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File #: 140066

December 12, 2012

BY HAND

Rosemary Chiavetta, Secretary
Pennsylvania Public Utility Commission
Commonwealth Keystone Building
400 North Street, 2nd Floor North
P.O. Box 3265
Harrisburg, PA 17105-3265

RE: Letter of Notification of PPL Electric Utilities Corporation, Filed Pursuant to 52 Pa. Code Chapter 57 Subchapter G, for Approval of the Sitinga nd Construction of an Extension of the Existing Lycoming - Lock Haven #4 138/69 kV Line in Castanea Township, Clinton County, Pennsylvania - Docket No. A-2012-

Dear Secretary Chiavetta:

Enclosed, for filing, are an original and six (6) copies of the Letter of Notification of PPL Electric Utilities Corporation, together with seven (7) copies of the accompanying attachments which are contained in a separately-bound volume in the above-referenced proceeding. Also enclosed is a CD containing copies of the Letter of Notification and attachments.

As indicated on the certificate of service, copies of the Letter of Notification and accompanying exhibits and appendices are being served by certified mail, return receipt requested upon the property owners and the involved governmental agencies and municipalities.

Construction is scheduled to commence as soon as practical following approval by the Pennsylvania Public Utility Commission to meet a required in-service date of June 2015.

If you have any questions concerning this matter, please contact me at the address or telephone numbers provided above.

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Letter of Notification of PPL Electric Utilities Corporation, Filed Pursuant to 52 Pa. Code Chapter 57 Subchapter G, for Approval of the Siting and Construction of an Extension of the Existing Lycoming – Lock Haven #4 138/69 kV Line in Castanea Township, Clinton County, Pennsylvania.	:	Docket No. A-2012-_____

LETTER OF NOTIFICATION

TO THE PENNSYLVANIA PUBLIC UTILITY COMMISSION:

PPL Electric Utilities Corporation ("PPL Electric"), hereby files, pursuant to 52 Pa. Code § 57.72(d), this Letter of Notification to request that the Pennsylvania Public Utility Commission ("Commission") approve the construction of an extension of the existing Lycoming – Lock Haven #4 138/69 kV Transmission Line ("Lycoming – Lock Haven Line") 1,300 feet in length in Castanea Township, Clinton County, Pennsylvania. This line extension is required to reterminate the Lycoming – Lock Haven Line into the proposed Lock Haven 138/69 kV Switchyard. This Project, including the line extension and proposed switchyard, is necessary to improve the reliability and operating flexibility of PPL Electric's system in the area. It will also help meet the increasing demand for electric power in the area. PPL Electric has explained the Project to representatives of Castanea Township and Clinton County, and they had no objection

to the Project. Construction of this Project is scheduled to begin in December, 2013, to support a scheduled in-service date of June, 2015. In support thereof, PPL Electric states as follows:

I. INTRODUCTION

1. This Letter of Notification is filed by PPL Electric, a public utility that provides electric distribution, transmission, and provider of last resort services in Pennsylvania subject to the regulatory jurisdiction of the Commission.

2. PPL Electric's address is as follows:

PPL Electric Utilities Corporation
Two North Ninth Street
Allentown, Pennsylvania 18101

3. PPL Electric's attorneys are:

Paul E. Russell (I.D. #21643)
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PPL Electric's attorneys are authorized to receive all notices and communications regarding this Letter of Notification.

4. PPL Electric furnishes electric service to approximately 1.4 million customers throughout its certificated service territory, which includes all or portions of twenty-nine

counties and encompasses approximately 10,000 square miles in eastern and central Pennsylvania. PPL Electric is a "public utility" and an "electric distribution company" as those terms are defined in Sections 102 and 2803 of the Pennsylvania Public Utility Code, 66 Pa.C.S. §§ 102, 2803, respectively.

5. PPL Electric owns approximately 5,000 miles of transmission lines operating at 69 kV (kilovolts) or higher, approximately 375 substations with a capacity of 10 MVA (megavolt amperes) or more, and approximately 43,000 miles of distribution lines operating at less than 69 kV.

6. This Letter of Notification includes the following accompanying attachments:

- Attachment 1 Necessity Statement.
- Attachment 2 Engineering Description.
- Attachment 3 Environmental Assessment.
- Attachment 4 PPL Electric Design Criteria and Safety Practices.
- Attachment 5 PPL Electric Field Management Program.
- Attachment 6 List of Owners of Land within the Right-of-Way
- Attachment 7 List of Involved Governmental Agencies, Municipalities, and Other Public Entities.

This Letter of Notification and accompanying Attachments, which are incorporated herein by reference, contain all the information required by 52 Pa. Code § 57.72(d)(4).

II. THE PROJECT

7. PPL Electric proposes to construct approximately 1,300 feet of new 138/69 kV transmission line to connect the existing Lycoming-Lock Haven #4 138/69 kV Line to the proposed Lock Haven 138/69 kV Switchyard. This Project is required to resolve reliability and low voltage issues in the area. In addition, the Project will improve operating flexibility in the area. The Project is located in Castanea Township, Clinton County. A plot plan for the

transmission line which is the subject of this filing is provided in the map pocket to Attachment 2, the Engineering Description.

8. A new section of single-circuit 138/69 kV transmission line, approximately 1,300 feet in length, will be constructed to connect the existing Lycoming-Lock Haven #4 138/69 kV Transmission Line to the proposed Lock Haven Switchyard. The new line will become part of the existing Lycoming-Lock Haven #4 138/69 kV Transmission Line. Based on preliminary engineering, the proposed line will require the installation of approximately three steel pole structures on foundations and two direct-embedded steel pole structures. The structures will range in height from approximately 75 to 100 feet. The new section of transmission line will consist of three 556.5 kcmil,[1] 24/7 stranding, aluminum conductor steel reinforced ("ACSR") power conductors. One 3/8 inch steel overhead ground wire will be installed to provide lightning protection for the proposed line extension.

III. NECESSITY

9. PPL Electric is requesting Commission approval to site and construct a single-circuit 138/69 kV transmission line extension. The proposed line extension will increase the length of the existing Lycoming – Lock Haven #4 line by approximately 1,300 feet and will be routed in a southerly direction from its current termination point at the existing Lock Haven 69 kV Switchyard to a new termination point at the to-be-constructed Lock Haven 138/69 kV Switchyard.

10. The line extension is required so that the existing Lycoming – Lock Haven #4 line can be terminated into the new switchyard. The new switchyard is needed to resolve operating limitations during line and equipment maintenance at the existing Lock Haven 69 kV switchyard.

[1] "Kcmil" is one thousand circular mils. A circular mil is the cross-sectional area of a wire one mil in diameter, where 1 kcmil = 0.5067 mm^2.

The new switchyard, when placed into service, will overcome those operating limitations and also improve reliability of service for the customers located in the Castanea Township and Lock Haven areas of Clinton County.

11. The proposed line extension will be designed as a single-circuit 138 kV pole-line, but it will be initially operated at 69 kV. In the future, when customer load increases to a level that makes a higher voltage to serve the local area appropriate, the line will then be converted to 138 kV operation.

12. The estimated cost to design and construct this project is approximately $23.3 million, which includes $22.8 million for the new switchyard and the 69 kV line terminations and $516,000 for the Lycoming – Lock Haven #4 138/69 kV Transmission Line Extension. Construction is scheduled to begin in December, 2013 to support the project scheduled in-service date of June, 2015.

13. A PPL Electric system map showing existing transmission facilities with a design voltage of 35 kV or greater is included in the Attachment "1" map pocket. This filing addresses only the existing and proposed 138/69 kV regional transmission system in the Castanea Township and Lock Haven areas.

14. Currently, the Lock Haven 69-12 kV Substation and the Lock Haven 69 kV Switchyard, including its seven 69 kV transmission lines, serve approximately 6,800 customers in the Castanea Township and Lock Haven areas. One of the transmission lines, the Lycoming – Lock Haven #4 138/69 kV line, is designed to operate at 138 kV, but it currently operates at 69 kV. The existing 69 kV switchyard enables PPL Electric to switch transmission loads among the seven 69 kV lines and also provides electric power to the Lock Haven 69-12 kV distribution substation.

15. There is no source of bulk electric power[2] available in the Lock Haven area. As a result, four 69 kV transmission lines are required to connect the existing Lock Haven 69 kV Switchyard and the Lycoming 230-69 kV Substation. One 69 kV transmission line connects the Lock Haven 69 kV Switchyard and the Sunbury 230-138-69 kV Substation. Those five 69 kV lines are, and will continue to be, operated in a "networked" configuration. This networked configuration provides a source of power to the Lock Haven 69 kV Switchyard from both the Lycoming and Sunbury regional substations. However, these two sources of electric power are located approximately 25 miles to the northeast and 40 miles to the southeast of the Lock Haven 69 kV Switchyard, respectively. Two 69 kV transmission lines are sourced from the Lock Haven 69 kV Switchyard through a radial configuration. One line has limited 12 kV back-up supply through the Renovo 69-12 kV distribution substation. Refer to Figure 1, on page 8, for a functional one-line diagram of the existing transmissions system in the area.

16. Under the existing electrical arrangement of the Lock Haven 69 kV Switchyard,[3] voltage violations would result at multiple 69 kV substation buses, and three 69 kV line segments would become loaded above their emergency ratings if a certain contingency[4] were to occur. These buses and lines are located throughout the Lock Haven area.

a. PPL Electric has identified six different contingencies that would cause a voltage change that exceeds the PPL Electric "Reliability Principles & Practices" ("RP&P") guidelines. Those guidelines require that any voltage change at a bus be limited to no more than a 5 percent difference from the pre-contingency voltage. Also,

[2] Electric power facilities operating at voltages greater than 100 kV.

[3] See Figure 3 on Page 10 of Attachment 1.

[4] Unplanned outage of a line, bus, transformer, or other power system element.

the bus voltage after a contingency occurs must remain within the planning range of 62 kV to 68 kV.

b. In addition, PPL Electric has identified five different contingencies that would cause multiple line segments to be loaded above their emergency ratings. The RP&P guidelines state that no electrical facility may be loaded above its emergency rating after a contingency occurs. Furthermore, even under a light load scenario, two of the six contingencies would produce voltages at multiple buses that would both exceed the allowed 5 percent difference and fall below the lower voltage limit.

c. In the worst case scenario, one contingency would cause fourteen 69 kV buses to experience a voltage below 62 kV, with those low voltages ranging from 7.1 percent to 12.6 percent from pre-contingency levels. The latter voltage drop would result in a bus voltage of 56.6 kV. This post-contingency voltage range exceeds the 5 percent deviation that the RP&P allows. Under such circumstances, the PPL Electric Transmission System Operator would have to shed customer load in order to restore the local 69 kV bus voltages to the 62 to 68 kV range that the RP&P requires. This violation of the RP&P will not occur when the new breaker-and-a-half switchyard arrangement is operational[5].

17. In analyzing the outcomes of the six contingencies, the median[6] voltage change is 7.7 percent. The number of customers that would be interrupted if three of these contingencies were to occur ranges from approximately 2000 to 8800 customers. Three of the six contingencies would not interrupt customers initially but would cause voltages at local 69 kV buses to drop below the lower limit of 62 kV. That outcome would require the Transmission

[5] A substation electrical arrangement whereby two transmission lines terminated within a line bay are protected by three circuit breakers; each line shares the third, or middle, breaker in addition to having its own breaker.
[6] Half of the values are above the stated number and half are below.

System Operator to shed load and ultimately interrupt customers connected to those 69 kV lines. This violation of the RP&P will not occur when the new breaker-and-a-half switchyard arrangement is operational.

18. If an outage of the double-circuit Lycoming – Lock Haven #3 & #4 Line[7] were to occur, the Woolrich Tap to Jersey Shore #1 and # 2 line segments would be loaded to 114.4 percent and 116.4 percent, respectively, of their emergency ratings. This level of line loading would violate the RP&P guidelines. Although no residential or commercial customers, other than a large-power paper manufacturing facility, initially would be interrupted, due to the post-contingency line overloads, the Transmission System Operator would have to shed some additional customer load in order to bring the line loadings within the permitted voltage operating range. The load shed would remain in effect until the reason for the line outage could be determined and repairs made to restore the system. This violation of the RP&P will not occur when the new breaker-and-a-half switchyard arrangement is operational.

19. If an outage of the Lycoming – Lock Haven #3 69 kV line were to occur and also the Lock Haven 69 kV circuit breaker 4-7 or if breaker "B1" failed to operate or "open," the Woolrich Tap to the Jersey Shore #1 and #2 line segments would be loaded to 114.4 percent and 116.4 percent of their emergency ratings – similar to the scenario described above. No customers initially would be interrupted. However, due to the post-contingency line overloads, the Transmission System Operator would have to shed some customer load in order to restore line loadings to the appropriate voltage operating range. The load shed would remain in effect until the reason for the line outage could be determined and repairs made to restore the system.

[7] A double-circuit 69 kV pole-line is considered to be a single-element failure.

This violation of the RP&P will not occur when the new breaker-and-a-half switchyard arrangement is operational.

20. If an outage of the Lycoming – Lock Haven #4 138/69 kV line were to occur and the Lock Haven 69 kV circuit breaker 7-5 or breaker "B2" were to fail, the Woolrich Tap to Jersey Shore #1 line segment would be loaded to 101.9 percent of its emergency rating. This level of line loading would violate the RP&P guidelines. Based on 2011 customer data, approximately 6500 customers would be interrupted until the reason for the line outage could be determined and repairs made to restore the system. This violation of the RP&P will not occur when the new breaker-and-a-half switchyard arrangement is operational.

21. When performing maintenance on the Lock Haven 69 kV circuit breaker 3-4, or breaker "A", if the Lock Haven 69 kV circuit breaker 5-6 or breaker "B" were to trip unexpectedly, the Woolrich Tap to Jersey Shore #1 and Woolrich Tap to Lock Haven Bus Node "F" segments would be loaded to 144.0 percent and 122.4 percent, respectively, of their emergency ratings. These levels of line loading would violate the RP&P guidelines. No customers initially would be interrupted. However, due to the post-contingency line overloads, the Transmission System Operator would have to shed some customer load in order to restore line loadings to the appropriate voltage operating range. The load shed would remain in effect until the reason for the line outage could be determined and repairs made to restore the system. This violation of the RP&P will not occur when the new breaker-and-a-half switchyard arrangement is operational.

22. When performing maintenance on the Lock Haven 69 kV circuit breaker 4-7, or breaker "B1", if the Lock Haven 69 kV circuit breaker 5-6 or breaker "B" were to trip unexpectedly, the Woolrich Tap to Jersey Shore #1 line segment would be loaded to 115.4

percent of its emergency rating. This level of line loading would violate the RP&P guidelines. No customers initially would be interrupted. However, due to the post-contingency line overloads, the Transmission System Operator would have to shed some customer load in order to restore line loadings to the appropriate voltage operating range. The load shed would remain in effect until the reason for the line outage could be determined and repairs made to restore the system. This RP&P violation will not occur when the new breaker-and-a-half switchyard arrangement is operational.

23. The existing switchyard should be replaced for the additional reason that it has physical constraints that prevent expansion. The seven-breaker ring-bus arrangement[8] in the existing yard cannot be modified in its present location to create a switchyard of standard design due to the lack of available space. The seven-breaker ring-bus is the major reason why the voltage RP&P violations explained above occur. In a ring-bus arrangement, when one transmission line experiences a contingency, the circuit breakers on either side of that line termination will "open" in order to remove that line from service (See Figure 3 to the Necessity Statement, Attachment 1 hereto). The opening of those two circuit breakers "separates" the ring. The remaining transmission lines that are still in-service lose the electrical support provided by an intact ring-bus, and in some scenarios the remaining lines lose the electric support provided by the regional substations at Lycoming and Sunbury. The ring-bus is electrically weakened, and the result is either overloaded line segments or bus voltages that drop below the lower planning and operating limits. PPL Electric current design standards now require a breaker-and-a-half arrangement.

[8] [Define "seven-breaker ring-bus arrangement."]

24. Because of the existing ring-bus design at the switchyard, the ability to perform periodic maintenance on substation equipment in the future will become more and more difficult due to of the system configuration that results. A breaker out for maintenance and a subsequent line outage may lead to overloads and unacceptable voltage levels, even under lighter load periods. The ultimate consequence would be that periodic maintenance of certain station equipment would not be allowed because of the harm it would cause to the electrical grid. Not performing maintenance is counter to PPL Electric operational standards and good utility practice.

25. In order to resolve the issues discussed above, PPL Electric seeks PUC approval to construct the Lycoming – Lock Haven #4 138/69 kV line extension so that the existing transmission line can be re-connected from the existing yard into the new yard. After the Commission's approval of the new line extension, PPL Electric will also construct the Lock Haven 138/69 kV switchyard that will terminate the line extension and six other 69 kV lines. These system additions will mitigate maintenance constraints that currently exist, while increasing reliability and operating flexibility in the local area, which would provide the Transmission System Operator more options to reconfigure the transmission lines when maintenance is being performed.

26. The total estimated cost of this solution is approximately $23.3 million, which includes: $22.8 million for the new switchyard and associated line re-terminations; and $516,000 for the transmission line extension.

27. Refer to Figure 2, on page 9, for a functional one-line diagram of the proposed transmission system configuration in this area.

IV. RIGHT-OF-WAY STATUS

28. The entire line extension will be constructed on land owned in fee by PPL Electric. No additional land rights are required for the Project.

V. HEALTH AND SAFETY

29. The proposed extension of the Lycoming – Lock Line will not create any unreasonable risk of danger to the public health or safety. The proposed line will be designed to, and will generally exceed, minimum National Electrical Safety Code ("NESC") standards. Design specifications and safety rules practiced by PPL Electric are included in Attachment 4. The minimum conductor to ground clearance will be 30 feet on all new line facilities.

30. PPL Electric's Magnetic Field Management Program, summarized in Attachment 5, is applied to new and reconstructed transmission line projects. Current scientific evidence does not demonstrate that magnetic fields cause any adverse health effects or pose a health or safety danger to the public. Nevertheless, PPL Electric has determined, as a matter of policy, to design its new and rebuilt transmission lines to reduce magnetic fields when that can be done at low or no cost and consistent with functional requirements. PPL Electric's Magnetic Field Management Program has been developed to implement that policy decision. To reduce magnetic field exposures, the program generally prescribes the use of a line design that provides five feet higher ground clearance and reverses phasing of new double-circuit lines where it is feasible to do so at low or no cost.

31. Increased structure height will be utilized on the new line sections to reduce magnetic field exposures. Reverse phasing cannot be utilized because the line extension is being constructed as a single-circuit line. Reverse phasing requires a double-circuit line.

VI. LAND USE AND ENVIRONMENTAL EVALUATION

32. Existing land use in the area is mixed. The property on which the Project is located is mostly wooded and contains existing PPL Electric facilities such as transmission lines and the existing Lock Haven 69 kV Switchyard. The surrounding properties are either residential or wooded lots. Zoning in the Project area is Residential Use. Incremental land use impacts are anticipated to be minimal due to the facts that the Project is located in an area which contains existing PPL Electric facilities and that no additional land rights are required.

33. No nearby communication towers, pipelines or other utilities will be affected by the proposed construction. The closest point of the William T Piper Memorial Airport is approximately 0.80 miles from the Project. PPL Electric does not anticipate any interference with airport operations because existing structures are already located in the Project area. The new structures will be approximately the same height as the existing structures. PPL Electric, however, will file any required documentation with both the Federal Aviation Administration and the PennDOT Bureau of Aviation.

A. CULTURAL RESOURCES

34. The proposed Project was reviewed by the Pennsylvania Historical and Museum Commission ("PHMC"). The PHMC has reviewed the Project in relation to potential effects on both historic and archaeological resources. Correspondence from the PHMC, dated February 24, 2012 (File No. ER 2012-0718-035-A) indicates that the Logan Avenue Historic District is located near the project area. Although the Logan Avenue Historic District is located near the project area, the PHMC has determined that the proposed Project will have no effect on the resource. In addition, the PHMC has determined that no archaeological investigations are required. If, however, PPL Electric becomes aware of any previously unidentified resources that

would be affected by the construction, the Bureau for Historic Preservation will be contacted immediately.

B. NATURAL FEATURES

35. The proposed Project will not affect any unique geological, scenic, or natural areas. No National Natural Landmarks, parks, recreational facilities, or natural areas will be affected by the proposed Project. Bald Eagle State Forest is the closest recreation area and is located approximately 0.50 mile from the project area. No impacts are anticipated due to the distance from the Project, the extensive development in the area surrounding the proposed Project and the fact the existing PPL Electric facilities in the area of the proposed Project.

36. Vegetation removal will be necessary for this Project. PPL Electric will apply its "Specifications for Initial Clearing and Control of Vegetation On or Adjacent to Electric Line Right-of-Way Through Use of Herbicides, Mechanical and Hand Clearing Techniques" to mitigate any impacts.

37. PPL Electric will obtain all necessary permits from the Pennsylvania Department of Environmental Protection and the United States Army Corps of Engineers and will comply with all conditions placed on the permits. In addition, PPL Electric will acquire any required soil erosion and sedimentation control permits and will comply with all conditions placed on those permits.

C. THREATENED AND ENDANGERED SPECIES

38. PPL Electric has contacted state and federal agencies to obtain information regarding threatened and endangered species in close proximity to the project area. A review of the Pennsylvania Natural Diversity Inventory ("PNDI") records (PNDI Search ID

20120306342317) indicates that there are no potential impacts for species of special concern and resources within, or in close proximity to, the project area.

VII. NOTICE

39. The proposed Project was reviewed with Castanea Township and Clinton County. The Township and the County had no objection. A list of involved governmental agencies, municipalities and other public entities is included as Attachment 7.

40. Attachment 7 accompanying this Letter of Notification contains a list of the involved governmental agencies, municipalities, and other public entities. Copies of this Letter of Notification are being served on the agencies listed in Attachment 7 in accordance with 52 Pa. Code § 57.72(d)(3).

41. As soon as practicable after the filing of this Letter of Notification and the assignment by the Commission of a docket number, PPL Electric will publish notice of the filing in newspapers of general circulation in the area of the proposed Lycoming-Lock Haven #4 138/69 kV Line. Such notice will contain: (a) the date this Letter of Notification was filed with the Commission; (b) a brief description of the Lycoming-Lock Haven #4 138/69 kV Line and its location; (c) locations where the complete Letter of Notification may be reviewed by the public; and (d) an instruction that the interested parties should contact Secretary Rosemary Chiavetta at the Commission's Harrisburg address.

VIII. LETTER OF NOTIFICATION

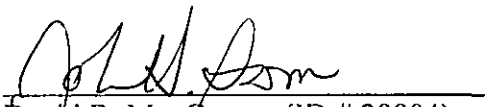
42. PPL Electric is proceeding by means of a Letter of Notification, instead of a full Application, pursuant to the Commission's regulations at 52 Pa. Code § 57.72(d). The extension of the Lycoming – Lock Haven Line will be 1,300 feet in length. Electric distribution companies such as PPL Electric are allowed to use Letters of Notification, instead of full siting applications, if the length of the construction will be two miles or less. 52 Pa. Code § 57.72(d)(1)(vi).

43. This Letter of Notification is filed on the date set forth 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, the proposed Lycoming-Lock Haven #4 138/69 kV Line will be constructed as proposed herein without the formal application process set forth at 52 Pa. Code §§ 57.71, *et seq.*

IX. CONCLUSION

WHEREFORE, PPL Electric Utilities Corporation respectfully requests that the Pennsylvania Public Utility Commission approve the extension of the Lycoming – Lock Haven #4 138/69 kV Transmission Line in Castanea Township, Clinton County, that is explained above and in the Attachments hereto.

Respectfully submitted,



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Of Counsel:

Post & Schell, P.C.

Date: December 12, 2012

VERIFICATION

I, Stephanie Raymond, being the Vice President of Transmission and Substations of PPL Electric Utilities Corporation, hereby state that the facts above set forth are true and correct to the best of my knowledge, information and belief and that I expect that PPL Electric Utilities Corporation to be able to prove the same at a hearing held in this matter. I understand that the statements herein are made subject to the penalties of 18 Pa. C.S. § 4904 relating to unsworn falsification to authorities.

Date: 12/3/12

S/Raymond
Stephanie Raymond

Respectfully Submitted,

John H. Isom

JHI/jl
Enclosures
cc: Robert F. Young
Paul T. Diskin
Nicholas Okoro
Kimberly Hafner
Certificate of Service

CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of the foregoing **Letter of Notification** has been served upon the following persons, in the manner indicated, in accordance with the requirements of 52 Pa. Code § 1.54 (relating to service by a participant).

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Pennsylvania Historical and
Museum Commission
Bureau of Historic Preservation
Commonwealth Keystone Building
400 North Street, 2nd Floor
Harrisburg, PA 17120-0053
Attn: Mr. Douglas C. McLearen, Chief

Honorable Barry Schoch, P.E., Secretary
Pennsylvania Department of Transportation
C/O Office of Chief Counsel
Commonwealth Keystone Building
400 North Street, 9th Floor
Harrisburg, PA 17120
Attn: William J. Cressler

Department of Environmental Protection
PO Box 2063
Market Street State Office Building
Harrisburg, PA 17105-2063
Attn: Office of Field Operations

Bureau of Investigation & Enforcement
PO Box 3265
Commonwealth Keystone Building
400 North Street, 2nd Floor West
Harrisburg, PA 17105-3265

Office of Consumer Advocate
555 Walnut Street
Forum Place, 5th Floor
Harrisburg, PA 17101-1923

Date: December 12, 2012

Office of Small Business Advocate
300 North Second Street, Suite 1102
Harrisburg, PA 17101

Clinton County Planning Commission
232 East Main Street
Lock Haven, PA 17745

Clinton County Board of Commissioners
232 East Main Street
Lock Haven, PA 17745
Attn: Robert Smeltz, Chairman

Castanea Township Planning
Commission
347 Nittany Road
Lock Haven, PA 17745
Attn: Joseph Miller, Chairman

Castanea Township Board of
Supervisors
347 Nittany Road
Lock Haven, PA 17745
Attn: Susan Heaton, Township
Secretary

PPL Electric Utilities Corporation
2 North 9th Street
Allentown, PA 18101

John H. Isom