

**THE STATE OF NEW HAMPSHIRE  
BEFORE THE  
DEPARTMENT OF ENERGY**

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

**DOCKET No. CR 21-019**

**PETITION OF PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE D/B/A  
EVERSOURCE ENERGY FOR LICENSE AND LICENSE AMENDMENTS TO  
CONSTRUCT AND MAINTAIN ELECTRIC LINES OVER AND ACROSS STATE  
OWNED LAND IN KEENE, SWANZEY AND WINCHESTER AND ACROSS PUBLIC  
WATERS IN KEENE AND SWANZEY, 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 Department of Energy (“Department”), for a license and license amendments to construct and maintain electric lines over and across State owned land in Keene, Swanzey and Winchester and over and across public waters in Keene and Swanzey, 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 115kV electrical transmission line, designated as the Eversource A152 Line, over and across certain parcels of land owned by the State of New Hampshire and public waters, as shown in Exhibits 1 through 17. The A152 was originally constructed in 1968 and has undergone two previous structure replacement projects. First, in 2008, original wood structures 1 through 72 were replaced with laminated wood equivalents for which a crossing license was obtained for the waterbody crossings between Structures 2 to 3, 22 to 23, and 54 to 55, in DE 08-102, but not for any State owned lands. Said license did not cover the waterbody crossing between Structures 47 to 48 likely due to the A152 line not being located over the Ashuelot River in 2008. However, as a result of erosion to the western bank, the line is now located over the Ashuelot River between Structures 47 and 48. A second structure replacement project in 2019 licensed in DE 19-157 replaced eleven wood

structures with steel at State owned land and public waters spans, including structure 75, which is part of a State owned land span that is also the subject of this petition. Accordingly, this petition seeks both new and amended licenses for structure replacement maintenance work over both unlicensed and previously licensed locations.

2. The current maintenance project which is the subject of this petition will replace wood structures 1 through 72 that were installed in 2008 with steel structures having the configuration detailed under Exhibits 2 through 15 and therefore will be fully licensed pursuant to this petition. Additionally, this petition seeks to license the addition of a new stub pole structure 72A to add support to existing ADSS wire between Structures 72 and 73, having the specifications depicted and stated on Exhibit 14. Additionally, this petition seeks to license planned replacement of original wood structures 204, 205, 206, 207, 208 and 209 over State Owned land as depicted on Exhibits 16 and 17, Additionally, this petition seeks to license after-the-fact the 2014 replacement of original wood Structure 73 with a wood equivalent as depicted on Exhibits 14 and 15, which existing wood structure will not otherwise be replaced or changed in the course of the current project. The adjacent Structure 74 is the original wood structure whose condition does not require replacement at this time.

3. Replacement structures will be located within 10 feet of their current location, except that Structure 27 is being repositioned 250' south to allow for the permanent removal of Structure 28 from a wetland.

4. The State owned land spans and public waters crossing spans that are the subject of this petition are depicted on Exhibit 1 as a high-level perspective of the location. Additional site location descriptions of the spans are as follows.

Exhibit 2 – The A152 Line crosses the Ashuelot River in the City of Keene between structures 2 and 3. The crossing is located approximately 200 feet north from where the A152 line crosses Winchester Street, which is also located at the intersection of Winchester Street and Pearl Street.

Exhibit 3- The A152 Line crosses the State owned rail trail (a.k.a. Ashuelot Rail Trail) between structures 7 and 8 in the City of Keene. The crossing is located approximately

300 feet southeast from the southeast end of the designated Ashuelot Rail Trail Parking Lot, which is the parking area just north of the Walmart located off Winchester Street in Keene.

Exhibits 4 to 7 – The A152 Line runs largely parallel and over a portion of the State owned rail trail (a.k.a. Ashuelot Rail Trail) on the eastern side between structures 8 to 21 in the City of Keene. The crossing at structure 8 begins at a point of the rail trail that is approximately 1,450 feet south of where the Ashuelot Rail Trail crosses Winchester Street, which is approximately 200 feet west from the intersection of Butler Ct and Winchester Street. The crossing extends along the eastern edge of the rail trail for approximately 4,914 feet (0.93 miles), where it crosses outside of the rail trail approximately 1,700 feet south of where the line crosses near the intersection of Krif Road and the entrance to Keene State Owl Athletic Complex.

Exhibit 8 – The A152 Line crosses the Ashuelot River at the confluence of Ash Swamp Brook and the Ashuelot River between structures 22 and 23 in the Town of Swanzey. The crossing is located approximately 2,175 feet south of where the line crosses near the intersection of Krif Road and the entrance to Keene State Owl Athletic Complex.

Exhibits 9 to 10 – The A152 line runs largely parallel to the State owned rail trail (a.k.a. Ashuelot Rail Trail) at these locations in Swanzey. The line crosses into the state owned rail trail property between structures 27 and 29 (Structure 28 to be permanently removed) approximately 4,000 feet south of where the line crosses near the intersection of Krif Road and the entrance to Keene State Owl Athletic Complex. The line continues south over state owned land approximately 400 feet to structure 29, where it changes direction to the west and continues over state land for approximately 86.5', where it ends at the state owned property boundary, which is approximately 500 feet east of where the line crosses Matthews Drive, which is approximately 2,300 feet south from the intersection of Yale Lane and Matthews Drive.

Exhibit 11 – The A152 Line crosses the Ashuelot River in the Town of Swanzey between structures 47 and 48. The crossing is located approximately 775 feet south from where the A152 line crosses Sawyers Crossing Road, which is located approximately 1,000 feet east of the intersection of Ash Hill Rd and Sawyers Crossing Road.

Exhibit 12 – The A152 Line crosses the Ashuelot River in the Town of Swanzey between structures 54 and 55. The crossing is located approximately 3,500 feet south from where the A152 line crosses Sawyers Crossing Road, which is located approximately 1,000 feet east of the intersection of Ash Hill Rd and Sawyers Crossing Road.

Exhibit 13- The A152 Line crosses the State owned rail trail (a.k.a. Ashuelot Rail Trail) between structures 66 and 67 in the Town of Swanzey. The crossing is located approximately 2,000 feet northeast from where the line crosses Eaton Road, which is at the intersection of Eaton Road, Summer Street, and the Ashuelot Rail Trail.

Exhibits 14 to 15 - The A152 Line crosses State owned rail trail (a.k.a. Ashuelot Rail Trail) between structures 71 and 76 in the Town of Swanzey. The crossing starts approximately 800 feet northeast from where the line crosses Eaton Road at the intersection of Eaton Road and Summer Street. The crossing extends southwest approximately 691 feet where it ends at the edge of Eaton Road.

Exhibits 16 to 17 – The A152 line crosses State owned land between Structures 204 to 209 in the Town of Winchester. The crossing is part of the larger Pisgah State Park and begins approximately 1,350 east of where the line crosses the Broad Brook Road, which is located approximately 2,200 feet north from the intersection of Broad Brook Road and Ashuelot Main Street (a.k.a State Route 119). The crossing extends approximately 1,325 feet west to the subject State owned property boundary, which is approximately where Broad Brook Road crosses the line.

5. 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 Exhibits 2 through 17.

6. As observed in the Notes and Legends to Exhibits 4 to 7, Exhibit 9 and Exhibits 14, both the centerline location (red dashed line based on the middle of the structures) and the actual the location of where the conductor enters and exits the State-owned land is depicted in Plan View and the State land crossing distances are based on the point at which the conductor enters and exits the State-owned land (red circles per the Legend) and not the conventional centerline location. This presentation was adopted in these particular locations because of the proximity and parallel path of the A152 in relation to the boundary of the State owned land. Given that unique alignment, certain Structures at these locations are located outside the State owned land (rendering the centerline location non-jurisdictional) but the conductor itself does cross just inside the State owned land boundary and therefore actual wire locations were selected instead of centerline based on structure locations to dictate the crossing distances. Also, in the case of Exhibits 14 and 15, the location of the ADSS was also depicted separate from the conductor.

While the ADSS is typically directly over or under-built to the conductor and therefore follows the same path, the addition of stub structure 72A to enable the ADSS to meet clearance causes the ADSS to have an offset alignment from the conductor and therefore to cross into and out of the edge of State owned land boundary in slightly different locations from the conductor; *See also*, P. 7(h)-(v) and P. 7(h)-(vi) hereto.

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

- (a) Public Water Body Crossing: Keene - Ashuelot River (Exhibit 2)
  - i. Structures: Str. 2 to 3
  - ii. Structure Span (ft): 408.6
  - iii. Water Body Crossing Span (ft): 119.8
  
- (b) State Owned Land: Keene Map/Lot 583/33 (Exhibit 3 through 7)
  - i. Structures: Str. 7 to 21
  - ii. Structure Span (ft): 5,092.4
  - iii. State Owned Land Span (ft): 4,771.2
  
- (c) Public Water Body Crossing: Swanzey – Ashuelot River (Exhibit 8)
  - i. Structures: Str. 22 to 23
  - ii. Structure Span (ft): 527.7
  - iii. Water Body Crossing Span (ft): 297.9
  
- (d) State Owned Land: Swanzey No Map/Lot Given (Exhibit 9 through 10)
  - i. Structures: Str. 27 to 30
  - ii. Structure Span (ft): 996.1
  - iii. State Owned Land Span (ft): 475.9
  
- (e) Public Water Body Crossing: Swanzey – Ashuelot River (Exhibit 11)
  - ii. Structures: Str. 47 to 48
  - iii. Structure Span (ft): 454.4
  - iv. Water Body Crossing Span (ft): 99.4
  
- (f) Public Water Body Crossing: Swanzey – Ashuelot River (Exhibit 12)
  - iii. Structures: Str. 54 to 55
  - iv. Structure Span (ft): 396.9
  - v. Water Body Crossing Span (ft): 249.6
  
- (g) State Owned Land: Swanzey No Map/Lot Given (Exhibit 13)
  - ii. Structures: Str. 66 to 67
  - iii. Structure Span (ft): 260.5
  - iv. State Owned Land Span (ft): 99.1
  
- (h) State Owned Land: Swanzey No Map/Lot Given (Exhibit 14 through 15)

- iii.Structures: Str. 71 to 76
- iv.Structure Span (ft): 1,005.7
- v.ADSS State Owned Land Span (ft): 180.5
- vi.Conductor State Owned Land Span (ft): 691.5

- (i) State Owned Land: Swanzey Map/Lot (Exhibit 16 through 17)
  - iv.Structures: Str. 204 to 209
  - v.Structure Span (ft): 1,879.2
  - vii.State Owned Land Span (ft): 1,325.1

8. Conductors, and in the case of Exhibits 14 to 15 the ADSS as well, have been drawn on Exhibits 2 through 17 to show the minimum clearance at maximum sag conditions in reference to the State owned land and Public Waters crossings. The 100 year flood elevation at the public water crossings was based on FEMA flood maps as noted in the “Notes” section of the Exhibits depicting water crossing spans.

9. 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: 18.6’ for 115kV conductor over water areas not suitable for sailboating or where sailboating is prohibited; 28.1’ for 115kV conductor over top of railroad track; and 20.1’ for 115kV conductor over other areas traversed by vehicles such as cultivated, grazing, forest, and orchard lands, industrial areas, commercial areas, etc. For those locations depicted where the ADSS is underbuilt to the conductor, the clearances are: 23.5’ for ADSS over top of railroad track; and 15.5’ for ADSS over other areas traversed by vehicles such as cultivated, grazing, forest, and orchard lands, industrial areas, commercial areas, etc. The actual minimum height over the State owned lands and Public Waters is depicted on the attached Exhibits 2 through 17 and exceeds the respective minimum requirements.

10. A New Hampshire Department of Environmental Services (NHDES) Standard Dredge and Fill Wetland Permit was obtained in 2008 (2008-00219) in relation to wetland impacts associated with the replacement of structures 1 through 72 for which an after-the-fact license is sought hereunder. A Shoreland Permit By Notification (PBN) and a NHDES SPN will be obtained for the planned work that is the subject of this petition in relation to temporary impacts to wetlands and the shoreland buffer and will be secured prior to the commencement of construction.

11. 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. Spotters are routinely used to make sure the river is clear of recreational users prior to transferring the wires from the original structures to the replacement structures.

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

WHEREFORE, Eversource respectfully requests that the Department:

1. Find that the license and license amendment petitioned for herein may be exercised without substantially affecting the public rights in the State owned land and Public Waters which are the subject of this petition;

2. Grant Eversource a license to construct and maintain electric lines over and across the State owned lands and across Public Waters and license amendment to construct and maintain electric lines over and across Public Waters, as described in this petition;

Dated at Manchester, New Hampshire this 12th day of November, 2021.

Respectfully submitted,  
PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE  
D/B/A EVERSOURCE ENERGY  
By Its Attorney



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