

**Legal Department**

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October 20, 2010

**Via FedEx**

Rosemary Chiavetta, Secretary  
Pennsylvania Public Utility Commission  
Commonwealth Keystone Building  
400 North Street, Second Floor  
Harrisburg, PA 17120

## RECEIVED

OCT 20 2010

PA PUBLIC UTILITY COMMISSION  
SECRETARY'S BUREAU

**Re: Letter of Notification of PECO Energy Company Pursuant to 52 Pa. Code Chapter 57 Subchapter G  
With Respect to the Reconductoring and Reconfiguration of the Chichester – Saville 138 kV  
Transmission Line, Docket No. A-\_\_\_\_\_**

Dear Ms. Chiavetta:

Enclosed for filing with the Commission are an original and six copies of the Letter of Notification of PECO Energy Company pursuant to 52 Pa. Code Chapter 57 Subchapter G With Respect to the Reconductoring and Reconfiguration of the Chichester-Saville 138 kV Transmission Line. Also enclosed is an extra copy of this letter, which I request that you date stamp and return to me in the envelope provided as proof of filing.

Based on prior practice, it is PECO's understanding that a Letter of Notification does not require a filing fee.

Please contact me if you have any questions.

Very truly yours,



Ward L. Smith  
Counsel for PECO Energy Company

WLS/zr

Enc.

**BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

**Letter of Notification of PECO Energy** :  
**Company Pursuant to 52 Pa. Code** :  
**Chapter 57 Subchapter G With Respect** : **Docket No. A-\_\_\_\_\_**  
**to the Reconductoring and** :  
**Reconfiguration of the Chichester to** :  
**Saville 138 kV Transmission Line** :

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\_\_\_\_\_  
**LETTER OF NOTIFICATION**  
\_\_\_\_\_

PA PUBLIC UTILITY COMMISSION  
SECRETARY'S BUREAU

**I. INTRODUCTION AND OVERVIEW**

1. This Letter of Notification is filed pursuant to 52 Pa. Code §57.72(d)(1)(i) and (v) to request the approval of the Pennsylvania Public Utility Commission (“Commission”) to reconductor and reconfigure, build and modify, entirely on existing right-of-way and fee-owned or easement land, approximately 4 miles of 230kV transmission line located in the Eddystone Borough, the City of Chester, Trainer Borough, and Lower Chichester Township, all in Chester County, Pennsylvania. As more fully described hereafter, this transmission line work is necessary to maintain and improve the reliability of the interstate transmission grid. The need for transmission line modifications was identified in the 2010 Deactivation Study prepared by the PJM Interconnection LLC (“PJM”), for the retirement of certain generating units. PJM is the Independent System Operator (“ISO”) for the transmission system in the Mid-Atlantic region and NERC-registered Transmission Operator, Transmission Planner, Reliability Coordinator, Transmission Provider and Balancing Authority for the PECO transmission system. Subject to the Commission’s siting approval, construction of the proposed transmission line modifications described herein is scheduled to begin in the fall of 2010.

**II. THE APPLICANT AND ITS ATTORNEY(S)**  
**(52 Pa. Code § 52.72(c)(1) and (2))**

2. The applicant is PECO Energy Company (“PECO” or the “Company”), 2301 Market Street, Philadelphia, Pennsylvania 19101. PECO is a public utility that supplies light, heat and power to the public, by means of electricity, in all or portions of five counties in southeastern Pennsylvania. PECO is a “public utility” and an Electric Distribution Company (“EDC”), as those terms are defined in Sections 102 and 2803 of the Public Utility Code (66 Pa. C.S. §§102 and 2803), and it is subject to the regulatory jurisdiction of the Commission.

3. PECO’s attorney is:

Ward L. Smith  
Assistant General Counsel  
Exelon Business Services Company  
2301 Market Street, S23-1  
Philadelphia, PA 19101  
215 841-6863  
[ward.smith@exeloncorp.com](mailto:ward.smith@exeloncorp.com)

PECO’s attorney is authorized to receive all notices and communications regarding this Letter of Notification.

**III. THE NEED FOR THE PROPOSED TRANSMISSION**  
**LINE MODIFICATIONS**  
**52 Pa. Code § 52.72 (c)(5)**

4. Exelon Generation Company, LLC has notified PJM that it will retire certain generating units – Cromby Units 1 and 2 and Eddystone Units 1 and 2 – in the near future. PJM’s procedure when receiving such a notice from a generator is to conduct a Deactivation

Study to identify changes to the interstate transmission system that may be necessary upon retirement of the generation units. On March 2, 2010, PJM completed and posted its Deactivation Study for these generation retirements (attached as Exhibit A with updates through September 7, 2010). PJM has determined (p. 6) that, if two specified 230 kV transmission lines were to be out-of-service, this could cause an overload on the Chichester – Saville 138 kV line. (This condition is referred to as an N-1-1 contingency.) The Deactivation Study states that the solution to this condition is to reductor the Chichester – Saville 138 kV transmission line. This statement in the Deactivation Study constitutes approval by PJM of the noted solution as a reliability modification to the transmission system.

5. Pursuant to Schedule 6, Section 1.7 of PJM’s Operating Agreement, which was approved by, and is on file with, the Federal Energy Regulatory Commission (“FERC”), once PJM has approved reliability modifications to the transmission system, PECO is required to make those modifications.

#### **IV. GENERAL DESCRIPTION OF THE LINE MODIFICATIONS**

##### **52 Pa. Code § 52.72 (c)(3)**

6. The Chichester-Saville line is an existing 138 kV circuit on an active Amtrak railroad right-of-way, primarily through an industrial and commercial area. A map showing the general location of the line is attached as Exhibit B. Photographs showing typical conditions along the corridor are attached as Exhibit C. The general line modification needed for this project is to reductor the line with new conductors of higher capacity so that the projected load may safely and reliably be transmitted over the line. Some of the existing towers will

require modification in order to safely support the new, heavier, conductors. Approximately nine structures will need to be replaced. In addition, in a few places along the route, new intermediate structures will need to be erected to reduce the length of the span between structures.

7. In addition, if needed PECO will construct takeoff towers, dead-end towers, and other such facilities to bring the reconducted aerial transmission lines into the Chichester and Saville substations.

## **V. SAFETY CONSIDERATIONS**

### **52 Pa. Code § 52.72 (c)(6)**

8. The design criteria used for the transmission line work described herein is set forth in the PECO's standards for transmission line construction. These design criteria meet or exceed the requirements of the National Electrical Safety Code ("NESC"). Furthermore, PECO will construct, operate and maintain the transmission facilities in a manner that satisfies or surpasses NESC standards. The proposed project will not create an unreasonable risk of danger to the public health or safety.

9. PECO has evaluated the electric and magnetic fields associated with this project. The existing transmission line is built in part on structures that are shared with Amtrak's electrified railway system, and in part on structures that support only PECO facilities. The right-of-way width varies along the length of the line. Consequently, there are at least 10 different configurations of conductor spacing and right-of-way width for the existing line. Under normal summer loading conditions, the current magnetic fields for those ten different configurations at

edge of right-of-way range from 13.6 milligauss (mG) to 168 mG. With the anticipated new loading, the edge of right-of-way magnetic fields will range from 25 mG to 186.9 mG. A table giving the values for each section of the line at current and future loading is attached as Exhibit D. This line primarily is located in an industrial/commercial area, and is on an active railroad right-of-way. For these reasons, PECO does not expect this project to change the overall magnetic field environment experienced by members of the public.

## **VI. SITING AND ENVIRONMENTAL AND LAND USE IMPACTS**

10. The functional requirements of the project allow PECO to use existing rights-of-way and fee- or easement-owned land for all of the modifications for which approval is sought herein. In addition, and as explained in Section IV, this project involves reconductoring of an existing transmission line on an active railroad right-of-way. This transmission line work will take place on an existing transmission line right-of-way, which have been used as a power line corridor for many years. Before it performs construction work, PECO will conduct an analysis of the presence/absence of wetlands for the project. Where wetlands are identified and access is required, they will be surveyed, marked in the field, and designated on drawings. Where access over wetlands is necessary to perform the construction work, PECO will utilize temporary mats or other approved or permitted methods to avoid damage. As a consequence of all of these factors, the transmission line modifications proposed for approval herein will create minimal new environmental and land use impacts.

11. No communications towers, pipelines or other utilities will be affected by the proposed transmission line modifications. Because the project involves the reconfiguration and

reconductoring of existing transmission facilities, PECO has concluded that the proposed modifications will have no impact on any airports. However, if needed, PECO will perform all necessary notifications and obtain all necessary permits to comply with FAA and airport requirements.

12. The proposed transmission line modifications will have no significant environmental impacts. No unique geological, scenic or natural areas will be affected. All permits required for the construction and operation of this project will be obtained.

13. Because the project involves the reconfiguration and reconductoring of existing transmission facilities on an active railroad right-of-way, PECO has concluded that no historical or archeological sites will be affected.

**VII. COMMENCEMENT AND IN-SERVICE DATES**  
**52 Pa. Code § 52.72(d)(4)(ii)**

14. This project has a needed in-service date of June 1, 2012 in order to meet the requirements of the 2010 Deactivation Study. In order to meet this in-service date, PECO needs to commence construction in the fall of 2010.

**VIII. THE SIZE, CHARACTER, DESIGN AND CONFIGURATION OF  
THE TRANSMISSION LINE MODIFICATION WILL NOT  
SUBSTANTIALLY ALTER THE RIGHTS-OF-WAY  
52 Pa. Code §52.72(d)(4)(iii)**

15. This Letter of Notification is filed pursuant to 52 Pa. Code §57.72(d)(1)(i) and (v). As explained in Section IV, above: (1) this project is a reconfiguration and reconductoring of an existing transmission line along an active railroad right-of-way, primarily using the existing support structures; (2) the area through which this line traverses is primarily industrial and commercial; and (3) PECO does not expect the magnetic fields experienced by the public to be altered. Therefore, none of these modifications will substantially alter the rights-of-way on which the lines are located.

**IX. FILING DATE AND PUC PROCEDURES  
52 Pa. Code § 52.72(d)(4)(iv)**

16. This Letter of Notification is being filed on the date shown next to the signature block below. As provided in 52 Pa. Code § 57.72(d)(5), the Commission will review and, by order, approve or disapprove this Letter of Notification. If the Commission approves this Letter of Notification, PECO will be approved to perform the proposed transmission line modifications as proposed herein without the formal application process set forth at 52 Pa. Code § 57.71 *et seq.* If the Commission does not approve this Letter of Notification, the Commission's Order shall direct PECO to file for approval to construct the proposed project pursuant to the Commission's certification regulations for a full application.

**X. SERVICE AND PUBLICATION**

17. PECO will serve copies of this Letter of Notification on the only easement-holder – Amtrak – and on the entities for which service is required by regulation. Because this project

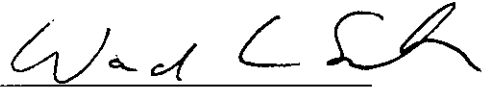
involves only reconductoring and minor reconfiguration of an existing transmission line on an active rail corridor in a primarily industrial and commercial area, PECO does not believe that additional public notice is warranted. PECO therefore recommends that it should not engage in newspaper notice of this Letter. (Of course, if the Commission orders otherwise, then PECO will publish such notice as soon as practicable after the Commission so orders and formally assigns a docket number to this matter. If such newspaper publication is ordered and undertaken, it will be made in a newspaper of general circulation in the area of the proposed project. Such notice will contain: (a) the date this Letter of Notification was filed with the Commission; (b) a brief description of the project and its location; (c) area locations where the complete Letter of Notification may be reviewed by the public; and (d) an instruction that the interested parties should within 15 days contact Rosemary Chiavetta,, Secretary, at the Commission's Harrisburg address. If such publication is made, a proof of publication will be provided to the Commission after the publication has been completed.)

18. Copies of the Letter of Notification or Notices of Filing of the Letter of Notification are being served in accordance with 52 Pa. Code § 57.72(d)(3), as evidenced by the Certificate of Service being filed along with this Letter of Notification.

19. Prior to filing this Letter of Notification, PECO had extensive discussions with Amtrak, which is the only easement holder and the only entity whose operations or facilities may be affected by this construction project. PECO and Amtrak have a long history of successfully working together on such construction projects.

**WHEREFORE**, PECO Energy Company respectfully requests that the Commission approve the transmission line modifications as proposed and described herein and, for the reasons set forth above.

Respectfully submitted,

  
\_\_\_\_\_  
Attorney for PECO Energy Company

Dated: October 20, 2010

**PECO Letter of Notification  
Chichester – Saville 138 kV Line**

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**Exhibit A**

**PJM 2010 Deactivation Study**

# **Cromby Units 1 and 2 and Eddystone Units 1 and 2**

## **Deactivation Study**

**Original Posting Date: March 2, 2010**

**Updated May 10, 2010**

**Updated June 7, 2010**

**Updated September 7, 2010**

### **General**

PJM received notice from Exelon Generation Company LLC (“Exelon”) of its intent to deactivate through retirement Units 1 and 2 at the Cromby Generating Station and Units 1 and 2 at the Eddystone Generating Station, effective May 31, 2011. Cromby Unit 1 has a net capacity of 144 MW, Cromby Unit 2 201 MW, Eddystone Unit 1 279 MW, and Eddystone Unit 2 309 MW.

PECO has provided updated expected completion dates for certain upgrades. This has affected the projected deactivation date for Cromby Unit 2 and Eddystone Unit 2. (May 10, 2010 update.)

After completing the engineering review of Eddystone circuit breakers #35 and #45, it has been determined by Exelon Generation and PJM that these circuit breakers were previously upgraded and their current short circuit ratings meet the required PJM planning criteria. Thus circuit breakers #35 and #45 have been removed from the list of required upgrades. (June 7, 2010 update.)

PECO has provided an updated expected completion date for upgrade #17 on this list (reconductor Chichester – Saville 138 kV line and replace terminal equipment at Chichester and Saville substations). PECO is now estimating that this upgrade will be completed by June 1, 2012. Based upon all the upgrades being completed as scheduled, this will now allow Eddystone Unit 2 to be deactivated on June 1, 2012. (September 7, 2010 update).

### **Reliability Analysis Results**

PJM Transmission Planning and PECO performed an analysis of the 2011 transmission system with Cromby Unit 1 and Unit 2 and Eddystone Unit 1 and Unit 2 unavailable. Multiple reliability impacts were identified with all four units deactivated, including N-1-1 Thermal

Violations, Generation Deliverability Violations, Common Mode N-1 Contingency Thermal Study Violations, Common Mode N-1 Contingency Voltage Study Violations, CETO Voltage Study Violations, N-1-1 Voltage Study Violations, and Short Circuit violations.

With the completion of the transmission system upgrades identified below as scheduled (Nos. 1 through 9), Cromby Unit 1 and Eddystone Unit 1 will not be needed for reliability and can be deactivated on the proposed date of May 31, 2011.

**2011 PJM - PECO Load and Generator Deliverability, Short Circuit, Common Mode N-1, and N-1-1 Violations**

1. Overload of North Wales – Hartman 230 kV line for loss of Jarrett-Whitpain 230 kV line +Basecase [N-1-1]

Solution:

Reconductor North Wales – Hartman 230 kV line

Cost Estimate: \$2.2 Million

Projected In-Service Date: Complete and in-service as of January 2010

2. Overload of Eddystone – Saville 138 kV line for loss of Macdade-Ridley-Morton 230 kV line + loss of Island Road-Eddystone 230 kV line [N-1-1]

Solution:

Replace terminal equipment at both Eddystone and Saville substations and replace underground cable portion of line

Cost Estimate: \$3.94 Million

Projected In-Service Date: May 27, 2011

3. Overload of Chichester – Linwood 230 kV line #1 for loss of Linwood-Chichester '220-43' 230 kV line and Philips Island generation units [Generation Deliverability - single]

Solution:

Replace terminal equipment at Chichester substation

Cost Estimate: \$0.475 Million

Projected In-Service Date: May 27, 2011

4. Overload of Chichester – Linwood 230 kV line #2 for loss of Linwood-Chichester '220-39' 230 kV line and Philips Island generation units [Generation Deliverability - single]

Solution:

Replace terminal equipment at Chichester substation

Cost Estimate: \$0.475 Million  
Projected In-Service Date: May 27, 2011

5. Overload of Tunnel – Parrish 230 kV line for loss of New Freedom-East Windsor 500 kV line [Generation Deliverability - single]

Solution:

Replace terminal equipment at Parrish substation  
Cost Estimate: \$0.15 Million  
Projected In-Service Date: May 27, 2011

6. Overdutied circuit breaker #365 in Eddystone substation [short circuit]

Solution:

Upgrade 230 kV circuit breaker #365 in Eddystone substation  
Cost Estimate: \$0.125 Million  
Projected In-Service Date: May 31, 2011

7. Overdutied circuit breaker #785 in Eddystone substation [short circuit]

Solution:

Upgrade 230 kV circuit breaker #785 in Eddystone substation  
Cost Estimate: \$0.125 Million  
Projected In-Service Date: May 31, 2011

8. Removed requirement for upgrading circuit breaker #45 in Eddystone substation [short circuit]. Circuit breaker was already upgraded.

9. Removed requirement for upgrading circuit breaker #35 in Eddystone substation [short circuit]. Circuit breaker was already upgraded.

Since the completion of the next group of transmission system upgrades identified below (Nos. 10 through 15) will not occur until after May 31, 2011, Cromby Unit 2 will need to be operated for reliability reasons until these required upgrades are complete. Based upon the schedule for completion of these upgrades, it is expected that Cromby Unit 2 will be allowed to deactivate on December 31, 2011.

**2011 PJM - PECO Load and Generator Deliverability, Short Circuit, Common Mode N-1, and N-1-1 Violations**

10. Overload of Whitpain - Jarrett 230 kV line for loss of North Wales-Hartman 230 kV line + Basecase [N-1-1]

Solution:

Replace terminal equipment at Whitpain and Jarrett substations  
Cost Estimate: \$0.175 Million  
Projected In-Service Date: May 27, 2011

11. Overload of Hartman – Warrington 230 kV line for loss of Emilie-Neshaminy 138 kV line + loss of Jarrett-Whitpain 230 kV line [N-1-1]

Solution:

Replace terminal equipment at Hartman and Warrington substations  
Cost Estimate: \$0.375 Million  
Projected In-Service Date: May 27, 2011

12. Voltage violations at Perkiomen substation for various contingencies [N-1, N-1-1]

Solution:

Add circuit breakers to the Perkiomen – North Wales 138 kV line and Perkiomen – Cromby 138 kV line. Add 35 MVAR 138 kV capacitor bank at Perkiomen substation.  
Cost Estimate: \$3.9 Million  
Projected In-Service Date: August 01, 2011

13. Voltage violations at Heaton substation for various contingencies [N-1, N-1-1]

Solution:

Add second 230 / 138 kV transformer at Heaton substation. Add circuit breaker on the Heaton – North Wales 138 kV line. Add 35 MVAR 138 kV capacitor bank at Heaton substation.

Cost Estimate: \$7.754 Million  
Projected In-Service Date: December 16, 2011

14. Voltage violations at Cromby substation for various contingencies [N-1, N-1-1]

Solution:

Replace 230 / 69 kV transformer #6 at Cromby substation with new higher – rated transformer. Add two 50 MVAR 230 capacitor banks at Cromby substation.

Cost Estimate: \$6.142 Million  
Projected In-Service Date: December 31, 2011

15. Overload of Heaton – Jarrett 230 kV line for various contingencies [N-1, N-1-1]

Solution:

Replace terminal equipment at Heaton and Jarrett substations.

Cost Estimate: \$0.525 Million  
Projected In-Service Date: May 27, 2011

Since the completion of the next group of transmission system upgrades identified below (Nos. 16 through 18) will not occur until after May 31, 2011, Eddystone Unit 2 will need to be operated for reliability reasons until these required upgrades are complete. Based upon the schedule for completion of these upgrades, it is expected that Eddystone Unit 2 will be allowed to deactivate on June 1, 2012.

**2011 PJM - PECO Load and Generator Deliverability, Short Circuit, Common Mode N-1, and N-1-1 Violations**

16. Overload on Chichester 230/138 kV transformer for loss of / loss of Macdade – Ridley – Morton 230 kV line + loss of Island Road – Eddystone 230 kV line [N-1-1]

Solution:

Add second 230 / 138 kV transformer in parallel with existing transformer at Chichester substation. Add 138 kV inductor in series with transformer pair.

Cost Estimate: \$5.908 Million  
Projected In-Service Date: December 16, 2011

17. Overload on Chichester – Saville 138 kV line for loss of Macdade-Ridley-Morton 230 kV line + loss of Island Road-Eddystone 230 kV line [N-1-1, Generation Deliverability - single]

**Solution:**

Reconductor Chichester – Saville 138 kV line and replace terminal equipment at Chichester and Saville substations.

Cost Estimate: \$8.5 Million

Projected In-Service Date: June 1, 2012

18. Voltage violations at Eddystone 138 kV substation for various contingencies [N-1-1]

**Solution:**

Install 230 / 138 kV transformer in same position as former Eddystone #8 transformer, for use when Eddystone Unit 1 and Unit 2 are out of service.

Cost Estimate: \$3.6 Million

Projected In-Service Date: June 1, 2011

**PECO Letter of Notification  
Chichester – Saville 138 kV Line**

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SECRETARY'S BUREAU

**Exhibit B**

**Map Showing General Location of Line**

# Chichester/Saville 230kV Reconductoring Aerial Satellite View



**PECO Letter of Notification  
Chichester – Saville 138 kV Line**

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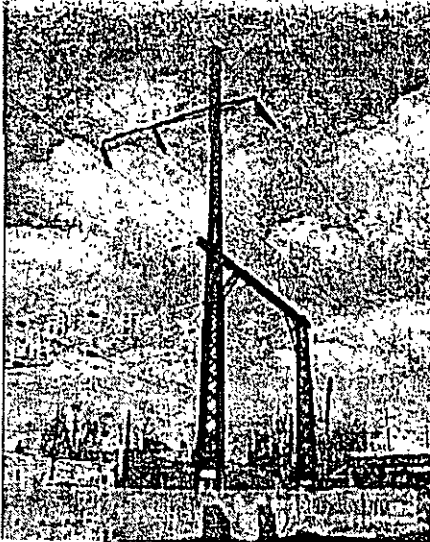
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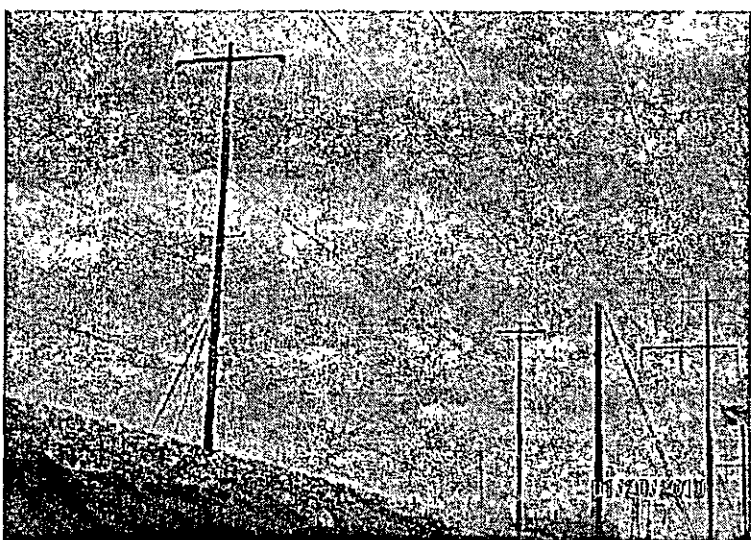
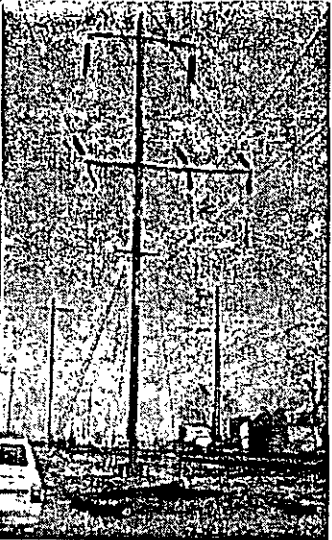
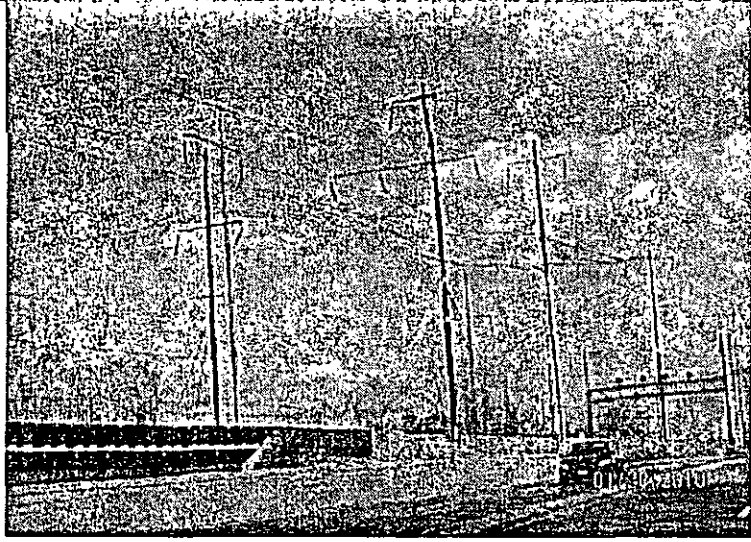
**Exhibit C**

**Photographs Showing Typical Conditions Along Corridor**

# Chichester/Saville 230kV Reconductoring 130-50 Line Views



130-50  
pictures



**PECO Letter of Notification  
Chichester – Saville 138 kV Line**

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SECRETARY'S BUREAU

**Exhibit D**

**EMF Value Charts**

Table 2. Maximum FEM Results: Existing Normal Stresses (ksi) in CB

CASE	EDGE OF ROW	MAXIMUM IN ROW	AVERAGE IN ROW	REFERENCE FIGURE
Structure W-189C, Span W-189C to W-189B	13.6	50.8	32.9	11
Structure W-189AA, Span W-189AA to W-190	74.4	84.5	69.0	12
Structure W-212, Span W-212 to W-213	49.1	134.2	86.1	13
Structure W-214, Span W-213 to W-214	61.3	102.5	70.9	14
Structure W-226, Span W-226 to W-227	47.9	127.0	67.7	15
Structure W-250, Span W-249 to W-250	62.0	153.6	73.4	16
Structure W-251, Span W-250 to W-251	28.8	150.4	58.0	17
Structure W-258, Span W-258 to W-259	23.7	122.3	40.3	18
Structure W-262, Span W-261 to W-262	32.1	144.0	78.1	19
Structure 6-9, Span 6-9 to 6-10	168.0	277.9	208.2	20

\* Average values based on data points calculated every one foot across the ROW width.

Table 33: Magnetic Field Results - Future Normal Summer Loading (mG)

CASE	EDGE OF ROW	MAXIMUM IN ROW	AVERAGE IN ROW	REFERENCE FIGURE
Structure W-189C, Span W-189C to W-189B	25.0	93.2	60.5	11
Structure W-189AA, Span W-189AA to W-190	136.5	155.0	126.5	12
Structure W-212, Span W-212 to W-213	90.2	246.1	158.0	13
Structure W-214, Span W-213 to W-214	112.4	187.9	128.9	14
Structure W-226, Span W-226 to W-227	87.6	231.4	124.5	15
Structure W-250, Span W-249 to W-250	111.3	278.5	136.0	16
Structure W-251, Span W-250 to W-251	50.5	275.3	107.3	17
Structure W-258, Span W-258 to W-259	36.4	213.1	72.6	18
Structure W-262, Span W-261 to W-262	48.7	190.1	121.2	19
Structure 6-9, Span 6-9 to 6-10	186.9	373.7	256.2	20

\* Average values based on data points calculated every one foot across the ROW width.

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COMMONWEALTH OF PENNSYLVANIA )  
: )  
COUNTY OF PHILADELPHIA )

SS

OCT 20 2010  
PA PUBLIC UTILITY COMMISSION  
SECRETARY'S BUREAU

Richard G. Webster, being duly sworn according to law, deposes and says that he is Director, Rates & Regulatory Affairs of PECO Energy Company; that he is authorized to and does make this affidavit for it; and that the facts set forth above are true and correct to the best of his knowledge, information and belief and he expects PECO Energy Company to be able to prove the same at hearing hereof.

*Richard G. Webster*

Sworn to and subscribed  
before me this 20th day  
of October, 2010.

*Maryellen T. White*

COMMONWEALTH OF PENNSYLVANIA  
NOTARIAL SEAL  
MARYELLEN T. WHITE, Notary Public  
City of Philadelphia, Phila. County  
My Commission Expires December 2, 2012

**BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

**Letter of Notification of PECO Energy  
Company Pursuant to 52 Pa. Code  
Chapter 57 Subchapter G With  
Respect to the Reconductoring and  
Reconfiguration of the Chichester --  
Saville 138 kV Transmission Line**

**Docket No. A-**

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SECRETARY'S BUREAU

**AFFIDAVIT OF SERVICE**

I hereby certify and affirm that I have this day served a copy of the above-named Letter of Notification on the following persons in the manner specified:

Via Registered or Certified Mail, Return Receipt Requested

The Department of Environmental Resources  
Attention: Bureau of Environmental Planning  
Post Office Box 2357, 101 S. Second Street  
Harrisburg, Pennsylvania 17120

The Secretary of the Department of Transportation  
Room 1200 Transportation and Safety Building  
Harrisburg, Pennsylvania 17120

The Chairman of the Historical and Museum Commission  
Post Office Box 1026  
Harrisburg, Pennsylvania 17120

Eddystone Borough  
12th & Seville Ave.  
Eddystone, PA 19022

Attn: Chief Executive Officer  
Attn: Board of Supervisors or other governing body  
Attn: Land Use Planning Officer

City of Chester  
City Hall  
1 Fourth Street  
Chester, PA 19013

Attn: Chief Executive Officer  
Attn: Board of Supervisors or other governing body  
Attn: Land Use Planning Officer

Trainer Borough  
Trainer Borough Municipal Building  
824 Main Street  
Trainer, Pennsylvania 19061

Attn: Chief Executive Officer  
Attn: Board of Supervisors or other governing body  
Attn: Land Use Planning Officer

Lower Chichester Township  
1410 Market Street, Linwood, PA 19061

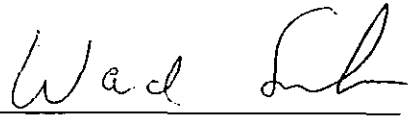
Attn: Chief Executive Officer  
Attn: Board of Supervisors or other governing body  
Attn: Land Use Planning Officer

Delaware County  
201 West Front Street  
Media, PA 19063

Attn: Chief Executive Officer  
Attn: Board of Supervisors or other governing body  
Attn: Land Use Planning Officer

Earl Watson  
National Passenger Railroad Corporation (Amtrak)  
30<sup>th</sup> Street Station  
2955 Market Street  
Philadelphia, PA 19104

Dated at Philadelphia, Pennsylvania, October 20, 2010

  
WARD L. SMITH  
Counsel for PECO Energy Company

From: Origin ID: REDA (215) 841-5604  
 Zulma Rodriguez  
 Exelon  
 2301 Market Street  
 Suite 23-1  
 Philadelphia, PA 19103



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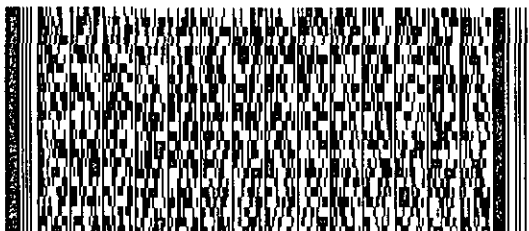
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**Rosemary Chiavetta, Secretary**  
**PA Public Utility Commission**  
**400 NORTH ST**  
**COMMONWEALTH KEYSTONE BLDG**  
**HARRISBURG, PA 17120**



TRK# 7940 3055 6377  
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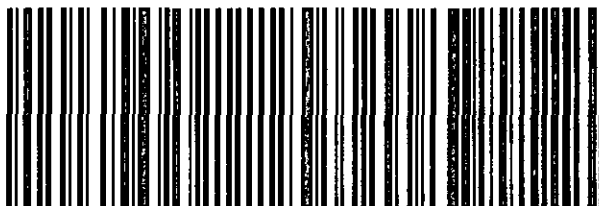
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17120

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