

February 1, 2022

VIA ELECTRONIC MAIL

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

RE: Docket 5209 - Proposed FY 2023 Electric Infrastructure, Safety, and Reliability Plan Responses to Data Requests - Division Set 4

Dear Ms. Massaro:

On behalf of The Narragansett Electric Company d/b/a National Grid (“National Grid” or the “Company”), enclosed please find the electronic version of the Company’s responses to the Division’s Fourth Set of Data Requests, containing one request, in the above-reference matter.¹

Thank you for your attention to this transmittal. If you have any questions, please contact me at 401-784-7263.

Sincerely,



Andrew S. Marcaccio

Enclosure

cc: Docket 5209 Service List
Jon Hagopian, Esq.
John Bell, Division
Greg Booth, Division
Linda Kushner, Division

¹ Per a communication from Commission counsel on October 4, 2021, the Company is submitting an electronic version of this filing followed by six (6) hard copies filed with the Clerk within 24 hours of the electronic filing.

Division 4-1

Request:

Regarding the 3763 Line Structure Replacements project (Section 2, page 48):

- a) Provide a copy of the 69 kV line assessment performed in 2020 where (11) 69 kV structures were identified for replacement due to structure deficiencies and asset condition issues. Include the full scope and cost estimates for the work totaling \$3.26 million.
- b) Was the line assessment performed as part of the Newport Area Study which is currently being finalized by the Company? Why or why not?
- c) Was the line assessment performed as part of the ISR Plan? If so, provide the project and cost estimate for the assessment.
- d) What work is planned for FY 2023? When is the project scheduled for construction start and completion?
- e) Explain why the Company is including transmission voltage level projects (69 kV) in the distribution ISR Plan. Provide detailed examples of any other 69 kV related projects, with costs, that have been completed or currently planned within the ISR Plan.
- f) Has the Company considered alternatives to concrete poles? What consideration was given to light duty steel structures and what alternative cost estimates were completed? Provide copies of all alternative design cost estimates.

Response:

- a) The \$3.26M in the FY23 ISR Filing represents the Net Present Value of the project revenue requirement used for the Docket 4600 analysis, not the cost estimate. The cost to address the asset condition issues on the remaining 11 concrete structures is \$1.250M (capex).

The full scope of this project includes removal of 1 and replacement of 10 direct imbed concrete 69kV transmission structures in disrepair. The 10 structures being replaced will be replaced with light duty steel structures.

The line assessment report showing deficiencies on the 3763 line is attached as Attachment DIV 4-1.

- b) No, the line assessment was not performed as part of the Newport Area Study. The Newport Area study recognized this asset condition work was occurring separately and it aligns with study recommendations.

Division 4-1, page 2

- c) No, the line assessment was not performed as part of the ISR plan.

The line assessment was performed as part of the bi-annual visual transmission helicopter patrols. Once the visual damage was identified, a thorough inspection was performed by transmission personnel.

- d) Completion of design work and construction of all 10 structure replacements and 1 structure removal are planned for FY2023. Construction Start is currently scheduled for October 2022 and Construction Complete is targeted for January 2023.
- e) This circuit was acquired as part of the acquisition of EUA by National Grid in April 2000. These assets were classified as Distribution by EUA and since the use and purpose of the structures will not change as a result of this project, there was no change made to the classification of the assets.

The Company is not aware of any other circuits at voltage levels typically considered transmission that are classified as distribution by the Company, and therefore, believe this is the only project at a 69 kV voltage level that has been included within the ISR.

- f) Yes, the Company considered alternatives to concrete poles. Concrete poles are not a National Grid standard line structure. All 10 structures requiring replacement will be replaced with light duty steel structures. Structure 59 was already replaced in calendar year 2021 with a light duty steel direct embed structure. For the 10 remaining concrete structures requiring replacement, 8 will be directly embedded engineered steel. The material thickness and design will be specific to the needs of the structure. Two structures will have foundations due to the angle of the line and limitations of the right of way. These structures are in a coastal area with restricted access and critical need. The selection of the structures to be used for this project are specific to the project and designed to meet the project needs. No alternative cost estimates were prepared as the selected option is the one that meets current company standards. There is no alternative for replacing the structures as the 3763 line is essential to continue providing electric service to this area.

Anomaly: 28



Anomaly Rating		Anomaly Description				Anomaly Type	
2		The conductor clamp trunion saddle bolts have let go and the wire is loose but trapped inside a retainer ring on the top left phase.				Visual	
Circuit	3763	Location	3763_STR54_2030374	GPS	41.538015 -71.309654	Inspector Date	Darin McMaster Jul 26, 2020

ANOMALY REPORT



Anomaly: 30



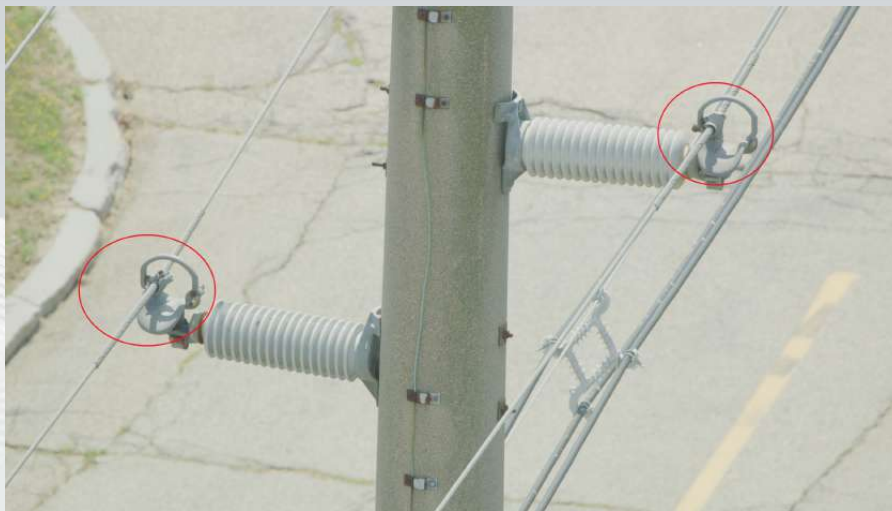
Anomaly Rating		Anomaly Description				Anomaly Type	
3		The top of the concrete pole is damaged.				Visual	
Circuit	3763	Location	3763_STR55_2030378	GPS	41.537591 -71.310091	Inspector Date	Darin McMaster Jul 26, 2020

Anomaly: 31



Anomaly Rating		Anomaly Description				Anomaly Type	
2		The conductor clamp trunnion saddle bolts have let go and the wire is loose but trapped inside a retainer ring on the bottom left phase.				Visual	
Circuit	3763	Location	3763_STR57_2030386	GPS	41.536506 -71.311178	Inspector Date	Darin McMaster Jul 26, 2020

Anomaly: 32



Anomaly Rating		Anomaly Description				Anomaly Type	
2		The conductor clamp trunnion saddle bolts have let go and the wire is loose but trapped inside a retainer ring on the bottom left and right phases.				Visual	
Circuit	3763	Location	3763_STR58_2030390	GPS	41.535886 -71.311615	Inspector Date	Darin McMaster Jul 26, 2020

Anomaly: 33



Anomaly Rating		Anomaly Description				Anomaly Type	
3		The top of the concrete pole is damaged.				Visual	
Circuit	3763	Location	3763_STR59_2030394	GPS	41.535145 -71.312035	Inspector Date	Darin McMaster Jul 26, 2020

ANOMALY REPORT



Anomaly: 34



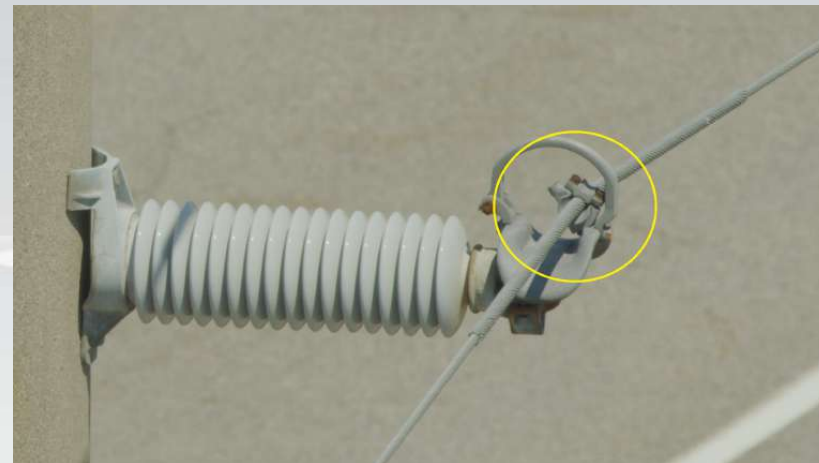
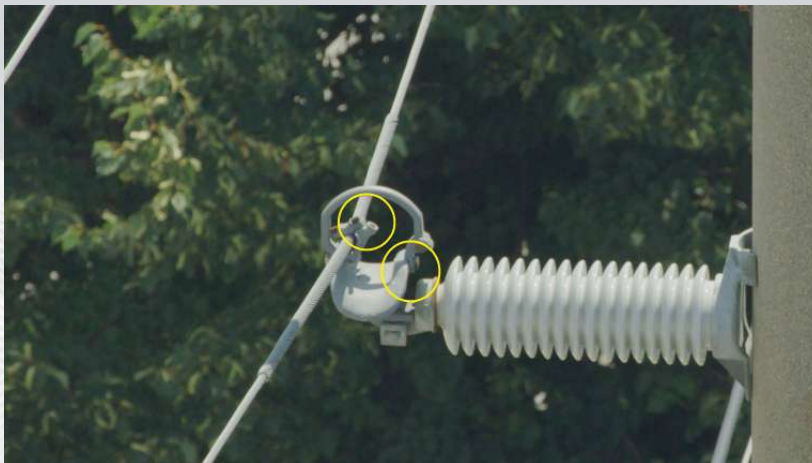
Anomaly Rating		Anomaly Description				Anomaly Type	
2		The conductor clamp trunnion saddle bolts have let go and the wire is loose but trapped inside a retainer ring on the right phase.				Visual	
Circuit	3763	Location	3763_STR60_2030398	GPS	41.534378 -71.312373	Inspector Date	Darin McMaster Jul 26, 2020

Anomaly: 35



Anomaly Rating		Anomaly Description				Anomaly Type	
2		The SPAC distribution suspension hardware has a hot line type fitting that is not screwed closed on the suspension eye bolt.				Visual	
Circuit	3763	Location	3763_STR61_2030402	GPS	41.533572 -71.312585	Inspector Date	Darin McMaster Jul 26, 2020

Anomaly: 36



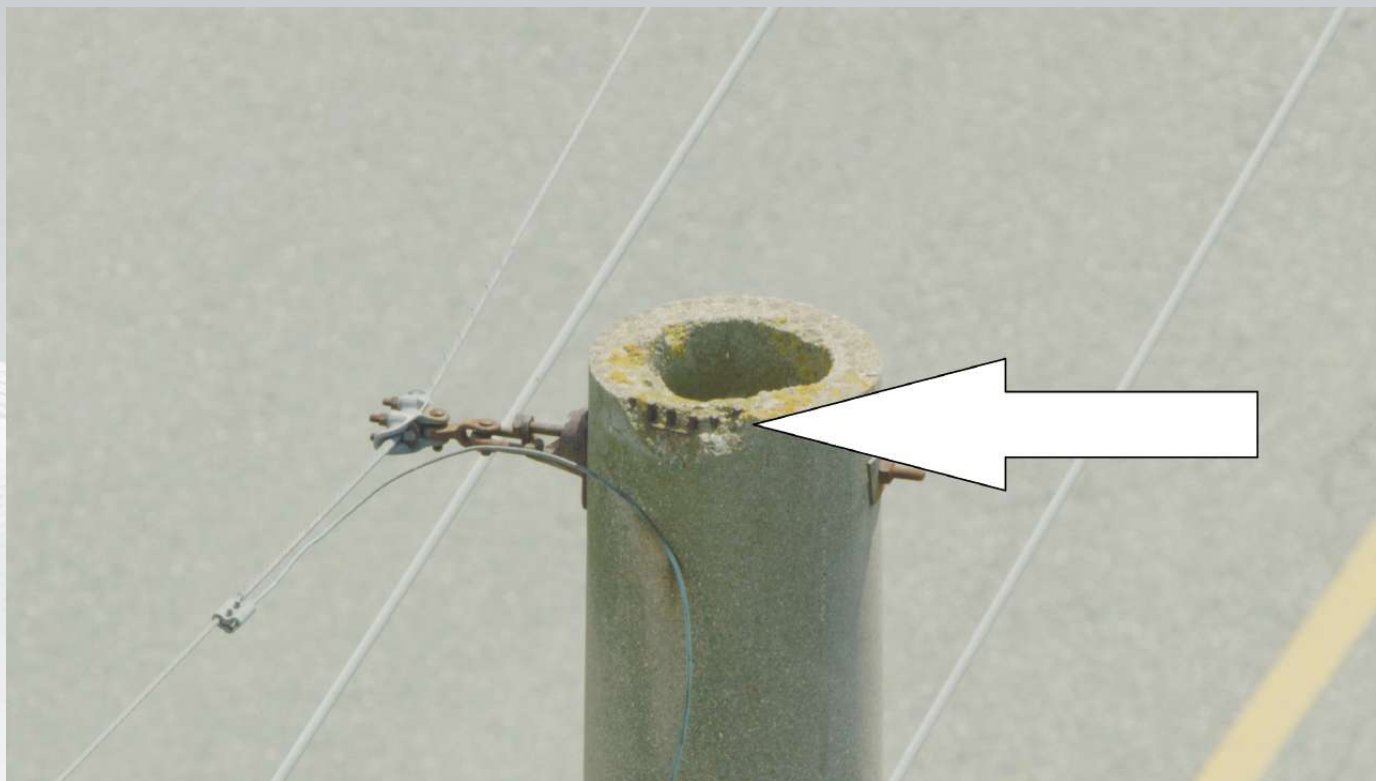
Anomaly Rating		Anomaly Description				Anomaly Type	
2		The conductor clamp trunnion saddle bolts have let go and the wire is loose but trapped inside a retainer ring on the bottom left phase.				Visual	
Circuit	3763	Location	3763_STR62_2030406	GPS	41.532765 -71.312659	Inspector Date	Darin McMaster Jul 26, 2020

Anomaly: 37



Anomaly Rating		Anomaly Description				Anomaly Type	
2		The conductor clamp trunnion saddle bolts have let go and the wire is loose but trapped inside a retainer ring on the right phase.				Visual	
Circuit	3763	Location	3763_STR63_2030410	GPS	41.531947 -71.312603	Inspector Date	Darin McMaster Jul 26, 2020

Anomaly: 38



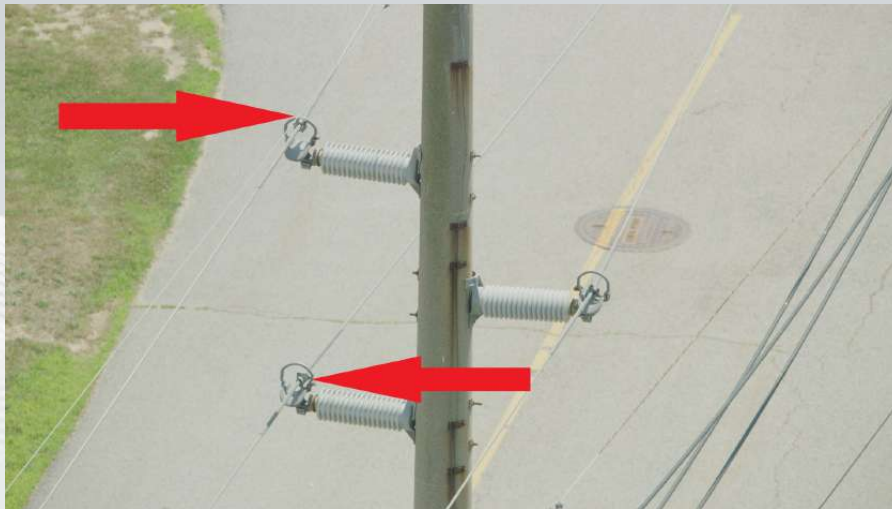
Anomaly Rating		Anomaly Description				Anomaly Type	
3		The pole top concrete is damaged.				Visual	
Circuit	3763	Location	3763_STR63_2030410	GPS	41.531947 -71.312603	Inspector Date	Darin McMaster Jul 26, 2020

ANOMALY REPORT



LINEWISE AERIAL
SOLUTIONS INCORPORATED

Anomaly: 39

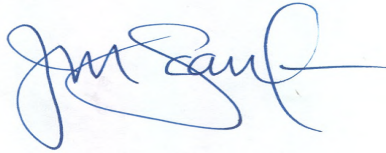


Anomaly Rating		Anomaly Description				Anomaly Type	
2		The conductor clamp trunnion saddle bolts have let go and the wire is loose but trapped inside a retainer ring on the bottom left and top left phases.				Visual	
Circuit	3763	Location	3763_STR64_2030414	GPS	41.531164 -71.312385	Inspector Date	Darin McMaster Jul 26, 2020

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

February 1, 2022
Date

**Docket No. 5209 - National Grid's Electric ISR Plan FY 2023
Service List as of 01/10/2022**

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