



Load Bridging for Transmission Related Work

BUSINESS PRACTICE

ATC and the Local Distribution Company (LDC) shall jointly and collaboratively develop temporary load bridging plans necessary to maintain continuity of service to end use customers affected by planned transmission system outages due to scheduled construction or maintenance activities initiated by either party. Best value planning methodologies will be employed to determine the appropriate means for maintaining continuity of service to end use customers wherever existing distribution system load bridging capability is not able to maintain the continuity of service to the affected end use customers. All costs incurred during implementation and construction of the temporary load bridging plan shall be the responsibility of the party initiating the work (with the exception of switching, as set forth herein).

Any cost incurred to perform switching of the distribution system, incidental to maintaining continuity of service during completion of planned construction or maintenance activities initiated by either party, shall be the responsibility of the LDC.

Any cost incurred to perform switching of the transmission system, incidental to maintaining continuity of service during completion of planned construction or maintenance activities initiated by either party, shall be the responsibility of ATC.

SCOPE AND APPLICABILITY

Load bridging typically consists of reconfiguring the distribution system to allow certain transmission assets to be de-energized without interrupting electric service to end use customers. The practice of "bridging load" is often accomplished by utilizing existing "bridging" switches and related equipment that have been installed on the distribution system by the LDC.

The LDCs, as a normal business practice installs, maintains and operates distribution system load bridging equipment in many locations to maintain continuity of service to end use customers. That notwithstanding, ATC recognizes the existence of a number of distribution/transmission interconnection nodes where the LDC lacks the ability to bridge its load.

On occasion, ATC must perform scheduled maintenance or construction activities on its transmission system and those activities may affect certain end use customers. As a result, ATC and the LDC shall develop and implement a

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temporary load bridging plan, which may include the need for a mobile substation or portable generation, to maintain continuity of service to the affected end use customer(s) in a safe and cost-effective manner.

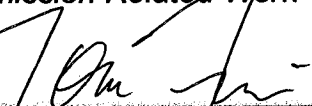
This Business Practice prescribes the methods ATC and the LDC will employ when managing the effects of scheduled construction or maintenance activities being initiated by either party. The following conditions and limitations shall apply:

- Safety considerations are paramount.
- Best value planning methodologies shall be employed by ATC and the LDC, in a joint and collaborative manner.
- Best value planning analyses shall include a "managed outage" scenario (such as work limited to early morning hours only) directly applicable to either the affected end-use customer(s) or the transmission system elements being maintained or constructed.
- Costs incurred to develop and implement the temporary distribution system and/or transmission system load bridging plan shall be the responsibility of the party initiating the work (with the exception of switching as indicated below).
- Switching of distribution equipment shall be the responsibility of the LDC.
- Switching of transmission equipment shall be the responsibility of ATC.

Note: Should a permanent load bridging solution be devised as a result of the methodologies employed herein, then best value planning cost allocation methods apply (i.e. LDC pays for LDC facility costs, ATC pays for ATC facility costs).

SUPPORTING INFORMATION

LDC initiated distribution system load bridging and switching activities that may impact or otherwise affect ATC operations or its transmission system (directly or indirectly) must be effectively coordinated with ATC. The LDC and/or the ATC System Control Operator must initiate communications with the other affected party to insure the safe, reliable, and efficient operation of the interconnected systems. The LDC and ATC shall make good faith efforts to plan, schedule, coordinate and communicate their intentions and procedures before, during, and after completion of any distribution system load bridging operations, in accordance with good utility practices. The intent is to have the system in an abnormal configuration for a minimum amount of time.

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