APPENDIX B

A-152
ASHUELOT RIVER
SWANZEY, NH

1. The location of this crossing is shown on the attached location map marked as Exhibit 3.

2. The design and proposed construction of this crossing is shown on the attached PSNH Transmission Drawing entitled "A-152 LINE – 115 KV, BETWEEN STRUCTURES 54 & 55, ASHUELOT RIVER WATER CROSSING, SWANZEY, NEW HAMPSHIRE" (Drawing No. 7649-244) marked as Exhibit 4.

3. Line A-152 will cross the Ashuelot River on single-poles, 75', wood tangent structures with a span of 402.00. A detail of this structure has been provided with the Petition as FIGURE 1. As shown on FIGURE 1, the top and middle phase wires have an approximate separation at the structure of 7' vertically and 12' horizontally, while the middle and bottom phase wires are 8' vertically and 13' horizontally. The OPGW wire is carried on the structures above the phase wires by a support bracket approximately 14'-6" above and 6' laterally from the top phase wire. Minimum distances to ground for truck traffic of 20.1' per the NESC have been met as 31.2' of clearance is provided.

4. Flood water elevations for the Ashuelot River were based on information contained in flood insurance rate maps provided by FEMA. The 100-year flood elevation for this portion of the River is approximately 466'. No information was available for the 10-year flood elevation for this portion of the River. However, it should be noted that the 100-year elevation, which these lines were designed to safely exceed, would be well above the 10-year flood elevation. The area of the crossing, as required by the NESC (Table 232-1.7, Note 19), is approximately 15.3 acres. This is based on the total area of the River for a 1-mile stretch in either direction of the crossing (126' x 5,280')/43,560 sf/ac = 15.3 ac). As stated in paragraph 9 of the Petition, the minimum required 115 kV conductor clearances for water surface areas less than 20 acres is 22.1'. As required by the Federal Aviation Administration, all of the structures for this project were kept as low as possible due to the proximity of the A-152 Line to the Dillant-Hopkins Airport in Keene, NH. The water crossings for this project were purposely kept as low as possible to adhere to stringent Federal regulations regarding elevations and aircraft flight paths.

5. The sags and clearances to the water surface during a 100-year flood event for this crossing are as follows;

- OPGW wires – Due to the fact that the OPGW wire is located above the phase wires, its clearance to the water surface will always exceed the minimum required NESC distance.

- NESC Heavy Loading - The maximum conductor sag for this weather case will be 7.0' with a clearance to the water surface of 28.7'.

- -20 degrees F - The maximum conductor sag for this weather case will be 4.2' with a clearance to the water surface of 29.86'.

- 285 degrees F – Max operating temperature (Phase wires) based on PSNH transmission standards - The maximum conductor sag for this weather case will be 13.5' with a clearance to the water surface of 22.3'. This condition produces the greatest sag in the phase wires and therefore the minimum clearance to the water surface. This design will exceed the minimum clearance requirement of 22.1' by 0.2' under temporary emergency conditions during a 100-yr storm event.

- Minimum phase to OPGW clearance – The weather case that would produce the minimum clearance between the phase wires and OPGW wires would be a combination of winter weather factors. First, the phase wires would have to be at 30 deg. F just after an ice storm and would have just dropped their ice. The OPGW would also be at 30 deg. F and would still be iced with 1" of radial ice. Under these conditions the clearance would be 12.6' vertically and 6.0' horizontally from the OPGW to the closest phase wire. Based on Section 235.C.2.a.1 and Table 235-6 section 2.a of the NESC, the minimum clearance required is 57.4", or approximately 4'-10" [29" + (121 kV-50 kV) x 0.4"].

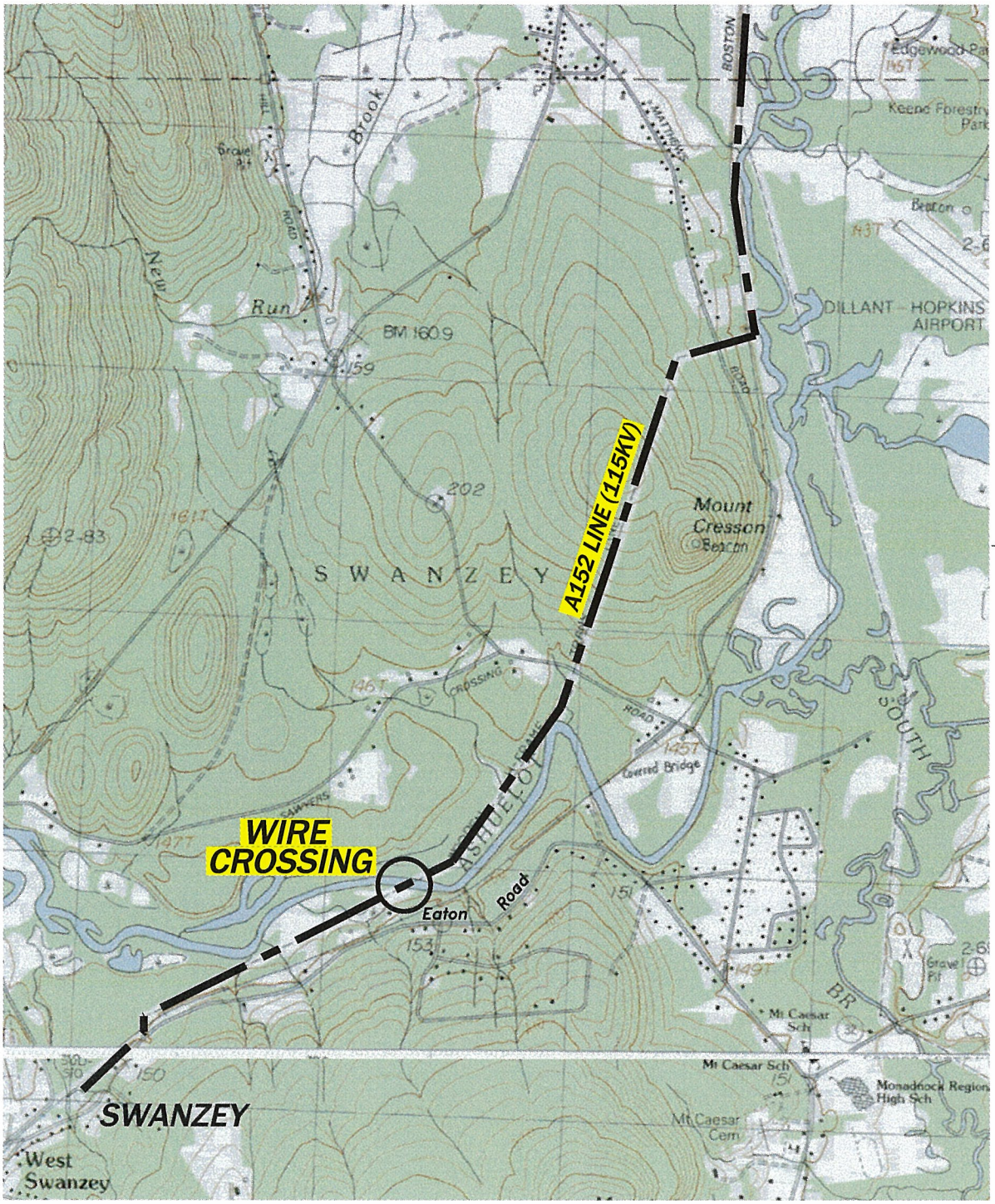


EXHIBIT 3

NO.	REVISION	DATE	DRWN	CHCK	APPR

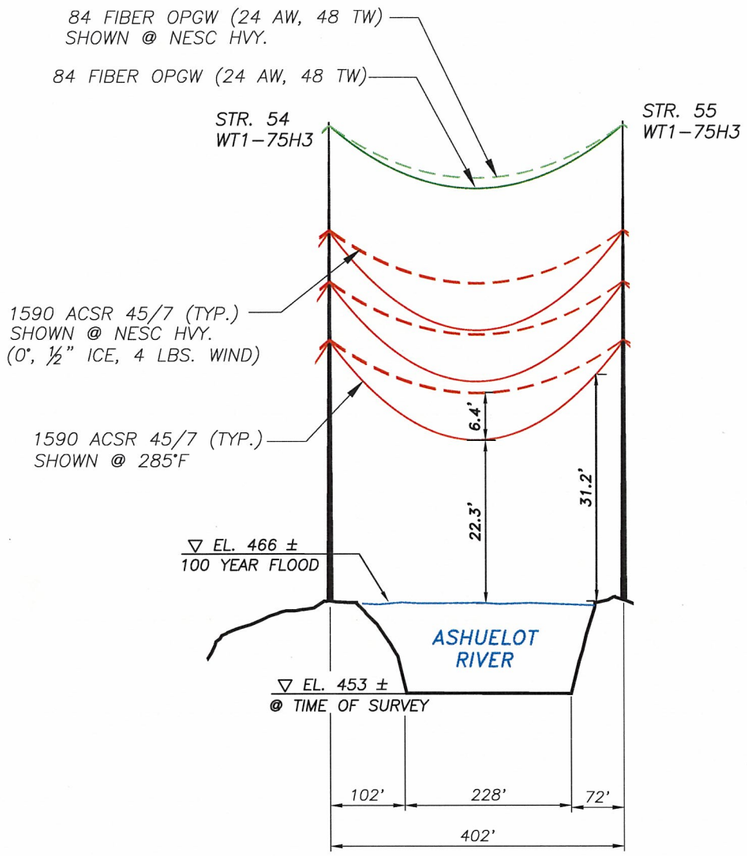
DRAWN: WNT
DESIGNED:
CHECKED: DSD
APPROVED: DSD

Public Service of New Hampshire — Transmission Business

LOCATION PLAN
A152 LINE (115 KV)
ASHUELOT RIVER WATER CROSSING
SWANZEY, NEW HAMPSHIRE

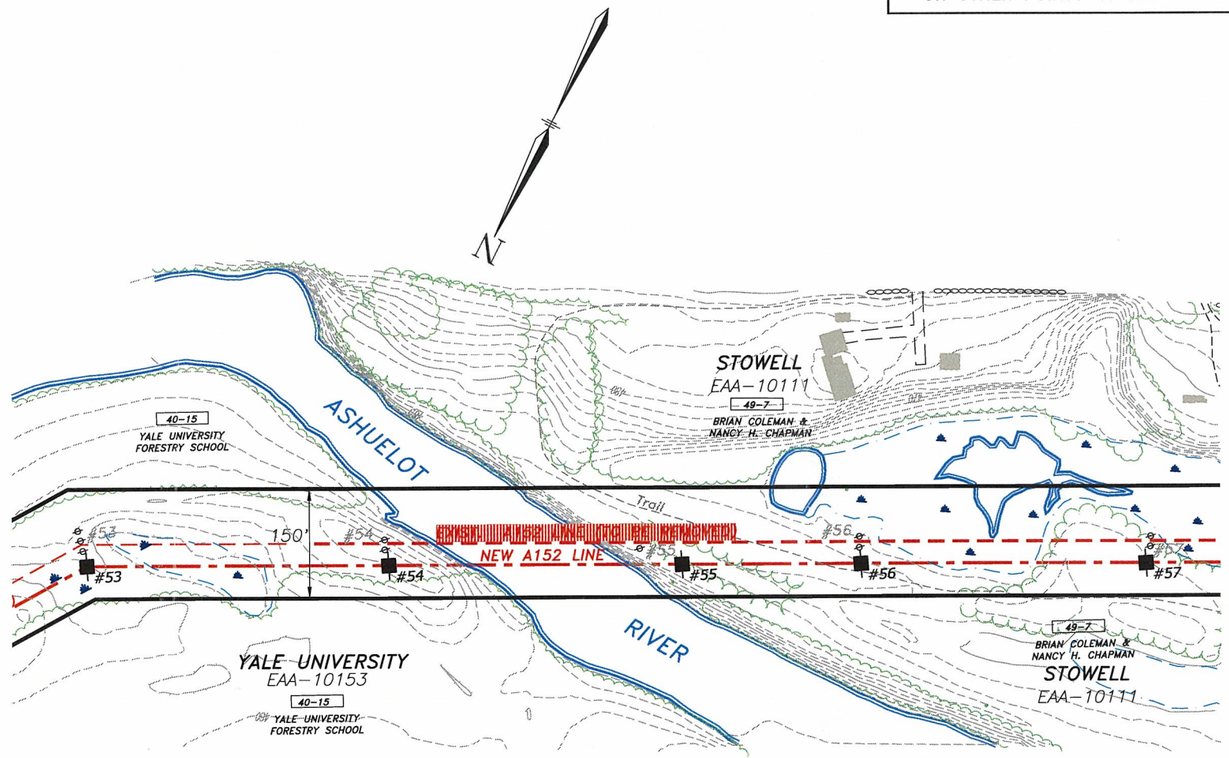
SCALE	DATE	SHEET	DRAWING NO.
1"=2000'	5/5/2008	2 OF 2	D-7649-244A

THIS PLAN IS FOR REFERENCE ONLY.
NO REPRESENTATION OR WARRANTY IS MADE AS TO LOCATION OF BOUNDARIES OR OTHER POINTS OF REFERENCE



PROFILE

SCALE: 1"=200' HORIZ.
20' VERT.



PLAN VIEW

SCALE: 1"=200'

200 100 0 200 500

GRAPHIC SCALE
(Feet)

EXHIBIT 4

NO.	REVISION	DATE	DRWN	CHCK	APPR

Public Service of New Hampshire | Transmission Business

DRAWN: WNT	A152 LINE (115 KV) BETWEEN STRUCTURES 54 & 55			
DESIGNED: DSD	**ASHUELOT RIVER WATER CROSSING**			
CHECKED: DSD	SWANZEY, NEW HAMPSHIRE			
APPROVED: DSD	SCALE: 1"=200'	DATE: 5/5/2008	SHEET: 1 OF 2	DRAWING NO.: D-7649-244