

Exception Request No.: 164
Section: WMNF
Town: Woodstock
Highway: NH 112, Lost River Road (Tier 3)
Station: 1253+95± to 1256+00±
Drawing No.: WMNF C164
Survey Report Cross Reference No.: WMNF C164
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 to 8 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 1253+95 to 1256+00 of the NPT WMNF Underground Alignment. (See Exhibit A).

Locating the duct bank outside the paved area is not practical due to the constraint on construction space outside the pavement and beyond the existing drainage infrastructure caused by the steep slopes and mature tree line. The proposed alignment is located beneath the pavement at a 5-foot offset from the catch basin to avoid future conflicts with drainage infrastructure repairs or replacement.

Technical Discussion of Justification of Exception

The roadway alignment at this location is constrained by an existing catch basin located off the edge of the road on the east side (STA 1255+40±). There is not enough space between the catch basin and the edge of pavement to maintain the 5 foot offset and stay out of the pavement.

It is impractical to locate the duct bank east of the catch basin because there are steep slopes, exposed bedrock and a mature tree line. Construction on the back side of the catch basin would require benching into the slopes to create a level and safe working area that would disturb the existing mature trees and their root systems.

NPT also evaluated placing the cable trench alignment on the west side of the road in this area. However the location on the east side is required to line up with the HDD 036 pits and moving the alignment to the west would require a road crossing after the pits and would need to move back to the east side less than 300 feet later due to the guardrail located on the west side.

As a result, moving the alignment to the west side of the road to avoid the catch basin would require two additional highway crossings. These road crossings would involve disturbance to approximately 100 feet of paved roadway at each location. NPT submits that any benefits of moving to the opposite side of

the road are negated by the additional traffic impacts and additional delays associated with the construction of the road crossings.

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 approximate station 1253+95 to 1256+00. 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 by 700 feet to the south. The revised alignment will be reflected in revised drawings to be submitted at a later date.

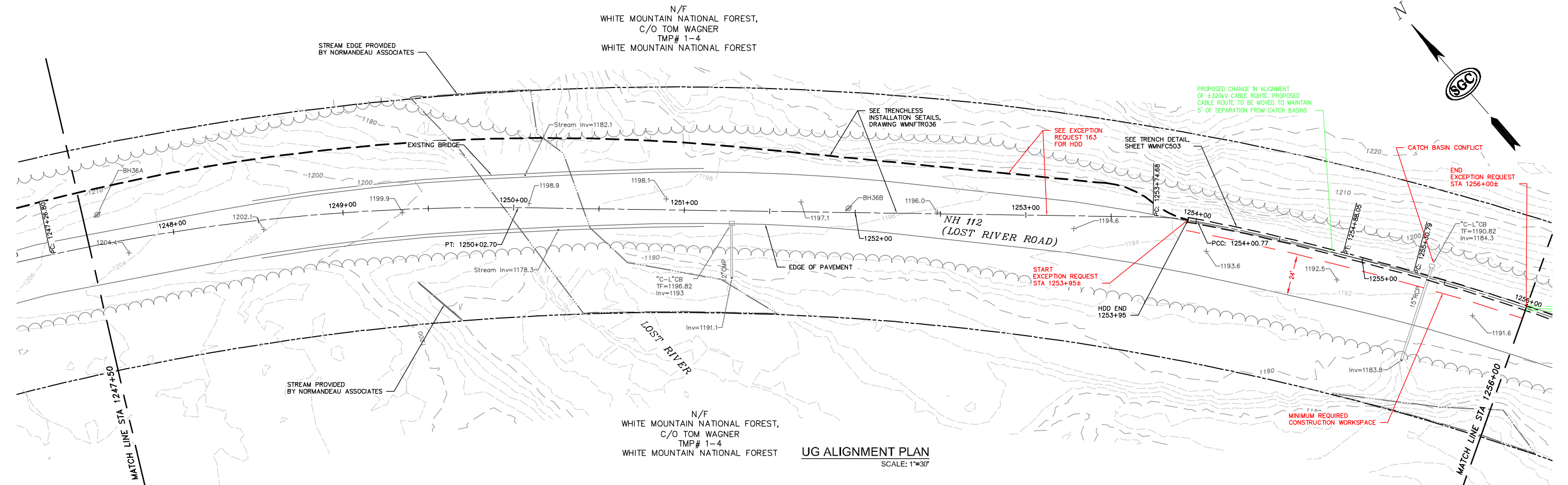
Impacts

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 catch basin to avoid future conflicts with drainage infrastructure repairs or replacement. 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

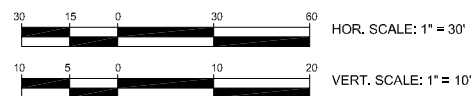
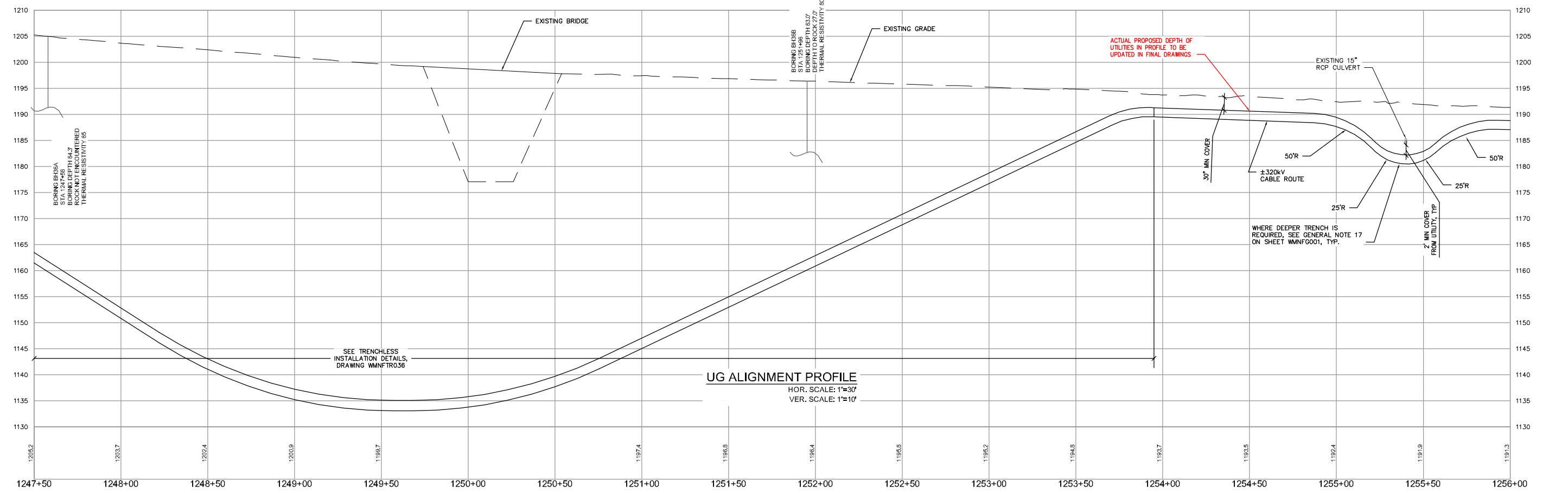
See attached Exhibit A showing a plan and profile.

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

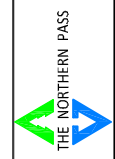


N/F
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WHITE MOUNTAIN NATIONAL FOREST

UG ALIGNMENT PLAN
SCALE: 1"=30'



NO.	REVISION	DATE	BY	CHKD	APPRV.
0	EXCEPTION REQUEST	06/20/17	TD	DOWN	CHAD



Transmission Business

EXCEPTION 164-ALIGNMENT IN PAVEMENT
NPT WMNF-UNDERGROUND ALIGNMENT
WMNF SECTION- STA 1253+95 TO STA 1256+00±
SCALE:
DATE: 06/20/17

DES: MRR CHK: TD
DRW: MRR APR: TMH
TOWN: WOODSTOCK

TRANSMISSION LINE:
WMNF