

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

IN RE: APPLICATION OF TRANS-ALLEGHENY :
INTERSTATE LINE COMPANY FOR :
(I) A CERTIFICATE OF PUBLIC CONVENIENCE :
TO OFFER, RENDER, FURNISH AND/OR :
SUPPLY TRANSMISSION SERVICE IN THE :
COMMONWEALTH OF PENNSYLVANIA; :
(II) AUTHORIZATION AND CERTIFICATION :
TO LOCATE, CONSTRUCT, OPERATE AND : Docket Nos. A-110172
MAINTAIN CERTAIN HIGH VOLTAGE ELECTRIC : A-110172F0002
TRANSMISSION LINES AND RELATED ELECTRIC : A-110172F0003
SUBSTATION FACILITIES; (III) AUTHORITY : A-110172F0004
TO EXERCISE THE POWER OF EMINENT : G-00071229
DOMAIN FOR THE CONSTRUCTION AND :
INSTALLATION OF AERIAL ELECTRIC :
TRANSMISSION FACILITIES ALONG THE :
PROPOSED TRANSMISSION LINE ROUTES :
IN PENNSYLVANIA; (IV) APPROVAL OF AN :
EXEMPTION FROM MUNICIPAL ZONING :
REGULATION WITH RESPECT TO THE :
CONSTRUCTION OF BUILDINGS; AND :
(V) APPROVAL OF CERTAIN RELATED :
AFFILIATED INTEREST ARRANGEMENTS :

DIRECT TESTIMONY OF
ALAN J. FLEISSNER

Re: Route Selection Process, Use of Existing
Right-Of-Way and Acquisition of New Right-Of-Way

April 13, 2007

1 Q. PLEASE STATE YOUR NAME AND BUSINESS ADDRESS.

2 A. My name is Alan J. Fleissner, and my business address is 800 Cabin Hill Drive,
3 Greensburg, Pennsylvania 15601.

4
5 DUTIES AND RESPONSIBILITIES

6 Q. BY WHOM ARE YOU EMPLOYED AND IN WHAT CAPACITY?

7 A. I am employed by Allegheny Energy Service Corporation, and my title is Senior
8 Consulting Engineer, Transmission Siting. My time is devoted to tasks performed
9 for the Allegheny Energy, Inc. (“Allegheny”) companies, primarily for the
10 operating companies doing business as Allegheny Power, and for the Trans-
11 Allegheny Interstate Line Company (“TrAILCo”).

12
13 EXPERIENCE AND EDUCATION

14 Q. PLEASE DESCRIBE YOUR PROFESSIONAL EXPERIENCE AND
15 EDUCATIONAL BACKGROUND.

16 A. I graduated from the University of Pittsburgh, School of Engineering in
17 Pittsburgh, Pennsylvania where I earned a Bachelor of Science in Civil
18 Engineering in 1976. I earned a Master of Science in Industrial Engineering,
19 Engineering Management in 1985, also from the University of Pittsburgh. I am a
20 registered Professional Engineer in Maryland, Pennsylvania, Virginia and West
21 Virginia. I also am a licensed Professional Land Surveyor in the Commonwealth
22 of Pennsylvania.

23 I am a past member of both the American Congress on Surveying and
24 Mapping and well as the American Society of Civil Engineers, although I am not

1 currently an active member of either organization. I have participated as a
2 member of the Transmission Committee of the Pennsylvania Electric Association
3 and the PJM Interconnection Project Management Working Group, and am
4 currently a member of the Southeastern Electric Exchange Transmission
5 Committee.

6 I have been employed by Allegheny for over 30 years, with almost that
7 entire tenure being associated with the transmission area of the Company. For
8 example, I was Project Engineer in the Engineering Services Department for 12
9 years, where my responsibilities included siting, surveying support, real estate
10 support, and permitting of transmission lines and substations in Maryland, Ohio,
11 Pennsylvania, Virginia, and West Virginia that at the time constituted the
12 Allegheny territory. I also was a Transmission Design Engineer in the
13 Transmission Projects group for approximately four years. My duties in that
14 position primarily involved the detailed design of transmission lines and the site
15 development and civil design of substations for Allegheny. The majority of my
16 remaining time at Allegheny was spent in various management positions where I
17 supervised the siting, real estate, design, scheduling, and construction of
18 transmission lines and substations.

19 My current assignment is as the Senior Consulting Engineer for the
20 Transmission Siting Department. My responsibilities include supporting the
21 management team in all areas of transmission siting. The department covers the
22 siting of all new transmission facilities and substations. It also includes the
23 permitting, rights-of-way and property acquisition, as well as surveying and

1 drafting. The Trans-Allegheny Interstate Line (“TrAIL”), the subject of my
2 testimony, is the largest of the department’s projects. Over the last 12 months I
3 have devoted most of my time to TrAIL.

4 PURPOSE OF TESTIMONY

5 Q. PLEASE DESCRIBE THE PURPOSE OF YOUR TESTIMONY.

6 A. The purpose of my testimony is to generally describe the process by which the
7 proposed line route for the TrAIL was determined. I also explain how that route
8 corresponds to the right-of-way (“ROW”) currently controlled by Allegheny
9 Power, and how TrAILCo will acquire the additional ROW needed for TrAIL.

10 Q. WILL THE USE OF VARIOUS TERMS IN YOUR TESTIMONY BE
11 CONSISTENT WITH THE DEFINITIONS ASSIGNED TO THOSE TERMS IN
12 THE TABLE OF NOMENCLATURE ATTACHED TO TRAILCO WITNESS
13 FLITMAN’S TESTIMONY AS TRAILCO EXHIBIT DEF-1?

14 A. Yes.

15
16 EXHIBITS

17 Q. PLEASE IDENTIFY AND DESCRIBE THE EXHIBITS TO YOUR
18 TESTIMONY AND SUMMARIZE THE CONTENTS OF THOSE EXHIBITS.

19 A. I am sponsoring three exhibits with my direct testimony:

- 20
- 21 • TrAILCo Exhibit AJF-1 presents a specific description of the route
22 of the Pennsylvania Segments;
 - 23 • TrAILCo Exhibit AJF-2 presents topographical maps and aerial
24 photographs of the route ; and
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- TrAILCo Exhibit AJF-3 presents the names and addresses of all known persons, corporations and other entities of record owning property within the proposed right-of-way.

OVERVIEW OF SITING PROCESS

Q. PLEASE DESCRIBE YOUR RESPONSIBILITIES WITH RESPECT TO THE SITING OF TRAIL.

A. I have been involved with the planning and siting of TrAIL since Allegheny Power was directed by PJM Interconnection, L.L.C. (“PJM”) to construct this significant reliability upgrade as a part of the PJM transmission system. Initially, this work involved evaluating and selecting the environmental consultants responsible for the preparation of the Geographic Information System (“GIS”) database, the identification and selection of alternative routes for the transmission line, the evaluation of the various alternative routes and ultimately the selection of TrAILCo’s proposed routes for the Prexy Segment, the Prexy 138 kV Lines, and the Pennsylvania 502 Junction Segment (collectively the “Pennsylvania Segments”), the West Virginia Segments and the Virginia Segments. My work also included coordinating the siting of the Meadow Brook Segment with Dominion Virginia Power and its siting consultant. Coordination of the siting of this segment was necessary to provide a high level of consistency with the siting of the Loudoun Segment to be constructed by Dominion Virginia Power from the TrAIL End Point to Dominion Virginia Power’s Loudoun Substation. My responsibilities also included oversight of all the siting studies and the documentation of these studies in the Line Route Evaluation Reports (“LRE”) by our consultants.

1 Q. WERE ANY CONSULTANTS RETAINED TO ASSIST IN THE SITING
2 PROCESS?

3 A. Yes. The Louis Berger Group, Inc. (“Berger”) was engaged by TrAILCo to
4 perform site selection studies for the Pennsylvania Segments, the West Virginia
5 Segments and the State Line to Meadow Brook Segment in Virginia. Berger is
6 an international environmental firm with extensive experience in transmission
7 line route selection and environmental studies. Berger was assisted on this
8 project by line route specialists from Commonwealth Associates, Inc., an
9 engineering firm specializing in power delivery projects such as transmission
10 lines and substations.

11 For the Meadow Brook Segment, the siting study was performed by Burns
12 & McDonnell (“Burns”), an international engineering firm with an environmental
13 division that has extensive transmission line siting experience. The Meadow
14 Brook Segment was separated for siting study purposes from the eastern TrAIL
15 line segments because of the integrated nature of the Meadow Brook Segment
16 with the continuation of the line, i.e., the Loudoun Segment, from the TrAIL End
17 Point of the Meadow Brook Segment to the Loudoun Substation. It would have
18 been difficult to separate the study for the Meadow Brook Segment into two parts
19 based on line ownership because the electrical connections will be made at the
20 substation endpoints, i.e., Meadow Brook Substation and Loudoun Substation,
21 and there will be no significant change at the TrAIL End Point except for minor
22 structure or wire design changes. Therefore, Dominion Virginia Power and

1 TrAILCo agreed that Burns should serve as the siting vendor for these final line
2 segments.

3 Q. WHAT DIRECTIONS WERE GIVEN TO THE CONSULTANTS WITH
4 RESPECT TO THE LINE ROUTE EVALUATION?

5 A. TrAILCo and the consultants agreed on a methodology for performing the
6 studies. Both consulting firms approached the project in a very similar fashion
7 that began with setting up a GIS database, followed by extensive data collection
8 including consultations with many federal, state, and local agencies concerning
9 environmental and cultural resource issues. Next, alternate routes were
10 identified, selected and evaluated. Finally, a preferred line route was identified
11 by the consultants for consideration by TrAILCo as the route it would propose to
12 state commissions for siting authorization. The entire process was documented
13 in the LREs prepared by both Berger and Burns for TrAILCo.

14 As part of the data collection and line route evaluation process, TrAILCo
15 elicited a significant level of public involvement to enhance the openness and
16 transparency of the process of selecting the preferred route to be considered by
17 TrAILCo as the route it would propose in this proceeding. Accordingly,
18 TrAILCo hosted a series of public open houses. The purpose of these open
19 houses was twofold. First, they afforded TrAILCo an opportunity to present
20 extensive information to landowners and other interested persons to inform them
21 of many of the details of the project. Second, the open houses allowed TrAILCo
22 to invite landowners and other interested persons to provide information about

1 their interests and concerns with respect to TrAIL that assisted us in the siting
2 process and the determination of the preferred route by our consultants

3 Q. PLEASE DESCRIBE THE OPEN HOUSES THAT TRAILCO CONDUCTED.

4 Ten public open houses were conducted throughout the project study area during
5 November and December, 2006. Generally, an open house was held in each
6 county where one or more of the alternate routes were under study and, if
7 selected as part of the preferred route, would have a significant presence. For
8 those few counties where one or more of the alternate routes were under study
9 and, if selected as part of the preferred route, would not have a significant
10 presence, the residents in that county were invited to attend an open house in a
11 neighboring county.

12 The locations and times for each open house were published in an
13 advertisement run in local newspapers of general circulation in the area.
14 Included in each advertisement was a general location map showing the study
15 area under consideration for the alternate routes for TrAIL. These
16 advertisements were run on two occasions, starting a week to 10 days before each
17 meeting.

18 At each open house, information stations were set up with experts to
19 provide information and answer questions posed by attendees about TrAIL. The
20 stations and subject matters covered by each station were:

- 21 • Need – Electrical need for TrAIL and electric reliability issues
22 generally;
23

- 1 • PJM – The function of PJM, its responsibilities for regional
2 transmission planning process and its role in designating TrAIL for
3 construction;
4
5 • Energy Conservation – Energy conservation and demand side
6 management programs;
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8 • Engineering – Line configuration, line design, substations,
9 construction, ROW, and environmental considerations such as
10 noise, electric and magnetic fields and health issues; and
11
12 • Line Routing – Line route selection methodology, and maps and
13 aerial photographs.
14

15 A questionnaire was given to each attendee to provide additional
16 comments or concerns. In addition, attendees in West Virginia and Pennsylvania
17 were encouraged to write their comments and concerns on the routing maps.
18 Comments were also accepted by mail and email.

19 Q. WHAT WAS LEARNED FROM THE OPEN HOUSES?

20 A. As discussed below, many of participants favored the use of existing ROW. As a
21 result of that input, we gave even more emphasis to that factor in our analysis and
22 the ultimate selection of the proposed route. In addition, open house participants
23 helped us identify various site-specific details, such as churches and local
24 recreation areas, which we were then able to consider in selecting the route
25 TrAILCo is proposing in this proceeding.

26 Q. DID THE CONSULTANTS PREPARE RECOMMENDATIONS FOR
27 TRAILCO TO CONSIDER IN DETERMINING THE PROPOSED ROUTE
28 FOR TRAIL?

29 A. Yes. Attached to the testimony of TrAILCo witness Halpern as TrAILCo Exhibit
30 JH-1 is the LRE prepared by Berger for the Pennsylvania Segments. This report

1 was prepared under my supervision. The LRE recommends a “preferred route”
2 for TrAIL developed by the routing team.

3 Q. DOES THE PREFERRED ROUTE IDENTIFIED IN THE LRE MEET THE
4 CRITERIA THAT BERGER WAS DIRECTED TO FOLLOW?

5 A. Yes. The preferred route identified in the LRE follows generally accepted good
6 routing philosophies of minimizing impacts to the environmental, cultural and
7 social features of the study areas. Impacts to features such as residences were
8 factored in and were minimized to the extent possible. Good techniques such as
9 utilizing existing corridors were incorporated early in the routing. Moreover,
10 public feedback from the open houses suggested that this particular routing factor
11 was highly favored by residents, and so additional work was done to utilize
12 existing corridors wherever possible.

13 Q. AFTER RECEIVING THE LRE, HOW DID TRAILCO DECIDE TO ADOPT
14 THE PREFERRED ROUTE IDENTIFIED IN THE LRE AS THE ROUTE TO
15 PROPOSE FOR THE PENNSYLVANIA SEGMENTS IN THIS
16 PROCEEDING?

17 A. After review of the LRE and discussions with the Berger routing team, I
18 recommended that TrAILCo adopt the preferred route as the proposed route.
19 After review of the LRE and recommendation, TrAILCo management authorized
20 the filing of the preferred route as the proposed route in this proceeding.
21 TrAILCo determined that the study underlying the LRE had been prepared by a
22 nationally recognized firm with line routing expertise, using good industry
23 accepted methods including public input, and that the preferred route meets the

1 electrical need requirements of connecting specific facilities as directed by PJM.
2 Therefore, it meets the overall requirements that are needed for the preferred
3 route to be accepted as TrAILCo's proposed route.

4 Q. WHAT PORTIONS OF TRAIL WILL BE CONSTRUCTED IN
5 PENNSYLVANIA?

6 A. There will be five line segments and two 500kv substations in Pennsylvania
7 constructed as a part of the TrAIL project. The two substations are 502 Junction
8 Substation in Greene County Pennsylvania and Prexy Substation in Washington
9 County Pennsylvania.

10 I will describe each of the five line segments individually.

11 The first line segment is the proposed 500 kV Route Between the 502
12 Junction Substation Site and the Pennsylvania-West Virginia State Line known
13 as the "Pennsylvania 502 Junction Segment". The Proposed Route exits the
14 south side of the 502 Junction Substation site and proceeds in a generally
15 southern direction through Greene County, Pennsylvania until it crosses into
16 West Virginia at the state border approximately 7,500 feet east of the crossing of
17 the border by Interstate Highway 79. The length of this line segment is estimated
18 to be approximately 1.2 miles.

19 The second line segment is the proposed 500 kV route between the 502
20 Junction Substation Site and the Prexy Substation Site known as the "Prexy
21 Segment." The centerline of the proposed route for the Prexy Segment, which is
22 primarily an existing unused Allegheny Power 500 kV 200' wide right-of-way,
23 exits the north side of the proposed 502 Junction Substation and proceeds in a

1 generally northerly direction through Greene County, passing just east of the
2 town of Jefferson, then bending to the northwest till it crosses into Washington
3 County, where it continues in a northerly direction, passing west of the town of
4 Marianna and east of Eighty four PA until it enters Prexy Substation from the
5 south. This segment crosses about 19.5 miles of Greene County and 16.6 miles
6 in Washington County for a total length of 36.1 miles.

7 The third line segment, known as the “Prexy-Manifold/Houston Line,” is
8 the proposed 138 kV route between the Prexy Substation Site and the connection
9 point to the existing Manifold-Houston line. The centerline of this proposed route
10 will be positioned within an existing 100-foot wide right-of-way at the center of
11 the right-of-way. The proposed route exits the west side of the Prexy Substation
12 site and proceeds in a generally western direction to a connection point on the east
13 side of the existing double-circuit Manifold-Houston line. The line is
14 approximately 4.9 miles and is located entirely in Washington County,
15 Pennsylvania.

16 The fourth line segment is the proposed 138 kV route for the 138 kV
17 transmission line known as the “Prexy-Union Jct./Peters Line.” The proposed
18 route exits the southeast side of the Prexy Substation site and proceeds along the
19 route of an existing Allegheny ROW generally in an easterly and northeasterly
20 direction for approximately 4.9 miles. The centerline of the proposed route will
21 be within an existing 290-foot wide right-of-way positioned, when looking
22 towards the connection point, 50 feet from the left right-of-way boundary and 240
23 feet from the right right-of-way boundary. It then leaves this existing ROW and

1 proceeds northerly approximately 0.6 miles to the connection point of the existing
2 Peters-Charleroi line. The total length of this line is approximately 5.5 miles, all
3 in Washington County Pennsylvania.

4 The fifth and last line segment is the proposed route for the 138 kV
5 transmission line known as the Prexy-Washington/Charleroi Line.” The
6 centerline of this proposed route is within an existing 430-foot wide right-of-way,
7 positioned, when looking south toward the connection point, 240 feet from the left
8 (east) edge of the right-of-way and 190 feet from the right (west) edge of the
9 right-of-way. The centerline for the proposed route of the Prexy Segment site is
10 within the same right-of-way, positioned 100 feet from the left edge of the right-
11 of-way and 330 feet from the west edge of the right-of-way. This route proceeds
12 in a southerly direction to a connection point on the existing Washington-
13 Charleroi 138 kV line. This line is approximately 4.9 miles and is located entirely
14 in Washington County, Pennsylvania.

15 The specific route for the Pennsylvania Segments is further described in
16 TrAILCo Exhibit AJF-1 attached to my testimony, and also in the LRE (TrAILCo
17 Exhibit JH-1 attached to the testimony of TrAILCo witness Halpern). Among
18 other things, the LRE contains topographic maps of the route. Topographic maps
19 and aerial photographs showing the route are attached to my testimony as
20 TrAILCo Exhibit AJF-2.

21 It is important to note that of the several distinct components of TrAIL,
22 only the Pennsylvania Segments are the subject of this Application. TrAILCo
23 seeks no authority in this Application with respect to the portions of the 502

1 Junction Segments in West Virginia and Virginia, the Meadow Brook Expansion,
2 the Loudoun Segment, or any modifications or expansions of the Mt. Storm
3 Substation by Dominion Virginia Power.

4 Q. HAVE THE ELECTRIC UTILITIES THROUGH WHICH THE PROPOSED
5 ROUTE WOULD PASS BEEN ADVISED OF THAT FACT, AND HAVE
6 THEY OBJECTED TO THE CONSTRUCTION?

7 A. In Pennsylvania, the proposed route is entirely within the service territory of the
8 Allegheny Power operating company West Penn Power Company ("West Penn").
9 As an affiliate of TrAILCo, West Penn is aware of the proposed route for the
10 Pennsylvania Segments and does not object to the construction of the line in its
11 Pennsylvania service territory.

12 Q HAS COMMUNICATION WITH CUSTOMERS ABOUT THE ROUTES
13 CONTINUED EVEN AFTER THE SELECTION WAS MADE?

14 A. Yes. Two additional informational meetings were held by TrAILCo on April 2
15 and 3, in Greene and Washington Counties, where information was presented to
16 the public in a format very similar to the first ten open houses I discussed earlier.
17 At these meetings, the intent was to once again provide details on the plans and
18 reasons for the TrAIL Project. The one significant difference was that input on
19 routing was not solicited, but rather details on the routes that were selected as the
20 preferred routes in Pennsylvania and made a part of these proceedings were
21 presented at these meetings.

RIGHTS-OF-WAY FOR TRAIL

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Q. TO WHAT EXTENT DOES THE PROPOSED ROUTE ADOPTED BY TRAILCO FOLLOW EXISTING UTILITY ROW?

A. For the short 1.2 mile line segment between the West Virginia-Pennsylvania state line and 502 Junction Substation (the Pennsylvania 502 Junction Segment), the proposed route does not follow any existing electric line ROW. From 502 Junction Substation north to the Prexy Substation, the proposed route will use an existing 200' wide ROW of that was purchased about 30 years ago and never utilized. For approximately 34 miles of this 36 mile section of the line, the new ROW will utilize the existing 200-foot ROW. The remaining approximate 2.0 miles of this section of the line will follow the route of the old line project but will be across property that will need to have the ROW acquired.

The Prexy-Manifold/Houston Line also follows the path of an existing 100' ROW for much of its route. All but three properties were acquired previously. The Prexy-Union Jct./Peters Line also follows existing ROW for much of its route, and the Prexy-Washington/Charleroi Line follows existing ROW for its entire route. Overall the five line segments utilize existing ROW for more than 90% of their route.

Q. WHAT ARE THE PERMITTED USES OF THE EXISTING ROWS THAT TRAIL WILL FOLLOW?

A. As described earlier, TrAILCo will be utilizing ROWs that were previously negotiated by West Penn for a project that was commenced but never completed many years ago. These ROW agreements were intended to permit the utility (now

1 TrAILCo) to use the property within the defined ROW area for specific purposes.
2 These purposes include the ability to safely construct, operate and maintain an
3 electric transmission line. The prescribed uses of these ROWs do not generally
4 preclude non-conflicting uses by the property owner. Thus, while construction of
5 buildings and permanent structures and tall growing vegetation will not be
6 permitted in the ROW, most other types of agricultural uses will be permitted,
7 including fences and ornamental plantings. Parking lots and roads will also be
8 permitted if they maintain safe clearances from the conductor wires. If new
9 ROW agreements are needed for the TrAIL project, TrAILCo will attempt to
10 establish uses similar to those permitted under the existing ROW agreements.

11 Q. WHAT ARE THE ADVANTAGES TO USING EXISTING ROWS?

12 A. The use of existing ROWs, as is planned for this portion of TrAIL, is a
13 significant benefit. By utilizing existing ROW, additional restrictions to land use
14 in the area are avoided and the intent of the original ROW purchase is followed.
15 It also will significantly reduce the cost of construction of this portion of the
16 project, since ROW purchase can be expensive and difficult to acquire on a
17 power line project.

18 Q. TO THE EXTENT THAT NEW ROWS ARE NEEDED, PLEASE DESCRIBE
19 THE PROCESS BY WHICH THEY WILL BE OBTAINED.

20 A. Attached to my testimony as TrAILCo Exhibit AJF-3 is a list of the names and
21 addresses of all known persons, corporations and other entities of record owning
22 property within the proposed right-of-way. TrAILCo will be required to obtain
23 ROW for TrAIL from each individual that owns property within 100 feet of the

1 centerline of the proposed 500 kV routes and property within 50 feet of the
2 centerline of the proposed 138 kV routes. This will be done by real estate
3 representatives who will research the current market prices of various types of
4 property. Based on these market prices, a fair offer will be presented to each
5 landowner. The offer will be based on the particular circumstances of the ROW
6 sought to be acquired, taking in to account factors such as the amount of ROW
7 needed, the type of property being crossed, and the value of this type of land.
8 This means that the amount paid for each easement could vary greatly from
9 location to location along the proposed route. It is the intent of TrAILCo to
10 negotiate the voluntary grant of easements from property owners while
11 minimizing the use of eminent domain. TrAILCo will use condemnation only
12 when good faith efforts to acquire the voluntary grant of the easement have failed.

13 Q. WHY IS TRAILCO REQUESTING COMMISSION AUTHORITY NOW TO
14 EXERCISE THE POWER OF EMINENT DOMAIN?

15 A. TrAILCo is requesting that the Commission authorize the use of condemnation
16 because it may not be possible to site, construct and/or operate portions of the
17 Prexy Segment, the Prexy 138 kV Lines and the Pennsylvania 502 Junction
18 Segment without the need to exercise some condemnation authority to acquire
19 necessary real property rights.

20 Q. DOES TRAILCO EXPECT TO MAKE EXTENSIVE USE OF THIS
21 CONDEMNATION AUTHORITY?

22 A. No. TrAILCo has identified those property owners from whom it may need to
23 acquire private right-of-way for the Prexy Segment, the Prexy 138 kV Lines and

1 the Pennsylvania 502 Junction Segment, and the related substations. Since
2 TrAILCo presently has right-of-way for approximately forty-four of the fifty-two
3 line miles in Pennsylvania, there are relatively few property owners with whom
4 TrAILCo will need to negotiate terms for easement rights. Indeed, TrAILCo is
5 hopeful that it will be able to successfully negotiate private right-of-way
6 arrangements with all of these affected property owners. However, if mutually
7 acceptable private right-of-way arrangements cannot be negotiated in a timely
8 manner, TrAILCo will need to exercise the right of eminent domain. Granting
9 such authority will facilitate the timely completion of the Prexy Segment, the
10 Prexy 138 kV Lines and the Pennsylvania 502 Junction Segment, and the related
11 substations by avoiding subsequent requests to this Commission on a piecemeal
12 basis for the necessary condemnation approvals. We have provided notice of this
13 proceeding (and will provide a copy of the Application initiating this proceeding)
14 to all potentially affected property owners so their rights are not prejudiced by
15 our request for the right to use eminent domain authority in the limited
16 circumstances for which it may be necessary.

17 Q. IS THERE ANY PENDING OR COMPLETED LITIGATION CONCERNING
18 THE ROW FOR TRAIL, ENVIRONMENTAL MATTERS, OR ANY OTHER
19 MATTERS RELATING TO TRAIL?

20 A. No, not to my knowledge.

1 Q WILL ANY BUILDINGS IN PENNSYLVANIA NEED TO BE DEMOLISHED
2 OR RELOCATED IF THE PROPOSED ROUTE IS FOLLOWED?

3 A. Yes. The route of the Western 138 Line passes over a house and outbuilding, but
4 this was already purchased by West Penn Power Company and will be
5 demolished. Also, as a result of an investigation of the existing ROW, it was
6 found that some construction over the last few decades has resulted in
7 encroachments to this ROW. Details on each of these encroachments continues
8 to be investigated, but it is anticipated that approximately five additional
9 buildings will either need to be relocated, demolished, or a small diversion of the
10 proposed route will need to be negotiated.

11 Q. WHAT PERMITS AND APPROVALS ARE EXPECTED TO BE NEEDED
12 FOR THE CONSTRUCTION OF THE PREXY SEGMENT, THE
13 PENNSYLVANIA 502 JUNCTION SEGMENT, AND THE PREXY 138 kV
14 LINES?

15 A. It is TrAILCo's intention to obtain all applicable permits and approvals prior to
16 the start of construction. The exact permits will be based on design details not yet
17 available; however it is expected that these permits will include:

- 18 • PA Water Obstruction and Encroachment Permit
- 19 • PA Wetlands Permit
- 20 • PA DEP Section 401 Permit
- 21 • NPDES Stormwater Permit
- 22 • County Conservation District Soil Erosion and Sedimentation Control
- 23 Approval

1 • USCOE Section 404 Permit

2 • FAA Notice of Proposed Construction

3 • PA DOT Highway Permits

4 Q. DOES THIS CONCLUDE YOUR DIRECT TESTIMONY?

5 A. Yes, it does. However, I reserve the right to file such additional testimony as
6 may be necessary or appropriate.

Narrative Description of the Proposed 138 kV Route Between the Prexy Substation Site and the Connection Point to the Existing Manifold-Houston Circuit

The centerline of the Proposed Route will be positioned within the existing 100-foot wide right-of-way at the center of the right-of-way.

The Proposed Route exits the west side of the Prexy Substation site at a point approximately 750 feet north of the Wheeling and Lake Erie Railroad. The route extends to the west southwest coming within 300 feet of the north side of the railroad where the railroad curves around a topographic feature. At a point 3,950 feet along the route centerline west of the Prexy Substation site boundary and 200 feet east of the northeast corner of a large International Paper Company industrial building on Wilson Road, the route turns to the northwest and crosses Wilson Road 2,100 feet north of the intersection of this road and Pennsylvania State Highway 519. The route continues on the northwest heading through hilly, forested land between Linden Road and Highway 519, passing about 1,400 feet south of Linden Road at the closest point.

At a point 2,000 feet southeast of the intersection of Township Lane at the North Strabane Township Office and Highway 519, and 550 feet to the northeast perpendicular from Highway 519, the Proposed Route turns slightly towards the west to a west northwest heading. Highway 519 is crossed in a forested area 1,350 feet southeast from the intersection of this road and Township Lane.

At a point 1,100 feet southwest of the intersection of Township Lane and Highway 519, and 950 feet southwest perpendicular from the highway the route turns slightly more to the west to assume a different west northwest alignment. The Proposed Route continues on this heading and crosses US Highway 19 at a location 750 feet south of the intersection of this Highway and Lindley Road.

The Proposed Route continues on the west northwest heading south of Lindley Road passing three tall communication towers on a hill top, the closest of which is about 350 feet south of the route. The access road to the towers is crossed about 550 feet west south of the intersection of the access road and Lindley Road. The route then crosses Lindley Road at a point about 50 feet north of the intersection of this road and McBride Road.

The Proposed Route turns to the west southwest at a location 1,050 feet west southwest of the intersection of the access road to the communication towers and Lindley Road and 750 feet perpendicular west of Lindley Road. The route remains north of Lindley Road and passes to the rear and within 500 feet of about 14 residences along Lindley Road.

At a point about 950 northeast of the intersection of Lindley Road and South Johnson road, and 450 feet perpendicular north of Lindley Road the Proposed Route angles more to the southwest. The route crosses over the intersection of Lindley Road and South Johnson Road in a somewhat wooded area. The Proposed Route continues to the southwest and reaches the proposed connection point with the existing Allegheny Power transmission line at the existing angle structure on the hill top southwest of the intersection of South Johnson Road and Lindley Road. The Manifold-Houston 138 kV circuit to be looped into Prexy is on the east side of the double-circuit line facing toward the Prexy site

Narrative Description of the Proposed 138 kV Route Between the Prexy Substation Site and the Connection Point to the Existing Peters-Charleroi Circuit

The centerline of the Proposed Route will be within the existing 290-foot wide right-of-way positioned, when looking towards the connection point, 50 feet from the left right-of-way boundary and 240 feet from the right right-of-way boundary.

The Proposed Route exits the southeast side of the Prexy Substation site at a point approximately 1,000 feet west southwest of the crossing of Thomas Eighty-Four Road by the Wheeling and Lake Erie Railroad. The route crosses Thomas Eighty-Four Road at the Substation site boundary and extends to the south southeast through forested slopes until 1,800 feet south of the Thomas Eighty-Four Road crossing of the

railroad. Here the route turns directly to the south. Continuing to the south, the route crosses Green Valley Road approximately 550 feet northeast of the intersection of this road and Myers Road

At a point 450 feet east northeast of the intersection of Green Valley Road and Myers Road, the Proposed Route turns sharply to the east southeast. The route proceeds on this heading crossing Sundust Road in dense forest about 2,600 feet south southeast from the intersection of this road with Green Valley Road. The route continues to the east southeast crossing Patterson Road about 25 feet south of the intersection of this road and Gilkeson Road.

The Proposed Route continues to the south southeast and at a point 300 feet west of Valley View Road, turns to the northwest at a point 3,350 feet south of the intersection of Valley View Road and Meadowbrook Road, and 3,000 southwest of the intersection of Meadowbrook Road and Sugar Run Road. Valley View Road is crossed 3,100 feet south of the intersection of this road and Meadowbrook Road.

The Proposed Route continues to the northeast and passes about 700 feet northwest of the Nottingham Township Building. Hamtom Road is crossed next in an open area about 550 feet northwest of the intersection of this road and Sugar Run Road. The route continues to the northeast paralleling Sugar Run Road about 500 feet northwest of the road for a short distance.

At a point about 2,350 feet northeast of the intersection of Hamtom Road and Sugar Run Road, and 1,650 feet west of the intersection of Sugar Run Road and Barr Road the route turns slightly to the north for a new alignment to the northeast. The route passes about 350 feet northwest of the center of the cul-de-sac at the end of Kings Lane. The route continues on this heading crossing Barr Road 1,450 feet northwest of the intersection of this road and Sugar Run Road.

At a point about 550 feet perpendicularly northeast from Barr Road, the Proposed Route leaves the existing Allegheny Power right-of-way and turns to the north. From this point to the connection location the route center line is the center of a proposed new 100-foot wide right-of-way. The route continues to the north through pasture and forest and reaches the existing Allegheny Power Peters-Charleroi 138 kV transmission line at a location about 3,800 feet north of the crossing of Barr Road and 2,300 feet southwest along the centerline of the existing transmission line from the crossing of the line over Lutes Road.

Narrative Description of the Proposed 138 kV Route Between the Prexy Substation Site and the Connection Point to the Existing Washington-Charleroi Circuit

The centerline of the Proposed Route for the 138 kV line is within the 430-foot wide right-of-way, positioned, when looking south toward the connection point, 240 feet from the left (east) edge of the right-of-way and 190 feet from the right (west) edge of the right-of-way. The centerline for the Proposed Route of the 500 kV 502 Junction Substation site-Prexy Substation site is within the same right-of-way positioned 100 feet from the left edge of the right-of-way and 330 feet from the west edge of the right-of-way.

The Proposed Route for the 138 kV Prexy-Washington/Charleroi transmission line exits from the south side of the Prexy Substation site at a point about 950 feet perpendicularly west of Thomas Eighty-Four Road. The initial heading of the route is to the south southwest. The route passes behind the residences along the west side of Thomas Eighty-Four Road. At a location about 1,550 feet south southwest of the substation site boundary and 2,600 feet northeast of the Thomas Eighty Four Road and Pennsylvania State Highway 519 intersection, and 450 feet perpendicularly west of Thomas Eighty-Four Road, the route turns to the southeast. Thomas Eighty-Four Road is crossed about 2,400 feet northeast of the intersection with State Highway 519.

The Proposed Route continues to the southeast crossing Green Valley Road in an open area about 3,000 feet northeast of the intersection of this road and Brownlee Road. At a point 3,000 feet northeast of the intersection of Green Valley Road and Brownlee Road, and 350 feet perpendicularly southeast of Green Valley Road, the route turns to the south southeast. The route crosses Patterson Road in a rolling open area of pasture and hayland about 1,100 feet west of the intersection of this road and Sugar Run Road and Myers Road. The route continues on this heading, making two slight angles, and passing over alternating forest and pasture land.

Stark Spur is crossed in a densely forested location 500 feet east of the intersection with Brownlee Road. One residence on Stark Spur appears to be on the west edge of the right-of-way. The route continues on a south southeast alignment east of Brownlee Road making a slight angle south of Stark Spur. About 1,150 feet north of the intersection of Pennsylvania State Highway 136 and Brownlee Road, the route turns to the southwest and crosses Brownlee Road at a point 800 feet northwest of the intersection of this road and State Highway 136. State Highway 136 is crossed next about 1,000 feet west of the intersection of this road and Brownlee Road.

The route continues to the southwest through forested land and pasture, crossing Young Road at a location 800 feet southwest of the intersection with Hoge Summit Road. A new log house on the south side of Young Road appears to either be on the right-of-way or immediately adjacent to it. The route continues to the southeast crossing Hoge Summit Road in a forested area 1,450 feet north northwest of the center of the intersection of this road and Lively Road. At a point 1,200 feet northwest of the intersection of Hoge Summit Road and Lively Road, the Proposed Route turns to a south heading.

On the north side of Interstate Highway 70, Lively Road is crossed 1,150 feet southwest of the intersection of this road and Hoge Summit Road. The route crosses Interstate Highway 70 about 6,900 feet northeast of the State Highway 519 Interchange. The route continues to the south across rolling open pasture crossing Donley Road about 1,150 feet west of the intersection of this road and Red Mail Box Road.

The existing Allegheny Power transmission line is reached by the Proposed Route at a point about 1,450 feet north of the center of the intersection of Ankrom Road and Rainey Road and about 1,300 feet west along the centerline of this existing line from the crossing of Ankrom Road by the existing transmission line. The tap connection to the Washington-Charleroi circuit is on the north side of the double-circuit transmission line structures facing toward Prexy. A new tap structure will be inserted into the existing line.

Narrative Description of the Proposed 500 kV Route Between the 502 Junction Substation Site and the Pennsylvania-West Virginia State Line

The Proposed Route exits the south side of the 502 Junction Substation site in Greene County, Pennsylvania, at a point 1,350 feet east of the existing 500 kV dead-end tap structure at the junction of the existing north-south 500 kV transmission line from Harrison with the east-west Mitchell/Krammer-Fort Martin 500 kV transmission line. The proposed right-of-way is 200 feet wide with the route centerline in the center of the right-of-way.

The route extends to the south southwest through hilly forested land and crosses Bald Hill Road at a location approximately 1,300 feet perpendicularly east of the centerline of the existing 500 kV transmission line between the junction point and Harrison. About 800 feet south of Bald Hill Road, the Proposed Route angles slightly to the east to a south southeast alignment. The route crosses previously mined land and then at point 3,200 feet north northwest of the intersection Blue Stone Drive and West Virginia State Highway 100 the route angles to a south southwest alignment. The Proposed Route crosses into West Virginia at the state border approximately 7,500 feet east of the crossing of the border by Interstate Highway 79.

The length of the Preferred Route in Greene County is estimated to be approximately 6,300 feet, or 1.2 miles.

Narrative Description of the Proposed 500 kV Route Between the 502 Junction Substation Site and the Prexy Substation Site

Greene County, Pennsylvania

The centerline of the Proposed Route, which is primarily the existing unused Allegheny Power 500 kV right-of-way, exits the north side of the proposed 502 Junction Substation site at location on the south side of Creek Hill Trail (Dunkard Township Road 341) 1,100 feet southwest of the junction of Dunkard Township Road 319 and Creek Hill Trail. The existing right-of-way is 200 feet wide with the route centerline in the center of the right-of-way. After acquiring the proposed easements remaining to be acquired between this location and the Prexy Substation site, the right-of-way will 200 feet wide from this location to the crossing of the existing

east-west Allegheny Power 138 kV transmission line in Washington County west of Ankrom Road as described below.

The route extends to the north crossing Dunkard Creek approximately 450 feet downstream of the Dunkard Township Road 319 bridge. Continuing to the north, the Davistown Road is crossed 600 feet northeast of the intersection of this road and Dunkard Township Road 319. The route continues to the north through previously mined areas east of Dunkard Township Road 628 until reaching a point about 4,700 feet north of the 502 Junction Substation site boundary and 2,050 feet north northwest of the intersection of Davistown Road and Dunkard Township Road 319. At this point the route angles to the northwest.

The Proposed Route continues to the northwest primarily through steep forested lands, crossing Hunters Ridge Road 5,300 feet west of the intersection of this road and Bell Run Road. Bell Run Road is crossed 3,700 feet east of the intersection of this road and Warren Roberts Road. The route continues on this northwest alignment crossing Meadow Run Road in a forested area 2,500 feet east of the intersection of this road and Warren Roberts Road.

At a point 2,300 feet east of the center of Interstate Highway 79 and 3,000 feet south of Roberts Run Road, the Proposed Route turns to the north northwest through steep densely forested land. The route crosses Roberts Run Road approximately 2,700 feet northeast of the front center of the main building at the Interstate Highway 79 rest area on the east side of the Interstate Highway. The route continues to the north northwest crossing a Norfolk Southern railroad line about 1,200 feet east southeast of the center of the intersection of McCoy Road and Garards Fort Road. Whitely Creek is crossed 1,100 feet east of the McCoy Road and Garards Fort Road intersection. North of Whitely Creek, the route crosses Garards Fort Road at a point 1,450 feet northeast of the center of the intersection with McCoy Road and 550 feet west of the intersection of Girards Fort Road and Rocky Ridge Road. Between Garards Fort Road and the Norfolk Southern railroad line, the route crosses for 1,050 feet over an open marsh designated as a Pennsylvania Game Lands and Wetland Restoration area.

Continuing on the same north northwest alignment, the Proposed Route crosses Rocky Ridge Road on an oblique angle about 1,400 feet northwest of the intersection of this road and Girards Fort Road. Continuing to the north northwest to a point about 3,700 feet along the route centerline north of Rocky Ridge Road the route crosses a recently constructed underground mine ventilation station.

At a point 2,400 feet east southeast of the intersection of Lantz Road and Rocky Ridge Road, and 1,300 feet along the route centerline southwest of Waynesburg Road, the Proposed Route turns to the northeast. The route crosses Waynesburg Road 1,500 feet southeast of the intersection of this road and Fordyce School Road. The route crosses over the center of a prominent farm pond and continues to the north northeast in hilly forest lands. Woods Run Road is crossed 800 feet southeast of the intersection with Noaks Road. Noaks Road is crossed 1,000 feet east of the intersection with Woods Run Road.

About 2,600 feet northeast of the intersection of Noaks Road and Woods Run Road, and 1,400 feet south along the centerline from Muddy Creek Road, the Proposed Route angles more to the northeast and crosses Muddy Creek Road 3,600 feet northwest of the intersection of this road and Noaks Road. The route continues to the northeast across a landscape of forested hills and open pasture lands crossing Long Shaft Road at a forested location 500 feet east southeast from the northeast end of the dam in a prominent pond.

At a point 800 feet east northeast of the northeast end of the dam in the pond and 5,700 feet southwest of the intersection of Crees Road and State Highway 21 (Roy E. Furman Highway), the route angles back slightly toward the north on another heading to the northeast. The route crosses Crees Road in an open area of pasture and hay land 4,300 feet southwest of the community of Khedive on State Highway 21, which is at the intersection with Crees Road. State Highway 21 is crossed next at a point 1,000 feet southeast of the Havers Hill Road intersection.

About 1,500 feet northeast of the Highway 21 crossing and 1,750 feet northeast of the intersection of Havers Hill Road and Highway 21, the route turns to the north northwest and follows this heading through hilly forested land. One residence on the east side of Havers Hill Road is either on the right-of-way or immediately adjacent to it. The route continues to the north northwest crossing Valley View Road at a point 1,550 feet east of the intersection with Havers Hill Road. Continuing north through hilly forest land, the route next crosses Sharpnack Hollow Road in forested land 2,600 feet southeast of the intersection of this road and Hedge Road.

At a point 2,100 feet south of the intersection of State Highway 188 and Goslin Road, and 1,850 feet along the centerline south of Highway 188, the Proposed Route turns to the northwest. State Highway 188 (Jefferson Road) is crossed east of Jefferson at a location 900 feet southwest of the intersection of the Highway and Goslin Road. Approximately 2,200 feet along the route centerline northwest of Highway 188, a Norfolk Southern railroad line is crossed and 2,550 feet along the route centerline northwest of the Highway the South Fork of Ten Mile Creek is crossed. North of the Creek, Pollack Mill Road is crossed at a point about 1,450 feet southwest of the intersection of this road and Mohle Road. Much of this area is open pasture and hayland.

On the north side of Pollack Mill Road, at a point 3,550 centerline feet northwest of the crossing of State Highway 188, and 1,650 feet west of the intersection of Pollack Mill Road and Mahle Road, the route turns slightly to the northwest. At a point 750 feet east of the intersection of Charters Road and Center Loop Road, the route turns again slightly to the northwest. The route crosses Charters Road 550 feet northeast of the intersection of this road and Center Loop Road.

The Proposed Route continues to the northwest until 2,700 feet north of the intersection of Jefferson-Marianna Road and Thistlewaite Road. Here the route turns slightly to the west and assumes a new heading to the northwest. The route remains north of Jefferson-Marianna Road. In a forested area, the route crosses Seven Creeks Road 400 feet east of the intersection with Jefferson-Marianna Road and then in turn crosses Jefferson-Marianna Road 200 feet north of the intersection with Seven Creeks Road. The route continues to the northeast through forest crossing Brower Road 2,000 feet north of the intersection of this road and Castile Run Road.

At a point 700 feet south of the intersection of Morgan Township Road 590 and Castile Ridge Road, the route turns to the north. Castle Ridge Road is crossed at a point 800 feet northwest of the intersection of this road and Morgan Township Road 519. The crossing of Castile Ridge Road takes the route into Washington County.

The length of the Proposed Route in Greene County is estimated to be approximately 102,850 feet, or 19.5 miles.

Washington County, Pennsylvania

In Washington County the route continues north from the crossing of Castile Hill Road through forested hills and scattered pasture and crosses Barr Run Road 2,200 feet north northeast of the intersection of this road and Castile Ridge Road. The route continues to the north and crossing Curry Lane 950 feet north northwest of the intersection of Koci Lane and Barr Run Road. Continuing north through forested hills, the route next crosses Adamson Road in a forested location 3,200 feet northwest of the center of the intersection of this road and Barr Run Road. Ten Mile Creek is crossed in a forested area showing evidence of mining activities 2,550 feet south southwest of the center of the intersection of Ten Mile Road and Oak Spring Road. Ten Mile Road is crossed 1,500 feet southwest of the center of the intersection of this road and Oak Spring Road. The west edge of Saints Mary and Ann Cemetery on Oak Spring Road (west of Marianna) is passed about 400 feet east of the route centerline.

The route continues to the north crossing Oak Spring Road on an oblique angle approximately 1,100 feet south southeast of the intersection of this road and Grable Road. A house on the west side of Oak Spring

Road is either adjacent to or within the right-of-way. Wherry School Road is crossed in a partially forested area 400 feet northeast of the intersection of this road and Oak Spring Road.

At a forested point 3,850 feet north northeast of the intersection of Oak Spring Road and Grable Road, the route turns to the north northwest. Cooley Lane and Trinchla Lane are crossed in a densely forested area. Farther north Topsail Lane is crossed at a point 1,550 feet southwest of the intersection of this road and Lone Pine Road.

At a point 1,700 feet west of the intersection of Lone Pine Road and Topsail Lane and 1,400 feet south southwest of the intersection of Lone Pine Road and Friend Lane the route turns to the north northeast. The route centerline parallels a prominent pipeline right-of-way for a short distance. Lone Pine Road and Friend Lane are both crossed about 50 feet east of the intersection of these two roads. The route continues to the north northeast through hilly forested land to the next road crossing on Burson Road, which is crossed in a forested area approximately 5,500 feet north northeast of the intersection of this road and Lone Pine Road. The route continues to the north northeast and crosses Daniels Run Road 1,650 feet south southeast of the intersection of this road and Kusch Road.

At a point 950 feet southeast of the intersection of Daniels Run Road and Kusch Road, the Proposed Route turns to the north northwest. Kusch Road is crossed 600 feet northeast of the intersection with Daniels Run Road. The route continues to the north northwest between Daniels Run Road and US Highway 40. Robinson Road is crossed 950 feet east of the intersection of this road and Daniels Run Road. Continuing to the north northwest, Brady Road is crossed on an oblique angle 2,250 feet southwest of the intersection of this road and US Highway 40.

US Highway 40 is crossed at the east intersection of the Highway and Crescent Road. A residence on the south side of the Highway is apparently adjacent to or within the existing right-of-way. North of US 40, Letherman Bridge Road is crossed about 600 feet northeast of the intersection of this road and Crescent Road. A house on the south side of Letherman Bridge Road is adjacent to the west side of the right-of-way. Continuing to the north northwest, the route enters forested hilly land and crosses Roberts Road 2,200 feet west of the center of the intersection with Bandel Road. A house on the south side of Roberts Road is apparently adjacent to or within the existing right-of-way.

At a point 2,800 feet northwest of the center of the intersection of Roberts Road and Bandel Road, the Proposed Route turns to the northeast. Bandel Road is crossed 1,950 feet south of the intersection of this road and Ankrom Road. Ankrom Road is crossed 250 feet west of the center of the intersection with Rainey Road.

At a point 850 feet north northeast of the center of the intersection of Ankrom Road and Rainey Road, the Proposed Route turns to the north. An existing double-circuit Allegheny Power 138 kV transmission line is crossed by the route at a point about 1,450 feet north northeast of the center of the Ankrom Road and Rainey Road intersection and about 1,200 feet west along the centerline of this existing line from the crossing of Ankrom Road by the existing transmission line. North of the existing transmission line, the 200-foot wide right-of-way becomes 430 feet wide for the remaining distance to the Prexy Substation site. The route centerline is within the right-of-way, positioned 100 feet from the east edge of the right-of-way and 330 feet from the west edge of the right-of-way.

The route continues to the north across rolling open pasture crossing Donley Road about 1,000 feet west of the intersection of this road and Red Mail Box Road. The route crosses Interstate Highway 70 about 4,900 feet northeast of the State Highway 519 Interchange. On the north side of the Interstate Highway, Lively Road is crossed 950 feet southwest of the intersection of this road and Hoge Summit Road.

At a point 1,150 feet northwest of the intersection of Hoge Summit Road and Lively Road, the Proposed Route turns to a northeast heading. The route crosses Hoge Summit Road in a forested area 1,300 feet north northwest of the center of the intersection of this road and Lively Road. The route continues on this heading through forested land and pasture land crossing Young Road at a location 1,000 feet southwest of the

intersection with Hoge Summit Road. A new log house appears to either be on the right-of-way or immediately adjacent to it.

The route continues on the northeast heading crossing State Highway 136 about 850 feet west of the intersection of this road and Brownlee Road. Brownlee Road is crossed next by the route at a point 650 feet northwest of the intersection of this road and State Highway 136. About 1,150 feet north of the intersection of State Highway 136 and Brownlee Road, the route turns to the northwest and follows an alignment east of Brownlee Road. Stark Spur is crossed in a densely forested location 400 feet east of the intersection with Brownlee Road. One residence on Stark Spur appears to be on the west edge of the right-of-way.

The route continues on this northwest heading, making two slight angles, and passing over alternating forest and pasture land. The route crosses Patterson Road in a rolling open area of pasture and hayland about 900 feet west of the intersection of this road and Sugar Run Road and Myers Road. One house on the south side of Patterson Road is either on the right-of-way or adjacent to the west side of the right-of-way.

The route continues to the northwest crossing Green Valley Road in an open area about 3,200 feet northeast of the intersection of this road and Brownlee Road. The route continues on the northwest heading crossing Thomas-Eighty Four Road about 2,600 feet northeast of the intersection with State Highway 519. At a location 400 feet beyond this road crossing, the route turns to the northeast and passes behind the residences along Thomas-Eighty-Four Road and enters the south side of the Prexy Substation site at a point about 800 feet west of Thomas-Eighty Four Road.

The length of the Proposed Route in Washington County is estimated to be approximately 87,750 feet, or 16.6 miles.

**Names and Addresses of Property Owners
Within Proposed Right-of-Way**

James A and Ruth L White
163 Castile Ridge Rd
Marianna, PA 15345

Walter, Jr and Rosalie Bush
153 Bowser Rd
Clarksville, PA 15322

Glenn H and Norah Lorraine Johnston
281 Castile Run Rd
Waynesburg, PA 15370

Charles A and Brenda E Wooster
55 Maplewood Ave
Pittsburgh, PA 15205

Jon C and Ellen L Hildebrand
220 Bowser Rd
Clarksville, PA 15322

John E, Jr and Melanie M McAnany
301 Bacon Run Rd
Clarksville, PA 15322

Bryan and Cortney Long
1461 Jefferson Rd
Jefferson, PA 15344

Michael F and Lora L White
161 Bowser Rd
Clarksville, PA 15322

William H and Leandra Johnston
249 Bacon Run Rd
Clarksville, PA 15322

Max William and Diane Elizabeth
Schinkovec
RR 1, Box 275B
Clarksville, PA 15322

Rosalie Kiger
153 Bowser
Clarksville, PA 15322

Patricia Rohrer
8115 North Newport
Tampa, FL 33604

Cyprus Freeport Resources Corp
158 Portal Rd, PO Box 1020
Waynesburg, PA 15370

Roy A and Susan M Dains
RD 1, Box 281-A
Clarksville, PA 15322

Donald A Laws
810 Castile Run Rd
Clarksville, PA 15322

Donald and Alene L Laws
1296 Sunnybrook Rd
Washington, PA 15301

Ronald E and Sandra L Chidester
402 Center School Rd
Jefferson, PA 15344

Angela L Ryniak
242 Washington St
Jefferson, PA 15344

Daniel Edward and Videll Mae Miller
856 Castile Run Rd
Clarksville, PA 15322

John Ryan and Erica M Bair
407 Center School Rd
Jefferson, PA 15344

Jack J and Pamela Snyder
286 Center School Rd
Jefferson, PA 15344

John M Brandstetter
333 Chartiers Rd
Clarksville, PA 15322

Kevin M and Joy S Eggleston
286 Center School Rd
Jefferson, PA 15344

Matthew H Brandstetter
333 Chartiers Rd
Clarksville, PA 15322

Victoria Jane Snyder
286 Center School Rd
Jefferson, PA 15344

Walter J Roush
1089 Wades Rd
Morgantown, WV 26501

Robert L and Wilma R Pyles
160 Bald Hill Rd
Mt Morris, PA 15349

John B and Judith A McClead
640 Broadway Ave
Morgantown, WV 26505

Jeanne R Russell
Box 116
Mt Morris, PA 15349

Albert Budinsky
1710 Moynelle Dr
Pittsburgh, PA 15243

Gloria Joyce Snyder
286 Center School Rd
Jefferson, PA 15344

Robert A and Patricia L Bates
166 Center Loop Rd
Jefferson, PA 15344

Charles N and Janet D Snyder
232 Center School Rd
Jefferson, PA 15344

Brian and Rebecca Sharp
350 Chartiers Rd
Clarksville, PA 15322

Paul M and Ida Mae Cerar
334 Chartiers Rd
Clarksville, PA 15322

Herschel Mathews, Jr
203 Mathews Rd
Dilliner, PA 15327

Charles K Balazick
PO Box 433
Jefferson, PA 15344-0433

Earl William Sponaugle
PO Box 138
Mt Morris, PA 15349

Frank J and Mary Ann DeProspero
12671 Landview Dr
Manassas, VA 20112

Crystal L Roberts
171 School Bus Rd
Mt Morris, PA 15349

Joseph David Redman
6445 Benson Dr
Columbus, GA 31909

Troy W and Susan M Taylor
191 Center Loop Rd
Jefferson, PA 15344

James L Yoney
466 Davistown Rd
Mt Morris, PA 15349

John H, Jr and Bonnie J Ellis
276 Chartiers Rd
Clarksville, PA 15322

David P and Ranetta L Smith
272 Chartiers Rd
Clarksville, PA 15322

Joan B Pattison
179 Pollock Mill Rd
Clarksville, PA 15322

Jeffrey L and Tammy L Weston
PO Box 262, 81 Dalzell Ave
Bobtown, PA 15315

Norfolk Southern Railway Co
110 Franklin Rd, SE
Roanoke, VA 24042

Steven S and Brigitte L Simmons
115 Goslin Rd
Rices Landing, PA 15357

Lawrence E and Colleen Z Babinski
1696 Jefferson Rd
Jefferson, PA 15344

Steve J Cernuska and Juliann Mucci
PO Box 393, 1670 Jefferson Rd
Jefferson, PA 15344

David G and Rose Marie Knight
1572 Jefferson Rd
Jefferson, PA 15344

John S and June G Minor
1774 Jefferson Rd
Jefferson, PA 15344

George Z (III) and Melissa B Barber
453 Bald Hill Rd
Mt Morris, PA 15349

Thomas R and Patricia D Stewart
504 Bald Hill Rd
Mt Morris, PA 15349

Nancy G Dellenbaugh
182 Center Loop Rd
Jefferson, PA 15344

Kirk A and Michelle D Hetrick
RR 1, Box 141, 136 Center School Rd
Jefferson, PA 15344-9101

Donald L and Ivy M Bates
Box 84
Clarksville, PA 15322

Andrew Budinsky
574 Lippencott Rd
Waynesburg, PA 15370

David K Bell
521 Mt Nittany Rd, Box 787
Lemont, PA 16851

Tony Barbetta
Box 225
Mather, PA 15346

The Frances A Murphy Revocable Living
Trust
1637 Jefferson Rd
Jefferson, PA 15344

Frank J and Peggy J Behm
1565 Jefferson Rd
Jefferson, PA 15344

James A and Carol J Strobe
3997 Johnston St
Gary, IN 46408

Patrick G and Tamara Knight
1572 Jefferson Rd
Jefferson, PA 15344

Richard A. and Valerie R. Lazuka
106 Center Ave
Rices Landing, PA 15357

John F and June Goodwin
736 Big Shannon Run Rd
Mt Morris, PA 15349

Kevin D and Amanda L Ealy
170 Center Loop Rd
Jefferson, PA 15344

Willard and Barbara Ankrom
172 Center Loop Rd
Jefferson, PA 15344

Richard Philip and Patricia Anne Nicoloff
102 Santucci Lane
Clarksville, PA 15322

Joseph Budinsky
920 Joseph Lane
Monongahela, PA 15063

Edward Budinsky
2 Fox Ln
Greensboro, PA 15338

Kevin R and Tammy L Teagarden
270 Chartiers Rd, RR 1
Jefferson, PA 15344

Duane V and Judy A Yost
211 Steele Hill Rd
Mt Morris, PA 15349

PA Lines LLC, Norfolk Southern Railway Co
110 Franklin Rd, SE
Roanoke, VA 24042

Brian K and E Mary Blaker
145 Goslin Rd
Rices Landing, PA 15357

Ellis L and Margaret I Ball
1625 Jefferson Rd
Jefferson, PA 15344

Floren Strobe
3997 Johnston St
Gary, IN 46408

Garrett and Carole A Phillips
406 Bald Hill Rd
Mt Morris, PA 15349

Dennis J and Nicole Stout
449 Bald Hill Rd
Mt Morris, PA 15349

Clyde T and Donna Jean Cooper
482 Bald Hill Rd
Mt Morris, PA 15349

Consolidation Coal Company
1800 Washington Rd
Pittsburgh, PA 15241-1421

Mary Jean Northcutt
PO Box 173
Jefferson, PA 15344

Donald G and Charlotte L Henderson
134 School Bus Rd
Mt Morris, PA 15349

Donald C. and Kathleen I. Haines
283 Havers Hill Rd
Jefferson, PA 15344

Michael G and Janet B Mawhinney
408 Blaker Ridge Rd
Waynesburg, PA 15370

Norman G. Rockwell
160 Eaton Run Rd
Jefferson, PA 15344

Joseph D. Jr and Shari H. Norton
1604 Lincoln Ave
South Park, PA 15129

Bruce A. and Judith A. Rush
344 Kovalcheck Rd
Carmichaels, PA 15320

JoAnn Cree
178 Havers Hill Rd
Jefferson, PA 15344

Eugene G and Goldie R Everly
PO Box 232
Carmichaels, PA 15320

Joseph and Kathy Yokiel
366 Treefarm Rd
McClellandtown, PA 15458

CS Holdings
8850 East Main St
Reynoldsburg, OH 43068

Waldo A, Jr and Mabel Jean Berry
1534 E Roy Furman Hwy
Carmichaels, PA 15320

Larry and Mary Louise Yost
171 Meadow Run Rd
Mt Morris, PA 15349

Donald M. and Deborah S. Hice
256 Sharpnack Hollow Rd
Jefferson, PA 15344

Rebecca E. Foley
127 Valley View Rd
Jefferson, PA 15344

Sam VanSickle
PO Box 156, 2257 Old Morgantown Rd,
E
Accident, MD 21520
The Ray Ezra Davis and Elizabeth F.
Davis Revocable Living Trust
314 Havers Hill Rd
Jefferson, PA 15344

Randal K. and Barbara J. Gall
292 Havers Hill Rd
Jefferson, PA 15344

Kathleen R. Demchak-Williams
252 Havers Hill Rd
Jefferson, PA 15344

David H Williams and Kathleen R
Demchak
1604 Lincoln Ave
South Park, PA 15129

Stanley E. and Willa A. Cree
592 Jefferson Rd
Waynesburg, PA 15370

Charles A. and Kimberly F. Renner
166 Havers Hill Rd
Jefferson, PA 15344

Richard A. and Joanne Bartoletti
167 Kovalcheck Rd
Carmichaels, PA 15320

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1800 Washington Rd
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James Robert Neill
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Benjamin James Benney
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35 Blair Rd
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Norman W. and Nancy L. Griffiths
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Eighty Four, PA 15330

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Virginia Ann Huffman
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Eighty Four, PA 15330

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Eighty Four, PA 15330

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Pamela A. Carter
77 Young Rd
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Val and Shirley Nicholl
90 Young Rd
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Eighty Four, PA 15330

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154 West Patterson Rd
Eighty Four, PA 15330

William M. Stout
230 Sundust Rd
Eighty Four, PA 15330

Ronald and Lorie Shinsky
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Eighty Four, PA 15330

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10 Sugar Run Rd
Eighty Four, PA 15330

Eric P. and Janet Boston Mark
18 Sugar Run Rd
Eighty Four, PA 15330

Barry F. and Beth A. Ford
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Eighty Four, PA 15330

Patrick George
120 Snow Drift Rd
Eighty Four, PA 15330

Robert Curt and Melissa George
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Eighty Four, PA 15330

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Eighty Four, PA 15330

Brett G. Valentine
302 Lively Rd
Eighty Four, PA 15330

Dawn Hope Shoemaker
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Eighty Four, PA 15330

Frank M. and Charlotte Valentine
362 Lively Rd
Eighty Four, PA 15330

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383 Lively Rd
Eighty Four, PA 15330

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Frank P. Mundy
402 Brownlee Rd
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Eighty Four, PA 15330

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Eighty Four, PA 15330

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Eighty Four, PA 15330

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250 Rainey Road
Eighty Four, PA 15330

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Harry D Cross
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W Gleason and Shirley Schultz
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Barry G Miller
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Eighty Four, PA 15330

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Eighty Four, PA 15330

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Frank and Mary Lou Goroncy
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Randall A and Deborah J Naser
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Marianna, PA 15345

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120 Meadow St
Canonsburg, PA 15317

Michael D. Leichty
514 Justabout Rd
Venetia, PA 15367

Zeneca, Inc
1800 Concord Pk
Wilmington, DE 19850

James F. and Guyla A. Schnore
241 Wolf Ave
Washington, PA 15301

John C. and Betty J. Reeder
279 Green Valley Rd
Eighty Four, PA 15330

John W., Jr and Janet W. Ross
6080 Jennagate Ln
Dayton, OH 45424

Roy E Lindley
2615 Route 136
Eighty Four, PA 15330

Malkan Inc
71 N Mt Vernon Ave
Uniontown, PA 15401

Carl T Ornot
398 Lusk Rd
Benleyville, PA 15314

Springflow Lodge and Hunting Preserve I
2820 Washington Road
McMurray, PA 15317

Laurel Run Mining Company
1800 Washington Road
Pittsburgh, PA 15241

Pristine Resources Inc
3250 Interstate Drive
Richfield, OH 44286

Timmy A. Simmons
492 McCombs Rd
Venetia, PA 15367

The Charles Kaltenbock Revocable Living
Trust
1038 Thomas Eighty Four Rd
Eighty Four, PA 15330

James E and Michaelene A Mesta
671 Linden Road
Eighty Four, PA 15330

Peter J., Jr and Jessie Klepsic
982 Thomas Eighty Four Rd
Eighty Four, PA 15330

John T Bartman, II
284 Green Valley Rd
Eighty Four, PA 15330

Daniel L and Karen R. D'Alessandro
857 Linden Rd
Eighty Four, PA 15330

Mary E. Sims
205 Green Valley Rd
Eighty Four, PA 15330

William P. Campbell
459 Venetia Rd
Venetia, PA 15367

Edward Anthony Novogradac
1643 Trinity St
Pittsburgh, PA 15206

Raymond H. \ Mary Jane Patterson,
Trustees of the Patterson Family
Revocable Living Trust
71 Patterson Rd
Eighty Four, PA 15330

Daniel K. Guild
461 Valley View Rd
Eighty Four, PA 15330

Charles, Jr and Ruth Ann Nicholls
421 Valley View Rd
Eighty Four, PA 15330

David M. and Joyce M. Dubbs
348 Valley View Rd
Eighty Four, PA 15330

Robert F. Jordan
206 Hamtom Rd
Eighty Four, PA 15330

Eugene J. and Barbara Kuban
231 Hamtom Rd
Eighty Four, PA 15330

Breiner L. and Janice C. Porter
181 Hamtom Rd
Eighty Four, PA 15330

Glenn M. and Tommi M. Calabria
93 Meadowbrook Rd
Eighty Four, PA 15330

Betty J. Little
330 Gilkeson Road
Eighty Four, PA 15330

L. Michael, Jr and Tracy J. Klescich
326 Gilkeson Rd
Eighty Four, PA 15330

William and Virginia M. Campbell
304 Green Valley Rd
Eighty Four, PA 15330

Dorothy F. Novogradac
19 Long Drive
Eighty Four, PA 15330

Edward Anthony Novogradac
3507 117th Dr
Denver, CO 80233

Donald W. and Dolores M. Welsbacher
426 Sundust Rd
Eighty Four, PA 15330

Cindy A. Guild
369 Valley View Rd
Eighty Four, PA 15330

Robert B. and Kathi T. Columbus
443 Valley View Rd
Eighty Four, PA 15330

Joseph C and Carol A. Morrison
76 Meadowbrook Rd
Eighty Four, PA 15330

Andrew J. and Nancy K. DePretis
216 Hamtom Rd
Eighty Four, PA 15330

Joseph and Geneva Beck
286 Hamtom Rd
Eighty Four, PA 15330

Becky D. Colella
186 Hamtom Rd
Eighty Four, PA 15330

Dorothy L. Carroll
330 Gilkeson Road
Eighty Four, PA 15330

Janet E. and Craig M. Brown
330 Gilkeson Rd
Eighty Four, PA 15330

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Pittsburgh, PA 15228

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Florence E. Pietrowski Trust
278 Green Valley Rd
Eighty Four, PA 15330

Markas Edward Novogradac
19 Long Drive
Eighty Four, PA 15330

Rebecca Sims-Illig and Gregory M. Illig
193 Green Valley Rd
Eighty Four, PA 15330

Gregory S. and Linda S. Sopiak
138 Patterson Rd
Eighty Four, PA 15330

James B. and Mernie B. Patterson
12 Patterson Rd
Eighty Four, PA 15330

Richard O. Gardner
336 Valley View Rd
Eighty Four, PA 15330

Walter E. Furlong, Jr
206 Hamtom Rd
Eighty Four, PA 15330

Daniel P. and Nicole M. Taylor
209 Hamtom Rd
Eighty Four, PA 15330

David J. and Dianne S. Keener
947 Sugar Run Rd
Eighty Four, PA 15330

Terri and Timothy J. Lutz
200 Hamtom Rd
Eighty Four, PA 15330

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Eighty Four, PA 15330

Joseph F and Constance R. Bukovsky
304 Gilkeson Rd
Eighty Four, PA 15330

Timothy J. and Jane F. Keener
472 Sundust Rd
Eighty Four, PA 15330

Dale R. Opeka
200 Bunker Hill
McMurray, PA 15317

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McMurray, PA 15317

William George Hamilton
157 Barr Road
Finleyville, PA 15332

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200 Bunker Hill Rd
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114 Barr Road
Finleyville, PA 15332

Everett W Jr and Arlene L Lutes
418 McCombs Road
Venetia, PA 15367

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26 Cherry Lane
Finleyville, PA 15332

Donald W. and M. Dolores Welsbacher
426 Sundust Rd
Eighty Four, PA 15330

Michael G. and Nancy J. Sawezyszyn
300 Gilkeson Rd
Eighty Four, PA 15330

Donald E. and Mary K. Colaric
294 Gilkeson Rd
Eighty Four, PA 15330

Richard E. and Janet L. Caswell
46 Meadowbrook Rd
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Finleyville, PA 15332

Rita L Lutz
138 Barr Road
Finleyville, PA 15332

William G Hamilton Jr
132 Barr Road
Finleyville, PA 15332

Michael and Nancy Sapko
106 Barr Run Road
Finleyville, PA 15332

Francis William and Dora Hope
1433 Sugar Run Road
Venetia, PA 15367

Kenneth L and Elenor M Wigfield
25 Cherry Lane
Finleyville, PA 15332

Darwin D. and Donna DeVitis
314 Gilkeson Rd
Eighty Four, PA 15330

Alan N. and Deann L. Scabilloni
296 Gilkeson Rd
Eighty Four, PA 15330

Robert E. and Paulette M. Caldwell
77 Meadowbrook Rd
Eighty Four, PA 15330

Edward F. and Chris A. Hummel
455 Valley View Rd
Eighty Four, PA 15330

Kairys Investments LP
105 Wilhaven Road
McMurray, PA 15317

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83 Barr Road
Finleyville, PA 15332

Brian Hamilton
157 Barr Road
Finleyville, PA 15332

Robert L and Marjorie S Tonecha
148 Barr Road
Finleyville, PA 15332

Keith R and Lori A Barnes
98 Barr Road
Finleyville, PA 15332

Joseph W and Mary Jane Ranalli
R D # 1 Sugar Run Road
Venetia, PA 15367

Debra Costello
34 Cherry Lane
Finleyville, PA 15332

George Washington Reid, Trustee of the
George Washington Reid Revocable
Living Trust
131 Lutes Road
Finleyville, PA 15332

Vassil Prokhov, Trustee and Branka
Prokhov Irrevocable Trust
104 Farmview Place
Venetia, PA 15367

Sarah G Keller, Trustee, The Revocable
Intervivos Trust of Sarah G. Keller
1403 Sugar Run Road
Venetia, PA 15367

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1383 Sugar Run Road
Venetia, PA 15367

Arthur E Jr and Tracy Lynn Martin
5 Stone Church Road
Finleyville, PA 15332

J Robert and Anita S Wilson
1369 Sugar Run Road
Venetia, PA 15367

William P and Donna Lee Ivanciw
1365 Sugar Run Road
Venetia, PA 15367

Nicholas F Ridgeway
1349 Sugar Run Road
Eight Four, PA 15330

Edward L and Judith G Osthoff
61 Meadowbrook Road
Eighty Four, PA 15330

Hal and Mary Ann Kestler
255 Hamtom Road
Eighty Four, PA 15330

Margaret G Mansmann
236 Hamtom Road
Eighty Four, PA 15330

Joanne T Mansmann
236 Hamtom Road
Eighty Four, PA 15330

Allen E Wilttrout
383 Lively Road
Eighty Four, PA 15330

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Eighty Four, PA 15330

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Venetia, PA 15367

Erma J Lytle
1108 Sugar Run Road
Venetia, PA 15367

G Thomas and Colleen G Mellor
1143 Sugar Run Road
Venetia, PA 15367

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Venetia, PA 15367

Michael and Arlene M Pantely
279 Hamtom Road
Eighty Four, PA 15330

Jack and Patricia Smaroff
1032 Sugar Run Road
Eighty Four, PA 15330

Michael P and Debra L Meteney
1070 Sugar Run Road
Venetia, PA 15367

Evan Lee and Mary Beth Westermann
963 Sugar Run Road
Eighty Four, PA 15330

John Linder
1095 Sugar Run Road
Venetia, PA 15367

Theresa Fueller
1095 Sugar Run Road
Venetia, PA 15367

Gary A Lenik
1096 Sugar Run Road
Venetia, PA 15367

Linda Lee Klawinski
1096 Sugar Run Road
Venetia, PA 15367

Linda C Sirera
1060 Sugar Run Road
Venetia, PA 15367

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Beck Trust
1020 Sugar Run Road
Eighty Four, PA 15330

Raymond W and Karen R Israel
967 Sugar Run Road
Eighty Four, PA 15330

Mon View Mining Corporation
1200 Mingo Creek Road
Finleyville, PA 15332

James E and Michaelene A Mesta
671 Linden Road
Eighty Four, PA 15330

William A and Adeline V Rennekamp
642 Linden Road
Eighty Four, PA 15330

William A Mowry
1333 Sugar Run Rd
Venetia, PA 15367

James M and Margaret J Kirk
1299 Sugar Run Rd
Venetia, PA 15367

Randy M and Stephanie M Powell
1293 Sugar Run Rd
Venetia, PA 15367

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71 Patterson Rd
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Amy M Tonti
86 Longevue Drive
Mount Lebanon, PA 15228

Maureen Kusturiss
1420 Nine Eighty Rd
Canonsburg, PA 15317

C J Passalacqua
1432 Route 980
Canonsburg, PA 15317

Mary Dalbo
1420 Nine Eighty Rd
Canonsburg, PA 15317

Robert and Deborah George
256 Green Valley Rd
Eighty Four, PA 15330

Bonita Levine
1147 Sugar Run Rd
Venetia, PA 15367

Robert Curtis
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Eighty Four, PA 15330

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93 Meadowbrook Rd
Eighty Four, PA 15330

Glenn M and Tommi M Calabria
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Keith E Neill
PO Box 236
Eighty Four, PA 15330

Curtis J and Linda Lou Neill
PO Box 236
Eighty Four, PA 15330

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171 Hill Pointe Dr, Suite 101
Canonsburg, PA 15317

Union Camp Corporation
c/o Registered Agent, The Prentice-Hall
Corporation System
2908 Poston Ave
Nashville, TN 37203

International Paper Co
6400 Poplar Ave, T3, 7Fl Rm 128
Memphis, TN 38197

MLM Enterprises
12 North Jefferson Ave
Canonsburg, PA 15317

Rudolph Dinardo
459 McDowell Lane
Canonsburg, PA 15317

Tamara C Krysko
1885 Route 519
Canonsburg, PA 15317

Kathy Lynn McFeely
1889 Route 519
Canonsburg, PA 15317

Patricia M Neilson
1867 Route 519
Canonsburg, PA 15317

James R and Janet L Moeller
1811 Route 519
Canonsburg, PA 15317

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1819 Route 519
Canonsburg, PA 15317

Brian Carnahan and Andrea Stankas
855 Country Club Dr
Mount Lebanon, PA 15228

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Trust Agreement of Eugenio Tucciarone
400 Joalca Ave
Winter Park, FL 32789

Robert K and Marylyn Byers
1775 Route 519
Canonsburg, PA 15317

Christopher A Popeck
1729 Route 519
Canonsburg, PA 15317

Edwin Louis and Jenny D Popeck
1605 Route 519
Canonsburg, PA 15317

Larry Edwin Popeck
1605 Route 519
Canonsburg, PA 15317

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Fairless Hills, PA 19030-3217

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Canonsburg, PA 15317

Cheryl M Hudock
525 Chartiers Ave
Canonsburg, PA 15317

Nancy E Sonson
730 Linwood Rd
Canonsburg, PA 15317

Joseph H Guyton
730 Linwood Rd
Canonsburg, PA 15317

North Strabane Township
790 Boone Ave
Canonsburg, PA 15317

Scott J and Cynthia A Bier
1914 Route 519 South
Canonsburg, PA 15317

Dennis R and Bonnie D Lemley
315 Ridge Ave
Canonsburg, PA 15317

Paul A, Jr and Jessica E Spilak
173 Lindley Rd
Canonsburg, PA 15317

D Fuchs Enterprises, LP
3866 Millers Run Rd
McDonald, PA 15057

James J Spilak
173 Lindley Rd
Canonsburg, PA 15317

Patricia L Augier
29 Lindley Rd
Canonsburg, PA 15317

George R, Jr and Janet A Lyon
37 Lindley Rd
Canonsburg, PA 15317

Marianne McCann
53 Linden Rd
Canonsburg, PA 15317

Interstate 79 Associates
4839 Campbell Run Rd
Pittsburgh, PA 15205

Dennis R and Bonnie D Lemley
315 Ridge Ave
Canonsburg, PA 15317

BettyMae Buoninconti
215 Lindley Rd
Cannonsburg, PA 15317

Joseph T and Antoinette M Siwiak
193 Lindley Rd
Cannonsburg, PA 15317

Phillip G Guyton
1234 Route 519
Eighty Four, PA 15330

Samuel L Cicci
1862 Camino De Cruz Blanca
Santa Fe, NM 87505

Gary E Shipley
1920 Route 519
Canonsburg, PA 15317

Albert S Bier and Scott J Bier, A & S
Landscaping
1914 Route 519 South
Canonsburg, PA 15317

Township of North Strabane
790 Boone Ave
Canonsburg, PA 15317

Cianelli Realty Corporation
311 Adams Ave
Canonsburg, PA 15317

George J and Ruth J Pecharka
225 Lindley Rd
Canonsburg, PA 15317

Robert E Pecharka
31 Lindley Rd
Canonsburg, PA 15317

Gerald Carter
41 Lindley Rd
Canonsburg, PA 15317

Route 19 - Canonsburg Associates
2170 Washington Rd
Canonsburg, PA 15317

Robert J and Louise M Quarture
569 Justabout Rd
Venetia, PA 15367

Kenneth G Bricker, Trustee of the Kenneth G
Bricker Trust
PO Box 41
Canonsburg, PA 15317

Robert J, Jr and Darlene H Tohey
207 Lindley Rd
Cannonsburg, PA 15317

Jack and Melissa Hancock
189 Lindley Rd
Cannonsburg, PA 15317

Thomas A, Jr & Mary Anne Smith
1468 Route 519
Eighty Four, PA 15330

George F, Jr and Mary Ellen Cicci
2528 Route 88
Finleyville, PA 15332

Universal Life Church Inc
14009 Cherry Lake Dr
Tampa, FL 33618

Bayview Development Company
2214 Route 19
Canonsburg, PA 15317

Westlite Partners
4839 Campbells Run Rd
Pittsburgh, PA 15205

Jeffrey L and Judith E Reich
145 Acme Rd
Canonsburg, PA 15317

James Cargnoni
5432 Collett Rd
Shortsville, NY 14548

Robert H, Jr and Janice M Kobert
33 Lindley Rd
Canonsburg, PA 15317

Lawrence E and Kristine Rosenwald
45 Lindley Rd
Canonsburg, PA 15317

Joseph R and Sandra Topka
327 Walker Rd
Canonsburg, PA 15317

Bruce M and Roseann C Boehm
141 Acme Rd
Canonsburg, PA 15317

Thomas A and Deborah L Pollok
26 Shady Lane
Cannonsburg, PA 15317

Dane N and Diane K Ward
199 Lindley Rd
Cannonsburg, PA 15317

Frank L and Darlene H Anderson
185 Lindley Rd
Cannonsburg, PA 15317

Mitchell A Rhine
183 Lindley Rd
Cannonsburg, PA 15317

Kenneth Trussell
261 Johnson Rd
Cannonsburg, PA 15317

John W and Kathleen D Duchi
C/O Current Occupant at 261 Johnson Rd
Canonsburg, PA 15317

Robert A and Linda A Mickle
267 Johnson Rd
Cannonsburg, PA 15317

Douglas M and Heidi S Pastore
49 Lindley Rd
Cannonsburg, PA 15317

James Penrose Sr
59 Lindley Rd
Cannonsburg, PA 15317

Frances and Amos Whitfield
65 Lindley Rd
Cannonsburg, PA 15317

Richard M and Joyce Decker
69 Lindley Rd
Cannonsburg, PA 15317

Gary A and Rebecca Lee Wallo
333 Mansfield Rd
Washington, PA 15301

Joseph William Orbin
75 Lindley Rd
Cannonsburg, PA 15317

Raymond L Morrow Jr
1243 Missouri Dr
Concord, CA 94521

Vasbro Inc
3644 Washington Rd
McMurray, PA 15317

Dennis J Pintar
60 Lindley Rd
Cannonsburg, PA 15317

Anastasia Dziak Eimer
56 Lindley Rd
Cannonsburg, PA 15317

Pauline Dziak Childress
56 Lindley Rd
Canonsburg, PA 15317

John Dziak
56 Lindley Rd
Canonsburg, PA 15317

Nancy J Speaker
101 McBurney Rd
Cannonsburg, PA 15317

Donald L Smith
434 Old Pike St
Cannonsburg, PA 15317

Donald R and Karen R Hanes
311 Chubbic Rd
Cannonsburg, PA 15317

Kramer Stevenson
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Mike and Karen Fisher
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2820 Washington Rd
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147 Lindley Rd
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143 McBride Rd
Cannonsburg, PA 15317

Robert M and Anna M Pikelis
153 McBride Rd
Cannonsburg, PA 15317

Lorra L McPeake
157 McBride Rd
Cannonsburg, PA 15317

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133 Lindley Rd
Canonsburg, PA 15317

Charles M and Marcia Jewell
126 Lindley
Cannonsburg, PA 15317

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North Ellenton, FL 34222

James Terry and Carol Yablonski
408 Sunset Circle
North Ellenton, FL 34222

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R J Quarture Properties
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Cannonsburg, PA 15317

Dean T Zaimes
136 McBride Rd
Cannonsburg, PA 15317

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