

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

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

**DOCKET No. CR 2023 - 016**

**APPLICATION OF PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE D/B/A  
EVERSOURCE ENERGY FOR A LICENSE TO CONSTRUCT AND MAINTAIN  
ELECTRIC LINES OVER AND ACROSS PUBLIC WATERS AND STATE-OWNED  
LAND IN CANTERBURY, FRANKLIN, AND NORTHFIELD, 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 submits an application to the Department of Energy (“Department”), for a license to construct and maintain electric lines over public waters in Northfield and Franklin, and State-owned land in Canterbury and Franklin, New Hampshire. In support of this application 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 F139 Line, which was originally built in 1966. The F139 Line crosses State-owned land between existing Structures 349 and 350, which span was not previously licensed due to the line being built prior to the State having ownership, or due to an oversight. The State-owned land between existing Structures 241 and 243 was licensed under DE 20-058 (Order No. 26,406), and the State-owned land and public water crossing at the Merrimack River between existing Structures 280 and 281 was licensed under DE 21-064 (Order No. 26,479). The public water crossings at Chance Pond Brook between existing Structures 349 and 350 was previously licensed under DE 87-131 (Order No. 18,782, copy enclosed). As result of this application, the F139 Line will be licensed in its entirety.

2. As part of its ongoing asset condition inspection program, Eversource determined that certain existing wood structures at the State-owned land and public water crossing spans that are the subject of the application, specifically existing Structures 188, 189 and 190, need to be replaced promptly to continue to function safely and reliably. In conjunction with that structure replacement project, all structures are being renumbered such that the structures comprising the spans that are the subject of this application will be renumbered from existing structure numbers 241, 243, 280, 281, 348, 349 and 350 to renumbered structures 84, 85, 121, 122, 188, 189, and 190, respectively. Replacement structures 188, 189 and 190 will be weathering steel equivalents that will be located within 10' of the existing structure location. The F139's existing three conductors and two static wires at the crossing locations will also be replaced with three conductors and two optical ground wire (OPGW), whose specifications are identified on Exhibit 2 through 4, in the course of performing the structure replacements.

3. The locations of the State-owned land and public water crossings which are the subject of this application are depicted on the Overview Map attached hereto as Exhibit 1 and a more detailed location description is as follows:

Exhibit 2– F139 Line crosses a State-owned railroad ROW parcel administered by NH Department of Transportation in the Town of Canterbury and is located between renumbered Structures 84 and 85 (existing Structures 241 and 243), which crossing commences approximately 65 feet northwest from where the F139 Line crosses Interstate 93 in Canterbury, which is approximately 1.55 miles north of Exit 18 on Interstate 93. The crossing continues approximately 97 feet northwest to the property boundary between state-owned land and Map 236, Lot 17 in the Town of Canterbury.

Exhibits 3 - The F139 crosses the Merrimack River and State-owned land in the Town of Northfield and the City of Franklin between renumbered structures 121 and 122 (existing Structures 280 and 281), which span is located southeast of where the line crosses Route 3 in Franklin, approximately 1.00 miles north of the intersection of Route 3 and Stirrup Iron Road in Boscawen. The first State owned land boundary (Map 126, Lot 401) commences along the west bank of the Merrimack River and extends northwest approximately 140' where it abuts another State-owned land, identified as the Northern Rail Trail. The span continues northwest across the second State owned property, encompassing the Northern Rail Trail corridor, which has a width of 88.9'. The Merrimack River crossing occurs within the same span as described above, between Structure 121 and 122. The east bank

of the river crossing occurs approximately 0.63 miles west from where the line crosses Fiddlers Choice Road in Northfield and extends approximately 295.2 feet northwest across the river.

Exhibit 4 – The F139 crosses Chance Pond Brook and State-owned land in the City of Franklin between renumbered Structures 188, 189, and 190 (existing Structures 348, 349, and 350). The Chance Pond Brook crossing commences approximately 20 feet northeast from where the F139 Line crosses Chance Pond Road, which is approximately 190 feet northwest from the intersection of Chance Pond Road and Carr Street. The Chance Pond Brook crossing continues approximately 239 feet to the northeast bank of Chance Pond Brook. The State-owned land crossing, identified as the Northern Rail Trail, commences approximately 185 feet northeast from where the F139 Line crosses Garneau Road, which is approximately 460 feet northwest from the intersection of Garneau Road and Carr Street. The State-owned land crossing continues approximately 136.4 feet northeast where the State-owned land abuts Map 76, Lot 1.

4. Wire specifications and loading condition to establish maximum sag for the crossing span that is the subject of this application is as indicated on Profile View and Cable Schedule of Exhibits 2 through 4. The flood elevation used to determine the clearance over the Merrimack River and Chance Pond Brook is as indicated in Note 3 to Exhibits 3 and 4, respectively.

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

- (a) State-owned Land: Canterbury Map/lot 251/7 (Exhibit 2)
  - i. Structures: 84 to 85 (new)
  - ii. Structure Span (ft): 651.7
  - iii. State-owned land Span (ft): 97.9
- (b) Public Water Crossing: Merrimack River, Northfield and Franklin (Exhibit 3)
  - i. Structures: 121 to 122 (new)
  - ii. Structure Span (ft): 737.9
  - iii. Merrimack River Span (ft): 295.2
- (c) State-owned Land: Franklin Map/Lot 126/401, Northern Rail Trail (Map/Lot not available) (Exhibit 3)
  - i. Structures: 121 to 122 (new)
  - ii. Structure Span (ft): 737.9
  - iii. State-owned land Span (ft): 229
- (d) Public Water Crossing: Chance Pond Brook (Exhibit 4)
  - i. Structures: 188 to 189 (new)

- ii. Structure Span (ft): 538.8
- iii. Chance Pond Brook Span (ft): 239.4

(e) State-owned Land: Franklin, Northern Rail Trial (Map/Lot not available) (Exhibit 4)

- i. Structures: 189 to 190 (new)
- ii. Structure Span (ft): 180
- iii. State-owned land Span (ft): 136.4

6. All conductors and wires have been drawn on Exhibit 2 through 4 to show the minimum clearance at maximum sag conditions in reference to the State-owned land and public water crossings.
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' for 115 kV conductor over top of track rail in respect to the crossing between renumbered Structures 84 and 85 (Exhibit 2), renumbered Structures 121 and 122 (Exhibit 3), and renumbered Structures 189 and 190 (Exhibit 4); 20.1' for 115 kV conductor over areas traversed by vehicles including cultivated, grazing, forest and orchard lands, industrial sites, commercial sites, etc. in respect to the State-owned land crossing between renumbered Structures 121 and 122 (Exhibit 3); 30.1' for 115 kV conductor over water areas suitable for sail boating including lakes, ponds, reservoirs, tidal water, river, streams, and canals with an unobstructed surface area of over 20 to 200 acres in respect to the Merrimack River crossing between renumbered Structure 121 and 122 (Exhibit 3); and 18.6' for 115 kV conductor over water areas not suitable for sail boating or where sail boating is prohibited in respect to the Chance Pond Brook crossing between renumbered Structure 188 and 189 (Exhibit 4). The actual minimum height over the State-owned lands and public water is depicted on the attached Exhibits 2 through 4 and exceeds the respective minimum requirements.
8. A New Hampshire Department of Environmental Services (NHDES) Standard Dredge and Fill permit and a shoreland statutory permit by notification will be required for temporary impacts associated with the structure replacements 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 applied for herein may be exercised without substantially affecting the use and enjoyment of the State-owned land and public waters because safe clearances will be maintained at all times.

WHEREFORE, Eversource respectfully requests that the Department:

1. Find that the license application for herein may be exercised without substantially affecting the public rights in the State-owned land and public water crossings which are the subject of this application; and
2. Grant Eversource a license to construct and maintain electric lines over and across State-owned land and public waters described in this application.

Dated at Manchester, New Hampshire this 21<sup>st</sup> day of July, 2023.

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



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