

**THE STATE OF NEW HAMPSHIRE
BEFORE THE
PUBLIC UTILITIES COMMISSION**

**PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE
d/b/a EVERSOURCE ENERGY**

DOCKET No. DE 21-

**PETITION OF PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE D/B/A
EVERSOURCE ENERGY FOR A LICENSE TO CONSTRUCT AND MAINTAIN
ELECTRIC LINES OVER AND ACROSS STATE OWNED LAND IN MANCHESTER,
NEW HAMPSHIRE**

Pursuant to RSA 371:17, Public Service Company of New Hampshire d/b/a Eversource Energy (“Eversource” or “the Company”), a public utility engaged in the transmission, distribution and sale of electricity in the State of New Hampshire, hereby petitions the Public Utilities Commission (“Commission”), for a license to construct and maintain electric lines over and across State owned land in Manchester, New Hampshire. In support of this petition Eversource states as follows:

1. In order to meet the requirements for reasonable service to the public, Eversource has previously constructed and currently operates and maintains an overhead 115 kV electrical transmission line, designated as the Eversource M164 Line, originally constructed around 2005¹, over and across State owned land in Manchester, New Hampshire comprising a former railroad bed now owned by the New Hampshire Department of Transportation (DOT). The State land crossing that is the subject of this petition was not licensed for either the 321 Line or the M164 Line, likely owing to an oversight.

2. As part of its ongoing asset condition inspection program, Eversource determined that original laminated wood structures 32 and 33 need to be replaced to continue to function safely and reliably. Those structures will be replaced with weathering steel equivalents that will be located within 10’ of the original structure location. Both replacement steel structures will increase

¹ The M164 was constructed in the same right-of-way and on a similar alignment to the then existing 321 Line, a 34.5 kV distribution line, which 321 Line was added to the new M164 as an underbuild.

in height by 5 feet² to satisfy DOT requirements for former railroad property such as the subject location which presumes that the property may one day again be returned to active railroad use and must therefore satisfy NESC standards applicable thereto. The M164's existing three conductors and one OPGW communications wire and the 321 Line's existing three distribution wires and one neutral wire, all of whose specifications are identified on the Exhibit 2 Cable Schedule, will be unchanged in the course of relocation to the two new steel structures.

3. The State owned land span that is the subject of this petition are depicted on Exhibit 1 as a high-level perspective of the location. Additional site location descriptions of that span is as follows.

Exhibit 2 – The M164 and 321 Lines cross DOT owned property in the City of Manchester between structures 32 and 33. Said DOT property is a former railroad corridor that runs north-south from the Manchester-Boston Regional Airport to I-293. The M164 and 321 lines run east-west immediately south of The Sports Mill building and the Team Nissan of Manchester parking lot. The lines cross the DOT property approximately 500 feet west from where the lines cross Keller Street, which is approximately 600 feet from the juncture of Kaye Street and Keller Street.

4. Wire specifications and loading condition to establish maximum sag for the crossing span that is the subject of this petition are as indicated on Profile View and Cable Schedule of Exhibit 2.

5. The location of structures and max sag conditions creates the following crossing spans:

(a) State Owned Land: Manchester Map 874, Lot 1 (Exhibit 2)

i. Structures: Str. 32 to 33

ii. Structure Span (ft): 208.3

iii. State Owned Land Span (ft): 98.9

6. All conductors and static wires have been drawn on Exhibit 2 to show the minimum clearance at maximum sag conditions in reference to the State owned land crossings.

² Owing to the structures' proximity to Manchester Regional Airport, Eversource obtained FAA Determination Of No Hazard To Air Navigation letters dated 5/17/21 for replacement structures 32 and 33 having a height above ground level of 47'.

7. Eversource will maintain and operate the clearances of the crossings at a height no less than what is required by the 2012 National Electrical Safety Code (NESC, Table 232-1) which is 28.1' under 115 kV conductor, 26.5' under 34.5 kV distribution wire and 23.5 under neutral wire, for wires over rail trail measured to the track rails of railroads. The actual minimum height over the State owned land is depicted on the attached Exhibit 2 and exceeds the minimum requirements.

8. No environmental permits are required to accomplish the two structure replacements at the crossing span that is the subject of this petition. A New Hampshire Department of Environmental Services wetland statutory permit by notification (SPN) will be required to accomplish work that is related to the broader M164 maintenance project and will be obtained prior to commencement of construction.

9. The structure replacement work will be accomplished within existing right-of-way easements thereby mitigating impacts and concerns of property owners affected by the project scope.

10. Eversource submits that the license petitioned for herein may be exercised without substantially affecting the use and enjoyment of the public in the State owned land because safe clearances to ground will be maintained at all times.

WHEREFORE, Eversource respectfully requests that the Commission:

1. Find that the license petitioned for herein may be exercised without substantially affecting the public rights in the State owned land which is the subject of this petition;
2. Grant Eversource a license to construct and maintain electric lines over and across the State owned land described in this petition;
3. Issue an order *Nisi* and orders for its publication.

Dated at Manchester, New Hampshire this 22nd day of June, 2021.

Respectfully submitted,
PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE

D/B/A EVERSOURCE ENERGY
By Its Attorney

A handwritten signature in black ink, appearing to read "Erik", written in a cursive style.

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