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January 6, 2023

VIA ELECTRONIC MAIL & HAND DELIVERY

Luly E. Massaro, Commission Clerk
Rhode Island Public Utilities Commission
89 Jefferson Boulevard
Warwick, RI 02888

**RE: Docket No. 22-53-EL – The Narragansett Electric Company
Proposed FY 2024 Electric Infrastructure, Safety, and Reliability Plan
Responses to Division Data Requests - Division Set 5**

Dear Ms. Massaro:

On behalf of The Narragansett Electric Company d/b/a Rhode Island Energy (the “Company”), enclosed please find the Company’s responses to the Division of Public Utilities and Carriers’ (“Division”) Fifth Set of Data Requests issued by the Division during its review of the above-referenced matter.¹

Thank you for your attention to this filing. If you have any questions, please contact me at 401-784-4263.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew S. Marcaccio".

Andrew S. Marcaccio

Enclosures

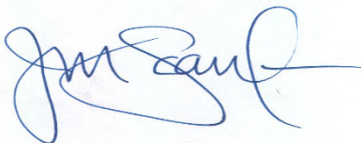
cc: Docket No. 22-53-EL Service List
John Bell, Division
Al Contente, Division
Greg Booth, Division
Linda Kushner, Division

¹ Per communication from Commission counsel on October 4, 2021, the Company is submitting an electronic version of this filing followed by hard copies filed with the Clerk within 24 hours of the electronic filing.

Certificate of Service

I hereby certify that a copy of the cover letter and any materials accompanying this certificate was electronically transmitted to the individuals listed below.

The paper copies of this filing are being hand delivered to the Rhode Island Public Utilities Commission and to the Rhode Island Division of Public Utilities and Carriers.



Joanne M. Scanlon

January 6, 2023

Date

**Docket No. 22-53-EL – RI Energy’s Electric ISR Plan FY 2024
Service List as of 1/5/2023**

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Division 5-1

Request:

The Company states in its response to DIV 1-16 that RIE’s Act on Climate Report (AOC) is to be released early 2023 and that Gas Decarbonization is in the Gas Long-Range Plan. Concurrently, Rhode Island’s Executive Climate Change Coordinating Council (EC4) is scheduled to deliver an update to the 2016 Greenhouse Gas Emissions Reduction Plan by December 31, 2022 and will subsequently develop a plan to incrementally reduce climate emissions to net-zero by 2050 to be delivered by December 31, 2025¹.

In response to DIV 1-4, RIE states that “(t)he GMP forecast projects beyond the typical 15 years to 2050 to sufficiently analyze system issues that may arise in meeting Rhode Island’s Act on Climate requirements” and that “Rhode Island Energy plans to file the GMP with the PUC in December 2022 demonstrating the urgency of proceeding now with grid modernization investments that are needed to address existing and future system issues and present the least cost and most benefits versus continuing on a non-grid modernization path.”

- a. How are assumptions and forecasts used in developing the GMP aligned with the Company’s AOC report and further with the state’s forthcoming 2025 Climate Strategy? What can RIE provide to validate the alignment since both the GMP and AOC are not available for Division review at this time, and the state plan has not been produced?
- b. It is the Division’s understanding that the GMP forecast through 2050 includes increasing amounts of DER, EVs and heat pumps at levels to meet Act on Climate target years. How are these assumptions aligned with state or regional efforts that are advancing separate initiatives which may dramatically alter the GMP forecast (e.g. decarbonization of centralized power production that makes DER less economical, clean fuel technology that displaces EVs, etc.)? What are the impacts to GMP if RIE’s forecasted outcomes do not materialize at the level and pace of expected adoption?
- c. It is the Division’s understanding that the GMP forecast through 2050 includes increasing amounts of uncontrolled generation and loads. From this model, the Company has determined a level of traditional investment combined with DER curtailment as one option to manage future grid needs, or “without grid modernization.” In that scenario, how is the Company’s current Demand Response program expected to reduce future peaks and minimize investment requirements?

¹ <https://climatechange.ri.gov/act-climate>

Division 5-1, page 2

Response:

- a. The assumptions and forecasts used in developing the Grid Modernization Plan (“GMP”) will be aligned with the Company’s Act on Climate (“AOC”) related commitments² as appropriate. The Company’s remaining analyses are in scoping stages, and the Company will coordinate internally on assumptions and forecasts as the work develops.

It is premature to judge whether the assumptions and forecasts used in developing the GMP align with the state’s forthcoming *2025 Climate Strategy*. The Company, however, commits to being a productive partner in developing the *2025 Climate Strategy* to encourage alignment in assumptions and forecasts. As evidence of this productive partnership, the Company participated in Executive Climate Change Coordinating Council (“EC4”) activities related to the *2022 Update to the 2016 Greenhouse Gas Emissions Reduction Plan*, which was scoped to identify sector specific priorities to 2030 goals and identifies grid modernization as a priority action – indicating alignment between the Company’s analysis and the EC4’s work thus far.

- b. The GMP benefits are not tied solely to the forecast or to a strict adoption schedule of distributed energy resources (“DER”). Significant GMP benefits result regardless of the forecast scenario and regardless of DER adoption rates. There are no impacts to the GMP investments proposed in the ISR if the Company’s forecasted outcomes do not materialize at the level and pace of expected adoption. The GMP forecast was developed to align with the State’s policies and sufficiently test the electric system no matter what actual DER adoption rates occur.

That said, the Company’s assumptions are aligned generally with other state and regional decarbonization efforts.

The Company is not aware of any State efforts for decarbonization of centralized power production that makes DER less economical. Although this may be a possible technology, Rhode Island Energy is aligning its assumptions with the statements within Rhode Island’s Renewable Energy Standard, such as:

² As a result of the opening of Public Utilities Commission (“PUC”) Docket 22-01-NG, and consistent with the settlement agreement, the Company interprets that portions of the Act on Climate obligations from the settlement have been superseded and incorporated into the PUC-led stakeholder process.

Division 5-1, page 3

“Decarbonizing the electric sector by providing energy from renewable sources is foundational to decarbonizing the Rhode Island economy, and achieving long-term economy-wide greenhouse gas reduction targets...”

Rhode Island Energy is aware of some State efforts regarding biofuels for heating and transportation, but not aware of efforts for clean fuel vehicles to displace electric vehicles (“EVs”). Rhode Island Energy notes a variety of State efforts to promote EVs, such as:

R.I. Gen. Laws § 31-3.3-1 which states that: “The department of transportation, along with the division of motor vehicles and the office of energy resources, shall develop, no later than January 1, 2022, a plan for a statewide electric vehicle charging station infrastructure in order to make electric vehicle charging stations more accessible to the public.”

Rhode Island Public Transportation Authority’s Electric Bus initiative - The State’s plan calls for about \$10 million to be used to replace older diesel buses that are being retired with new, all-electric, zero-emission vehicles.

Office of Energy Resources Drive EV Program

State of Rhode Island Zero Emission Vehicle Action Plan, which includes a mission statement to:

- Further expand access to electric and fuel cell vehicle infrastructure in Rhode Island;
- Encourage the purchase and lease of electric and fuel cell vehicles;
- Reduce the up-front costs associated with electric and fuel cell vehicle purchases; and
- Identify strategies to remove barriers for electric and fuel cell vehicle deployment.

Although biofuels are a possible technology, Rhode Island Energy recognizes a significant portion of the State’s transportation decarbonization efforts currently are directed toward increased adoption of EVs.

- c. The Company’s current demand response (“DR”) program is expected to reduce future peaks as it currently does. The program is estimated to reduce peaks from 30 to 50 megawatts. This level of peak reduction is trivial in comparison to the state’s AOC needs. With the GMP investments, the DR program can be improved to: 1) be tied not only to peak load reduction, but also to peak generation management; 2) be tied to distribution system constraints for better infrastructure avoidance; and 3) be integrated and scaled to levels commensurate with State policy needs.

Division 5-2

Request:

Attachment DIV 1-14, pages 67-70, indicates that current Demand Response programs will not grow beyond 2024 because “(it) is assumed that the program’s market potential is at its maximum and the projections are held constant through year 2036.” A High Case load forecast assumes small incremental increases “to reflect a level of saturation.” RIE states in response to DIV 1-18 concerning its current Demand Response program that “(r)egarding functionality, ConnectedSolutions is active load management of customer-owned thermostats, energy storage, and solar inverters.” And further that “(t)he Company can integrate larger numbers of residential and non-residential customers and types of customer loads with existing systems. Heat pumps are currently included in the program, and with the Company's existing software/systems, it is possible to expand ConnectedSolutions to include DR from EVs.”

- a. Under the current DR program, is the Company managing loads in response to system peaks, circuit peaks, or both?
- b. Why isn't the Company considering growing the DR program by including heat pumps and EVs which can be actively managed with existing software/systems?
- c. Has the Company evaluated the load forecast reductions that could be achieved by expanding the existing DR program? If so, have those forecasts been considered in the GMP analysis?
- d. Why are GMP investments necessary immediately to manage increasing loads expected in the near to mid-term instead of leveraging existing systems?
- e. What incremental benefits do GMP investments to manage loads provide over demand reductions that can be achieved with current software/systems?
- f. At what point is it necessary to achieve system-wide real time visibility to manage loads and how does RIE determine that need?
- g. Compare and contrast current load management systems to what would be provided by GMP investments. How does potential deployment of AMF affect both current load management capabilities and GMP load management capabilities?

Division 5-2, page 2

Response:

- a. Under the current demand response (“DR”) program, the Company is managing loads in response to system peaks. The current DR program is not capable of managing loads in response to circuit peaks; the Company recognizes circuit-focused peak load management is an important functionality for achieving the state’s climate goals safely, reliably, and affordably.
- b. Heat pumps are included in the current DR program, and the Company is working on improving its ability to track participation. The Company had considered expanding its DR program to include electric vehicles (“EVs”) and it is still under consideration.

As stated in the response to part (a) above, and further described in the responses to parts (c) and (e) below, even if EV and heat pumps are included in the current DR program, the current DR program does not have the necessary inputs, including localized data, to sufficiently manage the distribution system with the existing software/systems.

- c. The DR program as it is currently scoped is a system-wide DR program that seeks to reduce system peak. The current system-wide DR program does not have the capability to address circuit-specific peaks. The system-level impacts of the system-wide DR program are included in planning forecasts and the GMP analysis. The GMP analysis, however, identifies the need for a circuit-level DR program, which necessitates the proposed GMP investments immediately to manage increasing loads expected in the near- to mid-term instead of leveraging existing systems.
- d. Please see the Company’s response to part (c).
- e. The Grid Modernization Plan (“GMP”) analysis identified a need to dispatch DR resources with an understanding of both localized resource characteristics and system topology. The current system is incapable of doing this for two reasons. First, the current electric system does not have the requisite equipment (sensors, meters, etc.) to provide the data required to understand system topology. Second, the current DR management system does not have the functionality to pair these two attributes (resource characteristics and system topology).

The proposed GMP investments include the requisite equipment to provide the data required to understand the system topology and associated limitations on a granular basis. This understanding will provide incremental benefits, such as having the ability to

Division 5-2, page 3

provide localized solutions to address system needs, which will increase the impact of the existing DR programs.

- f. There are parts of the system that would benefit from real-time visibility to manage loads now, and, therefore, Rhode Island Energy considers the point at which it is necessary to achieve system-wide real time visibility to manage loads to be now. The Company understands, however, that it cannot establish this functionality immediately. The GMP investments, including the foundational investments proposed in this ISR plan, provide a path to get this functionality established as soon as possible and to maximize benefits.
- g. The Company's current load management system is the DR program. Please refer to the Company's response to part (e), above, for the comparison of the current load management systems to what GMP investments will provide.

Advanced metering functionality will: (i) provide more granular and timely meter data; (ii) improve the Company's ability to dispatch resources; and (iii) allow for more accurate measurement and evaluation of performance. The granular data provided by these investments would be used with the GMP investments to provide system-wide real time visibility.

Division 5-3

Request:

Regarding the Company's response to DIV 1-23:

- a. Provide a list of currently installed reclosers by voltage, indicating those with advanced capabilities.
- b. Does the Company intend to install Mainline Reclosers on all circuits listed in Attachment DIV 1-23? Are any of the circuits scheduled for removal or reconductoring under an Area Study?
- c. Discuss the relationship in CKAFI and SAIFI. What are the benefits of improving feeders with CKAFI that are well below the Company's SAIFI targets?
- d. What are the fundamental differences in Mainline and Advanced Reclosers in terms of specifications, operating capability and cost? Does an Advanced Recloser have added operational benefits, as compared to Mainline Reclosers, without an enabled FLISR scheme?
- e. How many Mainline reclosers and Advanced Reclosers are scheduled to be installed in each year from CY23 to CY27? For each category, how many reclosers does RIE have in inventory? How many are on order? What is the typical lead time for delivery? Will RIE personnel or contractors install the reclosers?
- f. For Mainline Reclosers, the Company states that locations were determined and prioritized by gathering mainline outage events on circuits with less than 2 mainline reclosers, more than 500 customers, and more than 3 miles of overhead conductor. How did RIE develop the criteria? Please reference relevant design guidelines, utility best practices or studies, or other Company documentation.
- g. How does RIE determine the optimal physical location for recloser installations on targeted circuits? Does RIE or PPL perform the protective coordination study prior to the recloser installation? Please reference relevant design guidelines, utility best practices or studies, or other Company documentation.

Division 5-3, page 2

- h. When does the Company anticipate full implementation of FLISR schemes? Discuss whether the preliminary benefits of GMP Advanced Reclosers (DIV 1-23, Table 1) accrue when the recloser is installed, when the recloser is part of a FLISR scheme, or some combination. Discuss any differences in the benefits, including the calculation of related benefits, of Advanced Reclosers with a FLISR scheme versus Advanced Reclosers that are not part of a FLISR scheme.
- i. To the extent available, provide the underlying assumptions in determining the reliability benefits of GMP Advanced Reclosers such as how forecasts are developed for the location, frequency and duration of avoided interruptions, assumptions on number and type of customers impacted, etc.
- j. What are RIE’s expected SAIFI improvements from a) Mainline Recloser additions and b) Advanced Recloser additions without FLISR, and c) Advanced Recloser additions with FLISR.
- k. What is scheduled completion date for the communications system which would allow interface with the PPL ADMS and FLISR functionality?

Response:

- a. To answer this question, Rhode Island Energy created three groups of recloser capability classifications based on readiness to be employed in a Grid Modernization Plan (“GMP”) recloser scheme.

Dark reclosers: An independent device that is operated by local inputs only. No communications or remote capabilities. The device is operated manually.

Remotely Operated Recloser: A device capable of being operated remotely (open, close, reclosing on or off), measuring, and recording voltage and current. This device primarily sends and receives commands or data to a centralized point, such as the control room.

GMP Enabled: A recloser capable of being connected to a network of devices that sends and receives data from a programmable logic controller (“PLC”) control. This scheme makes logic decisions and drives corrective actions, such as: Var / Volt optimization (“VVO”), load management, and automated switching (“FLISR”) without the need for human intervention.

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Rhode Island Energy’s list of line reclosers, their location and their classification are shown in column H of Attachment DIV 5-3-1, labeled Capability.

- b. The Company does not intend to install mainline reclosers on all circuits listed in Attachment DIV 1-23. The candidate circuits will be reviewed by Rhode Island Energy’s field engineering group to determine if a mainline recloser is appropriate. Reclosers will be prioritized based on feeder length, number of customers, type of customers, and feeder reliability values to reduce mainline fault impacts. Rhode Island Energy anticipates the candidate list will need modification due to recent changes to the distribution system as well as planned work. This effort will consider future feeder rearrangements proposed by area study recommendations to ensure recloser reliability value. All reclosers will use the latest control technology aligned with the pending GMP.
- c. CKAIFI and SAIFI are both frequency metrics. They measure the number of sustained interruptions the average customer experienced over a specified time, typically one year. The difference between the two is that SAIFI includes all the customers served by the Rhode Island Energy distribution system, approximately 500,000. Circuit frequency, CKAIFI, includes the number of customers served from a particular feeder, which can range from 1 to 4,500.

Rhode Island Energy’s goal is not to specifically improve CKAIFI of circuits that are below SAIFI. In the Company’s response to Division 1-23, the Company shows frequency values related to mainline events and not the total circuit CKAIFI. This was done to prioritize the mainline recloser effort where any mainline frequency greater than zero is a possible candidate and is beneficial. The frequency values in the response to Division 1-23 should not be compared to overall CKAIFI values nor SAIFI values.

- d. All reclosers installed under either initiative will use the latest control technology and align with the GMP. There are no differences in material specifications or unit costs.

Aside from the reliability savings of deploying FLISR schemes, grid modernization reclosers allow for the deployment of real time automated FLISR, VVO, distributed energy resources (“DER”) and load management schemes that are required to operate the modern electrical network safely and effectively. The reclosers are part of the integrated grouping of hardware and software necessary for Distribution Control Center operations to provide greater visibility, situational awareness, and optimization of the electric distribution grid, as well as improved efficiencies through automating multiple control center processes. For example, when planning to reconfigure the grid, the advanced distribution management system (“ADMS”) will allow the operators to simulate the

Division 5-3, page 4

future state (*i.e.*, reconfigured grid) to test the reconfiguration approach and ensure the most efficient switching that yields optimal power quality. DER will be operationally integrated into the ADMS network model to allow operators to assess their effect on the grid, as well as leverage them for support where possible.

- e. Approximately 100 reclosers will be installed as part of the Mainline recloser initiative in CY 2023. Rhode Island Energy has approximately 10 units in inventory with an additional 20 pending delivery from National Grid. In addition, an order for 120 units has been placed with the manufacturer. Delivery is expected in April of 2022. Construction resources are to be determined.

Grid modernization reclosers are to be installed as part of an implementation plan. The pending GMP includes the GMP Roadmap, which presents a sequenced progression of grid modernization investments, deploying field devices in a targeted and incremental fashion, and developing IT platforms that are flexible and scalable. The GMP Roadmap is informed by the Area Study solutions, which were all complete in December of 2021.

- f. The purpose of the Mainline recloser initiative is to improve reliability. As seen in Table 1 below, the number of circuit breaker events is relatively small (3.6 %) compared to the total number of events on the system. Their contribution to SAIFI and SAIDI, however, is significant. In the previous 5 years, excluding major storms, circuit breaker interruptions accounted for 31.7 % of Rhode Island Energy’s annual SAIFI total and 28.3 % of SAIDI.

Table 1, Circuit Breaker Event Contributions to Annual Reliability

RI Energy Circuit Breaker VS All Events, Regulatory Criteria IDS Events 2017 through 2021										
Year	Customers Served	Circuit Breaker Events			All Events			Percentages		
		Events	SAIFI	SAIDI (min)	Events	SAIFI	SAIDI (min)	Events	SAIFI	SAIDI (Min)
2017	490688	94	0.26	15.26	2519	0.78	59.15	3.7%	33.3%	25.8%
2018	492418	105	0.31	19.99	2614	1.00	65.00	4.0%	31.0%	30.8%
2019	496961	98	0.33	20.67	2711	1.02	67.33	3.6%	32.4%	30.7%
2020	498157	89	0.28	16.70	2721	0.95	67.97	3.3%	29.5%	24.6%
2021	499886	102	0.31	20.19	2911	0.96	67.86	3.5%	32.3%	29.8%
<i>Averages</i>	495622	98	0.30	18.56	2695	0.94	65.46	3.6%	31.7%	28.3%

Division 5-3, page 5

Mainline reclosers sectionalize the circuit into smaller, controllable parts and reduce the likelihood that a main line fault will open the circuit breaker and interrupt all the customers on the feeder. A candidate list of circuits with poor sectionalization, (*i.e.*, those with zero or one reclosers) was developed for recloser placements. When the Company identified the mainline related reliability issue, it developed the criteria to properly gather and prioritize the relevant subset of interruption data.

- g. Optimal physical locations are found by examining the circuit topology to determine appropriate places to segment the circuit. A combination of overhead primary line length, customer count, customer type, and main line interruption event history are all considered when placing the recloser. PPL’s Analytics Group created an optimization model considering the factors above and provided suggested locations using CYME modeling software. Those locations are then verified by Rhode Island Energy Field Engineers. Once placement is determined, a protection coordination review is completed. Relay settings for the new recloser and all the other impacted relays are issued before construction begins.
- h. FLISR schemes will be implemented as part of the GMP. The GMP Roadmap is based on a well-coordinated and integrated five-year plan that will help maximize operational and clean energy benefits for all customers.

Table 1 in the Company’s response to Division 1-23 shows the “Reduced Outage Frequency Benefits” including reliability savings – both with and without) fully implemented FLISR. The timing of the benefits described in this table are tied to the FLISR deployment roadmap associated with the GMP. The benefits are obtained when FLISR functionality is obtained and reclosers are installed.

Advanced reclosers with and without FLISR scheme provide reliability improvement by sectionalizing feeders and reducing the number of customers interrupted by the initial fault.

FLISR schemes have a reliability advantage over Mainline recloser installations because they can automatically switch around a faulted line segment to restore customers not directly served from the faulted line segment.

For example, assume three circuits serve 1000 customers, Alpha circuit does not have a recloser. Beta circuit has one advanced GMP mainline recloser. Gamma circuit has one mainline GMP recloser and shares a normally open advanced recloser with Delta circuit. The two reclosers are arranged in a FLISR scheme.

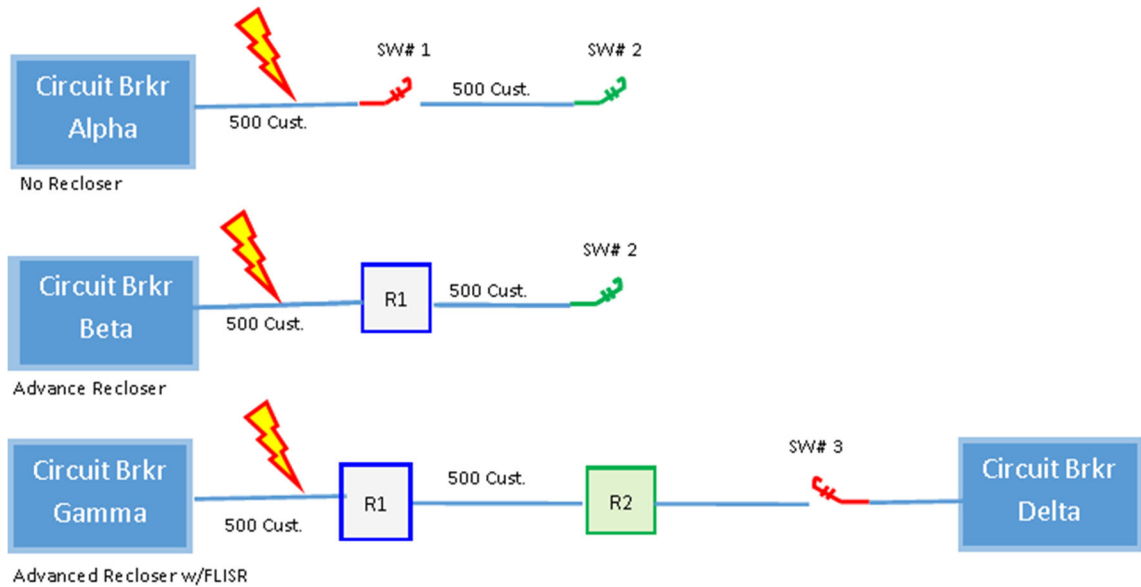
Division 5-3, page 6

Reliability savings for each circuit for two faults: one fault near the substation (reflected in Diagram A below), and the other far from the substation (reflected in Diagram B below) are discussed below.

For the circuit without a recloser, a fault at either location interrupts all the customers. Customers Interrupted (“CI”) is 2000.

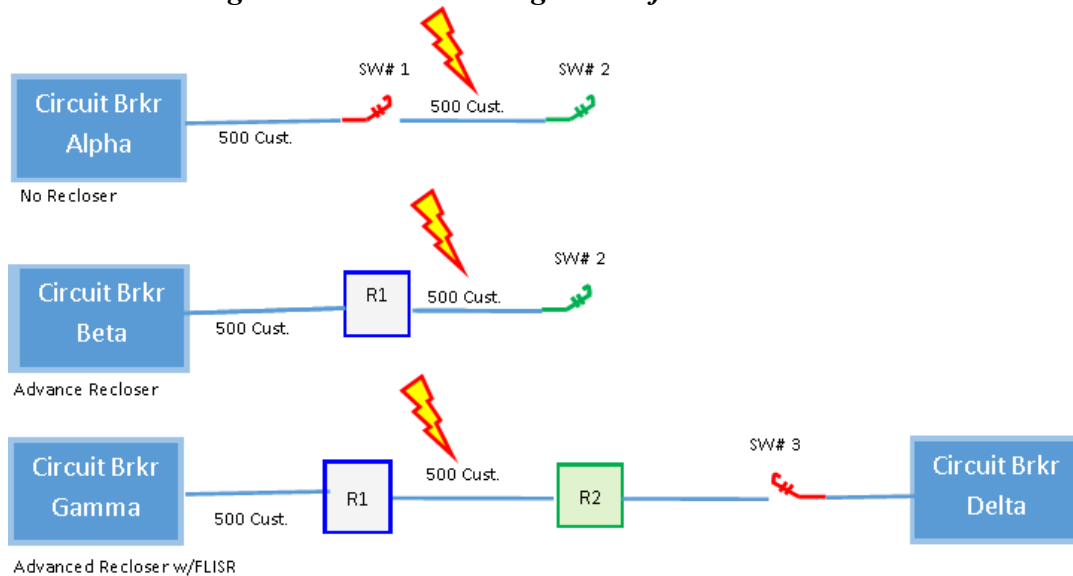
For the Advanced Recloser without FLISR, the near station fault is unchanged. All the customers are interrupted because circuit breaker Beta opens. For a far fault on Beta circuit, the advanced recloser, R1, opens, saving 500 customers from being interrupted. CI for both faults is 1500.

Diagram A –Circuits Arrangements with near station fault



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Diagram B –Circuit Arrangement of Far Station Fault



For the Gamma circuit, the near station fault opens the circuit breaker. The FLISR scheme isolates the fault by opening R1 and restores 500 customers by automatically closing R2. For the far fault, R1 sectionalizes the fault. CI for both faults is 1000. Switching is completed without System Operator intervention.

For recloser benefits without FLISR, please see the Mainline Recloser Docket 4600 Benefit-Cost documentation submitted as part of the Company's FY24 ISR Plan Filing to the Public Utilities Commission on December 23, 2022.

- i. The underlying assumptions used to determine the reliability benefits of GMP reclosers is described in Section 6 of the GMP.
- j. The mainline recloser additions targeted circuits in the distribution system that had zero and one recloser. There are 149 Distribution circuits with less than 2 mainline reclosers that have more than 3 miles of 3-phase overhead line and serve more than 500 customers. In the previous 5 years, these circuits have averaged 118 mainline events that contributed 0.23 to the Company’s SAIFI annually. This initiative will place additional reclosers at appropriate points along the distribution circuit to reduce the number of customers interrupted by the initial fault and to allow remote switching to restore healthy line sections before crew restoration begins. Assuming the placement of additional reclosers

Division 5-3, page 8

will influence half of all mainline events, and the customers interrupted by these events are reduced by another half, the estimated SAIFI improvement is expected to reach 0.0575, annually.

The SAIFI improvement for Advanced Recloser additions with FLISR is shown in Section 6 of the GMP. A SAIFI improvement for Advanced Recloser additions without FLISR has not been calculated but would be aligned with the mainline recloser SAIFI improvement described above.

- k. The communications deployment plan and roadmap is shown in Attachment H to the GMP. The communication equipment is placed in-service as it is installed.

The Narragansett Electric Company
d/b/a Rhode Island Energy
In Re: Proposed FY 2024 Electric Infrastructure, Safety and Reliability Plan
Attachment DIV 5-3-1
Page 1 of 7

Attachment DIV 5-3-1_Recloser List

Device Op District Name	Circuit ID	Voltage Class	Pole and Street	Device Tax District Name	ControlType	Capability	Type	Device Tax District Name	Device ID	Size
CAPITAL	49_56_46F3	15 KV	01 POST RD	WARWICK	SEL 651R0	Remotely Operated	Main Line	WARWICK	567872988	88 - 800 Amps
CAPITAL	49_53_127W40	15 KV	0-25 TARKILN RD	BURRILLVILLE	Unknown	Remotely Operated	Main Line	BURRILLVILLE	921884698	88 - 800 Amps
CAPITAL	49_53_21F2	15 KV	0-50 PECK HILL RD	JOHNSTON	SEL 651R2	GMP Enabled	Main Line	JOHNSTON	766866095	88 - 800 Amps
CAPITAL	49_56_2262	23 KV	0-50 POST RD	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	780006940	88 - 800 Amps
COASTAL	49_53_26W7	15 KV	1 BLACK PLAIN RD	NORTH SMITHFIELD	SEL 651R2	GMP Enabled	Main Line	NORTH SMITHFIELD	957738888	88 - 800 Amps
CAPITAL	49_56_52F1	15 KV	1 CHURCH AVE	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	90803812	86 - 560 Amps
CAPITAL	49_56_36W44	15 KV	1 CORY'S LN	PORTSMOUTH	Cooper Form 6	Remotely Operated	Main Line	PORTSMOUTH	772288851	88 - 800 Amps
COASTAL	49_56_54F1	15 KV	1 MAPLE VALLEY RD	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	119618821	86 - 560 Amps
CAPITAL	49_53_5F1	15 KV	1 NAYATT RD	BARRINGTON	Cooper Form 6	Remotely Operated	Main Line	BARRINGTON	142250970	86 - 560 Amps
CAPITAL	49_56_59F4	15 KV	1 NORTH RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	207869243	86 - 560 Amps
CAPITAL	49_56_88F1	15 KV	1 RAILROAD AVE	NORTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	NORTH KINGSTOWN	126892021	86 - 560 Amps
CAPITAL	49_56_17F1	15 KV	1 SAND HILL COVE RD	NARRAGANSETT	Cooper Form 6	Remotely Operated	Main Line	NARRAGANSETT	277460572	88 - 800 Amps
CAPITAL	49_56_33F2	15 KV	1 SCHOONER DR	TIVERTON	Cooper Form 6	Remotely Operated	Main Line	TIVERTON	202751209	88 - 800 Amps
CAPITAL	49_53_38F4	15 KV	1 SERREL SWEET RD	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	277460172	86 - 560 Amps
CAPITAL	49_56_68F1	15 KV	1 USQUEPAUGH RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	55569691	86 - 560 Amps
CAPITAL	49_56_46F4	15 KV	1 WEST DAVISVILLE RD	NORTH KINGSTOWN	SEL 651R2	GMP Enabled	Main Line	NORTH KINGSTOWN	75805372	88 - 800 Amps
CAPITAL	49_53_108W53	15 KV	1 WEST SCHOOL ST	WOONSOCKET	SEL 651R2	GMP Enabled	Main Line	WOONSOCKET	811317047	88 - 800 Amps
CAPITAL	49_56_3309	34 KV	10 HOPKINS HILL RD	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	770743038	88 - 800 Amps
CAPITAL	49_53_48F1	15 KV	10 JOHN ST	EAST PROVIDENCE	SEL 651R0	Remotely Operated	Main Line	EAST PROVIDENCE	228588685	88 - 800 Amps
CAPITAL	49_53_23F2	15 KV	101 DOUGLAS PIKE	SMITHFIELD	Cooper Form 6	Remotely Operated	Main Line	SMITHFIELD	61299346	86 - 560 Amps
CAPITAL	49_56_100F1	15 KV	106 NOOSENECK HILL RD	COVENTRY	Cooper Form 6	Remotely Operated	N.O. Main Line	COVENTRY	277460412	86 - 560 Amps
CAPITAL	49_56_59F3	15 KV	106 POST RD	SOUTH KINGSTOWN	SEL 651R2	GMP Enabled	Main Line	SOUTH KINGSTOWN	154948294	86 - 560 Amps
CAPITAL	49_53_34F3	15 KV	107 Mount Hygeia RD	FOSTER	Cooper Form 6	Remotely Operated	Main Line	FOSTER	44993559	86 - 560 Amps
CAPITAL	49_56_88F1	15 KV	107 SOUTH COUNTY TRL	EXETER	SEL 651R2	GMP Enabled	Main Line	EXETER	163994952	86 - 560 Amps
CAPITAL	49_56_83F4	15 KV	11 CAMP AVE	NORTH KINGSTOWN	SEL 651R2	GMP Enabled	Main Line	NORTH KINGSTOWN	686292935	88 - 800 Amps
CAPITAL	49_56_63F2	15 KV	11 DIVISION RD	WEST GREENWICH	Cooper Form 6	Remotely Operated	Main Line	WEST GREENWICH	67645031	86 - 560 Amps
CAPITAL	49_56_14F2	15 KV	1-1 MEADOW ST	WARWICK	SEL 651R2	GMP Enabled	Main Line	WARWICK	456348003	88 - 800 Amps
CAPITAL	49_53_20F2	15 KV	11 NEWPORT AVE	EAST PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	EAST PROVIDENCE	154009742	86 - 560 Amps
CAPITAL	49_53_102W51	15 KV	1-1 PARKER ST	LINCOLN	SEL 651R2	GMP Enabled	Main Line	LINCOLN	277459881	88 - 800 Amps
CAPITAL	49_53_108W53	15 KV	11 POND ST	WOONSOCKET	SEL 651R2	GMP Enabled	Main Line	WOONSOCKET	199567062	88 - 800 Amps
CAPITAL	49_56_88F3	15 KV	11 TOWER HILL RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	122130200	86 - 560 Amps
CAPITAL	49_53_38F3	15 KV	110 GREENVILLE AVE	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	277460162	88 - 800 Amps
CAPITAL	49_53_34F1	15 KV	111 DANIELSON PIKE	FOSTER	SEL 651R2	GMP Enabled	Main Line	FOSTER	574524911	88 - 800 Amps
CAPITAL	49_56_33F2	15 KV	114 MAIN RD	TIVERTON	SEL 651R2	GMP Enabled	Main Line	TIVERTON	731689060	88 - 800 Amps
CAPITAL	49_53_51F2	15 KV	114 METACOM AVE	BRISTOL	Cooper Form 6	Remotely Operated	Main Line	BRISTOL	164132630	86 - 560 Amps
CAPITAL	49_56_63F6	15 KV	114 VICTORY HWY	WEST GREENWICH	Cooper Form 6	Remotely Operated	Main Line	WEST GREENWICH	136110296	88 - 800 Amps
CAPITAL	49_53_27F1	15 KV	11-50 NEW LONDON AVE	CRANSTON	SEL 651R0	Remotely Operated	Main Line	CRANSTON	579565581	88 - 800 Amps
CAPITAL	49_56_33F3	15 KV	116 EAST RD	TIVERTON	Cooper Form 6	Remotely Operated	Main Line	TIVERTON	918040080	88 - 800 Amps
CAPITAL	49_53_51F3	15 KV	116 HOPE ST	BRISTOL	Cooper Form 6	Remotely Operated	Main Line	BRISTOL	277460302	86 - 560 Amps
CAPITAL	49_53_200W6	15 KV	116 MENDON RD	WOONSOCKET	SEL 651R2	GMP Enabled	Main Line	WOONSOCKET	459627352	88 - 800 Amps
CAPITAL	49_56_38K23	23 KV	1-16 THIRD ST	NEWPORT	Cooper Form 6	Remotely Operated	Main Line	NEWPORT	81025558	86 - 560 Amps
CAPITAL	49_56_30F2	15 KV	117 TEN ROD RD	EXETER	Cooper Form 6	Remotely Operated	Main Line	EXETER	75414050	88 - 800 Amps
CAPITAL	49_53_27F2	15 KV	118 PONTIAC AVE	CRANSTON	SEL 651R2	GMP Enabled	Main Line	CRANSTON	277460072	88 - 800 Amps
CAPITAL	49_56_33F2	15 KV	119 MAIN RD	TIVERTON	SEL 651R2	GMP Enabled	Main Line	TIVERTON	277460537	88 - 800 Amps
CAPITAL	49_53_21F1	15 KV	12 LATEN KNIGHT RD	CRANSTON	SEL 651R2	GMP Enabled	Main Line	CRANSTON	552076374	88 - 800 Amps
CAPITAL	49_56_72F4	15 KV	120 WARWICK AVE	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	59823625	86 - 560 Amps
CAPITAL	49_53_2228	23 KV	12-35 DWY UNKNOWN78 ST	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	552069139	88 - 800 Amps
CAPITAL	49_56_59F1	15 KV	124 MOORESFIELD RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	277460637	76 - 100 Amps
CAPITAL	49_56_36W44	15 KV	127-50 CHASE FARM	PORTSMOUTH	Cooper Form 6	Remotely Operated	Main Line	PORTSMOUTH	825182511	88 - 800 Amps
CAPITAL	49_56_37W2	15 KV	128 WEST MAIN RD	PORTSMOUTH	Cooper Form 6	Remotely Operated	Main Line	PORTSMOUTH	787893180	88 - 800 Amps
CAPITAL	49_53_108W51	15 KV	13 DIAMOND HILL RD	WOONSOCKET	Cooper Form 6	Remotely Operated	N.O. Main Line	WOONSOCKET	101344170	86 - 560 Amps
CAPITAL	49_53_79F2	15 KV	13 DOYLE AVE	PROVIDENCE	SEL 651R0	Remotely Operated	Main Line	PROVIDENCE	277460127	88 - 800 Amps
CAPITAL	49_53_18F11	15 KV	13 SCITUATE AVE	JOHNSTON	SEL 651R2	GMP Enabled	Main Line	JOHNSTON	277460167	88 - 800 Amps
COASTAL	49_53_51F1	15 KV	130 METACOM AVE	BRISTOL	Cooper Form 6	Remotely Operated	Main Line	BRISTOL	277460297	86 - 560 Amps
CAPITAL	49_53_23F6	15 KV	13-25 WHIPPLE RD	SMITHFIELD	Cooper Form 6	Remotely Operated	Main Line	SMITHFIELD	747027180	88 - 800 Amps
CAPITAL	49_56_155F8	15 KV	136 NOOSENECK HILL RD	RICHMOND	Cooper Form 6	Remotely Operated	Main Line	RICHMOND	207869176	86 - 560 Amps
CAPITAL	49_53_126W50	15 KV	136-000 LOUISQUISSET FT11 PIKE	LINCOLN	Cooper Form 6	Remotely Operated	Main Line	LINCOLN	113613146	88 - 800 Amps

The Narragansett Electric Company
d/b/a Rhode Island Energy
In Re: Proposed FY 2024 Electric Infrastructure, Safety and Reliability Plan
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Device Op District Name	Circuit ID	Voltage Class	Pole and Street	Device Tax District Name	ControlType	Capability	Type	Device Tax District Name	Device ID	Size
CAPITAL	49_56_85T3	34 KV	137-51 HL 1870#2 HGLN	HOPKINTON	Cooper Form 6	Remotely Operated	Main Line	HOPKINTON	757320280	88 - 800 Amps
CAPITAL	49_53_5F1	15 KV	14 SOWAMS RD	BARRINGTON	Cooper Form 6	Remotely Operated	Main Line	BARRINGTON	154032162	86 - 560 Amps
CAPITAL	49_56_17F2	15 KV	141 OCEAN RD	NARRAGANSETT	Cooper Form 6	Remotely Operated	Main Line	NARRAGANSETT	231524825	88 - 800 Amps
CAPITAL	49_56_3307	34 KV	14-1 PLAINS RD	SOUTH KINGSTOWN	SEL 651R2	GMP Enabled	Main Line	SOUTH KINGSTOWN	742230965	88 - 800 Amps
CAPITAL	49_56_88F5	15 KV	143 BOSTON NECK RD	NORTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	NORTH KINGSTOWN	563429268	85 - 400 Amps
CAPITAL	49_56_54F1	15 KV	143 HARKNEY HILL RD	COVENTRY	SEL 651R2	GMP Enabled	Main Line	COVENTRY	277460407	88 - 800 Amps
CAPITAL	49_53_27F5	15 KV	144 OAKLAWN AVE	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	277460062	85 - 400 Amps
CAPITAL	49_56_150F4	15 KV	145 MAIN ST	WEST WARWICK	SEL 651R2	GMP Enabled	Main Line	WEST WARWICK	782684634	88 - 800 Amps
CAPITAL	49_56_61F1	15 KV	147 DIVISION ST	EAST GREENWICH	SEL 651R2	GMP Enabled	Main Line	EAST GREENWICH	689792527	88 - 800 Amps
CAPITAL	49_56_30F2	15 KV	149 TEN ROD RD	NORTH KINGSTOWN	SEL 651R0	Remotely Operated	Main Line	NORTH KINGSTOWN	277460507	88 - 800 Amps
CAPITAL	49_56_203W3	15 KV	15 MIAANTONOMI AVE	MIDDLETOWN	SEL 651R2	GMP Enabled	Main Line	MIDDLETOWN	975618320	88 - 800 Amps
CAPITAL	49_56_45J4	4 KV	150 EAST SHORE RD	JAMESTOWN	Cooper Form 6	Remotely Operated	Main Line	JAMESTOWN	102889280	86 - 560 Amps
CAPITAL	49_53_2227	23 KV	1-50 GREEN HILL RD	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	732812367	88 - 800 Amps
CAPITAL	49_53_4F1	15 KV	1-50 MASSASOIT AVE	BARRINGTON	Cooper Form 6	Remotely Operated	Main Line	BARRINGTON	338151184	88 - 800 Amps
CAPITAL	49_53_1201W5	15 KV	1-50 MENDON AVE	PAWTUCKET	Cooper Form 6	Remotely Operated	Main Line	PAWTUCKET	936491684	88 - 800 Amps
CAPITAL	49_53_34F3	15 KV	1-50 THEODORE FOSTER RD	FOSTER	SEL 651R2	GMP Enabled	Main Line	FOSTER	690924356	88 - 800 Amps
CAPITAL	49_53_112W43	15 KV	151 PINE SWAMP 07 RD	CUMBERLAND	Cooper Form 6	Remotely Operated	Main Line	CUMBERLAND	633841909	88 - 800 Amps
CAPITAL	49_53_126W51	15 KV	156 OLD RIVER RD	LINCOLN	Cooper Form 6	Remotely Operated	Main Line	LINCOLN	277459859	86 - 560 Amps
CAPITAL	49_53_18F5	15 KV	158 ATWELLS AVE	PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	PROVIDENCE	92921008	86 - 560 Amps
CAPITAL	49_56_68F3	15 KV	159 OLD POST RD	CHARLESTOWN	Cooper Form 6	Remotely Operated	N.O. Main Line	CHARLESTOWN	49088126	86 - 560 Amps
CAPITAL	49_56_17F3	15 KV	159 TOWER HILL RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	76164465	86 - 560 Amps
CAPITAL	49_53_48F2	15 KV	159 WATERMAN AVE	EAST PROVIDENCE	SEL 651R2	GMP Enabled	Main Line	EAST PROVIDENCE	277460272	86 - 560 Amps
CAPITAL	49_56_83F2	15 KV	16 CRIFE ST	NORTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	NORTH KINGSTOWN	841469416	88 - 800 Amps
CAPITAL	49_53_126W54	15 KV	16 HARRIS AVE	LINCOLN	Cooper Form 6	Remotely Operated	Main Line	LINCOLN	987152035	88 - 800 Amps
COASTAL	49_56_17F2	15 KV	16 SOUTH PIER RD	NARRAGANSETT	SEL 651R2	GMP Enabled	Main Line	NARRAGANSETT	48832346	88 - 800 Amps
CAPITAL	49_53_21F1	15 KV	160-50 PHENIX AVE	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	750789012	88 - 800 Amps
CAPITAL	49_56_33F3	15 KV	163 MEETINGHOUSE LN	LITTLE COMPTON	Cooper Form 6	Remotely Operated	Main Line	LITTLE COMPTON	174059286	86 - 560 Amps
CAPITAL	49_53_18F7	15 KV	166 PLAINFIELD ST	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	77955839	86 - 560 Amps
CAPITAL	49_56_46F3	15 KV	17 DAVISVILLE RD	NORTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	NORTH KINGSTOWN	75413724	86 - 560 Amps
CAPITAL	49_56_16F1	15 KV	17 EAST AVE	WESTERLY	Cooper Form 6	Remotely Operated	Main Line	WESTERLY	277460482	86 - 560 Amps
CAPITAL	49_53_102W51	15 KV	17 FRONT ST	LINCOLN	Cooper Form 6	Remotely Operated	Main Line	LINCOLN	277459870	86 - 560 Amps
CAPITAL	49_53_76F7	15 KV	17 HARBORSIDE BLVD	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	200778341	86 - 560 Amps
CAPITAL	49_56_65J2	4 KV	17 NARRAGANSETT AVE	JAMESTOWN	Cooper Form 6	Remotely Operated	Main Line	JAMESTOWN	97072012	86 - 560 Amps
CAPITAL	49_56_46F1	15 KV	17 SOUTH RD	EAST GREENWICH	Cooper Form 6	Remotely Operated	Main Line	EAST GREENWICH	771966751	88 - 800 Amps
CAPITAL	49_53_18F6	15 KV	170 HARTFORD AVE	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	229719449	88 - 800 Amps
CAPITAL	49_53_21F1	15 KV	172 PHENIX AVE	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	277460617	76 - 100 Amps
CAPITAL	49_53_15F2	15 KV	18 HOPE FURNACE RD	SCITUATE	SEL 651R0	Remotely Operated	Main Line	SCITUATE	49991837	86 - 560 Amps
CAPITAL	49_53_7F4	15 KV	18 NARRAGANSETT AVE	PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	PROVIDENCE	219991174	86 - 560 Amps
CAPITAL	49_56_63F6	15 KV	18 NOOSENECK HILL RD	EXETER	Cooper Form 6	Remotely Operated	Main Line	EXETER	277460657	86 - 560 Amps
CAPITAL	49_53_26W1	15 KV	18 PROVIDENCE PIKE	NORTH SMITHFIELD	SEL 651R2	GMP Enabled	N.O. Main Line	NORTH SMITHFIELD	277277753	88 - 800 Amps
CAPITAL	49_56_33I0	34 KV	18-1 HOPKINS HILL RD	WEST GREENWICH	SEL 651R2	GMP Enabled	Main Line	WEST GREENWICH	563240208	88 - 800 Amps
COASTAL	49_56_85T1	34 KV	18-1 LANGWORTHY RD	WESTERLY	Cooper Form 6	Remotely Operated	Main Line	WESTERLY	101985532	86 - 560 Amps
CAPITAL	49_53_69F3	15 KV	182 CHALKSTONE AVE	PROVIDENCE	SEL 651R2	GMP Enabled	Main Line	PROVIDENCE	780860500	88 - 800 Amps
CAPITAL	49_53_38F1	15 KV	183 PUTNAM PIKE	SMITHFIELD	Cooper Form 6	Remotely Operated	Main Line	SMITHFIELD	61295317	86 - 560 Amps
CAPITAL	49_53_13F2	15 KV	19 DOUGLAS AVE	PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	PROVIDENCE	277460112	86 - 560 Amps
CAPITAL	49_53_13F10	15 KV	191 DOUGLAS AVE	PROVIDENCE	SEL 651R0	Remotely Operated	Main Line	PROVIDENCE	87735689	86 - 560 Amps
CAPITAL	49_53_34F3	15 KV	2 ANAN WADE RD	FOSTER	Cooper Form 6	Remotely Operated	N.O. Main Line	FOSTER	108323489	86 - 560 Amps
CAPITAL	49_56_37W3	15 KV	2 BRAMANS LN	PORTSMOUTH	Cooper Form 6	Remotely Operated	Main Line	PORTSMOUTH	164132753	86 - 560 Amps
CAPITAL	49_53_51F3	15 KV	2 BROADCOMMON RD	BRISTOL	Cooper Form 6	Remotely Operated	Main Line	BRISTOL	277460247	88 - 800 Amps
CAPITAL	49_56_33F4	15 KV	2 CRANDALL RD	TIVERTON	SEL 651R2	GMP Enabled	Main Line	TIVERTON	602852401	88 - 800 Amps
CAPITAL	49_56_59F2	15 KV	2 CURTIS CORNER RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	220369890	86 - 560 Amps
CAPITAL	49_53_107W63	15 KV	2 DAVIS ST	PAWTUCKET	Cooper Form 6	Remotely Operated	Main Line	PAWTUCKET	747422316	88 - 800 Amps
CAPITAL	49_56_33F1	15 KV	2 EAGLEVILLE RD	TIVERTON	Cooper Form 6	Remotely Operated	Main Line	TIVERTON	277460532	88 - 800 Amps
CAPITAL	49_56_61F4	15 KV	2 JAMES P MURPHY INDUST HWY	WEST WARWICK	SEL 651R2	GMP Enabled	Main Line	WEST WARWICK	277460322	86 - 560 Amps
CAPITAL	49_56_68F1	15 KV	2 KINGSTOWN RD	SOUTH KINGSTOWN	SEL 651R2	GMP Enabled	Main Line	SOUTH KINGSTOWN	749466274	88 - 800 Amps
CAPITAL	49_53_107W66	15 KV	2 LEE ST	PAWTUCKET	Cooper Form 6	Remotely Operated	N.O. Main Line	PAWTUCKET	193661952	86 - 560 Amps
CAPITAL	49_53_69F1	15 KV	2 LEE ST	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	104615735	86 - 560 Amps

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Device Op District Name	Circuit ID	Voltage Class	Pole and Street	Device Tax District Name	ControlType	Capability	Type	Device Tax District Name	Device ID	Size
CAPITAL	49_56_65J2	4 KV	2 NORTH MAIN RD	JAMESTOWN	Cooper Form 6	Remotely Operated	Main Line	JAMESTOWN	97243813	86 - 560 Amps
CAPITAL	49_53_18F11	15 KV	2 SIMMONSVILLE AVE	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	104890713	86 - 560 Amps
CAPITAL	49_56_38K23	23 KV	2 SOUTHWEST AVE	JAMESTOWN	SEL 651R0	Remotely Operated	Main Line	JAMESTOWN	345087553	88 - 800 Amps
CAPITAL	49_53_5F4	15 KV	2 VERNON ST	WARREN	SEL 651R2	GMP Enabled	Main Line	WARREN	563171659	88 - 800 Amps
CAPITAL	49_53_112W41	15 KV	2 WEST WRENTHAM RD	CUMBERLAND	SEL 651R2	GMP Enabled	Main Line	CUMBERLAND	935761376	88 - 800 Amps
CAPITAL	49_53_34F1	15 KV	202 DANIELSON PIKE	SCITUATE	SEL 651R0	Remotely Operated	Main Line	SCITUATE	636607043	88 - 800 Amps
CAPITAL	49_56_88F7	15 KV	204 POST RD	NORTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	NORTH KINGSTOWN	162630196	86 - 560 Amps
CAPITAL	49_53_76F8	15 KV	20-50 ERNEST ST	PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	PROVIDENCE	38557850	88 - 800 Amps
CAPITAL	49_53_34F1	15 KV	206 DANIELSON PIKE	SCITUATE	Cooper Form 6	Remotely Operated	Main Line	SCITUATE	277460157	86 - 560 Amps
CAPITAL	49_53_126W42	15 KV	206 LOUISQUISSETFT4 PIKE	LINCOLN	Cooper Form 6	Remotely Operated	Main Line	LINCOLN	108190978	86 - 560 Amps
CAPITAL	49_56_59F2	15 KV	208 KINGSTOWN RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	111684546	86 - 560 Amps
CAPITAL	49_56_16F2	15 KV	21 CANAL ST	WESTERLY	Cooper Form 6	Remotely Operated	N.O. Main Line	WESTERLY	126623309	86 - 560 Amps
CAPITAL	49_53_48F6	15 KV	21 SUTTON AVE	EAST PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	EAST PROVIDENCE	644199278	88 - 800 Amps
CAPITAL	49_56_150F6	15 KV	211 MAIN ST	WEST WARWICK	SEL 651R2	GMP Enabled	Main Line	WEST WARWICK	757569440	88 - 800 Amps
CAPITAL	49_53_126W51	15 KV	211 RIVER FT4 RD	LINCOLN	Cooper Form 6	Remotely Operated	Main Line	LINCOLN	701622477	88 - 800 Amps
COASTAL	49_56_16F1	15 KV	213 SHORE RD	WESTERLY	Cooper Form 6	Remotely Operated	N.O. Main Line	WESTERLY	156205533	86 - 560 Amps
CAPITAL	49_56_63F2	15 KV	219 NEW LONDON TPKE	WEST GREENWICH	Cooper Form 6	Remotely Operated	Main Line	WEST GREENWICH	277460377	88 - 800 Amps
CAPITAL	49_53_1201W3	15 KV	22 VINE ST	PAWTUCKET	SEL 651R0	Remotely Operated	Main Line	PAWTUCKET	747731425	88 - 800 Amps
CAPITAL	49_53_18F6	15 KV	220 HARTFORD AVE	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	839799571	88 - 800 Amps
CAPITAL	49_53_34F2	15 KV	229 SNAKE HILL RD	GLOCESTER	Cooper Form 6	Remotely Operated	Main Line	GLOCESTER	45788310	86 - 560 Amps
CAPITAL	49_53_18F5	15 KV	23 GLENBRIDGE AVE	PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	PROVIDENCE	44215322	86 - 560 Amps
CAPITAL	49_53_127W40	15 KV	234 DOUGLAS PIKE	BURRILLVILLE	Cooper Form 6	Remotely Operated	Main Line	BURRILLVILLE	194178753	86 - 560 Amps
CAPITAL	49_53_13F9	15 KV	234 SMITH ST	PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	PROVIDENCE	94390784	86 - 560 Amps
CAPITAL	49_53_7F4	15 KV	24 NARRAGANSETT AVE	PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	PROVIDENCE	219999475	86 - 560 Amps
CAPITAL	49_53_108W53	15 KV	24 POND ST	WOONSOCKET	Cooper Form 6	Remotely Operated	Main Line	WOONSOCKET	114527233	86 - 560 Amps
CAPITAL	49_56_33F2	15 KV	240 NANNAQUAKET RD	TIVERTON	Cooper Form 6	Remotely Operated	Main Line	TIVERTON	277460547	88 - 800 Amps
CAPITAL	49_56_68F2	15 KV	247 POST RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	277460457	86 - 560 Amps
CAPITAL	49_53_15F2	15 KV	25 MAIN ST	SCITUATE	Cooper Form 6	Remotely Operated	Main Line	SCITUATE	76052491	88 - 800 Amps
CAPITAL	49_53_51F3	15 KV	2-50 Pappasquash RD	BRISTOL	Cooper Form 6	Remotely Operated	Main Line	BRISTOL	219563643	88 - 800 Amps
CAPITAL	49_56_63F6	15 KV	2-50 PLAIN MEETINGHOUSE RD	WEST GREENWICH	SEL 651R0	Remotely Operated	Main Line	WEST GREENWICH	136041471	86 - 560 Amps
CAPITAL	49_56_155F6	15 KV	252 MAIN ST	HOPKINTON	Cooper Form 6	Remotely Operated	Main Line	HOPKINTON	583552410	88 - 800 Amps
CAPITAL	49_56_68F2	15 KV	252 POST RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	277460452	86 - 560 Amps
CAPITAL	49_56_33F3	15 KV	252 WEST MAIN RD	LITTLE COMPTON	Cooper Form 6	Remotely Operated	Main Line	LITTLE COMPTON	166465977	86 - 560 Amps
CAPITAL	49_53_112W42	15 KV	253 MENDON FD7 RD	CUMBERLAND	SEL 651R2	GMP Enabled	Main Line	CUMBERLAND	277459936	86 - 560 Amps
CAPITAL	49_56_87F3	15 KV	258-50 POST RD	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	117343323	86 - 560 Amps
CAPITAL	49_56_3311	34 KV	259-1 DIVISION RD	WEST GREENWICH	Cooper Form 6	Remotely Operated	Main Line	WEST GREENWICH	734903758	88 - 800 Amps
CAPITAL	49_56_46F2	15 KV	26 ESSEX RD	NORTH KINGSTOWN	SEL 651R0	Remotely Operated	Main Line	NORTH KINGSTOWN	227022624	88 - 800 Amps
CAPITAL	49_56_3311	34 KV	26-8 VICTORY HWY	WEST GREENWICH	Cooper Form 6	Remotely Operated	Main Line	WEST GREENWICH	740329400	88 - 800 Amps
CAPITAL	49_53_18F14	15 KV	27 2227 LINE RWAY	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	560749431	88 - 800 Amps
COASTAL	49_53_79F2	15 KV	27 CAMP ST	PROVIDENCE	SEL 651R0	Remotely Operated	Main Line	PROVIDENCE	79549539	88 - 800 Amps
CAPITAL	49_53_78F3	15 KV	27 WOODWARD AVE	EAST PROVIDENCE	SEL 651R2	GMP Enabled	Main Line	EAST PROVIDENCE	277460267	88 - 800 Amps
CAPITAL	49_56_3308	34 KV	27-2 ROSE HILL RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	881189212	88 - 800 Amps
CAPITAL	49_56_68F4	15 KV	27-50 STILSON RD	RICHMOND	Cooper Form 6	Remotely Operated	Main Line	RICHMOND	94178930	88 - 800 Amps
CAPITAL	49_56_150F8	15 KV	276 MAIN ST	WEST WARWICK	SEL 651R2	GMP Enabled	Main Line	WEST WARWICK	840838242	88 - 800 Amps
CAPITAL	49_56_72F3	15 KV	27-75 SOCKANOSSETT CRO RD	CRANSTON	SEL 651R2	GMP Enabled	Main Line	CRANSTON	594531077	88 - 800 Amps
CAPITAL	49_56_22F2	15 KV	28 DIAMOND HILL RD	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	244983134	86 - 560 Amps
CAPITAL	49_56_46F1	15 KV	28 FRENCHTOWN RD	EAST GREENWICH	SEL 651R0	Remotely Operated	Main Line	EAST GREENWICH	303564349	88 - 800 Amps
CAPITAL	49_56_63F6	15 KV	280 TEN ROD RD	EXETER	Cooper Form 6	Remotely Operated	Main Line	EXETER	360228088	88 - 800 Amps
CAPITAL	49_56_3308	34 KV	28-50 ROSE HILL RD	SOUTH KINGSTOWN	SEL 651R2	GMP Enabled	Main Line	SOUTH KINGSTOWN	567350478	88 - 800 Amps
CAPITAL	49_53_23F2	15 KV	29 GEORGE WASHINGTON HWY	SMITHFIELD	Cooper Form 6	Remotely Operated	Main Line	SMITHFIELD	165291178	86 - 560 Amps
CAPITAL	49_53_18F13	15 KV	29 MORGAN AVE	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	225100362	86 - 560 Amps
COASTAL	49_56_38K23	23 KV	2-90 SECOND ST	NEWPORT	Cooper Form 6	Remotely Operated	Main Line	NEWPORT	81064683	86 - 560 Amps
CAPITAL	49_53_112W44	15 KV	298 DIAMONDHILLFD15 RD	CUMBERLAND	Cooper Form 6	Remotely Operated	Main Line	CUMBERLAND	578290307	88 - 800 Amps
CAPITAL	49_53_102W51	15 KV	298 LONSDALE AVE	LINCOLN	SEL 651R0	Remotely Operated	Main Line	LINCOLN	101814000	88 - 800 Amps
CAPITAL	49_53_38F6	15 KV	298 SMITH ST	NORTH PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	NORTH PROVIDENCE	147728168	86 - 560 Amps
CAPITAL	49_56_54F1	15 KV	299 FLAT RIVER RD	COVENTRY	SEL 651R2	GMP Enabled	Main Line	COVENTRY	771988791	88 - 800 Amps
CAPITAL	49_53_18F10	15 KV	299 PLAINFIELD PIKE	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	200167182	85 - 400 Amps

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Device Op District Name	Circuit ID	Voltage Class	Pole and Street	Device Tax District Name	ControlType	Capability	Type	Device Tax District Name	Device ID	Size
CAPITAL	49_53_126W50	15 KV	3 BREAKNECK HILL RD	LINCOLN	SEL 651R2	GMP Enabled	Main Line	LINCOLN	201912479	88 - 800 Amps
CAPITAL	49_56_72F3	15 KV	3 DEAN ST	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	153760746	86 - 560 Amps
CAPITAL	49_53_7F2	15 KV	3 DOUGLAS ST	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	229165397	86 - 560 Amps
CAPITAL	49_53_18F9	15 KV	3 GLENBRIDGE AVE	PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	PROVIDENCE	164124149	86 - 560 Amps
CAPITAL	49_56_16F4	15 KV	3 HIGHLAND AVE	WESTERLY	Cooper Form 6	Remotely Operated	Main Line	WESTERLY	126861952	86 - 560 Amps
COASTAL	49_56_87F1	15 KV	3 METRO CENTER BLVD	WARWICK	SEL 651R2	GMP Enabled	Main Line	WARWICK	119279931	86 - 560 Amps
CAPITAL	49_53_108W65	15 KV	3 MT ST CHARLES AVE	WOONSOCKET	Cooper Form 6	Remotely Operated	Main Line	WOONSOCKET	626327192	88 - 800 Amps
CAPITAL	49_56_37W1	15 KV	3 NOVITATE	MIDDLETOWN	Cooper Form 6	Remotely Operated	Main Line	MIDDLETOWN	579738733	88 - 800 Amps
CAPITAL	49_56_100F1	15 KV	3 RESERVOIR RD	COVENTRY	SEL 651R2	GMP Enabled	Main Line	COVENTRY	277460397	88 - 800 Amps
CAPITAL	49_56_155F2	15 KV	3 ROSS HILL RD	CHARLESTOWN	Cooper Form 6	Remotely Operated	Main Line	CHARLESTOWN	944860530	88 - 800 Amps
CAPITAL	49_56_88F3	15 KV	3 SHERMANTOWN RD	NORTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	NORTH KINGSTOWN	126884780	86 - 560 Amps
CAPITAL	49_53_76F1	15 KV	3 SLATER AVE	PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	PROVIDENCE	110669839	88 - 800 Amps
CAPITAL	49_56_155F4	15 KV	3 TOWER ST	WESTERLY	SEL 651R2	GMP Enabled	Main Line	WESTERLY	61212901	88 - 800 Amps
COASTAL	49_56_46F3	15 KV	30 LINE 84T3	NORTH KINGSTOWN	SEL 651R0	Remotely Operated	Main Line	NORTH KINGSTOWN	393077091	88 - 800 Amps
CAPITAL	49_56_85T1	34 KV	3-000 BUCKNAM RD	RICHMOND	SEL 651R2	GMP Enabled	Main Line	RICHMOND	736782031	88 - 800 Amps
COASTAL	49_53_112W44	15 KV	301 DIAMONDHILLFD15 RD	CUMBERLAND	Cooper Form 6	Remotely Operated	Main Line	CUMBERLAND	191414264	85 - 400 Amps
COASTAL	49_56_37W4	15 KV	301 WEST MAIN RD	MIDDLETOWN	SEL 651R0	Remotely Operated	Main Line	MIDDLETOWN	166466890	86 - 560 Amps
COASTAL	49_56_2264	23 KV	30-50 SPRUCE ST	WARWICK	SEL 651R0	Remotely Operated	Main Line	WARWICK	794489415	88 - 800 Amps
CAPITAL	49_56_46F2	15 KV	31 FORGE RD	NORTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	NORTH KINGSTOWN	114189454	86 - 560 Amps
CAPITAL	49_53_108W51	15 KV	31 RATHBUN ST	WOONSOCKET	Cooper Form 6	Remotely Operated	Main Line	WOONSOCKET	277459903	86 - 560 Amps
CAPITAL	49_53_26W5	15 KV	3-1 ST. PAUL ST	NORTH SMITHFIELD	Cooper Form 6	Remotely Operated	Main Line	NORTH SMITHFIELD	281441936	88 - 800 Amps
CAPITAL	49_53_2227	23 KV	31-5 ACCESS DR	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	719552663	88 - 800 Amps
COASTAL	49_53_51F2	15 KV	32 FRANKLIN ST	BRISTOL	SEL 651R2	GMP Enabled	Main Line	BRISTOL	725488495	88 - 800 Amps
COASTAL	49_53_26W7	15 KV	32 INDUSTRIAL DR	NORTH SMITHFIELD	SEL 651R2	GMP Enabled	Main Line	NORTH SMITHFIELD	288595893	88 - 800 Amps
COASTAL	49_53_108W65	15 KV	32 MANVILLE RD	WOONSOCKET	Cooper Form 6	Remotely Operated	Main Line	WOONSOCKET	155382268	86 - 560 Amps
COASTAL	49_56_203W1	15 KV	328-90 WEST MAIN RD	MIDDLETOWN	SEL 651R2	GMP Enabled	Main Line	MIDDLETOWN	980668036	88 - 800 Amps
COASTAL	49_53_76F5	15 KV	33 FOUNTAIN ST	PROVIDENCE	SEL 651R2	GMP Enabled	Main Line	PROVIDENCE	77851936	86 - 560 Amps
COASTAL	49_56_63F2	15 KV	33 HOPKINS HILL RD	WEST GREENWICH	Cooper Form 6	Remotely Operated	Main Line	WEST GREENWICH	55818506	88 - 800 Amps
COASTAL	49_56_84T1	34 KV	33-25 LINE 84T1	NORTH KINGSTOWN	SEL 651R2	GMP Enabled	Main Line	NORTH KINGSTOWN	821652954	88 - 800 Amps
COASTAL	49_53_1201W1	15 KV	34 BEVERAGE HILL AVE	PAWTUCKET	Cooper Form 6	Remotely Operated	Main Line	PAWTUCKET	99831173	86 - 560 Amps
COASTAL	49_53_4F2	15 KV	34 LINCOLN AVE	BARRINGTON	SEL 651R0	Remotely Operated	Main Line	BARRINGTON	828832215	88 - 800 Amps
COASTAL	49_53_107W61	15 KV	34 PAWTUCKET AVE	PAWTUCKET	SEL 651R2	GMP Enabled	Main Line	PAWTUCKET	98544255	88 - 800 Amps
COASTAL	49_56_155F8	15 KV	342 MAIN ST	HOPKINTON	SEL 651R2	GMP Enabled	N.O. Main Line	HOPKINTON	277460432	86 - 560 Amps
COASTAL	49_53_27F2	15 KV	35 LAWNACRE DR	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	170525172	86 - 560 Amps
COASTAL	49_53_108W61	15 KV	36 FRONT ST	WOONSOCKET	SEL 651R0	Remotely Operated	Main Line	WOONSOCKET	277460632	86 - 560 Amps
COASTAL	49_53_38F1	15 KV	36 PUTNAM PIKE	GLOCESTER	Cooper Form 6	Remotely Operated	Main Line	GLOCESTER	159702259	86 - 560 Amps
COASTAL	49_56_52F2	15 KV	39 OAKLAND BEACH AVE	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	114034215	86 - 560 Amps
COASTAL	49_53_48F5	15 KV	39 SOUTH BROADWAY ST	EAST PROVIDENCE	SEL 651R2	GMP Enabled	Main Line	EAST PROVIDENCE	585027907	88 - 800 Amps
COASTAL	49_56_37W4	15 KV	39 VALLEY RD	MIDDLETOWN	Cooper Form 6	Remotely Operated	Main Line	MIDDLETOWN	229244681	86 - 560 Amps
COASTAL	49_56_22F2	15 KV	395 POST RD	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	110501395	86 - 560 Amps
COASTAL	49_53_34F2	15 KV	396 PUTNAM PIKE	GLOCESTER	Cooper Form 6	Remotely Operated	Main Line	GLOCESTER	69437604	86 - 560 Amps
COASTAL	49_53_38F1	15 KV	4 AUSTIN AVE	SMITHFIELD	Cooper Form 6	Remotely Operated	Main Line	SMITHFIELD	126861526	86 - 560 Amps
COASTAL	49_56_16F3	15 KV	4 BEACH ST	WESTERLY	Cooper Form 6	Remotely Operated	Main Line	WESTERLY	60254818	86 - 560 Amps
CAPITAL	49_53_108W61	15 KV	4 DARWIN ST	WOONSOCKET	Cooper Form 6	Remotely Operated	Main Line	WOONSOCKET	277460627	86 - 560 Amps
COASTAL	49_53_26W3	15 KV	4 DIVISION ST	LINCOLN	SEL 651R0	Remotely Operated	Main Line	LINCOLN	269553220	88 - 800 Amps
COASTAL	49_53_23F1	15 KV	4 ESMOND ST	SMITHFIELD	SEL 651R0	Remotely Operated	Main Line	SMITHFIELD	228984713	86 - 560 Amps
COASTAL	49_56_38K23	23 KV	4 FORT WETHERILL RD	JAMESTOWN	SEL 651R2	GMP Enabled	Main Line	JAMESTOWN	277459717	86 - 560 Amps
COASTAL	49_53_1201W6	15 KV	4 GROVE ST	PAWTUCKET	Cooper Form 6	Remotely Operated	Main Line	PAWTUCKET	961770306	88 - 800 Amps
COASTAL	49_56_54F1	15 KV	4 HILL FARM RD	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	156823452	86 - 560 Amps
COASTAL	49_56_59F1	15 KV	4 OLD NORTH RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	126908976	88 - 800 Amps
COASTAL	49_56_52F3	15 KV	4 SAMUEL GORTON AVE	WARWICK	SEL 651R2	GMP Enabled	Main Line	WARWICK	575323249	88 - 800 Amps
COASTAL	49_56_155F8	15 KV	4 SPRING ST	HOPKINTON	Cooper Form 6	Remotely Operated	Main Line	HOPKINTON	71415867	86 - 560 Amps
COASTAL	49_53_48F4	15 KV	4 TRIPPS LN	EAST PROVIDENCE	SEL 651R2	GMP Enabled	Main Line	EAST PROVIDENCE	71579406	86 - 560 Amps
COASTAL	49_56_203W5	15 KV	40 KAY ST	NEWPORT	SEL 651R2	GMP Enabled	Main Line	NEWPORT	979676117	88 - 800 Amps
COASTAL	49_56_155F8	15 KV	40 MAIN ST	HOPKINTON	SEL 651R2	GMP Enabled	Main Line	HOPKINTON	225747558	86 - 560 Amps
COASTAL	49_53_38F1	15 KV	40 SNAKE HILL RD	GLOCESTER	SEL 651R2	GMP Enabled	Main Line	GLOCESTER	767419886	88 - 800 Amps
COASTAL	49_53_45F2	15 KV	401 SNAKE HILL RD	GLOCESTER	SEL 651R0	Remotely Operated	Main Line	GLOCESTER	581227279	86 - 560 Amps

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Device Op District Name	Circuit ID	Voltage Class	Pole and Street	Device Tax District Name	ControlType	Capability	Type	Device Tax District Name	Device ID	Size
COASTAL	49_56_33F3	15 KV	405 MAIN RD	TIVERTON	SEL 651R0	Remotely Operated	Main Line	TIVERTON	827591629	88 - 800 Amps
COASTAL	49_56_22F6	15 KV	41 DIVISION ST	EAST GREENWICH	Cooper Form 6	Remotely Operated	Main Line	EAST GREENWICH	441432011	86 - 560 Amps
COASTAL	49_56_33F1	15 KV	41 FISH RD	TIVERTON	SEL 651R0	Remotely Operated	Main Line	TIVERTON	671156760	88 - 800 Amps
COASTAL	49_53_22Z7	23 KV	418-6 PLAINFIELD PIKE	JOHNSTON	SEL 651R2	GMP Enabled	Main Line	JOHNSTON	702761042	88 - 800 Amps
COASTAL	49_56_14F1	15 KV	42 LONG ST	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	95583160	86 - 560 Amps
COASTAL	49_53_5F3	15 KV	43 METACOM AVE	WARREN	Cooper Form 6	Remotely Operated	Main Line	WARREN	277460212	86 - 560 Amps
COASTAL	49_53_22Z7	23 KV	439-50-6 PLAINFIELD PIKE	JOHNSTON	SEL 651R2	GMP Enabled	Main Line	JOHNSTON	749317399	88 - 800 Amps
COASTAL	49_56_54F1	15 KV	443-50 FLAT RIVER RD	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	220371935	88 - 800 Amps
COASTAL	49_53_102W44	15 KV	448 MENDON FD6 RD	CUMBERLAND	Cooper Form 6	Remotely Operated	Main Line	CUMBERLAND	700334628	88 - 800 Amps
COASTAL	49_53_21F2	15 KV	454 PLAINFIELD PIKE	JOHNSTON	SEL 651R0	Remotely Operated	Main Line	JOHNSTON	126864267	86 - 560 Amps
COASTAL	49_53_34F2	15 KV	46 CHOPMIST HILL RD	GLOCESTER	SEL 651R0	Remotely Operated	Main Line	GLOCESTER	277460187	86 - 560 Amps
COASTAL	49_53_13F4	15 KV	47 WOODWARD RD	NORTH PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	NORTH PROVIDENCE	277460137	86 - 560 Amps
COASTAL	49_53_38F2	15 KV	48 PLEASANTVIEW AVE	SMITHFIELD	Cooper Form 6	Remotely Operated	N.O. Main Line	SMITHFIELD	277460197	88 - 800 Amps
COASTAL	49_53_22Z7	23 KV	48-50 2227 LINE RWAY	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	660224355	88 - 800 Amps
CAPITAL	49_56_54F1	15 KV	489 LOG BRIDGE RD	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	220319952	88 - 800 Amps
COASTAL	49_53_23F6	15 KV	49 RIDGE RD	SMITHFIELD	Cooper Form 6	Remotely Operated	Main Line	SMITHFIELD	164129131	86 - 560 Amps
COASTAL	49_56_68F1	15 KV	49 SOUTH COUNTY TRL	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	66235939	86 - 560 Amps
COASTAL	49_53_126W41	15 KV	5 ANGELL RD	CUMBERLAND	Cooper Form 6	Remotely Operated	Main Line	CUMBERLAND	120196257	88 - 800 Amps
COASTAL	49_53_102W42	15 KV	50 FOUNTAIN ST	PAWTUCKET	SEL 651R2	GMP Enabled	Main Line	PAWTUCKET	277460035	88 - 800 Amps
COASTAL	49_56_63F5	15 KV	50 TIOGUE AVE	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	62275890	86 - 560 Amps
COASTAL	49_56_38K21	23 KV	5-1 FORT WETHERILL RD	JAMESTOWN	Cooper Form 6	Remotely Operated	Main Line	JAMESTOWN	277459706	88 - 800 Amps
CAPITAL	49_56_36W41	15 KV	517 EAST MAIN RD	PORTSMOUTH	Cooper Form 6	Remotely Operated	Main Line	PORTSMOUTH	211824344	86 - 560 Amps
COASTAL	49_56_84T4	34 KV	53-75 LINE 84T2	NORTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	NORTH KINGSTOWN	812433845	88 - 800 Amps
COASTAL	49_53_26W5	15 KV	54 MENDON RD	NORTH SMITHFIELD	SEL 651R0	Remotely Operated	Main Line	NORTH SMITHFIELD	382269259	88 - 800 Amps
COASTAL	49_56_86F1	15 KV	54 SHORE RD	WESTERLY	SEL 651R2	GMP Enabled	Main Line	WESTERLY	277460487	88 - 800 Amps
COASTAL	49_53_107W80	15 KV	55 ORIOLE AVE	PAWTUCKET	Cooper Form 6	Remotely Operated	Main Line	PAWTUCKET	570166925	88 - 800 Amps
COASTAL	49_53_15F2	15 KV	55 SEVEN MILE RD	SCITUATE	Cooper Form 6	Remotely Operated	Main Line	SCITUATE	164130119	86 - 560 Amps
COASTAL	49_56_87F4	15 KV	5-50 IMERA AVE	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	163809190	86 - 560 Amps
COASTAL	49_56_83F2	15 KV	56 DAVISVILLE QUONSET RD	NORTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	NORTH KINGSTOWN	62213004	86 - 560 Amps
COASTAL	49_53_4F2	15 KV	56 MIDDLE HWY	BARRINGTON	Cooper Form 6	Remotely Operated	Main Line	BARRINGTON	229381257	86 - 560 Amps
COASTAL	49_53_26W1	15 KV	56 PROVIDENCE PIKE	NORTH SMITHFIELD	SEL 651R0	Remotely Operated	Main Line	NORTH SMITHFIELD	290076938	88 - 800 Amps
COASTAL	49_53_108W62	15 KV	5-6 RIVER ST	WOONSOCKET	Cooper Form 6	Remotely Operated	Main Line	WOONSOCKET	285706580	86 - 560 Amps
COASTAL	49_53_107W62	15 KV	56 WEEDEN ST	PAWTUCKET	SEL 651R0	Remotely Operated	Main Line	PAWTUCKET	277459991	88 - 800 Amps
COASTAL	49_56_88F7	15 KV	57 ANNAQUATUCKET RD	NORTH KINGSTOWN	SEL 651R0	Remotely Operated	Main Line	NORTH KINGSTOWN	558224508	88 - 800 Amps
COASTAL	49_56_22F4	15 KV	57 COWESETT AVE	WEST WARWICK	Cooper Form 6	Remotely Operated	Main Line	WEST WARWICK	220365490	86 - 560 Amps
COASTAL	49_56_59F4	15 KV	57 SAUGATUCKET RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	220465260	86 - 560 Amps
CAPITAL	49_53_21F1	15 KV	57 WILBUR AVE	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	47159472	86 - 560 Amps
COASTAL	49_56_17F1	15 KV	58 POINT JUDITH RD	NARRAGANSETT	Cooper Form 6	Remotely Operated	Main Line	NARRAGANSETT	59090080	86 - 560 Amps
COASTAL	49_56_86F1	15 KV	58 SHORE RD	WESTERLY	Cooper Form 6	Remotely Operated	Main Line	WESTERLY	277460492	88 - 800 Amps
COASTAL	49_53_13F2	15 KV	58 SMITH ST	PROVIDENCE	SEL 651R0	Remotely Operated	N.O. Main Line	PROVIDENCE	277460117	86 - 560 Amps
COASTAL	49_53_45F2	15 KV	58 WEST GREENVILLE RD	GLOCESTER	Cooper Form 6	Remotely Operated	Main Line	GLOCESTER	277460192	86 - 560 Amps
COASTAL	49_53_26W7	15 KV	59 POUND HILL RD	NORTH SMITHFIELD	Cooper Form 6	Remotely Operated	Main Line	NORTH SMITHFIELD	889437840	88 - 800 Amps
COASTAL	49_53_127W40	15 KV	592 VICTORY HWY	NORTH SMITHFIELD	Cooper Form 6	Remotely Operated	Main Line	NORTH SMITHFIELD	192132995	86 - 560 Amps
COASTAL	49_56_17F3	15 KV	6 CASWELL ST	NARRAGANSETT	Cooper Form 6	Remotely Operated	Main Line	NARRAGANSETT	136042987	86 - 560 Amps
COASTAL	49_56_63F3	15 KV	6 HARKNEY HILL RD	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	48964290	88 - 800 Amps
COASTAL	49_53_5F1	15 KV	6 NEW MEADOW RD	BARRINGTON	SEL 651R2	GMP Enabled	Main Line	BARRINGTON	679947291	88 - 800 Amps
COASTAL	49_56_83F2	15 KV	6 ROGER WILLIAMS WAY	NORTH KINGSTOWN	Unknown	Remotely Operated	Main Line	NORTH KINGSTOWN	586329543	88 - 800 Amps
COASTAL	49_56_29F1	15 KV	6 WAKEFIELD ST	WEST WARWICK	SEL 651R2	GMP Enabled	Main Line	WEST WARWICK	89840766	88 - 800 Amps
COASTAL	49_56_59F3	15 KV	60 CMDR OLIVER HAZARD PERRY MEMOR HWY	SOUTH KINGSTOWN	Unknown	Remotely Operated	Main Line	SOUTH KINGSTOWN	277460472	88 - 800 Amps
COASTAL	49_56_63F6	15 KV	60 VICTORY HWY	EXETER	Viper	Remotely Operated	Main Line	EXETER	277460647	76 - 100 Amps
COASTAL	49_56_36W42	15 KV	62 BRISTOL FERRY RD	PORTSMOUTH	Cooper Form 6	Remotely Operated	Main Line	PORTSMOUTH	58322463	86 - 560 Amps
COASTAL	49_53_22Z8	23 KV	62 LATEN KNIGHT RD	CRANSTON	Unknown	Remotely Operated	Main Line	CRANSTON	735617447	88 - 800 Amps
COASTAL	49_53_26W5	15 KV	62 SOUTH MAIN ST	WOONSOCKET	SEL 651R2	GMP Enabled	Main Line	WOONSOCKET	570668574	88 - 800 Amps
COASTAL	49_56_85T1	34 KV	62-3 85T3 LINE RWAY	HOPKINTON	SEL 651R0	Remotely Operated	Main Line	HOPKINTON	757320065	88 - 800 Amps
COASTAL	49_56_88F5	15 KV	63 BOSTON NECK RD	NORTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	NORTH KINGSTOWN	223627843	76 - 100 Amps
COASTAL	49_53_200W5	15 KV	63 MENDON RD	WOONSOCKET	SEL 651R2	GMP Enabled	Main Line	WOONSOCKET	442855007	88 - 800 Amps
COASTAL	49_53_22Z8	23 KV	63-10 HOPE RD	CRANSTON	Unknown	Remotely Operated	Main Line	CRANSTON	647617501	88 - 800 Amps

The Narragansett Electric Company
d/b/a Rhode Island Energy
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Attachment DIV 5-3-1_Recloser List

Device Op District Name	Circuit ID	Voltage Class	Pole and Street	Device Tax District Name	ControlType	Capability	Type	Device Tax District Name	Device ID	Size
COASTAL	49_53_48F3	15 KV	64 FORBES ST	EAST PROVIDENCE	SEL 651R0	Remotely Operated	Main Line	EAST PROVIDENCE	277460277	86 - 560 Amps
COASTAL	49_53_76F4	15 KV	64 POTTERS AVE	PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	PROVIDENCE	125011074	86 - 560 Amps
COASTAL	49_56_84T3	34 KV	64-50 NEWCOMB RD	NORTH KINGSTOWN	Unknown	Remotely Operated	Main Line	NORTH KINGSTOWN	808466178	88 - 800 Amps
COASTAL	49_53_4F1	15 KV	65 COUNTY RD	BARRINGTON	Cooper Form 6	Remotely Operated	Main Line	BARRINGTON	52331276	88 - 800 Amps
COASTAL	49_53_5F4	15 KV	65 MAIN ST	WARREN	Viper	Remotely Operated	Main Line	WARREN	277460207	88 - 800 Amps
COASTAL	49_56_68F3	15 KV	65 OLD POST RD	CHARLESTOWN	Cooper Form 4C	Dark Recloser	Main Line	CHARLESTOWN	277460447	86 - 560 Amps
COASTAL	49_56_155F8	15 KV	65-50 BRIDGE ST	HOPKINTON	Unknown	Remotely Operated	Main Line	HOPKINTON	203808163	86 - 560 Amps
COASTAL	49_56_16F1	15 KV	66 WATCH HILL RD	WESTERLY	Cooper Form 6	Remotely Operated	Main Line	WESTERLY	156410429	86 - 560 Amps
COASTAL	49_53_5F2	15 KV	67 CHILD ST	WARREN	SEL 651R0	Remotely Operated	Main Line	WARREN	918302496	88 - 800 Amps
COASTAL	49_56_68F3	15 KV	68 OLD POST RD	CHARLESTOWN	SEL 651R2	GMP Enabled	Main Line	CHARLESTOWN	277460477	88 - 800 Amps
COASTAL	49_53_18F5	15 KV	7 HEMLOCK ST	PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	PROVIDENCE	176545614	86 - 560 Amps
COASTAL	49_56_63F4	15 KV	7 HOPKINS HILL RD	COVENTRY	SEL 651R2	GMP Enabled	Main Line	COVENTRY	100747805	86 - 560 Amps
COASTAL	49_53_48F1	15 KV	7 LYON AVE	EAST PROVIDENCE	SEL 651R0	Remotely Operated	Main Line	EAST PROVIDENCE	226529105	88 - 800 Amps
COASTAL	49_53_18F11	15 KV	71 CENTRAL AVE	JOHNSTON	Cooper Form 6	Remotely Operated	Main Line	JOHNSTON	1025922499	88 - 800 Amps
COASTAL	49_56_30F1	15 KV	71 STONY LN	NORTH KINGSTOWN	SEL351R	Remotely Operated	Main Line	NORTH KINGSTOWN	277460592	88 - 800 Amps
COASTAL	49_56_33F4	15 KV	719 OLD HARBOR RD	LITTLE COMPTON	Cooper Form 6	Remotely Operated	Main Line	LITTLE COMPTON	67439502	86 - 560 Amps
COASTAL	49_53_1201W8	15 KV	72 SCHOOL ST	PAWTUCKET	Unknown	Remotely Operated	Main Line	PAWTUCKET	930287021	86 - 560 Amps
COASTAL	49_56_85T1	34 KV	73 CHURCH ST	RICHMOND	Cooper Form 6	Remotely Operated	Main Line	RICHMOND	80260150	88 - 800 Amps
COASTAL	49_56_33F4	15 KV	733 MAIN ST	LITTLE COMPTON	Cooper Form 4C	Remotely Operated	Main Line	LITTLE COMPTON	277460497	86 - 560 Amps
COASTAL	49_56_22F1	15 KV	78 QUAKER LN	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	22323352	86 - 560 Amps
COASTAL	49_53_34F3	15 KV	78 REYNOLDS RD	GLOCESTER	Cooper Form 6	Remotely Operated	N.O. Main Line	GLOCESTER	94515904	86 - 560 Amps
COASTAL	49_53_107W81	15 KV	8 BARTON ST	PAWTUCKET	Cooper Form 6	Remotely Operated	Main Line	PAWTUCKET	100219882	86 - 560 Amps
COASTAL	49_53_7F1	15 KV	80 PARK AVE	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	61316068	86 - 560 Amps
COASTAL	49_53_107W62	15 KV	83 LONSDALE AVE	PAWTUCKET	Cooper Form 6	Remotely Operated	Main Line	PAWTUCKET	210647178	88 - 800 Amps
COASTAL	49_53_4F2	15 KV	83 MIDDLE HWY	BARRINGTON	Unknown	Remotely Operated	Main Line	BARRINGTON	229546629	86 - 560 Amps
COASTAL	49_53_107W63	15 KV	83 MINERAL SPRING AVE	PAWTUCKET	Cooper Form 6	Remotely Operated	Main Line	PAWTUCKET	49690897	86 - 560 Amps
COASTAL	49_56_29F1	15 KV	8-3 RAILROAD	WARWICK	SEL 651R2	GMP Enabled	Main Line	WARWICK	874241413	88 - 800 Amps
COASTAL	49_56_42F1	15 KV	87 BOSTON NECK RD	NARRAGANSETT	Cooper Form 6	Remotely Operated	Main Line	NARRAGANSETT	164931483	86 - 560 Amps
COASTAL	49_53_15F2	15 KV	87 TUNK HILL RD	SCITUATE	Cooper Form 6	Remotely Operated	Main Line	SCITUATE	164130702	86 - 560 Amps
COASTAL	49_56_72F5	15 KV	87 WARWICK AVE	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	60138626	86 - 560 Amps
COASTAL	49_53_126W42	15 KV	87 WASHINGTON FT11 HWY	LINCOLN	Unknown	Remotely Operated	Main Line	LINCOLN	607820021	88 - 800 Amps
COASTAL	49_56_36W44	15 KV	88 WEST MAIN RD	PORTSMOUTH	SEL 651R2	GMP Enabled	Main Line	PORTSMOUTH	940480582	86 - 560 Amps
COASTAL	49_56_63F6	15 KV	9 BAKER PINES RD	RICHMOND	Cooper Form 6	Remotely Operated	Main Line	RICHMOND	136041972	86 - 560 Amps
COASTAL	49_56_46F4	15 KV	9 NAMCOOK RD	NORTH KINGSTOWN	Unknown	Remotely Operated	Main Line	NORTH KINGSTOWN	870067594	88 - 800 Amps
COASTAL	49_56_68F2	15 KV	9 OLD POST RD	CHARLESTOWN	Cooper Form 6	Remotely Operated	Main Line	CHARLESTOWN	223503577	86 - 560 Amps
COASTAL	49_56_72F2	15 KV	9 PILGRIM DR	WARWICK	Unknown	Remotely Operated	Main Line	WARWICK	232697818	86 - 560 Amps
COASTAL	49_56_37K22	23 KV	9 R/W ELLIOTT	MIDDLETOWN	SEL 651R0	Remotely Operated	Main Line	MIDDLETOWN	735963073	88 - 800 Amps
COASTAL	49_56_86F1	15 KV	9 WEEKAPAUG RD	WESTERLY	Cooper Form 6	Remotely Operated	Main Line	WESTERLY	164132080	86 - 560 Amps
CAPITAL	49_56_3307	34 KV	9000-50 HL 3307 LI HGLN	SOUTH KINGSTOWN	Cooper Form 5	Remotely Operated	Main Line	SOUTH KINGSTOWN	100090969	86 - 560 Amps
CAPITAL	49_56_3307	34 KV	9000-51 HL 3307 LI HGLN	SOUTH KINGSTOWN	Cooper Form 5	Remotely Operated	Main Line	SOUTH KINGSTOWN	88653668	86 - 560 Amps
COASTAL	49_53_13F3	15 KV	9003 EAST FRONTAGE RD	PROVIDENCE	SEL 651R0	Remotely Operated	Main Line	PROVIDENCE	277460102	88 - 800 Amps
COASTAL	49_56_2232	23 KV	9003-2 FLAT RIVER RD	COVENTRY	SEL 651R2	GMP Enabled	Main Line	COVENTRY	703044953	88 - 800 Amps
COASTAL	49_53_2221	23 KV	9003-75 2227 LINE RWAY	SMITHFIELD	Viper	Remotely Operated	Main Line	SMITHFIELD	277459804	88 - 800 Amps
COASTAL	49_56_2232	23 KV	9005 HL BERKSHIRE TAP	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	71776727	86 - 560 Amps
COASTAL	49_53_2227	23 KV	9006 2221 LINE RWAY	SMITHFIELD	SEL 651R0	Remotely Operated	Main Line	SMITHFIELD	578981623	88 - 800 Amps
COASTAL	49_53_7F1	15 KV	9022-50 STATION ST	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	164126219	86 - 560 Amps
CAPITAL	49_53_2228	23 KV	9047-36 TAP 3 OFF 60	PROVIDENCE	Unknown	Remotely Operated	Main Line	PROVIDENCE	617958547	88 - 800 Amps
COASTAL	49_56_61F4	15 KV	90-52 ARNOLD RD	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	176456791	86 - 560 Amps
COASTAL	49_53_48F1	15 KV	9054 WARREN AVE	EAST PROVIDENCE	SEL 651R0	Remotely Operated	Main Line	EAST PROVIDENCE	230001905	86 - 560 Amps
COASTAL	49_56_84T3	34 KV	9072-3 DWY UNKNOWN142 ST	NORTH KINGSTOWN	Unknown	Remotely Operated	Main Line	NORTH KINGSTOWN	680010991	88 - 800 Amps
CAPITAL	49_56_68F5	15 KV	9075-50 HL 1870 HGLN	CHARLESTOWN	Cooper Form 6	Remotely Operated	Main Line	CHARLESTOWN	66149316	86 - 560 Amps
COASTAL	49_56_85T2	34 KV	9076 85T2 LINE#2 RWAY	HOPKINTON	Cooper Form 6	Remotely Operated	Main Line	HOPKINTON	90866173	86 - 560 Amps
COASTAL	49_56_37W3	15 KV	91 MITCHELLS LN	MIDDLETOWN	Unknown	Remotely Operated	Main Line	MIDDLETOWN	229245419	86 - 560 Amps
COASTAL	49_56_37K22	23 KV	9-1 NORTH AQUIDNECK AVE	MIDDLETOWN	SEL 651R0	Remotely Operated	Main Line	MIDDLETOWN	735962180	88 - 800 Amps
COASTAL	49_53_2243	23 KV	9133-1 FERRIS AVE	EAST PROVIDENCE	Cooper Form 4C	Dark Recloser	Main Line	EAST PROVIDENCE	277460287	86 - 560 Amps
COASTAL	49_56_85T3	34 KV	9136 HL 1870#1 HGLN	HOPKINTON	Cooper Form 6	Remotely Operated	Main Line	HOPKINTON	61305238	86 - 560 Amps
COASTAL	49_56_85T1	34 KV	9137-50 ALTON-BRADFORD RD	HOPKINTON	Cooper Form 6	Remotely Operated	Main Line	HOPKINTON	103669519	88 - 800 Amps

Attachment DIV 5-3-1_Recloser List

Device Op District Name	Circuit ID	Voltage Class	Pole and Street	Device Tax District Name	ControlType	Capability	Type	Device Tax District Name	Device ID	Size
COASTAL	49_56_22F1	15 KV	9149 GREEN BUSH RD	WEST WARWICK	Cooper Form 6	Remotely Operated	Main Line	WEST WARWICK	220309548	86 - 560 Amps
COASTAL	49_53_2228	23 KV	9156-4 RANDALL ST	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	176657174	86 - 560 Amps
COASTAL	49_56_2232	23 KV	9157 FLAT RIVER RD	COVENTRY	SEL 651R2	GMP Enabled	Main Line	COVENTRY	704126083	86 - 560 Amps
COASTAL	49_56_2232	23 KV	9161 FLAT RIVER RD	COVENTRY	SEL 651R2	GMP Enabled	Main Line	COVENTRY	704160377	86 - 560 Amps
COASTAL	49_56_2232	23 KV	9165 WEST LOG BRIDGE RD	COVENTRY	Unknown	Remotely Operated	Main Line	COVENTRY	704267723	86 - 560 Amps
COASTAL	49_56_2232	23 KV	9168 WEST LOG BRIDGE RD	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	704319257	86 - 560 Amps
COASTAL	49_56_2232	23 KV	9173 WEST LOG BRIDGE RD	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	704349323	86 - 560 Amps
COASTAL	49_56_2232	23 KV	9177 WEST LOG BRIDGE RD	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	704375080	86 - 560 Amps
COASTAL	49_56_59F3	15 KV	92 TUCKERTOWN RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	129748401	86 - 560 Amps
COASTAL	49_56_84T3	34 KV	9217 LINE 84T3	NORTH KINGSTOWN	Unknown	Remotely Operated	Main Line	NORTH KINGSTOWN	652310913	88 - 800 Amps
COASTAL	49_53_48F4	15 KV	9229 PAWTUCKET AVE	EAST PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	EAST PROVIDENCE	277460282	86 - 560 Amps
COASTAL	49_56_84T3	34 KV	9237-000 HL 3302#1 HGLN	NORTH KINGSTOWN	Cooper Form 4C	Dark Recloser	Main Line	NORTH KINGSTOWN	581502357	86 - 560 Amps
COASTAL	49_56_3F2	15 KV	9256-50 WEST SHORE RD	WARWICK	Cooper Form 6	Remotely Operated	Main Line	WARWICK	100793100	86 - 560 Amps
COASTAL	49_53_48F4	15 KV	9268 PAWTUCKET AVE	EAST PROVIDENCE	Cooper Form 6	Remotely Operated	Main Line	EAST PROVIDENCE	111779539	86 - 560 Amps
COASTAL	49_56_36W44	15 KV	93 NAVY R/W	PORTSMOUTH	Unknown	Remotely Operated	Main Line	PORTSMOUTH	173144952	86 - 560 Amps
COASTAL	49_56_2232	23 KV	9390-75 HL COVENTRY HGLN	COVENTRY	Cooper Form 6	Remotely Operated	Main Line	COVENTRY	97713257	86 - 560 Amps
COASTAL	49_53_21F4	15 KV	94 SCITUATE AVE	CRANSTON	Cooper Form 6	Remotely Operated	Main Line	CRANSTON	277460082	86 - 560 Amps
COASTAL	49_56_3302	34 KV	9476 HL 3302 HGLN	NARRAGANSETT	Cooper Form 5	Remotely Operated	Main Line	NARRAGANSETT	277460577	86 - 560 Amps
COASTAL	49_56_3302	34 KV	9481 HL 3302 HGLN	NARRAGANSETT	Cooper Form 5	Remotely Operated	Main Line	NARRAGANSETT	88807018	86 - 560 Amps
COASTAL	49_56_68F4	15 KV	95 KINGSTOWN RD	RICHMOND	SEL 651R2	GMP Enabled	Main Line	RICHMOND	277460437	88 - 800 Amps
COASTAL	49_53_34F1	15 KV	96 CHOPMIST HILL RD	SCITUATE	SEL 651R0	Remotely Operated	Main Line	SCITUATE	562733106	88 - 800 Amps
COASTAL	49_56_30F1	15 KV	96 OLD BAPTIST RD	NORTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	NORTH KINGSTOWN	588798104	88 - 800 Amps
COASTAL	49_56_3309	34 KV	96 TIOGUE AVE	COVENTRY	Unknown	Remotely Operated	Main Line	COVENTRY	229488341	86 - 560 Amps
COASTAL	49_53_2291	23 KV	97 COUNTY RD	BARRINGTON	SEL 651R0	Remotely Operated	Main Line	BARRINGTON	277460242	88 - 800 Amps
COASTAL	49_53_102W54	15 KV	97 HIGH ST	CUMBERLAND	SEL 651R0	Remotely Operated	Main Line	CUMBERLAND	277459969	88 - 800 Amps
COASTAL	49_56_68F4	15 KV	97 KINGSTOWN RD	RICHMOND	SEL 651R2	GMP Enabled	Main Line	RICHMOND	67398013	88 - 800 Amps
COASTAL	49_53_2211	23 KV	9764 LYMANVILLE TAP	JOHNSTON	SEL 651R0	Remotely Operated	Main Line	JOHNSTON	277459771	88 - 800 Amps
COASTAL	49_53_69F1	15 KV	9766 LYMANVILLE TAP	JOHNSTON	Cooper Form 4C	Dark Recloser	Main Line	JOHNSTON	277460182	86 - 560 Amps
COASTAL	49_56_59F3	15 KV	98 SUCCOTASH RD	SOUTH KINGSTOWN	Cooper Form 6	Remotely Operated	Main Line	SOUTH KINGSTOWN	820768549	88 - 800 Amps
COASTAL	49_53_127W40	15 KV	99 BRONCO FT14 HWY	BURRILLVILLE	Unknown	Remotely Operated	Main Line	BURRILLVILLE	159344930	86 - 560 Amps
COASTAL	49_56_88F1	15 KV	99 SOUTH COUNTY TRL	EXETER	Unknown	Remotely Operated	Main Line	EXETER	163991764	86 - 560 Amps
CAPITAL	49_56_155F8	15 KV	9913 MAIN ST	HOPKINTON	SEL 651R2	GMP Enabled	Main Line	HOPKINTON	769292050	88 - 800 Amps
COASTAL	49_53_1201W2	15 KV	99-50 ARMISTICE BLVD	PAWTUCKET	Unknown	Remotely Operated	Main Line	PAWTUCKET	924717605	88 - 800 Amps

Division 5-4

Request:

Referencing DIV 1-36, Attachment 1-36-1:

- a. How will GMP rely on AMF data? What GMP systems will utilize AMF data and what is the frequency of AMF data transmission?
- b. What is the timeline for the AMF two-way communication network staging and deployment, and what is the targeted completion date (page 19 of 40)? Has any of this work been completed? Overlay this timeline with the AMF meter deployment schedule and foundational GMP infrastructure deployment.

Response:

- a. AMF provides foundational and enabling functionalities to the GMP investments that are described in Section 6 of the GMP, filed in Docket No. 22-56-EL, and further described in the AMF Business Case filed in Docket No. 22-49-EL. These functionalities are enabled primarily due to the granular load and voltage data, which will be used as an input and integrated with all operational platforms proposed in the GMP. The added granularity and resolution of meter data supports operations with more accurate load-flow calculations and enables the operator to better understand and control power flows to successfully operate the modern-day grid with the use of ADMS and Advanced Field Devices. The granular AMF information, therefore, provides a step-change of increased observability for the operator and grid planner, as compared to what is available today.

AMF meter data will be integrated with ADMS Basic / OMS as each AMF meter is exchanged. As a result, customers and the Company will realize operational benefits as the AMF meters are deployed. ADMS is built upon a network model that uses GIS as the authoritative source for distribution asset information and network configuration to support the network model. AMF is an input to operational systems, which is useful to maintain the network model, provide input and added accuracy to the ADMS – VVO application, and feed the ADMS-DERMS application with required information. A roadmap of how AMF will interface with operational systems is included as part of

Figure 6.1 of the AMF Business Case filed in Docket No. 22-49-EL. The phased-in functionality is further described in the GMP and has been discussed in AMF/GMP Subcommittee meetings of the PST Advisory Group as recently as December 13, 2022. The table below, which is included in Section 6 of the GMP, provides more detail on the AMF functionality and its impacts on the GMP.

Division 5-4, page 2

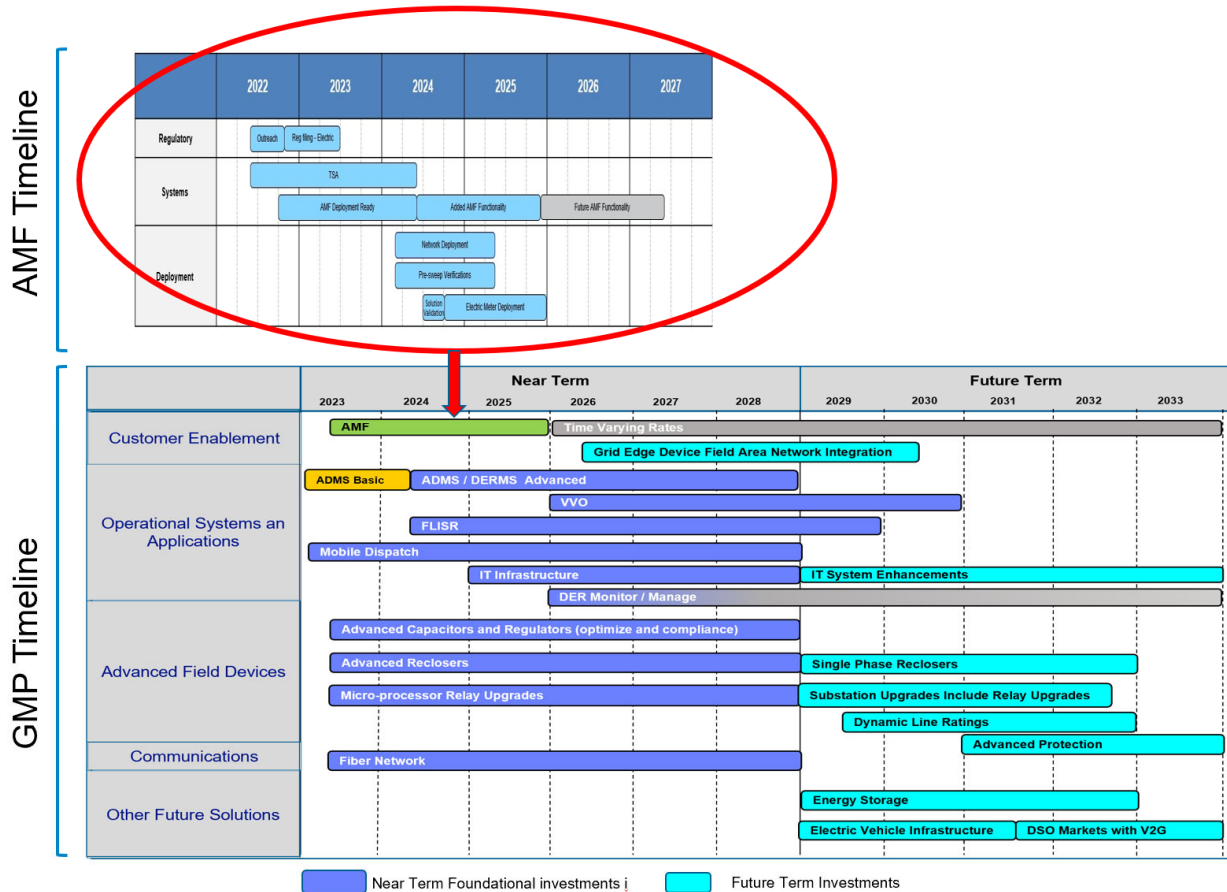
RI GMP Key Functionality	AMF Near Term Enabling Functionality	AMF Impact on GMP Functionality
Customer Information	CP, GBC, Integration w/ In-Home Technologies	Foundational
Advanced Pricing	Interval Energy Usage Data	Foundational
Remote Metering	Remote Interval Meter Reading, Remote Connect & Disconnect	Foundational
Observability (Monitoring & Sensing)	Load & Voltage Data	Enhancement
Power Quality Management	Load & Voltage Data	Enhancement
Distribution Grid Control	Load & Voltage Data	Enhancement
Grid Optimization	Load & Voltage Data	Enhancement
Reliability Management	Automated Outage & Restoration Notification, Granular Fault Location	Enhancement
DER Monitor and Manage	Remote Interval Meter Reading, Load & Voltage Data, Operational Telecommunications (Tier 3)	Enhancement Foundational

The frequency of the AMF data transmission is every 15 minutes. Alarms are configurable, so information such as Last Gasp, which provides outage notification, and High Temperature Alarm will be sent as soon as they occur.

- b. The network deployment is scheduled to start in Q1 of 2024 and be completed in Q2 of 2025, as set forth in Figure 8.1 of the AMF Business Case. This schedule is based upon an AMF approval date of June 30, 2023 and is subject to a day-for-day delay if the AMF Business Case does not receive approval by that date. Initial design studies have been completed for the network deployment. The network will be deployed by sector as described in Attachment D of the AMF Business Case. The timeline for the AMF two-way communication network staging and deployment has been communicated in the AMF filing and the overlay of the AMF deployment schedule with the GMP schedule was described and graphically provided in the December 13, 2022, PST meeting on slide 12, included in the GMP as Figure 6.3. and provided below.

The Narragansett Electric Company
d/b/a Rhode Island Energy
In Re: Proposed FY 2024 Electric Infrastructure, Safety and Reliability Plan
21-Month Filing: Period April 2023 – December 2024
Responses to the Division’s Fifth Set of Data Requests
Issued on December 8, 2022

Division 5-4, page 3



Division 5-5

Request:

Regarding Attachment DIV 1-36-2, page of 58 of 68; Does the Reference Feeder demonstrate RIE's future state objective for system design and characteristics? Is RIE incorporating design guidelines to achieve the Reference Feeder characteristics?

Response:

Yes. Rhode Island Energy has incorporated the design guidelines into its aspirations defined in the Grid Modernization Plan to achieve the Reference Feeder characteristics, to the extent that it is practical.

The Reference Feeder is an aspirational design that PPL Corporation created to drive consistency in its approach to grid modernization across its jurisdictions. The Reference Feeder is Rhode Island Energy's aspirational future state objective for system design and characteristics, serving as a useful guide to apply grid modernization investments, as practical, considering legacy system design and the current and future needs of the electric distribution grid. Rhode Island Energy considered the Reference Feeder as it defined the Foundational Investments for grid modernization. Single phase modernization has been designated as a future-term solution that will be adopted iteratively after the Foundational Investments in a manner that is commensurate with system and customer needs.

Division 5-6

Request:

Referencing DIV 1-36, Attachment 1-36-4:

- a. Regarding page 24 of 44; Provide supporting information on the assumption that FLISR is estimated to provide up to 30% SAIFI improvement. If peer utility data is relied upon, discuss how impacts of other programs such as asset replacement and vegetation management that also reduce the frequency of outages are removed from data sets.
- b. Regarding page 26 of 44; Please elaborate on how the proposed \$314 million for foundational GMP investments is a “No Regrets Investment that is needed for any adoption scenario.”
- c. Are there additional GMP foundational investments required after CY28?
- d. Are there current infrastructure investments or systems that will be replaced or displaced as a result of GMP implementation? Explain.
- e. What is the expected variance in the \$314 million cost estimate? How have contingencies been incorporated?
- f. Regarding page 31 of 44; Do the Preliminary GMP Benefits assume that the forecasted GMP load through 2050 materializes at a specific level and pace? Which benefits are sensitive to variations in the forecast assumption? Explain.
- g. Regarding the Preliminary Avoided GMP Infrastructure Costs (page 32), expand the table to indicate the avoided projects for each area. Is it conceivable that some or all of the avoided infrastructure would be necessary in the future as the Company discusses in following response to DIV 1-16? “The Company has explained that the feeder and wire investments would be recommended following actual customer adoption of the heating and transportation adoption.”
- h. Would RIE be able to offer EV TVR and Whole House TOU/CPP in the “without grid modernization case”? If not, what additional system capabilities and infrastructure would be required?
- i. Are there other benefits listed on page 31 that could be achieved in the “without grid-modernization” case? Discuss any additional benefits in the “without grid-modernization” case that would not be achieved in the “with grid-modernization” case and provide associated analysis.
- j. Over what time period are both the costs and benefits of GMP calculated? Do costs include O&M or technology upgrades that may be required during the analysis period?

Response:

- a. The Company performed a reliability analysis, and the results show that reliability will increase up to 30% by installing reclosers and using them in conjunction with the ADMS-FLISR application available in ADMS Basic. This reliability analysis compared mainline

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outage reliability data averaged over the last five years to that expected if reclosers are placed using a segmentation criterion of 500 customers between devices.

The calculation uses Blue Sky Day numbers to determine the reliability improvement:

- **Existing:** 207,191 customers that experience a mainline interruption from 159 events.
- **With Reclosers:** If reclosers are installed across the system using the 500 customer segmentation criteria, then there would be 79,500 customers impacted by the same 159 events using reclosers. (500 customers per event x 159 events = 79,500)
- **Results:** The customer interruptions saved using reclosers is 127,691 (207,191 – 79,500).
- **SAIFI impact:** Divide the customer interruptions saved by the average customers that are served 127,691/495,622 resulting in an estimated SAIFI improvement of 26% annually.

The reliability analysis utilized historic Rhode Island Energy reliability statistics to calculate the estimate the SAIFI improvement that would result from increased feeder mainline segmentation. The calculation did not rely on peer utility data. However, the estimated reliability improvements for Rhode Island Energy were verified as reasonable when compared to peers using results from four DOE projects that reported SAIFI improvements as discussed in the Grid Modernization Plan (“GMP”) in Section 6.

- b. Foundational Investments consist of near-term solutions that are needed now for safe and reliable operations of current conditions, is affordable with a benefit-cost (“B/C”) ratio of 6.8 NPV / 7.5 nominal and is a “must have” to enable capabilities for any future distributed energy resources (“DER”) adoption scenario. The no regrets Foundational Investments are necessary to build upon to evolve the grid with future-term modernization investments such as energy storage, more integrated DER and advanced incentive mechanisms to meet changing customer needs and demands while maintaining safety and reliability. Therefore, the Foundational Investments produce extreme value and provide a **no-regrets** path because the action is needed now for safe and reliable operations. They also provide a platform and are necessary for any scenario of DER adoption in the future, and they enable the achievement of the State Climate Mandates.
- c. The Foundational Investments are defined as near-term solutions in the GMP roadmap which are generally installed by 2028. There are no Foundational Investments beyond CY28, however, as described below, additional future-term investments can build upon the Foundational Investments after CY28 to enable advanced functionality as needed given evolving conditions in areas such as customer adoption, markets, system needs and

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technology advancement. The resulting platform that is created by the Foundational Investments creates flexibility to expand and adjust as needed in the future. In the benefit-cost analysis (“BCA”), the costs included the Foundational Investments and DER Monitor / Manage installations that are forecasted through the 20-year period, as well as the cellular lease costs for Advanced Field Devices.

- d. Current infrastructure investments or systems that will be replaced or displaced as a result of GMP implementation to achieve the functionalities defined in Section 3 and 4 of the GMP will primarily include:
- i. Conversion of existing volt-var optimization (“VVO”) deployment on select feeders to ADMS central control to achieve comprehensive Observability, Power Quality Management, Distribution Grid Control, and System Optimization functionality consistently across the entire distribution system.
 - ii. Bypassing or modification of existing fixed capacitors with advanced controls to achieve comprehensive Observability, Power Quality Management, Distribution Grid Control, and System Optimization functionality consistently across the entire distribution system, thereby eliminating causes of high voltage during minimum load conditions.
 - iii. Modification of all existing switched capacitor banks without advanced controls to include advanced controls to achieve comprehensive Observability, Power Quality Management, Distribution Grid Control, and System Optimization functionality consistently across the entire distribution system.
 - iv. Replacement of electro-mechanical relays with micro-processor relays to achieve Observability, Distribution Grid Control, Grid Optimization and Reliability Management across the entire distribution system.
 - v. Replacement of operational systems with ADMS Basic (part of the TSA), which will support all Tier 1 functionalities.
 - vi. Transition of the Rhode Island Energy GIS to the PPL GIS system (part of the TSA) forming the Network Model that provides a topological model of the physical distribution system and customer and DER connectivity enabling all other key functionalities.
- e. Contingencies were factored into each of the line items that were included in the Foundational Investments. Variance in the cost estimate was accounted for by performing sensitivity analyses in the BCA for the costs and the benefits, all of which resulted in positive B/C ratios.

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- f. The GMP Benefits assume that the forecasted GMP load materializes at a specific level and pace through 2042. To the extent that the forecast does not come to fruition, all of the benefits would be reduced, with the exception of utility O&M savings and Reduced Outage Frequency Benefits from FLISR (*i.e.*, Avoided Infrastructure Cost, Reduced DER Curtailment, Whole House TOU/ CPP, VVO/ CVR Benefits and EV/ TVR Benefits).

The B/C ratio for the GMP is extremely favorable, at 7.5 on a nominal basis and 6.8 on an NPV (\$2023) basis. The GMP filing also contains sensitivity analyses (Section 8.5) looking at a +/- 20% variation in the benefits. These sensitivity analyses show that, if all of the benefits were reduced by 20%, then the B/C ratio still would be 5.4 on an NPV (\$2023) basis. Rhode Island Energy’s BCA demonstrates that the GMP investments provide substantial benefits no matter what future load occurs. Further, there are infrastructure issues happening now in localized areas of the state, and there are pseudo-‘curtailment’ issues happening now in the form of generation size reductions occurring during the application process, demonstrating that the GMP investments are needed now, regardless of the future that emerges.

- g. Costs of the avoided GMP infrastructure have been identified by Area in Figure 5.4 and Figure 5.5 of the GMP and avoided quantities by Area have been provided in Attachment F (DISTRIBUTION STUDY RESULTS BY PLANNING AREA) of the GMP. Additionally, an example of how the avoided infrastructure was determined is included as Attachment M (EXAMPLE TRIGGERS FOR NCRI DISTRIBUTION STUDY FIXES) in the GMP filing, part of the Grid Modernization Plan in Attachment M for NCRI. Yes, the avoided infrastructure would be necessary if the GMP investments are not made. It is also important to understand the need to incentivize customers to use the energy shifting capabilities provided by the GMP investments. The Company’s response to Division 1-16 does not refer to the avoided infrastructure; rather, it refers to the infrastructure that may still be required even with GMP investments.
- h. EV TVR and Whole House TOU/ CPP would not be available in the “without grid modernization case” because, at a minimum, AMF is needed for this offering to accommodate system needs. The offering could be further optimized when implemented in conjunction with GMP investments because distribution system constraints could also be addressed. See the Company’s response to Division 5-7 for further discussion.
- i. There are no benefits listed on page 31 that could be achieved in the “without grid modernization” case, and there are no other benefits that could be achieved in the “without grid-modernization” case that would not be achieved in the “with grid modernization” case. Rather, there are additional detriments in the “without grid-modernization” case that the

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Company did not quantify, but which would make operations very difficult, if not impossible, such as: (i) lack of grid visibility/observability; (ii) inability to control voltage for compliance and optimization; (iii) inability to optimize grid utilization; and (iv) lack of visibility and control of DER.

- j. The Company calculated the costs and benefits of the GMP investments over a 20-year period from 2023-2042. Yes, in the GMP BCA, expenses were included for the Foundational Investments and for DER Monitor/Manage installations forecasted through the 20-year period, as well as the run-the-business (“RTB”) costs, including RTB OPEX and RTB telecom.

Division 5-7

Request:

Are EV TVR and Whole House TOU/CPP enabled by AMF? If so, why are EV/TVR and Whole House TOU/CPP benefits in GMP and not AMF? What GMP foundational investments are required to offer EV TVR or TOU/CPP?

Response:

EV TVR and Whole House TOU/CPP can be enabled by AMF, but AMF does not provide the localized distribution system data to maximize its value in managing DER and avoiding infrastructure. Therefore, AMF provides a base EV TVR and Whole House TOU/CPP benefit, and GMP maximizes the benefits. The base value for EV TVR and Whole House TOU/CPP is included in the AMF Business Case, and the incremental improvement in EV TVR and Whole House TOU/CPP is included in the GMP. Further details are described below.

With AMF, customers’ demand and interval energy usage will be visible and presented in a way that allows customers to easily understand their load profiles and make choices that reflect rate incentives in near-real time. AMF provides a platform to enable the Company to overlay rate design parameters that vary by time, which could be by season, month, day, hour, or potentially minutes. Without GMP, the rate design parameters would not have distribution system inputs but would still provide benefits. Therefore, AMF does enable EV TVR and Whole House TOU/CPP. Please see Section 13 of the AMF Business Case for more information.

EV TVR and Whole House TOU/CPP are included in both the AMF Business Case and in the GMP. In the AMF Business Case, Rhode Island Energy calculated energy and peak savings for Whole House TOU/CPP and Electric Vehicle TVR based on two different constructs – an opt-in construct and an opt-out construct. The opt-in construct assumed an ultimate customer participation of 20% while the opt-out construct assumed an ultimate customer participation rate of 85%. The Company included only 20% opt-in benefits in the AMF Business Case. This limited participation was based upon only having wholesale markets to differentiate highs and lows in the rate design.

With the addition of the Foundational Investments described in the GMP, the Company will have knowledge of localized distribution system violations that can be further included in highs and lows of rate designs. The Foundational Investments in the GMP will provide a number of system sensors through capacitors and reclosers in addition to the use of the advanced meters as sensors. The information would be brought back to an Advanced Distribution Management System (“ADMS”) that will analyze the data to determine near term constraints to refine the EV TOU and Whole House TOU/CPP signals. The Company anticipates that this added element to

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the value proposition will motivate greater participation. In the GMP BCA, the Company calculated a mix of the Opt-In program and the Opt-Out program. The Company assumed the Opt-In program would be in place from 2026-2030 and assumed the Opt-Out program would be in place starting in 2031. After calculating the value of the benefit with this mix, the Company subtracted out the benefits that were taken in the AMF Business Case to avoid double counting.

Division 5-8

Request:

How does RIE currently monitor solar output? Discuss if specific facilities are monitored based on size or configuration, how data is captured, data intervals, etc. Is data transmitted to a RIE control center or other data center, and will that change under the proposed GMP?

Response:

Solar output for sites greater than 1 megawatt historically and greater than 500 kilowatts recently is metered through onsite advanced reclosers with data sent and saved to the Company's PI Historian database.

The site recloser polling varies between 15 minutes and 5 seconds depending on the vintage and type of the recloser. The data is available to the Control Center personnel as needed when responding to alarms and emergencies but is not monitored. In certain cases where solar output has masked load and made restoration efforts difficult, the Control Center has established feeder distributed generation summary points so that operators can unmask load and better respond to alarms and emergencies. The Control Center is equipped to manage emergencies and construction related reconfigurations and not equipped to monitor and manage generation on a real-time basis.

Under the proposed Grid Modernization Plan, the same data for large sites at the same polling interval will be sent to the Control Center plus additional data. With the proposed DER Monitor / Manage functionality, data from smaller sites also will be obtained. The Control Center also will be equipped with an Advanced Distribution Management System with real time loadflow capabilities to enable management of distributed generation and other distributed energy resources.

Division 5-9

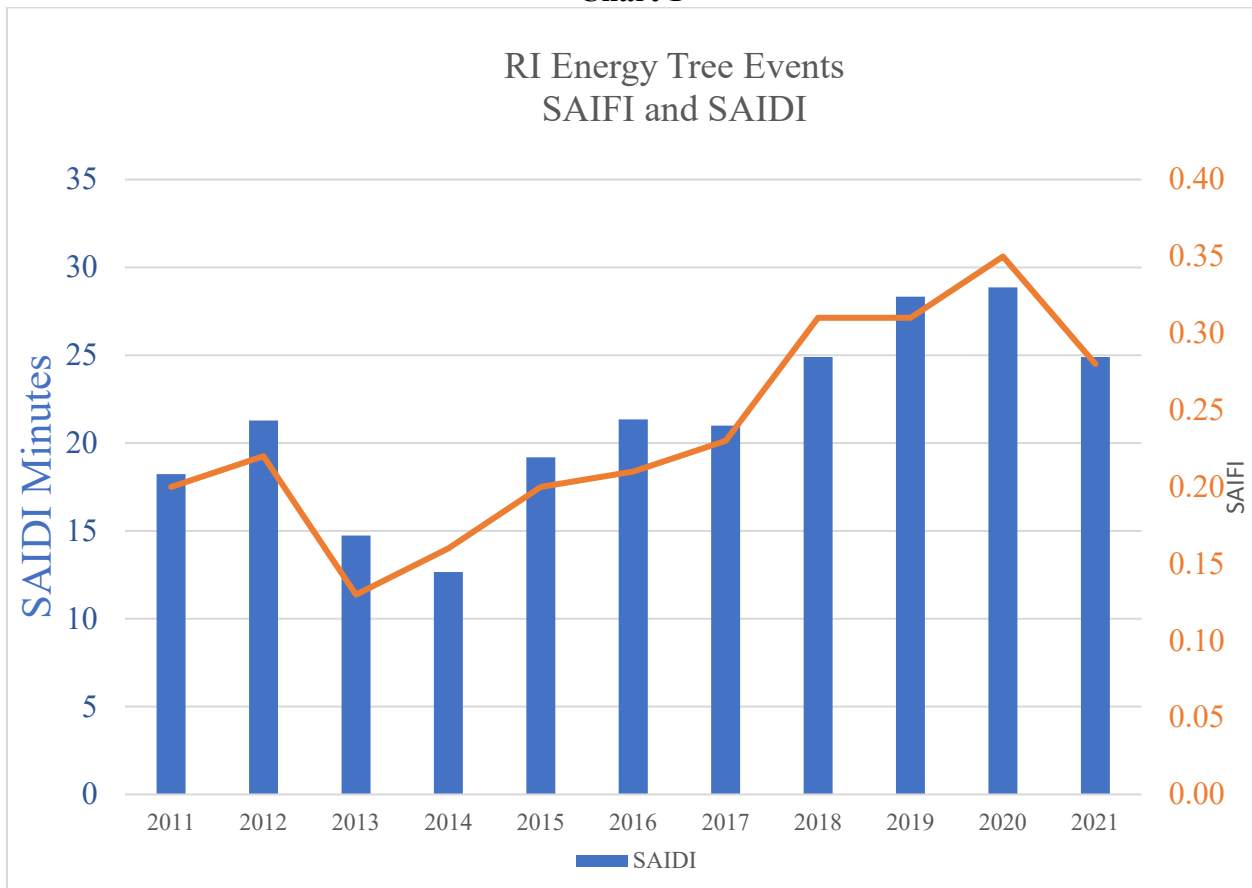
Request:

What reason or reasons does the company attribute the increase in SAIFI and outage time in general?

Response:

The Company attributes the majority of the increase in SAIFI and outage duration to an increasing trend in tree events. Chart 1 below illustrates the reliability impacts of the four tree event causes (Growth, Limbs, Tree Fell, and Vines) tracked by Rhode Island Energy, inclusive of minor storm days.

Chart 1



The Narragansett Electric Company
d/b/a Rhode Island Energy
In Re: Proposed FY 2024 Electric Infrastructure, Safety and Reliability Plan
21-Month Filing: Period April 2023 – December 2024
Responses to the Division's Fifth Set of Data Requests
Issued on December 8, 2022

Division 5-10

Request:

Is RIE aware of any increasing SAIFI trends which cannot be benefitted by grid modernization?
If so, please provide a list.

Response:

Rhode Island Energy is not aware of any SAIFI trend that cannot benefit by grid modernization.

Regardless of the event's root cause, SAIFI will always improve if the number of customers experiencing a sustained interruption is reduced through automated switching.

The Narragansett Electric Company
d/b/a Rhode Island Energy
In Re: Proposed FY 2024 Electric Infrastructure, Safety and Reliability Plan
21-Month Filing: Period April 2023 – December 2024
Responses to the Division's Fifth Set of Data Requests
Issued on December 8, 2022

Division 5-11

Request:

What internal communications have been held among current RIE employees and National Grid employees to validate the reasons for the upward trend in outages and SAIFI?

Response:

No communications have been held among current Rhode Island Energy and National Grid employees to validate the reasons for the upward trend in outages to SAIFI. The Company is staffed with subject matter experts, who transferred from National Grid on May 25, 2022, and are capable of validating the reasons for the upward trend without external consultation.

The Narragansett Electric Company
d/b/a Rhode Island Energy
In Re: Proposed FY 2024 Electric Infrastructure, Safety and Reliability Plan
21-Month Filing: Period April 2023 – December 2024
Responses to the Division's Fifth Set of Data Requests
Issued on December 8, 2022

Division 5-12

Request:

What internal communications have been held among current RIE employees and National Grid employees concerning recloser studies?

Response:

No communications have been held among current Rhode Island Energy and National Grid employees concerning recloser studies. The Company is staffed with subject matter experts, who transferred from National Grid on May 25, 2022, and can assess the need and complete recloser studies without external consultation.