

# ***Generation Interconnection Feasibility Study Report Queue Position W1-118***

The Interconnection Customer (IC) has proposed a 20 MWE (7.6 MWC) solar powered generating facility consisting of ground mounted fixed panel solar arrays to be located in Newport, Cumberland County, New Jersey. PJM studied W1-118 as a 20 MW injection into the Atlantic City Electric (ACE) system at a tap along the UNIMIN-US Silica #1 69kV circuit. The project was evaluated for compliance with reliability criteria for summer peak conditions in 2014.

## **Point of Interconnection**

W1-118 will connect to the Atlantic City Electric transmission system via a tap of the UNIMIN-US Silica Tap 69kV circuit.

## **Direct Connection Requirements**

### **Transmission Owner Scope of Direct Connection Work**

The scope of work and estimated costs for the direct connection facilities is as follows:

1. Construct a tap structure and install three (3) 69kV switches on the US Silica-UNIMIN 69kV circuit on property provided by the Interconnection Customer at no expense to Atlantic City Electric.

The estimated cost to perform this work is **\$500,000** and will take an estimated **24 – 36 months** to complete after receipt of a fully executed Interconnection Service Agreement (ISA) and Interconnection Construction Service Agreement (CSA).

Note: the above cost does not include the Contribution in Aid of Construction (CIAC) tax.

### **Interconnection Customer Scope of Direct Connection Work**

The IC is responsible for all design and construction related activities on their side of the Point of Interconnection. IC will interconnect W1-118 with the ACE system by constructing a customer owned 69kV circuit from their facility to the tap structure of the US Silica-UNIMIN 69kV circuit. The above cost estimates do not include construction of that line or bus work. Route selection, line design, right-of-way acquisition, and construction of such lines will be entirely the responsibility of the Interconnection Customer.

The IC will be required to install metering and telemetry equipment to provide revenue metering and real-time telemetry data to PJM. The requirements for this equipment are listed in Appendix 2, Section 8 of Attachment O to the PJM Tariff, as well as PJM Manuals 01 and 14D. Protective relaying and metering design and installation must comply with Atlantic City Electric's Applicable Standards.

## **Transmission Network Impacts**

Potential transmission network impacts are as follows:

### **Generator Deliverability**

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

None

### **Multiple Facility Contingency**

*(Double Circuit Tower Line contingencies at **Full** energy output. Stuck Breaker and Bus Fault contingencies will be applied during the System Impact Study.*

1. The V4-036TAP1-W1-085TAP1 69 kV line (from bus 900350 to bus 901640 ckt 1) loads from 87.27% to 101.35% (DC power flow) of its emergency rating (89 MVA) for the tower line contingency ('AE11TOWER'). This project contributes approximately 12.53 MW to cause the thermal violation.

### **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)*

None

### **Short Circuit**

Not required.

### **Stability Analysis**

Not required due to project size.

### **New System Reinforcements**

*(Upgrades required to mitigate reliability criteria violations, i.e. "Network Impacts," initially caused by the addition of this project's generation)*

1. To mitigate the V4-036TAP1-W1-085TAP1 69 kV line (from bus 900350 to bus 901640 ckt 1) overload will require the reconductor of this line segment with 795 ACSR conductor. The estimated cost to perform this work is **\$300,000** and will take **12-24 months** to complete following receipt of a fully executed Interconnection Services Agreement (ISA) and

Interconnection Construction Services Agreement (CSA). See PJM Tariff Section 217.3a for cost allocation requirements.

### **Contribution to Previously Identified System Reinforcements**

*(Overloads initially caused by prior Queue positions with additional contribution to overloading by this project.*

None

### **Potential Congestion due to Local Energy Deliverability**

*(PJM also studied the delivery of the energy portion of the surrounding generation. Any potential 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 Transmission Interconnection Request. Note: Only the most severely overloaded conditions are listed below. There is no guarantee of full deliverability for this project by fixing only the conditions listed in this section. With a Transmission Interconnection Request, a subsequent analysis will be performed which analyzes all overload conditions associated with the identified overloaded element(s). As a result of the aggregate energy resources in the area, the following violations were identified:*

These are not required reliability upgrades.

1. The US SLC T-V4-036TAP1 69 kV line (from bus 228222 to bus 900350 ckt 1) loads from 80.91% to 100.39% (DC power flow) of its normal rating (53 MVA) for non-contingency condition. This project contributes approximately 12.49 MW to cause the thermal violation.
2. The BALFSTNT-WHTN A T 69 kV line (from bus 228215 to bus 228233 ckt 1) loads from 91.47% to 100.75% (DC power flow) of its normal rating (77 MVA) for non-contingency condition. This project contributes approximately 7.15 MW to cause the thermal violation.
3. The LAUREL#2-LAUREL 69 kV line (from bus 228259 to bus 228218 ckt 1) loads from 101.71% to 109.62% (DC power flow) of its emergency rating (149 MVA) for the single line contingency ('USLC-SM\_V4-036B\_WITH\_W1-085B'). This project contributes approximately 16.23 MW to cause the thermal violation.
4. The W1-089TAP1-US SLC#1 69 kV line (from bus 901680 to bus 228221 ckt 1) loads from 79.95% to 117.52% (DC power flow) of its normal rating (46 MVA) for non-contingency condition. This project contributes approximately 20 MW to cause the thermal violation.
5. The WHTN A T-2ND ST#1 69 kV line (from bus 228233 to bus 228225 ckt 1) loads from 106.71% to 117.54% (DC power flow) of its normal rating (66 MVA) for non-contingency condition. This project contributes approximately 7.15 MW to cause the thermal violation.

6. The SO MVLLE-BUTLER 69 kV line (from bus 228228 to bus 228703 ckt 1) loads from 109.09% to 118.95% (DC power flow) of its emergency rating (89 MVA) for the single line contingency ('SS-SMLVIL'). This project contributes approximately 11.23 MW to cause the thermal violation.
7. The SO MVLLE-BALFSTNT 69 kV line (from bus 228228 to bus 228215 ckt 1) loads from 110.04% to 121.22% (DC power flow) of its normal rating (64 MVA) for non-contingency condition. This project contributes approximately 7.15 MW to cause the thermal violation.
8. The BALFSTNT-WHTN A T 69 kV line (from bus 228215 to bus 228233 ckt 1) loads from 114.04% to 124.36% (DC power flow) of its emergency rating (94 MVA) for the single line contingency ('LAUR-FAIR'). This project contributes approximately 11.55 MW to cause the thermal violation.
9. The US SLC T-NEWPORT 69 kV line (from bus 228222 to bus 228219 ckt 1) loads from 112.43% to 127.44% (DC power flow) of its normal rating (50 MVA) for non-contingency condition. This project contributes approximately 7.51 MW to cause the thermal violation.
10. The US SLC T-V4-036TAP1 69 kV line (from bus 228222 to bus 900350 ckt 1) loads from 126.34% to 139.52% (DC power flow) of its emergency rating (60 MVA) for the single line contingency ('LAUR-FAIR'). This project contributes approximately 20 MW to cause the thermal violation.
11. The V4-036TAP1-W1-085TAP1 69 kV line (from bus 900350 to bus 901640 ckt 1) loads from 107.35% to 126.36% (DC power flow) of its normal rating (65.7 MVA) for non-contingency condition. This project contributes approximately 12.49 MW to cause the thermal violation.
12. The WHTN A T-2ND ST#1 69 kV line (from bus 228233 to bus 228225 ckt 1) loads from 144.86% to 157.97% (DC power flow) of its emergency rating (74 MVA) for the single line contingency ('LAUR-FAIR'). This project contributes approximately 11.55 MW to cause the thermal violation.
13. The SO MVLLE-BALFSTNT 69 kV line (from bus 228228 to bus 228215 ckt 1) loads from 148.89% to 162.36% (DC power flow) of its emergency rating (72 MVA) for the single line contingency ('LAUR-FAIR'). This project contributes approximately 11.55 MW to cause the thermal violation.
14. The FAIRTON-LAUREL#2 69 kV line (from bus 228214 to bus 228259 ckt 1) loads from 200.71% to 219.03% (DC power flow) of its emergency rating (93 MVA) for the single line contingency ('USLC-SM\_V4-036B\_WITH\_W1-085B'). This project contributes approximately 20 MW to cause the thermal violation.
15. The CRLS CR2-SHRMAN#2 69 kV line (from bus 228252 to bus 228226 ckt 1) loads from 216.12% to 232.26% (DC power flow) of its emergency rating (56 MVA) for the single line contingency ('USLC-SM\_V4-036B\_WITH\_W1-085B'). This project contributes approximately 9.04 MW to cause the thermal violation.

16. The W1-085TAP1-SO MV LLE 69 kV line (from bus 901640 to bus 228228 ckt 1) loads from 248.18% to 271.75% (DC power flow) of its normal rating (53 MVA) for non-contingency condition. This project contributes approximately 12.49 MW to cause the thermal violation.
17. The W1-085TAP1-SO MV LLE 69 kV line (from bus 901640 to bus 228228 ckt 1) loads from 247.13% to 280.47% (DC power flow) of its emergency rating (60 MVA) for the single line contingency ('NEWPRT-USLC'). This project contributes approximately 20 MW to cause the thermal violation.
18. The US SLC T-NEWPORT 69 kV line (from bus 228222 to bus 228219 ckt 1) loads from 269.6% to 305.96% (DC power flow) of its emergency rating (55 MVA) for the single line contingency ('USLC-SM\_V4-036B\_WITH\_W1-085B'). This project contributes approximately 20 MW to cause the thermal violation.
19. The NEWPORT-FAIRTON 69 kV line (from bus 228219 to bus 228214 ckt 1) loads from 284.09% to 324.6% (DC power flow) of its emergency rating (48 MVA) for the single line contingency ('USLC-SM\_V4-036B\_WITH\_W1-085B'). This project contributes approximately 20 MW to cause the thermal violation.