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## Construction Notice

for the

Rebuild of the Foster – Bath/Sugarcreek – Greene 345 kV Line  
And the Trebein – Gladys Run 138 kV Designed Line  
For the Greene County Airport Runway Extension

Case Number: 09 - 779 - EL - BNR

Submitted by

The Dayton Power and Light Company  
P.O. Box 1807  
Dayton, Ohio 45401

to

The State of Ohio Power Siting Board  
180 East Broad Street  
Columbus, Ohio 43215

August 31, 2009

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**Section 11-02**

**CONSTRUCTION NOTICE**

Pursuant to Rule 4906-11-02 of the Ohio Administrative Code (OAC), The Dayton Power and Light Company (DP&L) hereby submits the following information for the Construction Notice requirements:

**4906-11-02**

**(B) Construction Notice Information**

**(1) Name of the Project**

The name of the project is "Rebuild of the Foster-Bath/Sugarcreek-Greene 345 kV Line and the Trebein-Glady Run 138 kV Designed Line for the Greene County Airport Runway Extension".

**(2) Description of the Project**

The project will rebuild a portion of the double circuit electric transmission line that contains the Foster-Bath (Circuit No. 34598) and Sugarcreek-Greene (Circuit No. 34503) 345 kV transmission circuits located in a transmission line corridor just west of the Greene County Airport. A short section of an additional line in the same transmission line corridor but on a different parallel alignment contains the Trebein-Glady Run 138 kV designed circuit (Circuit No. 6690), operating at 69kV, which will also be rebuilt as part of this project.

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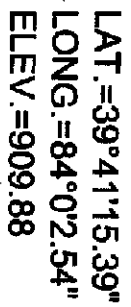
Two maps are included following that define the project location. The PROJECT MAP, Drawing Number PLAN 01, is a composite of portions of the USGS maps for the Bellbrook and Xenia Quadrangles that show the Greene County Airport on the west side of Xenia, Ohio in Beavercreek Township, Greene County, and the alignment of the transmission lines that are the subject of this Construction Notice. The lines are located in a general north-south alignment to the west of the runway of the Greene County Airport.

The second map, titled CIRCUITS PLAN VIEW, Drawing Number PLAN 02, shows in more detail the transmission lines involved, and the end of the new runway extension for the Greene County Airport and the glide slope approach surface limits of concern in determining maximum structure elevations in this area. The transmission lines shown in the transmission corridor that are detailed in this Notice are the western double circuit line including the Foster-Bath circuit shown in blue (Circuit 34598) and the Sugarcreek-Greene circuit shown in green (Circuit 34503), and the eastern single circuit line designed for 138 kV, the Trebein-Glady Run circuit (Circuit 6690) shown in red/green. For clarity of all lines in the vicinity of this project, two additional lines are shown on this plan view. First, the Clinton-Greene 345 kV line (Circuit No. 34522) is shown in magenta and was the subject of a previous Ohio Power Siting Board Construction Notice (Case No.: 04-1347-EL-BNR) and rebuilt previously to meet the new runway extension clearance requirements. Second, the Trebein-Waynesville-Yankee 69 kV single circuit line (Circuit No. 6610) crosses the transmission line corridor (east-west) and continues east along the access road for this area out to Valley Road near the main entrance to the Greene County Airport.

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### TRANSMISSION LINE KEY



**POWER  
ENGINEERS**

This project will rebuild short portions of the Foster-Bath/Sugarcreek-Greene line and the Trebein-Glady Run line with different/shorter structures that will lower the overall heights of the structures in the corridor. This is required to keep the top elevations of the structures and top shield wires below the new airport glide slopes required by the extension of the runway to the west at the Greene County Airport. Details of locations and the structures to be removed and installed are included in Item (6) following.

This transmission line rebuild project has been requested by the Greene County Regional Airport Authority and the Greene County Commission to accommodate extension of the runway at the Greene County Airport. The runway is being extended west and defines new clearance requirements for the navigable airspace at the airport. This lowers the elevation of the glide slope (now designed at a 34:1 slope) to the runway and other clearance criteria, which subsequently requires lowering the top elevation of some of the existing transmission line structures and wires. The project to lower the transmission lines is needed so that Federal Aviation Administration (FAA) and Ohio Department of Transportation (ODOT) Aviation Administration requirements for safe airport clearances for operation of the airport are achieved. Application has been made to the FAA for compliance with the FAA regulations, and the FAA has issued determinations that the new design of the rebuilt transmission lines west of the airport will not be a hazard to navigable airspace.

The project meets the requirements for a Construction Notice as identified in Description 9 of the Application Requirement Matrix for Electric Power Transmission Lines (4906-1-01, Appendix A). The project is a replacement (rebuild) of an electric power transmission line (Foster-Bath/Sugarcreek-

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Greene 345 kV Line and Trebein-Glady Run 138 kV Designed Line, operating at 69 kV), where the project is required by publicly funded entities (The Greene County Commission, Greene County Regional Airport Authority and the FAA) and is located on or adjacent to land owned by the public entity requiring the project (The Greene County Commission and Greene County Regional Airport Authority).

**(3) Need for the Proposed Facility**

The Foster-Bath/Sugarcreek-Greene and Trebein-Glady Run transmission lines, the subject of this Notice, are electric power transmission lines. These lines are an integral part of The Dayton Power and Light electric transmission system that supplies customers throughout west central Ohio. Additionally, the 345 kV lines in this transmission corridor provide the capacity to transmit the bulk power generated on major power plants on the Ohio River to customers in west central Ohio and beyond. Through interconnections with neighboring utilities, these lines are a significant part of the electric transmission grid throughout Ohio and neighboring states. As such, continued presence and operation of these lines is needed for the overall successful operation of the electric transmission grid throughout the region.

In addition to the above stated need for continued use of the noted electric facilities, there is a need that the existing facilities be rebuilt as proposed in this Notice. This need arises from the requirements of the FAA to assure adequate clearances for air navigation from all facilities around the Greene County Airport. The project that is the subject of this Construction Notice

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will assure that the need for appropriate clearances is met by the existing transmission lines.

**(4) Construction Schedule**

The various electric transmission lines described herein must be rebuilt on a sequential schedule that must be followed to assure minimal outage times of the various circuits at any given time. Additionally, to conform to the requirements of the regional system operator (PJM), this line work is scheduled during the fall months when overall system loads are typically lower than average and when having these lines out of service will have the least detrimental impact to the overall electric system grid (reference Item (3), above).

The 345 kV line work is presently scheduled to be performed during line outages beginning October 19, 2009 and ending November 20, 2009. The work on the 138 kV designed line can be performed either before or after the 345 kV line scheduled work, subject to available outages to be determined closer to the construction period. Additionally, some preparation work will be done prior to the line outages detailed above, and some clean-up work will continue after the outages.

The in-service date for all rebuilds to be completed by this project is November 30, 2009.

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**(5) Estimated Project Capital Costs**

The total estimate capital costs for the project are \$610,000.

The Dayton Power and Light Company is to be reimbursed 100 % of the costs of performing the rebuild project. Funding for the project is to be provided by the FAA and the Greene County Regional Airport Authority/Greene County Commission.

**(6) Technical Characteristics**

The rebuilt Foster-Bath/Sugarcreek-Greene 345 kV line and the Trebein-Glady Run 138 kV line operating at 69 kV will continue to operate at their respective voltages and the same overall loading characteristics as they previously did before the rebuild.

The structures and portions of line to be rebuilt by the project discussed in this Construction Notice are shown on the attached Drawing PLAN 02, CIRCUITS PLAN VIEW.

Structural details of the rebuilt lines will be as follows:

1. Double circuit steel Pole 1198 that holds the Foster-Bath/Sugarcreek-Greene 345 kV double circuit line will be replaced with two single circuit tangent H-Frame structures located on each side of the existing transmission line centerline and at approximately 40 feet north of existing

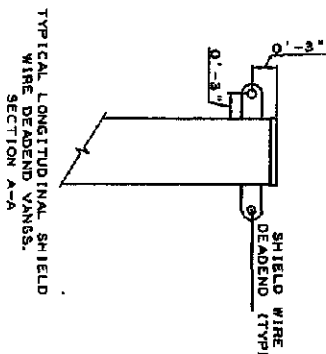
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Pole 1198. New H-Frame number 1198 will be 75 feet in height above the ground and carry the Foster-Bath circuit and new H-Frame 1198A will be 74 feet in height and carry the Sugarcreek-Greene circuit. Both H-frames will be direct buried to a nominal depth of 14 feet and backfilled with crushed stone. A basic design drawing of the typical tangent, V-string suspension insulator, H-Frame structure is included following on Drawing No. 449-4-1524.

2. Double circuit steel Pole H-Frame 1199 that holds the Foster-Bath/Sugarcreek-Greene 345 kV double circuit line will be replaced with two single circuit H-Frame structures located on each side of the existing transmission line centerline and at approximately 100 feet north of existing H-Frame 1199. New H-Frame number 1199 will be a double dead end H-Frame structure 63 feet in height above the ground and carry the Foster-Bath circuit. A basic design drawing of the double dead end H-Frame structure is included following on Drawing No. 449-4-1523. New single circuit tangent H-Frame 1199A will be 65 feet in height and carry the Sugarcreek-Greene circuit. A basic design drawing of this typical tangent structure is included following on Drawing No. 449-4-1524. Both H-frames will be direct buried to a nominal depth of 14 feet. H-Frame 1199 will be backfilled with concrete and 1199A will be backfilled with crushed stone.
3. Existing Pole 1200A that carries the Foster-Bath circuit will be rebuilt with a new top section placed on the existing pole bottom section. The original top section is 70 ft. and the new top section will be 57 ft. which will have the net effect of lowering the overall structure height by 13 ft. to meet the new airport clearance requirements at this location. Pole 1200A

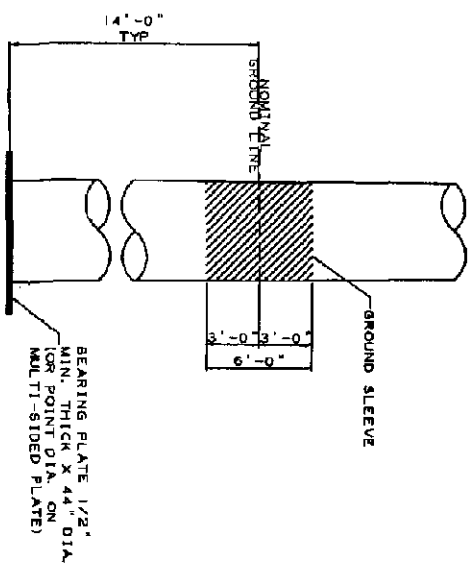
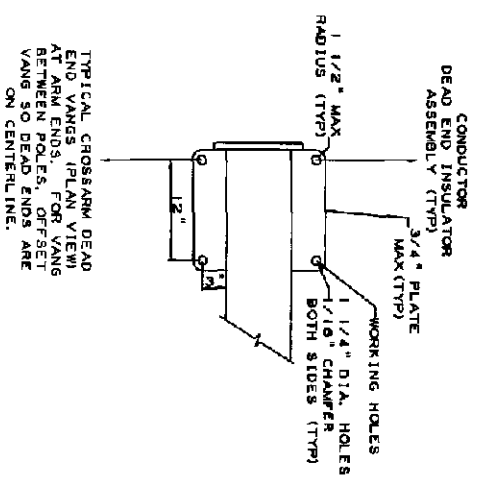
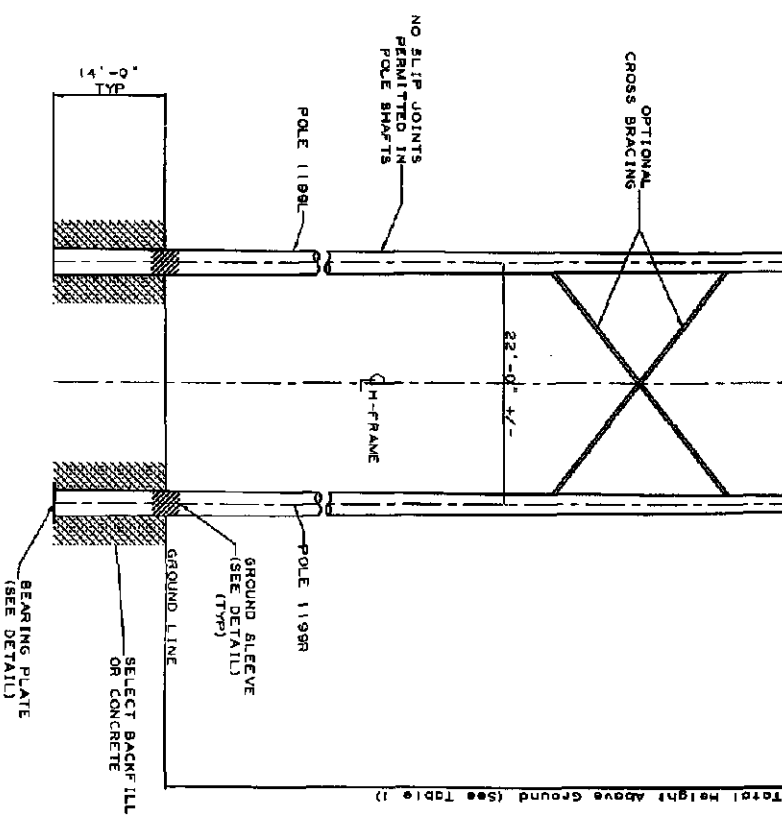
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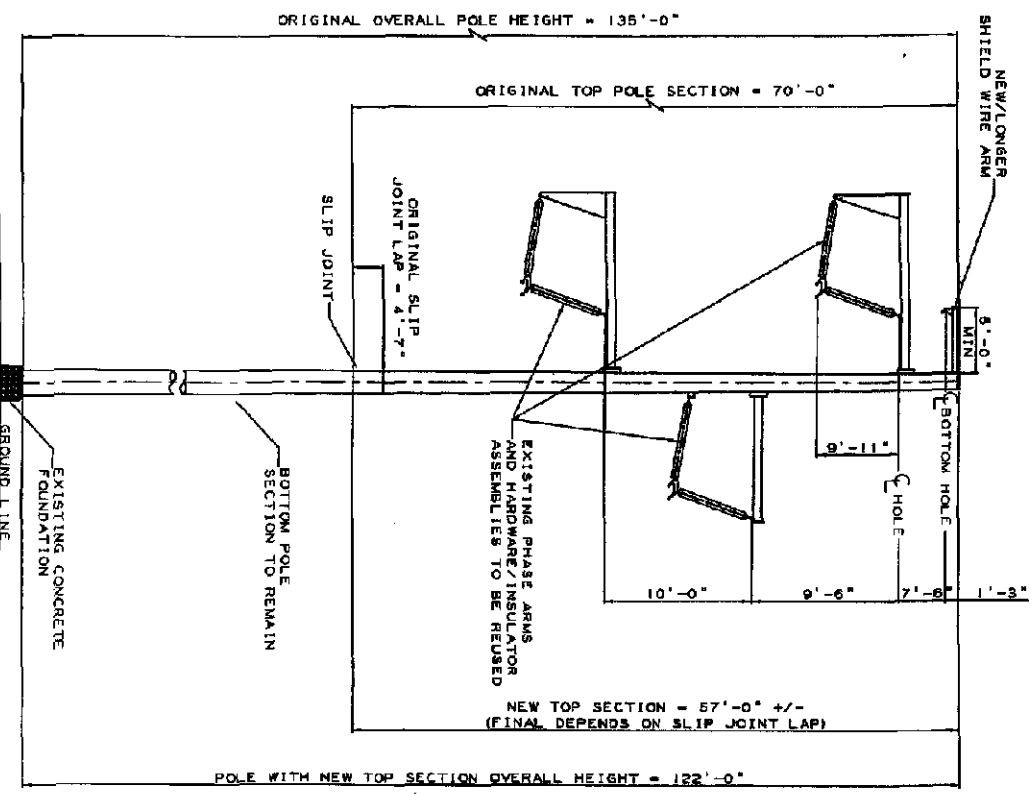




1. Each pole shall have nominal 14 ft. of embedment. Setting depths may range from 13 ft. to 15 ft. depending on slope of ground at specific locations. See ground sleeve details.

STRUCTURE #	TOTAL HEIGHT ABOVE GROUND	LEFT SW ATTACHMENT	RIGHT SW ATTACHMENT	LOADING DRAWING NO.
1199	63'	DEADEND	DEADEND	449-4-1523A





THIS DRAWING WAS PREPARED BY POWER ENGINEERS, INC. FOR THE USE OF THE PROJECT. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE. ANY REVISIONS TO THIS DRAWING FOR ANY REASON MUST BE MADE BY POWER ENGINEERS, INC.

0	INITIAL ISSUE	3/2/09	QID	COM	FOR
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DESIGN	QID	3/2/09
BY	QID	3/2/09
SCALE	PER	3/2/09
N.T.S.		



DAYTON POWER AND LIGHT	JOB NUMBER REV
STRUCTURE 1200A	112814
GREENE COUNTY	DRAWING NUMBER

will continue to carry the Foster-Bath circuit as it does presently. Drawing No. 449-4-1525 shows the basic design characteristics of steel Pole 1200A which will continue to be supported by the existing reinforced concrete foundation at this location.

4. The total line length of the Foster-Bath/Sugarcreek-Greene line to be relocated to new structures between existing Pole 1198 and existing Pole 1200A/Tower 1200 is approximately 1400 feet. Existing conductors and shield wires will be transferred to the new structures. In some spans an additional shield wire will be added to provide for adequate lightning protection of the transmission line.
5. In the Trebein-Glady Run circuit to be rebuilt, existing 80 ft. Class 2 wood Pole No. 401004 exceeds the elevation of the runway glide slope by approximately 13 ft. Pole 401004 will be replaced by a new 75 ft. Class 2 wood Pole No 401004A at 116 ft. to the north in line and a 70 ft. Class 2 wood Pole No. 401004 at 98 ft. to the south in line. These new poles and locations will assure the glide slope clearance requirements are met. The construction standards to be used on the new poles will be 138 kV horizontal line post insulator construction which is the same construction standard existing on the other poles of the Trebein-Glady Run line. Existing shield wire and conductors will be transferred to the new poles. The total line length to be rebuilt between existing poles that will remain un-modified is 650 ft.
6. Existing Pole No. 401007 in the Trebein-Glady Run line is a 90 ft. Class 1 wood pole that exceeds the elevation of the airport glide slope by approximately 2 ft. The existing insulator construction standard on this

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pole will be modified to lower the existing conductors and shield wire on the pole to decrease the top wire elevation at this pole by 5 ft., and the top 5 ft. of the existing pole will be cut off. This process will lower the pole top and top wire below the allowable airport glide slope elevation.

There will be no new right of way requirements for this project. The existing Foster-Bath/Sugarcreek-Greene line occupies the western half and the existing Clinton-Greene line occupies the eastern half of an existing 300 ft. wide right of way through this area for the 345 kV lines. The Foster-Bath/Sugarcreek-Greene line rebuild for this project will spread out the new structures somewhat wider on the right of way, but the rebuilt line will remain mostly in the western half of the right of way and encroach several feet into the eastern half of the right of way. The 300 ft. right of way and adjacent lands were investigated and documented as part of the Letter of Notification (Case No. 00-232-EL-BLN) presented to the OPSB for the Foster-Bath/Sugarcreek line construction project placed in-service in June, 2001. The Foster-Bath/Sugarcreek-Greene line was built to accommodate the Greene County Airport Extended runway at a 20:1 slope which was the design criteria for the airport glide slopes at that time.

The Trebein-Glady Run line right of way is a 25 ft. wide strip immediately adjacent to the 300 ft. wide right of way for the 345 kV lines. The wood poles of this line are set along the right of way line between the 300 ft. and 25 ft. wide portions of right of way, so in effect overhang the eastern edge of the 300 ft. right of way. The rebuild required for the Trebein-Glady Run line will remain along the present right of way and construction alignment.

From an environmental and ecological standpoint, the area where this entire project is to take place was previously investigated as noted above by Case No.

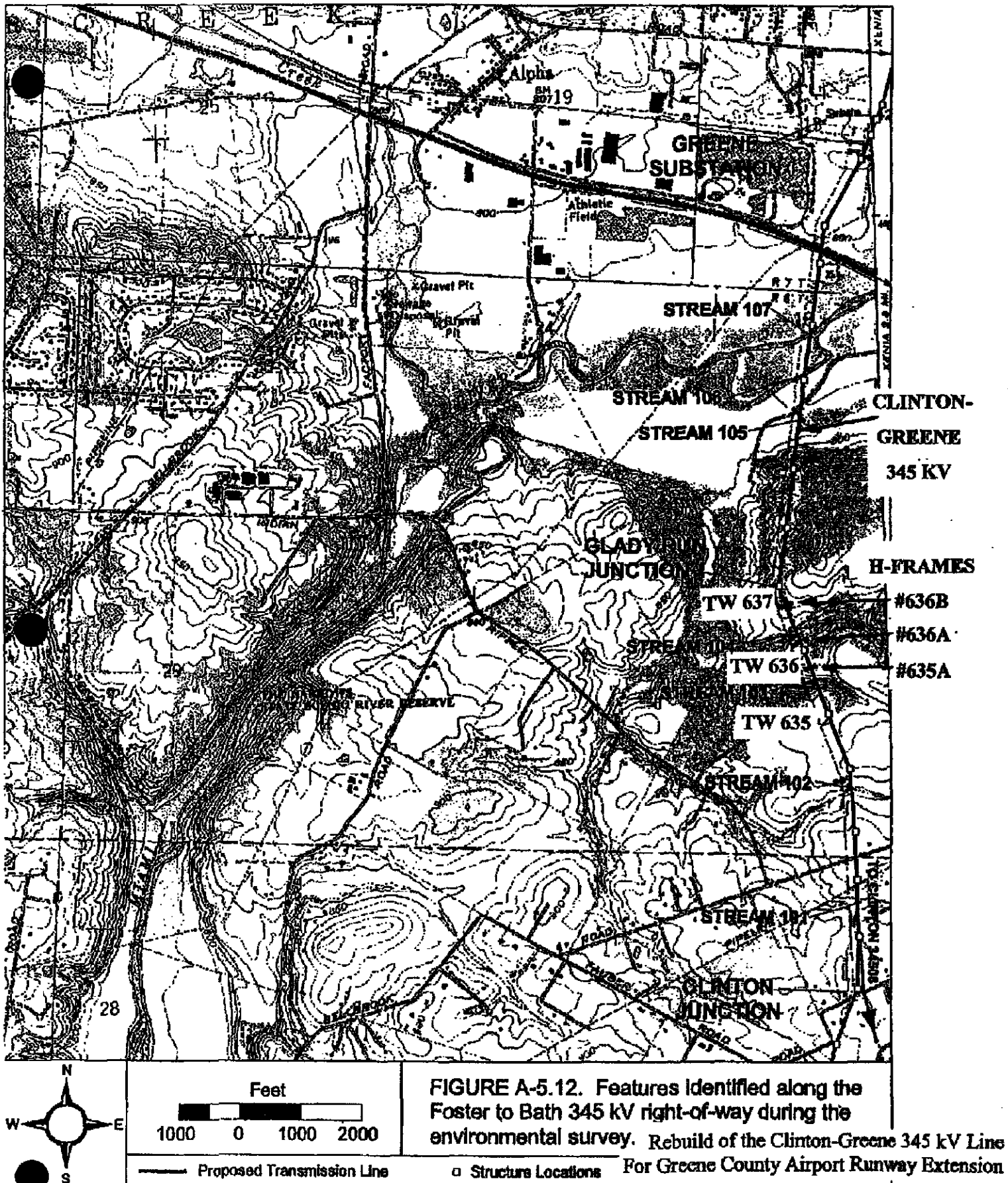
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00-232-EL-BLN. The general landscape, land use, ecological conditions, etc., remain essentially as they were when first investigated and as restored following the previous construction identified in Case No.00-232-EL-BLN and when the Clinton-Greene line was rebuilt as identified in Case No. 04-1347-EL-BNR. The land has been farmed in corn or soybeans over the past years. Part of this area is fallow land covered with grasses and weeds.

One stream needs to be crossed for the present construction, which is STREAM 104 in the original Letter of Notification. A copy of the original LON Figure A-5.12. is included following that identifies both Stream 104 and the previous H-Frames installed in the Clinton-Greene 345 kV line (H-Frames #635A, #636A and # 636B) to lower that line for airport runway clearances. Also, a copy of the original "Stream Data Sheet" submitted for STREAM 104 in that LON is attached for reference. This stream will be crossed at an existing farm lane with a concrete culvert in the stream crossing. This location is where the stream has been crossed before during the last two construction projects discussed in the above OPSB Cases. As before, some additional stone and/or wood mats will be placed over the culvert at the crossing to assure no damage occurs to the culvert or stream. New H-Frames 1198 and 1198A will be installed approximately 500 ft. uphill and south from the stream with thick grasses and weeds located between the construction site and the stream that will mitigate any soil runoff from construction into the stream. Previous projects have not required that silt fence or other special means to control runoff be used at this site as the construction disturbance will be minimal and the existing ground cover will be left undisturbed to the extent possible, but silt fence will be available and installed as appropriate between that construction site and the stream should that be found necessary to assure no runoff reaches the stream. New H-Frames 1199 and 1199A will be installed approximately 400 ft uphill and north of the stream. The first

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# STREAM DATA SHEET

(fill in blanks or circle all appropriate responses)

Stream #: 104 Project #: 173.05 Date: 09-30-99

Project Name: DPL FOSTER-BATH Location: GREENE CO

Stream Name and/or (Tributary of) Little Miami River

Field Crew: L. BREWER / M. LITTLE Photograph (Roll / #): 7-13

## I. Stream Flow:

           perennial ✓ ephemeral

## II. Measurable Characteristics:

Width of Channel 6 ft Width of Water 2 ft Dry Run

Depth of Water 12" Range 8" Average

Depth of Channel 2 ft

Width of Riparian Zone 10 ft Left Bank 20 ft Right bank

## III. Substrate:

Type of Bedrock            Sandstone, ✓ Limestone,            Shale,

           Other            Don't Know

Is Bedrock at or Near the Surface?            Yes            No ✓ Don't Know

Additional Substrate Components            Boulder, ✓ Cobble,

✓ Gravel, ✓ Sand, ✓ Silt,            Organic

## IV. Stream Morphology:

Which of these Characters Occur?            Pools,            Riffles,

           Glides, ✓ Runs

Are Erosional Processes Present? ✓ Yes            No

If Yes, Describe BANKS

Has the Stream been Channelized?      Yes ✓ No

Which of these Characters Apply?

     No sinuosity, ✓ Mildly sinuous,      Strongly Sinuous

V. Additional Characteristics:

Instream Cover ✓ Overhanging Vegetation,      Rootwads,

     Logs/Debris,      Aquatic Macrophytes

Describe Riparian Zone

OLD FIELD

Describe Land Use Adjacent to Riparian Zone

OLD FIELD

Describe any Observable Noteworthy Conditions Upstream or Downstream

Photograph and/or Drawing

approximately 200 feet of ground north of the stream is again covered with thick grasses and weeds that will mitigate any runoff towards the stream. The remaining distance to the structure installation is cultivated farmland and the slope of the land will direct most water from this farmland west and away from the stream through the cultivated field. Consequently, previous projects performed here have not required any special mitigation techniques to control runoff and none are expected to be used here for this project. Any spoils from hole excavations at the construction site not compatible with the existing soil materials will be removed from the site. Upon completion of the project, the areas of activity where the ground is disturbed during construction will be re-graded to original conditions and seeded with compatible grasses, or in the areas within the cultivated field, the ground will be left in a condition ready for continued farming activity.

The construction of this project should cause minimal social and environmental impacts to the area. The benefit of the project will be to assure adequate airspace navigation clearances for the Greene County Airport.

**(7) Maps and Directions to the Site**

The PROJECT MAP, Drawing PLAN 01, attached shows the project location and the locations of the transmission lines to be rebuilt as part of this Construction Notice.

To locate the project facilities, head east on U.S. Route 35 from its intersection with I-675 (east of Dayton, Ohio) for 5.6 miles to Valley Road. Alternatively, head west from the center of Xenia, Ohio, at U.S. Route 68 along the Route 35

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Business Loop (West Main Street) and Route 35 for 3.9 miles to Valley Road. At the Valley Road traffic signal turn south on Valley Road. Approximately one mile south of Route 35 and just before going through the tunnel under the runway of the Greene County Airport, head west about one half mile cross country to the project site. A farm lane exists just south of the existing 69 kV line running east-west across Valley Road just north of the tunnel. Access to the farm lane that will go back to the construction site is directly opposite the entrance to the Green County Airport.

**(8) Properties the Project Traverses**

The line sections to be rebuilt for this Construction Notice project are all located within existing transmission line easements that were secured for these lines in the 1960's. Those easements also provide for use of the property not directly a part of the easement for the purposes of construction, maintenance and operation activities that may be required for the transmission lines. Actual construction of this project will take place on only one property on which the above noted easements are located, and the owner of that property is Russ North Valley Road LLC. The adjacent property to the construction site is the property owned by the Greene County Board of Commissioners for whom this project is being done. Construction activities on that property, where the Greene County Airport is located, will be limited to minor access locations to get back to the project work location.

**(C) Documentation of Construction Notice Information**

The governmental bodies and public agencies listed below have been notified of this project and have been provided a copy of this Construction Notice. Copies of letters transmitting this notice to them are attached. Those organizations include:

Beavercreek Township Board of Trustees

Greene County Commissioners

Greene County Administrator – Howard Posten, President

Greene County Regional Airport Authority – Bill Von Gunten

Ohio Department of Transportation, Aviation – John Milling

P. D. Robertson, P.E.

POWER Engineers, Inc.

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Beavercreek Township Board of Trustees  
1981 Dayton-Xenia Road  
Beavercreek, Ohio 45434

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Dear Trustees:

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This information is being provided to you as required by the Rules of the Ohio Power Siting Board. It does not require any direct action on your part at this time. If you have any questions concerning this Construction Notice about this proposed project, please give me a call at 937-259-7262.

Sincerely,

A handwritten signature in cursive script, appearing to read "H. Shamash".

Hertz Shamash  
Director, Resource Planning



August 31, 2009

Greene County Board of Commissioners  
35 Greene Street  
Xenia, Ohio 45385

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Dear Commissioners:

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Hertz Shamash  
Director, Resource Planning





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Mr. Howard Posten  
Greene County Administrator  
35 Greene Street  
Xenia, Ohio 45385

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Hertz Shamash  
Director, Resource Planning



August 31, 2009

Mr. Bill Von Gunten, President  
Greene County Regional Airport Authority  
140 North Valley Road  
Xenia, Ohio 45385

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Dear Mr. Von Gunten:

Enclosed is a Construction Notice that The Dayton Power and Light Company is submitting to the Ohio Power Siting Board of the Public Utilities Commission of Ohio. This Construction Notice details the rebuild of a section of the existing Foster-Bath/Sugarcreek-Greene double circuit 345 kV transmission line and the rebuild of a section of the Trebein-Gladly Run 138 kV line which is designed for 138 kV but is presently operating at 69kV. This project is required to accommodate a runway extension project at the Greene County Airport. This transmission line rebuild project is being done at the request of the Greene County Commission through the Greene County Regional Airport Authority to provide for the additional airspace clearance requirements necessary to operate the extended runway. The project is located in Beavercreek Township, Greene County, Ohio. Construction of the transmission line rebuild is scheduled to begin on or shortly after October 13, 2009.

This information is being provided to you as required by the Rules of the Ohio Power Siting Board. It does not require any direct action on your part at this time. If you have any questions concerning this Construction Notice about this proposed project, please give me a call at 937-259-7262.

Sincerely,

A handwritten signature in dark ink, appearing to read "H. Shamash", is written over a light-colored background.

Hertz Shamash  
Director, Resource Planning



August 31, 2009

Mr. John A Milling  
Ohio Department of Transportation, Aviation  
2829 West Dublin-Granville Road  
Columbus, Ohio 43235-2786

**Construction Notice**  
**Rebuild of the Foster – Bath/Sugarcreek - Greene 345 kV Line**  
**And the Trebein – Glady Run 138 kV Designed Line**  
**For the Greene County Airport Runway Extension**

Dear Mr. Milling:

Enclosed is a Construction Notice that The Dayton Power and Light Company is submitting to the Ohio Power Siting Board of the Public Utilities Commission of Ohio. This Construction Notice details the rebuild of a section of the existing Foster-Bath/Sugarcreek-Greene double circuit 345 kV transmission line and the rebuild of a section of the Trebein-Glady Run 138 kV line which is designed for 138 kV but is presently operating at 69kV. This project is required to accommodate a runway extension project at the Greene County Airport. This transmission line rebuild project is being done at the request of the Greene County Commission through the Greene County Regional Airport Authority to provide for the additional airspace clearance requirements necessary to operate the extended runway. The project is located in Beavercreek Township, Greene County, Ohio. Construction of the transmission line rebuild is scheduled to begin on or shortly after October 13, 2009.

This information is being provided to you as required by the Rules of the Ohio Power Siting Board. It does not require any direct action on your part at this time. If you have any questions concerning this Construction Notice about this proposed project, please give me a call at 937-331-4680.

Although the Construction Notice submitted to the Ohio Power Siting Board primarily addresses the Foster-Bath/Sugarcreek-Greene and Trebein-Glady Run transmission lines



as noted above, there are two additional lines in the area that could potentially affect navigable air space. These lines are the Clinton-Greene 345 kV transmission line, previously submitted and rebuilt to accommodate the new 34:1 glide slope criteria, and the Trebein-Waynesville-Yankee 69 kV wood pole line that runs below several structures of the 345 kV lines. These lines were also reviewed for airport glide slope clearance requirements, but because of the previous submittal or design voltage of these lines, they did not need to be submitted to the Ohio Power Siting Board for the present project.

A series of profile views is included for your use that show the line sections of interest looking west as the transmission lines pass to the west of the airport. These line profiles also have the 34:1 glide slope shown above the eastern shield wire position on the lines for your reference. These lines and the structure and shield wire points of concern have all been submitted to the FAA and determined to be "of No Hazard to Air Navigation". For your reference all the points of concern (38 total) for the five transmission lines of interest are covered by FAA documentation for: Project Name, DAYTO-0001131177-09 and Aeronautical Study Numbers (ASN), 2009-AGL-726-OE through 2009-AGL-763-OE.

If we can be of further assistance in your consideration of this project, please contact me as noted above or contact Phil Robertson at 937-776-8109 or Greg Tokar at 937-331-4647 concerning specific design issues associated with this line rebuild project.

Sincerely,

A handwritten signature in cursive script, appearing to read "H. Shamash".

Hertz Shamash  
Manager, System Planning