

**Exception Request No.: 141**  
**Section: WMNF**  
**Town: Easton**  
**Highway: NH 116 and NH 112 (Tier 3)**  
**Station: 878+25 to 880+00**  
**Drawing No.: WMNF C120**  
**Survey Report Cross Reference No.: WMNF C120**  
**Exception Type: Alignment in Pavement**

#### Traffic Information

NHS: No  
ADT: 666  
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 at the intersection of Highway NH 116, Easton Road and Highway NH 112, Lost River Road from STA 878+25 to 880+00 of the NPT WMNF underground alignment section. (See Exhibit A.)

Due to limited ROW space and minimum cable bend radius, construction outside the pavement is not practicable because NPT does not have the necessary property rights to construct outside the NHDOT ROW. The proposed alignment is located beneath the pavement at a 5-foot offset from the east side ROW corner of the intersection.

#### Technical Discussion of Justification of Exception

At this location, the duct bank alignment turns south from NH 116 to NH 112. The duct bank is located on the inside of the corner to prevent the need for a crossing through the intersection. However, on the inside corner there is less than 5-feet from the NHDOT ROW corner to the edge of pavement. The alignment is located outside the pavement on either side of the bend at to keep as much of the duct bank out of the pavement as practicable but the location of the edge of the NHDOT ROW relative to the edge of pavement prohibits the installation outside the paved area at this corner. (See Exhibit A.)

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

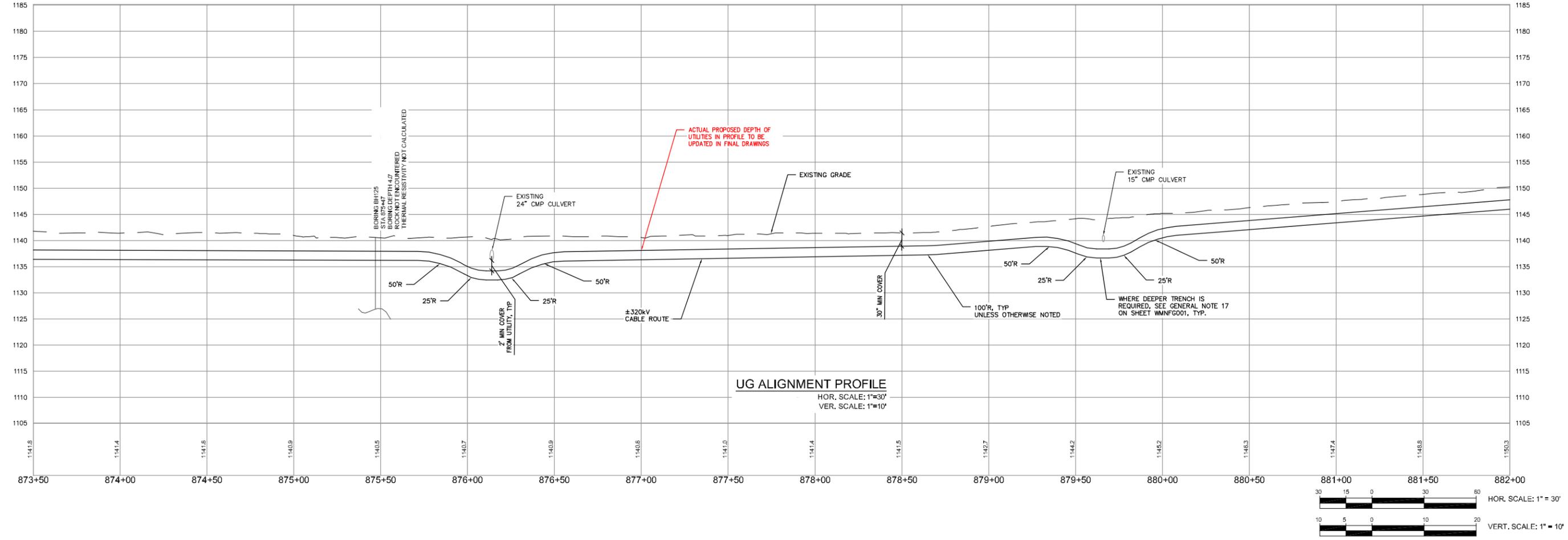
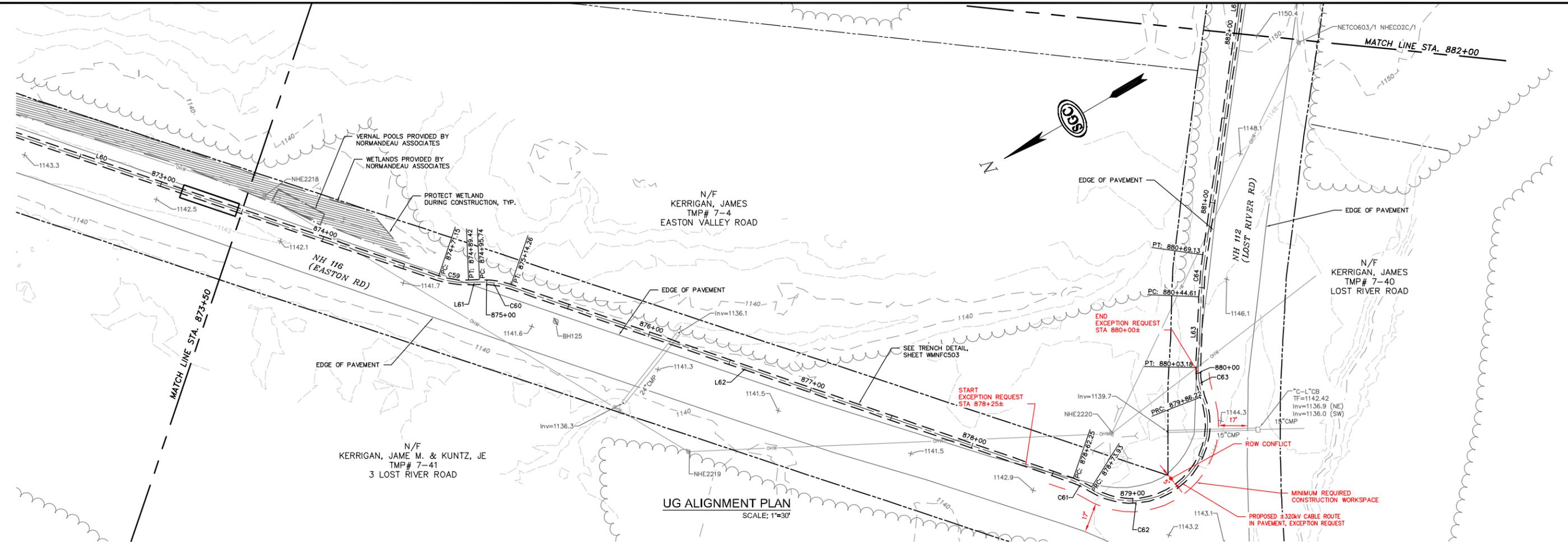
#### Impacts

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 from the intersection's east side ROW corner. 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.



NO.	REVISION	DATE	BY	CHKD	APPROV.
0	EXCEPTION REQUEST				



Transmission Business

EXCEPTION 141-ALIGNMENT IN PAVEMENT  
 NPT WMNF-UNDERGROUND ALIGNMENT  
 WMNF SECTION-STA. 878+25 TO STA. 880+00±  
 SCALE: H. 1"=30', V. 1"=10'

DES: MRR CHK: TD  
 DRW: MRR APR: TMH  
 TOWN: MAZ  
 DATE: 05/20/17

TRANSMISSION LINE:  
 WMNF

EXHIBIT A

