

RHODE ISLAND RELIABILITY PROJECT
MAGNETIC FIELD AT AVERAGE ANNUAL LOADING

Line Section	Configuration	MAGNETIC FIELD (mG) AT LOCATION				
		-100 ft beyond ROW edge	-ROW edge	Maximum on ROW	+ROW edge	+100 ft beyond ROW edge
XS-1 0.16 Mi South of Rt 104 to Rt 44 (W. Farnum to Farnum Pike) [†]	pre-NEEWS (2012)	2.9	10.5	93.2	26.7	5.3
	post-NEEWS (2012)	2.9	8.5	71.1	21.0	4.5
	post-NEEWS (2017)	3.0	9.3	74.6	22.0	4.7
XS-2 0.16 Mi South of Rt 104 to Rt 44 (Wolf Hill to Putnam Pike) [†]	pre-NEEWS (2012)	2.1	6.2	95.9	25.7	4.9
	post-NEEWS (2012)	2.7	8.6	70.2	20.5	4.4
	post-NEEWS (2017)	2.8	9.5	73.7	21.6	4.6
XS-3 Rt 5 to Hartford Ave Sub [‡]	pre-NEEWS (2012)	2.0	10.8	96.9	25.4	4.7
	post-NEEWS (2012)	3.7	17.2	69.3	20.4	4.4
	post-NEEWS (2017)	3.7	17.8	72.8	21.4	4.6
XS-4 .60 Mi North of Phenix Avenue to .13 Mi North of Providence Street [†]	pre-NEEWS (2012)	0.7	21.9	115.9	26.9	5.1
	post-NEEWS (2012)	3.4	20.8	70.1	20.9	4.5
	post-NEEWS (2017)	3.6	21.8	73.6	21.9	4.7

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Line Section	Configuration	MAGNETIC FIELD (mG) AT LOCATION				
		-100 ft beyond ROW edge	-ROW edge	Maximum on ROW	+ROW edge	+100 ft beyond ROW edge
	pre-NEEWS (2012)	2.3	6.6	100.6	47.9	7.3
XS-5 .13 Miles North of Providence Street to Providence Street [‡]	post-NEEWS (2012)	2.9	20.9	56.7	33.2	4.8
	post-NEEWS (2017)	3.1	22.2	60.6	34.8	5.0
XS-6 New London Avenue to Bald Hill Road [‡]	pre-NEEWS (2012)	1.2	10.8	115.3	27.1	5.3
	post-NEEWS (2012)	4.3	27.0	69.9	21.0	4.6
	post-NEEWS (2017)	4.5	28.8	73.4	22.1	4.8
XS-7 Bald Hill Road to 0.10 Miles North of Rt 117 [‡]	pre-NEEWS (2012)	1.0	2.5	116.3	27.1	5.3
	post-NEEWS (2012)	2.5	8.8	69.5	20.7	4.4
	post-NEEWS (2017)	2.6	9.4	72.9	21.7	4.6
XS-8 .16 Miles South of Rt 117 to .11 Miles North of Cowesett Rd [†]	pre-NEEWS (2012)	4.5	21.3	95.8	4.7	1.9
	post-NEEWS (2012)	4.0	17.0	63.2	10.1	3.1
	post-NEEWS (2017)	4.2	17.8	66.2	10.6	3.2
XS-UG-NEAR-WF 345 kV underground near West Farnum ^{†,*}	post-NEEWS (2012)	2.9	13.5	112.7	18.4	3.2
	post-NEEWS (2017)	2.9	13.7	114.2	18.6	3.2

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Line Section	Configuration	MAGNETIC FIELD (mG) AT LOCATION				
		-100 ft beyond ROW edge	-ROW edge	Maximum on ROW	+ROW edge	+100 ft beyond ROW edge
XS-UG-NEAR-KC 345 kV underground near Kent County ^{†,*}	post-NEEWS (2012)	1.7	7.8	65.3	10.7	1.8
	post-NEEWS (2017)	1.8	8.3	69.2	11.3	1.9

[†]Rhode Island Reliability Project: Electric and Magnetic Field Modeling (May 19, 2009).

[‡]Rhode Island Reliability Project: Electric and Magnetic Field Modeling, Addendum to Report (May 26, 2009).

*For underground calculations, \pm ROW denotes \pm 25 ft.

RHODE ISLAND RELIABILITY PROJECT
MAGNETIC FIELD AT ANNUAL PEAK LOADING

Line Section	Configuration	MAGNETIC FIELD (mG) AT LOCATION				
		-100 ft beyond ROW edge	-ROW edge	Maximum on ROW	+ROW edge	+100 ft beyond ROW edge
XS-1 0.16 Mi South of Rt 104 to Rt 44 (W. Farnum to Farnum Pike) [†]	pre-NEEWS (2012)	1.6	7.1	130.2	34.0	6.2
	post-NEEWS (2012)	3.9	19.7	85.5	24.8	5.3
	post-NEEWS (2017)	3.9	14.7	97.7	28.6	6.1
XS-2 0.16 Mi South of Rt 104 to Rt 44 (Wolf Hill to Putnam Pike) [†]	pre-NEEWS (2012)	0.8	12.3	136.0	32.4	5.5
	post-NEEWS (2012)	5.1	29.4	84.5	24.2	5.3
	post-NEEWS (2017)	4.7	24.1	96.6	27.9	6.0
XS-3 Rt 5 to Hartford Ave Sub [‡]	pre-NEEWS (2012)	1.1	14.8	138.7	31.8	5.2
	post-NEEWS (2012)	5.8	36.5	87.0	23.9	5.3
	post-NEEWS (2017)	5.6	32.5	95.4	27.6	6.0
XS-4 .60 Mi North of Phenix Avenue to .13 Mi North of Providence Street [†]	pre-NEEWS (2012)	1.7	45.6	228.1	36.9	7.1
	post-NEEWS (2012)	4.7	37.8	91.7	25.4	5.5
	post-NEEWS (2017)	5.2	38.8	96.9	28.9	6.2

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Line Section	Configuration	MAGNETIC FIELD (mG) AT LOCATION				
		-100 ft beyond ROW edge	-ROW edge	Maximum on ROW	+ROW edge	+100 ft beyond ROW edge
	pre-NEEWS (2012)	3.6	12.2	194.9	65.0	10.3
XS-5 .13 Miles North of Providence Street to Providence Street [‡]	post-NEEWS (2012)	3.8	35.5	101.0	39.6	5.8
	post-NEEWS (2017)	4.2	36.7	102.3	45.3	6.6
XS-6 New London Avenue to Bald Hill Road [‡]	pre-NEEWS (2012)	0.9	30.0	227.5	37.1	7.2
	post-NEEWS (2012)	5.5	39.4	85.6	25.6	5.6
	post-NEEWS (2017)	6.1	40.7	96.7	29.1	6.3
XS-7 Bald Hill Road to 0.10 Miles North of Rt 117 [‡]	pre-NEEWS (2012)	0.5	4.1	228.5	37.1	7.2
	post-NEEWS (2012)	3.1	12.0	85.1	25.1	5.4
	post-NEEWS (2017)	3.5	12.9	96.0	28.6	6.1
XS-8 .16 Miles South of Rt 117 to .11 Miles North of Cowesett Rd [†]	pre-NEEWS (2012)	6.0	28.7	128.6	6.3	2.6
	post-NEEWS (2012)	4.9	20.8	77.4	12.4	3.8
	post-NEEWS (2017)	5.5	23.6	88.0	14.1	4.3
XS-UG-NEAR-WF 345 kV underground near West Farnum ^{†,*}	post-NEEWS (2012)	3.0	13.9	116.3	19.0	3.3
	post-NEEWS (2017)	3.2	14.8	123.7	20.2	3.5

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Line Section	Configuration	MAGNETIC FIELD (mG) AT LOCATION				
		-100 ft beyond ROW edge	-ROW edge	Maximum on ROW	+ROW edge	+100 ft beyond ROW edge
XS-UG-NEAR-KC 345 kV underground near Kent County ^{†,*}	post-NEEWS (2012)	2.2	10.2	85.4	13.9	2.4
	post-NEEWS (2017)	2.5	11.7	98.0	16.0	2.8

[†]Rhode Island Reliability Project: Electric and Magnetic Field Modeling (May 19, 2009).

[‡]Rhode Island Reliability Project: Electric and Magnetic Field Modeling, Addendum to Report (May 26, 2009).

*For underground calculations, \pm ROW denotes \pm 25 ft.

RHODE ISLAND RELIABILITY PROJECT
ELECTRIC FIELD

Line Section	Configuration	ELECTRIC FIELD (kV/m) AT LOCATION				
		-100 ft beyond ROW edge	-ROW edge	Maximum on ROW	+ROW edge	+100 ft beyond ROW edge
XS-1 0.16 Mi South of Rt 104 to Rt 44 (W. Farnum to Farnum Pike) [†]	pre-NEEWS (2012)	0.06	0.65	4.88	1.79	0.18
	post-NEEWS (2012)	0.09	0.24	5.02	1.93	0.25
	post-NEEWS (2017)	0.09	0.24	5.02	1.93	0.25
XS-2 0.16 Mi South of Rt 104 to Rt 44 (Wolf Hill to Putnam Pike) [†]	pre-NEEWS (2012)	0.06	0.65	4.88	1.79	0.18
	post-NEEWS (2012)	0.09	0.24	5.02	1.93	0.25
	post-NEEWS (2017)	0.09	0.24	5.02	1.93	0.25
XS-3 Rt 5 to Hartford Ave Sub [‡]	pre-NEEWS (2012)	0.04	0.28	4.88	1.79	0.18
	post-NEEWS (2012)	0.07	0.25	5.02	1.93	0.25
	post-NEEWS (2017)	0.07	0.25	5.02	1.93	0.25
XS-4 .60 Mi North of Phenix Avenue to .13 Mi North of Providence Street [†]	pre-NEEWS (2012)	0.03	0.56	4.94	1.81	0.18
	post-NEEWS (2012)	0.06	0.36	5.02	1.92	0.24
	post-NEEWS (2017)	0.06	0.36	5.02	1.92	0.24

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Line Section	Configuration	ELECTRIC FIELD (kV/m) AT LOCATION				
		-100 ft beyond ROW edge	-ROW edge	Maximum on ROW	+ROW edge	+100 ft beyond ROW edge
	pre-NEEWS (2012)	0.03	0.05	4.49	3.84	0.30
XS-5 .13 Miles North of Providence Street to Providence Street [‡]	post-NEEWS (2012)	0.03	0.33	4.27	3.80	0.30
	post-NEEWS (2017)	0.03	0.33	4.27	3.80	0.30
XS-6 New London Avenue to Bald Hill Road [‡]	pre-NEEWS (2012)	0.02	0.34	4.94	1.81	0.18
	post-NEEWS (2012)	0.06	0.20	5.02	1.92	0.24
	post-NEEWS (2017)	0.06	0.20	5.02	1.92	0.24
XS-7 Bald Hill Road to 0.10 Miles North of Rt 117 [‡]	pre-NEEWS (2012)	0.01	0.07	4.94	1.81	0.18
	post-NEEWS (2012)	0.05	0.11	5.02	1.93	0.25
	post-NEEWS (2017)	0.05	0.11	5.02	1.93	0.25
XS-8 .16 Miles South of Rt 117 to .11 Miles North of Cowesett Rd [†]	pre-NEEWS (2012)	0.13	1.31	4.77	0.15	0.04
	post-NEEWS (2012)	0.15	1.36	4.83	0.63	0.14
	post-NEEWS (2017)	0.15	1.36	4.83	0.63	0.14

[†]Rhode Island Reliability Project: Electric and Magnetic Field Modeling (May 19, 2009).

[‡]Rhode Island Reliability Project: Electric and Magnetic Field Modeling, Addendum to Report (May 26, 2009).

RHODE ISLAND RELIABILITY PROJECT
AUDIBLE NOISE

Line Section	Configuration	AUDIBLE NOISE (dBA)			
		FAIR WEATHER		FOUL WEATHER	
		-ROW edge	+ROW edge	-ROW edge	+ROW edge
XS-1 0.16 Mi South of Rt 104 to Rt 44 (W. Farnum to Farnum Pike) [†]	pre-NEEWS (2012)	16.2	20.4	41.2	45.4
	post-NEEWS (2012)	21.7	23.2	46.7	48.2
	post-NEEWS (2017)	21.7	23.2	46.7	48.2
XS-2 0.16 Mi South of Rt 104 to Rt 44 (Wolf Hill to Putnam Pike) [†]	pre-NEEWS (2012)	16.2	20.4	41.2	45.4
	post-NEEWS (2012)	21.7	23.2	46.7	48.2
	post-NEEWS (2017)	21.7	23.2	46.7	48.2
XS-3 Rt 5 to Hartford Ave Sub [‡]	pre-NEEWS (2012)	16.2	20.4	41.2	45.4
	post-NEEWS (2012)	21.7	23.2	46.7	48.2
	post-NEEWS (2017)	21.7	23.2	46.7	48.2
XS-4 .60 Mi North of Phenix Avenue to .13 Mi North of Providence Street [†]	pre-NEEWS (2012)	16.5	20.6	41.5	45.6
	post-NEEWS (2012)	21.7	23.3	46.7	48.3
	post-NEEWS (2017)	21.7	23.3	46.7	48.3

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Line Section	Configuration	AUDIBLE NOISE (dBA)			
		FAIR WEATHER		FOUL WEATHER	
		-ROW edge	+ROW edge	-ROW edge	+ROW edge
XS-5 .13 Miles North of Providence Street to Providence Street [‡]	pre-NEEWS (2012)	18.9	24.6	43.9	49.6
	post-NEEWS (2012)	24.1	27.5	49.1	52.5
	post-NEEWS (2017)	24.1	27.5	49.1	52.5
XS-6 New London Avenue to Bald Hill Road [‡]	pre-NEEWS (2012)	16.5	20.6	41.5	45.6
	post-NEEWS (2012)	21.7	23.3	46.7	48.3
	post-NEEWS (2017)	21.7	23.3	46.7	48.3
XS-7 Bald Hill Road to 0.10 Miles North of Rt 117 [‡]	pre-NEEWS (2012)	15.2	20.6	40.2	45.6
	post-NEEWS (2012)	20.9	23.5	45.9	48.5
	post-NEEWS (2017)	20.9	23.5	45.9	48.5
XS-8 .16 Miles South of Rt 117 to .11 Miles North of Cowesett Rd [†]	pre-NEEWS (2012)	19.9	16.1	44.9	41.1
	post-NEEWS (2012)	21.9	21.9	46.9	46.9
	post-NEEWS (2017)	21.9	21.9	46.9	46.9

[†]Rhode Island Reliability Project: Electric and Magnetic Field Modeling (May 19, 2009).

[‡]Rhode Island Reliability Project: Electric and Magnetic Field Modeling, Addendum to Report (May 26, 2009).