

**AMERICAN TRANSMISSION SYSTEMS,
INCORPORATED
A FIRSTENERGY COMPANY**

**AMENDMENT THREE TO THE HAYES-WEST FREMONT
138 kV TRANSMISSION LINE PROJECT**

OPSB CASE NO.: 16-1595-EL-BTA

July 28, 2016

**American Transmission Systems, Incorporated
76 South Main Street
Akron, Ohio 44308**

**AMENDMENT THREE TO THE HAYES-WEST FREMONT
138 kV TRANSMISSION LINE PROJECT
Case Number 16-1595-EL-BTA**

On August 25, 2014 the Ohio Power Siting Board (Board) issued an Opinion, Order and Certificate, in Case Number 12-1636-EL-BTX, granting the Application of American Transmission Systems, Incorporated (“ATSI”) (“Applicant”) to construct the Hayes-West Fremont 138 kV Transmission Line Project (“Project”).

The attached Letter of Notification Application is the Third Amendment to the Hayes-West Fremont 138 kV Transmission Line Project and proposes seven adjustments to the Approved Route. The proposed adjustments are described in detail in the application.

The Amendments being proposed are the direct result of requests from numerous property owners crossed by the approved route. These owner proposed route changes are expected to reduce the impacts to their property, and will result in the avoidance of sensitive underground infrastructure such as gas lines and field drainage tiles. The Applicant has reviewed the adjustments to the Approved Route and has concluded that additional impacts resulting from the proposed changes to the approved route are not expected, and if they occur, will be minimal. Accordingly, the Applicant respectfully submits this request that the Approved Route be amended as described herein.

For the Board’s convenience, and as the proposed adjustment falls within the criteria for a Letter of Notification application pursuant to the appendices to Ohio Administrative Code (“OAC”) Rule 4906-3-11(B), the amendment information is presented in the Board’s Letter of Notification (“LON”) format. Specifically, Appendix A describes the change to the Approved Route in the LON format. Appendix B lists the property owners and easements status per OAC Rule 4906-06-07. Appendix C lists the current public officials, libraries and parties of record of the original certificate proceedings being provided a copy of this Amendment application as required by OAC Rule 4906-06-07.

APPENDIX A

AMENDMENT THREE TO THE HAYES-WEST FREMONT 138 kV TRANSMISSION LINE PROJECT Case Number 16-1595-EL-BTA

4906-6-05 (B) General Information

4906-6-05 (B)(1) : Name and Reference Number

Name of Project: Amendment Three to the Hayes-West Fremont 138 kV
Transmission Line Project

Reference Number: The reference to the Long Term Forecast for the Hayes-
West Fremont 138 kV Transmission Line Project was
addressed and considered in the previous application filing
and the subsequent Ohio Power Siting Board (“OPSB”) Opinion, Order and Certificate (12-1636-EL-BTX) and can
be found on page 02-30 of the original Application.

4906-6-05 (B)(1)(a) : Brief Description of Project

This third Amendment (“Amendment Three”) to the Hayes-West Fremont 138 kV Transmission Line Project proposes seven adjustments to the route approved by the Board in Case No. 12-1636-EL-BTX. Applicant, American Transmission Systems, Incorporated (“ATSI”), a FirstEnergy company, will be submitting two additional amendment applications to the Hayes West Fremont 138kV Transmission Line Project in separate filings with the Board. ATSI expects to file these additional amendment applications concurrently with the submittal of this amendment application. The locations for the route adjustments proposed in Amendment Three are:

1. South and North of Portland Road and East of SW Road and NW Road on Parcel Nos. 27-00053.000, 27-00173.004 and 27-00173.005;

2. East of Pickle Street and South of the Intersection of State Route 101 and Pickle Street on Parcel Nos. 04-34-00-0019-00, 04-34-00-0017-06, 04-34-00-0017-00, 04-33-0001-05, 04-33-00-0014-00, 04-34-00-0011-00, 04-33-00-0001-00, 04-03-00-0010-00, 04-99-92-0006-00, 04-33-00-0007-00, 04-29-00-0004-00 and 04-30-00-0004-00;
3. North of Stokes Road and West of Mugg Road on Parcel Nos. 04-32-00-0001-00, 04-32-00-0005-00, 04-32-00-0003-00, 04-29-00-0003-00, and 04-31-00-0004-01;
4. West of the Intersection of Fuller Road and Yorktown Road on Parcel Nos. 08-25-00-0004-00 and 08-25-00-0005-00;
5. North of the Ohio Turnpike/I-80 and West of State Route 510 on Parcel Nos. 08-23-00-0011-00 and 08-23-00-0005-00;
6. South of the Ohio Turnpike/I-80 and West of State Route 53 on Parcel Nos. 13-15-00-0006-00, 13-15-00-0008-00, 13-15-00-0007-00, 13-10-00-0006-00, 13-15-00-0017-01 and 13-15-00-0022-00.
7. South of the Ohio Turnpike/I-80 and West of State Route 53 on Parcel Nos. 13-15-00-0006-00, 13-15-00-0008-00, 13-15-00-0007-00, 13-10-00-0006-00, 13-15-00-0017-01 and 13-15-00-0022-00.

1. South and North of Portland Road and East of SW Road and NW Road on Parcel Nos. 27-00053.000, 27-00173.004 and 27-00173.005.

The first proposed adjustment is located in the area where the OPSB Approved Route crosses Portland Road. The proposed adjustment is immediately south of Portland Road, east of SW Road and north of Portland Road, east of NW Road. This adjustment is located on Permanent Parcel Numbers 27-00053.000, 27-00173.004 and 27-00173.005 owned by C, D & J, LTD, KDE Holdings and Michael L. & Leslie A. Millis, respectively. Figure 4-1D Revision 1, Land Use and Constraint Map Route OPSB Approved Route, provides the alignment of the OPSB Approved Route and the proposed adjustment in this area of the Project. Figure 7-2V Revision 1, OPSB Approved Route Wetland and Stream Map, provides an enlarged view of the OPSB Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 4-1D Revision 1, Land Use and Constraint Map Route OPSB Approved Route, approximately 1,100 feet south of the intersection of the OPSB Approved Route and Portland Road, the two poled guyed angle structure is proposed to change to a tangent structure resulting in a shift of the centerline immediately south of the intersection of the OPSB Approved Route and Portland Road approximately 50 feet to the east of the previous intersection. At this point, just south of the intersection of the OPSB Approved Route and Portland Road, a 90 degree corner dead-end structure will be installed and the route will head west paralleling Portland Road on the south side approximately 2,100 feet to another 90 degree corner dead end structure adjacent to the intersection of Portland Road and Northwest/Southwest Road. At this point the route turns north and proceeds approximately 780 feet and reconnects to the OPSB Approved Route via another 90 degree corner dead-end structure. These changes to the route in this location are at the request of the property owner and are reflected in the easements.

2. East of Pickle Street and South of the Intersection of State Route 101 and Pickle Street on Parcel Nos. 04-34-00-0019-00, 04-34-00-0017-06, 04-34-00-0017-00, 04-33-0001-05, 04-33-00-0014-00, 04-34-00-0011-00,04-33-00-0001-00, 04-03-00-0010-00, 04-99-92-0006-00, 04-33-00-0007-00, 04-29-00-0004-00 and 04-30-00-0004-00.

The second proposed adjustment is located in the area where the OPSB Approved Route crosses Pickle Street heading northwest and subsequently crossing State Route 101 and is approximately 8,600 feet (1.63 miles) long. The proposed adjustment begins on the east side of the intersection of the OPSB Approved Route and Pickle Street and extends to the intersection of the OPSB Approved Route and Mugg Road. This adjustment is located on Permanent Parcel Numbers 04-34-00-0019-00, 04-34-00-0017-06, 04-34-00-0017-00, 04-33-0001-05, 04-33-00-0014-00, 04-34-00-0011-00,04-33-00-0001-00, 04-03-00-0010-00, 04-99-92-0006-00, 04-33-00-0007-00, 04-29-00-0004-00 and 04-30-00-0004-00 owned by Helen Jean Gallagher, Gary Fisher, Tower Grain, Chris Wiedle, Keith D. Edwards & KDE Holdings LLC, Clark-Vue

Holdings, Inc., Jus-Cor. Investments, Richard J. Kleinoeder, Robert Gysan and Joseph Parkhurst, respectively. Figure 4-1C Revision 1 and Figure 4-1D Revision 1, Land Use and Constraint Maps Route OPSB Approved Route, provide the alignment of the OPSB Approved Route and the proposed adjustment in this area of the Project. Figure 7-2R Revision 1, Figure 7-2S Revision 1 and Figure 7-2T Revision 1, OPSB Approved Route Wetland and Stream Maps, provide an enlarged view of the OPSB Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 4-1C Revision 1 and Figure 4-1D Revision 1, Land Use and Constraint Maps Route OPSB Approved Route, beginning on the east side of the intersection of the OPSB Approved Route and Pickle Street and extends to the intersection of the OPSB Approved Route and Mugg Road, the route is proposed to shift south approximately 12 degrees and trend in a west-northwest direction.

Approximately 1,500 feet west-northwest of the angle structure adjacent to Pickle Street, the line turns north and follows the property line for approximately 1,750 feet to an angle structure. At this point, the line turns approximately 45 degrees to the northwest to another angle structure approximately 70 feet away. The proposed change then trends west on the northern side of the existing farm lane and continues to a point approximately 220 feet east of the intersection of the OPSB Approved Route and Mugg Road. At this point, the proposed route change trends in a slight southwest direction to connect with the OPSB Approved Route just west of the intersection of the OPSB Approved Route and Mugg Road. This proposed change is at the request of the property owner.

3. West of the Intersection of Stokes Road and Mugg Road on Parcel Nos.

04-32-00-0001-00, 04-32-00-0005-00, 04-32-00-0003-00, 04-29-00-0003-00, and 04-31-00-0004-01.

The third proposed adjustment involves the movement of two corner dead-end structures resulting in two alignment shifts and is located in the area north of the intersection of the OPSB Approved Route and Stokes Road, west of Mugg Road. This adjustment is located on Permanent Parcel Numbers 04-32-00-0001-00, 04-32-00-0005-00, 04-32-00-0003-00, 04-29-00-0003-00, and 04-31-00-0004-01 owned by

Close Grain Farms, Inc, David D. Fasano II and Carla J. Fasano, Andrew T. & Kimberly S. Wright, James H. Perry, and Guy W. Wesley and Keith A. & Matthew H. Miller, respectively. Figure 4-1C Revision 1, Land Use and Constraint Map Route OPSB Approved Route, provides the alignment of the OPSB Approved Route and the proposed adjustment in this area of the Project. Figure 7-2Q and Figure 7-2R Revision 1, OPSB Approved Route Wetland and Stream Map, provides an enlarged view of the OPSB Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 4-1C Revision 1, Land Use and Constraint Map Route OPSB Approved Route, the OPSB Approved Route parallels Stokes Road west of the intersection of Stokes Road and Mugg Road on the southern side of the road. Approximately 2,690 feet west of the intersection of Stokes Road and Mugg Road the OPSB Approved Route turns north. The proposed 90 degree corner dead-end structure is proposed to move approximately 63 feet to the west of the OPSB Approved corner dead-end structure. This shift in location of the 90 degree corner dead-end structure, at the request of the property owner, results in an incidental shift of the north-south alignment of this tangent section of transmission line paralleling approximately 110 feet west of the property line, north of Stokes Road.

Approximately 2,537 feet north of the intersection of the OPSB Approved Route and Stokes Road, the 90 degree corner dead-end structure is proposed to shift approximately 370 feet northwest of the OSPB Approved Route location. At this location, the OPSB Approved Route trends west approximately 2,985 feet to a two pole angle structure west of County Road 268. This proposed change is at the request of the property owner as well as the Applicant to avoid the existing gas transmission line corridor that runs east-west through this area.

4. West of the Intersection of Fuller Road and Yorktown Road on Parcel Nos. 08-25-00-0004-00 and 08-25-00-0005-00.

The fourth proposed adjustment involves the shift of a corner dead-end angle structure and is located approximately 2,000 feet west of the intersection of the Fuller Road and Yorktown Road. This adjustment is located on Permanent Parcel Numbers 08-25-00-0004-00 and 08-25-00-0005-00 owned by Warner Brothers Farm and Eilene K. Perry, respectively. Figure 4-1C Revision 1, Land Use and Constraint Map Route OPSB Approved Route, provides the alignment of the OPSB Approved Route and the proposed adjustment in this area of the Project. Figure 7-2O Revision 1, OPSB Approved Route Wetland and Stream Map, provides an enlarged view of the OPSB Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 4-1C Revision 1, Land Use and Constraint Map Route OPSB Approved Route, approximately 2,000 feet west of the intersection of the Fuller Road and Yorktown Road, the corner dead-end angle structure of the OPSB Approved Route shifts approximately 60 feet to the south. This adjustment moves the corner dead-end angle structure south away from a major confluence of field drainage pipes and a drainage collection area. This shift in location of the corner dead-end angle structure, is at the request of the property owner, which is reflected in the easement.

5. North of the Ohio Turnpike/I-80 and West of State Route 510 on Parcel Nos. 08-23-00-0011-00 and 08-23-00-0005-00.

The fifth proposed adjustment involves the shift of an angle structure along the centerline and is located north of the intersection of the Ohio Turnpike/I-80 approximately 2,700 feet west of the intersection of the Ohio Turnpike/I-80 and State Route 510. This adjustment is located on Permanent Parcel Numbers 08-23-00-0011-00 and 08-23-00-0005-00 owned by CMW Holdings, Inc, and Edward C. Kennedy, III, respectively. Figure 4-1C Revision 1, Land Use and Constraint Map Route OPSB Approved Route, provides the alignment of the OPSB Approved Route and the proposed adjustment in this area of the Project. Figure 7-2M Revision 1, OPSB Approved Route Wetland and Stream Map, provides an enlarged view of the OPSB Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 4-1C Revision 1, Land Use and Constraint Map Route OPSB Approved Route, approximately 2,700 feet west of the intersection of the Ohio Turnpike/I-80 and State Route 510, the angle structure of the OPSB Approved Route shifts approximately 557 feet west to a point adjacent to a body of water. This adjustment moves the two pole guyed angle structure out of the usable agricultural field and shifts the centerline, at the point of the new two pole guyed angle structure, approximately 100 feet north, thus decreasing the impact of the transmission line in the agricultural field. This shift in location of the two pole guyed angle structure is at the request of the property owner, which is reflected in the easement.

6. North of the Ohio Turnpike/I-80 and West of Shannon Road on Parcel Nos. 13-14-00-0004-00, 13-14-00-0004-02 and 13-14-02-0001-02.

The sixth proposed adjustment involves the shift of the centerline and is located north of the Ohio Turnpike/I-80 and west of Shannon Road. This adjustment is located on Permanent Parcel Numbers 13-14-00-0004-00, 13-14-00-0004-02 and 13-14-02-0001-02 owned by the Ralph L. Rathfelder Trust and Arley M. Stewart, respectively. Figure 4-1A Revision 1, Land Use and Constraint Map Route OPSB Approved Route, provides the alignment of the OPSB Approved Route and the proposed adjustment in this area of the Project. Figure 7-2G Revision 1, OPSB Approved Route Wetland and Stream Map, provides an enlarged view of the OPSB Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 4-1A Revision 1, Land Use and Constraint Map Route OPSB Approved Route, the OPSB Approved Route crossed Shannon Road then turned south for approximately 140 feet. At this point, the OPSB Approved Route headed west for approximately 1,460 feet to a point where it headed south to cross the Ohio Turnpike. As a result of property owner negotiations, the route centerline now crosses Shannon Road and continues for approximately 1,250 feet where it slightly angles to the southwest and proceeds to an angle structure and crosses the Ohio Turnpike. The angle structure south of the turnpike has also shifted 30 feet to the east as a part of the realignment. This realignment reduces the number of angle structures in the

agricultural field and results in only one set of structures on the property owned by the Ralph L. Rathfelder Trust, as the existing distribution circuit will be relocated to the new structures and the existing distribution structures will be removed.

7. South of the Ohio Turnpike/I-80 and West of State Route 53 on Parcel Nos. 13-15-00-0006-00, 13-15-00-0008-00, 13-15-00-0007-00, 13-10-00-0006-00, 13-15-00-0017-01 and 13-15-00-0022-00.

The seventh proposed adjustment involves the shift of the centerline and is located south of the Ohio Turnpike/I-80 and west of State Route 53. This adjustment is located on Permanent Parcel Numbers 13-15-00-0006-00, 13-15-00-0008-00, 13-15-00-0007-00, 13-10-00-0006-00, 13-15-00-0017-01 and 13-15-00-0022-00 owned by District Petroleum Products, Inc., Sunrise Hospitality Inc., Loren L. & Deborah A. Linder, and Ronald C. Fox, Connie M. Smith & Carol A. Waggoner, respectively. Figure 4-1A Revision 1, Land Use and Constraint Map Route OPSB Approved Route, provides the alignment of the OPSB Approved Route and the proposed adjustment in this area of the Project. Figure 7-2F Revision 1, OPSB Approved Route Wetland and Stream Map, provides an enlarged view of the OPSB Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 4-1A Revision 1, Land Use and Constraint Map Route OPSB Approved Route, approximately 500 feet west of the intersection of the OPSB Approved Route and State Route 53 the route centerline begins to shift to parallel the Ohio Turnpike/I-80 for a distance of approximately 1,545 feet. At this point, the route then turns and trends southwest for approximately 720 feet where the route then connects to the OPSB Approved Route centerline. This reroute, at the request of the property owners and reflected in easements, decreases the overall impact by trending around the perimeter of the Sunrise Hospitality property, aerially crossing the northwest corner of the property owned by Loren L. & Deborah A. Linder, and eliminates a guyed corner dead-end structure on the property owned by Ronald C. Fox, Connie M. Smith & Carol A. Waggoner.

In addition to the seven specific route adjustments, and as a result of routing concerns identified during civil surveys undertaken for this route amendment and additional engineering requirements, Applicant is also proposing that the centerline between changes #5 and #6 above shift slightly to the north for approximately 5.4 miles. This shift is a result of a slight turn in the Turnpike which in turn requires several structure to have slight turns in them, resulting in the need for guying. The resulting guying required the line to be setback further from the Turnpike Right-of-Way and fence to maintain the proper clearance. This shift has been agreed to by the property owners, and is already addressed in the easements. The slight shift of the centerline does not result in any additional impact.

4906-6-05 (B)(1)(b) : Why the Project Meets the Requirements for a Letter of Notification

For the Boards convenience and in accordance with Ohio Administrative Code 4906-3-11(B), as each proposed adjustments qualifies for submittal as a Letter of Notification application pursuant to the appendices to Ohio Administrative Code Rule 4906-1-01, this amendment application is being submitted as a Letter of Notification (“LON”). This amendment falls under Rule 4906-3-11(B) of the Ohio Administrative Code which states: “Applications for amendments to certificates shall be submitted in the same manner as if they were applications for a certificate.” The Project meets the requirements for submittal as a LON application because each of the proposed adjustments is within the types of project defined by Item (1)(b) Appendix A of Rule 4906-1-01 of the Ohio Administrative Code. This item states:

(1) New construction, extension, or relocation of single or multiple circuit electric power transmission line(s), or upgrading existing transmission or distribution line(s) for operation at a higher transmission voltage, as follows:

(b) Line(s) greater than 0.2 miles in length but not greater than two miles in length.

4906-6-05 (B)(2): Need Statement

The need for the Hayes-West Fremont 138 kV Transmission Line Project was addressed and considered in the previous application filing and the subsequent OPSB Opinion, Order and Certificate approving the original Application (12-1636-EL-BTX) and can be found in Section 2 of the Application. The need for the adjustments to the OPSB Approved Route proposed in this Amendment application is to meet the requests of the property owners.

4906-6-05 (B)(3): Location Relative to Existing or Proposed Lines

The location of the Project relative to existing or proposed transmission lines is described in reference to the FirstEnergy System Facilities map, included as the last page of Chapter 3 of the confidential portion of the Ohio Edison Company, The Cleveland Electric Illuminating Company, The Toledo Edison Company and American Transmission Systems, Incorporated's 2015 Long-Term Forecast Report, submitted to the Public Utility Commission of Ohio (PUCO) in Case No. 15-0649-EL-FOR under Rule 4901:5-5-04(C) of the Ohio Administrative Code. This map shows ATSI's 345 kV and 138 kV existing transmission lines and transmission substations and does not depict the proposed location of the Project. In reference to the map, the proposed Project is located in Erie and Sandusky Counties approximately 6 inches (11 by 17 inch printed version) from the left edge of the map box and 3 inches (11 by 17 inch printed version) from the top of the map box.

4609-6-05 (B)(4): Alternatives Considered

Consideration of the proposed adjustments in the seven locations were initiated at the request of property owners. At each proposed relocation, the area was carefully reviewed to identify potential ecological and social impacts associated with various potential alignments as well as the property owner's wishes. The proposed adjusted routes represent the best solution to meet the property owners' wishes while minimizing other impacts. In the event one or more of the proposed adjustments are not approved by the Board, the Applicant intends to proceed with constructing that portion of the Project on the route previously approved by the Board.

4906-6-05 (B)(5): Public Information Program

ATSI's manager of External Affairs will advise local officials of the status of the proposed Transmission Line Project as necessary.

4609-6-05 (B)(6): Construction Schedule

The Applicant is prepared to begin construction on the seven areas proposed in this Amendment following OPSB approval of the Amendment. As such the Applicant will be ready to commence construction on this portion of the Project as soon as approval is granted, and expects to complete and placed in-service by October 1, 2018.

4609-6-05 (B)(7) Area Map

A map of the overall Project area was included in the previous application filing and the subsequent OPSB Opinion, Order and Certificate of the original Application (12-1636-EL-BTX) and can be found in figures 04-1A through 04-1F. The locations of the proposed adjustments to the Approved Route are provided in Figure 4-1A Revision 1, 4-1C Revision 1, and Figure 4-1D Revision 1 that are attached.

4906-6-05 (B)(8) Property Owner List

The status of easements, options, and/or land use agreements necessary to construct the change and operate the facility are listed in Appendix B.

4906-6-05 (B)(9): Technical Features

4906-6-05 (B)(9)(a): Operating Characteristics

The change of the OPSB Approved Route will not change the operating characteristics that were considered in the Application filing and the subsequent OPSB Opinion, Order and Certificate of the Application (12-1636-EL-BTX) and can be found on page 04-13 of the original application.

4906-6-05 (B)(9)(b): Calculated Electric and Magnetic Fields

The change to the OPSB Approved Route will not significantly change the electromagnetic field (EMF) calculations that were considered in the Application filing and the subsequent OPSB Opinion, Order and Certificate of the Application (12-1636-EL-BTX) and can be found on page 06-24 of the original application.

4906-6-05 (B)(9)(c): Estimated Costs

The change to the OPSB Approved Route will not significantly affect the estimated capital costs for the Project that were considered in the Application filing and the subsequent OPSB Opinion, Order and Certificate of the Application (12-1636-EL-BTX) and can be found on page 05-2 and table 05-1 of the original application.

906-6-05 (B)(10): Social and Ecological Impacts

4906-6-05 (B)(10)(a): Land Use

The proposed change to the OPSB Approved Route crosses land use that was considered in the Application filing and the subsequent OPSB Opinion, Order and Certificate of the Application (12-1636-EL-BTX) and can be found on page 06-3 of the original application. No changes to the impacted land use are anticipated as a result of the shifts from the Approved Route to the adjusted route.

4905-6-05 (B)(10)(b): Agricultural Land

The change to the OPSB Approved Route crosses a similar percentage of agricultural land that was considered in the Application filing and the subsequent OPSB Opinion, Order and Certificate of the Application (12-1636-EL-BTX) and can be found on page 06-11 of the original application.

4906-6-05 (B)(10)(c): Archaeological or Cultural Resources

In accordance with the OPSB Opinion, Order and Certificate, an investigation and report of cultural resources has been prepared for the balance of the OPSB Approved Route. If approved, this cultural resource investigation will be extended to include the locations along the seven adjustments prior to starting construction on those adjustments.

4906-6-05 (B)(10)(d): Local, State, and Federal Requirements

There are no known local, state, or federal requirements that must be met prior to commencement of construction of the changes proposed to the OPSB Approved Route.

4906-6-05 (B)(10)(e): Endangered, Threatened, and Rare Species Investigation

An investigation of endangered or threatened species was considered in the previous application filing and the subsequent OPSB Opinion, Order and Certificate of the Application (12-1636-EL-BTX) and can be found on page 07-18 of the original application.

4906-6-05 (B)(10)(f): Areas of Ecological Concern

An assessment of areas of Ecological concern is provided below for each location of the proposed adjustment to the OPSB Approved Route:

1. South and North of Portland Road and East of SW Road and NW Road on Parcel Nos. 27-00053.000, 27-00173.004, and 27-00173.005.

This adjustment was made at the request of the property owner. There are no ecological features identified within the area of this proposed adjustment. The adjustment route parallels a road instead of bisecting an agricultural field. The OPSB route also did not contain ecological features.

2. East of Pickle Street and South of the Intersection of State Route 101 and Pickle Street on Parcel Nos. 04-3400-0019-00, 04-34-00-0017-06, 04-34-00-0017-00, 04-33-00-0001-00, 04-03-00-0010-00, 04-99-92-0006-00, and 04-33-00-0007-00.

This proposed change is at the request of the property owner. The adjustment will follow an existing farm road and will avoid impacts from bisecting an agricultural field. The adjustment crosses one stream, one wetland and will require minimal tree clearing while the approved OPSB route crosses one stream. The Applicant has carefully located the poles needed for the route adjustment to avoid putting structures in the stream or wetland. The Applicant has no objections to the proposed change of the OPSB Approved Route requested by the property owner at this location and believes the change does not significantly increase ecological impacts.

3. North of Stokes Road and West of Mugg Road on Parcel Nos. 04-32-00-0001-00, 04-32-00-0005-00, 04-32-00-0003-00, 04-29-00-0005-00, 04-29-00-0003-00, and 04-31-00-0004-01.

This proposed change is at the request of the property owner as well as the Applicant to avoid the existing gas transmission line corridor that runs east-west through this area. The adjustment crosses two stream and transects a woodlot that was avoided by the OPSB Approved Route. The OPSB Approved Route also crosses two streams. The Applicant has carefully located the poles needed for the route adjustment to avoid putting structures in the streams. The Applicant believes that the construction, operation and maintenance of the transmission line will have no significant impacts to ecological features.

4. West of the Intersection of Fuller Road and Yorktown Road on Parcel Nos. 08-25-00-0004-00, and 08-25-00-0005-00.

The proposed change is at the request of the property owners. This adjustment moves the corner dead-end angle structure south away from a major confluence of field drainage pipes and drainage collection area. The adjustment crosses one stream while the OPSB Approved Route also crosses one stream, but would require additional tree clearing. The Applicant has carefully located the adjustment poles to avoid putting a structure in the stream. The Applicant believes that the construction, operation and maintenance of the transmission line will have no significant impacts to ecological features.

5. North of the Ohio Turnpike/I-80 and West of State Route 510 on Parcel Nos. 08-23-00-0011-00 and 08-23-00-0005-00

This adjustment moves the two pole guyed angle structure out of the usable agricultural field and shifts the centerline, at the point of the new two pole guyed angle structure, approximately 100 feet north, thus decreasing the impact of the transmission line in the agricultural field. This shift in location of the two pole guyed angle structure, is at the request of the property owner. The adjustment crosses the same pond and wetland that are crossed by the OPSB Approved Route.

The adjustment will require minimal tree clearing that was not required for the OPSB Approved Route. The Applicant has carefully located the poles required for the route adjustment to avoid putting a structure in a pond, and minimizing the area of wetland crossed. The Applicants believe that the construction, operation, and maintenance of the transmission line will have no significant impacts to ecological features.

6. North of the Ohio Turnpike/I-80 and West of Shannon Road on Parcel Nos. 13-14-00-0004-00, 13-14-00-0004-02 and 13-14-02-0001-02

This adjustment moves the centerline from where the OPSB Approved Route crosses Shannon Road then turned south for approximately 140 feet. At this point, the OPSB Approved Route headed west for approximately 1,460 feet to a point where it headed south to cross the Ohio Turnpike. As a result of property owner negotiations, the route centerline now crosses Shannon Road and continues for approximately 1,250 feet where it slightly angles to the southwest and proceeds to an angle structure and crosses the Ohio Turnpike. The angle structure south of the turnpike has also shifted 30 feet to the east as a part of the realignment. This realignment reduces the number of angle structures in the agricultural field and results in one set of structures on the property. The adjustment crosses small portions of three palustrine emergent wetlands and one stream, all of which are also crossed by the OPSB Approved Route. The amount of wetland and stream crossed by the adjustment is similar to that crossed by the OPSB Approved Route. The Applicants have carefully located the poles need for the route adjustment to avoid putting a structure in a wetland or stream, and minimizing the areas of wetland and stream crossed. The Applicants believe that the construction, operation, and maintenance of the transmission line will have no significant impacts to ecological features.

7. Sunrise Hospitality on Parcel Nos. 131500000600, 131500000800, 131500000700, 131000000600, 131500000701 and 131500002200

This adjustment moves the centerline of the route to the outside edge of one property, eliminates a dissection of a property by only aerially crossing a corner of the property, and eliminating a guyed corner dead-end structure in an agricultural field. The adjustment crosses a small portion of a wetland that is also crossed by the OPSB Approved Route. The adjustment will require slightly increased tree clearing that was not required for the OPSB Approved Route. However, the amount of wetland crossed by the amendment is less than that crossed for the OPSB Approved Route. The Applicant has carefully located the poles needed for the route adjustment to minimize the area of wetland crossed. The Applicant believes that the construction, operation, and maintenance of the transmission line will have no significant impacts to ecological features.

4906-6-05 (B)(10)(g): Other Information

Construction and operation of the proposed Project will be in accordance with the requirements specified in the latest revision of the NESC as adopted by the PUCO and will meet all applicable safety standards established by OSHA.

4906-6-07: Documentation of Letter of Notification Transmittal and Availability for Public Review

The Amendment is being provided concurrently to the public officials and parties of record as listed in Appendix C, which accompanies the Amendment.

Information is posted

on www.firstenergycorp.com/about/transmission_project/ohio.html on how to request an electronic or paper copy of this Letter of Notification. The link to website is being provided to meet the requirement of OAC 4906-6-07 (B) and to provide the Board with proof of compliance with the notice requirements in OAC4906-6-07 (A)(3).

APPENDIX B

**AMENDMENT THREE TO THE HAYES-WEST FREMONT
138 kV TRANSMISSION LINE PROJECT
Case Number 16-1595-EL-BTA**

4906-6-05 (B)(8) Property Owner List

Adjustment Number	Parcel Number	Property Owner	Right of Way Agreement Status
1	27-00053.000	CD & J Limited	Easement acquired
1	27-00173.005	Michael L & Leslie A. Millis	Option Acquired
1	27-00173.004	KDE Holdings	Easement acquired
2	04-34-00-0019-00	Helen Gallagher	Easement acquired
2	04-34-00-0017-06	Marie R Fisher - Trustee	Easement acquired
2	04-34-00-0017-00	Marie R Fisher - Trustee	Easement acquired
2	04-33-00-001-15	Tower Grain, LLC (Tom Wright)	Easement acquired
2	04-33-00-0014-00	James & Mary Hamilton	Easement acquired
2	04-34-00-0011-00	James & Mary Hamilton	Easement acquired
2	04-33-00-0001-00	KDE Holdings	Easement acquired
2	04-33-00-0010-00	CLARK-VUE Agricultural Holdings, LLC	Easement acquired
2	04-99-92-0006-00	JUS-COR, Investments C/O Lorenzen Realty	Easement Acquired
2	04-33-00-0007-00	Richard Kleinoeder	Easement Acquired
2	04-29-00-0004-00	Robert Gysan	Easement Acquired
2	04-30-00-0004-00	Joseph Parkhurst	Easement Acquired
3	04-32-00-0001-00	Close Grain Farms	Easement Acquired
3	04-32-00-0005-00	David D & Carla J Fasano	Easement Acquired
3	04-32-00-0003-00	Andrew T & Kimberly S Wright	Easement Acquired

Adjustment Number	Parcel Number	Property Owner	Right of Way Agreement Status
3	04-29-00-0003-00	James H. Perry	Easement Acquired
3	04-31-00-0004-01	Wesley H & Guy W & Matthew H Miller	Easement acquired
4	08-25-00-0004-00	Warner Brothers Farms	Easement Acquired
4	08-25-00-0005-00	Eileen Perry	Easement Acquired
5	08-23-00-0011-00	CWM Holdings, Inc.	Easement Acquired
5	08-23-00-0005-00	Edward Kennedy III	Easement Acquired
6	13-14-00-0004-00	Ralph L. Rathfelder Trust	Easement Acquired
6	13-14-00-0007-02	Ralph L. Rathfelder Trust	Easement Acquired
6	13-14-02-0001-02	Arley M. Stewart	Easement Acquired
7	13-15-00-0008-00	Sunrise Hospitality, Inc.	Easement acquired
7	13-10-00-0006-00	Sunrise Hospitality, Inc.	Easement acquired
7	13-15-00-0006-00	District Petroleum, Inc.	Easement Acquired
7	13-14-02-0001-06	District Petroleum, Inc.	Easement Acquired
7	13-15-00-0017-01	Loren Linder	Easement acquired
7	13-15-00-0022-00	Ronald & Carol Waggner/Smith/Fox	Easement acquired

APPENDIX C

**AMENDMENT TO THE HAYES-WEST FREMONT
138 kV TRANSMISSION LINE PROJECT
Case Number 16-1595-EL-BTA**

4906-6-07: Documentation of Letter of Notification Transmittal

Sandusky County

The Honorable Danny Polter
Sandusky County Commissioner
622 Croghan St.
Fremont, OH 43420

Mr. James Moyer, P.E., P.S.
Sandusky County Engineer
2500 W. State St.
Fremont, OH 43420

The Honorable Terry Thatcher
Sandusky County Commissioner
622 Croghan St.
Fremont, OH 43420

Ms. Kay Reiter, Executive Director
Economic Development
2511 Countryside Dr.
Fremont, OH 43420

The Honorable Charles Schwochow
Sandusky County Commissioner
622 Croghan St.
Fremont, OH 43420

City of Fremont

The Honorable Jim Ellis
Mayor, City of Fremont
323 S. Front St.
Fremont, OH 43420

Mr. Roy E. Yeager, Chair
City of Fremont Planning Commission
323 S. Front St.
Fremont, OH 43420

Mr. Dallas Leake, President
Fremont City Council
323 S. Front St.
Fremont, OH 43420

Mr. Joe Smith
Director, Economic Development
323 S. Front St.
Fremont, OH 43420

City of Fremont
Engineering Department
323 S. Front St.
Fremont, OH 43420

Sandusky Township

Mr. Michael P. Willis
Sandusky Township Trustee
2207 Oak Harbor Road
Fremont, OH 43420

Mr. Gilbert C. Overmyer
Sandusky Township Trustee
2207 Oak Harbor Road
Fremont, OH 43420

Paul K. Lotycz
Sandusky Township Trustee
2207 Oak Harbor Road
Fremont, OH 43420

Ms. Cynthia K. Zienta
Sandusky Township Fiscal Officer
2207 Oak Harbor Road
Fremont, OH 43420

Rice Township

Mr. Tim King
Rice Township Trustee
110 County Road 119
Fremont, OH 43420

Mr. William C. Lamalie
Rice Township Trustee
110 County Road 119
Fremont, OH 43420

Mr. Don Atkinson
Rice Township Trustee
110 County Road 119
Fremont, OH 43420

Ms. Kathleen M. Roosen
Rice Township Fiscal Officer
110 County Road 119
Fremont, OH 43420

Riley Township

Mr. Gary Overmyer
Riley Township Trustee
3093 State Route 412
Fremont, OH 43420

Mr. John W. Antesberger
Riley Township Trustee
3093 State Route 412
Fremont, OH 43420

Mr. David Sachs
Riley Township Trustee
3093 State Route 412
Fremont, OH 43420

Mr. Joseph A. Halbeisen
Riley Township Fiscal Officer
3093 State Route 412
Fremont, OH 43420

Townsend Township

Mr. Paul Warner
Trustee, Townsend Township
6214 C.R. 247
Vickery, OH 43464

Ms. Jean Leber
Trustee, Townsend Township
1560 County Road 310
Clyde, OH 43410

Mr. Bruce Meggitt
Trustee, Townsend Township
5625 State Route 412
Vickery, OH 43464

Ms. Cathy Bales
Fiscal Officer, Townsend Township
2739 County Road 306
Vickery, OH 43464

York Township

Mr. Lee Watson
York Township Trustee
5964 County Road 113
Bellevue, OH 44811

Mr. Doug Keegan
York Township Trustee
5964 County Road 113

Green Creek Township

Mr. Matt Hofelich
Green Creek Township Trustee
410 C.R. 242
Fremont, OH 43420

Mr. Bill Ebert
Green Creek Township Trustee
931 C.R. 212
Fremont, OH 43420

Erie County

The Honorable Pat Shenigo
Erie County Commissioner
2900 Columbus Ave.
Sandusky, OH 44870

The Honorable Tom Ferrell
Erie County Commissioner
2900 Columbus Ave.
Sandusky, OH 44870

The Honorable William Monaghan
Erie County Commissioner
2900 Columbus Ave.
Sandusky, OH 44870

Bellevue, OH 44811
Mr. Lee Patten
York Township Trustee
5964 County Road 113
Bellevue, OH 44811
Ms. Leslie Fleming
York Township Fiscal Officer
5964 County Road 113
Bellevue, OH 44811

Mr. Jim Newsome
Green Creek Township Trustee
2412 C.R. 185
Clyde, OH 43410

Ms. Danyelle Lantz
Green Creek Township Fiscal Officer
1990 W McPherson Hwy
Clyde, OH 43410

Mr. John Farschman P.E., P.S.
Erie County Engineer
2900 Columbus Ave.
P.O. Box 1180
Sandusky, OH 44870

Mr. Steve Poggiali, Director
Erie County Regional Planning
Commission
2900 Columbus Ave
Sandusky, OH 44870

Perkins Township

Mr. Jim Lang
Perkins Township Trustee
2610 Columbus Avenue
Sandusky, OH 44870

Ms. Timothy Coleman
Perkins Township Trustee
2610 Columbus Avenue
Sandusky, OH 44870

Mr. Jeff Ferrell
Perkins Township Trustee
2610 Columbus Avenue
Sandusky, OH 44870

Ms. Jane Gildenmeister
Perkins Township Fiscal Officer
2610 Columbus Avenue
Sandusky, OH 44870

Groton Township

Mr. Roger Rowland
Groton Township Trustee
11212 Bemis Road
Bellevue, OH 44811

Mr. Ronald Brown
Groton Township Trustee
12009 Potter Road
Bellevue, OH 44811

Mr. Roger Russell
Groton Township Trustee
9916 N. State Route 269
Bellevue, OH 44811

Ms. Linda Jett
Groton Township Fiscal Officer
7215 Magill Road
Bellevue, OH 44811

Public Libraries

Ms. Pam Hoesman
Director, Birchard Public Library
423 Croghan Street
Fremont, Ohio 43420

Ms. Molly Carver
Director, Bellevue Public Library
224 E Main Street
Bellevue, 44811

Ms. Beth Leibengood
Director, Clyde Public Library
222 W Buckeye Street
Clyde, Ohio 43410

Ms. Stephanie Buchanan
Director, Sandusky Public Library
114 West Adams Street
Sandusky, Ohio 4487

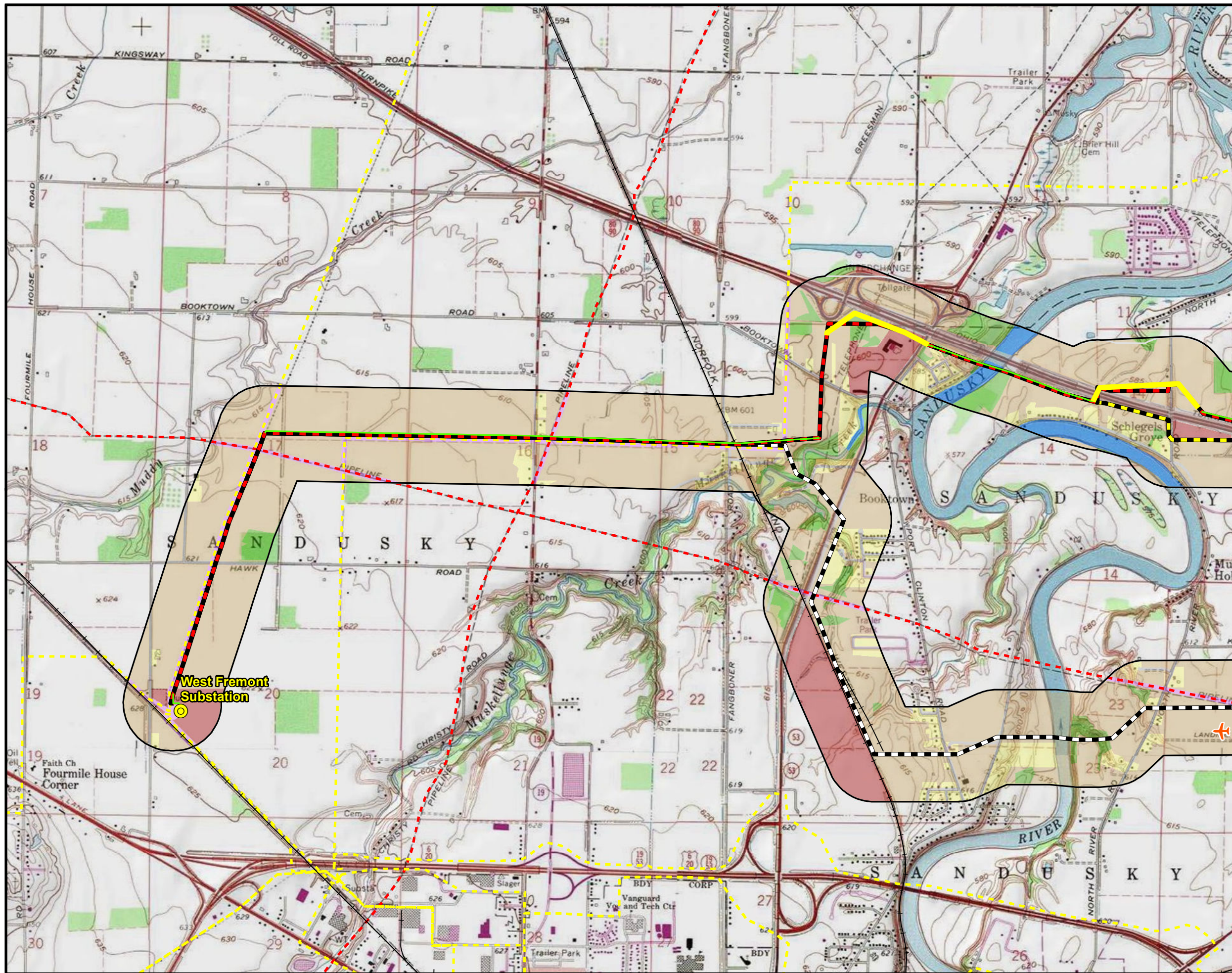
Interested Parties

Dane Stinson
 BRICKER & ECKLER LLP
 100 South Third Street
 Columbus, OH 43215-4291

John H. Jones
 Assistant Section Chief
 Public Utilities Section
 180 E. Broad St., 6th Floor
 Columbus, OH 43215-3793

American Municipal Power, Inc.:
 John W. Bentine, Senior VP and
 General Counsel
 Lisa G. McAlister, Deputy General
 Counsel
 1111 Schrock Road, Suite 100
 Columbus, Ohio 43229

Stokes Farm:
 Glenn S. Krassen (Reg. No. 0007610)
 BRICKER & ECKLER LLP
 1001 Lakeside Avenue, Suite 1350
 Cleveland, OH 44114



West Fremont Substation



LEGEND:

- Substation
- OPSB Approved Route
- Alternate Route
- Preferred Route Option B
- Adjustment
- Deviations from OPSB Approved Route
- 1,000 Foot Buffer (OPSB Approved Route)
- 1,000 Foot Buffer (Adjustment)
- Railroad
- Electric Transmission Line
- Existing Pipeline
- Airport
- Heliport
- Municipal Boundary
- Agricultural
- Commercial/Industrial
- Utility ROW
- Road ROW
- Recreational
- Residential
- Scrub Shrub
- Water
- Woodlots

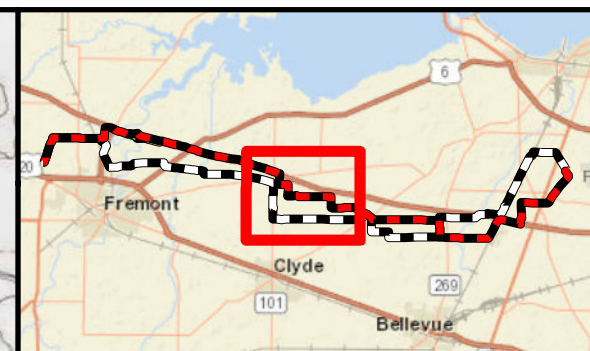
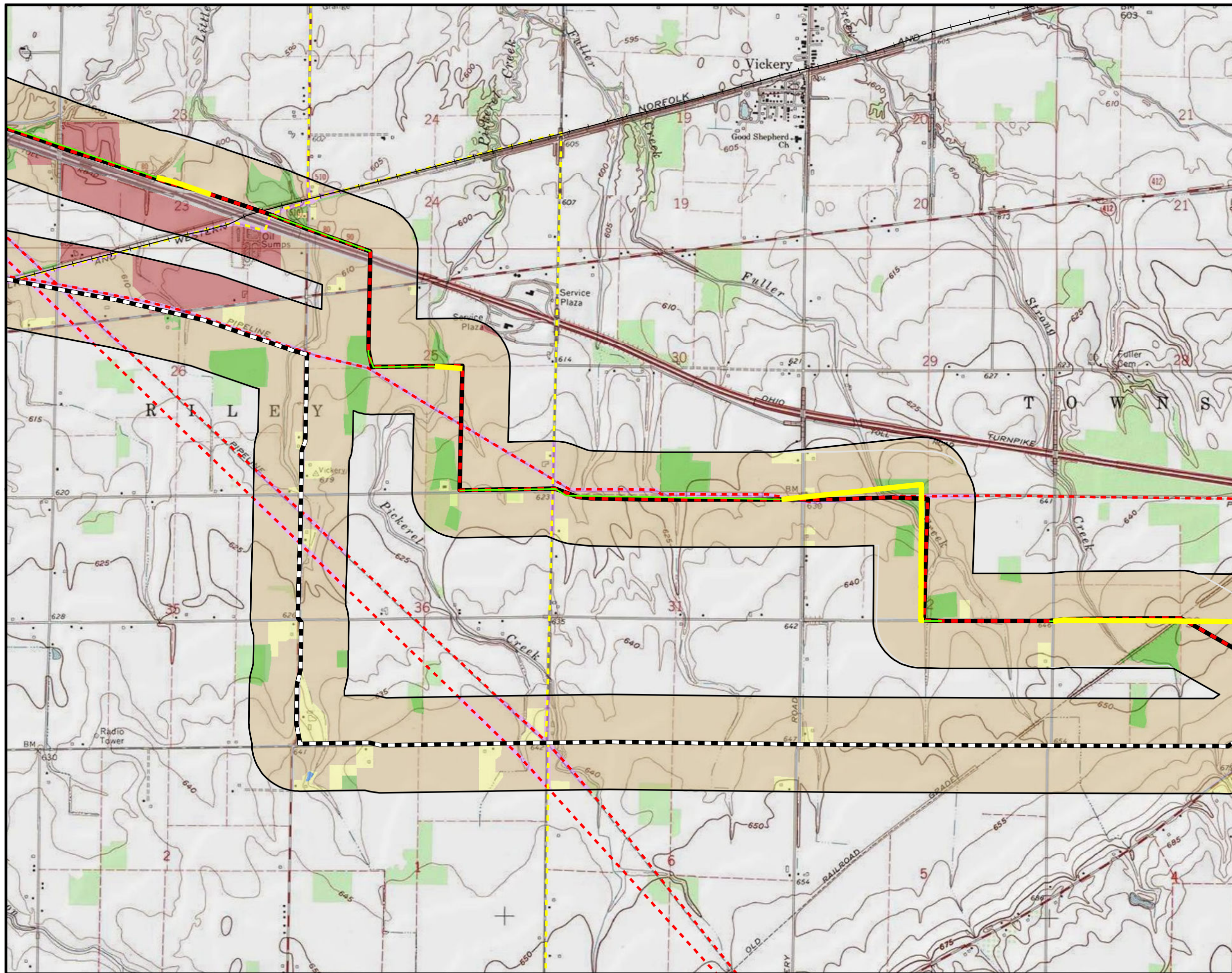
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Scale In Feet

BASE MAP SOURCE:
USGS 7.5-minute Topographic Quadrangle
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Wightsman Grove (1980); Vickery (1960); Castalia (1971);
Sandusky (1979); Fremont East (1980); Clyde (1971);
Bellvue (1980); Kimball (1971)

FirstEnergy Hayes-West Fremont 138 kV Transmission Line

**FIGURE 4-1A
CONSTRAINTS MAP
REVISION 1**

PN: 456944	DATE: 5/24/2016
CREATED BY: AC	
REVIEWED BY: JH	



LEGEND:

- Substation
- OPSB Approved Route
- Alternate Route
- Preferred Route Option B
- Adjustment
- Deviations from OPSB Approved Route
- 1,000 Foot Buffer (OPSB Approved Route)
- 1,000 Foot Buffer (Adjustment)
- Railroad
- Electric Transmission Line
- Existing Pipeline
- Airport
- Heliport
- Municipal Boundary
- Agricultural
- Commercial/Industrial
- Utility ROW
- Road ROW
- Recreational
- Residential
- Scrub Shrub
- Water
- Woodlots

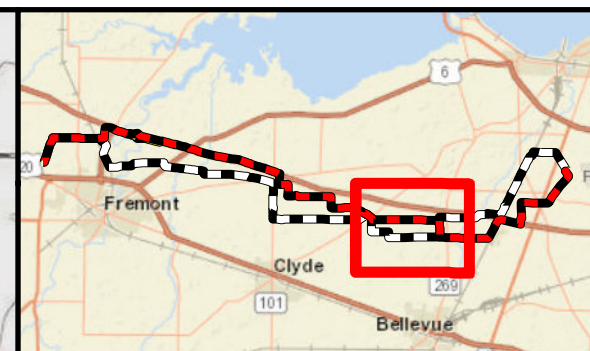
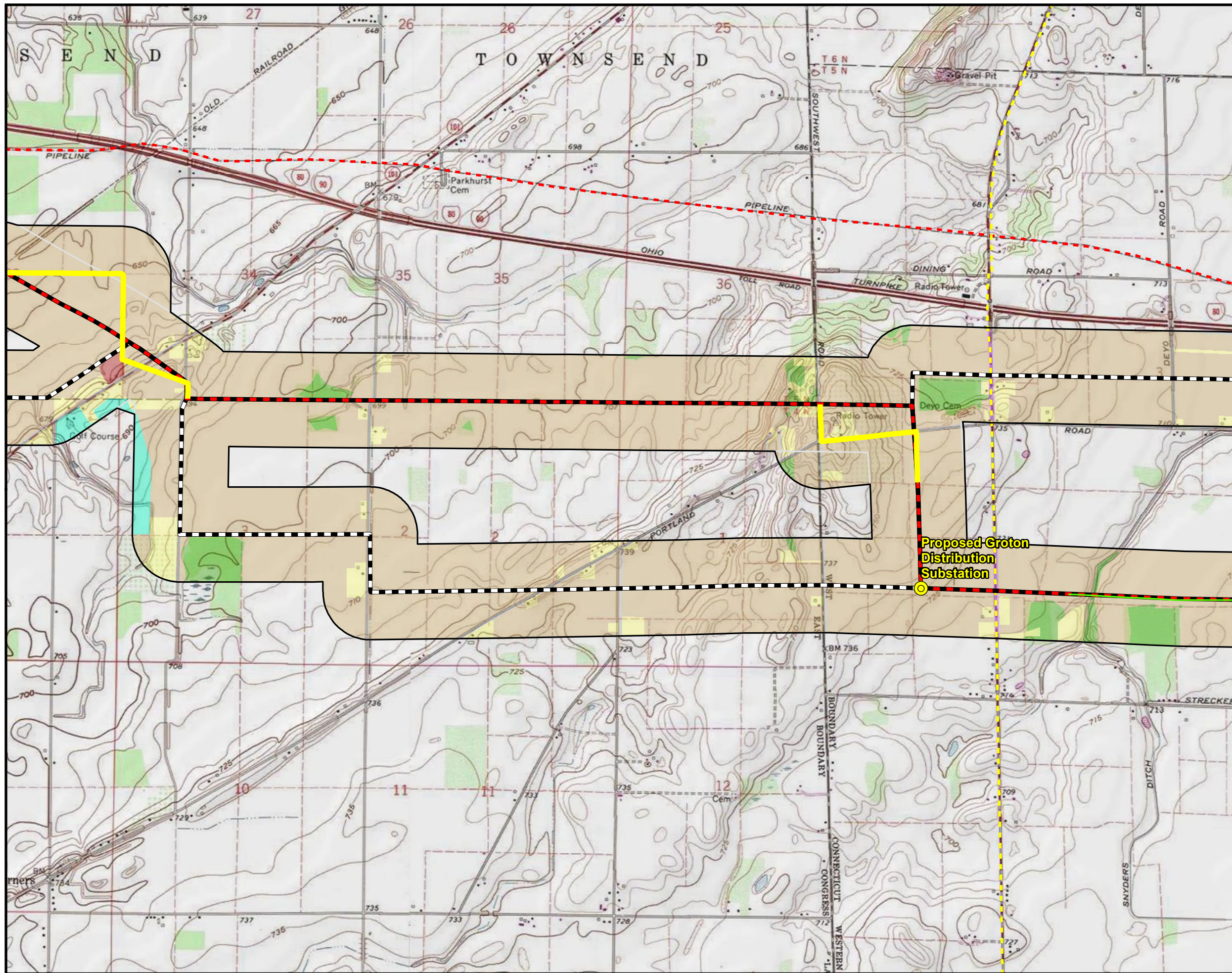
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Scale In Feet

BASE MAP SOURCE:
USGS 7.5-minute Topographic Quadrangle
Lindsey (published 1971); Fremont West (1980);
Wightsman Grove (1980); Vickery (1960); Castalia (1971);
Sandusky (1979); Fremont East (1980); Clyde (1971);
Bellvue (1980); Kimball (1971)

FirstEnergy Hayes-West Fremont 138 kV Transmission Line

FIGURE 4-1C
CONSTRAINTS MAP
REVISION 1

PN: 456944	DATE: 5/24/2016
CREATED BY: AC	
REVIEWED BY: JH	



LEGEND:

- Substation
- OPSB Approved Route
- Alternate Route
- Preferred Route Option B
- Adjustment
- Deviations from OPSB Approved Route
- 1,000 Foot Buffer (OPSB Approved Route)
- 1,000 Foot Buffer (Adjustment)
- Railroad
- Electric Transmission Line
- Existing Pipeline
- Airport
- Heliport
- Municipal Boundary
- Agricultural
- Commercial/Industrial
- Utility ROW
- Road ROW
- Recreational
- Residential
- Scrub Shrub
- Water
- Woodlots

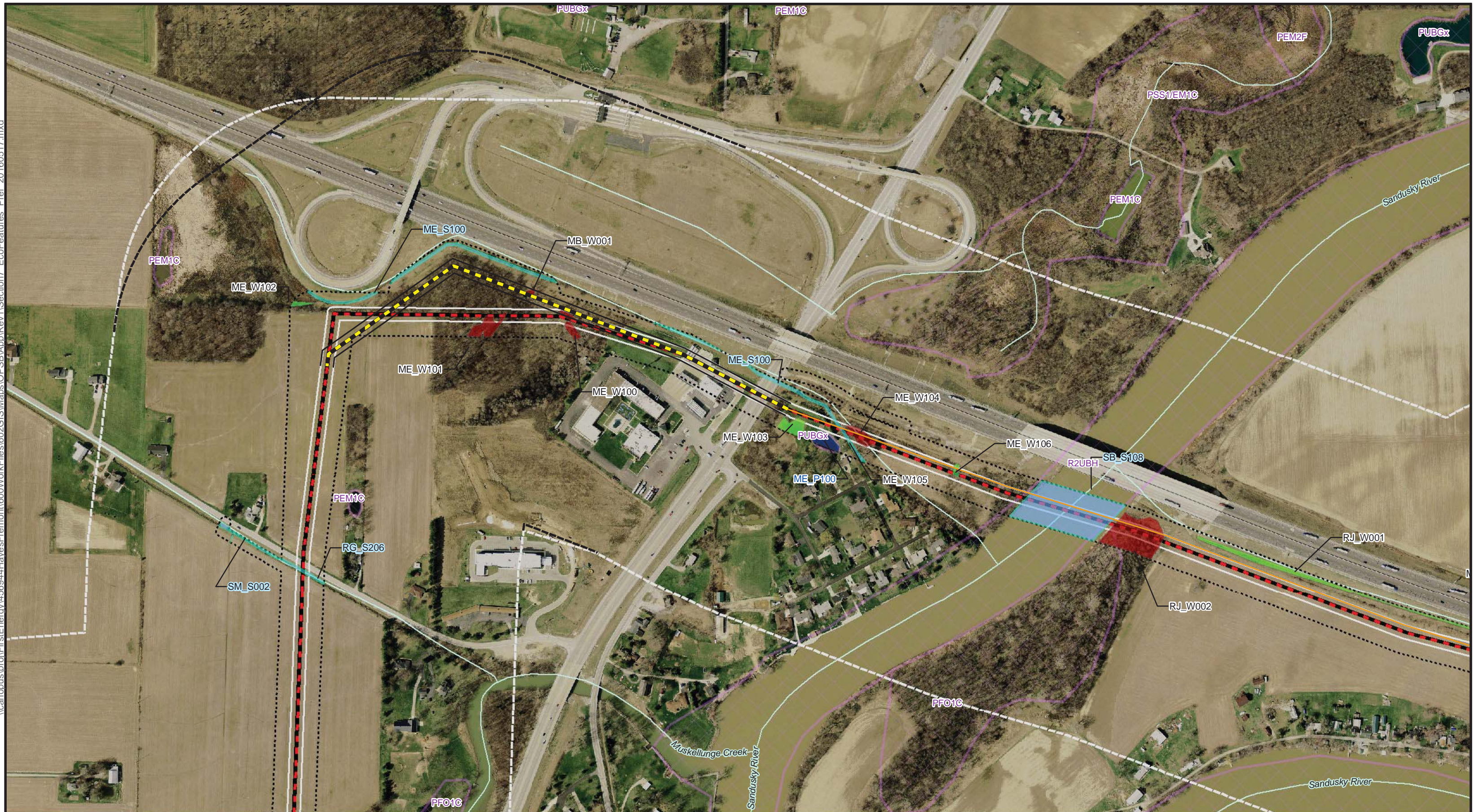
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Scale In Feet

BASE MAP SOURCE:
USGS 7.5-minute Topographic Quadrangle
Lindsey (published 1971); Fremont West (1980);
Wightsman Grove (1980); Vickery (1960); Castalia (1971);
Sandusky (1979); Fremont East (1980); Clyde (1971);
Bellvue (1980); Kimball (1971)

FirstEnergy Hayes-West Fremont 138 kV Transmission Line

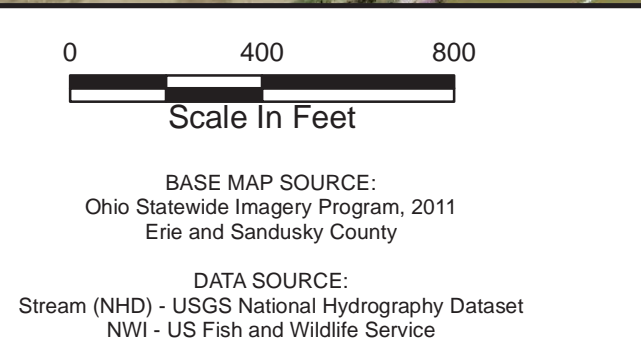
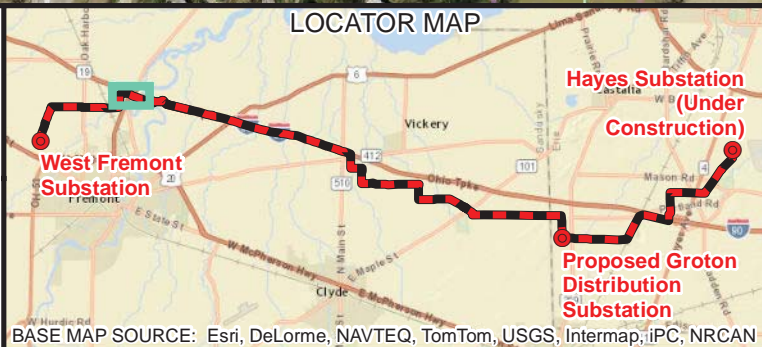
FIGURE 4-1D
CONSTRAINTS MAP
REVISION 1

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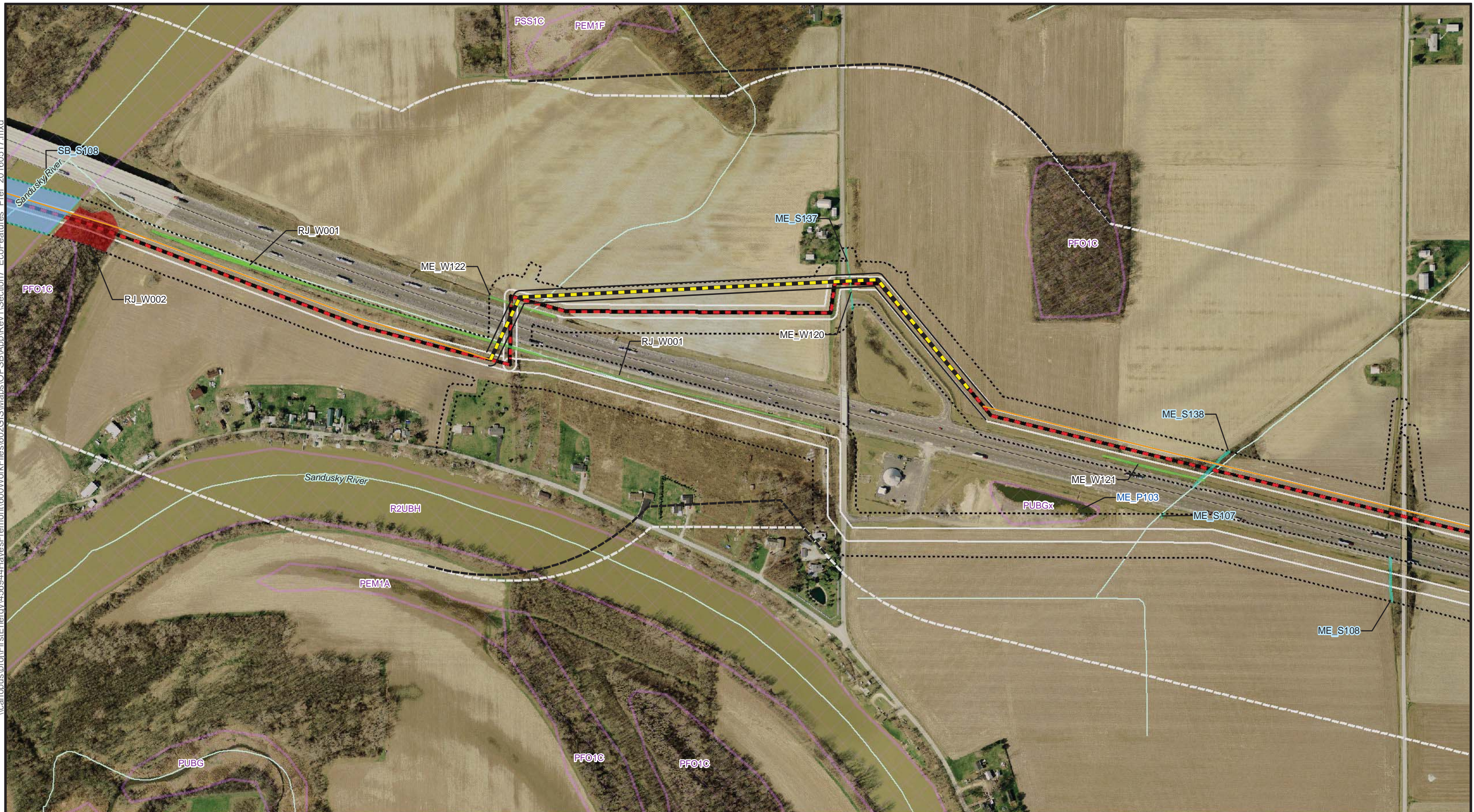
LEGEND:

Substation	Upland Drainage/Ditch
OPSB Approved Route	Delineated Pond
Adjustment	Delineated Stream
Deviations from OPSB Approved Route	Delineated Wetland
Right of Way (60 Foot - OPSB Approved Route)	Palustrine Emergent
Right of Way (60 Foot - Adjustment)	Palustrine Emergent/Open Water
Survey Corridor	Palustrine Emergent/Scrub Shrub
1,000 Foot Buffer (OPSB Approved Route)	Palustrine Forested
1,000 Foot Buffer (Adjustment)	Palustrine Forest/Scrub Shrub
Stream (NHD)	Palustrine Scrub Shrub
National Wetland Inventory	



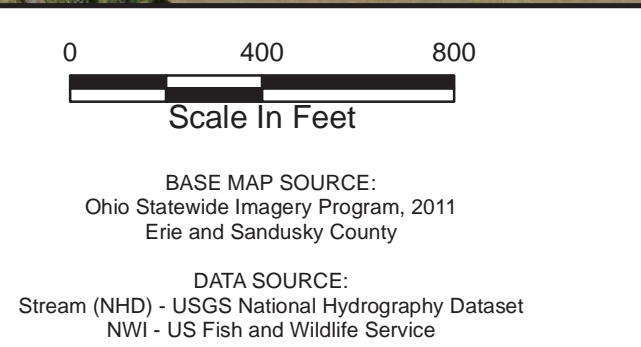
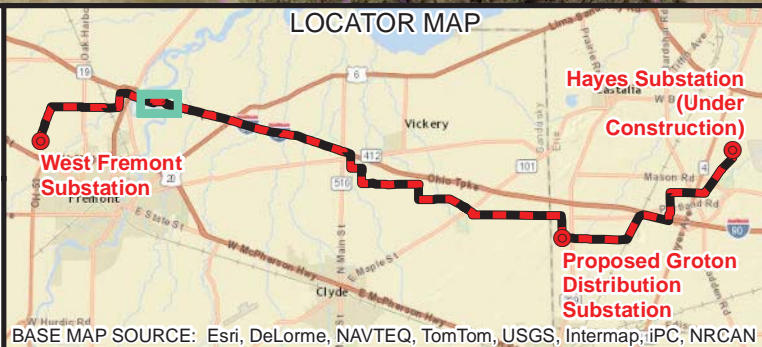
FirstEnergy Hayes-West Fremont 138 kV Transmission Line	
FIGURE 7-2F PREFERRED ROUTE NWI AND DELINEATED WETLANDS AND WATERBODIES MAP - REVISION 1	
PN: 456944	DATE: 5/24/2016
CREATED BY: AC	
REVIEWED BY: JH	

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LEGEND:

Substation	Upland Drainage/Ditch
OPSB Approved Route	Delineated Pond
Adjustment	Delineated Stream
Deviations from OPSB Approved Route	Delineated Wetland
Right of Way (60 Foot - OPSB Approved Route)	Palustrine Emergent
Right of Way (60 Foot - Adjustment)	Palustrine Emergent/Open Water
Survey Corridor	Palustrine Emergent/Scrub Shrub
1,000 Foot Buffer (OPSB Approved Route)	Palustrine Forested
1,000 Foot Buffer (Adjustment)	Palustrine Forest/Scrub Shrub
Stream (NHD)	Palustrine Scrub Shrub
National Wetland Inventory	



FirstEnergy Hayes-West Fremont 138 kV Transmission Line

FIGURE 7-2G
PREFERRED ROUTE
NWI AND DELINEATED WETLANDS
AND WATERBODIES MAP - REVISION 1

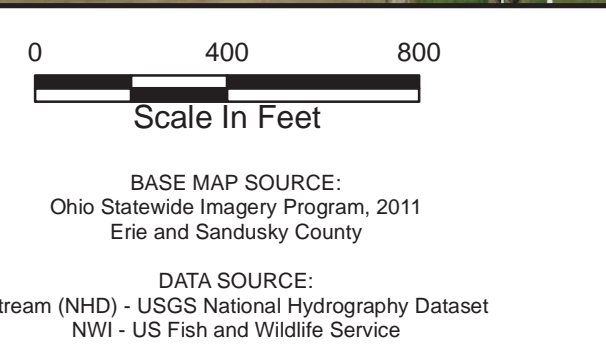
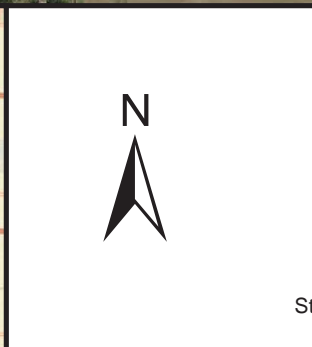
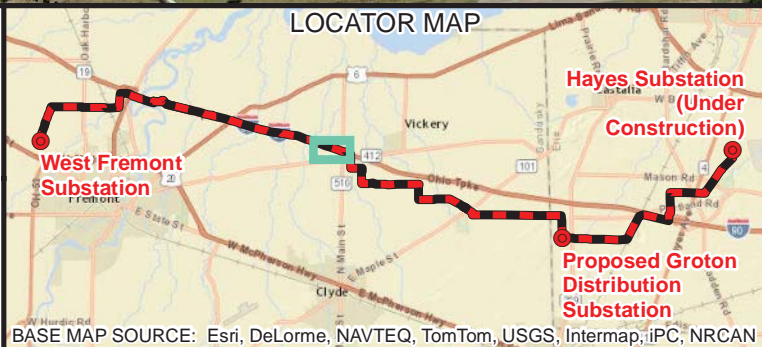
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CREATED BY: AC	
REVIEWED BY: JH	

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LEGEND:

Substation	Upland Drainage/Ditch
OPSB Approved Route	Delineated Pond
Adjustment	Delineated Stream
Deviations from OPSB Approved Route	Delineated Wetland
Right of Way (60 Foot - OPSB Approved Route)	Palustrine Emergent
Right of Way (60 Foot - Adjustment)	Palustrine Emergent/Open Water
Survey Corridor	Palustrine Emergent/Scrub Shrub
1,000 Foot Buffer (OPSB Approved Route)	Palustrine Forested
1,000 Foot Buffer (Adjustment)	Palustrine Forest/Scrub Shrub
Stream (NHD)	Palustrine Scrub Shrub
National Wetland Inventory	



FirstEnergy Hayes-West Fremont 138 kV Transmission Line

FIGURE 7-2M
PREFERRED ROUTE
NWI AND DELINEATED WETLANDS
AND WATERBODIES MAP - REVISION 1

PN: 456944	DATE: 5/24/2016
CREATED BY: AC	
REVIEWED BY: JH	

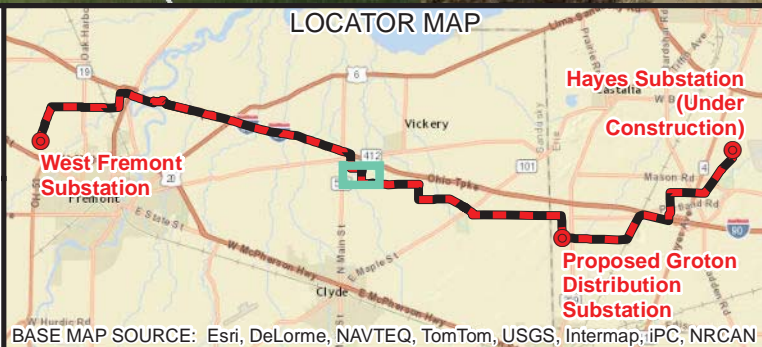
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LEGEND:

Substation	Upland Drainage/Ditch
OPSB Approved Route	Delineated Pond
Adjustment	Delineated Stream
Deviations from OPSB Approved Route	Delineated Wetland
Right of Way (60 Foot - OPSB Approved Route)	Palustrine Emergent
Right of Way (60 Foot - Adjustment)	Palustrine Emergent/Open Water
Survey Corridor	Palustrine Emergent/Scrub Shrub
1,000 Foot Buffer (OPSB Approved Route)	Palustrine Forested
1,000 Foot Buffer (Adjustment)	Palustrine Forest/Scrub Shrub
Stream (NHD)	Palustrine Scrub Shrub
National Wetland Inventory	



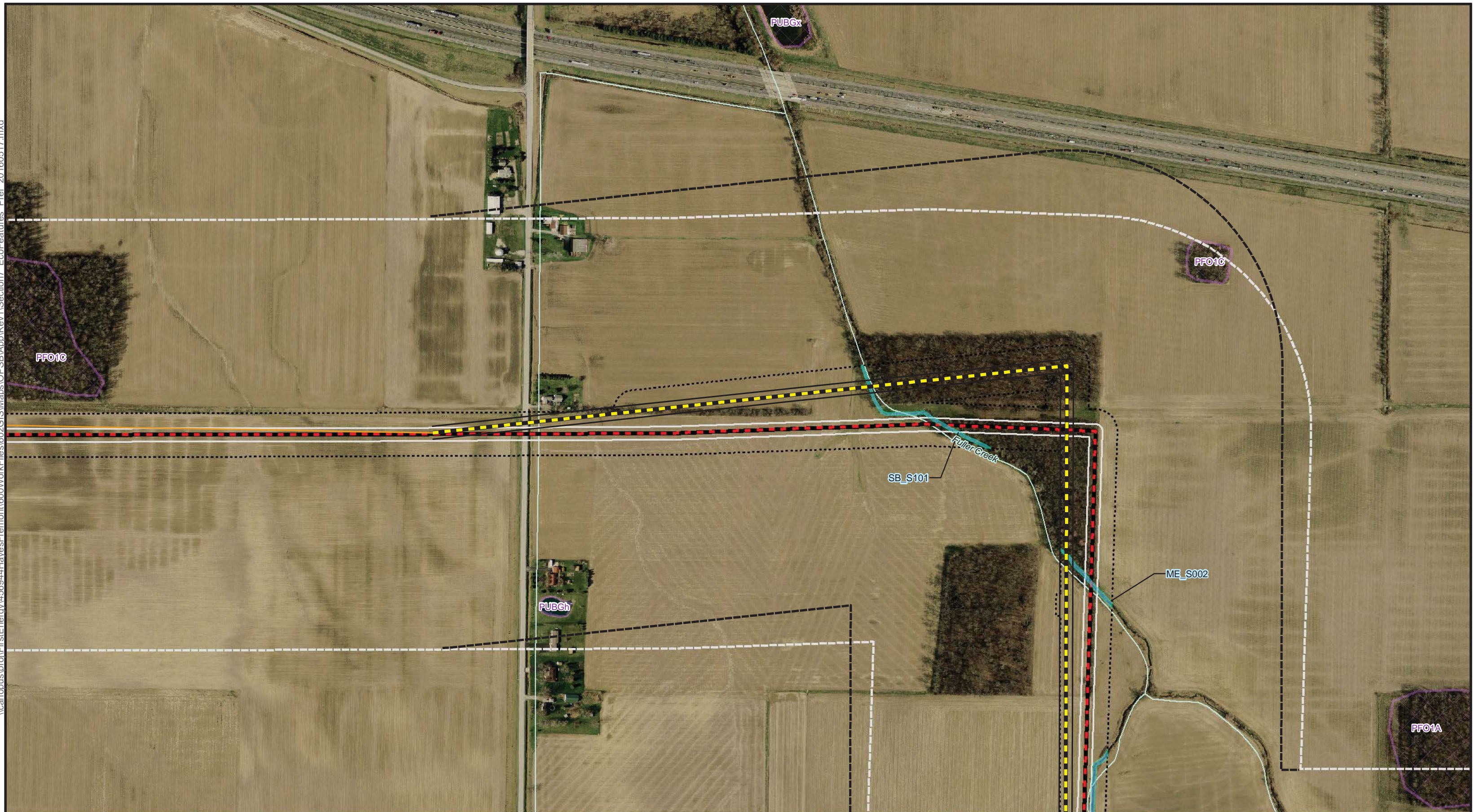
Scale In Feet

BASE MAP SOURCE:
Ohio Statewide Imagery Program, 2011
Erie and Sandusky County

DATA SOURCE:
Stream (NHD) - USGS National Hydrography Dataset
NWI - US Fish and Wildlife Service

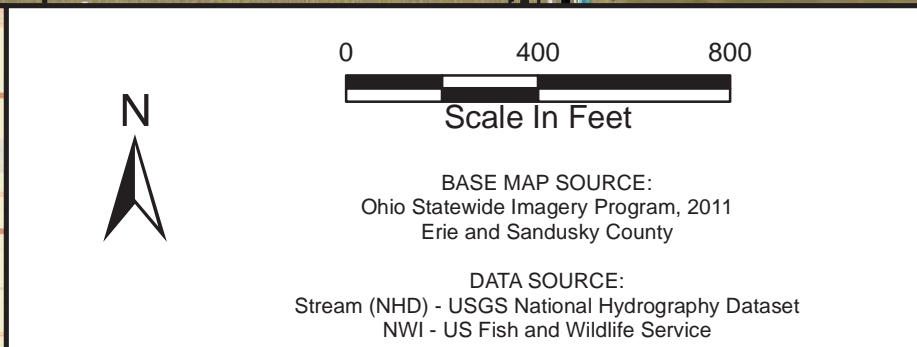
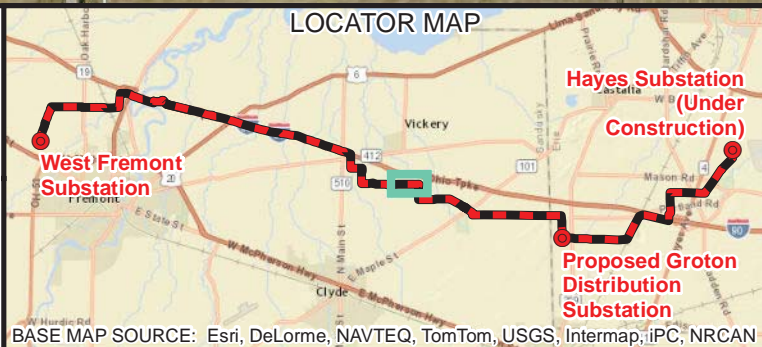
FirstEnergy Hayes-West Fremont 138 kV Transmission Line	
FIGURE 7-20 PREFERRED ROUTE NWI AND DELINEATED WETLANDS AND WATERBODIES MAP - REVISION 1	
PN: 456944	DATE: 5/24/2016
CREATED BY: AC	
REVIEWED BY: JH	

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LEGEND:

Substation	Upland Drainage/Ditch
OPSB Approved Route	Delineated Pond
Adjustment	Delineated Stream
Deviations from OPSB Approved Route	Delineated Wetland
Right of Way (60 Foot - OPSB Approved Route)	Palustrine Emergent
Right of Way (60 Foot - Adjustment)	Palustrine Emergent/Open Water
Survey Corridor	Palustrine Emergent/Scrub Shrub
1,000 Foot Buffer (OPSB Approved Route)	Palustrine Forested
1,000 Foot Buffer (Adjustment)	Palustrine Forest/Scrub Shrub
Stream (NHD)	Palustrine Scrub Shrub
National Wetland Inventory	



FirstEnergy Hayes-West Fremont 138 kV Transmission Line

FIGURE 7-2Q
PREFERRED ROUTE
NWI AND DELINEATED WETLANDS
AND WATERBODIES MAP - REVISION 1

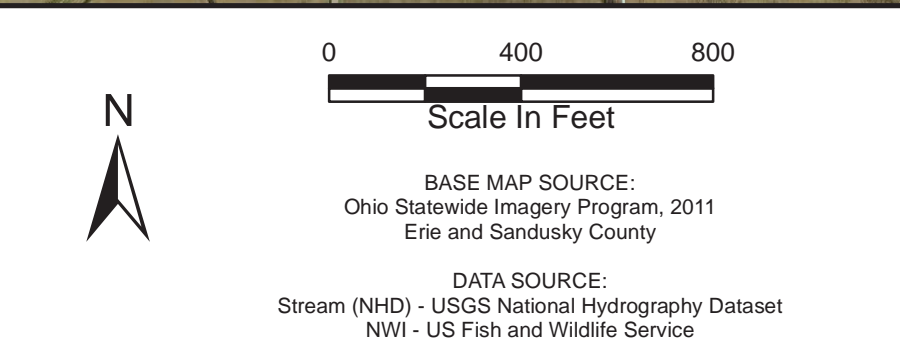
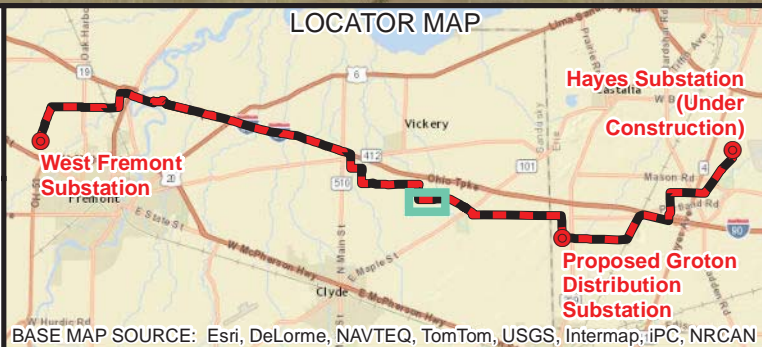
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LEGEND:

Substation	Upland Drainage/Ditch
OPSB Approved Route	Delineated Pond
Adjustment	Delineated Stream
Deviations from OPSB Approved Route	Delineated Wetland
Right of Way (60 Foot - OPSB Approved Route)	Palustrine Emergent
Right of Way (60 Foot - Adjustment)	Palustrine Emergent/Open Water
Survey Corridor	Palustrine Emergent/Scrub Shrub
1,000 Foot Buffer (OPSB Approved Route)	Palustrine Forested
1,000 Foot Buffer (Adjustment)	Palustrine Forest/Scrub Shrub
Stream (NHD)	Palustrine Scrub Shrub
National Wetland Inventory	

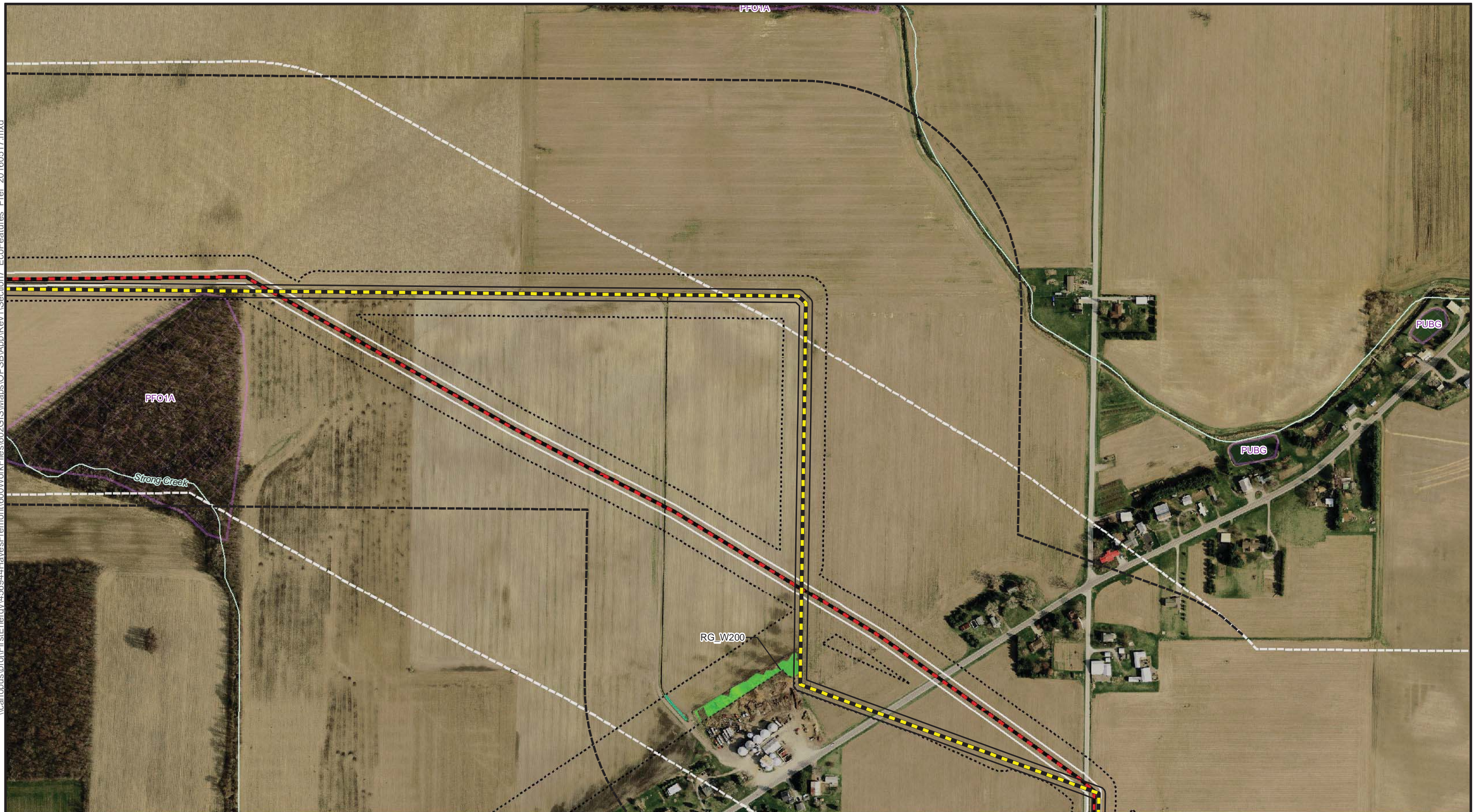


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FIGURE 7-2R
PREFERRED ROUTE
NWI AND DELINEATED WETLANDS
AND WATERBODIES MAP - REVISION 1

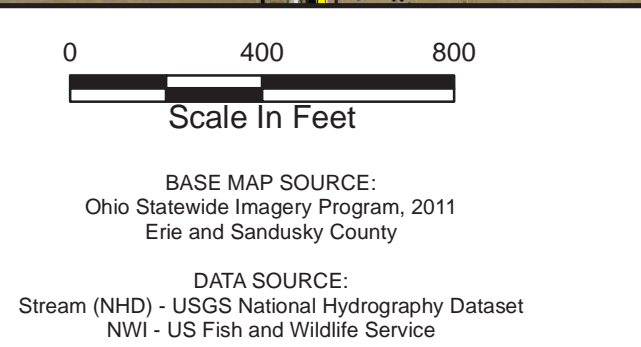
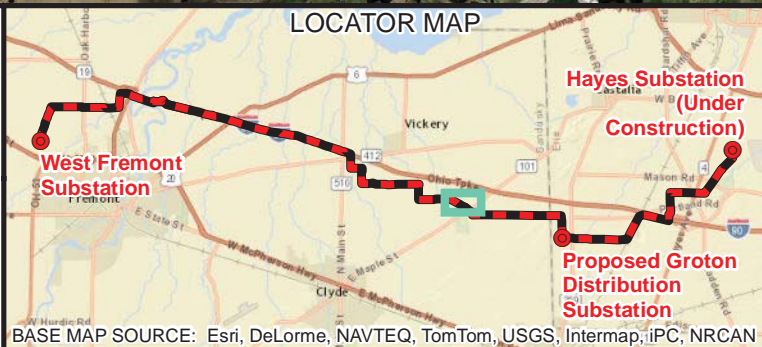
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CREATED BY: AC	
REVIEWED BY: JH	

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LEGEND:

Substation	Upland Drainage/Ditch
OPSB Approved Route	Delineated Pond
Adjustment	Delineated Stream
Deviations from OPSB Approved Route	Delineated Wetland
Right of Way (60 Foot - OPSB Approved Route)	Palustrine Emergent
Right of Way (60 Foot - Adjustment)	Palustrine Emergent/Open Water
Survey Corridor	Palustrine Emergent/Scrub Shrub
1,000 Foot Buffer (OPSB Approved Route)	Palustrine Forested
1,000 Foot Buffer (Adjustment)	Palustrine Forest/Scrub Shrub
Stream (NHD)	Palustrine Scrub Shrub
National Wetland Inventory	



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FIGURE 7-2S
PREFERRED ROUTE
NWI AND DELINEATED WETLANDS
AND WATERBODIES MAP - REVISION 1

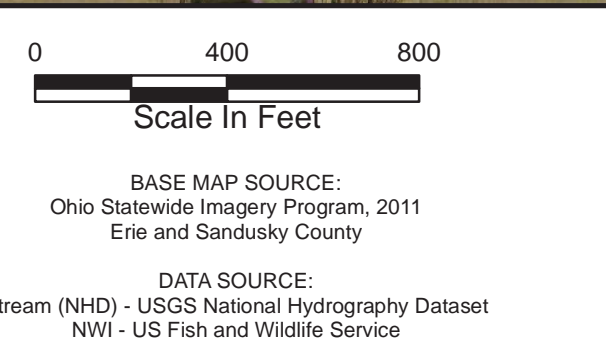
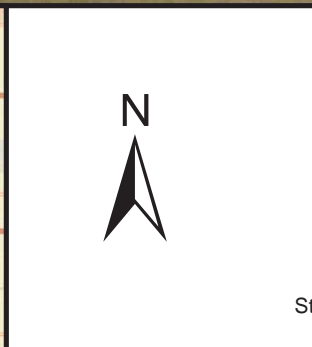
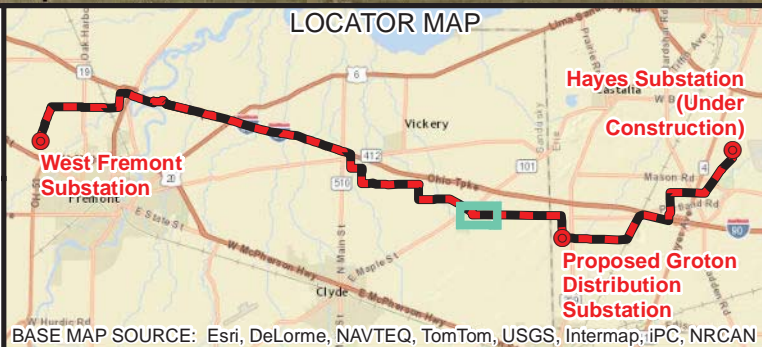
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REVIEWED BY: JH	

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LEGEND:

Substation	Upland Drainage/Ditch
OPSB Approved Route	Delineated Pond
Adjustment	Delineated Stream
Deviations from OPSB Approved Route	Delineated Wetland
Right of Way (60 Foot - OPSB Approved Route)	Palustrine Emergent
Right of Way (60 Foot - Adjustment)	Palustrine Emergent/Open Water
Survey Corridor	Palustrine Emergent/Scrub Shrub
1,000 Foot Buffer (OPSB Approved Route)	Palustrine Forested
1,000 Foot Buffer (Adjustment)	Palustrine Forest/Scrub Shrub
Stream (NHD)	Palustrine Scrub Shrub
National Wetland Inventory	



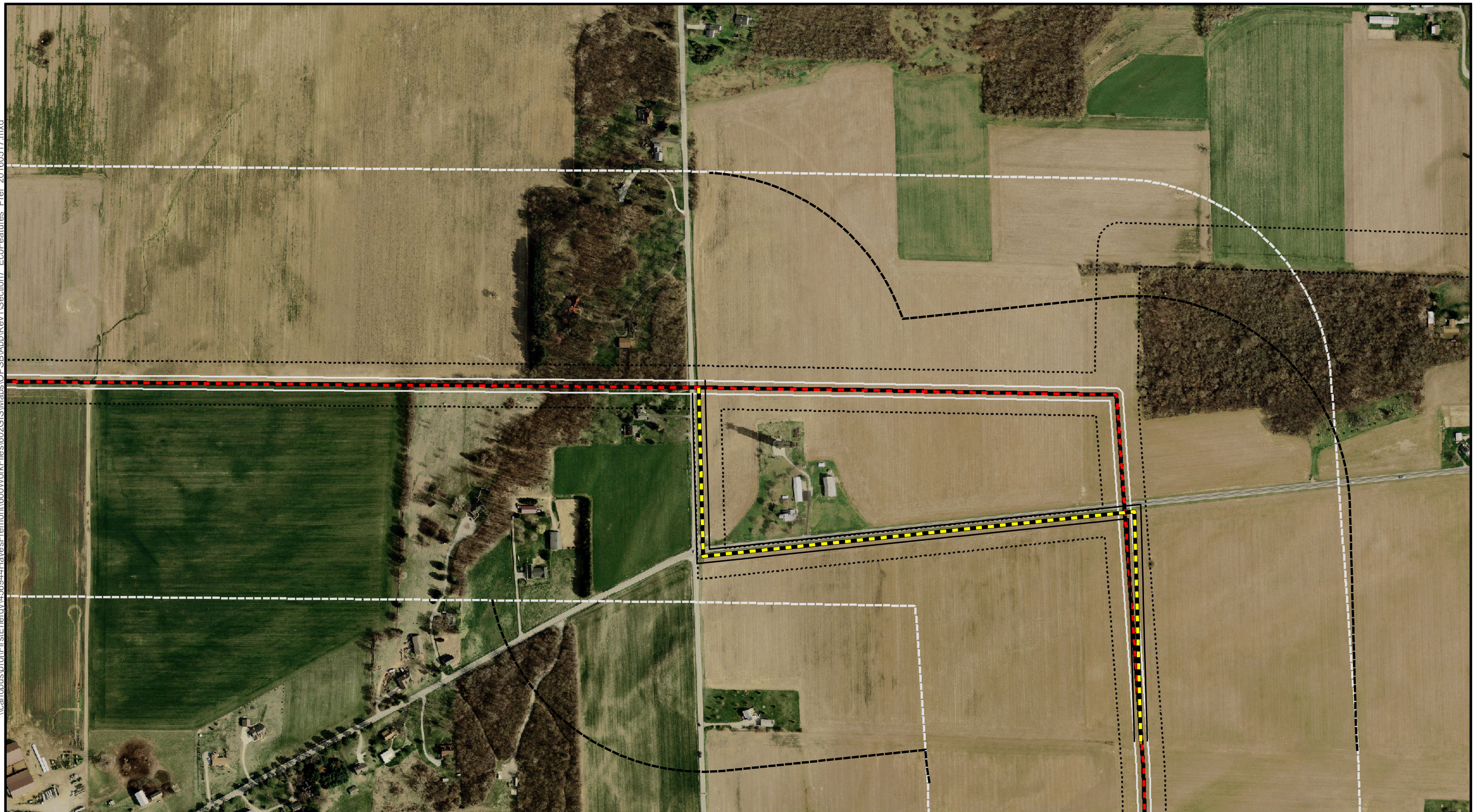
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FIGURE 7-2T
PREFERRED ROUTE
NWI AND DELINEATED WETLANDS
AND WATERBODIES MAP - REVISION 1

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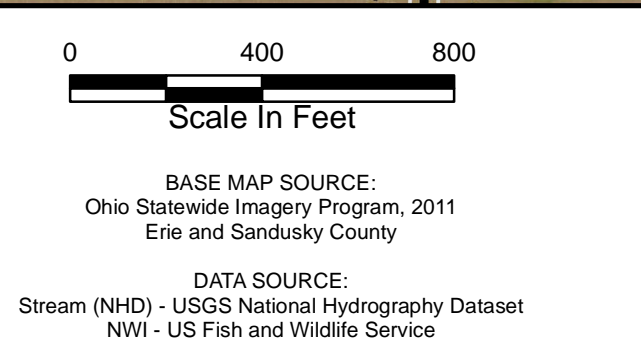
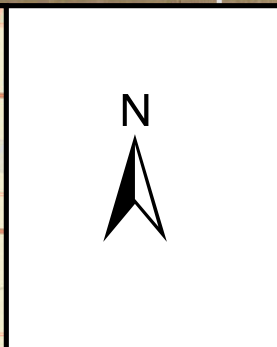
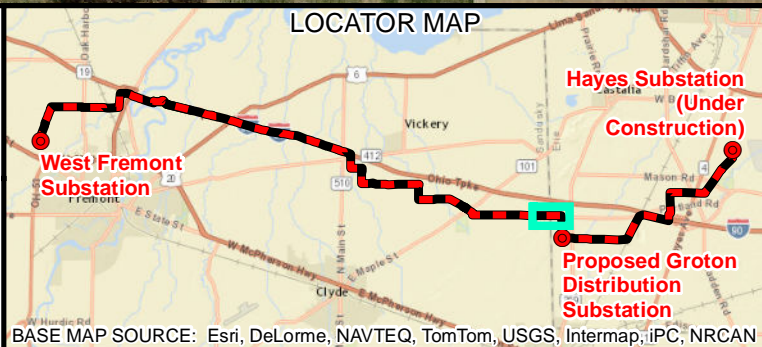
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LEGEND:

Substation	Upland Drainage/Ditch
OPSB Approved Route	Delineated Pond
Adjustment	Delineated Stream
Deviations from OPSB Approved Route	Delineated Wetland
Right of Way (60 Foot - OPSB Approved Route)	Palustrine Emergent
Right of Way (60 Foot - Adjustment)	Palustrine Emergent/Open Water
Survey Corridor	Palustrine Emergent/Scrub Shrub
1,000 Foot Buffer (OPSB Approved Route)	Palustrine Forested
1,000 Foot Buffer (Adjustment)	Palustrine Forest/Scrub Shrub
Stream (NHD)	Palustrine Scrub Shrub
National Wetland Inventory	



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FIGURE 7-2V
PREFERRED ROUTE
NWI AND DELINEATED WETLANDS
AND WATERBODIES MAP - REVISION 1

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