

**Exception Request No.: 159**  
**Section: WMNF**  
**Town: Woodstock**  
**Highway: NH 113, Lost River Road (Tier 3)**  
**Station: 1204+90± to 1206+00±**  
**Drawing No.: WMNF C158-C159**  
**Survey Report Cross Reference No.: WMNF C158-C159**  
**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 cable trench in the pavement on NH 112, Lost River Road from approximately station 1204+90 to 1206+00 of the NPT WMNF Underground Alignment.

The proposed alignment is located beneath the pavement to cross the highway to align the duct bank with the HDD 035 entry pits. (See Exhibit A).

#### Technical Discussion of Justification of Exception

At approximately station 1204+90 the alignment crosses the highway to line up with HDD 035 pit locations at approximately 1206+00 which are located on the east side of the road. See Exception Request 160 for discussion of the HDD location and alignment.

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

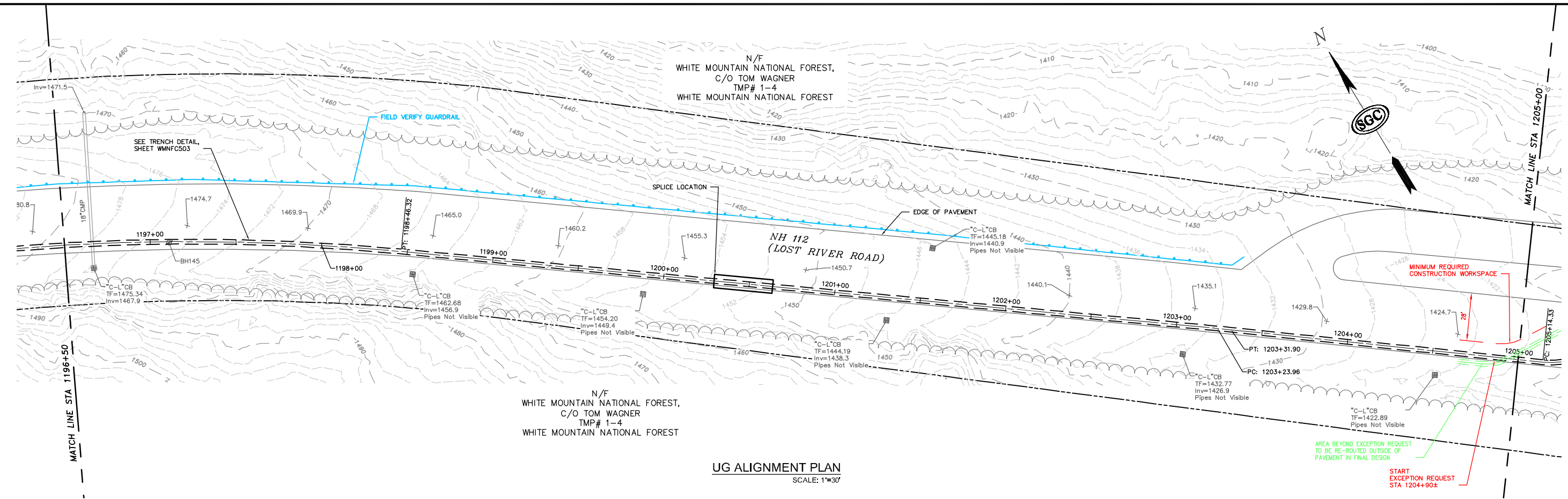
#### Impacts

The design, as proposed, will not adversely affect the design, construction, stability, traffic, safety, environmental commitments, maintenance, or operation of the highway. The 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.

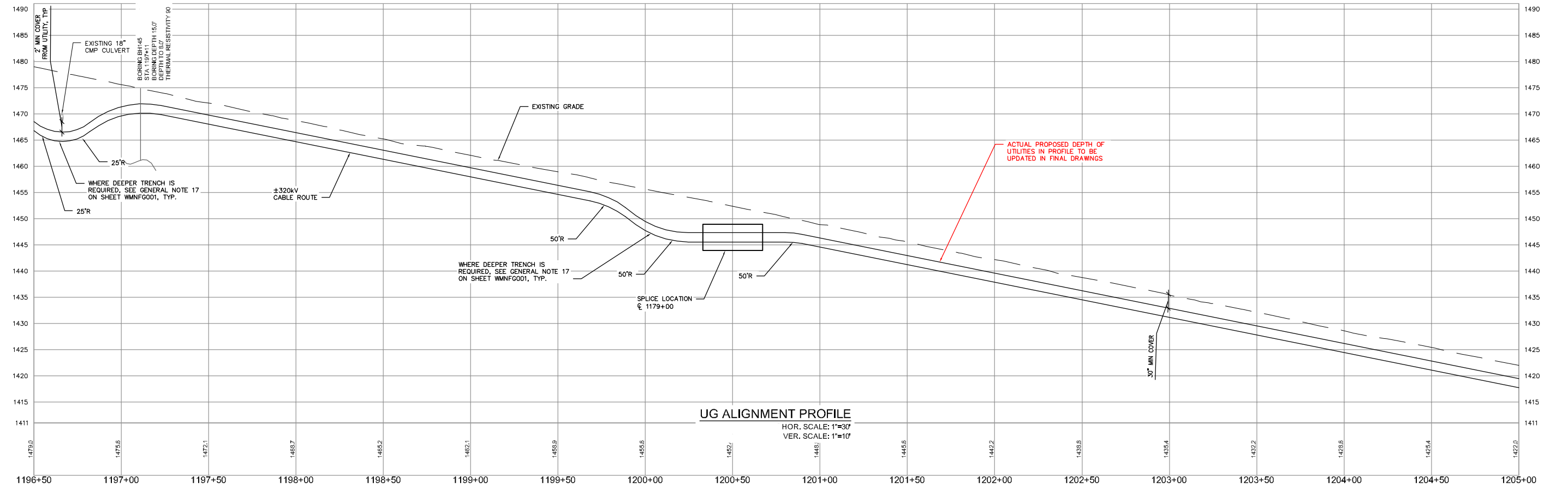
#### Supporting Documentation

See attached Exhibit A showing a plan and profile view.

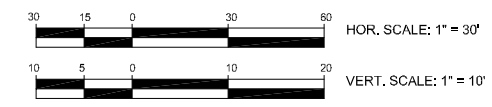
**PRELIMINARY - NOT FOR CONSTRUCTION**



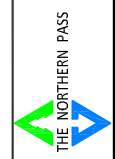
**UG ALIGNMENT PLAN**  
SCALE: 1"=30'



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



NO.	EXCEPTION REQUEST	REVISION	DATE	DRWN	CHKD	APPRV.
0	EXCEPTION REQUEST		07/10/17	TJD	MRR	TMF



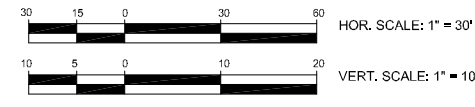
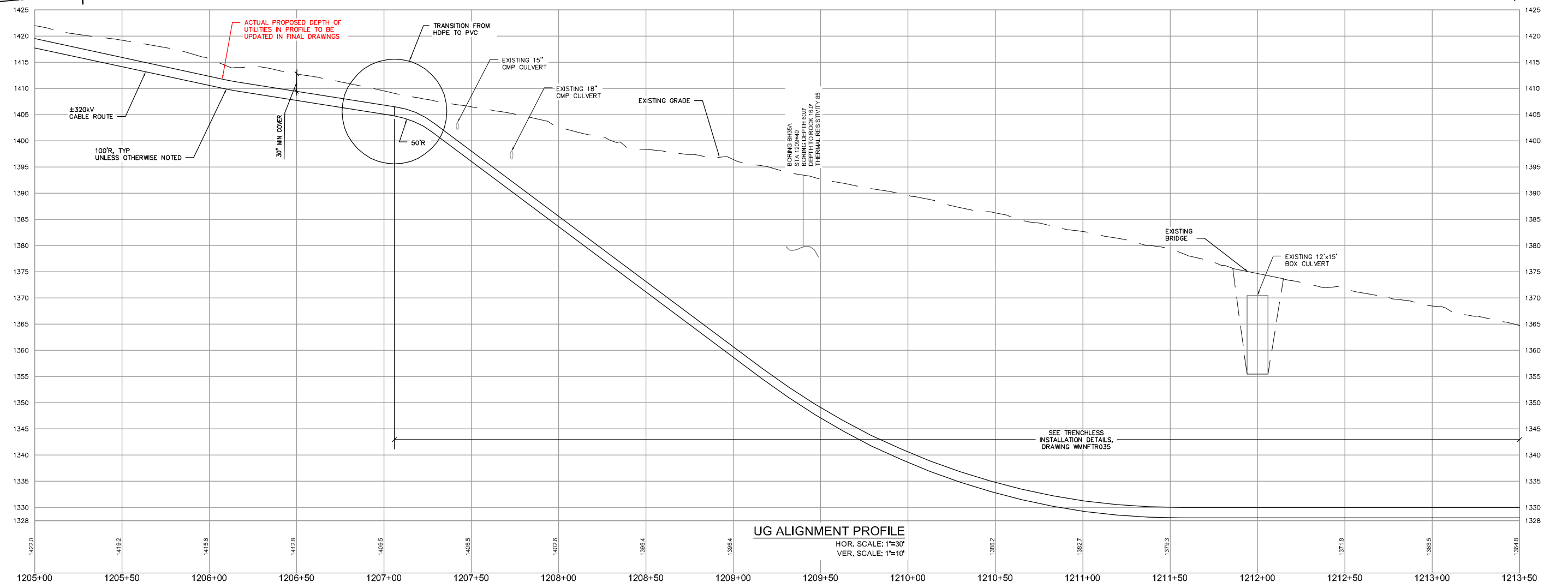
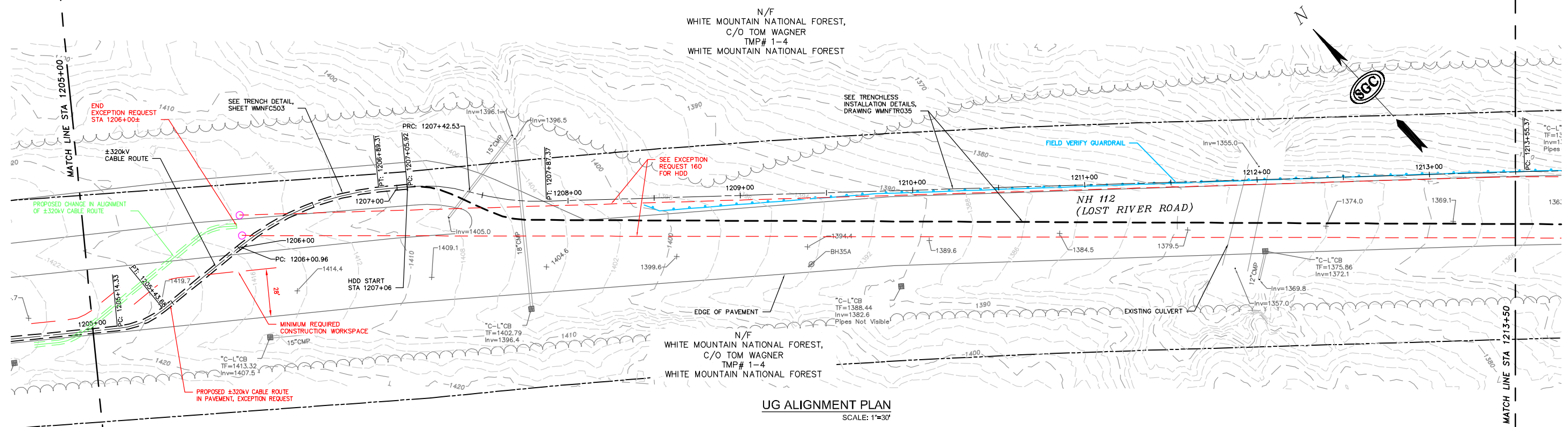
Transmission Business

EXCEPTION EGS-ALIGNMENT IN PAVEMENT  
NPT WMNF-UNDERGROUND ALIGNMENT  
WMNF SECTION-STA 1204+90 TO STA 1206+00±  
SCALE: H. 1"=30', V. 1"=10'  
DATE: 07/2017

DES: MRR  
CHK: TMF  
DRW: MRR  
TOWN: WOODSTOCK

EXHIBIT A.1

N/F  
 WHITE MOUNTAIN NATIONAL FOREST,  
 C/O TOM WAGNER  
 TMP# 1-4  
 WHITE MOUNTAIN NATIONAL FOREST



**PRELIMINARY - NOT FOR CONSTRUCTION**

NO.	DATE	REVISION	DRWN	CHKD	APPRV
0	07/10/17	EXCEPTION REQUEST			



Transmission Business

EXCEPTION 159-ALIGNMENT IN PAVEMENT  
 NPT WMNF-UNDERGROUND ALIGNMENT  
 WMNF SECTION- STA 1204+90 TO STA 1206+00±  
 SCALE: H. 1"=30', V. 1"=10'  
 DATE: 07/2017

TRANSMISSION LINE:  
 WMNF  
 EXHIBIT A.2