AMERICAN TRANSMISSION COMPANY®	**Business Practice**	**Department:**	**External Relations**
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Title: **LOAD BRIDGING FOR TRANSMISSION RELATED WORK**		**Issue Date:**	**11-20-2013**
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1 PURPOSE

This Business Practice identifies cost responsibilities when load bridging is required due to ATC or LDC project work.

ATC and the Local Distribution Company (LDC) 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 (BVP) methodologies are 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 do so. All costs incurred during implementation and construction of the temporary load bridging plan are 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, is 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, is the responsibility of ATC.

2 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 LDC is responsible for a load bridging plan for each of their load interconnection facilities. With the exception of the Elective Facilities[1] and Level 1 Trauma Center Guidelines (available upon request), the current ATC planning criteria does not contemplate redundant service for interconnection facilities

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

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 jointly develop and implement a temporary load bridging plan, which may include the need for a mobile substation, a temporary transmission line connection, an extension of distribution lines 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 employ when managing the effects of scheduled construction or maintenance activities being initiated by either party. The following conditions and limitations apply:

- Safety considerations are paramount.

[1] *See ATC Business Practice entitled "Elective Load Interconnection Facilities".*

- BVP methodologies are employed by ATC and the LDC, in a joint and collaborative manner.
- BVP analyses may 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 (relating to the design and construction) to develop and implement the temporary distribution system and/or transmission system load bridging plan are the responsibility of the party (either ATC or the LDC) initiating the work. Cost responsibility exceptions are noted (with the exception of switching as indicated below).
    - Switching of distribution equipment is the responsibility of the LDC.
    - Switching of transmission equipment is the responsibility of ATC.
- If transmission improvements are likely needed for continuity of service for distribution projects, the LDC submits a LIRF about the distribution project with sufficient lead times for design and construction for transmission facilities.
- If distribution improvements are likely needed for continuity of service during transmission construction or maintenance, ATC notifies the LDC about such activities before ATC schedules the construction or maintenance.

If a permanent load bridging solution is devised as a result of the methodologies employed herein, then BVP cost allocation methods apply (i.e. LDC pays for LDC facility costs, ATC pays for ATC facility costs).

Any permanent solution must adhere to the following criteria:

- Meets current ATC / LDC engineering standards
- Secures sufficient land rights
- Does not adversely affect transmission or distribution line ratings

3 ROLES AND RESPONSIBILITIES

In the course of developing a load bridging plan the roles and responsibilities between ATC and the LDC are further defined below.

3.1 Developing the Plan for Bridging the Load

ATC Regional Manager, Customer Relations schedules meetings, facilitates discussions, and documents meeting agenda and minutes between ATC Planning, ATC Engineering, ATC Project Team and their LDC counterparts.

ATC and LDC planning personnel work together to develop a Best Value Plan with respect to load bridging. BVP methodology is employed to determine the optimal solution. A bridging solution is agreed to by both ATC and the LDC.

3.2 Managing Bridging Aspect as Part of the Project Team's Construction Activities

The ATC Project Team, which includes project management and/or asset management functions, schedules Project Team meetings, facilitates discussions, and documents the meetings agendas and minutes between the ATC Project Team with LDC involvement. The ATC Project Team secures necessary outage(s) with ATC Outage Coordinator and makes certain ATC Construction Coordinator and ATC contractor are properly prepared to bridge the load during construction.

4 ADDITIONAL 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. A load interconnection request form (LIRF) is submitted to ATC by the LDC for permanent bridging projects consistent with the ATC Load Interconnection Guide. 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 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.

5 DOCUMENT REVIEW

This Business Practice will be reviewed and revised as necessary no less than every three years.

6 RECORDS RETENTION

Documents are maintained per the Records Retention Schedule.

7 REVISION INFORMATION

Version	Author	Date	Section	Description
3	Kurt Hendrickson	10/01/2013	Scope & Applicability Roles & Responsibilities	LDC responsible for load bridging plan for each interconnected facility. Defined types of temporary load bridging options. Added clarity to section on “permanent solutions” Added this section.
2	John Raisler	01/01/2009	Scope and Applicability	Modified references to permanent solutions
1	Walter Woelfle	04/15/2008	All	Updated & expanded language in all sections
0	Walter Woelfle	09/16/2004	All	Original