

Exception Request No.: 98
Town: Bethlehem
Highway: US 302 (Tier 2)
Section: ROCK
Station: 38+00 to 38+50
Drawing No.: ROCK C106
Survey Report Reference No.: ROCK C105
Exception Type: Alignment in Pavement (Highway Crossing)

Traffic Information

NHS: Yes
ADT: 5600
Traffic Control Type: Alt 1-way
Traffic Control Duration: Traffic control duration is estimated to be 10 days for the proposed installation.

Summary of Justification for Exception

NPT is requesting an exception from the UAM guidelines for the location of the cable trench in the pavement on US 302 (Main Street) from station 38+00 to 38+50 of the NPT ROCK Underground Alignment. (See Exhibit A.) The proposed alignment in pavement is associated with a highway crossing needed to align with the continuation of the ductbank east of the exception location.

Technical Discussion of Justification of Exception

After the proposed alignment turns east onto US 302 from NH 18/116, the proposed alignment crosses to the north side of US 302 at STA 38+50 to avoid areas with limited space between the edge of payment and the edge of the NHDOT ROW on the south side of US 302 further east along the alignment. As shown in Exhibit A, the proposed change in the alignment moves the highway crossing further east, makes the crossing shorter and moves it out of the intersection of US302, NH 18/116, and the Interstate 93 on-ramp at approximately STA 46+00.

Excavation limits and work areas are shown on the attached drawings. (See Exhibit A.) During construction, one lane will remain open to traffic at all times.

Note: NPT is requesting an exception for the portion of the alignment from station 38+00 to 38+50. (See Exhibit A.) In the original permit drawings, the NPT alignment was within the pavement for a longer portion of the roadway, through the middle of the intersection of US 302, NH 18/116, and the Interstate 93 on-ramp, as well as the crossing of Guider Lane. In response to NHDOT comments, NPT has moved the highway crossing and reduced the length of the alignment within the paved area by approximately 300 feet.

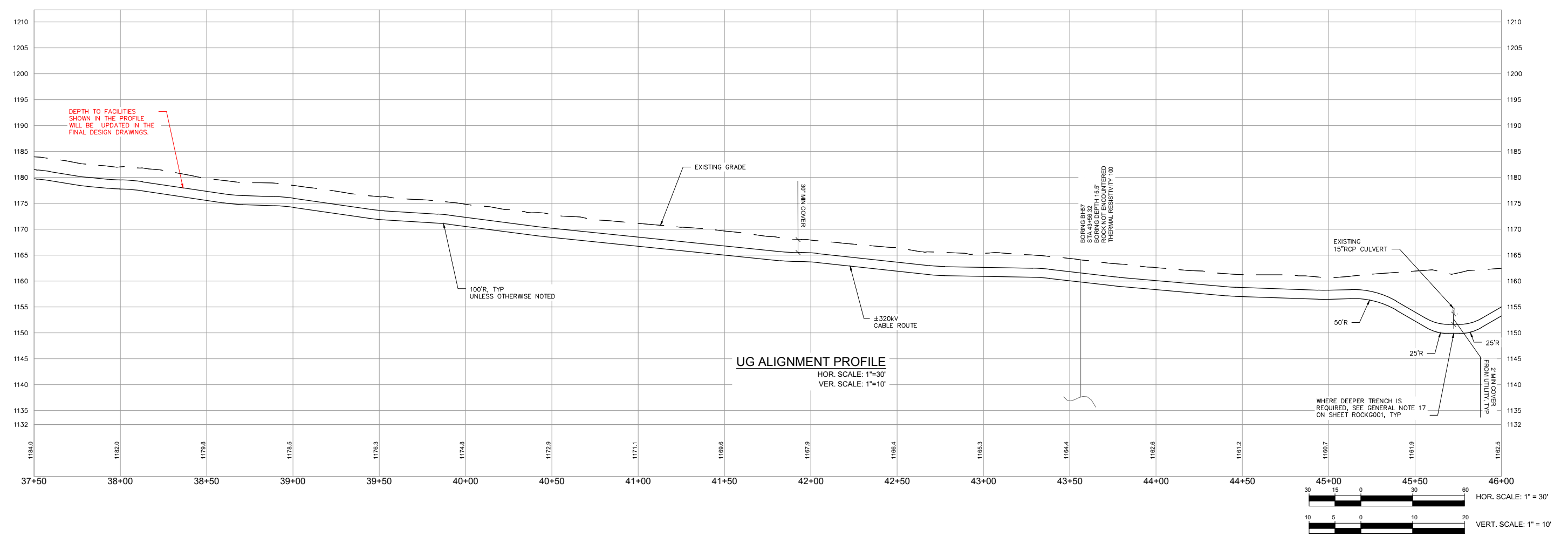
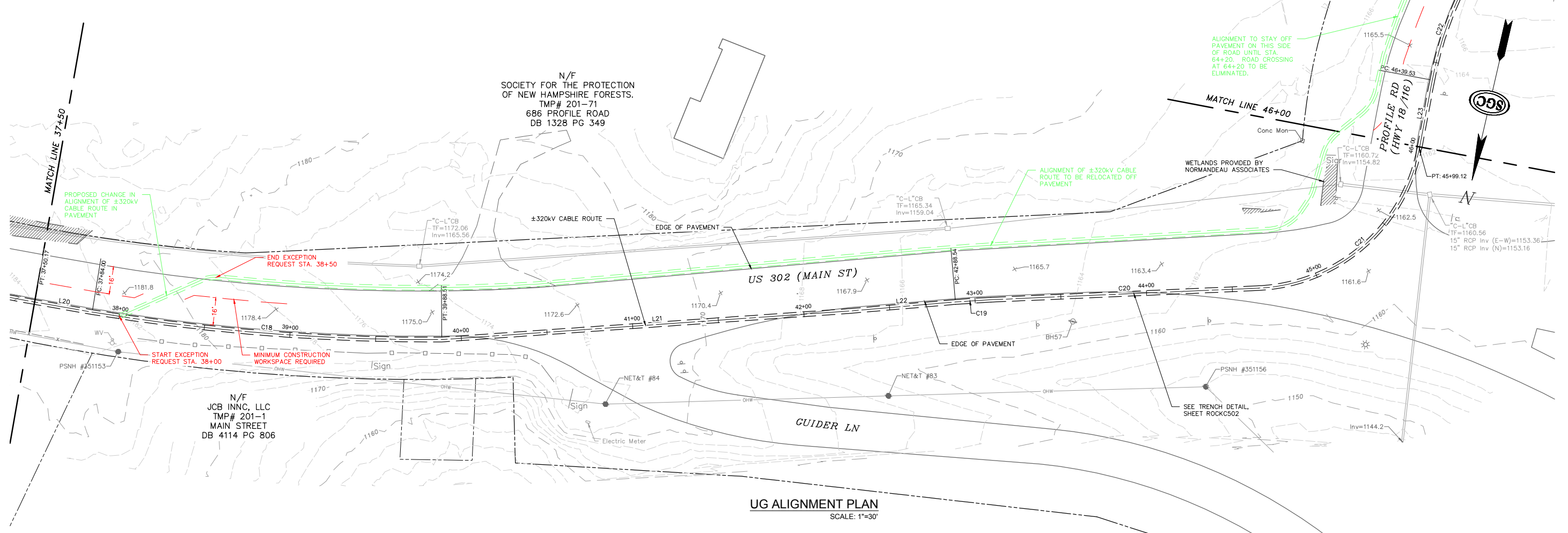
Impacts

The design, as proposed, will not adversely affect the design, construction, stability, traffic, safety, environmental commitments, maintenance, or operation of the highway. The alignment has been located to minimize the disturbance of pavement. The installation of the ductbank and pavement restoration will be designed and constructed in accordance with conditions outlined in the NHDOT's

April 3, 2017 letter to the New Hampshire Site Evaluation Committee. The installation's proposed depth meets NHDOT's criteria relating to the structural box to minimize any potential conflicts with maintenance and future highway projects. A traffic control plan has been submitted to the NHDOT for this design and complies with the Manual on Uniform Traffic Control Devices.

Supporting Documentation

See attached Exhibit A showing a plan and profile view.



NO.	EXCEPTION REQUEST	REVISION	DATE	DRWN	CHKD	APPRD.
0			05/24/17			

SGC Engineering, LLC
A Lloyd's Register Company

PAR
ELECTRICAL CONTRACTORS, INC.

THE NORTHERN PASS

Transmission Business

EXCEPTION 98 - ALIGNMENT IN PAVEMENT
NPT ROCK-UNDERGROUND ALIGNMENT
ROCK SECTION- STA 38+00 TO 38+50

DATE: 05/2017

DES: MRR | DIR: TCR
DRW: MRR | APP: TMH
TOWN: BETHLEHEM

TRANSMISSION LINE:
ROCK

EXHIBIT A