

Exception Request No.: 16
Section: WBR3
Town: Campton
Highway: US 3 (Tier 2)
Station: 2404+00 to 2405+75
Drawing No.: WBR3 C209
Survey Report Cross Reference No.: WBR3 C204 to C205
Exception Type: Alignment in Pavement

Traffic Information

NHS: No
ADT: 1300
Traffic Control Type: Alt 1-way
Traffic Control Duration: Traffic control duration is estimated to be 6 days for the proposed installation. If the requested exception for alignment in pavement is not granted, NPT expects the traffic control duration to be approximately the same as for the proposed installation, unless the removal of the stone wall materially lengthens the required construction time at this location.

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 US 3, Daniel Webster Highway from station 2404+00 to 2405+75 of the NPT WBR3 Underground Alignment. (See Exhibit A.) Due to limited ROW space outside the pavement and beyond an existing stone wall, construction outside the pavement is not practicable because NPT does not have the necessary property rights to construct outside the NHDOT ROW on private property. The proposed alignment is located beneath the pavement at a 5-foot offset from the stone wall to avoid future conflicts with repairs or replacement to the stone wall. The attached Exhibit A is provided to demonstrate that construction beyond the stonewall would require work beyond the NHDOT ROW.

Technical Discussion of Justification of Exception

The roadway alignment at this location is constrained by a stone wall on the east side of US 3 with a building structure behind the stone wall. The building impinges on the NHDOT ROW. Relocation or removal of the wall would be an undue adverse impact upon the landowner. Consequently, construction is not practicable outside the paved area in this 175-foot stretch. In addition, this exception will avoid relocating two existing utility distribution poles which would likely require guying rights outside the ROW.

We evaluated placing the cable trench alignment along the west side of US 3, opposite the stone wall. However, this move would result in a greater disturbance to the paved area, as two additional highway crossing are required. Although in the pavement, the proposed location provides the least impact to pavement and traffic. As noted, it also has the least impact on abutters. Finally, NPT deemed the cost of an HDD prohibitively expensive for a 175-foot section.

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

Note: NPT is requesting an exception for the portion of the alignment from station 2404+00 to 2405+75. (See Exhibit A.) In the original permit drawings, NPT proposed an alignment within the pavement for a longer portion of the roadway in this area. In response to NHDOT comments, NPT has reduced the length of the alignment within the paved area. The revised alignment will be reflected in revised drawings to be submitted at a later date.

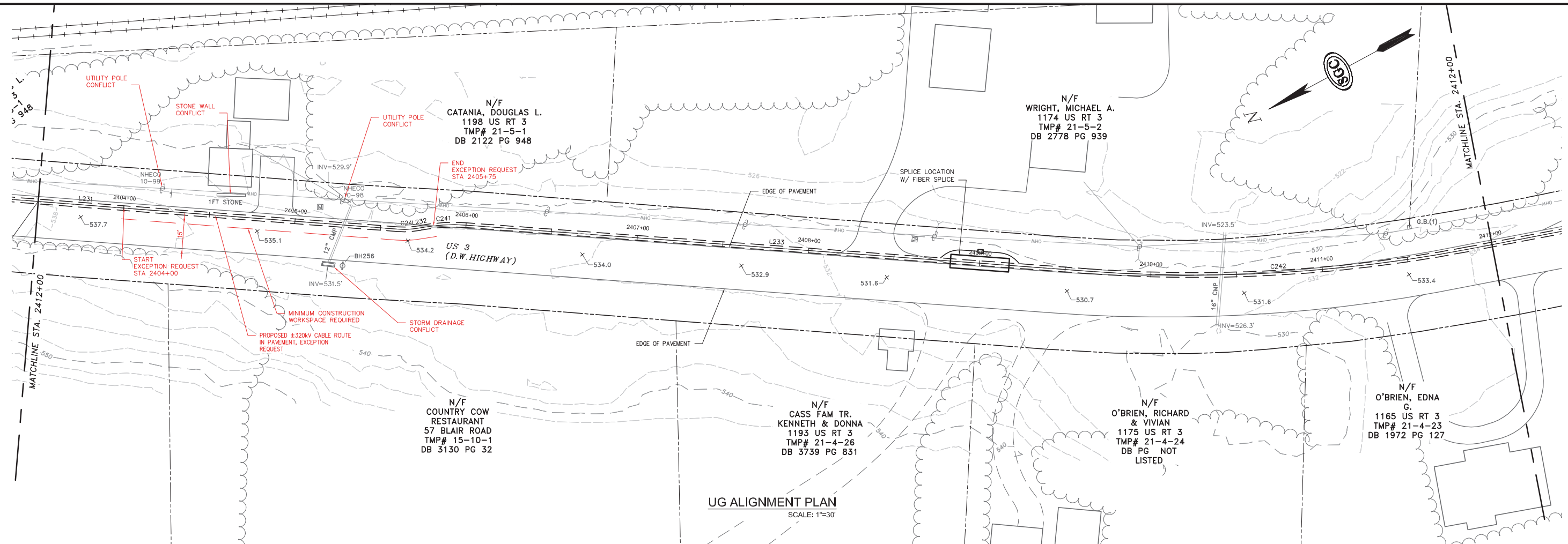
Impacts

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 stone wall, to avoid future conflicts with repairs or replacement. The installation of the ductbank 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.

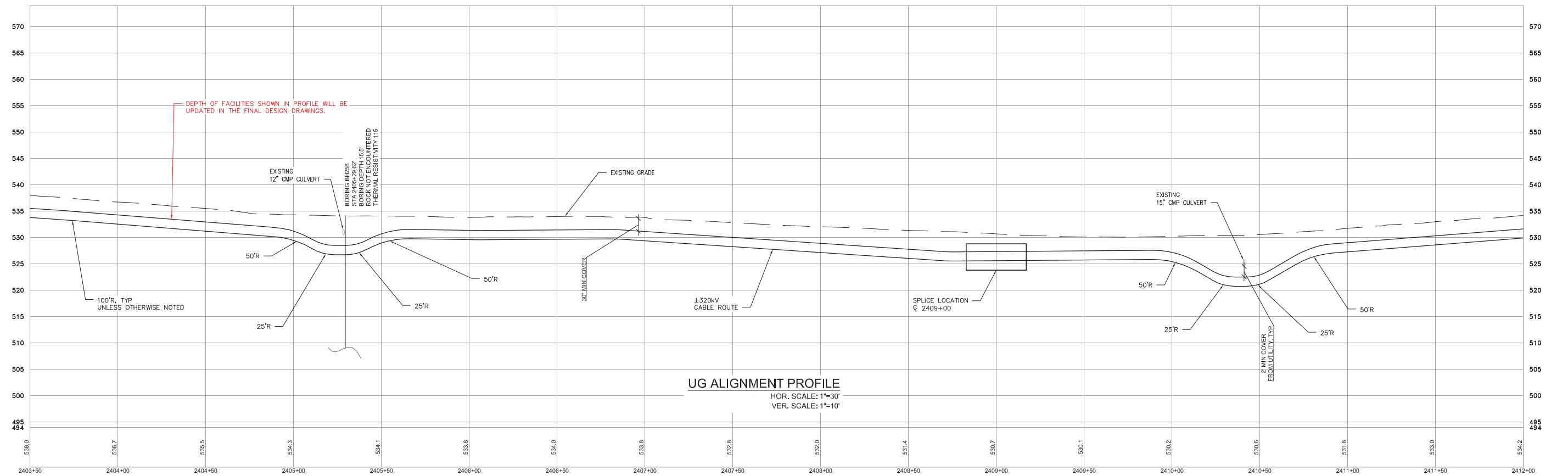
Supporting Documentation

See attached Exhibit A showing a plan and profile view.

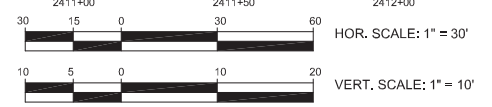
PRELIMINARY - NOT FOR CONSTRUCTION



UG ALIGNMENT PLAN
SCALE: 1"=30'



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



NO.	DATE	BY	CHKD	APPRV.
0	05/15/17	TDD	DRWN	CHD



Transmission Business

EXCEPTION 16-ALIGNMENT IN PAVEMENT
NPT WBR3-UNDERGROUND ALIGNMENT
WBR3 SECTION-STA 2404+00 TO 2405+75+1
DATE: 05/20/17

DES: MRR
CHK: TDD
DRAW: MRR
APR: TWH

TOWN: CAMPTON

TRANSMISSION LINE: WBR3

EXHIBIT A