

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

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

**DOCKET No. 2024-004**

**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 WEARE, DEERING AND HILLSBOROUGH, 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 Weare, Deering, and Hillsborough and state-owned land in Deering, 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 A164 Line. The A164 Line was originally built in 1975 and referenced as the F162 Line originally between Greggs Substation in Goffstown and Jackman Substation in Hillsborough. The F162 Line was rebuilt in 2008 largely using laminated wood system poles. Following the line rebuild, the Weare Substation was constructed which bisected the F162 line resulting in A164 Line designation between Weare Substation and Jackman Substation and the F162 Line between Greggs Substation and Weare Substation. The A164 Line crosses the public waters at Daniels Lake between existing Structures 13 and 14, and 16 and 17, the Piscataquag River between existing Structures 101 and 102, the Contoocook River and Beard Brook between existing Structures 177 and 176, and Beard Brook between existing Structures 181 and 182, which were licensed under Order # 24,772 (DE 07-071). The A164 Line also crosses state-owned land between existing Structures 169 and 170, which state-owned land was owned by

Boston and Maine Railroad, until it was sold to the State in 1989, accounting for that crossing location not having been previously licensed. As a result of this application, the A164 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 public water and state-owned land crossing spans that are the subject of the application, specifically existing Structures 13, 14, 16, 17, 169, 170, 176, 177, 181 and 182, need to be replaced promptly to continue to function safely and reliably. Existing structures 101 and 102 were replaced from wood to steel in 2016 without obtaining a license, owing to an oversight. In conjunction with the planned structure replacement project, certain structures are being renumbered due to the permanent removal of existing Structure 113 such that existing structure numbers 169, 170, 176, 177, 181, and 182 shall be renumbered 168, 169, 175, 176, 180 and 181, respectively. Structures 13, 14, 16, 17, 101 and 102 will remain the same. The new, and in certain instances as detailed hereinabove renumbered, replacement structures 13, 14, 16, 17, 168, 169, 175, 176, 180 and 181 will be weathering steel equivalents having a similar design to the existing wood structures and that will be located within 10' of the existing structure location. The A164's existing static wire at the crossing locations will also be replaced with an optical ground wire (OPGW), whose specifications are identified on Exhibits 2 through 7, in the course of performing the structure replacements. The A164 Line's existing three conductors, having the specifications indicated on the Cable Schedules of Exhibits 2 through 7, shall remain unchanged and will be relocated to the new replacement structures.

3. The locations of the public water crossings and state-owned land 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 A164 Line crosses Daniels Lake in the Town of Weare and is located between Structures 13 and 14, which crossing commences approximately 1,200 feet east from where the A164 Line crosses Hibren Road, which is approximately 1,600 feet north/northeast from the intersection of Hibren Road and Twin Bridge Road. The crossing continues approximately 262 feet to the west side of Daniels Lake, which is approximately 375 feet east from where the A164 Line crosses Old Town Road, which is approximately 190 feet north from the intersection of Old Town Road and Carolyn Place.

Exhibits 3 - The A164 Line crosses Daniels Lake in the Town of Weare and is located between Structures 16 and 17, which crossing commences approximately 165 feet west from where the A164 Line crosses Wayne Drive, which is approximately 220 feet north from the intersection of Wayne Drive and Carolyn Place. The crossing continues approximately 244.2 feet to the west side of Daniels Lake, which is approximately 2,250 feet east from where the A164 Line crosses B and B Lane, which is approximately 690 feet southeast from the intersection of B and B Lane and Gould Road.

Exhibit 4 – The A164 crosses the Piscataquag River in the Town of Deering between Structures 101 and 102. The crossing commences approximately 5,200 feet northwest from where the A164 Line crosses Bartlett Hill Road, which is approximately 5,300 feet south from the intersection of Bartlett Hill Road and NH Route 149 (aka Deering Center Road). The crossing continues approximately 18 feet to the northwest bank, which is approximately 3,665 feet southeast from where the A164 Line crosses Pleasant Pond Road, which is approximately 186' south from the intersection of Pleasant Pond Road and NH Route 149 (aka Deering Center Road).

Exhibit 5 - The A164 Line crosses state-owned land in the Town of Deering between new Structures 168 and 169 and is a rail trail owned and operated by NH Department of Transportation. The span commences approximately 6,150 feet northwest from the A164 Line crosses Old Country Road, which is approximately 625 feet southeast from the intersection of Old Country Road and NH Route 149 (aka Deering Center Road). The crossing extends northwest approximately 52 feet to the boundary of Map 208, Lot 24, which is approximately 160 feet southeast from where the line crosses Long Woods Road, which is approximately 60 feet northeast from the intersection of Long Woods Road and Wyman Road.

Exhibit 6 – The A164 Line crosses the Contoocook River in the Town of Deering and Hillsborough and Beard Brook in the Town of Hillsborough between new Structures 175 and 176. The Contoocook River span commences approximately 630 feet northwest from where the line crosses Martin Road in the Town of Deering, which is approximately 175 feet northeast from the intersection of Martin Road and Wyman Road. The crossing extends approximately 167' northwest, which is approximately 3,075 feet southeast from where the line crosses US Route 202 (aka Antrim Road), which is approximately 700 feet south from the intersection of NH Route 149 (aka W. Main Street) and US Route 202 (aka Antrim Road).

The Beard Brook span between new Structures 175 and 176 commences approximately 1,270 feet northwest from where the line crosses Martin Road in the Town of Deering,

which is approximately 175 feet northeast from the intersection of Martin Road and Wyman Road. The crossing extends approximately 87 feet northwest, which is approximately 2,500 feet southeast from where the line crosses US Route 202 (aka Antrim Road), which is approximately 700 feet south from the intersection of NH Route 149 (aka W. Main Street) and US Route 202 (aka Antrim Road).

Exhibit 7 – The A164 Line crosses Beard Brook at a second location in the Town of Hillsborough between new Structures 180 and 181. The Beard Brook span commences approximately 3,700 feet northwest from where the line crosses Martin Road in the Town of Deering, which is approximately 175 feet northeast from the intersection of Martin Road and Wyman Road. The crossing extends approximately 99 feet northwest, which is approximately 50 feet southeast from where the line crosses US Route 202 (aka Antrim Road), which is approximately 700 feet south from the intersection of NH Route 149 (aka W. Main Street) and US Route 202 (aka Antrim Road).

4. Wire specifications and loading conditions to establish maximum sag for the crossing spans that are the subject of this application are as indicated in the Profile View and Cable Schedule of Exhibits 2 through 7. The flood elevation used to determine the clearance over Daniels Lake, Piscataquag River, Contoocook River and Beard Brook are as indicated in Note 3 in Exhibits 2 through 4, 6, and 7.

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

- (a) Public Water Crossing: Daniels Lake, (Exhibit 2)
  - i. Structures: 13 and 14
  - ii. Structure Span (ft): 662
  - iii. Daniels Lake Span (ft): 262.6
  
- (b) Public Water Crossing: Daniels Lake, (Exhibit 3)
  - i. Structures: 16 and 17
  - ii. Structure Span (ft): 495.9
  - iii. Daniels Like Span (ft): 244.2
  
- (c) Public Water Crossing: Piscataquag River, (Exhibit 4)
  - i. Structures: 101 to 102
  - ii. Structure Span (ft): 570.9
  - iii. Piscataquag River Span (ft): 18.3
  
- (d) state-owned Land: Deering Map/lot 208/22 (Exhibit 5)
  - i. Structures: 168 to 169 (new)
  - ii. Structure Span (ft): 321.3
  - iii. State-owned land Span (ft): 52.3

- (e) Public Water Crossing: Contoocook River, (Exhibit 6)
  - i. Structures: 175 and 176 (new)
  - ii. Structure Span (ft): 860.7
  - iii. Contoocook River Span (ft): 167.3
  
- (f) Public Water Crossing: Beard Brook, (Exhibit 6)
  - i. Structures: 175 and 176 (new)
  - ii. Structure Span (ft): 860.7
  - iii. Beard Brook Span (ft): 142.1<sup>1</sup>
  
- (g) Public Water Crossing: Beard Brook, (Exhibit 7)
  - i. Structures: 180 and 181 (new)
  - ii. Structure Span (ft): 539.8
  - iii. Beard Brook Span (ft): 98.9

6. 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 public water and state-owned land 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: 30.1' for 115 kV conductor over water areas suitable for sail boating including lakes, ponds, reservoirs, tidal waters, rivers, streams, and canals with an unobstructed surface area of less than 200 acres in respect to the crossing between Structures 13 and 14 (Exhibit 2); 22.1 for 115 kV conductor over water areas suitable for sail boating including lakes, ponds, reservoirs, tidal waters, rivers, streams, and canals with an unobstructed surface area of less than 20 acres in respect to the crossing between Structures 16 and 17 (Exhibit 3); 18.6' for 115 kV conductor over water areas not suitable for sail boating or where sail boating is prohibited in respect to the crossing between Structures 101 and 102 (Exhibit 4), the crossing between renumbered Structures 175 and 176 (Exhibit 6), and the crossing between renumbered Structures 180 and 181 (Exhibit 7); and 28.1' for 115 kV conductor over top of track rail in respect to the state-owned land crossing between renumbered Structures 168 and 169 (Exhibit 5). The actual minimum height over the

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<sup>1</sup> The Beard Brook span between new Structures 175 and 176 comprises of two separate water crossings, 54.4' and 87.7', totaling 142.1'.

public waters and state-owned land is depicted on the attached Exhibits 2 through 7 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. The permit applications and permits will be applied for and obtained prior to commencement of construction.
9. The U.S. Army Corps of Engineers (ACOE) does not regulate the subsection portion of Daniels Lake, Piscataquag River, Contoocook River, and Beard Brook as navigable waters. As a result, a crossing permit from the ACOE is not required.
10. 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. Guard structures at public water and state land crossings will be utilized during the OPGW installation and crossing locations monitored prior to wire installation to ensure work areas are clear of pedestrians as an added precaution to ensure the public's safety.
11. Eversource submits that the license applied for herein is necessary in order to meet the reasonable requirements of service to the public owing to the degraded condition of the existing wood structures to be replaced and Eversource's tariff obligations and North American Electric Reliability Corporation (NERC) reliability standards to ensure safe and reliable electric transmission. This important transmission system project may be exercised without substantially affecting the use and enjoyment of the public waters and state-owned land 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 public water and state-owned land crossings which are the subject of this application; and

2. Grant Eversource a license to construct and maintain electric lines over and across public waters and state-owned land described in this application.

Dated at Manchester, New Hampshire this 14<sup>th</sup> day of June, 2024.

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 R. Newman".

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