
Devin Ryan

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File #: 140074

April 14, 2025

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: Michael and Sharon Hartman v. PPL Electric Utilities Corporation
Docket No. C-2019-3008272

Dear Secretary Chiavetta:

Pursuant to Ordering Paragraphs 7 and 8 of Opinion and Order entered on February 28, 2025, enclosed for filing is PPL Electric Utilities Corporation's Status Report in the above-captioned proceeding.

Copies will be provided as indicated on the Certificate of Service.

Respectfully submitted,



Devin Ryan

DR/dmc
Enclosures

cc: Certificate of Service
Honorable Steven K. Haas (*via Email sthaas@pa.gov*)
Office of Special Assistants (*via Email ra-OSA@pa.gov*)

CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of this filing 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 EMAIL AND FIRST-CLASS MAIL

Michael and Sharon Hartman
1650 Primrose Lane
Dauphin, PA 17018
Email: angelgah@comcast.net

Date: April 14, 2025



Devin T. Ryan



April 11, 2025
HA010282

VIA EMAIL

Mr. Eric Beaver
Manager Environmental Projects & SIR - PA
PPL Electric Utilities Corporation
4810 Lycoming Mall Dr. (SUSSC)
Montoursville, PA 17754-8301

Subject: Summary Report - Stormwater Evaluation at
1650 Primrose Lane, Middle Paxton Township,
Dauphin County, Pennsylvania (the Site or Subject Property)

Dear Mr. Beaver:

PPL Electric Utilities (PPL EU) requested Penn E&R complete field investigations and submit this summary report upon review of existing conditions relating to stormwater drainage at properties surrounding the two electric utility rights of way located near the subject Site. Penn E&R understands that the owners of the Subject Property have filed a complaint against PPL EU indicating that stormwater accumulates and causes erosion on their property which allegedly originates from the nearby PPL EU rights of way (ROWs).

Refer to attached Attachment 1 to cross-reference site features described in this report and Attachment 2 for site photographs.

EXECUTIVE SUMMARY

On April 4, 2025, Penn E&R completed an on-site visit to the Subject Property, the surrounding properties, and the two PPL EU Transmission Lines that cross near the Subject Property. There was no significant runoff, erosion, or sediment deposit observed on the Subject Property where it intersected the 69kv PPL EU ROW at the time of the Site visit.

Evidence of erosion was observed on the 500kv ROW approximately 500 feet northeast of the Subject Property along the access road to the structures on this line. None of the erosion evidence observed on this right of way is upslope or in the drainage paths leading to the Subject Property. Penn E&R is providing recommendations for potential solutions to the issues observed on this ROW, but it is unlikely that these solutions will have any effect, either negative or positive, on the Subject Property. These recommendations are made to improve future access to the structures in the 500kv ROW.

Several wetlands and watercourses were delineated at the low point of the 69kv corridor that intersects the Subject Property prior to the commencement of any work on this right of way for the PPL EU rebuild that has taken place. These wetlands and watercourses were observed to be in sound, undisturbed condition during Penn E&R's site visit. Any improvements or modifications to the

topographic characteristics of the 69kv right of way would have potential to negatively affect these delineated features by modifying the current flow of stormwater that supplies water to these wetlands.

After this analysis, Penn E&R concludes that there are no apparent opportunities for improvement to stabilization, stormwater flow, or sediment accumulation on the 69kv ROW which intersects the Subject Property; however, there are several opportunities for such improvement along the 500kv ROW. The 500kv ROW improvements are not likely to have any effect, either positive or negative, on the Subject Property.

REPORT OF FINDINGS

Based on the site visit completed by Penn E&R and analysis of the data obtained during the field assessment, the following observations/opinions are rendered:

1. Observed Conditions

On April 4, 2025, Richard Singer, PE, from Penn E&R completed a site walkdown of the 500kv and 69kv rights of way that intersect near the Subject Property.

a. Characteristics of the Surrounding Properties

The site visit did not involve any investigation of the residence located on the Subject Property. The investigation was limited to the 900 Linden Lane driveway that facilitates access to the 69kv ROW. There were no observed signs of sediment deposition or accelerated erosion at the 900 Linden Lane property. This property is a low-lying area at the base of the mountainous slope that the PPL EU 69kv ROW traverses. There are several delineated wetlands and streams located at the base of the slope on this property. These wetlands appeared to be in good condition during the site visit and had no visible signs of sediment or stone deposition from the PPL EU 69kv ROW. The access road was visibly wet during the site visit, which matches with the expected conditions of the nearby delineated wetland.

b. Characteristics of the 500kv ROW

There were large erosion rills located down the middle of the access road to the 500kv structures at the top of the slope leading down to Linden Lane. There were the remnants of several mountable berms from work conducted along this right of way, but these berms were not adequately directing runoff away from the roadway. Instead, runoff is concentrated along the roadway and is scarifying away the road stone. This process has likely worsened over the years to the point where the road is not currently navigable with a standard off-road pickup truck.

The erosion that was observed in this ROW is higher in elevation than the Subject Property but is located too far east of the Subject Property to have a contributing effect on runoff that makes its way to the Subject Property. This was observed in the field and confirmed with lidar-based topographic contours available for the area. There were no signs of significant migration of stone outside of the PPL EU ROW, but there was evidence of stone from the roadway along the access road within the PPL EU ROW.

c. Characteristics of the 69kv ROW

The 69kv ROW consisted of heavily vegetated growth through roads and pads with solid stone bases. The native slope was very rocky, with the frequent occurrence of large boulders. The area outside of the cleared ROW was forested and stable and showed no signs of negative effects from the access roads, pads, or structures along the PPL EU ROW. No signs of accelerated erosion, sediment deposition, or stormwater concentration were observed on the 69kv ROW, or the surrounding properties that abut the 69kv ROW.

There is a dirt roadway that formerly connected the 69kv ROW to the 500kv ROW. This roadway historically appeared to traverse what is now the pad for structure #76. The road is cross sloped downslope making it very unlikely for stormwater to concentrate along this corridor and make its way from the 500kv ROW to the 69kv ROW.

2. Recommendations for Improvement of Access to the 500kv ROW

a. 500kv ROW Improvements

Waterbars or mountable berms, spaced per the relevant PADEP Erosion and Sediment Control Manual details, could be installed along the former access road that traverses the 500kv ROW. To provide runoff that is dispersed and stabilized into sheet flow before hitting the stable forested area downslope of the ROW, appropriately sized riprap aprons or rock filters could be placed on the downslope side of the waterbars. A waterbar placed on the highest point of the access road that leads between the 500kv ROW and 69kv ROW could also increase the likelihood of runoff from this ROW staying close to the 500kv ROW. However, this road is cross sloped toward the bottom of the hillside, so it is unlikely that much, if any, runoff accumulates along this former access road. The cross slope of the road can also be increased as a more conservative solution to prevent runoff from the 500kv ROW from entering the 69kv ROW.

b. 69kv ROW Improvements

There were no improvements suggested for the 69kv ROW as a result of this investigation. The primary reasoning behind this is the high quality/exceptional value wetlands and streams identified at the base of this ROW. Modifications to the surface water runoff that supplies these wetlands and streams are likely to have a negative effect on these wetlands and could in fact eliminate them entirely if the topography upslope of the wetlands is modified significantly. Any modification or damage to these wetlands would be considered a permanent impact to regulated waters of the Commonwealth and would trigger permitting requirements under Chapter 105 of the PA Code.

OPINIONS/CONCLUSIONS

Penn E&R recommends that PPL EU stabilize and restore the eroded access road within the 500kv ROW with the solutions contained in this report. We recommend that no changes to the 69kv ROW be made, as they would have the potential to adversely affect high quality water features located downslope of this ROW.

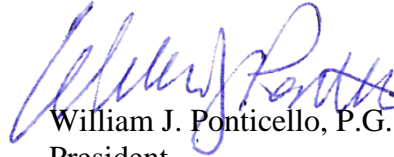
Mr. Eric Beaver
April 11, 2025
Page 4 of 4

If you have any questions or need additional information, please do not hesitate to contact us.

Sincerely,
PENN ENVIRONMENTAL & REMEDIATION, INC.

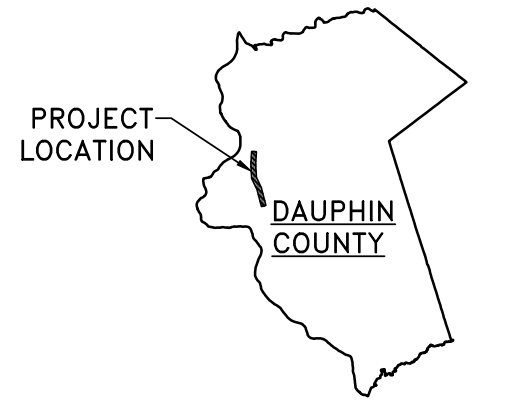


Richard G. Singer, P.E.
Regional Engineering Division Manager

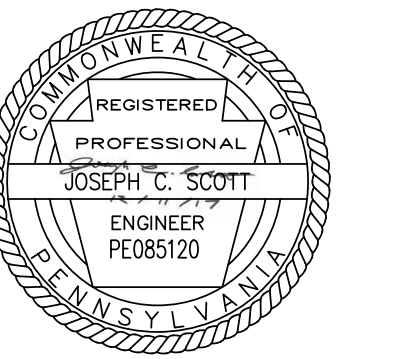


William J. Ponticello, P.G.
President

Attachment 1 - General Site Plan
Attachment 2 - Photo Log



FINAL PLANS FOR CONSTRUCTION.



CONSULTANT(S):
 350 EAGLEVIEW BOULEVARD, SUITE 250, EXTON, PA 19341-1178, Phone: 610-280-4000
 ISSUE DATE: DECEMBER 11, 2017 ALN/SJ
 DRAWN BY: JCS
 DESIGNED BY: JCS
 CHECKED BY: JD

REVISIONS:

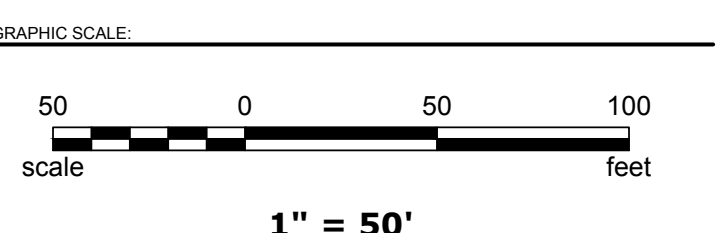
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2	06/01/2018	DCDD TECHNICAL REVISIONS
3		
4		
5	10/10/2018	STR 67 AND 76 ACCESS REVISIONS
6	12/19/2019	STR 75 AND 75 ACCESS REVISIONS AS BUILT

PROJECT TITLE:
Erosion and Sediment Control/Restoration Plans for: Halifax-Dauphin 69kV Transmission Rebuild Project Dauphin County, PA

OWNER/APPLICANT:
PPL Electric Utilities Corporation
 Two North Ninth Street
 Allentown, PA 18101
 (610) 774-3526

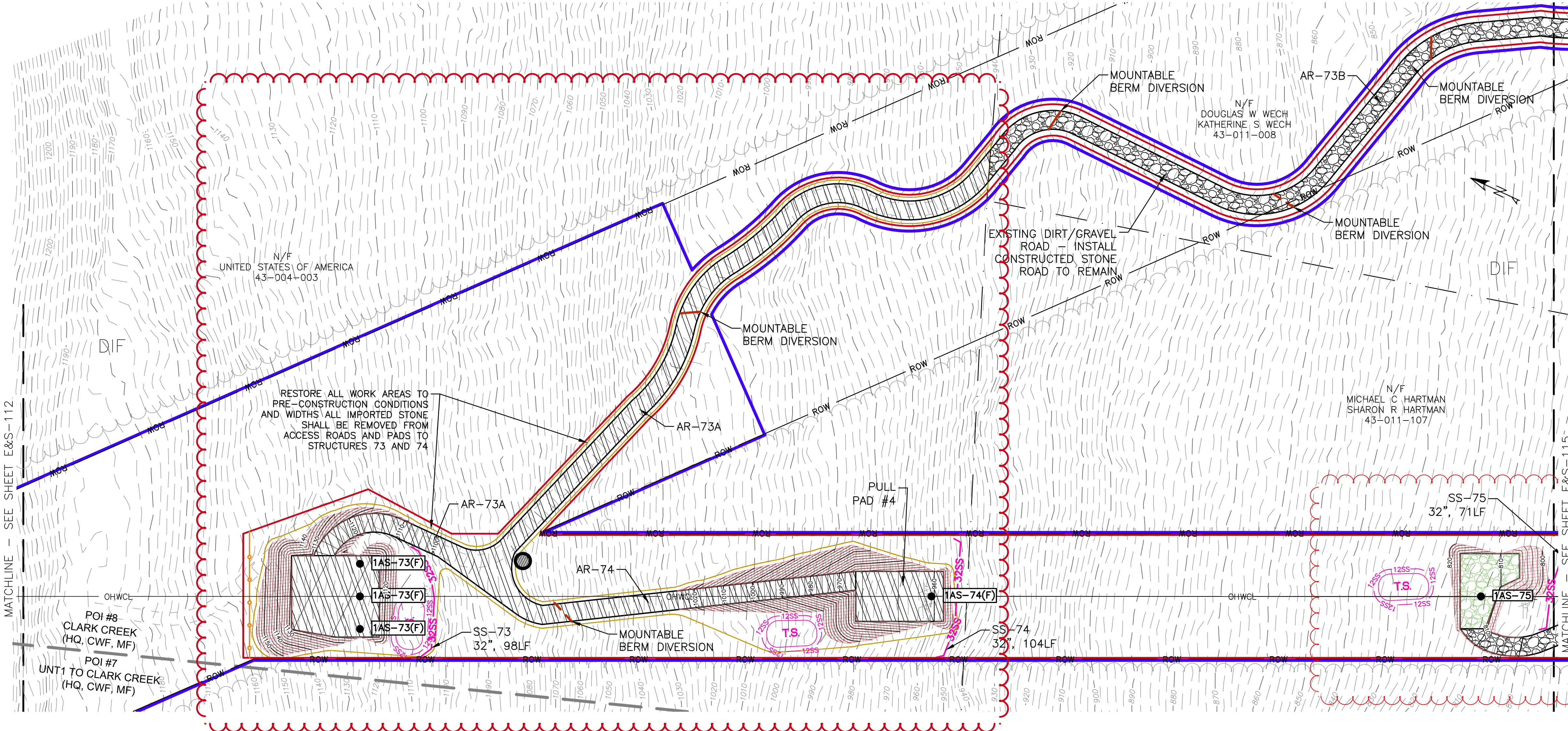
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2004133.037

DRAWING SCALE:
SCALE: 1" = 50'



DRAWING TITLE:
Erosion & Sediment Control/Restoration Plans
PLAN - 14

SHEET NUMBER:
E&S-114



LEGEND:

- 570 EXISTING CONTOUR
- EXISTING RAILROAD TRACKS
- EXISTING PAVED ROAD
- EXISTING DIRT ROAD
- EXISTING FENCE
- GAS EXISTING GAS LINE
- OHWCL OVERHEAD WIRE CENTER LINE
- PROPERTY BOUNDARY
- RIGHT OF WAY LINE
- TOWNSHIP LINE
- WATERSHED BOUNDARY
- EXISTING TREELINE
- EXISTING BUILDING
- EXISTING STRUCTURE (TBR)
- PROPOSED SINGLE POLE STRUCTURE
- CONCRETE WASHOUT STATION
- TOPSOIL STOCKPILE
- ROCK CONSTRUCTION ENTRANCE STOCKPILE
- ROCK CONSTRUCTION ENTRANCE STOCKPILE
- PROPOSED PADS AND ROADS
- PROPOSED TREELINE
- PROPOSED 2.0' CONTOUR
- SOILS TYPE SEPARATION/ABBREVIATION
- NPDES BOUNDARY
- LIMIT OF DISTURBANCE
- 12SS 12SS 12" SILT SOCK
- 18SS 18SS 18" SILT SOCK
- 24SS 24SS 24" SILT SOCK
- 32SS 32SS 32" SILT SOCK
- ORANGE CONSTRUCTION FENCE
- MOUNTABLE BERM DIVERSION
- EROSION CONTROL BLANKET
- WETLAND DELINEATION
- CONSTRUCTION MATTING
- CONSTRUCTION MATTING OR STONE - REMOVE AND RESTORE
- TEMPORARY STONE - MIX IN SOIL AND REVEGETATE
- STONE TO REMAIN AFTER CONSTRUCTION
- STONE AND FABRIC REMOVE AND RESTORE
- 50' ASSUMED FLOODWAY
- RCE ROCK CONSTRUCTION ENTRANCE
- STREAM DELINEATION
- EXISTING ROAD - REFRESH AFTER CONSTRUCTION
- PRIVATE PAVED/GRAVEL DRIVEWAY - REPAIR AFTER CONSTRUCTION
- STEEL PLATE OR COMPOSITE MATTING

MATCHLINE - SEE SHEET E&S-112

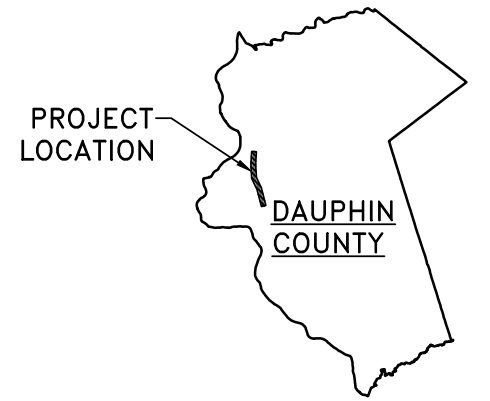
MATCHLINE - SEE SHEET E&S-115

THIS PLAN TO BE USED FOR EROSION AND SEDIMENTATION CONTROL PURPOSES ONLY.

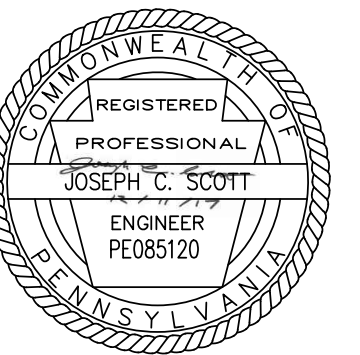


PPL Electric Utilities

KEY PLAN:



FINAL PLANS FOR CONSTRUCTION.



CONSULTANT(S):

Louis Berger
350 EAGLEVIEW BOULEVARD,
SUITE 250
EXTON, PA 19341-1178
Phone: 610-280-4000

ISSUE DATE: DECEMBER 11, 2017 ALN/SJ
DRAWN BY: JCS
DESIGNED BY: JCS
CHECKED BY: JD

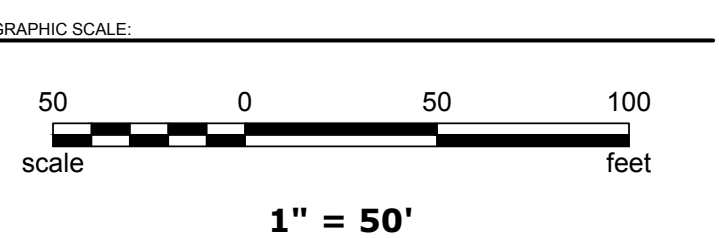
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2	06/01/2018	DCDD TECHNICAL REVISIONS
3		
4		
5	10/10/2018	STR 67 AND 76 ACCESS REVISIONS
6	12/19/2019	STR 75 AND 75 ACCESS REVISIONS AS BUILT

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OWNER/APPLICANT:
PPL Electric Utilities Corporation
Two North Ninth Street
Allentown, PA 18101
(610) 774-3526

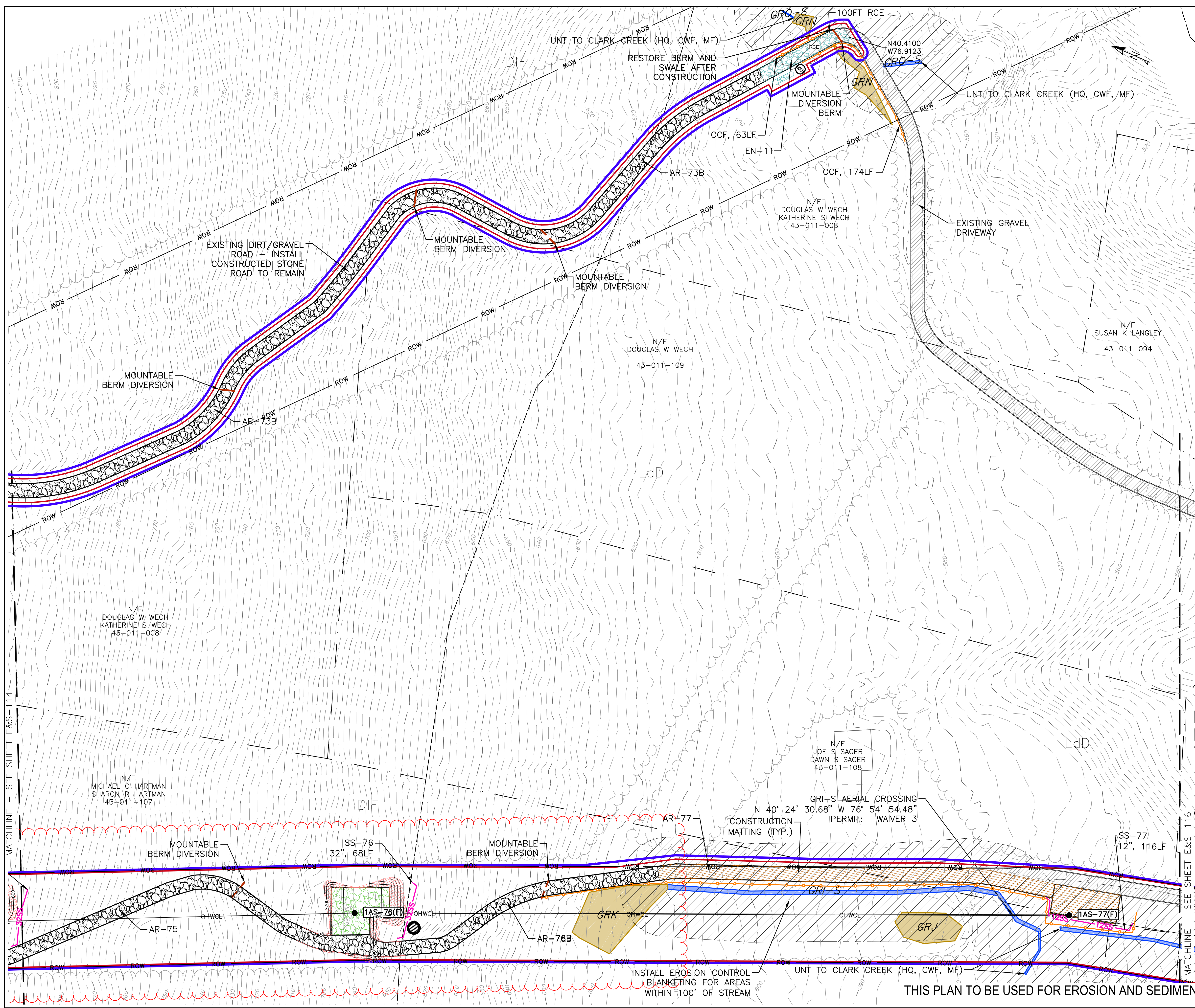
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DRAWING TITLE:
Erosion & Sediment Control/Restoration Plans
PLAN - 15

SHEET NUMBER:
E&S-115



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	EXISTING RAILROAD TRACKS
	EXISTING PAVED ROAD
	EXISTING DIRT ROAD
	EXISTING FENCE
	EXISTING GAS LINE
	OVERHEAD WIRE CENTER LINE
	PROPERTY BOUNDARY
	RIGHT OF WAY LINE
	TOWNSHIP LINE
	WATERSHED BOUNDARY
	EXISTING TREELINE
	EXISTING BUILDING
	EXISTING STRUCTURE (TBR)
	PROPOSED SINGLE POLE STRUCTURE
	CONCRETE WASHOUT STATION
	TOPSOIL STOCKPILE
	ROCK CONSTRUCTION ENTRANCE STOCKPILE
	ROCK CONSTRUCTION ENTRANCE STONE RECHARGE PILE
	PROPOSED PADS AND ROADS
	PROPOSED TREELINE
	PROPOSED 2.0' CONTOUR
	SOILS TYPE SEPARATION/ABBREVIATION
	NPDES BOUNDARY
	LIMIT OF DISTURBANCE
	12" SILT SOCK
	18" SILT SOCK
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	32" SILT SOCK
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	EROSION CONTROL BLANKET
	WETLAND DELINEATION
	CONSTRUCTION MATTING
	CONSTRUCTION MATTING OR STONE - REMOVE AND RESTORE
	TEMPORARY STONE - MIX IN SOIL AND REVEGETATE
	STONE TO REMAIN AFTER CONSTRUCTION
	STONE AND FABRIC REMOVE AND RESTORE
	50' ASSUMED FLOODWAY
	ROCK CONSTRUCTION ENTRANCE
	STREAM DELINEATION
	EXISTING ROAD - REFRESH AFTER CONSTRUCTION
	PRIVATE PAVED/GRAVEL DRIVEWAY - REPAIR AFTER CONSTRUCTION
	STEEL PLATE OR COMPOSITE MATTING

MATCHLINE - SEE SHEET E&S-114

MATCHLINE - SEE SHEET E&S-116

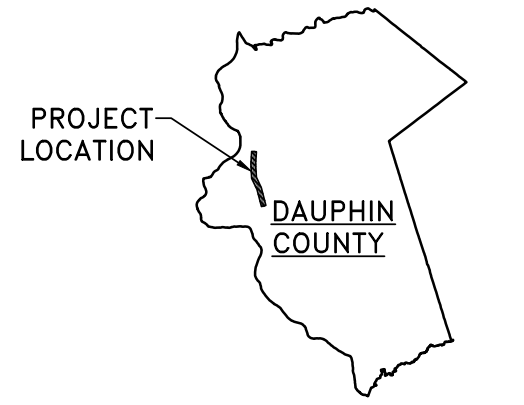
THIS PLAN TO BE USED FOR EROSION AND SEDIMENTATION CONTROL PURPOSES ONLY.

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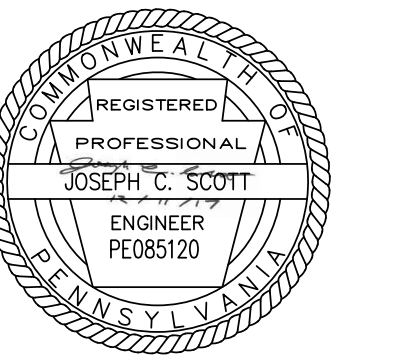


PPL Electric Utilities

KEY PLAN:



FINAL PLANS FOR CONSTRUCTION.



CONSULTANT(S):

Louis Berger
350 EAGLEVIEW BOULEVARD,
SUITE 250
EXTON, PA 19341-1178
Phone: 610-280-4000

ISSUE DATE: 12/11/2017 DRAWN BY: ALN/SJ DESIGNED BY: JCS CHECKED BY: JD

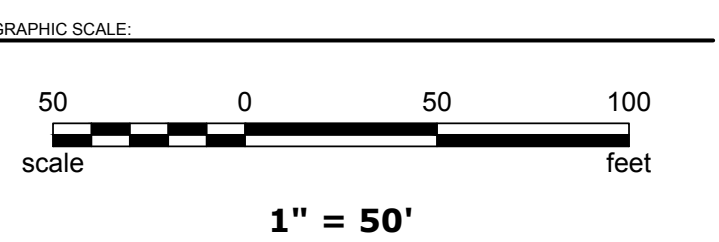
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PROJECT NUMBER(S): SOURCE:
2004133.037

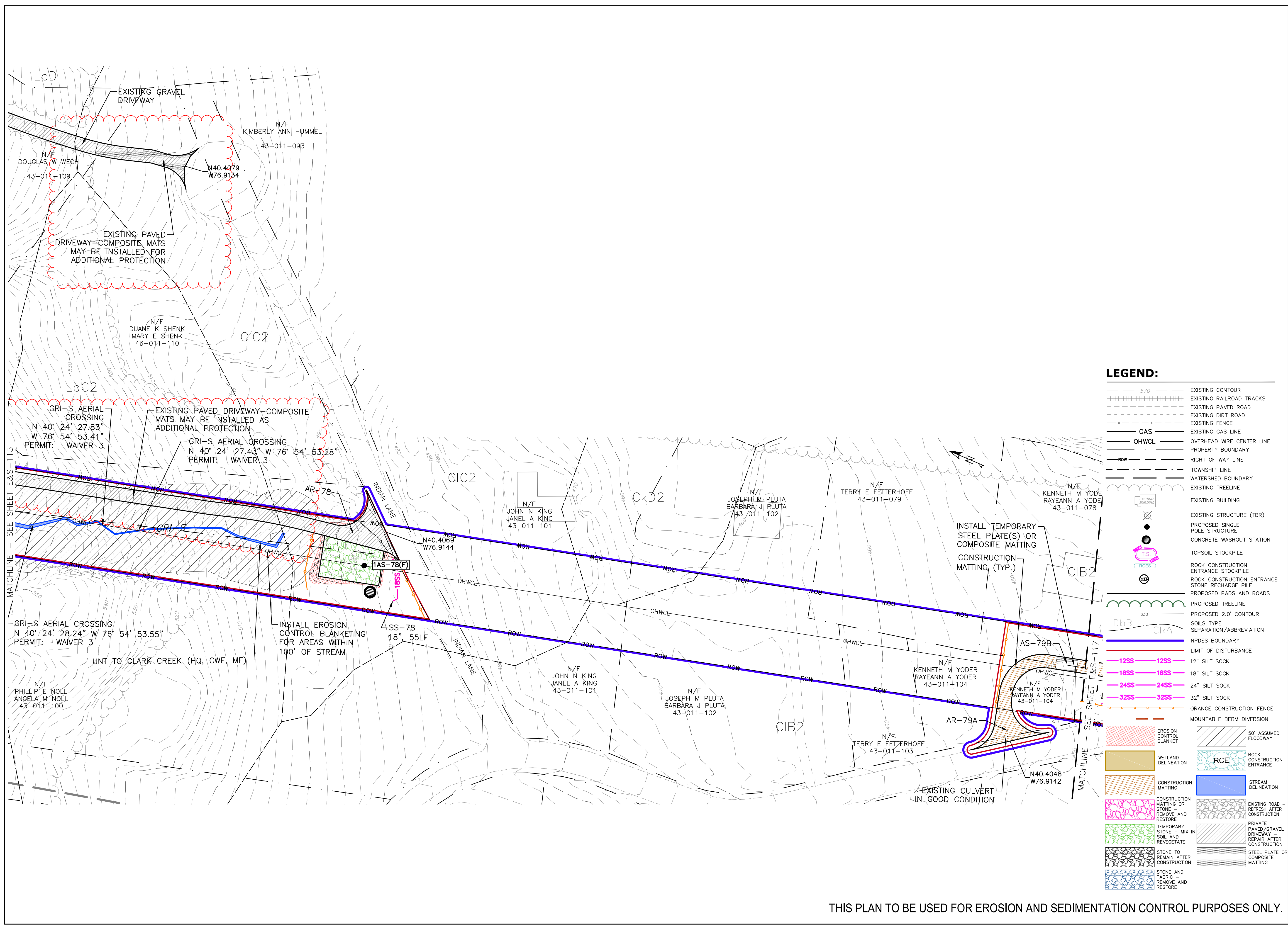
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Erosion & Sediment Control/Restoration Plans
PLAN - 16

SHEET NUMBER:

E&S-116



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		EXISTING PAVED ROAD
		EXISTING DIRT ROAD
		EXISTING FENCE
		GAS
		EXISTING GAS LINE
		OHWCL
		OVERHEAD WIRE CENTER LINE
		PROPERTY BOUNDARY
		RIGHT OF WAY LINE
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		PRIVATE PAVED/GRAVEL DRIVEWAY - REPAIR AFTER CONSTRUCTION
		STEEL PLATE OR COMPOSITE MATTING

THIS PLAN TO BE USED FOR EROSION AND SEDIMENTATION CONTROL PURPOSES ONLY.

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Photo 1:
Signs of roadside
stone deposition from
500kv ROW



Photo 2:
Significant road
erosion along the
center of the 500kv
ROW access route



Photo 3:

Existing access through 69kv ROW that existed before PPL EU rebuild. Road is cross sloped to the south.



Photo 4:

Downslope side of existing access connecting the 500kv ROW to the 69kv ROW. No signs of erosion or sediment deposit



Photo 5:

Downslope side of existing access connecting the 500kv ROW to the 69kv ROW. No signs of erosion or sediment deposit



Photo 6:

Historic access road that continues to the subject property from the 69kv ROW. No observed signs of accelerated stormwater or erosion.



Photo 7:

Historic access road that continues to the subject property from the 69kv ROW. No observed signs of accelerated stormwater or erosion. Some signs of seasonal vegetative growth.



Photo 8:

Pad at structure 75 stabilized, with no apparent signs of erosion or sediment deposit.



Photo 9:

Stabilized native rocky slope upslope of structure 75. No signs of erosion.



Photo 10:

Access between structures 75 and 76 is stone base with heavy vegetative growth. No signs of erosion or sediment deposit.



Photo 11:

Pad at structure 76 stabilized with no apparent signs of erosion or sediment deposit.



Photo 12:

Access and slope downslope of workpad is stone base with heavy vegetative growth. No signs of erosion or sediment deposit.



Photo 13:

Delineated wetlands depicted in pre-construction (2017) plans. Area saturated but stable during site visit. No signs of stone or sediment deposit.



Photo 14:

Delineated wetlands depicted in pre-construction (2017) plans. Area saturated but stable during site visit. No signs of stone or sediment deposit.