

Note:
This summary was last updated on
August 4, 2023
For current information, follow this link:
[PSC Docket Case #9699](#)

Pepco Oak Grove to Talbert Rebuild Project (Prince George's County) PSC Case Number 9699 PPRP Manager: Chris Aadland

Note:
This summary is based on information
provided in the CPCN Application
dated **April 26, 2023**, which is subject
to change and has not yet been fully
reviewed by PPRP

CPCN Timeline
CPCN Application filed on April 26, 2023
Pre-Hearing Conference: May 24, 2023
Staff, OPC, and PPRP File Direct Testimony: December 22, 2023
Rebuttal Testimony Due: January 24, 2024
Public Hearing Date: TBD
PSC Evidentiary Hearing: February 6-7, 2024

Project Location:

The Project extends approximately 10.2 miles from the Oak Grove Substation to the Talbert Substation all within Prince George's County. [Google Map Link](#) (Oak Grove Substation); [Google Map Link](#) (Talbert Substation)

Project Overview:

Potomac Electric Power Company (Pepco) filed for a CPCN to rebuild an existing 10.2 mile 230 kilovolts (kV) double circuit tower line (DCTL) originating at Pepco's Oak Grove Substation and running to Pepco's Talbert Substation. There are currently two sets of 230 kV circuits located within the right-of-way (ROW), the East Line and West Line, both built in 1968. Pepco plans to rebuild the West Line starting in June 2024. The planned in-service date is May 2025.

Project components include:

- Replacement of 62 lattice structures with 62 new double circuit single steel pole structures on the West line;
- Concrete piers and anchor bolt foundations for steel pole structures (8 feet to 15 feet in diameter);
- A three-phase vertical configuration (previously horizontal) for both circuits the full length of the rebuilt line; and
- Two 1590 kcmil 45/7 ACSR (Lapwing) conductors with shield wires.

Site Description

All construction will take place within the existing ROW, which is 10.2 miles long and 250 feet wide and encompasses 309 acres (i.e., the Project Study Area). Land uses along the ROW include a mixture of residential suburban development and forested lands with sparse agricultural areas. The route crosses Rosaryville State Park, multiple forested areas, and the CSX Railroad. The route also crosses multiple streams, wetlands, and roads. A portion of the ROW shares a 15-foot-wide Washington Gas easement for a 24-inch natural gas pipeline, located on the western edge of the ROW. Laydown areas adjacent to each of the Substations will be used for short-term storage of construction supplies and equipment.

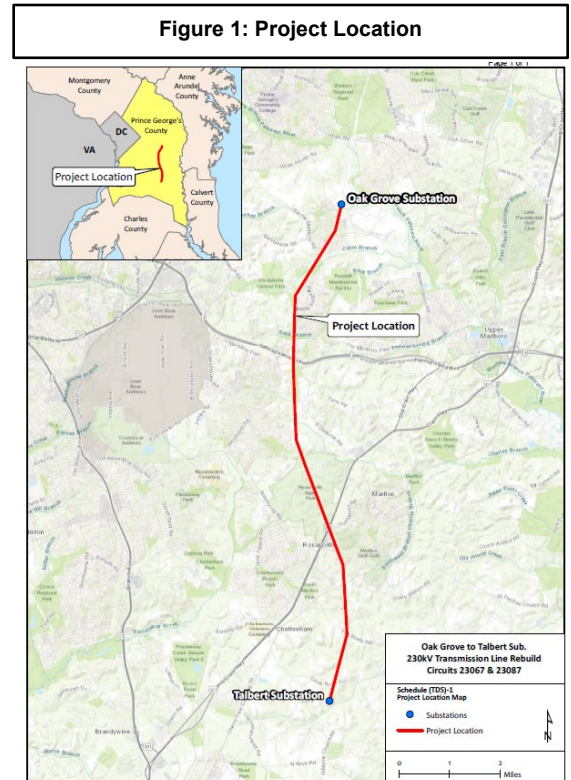
Impact Assessment Highlights

Electrical Need and Reliability

- The Applicant's ERD states that inspections in 2018 found rusting, corrosion, and deficiencies on all existing structures of the West Line, with potential structural failure predicted by 2028.
- The Applicant states that planned outages will be needed to construct the Project. A nine-month outage window is scheduled from September 2024 to the end of May 2025.

Air Quality

- The Applicant's ERD states that operation of heavy construction equipment will result in fugitive dust and combustion by-product emissions.



Biological

- The Applicant completed a stream and wetland delineation in February and March 2022 with these findings.
 - The Project crosses two Tier II streams and four 100-year stream floodplains. The Applicant's ERD states that Pepco intends to use existing crossings and does not anticipate permanent impacts.
 - No Wetlands of Special State Concern have been identified within the ROW. The Applicant anticipates approximately 1.4 acres of temporary nontidal wetland and buffer impacts; 158 square feet of permanent impacts to nontidal wetland buffers; and no permanent nontidal wetland impacts.
 - The Maryland Department of the Environment (MDE) and the United States Army Corps of Engineers (USACE) confirmed wetland locations and boundaries during a field visit. A Joint Permit Application (JPA) was submitted to MDE and USACE in January 2023 for all proposed wetland work.
- The Project crosses a tributary to Western Branch that supports three protected fish species. The Project also crosses the headwaters of Charles Branch, which supports a state rare dragonfly species.
- Two federally-listed species may be present: the Northern Long-eared Bat (Endangered) and Monarch Butterfly (Candidate). No federal or state listed plant species were identified within the Project Study Area.
- A raptor nest survey observed a bald eagle nest and a red-shouldered hawk nest. The Applicant states that it is pursuing an Eagle Take Permit through USFWS to remove the eagle nest ahead of Project construction.
- The Applicant's ERD states that no tree cutting is planned beyond routine ROW maintenance.
- The Applicant's ERD states that Pepco plans to use existing gravel and dirt access roads along with composite matting to access the ROW and minimize soil disturbance.

Economic and Fiscal

- The Applicant's ERD states that the Project is expected to create temporary construction jobs lasting for the duration of the Project.
- The Applicant estimates the capital cost of the Project to be approximately \$44.1 million.
- The Applicant has been identified by PJM as responsible for all costs associated with this Project.
- The Applicant's ERD states that the Project is estimated to generate new annual state tax revenues totaling \$650,000.

Transportation

- The Applicant's ERD states that the Project crosses multiple roads, two highways, a scenic byway, and a railroad.
- The Project is located within two miles of the Joint Base Andrews Airfield, and within 12 miles of Ronald Reagan Washington National Airport. The Applicant's ERD states that the minor increase in height of the proposed monopole structures will not result in impacts to aviation, as long as proper FAA and MAA guidelines are followed.

Land Use

- The Applicant indicates that the Project will have minimal impact to land use because the entire Project is situated within the existing ROW, which has been used for a transmission line for several decades.
- The Applicant indicates that during construction, there may be some noise and traffic impacts, typical of construction projects and indicates that these impacts will be temporary in nature.
- The Applicant's ERD states that approximately 51.6 acres of the ROW is Prime Farmland.

Cultural and Aesthetic

- Maryland Historic Trust (MHT) review of the Project determined that there were no historical sites within the ROW.
- The Applicant indicates that there are two significant state historic resources within the proposed Project Study Area. Clagett Agricultural Area located south of Oak Grove Substation and Rosaryville State Park which contains the historic Mount Airy Mansion.
- The Project Study Area crosses through Rosaryville State Park, with several trails for hiking, biking, and equestrians crossing through the ROW. Pepco states that the Maryland Park Service has provided Pepco with specific requirements to be adhered to in order to ensure public safety and minimize impacts to Park visitors during construction.
- The Applicant's ERD states that there are no Heritage Areas identified within one mile of the Project Study Area.

Visual

- The Applicant indicates that the single steel pole structures will have a height ranging from 113-168 feet and will be an average of 20 feet taller than the existing steel lattice structures. The average span length of the new line will be 880 feet, matching the average span length of the existing West Line. The Applicant indicates that minimal change in pole height, combined with construction of the Project within the existing corridor, will limit visual impacts to surrounding properties.