

**Exception Request No.: 123**  
**Section: SHEB**  
**Town: Easton**  
**Highway: NH 116 (Tier 3)**  
**Station: 601+75 to 602+75**  
**Drawing No.: SHEB C153**  
**Survey Report Cross Reference No.: SHEB C150**  
**Exception Type: Alignment in Pavement**  
**Highway Crossing**

Traffic Information

NHS: No  
ADT: 200  
Traffic Control Type: Alt 1-way  
Traffic Control Duration: Traffic control duration is estimated to be 6 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 116, Easton Road from station 601+75 to 602+75 of the NPT SHEB Underground Alignment.

Due to limited ROW space outside the pavement on the east side of the road, the proposed alignment is being re-routed to the west side of the road to allow for more of the alignment to be located outside the pavement. The attached Exhibit A has been provided to show the proposed road crossing.

Technical Discussion of Justification of Exception

The roadway alignment at this location is constrained by a narrow ROW on the eastern side of NH 116. By re-routing the alignment to the west side of the road, the duct bank can be outside the pavement from the proposed road crossing at approximately 602+75 to a location approximately 1,500 feet south at Station 617+75.

It is important to note that this road crossing is not an additional road crossing but will replace a road crossing proposed in the original design at Station 621+00. The road crossing is required to align the duct bank with the HDD entry pits at 622+00. The relocation of the road crossing from 621+00 to 601+75 allows for more of the duct bank to be located outside of the pavement limits.

Note: NPT is requesting an exception for the portion of the alignment from station 601+75 to 602+75. In the original permit drawings, NPT proposed an alignment within the pavement for a longer portion of the roadway in this area, as described above. In response to NHDOT comments, NPT has reduced the length of the alignment within the paved area. The revised alignment will be reflected in revised drawings to be submitted at a later date.

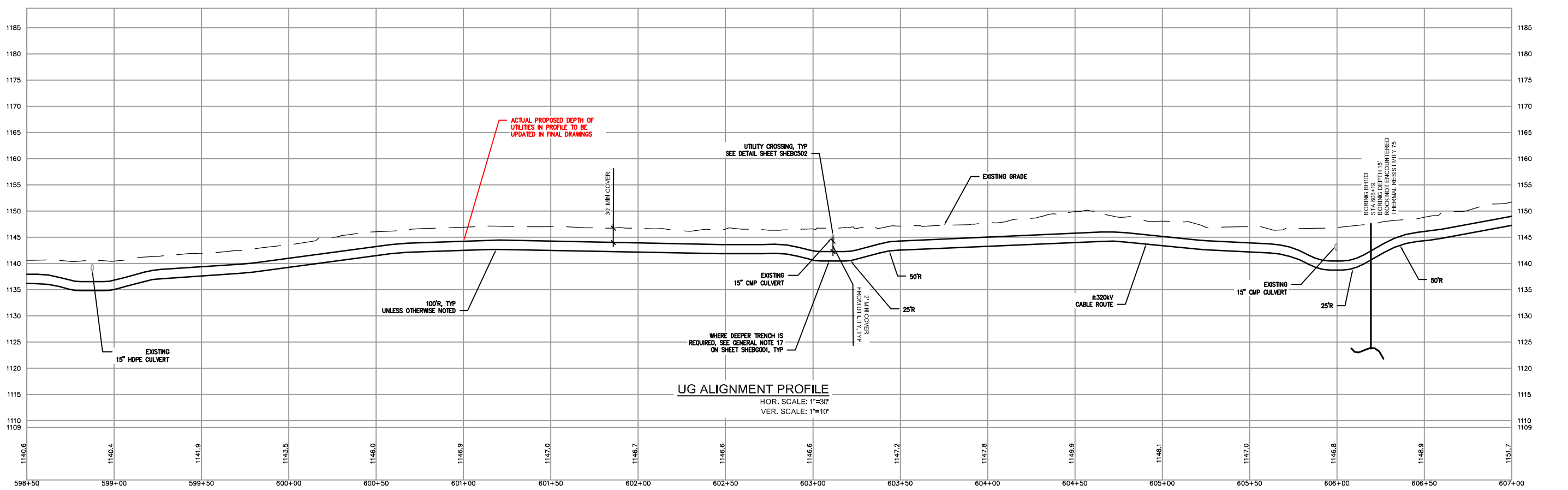
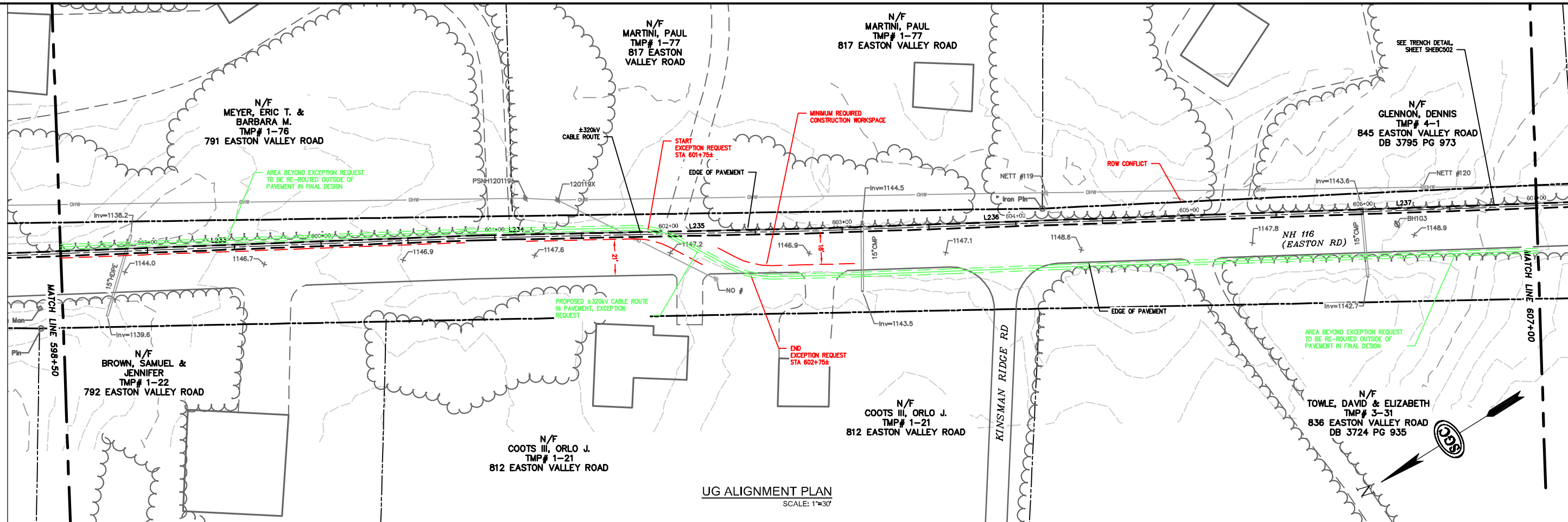
Excavation limits and work areas are shown on the attached drawings. (See Exhibit A). During construction, one lane will remain open to traffic at all times.

### Impacts

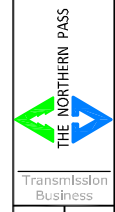
The design, as proposed, will not adversely affect the design, construction, stability, traffic, safety, environmental commitments, maintenance, or operation of the highway. The installation of the duct bank and pavement restoration will be designed and constructed in accordance with conditions outlined 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 and profile.



NO.	DATE	BY	CHKD	APPROV.
0	05/21/17	TDD	MDR	TMH
		REVISION		



EXCEPTION 123-ALIGNMENT IN PAVEMENT  
NPT SHEB-UNDERGROUND ALIGNMENT  
SHEB SECTION STA 601+75 TO 602+75±  
SCALE: H. 1"=30', V. 1"=10'  
DATE: 12/12/2016

