

April 24, 2024

**BY ELECTRONIC FILING**

Mr. Bernard Logan, Clerk  
c/o Document Control Center  
State Corporation Commission  
1300 East Main Street  
Tyler Building – 1st Floor  
Richmond, Virginia 23219

*Application of Virginia Electric and Power Company for approval  
and certification of electric transmission facilities: 500-230 kV Aspen Substation,  
500 kV Aspen-Goose Creek Line #5002, 500 kV and 230 kV Aspen-Golden Lines #5001  
and #2333, 500-230 kV Golden Substation, and Lines #2081/#2150 Loop*  
**Case No. PUR-2024-00032**

*Application of Virginia Electric and Power Company for approval  
and certification of electric transmission facilities: 230 kV Apollo-Twin Creek Lines and  
Twin Creeks, Sycolin Creek, Starlight, Lunar, and Apollo Substations*  
**Case No. PUR-2024-00044**

Dear Mr. Logan:

On March 7, 2024, Virginia Electric and Power Company (the “Company”) filed in Case No. PUR-2024-00032 an application (the “Aspen-Golden Application”) with the State Corporation Commission (the “Commission”) for a certificate of public convenience and necessity (“CPCN”) pursuant to § 56-46.1 of the Code of Virginia (“Va. Code” or “Code”) and the Utility Facilities Act, Va. Code § 56-265.1 *et seq.* to construct a new 500-230 kilovolt (“kV”) Aspen Substation, a new approximately 0.2-mile 500 kV line between the Company’s proposed Aspen Substation and existing Goose Creek Substation (the “Aspen-Goose Creek Line”), a new approximately 9.4-mile overhead 500 kV single circuit transmission line and a new 230 kV single circuit transmission line (the “Aspen-Golden Lines”), a new 500-230 kV Golden Substation, and a new transmission line loop of the existing Paragon Park-Sterling Park Line #2081 and Paragon Park-Sterling Park Line #2150 into and out of the new future Golden Substation (the “Lines #2081/#2150 Loop”), all located in Loudoun County, Virginia (collectively, the “Aspen-Golden 500-230 kV Electric Transmission Project” or “Aspen-Golden Project”).<sup>1</sup> The proposed Aspen-Golden Project is necessary to relieve identified violations of mandatory North American Electric Reliability Corporation (“NERC”) Reliability Standards beginning in the summer 2028 timeframe, and maintain the structural integrity and reliability of

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<sup>1</sup> Aspen-Golden Application at 2-5.

the transmission system for the overall load growth in the area.<sup>2</sup> The Company identified an approximately 9.4-mile Proposed Route for the Aspen-Golden Lines (Route 1AA), an approximately 9.5-mile Alternative Route 1AB, an approximately 9.4-mile Alternative Route 1BA, and an approximately 9.5-mile Alternative Route 1BB. Additionally, the Company identified an approximately 0.2-mile Proposed Route for the Aspen-Goose Creek Line, and a <0.1-mile (490-foot) Proposed Route for the Lines #2081/#2150 Loop.<sup>3</sup> The Company requested a final order on the Aspen-Golden Project by October 7, 2024, in order to meet a desired in-service date of June 1, 2028.<sup>4</sup>

On March 27, 2024, the Company filed in Case No. PUR-2024-00044 an application (the “Apollo-Twin Creeks Application”) with the Commission for a CPCN pursuant Va. Code §§ 56-46.1 and 56-265.1 *et seq.* to construct a new approximately 1.9-mile double circuit overhead 230 kV transmission line (the “Apollo-Twin Creeks Lines”) and five new 230-34.5 kV substations (the Twin Creeks, Sycolin Creek, Starlight, Lunar, and Apollo Substations) in Loudoun County, Virginia (collectively, the “Apollo-Twin Creeks 230 kV Electric Transmission Project” or “Apollo-Twin Creeks Project”).<sup>5</sup> The Apollo-Twin Creeks Project is necessary to provide service requested by three data center customers (the “Customers”) at their respective data center campus developments (the “Campuses”), maintain reliable service for the overall load growth in the area, and comply with mandatory NERC Reliability Standards.<sup>6</sup> The Company identified an approximately 1.9-mile overhead Proposed Route for the Apollo-Twin Creeks Lines.<sup>7</sup> The Company requested a final order on the Apollo-Twin Creeks Project by October 28, 2024, in order to meet a desired in-service date of September 30, 2028.<sup>8</sup>

Coincident with filing the Apollo-Twin Creeks Application, the Company filed a Motion to Consolidate, for procedural and hearing purposes only, Case No. PUR-2024-00032 and Case No. PUR-2024-00044 (“Motion to Consolidate”). Almost half (0.9 mile or approximately 48%) of the entire 1.9-mile Proposed Route of the Apollo-Twin Creeks Lines will be collocated with the Proposed Route and all three Alternative Routes of the Aspen-Golden Lines. Indeed, the Company selected these routes in part due to this collocation opportunity, which will minimize impacts to the Project area and allow the opportunity for efficiency of Commission Staff’s (“Staff”), respondents’, and the public’s review of these routes along the collocated segment.

In its Motion to Consolidate, the Company requested that the Commission authorize the Company to provide one joint notice of the Proposed Projects, as opposed to duplicative notices

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<sup>2</sup> *Id.* at 5-6.

<sup>3</sup> *Id.* at 6-9.

<sup>4</sup> For purposes of judicial economy, the Company also requested that the Commission’s final order approve a CPCN sunset date of June 1, 2029, for the Aspen-Golden Project. Aspen-Golden Application at 12.

<sup>5</sup> Apollo-Twin Creeks Application at 2-3. Collectively, the Aspen-Golden Project and the Apollo-Twin Creeks Project are referred to herein as the “Proposed Projects.”

<sup>6</sup> *Id.* at 4.

<sup>7</sup> *Id.* at 4.

<sup>8</sup> For purposes of judicial economy, the Company also requested that the Commission’s final order approve a CPCN sunset date of September 30, 2029, for the Apollo-Twin Creeks Project. Apollo-Twin Creeks Application at 7.

that would include the collocated segment.<sup>9</sup> Additionally, the Company requested that the Commission issue final orders in both proceedings by October 28, 2024,<sup>10</sup> which is the final order request date in the Apollo-Twin Creeks Application,<sup>11</sup> in order to allow Staff and the parties sufficient time to review the cases.

On April 18, 2024, the Commission issued an Order for Notice and Hearing in Case Nos. PUR-2024-00032 and PUR-2024-00044 that, among other things, set the procedural schedule in both cases and granted the Company's Motion to Consolidate (the "Consolidated Procedural Order").<sup>12</sup> The Consolidated Procedural Order directed the Company to publish the Joint Notice on or before May 8, 2024.<sup>13</sup> Consistent with the Commission's Consolidated Procedural Order, the Company is filing the Joint Notice in both dockets. The enclosed Joint Notice is intended to replace Section V.A of the Appendix in the Aspen-Golden Application and in the Apollo-Twin Creeks Application. This substitution to the notice of the Proposed Projects affects pages 486 through 489 (Section V.A and Attachment V.A) of the Appendix in the Aspen-Golden Application and pages 217 through 218 (Section V.A and Attachment V.A) of the Appendix in the Apollo-Twin Creeks Application. Additionally, in the Aspen-Golden Application, the Company has updated the requested final order date from October 7, 2024 to October 28, 2024, consistent with its request in the Motion to Consolidate. This substitution to the requested final order date affects page 10 of the Application and pages vii (Executive Summary), 53 (Section I.H), and 205 (Section II.A.10) of the Appendix to the Aspen-Golden Application.

Accordingly, please find enclosed for filing in the Aspen-Golden Application revised page 10 of the Application and revised pages vii, 53, 205, and 486 through 489 of the Appendix, which are intended to replace those pages filed on March 7, 2024. Revised pages 486 through 489 are marked as 486 through 489 and 489a through 489b, as the Section V.A Joint Notice for the Aspen-Golden Application is longer than the March 7, 2024 as-filed version of Section V.A

Please also find enclosed for filing in the Apollo-Twin Creeks Application revised pages 217 through 218 of the Appendix, which are intended to replace those pages filed on March 27, 2024. Revised pages 217 and 218 are marked as 217 through 218 and 218a through 218d, as the Section V.A Joint Notice for the Apollo-Twin Creeks Application is longer than the March 27, 2024 as-filed version of Section V.A.

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<sup>9</sup> Motion to Consolidate at 4. The joint notice and map (the "Joint Notice") of the Proposed Projects was included as Attachment A to the Motion to Consolidate.

<sup>10</sup> *Id.* at 5.

<sup>11</sup> Apollo-Twin Creeks Application at 7.

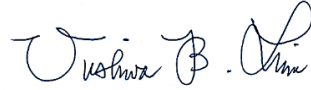
<sup>12</sup> *Application of Virginia Electric and Power Company For approval and certification of electric transmission facilities: 500-230 kV Aspen Substation, 500 kV Aspen-Goose Creek Line #5002, 500 kV and 230 kV Aspen-Golden Lines #5001 and #2333, 500-230 kV Golden Substation, and Lines #2081/#2150*, Case No. PUR-2024-00032 and *Application of Virginia Electric and Power Company For approval and certification of electric transmission facilities: 230 kV Apollo-Twin Creeks Lines, and Twin Creeks, Sycolin Creek, Starlight, Lunar, and Apollo Substations*, Case No. PUR-2024-00044, Order for Notice and Hearing at 11-25 (Apr. 18, 2024) (hereinafter, "Consolidated Procedural Order").

<sup>13</sup> *Id.* at Order Paragraph 12.

Mr. Bernard Logan, Clerk  
April 24, 2024  
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Please do not hesitate to call if you have any questions regarding the enclosed.

Highest regards,

A handwritten signature in black ink, appearing to read "Vishwa B. Link". The signature is written in a cursive style with a large initial "V" and a distinct "B".

Vishwa B. Link

Enclosures

cc: David J. DePippo, Esq.  
Charlotte P. McAfee, Esq.  
Annie C. Larson, Esq.  
Jennifer D. Valaika, Esq.  
Anne Hampton Haynes, Esq.  
Briana M. Jackson, Esq.  
Service List

kV line terminals, two 500-230 kV transformer banks (7-480 MVA, single-phase units, including a spare) and other associated equipment. The Golden Substation will be designed to accommodate future growth in the area with a build-out of fourteen 500 kV 5000A circuit breakers, seventeen 230 kV 4000A circuit breakers, three 500 kV line terminals, seven 230 kV line terminals, three 500-230 kV transformer banks (11-480 MVA, single-phase units, including two spares), two 500 kV capacitor banks and two 230 kV capacitor banks. Due to space constraints, the 500 kV and 230 kV infrastructure will be GIS. Additionally, two control enclosures will also be installed to accommodate the protective relay, communications, and security cabinets. The total area of the proposed Golden Substation is approximately 8.5 acres.

14. At the existing 500 kV Goose Creek Substation, two 500 kV 4000A circuit breakers will be replaced with two 500 kV 5000A circuit breakers. One additional 500 kV 5000A circuit breaker will be added as part of the two 500 kV line terminations to the proposed Aspen Substation. The total area of the existing Goose Creek Substation, as currently expanded, is approximately 7.5 acres.

15. The desired in-service target date for the proposed Project is June 1, 2028. The Company estimates it will take approximately 44 months for detailed engineering, materials procurement, permitting, real estate, and construction after a final order from the Commission. Accordingly, to support this estimated construction timeline and construction plan, the Company respectfully requests a final order by October 287, 2024. Should the Commission issue a final order by October 287, 2024, to accommodate long-lead materials procurement, the Company estimates that construction should begin in June 2025 and be completed by June 1, 2028. This schedule is contingent upon obtaining the necessary permits and outages, the latter of which may be particularly challenging due to the amount of new load growth, rebuilds, and new builds scheduled

million, which includes approximately \$171.1 million for transmission-related work and approximately \$517.5 million for substation-related work (2023 dollars).<sup>13</sup>

The desired in-service target date for the proposed Project is June 1, 2028. The Company estimates it will take approximately 44 months for detailed engineering, materials procurement, permitting, real estate, and construction after a final order from the Commission. Accordingly, to support this estimated construction timeline and construction plan, the Company respectfully requests a final order by October 287, 2024. Should the Commission issue a final order by October 287, 2024, to accommodate long-lead materials procurement, the Company estimates that construction should begin in June 2025 and be completed by June 1, 2028. This schedule is contingent upon obtaining the necessary permits and outages, the latter of which may be particularly challenging due to the amount of new load growth, rebuilds, and new builds scheduled to occur in this load area. Dates may need to be adjusted based on permitting delays or design modifications to comply with additional agency requirements identified during the permitting application process, as well as the ability to schedule outages, and unpredictable delays due to labor shortages or materials/supply issues. This schedule also is contingent upon the Company's ability to negotiate for easements with property owners along the approved route and to purchase land for substation use. In addition, the Company is actively monitoring regulatory changes and requirements associated with the Northern long-eared bat ("NLEB") and how they could potentially impact construction timing associated with time of year restrictions ("TOYRs"). The U.S. Fish and Wildlife Service ("USFWS") has indicated that it plans to issue final NLEB guidance to replace the interim guidance, which expires on March 31, 2024. The Company actively is tracking updates from the USFWS with respect to the final guidance. Once issued, the Company plans to review and follow the final guidance to the extent it applies to the Company's projects. Until the final guidance is issued, the Company will continue following the interim guidance. For projects that may require additional coordination, the Company will coordinate with the USFWS. The Company is also monitoring potential regulatory changes associated with the potential up-listing of the Tricolored bat ("TCB"). On September 14, 2022, the USFWS published the proposed rule to the Federal Register to list the TCB as endangered under the Endangered Species Act ("ESA"). USFWS recently extended its Final Rule issuance target from September 2023 to September 2024. The Company is actively tracking this ruling and evaluating the effects of potential outcomes on Company projects' permitting, construction, and in-service dates, including electric transmission projects.

Any adjustments to this Project schedule resulting from these or similar challenges could necessitate a minimum of a six- to twelve-month delay in the targeted in-service date. Accordingly, for purposes of judicial economy, the Company requests that the Commission issue a final order approving both a desired in-service target date (*i.e.*, June 1, 2028) and a certificate of

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<sup>13</sup> These total Project costs include projected real estate costs, as well as costs related to the removal of transmission facilities required by the Project on existing Lines #558, #2180, #227, and #274. *See* Section I.F and related footnotes. The total Project costs exclude costs associated with minor substation-related work described in Section II.C, and the costs to cut proposed Line #2333 into the future Starlight Substation (*see supra*, n. 26). Finally, note that the 2023 dollars provided herein are exclusive of all 2024 data. The Company will update the Project costs in 2024 dollars when all 2024 data is available.

## I. NECESSITY FOR THE PROPOSED PROJECT

### H. Provide the desired in-service date of the proposed project and the estimated construction time.

Response: The desired in-service target date for the proposed Project is June 1, 2028.

The Company estimates it will take approximately 44 months for detailed engineering, materials procurement, permitting, real estate, and construction after a final order from the Commission. Accordingly, to support this estimated construction timeline and construction plan, the Company respectfully requests a final order by October ~~287~~, 2024. Should the Commission issue a final order by October ~~287~~, 2024, to accommodate long-lead materials procurement, the Company estimates that construction should begin around June 2025, and be completed by June 1, 2028. This schedule is contingent upon obtaining the necessary permits and outages, the latter of which may be particularly challenging due to the amount of new load growth, rebuilds, and new builds scheduled to occur in this load area. Dates may need to be adjusted based on permitting delays or design modifications to comply with additional agency requirements identified during the permitting application process, as well as the ability to schedule outages, and unpredictable delays due to labor shortages or materials/supply issues. This schedule also is contingent upon the Company's ability to negotiate for easements with property owners along the approved route and to purchase land for substation use.

In addition, the Company is actively monitoring regulatory changes and requirements associated with the NLEB and how they could potentially impact construction timing associated with TOYRs. The USFWS has indicated that it plans to issue final NLEB guidance to replace the interim guidance, which expires on March 31, 2024. The Company actively is tracking updates from the USFWS with respect to the final guidance. Once issued, the Company plans to review and follow the final guidance to the extent it applies to the Company's projects. Until the final guidance is issued, the Company will continue following the interim guidance. For projects that may require additional coordination, the Company will coordinate with the USFWS.

The Company is also monitoring potential regulatory changes associated with the potential up-listing of the TCB. On September 14, 2022, the USFWS published the proposed rule to the Federal Register to list the TCB as endangered under the ESA. USFWS recently extended its Final Rule issuance target from September 2023 to September 2024. The Company is actively tracking this ruling and evaluating the effects of potential outcomes on Company projects' permitting, construction, and in-service dates, including electric transmission projects.

Any adjustments to this Project schedule resulting from these or similar challenges could necessitate a minimum of a six- to twelve-month delay in the targeted in-service date. Accordingly, for purposes of judicial economy, the Company requests that the Commission issue a final order approving both a desired in-service target

## II. DESCRIPTION OF THE PROPOSED PROJECT

### A. Right-of-way (“ROW”)

**10. Describe the Applicant’s construction plans for the project, including how the Applicant will minimize service disruption to the affected load area. Include requested and approved line outage schedules for affected lines as appropriate.**

Response: The Company plans to construct the Project in a manner that minimizes outage time, as described below. Assuming a final order from the Commission by October 287, 2024, as requested in Section I.H, the Company estimates that the proposed Project construction will commence in June 2025 and be completed by June 2028.

The Company intends to complete this work during requested outage windows, as described below. However, as with all outage scheduling, these outages may change depending on whether PJM approves the outages and other relevant considerations allow for it. It is customary for PJM to hold requests for outages and approve only shortly before the outages are expected to occur and, therefore, the requested outages are subject to change. Therefore, the Company will not have clarity on whether this work will be done as requested until very close in time to the requested outages. If PJM approves different outage dates, the Company will continue to diligently pursue timely completion of this work.

#### Aspen Substation

The Company anticipates requesting outage durations for the Aspen Substation for the following transmission facilities, which will be scheduled as timing allows:

- Brambleton-Goose Creek Line #558.

#### Aspen-Goose Creek Line

The Company anticipates requesting outage durations for the Aspen-Goose Creek Line for the following transmission facilities, which will be scheduled as timing allows and grouped as efficiently as possible:

- Goose Creek Substation 500 kV bus;
- Goose Creek-Pleasant View Line #595;
- Belmont-Pleasant View Line #2180;
- Belmont-Goose Creek Line #2286; and
- Beaumeade-Goose Creek Line #227.



## V. NOTICE

- A. Furnish a proposed route description to be used for public notice purposes. Provide a map of suitable scale showing the route of the proposed project. For all routes that the Applicant proposed to be noticed, provide minimum, maximum and average structure heights.**

Response: On March 7, 2024, the Company filed its application for approval and certification of electric transmission facilities for the 500-230 kilovolt (“kV”) Aspen Substation, 500 kV Aspen-Goose Creek Line #5002 (“Aspen-Goose Creek Line”), 500 kV and 230 kV Aspen-Golden Lines #5001 and #2333 (the “Aspen-Golden Lines”), 500-230 kV Golden Substation, and Lines #2081/#2150 Loop (collectively, the “Aspen-Golden 500-230 kV Electric Transmission Project” or “Aspen-Golden Project” filed in Case No. PUR-2024-00032).

On March 27, 2024, the Company filed its application for approval and certification of electric transmission facilities for the 230 kV Apollo-Twin Creeks Lines and Twin Creeks, Sycolin Creek, Starlight, Lunar, and Apollo Substations (collectively, the “Apollo-Twin Creeks 230 kV Electric Transmission Project” or “Apollo-Twin Creeks Project” filed in Case No. PUR-2024-00044).

As proposed, the approximately 9.4-mile Proposed Route of the Aspen-Golden Lines and the approximately 1.9-mile Proposed Route of the Apollo-Twin Creeks Lines will be collocated for approximately 0.9 mile and, therefore, the Aspen-Golden Project and the Apollo-Twin Creeks Project (the “Proposed Projects”) have been consolidated for procedural and hearing schedule purposes only, including for purposes of this joint notice.

A map showing the overhead Proposed and Alternative Routes for Aspen-Golden Lines and the Apollo-Twin Creeks Lines is provided in Attachment V.A, attached hereto. Specifically, the map includes the following:

### Aspen-Golden Project

- Proposed Route for the Aspen-Goose Creek Line
- Proposed Route (Route 1AA) for the Aspen-Golden Lines
- Alternative Route 1AB for the Aspen Golden Lines
- Alternative Route 1BA for the Aspen Golden Lines
- Alternative Route 1BB for the Aspen Golden Lines
- Proposed Route for the Lines #2081/#2150 Loop

### Apollo-Twin Creeks Project

- Proposed Route of the Apollo-Twin Creeks Lines

The map provided in Attachment V.A also includes the location of the proposed Aspen and Golden Substations (Aspen-Golden Project) and the location of the

proposed Twin Creeks, Sycolin Creek, Starlight, Lunar, and Apollo Substations (Apollo-Twin Creeks Project). Written descriptions of the Proposed Projects' routes are as follows.

**ASPEN-GOLDEN PROJECT**  
**Case No. PUR-2024-00032**

**Aspen-Goose Creek Line**

Proposed Route

The Proposed Route of the Aspen-Goose Creek Line #5002 is approximately 0.2 mile in length. The route originates at the proposed Aspen Substation located between Crosstrail Boulevard and Cochran Mill Road. The route travels northwest for 0.1 mile and then northeast for 0.1 mile before terminating at the Company's existing 500 kV Goose Creek Substation.

The Proposed Route of the Aspen-Goose Creek Line will be constructed on existing right-of-way or Company-owned property with one single circuit 500 kV monopole structure with a minimum structure height of approximately 190 feet, a maximum structure height of approximately 190 feet, and an average structure height of approximately 190 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

**Aspen-Golden Lines**

Proposed Route (Route 1AA)

The Proposed Route (Route 1AA) of the Aspen-Golden Lines is approximately 9.4 miles in length. The route originates at the proposed Aspen Substation located between Crosstrail Boulevard and Cochran Mill Road. The route travels east, and at Cochran Mill Road the proposed Aspen-Golden Lines begin collocating with the Company's future Apollo-Twin Creeks Lines, which were filed by the Company for State Corporation Commission approval on March 27, 2024, in Case No. PUR-2024-00044. The route then continues east for 0.5 mile crossing Goose Creek, and northeast for 0.4 mile, where collocation with the Apollo-Twin Creeks Lines ends on the east side of Goose Creek. The route continues east across Belmont Ridge Road, then follows the south side of Rt. 7 past Loudoun County Parkway before turning south between Loudoun County Parkway and Sully Road, and then crosses Russell Branch Parkway. The route continues southwest toward Loudoun County Parkway and turns south following Loudoun County Parkway to the Washington and Old Dominion Trail. The route then turns southeast, crossing Pacific Boulevard, before terminating at the proposed Golden Substation, located northwest of Sully Road and the Washington and Old Dominion Trail.

The Proposed Route of the Aspen-Golden Lines will be constructed on new 100- to 150-foot-wide right-of-way to support a 5-2 configuration on either double circuit three-pole or two-pole H-frame structures or double circuit two-pole or

monopole structures with a minimum structure height of approximately 120 feet, a maximum structure height of approximately 196 feet, and an average structure height of approximately 171 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

#### Alternative Route 1AB

Alternative Route 1AB of the Aspen-Golden Lines is approximately 9.5 miles in length. The route originates at the proposed Aspen Substation located between Crosstrail Boulevard and Cochran Mill Road. The route travels east, and at Cochran Mill Road the proposed Aspen-Golden Lines begin collocating with the Company's future Apollo-Twin Creeks Lines, which were filed by the Company for State Corporation Commission approval on March 27, 2024, in Case No. PUR-2024-00044. The route then continues east for 0.5 mile crossing Goose Creek, and northeast for 0.4 mile, where collocation with the Apollo-Twin Creeks Lines ends on the east side of Goose Creek. The route continues east across Belmont Ridge Road, then follows the south side of Rt. 7 past Loudoun County Parkway before turning south between Loudoun County Parkway and Sully Road, and then crosses Russell Branch Parkway. The route continues southwest toward Loudoun County Parkway before turning back to the southwest where it follows an existing utility right-of-way adjacent to Broad Run, then turns south, crossing Broad Run, Gloucester Parkway, and Pacific Boulevard before terminating at the proposed Golden Substation, located northwest of Sully Road and the Washington and Old Dominion Trail.

Alternative Route 1AB of the Aspen-Golden Lines will be constructed on new 100- to 150-foot-wide right-of-way to support a 5-2 configuration primarily on double circuit three-pole or two-pole H-frame structures with a minimum structure height of approximately 120 feet, a maximum structure height of approximately 195 feet, and an average structure height of approximately 171 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

#### Alternative Route 1BA

Alternative Route 1BA of the Aspen-Golden Lines is approximately 9.4 miles in length. The route originates at the proposed Aspen Substation located between Crosstrail Boulevard and Cochran Mill Road. The route travels east, and at Cochran Mill Road the proposed Aspen-Golden Lines begin collocating with the Company's future Apollo-Twin Creeks Lines, which were filed by the Company for State Corporation Commission approval on March 27, 2024, in Case No. PUR-2024-00044. The route then continues east for 0.5 mile crossing Goose Creek, and northeast for 0.4 mile, where collocation with the Apollo-Twin Creeks Lines ends on the east side of Goose Creek. The route continues east across Belmont Ridge Road, then follows the south side of Rt. 7, briefly crossing to the north side of Rt. 7 near Lansdowne Boulevard, then crossing back to the south side of Rt. 7 and

continuing past Loudoun County Parkway before the turning south between Loudoun County Parkway and Sully Road, and then crosses Russell Branch Parkway. The route continues southwest toward Loudoun County Parkway and turns south following Loudoun County Parkway to where it intersects the Washington and Old Dominion Trail. The route then turns southeast, crossing Pacific Boulevard, before terminating at the proposed Golden Substation, located northwest of Sully Road and the Washington and Old Dominion Trail.

Alternative Route 1BA of the Aspen-Golden Lines will be constructed on new 100- to 150-foot-wide right-of-way to support a 5-2 configuration primarily on double circuit three-pole or two-pole H-frame structures with a minimum structure height of approximately 120 feet, a maximum structure height of approximately 196 feet, and an average structure height of approximately 170 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

#### Alternative Route 1BB

Alternative Route 1BB of the Aspen-Golden Lines is approximately 9.4 miles in length. The route originates at the proposed Aspen Substation located between Crosstrail Boulevard and Cochran Mill Road. The route travels east, and at Cochran Mill Road the proposed Aspen-Golden Lines begin collocating with the Company's future Apollo-Twin Creeks Lines, which were filed by the Company for State Corporation Commission approval on March 27, 2024, in Case No. PUR-2024-00044. The route then continues east for 0.5 mile crossing Goose Creek, and northeast for 0.4 mile, where collocation with the Apollo-Twin Creeks Lines ends on the east side of Goose Creek. The route continues east across Belmont Ridge Road, then follows the south side of Rt. 7, briefly crossing to the north side of Rt. 7 near Lansdowne Boulevard, then crossing back to the south side of Rt. 7 and continuing past Loudoun County Parkway before the turning south between Loudoun County Parkway and Sully Road, and then crosses Russell Branch Parkway. The route continues southwest toward Loudoun County Parkway before turning back to the southwest where it follows an existing utility right-of-way adjacent to Broad Run, then turns south, crossing Broad Run, Gloucester Parkway, and Pacific Boulevard before terminating at the proposed Golden Substation, located northwest of Sully Road and the Washington and Old Dominion Trail.

Alternative Route 1BB of the Aspen-Golden Lines will be constructed on new 100- to 150-foot-wide right-of-way to support a 5-2 configuration primarily on double circuit three-pole or two-pole H-frame structures with a minimum structure height of approximately 120 feet, a maximum structure height of approximately 190 feet, and an average structure height of approximately 170 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

## **Lines #2081/#2150 Loop**

### Proposed Route

The Proposed Route of the Lines #2081/#2150 Loop is approximately 0.1 mile in length. The Line Loop cuts into the Company's existing Paragon Park-Sterling Park Line #2081 and Paragon Park-Sterling Park Line #2150 right-of-way (along the Washington and Old Dominion Trail) and then crosses onto property to be acquired by the Company for the proposed Golden Substation.

The Proposed Route of the Lines #2081/#2150 Loop will be constructed on existing right-of-way or on property to be owned by the Company with four single circuit 230 kV monopole structures with a minimum structure height of approximately 105 feet, a maximum structure height of approximately 115 feet, and an average structure height of approximately 110 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

## **APOLLO-TWIN CREEKS PROJECT**

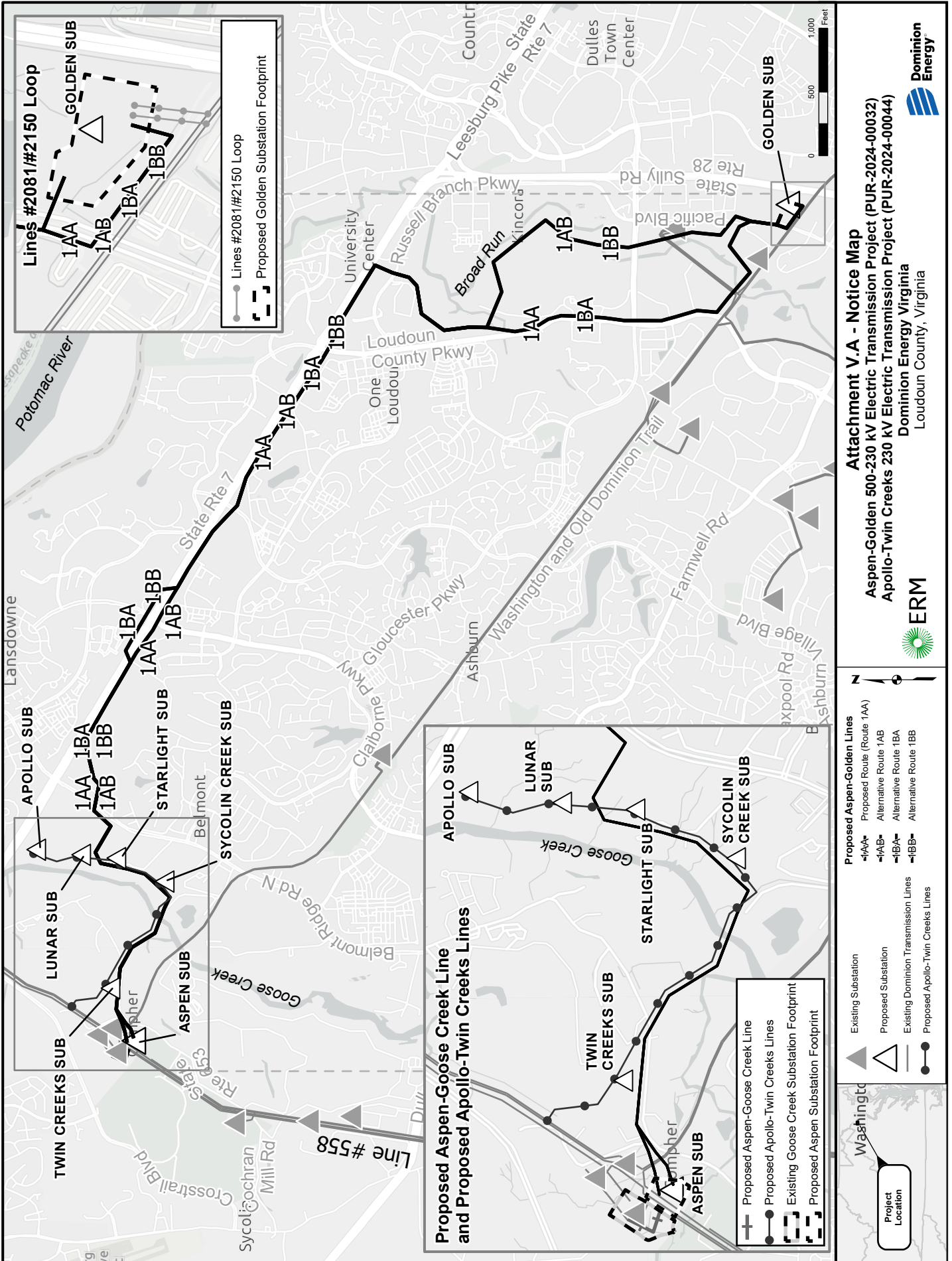
**Case No. PUR-2024-00044**

### **Apollo-Twin Creeks Lines**

#### Proposed Route

The Proposed Route of the Apollo-Twin Creeks Lines is approximately 1.9 miles in length. Beginning at the cut-in location at Structure #203/2 located east of Crosstrail Boulevard, the route travels approximately 0.4 mile southeast and crosses Cochran Mill Road. At this point, the proposed Apollo-Twin Creeks Lines begin collocating with the Company's future Aspen-Golden Lines, which were filed by the Company for State Corporation Commission approval on March 7, 2024, in Case No. PUR-2024-00032. The route then continues southeast for 0.5 mile, crosses Goose Creek, and turns northeast for 0.1 mile. The route continues northeast for 0.3 mile on the east side of Goose Creek, where collocation with the Aspen-Golden Lines ends south of the proposed Starlight Substation. The route then continues northeast for 0.6 mile, terminating at the proposed Apollo Substation, located south of Route 7 and west of Belmont Ridge Road.

The Proposed Route of the Apollo-Twin Creeks Lines will be constructed on new right-of-way primarily supported by double circuit dulled galvanized steel monopoles. For the Proposed Route, the minimum structure height is 85 feet, the maximum structure height is 135 feet, and the average structure height is 112 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.



## V. NOTICE

- A. Furnish a proposed route description to be used for public notice purposes. Provide a map of suitable scale showing the route of the proposed project. For all routes that the Applicant proposed to be noticed, provide minimum, maximum and average structure heights.**

Response: On March 7, 2024, the Company filed its application for approval and certification of electric transmission facilities for the 500-230 kilovolt (“kV”) Aspen Substation, 500 kV Aspen-Goose Creek Line #5002 (“Aspen-Goose Creek Line”), 500 kV and 230 kV Aspen-Golden Lines #5001 and #2333 (the “Aspen-Golden Lines”), 500-230 kV Golden Substation, and Lines #2081/#2150 Loop (collectively, the “Aspen-Golden 500-230 kV Electric Transmission Project” or “Aspen-Golden Project” filed in Case No. PUR-2024-00032).

On March 27, 2024, the Company filed its application for approval and certification of electric transmission facilities for the 230 kV Apollo-Twin Creeks Lines and Twin Creeks, Sycolin Creek, Starlight, Lunar, and Apollo Substations (collectively, the “Apollo-Twin Creeks 230 kV Electric Transmission Project” or “Apollo-Twin Creeks Project” filed in Case No. PUR-2024-00044).

As proposed, the approximately 9.4-mile Proposed Route of the Aspen-Golden Lines and the approximately 1.9-mile Proposed Route of the Apollo-Twin Creeks Lines will be collocated for approximately 0.9 mile and, therefore, the Aspen-Golden Project and the Apollo-Twin Creeks Project (the “Proposed Projects”) have been consolidated for procedural and hearing schedule purposes only, including for purposes of this joint notice.

A map showing the overhead Proposed and Alternative Routes for Aspen-Golden Lines and the Apollo-Twin Creeks Lines is provided in Attachment V.A, attached hereto. Specifically, the map includes the following:

### Aspen-Golden Project

- Proposed Route for the Aspen-Goose Creek Line
- Proposed Route (Route 1AA) for the Aspen-Golden Lines
- Alternative Route 1AB for the Aspen Golden Lines
- Alternative Route 1BA for the Aspen Golden Lines
- Alternative Route 1BB for the Aspen Golden Lines
- Proposed Route for the Lines #2081/#2150 Loop

### Apollo-Twin Creeks Project

- Proposed Route of the Apollo-Twin Creeks Lines

The map provided in Attachment V.A also includes the location of the proposed Aspen and Golden Substations (Aspen-Golden Project) and the location of the

proposed Twin Creeks, Sycolin Creek, Starlight, Lunar, and Apollo Substations (Apollo-Twin Creeks Project). Written descriptions of the Proposed Projects' routes are as follows.

**ASPEN-GOLDEN PROJECT**  
**Case No. PUR-2024-00032**

**Aspen-Goose Creek Line**

Proposed Route

The Proposed Route of the Aspen-Goose Creek Line #5002 is approximately 0.2 mile in length. The route originates at the proposed Aspen Substation located between Crosstrail Boulevard and Cochran Mill Road. The route travels northwest for 0.1 mile and then northeast for 0.1 mile before terminating at the Company's existing 500 kV Goose Creek Substation.

The Proposed Route of the Aspen-Goose Creek Line will be constructed on existing right-of-way or Company-owned property with one single circuit 500 kV monopole structure with a minimum structure height of approximately 190 feet, a maximum structure height of approximately 190 feet, and an average structure height of approximately 190 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

**Aspen-Golden Lines**

Proposed Route (Route 1AA)

The Proposed Route (Route 1AA) of the Aspen-Golden Lines is approximately 9.4 miles in length. The route originates at the proposed Aspen Substation located between Crosstrail Boulevard and Cochran Mill Road. The route travels east, and at Cochran Mill Road the proposed Aspen-Golden Lines begin collocating with the Company's future Apollo-Twin Creeks Lines, which were filed by the Company for State Corporation Commission approval on March 27, 2024, in Case No. PUR-2024-00044. The route then continues east for 0.5 mile crossing Goose Creek, and northeast for 0.4 mile, where collocation with the Apollo-Twin Creeks Lines ends on the east side of Goose Creek. The route continues east across Belmont Ridge Road, then follows the south side of Rt. 7 past Loudoun County Parkway before turning south between Loudoun County Parkway and Sully Road, and then crosses Russell Branch Parkway. The route continues southwest toward Loudoun County Parkway and turns south following Loudoun County Parkway to the Washington and Old Dominion Trail. The route then turns southeast, crossing Pacific Boulevard, before terminating at the proposed Golden Substation, located northwest of Sully Road and the Washington and Old Dominion Trail.

The Proposed Route of the Aspen-Golden Lines will be constructed on new 100- to 150-foot-wide right-of-way to support a 5-2 configuration on either double circuit three-pole or two-pole H-frame structures or double circuit two-pole or



monopole structures with a minimum structure height of approximately 120 feet, a maximum structure height of approximately 196 feet, and an average structure height of approximately 171 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

#### Alternative Route 1AB

Alternative Route 1AB of the Aspen-Golden Lines is approximately 9.5 miles in length. The route originates at the proposed Aspen Substation located between Crosstrail Boulevard and Cochran Mill Road. The route travels east, and at Cochran Mill Road the proposed Aspen-Golden Lines begin collocating with the Company's future Apollo-Twin Creeks Lines, which were filed by the Company for State Corporation Commission approval on March 27, 2024, in Case No. PUR-2024-00044. The route then continues east for 0.5 mile crossing Goose Creek, and northeast for 0.4 mile, where collocation with the Apollo-Twin Creeks Lines ends on the east side of Goose Creek. The route continues east across Belmont Ridge Road, then follows the south side of Rt. 7 past Loudoun County Parkway before turning south between Loudoun County Parkway and Sully Road, and then crosses Russell Branch Parkway. The route continues southwest toward Loudoun County Parkway before turning back to the southwest where it follows an existing utility right-of-way adjacent to Broad Run, then turns south, crossing Broad Run, Gloucester Parkway, and Pacific Boulevard before terminating at the proposed Golden Substation, located northwest of Sully Road and the Washington and Old Dominion Trail.

Alternative Route 1AB of the Aspen-Golden Lines will be constructed on new 100- to 150-foot-wide right-of-way to support a 5-2 configuration primarily on double circuit three-pole or two-pole H-frame structures with a minimum structure height of approximately 120 feet, a maximum structure height of approximately 195 feet, and an average structure height of approximately 171 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

#### Alternative Route 1BA

Alternative Route 1BA of the Aspen-Golden Lines is approximately 9.4 miles in length. The route originates at the proposed Aspen Substation located between Crosstrail Boulevard and Cochran Mill Road. The route travels east, and at Cochran Mill Road the proposed Aspen-Golden Lines begin collocating with the Company's future Apollo-Twin Creeks Lines, which were filed by the Company for State Corporation Commission approval on March 27, 2024, in Case No. PUR-2024-00044. The route then continues east for 0.5 mile crossing Goose Creek, and northeast for 0.4 mile, where collocation with the Apollo-Twin Creeks Lines ends on the east side of Goose Creek. The route continues east across Belmont Ridge Road, then follows the south side of Rt. 7, briefly crossing to the north side of Rt. 7 near Lansdowne Boulevard, then crossing back to the south side of Rt. 7 and

continuing past Loudoun County Parkway before the turning south between Loudoun County Parkway and Sully Road, and then crosses Russell Branch Parkway. The route continues southwest toward Loudoun County Parkway and turns south following Loudoun County Parkway to where it intersects the Washington and Old Dominion Trail. The route then turns southeast, crossing Pacific Boulevard, before terminating at the proposed Golden Substation, located northwest of Sully Road and the Washington and Old Dominion Trail.

Alternative Route 1BA of the Aspen-Golden Lines will be constructed on new 100- to 150-foot-wide right-of-way to support a 5-2 configuration primarily on double circuit three-pole or two-pole H-frame structures with a minimum structure height of approximately 120 feet, a maximum structure height of approximately 196 feet, and an average structure height of approximately 170 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

#### Alternative Route 1BB

Alternative Route 1BB of the Aspen-Golden Lines is approximately 9.4 miles in length. The route originates at the proposed Aspen Substation located between Crosstrail Boulevard and Cochran Mill Road. The route travels east, and at Cochran Mill Road the proposed Aspen-Golden Lines begin collocating with the Company's future Apollo-Twin Creeks Lines, which were filed by the Company for State Corporation Commission approval on March 27, 2024, in Case No. PUR-2024-00044. The route then continues east for 0.5 mile crossing Goose Creek, and northeast for 0.4 mile, where collocation with the Apollo-Twin Creeks Lines ends on the east side of Goose Creek. The route continues east across Belmont Ridge Road, then follows the south side of Rt. 7, briefly crossing to the north side of Rt. 7 near Lansdowne Boulevard, then crossing back to the south side of Rt. 7 and continuing past Loudoun County Parkway before the turning south between Loudoun County Parkway and Sully Road, and then crosses Russell Branch Parkway. The route continues southwest toward Loudoun County Parkway before turning back to the southwest where it follows an existing utility right-of-way adjacent to Broad Run, then turns south, crossing Broad Run, Gloucester Parkway, and Pacific Boulevard before terminating at the proposed Golden Substation, located northwest of Sully Road and the Washington and Old Dominion Trail.

Alternative Route 1BB of the Aspen-Golden Lines will be constructed on new 100- to 150-foot-wide right-of-way to support a 5-2 configuration primarily on double circuit three-pole or two-pole H-frame structures with a minimum structure height of approximately 120 feet, a maximum structure height of approximately 190 feet, and an average structure height of approximately 170 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

## **Lines #2081/#2150 Loop**

### Proposed Route

The Proposed Route of the Lines #2081/#2150 Loop is approximately 0.1 mile in length. The Line Loop cuts into the Company's existing Paragon Park-Sterling Park Line #2081 and Paragon Park-Sterling Park Line #2150 right-of-way (along the Washington and Old Dominion Trail) and then crosses onto property to be acquired by the Company for the proposed Golden Substation.

The Proposed Route of the Lines #2081/#2150 Loop will be constructed on existing right-of-way or on property to be owned by the Company with four single circuit 230 kV monopole structures with a minimum structure height of approximately 105 feet, a maximum structure height of approximately 115 feet, and an average structure height of approximately 110 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.

## **APOLLO-TWIN CREEKS PROJECT**

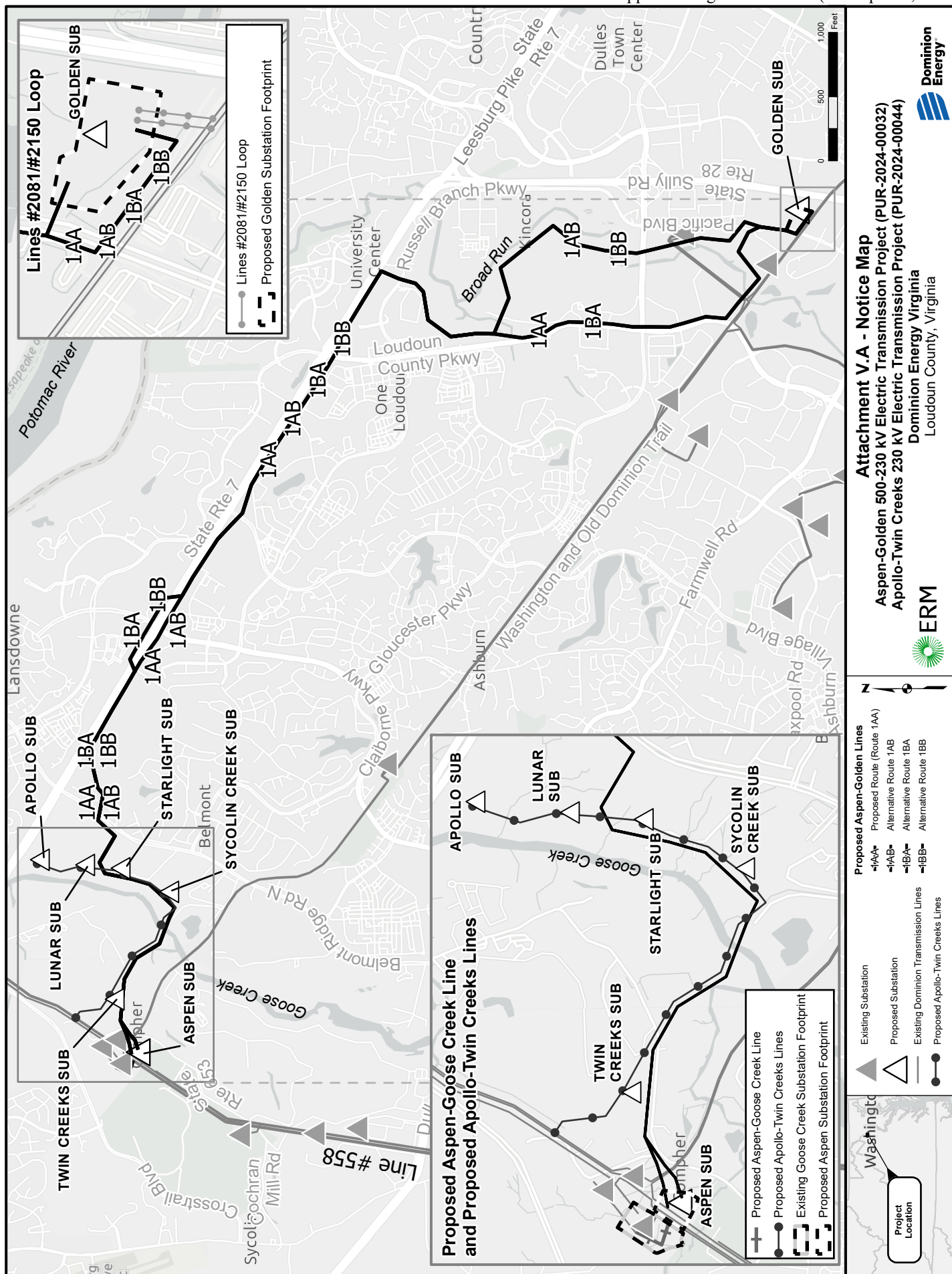
**Case No. PUR-2024-00044**

## **Apollo-Twin Creeks Lines**

### Proposed Route

The Proposed Route of the Apollo-Twin Creeks Lines is approximately 1.9 miles in length. Beginning at the cut-in location at Structure #203/2 located east of Crosstrail Boulevard, the route travels approximately 0.4 mile southeast and crosses Cochran Mill Road. At this point, the proposed Apollo-Twin Creeks Lines begin collocating with the Company's future Aspen-Golden Lines, which were filed by the Company for State Corporation Commission approval on March 7, 2024, in Case No. PUR-2024-00032. The route then continues southeast for 0.5 mile, crosses Goose Creek, and turns northeast for 0.1 mile. The route continues northeast for 0.3 mile on the east side of Goose Creek, where collocation with the Aspen-Golden Lines ends south of the proposed Starlight Substation. The route then continues northeast for 0.6 mile, terminating at the proposed Apollo Substation, located south of Route 7 and west of Belmont Ridge Road.

The Proposed Route of the Apollo-Twin Creeks Lines will be constructed on new right-of-way primarily supported by double circuit dulled galvanized steel monopoles. For the Proposed Route, the minimum structure height is 85 feet, the maximum structure height is 135 feet, and the average structure height is 112 feet, based on preliminary conceptual design, not including foundation reveal, and subject to change based on final engineering design.



**Attachment V.A - Notice Map**  
 Aspen-Golden 500-230 kV Electric Transmission Project (PUR-2024-00032)  
 Apollo-Twin Creeks 230 kV Electric Transmission Project (PUR-2024-00044)  
 Dominion Energy Virginia  
 Loudoun County, Virginia



## CERTIFICATE OF SERVICE

I hereby certify that on this 24<sup>th</sup> day of April 2024, a true and accurate copy of the foregoing filed in Case Nos. PUR-2024-00032 and PUR-2024-00044 was hand delivered, electronically mailed, and/or mailed first class postage pre-paid to the following:

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/s/ Vishwa B. Link