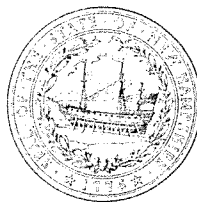


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September 14, 2012

Amy Kraus, Project Manager  
New Hampshire Optical Systems, Inc.  
99 Pine Hill Road  
Nashua, NH 03063



Re: DT 12-024 New Hampshire Optical Systems, Inc.  
Petition for Authority to Construct and Maintain Fiber Optic Communications  
Cable Over and Across Three Different Waters and Two Different Railroads for  
Segment 8 — Meredith to Conway

Dear Ms. Kraus:

I have reviewed NHOS's petition for Segment 8 of the Network New Hampshire Now (NNHN) Middle Mile Fiber network and have found issues with the filing that should be addressed. Please review these issues, which are listed on the page that follows. If you find that a correction should be made to a document submitted with your petition, for instance a diagram or map, please file the corrected version with the Commission under the docket number listed above.

Staff is working with the pole owners to correct apparent NESC violations by other utilities before NHOS attaches its cable.

Please email or call me if you have any questions.

Sincerely,

David Goyette  
Utility Analyst III  
[david.goyette@puc.nh.gov](mailto:david.goyette@puc.nh.gov)

cc: Service List

DT 12-024 New Hampshire Optical Systems, Inc.

Petition for Authority to Construct and Maintain Fiber Optic Communications  
Cable Over and Across Three Different Waters and Two Different Railroads for  
Segment 8 — Meredith to Conway

Issues to be addressed:

- 1) For the crossing in TID 176, NHOS's diagram states the poles are jointly owned. All other information in the filing, including the make-ready instructions provided by the pole owner, indicates that the poles for that crossing are solely owned by the electric company.
- 2) For the crossing in TID 177, NHOS's diagram displays pole E-144/114 with the attachment for the secondary electric line above that of NHOS's fiber cable. However, the diagram lists a shorter height for the secondary electric attachment, 24.8 feet, than for the NHOS's fiber cable attachment, 30.0 feet.
- 3) In the crossing for TID 178, NHOS's diagram does not identify South Main Street, even though all other information in the filing indicates this is the road adjacent to the crossing.