

**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 - 027**

**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 STATE-OWNED LAND AND PUBLIC  
WATERS IN WHITEFIELD, JEFFERSON, RANDOLPH AND GORHAM, NEW  
HAMPSHIRE**

Pursuant to RSA 371:17, Public Service Company of New Hampshire d/b/a Eversource Energy (“Eversource”), a public utility engaged in the transmission, distribution and sale of electricity in the State of New Hampshire, hereby submits an application the Department of Energy (“Department”) for a license to construct and maintain electric lines over state-owned land and across public waters in Whitefield, Jefferson, Randolph, and Gorham, 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 S136 Line, which was originally built in 1969 between Berlin East Side Substation in Berlin and Whitefield Substation in Whitefield. The state-owned land and waterbody crossings along the S136 Line that are the subject of this application were previously licensed in 2020 under DE 19-162 (Order No. 26,396).

2. The proposed project for the S136 encompasses a structure replacement, reconductoring and shield wire replacement project. The wood structure at the state-owned land and public water crossing span will be replaced with a weathering steel equivalent having the design and specification depicted and noted in the Structure Details of Exhibits 2 through 7. The proposed project also encompasses reconductoring the three existing conductors with three new conductors

having the specifications detailed under the Cable Schedule on Exhibit 2 through 7. Additionally, one of the two pole top mounted wires, being a shield wire, will be replaced with an OPGW communication cable having the specifications noted in the Cable Schedule on Exhibits 2 through 7. The second pole top wire is an existing OPGW, which will be unchanged. The replacement structures at the state-owned land and public water crossing will be renumbered; original Structures 58 and 59 will be renumbered to 57 and 58; original Structures 230 and 231 will be renumbered to 229 and 230; original Structures 264 to 265 will be renumbered to 263 to 264; original Structures 280 through 283 will be renumbered to 279 through 282; original Structures 293 and 294 will be renumbered to 292 and 293.

3. The replacement structures will be installed within 10 feet of the prior location. Renumbered Structure 229, 263, 264, 279, and 293 are currently steel and will remain unchanged as a result of this project.

4. 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 – The S136 Line crosses the state-owned rail trail in the Town of Whitefield between original structures 58 and 59 (renumbered structures 57 and 58), which span commences approximately 2.8 miles west from where the S136 Line crosses Meadows Road (aka NH Route 115A), which is approximately 1,560 feet north from the intersection of Owls Head Highway (aka NH Route 115) and Meadows Road (aka NH Route 115A) in the Town of Jefferson. The span extends approximately 95 feet southeast to the edge of the state-owned land.

Exhibit 3 – The S136 Line crosses the state-owned rail trail in the Town of Randolph between original structures 230 and 231 (renumbered structures 229 and 230), which span commences approximately 460 feet southeast from where the S136 Line crosses Pinkham B Road which is approximately 680 feet southeast from the intersection of Presidential Highway (aka US Route 2) and Pinkham B Road in the Town of Randolph. The span extends approximately 183 feet northeast to the edge of the state-owned land.

Exhibit 4 – The S136 Line crosses the state-owned land in the Town of Gorham between original structures 262 and 263 (renumbered structures 263 and 264), which span commences approximately 4,800 feet northeast from where the S136 Line crosses Mineral Springs Road in Gorham, which is approximately 2,800 feet south from the intersection of Mineral Springs Road and Lancaster Road (aka US Route 2) in the Town of Gorham. The span extends approximately 115 feet northeast to the eastern property boundary that is directly adjacent to the west bank of the Moose River in Gorham, NH.

Exhibit 5 – The S136 Line crosses the state-owned land in the Town of Gorham between original structures 280 through 281 (renumbered structures 279 through 281), which span commences approximately 315 feet south from where the S136 Line crosses Lancaster Road (aka US Route 2), which is approximately 1,366 feet northeast from the intersection of Lancaster Road (aka US Route 2) and Jimtown Road in the Town of Gorham. The span extends approximately 97 feet north to just beyond existing Structure 281 (renumbered Structure 280), which is the state-owned rail trail located just east of the Coos Trails Trailhead/Presidential rail trail parking facility.

Exhibit 6 – The S136 Line crosses Moose Brook in the Town of Gorham between original structures 282 and 283 (renumbered Structures 281 and 282), which span commences approximately 369 feet north from where the S136 Line crosses Crestwood Drive, which is approximately 2,000 feet northeast from the intersection of Jimtown Road and Crestwood Drive in the Town of Gorham. The span extends approximately 34 feet north to the northern bank of Moose Brook, approximately 800 feet south from where the S136 Line makes an approximately 90 degree turn east towards US Route 16 and the Androscoggin River.

Exhibit 7 – The S136 Line crosses Androscoggin River in the in the Town of Gorham between original structures 293 and 294 (renumbered Structures 292 and 293), which span commences approximately 50 feet east from where the S136 Line crosses Main Street (aka NH Route 16), which is approximately 2,300 feet northwest from the intersection of Main Street (aka NH Route 16) and Spruce Street in the Town of Gorham. The span extends approximately 243 feet east to the east bank of the Androscoggin River.

5. Wire specifications and loading condition to establish maximum sag for the crossing spans that are the subject of this application are as indicated on the Profile View and Cable Schedule of Exhibit 2 through 7.

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

- (a) State-Owned Land Map/Block/Lot: Jefferson Map/Lot 237/1 (Exhibit 2)
  - i. Structures (renumbered): 57 to 58
  - ii. Structure Span (ft): 228.5

- iii. State Land Span (ft): 95.5
- (b) State-Owned Land Map/Block/Lot: Randolph Map/Lot R15/20 (Exhibit 3)
    - i. Structures (renumbered): 229 to 230
    - ii. Structure Span (ft): 352.4
    - iii. State Land Span (ft): 183.4
  - (c) State-Owned Land Map/Block/Lot: No Map/Lot, Gorham (Exhibit 4)
    - i. Structures (renumbered): 263 to 264
    - ii. Structure Span (ft): 926.7
    - iii. State Land Span (ft): 115
  - (c) State-Owned Land Map/Block/Lot: Gorham Map/Lot (Exhibit 5)
    - i. Structures (renumbered): 279 to 281
    - ii. Structure Span (ft): 929.1
    - iii. State Land Span (ft): 108.5
  - (d) Public water: Moose Brook (Exhibit 6)
    - i. Structures (renumbered): 281 to 282
    - ii. Structure Span (ft): 495.6
    - iii. Moose Brook (ft): 37.8
  - (e) Public water: Androscoggin River (Exhibit 7)
    - i. Structures (renumbered): 292 to 293
    - ii. Structure Span (ft): 561.8
    - iii. Androscoggin River (ft): 243.5

7. All conductors and wires have been drawn on Exhibits 2 through 7 to show the minimum clearance at maximum sag conditions in reference to the state-owned land and public water crossings. Flood elevation for Moose Brook and Androscoggin River crossing span used in calculating clearance are based on FEMA flood map data and guidance as indicated in Note 3 to Exhibit 6 and 7.

8. 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 feet for 115 kV wires over top of track of railroads and 20.1 feet for 115 kV wires over other areas traversed by vehicles such as cultivated, grazing, forest, and orchard lands, industrial sites, commercial sites, etc. in respect to the state-owned land crossings depicted on Exhibits 2 through 5, and 18.6 feet for 115 kV wires over water areas not suitable for sailboating or where sailboating is prohibited in respect to the public water crossings depicted on Exhibits 6 and 7. The actual

minimum height over the state-owned land and public water crossings are depicted on the attached Exhibit 2 through 7 and exceeds the minimum requirement.

9. A New Hampshire Department of Environmental Services (NHDES) Standard Dredge and Fill Permit (SDF) and Shoreland Permit Notification (PBN) will be required for temporary impacts associated with the structure replacements described in this application and will be obtained prior to commencement of construction.

10. The U.S. Army Corps of Engineers (ACOE) does not regulate the subject portion of the Moose Brook or Androscoggin River as navigable waters. As a result, a crossing permit from ACOE is not required.

11. The structure replacements, conductor replacements and OPGW installation work will be accomplished within existing right-of-way easements, thereby mitigating impacts and concerns of property owners affected by the project scope. When wires are being transferred, Eversource will ensure the state-owned lands and waterbodies is clear of any recreational users before work commences. Additionally, a guard structure will be utilized when wires are being transferred from the old structure to the new, to limit the possibilities of the wire falling into the state-owned land or river to protect the general public.

12. Eversource submits that the license application herein may be exercised without substantially affecting the use and enjoyment of the public water because safe clearances will be maintained at all times and appropriate precautions to ensure the safety of recreational users will be undertaken while the maintenance work is performed.

WHEREFORE, Eversource respectfully requests that the Department:

1. Find that the license application 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;

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 19<sup>th</sup> day of December, 2023.

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", is positioned above the typed name of the attorney.

Erik R. Newman, Senior Counsel, Legal  
780 North Commercial Street  
Manchester, NH 03101  
(603) 634-2459