

**Exception Request No.: 129**  
**Section: SHEB**  
**Town: Easton**  
**Highway: NH 116 (Tier 3)**  
**Station: 637+75 to 638+75**  
**Drawing No.: SHEB C157**  
**Survey Report Cross Reference No.: SHEB C155**  
**Exception Type: Alignment in Pavement**

Traffic Information

NHS: No  
ADT: 200  
Traffic Control Type: Alt 1-way  
Traffic Control Duration: Traffic control duration is estimated to be 4 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 637+75 to 638+75 of the NPT SHEB Underground Alignment.

Due to an existing building located partially within the ROW, construction outside the paved area is not practicable due to the limited space between the edge of pavement and the building. The proposed alignment is located beneath the pavement at a 5-foot offset from the building to avoid future conflicts with repairs or replacement.

Technical Discussion of Justification of Exception

The roadway alignment at this location is constrained by an existing building on the eastern side of NH 116 (Easton Road). Relocating the building to provide sufficient area to construct the duct outside the paved area is not practicable.

NPT also evaluated placing the cable trench alignment on the western side of the road in this area, however there is not sufficient space between the edge of pavement and the NHDOT ROW limits to construct the duct bank outside of the pavement on the western side. In addition, the western side of the road is constrained by wetlands adjacent to the road. Moving to the western side would also require two road crossings. NPT submits the impacts of moving to the western side of the road greatly outweigh any benefits to the highway or traffic.

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 alignment has been

located 5-feet off the edge of the building 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 and profile view.

