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January 26, 2026

VIA ELECTRONIC FILING

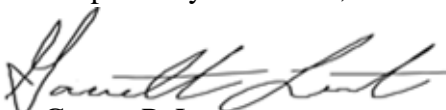
Matthew Homsher, Secretary
Pennsylvania Public Utility Commission
Commonwealth Keystone Building
400 North Street, 2nd Floor North
P.O. Box 3265
Harrisburg, PA 17105-3265

Re: Letter Of Notification Of Mid-Atlantic Interstate Transmission LLC For Approval To Rebuild Approximately 2.0 Miles Of The Existing Single-Circuit Lincoln-Orrtanna 115 Kilovolt Transmission Line Located In Straban Township, Adams County, Pennsylvania
Docket No. A-2025-3057017

Dear Secretary Homsher:

Enclosed, on behalf of Mid-Atlantic Interstate Transmission LLC (“MAIT”), is information being supplied to the Pennsylvania Public Utility Commission’s (“Commission”) Bureau of Technical Utility Services (“TUS”) in response to Data Requests issued on January 20, 2026, in the above-referenced proceeding.

Respectfully submitted,



Garrett P. Lent

GPL/dmc
Attachment

cc: Jordan Van Order, Bureau of Technical Utility Services (*via email; w/attachment*)

Letter of Notification of Mid-Atlantic Interstate Transmission, LLC for Approval to Rebuild a Section of the Lincoln – Orrtanna 115 kV Transmission Line in Adams County, Pennsylvania.

January 26, 2026

QUESTION A-7

Reference the Letter of Notification, Paragraph 17. Please explain whether MAIT considered the use of composite core conductors to increase capacity without the need to replace the existing transmission structures. If not, please provide a detailed explanation as to why.

Response:

MAIT did not consider the use of composite core conductors to increase the capacity of the two-mile section of the Lincoln – Orrtanna 115 kV Transmission Line. Paragraph 17 of the Letter of Notification discusses MAIT's evaluation of alternatives to increase transmission capacity within the existing right-of-way, including conductor replacements to increase circuit capacity. The use of composite-core conductors was not viewed as a viable alternative for this project due to a combination of technical, structural, operational, and constructability considerations. While these conductors can provide increased ampacity, their use would not eliminate the need for significant structural evaluation and modifications of the existing transmission structures.

Composite-core conductors often introduce higher tension requirements, different creep and stress-strain behavior than existing/legacy conductors, and altered loading conditions that can exceed the design limits of existing structures, foundations, and hardware, especially when analyzed under modern industry codes and standards. Accommodating these conductors would require detailed structure-by-structure analysis, reinforcement or replacement of poles, foundations, and insulators, and replacement of existing hardware—thereby negating the premise of avoiding structure replacement, especially given the age of the existing structures, which were originally installed in 1965.

Operational and constructability considerations were also evaluated. Composite-core conductors typically require specialized stringing procedures, equipment, and contractor expertise, which can increase construction risk, extend outage durations, and reduce schedule certainty. These risks were not justified when compared to conventional conductor solutions paired with structure replacement. The selected design approach provides the required capacity, reliability, and long-term operational performance while minimizing overall system risk and ensuring compliance with applicable design standards.

Letter of Notification of Mid-Atlantic Interstate Transmission, LLC for Approval to Rebuild a Section of the Lincoln – Orrtanna 115 kV Transmission Line in Adams County, Pennsylvania.

January 26, 2026

QUESTION A-8

Reference the Letter of Notification, Paragraph 23. Please provide a detailed explanation as to why the existing transmission structures need to be replaced.

Response:

Paragraph 23 of the Letter of Notification explains that the existing transmission structures must be replaced to support the proposed project configuration and to meet current design requirements. The existing structures within the right-of-way were originally installed in 1965 and were designed in a horizontal configuration that accommodates a single-circuit 115 kV line and the associated electrical clearances and loading conditions in effect at the time of design and construction. The proposed project maintains a single 115 kV circuit in a horizontal configuration; however, the existing structures were not designed to meet current industry or FirstEnergy design standards.

The existing structures do not provide sufficient structural capacity to support the proposed conductor, shield wires, insulators, and hardware required to meet current electrical clearance, loading, and reliability criteria. Considering the age of the existing structures, replacement allows FirstEnergy to address age-related condition, material degradation, and reliability considerations (Reference response to DR #1, Question A-1). Installing new structures enables implementation of a modern design that improves safety, maintenance, and long-term operational performance while remaining within the existing right-of-way.

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January 26, 2026

QUESTION A-9

Reference the Letter of Notification, Paragraph 25. Please explain whether any substation work will be completed as part of the subject project. If so, please provide the associated cost.

Response:

Relay settings will need to be revised at Lincoln Substation. The estimated cost associated is approximately \$370,000.

