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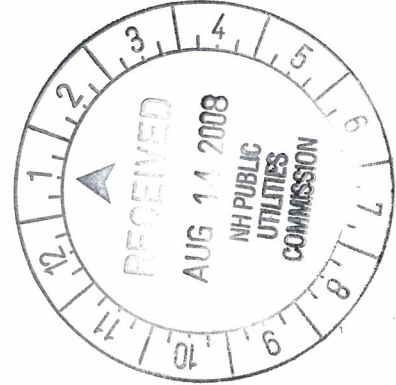
The Northeast Utilities System

Christopher J. Allwarden  
Senior Counsel

August 14, 2008

HAND DELIVERED

Debra A. Howland  
Executive Director & Secretary  
New Hampshire Public Utilities Commission  
21 South Fruit St., Suite 10  
Concord, NH 03301



**Re: Docket DE 08-102 Public Service Company of New Hampshire – Petition for Licenses to Construct and Maintain Electric Lines and Fiber Optic Cable Over and Across the Ashuelot River in the City of Keene and the Town of Swanzey, New Hampshire**

Dear Ms. Howland:

PSNH’s Petition in the above Docket was filed on August 7, 2008. As a result of technical review of the Petition by Liberty Consulting Group Engineer Michael D. Cannata, Jr., P.E., PSNH is filing this letter to make certain technical corrections and supplements to its Petition as follows:

1. Petition, page 2, paragraph 7: The two Keene crossing structures will be two-pole tangent structures (Type RAX), not single pole structures. A detailed design specification for this structure type is attached as FIGURE 2. As shown on FIGURE 2, all phase wires have an approximate separation at the structure of 7’ horizontally and 0’ vertically, and the static wire is carried on the structure by a support bracket approximately 9” down from the top of the structure.

2. Appendix A, page 2, paragraph 5, fifth bullet point: in the fourth sentence, the stated horizontal clearance from the shield wires to the closest phase wire should be 6.0’, instead of 7.0’.

3. Appendix C, page 1, paragraph 3: The A-152 line will cross the Ashuelot River at this location on two two-pole wood tangent structures, not single pole structures. A detail of this structure type is attached as FIGURE 2. As shown on FIGURE 2, all phase wires have an approximate separation at the structure of 7’ horizontally and 0”

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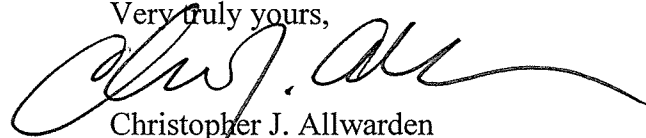
vertically. The OPGW is carried on this structure above the phase wires by a support bracket approximately 14'3" above and 6'5" laterally from the phase wires.

4. Appendix C, page 2, paragraph 5, fifth bullet point: in the fourth sentence, the stated horizontal clearance from the OPGW to the closest phase wire should be 7.0', instead of 6.0'.

5. Attached are copies of the Federal Aviation Administration (FAA) "Determination of No Hazard to Air Navigation" letters issued March 14, 2008, with respect to the A-152 line proposed crossing structures #22 and #23 in Swanzey (Appendix A). Although initially all proposed structures for this project were submitted to the FAA for checking to determine if their locations and heights were within the Dillant-Hopkins Airport flight path, only structures #21 through #46 were determined by the FAA to be within the critical flight zone and received no hazard determinations from the FAA. For the remaining project structures outside of the critical flight zone (structures #1 through #20, and #47 through #65), PSNH was given guidance by the FAA to keep the design of the structures as low as possible.

We apologize for any inconvenience caused as a result of this supplemental filing. Should there be any technical questions concerning this filing, they may be directed to Donald S. Di Buono, III, Supervisor-Civil Engineering, at 634-2875. Thank you.

Very truly yours,



Christopher J. Allwarden  
Senior Counsel, Legal Department

Encs.

cc: OCA  
D. S. Di Buono, III  
E. D. Frazer  
Michael D. Cannata, Jr., P.E., Liberty Consulting