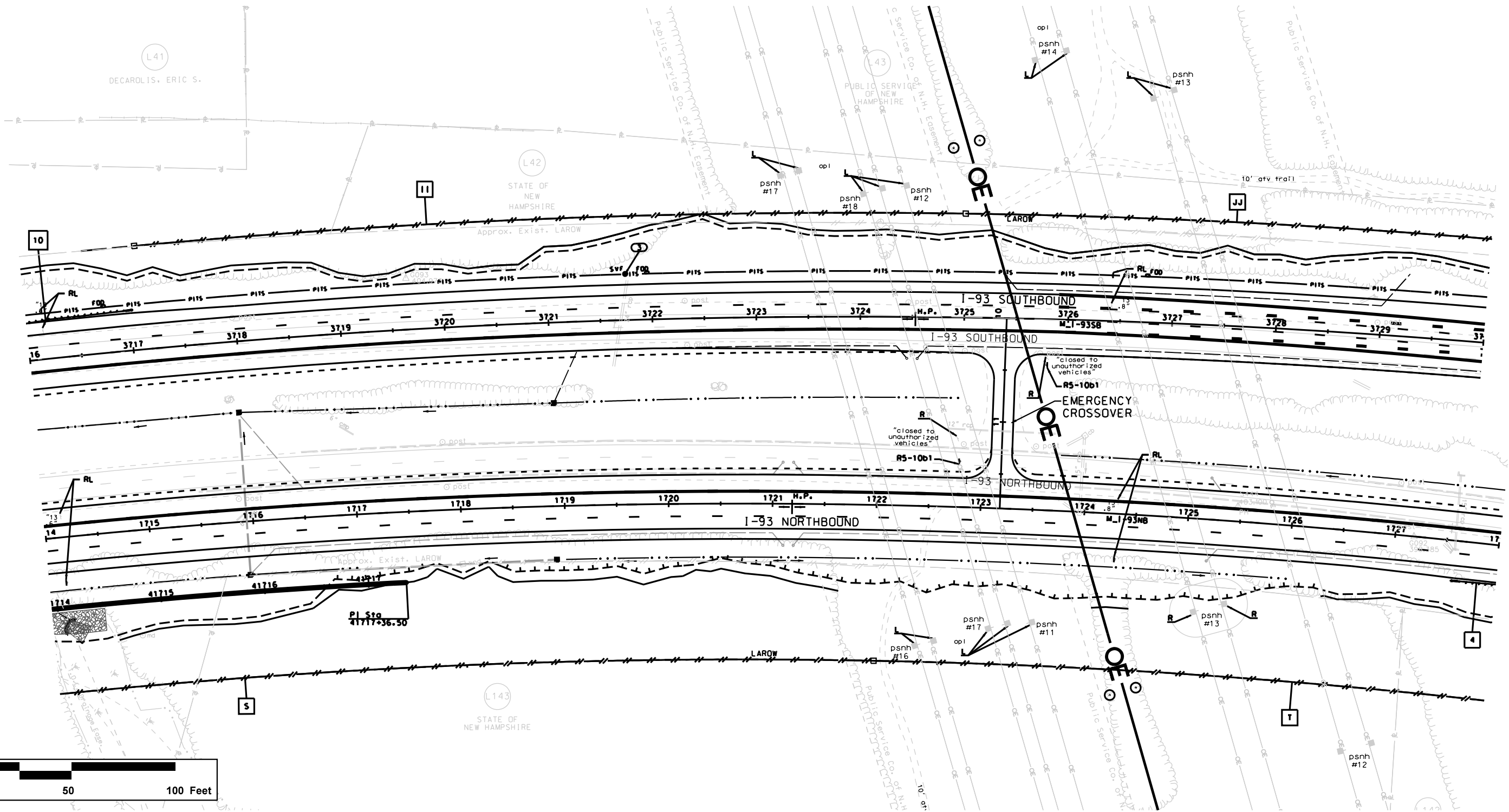
**EVERSOURCE**  
ENERGY



↑  
Scale:  
1 inch = 100 feet

Merrimack Valley Reliability Project  
Figure \_\_  
345KV Aerial Crossing at I-93 (Plan View)  
Londonderry, NH  
5/21/2015



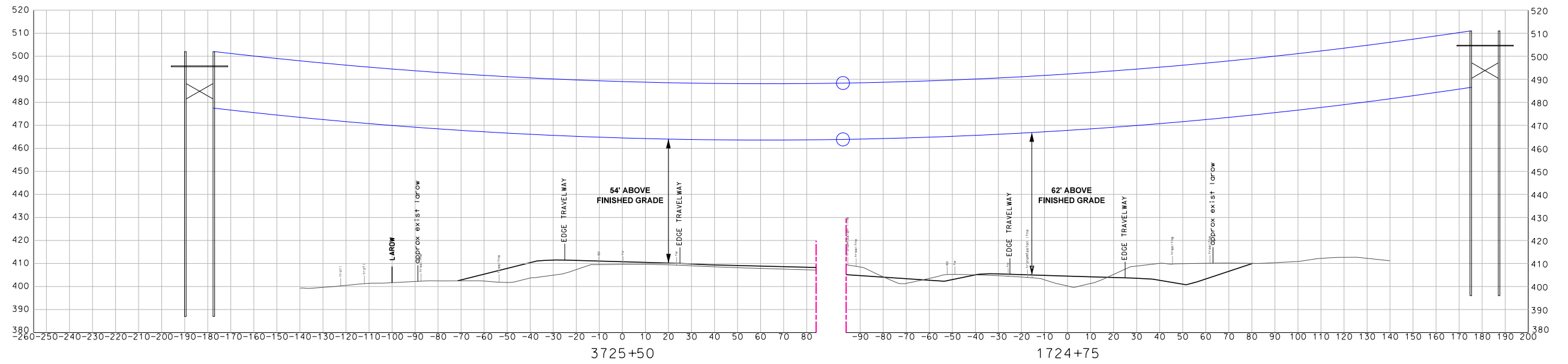


Scale:  
↑  
1 inch = 50 feet

Merrimack Valley Reliability Project  
Figure \_\_\_  
345KV Aerial Crossing at I-93  
Londonderry, NH

6/17/2015





↑  
Scale:  
1 inch = 50 feet

Merrimack Valley Reliability Project  
Figure \_\_\_  
345KV Aerial Crossing at I-93 (X-Section View)  
Londonderry, NH

5/21/2015

nationalgrid

EVERSOURCE  
ENERGY

I-93 Aerial Utility Permit Attachment  
Londonderry, NH (milepoint 13.4 / STA 1723+90 and STA 3725+52)  
Description of Proposed Work

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 Interstate 93 (I-93) between Exits 4 and 5. The location of the crossing is in the middle of the existing aerial crossings near milepoint 13.4. The new lines are expected to exceed the minimum vertical ground clearances for the existing conditions and are expected to continue to exceed the minimum vertical clearance after the I-93 widening project (NHDOT Project 14633I). See attached for the proposed transmission line overlaid on the 14633I plans and cross-section.

CONSTRUCTION PLAN

Prior to beginning the aerial crossing, PSNH will construct new permanent support towers to the east and west of I-93 to support the new cables. Within two weeks prior to the proposed aerial crossing, the Contractor will hold a pre-construction meeting with NHDOT District 5 personnel to discuss the specific construction sequence for the night of the crossing. The Contractor will be required to provide an hour-by-hour traffic control plan for the night of the crossing to NHDOT District 5 for review and approval. The Contractor must coordinate the date and times of the proposed crossing with the District Five Access and Utility Technician at least one week prior to conducting the crossing.

On the evening of the proposed work, the Contractor will meet the State Police at a parking lot along Route 102 to discuss the proposed activities. One State Police cruiser will escort the Contractor to set-up the approved traffic control devices along both I-93 northbound and southbound. Meanwhile, the Contractor will set up the mobile support towers along the right shoulder of the northbound barrel, the right shoulder of the southbound barrel, and in the median cross-over location.

One State Police cruiser each will be parked in advance of the shoulder closure area along both the northbound and southbound barrels. Two State Police cruisers will be stationed at the Exit 4 on-ramp area and two State Police cruisers will be stationed near the median cross-over north of Exit 5. These four State Police cruisers will manage the rolling roadblocks each time they are required.

The actual wire pull consists of a two-step process. First, several pull ropes will be carried across I-93 over the mobile support towers, one barrel at a time, using the State Police rolling roadblocks to temporarily close the roadway to through 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 highway under tension to minimize sag between the mobile support towers. Once the new utility lines have been installed and secured, the Contractor will remove the mobile support towers, return the site to pre-existing conditions, and remove the traffic control equipment.

## CONSTRUCTION SCHEDULE

The work is expected to last two weeknights, Sunday night through Friday morning. The shoulder closure would be set-up after 9PM and all traffic controls will be removed from I-93 by 4 AM. The work is expected to occur during the Spring of 2017.

## 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 traffic control plan for this work. It is expected that the preparation work for the aerial crossings will require right and left shoulder closures on both the I-93 northbound and southbound barrels. Signs required include:

- 1.5 miles from first drum: flanking W20-1 (Road Work Ahead)
- 1.0 mile from first drum: flanking W3-4 (Be Prepared to Stop)
- 1500 feet from first drum (right side): W21-5bRM (Right Shoulder Closed Ahead)
- 1500 feet from first drum (left side): W21-5bLM (Left Shoulder Closed Ahead)
- 500 feet from first drum (right side): W21-5a (Right Shoulder Closed)
- 500 feet from first drum (left side): W21-5a (Left Shoulder Closed)
- 100 feet south of Route 28 along the Exit 5 southbound on-ramp: W20-1 (Road Work Ahead)
- 600 feet south of Route 28 along the Exit 5 southbound on-ramp: W3-4 (Be Prepared to Stop)
- 250 feet north of the physical gore along the Exit 5 southbound on-ramp: W20-7 (Flagger Sign)

All signs placed along the roadway will be 48"x48", with black legend on orange backgrounds. 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 3 (TL-3) standards.

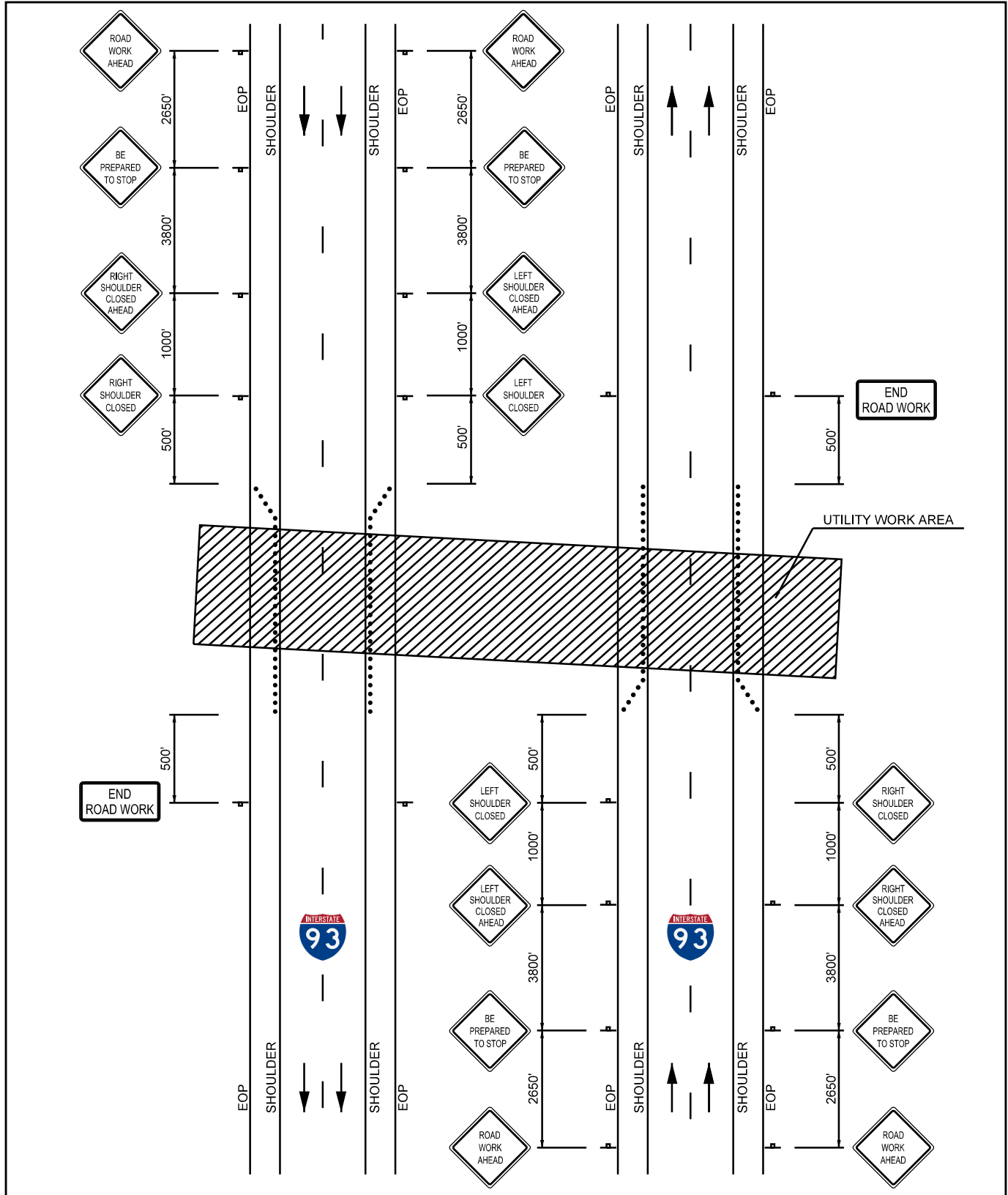
The shoulders will be closed with drums using a 250 foot shoulder taper and extending 650 feet upstream of the mobile support tower. Throughout the work period, one State Police officer shall be stationed upstream of each right side shoulder closure for presence.

When the Contractor is ready to pull the lines across the northbound barrel, two State Police in cruisers will establish a rolling roadblock beginning near the Pillsbury Road overpass to provide not more than eight minutes of road closure. When the Contractor is ready to string the line across the southbound barrel, State Police will establish a rolling roadblock beginning near the Exit 5 on-ramp, with flaggers holding traffic along the on-ramp to provide not more than eight minutes of road closure. After traffic returns to free-flowing operations, the process will repeat. These traffic stoppages will continue until the new lines are installed and secured.

---

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





Scale:  
Not to Scale

Merrimack Valley Reliability Project  
 Figure       
 I-93 Temporary Traffic Control for Aerial Utility Crossing

3/19/2015

**nationalgrid**

**EVERSOURCE**  
ENERGY



# Aerial Utility Permit Application

## Londonderry Rail-Trail – Londonderry, NH

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**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**  
**UTILITY PERMIT**

Eversource Energy (dba PSNH)

Town/City: Londonderry, NH

PO Box 330

Date: March 6, 2015

Manchester, NH 03105-0330

This Permit allows Eversource (dba PSNH) to install aerial utility crossing in the Town of Londonderry as shown on plans prepared by National Grid/PSHN dated \_\_\_\_\_, on file at the District 5 office. The cables will be attached to new/existing poles at a minimum height of 18 feet above the pavement and will meet all national safety codes.

Minimum requirements for traffic warning and control devices under this Permit shall conform to the Manual on Traffic Control Devices for Streets and Highways, Part VI, of the U.S. Department of Transportation, Federal Highway Administration. The signing, cones, and police cruisers shall be placed as shown on the attached sketch. Signs shall be 48" x 48" construction orange with black lettering to conform to the Manual. Supports shall be NCHRP Part 350 compliant and shall be placed and ballasted to conform to the Manual. Attached is a Warning Sign Typical.

The police shall be state uniformed officers. The blue lights of the 0 cruisers shall be operating while the cable is strung and the officer(s) are stopping traffic.

No work shall be done on the holidays or during the hours of darkness or during inclement weather.

I/We agree to save harmless the State of New Hampshire from any and all claims arising from the installation, maintenance and operation of the said item(s) and appurtenances as described in this Permit

I/We agree to assume such additional cost as the State may incur due to maintenance, operation, renewal, extension, inspection, or of my/our failure to perform this work in the manner prescribed above. It is understood and agreed that this Permit is for the right of installation, occupancy, and operation of the said item(s) or appurtenances and is by sufferance only, with the State reserving the right to require, in the event of future alterations of the highway right-of-way, certain alterations, relocations, or complete

removal of said item(s) promptly and at no expense to the State. I/We are familiar with the penalty imposed by R.S.A. 236:14.

Prior to issuing the Permit, the applicant shall furnish an approved SURETY BOND in the amount of \$ 0.00 that shall remain in force for two years after completion of the project.

Permission for the above work is granted subject to the conditions given above.

**THE CONTACT PERSON LISTED BELOW MUST BE NOTIFIED AT LEAST FORTY EIGHT (48) HOURS BEFORE DOING ANY WORK. A COPY OF THIS PERMIT SHALL BE PRESENT AT THE WORK SITE.**

APPLICANT: \_\_\_\_\_ TEL. NO. \_\_\_\_\_

ADDRESS: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

SIGNED BY: \_\_\_\_\_ TITLE: \_\_\_\_\_

---

DISTRICT 05 CONTACT PERSON: \_\_\_\_\_

TEL. NO. 603-666-3336 P.S. \_\_\_\_\_

WORK TO BEGIN: \_\_\_\_\_ WORK TO END: \_\_\_\_\_

APPROVED BY: \_\_\_\_\_ TITLE: \_\_\_\_\_  
For Director of Administration, N.H. Dept. of Transportation

PERMIT NO. \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_

COMMENTS: \_\_\_\_\_

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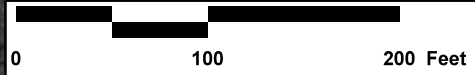


**LIMITS FOR TEMPORARY USE AGREEMENT**

**PROPOSED CROSSING**

ROCKINGHAM ROAD

NH ROUTE 28



Scale:  
1 inch = 100 feet

**Merrimack Valley Reliability Project**  
**Figure \_\_**  
**345KV Aerial Crossing at Londonderry Rail-Trail**  
**Londonderry, NH**  
**3/18/2015**

**nationalgrid**

**EVERSOURCE ENERGY**

# Londonderry Rail Trail Aerial Utility Permit Attachment

## Londonderry, NH

### Description of Proposed Work

#### 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 the existing Londonderry Rail Trail along NHDOT's Manchester/Lawrence Recreational Rail Trail. The location of the crossing is approximately 500 feet north of the trail's intersection with NH Route 28 (Rockingham Road). The new lines are expected to exceed the minimum vertical ground clearances for the rail trail corridor.

#### CONSTRUCTION PLAN

At the beginning of the work, PSNH's Contractor will hold a pre-construction meeting to discuss all proposed aerial crossings for the project. This meeting will include discussions of the specific sequence of construction, traffic control operations, an approximate schedule for the work, and contact names for the Contractor. Prior to beginning the aerial crossing, PSNH will require temporary construction access along the rail trail corridor to construct new permanent support towers to the east and west of the rail trail corridor to support the new cables. As trucks will be entering and exiting at the trailhead, the Contractor will set-up W11-10 Trucks warning signs along NH Route 28 north and south of the trailhead. During construction operations, the Contractor will provide orange construction fencing to isolate the public access trail corridor from the utility work zone.

#### CONSTRUCTION SCHEDULE

The work is expected to last several weeks during daylight hours on weekdays. The traffic controls along the trail will be established at the beginning of the tower construction and will be removed once the aerial crossing has been completed. The work is expected to occur during the Spring of 2017.

#### TRANSPORTATION MANAGEMENT PLAN

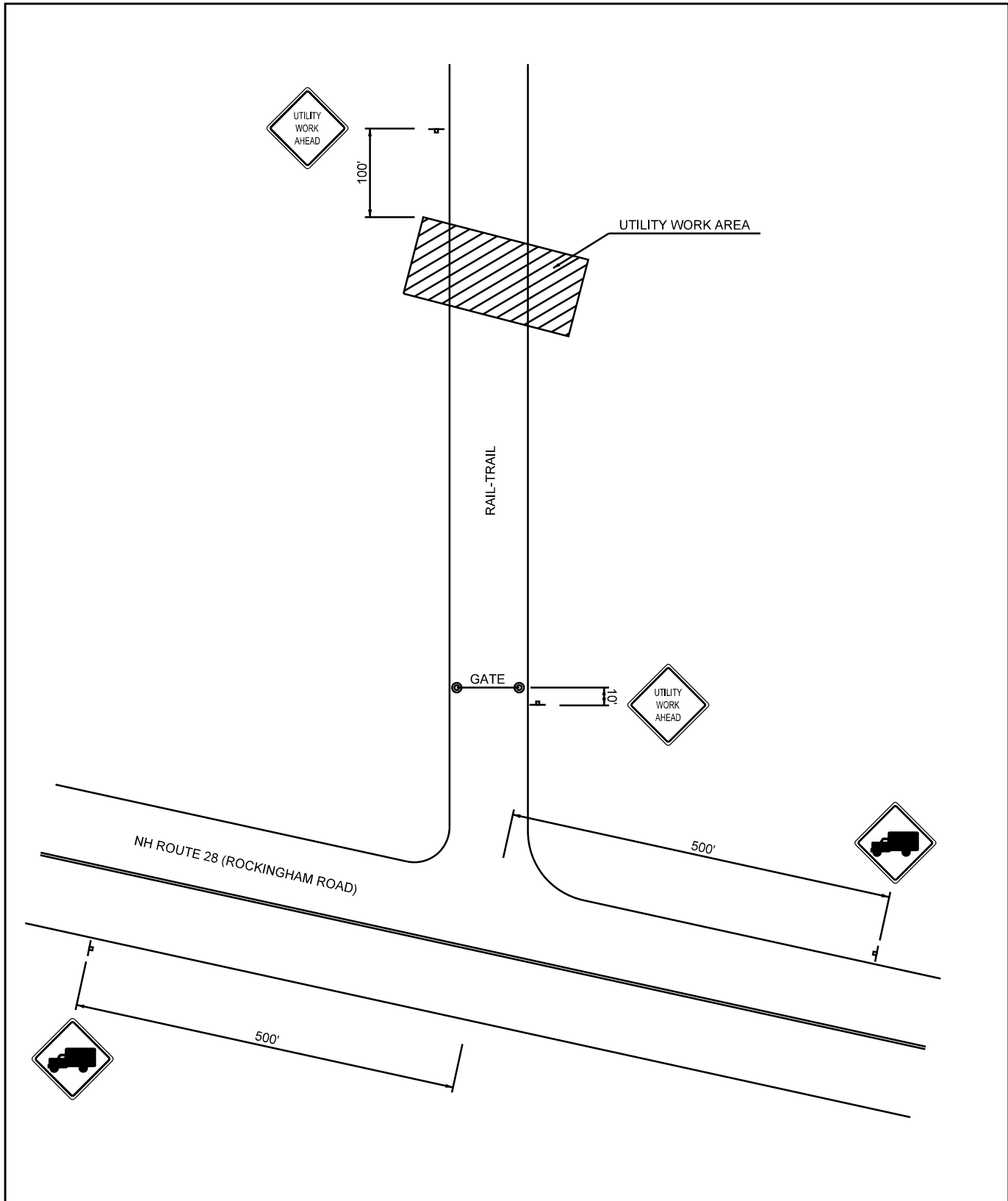
The transportation plan for this work has two elements: temporary traffic control along NH Route 28 during construction access; and pedestrian/bicyclist traffic controls along the rail trail corridor during construction operations. The traffic control along NH Route 28 will be in accordance with the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD)<sup>1</sup> and will consist of W11-10 warning signs placed 500 feet east and west of the rail trail intersection with NH Route 28. The signs 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).

48"x48" with black legend on orange backgrounds. 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. See attached for a sketch of typical temporary construction access driveway signing.

Pedestrian/Bicyclist traffic controls will consist primarily of W21-7 Utility Work Ahead signs placed at the trailhead and 100 feet north of the limit of construction along the trail. These signs will be 36"x36" with black legend on orange backgrounds and shall be mounted to permanent supports for the duration of the construction operations along the rail trail corridor. For the safety of the public along the trail, the Contractor will install and maintain orange safety fencing along the trail to separate the public access trail from the construction work area.



↑  
Scale:  
Not to Scale

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







# **Joint Application for Railroad Crossing Agreement and Temporary Use Agreement**

## **Londonderry Rail-Trail – Londonderry, NH**

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May 11, 2015

Ref: 12650.00

Ms. Shelley Winters, Administrator  
New Hampshire Department of Transportation  
Bureau of Rail and Transit  
PO Box 483  
Concord, NH 03302-0483

Re: Applications for Railroad Crossing Agreement and Temporary Use Agreement

Dear Ms. Winters:

On behalf of Eversource (formerly Public Service of New Hampshire (PSNH)) and in support of the Application for Certificate of Site and Facility to the New Hampshire Site Evaluation Committee (SEC)<sup>1</sup>, VHB is submitting this joint application for an aerial Crossing Agreement and a Temporary Use Agreement for a portion of the Londonderry segment of the rail trail known as the Manchester/Lawrence Recreational Rail Trail. Specifically, Eversource proposes to install a new aerial 345 kilovolt (kV) electric transmission line across the Londonderry Rail Trail along PSNH's existing right-of-way corridor that crosses the trail approximately 500 feet north of the trail's intersection with NH Route 28 near Seasons Lane. Additionally, Eversource is requesting a Temporary Use Agreement for approximately 750 feet of the same trail for construction access to the utility crossing for the construction of the support towers adjacent to the trail.

To support this request, VHB is attaching the following for your use:

- A location map and an aerial plan of the area showing the proposed crossing;
- Documentation that shows Eversource owns the properties on either side of the proposed crossing; and
- A brief description of the intended temporary construction use of the trail corridor along with a vehicle/bicyclist/pedestrian traffic management plan.

Please note that this joint application for agreements is part of a larger project that crosses several town boundaries and is of regional significance. Therefore, this joint application will be included in the SEC

---

<sup>1</sup> "Application of Public Service Company of New Hampshire and New England Power Company for a Certificate of Site and Facility for Construction of a 345 kV Transmission Line" to be submitted to the New Hampshire Site Evaluation Committee.

Engineers | Scientists | Planners | Designers

2 Bedford Farms Drive  
Suite 200  
Bedford, New Hampshire 03110  
P 603.391.3900  
F 603.518.7495

Ms. Shelley Winters  
Ref: 12650.00  
May 11, 2015  
Page 2



Application for the overall project. As the NHDOT Commissioner is a member of the Committee, it is anticipated that the formal approvals of all necessary NHDOT permits and agreements will be part of the SEC evaluation. It is VHB's goal to ensure that the Committee has everything they need to review and report favorably on the NHDOT permit applications.

VHB is requesting your review of this joint application to verify that all necessary applications and documentation are included. Additionally, VHB is requesting a letter of concurrence from NHDOT stating that the permit applications have been reviewed for conformance with NHDOT policies and that the applications may be approved by the Committee. At this time, the schedule for submission of the full application package to the SEC is set for the end of June. Therefore, we are requesting your review of this joint application package by May 29, 2015.

Eversource is aware that a Temporary Use Agreement is typically valid for a period of one year. As the proposed construction is not scheduled until Fall 2016 or Spring 2017, Eversource requests that the Temporary Use Agreement be given a proposed start date of September 19, 2016.

If additional information or supporting documentation is required for these applications, please do not hesitate to contact me at 603-391-3980 or at [msuennen@vhb.com](mailto:msuennen@vhb.com).

Sincerely,

A handwritten signature in black ink, appearing to read "Mark D. Suennen", with a long horizontal flourish extending to the right.

Mark D. Suennen, PE, PTOE

Project Manager  
[msuennen@vhb.com](mailto:msuennen@vhb.com)

Cc: Mr. Jim Lillis, NHDOT District 5  
Eversource

Attachments

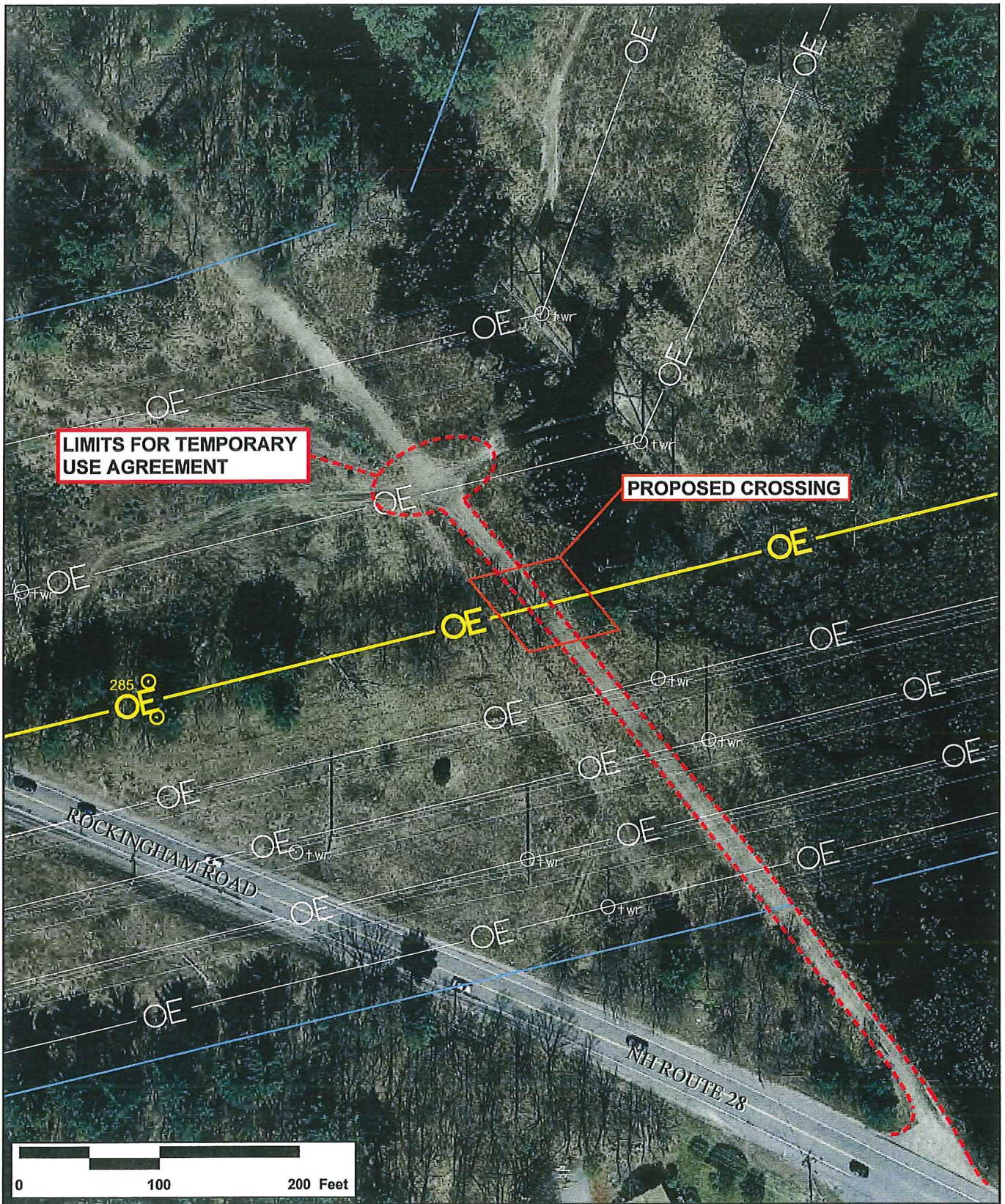


↑  
Scale:  
1 inch = 2000 feet

**Merrimack Valley Reliability Project  
Location Map  
345KV Aerial Crossing at Londonderry Rail-Trail  
Londonderry, NH  
5/11/2015**

**nationalgrid**

**EVERSOURCE**  
ENERGY



↑  
Scale:  
1 inch = 100 feet

Merrimack Valley Reliability Project  
Figure \_\_  
345KV Aerial Crossing at Londonderry Rail-Trail  
Londonderry, NH  
3/18/2015

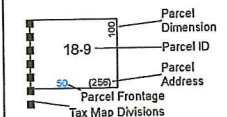
nationalgrid

EVERSOURCE  
ENERGY

Town of Londonderry  
New Hampshire



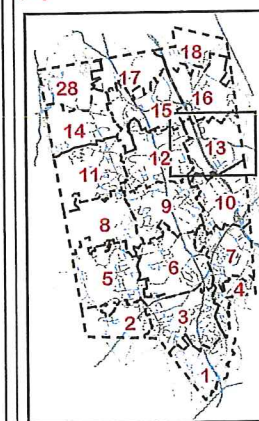
Parcel Atlas  
April, 2014



- Paved Roads
- Unpaved Roads
- Buildings
- Outbuildings or other structures
- Utility Easements
- Power Transmission Lines
- Natural Gas Lines
- Ponds
- Wellands
- Towers
- Named Streams
- Un-named Streams

Zoning Districts

- Agricultural-Residential (AR-I)
- Multi-Family Residential (R-III)
- Commercial I (C-I)
- Commercial II (C-II)
- Commercial III (C-III)
- Commercial IV (C-IV)
- Mixed Use Commercial (MUC)
- Gateway Business (GB)
- Industrial I (IND-I)
- Industrial II (IND-II)
- Rte 28 Performance Overlay District
- Rte 102 Performance Overlay District
- Airport Overlay District (AD)
- Historic Overlay District
- Woodmont Commons PUD (PUD-1)
- MHT Noise Contours

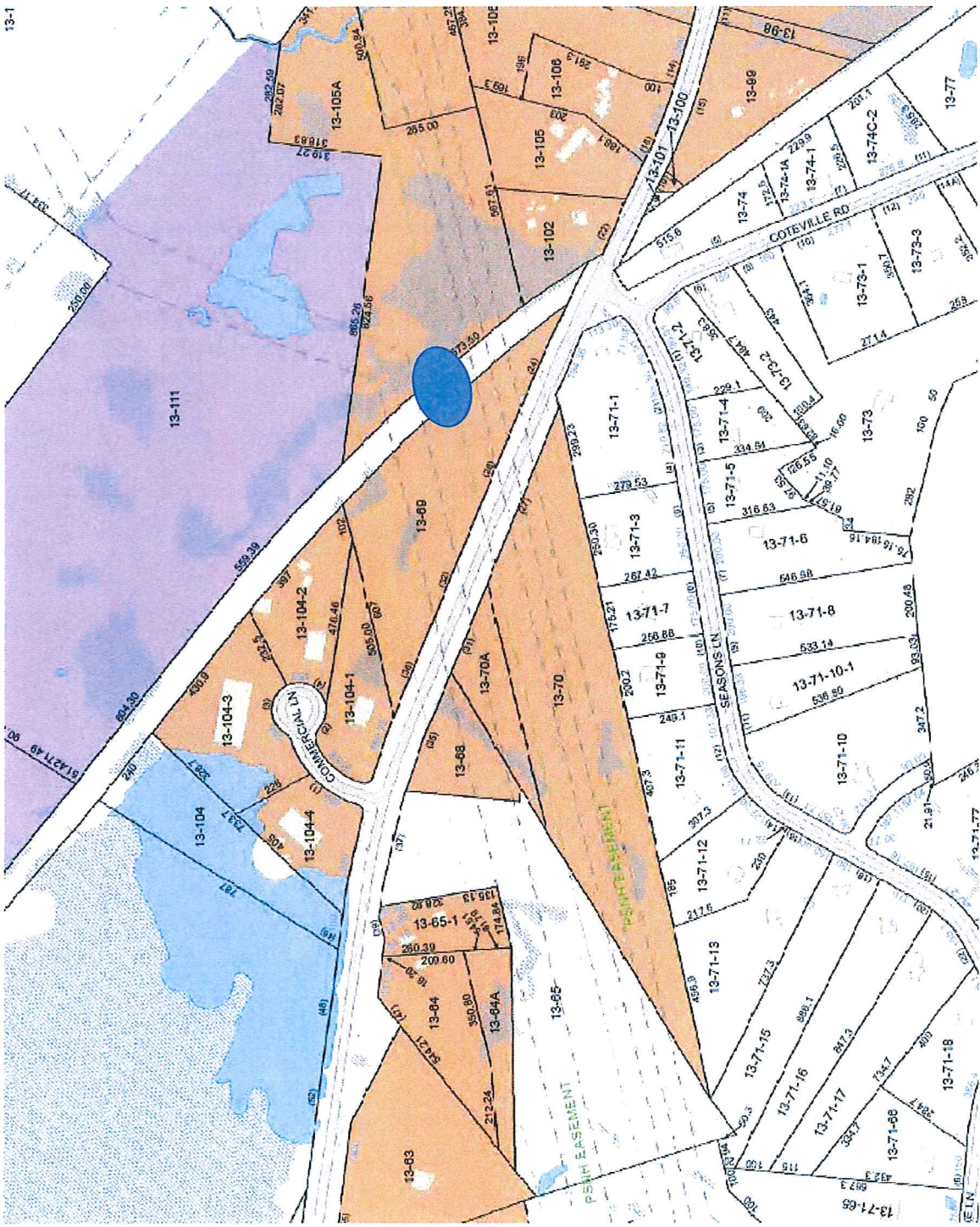


400 0 400 Feet  
1 inch = 400 feet

Tax Map  
013

Source:  
Parcel lines are current as of April 1, 2014 and were mapped using aerial photo interpretation, AutoCAD engineering files or recorded deeds as reference. Base features were mapped by InfoTech, LLC from aerial photography captured in Spring, 2010. Regular updates to both parcels and landuse features are performed as new development or lot adjustments are approved.  
These maps have been prepared for assessment purposes only and are not intended for legal description or conveyance.

13-1



## Unofficial Property Record Card - Londonderry, NH

### General Property Data

Parcel ID 013 069 0	Account Number 013 069 0
Prior Parcel ID --	Property Location 39 ROCKINGHAM RD
Property Owner PUBLIC SERVICE COMPANY OF NH C/O TAX ACCOUNTING	Property Use ELECPLT
Mailing Address PO BOX 330	Most Recent Sale Date
City MANCHESTER	Legal Reference
Mailing State NH Zip 03105-0330	Grantor
Parcel Zoning 6	Sale Price 0
	Land Area 4.000 acres

### Current Property Assessment

Card 1 Value	Building Value 0	Xtra Features Value 0	Land Value 105,700	Total Value 105,700
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### Building Description

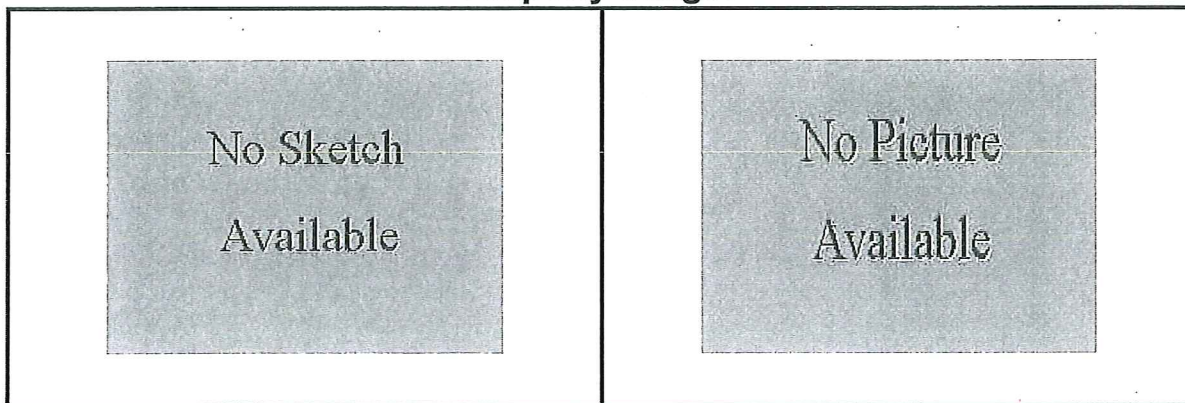
Building Style N/A	Foundation Type N/A	Flooring Type N/A
# of Living Units N/A	Frame Type N/A	Basement Floor N/A
Year Built N/A	Roof Structure N/A	Heating Type N/A
Building Grade N/A	Roof Cover N/A	Heating Fuel N/A
Building Condition Average	Siding N/A	Air Conditioning 0%
Finished Area (SF) N/A	Interior Walls N/A	# of Bsmt Garages 0
Number Rooms 0	# of Bedrooms 0	# of Full Baths 0
# of 3/4 Baths 0	# of 1/2 Baths 0	# of Other Fixtures 0

### Legal Description

### Narrative Description of Property

This property contains 4.000 acres of land mainly classified as ELECPLT with a(n) N/A style building, built about N/A , having N/A exterior and N/A roof cover, with N/A unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

### Property Images



Disclaimer: This information is believed to be correct but is subject to change and is not warranted.



## Unofficial Property Record Card - Londonderry, NH

### General Property Data

Parcel ID 013 105A 0	Account Number 013 105A 0
Prior Parcel ID --	
Property Owner PUBLIC SERVICE COMPANY OF NH ATTN TAX ACCOUNTING	Property Location 20 REAR ROCKINGHAM RD
Mailing Address PO BOX 330	Property Use ELECPLT
	Most Recent Sale Date
City MANCHESTER	Legal Reference
	Grantor
Mailing State NH Zip 03105-0330	Sale Price 0
ParcelZoning 6	Land Area 9.420 acres

### Current Property Assessment

Card 1 Value	Building Value 0	Xtra Features Value 0	Land Value 43,500	Total Value 43,500
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### Building Description

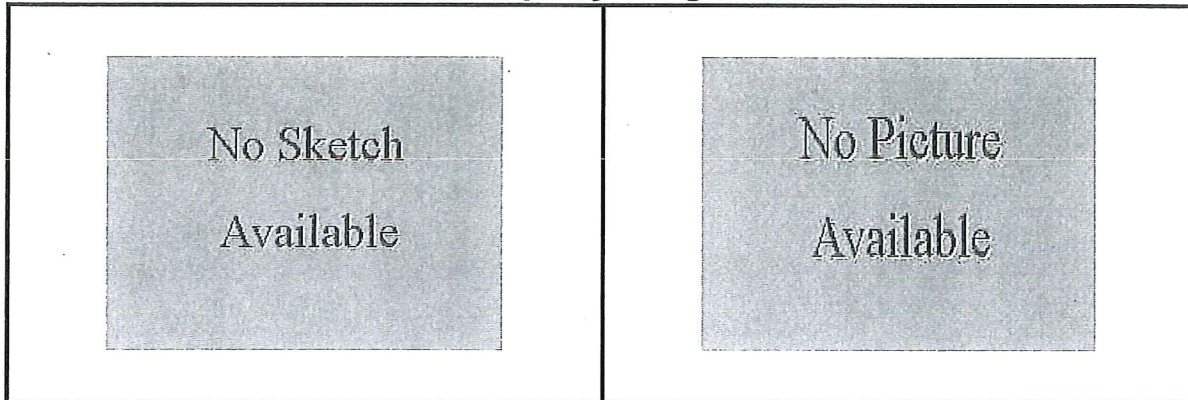
Building Style N/A	Foundation Type N/A	Flooring Type N/A
# of Living Units N/A	Frame Type N/A	Basement Floor N/A
Year Built N/A	Roof Structure N/A	Heating Type N/A
Building Grade N/A	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding N/A	Air Conditioning 0%
Finished Area (SF) N/A	Interior Walls N/A	# of Bsmt Garages 0
Number Rooms 0	# of Bedrooms 0	# of Full Baths 0
# of 3/4 Baths 0	# of 1/2 Baths 0	# of Other Fixtures 0

### Legal Description

### Narrative Description of Property

This property contains 9.420 acres of land mainly classified as ELECPLT with a(n) N/A style building, built about N/A , having N/A exterior and N/A roof cover, with N/A unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

### Property Images



Disclaimer: This information is believed to be correct but is subject to change and is not warranted.



To: File

Date: June 1, 2015

Memorandum

Project #: 12650.01

From: Mark Suennen, PE, PTOE

Re: Rail Trail Supplemental Conditions

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During the SEC Application process, VHB contacted both the New Hampshire Department of Transportation (NHDOT) Bureau of Rail and Transit and the New Hampshire Department of Resources and Economic Development (NHDRED) Bureau of Trails to determine who had jurisdiction over the Londonderry Rail Trail corridor. It was determined that NHDOT had primary jurisdiction due to the corridor being owned by the State as a railroad corridor: the Manchester & Lawrence Branch Railroad Corridor, Londonderry. Therefore, the SEC Application includes a joint application for a Railroad Crossing Agreement and a Temporary Use Agreement for the aerial utility crossing and the construction use of the Rail Trail corridor.

Additionally, NHDRED has secondary jurisdiction over the trail. While the NHDOT permits will be sufficient for NHDRED permitting, NHDRED requested that these additional conditions be attached to the NHDOT permit:

- Construction vehicles working along the trail shall include a flashing yellow beacon that must be operational while on the trail;
- The Trail shall be delineated to keep trail users out of the construction area (orange safety fencing);
- There is a prohibition against any construction vehicles on the trail from December 15<sup>th</sup> to April 1<sup>st</sup> of each year (for recreational snow machines); and
- When available, a copy of the approved NHDOT permits shall be forwarded to the NHDRED Bureau of Trails (Attn: Margaret Morrison) prior to starting work.

2 Bedford Farms Drive  
Suite 200  
Bedford, NH 03110-6532  
P 603.391.3900



# Temporary Driveway Permit Application

## NH Route 28 – Londonderry, NH

---

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

District 1, 641 Main St, Lancaster, NH 03584
District 2, 8 Eastman Hill Road, Enfield, NH 03748
District 3, 2 Sawmill Rd, Gilford, NH 03249

District 4, 19 Base Hill Road, Swanzey, NH 03446
District 5, 16 East Point Drive, Bedford, NH 03110
District 6, PO Box 740, Durham, NH 03824

APPLICATION FOR DRIVEWAY PERMIT

Pursuant to the provisions of Revised Statutes Annotated, Chapter 236, Section 13 (printed on reverse of application) and amendments thereto, and Declaratory Ruling 2000-01, permission is requested to: (select one): Construct (Indicate quantity of) 1 driveway entrance(s) to my property on the (select): East side of NH Route 28 or Street/Road: Rockingham Rd In the Town of Londonderry at a location which will meet the requirements for safety specified in said statutes.

The driveway entrance(s) requested is (are) for access to: Industry (select). Other: Temporary Construction Access

Describe nature and size of industry, business or subdivision: PSNH power transmission lines.

36 Feet (select): North of Utility Pole Number: PSNH 14-17

645 Feet (select Feet or Miles): North of Road or Junction: Seasons Lane

Town Tax Map # 13 and Lot # 69

As the landowner (or designated applicant) I agree to the following:

- 1. To construct driveway entrance(s) only for the bonafide purpose of securing access to private property such that the highway right-of-way is used for no purpose other than travel.
2. To construct driveway entrance(s) at permitted location(s).
3. To construct driveway entrance(s) in accordance with statutes, rules, standard drawings, and permit specifications as issued by the New Hampshire Department of Transportation.
4. To defend, indemnify and hold harmless the New Hampshire Department of Transportation and its duly appointed agents and employees against any action for personal injury and/or property damage sustained by reason of the exercise of this permit.
5. To furnish and install drainage structures that are necessary to maintain existing highway drainage and adequately handle increased runoff resulting from the land development and obtain all easements thereto.
6. I am the owner or a duly authorized agent of the owner of the parcel upon which the driveway will be constructed. I have provided accurate and complete title and subdivision information concerning the parcel to the Department. I understand that the Department is relying on this information in considering this application and that the Department does not perform independent title research or make judgments about title or access disputes.
• For new driveway(s), include copy of current deed and, if not the same, previous deed dated prior to July 1, 1971 of the parcel. If this parcel is part of a larger tract subdivided after July 1, 1971, then provide complete subdivision plans and deed history dating back to at least July 1, 1971.
• Attach sketch or plan showing existing and proposed driveway(s) and the adjacent highway indicating distance to town road, town line, or other readily identifiable feature or landmark and also to the nearest utility pole (including pole numbers)

Signature of Landowner (Applicant)
Eversource Energy David L. Plante PE
Printed Name of Landowner
Date: 7-7-15

PO Box 330
Mailing Address
Manchester, NH 03105-0330
Town/City, State, Zip Code
Telephone Number(s) 603-634-2906

Contact /Agent, if not Landowner:

FOR OFFICE USE ONLY:
GPS N = \_\_\_\_\_ GPS W = \_\_\_\_\_
Section: \_\_\_\_\_ Width: \_\_\_\_\_ Speed: \_\_\_\_\_
Right of Way: \_\_\_\_\_ Drainage: \_\_\_\_\_ SLD: \_\_\_\_\_
Conditions: \_\_\_\_\_
Permit Number Assigned: \_\_\_\_\_

**§ 236:13 Driveways and Other Accesses to the Public Way.** – I. It shall be unlawful to construct, or alter in any way that substantially affects the size or grade of, any driveway, entrance, exit, or approach within the limits of the right-of-way of any class I or class III highway or the state-maintained portion of a class II highway that does not conform to the terms and specifications of a written permit issued by the Commissioner of transportation.

II. Pursuant to this section, a written construction permit application must be obtained from and filed with the department of transportation by any abutter affected by the provisions of paragraph I. Before any construction or alteration work is commenced, said permit application shall have been reviewed, and a construction permit issued by said department. Said permit shall:

- (a) Describe the location of the driveway, entrance, exit, or approach. The location shall be selected to most adequately protect the safety of the traveling public.
- (b) Describe any drainage structures, traffic control devices, and channelization islands to be installed by the abutter.
- (c) Establish grades that adequately protect and promote highway drainage and permit a safe and controlled approach to the highway in all seasons of the year.
- (d) Include any other terms and specifications necessary for the safety of the traveling public.

III. For access to a proposed commercial or industrial enterprise, or to a subdivision, all of which for the purposes of this section shall be considered a single parcel of land, even though acquired by more than one conveyance or held nominally by more than one owner:

- (a) Said permit application shall be accompanied by engineering drawings showing information as set forth in paragraph II.
- (b) Unless all season safe sight distance of 400 feet in both directions along the highway can be obtained, the commissioner shall not permit more than one access to a single parcel of land, and this access shall be at that location which the commissioner determines to be safest. The commissioner shall not give final approval for use of any additional access until it has been proven to him that the 400-foot all season safe sight distance has been provided.
- (c) For the purposes of this section, all season safe sight distance is defined as a line which encounters no visual obstruction between 2 points, each at a height of 3 feet 9 inches above the pavement, and so located as to represent the critical line of sight between the operator of a vehicle using the access and the operator of a vehicle approaching from either direction.

IV. No construction permit shall allow:

- (a) A driveway, entrance, exit, or approach to be constructed more than 50 feet in width, except that a driveway, entrance, exit, or approach may be flared beyond a width of 50 feet at its junction with the highway to accommodate the turning radius of vehicles expected to use the particular driveway, entrance, exit or approach.
- (b) More than 2 driveways, entrances, exits or approaches from any one highway to any one parcel of land unless the frontage along that highway exceeds 500 feet.

V. The same powers concerning highways under their jurisdiction as are conferred upon the commissioner of transportation by paragraphs I, II, III and IV shall be conferred upon the planning board in cities and towns in which the planning board has been granted the power to regulate the subdivision of land as provided in RSA 674:35, and they shall adopt such regulations as are necessary to carry out the provisions of this section. Such regulations may delegate administrative duties, including actual issuance of permits, to a highway agent, board of selectmen, or other qualified official or body. Such regulations, or any permit issued under them, may contain provisions governing the breach, removal, and reconstruction of stone walls or fences within, or at the boundary of, the public right of way, and any landowner or landowner's agent altering a boundary in accordance with such provisions shall be deemed to be acting under a mutual agreement with the city or town pursuant to RSA 472:6, II (a).

VI. The commissioner of transportation or planning board shall retain continuing jurisdiction over the adequacy and safety of every existing driveway, entrance, exit, and approach to a highway, whether or not such access was constructed or installed pursuant to a permit under this section, and, unless the access is a public highway, the owners of property to which the access is appurtenant shall have continuing responsibility for the adequacy of the access and any grades, culverts, or other structures pertaining to such access, whether or not located within the public right of way. If any such access is or becomes a potential threat to the integrity of the highway or its surface, ditches, embankments, bridges, or other structures, or a hazard to the safety of the traveling public, by reason of siltation, flooding, erosion, frost action, vegetative growth, improper grade, or the failure of any culvert, traffic control device, drainage structure, or any other feature, the commissioner of transportation or planning board or their designee may issue an order to the landowner or other party responsible for such access to repair or remove such hazardous condition and to obtain any and all permits required therefor. The order shall describe the hazard, prescribe what corrective action or alteration in the location or configuration of such access shall be required, and set a reasonable time within which the action shall be completed. Such an order shall be sent by certified mail, and shall be enforceable to the same extent as a permit issued under this section. If the order is not complied with within the time prescribed, the commissioner or planning board or their designee may cause to be taken whatever action is necessary to protect the highway and the traveling public, and the owner or other responsible party shall be civilly liable to the state or municipality for its costs in taking such action.

§ 236:14 Penalty. – Any person who violates any provision of this subdivision or the rules and regulations made under authority thereof shall be guilty of a violation if a natural person, or guilty of a misdemeanor if any other person; and, in addition, shall be liable for the cost of restoration of the highway to a condition satisfactory to the person empowered to give such written permission.

Thematic Overlay  
 none

able Map Link

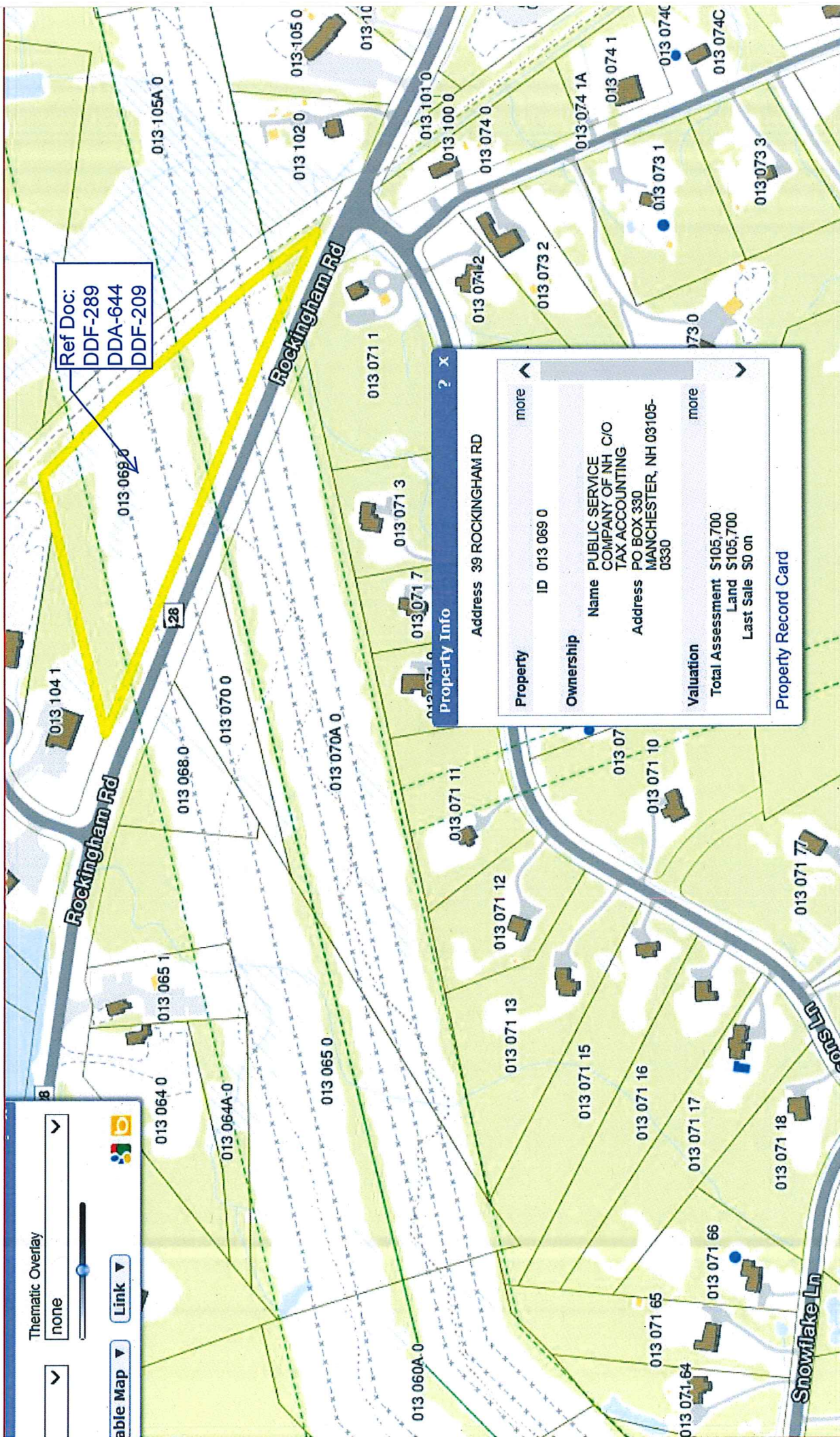
Ref Doc:  
 DDF-289  
 DDA-644  
 DDF-209

**Property Info**

Address 39 ROCKINGHAM RD

Property	ID 013 069 0	more
Ownership	Name PUBLIC SERVICE COMPANY OF NH C/O TAX ACCOUNTING Address PO BOX 330 MANCHESTER, NH 03105- 0330	more
Valuation	Total Assessment \$105,700 Land \$105,700 Last Sale \$0 on	more

Property Record Card



KNOW ALL MEN BY THESE PRESENTS

2016 134

That PROPERTIES, INC., a corporation with its principal place of business at Manchester, in the County of Hillsborough, in the State of New Hampshire (hereinafter called the Grantor), for consideration paid, grants to PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE, a corporation with its principal place of business at 1087 Elm Street, Manchester, in the County of Hillsborough, in the State of New Hampshire (hereinafter called the Grantee), with WARRANTY covenants, two parcels of land in Londonderry, in the County of Rockingham, in the State of New Hampshire, bounded and described as follows:

PARCEL #1

Beginning at a hub in the southwesterly line of Old New Hampshire Route #28 at land of Grantee, formerly of Rector; thence, Southeasterly by the southwesterly line of said old New Hampshire Route #28, 455 feet, more or less, to a point; thence, North 87°-30'-West, 306 feet, more or less, to a point in the northeasterly line of new New Hampshire Route #28; thence, Northwesterly by the northeasterly line of said new New Hampshire Route #28, 296 feet, more or less, to a point at land of Grantee, formerly of Rector; thence, North 75°-15' East by land formerly of Rector, 222 feet, more or less, to said point of beginning.

PARCEL #2

Beginning at a point in the southwesterly line of new New Hampshire Route #28 at land of Grantee; thence, North 87°-30' West by land of Grantee, 642 feet, more or less, to a point at land of Gurrier; thence, North 75°-15' East by land of Gurrier, 470 feet, more or less, to a point in the southwesterly line of said new New Hampshire Route #28; thence, South 52°-00' East by the southwesterly line of said Route #28; 237 feet, more or less, to said point of beginning. Being all of Lots 68 & 69, shown on Londonderry Town Map #13.

Being part of the land conveyed by John Giblin to the Grantor by deed dated December 16, 1964 and recorded in the Rockingham County Registry of Deeds, Book 1750, Page 74.

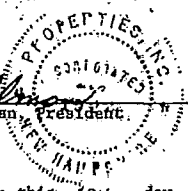
IN WITNESS WHEREOF, Properties, Inc. has hereunto caused its name to be subscribed and its corporate seal to be affixed this 10th day of April 1970, by its President thereunto duly authorized.

In the presence of:

PROPERTIES, INC.

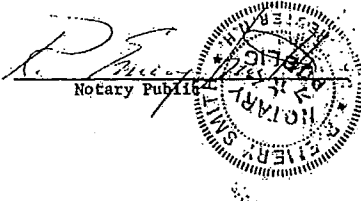
*R. E. Smith*  
 \_\_\_\_\_  
 State of New Hampshire  
 County of Hillsborough

By: *W. C. Tallman*  
 \_\_\_\_\_  
 W. C. Tallman, President.



The foregoing instrument was acknowledged before me this 10th day of April, 1970, by W. C. Tallman, President of Properties, Inc., a New Hampshire Corporation, on behalf of the corporation.

My commission expires: 9/16/70



06184  
 May 22 10 10 AM '70

STATE OF NEW HAMPSHIRE  
 TAX ON TRANSFER  
 OF REAL PROPERTY  
 COMMISSION  
 02.50  
 MAY 22 1970  
 10885

CIR  
DAF-  
209  
Giblin →  
PI

REF  
EAM-10831

1759 020

DDA-644

Del.  
Public Service  
U.S. Post  
Stamp  
\$1.65

1759 020

KNOW ALL MEN BY THESE PRESENTS

That PROPERTIES, INC., a corporation with its principal place of business at Manchester, in the County of Hillsborough in the State of New Hampshire (hereinafter called the Grantor), for consideration paid, grants to PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE, a corporation with its principal place of business at Manchester, in the County of Hillsborough in the State of New Hampshire (hereinafter called the Grantee), with WARRANTY covenants, a certain parcel of land located in Londonderry, in the County of Rockingham in the State of New Hampshire, and bounded and described as follows:

Beginning at a point on the westerly side of old Route No. 28, so-called, said point being fifty (50) feet northerly measuring along the westerly line of said Route from the intersection of the northeasterly line of new Route No. 28 and the westerly line of old Route No. 28; thence northerly two hundred eighty-one (281) feet, more or less, along the westerly line of said old Route No. 28 to a point; thence North 87° 30' West one thousand one hundred sixteen (1,116) feet, more or less, crossing new Route No. 28, to a point in the westerly boundary of the Grantor's land at land of Currier; thence South 75° 15' West five hundred seventy-one (571) feet, more or less, along said land of Currier to a stone bound; thence South 16° 45' East one hundred (100) feet, more or less, to a point at land being conveyed to Harold and Emma Rolfe by the Grantor; thence South 87° 30' East one thousand six hundred ninety-eight (1,698) feet, more or less, crossing said new Route No. 28, to the point of beginning.

Excepting and reserving land sold to The State of New Hampshire for highway purposes.

The land herein described is part of the land conveyed to the Grantor by John Giblin by deed dated December 16, 1964, and recorded in the Rockingham County Registry of Deeds, Book 1750, Page 74.

The within described premises are conveyed subject to a two hundred twenty-five (225) foot wide easement for electric transmission line purposes.



12

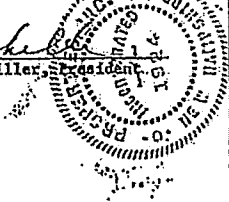
1759 021

conveyed to the Grantee by John Giblin by deed dated January 10, 1949, and recorded in the Rockingham County Registry of Deeds, Book 1147, Page 177.

IN WITNESS WHEREOF, Properties, Inc. has hereunto caused its name to be subscribed and its corporate seal to be affixed this tenth day of March, 1965, by its President thereunto duly authorized.

In the presence of: PROPERTIES, INC.

*R. Emory Smith*

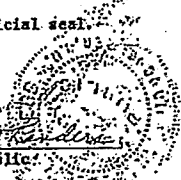
By *A. R. Schiller*  
A. R. Schiller, President of  


State of New Hampshire  
County of Hillsborough

On this the 10th day of March, 1965, before me, Anabelle Landers, the undersigned officer, personally appeared A. R. Schiller, who acknowledged himself to be the President of Properties, Inc., a corporation, and that he, as such President, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the corporation by himself as President.

In witness whereof I hereunto set my hand and official seal.

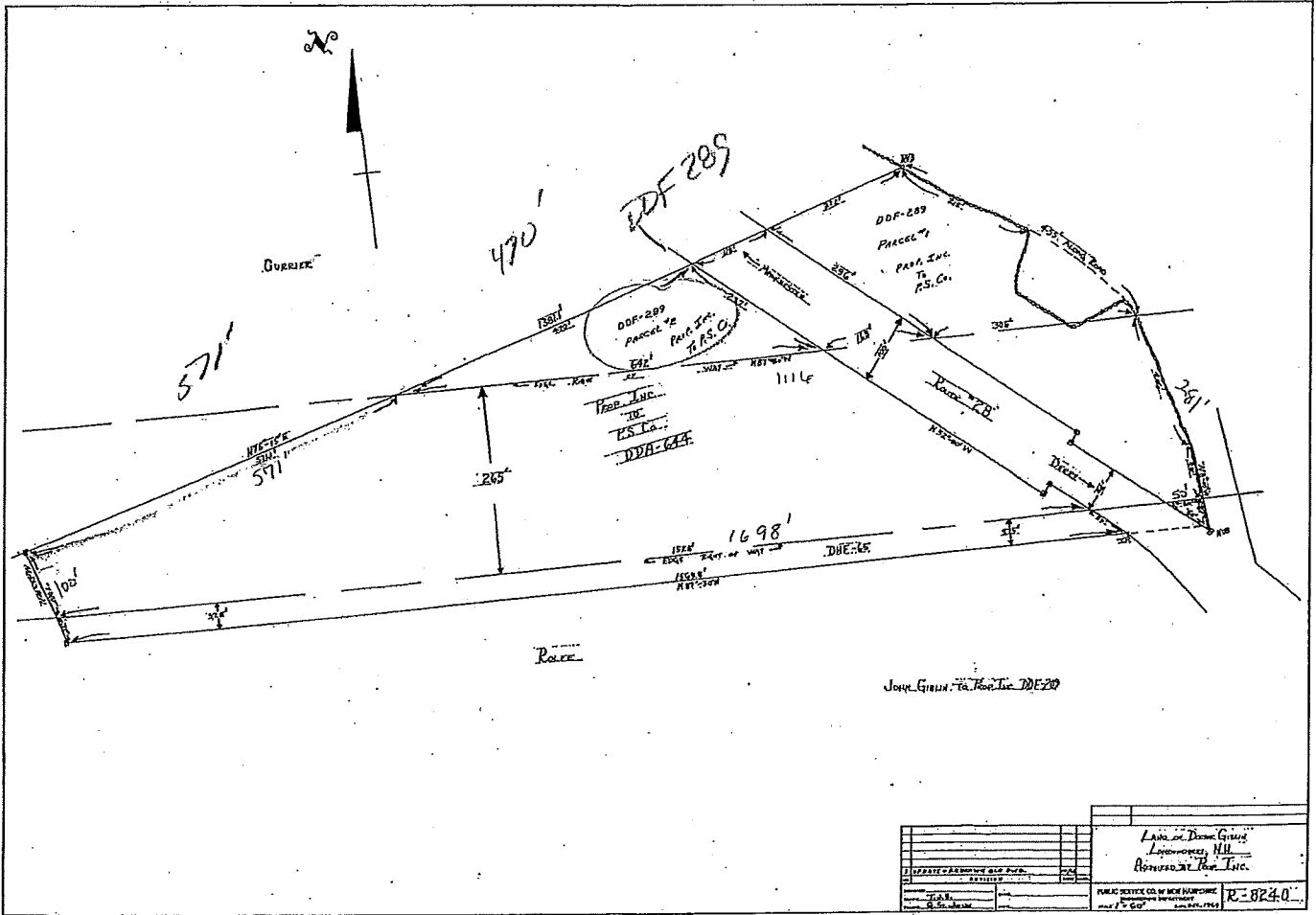


*Anabelle Landers*  
Notary Public  


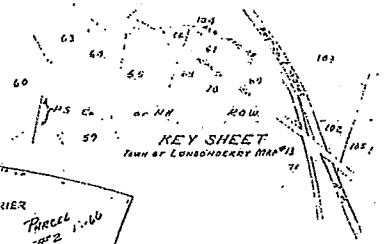
My Commission expires April 15, 1965

REC'D & RECORDED MAR 2 9 1965 10:20 Am

571  
470  
1041



LONDONDERRY PLANNING BOARD  
APPROVED MAY 21, 1976  
Adopted by Resolution  
1976-13



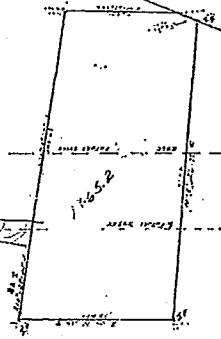
KALLENOS

WHITNEY

ROUTE 28

CURRIER  
Parcel 1-160  
2072

RECTOR  
AND  
PUBLIC SERVICE CO.



D. S. Co. of N.H.  
KIRKELY  
DENERS

Parcel 1-160

13-65-1

FRANK  
PERKINS  
AND  
PUBLIC SERVICE CO.

DDA 756  
PLAN OF LAND CONVEYED  
BY  
GEORGE CURRIER TO  
PUBLIC SERVICE COMPANY OF N.H.  
LONDONDERRY, N.H.  
SCALE 1"=50' DATE 5-21-76

R-8491

28923

CR DDA -  
644  
PI -> PSWH  
Printed from Internet for on 6/19/2012

1750 074

47

DDF-209

Del.  
Public Service  
N.H.  
U.S. Rev.  
Stamp  
\$4.40

1750 074

KNOW ALL MEN BY THESE PRESENTS

That I, John Giblin of Derry, County of Rockingham in The State of New Hampshire (hereinafter called the Grantor) for consideration paid, grant to Properties, Inc., a corporation having a principal place of business at Manchester, in the County of Hillsborough, in The State of New Hampshire (hereinafter called the Grantee) with WARRANTY covenants, a parcel of land located in Londonderry on both sides of new Route #28, bounded and described as follows:

Beginning at a point on the westerly side of new Route #28 on the northerly boundary line of land of Rolfe; thence

1. North 87° 30' west along land of Rolfe Fifteen hundred and Sixty-nine and Eight Tenths feet (1,569.8) to a stone bound; thence
2. North 16° 45' west One hundred Twenty Eight and Three Tenths feet (128.3) to a stone bound at land of Currier; thence
3. North 75° 15' east Thirteen hundred Eighty-one and One Tenth feet (1,381.1) along land of Currier to and across new Route #28 to an iron pin on the westerly side of old Route #28; thence
4. Southerly along the westerly edge of old Route #28 Seven hundred and Forty-nine feet (749.0) to an iron pin at the intersection of old Route #28 and new Route #28, so-called; thence
5. North 38° 41' west along the easterly edge of the new Route #28 Sixteen feet (16) to an iron pin; thence
6. North 87° 30' west across new Route #28 to an iron pin at point of beginning.

Being all the land conveyed by Aime and Eva Demers to John Giblin dated July 3, 1946 and recorded in the Rockingham County Registry of Deeds, Book 1048, Page 268.

Excepting, from the above, land conveyed to Harold and Emma Rolfe dated November 20, 1951 and recorded in the Rockingham County Registry of Deeds, Book 1229, Page 305.

I, Mary Giblin, wife of Grantor, release to said Grantee all rights of dower and homestead and other interest therein.

100

47

1750-075

1750-075

WITNESS our hands and seals this 16 day of December 1964.

In the presence of:

John S. Hayward Mary Gibson  
John S. Hayward Mary Gibson

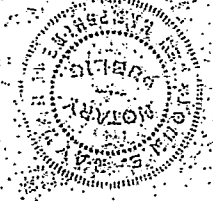
The State of New Hampshire

Rochester SS: John Gibson  
December 16 1964 Mary Gibson

Personally appeared and acknowledged the foregoing instrument to be their voluntary act and deed.

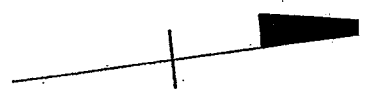
Before me.

John S. Hayward  
Notary Public



My Commission Expires July 28, 1969.

REC'D & RECORDED JAN 13 1965 1:55 p.m.



GURELER

N75°15'E  
57M

265'

ROLEE

NO B/P, R/W'S  
PT E/R'S OR DDA-758  
DDF-209

1381' 1/2  
DDF-289  
PARCEL #2  
PROP. TO  
P.S. Co.  
742'  
OF  
PROP. INC.  
TO  
P.S. Co.  
DDA-644

EDGE  
1528'  
RIGHT OF WAY  
1569.8'  
N87°30'W

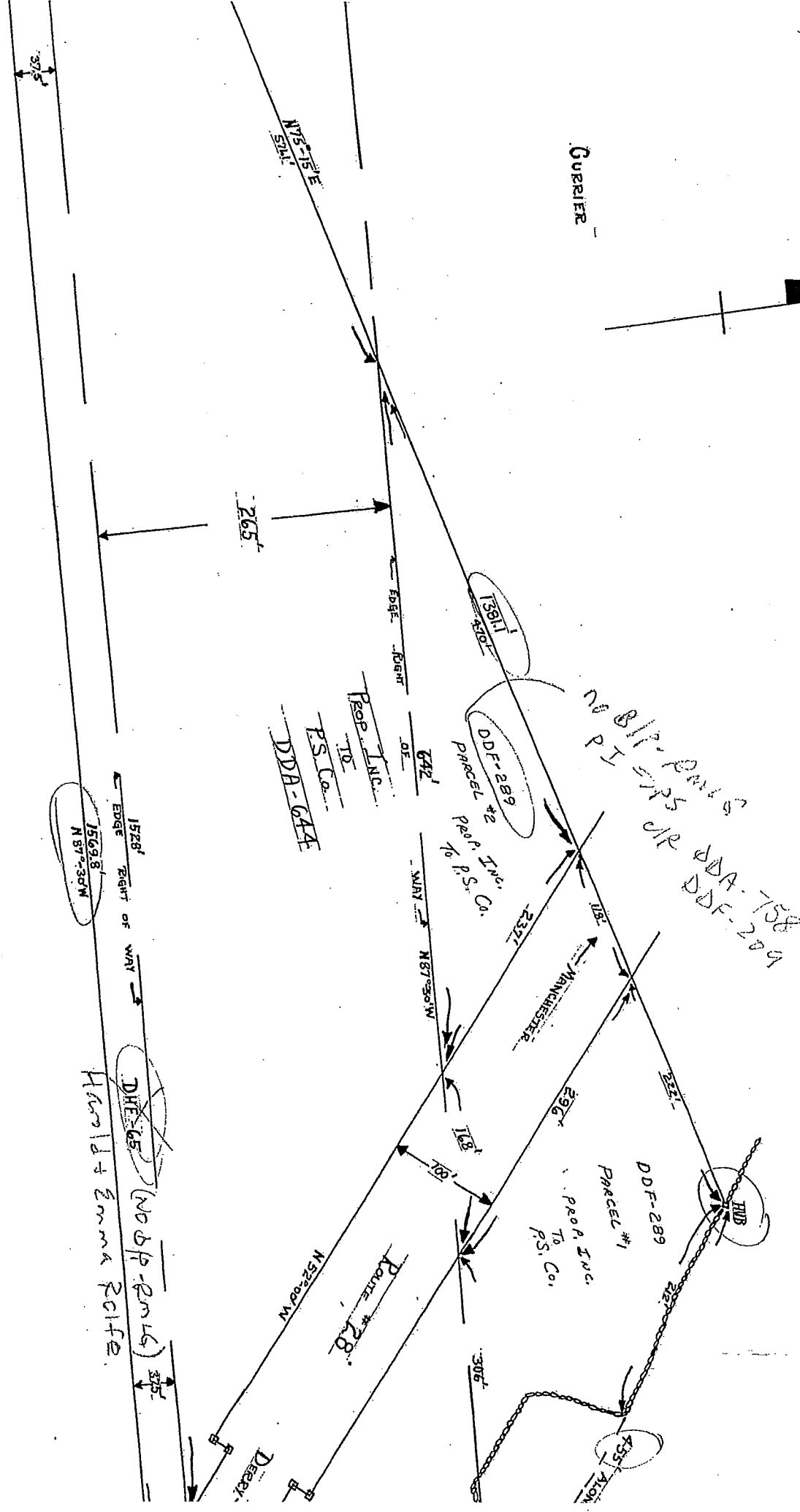
~~DHE-65~~  
HAND OF EMMA ROIFE

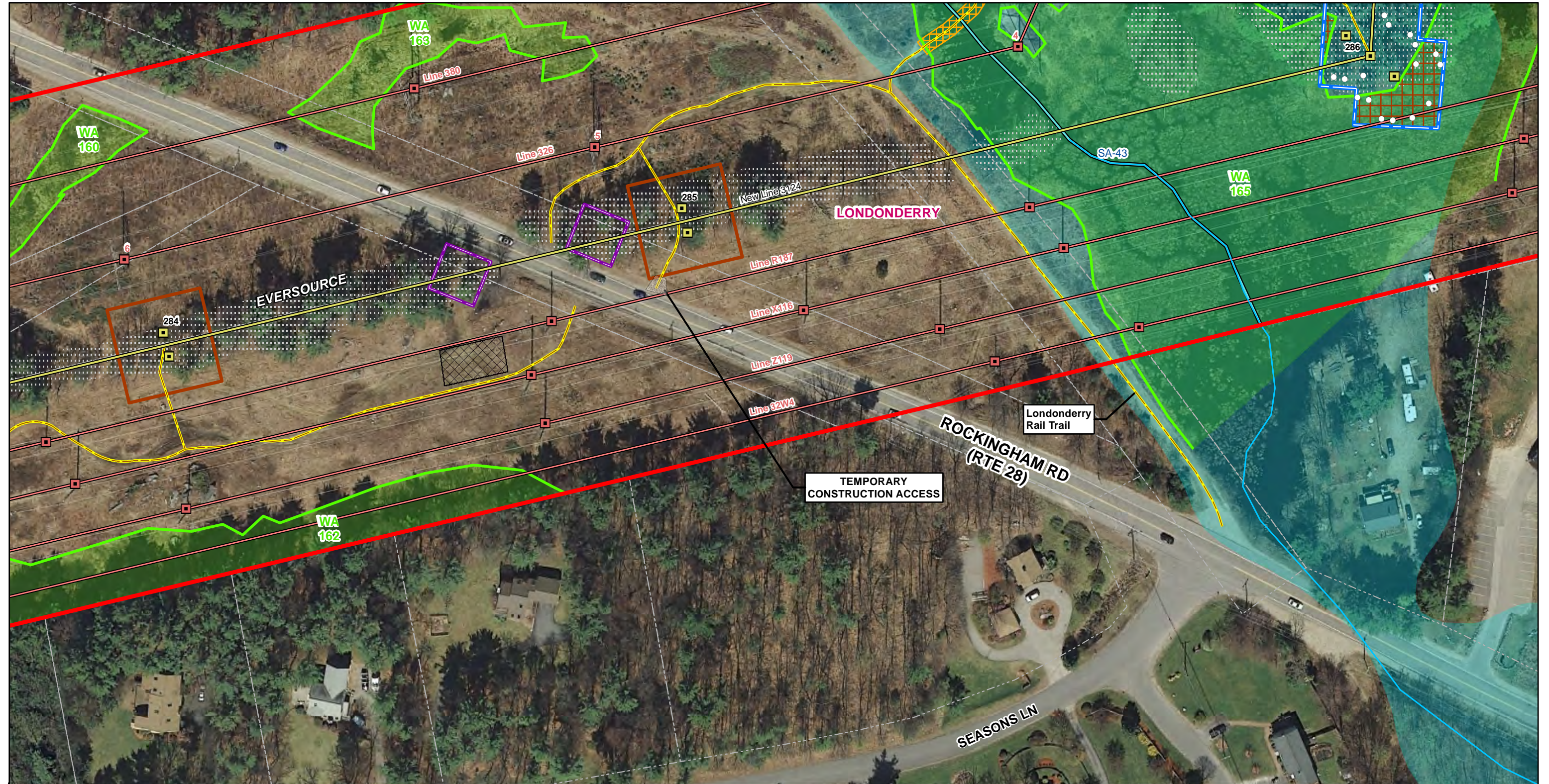
MANCHESTER  
332'  
296'  
108'  
108'  
N87°30'W

DDF-289  
PARCEL #1  
PROP. TO  
P.S. Co.

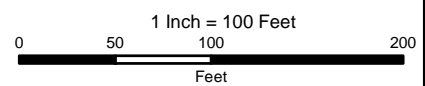
PAVING #28  
N52°00'W

All =  
JOHN GIBLIN TO PROP. INC. DDF-209





<ul style="list-style-type: none"> <li>Existing Structure</li> <li>Existing Structure to be Removed</li> <li>Proposed Structure</li> <li>Proposed Guy Anchor Locations</li> <li>Existing Transmission Line</li> <li>Existing Line to be Removed</li> <li>Proposed Transmission Line</li> <li>Surveyed ROW Boundary</li> <li>NEP Property</li> <li>Parcel Boundary</li> <li>Primary Access</li> <li>Alternate Access</li> </ul>	<ul style="list-style-type: none"> <li>Gas Pipeline ROW</li> <li>Abandoned Oil Pipeline ROW</li> <li>Sewer Line ROW</li> <li>Delineated Wetland Edge</li> <li>Estimated Wetland Edge</li> <li>Wetland Resource Area</li> <li>Open Water</li> <li>Vernal Pool</li> <li>Delineated Perennial Stream</li> <li>Delineated Intermittent Stream</li> <li>Delineated Ordinary High Water</li> <li>USGS Stream</li> <li>FEMA 100-yr Floodplain</li> </ul>	<ul style="list-style-type: none"> <li>Construction Work Pad (100'x100')</li> <li>Pull Pad Site (100'x300')</li> <li>Guard Protection Area (50'x50')</li> <li>Swamp Mat Construction Work Pad</li> <li>Timber Mat Access</li> <li>Laydown Area</li> <li>Stone Apron</li> <li>Existing Culvert (needs field review)</li> <li>Fence</li> <li>Stone Wall</li> <li>Tree Clearing Area</li> <li>Town Boundary</li> </ul>
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### Driveway Application Location Map

Merrimack Valley Reliability Project  
Tewksbury Substation MA to  
Scobie Pond Substation NH

Source:  
NGRID, Black & Veatch, VHB,  
Beals & Thomas, EVERSOURCE, Normandeau

Date: 3/20/2015





# **NHDOT Response to Preapplication Submission**

## **Aerial Utility Permit and Driveway Permit Applications**

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**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



**WILLIAM CASS, P.E.**  
**ACTING COMMISSIONER**

May 13, 2015

RECEIVED

MAY 15 2015

VHB, INC.

Mr. Mark D. Suennen  
Vanasse Hangen Brustlin, Inc.  
2 Bedford Farms Drive  
Suite 200  
Bedford, N.H. 03110

Re: Merrimack Valley Reliability Project

Dear Mr. Suennen,

Reference is made to the information submitted to NHDOT District 5 for several aerial crossings of, and temporary driveways from, State roadways in District 5. The following comments are made:

Only one utility permit application is needed and that would be for the aerial crossing located on I-93 in the Town of Londonderry. The contact information on the application was missing and is needed to complete the process. The plan dated 3-16-2015 shows 2 poles within the State Right-of-Way. The last e-mail I received from our Utility Section determined that the transmission poles be constructed outside the currently proposed Limited Access Right-of-Way. Please re-design the plan accordingly.

In addition to what was submitted, I will need 3 copies of scaled plans showing the proposed poles and aerial lines on the most current NHDOT project plans. I believe you received a copy of the latest plans from our Concord office. I will forward two of the copies to our Concord office for review. Due to the high volume of traffic on I-93, rolling road blocks must be performed between the hours of 9:00 pm and 4:00 am, Sunday thru Friday. It appears the traffic control plan submitted in this package is acceptable. Also, please provide a more detailed description of this operation.

The Windham, Route 111 location will need a Use and Occupancy Permit. A letter of hardship prepared by the utility company and 3 copies of scaled plans showing the proposed poles, profile and aerial lines are needed.

Unsigned driveway permit applications for each location were submitted. Only new temporary driveways will need permits. Please submit new applications signed by the property owner(s) for the following locations:

1. Pelham, Route 38. (1 driveway requested)
2. Windham, Route 128. (all 3 driveways requested)
3. Londonderry, Route 28 (2 of the 3 driveways exist) A permit for the one proposed driveway, located on the east side of Route 28 at the southerly end, is needed. It would be appreciated if this location was re-explored for access. There is an existing driveway very close and a significant amount of earth material would need to be removed to construct the driveway. A condition of the permit will be that at the end of this operation, all temporary driveways will be eliminated and the area within the State right-of-way be restored to its pre-existing condition.

The traffic control plan prepared by VHB for all the locations with the exception of the Interstate is not per MUTCD standards. The attached signing typical shall be used for all locations.

Should you have any questions, feel free to contact me at the District 5 office.

cc: W. F. O'Donnell  
File: J. Lillis hold

Very truly yours,

James J. Lillis  
Access and Utility Technician



To: File

Date: May 19, 2015

Memorandum

Project #: 12650.01

From: Mark Suennen, PE, PTOE

Re: Traffic Control Standards Clarification

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This memo clarifies information in the MVRP response letter from James Lillis, NHDOT District 5 Access and Utility Technician to Mark Suennen, VHB.

In the second to last paragraph, Mr. Lillis states the following:

"The traffic control plan prepared by VHB for all the locations with the exception of the Interstate is not per MUTCD standards. The attached signing typical shall be used for all locations."

Based on discussions with Mr. Lillis, he indicated to me that the traffic control plan typical that VHB prepared for the non-Interstate sites does not match any MUTCD typical layout. I explained to Mr. Lillis that the proposed utility work is not typical to an MUTCD layout; therefore, VHB created a unique typical application in accordance with the temporary traffic control standards and guidelines in the MUTCD. Nonetheless, Mr. Lillis indicated that the Department would prefer that the Contractor use the signing typical he provided with the letter. VHB will replace the VHB-developed traffic control plan with the Department's signing typical.

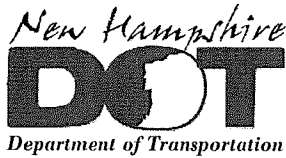
2 Bedford Farms Drive  
Suite 200  
Bedford, NH 03110-6532  
P 603.391.3900



# **NHDOT Response to Preapplication Submission**

## **Joint Application for Railroad Crossing Agreement and Temporary Use Agreement**

---



**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



RECEIVED

JUN 05 2015

VHB, INC.

June 3, 2015

**WILLIAM CASS, P.E.**  
**ASSISTANT COMMISSIONER**

Mark Suennen  
VHB Engineers  
2 Bedford Farms Drive  
Suite 200  
Bedford NH 03063

Re: State-owned Manchester & Lawrence Branch Railroad Corridor, Londonderry  
Property Transaction Procedures

Dear: Mr. Suennen:


Thank you for the information regarding installation of new high voltage electric cable over the above referenced State-owned railroad corridor in Londonderry, NH. The State of New Hampshire has owned the railroad corridor since 1989. There are records in our files of licenses and agreements for overhead utilities immediately adjacent to this location. As the facility is within the limits of the State-owned corridor we have reviewed the documentation furnished and considered its applicability to the long-term impact to railroad restoration or trail use on State property. The only current issues are safety related to the installation or replacement of the cable.

To address the issues so Eversource may install its cable over the tracks at this location safely, Eversource and its contractor must enter into a Crossing Agreement and a Temporary Use Agreement respectively. Provisions in the agreements will include contact information to obtain permissions to work over and within the trail.

In addition State policies and any Town issues or ordinances that pertain to working with in the NH Route 28 right-of-way will have to be addressed separately.

If you have any questions, I can be reached at (603) 271-2425.

Sincerely,



Louis A. Barker  
Railroad Planner

Cc: Town of Londonderry  
NHDRED  
District 5