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November 5, 2025

VIA HAND DELIVERY AND ELECTRONIC MAIL

Stephanie De La Rosa, Coordinator
Energy Facility Siting Board
89 Jefferson Boulevard
Warwick, RI 02888

Re: **Docket No. SB-2025-01 - The Narragansett Electric Company's
Application for the Woonsocket Substation – Nasonville Substation 115 kV
Transmission Line
Responses to Rhode Island Division of Statewide Planning Data Requests – Set 1**

Dear Ms. De La Rosa:

On behalf of The Narragansett Electric Company (the "Company"), I have enclosed the Company's responses to the Rhode Island Division of Statewide Planning's First Set of Data Requests in the above-referenced docket.

Thank you for your attention to this matter. If you have any questions, please contact me at 401-709-3351.

Sincerely,



George W. Watson III

Enclosures

Copy to: Docket No. SB-2025-01 Service List

Certificate of Service

I hereby certify that a copy of the cover letter and any materials accompanying this certificate were 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.



Heidi J. Seddon

November 5, 2025

Date

SB-2025-01 The Narragansett Electric Company's Application for the Woonsocket Substation – Nasonville Substation Rebuild and Alteration Project for North Smithfield and Burrillville, Rhode Island – *Updated 5/14/25*

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In Re: Application for Woonsocket Substation – Nasonville Substation

115 kV Transmission Line (Burrillville and North Smithfield)

Responses to Division of Statewide Planning’s First Set of Data Requests

Issued October 21, 2025

DSP 1-1

Request:

In Section 7.9 of Narragansett Electric Company d/b/a Rhode Island Energy’s application, it states, “[b]ased on the proposed location of the Project, the greatest potential for social impact is the interaction of construction and future maintenance activities on current and future land uses abutting the Project ROW.” Please provide any and all facts relied upon to reach the conclusion within Section 7.9 of the application.

Response:

The proposed Project will not have any long-term impacts outside of its immediate surroundings. Project activities involve maintenance and improvements within an existing managed right-of-way (“ROW”), with no change in land use, no significant change in structure heights or locations, and minimal change to vegetation and tree screening. Neither Project construction, nor the future use and maintenance of the transmission lines, will result in any alteration of conditions outside of the ROW and its existing access points. As such, the only areas where potential social impacts could occur are in those areas directly abutting the ROW, which may experience (limited) temporary increases in noise and changes to the visual appearance of the ROW as work is carried out. No significant increase in traffic will occur as a result of construction or the ongoing maintenance and use of the ROW. Once construction is complete, the ROW will be restored (final grading and installation of permanent erosion control devices, seeding of disturbed areas, and removal of all construction related debris), and vegetation will naturally reestablish to pre-existing conditions along the ROW. The ROW will then continue to operate as it currently does, with the only visible changes being the minor alteration in structure heights, and some tree removals from select locations within the existing B23 Line ROW (to provide adequate line clearances). The benefits of the Project include: (i) improving electrical reliability of the lines which is expected to reduce the frequency of outages and (ii) reducing the need for routine maintenance and emergency repairs of the lines and structures which should reduce the frequency of disturbance to property owners that abut the ROW.

In Re: Application for Woonsocket Substation – Nasonville Substation
115 kV Transmission Line (Burrillville and North Smithfield)
Responses to Division of Statewide Planning’s First Set of Data Requests
Issued October 21, 2025

DSP 1-2

Request:

In Section 7.9.1 of Narragansett Electric Company d/b/a Rhode Island Energy’s application, it states, “[t]he Project will not adversely impact the overall social and economic condition of the Project area. The Project does not require, nor will it lead, to long-term residential or business disruption. Temporary construction impacts, primarily related to construction traffic and equipment operation, are expected to be minor.” Please provide any and all facts relied upon to reach the conclusion within 7.9.1 of the application (including but not limited to anticipated construction costs, employment impacts, noise impacts, transportation impacts, safety/public health impacts, tax revenues, energy reliability, visual impacts, social equity impact, housing impact, etc.)

Response:

Project activities involve construction improvements within an existing managed right of way (“ROW”). No new ROW or change in existing land uses are proposed. No impacts are proposed outside of the existing ROW and its associated existing access points. All proposed Project activities are in-line with the current practices and uses of the ROW and will not substantially alter exiting conditions. The Project will result in improved electrical reliability, with reduced maintenance and emergency work needs in the future. As such, there are no foreseeable means by which the Project could negatively impact the wider area – the continuing operation of the ROW for electric transmission will not negatively impact local employment, transportation, public health, tax revenues, social equity or housing. The anticipated cost for the Project is \$41 million, a cost breakdown is provided in Section 3.5 of the Project’s Siting Report.

With regards to employment impacts, the Project is not anticipated to impact any commercial operations within the Project Area so there are no expected employment impacts. With respect to employment for the Project, the Company’s ongoing maintenance and system-wide improvement projects support the local economy by providing quality high-paying employment.

Some temporary and localized visual and noise impacts may occur during construction, but these will be almost entirely limited to the ROW itself, or the areas immediately abutting the ROW. Noise management measures will be in place to ensure that work does not negatively impact businesses or residential properties.

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When the B23 Line undergoes a planned outage to accommodate the re-construction of the transmission line, a mobile generator will be utilized to maintain generation from the Nasonville Substation. The temporary generator will be situated in the area behind the Nasonville Substation, and it will be in use intermittently for 30-40 days when needed, mainly during construction hours. The expected noise from the generator will be short-term, localized to the area abutting the existing Substation, and is not expected to disrupt any residential, commercial, or otherwise inhabited areas of the Town of Burrillville. The use of a mobile generator will ensure uninterrupted electrical reliability for the residences and businesses that are served by the existing transmission system, avoiding any disruptions in continued electrical service to these populations as a result of construction. Current land use surrounding the Nasonville Substation is identified as Conservation/Limited Use Land in the Land Use 2025 dataset, which is publicly available on the Rhode Island Geographic Information System¹. The closest residential structures to the proposed generator location are over 650 feet to both the south and west. There are no nearby residential structures to the north and east.

Visual impacts are specifically addressed in Sections 6.2 and 7.11 of the Siting Report, and visual impacts to existing historical properties are addressed in Section 7.12 of the Siting Report, dated March 2025. Visual simulations showing existing and proposed conditions along the ROW are provided in Appendix C. PAL completed an historic architectural effects assessment in August 2024 and submitted a report to Rhode Island Historical Preservation & Heritage Commission (“RIHPHC”) on December 18, 2024, recommending that the Project will not affect historic architectural properties (36 CFR Part 800.4[d][1]). On April 30, 2025, RIHPHC submitted their response to PAL’s historic architectural effects report stating that RIHPHC concurs with the findings submitted in their report.

While the entire Project is scheduled to take one (1) year to complete, work in any given location will be short in duration and will not result in long term disturbance to abutters. For example, work on any given structure will only occur over a few days to a week before construction crews move along the line to a new location. This means that secondary impacts from construction traffic will be minimal, and vehicles will be accessing the ROW from multiple access points along the route, before moving along the ROW (following historically used access routes), to each new construction site. Equipment and vehicles will be stationed within the ROW and will not disrupt traffic flows or parking off-site.

¹ The 2025 dataset was developed for the Division of Planning, RI Statewide Planning Program as part of an update to a state land use plan created in 2006. Retrieved October 26, 2025 from https://www.rigis.org/datasets/101c1a4ffb024b4da2b5ab1c9b6bd6d6_0/explore?location=41.974496%2C-71.608699%2C17.34

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Construction vehicles entering and exiting the site will adhere to Rhode Island Department of Transportation (“RIDOT”) approved traffic management plans, as necessary, to reduce the potential for safety and traffic-related effects to state highways. Additionally, a RIDOT-approved traffic management plan will also be adhered to during overhead line activities crossing state highways. Specific measures will be implemented to reduce impacts to vehicular traffic, including but not limited to assessment of approaching/departing lane and/or shoulder closure limits and traffic control measures (cones, barrels, barricades, etc.), and approaching/departing lane and/or shoulder closure signage layouts. All traffic management plans will be in accordance with the Manual of Uniform Traffic Control Devices and RIDOT guidelines, policies, and requirements and consider the existing roadway geometry, traffic volumes, and posted speed limits as design parameters.