Post & Schell P.C.
ATTORNEYS AT LAW

17 North Second Street
12th Floor
Harrisburg, PA 17101-1601
717-731-1970 Main
717-731-1985 Main Fax
www.postschell.com

Garrett P. Lent
Associate

glent@postschell.com
717-612-6032 Direct
717-731-1979 Direct Fax
File #: 182604

February 26, 2021

VIA ELECTRONIC FILING

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 (i) Reconstruction and Relocation of Portions of the Montour-Sunbury 230kV and Sunbury-Milton 69 kV Transmission Line, and (ii) Reconstruction of a Portion of the Sunbury-Elimsport 230 kV Transmission Line in Association with the Pennsylvania Department of Transportation's Central Susquehanna Valley Transportation Highway - Southern Section
Docket No. A-2021-_____

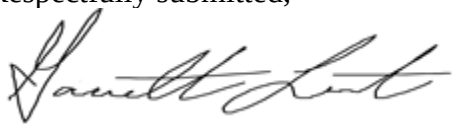
Dear Secretary Chiavetta:

Attached for filing is the Letter of Notification of PPL Electric Utilities Corporation in the above-referenced proceeding. As indicated on the Certificate of Service, copies of the Letter of Notification are being served by certified mail, return receipt requested, upon the involved governmental agencies, municipalities and property owners. Construction of the project contemplated by this Letter of Notification is scheduled to begin in August 2021 with an anticipated in-service date of November 2021.

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

The associated $350.00 filing fee has been paid by Post & Schell, P.C. as of the time of filing.

Respectfully submitted,



Garrett P. Lent

GPL/kls
Attachments

cc: Renardo Hicks, Esquire
Paul T. Diskin
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

Bureau of Investigation & Enforcement
PA Public Utility Commission
400 North Street, 2nd Floor West
PO Box 3265
Harrisburg, PA 17105-3265
Attn: Richard Kanaskie, Esquire

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

PA Department of Transportation
Commonwealth Keystone Building
400 North Street, 8th Floor
Harrisburg, PA 17120
Attn: Jason Sharp, Acting Chief Counsel

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

PA Department of Conservation and Natural Resources
Rachel Carson State Office Building
PO Box 8767
400 Market Street
Harrisburg, PA 17105-8767
Attn: Rebecca Bowen

Pennsylvania Game Commission
2001 Elmerton Avenue
Harrisburg, PA 17110-9797
Attn: Peter Sussenbach

PA Fish and Boat Commission
450 Robinson Lane
Bellefonte, PA 16823-9620
Attn: Christopher A. Urban

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

Office of Small Business Advocate
555 Walnut Street
Forum Place, 1st Floor
Harrisburg, PA 17101
Attn: John R. Evans

U.S. Army Corps of Engineers
Baltimore District Corporate Communication Office
2 Hopkins Plaza
Baltimore, MD 21201
Attn: Planning Division

U.S. Fish and Wildlife Services
Pennsylvania Field Office
110 Radnor Road, Suite 101
State College, PA 16801
Attn: Lesa Lindsay

Snyder County Conservation District
10541 Route 522
Middleburg, PA 17842
Attn: Jason Winey, District Manager

Snyder County Planning Commission
9 West Market Street
P.O. Box 217
Middleburg, PA 17842
Attn: Lincoln Kaufman, Planning Director

Monroe Township
39 Municipal Drive
Selinsgrove, PA 17870
Attn: Dean Davis, Chairman

Hummel Bros Farm
653 Stetler Avenue
Selinsgrove, PA 17870-9028

Commonwealth of PA
715 Jordan Avenue
Montoursville, PA 17754-2415

Commonwealth of PA
PO Box 218
Montoursville, PA 17754-0218

Sandra J. Shaffer
3103 Park Road
Selinsgrove, PA 17870-7855

Rolling Green Water Co
715 Park Road
Selinsgrove, PA 17870

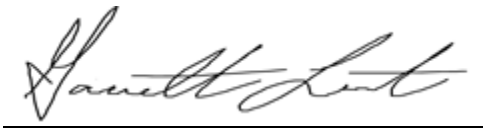
John E. Mitchell
1220 Old 522
Selinsgrove, PA 17870

Morningstar Village LLC
PO Box G
Hummels Warf, PA 17831

Talen Energy
600 Hamilton Street
Suite 600
Allentown, PA 18101

PennDOT District 3
715 Jordan Avenue
PO Box 218
Montoursville, PA 17754
Attn: Matt Beck

Date: February 26, 2021



Garrett P. Lent

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 (i) Reconstruction and Relocation of Portions of the Sunbury-Milton 230 kV Transmission Line, and (ii) Reconstruction of a Portion of the Sunbury-Elimsport 230 kV Transmission Line in Association with the Pennsylvania Department of Transportation's Central Susquehanna Valley Transportation Highway - Southern Section	:	Docket No. A-2021-_____

LETTER OF NOTIFICATION

TO THE PENNSYLVANIA PUBLIC UTILITY COMMISSION:

PPL Electric Utilities Corporation ("PPL Electric") hereby files this Letter of Notification pursuant to Section 57.72(d) of the Pennsylvania Public Utility Commission's ("Commission") regulations, 52 Pa. Code § 57.72(d), to rebuild the sections of existing Sunbury – Milton and Sunbury – Elimsport 230 kV Transmission Lines to accommodate the construction of the Central Susquehanna Valley Transportation Highway - Southern Section ("CSVT South Project) in Northumberland and Snyder Counties, as described in detail in this Letter of Notification (collectively the "CSVT Relocation Project" or the "Project").[1]

[1] PPL Electric notes a separate, parallel letter of notification has been filed by PPL Electric to address rebuilding the entire Sunbury - Milton 230 kV line to a double-circuit 230 kV configuration. *Letter of Notification of PPL Electric Utilities Corporation, Filed Pursuant to 52 Pa. Code Chapter 57 Subchapter G, for Approval of (i) the Reconstruction of the Montour – Milton 230 kV Transmission Line Located in Montour and Northumberland Counties, Pennsylvania, and (ii) the Rebuild of the Milton – Sunbury 230 kV Transmission Line Located in Snyder County, Pennsylvania, and (iii) Perform Additional Line Modifications in Connection With The Montour – Milton and Milton – Sunbury 230 kV Transmission Lines*, Docket No. A-2021-302403 (filed February 5, 2021) ("*Montour-Milton-Sunbury Rebuild LON*").

As described herein, the Pennsylvania Department of Transportation ("PennDOT") has requested that PPL Electric undertake the reconstruction and relocation of several transmission lines to accommodate the construction of the CSVT Project. To accommodate PennDOT's construction activities near the Sunbury-Milton 230 kV Transmission Line: one lattice tower associated with the portion of this line located on the south side of Sunbury Road will be removed and shifted within the existing right-of-way ("ROW") to a new parcel on the north side of Sunbury Road and a second structure will have its alignment modified; two lattice towers will be removed; 0.3 miles of 225 foot wide ROW will be relocated to easements acquired by PennDOT to accommodate the CSVT Project; and three new double-circuit monopole structures will be installed. In addition, to accommodate PennDOT's construction activities near the Sunbury-Elimsport 230 kV Transmission line: one structure will be replaced with a tension H-frame; and a new tension H-frame structure will be located on a new parcel within the existing ROW.[2]

This Project will be constructed in Monroe Township in Snyder County. PPL Electric has provided information regarding this Project to all identified political subdivisions, and none of them have objected to the Project. Construction of the Project will commence upon the Commission's approval of this filing, with an estimated construction start date of August 2021 with an anticipated in-service date of November 2021. In support thereof, PPL Electric states as follows:

[2] As described in Attachment 1, several 69 kV transmission lines will be relocated or modified. Since these systems are below 100 kV, they are not subject to the Commission's transmission line construction and citing regulations and are not subject to this Letter of Notification. *See* 52 Pa. Code § 57.1 (defining "HV transmission line" or "HV line" as "[a]n overhead electric supply line with a design voltage greater than 100,000 volts."); 52 Pa.Code § 57.71 ("Upon the application of a public utility for authorization to locate and construct a HV transmission line or any portion thereof, upon approval of the application by the Commission first had and obtained, and upon compliance with existing laws, it shall be lawful for a public utility to commence construction of the HV transmission line or portion thereof." (emphasis added)).

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:

Michael J. Shafer (I.D. # 205681)
PPL Services Corporation
Two North Ninth Street
Allentown, PA 18101
Voice: 610-774-2599
Fax: 610-774-4102
E-mail: mjshafer@pplweb.com

David B. MacGregor (I.D. # 28804)
Garrett P. Lent (I.D. #321566)
Post & Schell, P.C.
17 North Second Street
12th Floor
Harrisburg, PA 17101-1601
Voice: 717-731-1970
Fax: 717-731-1985
E-mail: dmacgregor@postschell.com
E-mail: glent@postschell.com

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 defined in Sections 102 and 2803 of the Pennsylvania Public Utility Code, 66 Pa.C.S. §§ 102, 2803.

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 Description of Right-of-Way.
- Attachment 4 PPL Electric Design Criteria and Safety Practices.
- Attachment 5 List of Property Owners Within The Right-of-Way
- Attachment 6 List of Involved Governmental Agencies, Municipalities and Other Public Entities

7. 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

A. NEED FOR THE PROJECT

8. The Necessity Statement for the proposed Project is provided as Attachment 1 to this Letter of Notification.

9. As explained in greater detail below and in the Necessity Statement, this Project is necessary to accommodate PennDOT's construction of the CSVT Project. The CSVT South Project includes the construction of 11 miles of new highway as well as the associated realignment and relocation of adjacent roads, grading and interchange construction. In particular, portions of the Sunbury-Milton 230 kV Transmission Line and Sunbury-Elimsport 230 kV Transmission Line will need to be redesigned and/or relocated, move structures out of the PennDOT limits of disturbance, increase the height of conductors above the new roads constructed as a part of the CSVT Project, and accommodate a new overpass.

10. Importantly, although this Project involves certain facilities that are the subject of the *Montour-Milton-Sunbury Rebuild LON* filed by PPL Electric to rebuilding the entire Sunbury - Milton 230 kV line to a double-circuit 230 kV configuration, PPL Electric will be required to relocate the existing facilities that are affected by the CSVT South Project independent on the *Montour-Milton-Sunbury Rebuild LON*. As a separate need justifies the rebuild of existing transmission facilities set forth in the *Montour-Milton-Sunbury Rebuild LON*, PPL Electric has separately filed for approval of the relocation of the facilities affected by the CSVT Relocation Project.

1. Existing System

11. The Sunbury-Milton 230 kV Transmission Line is a double-circuit transmission line co-located on an existing steel lattice tower line. Both circuits are designed and constructed for 230 kV operation, however one circuit presently operates at 69 kV. The proposed CSVT Project crosses the existing transmission line ROW at two locations.

12. The first crossing (*i.e.*, the north crossing) is located near Sunbury Road which is bordered by agricultural lands to the south and a series of residential homes to the north. The limits of disturbance for the CSVT Project will cross Sunbury Road and extend between existing tower 25249-S-56074 located south of Sunbury Road and tower 25254-S-56222 located on the north side of the roadway. As part of the CSVT Project, PennDOT has acquired several of the homes along Sunbury Road that will be demolished to provide room for the new roadway. The double-circuit Milton-Sunbury 230 kV transmission line connects the Milton 230-69 kV Substation to the Sunbury 500-230-69 kV Substation. The existing Milton-Sunbury transmission line is designed for double circuit 230 kV operation; however, one circuit, the Milton – Sunbury

69 kV line, is presently energized at 69 kV and is a non-bulk electric transmission line that operates in network configuration.

13. The second crossing (*i.e.*, the south crossing) is located on the west side of Stetler Avenue, which is bordered by an active cattle ranch, commercial buildings and a forested hill. The limits of disturbance for the CSVT Project will cross Stetler Road and extend between tower 25220-S-55286 located to the south of the cattle ranch and tower 25226-S-55472 located near the forested hill north of the cattle ranch. As part of the CSVT Project, PennDOT has obtained the required ROW needed to realign the transmission line network over the forested hill and across the cattle farm.

14. The existing Sunbury-Elimsport 230 kV Transmission Line is designed and operated at 230 kV and is located as a single-circuit system on existing steel lattice tower structures. The proposed highway construction project crosses the existing line once near Fisher Road, which is bordered by residential homes, forested lots, and agricultural lands. The limits of disturbance for the CSVT Project will cross Fisher Road between tower 24890-S-55283 located north of the Fisher Road and tower 25014-S-55186 located in an agricultural field to the south of the roadway. As part of the CSVT Project, PennDOT has acquired several of the residential lots around Fisher Road that will be used for the new roadway.

2. The Proposed Project

15. The portions of the Sunbury-Milton 230 kV and Sunbury-Elimsport 230 kV Transmission Lines that are the subject of this Letter of Notification are required to be relocated and/or redesigned to accommodate relocation requests made by PennDOT.

16. The north crossing of the Sunbury-Milton 230 kV Transmission Line will need to be redesigned to move structures out of the PennDOT limits of disturbance and increase the

conductor height above the new road. The existing structures (towers 25252-S-56167 and 25254-S-56222) will be removed and a new structure will be constructed in a different location, and increasing the structure height. The new structure will be replaced by a single taller suspension structure, which will be shifted out of the limits of disturbance of the CVST Project. While the new structure will be located on a new property north of Sunbury Road, this property has been purchased by PennDOT. The existing transmission line's 1033.5 kcmil, 54/7 stranding ACSR[3] conductor wire is to remain, but the new structure will be designed for future 1590 ACSS[4] loading.

17. The south crossing of the Sunbury-Milton 230 kV Transmission Line will need to be relocated off the existing ROW to accommodate an overpass being installed by the CSVT Project. PennDOT has acquired a new 225-foot wide easement of approximately 0.3 miles in length to accommodate the new structures. Two towers (towers 25223-S-55383 and 25226-S-55472) will be removed and three new two-pole tension structures will be installed to replace them. The first new two-pole structure will be constructed in a new location on the property where tower 25223-S-55383 was removed and will be used to turn the lines to the northwest along the new ROW.[5] The second new two-pole structure will be constructed to the west of the existing line within new ROW that has been acquired by PennDOT. The third new two-pole structure will be constructed in a new location on the property where tower 25226-S-55472 was removed and will be used to tie the lines back into the existing ROW.[6] The existing transmission line's 1033.5 kcmil, 54/7 stranding ACSR conductor wire will be replaced with 1590 kcmil, 54/19 stranding ACSS conductor in this section.

[3] "ACSR" stands for aluminum conductor steel reinforced.

[4] "ACSS" stands for aluminum conductor steel supported.

[5] As explained in Attachment 2, PennDOT has coordinated with the landowner regarding this required change.

[6] As explained in Attachment 2, PennDOT has coordinated with the landowner regarding this required change.

18. The subject crossing associated with the Sunbury-Elimsport 230 kV Transmission Line will need to be redesigned to increase the conductor height above the new road, which will be done by increasing the structure heights. This will be done by removing one existing tower (tower 24890-S-55283) and replacing it with a new, taller two-pole H-frame structure. In addition, another new two-pole H-frame structure will be installed near tower 25014-S-55186. This second structure will be located on a new parcel to accommodate the limits of disturbance for the CSVT Project.[7] The existing transmission line's conductor wire is 795 30/19 ACSR and will be replaced with new 795 30/19 ACSR.

19. The total cost of the entire Project is approximately $3.3 million. PPL Electric will be reimbursed by PennDOT for the costs of this Project.

III. HEALTH AND SAFETY

20. The proposed lines will not create any unreasonable risk of danger to the public health or safety. The proposed lines will be designed, constructed, operated, and maintained in a manner that meets or surpasses all applicable National Electrical Safety Code ("NESC") minimum standards and all applicable legal requirements. Descriptions of the NESC standards, PPL Electric's design criteria, and PPL Electric's safety practices are provided in Attachment 4 to this Letter of Notification.

21. Attachment 4 accompanying this Letter of Notification explains PPL Electric's standards for Magnetic Field Management. Ground clearances for the proposed Project will be increased between approximately 3.0 and 7.0 feet higher than those required by the NESC standard in order to reduce the magnetic field exposure.

[7] As explained in Attachment 2, PennDOT has coordinated with the landowner regarding this required change.

IV. DESCRIPTION OF THE RIGHT-OF-WAY

22. The existing Sunbury-Milton 230 kV and Sunbury-Elimsport 230 kV Transmission lines are located in existing 225-foot wide existing ROW. The Project will be constructed entirely within existing has designed the proposed transmission line structure modifications and location adjustments to fit entirely within the existing ROW, except for a short section of the Sunbury-Milton 230 kV transmission line due to the need to relocate a structure based on the alignment of the CSVT Project. PennDOT has already secured the new ROW needed to accommodate the proposed relocation. An aerial map is provided at the end of Attachment 3 to this Letter of Notification, which depicts the proposed line and associated structures.

23. New structures will be located in close proximity to existing structures where it is reasonably practical to do so. Where structures will be relocated, PPL Electric and/or PennDOT has discussed the proposed structure locations with the respective property owners, none of which had any objection to the new pole locations.

24. As explained in Attachment 2, the average height of the new structures of the Sunbury-Milton 230 kV line will between approximately 45 feet taller for the north crossing and approximately the same height as the average height of the existing structures on the south crossing, and the average height of the new structures of the Sunbury-Elimsport 230 kV line will be about 15 feet taller than the average height of the existing structures. Although the new structures will increase in height as compared to the existing outdated structures, the rebuilt Transmission Lines will reduce overall impacts to land use within the right-of-way by replacing lattice tower structures with steel monopoles, which have a smaller overall footprint.

V. LAND USE AND ENVIRONMENTAL EVALUATION

25. As explained above, construction of the proposed Project will take place almost entirely within existing ROW. Therefore, it is anticipated that the proposed Project will have minimal incremental impacts on land use in the area.

26. PPL Electric will use and update previously established access roads for construction to the extent practical to further reduce interference with existing uses and minimize land use impacts. A detailed description each of the individual crossings associated Project can be found in Attachment 3.

27. The proposed Project will not affect any state lands, national parks, state parks, local parks, recreational areas or natural landmarks. None of these features are located within the Project Area.

28. PPL Electric conducted an online review of the Project Area and surrounding landscape through the Pennsylvania Historical and Museum Commission ("PHMC") Cultural Resources Geographic Information System ("GIS") site for this area. As described in Attachment 3, several State Historic Preservation Office ("SHPO") listed or eligible properties were found within or close to the Project Area.

29. PPL Electric will coordinate with the PHMC as needed for the modifications being made to these transmission lines. This coordination will be required to receive permits to construct the Project. PPL Electric does not anticipate any impacts to these SHPO eligible or listed properties or any other PHMC related properties. PPL Electric will perform any reviews and field survey/sampling work required by the PHMC to avoid, minimize, and mitigate impacts to archaeological or historic architectural resources that may be located within the Project Area.

30. No nearby railroads, communication towers, pipelines, or other utilities will be affected by the proposed Project. Furthermore, PPL Electric does not anticipate any interference

with airport operations because the Project is located in an area where there are existing electrical facilities. However, PPL Electric will comply with any applicable requirements of the Federal Aviation Administration and the Pennsylvania Department of Transportation, Bureau of Aviation.

31. The Project is located in close proximity to two Pennsylvania Natural Heritage Program identified natural areas that are near to the Sunbury-Elimsport 230 kV and Sunbury-Milton 230 kV Transmission Lines. The Rolling Green Run Slopes natural area located near the Sunbury-Elimsport 69 kV transmission line includes small clusters of forest overlooking Penns Creek that may be the location of a population of the federally-threatened northern long-eared bat (*Myotis septentrionalis*). Additionally, the Shamokin Dam Slopes natural area located near the Sunbury-Milton 230 kV transmission line consists of forested areas that may also contain populations of northern long-eared bats. PPL Electric will coordinate with state and federal agencies having jurisdiction over this species where permitting is needed. No impact to any plant or animal species or the general habitat is anticipated at this time.

32. Erosion and Sedimentation ("E&S") control plans will be implemented for the Project to minimize the displacement of soils. These plans will require prior approval from the local county conservation districts, each of which will be served with this Letter of Notification. National Pollutant Discharge Elimination System ("NPDES") permits will also be required from the Pennsylvania Department of Environmental Protection ("PADEP") as needed. During construction, PPL Electric will adhere to all conditions specified in the NPDES permit. Impacts to local soil resources are anticipated to be minimal.

33. The existing transmission lines span three National Hydrography Dataset ("NHD") identified waterways that will continue to be spanned after modification and relocation activities have occurred. Waterways crossed in the northern portion of the Project include several unnamed

tributaries to the Susquehanna River, which have a PADEP Chapter 93 Designated Stream Classification of Warm Water Fishery ("WWF"). Most of the central and southern portions of the Project span Rolling Green Run and its unnamed tributaries, which also have a PADEP Chapter 93 Designated Stream Classification of WWF. None of these waterways are considered an anti-degradation special protection classification water. None of these streams are designated by the Pennsylvania Fish and Boat Commission ("PFBC") as Wild Trout (Natural Reproduction) Streams. No direct impact to any of these stream features are anticipated by the proposed ROW adjustment or structure re-locations. An E&S control plan will be developed to address stormwater control in these watersheds. Impacts to any waterway are anticipated to be minimal. PPL Electric will obtain all approvals and permits necessary for the construction of the Project and will comply with any conditions placed on those permits.

34. Based on review of the U.S. Fish and Wildlife Service's ("USFWS") National Wetlands Inventory ("NWI"), the Sunbury-Milton 230 kV Transmission Line crosses one Palustrine Emergent ("PEM") wetland system. The NWI only provides a general overview of the potential wetlands that may be located within an area. For federal and state permitting purposes, the wetlands and waterways within the Project area will be delineated, surveyed, and illustrated according to regulatory standards. This information will be used to minimize wetland impacts where feasible. Additionally, PPL Electric will avoid impacts to wetlands where possible by aerially spanning these features. No impacts to this wetland feature are anticipated by the proposed ROW adjustment or structure re-locations.

35. In addition, PPL Electric obtained the National Flood Hazard Layer ("NFHL") through the Pennsylvania Spatial Data Access ("PASDA") database and analyzed for 100-year floodplains within the Project area and surrounding landscape. Based on review of this data, none

of the existing transmission lines are within a FEMA 100-year floodplain and no impacts to any floodplain areas are anticipated by the proposed ROW adjustment or structure re-locations.

36. The existing ROW areas for the subject transmission lines has previously been cleared of woody vegetation and no extensive tree clearing is anticipated on most of those lines. There is one area of new ROW that will require tree clearing along the Sunbury-Milton 230 kV Transmission Line. This new ROW is required to address the need to change the location of a pole structure to accommodate the proposed CSVT Project. If vegetation management is required in this specific location, PPL Electric will apply its "Specifications for Transmission Vegetation Management LA-79827" to minimize potential impacts.

37. PPL Electric is in the preliminary stages of completing Pennsylvania Natural Diversity Inventory ("PNDI") Project Environmental Reviews for the Project. The PNDI reviews evaluate the databases of the United States Fish and Wildlife Service ("USFWS"), Pennsylvania Fish and Boat Commission ("PFBC"), Pennsylvania Game Commission ("PGC"), and the Pennsylvania Department of Conservation and Natural Resources ("DCNR").

38. PPL Electric will continue to coordinate and consult with jurisdictional agencies regarding potential impacts to protected species, will obtain all approvals and necessary permits for the construction of the Project, and will comply with all conditions placed in those permits.

VI. NOTICE

39. PPL Electric and/or PennDOT have reached out to owners of properties that are crossed by the line. Copies of the Letter of Notification will be served upon landowners in accordance with 52 Pa. Code § 57.72(d)(3). A list of the landowners impacted by this project is provided as Attachment 5.

40. PPL Electric has provided information regarding the Project to representatives of Monroe Township in Snyder County. These entities have not objected to the proposed Project. Copies of this Letter of Notification will be served on the governmental agencies, municipalities, and other public entities and organizations in accordance with 52 Pa. Code § 57.72(d)(3). A list of these entities and organizations is provided as Attachment 6.

VII. CONCLUSION

WHEREFORE, PPL Electric Utilities Corporation respectfully requests that the Pennsylvania Public Utility Commission approve the proposed CSVT Project in in Northumberland and Snyder Counties, Pennsylvania that is explained above and in the Attachments hereto.

Respectfully submitted,

Michael J. Shafer (I.D. # 205681)
PPL Services Corporation
Two North Ninth Street
Allentown, PA 18101
Voice: 610-774-2599
Fax: 610-774-4102
E-mail: mjshafer@pplweb.com

David B. MacGregor (I.D. # 28804)
Garrett P. Lent (I.D. # 321566)
Post & Schell, P.C.
17 North Second Street
12th Floor
Harrisburg, PA 17101-1601
Voice: 717-731-1970
Fax: 717-731-1985
E-mail: dmacgregor@postschell.com
E-mail: glent@postschell.com

Date: February 26, 2021

Attorneys for PPL Electric Utilities Corporation

ATTACHMENT 1

ATTACHMENT "1"
SUNBURY – MILTON AND SUNBURY – ELIMSPORT 230 KV TRANSMISSION LINES – RELOCATION PROJECT

TABLE OF CONTENTS

List of Figures

1.0 PROJECT NECESSITY

The Pennsylvania Department of Transportation ("PennDOT") has requested that PPL Electric Utilities, Inc. ("PPL Electric") rebuild the sections of existing Sunbury – Milton and Sunbury – Elimsport 230 kV transmission lines to accommodate the construction of the Central Susquehanna Valley Transportation Highway - Southern Section ("CSVT South Project) in Northumberland and Snyder Counties. The CSVT South Project includes the construction of 11 miles of new highway as well as the associated realignment and relocation of adjacent roads, grading and interchange construction.

To accommodate the construction of the highway and other related improvements, two sections approximately 2,300 feet of the Sunbury – Milton 230 kV Transmission Line and approximately 1,540 feet of the Sunbury – Elimsport Transmission Line require reconstruction in order to meet the required electrical clearances (see Attachment 2). These proposed alignments are described in detail below and illustrated in **FIGURE 1-1.**

In addition to the two-230 kV transmission lines, the CSVT South Project will also involve relocation or modification to following 69 kV transmission lines:

- Sunbury-Columbia 69 kV,
- Sunbury-Milton Steel 69 kV,
- Sunbury-Lewisburg 69 kV.
- Sunbury-Lock Haven 69 kV, and
- Sunbury-Middleburg 69 kV.

Since these systems are below 100 kV, they are not part of this Letter of Notification ("LON") filing.

To accommodate the PennDOT construction activities the following modifications will be required to the following PPL Electric transmission line systems located in Snyder County:

- Sunbury-Milton 230 kV Transmission Line (designed for 230 kV)
  - North Crossing:
    - Removal of one lattice tower structure located on the south side of Sunbury Road and shifting of this structure within the existing ROW to a new parcel on the north side of the roadway. The parcel on the north side of Sunbury Road has been purchased by PennDOT to accommodate the CSVT Project.
    - Modification of a second structure (length of alignment modification approximately 1,360 feet).
  - South Crossing:
    - Removal of two lattice tower structures.
    - Relocation of 0.3 miles of 225 foot wide ROW. Easements along this new ROW alignment have been acquired by PennDOT to accommodate the CSVT Project.
    - Installation of three new double-circuit monopole structures (length of alignment modification approximately 1,800 feet). One of the new structures will be located in the new ROW, with the other two new structures being located in the existing ROW but at new locations. PennDOT has coordinated with the landowners regarding these required changes.
- Sunbury-Elimsport 230 kV Transmission Line
  - Replace one structure with a tension H-frame.
  - Installation of a new tension H-frame structure within the existing ROW. This structure will be located on a new parcel to accommodate the limits of disturbance for the CSVT Project. PennDOT has coordinated with the landowner regarding this required change.

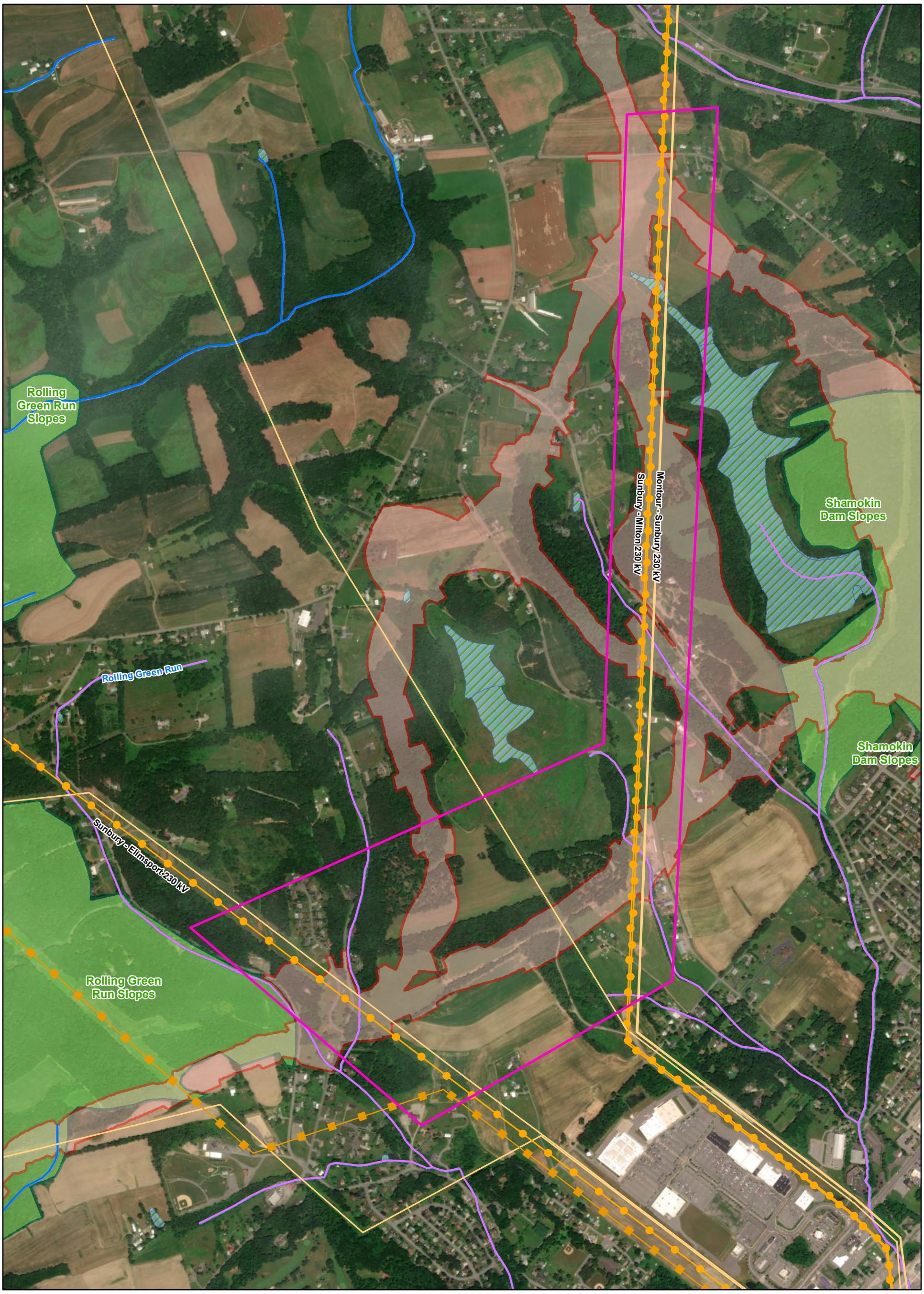
These modifications and realignments are illustrated in **FIGURE 1-2**.

A separate, parallel LON has been filed by PPL Electric to address rebuilding the entire Sunbury - Milton 230 kV line to a double-circuit 230 kV configuration.[1] The need for this modification is to address aging infrastructure and reliability concerns on the bulk transmission system. The Sunbury - Milton 230 kV transmission line was built using COR-TEN® weathered steel lattice towers and needs to be rebuilt to address the asset health concerns identified with these structures. Additionally, adding the second 230 kV line will address the reliability needs in the area.

PPL Electric will be required to relocate the existing facilities that are affected by the CSVT South Project indepdenent on the *Montour-Milton-Sunbury Rebuild LON*. As a separate needs justifies the rebuild of existing transmission facilities set forth in the *Montour-Milton-Sunbury Rebuild LON*, PPL Electric has separately filed for approval of the relocation of the facilities affected by the CSVT Relocation Project.

[1] *Letter of Notification of PPL Electric Utilities Corporation, Filed Pursuant to 52 Pa. Code Chapter 57 Subchapter G, for Approval of (i) the Reconstruction of the Montour – Milton 230 kV Transmission Line Located in Montour and Northumberland Counties, Pennsylvania, and (ii) the Rebuild of the Milton – Sunbury 230 kV Transmission Line Located in Snyder County, Pennsylvania, and (iii) Perform Additional Line Modifications in Connection With The Montour – Milton and Milton – Sunbury 230 kV Transmission Lines*, Docket No. A-2021-302403 (filed February 5, 2021) ("*Montour-Milton-Sunbury Rebuild LON*").

FIGURES



Legend

- LON Review Area
- PennDOT Limit of Disturbance

Chapter 93 Designated Use Stream

- CWF
- WWF
- NWI Wetlands
- NHA Core

Existing Transmission Lines

- 69 kV
- 230 kV
- 500 kV

Notes:

1. Transmission lines symbolized at operating or design voltage, which may differ from designated name.

2. Transmission line right-of-way not illustrated at this scale.

0 500 1,000 Feet

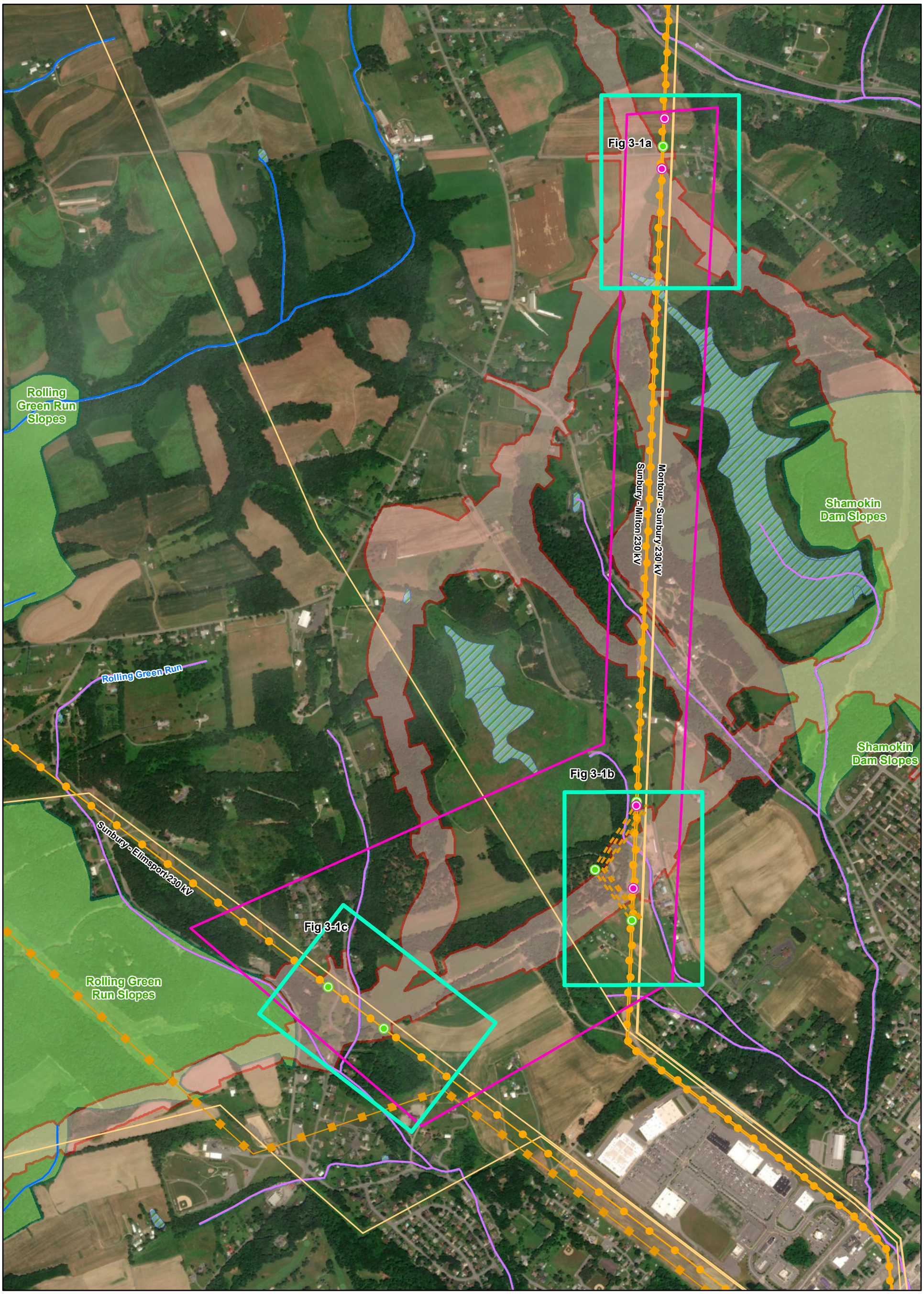
AECOM

Figure 1-1
Existing System Configuration
CSVT PennDOT Relocation Project

Snyder County, Pennsylvania

PPL Electric Utilities
Allentown, Pennsylvania

Prepared By: NAB	Checked By: DJY/BAB
Job: CSVT	Date: 2/19/2021



Legend

- LON Review Area
- Figure 3-1 Extent Maps
- PennDOT Limit of Disturbance
- Proposed New/Replaced Structure
- Proposed Structure Removal

Chapter 93 Designated Use Stream

- CWF
- WWF
- NWI Wetlands
- NHA Core
- Proposed Transmission Realignment

Existing Transmission Lines

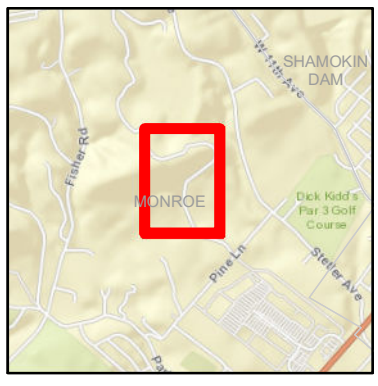
- 69 kV
- 230 kV
- 500 kV

Notes:

1. Transmission lines symbolized at operating or design voltage, which may differ from designated name.

2. Transmission line right-of-way not illustrated at this scale.

0 500 1,000 Feet



AECOM

Figure 1-2
Proposed System Configuration
CSVT PennDOT Relocation Project

Snyder County, Pennsylvania

PPL Electric Utilities
Allentown, Pennsylvania

Prepared By: BSF/NAB	Checked By: DJY/BAB
Job: CSVT	Date: 2/19/2021

ATTACHMENT 2

ATTACHMENT "2"
SUNBURY – MILTON AND SUNBURY – ELIMSPORT 230 KV TRANSMISSION LINES RELOCATION PROJECT

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1.0 INTRODUCTION

At the request of the Pennsylvania Department of Transportation ("PennDOT"), in order to accommodate the construction of the Central Susquehanna Valley Transportation ("CSVT") Project, PPL Electric Utilities Corporation ("PPL Electric") is proposing to reconstruct and realign portions of the following 230 kV transmission lines:

- Sunbury-Milton 230 kV
- Sunbury-Elimsport 230 kV

The proposed transmission line modifications and adjustments will be designed according to, and generally exceed, all National Electrical Safety Code ("NESC") standards. Design specifications and safety rules adhered to by PPL Electric are included as **Attachment 4**

2.0 DESCRIPTION OF THE EXISTING AND PROPOSED LINES AND STRUCTURES

PPL Electric has designed the proposed transmission line structure modifications and location adjustments to fit entirely within the existing right-of-way ("ROW"), except for a short section of the Sunbury-Milton 230 kV transmission line due to the need to relocate a structure based on the alignment of the CSVT Project. PennDOT has already secured the new ROW needed to accommodate the proposed relocation. Each of the transmission lines associated with this Letter of Notification ("LON") will be discussed in detail below.

2.1 SUNBURY-MILTON 230 KV

This section of Attachment 2 discusses the Sunbury - Milton 230 kV ("SUNB-MILT") transmission line. A detailed map of the proposed modifications to these lines are provided as **Figures 3-1a and 3-1b in Attachment 3**.

The SUNB-MILT transmission line is a double-circuit transmission line co-located on an existing CORTEN® steel lattice tower line. Both circuits are designed and constructed for 230 kV operation, however one circuit presently operates at 69 kV. The proposed CSVT Project crosses the existing transmission line ROW at two locations. The first crossing (north crossing) is located near Sunbury Road which is bordered by agricultural lands to the south and a series of residential homes to the north. The limits of disturbance for the CSVT Project will cross Sunbury Road and extend between existing tower 25249-S-56074 located south of Sunbury Road and tower 25254-S-56222 located on the north side of the roadway (**Figure 3-1a**). As part of the CSVT Project, PennDOT has acquired several of the homes along Sunbury Road that will be demolished to provide room for the new roadway.

The second crossing (south crossing) is located on the west side of Stetler Avenue which is bordered by an active cattle ranch, commercial buildings, and a forested hill. The limits of disturbance for the CSVT Project will cross Stetler Road and extend between tower 25220-S-55286 located to the south of the cattle ranch and tower 25226-S-55472 located near the forested hill north of the cattle ranch (**Figure 3-1b**). As part of the CSVT Project, PennDOT has obtained the required ROW needed to realign the transmission line network over the forested hill and across the cattle farm.

To support the relocation request from PennDOT, the northern crossing will need to be redesigned to move structures out of the PennDOT limits of disturbance and increase the conductor height above the new road (**Figure 3-1a**). This will be done by removing existing structures, constructing a new structure in a different location, and increasing the structure height. Specifically, the scope of work for the north crossing involves the removal of two towers: 25252-S-56167 and 25254-S-56222. The two towers will be replaced by a single taller suspension structure (**Figure 2-1**), which will be shifted out of the limits of disturbance of the CVST Project to a new property north of Sunbury Road that has been purchased by PennDOT. The existing transmission line's 1033.5

kcmil, 54/7 stranding ACSR[1] conductor wire is to remain, but the new structure will be designed for future 1590 ACSS[2] loading.

To support the relocation request from PennDOT, the southern crossing will need to be relocated off the existing ROW to accommodate an overpass being installed by the CSVT Project (**Figure 3-1b**). To address this request, a new 225-foot wide easement of approximately 0.3 miles in length has been acquired by PennDOT in which the new structures will be constructed and the associated new conductor wires installed. Specifically, the scope of work for the south crossing includes the removal of towers 25223-S-55383 and 25226-S-55472 and the installation of three new two-pole tension structures (**Figure 2-2**). The first new two-pole structure will be constructed in a new location on the property where tower 25223-S-55383 was removed and will be used to turn the lines to the northwest along the new ROW. PennDOT has coordinated with the landowner regarding this required change. The second new two-pole structure will be constructed to the west of the existing line within the new ROW area that has been acquired by PennDOT. The third new two-pole structure will be constructed in a new location on the property where tower 25226-S-55472 was removed and will be used to tie the lines back into the existing ROW. PennDOT has coordinated with the landowner regarding this required change. The existing transmission line's 1033.5 kcmil, 54/7 stranding ACSR conductor wire will be replaced with 1590 kcmil, 54/19 stranding ACSS conductor in this section.

The proposed transmission structures for the SUNB-MILT 230 kV Transmission Line will range in height between approximately 110 and 165 feet with an approximate average structure height of approximately 135 feet, as shown in **Table 2-1**, which provides a summary of the existing and proposed number of structures and structure heights.

[1] ACSR stands for aluminum conductor steel reinforced.
[1] ACSS stands for aluminum conductor steel supported.

Table 2-1: Existing and New Transmission Line Construction (SUNB-MILT)

Transmission Lines	No. of Existing Structures	Existing Structure Height Range (feet)	Proposed No. of New Structures	Proposed Structure Height Range (feet)	Applicable Framing/ Specifications
SUNBURY-MILTON 230 kV (North Crossing)	2	120-122	2	165	7-009-004
SUNBURY-MILTON 230 kV (South Crossing)	2	125	3	110 – 130	7-009-005
Total	**4**		**5**		

The SUNB-MILT 230 kV Transmission Line contains six conductors and one overhead ground wire ("OHGW") and one optical fiber ground wire ("OPGW"). For the north crossing existing conductor will be reused and for the south crossing new conductor will be installed. All new conductor will be 1590 kcmil,[3] 54/19 stranding, ACSS conductors and all new shield wires will be OPGW comprised of 0.791-inch-diameter 144 fiber wire. All existing conductor is 1033.5 kcmil, 54/7 stranding ACSR. The constructed minimum conductor-to-ground clearance for the new ACSS conductor will be 30 feet which occurs at a maximum thermal conductor temperature of 200°C (392°F). The design minimum conductor clearances and conductor thermal ratings for the reconstructed lines are noted in **Tables 2-2 and 2-3** and existing line thermal rating information is in **Table 2-4**.

Table 2-2: Design for Minimum Conductor Clearance for 1590 kcmil 54/19 Stranding ACSS

Condition	Transmission Double-Circuit Design Clearance-to-Ground
Heavy Ice (1" ice at 0°C ambient temperature)	30 feet
Predicted extreme thermal load (125°C conductor temperature)	30 feet
Predicted blowout (6 lbs., 16°C, ambient temperature)	30 feet

[3] A kcmil is a thousand circular mils. A circular mil is the cross-sectional area of a wire one mil in diameter, where 1 kcmil = 0.5067 mm².

Table 2-3: Conductor Thermal Rating 1590 kcmil 54/19 Stranding ACSS 200°C Maximum Conductor

Condition	Ambient Temperature (°C)	Wind Speed (Ft./sec)	Ampacity (Amps)
Summer Normal	35	0	2340
Winter Normal	10	0	2502
Summer Emergency	35	2.533	2704
Winter Emergency	10	2.533	2864

Table 2-4: Conductor Thermal Rating 1033.5 kcmil 54/7 Stranding ACSR 125°C Maximum Conductor (Existing)

Condition	Ambient Temperature (°C)	Wind Speed (Ft./sec)	Ampacity (Amps)
Summer Normal	35	0	1240
Winter Normal	10	0	1429
Summer Emergency	35	2.533	1567
Winter Emergency	10	2.533	1764

2.2 SUNBURY-ELIMSPORT 230 KV

This section of Attachment 2 discussed the Sunbury-Elimsport ("SUNB-ELIM") 230 kV relocation. A detailed map of the proposed modifications to this line is provided as **Figure 3-1c in Attachment 3**.

This circuit is designed and operated at 230 kV and is located as a single-circuit system on existing steel lattice tower structures. The proposed highway construction project crosses the existing line once near Fisher Road, which is bordered by residential homes, forested lots, and agricultural lands. The limits of disturbance for the CSVT Project will cross Fisher Road between tower 24890-S-55283 located north of the Fisher Road and tower 25014-S-55186 located in an agricultural field to the south of the roadway (**Figure 3-1c**). As part of the CSVT Project, PennDOT has acquired several of the residential lots around Fisher Road that will be used for the new roadway.

To support the relocation request from PennDOT, the SUNB-ELIM crossing will need to be redesigned to increase the conductor height above the new road, which will be done by increasing the structure heights. This will be done by removing existing structures, constructing new structures in different locations, and increasing structure heights. Specifically, the scope of work for this crossing involves removing tower 24890-S-55283 and replacing it with a new, taller two-pole H-frame structure (**Figure 2-3**) and installing another new two-pole H-frame structure near tower 25014-S-55186. This second structure will be located on a new parcel to accommodate the limits of disturbance for the CSVT Project (**Figure 3-1c**). PennDOT has coordinated with the landowner regarding this required change. The existing transmission line's conductor wire is 795 30/19 ACSR and will be replaced with new 795 30/19 ACSR.

The proposed transmission structures for the SUNB-ELIM 230 kV Transmission Line will range in height between approximately 90 and 160 feet with an approximate average structure height of approximately 125 feet, as shown in **Table 2-5**, which provides a summary of the existing and proposed number of structures and structure heights.

Table 2-5: Existing and New Transmission Line Construction (SUNB-ELIM)

Transmission Lines	No. of Existing Structures	Existing Structure Height Range (feet)	Proposed No. of New Structures	Proposed Structure Height Range (feet)	Applicable Framing/ Specifications
SUNBURY-ELIMSPORT 230 kV	2	110	2	90-160	7-009-043

The SUNB-ELIM 230 kV crossing will contain three conductors and two OPGWs. New conductor will be installed for the highway crossing and tie in spans. The new conductor will be 795 kcmil, 30/19 stranding, ACSR conductors and all new OPGWs will be 0.640-inch-diameter 144 count fiber wire. The existing conductor, OHGW, and OPGW are 795 kcmil, 30/19 stranding, ACSR conductor, ½" 7 strand EHS wire, and 0.791-inch-diameter 144 count fiber wire. The minimum conductor-to-ground clearance will be 51 feet due to sound walls beings constructed in the area. The minimum conductor-to-ground clearance occurs at a maximum thermal conductor temperature of 125°C (257°F). The design minimum conductor clearances and conductor thermal ratings for the reconstructed lines are shown in **Tables 2-6 and 2-7**.

Table 2-6: Design for Minimum Conductor Clearance for 795 kcmil 30/19 strand ACSR

Condition	Transmission Single-Circuit Design Clearance-to-Ground
Heavy Ice (1" ice at 0°C ambient temperature)	51 feet
Predicted extreme thermal load (125°C conductor temperature)	51 feet
Predicted blowout (6 lbs., 16°C, ambient temperature)	51 feet

Table 2-7: Conductor Thermal Rating 795 kcmil 30/19 Stranding ACSR 125°C Maximum Conductor

Condition	Ambient Temperature (°C)	Wind Speed (Ft./sec)	Ampacity (Amps)
Summer Normal	35	0	1058
Winter Normal	10	0	1220
Summer Emergency	35	2.533	1350
Winter Emergency	10	2.533	1521

3.0 MAGNETIC FIELD MANAGEMENT

PPL Electric 's Magnetic Field Management Program is applied to new and reconstructed transmission line projects. The Company does not believe that current scientific evidence demonstrates 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 consistent with functional requirements, the program generally prescribes the use of a line design with ground clearance that exceeds NESC standards by five feet and reverse phasing of new double-circuit lines where feasible and can be implemented at low or no additional cost.

The program can be feasibly applied to this Project and it will be designed with clearances that are at least 5 feet higher than NESC standards.

Figure 2-1: Typical Double-Circuit Angle Tension on Arm 230 kV Structure

PPL Electric Utilities

7-009-004
230kV Double Circuit Steel Pole
0° To 90° Angle Tension on Arm Structure

Revision: 0
Effective Date: 3/18/2016
Sheet 1 of 1

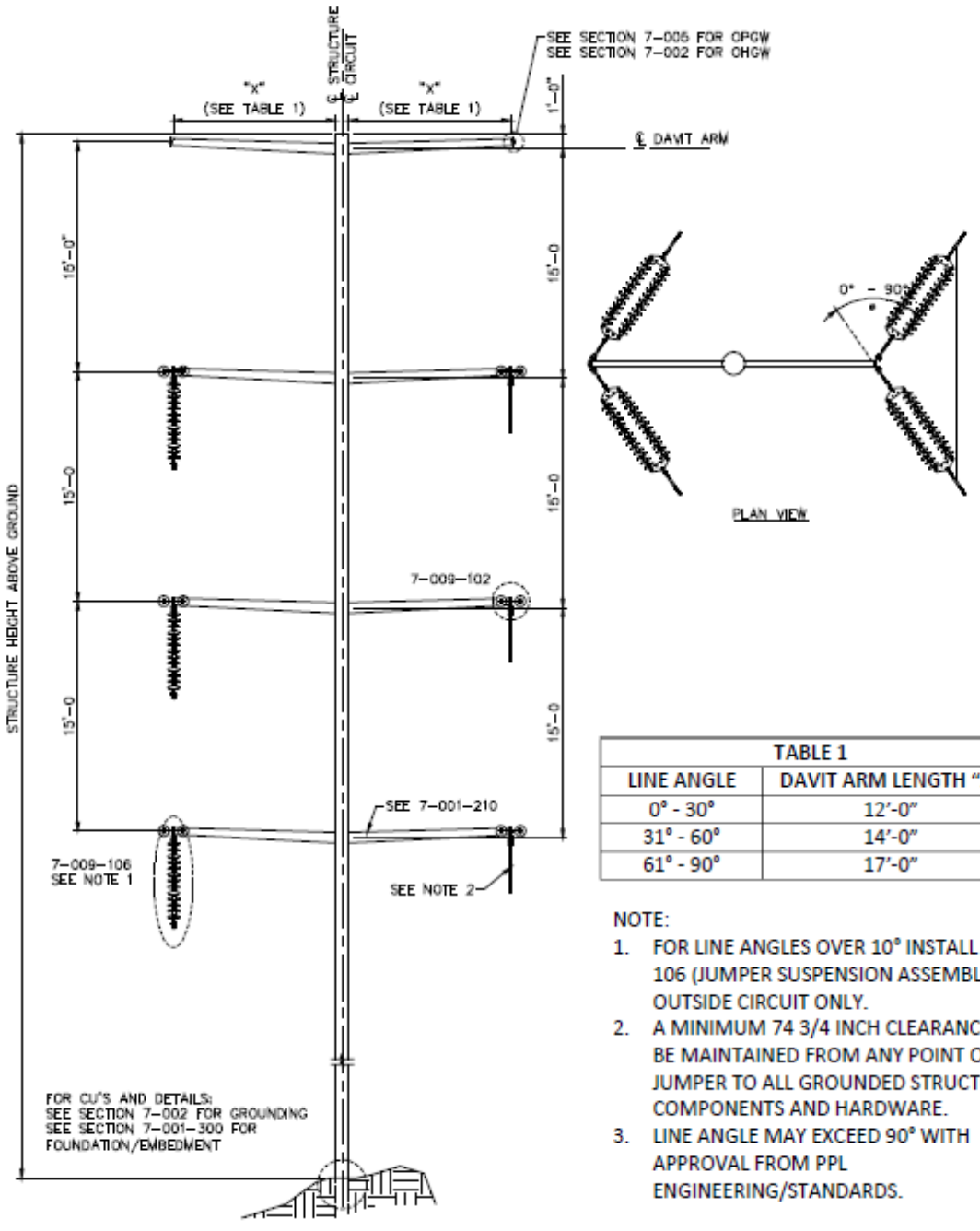


TABLE 1	
LINE ANGLE	DAVIT ARM LENGTH "X"
0° - 30°	12'-0"
31° - 60°	14'-0"
61° - 90°	17'-0"

NOTE:
1. FOR LINE ANGLES OVER 10° INSTALL 7-009-106 (JUMPER SUSPENSION ASSEMBLY) ON OUTSIDE CIRCUIT ONLY.
2. A MINIMUM 74 3/4 INCH CLEARANCE SHALL BE MAINTAINED FROM ANY POINT ON THE JUMPER TO ALL GROUNDED STRUCTURAL COMPONENTS AND HARDWARE.
3. LINE ANGLE MAY EXCEED 90° WITH APPROVAL FROM PPL ENGINEERING/STANDARDS.

Figure 2-2: Typical Double-Circuit Steel Two-Pole Angle Tension on Poles 230 kV Structure

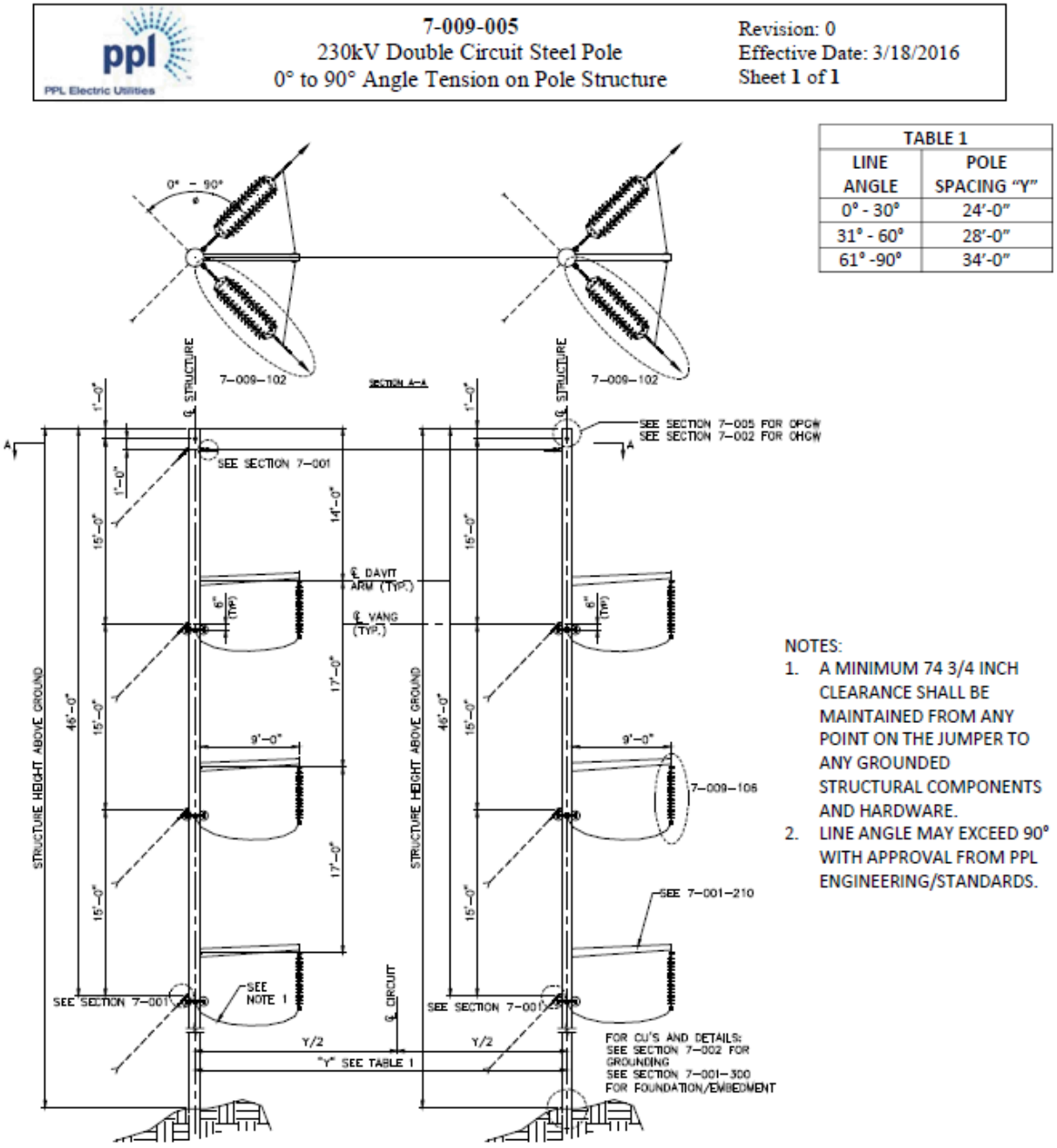


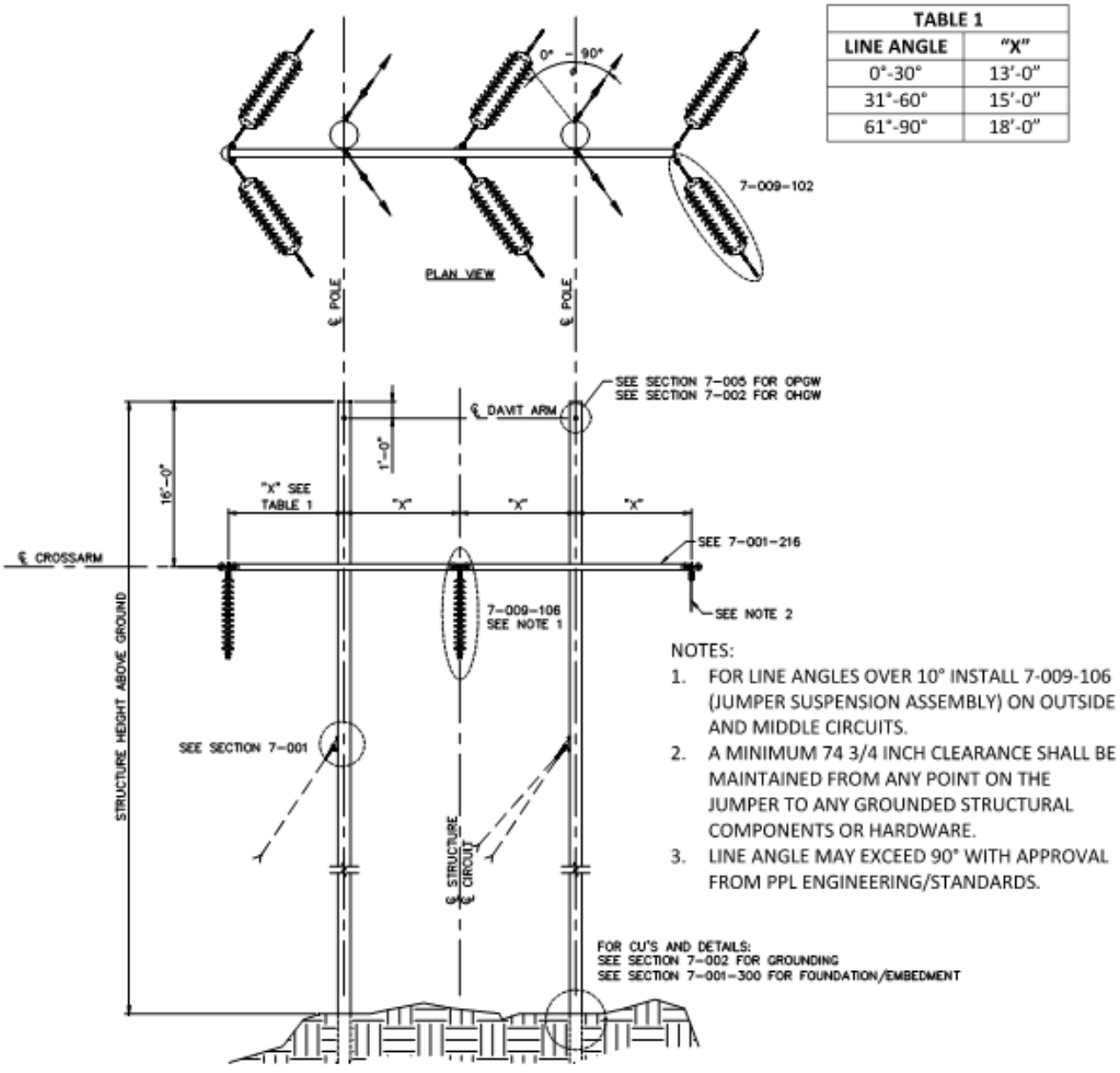
Figure 2-3: Typical 230 kV Single-Circuit Steel H-Frame Structure

PPL Electric Utilities

7-009-043
230kV Single Circuit Steel H-Frame
0° to 90° Angle Tension Structure

Revision: 0
Effective Date: 3/18/2016
Sheet **1** of **1**

TABLE 1	
LINE ANGLE	"X"
0°-30°	13'-0"
31°-60°	15'-0"
61°-90°	18'-0"



NOTES:
1. FOR LINE ANGLES OVER 10° INSTALL 7-009-106 (JUMPER SUSPENSION ASSEMBLY) ON OUTSIDE AND MIDDLE CIRCUITS.
2. A MINIMUM 74 3/4 INCH CLEARANCE SHALL BE MAINTAINED FROM ANY POINT ON THE JUMPER TO ANY GROUNDED STRUCTURAL COMPONENTS OR HARDWARE.
3. LINE ANGLE MAY EXCEED 90° WITH APPROVAL FROM PPL ENGINEERING/STANDARDS.

ATTACHMENT 3

ATTACHMENT "3"
SUNBURY – MILTON AND SUNBURY – ELIMSPORT 230 KV TRANSMISSION LINES RELOCATION PROJECT

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1.0 INTRODUCTION

At the request of the Pennsylvania Department of Transportation ("PennDOT"), in order to accommodate the construction of the Central Susquehanna Valley Transportation ("CSVT") Project, PPL Electric Utilities Corporation ("PPL Electric") is proposing to reconstruct and realign portions of the Sunbury – Milton and Sunbury - Elimsport 230 kV transmission lines (the "Project").

The Project is located in Monroe Township, Snyder County. PPL Electric provided information describing the project to Monroe Township and Snyder County which have not provided any objection to the Project. A list of involved governmental agencies, municipalities, and other public entities is presented in Attachment 6.

Due to the relatively close proximity of these transmission lines to each other, PPL Electric reviewed an approximately one square mile area located in Montour Township and Shamokin Dam Borough (the "Project Area"), which is depicted in Figures 3-1a-c, that encompasses the transmission lines discussed above.

Information for each of the specific work locations is provided in the following figures:

- **Figure 3-1a:** Sunbury-Milton 230 kV (North)
- **Figure 3-1b:** Sunbury-Milton 230 kV (South)
- **Figure 3-1c:** Sunbury-Elimsport 230 kV

2.0 LAND USE

Modifications to the two transmission lines are proposed to occur within existing, maintained ROW, except for a short section (0.3 mile) of the Sunbury-Milton 230 kV Transmission Lines. Where the centerline of the Sunbury-Milton 230 kV transmission line will be re-aligned, it will be shifted to the west of the existing ROW through a forested area to accommodate the CSVT Project (Figure 3-1b).

No nearby railroads, communication towers, pipelines, or other utilities will be affected by the proposed Project. The closest active airports relative to the Project Area are the Penn Valley Airport which is approximately 3 miles to the southwest and the Sunbury Airport located approximately 6 miles to the northeast. Review of the surrounding area also observed one other identified airport, Corbins Airport, that is about 9 miles to the east of the Project Area but does not appear to be active. PPL Electric does not anticipate any interference with airport operations because the Project is located in an area where there are existing electrical facilities. However, PPL Electric will comply with any applicable requirements of the Federal Aviation Administration and the Pennsylvania Department of Transportation, Bureau of Aviation.

Conserved Lands

The proposed Project will not affect any state lands, national parks, state parks, local parks, recreational areas or natural landmarks. None of these features are located within the Project Area. State Game Lands #193 is located approximately 5.6 miles to the northeast of the Project and Shikellamy State Park is located approximately 3.7 miles to the northeast. Neither of these properties will be affected by the Project.

3.0 CULTURAL RESOURCES

An online review of the Project Area and surrounding landscape was conducted through the Pennsylvania Historical and Museum Commission ("PHMC") Cultural Resources Geographic Information System site and the following listed State Historic Preservation Office ("SHPO") eligible properties were found within or close to the Project Area:

- Jacob Hoch, Farm Property;
- William Wagner, Farm Property;
- Captain J. Hehn, Farm Property;
- Daniel Hummel Tavern;
- James Kessler Property;

- PPL Sunbury Steam Electric Station; and
- Blair Property.

PPL Electric is in the initial stage of coordination with the PHMC for the modifications being made to the transmission lines. This coordination is required when permits are needed to construct the Project and these coordination efforts will be conducted in the near future. PPL Electric does not anticipate any impacts to these SHPO eligible properties or any other PHMC related properties. PPL Electric will perform any reviews and field survey/sampling work required by the PHMC to avoid, minimize, and mitigate impacts to archaeological or historic architectural resources that may be located within the Project Area.

4.0 NATURAL FEATURES

Unique Natural Features

The Project is located in close proximity to two Pennsylvania Natural Heritage Program identified natural areas that are near to the Sunbury-Elimsport 230 kV and Sunbury-Milton 230 kV Transmission Lines. The Rolling Green Run Slopes natural area located near the Sunbury-Elimsport 230 kV transmission line includes small clusters of forest overlooking Penns Creek that may be the location of a population of the federally-threatened northern long-eared bat (*Myotis septentrionalis*). Additionally, the Shamokin Dam Slopes natural area located near the Sunbury-Milton 230 kV transmission line consists of forested areas that may also contain populations of northern long-eared bats.

PPL Electric will coordinate with state and federal agencies having jurisdiction over this species where permitting is needed. No impact to any plant or animal species or the general habitat is anticipated at this time.

Soils

Erosion and Sedimentation ("E&S") control plans will be developed and implemented for the Project to minimize the displacement of soils. These plans will require prior approval from the local county conservation districts. National Pollutant Discharge Elimination System ("NPDES") permits will also be required from the Pennsylvania Department of Environmental Protection ("PADEP") as needed. During construction, PPL Electric will adhere to all conditions specified in the NPDES permit. Impacts to local soil resources are anticipated to be minimal.

Waterways

The existing transmission lines span three National Hydrography Dataset ("NHD") identified waterways that will continue to be spanned after modification and relocation activities have occurred. Waterways crossed in the northern portion of the Project include several unnamed tributaries to the Susquehanna River, which have a PADEP Chapter 93 Designated Stream Classification of Warm Water Fishery ("WWF"). Most of the central and southern portions of the Project span Rolling Green Run and its unnamed tributaries, which also have a PADEP Chapter 93 Designated Stream Classification of WWF. None of these waterways are considered an anti-degradation special protection classification water. None of these streams are designated by the Pennsylvania Fish and Boat Commission ("PFBC") as Wild Trout (Natural Reproduction) Streams. No direct impact to any of these stream features are anticipated by the proposed ROW adjustment or structure re-locations.

An E&S control plan will be developed to address stormwater control in these watersheds. Impacts to any waterway are anticipated to be minimal. PPL Electric will obtain all approvals and permits necessary for the construction of the Project and will comply with any conditions placed on those permits.

Wetlands

Based on review of the U.S. Fish and Wildlife Service's ("USFWS") National Wetlands Inventory ("NWI"), the Sunbury-Milton 230 kV Transmission Line crosses one Palustrine Emergent ("PEM") wetland system. No impacts to this wetland feature are anticipated by the proposed ROW adjustment or structure re-locations.

The NWI only provides a general overview of the potential wetlands that may be located within an area. For federal and state permitting purposes, the wetlands and waterways within the Project area will be delineated, surveyed, and illustrated according to regulatory standards. This information will be used to minimize wetland impacts where feasible. Additionally, PPL Electric will avoid impacts to wetlands where possible by aerially spanning these features.

100-year Floodplains

The National Flood Hazard Layer ("NFHL") for Snyder County Pennsylvania was obtained through the Pennsylvania Spatial Data Access ("PASDA") database and analyzed for 100-year floodplains within the Project Area and surrounding landscape. The NFHL data incorporates all Flood Insurance Rate Map ("FIRM") databases published by the Federal Emergency Management Agency ("FEMA"), and any Letters of Map Revision ("LOMRs") that have been issued against those databases since their publication date. Based on review of this data, none of the existing transmission lines are within a FEMA 100-year floodplain and no impacts to any floodplain areas are anticipated by the proposed ROW adjustment or structure re-locations.

Vegetation

Vegetative cover in the Project Area consists primarily of row crops and meadows associated with fallow fields. Several patches of forest consisting of deciduous trees are also located within the Project Area. Planted vegetation associated with residential land uses is noted in the south-central portion of the Project Area.

The existing ROW areas for the four transmission lines has previously been cleared of woody vegetation and no extensive tree clearing is anticipated on most of those lines. There is one area of new ROW that will require tree clearing along the Sunbury-Milton 230 kV Transmission Line. This new ROW is required to address the need to change the location of a pole structure to accommodate the proposed CSVT Project. If vegetation management is required in this specific location, PPL Electric will apply its "Specifications for Transmission Vegetation Management LA-79827" to minimize potential impacts.

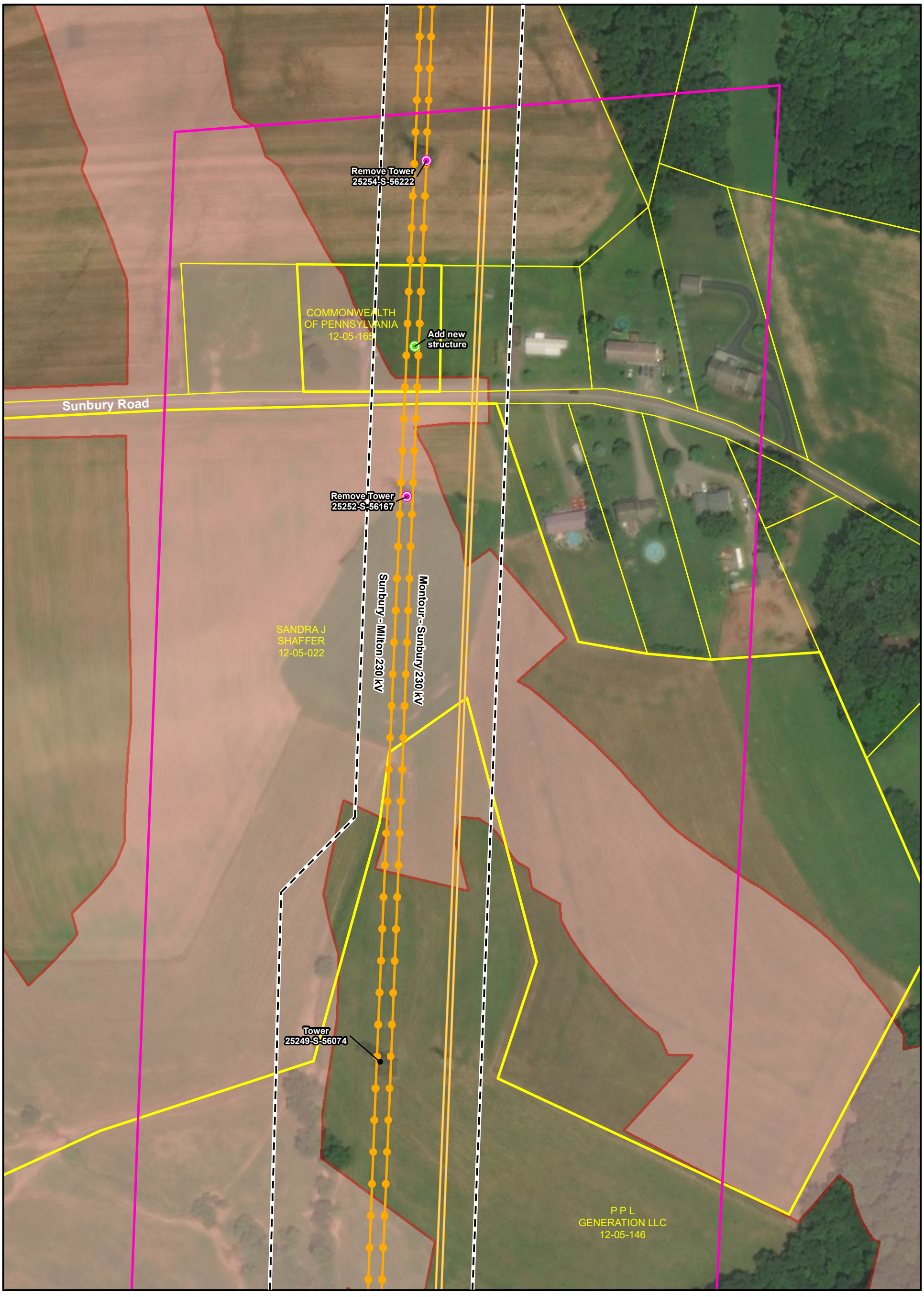
5.0 THREATENED AND ENDANGERED SPECIES

a. Threatened and Endangered Species

PPL Electric will continue to consult with the following jurisdictional agencies regarding potential impacts to protected species, will obtain all approvals and permits necessary for the construction of the Project, and comply with all conditions placed on those permits.

- Pennsylvania Game Commission
- Pennsylvania Fish and Boat Commission
- Pennsylvania Department of Conservation and Natural Resources
- United States Fish and Wildlife Service

FIGURES



Legend

- LON Review Area
- PennDOT Limit of Disturbance
- Proposed New/Replaced Structure
- Proposed Structure Removal
- NWI Wetlands
- NHA Core
- Proposed Transmission Realignment
- Existing PPL EU Right-of-Way (ROW)

Chapter 93 Designated Use Stream

- CWF
- WWF

Existing Transmission Lines

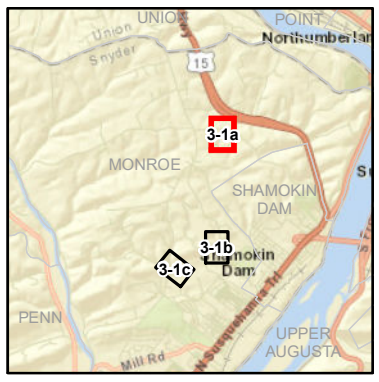
- 69 kV
- 230 kV
- Snyder County Parcel Lines

Notes:

1. Transmission lines symbolized at operating or design voltage, which may differ from designated name.

2. Right-of-Way boundary provided by PPL EU on 12/01/2019.

0 75 150 Feet

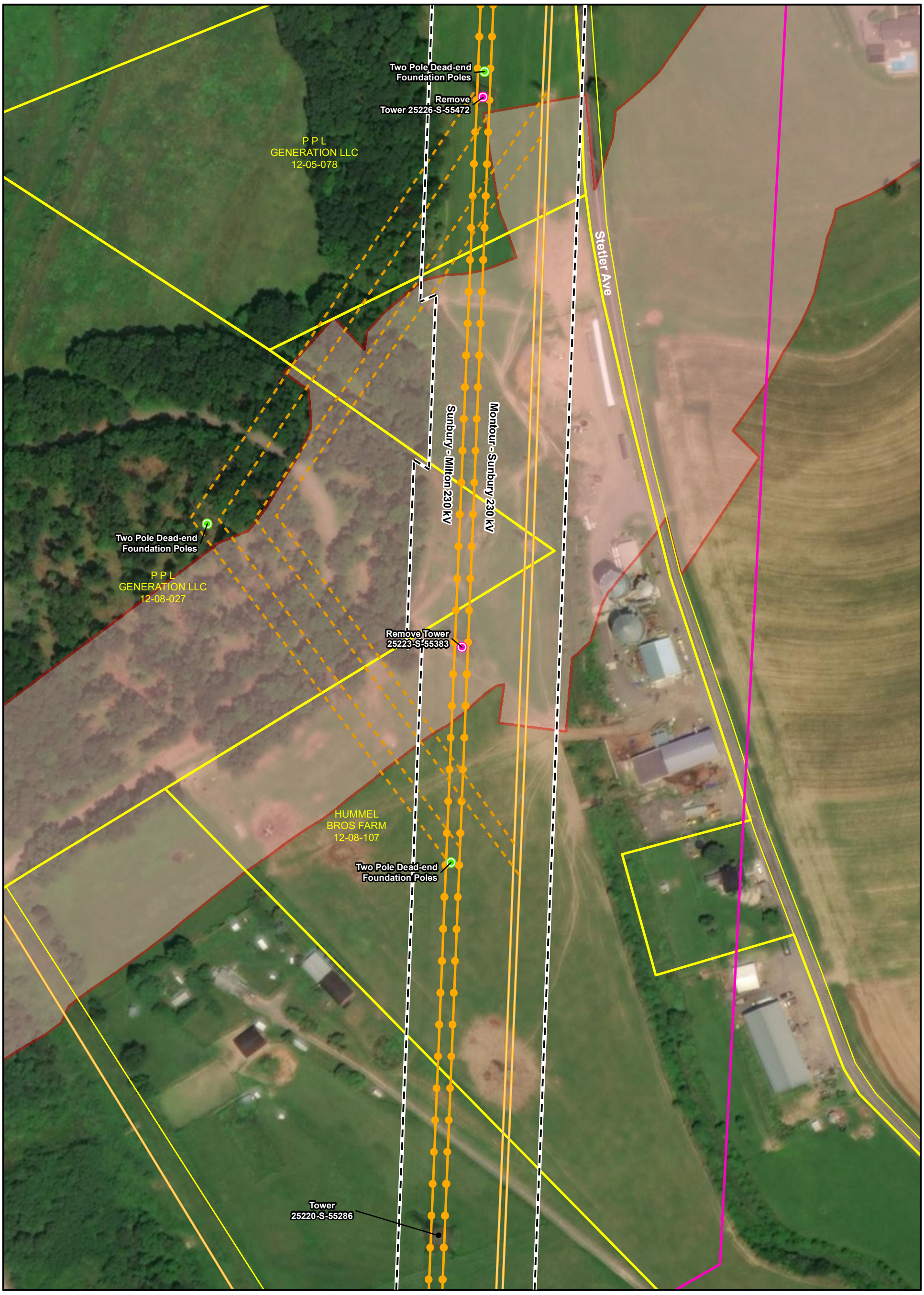


AECOM

Figure 3-1a
Sunbury - Milton 230 kV T-Line (North) & Montour - Sunbury 230 kV T-Line (North) CSVT PennDOT Relocation Project
Snyder County, Pennsylvania

PPL Electric Utilities
Allentown, Pennsylvania

Prepared By: BSF/NAB	Checked By: DJY/BAB
Job: CSVT	Date: 2/19/2021



Legend

- LON Review Area
- PennDOT Limit of Disturbance
- Proposed New/Replaced Structure
- Proposed Structure Removal
- NWI Wetlands
- NHA Core
- Proposed Transmission Realignment
- Existing PPL EU Right-of-Way (ROW)

Chapter 93 Designated Use Stream

- CWF
- WWF

Existing Transmission Lines

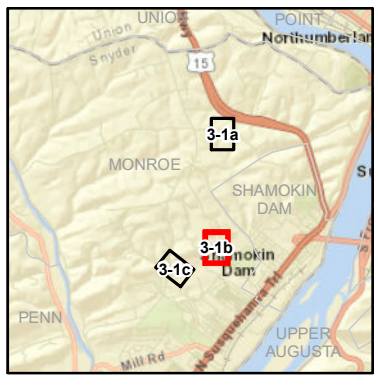
- 69 kV
- 230 kV
- Snyder County Parcel Lines

Notes:

1. Transmission lines symbolized at operating or design voltage, which may differ from designated name.

2. Right-of-Way boundary provided by PPL EU on 12/01/2019.

0 75 150 Feet



AECOM

Figure 3-1b
Sunbury - Milton 230 kV T-Line (South) & Montour - Sunbury 230 kV T-Line (South)
CSVT PennDOT Relocation Project
Snyder County, Pennsylvania

PPL Electric Utilities
Allentown, Pennsylvania

Prepared By: BSF/NAB	Checked By: DJY/BAB
Job: CSVT	Date: 2/19/2021

Park Road

Remove Tower 24890-S-55283
and Replace with new
Tension H-frame

COMMONWEALTH
OF PA
12-07-105

Sunbury - Elimsport 230 kV

Fisher Road

Install new
Tension
H-frame

MORNINGSTAR
VILLAGE LLC
12-08-087

Tower
25014-S-55186

Legend

- LON Review Area
- PennDOT Limit of Disturbance
- Proposed New/Replaced Structure
- Proposed Structure Removal
- NWI Wetlands
- NHA Core
- Proposed Transmission Realignment
- Existing PPL EU Right-of-Way (ROW)

Chapter 93 Designated Use Stream

- CWF
- WWF

Existing Transmission Lines

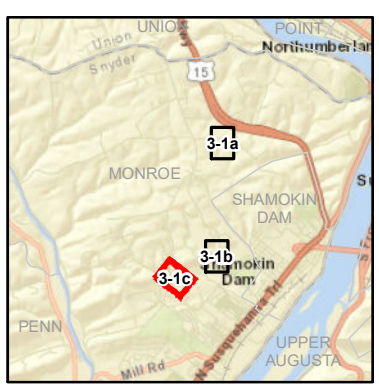
- 69 kV
- 230 kV
- 500 kV
- Snyder County Parcel Lines

Notes:

1. Transmission lines symbolized at operating or design voltage, which may differ from designated name.

2. Right-of-Way boundary provided by PPL EU on 12/01/2019.

0 75 150 Feet



AECOM

Figure 3-1c
Sunbury - Elimsport 230 kV T-Line
CSVT PennDOT Relocation Project
Snyder County, Pennsylvania

PPL Electric Utilities
Allentown, Pennsylvania

Prepared By: BSF/NAB	Checked By: DJY/BAB
Job: CSVT	Date: 2/19/2021

ATTACHMENT 4

ATTACHMENT "4"
SUNBURY – MILTON AND SUNBURY – ELIMSPORT 230 KV TRANSMISSION LINES RELOCATION PROJECT

Table of Contents

List of Tables

1.0 DESIGN CONSIDERATIONS

PPL Electric Utility's ("PPL Electric") new and rebuilt transmission lines are designed according to, and generally exceed, all NESC minimum standards. The NESC is a set of rules to safeguard people during the installation, operation, and maintenance of electric power lines. The NESC contains the basic provisions considered necessary for the safety of employees and the public. Although it is not intended as a design specification, its provisions establish minimum design requirements. PPL Electric has developed design specifications and safety rules which meet or surpass all requirements specified by the NESC.

The NESC includes loading requirements and clearances for the design, construction, and operation of power lines. The "loads" on conductors and supporting structures are the mechanical forces that develop from the weight of the conductors, the weight of ice on the conductors, plus wind pressure on the conductors and supporting structures. Loading requirements are the loads on the conductors and structures that are anticipated assuming certain ice and wind conditions. Loading requirements always contain "safety factors" to allow for unknown or unanticipated contingencies. The clearances and loading requirements contained in the NESC are designed to maintain public safety.

PPL Electric's transmission line design standards meet or surpass the NESC clearances and loading requirements.

For example, the NESC specifies strength and loading rules based on three different "grades of construction" for conductors and supporting structures:

- Grade B – This grade of construction provides the highest margin of safety and is required when the pole supports spans that cross limited access highways, railroads, and waterways.
- Grade C – This grade of construction is most common and provides a basic margin of safety. It is often utilized for the typical power and joint-use distribution pole.
- Grade N – This is the lowest grade of construction and is most often used for emergency and temporary construction.

PPL Electric designs all of its transmission lines for Grade B construction. The use of Grade B design and construction translates to higher levels of structural reliability and safety to withstand the environmental conditions of ice and/or wind loading, which provides a higher margin of safety.

Another example of PPL Electric's rigorous design standards are the parameters utilized to account for ice and wind loadings on the wires and structure. Structure loading and line designs must accommodate a variety of operating conditions as different ice and wind combinations can impact the conductor sags and tensions of the line. PPL Electric's transmission lines are designed to exceed NESC requirements by accounting for additional load cases due to various ice and wind loading conditions not required by NESC. This means that PPL Electric lines are designed to operate safely and reliably during extreme inclement weather. In addition, PPL Electric design standards include a clearance to ground buffer in excess of NESC required clearances to account for construction and design tolerances and the filling or grading of land within the right of way by property owners. This buffer also significantly reduces the risk of a property owner inadvertently contacting a transmission line. This has occurred on PPL Electric's system in the past and higher clearances minimize the likelihood of future occurrences.

TABLE 4-1: 69 kV Vertical Clearance to Ground

Surface Underneath Conductors	NESC Standard Clearance	PPL Conductor Clearances
Roads, streets, alleys	19.2 Ft.	22.2 Ft.
Other land traversed by vehicles (such as cultivated field, forest, etc.)	19.2 Ft.	22.2 Ft.
Spaces accessible to pedestrians only	15.2 Ft.	22.2 Ft.
Railroad tracks	27.2 Ft.	30.2 Ft.

TABLE 4-2: 138 kV Vertical Clearance to Ground

Surface Underneath Conductors	NESC Standard Clearance	PPL Conductor Clearances
Roads, streets, alleys	20.6 Ft.	23.6 Ft.
Other land traversed by vehicles (such as cultivated field, forest, etc.)	20.6 Ft.	23.6 Ft.
Spaces accessible to pedestrians only	16.6 Ft.	23.6 Ft.
Railroad tracks	28.6 Ft.	31.6 Ft.

TABLE 4-3: 230 kV Vertical Clearance to Ground

Surface Underneath Conductors	NESC Standard Clearance	PPL Conductor Clearances
Roads, streets, alleys	22.4 Ft.	25.5 Ft.
Other land traversed by vehicles (such as cultivated field, forest, etc.)	22.4 Ft.	25.5 Ft.
Spaces accessible to pedestrians only	18.4 Ft.	25.5 Ft.
Railroad tracks	30.4 Ft.	33.5 Ft.

TABLE 4-4: 500 kV Vertical Clearance to Ground

Surface Underneath Conductors	NESC Standard Clearance	PPL Conductor Clearances
Roads, streets, alleys	28.4 Ft.	31.4 Ft.
Other land traversed by vehicles (such as cultivated field, forest, etc.)	28.4 Ft.	31.4 Ft.
Spaces accessible to pedestrians only	24.4 Ft.	31.4 Ft.
Railroad tracks	36.4 Ft.	39.4 Ft.

A relay protection system is also used on PPL Electric's transmission lines to protect the public safety, as well as the equipment on the transmission system. Relay protection is installed for all

transmission lines to automatically de-energize the line in the unlikely event that the line or supporting structure fails and the line contacts the ground.

2.0 PERIODIC MAINTENANCE PROGRAM ON ALL TRANSMISSION LINES

To ensure continued public safety and integrity of service, a periodic maintenance and inspection program is implemented for every transmission line. The program is administered through the use of helicopter patrols, with supplemental foot patrols as needed. Helicopter patrols are performed on all lines on a predetermined frequency, depending on voltage level. The two-man helicopter crew flies parallel and above the line so that the observer can look for signs of line damage or deterioration and observe clearances between vegetation and conductors. The observations are included in a report that is forwarded to the appropriate department for corrective action.

3.0 PERSONNEL SAFETY RULES

Overall PPL Electric designs and constructs projects with high regards to both public and employee safety and follows or exceeds all codes and requirements. The following are a few, but not all, of the PPL Electric safety rules that demonstrate the Company's dedication to employee and contractor safety:

- Work procedures have been developed to allow work to be performed on energized facilities in a safe manner. When lines or apparatus are removed from service to be worked on, the Energy Control Process system is applied. This system provides that a red tag must be physically placed on the control handle of the de-energized equipment.
- The red tag may be removed only after proper authorization to energize the equipment.
- Various other tags are used for limited operations and informational purposes.
- Employees or contractors will not apply or remove a tag or change the status of tagged equipment unless authorized.
- Temporary safety grounds are used on de-energized facilities for employee lineman safety during maintenance, construction, or reconstruction work. Safety grounds are wires connecting the de-energized facility to an electrical ground. If the facility should be

energized, the safety grounds will divert the current directly to ground and reduce the likelihood of personal injury.

- Before applying grounds, a test is done to confirm that the line is de-energized. The voltage test device is checked before and after use to assure reliability.
- Poles or structures are inspected and examined for structural integrity before climbing. If there is any reason to believe that a pole is unsafe, it is stabilized before work is performed. Appropriate safety gear in the form of body belts, safety straps, hard hats, gloves, etc., is worn by linemen during line work activity.

4.0 MAGNETIC FIELD MANAGEMENT PLAN

PPL Electric's Magnetic Field Management Program is applied to new and reconstructed transmission line projects. In order to lower magnetic field exposures, the program generally prescribes the use of a line design that provides ground clearances higher than the required minimum NESC ground clearance and reverse phasing of new double circuit lines where it is feasible to do so at low or no cost. The implementation of additional modifications to reduce magnetic field levels, are considered, provided those modifications can be made at low or no cost and will not interfere with the operation of the line.

ATTACHMENT 5

CSVT PENNDOT RELOCATION PROJECT

HUMMEL BROS FARM 653 STETLER AVE SELINSGROVE PA 17870-9028	COMMONWEALTH OF PENNSYLVANIA 715 JORDAN AVE MONTOURSVILLE PA 17754-2415
COMMONWEALTH OF PENNSYLVANIA PO BOX 218 MONTOURSVILLE PA 17754-0218	SANDRA J SHAFFER 3103 PARK RD SELINSGROVE PA 17870-7855
ROLLING GREEN WATER CO 715 PARK RD SELINSGROVE PA 17870	JOHN E MITCHELL 1220 OLD 522 SELINSGROVE PA 17870
MORNINGSTAR VILLAGE LLC P O BOX G HUMMELS WHARF PA 17831	TALEN ENERGY 600 HAMILTON STREET, SUITE 600 ALLENTOWN PA 18101
PennDOT DISTRICT 3 MATT BECK - (570) 368-4256 715 JORDAN AVENUE P.O. Box 218 MONTOURSVILLE, PA 17754	

ATTACHMENT 6

CSVT PENNDOT RELOCATION PROJECT

STATE AGENCIES

Pennsylvania Bureau of Investigation and Enforcement
Pennsylvania Public Utility Commission
Commonwealth Keystone Building
400 North Street 2nd Floor, F West
Harrisburg, Pennsylvania 17120
Attn: Richard Kanaskie

Pennsylvania Department of Environmental Protection
P.O. Box 2063
Market Street State Office Building
Harrisburg, Pennsylvania 17105-2063
Attn: Office of Field Operations

Pennsylvania Department of Transportation
Commonwealth Keystone Building
400 North Street, 8th Floor
Harrisburg, Pennsylvania 17120
Attn: Jason D. Sharp, Chief Counsel

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

Pennsylvania Department of Conservation and Natural Resources
Rachel Carson State Office Building
PO Box 8767
400 Market Street
Harrisburg, Pennsylvania 17105-8767
Attn: Rebecca Bowen

Pennsylvania Game Commission
2001 Elmerton Avenue
Harrisburg, Pennsylvania 17110-9797
Attn: Peter Sussenbach

Pennsylvania Fish and Boat Commission
450 Robinson Lane
Bellefonte, Pennsylvania 16823-9620
Attn: Christopher A. Urban

Pennsylvania Office of Consumer Advocate
555 Walnut Street
5th Floor Forum Place
Harrisburg, Pennsylvania 17101-1923
Attn: Tanya McCloskey

Pennsylvania Office of Small Business Advocate
555 Walnut Street
1st Floor Forum Place
Harrisburg, Pennsylvania 17101
Attn: John R. Evans

FEDERAL AGENCIES

U.S. Army Corps of Engineers
Baltimore District Corporate Communication Office
2 Hopkins Plaza
Baltimore, Maryland 21201
Attn: Planning Division

U.S. Fish and Wildlife Service
Pennsylvania Field Office
110 Radnor Rd, Suite 101
State College, Pennsylvania 16801
Attn: Lesa Lindsay

COUNTY AGENCIES

Snyder County Conservation District
10541 Route 522
Middleburg, Pennsylvania 17842
ATTN: Jason Winey, District Manager

Snyder County Planning Commission
9 West Market Street
P.O. Box 217
Middleburg, Pennsylvania 17842
ATTN: Lincoln Kaufman, Planning Director

MUNICIPALITIES

Monroe Township
39 Municipal Drive
Selinsgrove, Pennsylvania 17870
ATTN: Dean Davis, Chairman

VERIFICATION

I, DAVID A. QUIER, being the Director of Asset Management at 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 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: February 26, 2021

David A Quier
David A Quier (Feb 26, 2021 10:00 EST)

David A. Quier