

Exception Request No.: 107
Section: SHEB
Town: Franconia
Highway: NH 18/116 (Tier 3)
Station: 286+75 to 293+79
Drawing No.: SHEB C116 to C117
Survey Report Cross Reference No.: SHEB C113 to C114
Exception Type: Alignment in Pavement
Highway Crossing

Traffic Information

NHS: No
ADT: 3600
Traffic Control Type: Alt 1-way
Traffic Control Duration: Traffic control duration is estimated to be 16 days for the proposed installation, during which one lane will be closed. An additional 3-4 weeks of traffic control will be required to tie the duct bank into the microtunnel at 293+79 (see exception request 108).

Summary of Justification for Exception

NPT is requesting an exception from the UAM guidelines for the location of the cable trench in the pavement vicinity of the intersection of NH 18/116, Wallace Hill Road, and NH 116 from station 286+75 to 293+79 of the NPT SHEB Underground Alignment.

The proposed alignment crosses the highway at this location to align with the microtunnel entry pit located on the eastern side of NH 116 at 293+79. (See Exception Request 108). In an effort to preserve sidewalks and established landscaping in front of local businesses, the proposed alignment is located in the pavement in this area.

Technical Discussion of Justification of Exception

The proposed alignment has been modified to eliminate the longitudinal crossing shown in the original permit drawings at 291+50 and extended through the intersection of NH 116 and Wallace Hill Road. The highway crossing has been moved back to approximately 286+75, where it crosses to the north side of the road. On the north side of the road, the alignment is set along the edge of pavement and sidewalk to protect street trees and landscaping to the greatest extent practicable from 286+75 to 292+00. The alignment then makes a perpendicular crossing of Wallace Hill Road at the intersection to align with the microtunnel entry pit in a curve designed to accommodate cable bending radius restrictions. (See Exception Request 108 for the trenchless microtunnel installation beginning at 293+79).

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

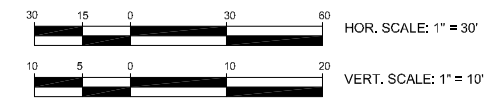
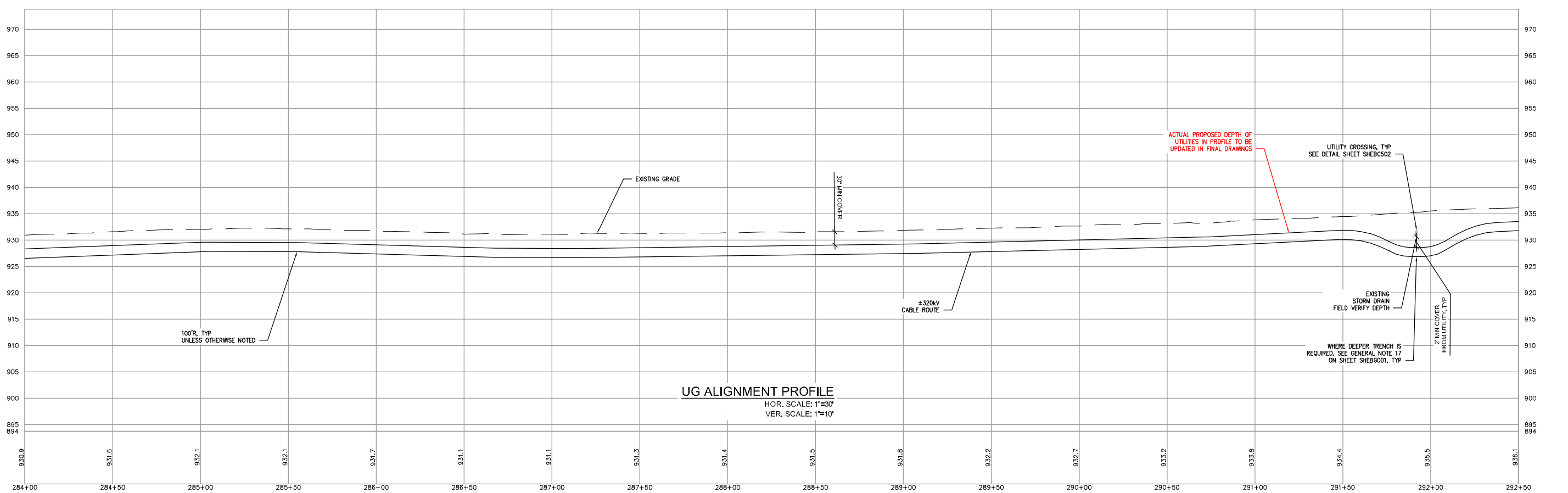
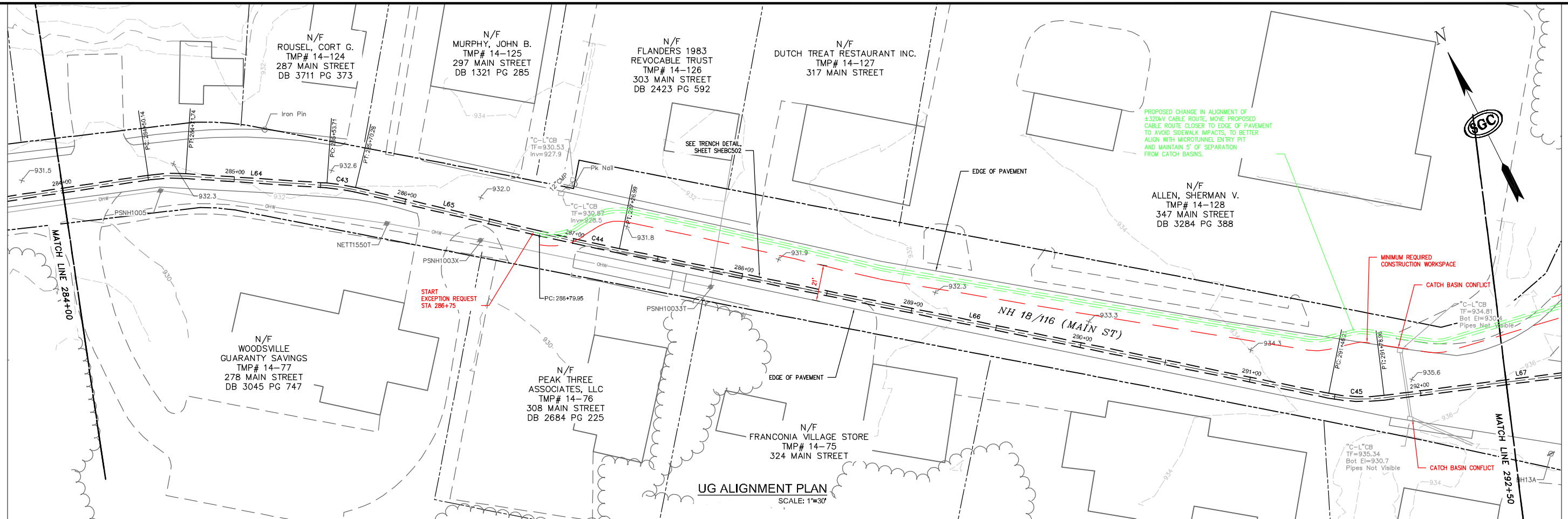
Impacts

The design, as proposed, will not adversely affect the design, construction, stability, traffic, safety, environmental commitments, maintenance, or operation of the highway. The installation of the

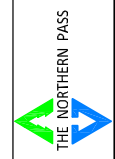
ductbank and pavement restoration will be designed and constructed in accordance with conditions outlined in the NHDOT's April 3, 2017 letter to the New Hampshire Site Evaluation Committee. The installation's proposed depth meets NHDOT's criteria relating to the structural box to minimize any potential 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	DATE	DRWN	CHKD	APPRD.
0	EXCEPTION REQUEST	05/20/17			



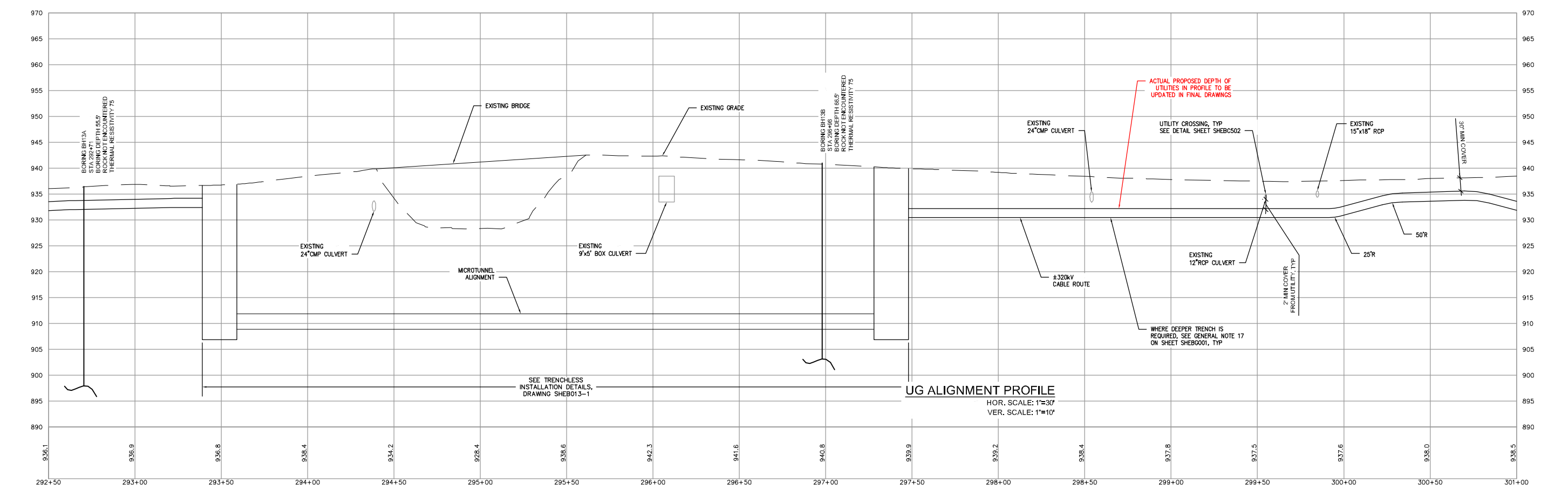
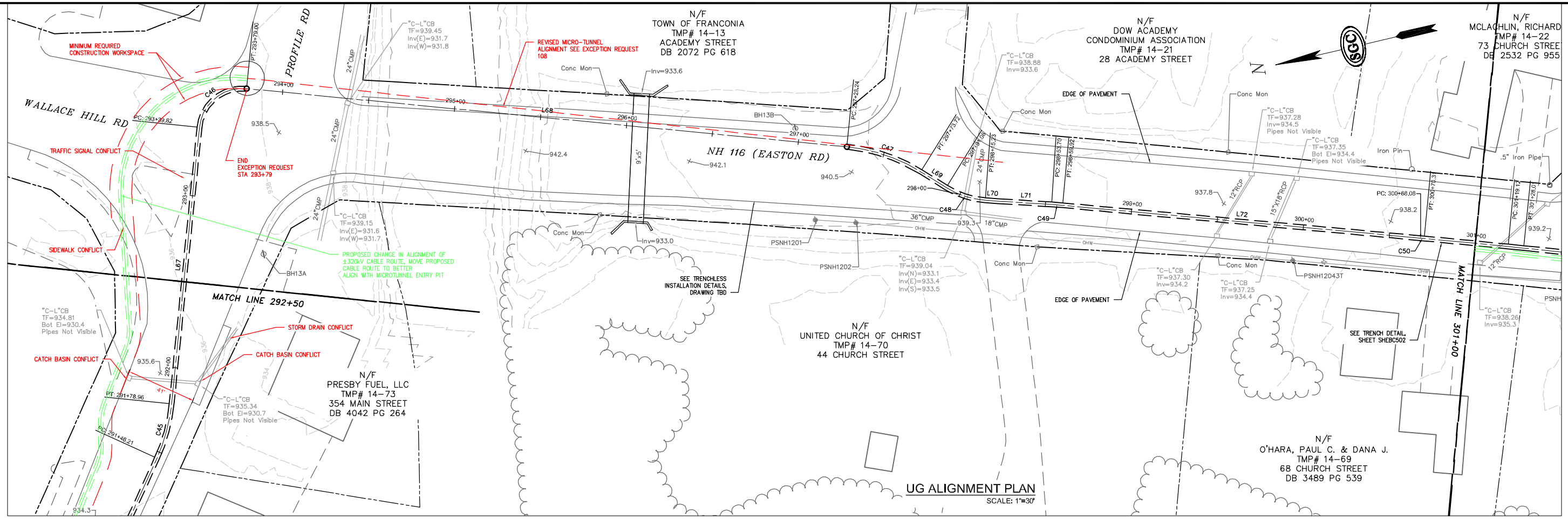
Transmission Business

EXCEPTION 107-ALIGNMENT IN PAVEMENT
NPT SHEB-UNDERGROUND ALIGNMENT
SHEB SECTION-STA 286+75 TO STA 293+79
SCALE:

DES: MRR CHK: TD
DRW: BGC APR: TMH
TOWN: FRANCONIA

TRANSMISSION LINE:
SHEB

PRELIMINARY - NOT FOR CONSTRUCTION



NO.	DATE	REVISION	BY	CHKD	APPR.
0	06/15/17	ISSUE FOR CONSTRUCTION			



Transmission Business

EXCEPTION 107-ALIGNMENT IN PAVEMENT
 NPT SHEB-UNDERGROUND ALIGNMENT
 SHEB SECTION-STA 286+75 TO STA 293+79
 DATE: 06/2017

DES: MRR / CHK: TD
 DRW: BCC / APR: TMH
 TOWN: FRANCONIA
 TRANSMISSION LINE: SHEB
 EXHIBIT A.2

