

**Exception Request No.: 154**  
**Section: WMNF**  
**Town: Woodstock**  
**NH: NH 112 (Lost River Road) (Tier 3)**  
**Station: 1137+50 to 1138+50**  
**Drawing No.: WMNF C151**  
**Survey Report Cross Reference No.: WMNF C151**  
**Exception Type: Alignment in Pavement (Road Crossing)**

#### 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 duct bank in the pavement on NH 112 (Lost River Road) from station 1137+50 to 1138+50 of the NPT WMNF Underground Alignment for purposes of a road crossing.

The proposed alignment moves into the paved highway at this location to cross to the west side of the road to align with the HDD pit locations further south on the west side at approximately station 1145+75, and to avoid a series of drainage structures and wetlands on the east side of the road.

#### Technical Discussion of Justification of Exception

The proposed alignment crosses the roadway in order to align with the HDD033 entry pit on the west side of NH 112 (Lost River Road) located at approximately station 1145+75. (See Exception Request 155 re: HDD033.) The location of the crossing at 1137+50 was selected to avoid construction constraints posed by drainage structures and wetlands on the east side of the road between approximately station 1138+50 and 1145+00.

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.

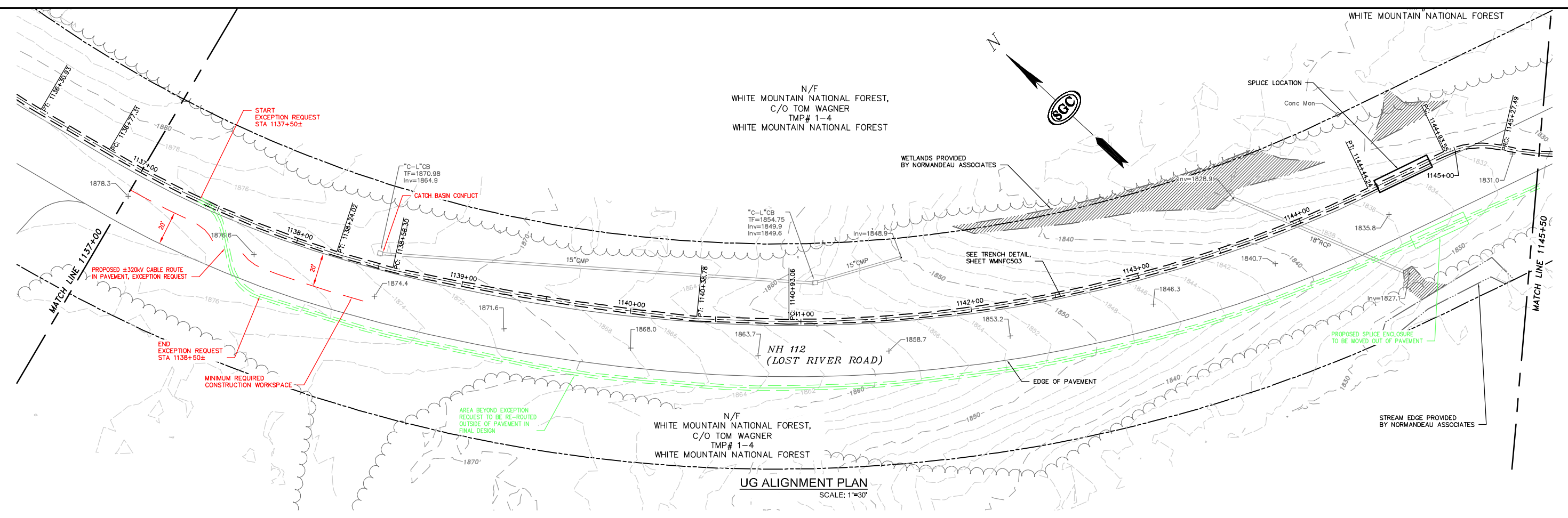
#### Impacts

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.

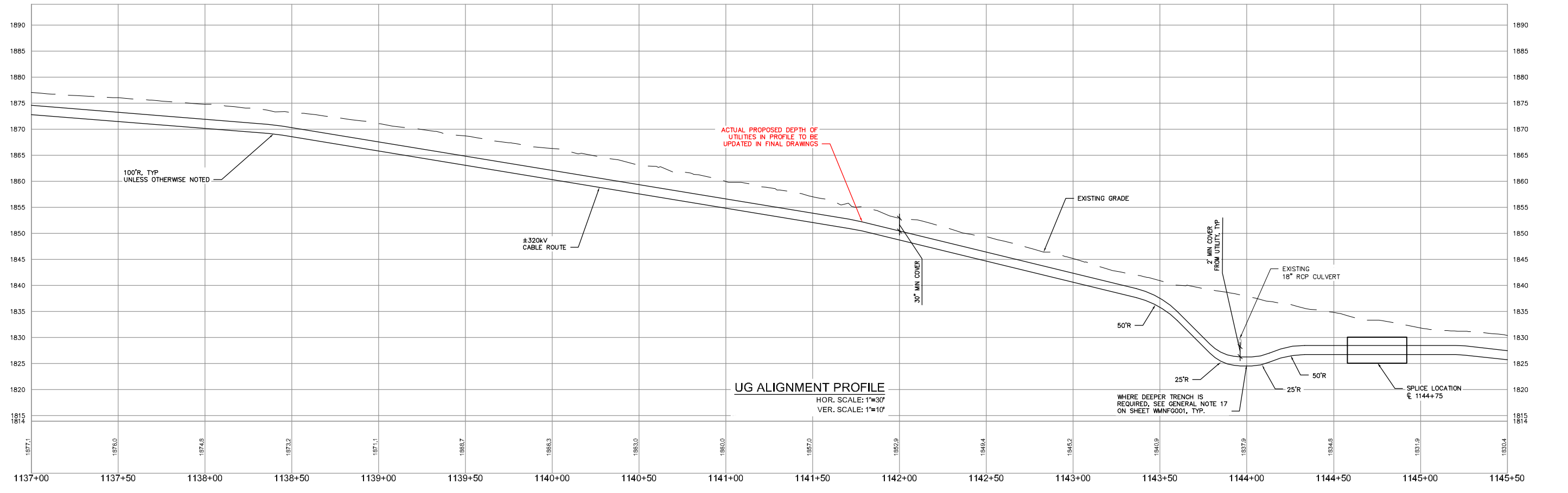
Supporting Documentation

See attached Exhibit A showing a plan and profile view.

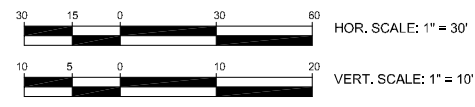
**PRELIMINARY - NOT FOR CONSTRUCTION**



**UG ALIGNMENT PLAN**  
SCALE: 1"=30'



**UG ALIGNMENT PROFILE**  
HOR. SCALE: 1"=30'  
VER. SCALE: 1"=10'



NO.	EXCEPTION REQUEST REVISION	DATE	DRAWN	CHECKED	APPROVED
0					



Transmission Business

EXCEPTION 154-ALIGNMENT IN PAVEMENT  
NPT WMNF-UNDERGROUND ALIGNMENT  
WMNF SECTION-STA 1137+50 TO STA 1138+50±  
SCALE: H: 1"=30', V: 1"=10'  
DATE: 09/2017

DES: MRR  
CHKD: TD  
TOWN: WOODSTOCK

TRANSMISSION LINE:  
WMNF

EXHIBIT A