

PUBLIC SERVICE COMMISSION  
OF WEST VIRGINIA  
CHARLESTON

Entered by the PUBLIC SERVICE COMMISSION OF WEST VIRGINIA in the City of Charleston on the 15th day of May 2009.

CASE NO. 09-0770-E-CN

PATH WEST VIRGINIA TRANSMISSION COMPANY, LLC;  
PATH ALLEGHENY TRANSMISSION COMPANY, LLC;  
PATH-WV LAND ACQUISITION COMPANY; and  
PATH-ALLEGHENY LAND ACQUISITION COMPANY

Joint application for Certificate of Convenience and Necessity under W. Va. Code §24-2-11a authorizing the construction and operation of the West Virginia segments of a 765kV electric transmission line and related facilities in Putnam, Kanawha, Roane, Calhoun, Braxton, Lewis, Upshur, Barbour, Tucker, Preston, Grant, Hardy, Hampshire, and Jefferson Counties, including modifications to the Amos Substation in Putnam County and a new substation in Hardy County, and for related relief.

**NOTICE OF FILING**

**(INSERT STATE-WIDE AND COUNTY MAPS)**

On May 15, 2009, PATH West Virginia Transmission Company, LLC (“PATH-WV”), PATH Allegheny Transmission Company, LLC (PATH-Allegheny), PATH-WV Land Acquisition Company (“PATH-WV LAC”), and PATH-Allegheny Land Acquisition Company (“PATH-Allegheny LAC”) (collectively, “Applicants”) filed with the Public Service Commission of West Virginia (“Commission”) an application for a certificate of public convenience and necessity pursuant to W. Va. Code § 24-2-11a (“Application”) authorizing the construction and operation of the West Virginia segments of a 765 kV electric transmission line known as Potomac-Appalachian Transmission Highline (“PATH”) and related facilities, including modifications to the Amos Substation in Putnam County and a new substation in Hardy County (collectively, and as more fully described in the Application, the “PATH Project”). The portions of the PATH Project in West Virginia will consist of approximately 224 miles of 765 kV electric transmission line in Putnam, Kanawha, Roane, Calhoun, Braxton, Lewis, Upshur, Barbour, Tucker, Preston, Grant, Hardy, Hampshire, and Jefferson Counties (“West Virginia Segments”), modifications to the Amos Substation in Putnam County, and a proposed new substation in Hardy County (“Welton Spring Substation”). The West Virginia Segments will begin at the Amos Substation in Putnam County,

exit West Virginia to Frederick County, Virginia from Hampshire County, re-enter West Virginia in Jefferson County, and then exit West Virginia a second time into Loudoun County, Virginia. The Commission has designated the Application Case No. 09-0770-E-CN.

In their Application, the Applicants identify the proposed line route for the West Virginia Segments (“Proposed Route”). The Proposed Route crosses parts of Putnam, Kanawha, Roane, Calhoun, Braxton, Lewis, Upshur, Barbour, Tucker, Preston, Grant, Hardy, Hampshire, and Jefferson Counties, and is depicted by the solid black line shown on the above maps. Due to uncertainty as to whether PATH Allegheny Virginia Transmission Corporation (“PATH-VA”), a subsidiary of PATH-Allegheny, will be able to secure easement rights associated with the route that will be selected for the Commonwealth of Virginia, the Applicants also seek provisional certification of an alternative route in Jefferson County that runs southeast from the Proposed Route to the West Virginia-Virginia state line at Loudoun County, Virginia. This alternative route is less than two miles long and is depicted by the dotted black line shown above. Also shown on the map are the boundaries of a ten-mile corridor (five miles on each side of the Proposed Route) as required in Section 9.2.1.a of the Commission’s *Rules and Regulations for the Government of Electric Utilities*.

Although the Applicants seek approval in the Application to construct the West Virginia Segments within a right-of-way that will generally be 200 feet in width, with more right-of-way as may be necessary to accommodate special topographic conditions. The West Virginia segments are located along a specific location designated as the Proposed Route, the Applicants have requested that the Commission certify construction of the West Virginia Segments within the general two-hundred foot right-of-way in any other location that the Applicant(s) may identify that lies entirely within a corridor consisting of 1,100 feet on each side of the centerline of the Proposed Route if necessary to accommodate circumstances and concerns that may arise during the Certificate process and after the issuance of the Commission’s order in this proceeding.

### **Narrative Description of the Proposed Route For the West Virginia Segments**

#### *Amos Substation to the Proposed Welton Spring Substation*

The Proposed Route exits the Amos Substation to the north-northeast and crosses the Kanawha River immediately parallel to the existing Amos-Kammer 765 kV line. The route extends northward crossing SR 62 at a point 150 feet southeast of the intersection of this highway with Davis Drive. At a point 0.6 miles north of SR 62, the route angles slightly east, and crosses over the Amos-Sporn 69 kV line 0.4 miles northwest of the intersection of this line and Heizer Creek Road (CR 27). The Proposed Route continues east across the ridgetops north of Heizer Creek Road (CR 27), crossing Manilla Creek-Stumpy Cherry Fork Road approximately 1,600 feet north of the intersection of this road and Heizer Creek Road (CR 27). At a point 900 feet east of Manilla Creek-Stumpy Cherry Fork Road, the route turns slightly southeast, and crosses Heizer Creek Road (CR 27). The Proposed Route continues along forested ridge tops east before reaching the Sisson Tap 138 kV single circuit line, paralleling it on its south side, and crossing the double-circuit 345 kV

Amos-Sissonville line, all approximately 0.4 miles north of Eagle Road.

After crossing over the Amos-Sissonville 345 kV line, the route continues along a parallel alignment on the south side of the Sisson Tap to Harmonds Creek Road (CR 38) at a point 0.25 miles north of the intersection of this road and Poca River Road. At a point 700 feet east of Harmonds Creek Road (CR 38), the route angles to the north and crosses over the Sisson Tap and parallels its north side, avoiding the crossing of the junction point of the Sisson Tap and the Lanham 138 kV Extension northeast of the community of Lanham. After bypassing the Lanham Extension on the north side of the Sisson Tap, at a point approximately 1 mile northeast of Harmonds Creek Road (CR 38) the route crosses back over to a parallel alignment on its south side. The route continues to the northeast crossing Rocky Fork (CR 7) at a point 0.25 miles southeast of the intersection of this road and Older Road. At a point 1 mile northeast of Kelly's Creek Road (CR 7), the route crosses Older Road, and then 0.25 miles northeast of Older Road, the Proposed Route angles to the east diverging from parallel with the Sisson Tap 138 kV line.

The Proposed Route continues eastward and crosses Derricks Utah Road approximately 300 feet south of Derricks Creek Golf Course. At a point 0.7 miles north east of Derricks Utah Road, the route turns southeast and crosses Derricks Creek Road (CR 32) at a point 0.5 miles northwest of the intersection of this road and Sissonville Drive (SR 622). At a point 0.25 miles east of Derricks Creek Road (CR 32), the Proposed Route turns southeast to cross Sissonville Drive (SR 622) and Interstate 77. The route continues southeast before angling to the northeast to cross Tolley Hollow Road. The route continues to the northeast and crosses Rocky Hollow and the Sporn-Kanawha River 345 kV line, at a point 0.5 miles south of the intersection of this road and North Grapevine Road. The route extends northeastward crossing Grapevine Road at a point 700 feet south of the intersection of this road and Right Fork Road, and then crosses Grapevine Road again at a point 600 feet northwest of the intersection of this road and Left Fork Road. The Proposed Route continues to the northeast and crosses North Grapevine Road at a point 0.25 miles southeast of the intersection of this road and Grapevine Creek Hollow Road. At a point 0.6 miles northeast of North Grapevine Road, the route angles to the east along small forested ridges and crosses Aarons Fork Road (CR 39). At a point 0.5 miles east of Aarons Fork Road (CR 39), the Proposed Route turns to the northeast and crosses Patterson Drive (CR 37) at a point 0.9 northwest of the intersection of this road and Canterbury Drive. The route extends northeastward crossing Poca Fork Road at a point 0.6 miles southwest of the intersection of this road and Paxton Road (CR 19/7). The route eventually reaches the Roane County boundary approximately 0.9 miles east of the intersection of Poca Fork Road (CR 5/4) and Paxton Ridge (CR 38/5).

In Roane County, the route continues northeast with very few angles, crossing Little Sandy Creek (CR 19/12) at a point 0.7 miles north of the intersection of this road and the county boundary. The route continues to the northeast, and crosses Dry Ridge Road (CR 199/180) 0.2 miles north of the intersection of this road and Trail Bridge (CR 119/20). Continuing to the northeast U.S. Route 119 is crossed at a point approximately 600 feet north of the intersection of this road and July Run Road. The Proposed Route continues to the northeast, crossing Robinson Run/Right Fork (CR 56/2) at a point 900 feet north of the intersection of this road and Cotton Tree Road. At a point 0.25 miles northeast of Robinson Run/Right Fork (CR 56/2), the route crosses Cotton Tree Road. The route

extends northeastward and crosses Lewis Station Road (CR 23/2) at a point 1.4 miles north of the intersection of this road and Hurricane Creek Road (CR 23) in the community of Clio. At a point 800 feet northeast of Lewis Station Road (CR 23/2), the route angles slightly to the east and crosses Payne Ridge/Hurricane Creek Road (CR 23) at a point 0.25 miles northwest of the intersection of this road and Clio Road (CR 23/1). Continuing to the northeast, the route crosses Clio Road (CR 23/1) 0.3 miles northeast of the intersection of this road and Payne Ridge/Hurricane Creek Road (CR 23). The Proposed Route angles to the northeast crossing Little Left Hand Run (CR 5/8) at a point 0.3 miles southeast of the intersection of this road and Payne Ridge/Hurricane Creek Road (CR 23). The route continues to the northeast and crosses Shavers Fork (CR 21/10) 0.4 miles northwest of the intersection of this road and Cotton-Amma Road (CR 36/18). Continuing to the northeast, the route crosses Cotton-Amma Road (CR 36/18) at a location 0.3 miles south of the intersection of this road and Clay Road (SR 36). The route turns east, and then northeast 0.2 miles north of Two Run Road (CR 29/6) to cross Clay Road (SR 36) at a point 1 mile southeast of the intersection of this road and Linden Bright (CR 60) in the community of Bright. The Proposed Route extends to the northeast, crossing Vine Road 0.8 miles northwest of the intersection of this road and Hollywood Road (CR 15/5), and then crossing Hollywood Road (CR 15/5) 0.9 miles north of the intersection of this road and Vine Road. Continuing to the northeast, the Proposed Route crosses Maple Run Road at a location 800 feet northwest of the intersection of this road and Trace Fork Road (CR 31). The route then crosses Trace Fork Road (CR 31) 0.4 miles northeast of the intersection of this road and Maple Run Road (CR 31/1). The Proposed Route continues 0.6 miles before reaching the Calhoun County boundary.

The Proposed Route enters Calhoun County in the forested hills approximately 1 mile southwest of the small community of Oka. The route continues east-northeast, crossing Griffin (CR 15/4) and Little White Oak Road (CR 15/2) approximately 400 feet southeast of their intersection. The route crosses over the Ivydale Tap-Goff Run 138 kV line at a point 1,300 feet northwest of the intersection of this line and Little White Oak Road (CR 15/2). The Proposed Route crosses Little White Oak Road (CR 15/2) a second time approximately 600 feet north of the intersection of this road and Pond Run (CR 17/1). The route then turns to the east and then northeast, crossing SR 16 at a location 700 feet to the northwest of the intersection of this road and Mud Fork (CR 17) in the community of Stinson. The route continues to the northeast crossing Walker Creek Road (CR 40) 0.6 miles south of the community of Douglas. The Proposed Route extends northeastward crossing Walnut Road (CR 26), 500 feet northwest of the Braxton County boundary. At a point 1,000 feet northeast of Walnut Road (CR 26), the route enters Braxton County.

In Braxton County, the Proposed Route continues northeast through primarily forest lands crossing Nicut Run Road (CR 11/6) 0.5 miles southeast of the Calhoun County boundary. The route then angles slightly to the east to cross Servia/Eomira Road (CR 11) at a location 600 feet south of the intersection of this road and Lynn Camp Road. The Proposed Route continues to the northeast crossing Mill Fork Road (CR 16) 2 miles northeast of the community of Gip. Continuing to the northeast, the route crosses Rosedale Road (CR 9) at point 0.6 miles to the northwest of the intersection of this road and Tague Road. The route extends to the northeast crossing Lower Rock/Camp O'Brian Road (CR 14), 0.4 miles north of the intersection of this road and Tague Road (CR 9/3). At a location 0.9 miles northeast of Lower Rock/Camp O'Brian Road (CR 14), the route

angles to the north and then crosses O'Brian-Triplett Fork Road (CR 12) 0.4 miles northwest of the intersection of this road and Triplett Fork Road (CR 12/2). The route then turns northeast and crosses May Fork Road (CR 12/3), 700 feet north of the intersection of this road and O'Brian-Triplett Fork Road (CR 12). The Proposed Route angles to the east crossing Crooked Fork Road (Cr 12/5) 1,200 feet north of the intersection of this road and Nicholas Run, and then crossing Nicholas Run/O'Brian-Triplett Fork Road (CR 12), 2,000 feet northwest of the same intersection. The route turns to the north and crosses Chapel Road (CR 7) 1,600 feet southeast of the intersection of this road and Nicholas Run. At a point 1,500 feet north of Chapel Road (CR 7), the route angles to the northeast and crosses Trace Run 0.9 miles north of the intersection of this road and Chapel Road (CR 7). Continuing to the northeast, the Proposed Route crosses Back Fork Road at a point 1.3 miles southwest of the intersection of this road and Perkins Fork Road (CR 5/6). At a location 0.4 miles northeast of Back Fork Road (CR 5/8), the route turns to the east and crosses the Buckhannon-Sutton 69 kV line.

The Proposed Route continues east crossing Perkins Fork Road (CR 5/6) 0.2 miles north of the intersection of this road and Venison Fork Road (CR 5/7). It then continues to the northeast to cross Exchange Road (CR 19/26) 1.5 miles north of the community of Lloydsville. At a point 0.3 miles northeast of Exchange Road (CR 19/26), the route angles to the east and crosses West Fall Fork (CR 10/4), 0.6 miles south of the intersection of this road and Bonnie Road (CR 10). The route turns to the northeast and crosses Interstate 79 at a location 0.5 miles south of the community of Bonnie. The route continues to the northeast and crosses Cloat Road (CR 19/19), 0.8 miles north of the intersection of this road and US Highway 19. The Proposed Route then angles slightly north and then turns east to cross SR 5 at a point 1 mile south of the community of Rollyson. The route continues east crossing Dee Singleton Road 1,000 feet northeast of the intersection of this road and SR 5. At a point 0.9 miles east of Dee Singleton Road, the route angles southeast to cross the Gauley Turnpike (U.S. Route 19) at a point 0.2 miles north of the intersection of this road and Conley Road. The route continues southeast crossing Big Run Road (CR 19/15) at a location 1.5 miles south of the intersection of this road and the Gauley Turnpike (U.S. Route 19). At a point 0.8 miles southeast of Big Run Road (CR 19/15), the Proposed Route angles to the northeast to cross River Hill Road (CR 19/10), 0.8 miles north of the intersection of this road and Pickles Fork Road (CR 22/2). The route continues to the northeast and crosses the Little Kanawha River (through 350 feet of the Burnsville Lake WMA) and Gregory Lake Lane (CR 24/1) 0.6 miles south of the community of Falls Mill. Continuing east, the route then crosses the French Creek-Heaters Tap 138 kV line 200 feet south of Green Hill Road (CR 24) and immediately angles northeast to run parallel to the line along its south side. The route continues to run parallel to the northeast crossing Green Hill Run Road (CR 24) immediately to the south of the intersection of this road and the existing line. Continuing parallel to the northeast, the Proposed Route crosses Hemp Patch Road at a location 0.5 miles southeast of the intersection of this road and the Gauley Turnpike (U.S. Route 19). At a point 0.4 miles northeast of Hemp Patch Road, the route deviates from parallel to the east to cross Falls Run Road (CR 19/4), 0.3 miles southeast the intersection of this road and the Gauley Turnpike (U.S. Route 19). At a point 600 feet northeast of Falls Run Road (CR 19/4), the route angles north and then angles to the northeast at a location 0.4 miles northeast of Falls Run Road (CR 19/4) to continue parallel to the existing line. The route continues parallel before deviating to the southeast to cross Falls Run Road (CR 19/4) again, this time 1.1 miles west of the community of

Duffy. At a location 0.25 miles southeast of Falls Run Road (CR 19/4) the route enters Lewis County.

The Proposed Route crosses into Lewis County and continues southeast crossing Green Hill Road (CR 50/2), 0.3 miles southwest of the intersection of this road and Ireland-Wildcat Road (CR 50). At a point 0.3 miles southeast of Green Hill Road (CR 50/2) the route then angles northeast to cross Ireland-Wildcat Road (CR 50) 1,200 feet northwest of the intersection of this road and Laurel Run Road (CR 50/4). At a point 1.3 miles northeast of Ireland-Wildcat Road (CR 50), the route returns to parallel the existing French Creek-Heaters Tap 138 kV line. The route continues parallel to the northeast for 1.4 miles, and then deviates east before entering Upshur County at a point 0.5 miles southeast of the intersection of Glady Creek Road (CR 52) and CR 52/1.

The Proposed Route crosses into Upshur County and continues east for 0.5 miles before angling northeast to cross Whites Camp (CR 35/3). The route continues to run northeast before angling north at a ridge top 0.25 miles south of the intersection Ireland-Rock Cave (SR 4) and Heaston Road (CR 20/14). The route continues north crossing the intersection of Heaston Road (CR 20/14) and SR 4 before angling northeast at a point 0.25 miles northeast of intersection Ireland-Rock Cave (SR 4). The route continues to the northeast crossing Whites (CR 35/5) and returning to parallel with the French Creek-Heaters Tap 138 kV line, 400 feet east of Whites (CR 35/5). The Proposed Route travels northeast parallel to the French Creek-Heaters Tap line crossing Whites Camp (now CR 35/6) at a point 0.75 miles southeast of the intersection of this road and Straight Fork Road (CR 35/2). The route continues along a parallel alignment angling north, then northeast before crossing Rock Cave-Frenchton Road (CR 11/2) 0.25 miles east of the intersection of this road and Straight Fork Road (CR 35/2). At a point 0.5 miles northeast of Rock Cave-Frenchton Road (CR 11/2), the route diverges from paralleling the French Creek-Heaters Tap 138 kV line to the east. The route heads east, then angles to the southeast just before crossing Frenchton-Carter-Alexander (CR 11). At a location 0.6 miles southeast of Frenchton-Carter-Alexander (CR 11), the Proposed Route angles east to cross SR 4 and Mulberry Ridge 500 feet north of the intersection of Ireland-Rock Cave (SR 4) and CR 11. At a point 0.7 miles east of Ireland-Rock Cave (SR 4), the route angles northeast crossing Bush Run (CR 32/4), 0.6 miles north of the intersection of this road and Frenchton-Carter-Alexander (CR 11). The route continues to the northeast and crosses French Creek Panther Fork (CR 32) at a point 0.25 miles south of the intersection of this road and Evergreen Road and then crosses Evergreen Road (CR 32/5), 0.2 miles east of the same intersection. At a point 0.6 miles northeast of Evergreen Road (CR 32/5), the Proposed Route turns east and crosses Evergreen Road/Alton Road 1.1 miles southeast of the intersection of this road and SR 4. The route continues to the northeast crossing Grand Camp (CR 30/5) 0.6 miles south of community of Gould. Continuing to the northeast, the route crosses Big Bend Road/10 Mile Queens (CR 30) before crossing the French Creek-Pickens 138 kV line 0.25 miles northeast of Big Bend Road/10 Mile Queens (CR 30). At this point, the route angles north and runs parallel to the line for 0.4 miles before turning northeast. The route travels northeast crossing Sago Road (CR 30/7), a CSX rail line, the Buckhannon River, and Our Mills (CR 22/3) all at a location approximately 0.4 miles southeast of the community of Sago. At a point 800 feet northeast of Our Mills (CR 22/3), the route angles east and crosses Sago-Tallmansville (CR 22) 1 mile east of the community of Sago. The route continues east angling slightly to cross Trubie Run Road (CR 22/5), 0.6 miles northwest of the

intersection of this road and Mt. Carmel Road (CR 9/5). The Proposed Route continues east crossing Mt. Carmel Road (CR 9/5) and Tallmansville Road (CR 9), 0.7 miles northwest of the community of Tallmansville. At a point 0.6 miles east of Tallmansville Road (CR 9), it angles northeast crossing Lee Glass (CR 16/6) 750 feet northwest of the intersection of this road and Russ Road (CR 16/6). The route continues to the northeast and crosses Ivy Road (CR 16) and CR 16/8, 0.3 miles north of the community of Goodwin. At a point 0.25 miles northeast of CR 16/8, the route turns east before angling northeast and crossing Hawkins (CR 16/7, 5/22), 0.9 miles northwest of Weston-Buckhannon-Elkins (CR 151). The route continues to the northeast crossing Weston-Buckhannon-Elkins (CR 151) 0.5 miles southeast of the intersection of this road and Tackle Run Road (CR 5/18). At a location 0.25 miles northeast of Weston-Buckhannon-Elkins (CR 151), the Proposed Route crosses the East Buckhannon-Tallmansville Tap 138 kV line. The route extends northeastward crossing White Oak Run (CR 10/15) at a point 1 mile southeast of the community of Vegan. The route continues to the northeast crossing White Oak Run (CR 5/19, CR 10/15) a second time, at a point 0.7 miles south of the community of Gormley, and crossing a road called Boy Scout Camp, 1000 feet west of the intersection of this road and Yokum (CR 10/10). Continuing to the northeast the route crosses the Staunton-Parkersburg Turnpike (U.S. Route 33), 950 feet west of the intersection of this road and Yokum (CR 10/10). At a point 0.8 miles northeast of Staunton-Parkersburg Turnpike (U.S. Route 33), the route crosses Yokum (CR 10/10) and the Middle Fork River, and enters Barbour County.

The Proposed Route crosses into Barbour County and continues northeast for 0.4 miles through forest land before angling to the north for 0.85 miles. The route then angles northeast to cross Hanging Run (CR 17/6). Continuing to the northeast the route crosses Laurel Point (CR 54/1), 0.5 miles northwest of the intersection of this road and Chestnut Flat (CR 54). The route then turns to the east and crosses Chestnut Flat (CR 54). At a point 0.7 miles east of Chestnut Flat (CR 54), the route angles to the northeast crossing Audra Park Road (CR 11), 0.4 miles southeast of the intersection of this road and Chestnut Flat (CR 54) in the community of Werner. The Proposed Route continues northeast through mostly forested land for 1.4 miles before angling northeast for 1 mile and crossing Hidden Hollow Road (CR 11/16), 1 mile north of the intersection of this road and Dogtown Road (CR 7/16). At a point 900 feet northeast of Hidden Hollow Road (CR 11/16), the route angles north crossing the Tygart Valley River, and the CSX West Virginia Central rail line, 0.6 miles west of U.S. Route 250. Continuing to the northeast, the route crosses Junior-Phillippi-Grafton Road (U.S. Route 250) approximately 1.5 miles northwest of the town of Belington. At a point 0.2 miles north of Junior-Phillippi-Grafton Road (U.S. Route 250), the route crosses the Union Road-Belington 138 kV line. It continues north for 2 miles through forest and pastureland and angles northeast for 0.6 miles. At a point 0.2 miles west of Belington-Nestorville Road (SR 92), the Proposed Route turns east to cross Belington-Nestorville Road (SR 92), 0.2 miles south of the intersection of this road and Vanoys Mill/Hunters Fork Road (CR 40). At a location 0.4 miles east of Belington-Nestorville Road (SR 92), the Proposed Route angles northeast through mostly forested land crossing Vanoys Mill/Hunters Fork Road (CR 40) 300 feet southeast of the intersection of this road and Bennet (CR 40/7). The route continues to the northeast, crossing Vanoys Mill/Hunters Fork Road (CR 40) again, this time 0.8 miles northeast of the intersection of this road and Hunters Fork (CR 40/8). Continuing to the northeast, the route crosses Teter Creek (CR 26), 1 mile south of the intersection of this road and Salt Lick (CR 4/2). The route turns to the

northeast for 1.7 miles from ridge to ridge through heavily forested land. The route runs more than 0.8 miles to the east of Teter Creek Lake WMA. It angles north along the side slope of Laurel Mountain, west of the Tucker County border crossing Midway-Kirt (CR 9), 1.25 miles east of the community of Kirt. The Proposed Route continues north crossing Clover Run Road (CR 21) 0.7 miles west of Brushy Fork (CR 8). At a point 1 mile north of Clover Run Road (CR 21), the route turns to the east for 0.5 miles before entering Tucker County approximately 1.3 miles south of SR 38.

After entering Tucker County, the Proposed Route continues to the northeast crossing Brushy Fork (CR 8) 0.25 miles southwest of the intersection of this road and Mt. Zion and crossing Mt. Zion Road (CR 17), 700 feet southeast of the same intersection. Continuing to the northeast, the route crosses SR 38, 500 feet southeast of the intersection of this road and Jonathan Run Road (CR 6). At a point 0.5 miles northeast of SR 38, the route angles to the east crossing Little Bull Run (CR 13/1), 0.15 miles north of Jonathan Run Road (CR 6). The route continues to the east crossing CR 6/5, 0.3 miles northeast of the intersection of this road and Jonathan Run Road (CR 6). At a point 0.65 miles east of CR 6/5, the route angles slightly to the northeast to cross SR 72, the Cheat River, and John Deitz Road (CR 19), 0.55 miles north of the community of Auvil. At a location 0.2 miles east of John Deitz Road (CR 19), the route angles to the northeast to cross Holly Meadows Road (CR 1). The Proposed Route turns to the northeast 0.35 miles northeast of Holly Meadows Road (CR 1), and crosses through 0.7 miles of National Forest before crossing Minears Mill Run (CR 12), 2.6 miles northeast of the intersection of this road and Location Road (CR 5). At a point 0.2 miles east of Minears Mill Run (CR 12), the route angles to the northeast through private land before angling slightly to the east to cross Leadmine Mountain Road (CR 9) 0.6 miles southeast of the intersection of this road and Location Road. Continuing to the northeast for 1.1 miles, the Proposed Route passes through 0.7 miles of National Forest before angling to the east. The route continues to the east passing through an additional 0.6 miles of National Forest before angling to the southeast and parallel the TrAIL line, 0.5 miles south of the community of Shafer. The route continues parallel to the southeast crossing Horseshoe Run Road (CR 7), 0.25 miles north of the intersection of this road and Leadmine Run (CR 1/4), and crossing Leadmine Run (CR 1/4), 1.4 miles southeast of the same intersection. At a point 1.2 miles southeast of Leadmine Run (CR 1/4), the route angles to the east and crosses Leadmine Mountain Road (CR 9) 500 feet southwest of the intersection of this road and Seneca Trail (U.S. Route 219). The Proposed Route continues to the east and crosses Seneca Trail (U.S. Route 219), paralleling the TrAIL line and crosses through a 2,900-foot break between wind turbines along Backbone Mountain, adjacent to an industrial site. At a point 1,100 feet east of Seneca Trail (U.S. Route 219), the route angles parallel to the northeast crossing Leadmine Mountain Road (CR 9) twice, 0.3 miles north, and 0.6 miles northeast of the intersection of this road and Fairfax Stone Road. The route then angles parallel to the east and crosses Leadmine Mountain Road (CR 9) one last time, 0.75 miles northeast of the intersection of this road and Fairfax Stone Road. The Proposed Route continues east through 1,500 feet of the southern tip of Preston County before entering Grant County approximately 1,800 feet from the Fairfax Stone site.

In Grant County, the Proposed Route continues paralleling the TrAIL line for 2 miles before crossing the Snowy Creek-Wil 69 kV line 0.5 miles south of Wilsonia. Continuing parallel

eastward, the route crosses SR 90, 0.5 miles south of the intersection of this road and the 69 kV line. At a point 1.75 miles east of SR 90, the route turns to the southeast for 1.1 miles before entering back into the northern tip of Tucker County.

In Tucker County, the Proposed Route travels parallel to the TrAIL line 1.8 miles towards the southeast before crossing SR 93 and the future Corridor H route 0.6 miles northeast of the intersection of this road and A Frame Road and 0.8 miles north of the Canaan Valley National Wildlife Refuge. At a point 0.2 miles southeast of SR 93, the route angles to the northeast parallel for 1.4 miles before angling to the east and crossing the future Corridor H route again, 1.1 miles west of the intersection of this road and the county boundary. The route continues parallel to the east and crosses SR 93 again, 0.6 miles northwest of the intersection of this road and Al Brown Road, and crosses Al Brown Road 0.3 miles northwest of the same intersection. The route continues parallel for 0.2 miles before entering back into Grant County.

In Grant County, the Proposed Route continues parallel to the east for 0.2 miles before diverging to the north and crossing the TrAIL line. Continuing to the north, the route crosses the Pruntytown – Mt. Storm 500 kV line 0.4 miles northwest of Dominion’s Mount Storm Power Station. At a point 1 mile northeast of this crossing, the Proposed Route angles to the southeast to parallel the north side of the Mt. Storm - Doubs 500 kV line (Doubs Line). The route continues parallel to the southeast crossing SR 93, 0.8 miles southwest of Bismarck and crossing the future Corridor H route 0.4 miles southwest of the community of Bismarck, before reaching the Allegheny Front. Just before the Allegheny Front, the route angles north to cross Grassy Road (CR 42/1) and pass through a gap of an existing wind energy project approximately 0.4 miles south of the intersection of SR 93 and SR 42. The route then angles to the southeast, crosses SR 42 approximately 0.6 miles south of the intersection of SR 93 and SR 42, and regains a parallel alignment along the north side of the Doubs Line 0.9 miles southeast from SR 42. The Proposed Route continues parallel to the southeast crossing SR 93 0.75 miles north of the community of Scherr. Continuing parallel to the southeast the route travels over New Creek Mountain, and north of the Greenland Gap (CR 3/3), before crossing Knobly Road (CR 3) 0.4 miles north of the intersection of this road and Belle Babb Lane. The route continues parallel to the southeast and crosses Belle Babb Lane (CR 2), 1.25 miles east of the intersection of this road and Knobly Road (CR 3). Continuing parallel to the southeast, the route crosses Patterson Creek (CR 5) 1 mile north of the community of Medley. At a point 2 miles southeast of Patterson Creek (CR 5) the route enters Hardy County.

In Hardy County, the Proposed Route continues southeast parallel to the Doubs Line and crosses Old Fields Road (CR 2) three times 0.5, 0.4, and 0.2 miles northwest of the intersection of this road and Shockey Boulevard (CR 2/2). Continuing parallel to the southeast, the route crosses Shockey Boulevard (CR 2/2), 700 feet north of the intersection of this road and Old Fields Road (CR 2). At a point 1 mile southeast of Shockey Boulevard (CR2/2), the route angles to the southeast, crosses over the Doubs Line, and heads 0.9 miles into the proposed Welton Spring Substation.

*Proposed Welton Spring Substation to West Virginia Border in Hampshire County*

The Proposed Route exits the proposed Welton Spring Substation in Hardy County, and parallels the Junction-Hardy 138 kV line for 0.4 miles before turning sharply east to parallel the Doubs Line along its south side. The route continues east for 0.9 miles crossing U.S. 220 and Old Fields Road 250 feet south of their intersection. At a point 0.3 miles east of U.S. 220, the route turns northeast to cross the Doubs Line in an open field. The Proposed Route continues 0.75 miles east under a parallel alignment to the existing 500 kV line on its north side before angling parallel southeast to cross high above the South Branch of the Potomac River and a Baltimore and Ohio recreational rail line 2.4 miles north of McNeill. The Proposed Route traverses 0.6 miles of the South Branch WMA at this crossing. The route continues to the southeast and crosses Trough Road (CR 6) immediately parallel to the existing line and on through the large lot subdivision of Ashton Woods over sloping, mostly forested land. The route deviates to the north just before Nathaniel Mountain Drive to avoid a residence constructed approximately 175 feet north of the existing Mt. Storm-Doubs 500 kV ROW. Continuing parallel to the southeast, the route crosses South Branch Mountain Road at the edge of the Nathaniel Mountain WMA. The Proposed Route continues east-southeast, parallel to the existing line for 1 mile through the Nathaniel Mountain WMA and crosses Mount Oliver Road (CR 1/1) 1.5 miles northwest of Inkerman. At a point 1.3 miles southeast of Mount Oliver Road (CR 1/1), the route angles to the east and crosses Snarr Bridge Road (CR 1/6) 800 feet northwest of the intersection of this road and N. River Road. The Proposed Route continues east 0.3 miles and enters Hampshire County 0.25 miles north of the community of Rock Oak.

In Hampshire County, the Proposed Route continues parallel east crossing Rock Oak Road (CR 8) 0.25 miles north of the intersection of this road and North River Road. Continuing east the route crosses Ford Hill Road (CR 7) 0.25 miles north of the intersection of this road and North River Road and travels east through Short Mountain WMA for 1.4 miles, continuing along a parallel alignment with the Doubs Line. At a point 0.7 miles east of Short Mountain WMA, the route angles to the northeast for 1.1 miles, and then turns northeast crossing the Doubs Line 1.6 miles north of the community of Rio. At this point, the route diverges from parallel to the northeast and crosses North River Highlands Road 0.3 miles northwest of the intersection of this road and SR 29 (North River Road). At a location 0.3 miles northeast of North River Highlands Road, the route angles slightly to the north and crosses North River Road 0.4 miles northeast of the intersection of this road and North River Highlands Road. The Proposed Route continues to the northeast 0.5 miles through pasturelands before turning to the east to avoid a conservation easement along North River Road. The route runs 0.6 miles east crossing the North River to the southeast edge of the easement boundary 0.7 miles southeast of the intersection of North River Road and Short Mountain Boulevard before angling northeast. It travels northeast for 2.3 miles parallel to SR 29, the North River, and North River Mountain through forested land along the side slope of the mountain. It then turns northeast to parallel the Doubs Line at a point 1 mile east of the community of Delray. The route continues parallel to the northeast crossing Cooper Mountain before diverging from parallel to the east for 1 mile through pasturelands to cross Dillons Run Road (CR 50/25) in Millbrook. At a point 0.5 miles northeast of Dillons Run Road (CR 50/25), the route returns to parallel to the northeast for 1.4 miles before diverging east from parallel again for 1 mile to cross Dillons Run Road (CR 50/25) 0.3 miles southwest of the intersection of this road and the Doubs Line. At a point 0.2 miles

east of Dillons Run Road (CR 50/25), the route angles to the north for 0.5 miles before angling to the northeast parallel to the Doubs Line. Continuing parallel to the northeast the route crosses Haines Road 0.4 miles east of the intersection of this road and Dillons Run Road (CR 50/25). The route continues to the northeast crossing Cacapon River Road (CR 1/4) and the Cacapon River between Hooks Mills and Bubbling Spring parallel to the existing line. At a point 0.5 miles northeast of Cacapon River Road (CR 1/4) the route crosses the Hampshire-Meadowbrook 138 kV line and then angles northeast parallel to the Doubs Line through forested land before crossing Christian Church Road (CR 13) 0.8 miles east of Bubbling Spring. At a point 1.2 miles northeast of Christian Church Road (CR 13), the route diverges from parallel to the northeast to cross Frog Eye-Sirbaugh and Falls Road (CR 13/1) approximately 0.3 miles east of their intersection. At a point 0.3 miles northeast of Falls Road, the Proposed Route crosses the Virginia state border into Frederick County.

*Frederick County, Virginia to Virginia Border in Clark County*

The Proposed Route enters Frederick County, Virginia approximately 1,750 feet south of where the Doubs Line crosses the Frederick County/Hampshire County border heading northeast. The route continues through Frederick County, Virginia for approximately 21 miles and then passes through approximately 1,300 feet of Clarke County, Virginia to the Jefferson County, West Virginia line. The Proposed Route crosses the Jefferson County line south of the Doubs Line and the existing Allegheny Power 138 kV Millville – Faegans Mill transmission line at a point approximately 1,700 feet south of the intersection of Fairfield Place and Hinton Road.

*Jefferson County, West Virginia to Virginia Border in Loudoun County*

Continuing from its point of entry at the Jefferson County line, the route continues east parallel to the existing lines on the south side of the corridor for approximately 8,000 feet before crossing Box Factory Road at a point approximately 3,000 feet south of the intersection with Cherry Meade Road. The route then continues east for approximately 11,200 feet before crossing Hawthorne Avenue at a point approximately 1,700 feet northwest of its intersection with Summit Point Road. The route then continues east for approximately 1,300 feet before crossing Leetown Road at a point approximately 935 feet north of the intersection with Summit Point Road before crossing over both of the existing lines to the north side of the corridor. After crossing the existing lines the route continues east as an overbuild of the existing Allegheny 138 kV line for approximately 2.0 miles. This section of the route crosses Shirley Road at a point approximately 700 feet north of its intersection with Summit Point Road, McCormack Lane at a point approximately 450 feet northeast of its intersection with Summit Point Road, Summit Point Road at a point approximately 800 feet east of its intersection with McCormack Lane, Brannon Lane at a point approximately 460 feet south of its intersection with Summit Point Road, and Lloyd Road at a point 600 feet south of its intersection with Summit Point Road. Approximately 2,800 feet east of Lloyd Road the route crosses back over the existing lines and then continues southeast for approximately 1.4 miles and crosses Berryville Pike (US 340) at a point approximately 1,190 feet southwest of its intersection with Roper North Fork Road. Approximately 900 feet after crossing Berryville Pike the route turns east for 1.1 miles and crosses Roper North Fork Road at a point

approximately 1,650 feet southeast of its intersection with Cloverdale Road. The route turns northeast at a point approximately 2,250 feet east of the crossing of Roper North Fork Road and continues for 1.4 miles, crossing Old Cave Road at a point approximately 100 feet southeast of its intersection with Sesame Street. The route continues northeast parallel to Sesame Street until a point approximately 1,700 feet northeast of the crossing of Old Cave Road. The route then turns east parallel to the existing 500 kV and 138 kV lines on the south side of the corridor for approximately 1.1 miles before crossing both of the existing lines and Charles Town Road at a point approximately 500 feet northwest of its intersection with Kabletown Road. The route then continues east on the north side of the existing transmission line corridor to a point approximately 825 feet west of Cattail Run Road where it again crosses the existing 138 kV transmission line and continues southeast parallel to the existing 500 kV transmission line. The route also crosses Cattail Run after crossing the existing 138 kV transmission line at a point approximately 1,600 feet northeast of its intersection with Charles Town Road (SR 9). The route continues east parallel to the existing 500 kV line for approximately 3,900 feet before turning northeast still parallel to the existing 500 kV line for approximately 7,800 feet. At this point the route crosses the proposed West Virginia Route 9 location at a point approximately 390 feet west of its intersection with Bloomery Road. Approximately 500 feet after crossing the Proposed Route 9 the route crosses Bloomery Road at a point approximately 200 feet north of its intersection with the Proposed Route 9 and approximately 1,150 feet north of its intersection with Acorn Nut Lane. Approximately 500 feet after crossing Bloomery Road the route turns east for approximately 1,800 feet crossing the Shenandoah River approximately 400 feet north of the proposed Route 9 bridge after which the route turns northeast. After approximately 150 feet the line route crosses Dorland Drive at a point approximately 700 feet northwest of its intersection with the Proposed Route 9. After the route crosses Dorland Drive it continues northeast for approximately 2,990 feet before crossing Keyes Gap Road at a point approximately 790 feet northwest of its intersection with Chestnut Hill Road. The route then continues northeast for approximately 1,600 feet before crossing Pine Trail at a point approximately 300 feet south of its intersection with Old Oak Lane. Approximately 350 feet after crossing Pine Trail the route turns east parallel to the existing 500 kV line and as an overbuild of the existing 138 kV line and crosses Chestnut Hill Road approximately at the intersection of Spring Park Trail. The route continues east for approximately 380 feet before crossing Muskrat Run at a point approximately 250 feet north of its intersection with Spring Park Trail. The route then continues east for approximately 300 feet before crossing Smokey Bear Trail at the intersection with Cub Lane. The route then continues east for approximately 320 feet before crossing Cub Lane at a point approximately 320 feet east of its intersection with Smokey Bear Trail. The route continues east for approximately 770 feet before crossing Wildlife Way at a point approximately 2,700 feet southeast of its intersection with Chestnut Hill Road. The route then continues east for approximately 770 feet before crossing the state line and entering Loudoun County, Virginia.

As referenced above, due to uncertainty as to the ability of PATH-VA to secure easement rights associated with the particular route that will be selected for the Commonwealth of Virginia, the Applicants also seek provisional certification of an alternative route in Jefferson County, that runs southeast from the Proposed Route to the West Virginia-Virginia state line. This alternative route would branch from the Proposed Line at a point 915 feet north east of the east bank of the Shenandoah River and 435 feet northeast of Dorland Drive. The route would continue southeast

for 3,070 feet before crossing Hostler Road at a point approximately 830 feet south of its intersection with Chestnut Hill Road. The route would then continue southeast for approximately 3,045 feet before crossing Chestnut Hill Road at a point approximately 480 feet northeast of its intersection with West Virginia Route 9. The route would then continue approximately 570 feet southeast before crossing the West Virginia state border at a point approximately 150 feet north of the intersection of West Virginia Route 9 and the state line and entering Loudoun County, Virginia.

### **PATH Project**

Only the West Virginia Segments, and the activities related to the Amos Substation and the Proposed Welton Spring Substation, are the subject of the Application in Case No. 09-0770-E-CN. The PATH Project also includes approximately 21 miles of 765 kV transmission line in Frederick and Clarke Counties in Virginia and, after its re-entry into Jefferson County, West Virginia, for 16 miles as described above, will enter and traverse Loudoun County, Virginia for approximately 11 miles to the Virginia-Maryland border and then continue for approximately 20 miles in Frederick County, Maryland, to a point near Kemptown, Maryland, where a new proposed substation will be constructed at the endpoint of the PATH Project.

### **Applicants' Ownership Structure**

PATH-WV is ultimately owned jointly by American Electric Power Co., Inc. ("AEP") and Allegheny Energy, Inc. ("Allegheny"). PATH-WV will own the portion of the West Virginia Segments from the Amos Substation to the Welton Spring Substation and from the Welton Spring Substation to the West Virginia border in Hampshire County, West Virginia. PATH-Allegheny is ultimately owned solely by Allegheny. PATH-Allegheny will own the portion of the West Virginia Segments in Jefferson County, West Virginia. PATH-Allegheny will also own the portions of the PATH Project in Maryland, and the proposed substation near New Market, Maryland. PATH-WV and PATH-Allegheny will jointly own the proposed Welton Spring Substation. PATH VA, will own the portions of the PATH Project in Virginia. PATH-WV, PATH-Allegheny, and PATH VA will each be responsible for the financing, construction, and operation of their respective ownership interests of the PATH Project. PATH-WV is the sole owner of PATH-WV LAC, and PATH-Allegheny is the sole owner of PATH-Allegheny LAC. The sole purpose of PATH-WV LAC and PATH-Allegheny LAC is to acquire, hold, transfer, lease, license and/or otherwise transfer or provide legal interests in real property, to the extent that may be necessary under West Virginia law, on behalf of its immediate parent.

### **Cost and Estimated Rate Impact**

The current cost estimate for the PATH Project is \$1.849 billion. Of this estimated amount, the current cost estimate of the West Virginia Segments is \$998 million, the current cost estimate for the modifications to the Amos Substation and the proposed Welton Spring Substation is \$364 million. These estimates include siting, engineering, construction, financing, administration and legal costs.

The rates of PATH-WV, PATH-Allegheny, and PATH-VA are subject to the jurisdiction of the Federal Energy Regulatory Commission ("FERC"). The recovery of all costs associated with the financing, construction, ownership, and operation of the PATH Project will be determined by FERC and charged to the transmission customers of PJM Interconnection, L.L.C. ("PJM").

Because PJM's transmission customers include, directly or indirectly, all electric utilities operating in West Virginia, the electric rates for all West Virginia electric customers are likely to be affected by the PATH Project. The timing and amount of these impacts will vary depending on the percentage of the revenue requirements associated with the construction and operation of the facilities that is allocated to each West Virginia electric utility and the timing and manner of recovery of PJM transmission charges by each utility from its customers in West Virginia.

At this time, the Applicants expect that the West Virginia retail electric customers of Monongahela Power Company ("Mon Power") and The Potomac Edison Company ("Potomac Edison") will be responsible, through PJM transmission charges, for approximately 1.8% of the revenue requirement associated with the financing, construction, ownership, and operation of the PATH Project. Based on this allocation percentage (which may change over time), the Applicants' current capital cost estimates, and current expectations of the likely timing of Allegheny's initial recovery of PJM transmission charges for the PATH Project from West Virginia customers of Mon Power and Potomac Edison, Applicants currently estimate that such charges, upon completion of construction of the PATH Project, will cause a net impact for the average Mon Power and Potomac Edison residential customer in West Virginia of approximately \$0.56 per month.

The Applicants expect that the West Virginia retail electric customers of Appalachian Power Company ("APCo") and Wheeling Power Company ("WPCo") will be responsible, through PJM transmission charges, for approximately 2.47% of the revenue requirement associated with the financing, construction, ownership, and operation of the PATH Project. Based on this allocation percentage (which may change over time), the Applicants' current capital cost estimates, and current expectations of the likely timing of the initial recovery of PJM transmission charges from West Virginia customers of APCO and WPCo for the PATH Project, Applicants currently estimate that such charges, upon completion of construction of the PATH Project, will cause a net impact for the average APCo and WPCo residential customer in West Virginia of approximately \$0.67 per month.

A copy of the Application, including the Exhibits and Appendices thereto and the testimony filed therewith, may be examined in the offices of the Executive Secretary of the Commission, located at 201 Brooks Street, Charleston, West Virginia; the offices of the Clerks of the County Commissions of the fourteen counties which the Proposed Route will cross (Putnam, Kanawha, Roane, Calhoun, Braxton, Lewis, Upshur, Barbour, Tucker, Preston, Grant, Hardy, Hampshire, and Jefferson Counties) and the six additional counties portions of which are within five miles of the Proposed Route (Jackson, Clay, Gilmer, Webster, Randolph, Mineral, and Berkeley Counties); Putnam County Public Library; Kanawha County Public Library; Roane County Public Library; Calhoun County Public Library; Sutton Public Library; Louis Bennett Public Library; Upshur County Public Library; Philippi Public Library; Five Rivers Public Library; Kingwood Public

Library; Grant County Public Library; Hardy County Public Library; Hampshire County Public Library; Shepherdstown Public Library; Jackson County Public Library; Clay County Public Library; Gilmer County Public Library; Webster-Addison Public Library; Elkins-Randolph County Public Library; Keyser-Mineral County Public Library; Martinsburg-Berkeley County Public Library; and at <http://www.pathtransmission.com>.

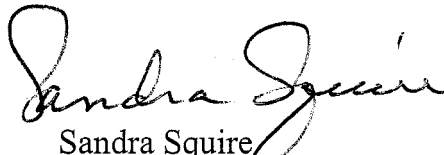
Pursuant to W. Va. Code §24-2-11a, IT IS ORDERED that the Applicants give notice of the filing of said application, by publishing a copy of this order twice in a newspaper duly qualified by the Secretary of State, published and of general circulation in Putnam, Kanawha, Roane, Calhoun, Braxton, Lewis, Upshur, Barbour, Tucker, Preston, Grant, Hardy, Hampshire, and Jefferson Counties, making due return to this Commission of proper certification of publication immediately after publication.

IT IS FURTHER ORDERED that individuals or entities interested in participating to provide comments in support or protests in opposition to the Application submit their comments or protests **in writing** to Sandra Squire, Executive Secretary, P. O. Box 812, Charleston, West Virginia 25323 or attend one or more public comment hearings that will be scheduled in the PATH Project area for the purpose of taking public comments. Failure to timely protest or intervene can affect your right to protest aspects of this certificate case, including any associated rate increases, or to participate in future proceedings.

IT IS FURTHER ORDERED that individuals or entities interested in participating in the proceeding as full parties shall file a petition to intervene with the Commission's Executive Secretary within 30 days following the date of this publication unless otherwise modified by Commission Order. Petitions to intervene should state the name and address of the petitioner, the name and address of the petitioner's attorney, if any, a clear and concise statement of the grounds for the intervention, the position and interest of the petitioner, and a concise statement of the relief desired. Requests to intervene must comply with the Commission's rules on intervention set forth in the Commission's *Rules of Practice and Procedure* and should be addressed to Sandra Squire, Executive Secretary, P. O. Box 812, Charleston, West Virginia 25323.

IT IS FURTHER ORDERED that the Commission may approve the Application unless within fifteen days after completion of publication a written request for a hearing thereon has been received by the Commission from a person or persons alleging that the proposed transmission line or its location is against the public interest.

FOR THE COMMISSION:

  
Sandra Squire  
Executive Secretary

SS/s  
090770s