Generation Interconnection
System Impact Study Report

For

PJM Generation Interconnection Request
Queue Position AB2-190

Hopewell – Surry 230kV
112 MW Capacity / 160 MW Energy

June / 2017

Introduction

This System Impact Study (SIS) has been prepared in accordance with the PJM Open Access Transmission Tariff, Section 205, as well as the System Impact Study Agreement between Fort Powhatan Solar, LLC, the Interconnection Customer (IC) and PJM Interconnection, LLC (PJM), Transmission Provider (TP). The Interconnected Transmission Owner (ITO) is Virginia Electric and Power Company (VEPCO).

Preface

The intent of the System Impact Study is to determine a plan, with approximate cost and construction time estimates, to connect the subject generation interconnection project to the PJM network at a location specified by the IC. As a requirement for interconnection, the IC may be responsible for the cost of constructing Network Upgrades, which are facility additions, or upgrades to existing facilities, that are needed to maintain the reliability of the PJM system. All facilities required for interconnection of a generation interconnection project must be designed to meet the technical specifications (on PJM web site) for the appropriate transmission owner.

In some instances an IC may not be responsible for 100% of the identified network upgrade cost because other transmission network uses, e.g. another generation interconnection or merchant transmission upgrade, may also contribute to the need for the same network reinforcement. 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 System Impact Study is performed.

The System Impact Study estimates do not include the feasibility, cost, or time required to obtain property rights and permits for construction of the required facilities. The IC 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.

General

The IC has proposed a solar generating facility located at Disputanta, VA (Prince George County). The installed facilities will have a total capability of 160 MW with 112 MW of this output being recognized by PJM as capacity. The proposed in-service date for this project is 6/03/2017. **This study does not imply an ITO commitment to this in-service date.**

Point of Interconnection

AB2-190 will interconnect with the ITO transmission system via a new three breaker ring bus switching station that connects on the Hopewell – Surry 230kV line #240 (north side).

Cost Summary

The AB2-190 interconnection request will be responsible for the following costs:

Description	Total Cost
Attachment Facilities	$ 600,000
Direct Connection Network Upgrades	$0
Non Direct Connection Network Upgrades	$0
Allocation for New System Upgrades	$5,570,021.94
Contribution for Previously Identified Upgrades	$0
Total Costs	**$6,170,021.94**

Interconnected Transmission Owner Scope of Work

Attachment Facilities

The scope identified in queue AA2-177 is sufficient to accommodate this queue request from an Attachment Facilities and new interconnection switching station perspective. The single line is shown below in Attachment 1.

Generation Substation: Install metering and associated protection equipment. Estimated Cost $600,000.

The estimated total cost of the Attachment Facilities is $600,000. It is estimated to take 18-24 months to complete this work. These preliminary cost estimates are based on typical engineering costs. A more detailed engineering cost estimates are normally done when the IC provides an exact site plan location for the generation substation during the Facility Study phase. These costs do not include CIAC Tax Gross-up. The single line is shown below in Attachment 1.

Non-Direct Connection Cost Estimate

Remote Terminal Work: During the Facilities Study, 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.

New System Reinforcements

PJM OATT 217.3 outlines cost responsibility for Network Upgrades and as the minimum amount of Network Upgrades required to resolve a single reliability criteria violation will not meet or exceed $5,000,000 such costs shall be allocated to those Interconnection Requests in the New Services Queue that contribute to the need for such upgrades. Such allocations shall be made in proportion to each Interconnection Request's megawatt contribution to the need for these upgrades subject to the rules for minimum cost allocation thresholds in the PJM Manuals. For the purpose of applying the $5,000,000 threshold, each reliability criteria violation shall be considered separately.

Reinforcement: Replace the Prince George 500/230kV: Replace the transformer to accommodate the proposed generation interconnection project. This work is estimated to take 24-28 months to complete based on typical permitting parameters and is estimated to cost $5,500,000.

Queue	MW contribution	Percentage of Cost	Cost($5.5M)	Contingency Name	Contingency Type
AB2-190	19.27	100.00%	5.5000	**LN 211-228'**	tower

Reinforcement: In order to mitigate the Chesterfield - Basin 230 kV line # 259 overload. Replace 0.14 miles of 1109 ACAR with a conductor which will increase the current line rating by a minimum of 15% to approximately 550 MVA. Estimated cost $250,000 and is estimated to take 15-18 months to Engineer, Permit and Construct.

Queue	MW contribution	Percentage of Cost	Cost($.25M)	Contingency Name	Contingency Type
AB2-039	7.75	8.72%	$21,799.05	LN 563'	single
AB2-051	48.08	54.10%	$135,238.52	LN 563'	single
AB2-100	7.04	7.92%	$19,801.98	LN 563'	single
AB2-128	6.03	6.78%	$16,961.07	LN 563'	single
AB2-134	7.99	8.99%	$22,474.12	LN 563'	single
AB2-190	11.99	13.49%	$33,725.25	LN 563'	single

Reinforcement: In order to mitigate the Elmont-Ladysmith 500 kV line overload. Replace the wave trap to accommodate the proposed generation interconnection project. This work is estimated to take 20-24 months to complete based on typical permitting parameters and is estimated to cost $700,000.

Queue	MW contribution	Percentage of Cost	Cost($0.70M)	Contingency Name	Contingency Type
AB2-051	241.35	34.78%	$243,475.19	LN 576'	single
AB2-068	416.56	60.03%	$420,227.99	LN 576'	single
AB2-190	35.98	5.19%	$36,296.82	LN 576'	single

Outage scheduling and coordination will impact the actual completion dates for the various identified network upgrades.

Interconnection Customer Requirements

ITO's Facility Interconnection Requirements as posted on PJM's website
http://www.pjm.com/~/media/planning/plan-standards/private-dominion/facility-connection-requirements1.ashx

An Interconnection Customer entering the New Services Queue on or after October 1, 2012 with a proposed new Customer Facility that has a Maximum Facility Output equal to or greater than 100 MW shall install and maintain, at its expense, phasor measurement units (PMUs). See Section 8.5.3 of Appendix 2 to the Interconnection Service Agreement as well as section 4.3 of PJM Manual 14D for additional information.

Voltage Ride Through Requirements - The Customer Facility shall be designed to remain in service (not trip) for voltages and times as specified for the Eastern Interconnection in Attachment 1 of NERC Reliability Standard PRC-024-1, and successor Reliability Standards, for both high and low voltage conditions, irrespective of generator size, subject to the permissive trip exceptions established in PRC-024-1 (and successor Reliability Standards).

Frequency Ride Through Requirements - The Customer Facility shall be designed to remain in service (not trip) for frequencies and times as specified in Attachment 2 of NERC Reliability Standard PRC-024-1, and successor Reliability Standards, for both high and low frequency

condition, irrespective of generator size, subject to the permissive trip exceptions established in PRC-024-1 (and successor Reliability Standards).

Reactive Power - The Generation Interconnection Customer shall design its non-synchronous Customer Facility with the ability to maintain a power factor of at least 0.95 leading to 0.95 lagging measured at the generator's terminals.

Meteorological Data Reporting Requirement - The solar generation facility shall, at a minimum, be required to provide the Transmission Provider with site-specific meteorological data including:

- Temperature (degrees Fahrenheit)
- Atmospheric pressure (hectopascals)
- Irradiance
- Forced outage data

Revenue Metering and SCADA Requirements

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 Sections 24.1 and 24.2.

Interconnected Transmission Owner Requirements

Metering and SCADA/Communication equipment must meet the requirements outlined in section 3.1.6 Metering and Telecommunications of ITO's Facility Connection Requirement NERC Standard FAC-001 which is publically available at www.dom.com.

Network Impacts

The Queue Project AB2-190 was evaluated as a 160.0 MW (Capacity 112.0 MW) injection as an uprate to the AA2-177 project tapping the Hopewell-Surry 230kV line in the ITO area. Project AB2-190 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AB2-190 was studied with a commercial probability of 100%. Potential network impacts were as follows:

Contingency Descriptions

The following contingencies resulted in overloads:

Contingency Name	Description
562T563	CONTINGENCY '562T563' /*CARSON OPEN BRANCH FROM BUS 314902 TO BUS 314923 CKT 1 /*CARSON TO MIDLOTHIAN OPEN BRANCH FROM BUS 314914 TO BUS 314902 CKT 1 /*CARSON 500.00 - 8SEPTA 500.00 END
BASIN 230 B#2	CONTINGENCY 'BASIN 230 B#2' /* OPEN BRANCH FROM BUS 314276 TO BUS 314339 CKT 1 OPEN BRANCH FROM BUS 314276 TO BUS 314287 CKT 1 OPEN BRANCH FROM BUS 314276 TO BUS 314274 CKT 2 END
LN 208-259	CONTINGENCY 'LN 208-259' OPEN BRANCH FROM BUS 314286 TO BUS 314309 CKT 1 /* 6CHSTF A 230.00 - 6IRON208 230.00 OPEN BRANCH FROM BUS 314309 TO BUS 314338 CKT 1 /* 6IRON208 230.00 - 6SOUWEST 230.00 OPEN BUS 314309 /* ISLAND OPEN BRANCH FROM BUS 314276 TO BUS 314287 CKT 1 /* 6BASIN 230.00 - 6CHSTF B 230.00 END
LN 211-228	CONTINGENCY 'LN 211-228' OPEN BRANCH FROM BUS 314287 TO BUS 314303 CKT 1 /* 6CHSTF B 230.00 - 6HOPEWLL 230.00 OPEN BRANCH FROM BUS 314278 TO BUS 314286 CKT 1 /* 6BERMUDA 230.00 - 6CHSTF A 230.00 OPEN BRANCH FROM BUS 314278 TO BUS 314303 CKT 1 /* 6BERMUDA 230.00 - 6HOPEWLL 230.00 OPEN BUS 314278 /* ISLAND END
LN 259	CONTINGENCY 'LN 259' OPEN BRANCH FROM BUS 314276 TO BUS 314287 CKT 1 /* 6BASIN 230.00 - 6CHSTF B 230.00 END

Contingency Name	Description
LN 259-2065	CONTINGENCY 'LN 259-2065' OPEN BRANCH FROM BUS 314276 TO BUS 314287 CKT 1 /* 6BASIN 230.00 - 6CHSTF B 230.00 OPEN BRANCH FROM BUS 314276 TO BUS 314339 CKT 1 /* 6BASIN 230.00 - 6SPRUNCE 230.00 END
LN 557	CONTINGENCY 'LN 557' OPEN BRANCH FROM BUS 314214 TO BUS 314903 CKT 1 /* 6CHCKAHM 230.00 - 8CHCKAHM 500.00 OPEN BRANCH FROM BUS 314903 TO BUS 314908 CKT 1 /* 8CHCKAHM 500.00 - 8ELMONT 500.00 END
LN 563	CONTINGENCY 'LN 563' OPEN BRANCH FROM BUS 314902 TO BUS 314914 CKT 1 /* 8CARSON 500.00 - 8MDLTHAN 500.00 END
LN 574	CONTINGENCY 'LN 574' OPEN BRANCH FROM BUS 314908 TO BUS 314911 CKT 1 /* 8ELMONT 500.00 - 8LDYSMTH 500.00 END
LN 576	CONTINGENCY 'LN 576' OPEN BRANCH FROM BUS 314322 TO BUS 314914 CKT 1 /* 6MDLTHAN 230.00 - 8MDLTHAN 500.00 OPEN BRANCH FROM BUS 314914 TO BUS 314918 CKT 1 /* 8MDLTHAN 500.00 - 8NO ANNA 500.00 END
LN 594	CONTINGENCY 'LN 594' OPEN BRANCH FROM BUS 314916 TO BUS 314934 CKT 1 /* 8MORRSVL 500.00 - 8SPOTSYL 500.00 END
T672B	CONTINGENCY 'T672B' /*_ BASIN OPEN BRANCH FROM BUS 314276 TO BUS 314260 CKT 1 /*L284 BASIN VARINA OPEN BRANCH FROM BUS 314275 TO BUS 314276 CKT 1 /*L2055 BASIN BELLMEADE REMOVE MACHINE 1 FROM BUS 315053 /*BELMEADE GEN CT-1 REMOVE MACHINE 2 FROM BUS 315054 /*BELMEADE GEN CT-2 REMOVE MACHINE 3 FROM BUS 315055 /*BELMEADE GEN ST OPEN BRANCH FROM BUS 314274 TO BUS 314276 CKT 1 /*BASIN TX5 OPEN BRANCH FROM BUS 314274 TO BUS 314276 CKT 2 /*BASIN TX6 OPEN BRANCH FROM BUS 314276 TO BUS 314287 CKT 1 /*L259 BASIN CHESTERFIELD OPEN BRANCH FROM BUS 314276 TO BUS 314339 CKT 1 /*L2065 BASIN SPRUANCE NUG END

Summer Peak Analysis – 2020

Generator Deliverability

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

None

Multiple Facility Contingency

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

#	Contingency Type	Contingency Name	Affected Area	Facility Description	Bus From	Bus To	Cir.	Power Flow	Loading % Initial	Loading % Final	Rating Type	Rating MVA	MW Contribution	Ref
1	DCTL	LN 211-228	DVP - DVP	6PRGEORG 230/115 kV transformer	314269	314291	1	AC	95.37	108.64	LD	220	29.61	1

Short Circuit

(Summary of impacted circuit breakers)

New circuit breakers found to be over-duty:

None

Contributions to previously identified circuit breakers found to be over-duty:

None

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)

#	Contingency	Affected	Facility Description	Bus	Cir.	Power	Loading %	Rating	MW	Ref

	Type	Name	Area		From	To		Flow	Initial	Final	Type	MVA	Contribution	
2	DCTL	LN 208-259	DVP - DVP	6CHARCTY-6LAKESD 230 kV line	314225	314227	1	AC	118.81	122.02	LD	459	17.5	2
3	N-1	LN 259	DVP - DVP	6CHARCTY-6LAKESD 230 kV line	314225	314227	1	AC	102.43	105.35	ER	375	11.02	
4	DCTL	LN 208-259	DVP - DVP	6MESSER-6CHARCTY 230 kV line	314228	314225	1	AC	129.93	133.14	LD	459	17.5	3
5	N-1	LN 259	DVP - DVP	6MESSER-6CHARCTY 230 kV line	314228	314225	1	AC	116.08	119.01	ER	375	11.02	
6	N-1	LN 576	DVP - DVP	6MESSER-6CHARCTY 230 kV line	314228	314225	1	AC	111.24	113.67	ER	375	9.1	
7	LFFB	562T563	DVP - DVP	6MESSER-6CHARCTY 230 kV line	314228	314225	1	AC	105.73	107.98	LD	459	12.29	
8	LFFB	T672B	DVP - DVP	6MESSER-6CHARCTY 230 kV line	314228	314225	1	AC	103.5	106.38	LD	459	15.76	
9	DCTL	LN 259-2065	DVP - DVP	6MESSER-6CHARCTY 230 kV line	314228	314225	1	AC	102.57	105.43	LD	459	15.64	
10	BUS	BASIN 230 B#2	DVP - DVP	6MESSER-6CHARCTY 230 kV line	314228	314225	1	AC	102.32	105.19	LD	459	15.67	
11	DCTL	LN 208-259	DVP - DVP	6CHSTF B-6MESSER 230 kV line	314287	314228	1	AC	129.96	133.17	LD	459	17.5	4
12	N-1	LN 259	DVP - DVP	6CHSTF B-6MESSER 230 kV line	314287	314228	1	AC	116.11	119.04	ER	375	11.02	
13	N-1	LN 576	DVP - DVP	6CHSTF B-6MESSER 230 kV line	314287	314228	1	AC	111.26	113.7	ER	375	9.1	
14	LFFB	562T563	DVP - DVP	6CHSTF B-6MESSER 230 kV line	314287	314228	1	AC	105.75	108.01	LD	459	12.29	

#	Contingency Type	Contingency Name	Affected Area	Facility Description	Bus From	Bus To	Cir.	Power Flow	Loading % Initial	Loading % Final	Rating Type	Rating MVA	MW Contribution	Ref
15	LFFB	T672B	DVP - DVP	6CHSTF B-6MESSER 230 kV line	314287	314228	1	AC	103.53	106.41	LD	459	15.76	
16	DCTL	LN 259-2065	DVP - DVP	6CHSTF B-6MESSER 230 kV line	314287	314228	1	AC	102.6	105.46	LD	459	15.64	
17	BUS	BASIN 230 B#2	DVP - DVP	6CHSTF B-6MESSER 230 kV line	314287	314228	1	AC	102.35	105.22	LD	459	15.67	
18	N-1	LN 563	DVP - DVP	6CHSTF B-6BASIN 230 kV line	314287	314276	1	AC	110.5	113.19	ER	449	12.01	5
19	N-1	LN 576	DVP - DVP	8ELMONT-8LDYSMTH 500 kV line	314908	314911	1	AC	108.05	109.29	ER	2442	36.01	6

Steady-State Voltage Requirements

(Summary of the VAR requirements based upon the results of the steady-state voltage studies)

None

Stability and Reactive Power Requirement for Low Voltage Ride Through

(Summary of the VAR requirements based upon the results of the dynamic studies)

No mitigations required.

New System Reinforcements

(Upgrades required to mitigate reliability criteria violations, i.e. Network Impacts, initially caused by the addition of this interconnection request)

Violation #	Overloaded Facility	Upgrade Description	Network Upgrade Number	Upgrade Cost	AB2-190 Allocation

<table>
<tr><th>Violation #</th><th>Overloaded Facility</th><th>Upgrade Description</th><th>Network Upgrade Number</th><th>Upgrade Cost</th><th>AB2-190 Allocation</th></tr>
<tr><td># 1</td><td>6PRGEORG 230/115 kV transformer</td><td>Replace the transformer to accommodate the proposed generation interconnection project. This work is estimated to take 24-28 months to complete based on typical permitting parameters.
<table><tr><th>Queue</th><th>Impact (MW)</th><th>Cost</th></tr><tr><td>AB2-190</td><td>19.27</td><td>$5,500,000</td></tr></table></td><td>Pending</td><td>$5,500,000</td><td>$5,500,000</td></tr>
<tr><td colspan="5">Total New Network Upgrades</td><td>$5,500,000</td></tr>
</table>

Contribution to Previously Identified System Reinforcements

(Overloads initially caused by prior Queue positions with additional contribution to overloading by this project. This project may have a % allocation cost responsibility which is calculated and reported for in the Impact Study)

Violation #	Overloaded Facility	Upgrade Description	Network Upgrade Number	Upgrade Cost	AB2-190 Allocation
# 2 - 3	6CHARCTY-6LAKESD 230 kV line	Rebuild 21.32 miles of the Chesterfield - Lakeside 230kV transmission line by 6/1/2020	b2745		
# 4 – 10	6MESSER-6CHARCTY 230 kV line				
# 11 – 17	6CHSTF B-6MESSER 230 kV line				

<table>
<tr><th>Violation #</th><th>Overloaded Facility</th><th>Upgrade Description</th><th>Network Upgrade Number</th><th>Upgrade Cost</th><th>AB2-190 Allocation</th></tr>
<tr><td>#</td><td>6CHSTF B-6BASIN 230 kV line</td><td>Replace 0.14 miles of 1109 ACAR with a conductor which will increase the current line rating by a minimum of 15% to approximately 550 MVA. Estimated to take 15-18 months to Engineer, Permit and Construct
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<tr><td>AB2-039</td><td>7.75</td><td>$21,799.05</td></tr>
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<tr><td>AB2-100</td><td>7.04</td><td>$19,801.98</td></tr>
<tr><td>AB2-128</td><td>6.03</td><td>$16,961.07</td></tr>
<tr><td>AB2-134</td><td>7.99</td><td>$22,474.12</td></tr>
<tr><td>AB2-190</td><td>11.99</td><td>$33,725.25</td></tr>
</table></td><td>Pending</td><td>$250,000</td><td>$33,725.12</td></tr>
<tr><td>#</td><td>8ELMONT-8LDYSMTH 500 kV line</td><td>Replace the wave trap to accommodate the proposed generation interconnection project. This work is estimated to take 20-24 months to complete based on typical permitting parameters
<table>
<tr><th>Queue</th><th>Impact (MW)</th><th>Cost</th></tr>
<tr><td>AB2-051</td><td>241.35</td><td>$243,475.19</td></tr>
<tr><td>AB2-068</td><td>416.56</td><td>$420,227.99</td></tr>
<tr><td>AB2-190</td><td>35.98</td><td>$36,296.82</td></tr>
</table></td><td>Pending</td><td>$700,000</td><td>$36,296.82</td></tr>
<tr><td colspan="4"></td><td>Total New Network Upgrades</td><td>$70,021.94</td></tr>
</table>

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 IC 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 interconnection request by addressing 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.

#	Contingency Type	Contingency Name	Affected Area	Facility Description	Bus From	Bus To	Circuit	Power Flow	Loading % Initial	Loading % Final	Rating Type	Rating MVA	MW Contribution
20	N-1	LN 557	DVP - DVP	6CHARCTY-6LAKESD 230 kV line	314225	314227	1	AC	114.6	117.66	ER	375	13.59
21	N-1	LN 259	DVP - DVP	6MESSER-6CHARCTY 230 kV line	314228	314225	1	AC	125.07	128.59	ER	375	15.75
22	N-1	LN 259	DVP - DVP	6CHSTF B-6MESSER 230 kV line	314287	314228	1	AC	125.11	128.63	ER	375	15.75
23	N-1	LN 563	DVP - DVP	6CHSTF B-6BASIN 230 kV line	314287	314276	1	AC	132.76	135.98	ER	449	17.15
24	N-1	LN 557	DVP - DVP	8CARSON-8MDLTHAN 500 kV line	314902	314914	1	AC	104.05	105.14	ER	2442	30.2
25	N-1	LN 594	DVP - DVP	8CHANCE-8BRISTER 500 kV line	314905	314900	1	AC	104.77	105.84	ER	2442	30.54
26	N-1	LN 576	DVP - DVP	8ELMONT-8LDYSMTH 500 kV line	314908	314911	1	AC	126.28	128.07	ER	2442	51.44
27	N-1	LN 574	DVP - DVP	8MDLTHAN-8NO ANNA 500 kV line	314914	314918	1	AC	106.23	107.72	ER	2442	42.39

Light Load Analysis in 2020

Not required

ITO Analysis

ITO assessed the impact of the proposed Queue Project #AB2-190 interconnection of 160 MW of energy (Capacity 112 MW) for compliance with reliability criteria on ITO's Transmission System. The system was assessed using the summer 2020 RTEP case provided to ITO by PJM. When performing a generation analysis, ITO's main analysis will be load flow study results under single contingency and multiple facility contingency (both normal and stressed system conditions). ITO Criteria considers a transmission facility overloaded if it exceeds 94% of its emergency rating under normal and stressed system conditions. A full listing of ITO's Planning Criteria and interconnection requirements can be found in the ITO's Facility Connection Requirements which are publicly available at: http://www.dom.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 interconnection request 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 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 ITO 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.

As part of its generation impact analysis ITO routinely evaluates the impact that a proposed new generation resource will have under maximum generation conditions, stress system conditions and import/export system conditions (greater than 20 MW). The results of these studies are discussed in more detail below.

Category B Analysis (Single Contingency):

- System Normal – Same as PJM analysis
- Critical System Condition (No Surry 230 kV Unit) – Same as PJM analysis

Category C Analysis: (Multiple Facility Contingency)

- Bus Fault - No deficiencies identified
- Line Stuck Breaker - No deficiencies identified
- Tower Line – No deficiencies identified

As part of its generation impact analysis ITO routinely evaluates the impact that a proposed new generation resource (greater than 20 MW) will have under maximum generation conditions, stress system conditions and import/export system conditions. The results of these studies are discussed in Table A and B below.

Table A: Import Study Results

Import Study Results

Area	Summer 2020	Summer 2020 with AB2-190	Limiting Element
AEP	2000+	2000+	None
APS	2000+	2000+	None
CPL	2000+	2000+	None
PJM	2000+	2000+	None

Table B: Export Study Results

Export Study Results			
Area	Summer 2020	Summer 2020 with AB2-190	Limiting Element
AEP	2000+	2000+	None
APS	2000+	2000+	None
CPL	2000+	2000+	None
PJM	2000+	2000+	None

ITO's Planning Criteria indicates a need to have approximately 2000 MW of import and export capability. The results of these import and export studies indicate that the proposed AB2-190 (Transfer) will not impact ITO's import or export capability

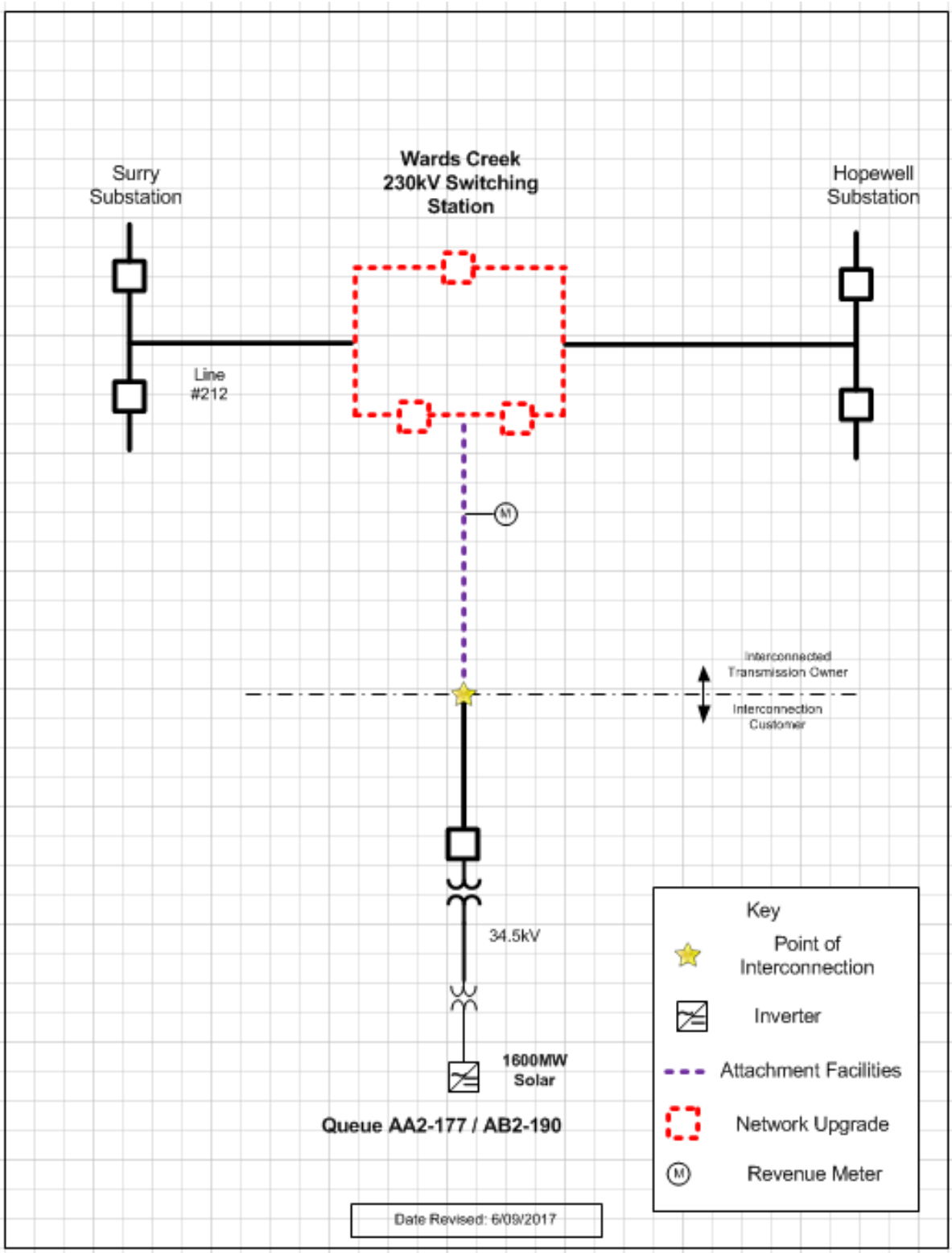
Affected System Analysis & Mitigation

Duke Energy:

None identified

Attachment 1.

System Configuration



Appendices

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.

Appendix 1

(DVP - DVP) The 6PRGEORG 230/115 kV transformer (from bus 314269 to bus 314291 ckt 1) loads from 95.37% to 108.64% (AC power flow) of its load dump rating (220 MVA) for the tower line contingency outage of 'LN 211-228'. This project contributes approximately 29.61 MW to the thermal violation.

```
CONTINGENCY 'LN 211-228'
  OPEN BRANCH FROM BUS 314287 TO BUS 314303 CKT 1              /* 6CHSTF B
230.00 - 6HOPEWLL 230.00
  OPEN BRANCH FROM BUS 314278 TO BUS 314286 CKT 1              /* 6BERMUDA
230.00 - 6CHSTF A 230.00
  OPEN BRANCH FROM BUS 314278 TO BUS 314303 CKT 1              /* 6BERMUDA
230.00 - 6HOPEWLL 230.00
  OPEN BUS 314278                                  /* ISLAND
  END
```

Bus Number	Bus Name	Full Contribution
315119	1GRAVEL3	2.06
315120	1GRAVEL4	2.07
315121	1GRAVEL5	2.04
315122	1GRAVEL6	2.07
315077	1HOPHCF1	4.28
315078	1HOPHCF2	4.28
315079	1HOPHCF3	4.28
315080	1HOPHCF4	6.5
315076	1HOPPOLC	3.66
315073	1STONECA	10.73
315116	1SURRY 1	21.53
315074	CIR_AB2-152	15.09
315075	CIR_AB2-152	10.62
292791	U1-032 E	5.59
914231	Y2-077	1.72
922522	AA2-177 C	10.36
922523	AA2-177 E	4.44
924811	AB2-134 C OP	14.18
924812	AB2-134 E OP	13.94
925331	AB2-190 C	20.73
925332	AB2-190 E	8.88

Appendix 2

(DVP - DVP) The 6CHARCTY-6LAKESD 230 kV line (from bus 314225 to bus 314227 ckt 1) loads from 118.81% to 122.02% (AC power flow) of its load dump rating (459 MVA) for the tower line contingency outage of 'LN 208-259'. This project contributes approximately 17.5 MW to the thermal violation.

CONTINGENCY 'LN 208-259'
 OPEN BRANCH FROM BUS 314286 TO BUS 314309 CKT 1 /* 6CHSTF A 230.00 - 6IRON208 230.00
 OPEN BRANCH FROM BUS 314309 TO BUS 314338 CKT 1 /* 6IRON208 230.00 - 6SOUWEST 230.00
 OPEN BUS 314309 /* ISLAND
 OPEN BRANCH FROM BUS 314276 TO BUS 314287 CKT 1 /* 6BASIN 230.00 - 6CHSTF B 230.00
 END

Bus Number	Bus Name	Full Contribution
315065	1CHESTF6	39.25
315077	1HOPHCF1	2.28
315078	1HOPHCF2	2.28
315079	1HOPHCF3	2.28
315080	1HOPHCF4	3.46
315076	1HOPPOLC	1.95
315073	1STONECA	5.71
314784	1WEYRHSB	0.65
314539	3UNCAMP	0.81
314541	3WATKINS	0.23
314229	6MT R221	-0.33
315074	CIR_AB2-152	8.03
315075	CIR_AB2-152	5.65
292791	U1-032 E	2.98
900672	V4-068 E	0.1
901082	W1-029E	13.18
902241	W2-022 C OP1	0.49
902242	W2-022 E OP1	3.26
907092	X1-038 E	2.02
914231	Y2-077	0.92
916042	Z1-036 E	13.32
917332	Z2-043 E	0.34
917342	Z2-044 E	0.18
917592	Z2-099 E	0.15

921163	AA1-063AE	1.48
918512	AA1-065 E OP	1.46
918562	AA1-072 E	0.06
921552	AA1-134 C	2.83
921553	AA1-134 E	1.21
921562	AA1-135 C	2.91
921563	AA1-135 E	1.25
921572	AA1-138 C	2.92
921573	AA1-138 E	1.25
921752	AA2-053 C	3.22
921753	AA2-053 E	1.38
921762	AA2-057 C	2.33
921763	AA2-057 E	1.16
921772	AA2-059 C	0.7
921773	AA2-059 E	0.32
921862	AA2-068 C	0.75
921863	AA2-068 E	0.35
920022	AA2-086 E	0.08
921982	AA2-088 C	2.25
921983	AA2-088 E	3.67
922442	AA2-165 C	0.32
922443	AA2-165 E	0.15
922472	AA2-169 C	0.7
922473	AA2-169 E	0.32
922512	AA2-174 C	0.15
922513	AA2-174 E	0.16
922522	AA2-177 C	6.13
922523	AA2-177 E	2.63
922532	AA2-178 C	2.91
922533	AA2-178 E	1.25
922602	AB1-013 C	0.88
922603	AB1-013 E	5.87
922722	AB1-053 C	0.44
922723	AB1-053 E	0.25
923262	AB1-132 C OP	5.95
923263	AB1-132 E OP	2.55
923572	AB1-173 C OP	0.98
923573	AB1-173 E OP	0.46
923582	AB1-173AC OP	0.98
923583	AB1-173AE OP	0.46
923801	AB2-015 C OP	2.9
923802	AB2-015 E OP	2.38
923851	AB2-025 C	1.64
923852	AB2-025 E	0.74
923911	AB2-031 C OP	0.98

923912	AB2-031 E OP	0.48
923981	AB2-039 C OP	7.69
923982	AB2-039 E OP	6.21
923991	AB2-040 C OP	3.2
923992	AB2-040 E OP	2.62
924071	AB2-051 C OP	38.51
924381	AB2-087 C	0.19
924382	AB2-087 E	0.09
924501	AB2-099 C	0.2
924502	AB2-099 E	0.09
924511	AB2-100 C	6.24
924512	AB2-100 E	3.07
924761	AB2-128 C	5.34
924762	AB2-128 E	2.1
924811	AB2-134 C OP	8.23
924812	AB2-134 E OP	8.09
924931	AB2-147 C	1.21
924932	AB2-147 E	1.97
924941	AB2-149 C OP	1.54
924942	AB2-149 E OP	2.51
924951	AB2-150 C OP	1.21
924952	AB2-150 E OP	1.97
925051	AB2-160 C OP	4.25
925052	AB2-160 E OP	6.94
925061	AB2-161 C OP	3.11
925062	AB2-161 E OP	5.07
925122	AB2-169 E	1.77
925141	AB2-171 C OP	1.67
925142	AB2-171 E OP	2.72
925171	AB2-174 C OP	3.17
925172	AB2-174 E OP	2.87
925281	AB2-186 C	0.18
925282	AB2-186 E	0.08
925291	AB2-188 C OP	0.72
925292	AB2-188 E OP	0.32
925331	AB2-190 C	12.25
925332	AB2-190 E	5.25

Appendix 3

(DVP - DVP) The 6MESSER-6CHARCTY 230 kV line (from bus 314228 to bus 314225 ckt 1) loads from 129.93% to 133.14% (AC power flow) of its load dump rating (459 MVA) for the tower line contingency outage of 'LN 208-259'. This project contributes approximately 17.5 MW to the thermal violation.

CONTINGENCY 'LN 208-259'
OPEN BRANCH FROM BUS 314286 TO BUS 314309 CKT 1 /* 6CHSTF A 230.00 - 6IRON208 230.00
OPEN BRANCH FROM BUS 314309 TO BUS 314338 CKT 1 /* 6IRON208 230.00 - 6SOUWEST 230.00
OPEN BUS 314309 /* ISLAND
OPEN BRANCH FROM BUS 314276 TO BUS 314287 CKT 1 /* 6BASIN 230.00 - 6CHSTF B 230.00
END

Bus Number	Bus Name	Full Contribution
315065	1CHESTF6	39.25
315077	1HOPHCF1	2.28
315078	1HOPHCF2	2.28
315079	1HOPHCF3	2.28
315080	1HOPHCF4	3.46
315076	1HOPPOLC	1.95
315073	1STONECA	5.71
314784	1WEYRHSB	0.65
314539	3UNCAMP	0.81
314541	3WATKINS	0.23
314229	6MT R221	-0.33
315074	CIR_AB2-152	8.03
315075	CIR_AB2-152	5.65
292791	U1-032 E	2.98
900672	V4-068 E	0.1
901082	W1-029E	13.18
902241	W2-022 C OP1	0.49
902242	W2-022 E OP1	3.26
907092	X1-038 E	2.02
914231	Y2-077	0.92
916042	Z1-036 E	13.32
917332	Z2-043 E	0.34
917342	Z2-044 E	0.18
917592	Z2-099 E	0.15

921163	AA1-063AE	1.48
918512	AA1-065 E OP	1.46
918562	AA1-072 E	0.06
921552	AA1-134 C	2.83
921553	AA1-134 E	1.21
921562	AA1-135 C	2.91
921563	AA1-135 E	1.25
921572	AA1-138 C	2.92
921573	AA1-138 E	1.25
921752	AA2-053 C	3.22
921753	AA2-053 E	1.38
921762	AA2-057 C	2.33
921763	AA2-057 E	1.16
921772	AA2-059 C	0.7
921773	AA2-059 E	0.32
921862	AA2-068 C	0.75
921863	AA2-068 E	0.35
920022	AA2-086 E	0.08
921982	AA2-088 C	2.25
921983	AA2-088 E	3.67
922442	AA2-165 C	0.32
922443	AA2-165 E	0.15
922472	AA2-169 C	0.7
922473	AA2-169 E	0.32
922512	AA2-174 C	0.15
922513	AA2-174 E	0.16
922522	AA2-177 C	6.13
922523	AA2-177 E	2.63
922532	AA2-178 C	2.91
922533	AA2-178 E	1.25
922602	AB1-013 C	0.88
922603	AB1-013 E	5.87
922722	AB1-053 C	0.44
922723	AB1-053 E	0.25
923262	AB1-132 C OP	5.95
923263	AB1-132 E OP	2.55
923572	AB1-173 C OP	0.98
923573	AB1-173 E OP	0.46
923582	AB1-173AC OP	0.98
923583	AB1-173AE OP	0.46
923801	AB2-015 C OP	2.9
923802	AB2-015 E OP	2.38
923851	AB2-025 C	1.64
923852	AB2-025 E	0.74
923911	AB2-031 C OP	0.98

923912	AB2-031 E OP	0.48
923981	AB2-039 C OP	7.69
923982	AB2-039 E OP	6.21
923991	AB2-040 C OP	3.2
923992	AB2-040 E OP	2.62
924071	AB2-051 C OP	38.51
924381	AB2-087 C	0.19
924382	AB2-087 E	0.09
924501	AB2-099 C	0.2
924502	AB2-099 E	0.09
924511	AB2-100 C	6.24
924512	AB2-100 E	3.07
924761	AB2-128 C	5.34
924762	AB2-128 E	2.1
924811	AB2-134 C OP	8.23
924812	AB2-134 E OP	8.09
924931	AB2-147 C	1.21
924932	AB2-147 E	1.97
924941	AB2-149 C OP	1.54
924942	AB2-149 E OP	2.51
924951	AB2-150 C OP	1.21
924952	AB2-150 E OP	1.97
925051	AB2-160 C OP	4.25
925052	AB2-160 E OP	6.94
925061	AB2-161 C OP	3.11
925062	AB2-161 E OP	5.07
925122	AB2-169 E	1.77
925141	AB2-171 C OP	1.67
925142	AB2-171 E OP	2.72
925171	AB2-174 C OP	3.17
925172	AB2-174 E OP	2.87
925281	AB2-186 C	0.18
925282	AB2-186 E	0.08
925291	AB2-188 C OP	0.72
925292	AB2-188 E OP	0.32
925331	AB2-190 C	12.25
925332	AB2-190 E	5.25

Appendix 4

(DVP - DVP) The 6CHSTF B-6MESSER 230 kV line (from bus 314287 to bus 314228 ckt 1) loads from 129.96% to 133.17% (AC power flow) of its load dump rating (459 MVA) for the tower line contingency outage of 'LN 208-259'. This project contributes approximately 17.5 MW to the thermal violation.

CONTINGENCY 'LN 208-259'
 OPEN BRANCH FROM BUS 314286 TO BUS 314309 CKT 1 /* 6CHSTF A 230.00 - 6IRON208 230.00
 OPEN BRANCH FROM BUS 314309 TO BUS 314338 CKT 1 /* 6IRON208 230.00 - 6SOUWEST 230.00
 OPEN BUS 314309 /* ISLAND
 OPEN BRANCH FROM BUS 314276 TO BUS 314287 CKT 1 /* 6BASIN 230.00 - 6CHSTF B 230.00
 END

Bus Number	Bus Name	Full Contribution
315065	1CHESTF6	39.25
315077	1HOPHCF1	2.28
315078	1HOPHCF2	2.28
315079	1HOPHCF3	2.28
315080	1HOPHCF4	3.46
315076	1HOPPOLC	1.95
315073	1STONECA	5.71
314784	1WEYRHSB	0.65
314539	3UNCAMP	0.81
314541	3WATKINS	0.23
314229	6MT R221	-0.33
315074	CIR_AB2-152	8.03
315075	CIR_AB2-152	5.65
292791	U1-032 E	2.98
900672	V4-068 E	0.1
901082	W1-029E	13.18
902241	W2-022 C OP1	0.49
902242	W2-022 E OP1	3.26
907092	X1-038 E	2.02
914231	Y2-077	0.92
916042	Z1-036 E	13.32
917332	Z2-043 E	0.34
917342	Z2-044 E	0.18
917592	Z2-099 E	0.15

921163	AA1-063AE	1.48
918512	AA1-065 E OP	1.46
918562	AA1-072 E	0.06
921552	AA1-134 C	2.83
921553	AA1-134 E	1.21
921562	AA1-135 C	2.91
921563	AA1-135 E	1.25
921572	AA1-138 C	2.92
921573	AA1-138 E	1.25
921752	AA2-053 C	3.22
921753	AA2-053 E	1.38
921762	AA2-057 C	2.33
921763	AA2-057 E	1.16
921772	AA2-059 C	0.7
921773	AA2-059 E	0.32
921862	AA2-068 C	0.75
921863	AA2-068 E	0.35
920022	AA2-086 E	0.08
921982	AA2-088 C	2.25
921983	AA2-088 E	3.67
922442	AA2-165 C	0.32
922443	AA2-165 E	0.15
922472	AA2-169 C	0.7
922473	AA2-169 E	0.32
922512	AA2-174 C	0.15
922513	AA2-174 E	0.16
922522	AA2-177 C	6.13
922523	AA2-177 E	2.63
922532	AA2-178 C	2.91
922533	AA2-178 E	1.25
922602	AB1-013 C	0.88
922603	AB1-013 E	5.87
922722	AB1-053 C	0.44
922723	AB1-053 E	0.25
923262	AB1-132 C OP	5.95
923263	AB1-132 E OP	2.55
923572	AB1-173 C OP	0.98
923573	AB1-173 E OP	0.46
923582	AB1-173AC OP	0.98
923583	AB1-173AE OP	0.46
923801	AB2-015 C OP	2.9
923802	AB2-015 E OP	2.38
923851	AB2-025 C	1.64
923852	AB2-025 E	0.74
923911	AB2-031 C OP	0.98

923912	AB2-031 E OP	0.48
923981	AB2-039 C OP	7.69
923982	AB2-039 E OP	6.21
923991	AB2-040 C OP	3.2
923992	AB2-040 E OP	2.62
924071	AB2-051 C OP	38.51
924381	AB2-087 C	0.19
924382	AB2-087 E	0.09
924501	AB2-099 C	0.2
924502	AB2-099 E	0.09
924511	AB2-100 C	6.24
924512	AB2-100 E	3.07
924761	AB2-128 C	5.34
924762	AB2-128 E	2.1
924811	AB2-134 C OP	8.23
924812	AB2-134 E OP	8.09
924931	AB2-147 C	1.21
924932	AB2-147 E	1.97
924941	AB2-149 C OP	1.54
924942	AB2-149 E OP	2.51
924951	AB2-150 C OP	1.21
924952	AB2-150 E OP	1.97
925051	AB2-160 C OP	4.25
925052	AB2-160 E OP	6.94
925061	AB2-161 C OP	3.11
925062	AB2-161 E OP	5.07
925122	AB2-169 E	1.77
925141	AB2-171 C OP	1.67
925142	AB2-171 E OP	2.72
925171	AB2-174 C OP	3.17
925172	AB2-174 E OP	2.87
925281	AB2-186 C	0.18
925282	AB2-186 E	0.08
925291	AB2-188 C OP	0.72
925292	AB2-188 E OP	0.32
925331	AB2-190 C	12.25
925332	AB2-190 E	5.25

Appendix 5

(DVP - DVP) The 6CHSTF B-6BASIN 230 kV line (from bus 314287 to bus 314276 ckt 1) loads from 110.5% to 113.19% (AC power flow) of its emergency rating (449 MVA) for the single line contingency outage of 'LN 563'. This project contributes approximately 12.01 MW to the thermal violation.

CONTINGENCY 'LN 563'
OPEN BRANCH FROM BUS 314902 TO BUS 314914 CKT 1 /* 8CARSON 500.00 - 8MDLTHAN 500.00
END

Bus Number	Bus Name	Full Contribution
315065	1CHESTF6	39.51
315139	1GASTONA	1.88
315141	1GASTONB	1.88
315119	1GRAVEL3	1.49
315120	1GRAVEL4	1.5
315121	1GRAVEL5	1.48
315122	1GRAVEL6	1.5
315117	1GRAVELC	0.51
315077	1HOPHCF1	2.13
315078	1HOPHCF2	2.13
315079	1HOPHCF3	2.13
315080	1HOPHCF4	3.23
315076	1HOPPOLC	1.82
315116	1SURRY 1	15.61
314314	3LOCKS	0.98
315074	CIR_AB2-152	7.51
315075	CIR_AB2-152	5.28
902241	W2-022 C OP1	0.61
914231	Y2-077	0.86
921092	AA1-049 C	0.85
921532	AA1-132 C	2.61
921542	AA1-133 C	3.47
921552	AA1-134 C	3.54
921562	AA1-135 C	3.61
921572	AA1-138 C	3.62
921752	AA2-053 C	3.85
921762	AA2-057 C	2.87
921772	AA2-059 C	0.88
921862	AA2-068 C	0.92

921982	AA2-088 C	2.7
922442	AA2-165 C	0.39
922472	AA2-169 C	0.85
922512	AA2-174 C	0.18
922522	AA2-177 C	6.
922532	AA2-178 C	3.61
922602	AB1-013 C	1.09
922722	AB1-053 C	0.51
922922	AB1-081 C OP	3.44
923262	AB1-132 C OP	6.97
923572	AB1-173 C OP	1.14
923582	AB1-173AC OP	1.14
923801	AB2-015 C OP	3.51
923831	AB2-022 C	0.81
923851	AB2-025 C	1.8
923911	AB2-031 C OP	1.13
923941	AB2-035 C	0.13
923981	AB2-039 C OP	7.76
923991	AB2-040 C OP	3.72
924071	AB2-051 C OP	48.13
924151	AB2-059 C	4.05
924381	AB2-087 C	0.23
924391	AB2-088 C	0.17
924491	AB2-098 C	0.21
924501	AB2-099 C	0.24
924511	AB2-100 C	7.04
924761	AB2-128 C	6.03
924811	AB2-134 C OP	8.
924931	AB2-147 C	1.38
924941	AB2-149 C OP	1.72
924951	AB2-150 C OP	1.38
925051	AB2-160 C OP	3.92
925061	AB2-161 C OP	3.14
925141	AB2-171 C OP	2.01
925171	AB2-174 C OP	3.66
925281	AB2-186 C	0.22
925291	AB2-188 C OP	0.89
925331	AB2-190 C	12.01

Appendix 6

(DVP - DVP) The 8ELMONT-8LDYSMTH 500 kV line (from bus 314908 to bus 314911 ckt 1) loads from 108.05% to 109.29% (AC power flow) of its emergency rating (2442 MVA) for the single line contingency outage of 'LN 576'. This project contributes approximately 36.01 MW to the thermal violation.

CONTINGENCY 'LN 576'
 OPEN BRANCH FROM BUS 314322 TO BUS 314914 CKT 1 /* 6MDLTHAN 230.00 - 8MDLTHAN 500.00
 OPEN BRANCH FROM BUS 314914 TO BUS 314918 CKT 1 /* 8MDLTHAN 500.00 - 8NO ANNA 500.00
 END

Bus Number	Bus Name	Full Contribution
315058	1CHESTF3	6.69
315059	1CHESTF4	10.85
315060	1CHESTF5	23.01
315061	1CHESTG7	9.02
315063	1CHESTG8	8.94
315062	1CHESTS7	4.1
315064	1CHESTS8	4.58
315067	1DARBY 1	5.88
315068	1DARBY 2	5.88
315069	1DARBY 3	5.96
315070	1DARBY 4	5.96
315233	1SURRY 2	58.45
315091	1YORKTN2	53.72
315092	1YORKTN3	52.79
314309	6IRON208	0.88
314236	6NRTHEST	0.42
314251	6S PUMP	1.79
315074	CIR_AB2-152	17.49
315075	CIR_AB2-152	12.31
297087	V2-040	0.28
902241	W2-022 C OP1	2.57
LTF	Z2-067	28.78
921092	AA1-049 C	4.23
LTF	AA1-058	1.25
921172	AA1-064 C	13.28
921532	AA1-132 C	13.05
921542	AA1-133 C	17.46

921552	AA1-134 C	17.03
921562	AA1-135 C	14.68
921572	AA1-138 C	16.69
921752	AA2-053 C	13.81
921762	AA2-057 C	10.84
921772	AA2-059 C	4.03
921862	AA2-068 C	3.44
LTF	AA2-074	8.45
921982	AA2-088 C	10.63
922442	AA2-165 C	1.48
922472	AA2-169 C	3.33
922512	AA2-174 C	0.63
922522	AA2-177 C	18.
922532	AA2-178 C	16.1
922602	AB1-013 C	4.86
922682	AB1-027 C	4.8
922722	AB1-053 C	1.67
922922	AB1-081 C OP	13.27
923262	AB1-132 C OP	22.25
923272	AB1-135 C OP	4.79
923572	AB1-173 C OP	3.57
923582	AB1-173AC OP	3.57
923801	AB2-015 C OP	14.45
923831	AB2-022 C	3.99
923841	AB2-024 C	4.41
923851	AB2-025 C	4.03
923861	AB2-026 C	3.55
923911	AB2-031 C OP	3.55
923941	AB2-035 C	0.51
923981	AB2-039 C OP	14.7
923991	AB2-040 C OP	11.65
924061	AB2-050	4.84
924071	AB2-051 C OP	241.48
924151	AB2-059 C	15.63
924241	AB2-068 OP	416.76
LTF	AB2-075	4.55
LTF	AB2-076	5.36
924381	AB2-087 C	0.92
924391	AB2-088 C	0.65
924401	AB2-089 C	3.11
924491	AB2-098 C	0.88
924501	AB2-099 C	0.95
924511	AB2-100 C	18.56
924761	AB2-128 C	15.9
924811	AB2-134 C OP	23.11

924931	AB2-147 C	4.05
924941	AB2-149 C OP	5.87
924951	AB2-150 C OP	4.05
925051	AB2-160 C OP	9.6
925061	AB2-161 C OP	5.94
925141	AB2-171 C OP	8.13
925171	AB2-174 C OP	11.16
925281	AB2-186 C	1.03
925291	AB2-188 C OP	3.97
925331	AB2-190 C	36.01