

**Exception Request No.: 179**  
**Section: NRTH**  
**Town: Clarksville**  
**Highway: NH 145 (Tier 4)**  
**Station: 46+50± to 47+25±**  
**Drawing No.: NRTH C105**  
**Survey Report Cross Reference No.: NRTH-5**

**Exception Type: Alignment in Pavement (Road Crossing)**

#### Traffic Information

NHS: No  
ADT: 480  
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 145 from approximately station 46+50 TO 47+25 of the NPT NRTH Underground Alignment. The alignment turns onto Old County Road and crosses NH 145. The attached Exhibit A has been provided to demonstrate that a crossing of NH 145 is required.

#### Technical Discussion of Justification of Exception

The proposed alignment is within the roadway to cross NH 145 as the alignment turns onto Old County Road. The alignment is located on the west side of NH 145 from the point that the alignment enters the NHDOT ROW approximately 1,000 feet to the north. The west side provides an additional buffer to wetlands and avoids multiple utility poles. To avoid the crossing at 46+50±, the alignment would need to be located on the east side of NH 145 and this would require a new road crossing at some point to the north. A road crossing will be required at some point to make the turn onto Old County Road.

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

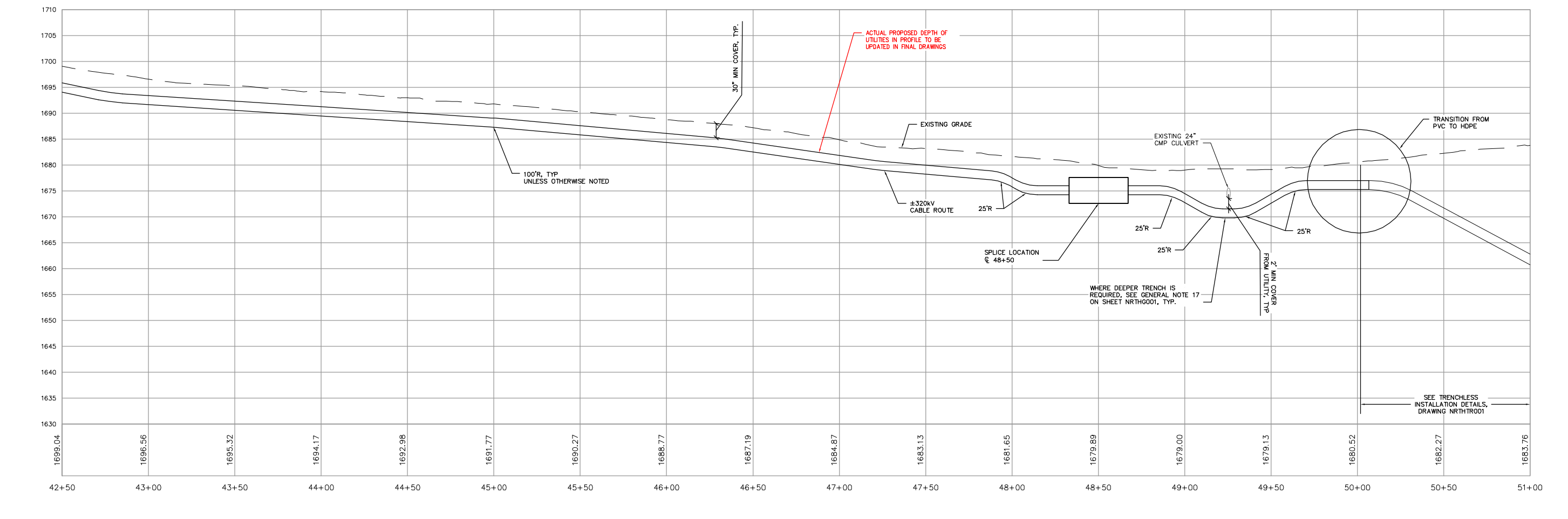
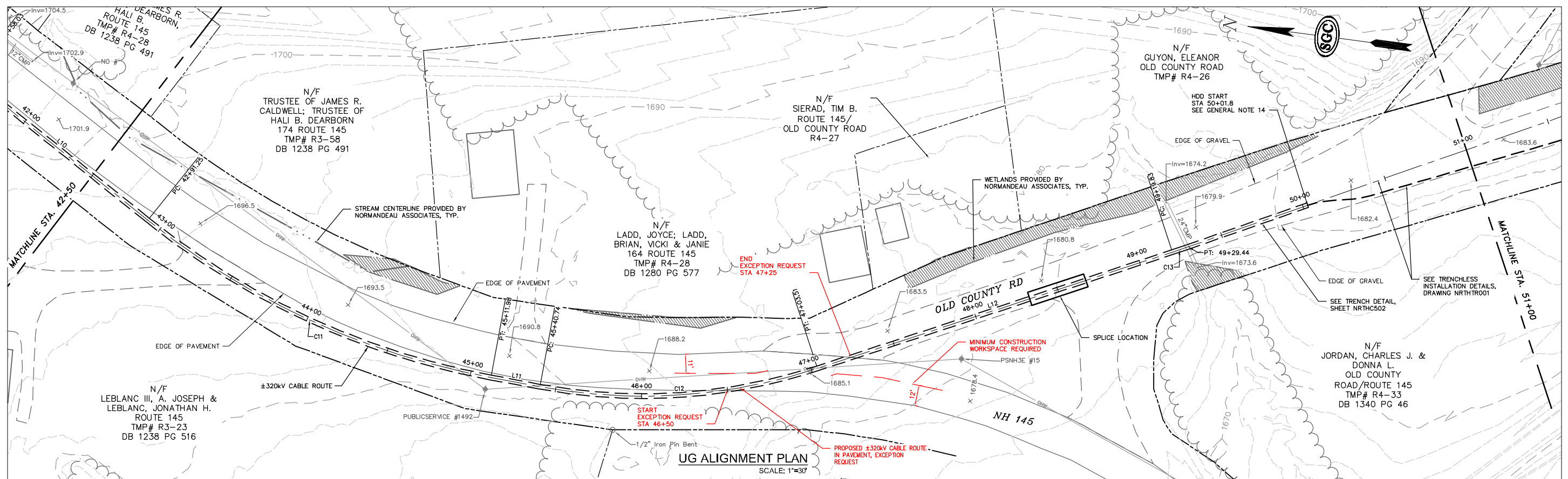
The design, as proposed, will not adversely affect the design, construction, stability, traffic, safety, environmental commitments, maintenance, or operation of the highway. The alignment has been located to minimize the disturbance of pavement. The installation of the duct bank and pavement restoration 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 view.

**PRELIMINARY - NOT FOR CONSTRUCTION**



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



NO.	DATE	BY	CHKD	APPRV.
0	07/19/17	TDD	DOWN	CHD
		EXCEPTION REQUEST		
		REVISION		



Transmission Business

EXCEPTION 179-ALIGNMENT IN PAVEMENT  
 NPT NORTH-UNDERGROUND ALIGNMENT  
 NORTH SECTION- STA 46+50 TO STA 47+25  
 SCALE: H 1"=30', V 1"=10'  
 DATE: 06/20/17

DES: MRR CHK: TDD  
 DRW: MRR APR: TMT  
 TOWN: CLARKSVILLE

TRANSMISSION LINE:  
**NRTH**

**EXHIBIT A**