

Exception Request No.: 136
Section: SHEB
Town: Easton
Highway: NH 116 (Tier 3)
Station: 706+50 to 708+00
Drawing No.: SHEB C165
Survey Report Cross Reference No.: SHEB C163
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 from station 706+50 to 708+00 of the NPT SHEB Underground Alignment.

The alignment is constrained by the limited space between the edge of pavement and the limits of the NHDOT ROW on the western side of NH 116 just south of the highway crossing. The ROW on the western side is further constrained by utility pole further south and generally has less available space than the eastern side.

Technical Discussion of Justification of Exception

The proposed road crossing is located to avoid the constraints posed by limited available space between the edge of the pavement and the edge of the NHDOT ROW on the western side. The crossing allows for more of the duct bank to be installed outside of the pavement on the eastern side of the road to the south.

NPT evaluated continuing the duct bank on the west side of the road without the crossing. However, the existing overhead distribution line runs along the west side of the ROW. Relocating the utility poles to provide sufficient area to construct the duct will not provide a sufficient area between the edge of pavement and the NHDOT ROW limits to install the cable trench.

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

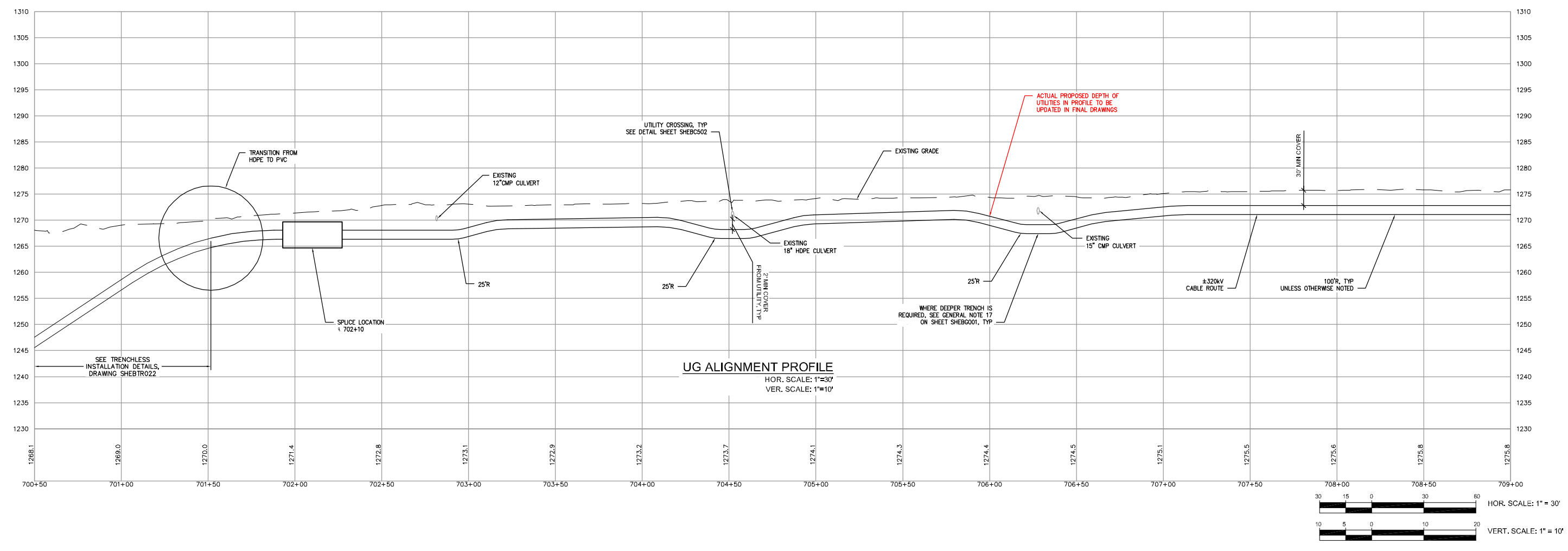
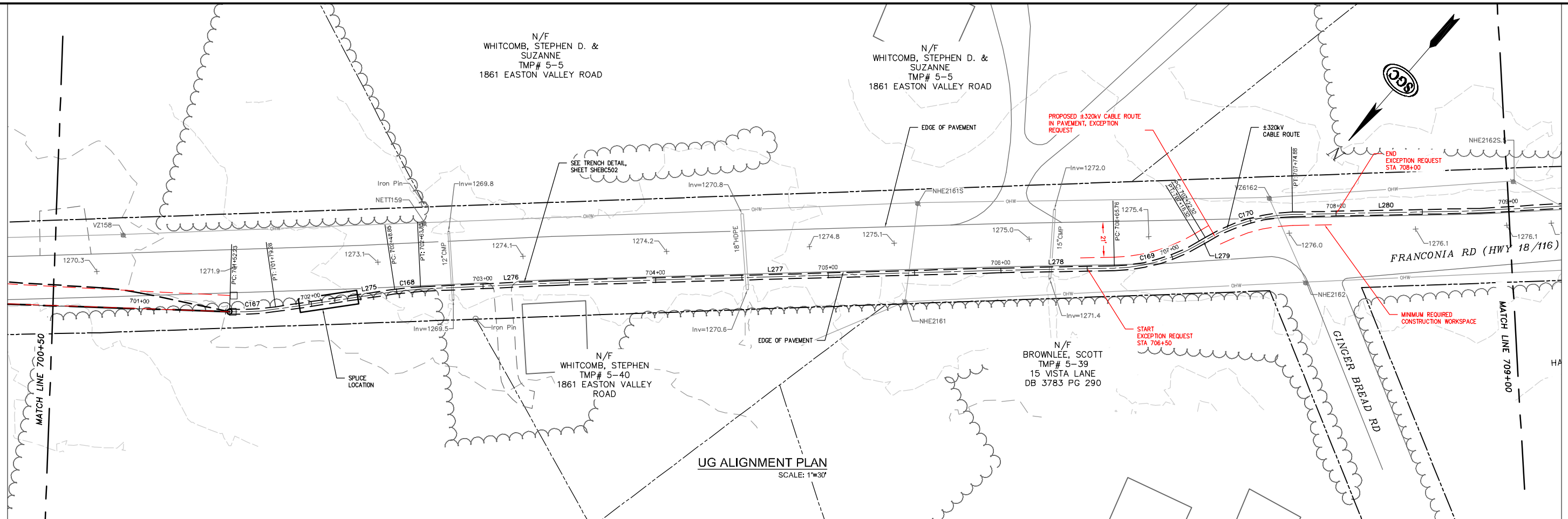
The design, as proposed, will not adversely affect the design, construction, stability, traffic, safety, environmental commitments, maintenance, or operation of the highway. The alignment has been located to minimize the disturbance of pavement. The installation of the duct bank and pavement restoration 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.

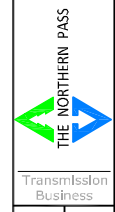
Supporting Documentation

See attached Exhibit A showing a plan and profile view.

PRELIMINARY - NOT FOR CONSTRUCTION



NO.	DATE	BY	CHKD	APPROV.
0	06/29/17	TDD	DMW	CHD
		REVISION		



EXCEPTION 136-ALIGNMENT IN PAVEMENT
NPT SHEB-UNDERGROUND ALIGNMENT
SHEB SECTION STA. 706+50 TO 708+00
SCALE: H. 1"=30', V. 1"=10'
DATE: 06/29/17

DES. TO: CHM:MR
DRW. TO: APR:TMH
TOWN: EASTON
TRANSMISSION LINE: SHEB
EXHIBIT A