

Exception Request No.: 106
Section: SHEB
Town: Franconia
Highway: NH 18/NH 116 (Tier 3)
Station: 279+75 to 284+70
Drawing No.: SHEB C115 to C116
Survey Report Cross Reference No.: SHEB C112 to C113
Exception Type: Alignment in Pavement

Traffic Information

NHS: No
ADT: 3600
Traffic Control Type: Alt 1-way
Traffic Control Duration: Traffic control duration is estimated to be 8 days for the proposed installation, during which one lane will be closed.

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 NH 18/NH 116, from approximately station 279+75 to 284+70 of the NPT SHEB Underground Alignment.

Due to limited ROW space outside the pavement and beyond the existing utility poles, construction outside the paved area is not practicable because NPT does not have the necessary property rights to construct outside the NHDOT ROW on private property. The proposed alignment is located beneath the pavement at a 5-foot offset from the utility poles to avoid future conflicts with pole repairs or replacement.

Technical Discussion of Justification of Exception

The proposed alignment is within the roadway because of constraints posed by several utility poles and a fire hydrant on the south side of NH 18/NH 116. Relocating these utility poles to provide sufficient area to construct the duct on the south side outside the pavement would require the acquisition of property rights from adjacent property owners.

NPT evaluated putting the duct bank on the north side of the road but there is little to no space beyond the pavement within the ROW to place the duct bank. In addition, the north side of the road is lined with a sidewalk in this area. Lastly, if the duct bank were put on the north side at this location, the duct bank would need to cross the road back to the south side to meet up with the HDD location at approximately 277+75.

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: The splice enclosure at approximately 282+25 has been moved out of the pavement. See Exhibit A.)

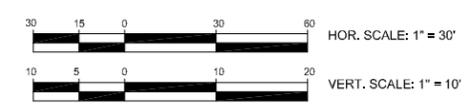
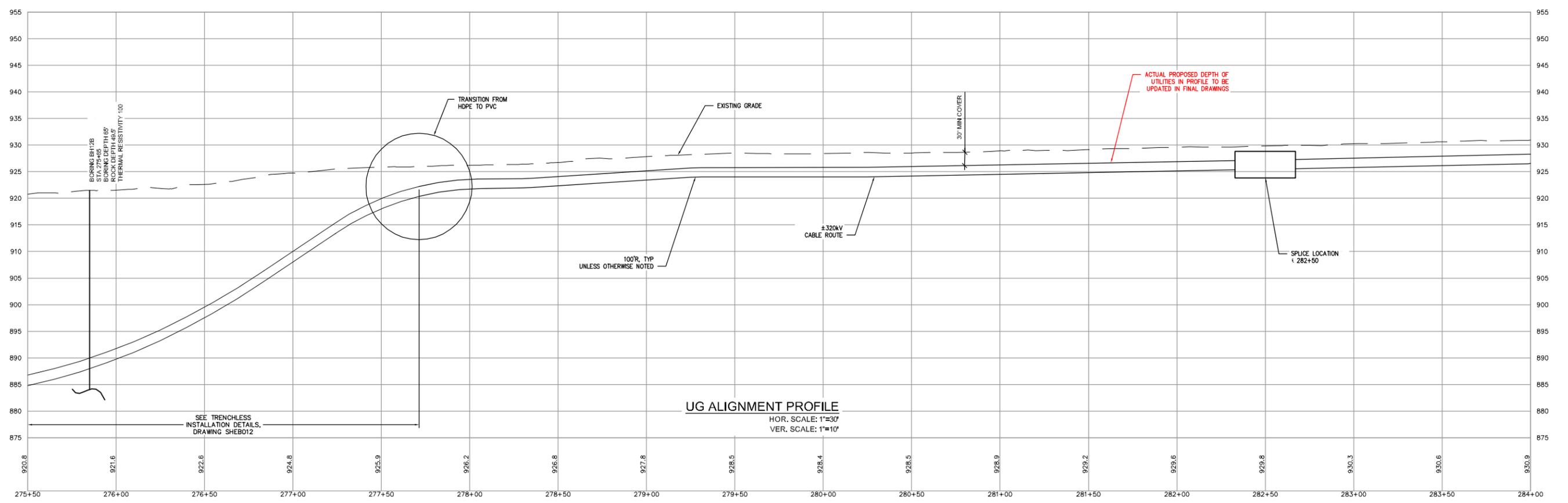
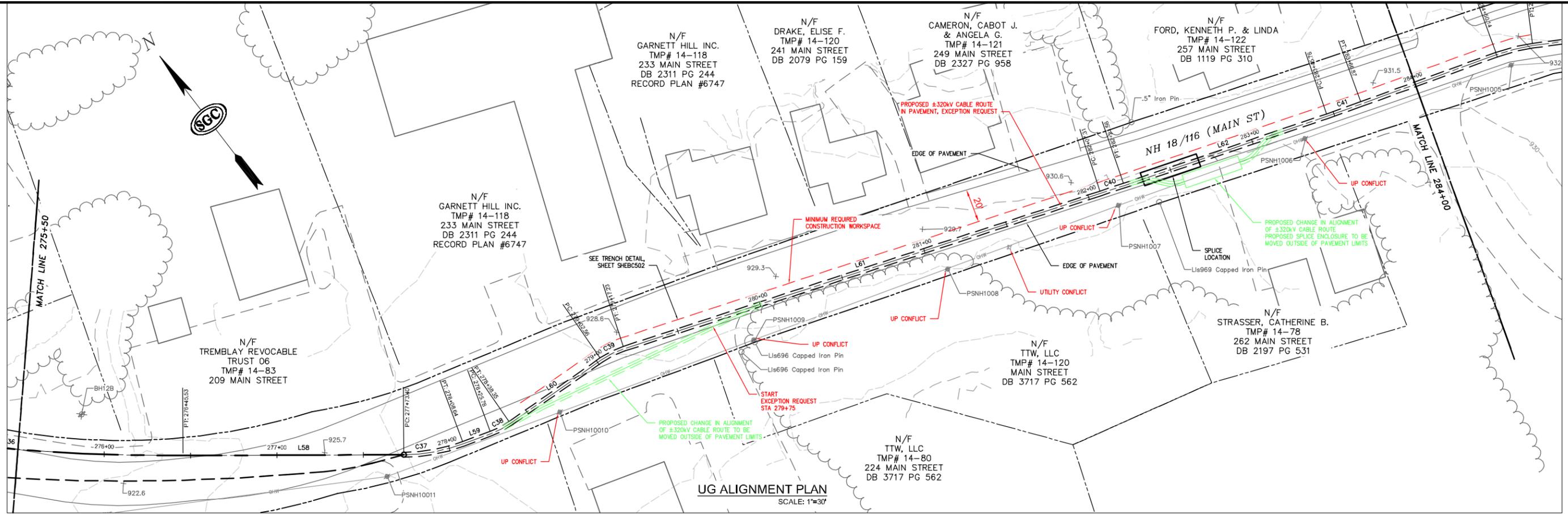
Impacts

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 5-feet off the edge of the poles, to avoid future conflicts with repairs or replacement. The installation of the duct bank 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 view.

PRELIMINARY - NOT FOR CONSTRUCTION



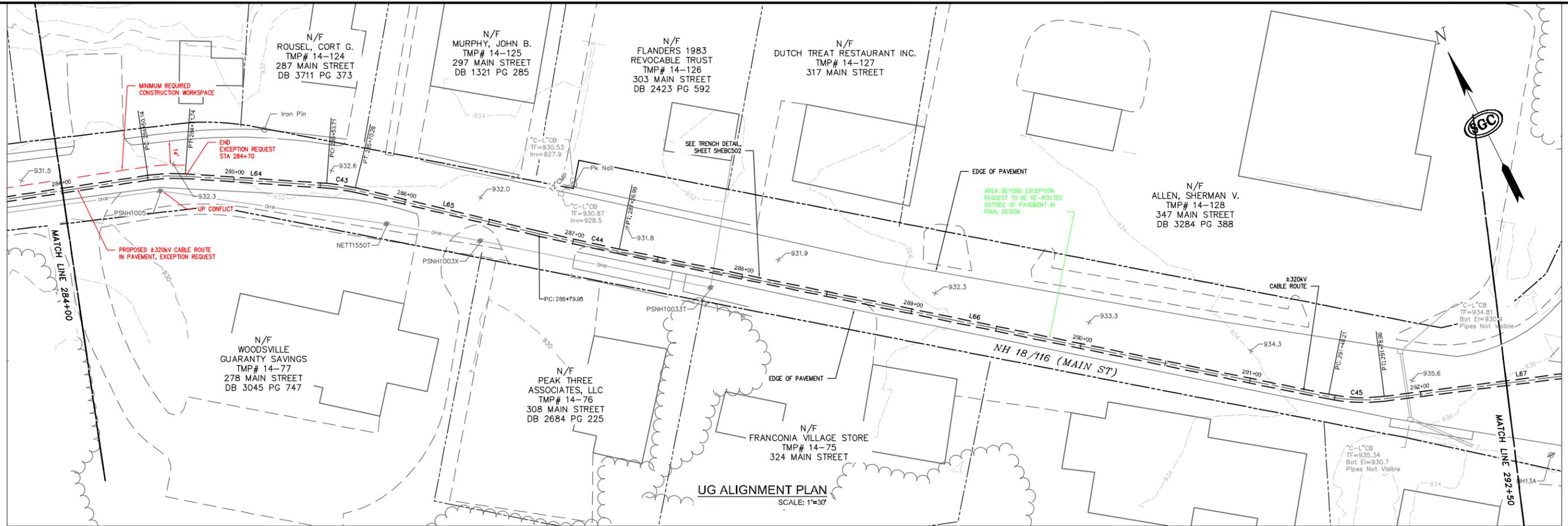
NO.	REVISION	DATE	BY	CHKD	APPV.
0	EXCEPTION REQUEST	05/30/17	TDD	TDD	TMH



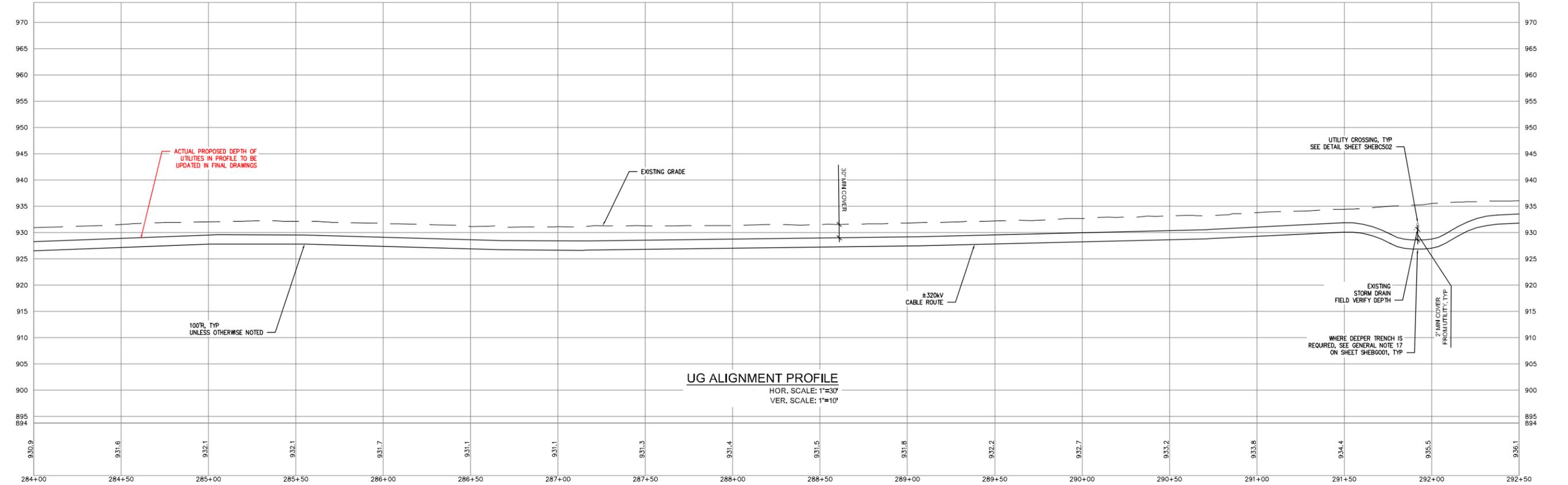
Transmission Business

EXCEPTION: UG-ALIGNMENT/SPICE ENCLOSURE IN PAVEMENT
 NPT SHEB-UNDERGROUND ALIGNMENT
 SHEB SECTION-STA 279+75 TO STA 284+70
 SCALE: H: 1"=30', V: 1"=10'
 DATE: 06/02/2017

TRANSMISSION LINE:
SHEB
 EXHIBIT A.1



UG ALIGNMENT PLAN
SCALE: 1"=30'



UG ALIGNMENT PROFILE
HOR. SCALE: 1"=30'
VER. SCALE: 1"=10'



NO.	REVISION	DATE	BY	CHKD	APPV.
0	EXCEPTION REQUEST	05/20/17	TDD	DRW	CHD



Transmission Business

EXCEPTION LOG-ALIGNMENT IN PAVEMENT
NPT SHEB-UNDERGROUND ALIGNMENT
SHEB SECTION-STA 279+75 TO STA 284+70
SCALE: 1"=30'

DES: MRR CHK: TDD
DRW: BGC APR: THT
TOWN: FRANCONIA

TRANSMISSION LINE:
SHEB