Generation Interconnection

Feasibility Study Report

for

Queue Project AE2-247

MYRTLE-WINDSOR 115 KV

8.4 MW Capacity / 20 MW Energy

July, 2019

Table of Contents

1 Preface

The intent of the feasibility study is to determine a plan, with ballpark cost and construction time estimates, to connect the subject generation to the PJM network at a location specified by the Interconnection Customer. The Interconnection Customer may request the interconnection of generation as a capacity resource or as an energy-only resource. As a requirement for interconnection, the Interconnection Customer may be responsible for the cost of constructing: (1) Direct Connections, which are new facilities and/or facilities upgrades needed to connect the generator to the PJM network, and (2) Network Upgrades, which are facility additions, or upgrades to existing facilities, that are needed to maintain the reliability of the PJM system.

In some instances a generator interconnection may not be responsible for 100% of the identified network upgrade cost because other transmission network uses, e.g. another generation interconnection, may also contribute to the need for the same network reinforcement. Cost allocation rules for network upgrades can be found in PJM Manual 14A, Attachment B. The possibility of sharing the reinforcement costs with other projects may be identified in the feasibility study, but the actual allocation will be deferred until the impact study is performed.

The Interconnection Customer seeking to interconnect a wind or solar generation facility shall maintain meteorological data facilities as well as provide that meteorological data which is required per Schedule H to the Interconnection Service Agreement and Section 8 of Manual 14D.

PJM utilizes manufacturer models to ensure the performance of turbines is properly captured during the simulations performed for stability verification and, where applicable, for compliance with low voltage ride through requirements. Turbine manufacturers provide such models to their customers. The list of manufacturer models PJM has already validated is contained in Attachment B of Manual 14G. Manufacturer models may be updated from time to time, for various reasons such as to reflect changes to the control systems or to more accurately represent the capabilities turbines and controls which are currently available in the field. Additionally, as new turbine models are developed, turbine manufacturers provide such new models which must be used in the conduct of these studies. PJM needs adequate time to evaluate the new models in order to reduce delays to the System Impact Study process timeline for the Interconnection Customer as well as other Interconnection Customers in the study group. Therefore, PJM will require that any Interconnection Customer with a new manufacturer model must supply that model to PJM, along with a $10,000 fully refundable deposit, no later than three (3) months prior to the starting date of the System Impact Study (See Section 4.3 for starting dates) for the Interconnection Request which shall specify the use of the new model. The Interconnection Customer will be required to submit a completed dynamic model study request form (Attachment B-1 of Manual 14G) in order to document the request for the study.

The Feasibility Study estimates do not include the feasibility, cost, or time required to obtain property rights and permits for construction of the required facilities. The project developer is responsible for the right of way, real estate, and construction permit issues. For properties currently owned by Transmission Owners, the costs may be included in the study.

2 General

The Interconnection Customer (IC) has proposed an uprate to the AD2-085 project located in Isle of Wight, Virginia. This projects requests an increase to the install capability of the AD2-085 project by 20 MW with 8.4 MW of this output being recognized by PJM as additional Capacity. The installed facilities will have a total capability of 71 MW with 26.98 MW of this output being recognized by PJM as Capacity. The proposed in-service date for this uprate project is November 30, 2021. This study does not imply a Transmission Owner (TO) commitment to this in-service date.

Queue Number	**AE2-247**
Project Name	MYRTLE-WINDSOR 115 KV
Interconnection Customer	
State	Virginia
County	Isle of Wight
Transmission Owner	Dominion
MFO	71
MWE	20
MWC	8.4
Fuel	Solar
Basecase Study Year	2022

2.1 Point of Interconnection

AE2-247 will interconnect with the Dominion transmission system as an uprate to the AD2-085 solar generator request. AD2-085 115 kV interconnection switchyard taps the Myrtle to Windsor 115 kV line. See Attachment 1 for the One Line Diagram.

2.2 Cost Summary

The AE2-247 project will be responsible for the following costs:

Description	Total Cost
Attachment Facilities	$0
Direct Connection Network Upgrade	$0
Non Direct Connection Network Upgrades	$ To be determined in Facilities Study phase
Total Costs	$ To be determined in Facilities Study phase

In addition, the AE2-247 project may be responsible for a contribution to the following costs

Description	Total Cost
System Upgrades	$28,334,000

Cost allocations for these upgrades will be provided in the System Impact Study Report.

3 Transmission Owner Scope of Work

Dominion assessed the impact of the proposed Queue Project AE2-247 was evaluated as a 7.6 MW Capacity (20.0 MW Energy) injection at the AD2-085 115 kV substation in the Dominion Transmission System, for compliance with NERC Reliability Criteria on Dominion Transmission System. The system was assessed using the summer 2022 AE2 case provided to Dominion by PJM. When performing a generation analysis, Dominion's main analysis will be load flow study results under single contingency (both normal and stressed system conditions). Dominion Criteria considers a transmission facility overloaded if it exceeds 94% of its emergency rating under normal and stressed system conditions. A full listing of Dominion's Planning Criteria and interconnection requirements can be found in the Company's Facility Connection Requirements which are publicly available at: http://www.dominionenergy.com.

The results of these studies evaluate the system under a limited set of operating conditions and do not guarantee the full delivery of the capacity and associated energy of this proposed generation facility under all operating conditions. NERC Planning and Operating Reliability Criteria allow for the re-dispatch of generating units to resolve projected and actual deficiencies in real time and planning studies. Specifically in Planning Studies NERC Category C Contingency Conditions (Bus Fault, Tower Line, N-1-1, and Stuck Breaker scenarios) allow for re-dispatch of generating units to resolve potential reliability deficiencies. For Dominion Planning Criteria the re-dispatch of generating units for these contingency conditions is allowed as long as the projected loading does not exceed 100% of a facility Load Dump Rating.

The required Attachment Facilities, Direct Connection and Non-Direct Connection work for the interconnection of the AE2-247 generation project to the Dominion Transmission System is detailed in the following sections. The associated one-line with the generation project attachment facilities and primary direct and non-direct connection are shown in Attachment 1.

Note that the ITO findings were made from a conceptual review of this project. A more detailed review of the connection facilities and their cost will be identified in a future study phases. Further note that the cost estimate data contained in this document should be considered high level estimates since it was produced without a detailed engineering review. The applicant will be responsible for the actual cost of construction. ITO herein reserves the right to return to any issues in this document and, upon appropriate justification, request additional monies to complete any reinforcements to the transmission systems.

4 Attachment Facilities

The total preliminary cost estimate for the Attachment work is given in the table below. These costs do not include CIAC Tax Gross-up.

None.

5 Direct Connection Cost Estimate

The total preliminary cost estimate for the Direct Connection work is given in the table below. These costs do not include CIAC Tax Gross-up.

None.

6 Non-Direct Connection Cost Estimate

The total preliminary cost estimate for the Non-Direct Connection work is given in the table below. These costs do not include CIAC Tax Gross-up.

Description	Total Cost
Remote Terminal Work	$ TBD in Facilities Study Phase
Total Non-Direct Connection Facility Costs	$ TBD in Facilities Study Phase

Remote Terminal Work: During the Facilities Study phase, ITO's System Protection Engineering Department will review transmission line protection as well as anti-islanding required to accommodate the new generation and interconnection substation. System Protection Engineering will determine the minimal acceptable protection requirements to reliably interconnect the proposed generating facility with the transmission system. The review is based on maintaining system reliability by reviewing ITO's protection requirements with the known transmission system configuration which includes generating facilities in the area. This review may determine that transmission line protection and communication upgrades are required at remote substations.

7 System Reinforcements Cost Estimate

Upgrade Description	Cost
Rebuild 2.59 miles of 115 kV Line 44 from Oak Ridge to Suffolk with 636 ACSR.	$3,367,000
Rebuild 5.9 miles of 115 kV Line 44 from Windsor DP to Myrtle with 636 ACSR.	$7,670,000
Add additional 230/115 kV transformer at Suffolk substation.	$6,000,000
Rebuild 5.24 miles of 115 kV Line 44 from Myrtle to Oak Ridge with 636 ACSR.	$6,812,000
Rebuild 3.45 miles of 115 kV Line 121 from Poe to Prince George with 768 ACSS.	$4,485,000
Total Cost	**$28,334,000**

8 Schedule

The schedule for the required Network Impact Reinforcements will be more clearly identified in future study phases. The estimate elapsed time to complete each of the required reinforcements is identified in the "System Reinforcements" section of the report.

9 Transmission Owner Analysis

9.1 Power Flow Analysis

PJM performed a power flow analysis of the transmission system using a 2022 summer peak load flow model and the results were verified by Dominion. Additionally, Dominion performed an analysis of its transmission system. At the Primary POI, the AE2-247 project contributes to overloads on the Dominion transmission system as shown in the "Network Impacts" section of the report. The estimated cost of system reinforcements necessary to mitigate these overloads is also provided.

9.2 Short Circuit Analysis

PJM performed a short circuit analysis and the results were verified by Dominion. The connection of AE2-247 project to the system does not result in any newly overdutied circuit breakers on the Dominion transmission system and does not have a significant fault current contribution to existing overdutied circuit breakers

9.3 Stability Analysis

PJM will complete a dynamic stability analysis, if necessary, as part of the System Impact Study. The results of this analysis will be reviewed by Dominion. Should stability concerns be identified in PJM's study, Dominion will develop appropriate system reinforcement(s) and included the estimated cost of any reinforcement(s) in Dominion's System Impact Study report.

10 Interconnection Customer Requirements

10.1 System Protection

The IC must design its Customer Facilities in accordance with all applicable standards, including the standards in Dominion's "Dominion Energy Electric Transmission Generator Interconnection Requirements" documented in Dominion's Facility Interconnection Requirements "Exhibit C" located at: https://www.dominionenergy.com/company/moving-energy/electric-transmission-access. Preliminary Protection requirements will be provided as part of the Facilities Study. Detailed Protection Requirements will be provided once the project enters the construction phase.

10.2 Compliance Issues and Interconnection Customer Requirements

The proposed Customer Facilities must be designed in accordance with Dominion's "Dominion's Facility Interconnection Requirements" document located at: https://www.dominionenergy.com/company/moving-energy/electric-transmission-access. In particular, the IC is responsible for the following:

1. The purchase and installation of a fully rated protection device (circuit breaker, circuit switcher, fuse) to protect the IC's GSU transformer(s).

2. The purchase and installation of the minimum required Dominion generation interconnection relaying and control facilities as described in the System Protection noted above. This includes over/under voltage protection, over/under frequency protection, and zero sequence voltage protection relays.

3. The purchase and installation of supervisory control and data acquisition ("SCADA") equipment to provide information in a compatible format to the Dominion Transmission System Control Center.

4. Compliance with the Dominion and PJM generator power factor and voltage control requirements.

   The GSU(s) associated with the IC queue request shall meet the grounding requirements as noted in Dominion's "Dominion's Facility Interconnection Requirements" document located at: https://www.dominionenergy.com/company/moving-energy/electric-transmission-access.

The IC will also be required to meet all PJM, SERC, and NERC reliability criteria and operating procedures for standards compliance. For example, the IC will need to properly locate and report the over and under voltage and over and under frequency system protection elements for its units as well as the submission of the generator model and protection data required to satisfy the PJM and SERC audits. Failure to comply with these requirements may result in a disconnection of service if the violation is found to compromise the reliability of the Dominion system.

10.3 Power Factor Requirements

The IC shall design its non-synchronous Customer Facility with the ability to maintain a power factor of at least 0.95 leading (absorbing VARs) to 0.95 lagging (supplying VARs) measured at the high-side of the facility substation transformer(s) connected to the Dominion transmission system.

11 Revenue Metering and SCADA Requirements

11.1 PJM Requirements

The Interconnection Customer will be required to install equipment necessary to provide Revenue Metering (KWH, KVARH) and real time data (KW, KVAR) for IC's generating Resource. See PJM Manuals M-01 and M-14D, and PJM Tariff Section 8 of Attachment O.

11.2 Dominion Requirements

See Section 3.4.6 “Metering and Telecommunications” of Dominion’s “Dominion’s Facility Interconnection Requirements” document located at: https://www.dominionenergy.com/company/moving-energy/electric-transmission-access.

12 Network Impacts

The Queue Project AE2-247 was evaluated as a 20.0 MW (Capacity 8.4 MW) injection at the Windsor 115 kV substation in the Dominion area. Project AE2-247 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AE2-247 was studied with a commercial probability of 53%. Potential network impacts were as follows:

Summer Peak Load Flow

13 Generation Deliverability

(Single or N-1 contingencies for the Capacity portion only of the interconnection)

None

14 Multiple Facility Contingency

(Double Circuit Tower Line, Fault with a Stuck Breaker, and Bus Fault contingencies for the full energy output)

None

15 Contribution to Previously Identified Overloads

(This project contributes to the following contingency overloads, i.e. "Network Impacts", identified for earlier generation or transmission interconnection projects in the PJM Queue)

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
8040108	313803	3OAKRI44	DVP	314536	3SUFFOLK	DVP	1	DVP_P1-2: LN 15-A-A	single	110.92	120.97	128.54	DC	8.4
7694771	314329	3POE	DVP	314291	3PRGEORG	DVP	1	DVP_P4-2: 2002T2003	breaker	301.0	102.38	104.01	DC	4.91
8229289	314329	3POE	DVP	314291	3PRGEORG	DVP	1	DVP_P7-1: LN 2002-2003	tower	301.0	102.38	104.01	DC	4.91
8040101	314531	3MYRTLE	DVP	313803	3OAKRI44	DVP	1	DVP_P1-2: LN 15-A-A	single	110.92	120.97	128.54	DC	8.4
7694365	314536	3SUFFOLK	DVP	314537	6SUFFOLK	DVP	1	DVP_P4-3: SUFFOLK H542	breaker	297.2	146.1	149.68	DC	10.64
7694366	314536	3SUFFOLK	DVP	314537	6SUFFOLK	DVP	1	DVP_P4-5: L1TL5	breaker	297.2	145.85	149.47	DC	10.74
7694418	314536	3SUFFOLK	DVP	314537	6SUFFOLK	DVP	3	DVP_P4-3: YTH5	breaker	307.0	139.19	142.6	DC	10.48
8229278	314536	3SUFFOLK	DVP	314537	6SUFFOLK	DVP	1	DVP_P7-1: LN 15-106-A-A	tower	297.2	104.21	106.35	DC	6.36
8040094	314542	3WINDSOR	DVP	314531	3MYRTLE	DVP	1	DVP_P1-2: LN 15-A-A	single	110.92	131.25	138.82	DC	8.4

16 Potential Congestion due to Local Energy Deliverability

PJM also studied the delivery of the energy portion of this interconnection request. Any problems identified below are likely to result in operational restrictions to the project under study. The developer can proceed with network upgrades to eliminate the operational restriction at their discretion by submitting a Merchant Transmission Interconnection request.

Note: Only the most severely overloaded conditions are listed below. There is no guarantee of full delivery of energy for this project by fixing only the conditions listed in this section. With a Transmission Interconnection Request, a subsequent analysis will be performed which shall study all overload conditions associated with the overloaded element(s) identified.

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
8040106	313803	3OAKRI44	DVP	314536	3SUFFOLK	DVP	1	DVP_P1-2: LN 15-A-A	operation	110.92	255.14	273.17	DC	20.0
8040112	313803	3OAKRI44	DVP	314536	3SUFFOLK	DVP	1	Base Case	operation	110.92	93.22	106.41	DC	14.62
8040099	314531	3MYRTLE	DVP	313803	3OAKRI44	DVP	1	DVP_P1-2: LN 15-A-A	operation	110.92	255.14	273.17	DC	20.0
8040105	314531	3MYRTLE	DVP	313803	3OAKRI44	DVP	1	Base Case	operation	110.92	93.31	106.5	DC	14.62
8041363	314536	3SUFFOLK	DVP	314537	6SUFFOLK	DVP	1	DVP_P1-3: 6SUFFOLK-TX#5	operation	248.44	100.88	103.44	DC	6.37
8040092	314542	3WINDSOR	DVP	314531	3MYRTLE	DVP	1	DVP_P1-2: LN 15-A-A	operation	110.92	265.42	283.45	DC	20.0
8040098	314542	3WINDSOR	DVP	314531	3MYRTLE	DVP	1	Base Case	operation	110.92	103.5	116.68	DC	14.62
8040124	939190	AE1-149 TAP	DVP	314329	3POE	DVP	1	Base Case	operation	110.92	165.75	170.6	DC	5.38

17 System Reinforcements

ID	Index	Facility	Upgrade Description	Cost
8040108	1	3OAKRI44 115.0 kV - 3SUFFOLK 115.0 kV Ckt 1	dom-054 (208) : Rebuild 2.59 miles of 115 kV Line 44 from Oak Ridge to Suffolk with 636 ACSR. Project Type : FAC Cost : $3,367,000 Time Estimate : 30-36 Months	$3,367,000
8040094	6	3WINDSOR 115.0 kV - 3MYRTLE 115.0 kV Ckt 1	dom-052 (204) : Rebuild 5.9 miles of 115 kV Line 44 from Windsor DP to Myrtle with 636 ACSR. Project Type : FAC Cost : $7,670,000 Time Estimate : 30-36 Months	$7,670,000
7694418	5	3SUFFOLK 115.0 kV - 6SUFFOLK 230.0 kV Ckt 3	dom-015 (142) : Add additional 230/115 kV transformer at Suffolk substation. Project Type : CON Cost : $6,000,000 Time Estimate : 16-18 Months	$6,000,000
7694366,7694365,8229278	4	3SUFFOLK 115.0 kV - 6SUFFOLK 230.0 kV Ckt 1		
8040101	3	3MYRTLE 115.0 kV - 3OAKRI44 115.0 kV Ckt 1	dom-053 (206) : Rebuild 5.24 miles of 115 kV Line 44 from Myrtle to Oak Ridge with 636 ACSR. Project Type : FAC Cost : $6,812,000 Time Estimate : 30-36 Months	$6,812,000
8229289,7694771	2	3POE 115.0 kV - 3PRGEORG 115.0 kV Ckt 1	dom-043 (183) : Rebuild 3.45 miles of 115 kV Line 121 from Poe to Prince George with 768 ACSS. Project Type : FAC Cost : $4,485,000 Time Estimate : 30-36 Months	$4,485,000
			TOTAL COST	$28,334,000

18 Flow Gate Details

The following appendices contain additional information about each flowgate presented in the body of the report. For each appendix, a description of the flowgate and its contingency was included for convenience. However, the intent of the appendix section is to provide more information on which projects/generators have contributions to the flowgate in question. Although this information is not used "as is" for cost allocation purposes, it can be used to gage other generators impact. It should be noted the generator contributions presented in the appendices sections are full contributions, whereas in the body of the report, those contributions take into consideration the commercial probability of each project.

18.1 Index 1

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
8040108	313803	3OAKRI44	DVP	314536	3SUFFOLK	DVP	1	DVP_P1-2: LN 15-A-A	single	110.92	120.97	128.54	DC	8.4

Bus #	Bus	MW Impact
932581	AC2-078 C O1	22.8
936661	AD2-085 C	19.38
939191	AE1-149 C O1	60.0
940651	AE2-052	20.1
941601	AE2-157 C O1	60.0
942341	AE2-247 C	8.4

18.2 Index 2

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
8229289	314329	3POE	DVP	314291	3PRGEORG	DVP	1	DVP_P7-1: LN 2002-2003	tower	301.0	102.38	104.01	DC	4.91

Bus #	Bus	MW Impact
925061	AB2-161 C O1	7.21
925062	AB2-161 E O1	11.77
932581	AC2-078 C O1	13.92
932582	AC2-078 E O1	22.7
932591	AC2-079 C O1	7.66
932592	AC2-079 E O1	12.49
934571	AD1-082 C	16.44
934572	AD1-082 E	9.38
936661	AD2-085 C	4.76
936662	AD2-085 E	7.76
938631	AE1-085 C O1	35.61
938632	AE1-085 E O1	23.74
939191	AE1-149 C O1	39.42
939192	AE1-149 E O1	26.28
940061	AE1-248 C O1	34.16
940062	AE1-248 E O1	22.78
940651	AE2-052	13.21
941101	AE2-104 C O1	1.68
941102	AE2-104 E O1	2.67
941601	AE2-157 C O1	27.32
941602	AE2-157 E O1	18.22
942341	AE2-247 C	2.06
942342	AE2-247 E	2.85
CARR	CARR	0.02
CBM-S1	CBM-S1	0.51
CBM-S2	CBM-S2	0.6
CBM-W1	CBM-W1	0.51
CBM-W2	CBM-W2	3.32
CIN	CIN	0.23
CPLE	CPLE	0.32
G-007	G-007	0.07
IPL	IPL	0.14
LGEE	LGEE	0.07
MEC	MEC	0.51
MECS	MECS	0.21
O-066	O-066	0.46
RENSSELAER	RENSSELAER	0.02
WEC	WEC	0.06

18.3 Index 3

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
8040101	314531	3MYRTLE	DVP	313803	3OAKRI44	DVP	1	DVP_P1-2: LN 15-A-A	single	110.92	120.97	128.54	DC	8.4

Bus #	Bus	MW Impact
932581	AC2-078 C O1	22.8
936661	AD2-085 C	19.38
939191	AE1-149 C O1	60.0
940651	AE2-052	20.1
941601	AE2-157 C O1	60.0
942341	AE2-247 C	8.4

18.4 Index 4

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
7694366	314536	3SUFFOLK	DVP	314537	6SUFFOLK	DVP	1	DVP_P4-5: L1TL5	breaker	297.2	145.85	149.47	DC	10.74

Bus #	Bus	MW Impact
314539	3UNCAMP	6.35
314541	3WATKINS	1.58
314589	3MURPHYS	0.07
314617	3TUNIS	0.59
315115	1S HAMPT1	2.5
900672	V4-068 E	0.33
907092	X1-038 E	15.88
920041	AA2-088 C OP	1.26
920042	AA2-088 E OP	16.86
923801	AB2-015 C O1	20.96
923802	AB2-015 E O1	17.19
925061	AB2-161 C O1	7.91
925062	AB2-161 E O1	12.9
932581	AC2-078 C O1	4.76
932582	AC2-078 E O1	7.76
932591	AC2-079 C O1	17.59
932592	AC2-079 E O1	28.7
934571	AD1-082 C	18.03
934572	AD1-082 E	10.28
936661	AD2-085 C	10.41
936662	AD2-085 E	16.98
936711	AD2-090 C O1	14.78
936712	AD2-090 E O1	9.85
938631	AE1-085 C O1	14.33
938632	AE1-085 E O1	9.56
938771	AE1-103 C O1	9.53
938772	AE1-103 E O1	13.16
939191	AE1-149 C O1	9.99
939192	AE1-149 E O1	6.66
940061	AE1-248 C O1	37.47
940062	AE1-248 E O1	24.98
940651	AE2-052	3.35
941101	AE2-104 C O1	13.42
941102	AE2-104 E O1	21.32
941601	AE2-157 C O1	20.88
941602	AE2-157 E O1	13.92
942341	AE2-247 C	4.51
942342	AE2-247 E	6.23
CARR	CARR	0.02
CBM-S1	CBM-S1	0.4
CBM-S2	CBM-S2	0.47
CBM-W1	CBM-W1	0.4

Bus #	Bus	MW Impact
CBM-W2	CBM-W2	2.59
CIN	CIN	0.18
CPLE	CPLE	0.26
G-007	G-007	0.07
IPL	IPL	0.11
LGEE	LGEE	0.05
MEC	MEC	0.4
MECS	MECS	0.17
O-066	O-066	0.42
RENSSELAER	RENSSELAER	0.02
WEC	WEC	0.05

18.5 Index 5

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
7694418	314536	3SUFFOLK	DVP	314537	6SUFFOLK	DVP	3	DVP_P4-3: YTH5	breaker	307.0	139.19	142.6	DC	10.48

Bus #	Bus	MW Impact
314539	3UNCAMP	6.19
314541	3WATKINS	1.54
314589	3MURPHYS	0.07
314617	3TUNIS	0.56
315115	1S HAMPT1	2.43
900672	V4-068 E	0.32
907092	X1-038 E	15.46
920041	AA2-088 C OP	1.22
920042	AA2-088 E OP	16.36
923801	AB2-015 C O1	20.4
923802	AB2-015 E O1	16.73
925061	AB2-161 C O1	7.71
925062	AB2-161 E O1	12.59
932581	AC2-078 C O1	4.64
932582	AC2-078 E O1	7.57
932591	AC2-079 C O1	17.16
932592	AC2-079 E O1	27.99
934571	AD1-082 C	17.58
934572	AD1-082 E	10.03
936661	AD2-085 C	10.15
936662	AD2-085 E	16.56
936711	AD2-090 C O1	14.37
936712	AD2-090 E O1	9.58
938631	AE1-085 C O1	13.97
938632	AE1-085 E O1	9.32
938771	AE1-103 C O1	9.28
938772	AE1-103 E O1	12.81
939191	AE1-149 C O1	9.74
939192	AE1-149 E O1	6.49
940061	AE1-248 C O1	36.54
940062	AE1-248 E O1	24.36
940651	AE2-052	3.26
941101	AE2-104 C O1	13.09
941102	AE2-104 E O1	20.8
941601	AE2-157 C O1	20.37
941602	AE2-157 E O1	13.58
942341	AE2-247 C	4.4
942342	AE2-247 E	6.08
CARR	CARR	0.02
CBM-S1	CBM-S1	0.35
CBM-S2	CBM-S2	0.41
CBM-W1	CBM-W1	0.36

Bus #	Bus	MW Impact
CBM-W2	CBM-W2	2.29
CIN	CIN	0.16
CPLE	CPLE	0.22
G-007	G-007	0.06
IPL	IPL	0.1
LGEE	LGEE	0.05
MEC	MEC	0.36
MECS	MECS	0.15
O-066	O-066	0.36
RENSSELAER	RENSSELAER	0.01
WEC	WEC	0.04

18.6 Index 6

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
8040094	314542	3WINDSOR	DVP	314531	3MYRTLE	DVP	1	DVP_P1-2: LN 15-A-A	single	110.92	131.25	138.82	DC	8.4

Bus #	Bus	MW Impact
932581	AC2-078 C O1	22.8
936661	AD2-085 C	19.38
939191	AE1-149 C O1	60.0
940651	AE2-052	20.1
941601	AE2-157 C O1	60.0
942341	AE2-247 C	8.4

Affected Systems

19 Affected Systems

19.1 LG&E

LG&E Impacts to be determined during later study phases (as applicable).

19.2 MISO

MISO Impacts to be determined during later study phases (as applicable).

19.3 TVA

TVA Impacts to be determined during later study phases (as applicable).

19.4 Duke Energy Progress

Duke Energy Progress Impacts to be determined during later study phases (as applicable).

19.5 NYISO

NYISO Impacts to be determined during later study phases (as applicable).

20 Contingency Descriptions

Contingency Name	Contingency Definition
DVP_P7-1: LN 2002-2003	CONTINGENCY 'DVP_P7-1: LN 2002-2003' OPEN BRANCH FROM BUS 314282 TO BUS 314331 CKT 1 /* 6CARSON 230.00 - 6POE 230.00 OPEN BRANCH FROM BUS 314329 TO BUS 314331 CKT 1 /* 3POE 115.00 - 6POE 230.00 OPEN BRANCH FROM BUS 314263 TO BUS 314287 CKT 1 /* 6TYLER1 230.00 - 6CHESTF B 230.00 OPEN BRANCH FROM BUS 314263 TO BUS 314299 CKT 1 /* 6TYLER1 230.00 - 6HARROWG 230.00 OPEN BRANCH FROM BUS 314299 TO BUS 314331 CKT 1 /* 6HARROWG 230.00 - 6POE 230.00 OPEN BRANCH FROM BUS 314329 TO BUS 314331 CKT 2 /* 3POE 115.00 - 6POE 230.00 OPEN BUS 314263 /* ISLAND: 6TYLER1 230.00 OPEN BUS 314299 /* ISLAND: 6HARROWG 230.00 END
DVP_P4-2: 2002T2003	CONTINGENCY 'DVP_P4-2: 2002T2003' /* POE 230 KV OPEN BRANCH FROM BUS 314282 TO BUS 314331 CKT 1 /* 6CARSON 230.00 - 6POE 230.00 OPEN BRANCH FROM BUS 314329 TO BUS 314331 CKT 1 /* 3POE 115.00 - 6POE 230.00 OPEN BRANCH FROM BUS 314263 TO BUS 314287 CKT 1 /* 6TYLER1 230.00 - 6CHESTF B 230.00 OPEN BRANCH FROM BUS 314263 TO BUS 314299 CKT 1 /* 6TYLER1 230.00 - 6HARROWG 230.00 OPEN BRANCH FROM BUS 314299 TO BUS 314331 CKT 1 /* 6HARROWG 230.00 - 6POE 230.00 OPEN BRANCH FROM BUS 314329 TO BUS 314331 CKT 2 /* 3POE 115.00 - 6POE 230.00 OPEN BUS 314263 /* ISLAND: 6TYLER1 230.00 OPEN BUS 314299 /* ISLAND: 6HARROWG 230.00 END
DVP_P1-3: 6SUFFOLK-TX#5	CONTINGENCY 'DVP_P1-3: 6SUFFOLK-TX#5' OPEN BRANCH FROM BUS 314536 TO BUS 314537 CKT 2 /* 3SUFFOLK 115.00 - 6SUFFOLK 230.00 END
DVP_P4-5: L1TL5	CONTINGENCY 'DVP_P4-5: L1TL5' /* SUFFOLK 115 KV OPEN BRANCH FROM BUS 314536 TO BUS 314537 CKT 3 /* 3SUFFOLK 115.00 - 6SUFFOLK 230.00 OPEN BRANCH FROM BUS 314536 TO BUS 314537 CKT 2 /* 3SUFFOLK 115.00 - 6SUFFOLK 230.00 END
DVP_P4-3: SUFFOLK H542	CONTINGENCY 'DVP_P4-3: SUFFOLK H542' /* SUFFOLK 230 KV OPEN BRANCH FROM BUS 314536 TO BUS 314537 CKT 3 /* 3SUFFOLK 115.00 - 6SUFFOLK 230.00 OPEN BRANCH FROM BUS 314536 TO BUS 314537 CKT 2 /* 3SUFFOLK 115.00 - 6SUFFOLK 230.00 OPEN BRANCH FROM BUS 314537 TO BUS 314928 CKT 2 /* 6SUFFOLK 230.00 - 8SUFFOLK 500.00 END
DVP_P1-2: LN 15-A-A	CONTINGENCY 'DVP_P1-2: LN 15-A-A' OPEN BRANCH FROM BUS 939190 TO BUS 314329 CKT 1 /* AE1-149 TAP 115.00 - 3POE 115.00 END

Contingency Name	Contingency Definition
DVP_P7-1: LN 15-106-A-A	CONTINGENCY 'DVP_P7-1: LN 15-106-A-A' OPEN BRANCH FROM BUS 939190 TO BUS 314329 CKT 1 /* AE1-149 TAP 115.00 - 3POE 115.00 OPEN BRANCH FROM BUS 938630 TO BUS 314273 CKT 1 /* AE1-085 TAP 115.00 - 3BAKRS P 115.00 OPEN BRANCH FROM BUS 314262 TO BUS 314280 CKT 1 /* 3NEWBO_1 115.00 - 3NEWBOHE 115.00 OPEN BRANCH FROM BUS 314273 TO BUS 314280 CKT 1 /* 3BAKRS P 115.00 - 3NEWBOHE 115.00 OPEN BRANCH FROM BUS 314280 TO BUS 314329 CKT 1 /* 3NEWBOHE 115.00 - 3POE 115.00 OPEN BUS 314262 /* ISLAND: 3NEWBO_1 115.00 OPEN BUS 314273 /* ISLAND: 3BAKRS P 115.00 OPEN BUS 314280 /* ISLAND: 3NEWBOHE 115.00 END
Base Case	
DVP_P4-3: YTH5	CONTINGENCY 'DVP_P4-3: YTH5' /* SUFFOLK 230 KV OPEN BRANCH FROM BUS 314536 TO BUS 314537 CKT 1 /* 3SUFFOLK 115.00 - 6SUFFOLK 230.00 OPEN BRANCH FROM BUS 314536 TO BUS 314537 CKT 2 /* 3SUFFOLK 115.00 - 6SUFFOLK 230.00 OPEN BRANCH FROM BUS 314537 TO BUS 314928 CKT 1 /* 6SUFFOLK 230.00 - 8SUFFOLK 500.00 REMOVE SWSHUNT FROM BUS 314537 END

Short Circuit

21 Short Circuit

The following Breakers are overduty:

None

22 Attachment 1: One Line Diagram