

Note:
This summary was last updated on
September 20, 2023
For current information, follow this link:
[PSC Docket Case #9713](#)

Fitzell Substation 3rd and 4th Circuits Reconfiguration Project (Baltimore County, Maryland) PSC Case Number 9713 PPRP Manager: Ginny Rogers

Note:
This summary is based on information
provided in the CPCN Application
dated **July 19, 2023**, which is subject
to change and has not yet been fully
reviewed by PPRP.

CPCN Timeline

CPCN Application filed on 19 July 2023
Pre-Hearing Conference: September 11, 2023
Staff, OPC, and PPRP File Direct Testimony: January 18, 2024
Rebuttal Testimony (if necessary) Due: February 16, 2024
Surrebuttal Testimony Due (if necessary): February 29, 2024
Public Hearing Date: January 2024 (exact date TBD)
Evidentiary Hearing Date (if settlement is reached): February 20, 2024
Evidentiary Hearing Date (if no settlement is reached): March 6 & 7, 2024

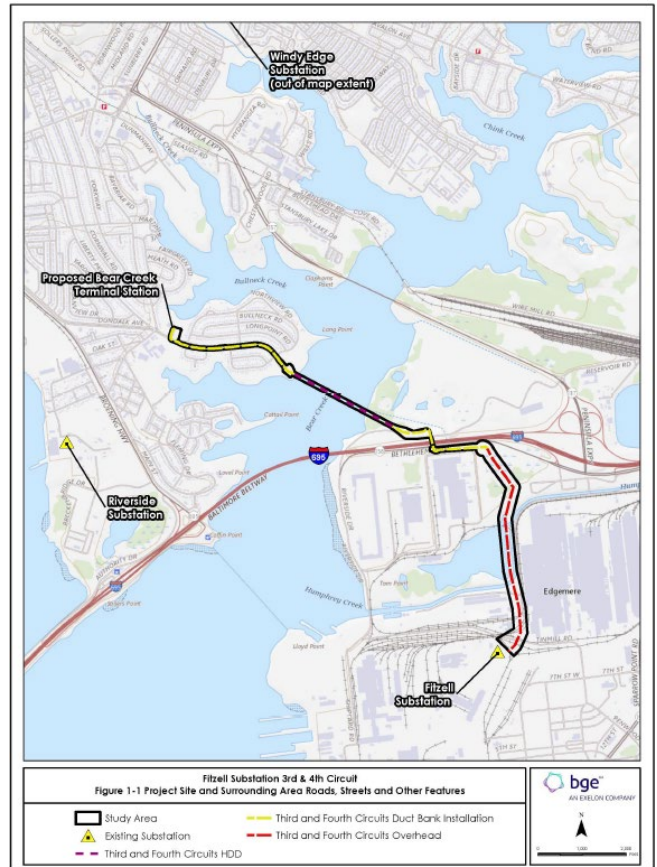
Project Location:

The Project is in Baltimore County and extends approximately 2.5 miles from the proposed Bear Creek Terminal Station along Dundalk Avenue to the Fitzell Substation in Edgemere. [Google Map Link](#) (Bear Creek Terminal); [Google Map Link](#) (Fitzell Substation)

Project Overview:

Baltimore Gas and Electric (BGE) filed for a CPCN to reconfigure 2.5 miles of existing 115kV Circuits 110503 and 110504. The Project would intercept the existing Windy Edge to Riverside overhead transmission line and reroute the Circuits to the Fitzell Substation located within the Trade Point Atlantic (TPA) property on Sparrow's Point. The reconfiguration includes both overhead and underground segments and multiple underground installation techniques are proposed, including duct-bank, horizontal directional drilling (HDD), and jack and bore installation. Project components include:

- New Bear Creek Terminal Station with eight new transmission structures and ancillary structures on property to be acquired at 7910 Dundalk Avenue.
- Approximately 1.6 miles of new underground transmission segments for Circuits 110503 and 110504.
- Underground crossings of Bear Creek, Riverside Drive, I-695, and Bethlehem Boulevard.
- Six new steel monopoles facilitate the Bethlehem Boulevard underground to overhead transition.
- Overhead connection on existing structures in existing right-of-way (ROW) to BGE's Fitzell Substation.



Site Description

The Project runs through residential, commercial, and industrial areas. The proposed Bear Creek Terminal Station is situated on approximately 3 acres of land, currently occupied by Caliber Collision. From that point, the existing overhead line will transition to underground. The underground line will be installed by duct bank beneath Dundalk Avenue and Watersedge Park, where HDD will be used to install the line beneath Bear Creek. On the eastern side of Bear Creek, underground line construction will continue through an undeveloped area in Sparrows Point. Jack and bore drilling will be used to install the underground crossings of Riverside Drive, I-695, and Bethlehem Boulevard. After crossing Bethlehem Boulevard, the line will transition to overhead and continue in the existing ROW to the Fitzell Substation.

Impact Assessment Highlights

Electrical Need and Reliability

- The Applicant states that the Project is needed to improve reliability for the electrical load at Sparrow's Point.

Air Quality

- Earthwork activities associated with the Project may generate fugitive dust.
- Operation of heavy equipment will result in combustion by-product emissions.

Biological

- The Applicant reviewed two wetland delineations completed on the east side of Bear Creek in 2017 and 2022. The ERD states that based on available data, there are no wetlands within the ROW on the western side of Bear Creek. The Applicant completed a Joint Permit Application for impacts to streams and wetlands. The Project:
 - Includes 3,696 linear feet of permanent stream impact.
 - Includes temporary impacts to 3,368 square feet of wetlands and 3,186 square feet of wetland buffers.
 - Will permanently impact 913 square feet of wetlands and 187 feet of wetland buffers.
- BGE is aware of one bald eagle nest near the Project, but there are no expected impacts to the nest. One active osprey nest was observed on an abandoned utility structure within the Study Area. BGE will remove the nest.
- Two rare, threatened, or endangered (RTE) species – the northern long-eared bat and the monarch butterfly – were identified as having potential to occur within the Study Area. The Maryland's Wildlife and Heritage Service did not expect impacts to RTE species.
- Existing access roads will be utilized to the extent practicable, but the Applicant's ERD states that temporary access roads may be required.
- The Bear Creek Terminal Station site is within the 100-year floodplain and being built on highly erodible soils.
- The ERD states that part of the Study Area is a Superfund site and may have contaminated soils.
- The ERD states that there are no green infrastructure gaps, corridors, or hub habitats within 1 mile of the Project.
- The ERD states that it anticipates clearing 2.08 acres of trees and shrubs, primarily in previously disturbed areas.

Economic and Fiscal

- The Applicant indicates the entire Project is located within a Priority Funding Area (PFA), with the Fitzell side of the Study Area located within an Enterprise Zone.
- The Applicant's ERD states that the Project will create temporary jobs during construction, which is expected to occur between Spring 2024 and Fall 2025.
- The Applicant estimates the capital cost of the Project will be approximately \$77.1 million.

Transportation

- The underground installation of cables via trenching along Dundalk Avenue will result in lane closures during construction. However, the vast majority of the new underground cabling will be installed via HDD and jack and bore methods to minimize traffic disruptions and above-ground disturbances. The Baltimore Beltway (I-695) crossing is underground and will be installed using jack and bore method(s). The Bear Creek underwater crossing will be done using HDD.
- Traffic is expected to increase during construction due to construction vehicles; Dundalk Avenue, a residential area, will experience lane closures during construction that may impact local and public transportation. The traffic in the vicinity of the Fitzell Substation, a commercial/logistics hub, consists mostly of semi-trailers and smaller trucks.
- The Application indicates that the Project is located within three miles of Essex Skypark Airport and heliport. The Applicant indicated coordination with the FAA to ensure all regulations are followed.

Land Use

- The Project LOD includes areas zoned as MH, BL, and DR 5.5. The redevelopment of the Caliber Collision property to build the Bear Creek Terminal station will remove this property from commercial use.
- The Applicant indicates that land use for the remainder of the Project Area will not be altered and will not affect land use for the surrounding properties.
- The HDD entrance area and stockpile will be located within the bounds of Watersedge Park. The ERD indicates Watersedge Park will be temporarily impacted but that the Park will be restored to its original state.
- The Applicant's ERD states that the Project is consistent with the policies of Smart Growth.
- The Project includes 11.1 acres within the Chesapeake Bay Critical Area, with 1.9 acres in Resource Conservation Area. The Applicant submitted a Critical Area Plan to Baltimore County and the State of Maryland in early June 2023.

Cultural and Aesthetic

- The Applicant's ERD identifies 2 National Register of Historic Places (NRHP) and 14 Maryland Inventory of Historic Properties located within 1 mile of the Project.
- There are 11 additional unlisted cultural resources in the vicinity of the Project. The ERD indicates that the Project may impact two of these sites and is continuing to consult with the Maryland Historic Trust (MHT).

Visual

- The Applicant estimates that new and existing structures will range from 60 to 143 feet tall. The Applicant indicates that visual resources within the Project Area will only be temporarily impacted by the presence of construction equipment within residential communities.
- The proposed Bear Creek Terminal Station will be located in a predominantly residential area and will include an additional new 100 feet of ROW in addition to the existing 185-foot ROW, for a total of approximately 0.4 acre of OH ROW. The overhead transmission line portion of the project will be constructed within the existing 150-foot ROW. The ERD states that this will not create a long-term visual impact as large steel lattice towers are already present.
- The Fitzell Substation is located within an area consisting mostly of industrial facilities. Six new monopoles will be integrated into an existing ROW (Two structures will be 135 ft) (Four structures will be either 143 ft, 89 ft, or 74 ft).