

**Exception Request No.: 9 (Rev 2)**  
**Town: Plymouth**  
**Highway: US 3 (Tier 2)**  
**Section: WBR3**  
**Station: 2492+70 to 2499+71±**  
**Drawing No.: WBR3 C219 to 220**  
**Survey Report Cross Reference No.: WBR3 C215 to C216**  
**Exception Type: Alignment in Pavement**  
**Splice Enclosure in Pavement**

Traffic Information

NHS: No  
ADT: 6268  
Traffic Control Type: Alt 1-way  
Traffic Control Duration: Traffic control duration is estimated to be 12 days for the proposed installation, during which one lane will be closed.

Summary of NHDOT May 31, 2017 Ruling on Exception Request No. 9 (Rev 1) and Justification for Revised Exception Request

In its May 31, 2017 ruling on Exception Request No. 9 (Rev 1), NHDOT denied the request with instructions that NPT resubmit the request to address the following concerns:

1. Existing NHDOT Right-of-Way (ROW) is not correctly shown between stations 2497+00 and 2505+50. Fence line shown on the easterly side of the ROW between stations 2499+00 and 2503+00 is a ROW fence.
2. It appears that there is sufficient space to move the facility and splice enclosure easterly out of the pavement between stations 2497+00 and 2505+50.

NPT has corrected the ROW boundary shown on the attached drawings consistent with the NHDOT's May 31<sup>st</sup> ruling, and has evaluated whether, in light of this correction, it can move its facilities out of the pavement at this location. Despite this wider ROW, NPT has determined that it cannot move its facilities out of the pavement because NPT must plan to install any facilities and conduct any work within 20 feet of the edge of pavement, consistent with the study area for the draft Environmental Impact Statement prepared by the U.S. Department of Energy (DOE) for purposes of reviewing NPT's application to DOE for a Presidential Permit and NPT's request for a special use authorization from the United States Forest Service.

NPT is therefore renewing its original request for an exception from the UAM guidelines for the location of the cable trench in the pavement on US 3, Daniel Webster Highway from STA 2492+70 to 2499+71± of the NPT WBR3 underground alignment, Sheets C219-C220, and the splice enclosure at STA 2499+50. The proposed alignment within the pavement avoids conflicts with existing utilities and drainage systems located on both sides of the road.

Technical Discussion of Justification of Exception

### *Alignment in Pavement/Splice Enclosure in Pavement*

The positioning of the alignment is constrained by utilities on both the eastern and western sides of US 3. A list and discussion of each of the existing utilities is provided below.

1. A 12-inch clay sanitary sewer main runs along the edge of pavement on the east edge of the road. Relocating the sewer to provide additional space for the proposed alignment outside the pavement will result in extensive additional pavement impacts and will require the sewer to be installed in the eastbound travel lane, resulting in additional piping and sewer manhole relocations.
2. A 12-inch water main runs parallel to and just inside the edge of pavement on the west side of the road. Relocating the water main will result in pavement impacts and traffic impacts because the existing water main is in the southbound travel lane.
3. A storm drain system including piping and drainage structures runs along the west edge of the road. The storm drain piping and drainage structures are based on existing drainage patterns and cannot be relocated without modifications to the existing road.
4. An existing overhead distribution line runs along the east side of the ROW. Relocating the utility pole (NHECO 10-36) to allow room to move the alignment outside the pavement and to the east of the sewer will require modifications to the structure guying and anchoring, which is located outside of the ROW on private property.

The splice enclosure at STA 2499+50 is positioned to align with the start of the HDD installation at that location. As a result, any alignment change to the west side of the road would need to return to the east side to meet the HDD alignment, resulting in two additional road crossings (and requiring DOT exception approval of these crossings.) Excavation limits and work areas are shown on the attached drawings. During construction, one lane will remain open to traffic at all times.

After correcting its drawings to reflect the wider ROW identified in the NHDOT's May 31st ruling, NPT evaluated whether it could relocate the alignment and the splice enclosure outside the pavement by making use of the wider ROW, but has determined it could not. As part of NPT's Presidential Permit process and NPT's request for a special use authorization from the United States Forest Service, the federal agencies have prepared a draft Environmental Impact Statement ("draft EIS"), and are on the verge of issuing a final EIS that is necessary to support issuance of all federal permits. The draft EIS analyzed an area of impact within 20 feet from the edge of pavement on each side of the road. This study area limits the design area available to NPT. The federal agencies may only issue authorizations consistent with the analysis conducted in the National Environmental Policy Act (NEPA) process (e.g., the draft and final EIS), and therefore NPT must plan to install any facilities and conduct any work within this study area.

### Impacts

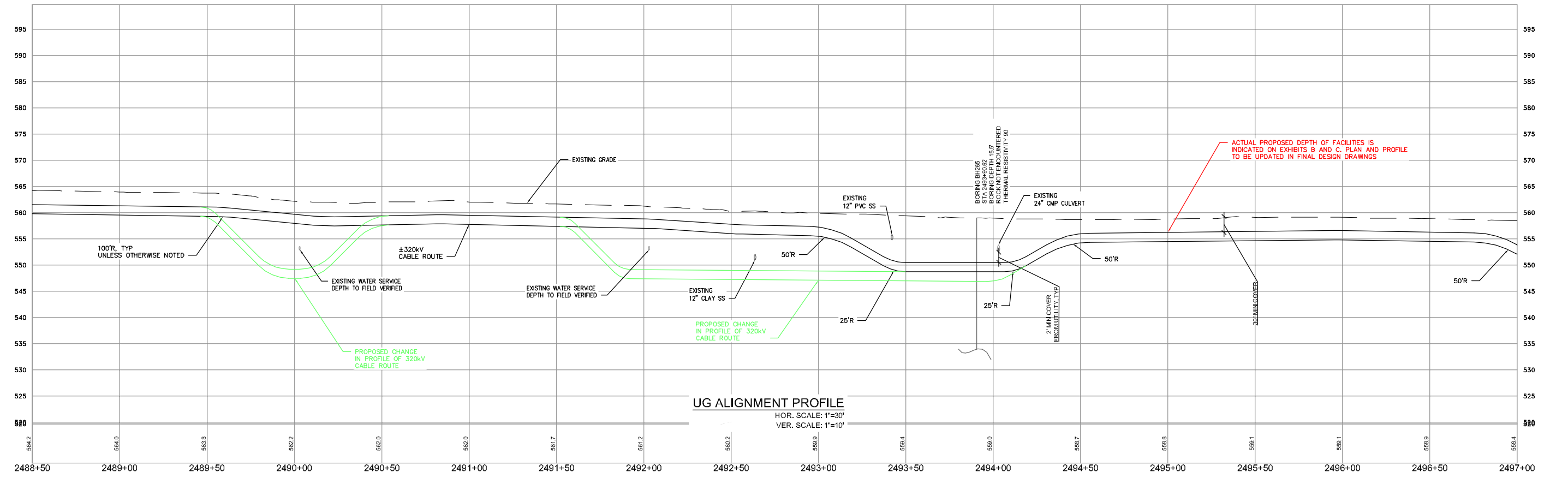
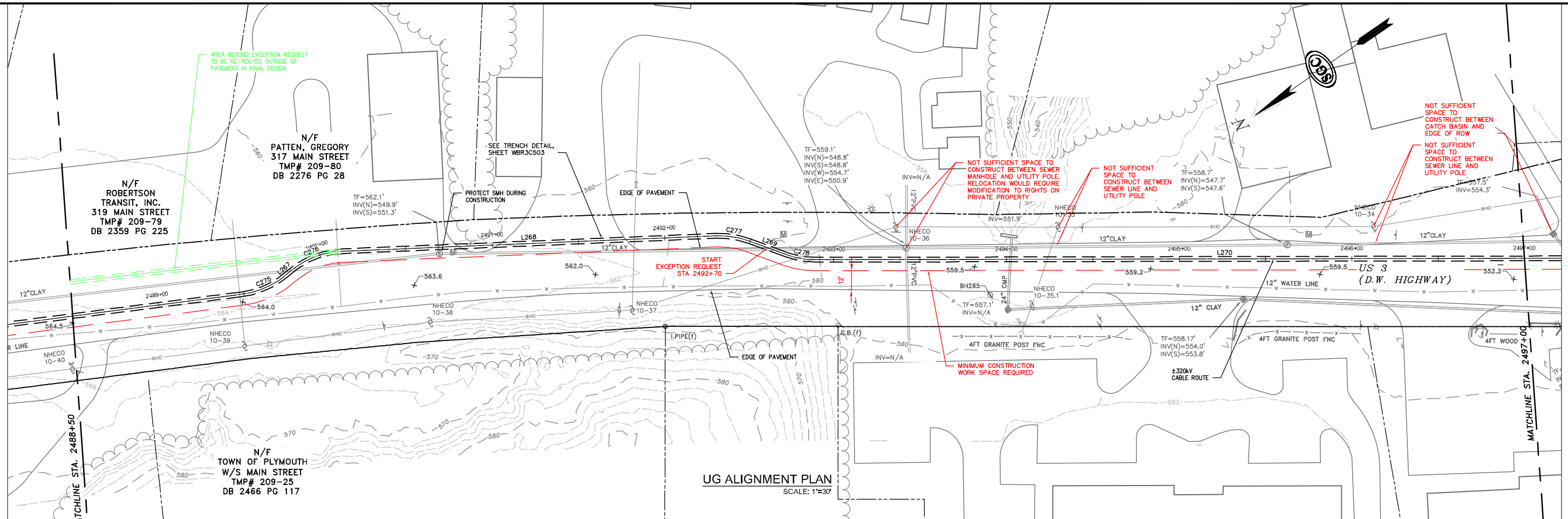
The design, as proposed, will not adversely affect the design, construction, stability, traffic, safety, environmental commitments, maintenance, or operation of the highway. The alignment has been located 5-feet from the edge of the existing sewer main to avoid future conflicts with sewer repairs or replacement or disruption to the existing sanitary system. 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 proposed splice enclosure will be of a minimum rating of HS-20, in accordance with NHDOT requirements. 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.

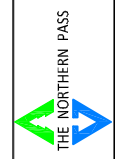
Supporting Documentation

See attached Exhibit A showing a plan and profile view for the proposed installation.

**PRELIMINARY - NOT FOR CONSTRUCTION**



NO.	REVISION	DATE	BY	CHK	APPV.
2	UPDATED EXCEPTION REQUEST	06/26/21	TDD	TDD	TDD
1	UPDATED EXCEPTION REQUEST	06/22/21	TDD	TDD	TDD
0	EXCEPTION REQUEST	05/20/21	TDD	TDD	TDD

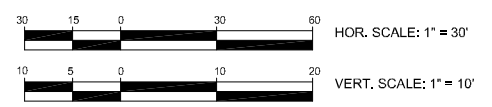


Transmission Business

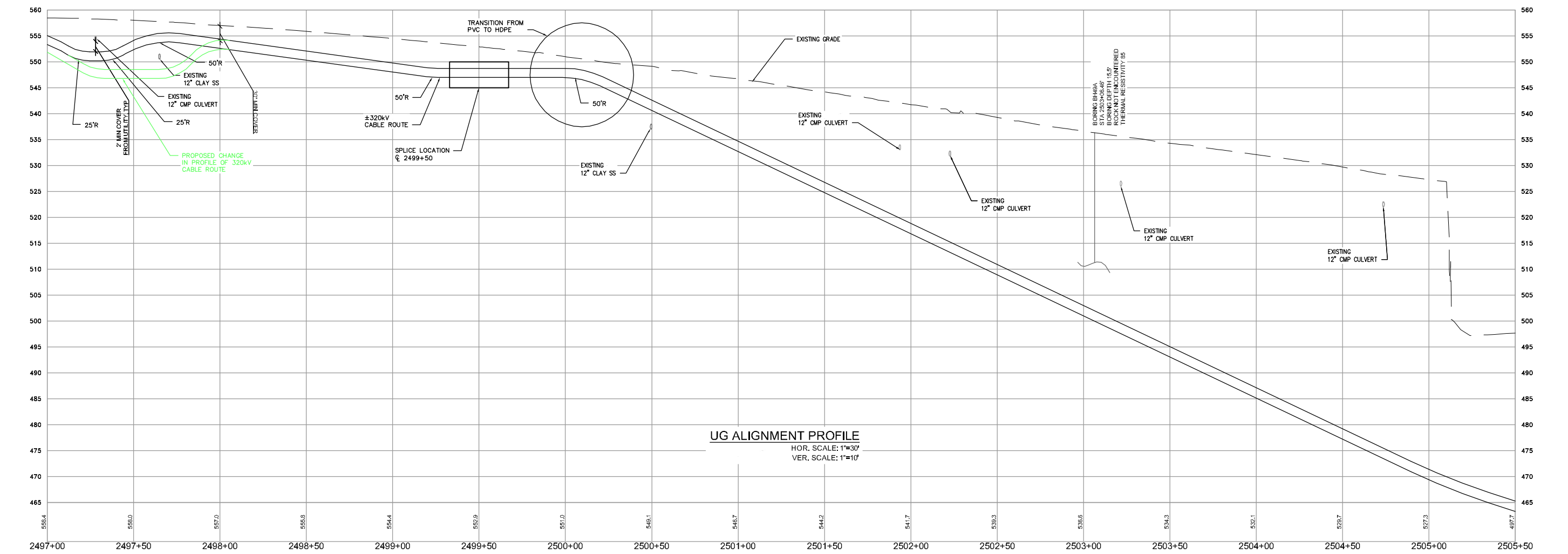
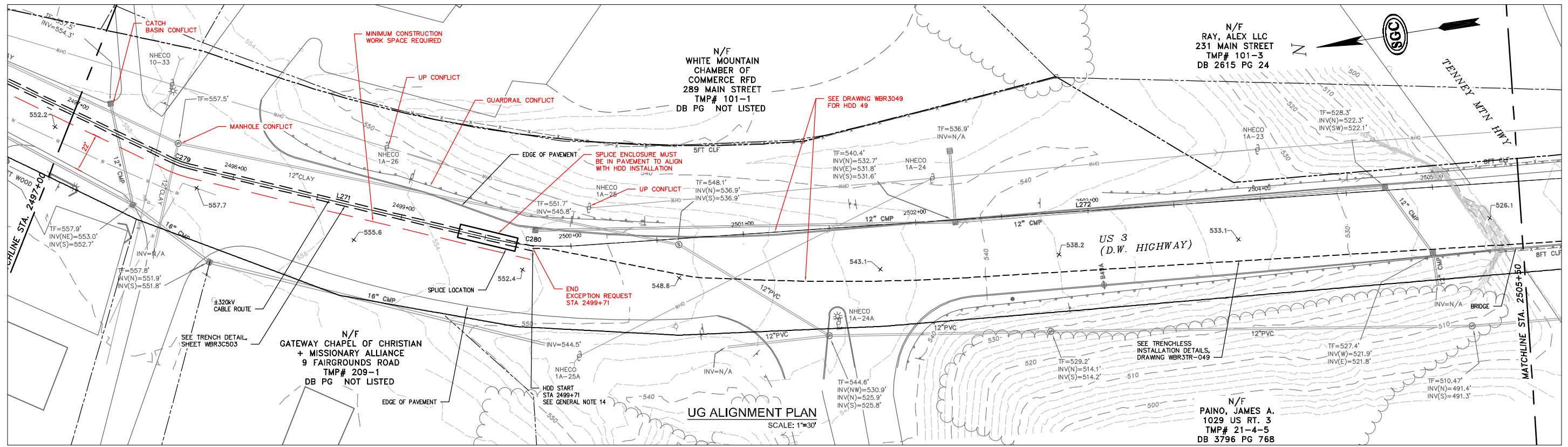
EXCEPTION 9 - ALIGNMENT IN PAVEMENT AND SPACE ENCLOSURE IN PAVEMENT; NPT WBR3-UNDERGROUND ALIGNMENT WBR3 SECTION-STA. 2492+70 TO STA. 2499+71  
SCALE: 1"=30'

DES: MRR/CHK:TDD  
DRAW: MRR/APP:TDD  
TOWN: PLYMOUTH

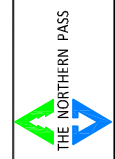
TRANSMISSION LINE:  
**WBR3**  
EXHIBIT A.1



**PRELIMINARY - NOT FOR CONSTRUCTION**



NO.	REVISION	DATE	BY	CHKD	APPV.
1	EXCEPTION REQUEST	05/02/21	TMD	TMD	TMD
2	UPDATED EXCEPTION REQUEST	06/24/21	TMD	TMD	TMD
3	UPDATED EXCEPTION REQUEST	06/27/21	TMD	TMD	TMD



Transmission Business

EXCEPTION 9 - ALIGNMENT IN PAVEMENT AND SPICE ENCLOSURE IN PAVEMENT; NPT WBR3-UNDERGROUND ALIGNMENT WBR3 SECTION-STA. 2492+70 TO STA. 2499+71  
 DATE: 04/20/21  
 TOWN: PLYMOUTH

TRANSMISSION LINE:  
**WBR3**  
 EXHIBIT A.2