



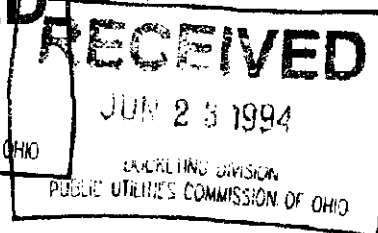
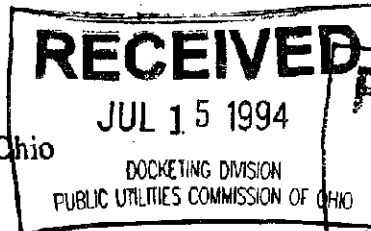
76 South Main St.  
Akron, Ohio 44308  
216-384-5840

94-1214-EL-BTX

Barry M. Miller  
Vice President

June 22, 1994

Mr. Craig Glazer, Chairman  
Ohio Power Siting Board  
Public Utilities Commission of Ohio  
Borden Bldg., 12th Floor  
180 East Broad Street  
Columbus, OH 43266-0573



Dear Chairman Glazer:

**Application for  
Amendment to the Certificate of  
Environmental Compatibility and Public Need  
for the Crissinger-Tangy 138 kV  
Transmission Line Project  
Brindle Road Area Realignment  
Delaware County  
Case No. 91-1229-EL-BTX**

Transmitted herewith on behalf of Ohio Edison Company (Company) pursuant to the Rules and Regulations of the Ohio Power Siting Board (OPSB) are one (1) original and twenty copies of the Company's Amendment to the Certificate of Environmental Compatibility and Public Need for the Crissinger-Tangy 138 kV Transmission Line Project, Brindle Road Area Realignment. This amendment involves the realignment of a section of the certified 138 kV transmission line route in the vicinity of Brindle Road in Delaware County.

In accordance with the requirements of Rule 4906-5-02(A)(3) of the OPSB's Rules and Regulations, please be advised:

(a) Applicant's Name and Address

Ohio Edison Company  
76 South Main Street  
Akron, OH 44308-1890

(b) Proposed Facilities

Realignment of a section of the certified Crissinger-Tangy 138 kV transmission line route in the vicinity of Brindle Road in Delaware County.

(c) Applicant's Representatives

Mr. B. M. Miller  
Vice President  
Ohio Edison Company  
76 South Main Street  
Akron, OH 44308-1890

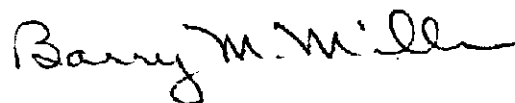
Mr. M. R. Beiting  
Senior Attorney  
Ohio Edison Company  
76 South Main Street  
Akron, OH 44308-1890

(d) Affidavit Attached

Based on the estimated construction costs for the amendment portion of this project, the application fee amount is \$1,000 as outlined in Section 4906-5-10(D) of the Ohio Administrative Code (O.A.C.). A voucher check in the amount of \$1,000 pursuant to Section 4906-5-10(C)(2) will be provided under separate cover.

Additionally, pursuant to the requirements of Ohio Administrative Code (OAC) 4906-5-09 and 4906-5-06, the enclosed Affidavit of Service lists the name, address, telephone number, and official title of each person who has been served a copy of this Amendment to the Certificate. Service has been obtained by certified mail, return receipt requested. Ten additional copies of the Affidavit of Service have been included in accordance with OAC 4906-1-11.

Very truly yours,



kc

Attachments

xc w/o att: KWissman (OPSB)  
RAYerian (OPSB)

APPLICATION FOR  
AMENDMENT TO THE CERTIFICATE OF ENVIRONMENTAL COMPATIBILITY  
AND PUBLIC NEED

FOR THE  
CRISSINGER-TANGY 138 kV ELECTRIC TRANSMISSION LINE PROJECT  
BRINDLE ROAD AREA REALIGNMENT

SUBMITTED TO THE  
OHIO POWER SITING BOARD

AFFIDAVIT

CASE NO. 91-1229-EL-BTX

STATE OF OHIO     )  
                              ) SS.  
SUMMIT COUNTY    )

On June 22, 1994, before me, a Notary Public in and for the State and County aforesaid, personally appeared Willard R. Holland, who after being duly sworn according to law, deposed and said that he is President and Chief Executive Officer of the OHIO EDISON COMPANY, an Ohio corporation, that in such capacities he is authorized to make this Affidavit; and that the within information of OHIO EDISON COMPANY to the Ohio Power Siting Board is true and correct to the best of his knowledge, information, and belief.

Willard R. Holland

Willard R. Holland

Sworn to and subscribed before me the day and year aforesaid.

Notary Public

Dorothy A. Bratanov

DOROTHY A. BRATANOV  
Notary Public, State of Ohio  
Resident of Summit County  
My Commission Expires Feb. 24, 1996

Ohio Edison Company )  
Application for )  
Amendment to the Certificate )  
of Environmental Compatibility )  
and Public Need for the )  
Crissinger-Tangy 138 kV )  
Electric Transmission Line )  
Project: Brindle Road Area )  
Realignment )

Case No. 91-1229-EL-BTX  
AFFIDAVIT OF SERVICE

AFFIDAVIT OF SERVICE

Richard M. Doncaster, Jr., Engineer, Ohio Edison Company, being first duly sworn, deposes and says that he served a copy of the above-captioned Amendment upon those persons identified on the attached Exhibit 1, by sending a copy by certified mail, return receipt requested on June 22, 1994.

Richard M. Doncaster, Jr.

Sworn to me and subscribed in my presence this June 22, 1994.

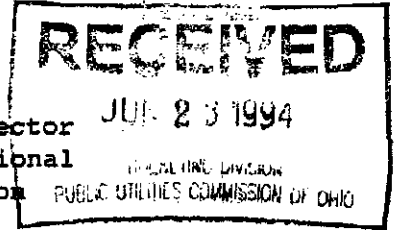
Notary Public

*Kathleen Anne Grant*  
**KATHLEEN ANNE GRANT**  
Notary Public, State of Ohio  
Resident of Summit County  
My Commission Expires Jan. 3, 1999

Exhibit 1

Public Officials

Crissinger-Tangy 138 kV Line Project  
Case No. 91-1229-EL-BTX



Delaware County

Mr. Tim DeWitt, Director  
Delaware County Regional  
Planning Commission  
50 Channing Street  
Delaware, OH 43015  
(614) 548-7313 (Ext. 1960)

Ms. Jean Hatfield, Clerk  
Delaware County Commissioners  
101 N. Sandusky Avenue  
Delaware, OH 43015  
(614) 368-1820

Mr. Roy Jackson, President  
Delaware County Commissioners  
101 North Sandusky Street  
Delaware, OH 43015  
(614) 368-1820

Mr. Fred Stults  
Delaware County Engineer  
50 Channing Street  
Delaware, OH 43015  
(614) 548-7313 (Ext. 1930)

Delaware County District Library  
84 East Winter  
Delaware, OH 43015  
(614) 362-3861

Concord Township

Ms. Barbara Hughes, Clerk  
Concord Township Trustees  
7250 Dublin Road  
Delaware, OH 43015  
(614) 881-5794

Radnor Township

Ms. Ruth Ann Rhoades, Clerk  
Radnor Township Trustees  
P.O. Box 166  
Radnor, OH 43066  
(614) 595-3524

Scioto Township

Ms. Lila Jean Waugh, Clerk  
Scioto Township Trustees  
4122 Stover Road  
Ostrander, OH 43061  
(614) 666-3451

Thompson Township

Ms. Bonnie Newland, Clerk  
Thompson Township Trustees  
7140 Mink Street Road  
Ostrander, OH 43061  
(614) 595-3354

Marion County

Mr. Ken Lengieza  
Marion County Regional  
Planning Commission  
120-1/2 South Main Street  
Marion, OH 43302  
(614) 387-6188

Marion County Public Library  
445 East Church Street  
Marion, OH 43302  
(614) 387-0992

Green Camp Township

M. Ruth Anderson, Clerk  
Green Camp Township Trustees  
P.O. Box 219  
Green Camp, OH 43322  
(614) 528-2468

Marion Township

Mr. Frank K. Reber, Clerk  
Marion Township Trustees  
P.O. Box 79  
Marion, OH 43302  
(614) 383-5954

Pleasant Township

Ms. Marilyn P. Hale, Clerk  
Pleasant Township Trustees  
1112 Wolfinger Road  
Marion, OH 43302  
(614) 726-2189

Prospect Township

Mr. Charles Lauer, Clerk  
Prospect Township Trustees  
600 North Street  
Prospect, OH 43342  
(614) 494-2334

Prospect Public Library  
116 North Main Street  
Prospect, OH 43342  
(614) 494-2684

Union County

Rebecca Roush, Clerk  
Union County Commissioners  
County Office Building  
233 West 6th Street  
Marysville, OH 43040  
(513) 645-3012

Richwood/Union County Public Library  
4 East Ottawa Street  
Richwood, OH 43344  
(614) 943-3054

Claibourne Township

Mr. Duane Stillings, Clerk  
Claibourne Township Trustees  
12394 Beth-Claibourne  
Richwood, OH 43344  
(614) 943-3079

Dover Township

Mr. Wallace Snyder, Clerk  
Dover Township Trustees  
11859 US 36  
Marysville, OH 43040  
(513) 642-9467

Jackson Township

Ms. Linda McNamee, Clerk  
Jackson Township Trustees  
14055 Patterson Road  
Richwood, OH 43344  
(614) 943-2748

Leesburg Township

Mr. Lowell Fitzpatrick, Clerk  
Leesburg Township Trustees  
23121 SR 37  
Marysville, OH 43040  
(513) 348-2876

Green Camp

Ms. Beverly D. Elam, Clerk-Treasurer  
Green Camp Village Council  
209 Marion Street, Box 218  
Green Camp, OH 43322  
(614) 528-2411

Delaware

Mr. Frank Ciarochi  
City Manager  
City of Delaware  
1 South Sandusky Street  
Delaware, OH 43015  
(614) 368-1640

Ms. Elizabeth F. Speese, Clerk  
City of Delaware  
151 West Lincoln Avenue  
Delaware, OH 43015  
(614) 369-5889

Marion

Ms. Joan Steward, Clerk  
Marion City Hall  
233 W. Center Street  
Marion, OH 43302  
(614) 387-2020

Mr. Jack L. Kellogg, Mayor  
City of Marion  
662 Brightwood Drive  
Marion, OH 43302  
(614) 387-2020

Richwood

Ms. Paula A. Roller, Clerk-Treasurer  
Richwood Village Council  
379 North Franklin Street  
Richwood, OH 43344  
(614) 943-2048 (home)  
(614) 943-3550 (work)

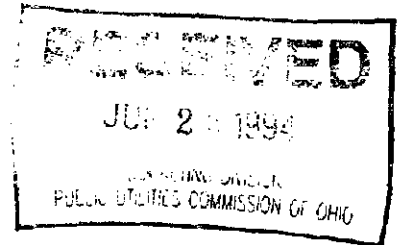
Additional

Mr. J. Schrader  
Ohio Power Company  
301 Cleveland Avenue  
P.O. Box 24400  
Canton, OH 44701  
(216) 456-8173



June 22, 1994

Mr. Craig A. Glazer  
Chairman, Ohio Power Siting Board  
The Public Utilities Commission of Ohio  
180 East Broad Street  
Columbus, Ohio 43266-0573



Re: Crissinger-Tangy 138 kV Transmission Line Project  
Case No. 91-1229-EL-BTX  
Brindle Road Amendment

Dear Chairman Glazer:

Enclosed for filing is a proposed amendment to the Certificate of Environmental Compatibility and Public Need issued to Ohio Edison on September 20, 1993 in the above-styled case. At page 26 of that Order, the Board directed Ohio Edison to keep affected individuals informed of the progress of the Crissinger-Tangy 138 kV line and to consider their input in the installation of the line. The Board further directed Ohio Edison to endeavor to place the line so that it follows field and property lines that minimize the impact to farming operations, and to continue negotiations with all affected landowners to determine the exact placement of the line which will be most agreeable to those concerned. This amendment, as well as the Smart Road Area, Tawa Road Area, and Crissinger Substation Area amendments submitted under separate cover, represent Ohio Edison's compliance with the Board's directive.

Beginning last winter, Ohio Edison conducted a series of open houses, public forums and individual meetings designed to solicit public input into the precise placement of portions of the Crissinger-Tangy line. Where landowners representing a majority of the portion of the line affected supported a realignment of the certificated route, Ohio Edison has developed an amendment to the certificated route which follows field and property lines to minimize impacts on farming operations. This amendment, referred to as the Brindle Road Amendment, is a product of the process described above.

Please do not hesitate to contact the undersigned if you have questions or need additional information about this filing.

Respectfully submitted,



Michael R. Beiting  
Senior Attorney



Thomas C. Burgess  
Gen. Power Siting Engineer

sf  
enclosure

[18358]

**RECEIVED**

JUL 15 1994

DOCKETING DIVISION  
PUBLIC UTILITIES COMMISSION OF OHIO

**APPLICATION FOR  
AMENDMENT TO THE**

**CERTIFICATE OF ENVIRONMENTAL COMPATIBILITY  
AND PUBLIC NEED**

**TO THE**

**OHIO POWER SITING BOARD**

**OHIO EDISON COMPANY**

**CRISSINGER-TANGY 138 kV TRANSMISSION LINE  
CASE NUMBER 91-1229-EL-BTX  
BRINDLE ROAD AREA REALIGNMENT**

**PURSUANT TO  
OHIO ADMINISTRATIVE CODE, CHAPTER 4906**

**JUNE 1994**

**APPLICATION FOR  
AMENDMENT TO THE CERTIFICATE OF  
ENVIRONMENTAL COMPATIBILITY AND PUBLIC NEED TO  
THE OHIO POWER SITING BOARD**

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**INTRODUCTION  
APPLICATION FOR  
AMENDMENT TO THE OPSB CERTIFICATE  
FOR THE CRISSINGER-TANGY 138 kV PROJECT  
JUNE 1994**

This amendment is being filed to incorporate an alignment change to the southern portion of the Crissinger-Tangy 138 kV certified transmission line route. The Ohio Power Siting Board (OPSB) granted a certificate for the construction, maintenance, and operation of the proposed transmission line in an order issued on September 20, 1993, subject to certain requirements. The route approved by the OPSB is identified in the certified application as the Alternate route from Tangy Substation to Kirby Substation and the Preferred route from Kirby Substation to Crissinger Substation. One of the recommendations made by the OPSB in its order was that Ohio Edison Company (OEC) work with the affected local property owners to consider the exact placement of the transmission line.

A comprehensive effort by OEC was undertaken to inform public officials and affected property owners and to solicit input and address concerns regarding the finalization of the route for this project. On December 17, 1993 individual letters were mailed to local political officials informing them of three Open House meetings to be held in January.

These forums were intended to give property owners the opportunity to review the project with company representatives, address any concerns and determine the placement of the transmission line. In addition, a toll-free telephone number was established to promptly and consistently field questions and concerns regarding the project. In order to inform the general public, news releases were published during December 1993 in area

newspapers describing the project and Open Houses. Open House invitations were forwarded to potentially affected property owners on January 7, 1994, announcing the date, time and location of the Open House meetings. Follow-up letters containing similar information were mailed to local political officials on January 12, 1994. The Open House meetings were subsequently held on January 18, January 19, and January 20, 1994 at the VFW Building in Richwood, Ohio; the Marion City Hall in Marion, Ohio; and OEC's Bellepoint Line Shop in Ostrander, Ohio, respectively. Approximately 40 percent of the affected property owners who were sent invitations attended the meetings. Following these meetings, individual property owners were offered the opportunity to meet with company representatives to discuss their specific concerns and resolve the exact alignment for the line. A series of additional informal meetings were held to address similar aspects with smaller groups of affected property owners.

As a result of the input and information from these discussions and meetings, a modified alignment to the certified route in the vicinity of Brindle Road was determined to minimize the impact on area residents. Consequently, materials reflecting the modified alignment were again presented for review and concurrence at an Open House held on May 2, 1994 at OEC's Bellepoint Line Shop, Ostrander, Ohio to specifically finalize the exact route with affected property owners in the vicinity of Brindle Road. OEC has identified a number of other realignments to the certified route which reflect the input received from those affected.<sup>1</sup>

This amendment application addresses the proposed realignment of the certified route in the vicinity of Brindle Road and has been designated as the Brindle Road Area

---

<sup>1</sup>The Tawa Road Area, Smart Road Area and Crissinger Substation Area Amendments will be filed under separate cover.

realignment. The amendment application is designed to provide information regarding the technical, financial, environmental, and social impacts associated with the proposed alignment.

**4906-15-01 JUSTIFICATION OF NEED  
AND FACILITY OVERVIEW  
STANDARD APPLICATION REQUIREMENTS**

(A) Justification of Need

This amendment reflects a resolution and finalization of the certified route for a portion of the route in the vicinity of Brindle Road. It incorporates OEC's effort to satisfy the directive of the OPSB to work with affected property owners and consider their input in the installation of the line within the terms of the certificate granted by the OPSB. In particular this amendment also reflects OEC's effort to place the line so that it follows field and property lines to minimize impacts, where feasible as further directed by the OPSB. The realignment proposed herein satisfied these objectives while continuing to minimize the environmental impact associated with the line. The proposed route configuration does not modify the need for the project nor does it change the original intent of the project to provide a second 138 kV supply into the Marion Area from Tangy Substation including supply to the Richwood area.

The portion of the certified route in the vicinity of Brindle Road (as described in Section 4906-15-02 (B), page 02-1) trends cross-country across several properties currently being used for agricultural purposes. In order to reduce agricultural impacts, and satisfy the directive of the OPSB to route the line along field and property lines, input was solicited from potentially affected property owners suggesting the use of an existing road corridor. Approximately 25 property owners, who have property on both sides of Brindle Road, are in the vicinity of the proposed route north of the intersection of Brindle Road and Ostrander Road

and south of the intersection of Brindle Road and State Route 37. An additional five property owners have properties located on either side of the proposed realignment where it follows field and property lines between State Route 37 and the intersection of Minks Road and the Certified route. One of these owners also has property abutting Brindle Road south of State Route 37.

Many of the potentially affected property owners attended the Open Houses held during the week of January 17, 1994 where various alternatives were discussed to move the route from fields to property/field lines or along Brindle Road. In addition, several individual meetings were held to resolve the placement of the line. Inquiries were also addressed and resolved through calls to the project information line and other OEC personnel. As a result of OEC's evaluation of this input, a proposed realignment was identified and invitations were mailed to affected property owners in the vicinity of the realignment for a follow-up Brindle Road Area Open House which was held on May 2, 1994.

Based upon these discussions, OEC elected to proceed with this amendment based on support of property owners representing most of the distance of this portion of the certified route.

(B) Facilities Schedule

(1) Schedule

Based on the September 20, 1993 approval of this project by the OPSB, the original schedule of the Crissinger-Tangy 138 kV transmission line

project has been revised. This reflects a review of the expanded public participation efforts for this project and consideration of the anticipated schedule requirements associated with Dayton Power and Light Company's certified Blue Jacket-Kirby 138 kV Transmission line project. As a result, a schedule of activities which involves completion of the southern portion of the line prior to the required completion of the northern portion has been determined. Accordingly, Acquisition, Construction, and In-Service schedules have been revised to the following:

**Kirby-Roberts Section:**

Real Estate Acquisition	In Progress
Begin Construction	June, 1996
In-Service	November, 1996

**Tangy-Kirby Section:**

Real Estate Acquisition	In Progress
Begin Construction	May, 1995
In-Service	November, 1995

**(2) Delays**

The impact of any events that adversely affect meeting the scheduled activities or other delays would result in:

- a) Increasingly overloaded electrical facilities serving the Marion area;
- b) Deteriorating voltage support to regional substations under projected contingency conditions;

- c) Adversely effected coordination schedules with Dayton Power and Light associated with the joint interconnection projects.

(C) Analysis of Alternatives

Impacts associated with the proposed realignment do not depart significantly from the certified route; however, a portion of the amended route is located just outside the original study corridor. The associated technical, financial, environmental, and social impacts will be similar to those identified for the certified route. The proposed realignment has been reviewed from an environmental perspective and overall impacts are expected to be similar to the certified route. Specific impacts are addressed in more detail throughout this amendment.

**4906-15-02 TECHNICAL DATA  
STANDARD APPLICATION REQUIREMENTS**

(B) Sites of Route

The proposed realignment area occurs within the vicinity of Brindle Road, north of Ostrander Road to just north of Mink Street.

Certified Route. The proposed alignment change to the 3.8 miles of the certified route is presented in accompanying figures. This portion of the route was originally discussed in the application in Technical Data Chapter 4906-15-02, Section (B), Sites of Routes on page 02-3. It referred to the portion of the route with the following description:-

..."From this point, the alternate route would trend north-northwest for approximately 42,280 feet. This portion of the alternate route would be passing primarily through agricultural land as well as crossing two small tributaries of the Scioto River (Smith Run and Moors Run). Bokes and Fulton Creeks would also be crossed by this portion of the route. Approximately 3,700 feet"...

The new route description for that portion of the line is as follows:

..."From this point, the route would trend north-northwest for approximately 8,140 feet. The remaining portion of the route would pass primarily through agricultural land as well as two small tributaries of the Scioto River (Smith Run and Moors Run). Bokes and Fulton Creeks would also be crossed by this portion of the



route. At the intersection of Brindle Road and Ostrander Road, the route trends north paralleling the east side of Brindle Road for approximately 4,870 feet from Ostrander Road to Degood Road. The route crosses near the intersection of Brindle Road and Degood Road and continues to parallel the east side of Brindle Road for 3,080 feet. The route then crosses Brindle Road trending diagonally northwest for 400 feet to the northwest side of the intersection of Brindle Road and Slocum Road. The route parallels the west side of Brindle Road for approximately 4,600 feet to the point where Brindle Road terminates at State Route 37. The route continues to the north along field and property lines for 6,200 feet. After the route crosses Mink Street, it proceeds west paralleling the north side of Mink Street for approximately 680 feet. At this point the route intersects the certified route ..."

Soil Associations. The soil associations found within 1,000 feet of the amended route are shown on Figure 02-4-A. In Union County the associations are the Blount-Pewamo Association and the EEL-Fox Association. The soil associations encountered with the proposed realignment are the same as with the certified route.

(C) Layout and Construction

(3) Structures

The proposed structures that will be utilized with the proposed realignment were described in the certified application, on pages 02-22 to

02-24, as the preferred structures which were adopted by the OPSB's certificate conditions.

(4) Associated Facilities

The associated facilities and related impacts as a result of the proposed realignment are the same as those of the certified route.

(D) Equipment

The type of equipment specified, including poles, conductors, insulators, base and foundation designs, and cables that will be utilized as a result of the realignment are the same as the technical description on pages 02-25 to 02-28 in the certified application. Additionally, the operating and maintenance policy will not be affected as a result of the proposed realignment.

**4906-15-03 FINANCIAL DATA  
STANDARD APPLICATION REQUIREMENTS**

(A) Ownership

There will be no change in ownership as a result of the realignment.

(B) Electric Transmission Costs

The relocation described by this amendment will add an estimated net cost of \$40,000 to \$50,000 to the project, which includes a net addition of approximately 625 feet of additional transmission line right-of-way, and the associated conductors, poles, dead-end structures and hardware.

A comparison of the net cost changes for the project including the Brindle Road Area, Crissinger Substation Area, Tawa Road Area and Smart Road Area amendments indicates that the total cost would be reduced slightly.

**Total Project Cost**

Certified Route	\$13,075,000
Amended Route	\$12,845,000
Net Change (less)	(\$ 230,000)

The financial analysis comparisons of the cost of the overall project are essentially the same as indicated in the certified application. As a result, the Present Worth, Annualized Costs, and Annual Operation and Maintenance Expenses presented in

the certified application have not been modified as there would be no significant change compared to the original information presented in the certified application.

**4906-15-04 ENVIRONMENTAL DATA  
STANDARD APPLICATION REQUIREMENTS**

General

Impacts to environmental features affected by the certified route will remain essentially the same for the majority of the realignment.

The purpose of this amendment is to comply with the directive of the OPSB to route the transmission line along field and property lines, and to utilize existing corridors and to work with affected property owners. This portion of the certified route trends cross country, where the proposed route utilizes road right-of-way and property lines to the extent feasible. Where the route parallels road right-of-way, the alignment will be such that the centerline will be located 2 feet outside the road right-of-way limit. The 60-foot right-of-way required for this project will utilize 28 feet of the existing road right-of-way and the purchase of an additional 32 foot of right-of-way on private property. Therefore, the proposed route's use of the existing transportation corridor reduces impacts to agricultural land.

(A) Air

Air emissions during the clearing, construction, and operation phases of the project will remain substantially the same as described on page 04-1 in the certified application.

(B) Water

(1) Construction

- (a) Aquatic Discharges from Route Clearing and Construction Operation. The proposed realignment crosses the same creeks, ditches, tributaries, and drainage ditches but at slightly different locations. The net ecological impact of the realignment should be less due to pre-disturbance in the general area of road right-of-way. The portion of the line along the road will be constructed 2 feet from the road right-of-way on private right-of-way, therefore it will utilize 28 feet of the road right-of-way and 32 feet of private right-of-way. The portion of the route alignment following a fencerow/property line would involve clearing the vegetative cover and use of a 60 foot right-of-way.
- (b) Changes in Flow Patterns and Erosion. The terrain of the proposed realignment is similar to that of the approved route. However, the line will now be located near disturbed soil at the road right-of-way and along fencerow/property lines rather than through fields. Therefore, changes in flow patterns and erosion will be reduced for the realignment as compared to the approved route.
- (c) Impact to Public Water Supply. There are no public water supplies in the vicinity of the proposed realignment (see the December 11, 1992 Supplemental Filing).

(2) Operation

Herbicide application on the proposed realignment will be conducted and monitored as specified in the original application for the certified route. The terrain of the realignment is substantially the same as that of the nearby approved route. Additionally, a substantial portion of the proposed route parallels Brindle Road. Therefore, any environmental effects from herbicide application should be less than those identified in the certified application on page 04-2.1 for the approved route.

(C) Solid Waste and Debris

(1) Nature and Amount of Solid Waste and Debris Currently Present along the Proposed Realignment

No known solid wastes and debris presently exist along the proposed realignment. Review of U.S. EPA records did not identify any solid or hazardous waste concerns in the vicinity of the proposed realignment.

RCRA List

Ohio's Resource Conservation and Recovery Act (RCRA) list identifies hazardous waste generators, transporters, and treatment, storage, and disposal sites. Review of Ohio's RCRA list did not identify any solid or hazardous waste concerns in the vicinity of the proposed realignment.

### Solid or Hazardous Waste Dumps

The Ohio Environmental Protection Agency does not retain records on unregulated solid waste dumps. At the time of the December 11, 1992 Supplemental Filing, the appropriate Township Trustees in Marion, Union, and Delaware Counties were contacted for information concerning unregulated waste dumps. No unregulated waste dumps were identified in the project vicinity. The presence of unregulated solid waste dumps on the proposed realignment was evaluated again during the site reconnaissance for the amendment. No unregulated solid waste dumps were identified.

### Title III Disclosure

No locations where inventories of hazardous chemicals are kept were identified which are in close proximity to the proposed realignment.

### Vegetative Debris

The vegetation of the realignment is similar to that of the nearby approved route alignment. The portion of the realignment along approximately 6,200 feet of field and property line fencerows, rather than cross country, may slightly increase the amount of vegetative debris that is generated during construction activities. An additional 4.2 acres of fencerow, resulting in approximately 147 cubic yards of waste generation, would require clearing.



(2) Handling of Solid Waste During Construction

The estimated amount of construction related debris for the approved route will not change as a result of the realignment. Material waste generated on the realignment will be handled as previously stated in applicable sections of the certified application.

(D) Noise

Audible and electrical noise impacts resulting from construction and operation activities of the proposed line will be similar to those addressed for the approved route in the certified application on pages 04-8.1 to 04-9.

**4906-15-05 SOCIAL AND ECOLOGICAL DATA  
STANDARD APPLICATION REQUIREMENTS**

(A) General

The proposed realignment is either within or in the immediate proximity of the original 2,000-foot study corridor for the approved route. As such, a large portion of the area within 1,000 feet of the proposed realignment route was evaluated as part of the study corridor in the certified application to determine direct and indirect effects from a social and ecological perspective. As part of this amendment application, a field reconnaissance and supplemental investigations were conducted to evaluate ecological and social concerns associated with the realignment route. This evaluation did not identify any potential social or environmental effects beyond those addressed in the certified application.

(B) Health and Safety

(1) Private Water Supplies

It is not anticipated that construction and operation of the certified transmission line along the proposed realignment would impact any private water supplies. No impacts are anticipated to ground water or surface water resources in the vicinity of the proposed realignment.

(2) Electric Transmission Facilities

The electric transmission facilities proposed for the realignment are similar to those identified in the certified application on pages 05-2 to 05-4 for the approved route. Accordingly, impacts associated with induced and conducted charges and radio and television interference are as described in the certified application.

Due to the similarity of proposed realignment and approved route electric transmission facilities, EMF related information and calculations described in the certified application on pages 05-4 to 05-8 and in a subsequent supplemental filing are applicable and sufficient in the characterization of the proposed realignment.<sup>2</sup>

(C) Ecological Impact

(1) Summary of Ecological Studies

An ecological survey was conducted of the proposed realignment. This survey involved a field reconnaissance to document endemic vegetation and wildlife habitats that comprise the ecological resources in the proposed realignment area. The field reconnaissance program was conducted on February 23, 1994. Supplemental information was obtained from the Ohio Department of Natural Resources (ODNR) Division of Natural Areas and Preserves and through a review of aerial photographs

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<sup>2</sup> The supplemental information was filed on April 7, 1993 to address revised EMF regulations which became effective on June 5, 1993. This information was filed in the brief of OEC - Exhibit B, at the request of the OPSB staff.

taken in 1991. This survey did not identify any ecological impacts beyond those identified in the certified application on page 05-9 for the approved route.

(2) Ecological Features

Ecological features within 1,000 feet of the proposed alignment are shown in Figure 05-1-A.

The vegetation cover types within 1,000 feet of the proposed realignment include agricultural (pasture, cropland, and field border/fencerow), woodlands, and brush and other herbaceous lands. Based on a literature review, agency contacts, and a field survey, there are no areas of special or unique ecological significance in, or adjacent to, the 2,000-foot corridor of the proposed realignment.

(3) Impacts of Construction and Operation

(a) Description of Environmental Elements

- (i) Streams or Drainage Channels. The proposed realignment will cross the same drainages as the corresponding portion of the approved route; however, at slightly different locations. These drainages include the perennial streams Bokes Run and Moors Creek, as well as several intermittent drainages. Crossing these drainages near the disturbed soil located near paved road should reduce impacts. As no

additional streams or drainage channels will be crossed, the proposed realignment will not alter information provided in the certified application on pages 05-12 to 05-12.10 for the approved route regarding these ecological features (Figure 05-1-A).

- (ii) Lakes, Ponds or Reservoirs. Seven small farm ponds are located within the 2,000-foot corridor associated with the proposed realignment (Figure 05-1-A). No lakes or reservoirs are located within the corridor. The realignment's 60-foot right-of-way will not cross these ponds or any other lakes or reservoirs and, therefore, will not alter information provided in the certified application on page 05-12.10 for the approved route regarding these ecological features.
- (iii) Marshes, Swamps, or Other Wetlands. The proposed realignment will not cross any marshes, swamps, or other wetlands and, therefore, will not alter information provided in the certified application on pages 05-13 to 05-13.1 regarding these ecological features.

The possible presence of wetlands was evaluated during the site survey using criteria established by the U.S. Army Corps of Engineer's 1987 Wetlands Delineation Manual. No wetland areas were identified.

- (iv) Woody and Herbaceous Vegetation Land. The majority of land use within 1,000 feet of the proposed realignment is currently in agricultural use (Figure 05-1-A). Two areas of riparian woodlands, totaling approximately 36.8 acres, are located along Bokes Creek and Smith Run, and are within the proposed realignment's 1,000-foot corridor. In addition, the realignment parallels upland woodlands and fencerow areas totaling approximately 47 acres. Furthermore, scattered upland woodlands totaling approximately 24.5 acres are located within the proposed realignment's 1,000 foot corridor. These woodlands will not be crossed by the realignment, and therefore will not be affected by construction or operation activities. The majority of the proposed realignment north of State Route 37 follows field/property line fencerows.
  
- (b) Description of Major Species. The habitats within the proposed realignment corridor are essentially the same as those found within 1,000 feet of the corresponding portion of the certified route. The proposed realignment will not alter descriptions regarding major species provided in the certified application on pages 05-18 to 05-21.1 for the approved route.
  
- (c) Estimation of Impact of Construction.
  - (i) Streams or Drainage Channels. The proposed realignment will cross Bokes Run, Moors Creek, and several

intermittent drainages at slightly different locations from the certified route. It is not anticipated that these drainages will be significantly affected by transmission line construction activities. Selective clearing will be required near the banks of streams and drainage channels for construction. However, since the stream crossings have existing ground cover vegetation, the restoration of these areas should occur rapidly following the completion of construction. Erosion potential at these stream crossings should be minimal because of the relatively flat topography along the realignment.

- (ii) Lakes, Ponds or Reservoirs. The proposed realignment will not cross any lakes, ponds or reservoirs and, therefore, will not alter information provided in the certified application on page 05-22.2 for the approved route regarding construction impacts to these ecological features.
- (iii) Marshes, Swamps, or Other Wetlands. The realignment will not cross marshes, swamps, or other wetlands and, therefore, will not alter information provided in the certified application on pages 05-22.2 to 05-22.3 regarding construction impacts of these ecological features.
- (iv) Woody and Herbaceous Vegetation Land. Construction related impacts on woody and herbaceous vegetation associated with the proposed realignment will be slightly

increased as compared to those described in the certified application on page 05-22.3 for the approved route. The increase is the result of an additional 6,200 feet of the realignment paralleling fencerows. Incompatible vegetation within the 60-foot right-of-way and other vegetation, which at mature height would grow within the required clearance zone of the transmission line right-of-way, will be cleared. A total of approximately 0.96 acre of woody vegetation, associated with the riparian woodlands at Smith Run and Bokes Creek, and approximately 4.2 acres of fencerows bordering the realignment will be initially cleared during construction activities. Where encountered, incompatible vegetation will be removed. Additionally, if necessary, clearing of brush and/or trees including danger trees will be conducted.

The removal of vegetation, along the realignment should not result in any large-scale ecological impacts. The existing habitat types within the right of way area that would be associated with the proposed realignment are presently highly modified as the result of agriculture and rural residences along Brindle Road. Construction-related impacts to major species will not change from those discussed in the certified application on pages 05-23 to 05-27 for the approved route.



(d) Estimation of Impact of Operation.

- (i) Streams or Drainage Channels. The proposed realignment will cross Bokes Run, Moors Creek, and several intermittent drainages. After the line is in operation, the stream crossings will revegetate and only require periodic woody species removal. This is expected to result in no significant impact to streams or drainage channels from operation or maintenance of the transmission line. Therefore, the information provided in the certified application on pages 05-27 to 05-28 for the approved route is applicable to the proposed realignment regarding operation impacts of these ecological features.
- (ii) Lakes, Ponds or Reservoirs. The proposed realignment will not cross any lakes, ponds or reservoirs and, therefore, will not alter information provided in the certified application on page 05-28 for the approved route regarding operation impacts to these ecological features.
- (iii) Marshes, Swamps, or Other Wetlands. The proposed realignment will not cross any marshes, swamps, or other wetlands and, therefore, will not alter information provided in the certified application on page 05-28.1 for the approved route regarding operation impacts of these ecological features.

- (iv) Woody and Herbaceous Vegetation Land. There will be no operation related impacts upon woody and herbaceous vegetation land beyond those discussed in the certified application on page 05-28.1 for the approved route. A total of approximately 0.96 acre of woody vegetation, associated with the riparian woodlands at Smith Run and Bokes Creek, and approximately 4.2 acres of fencerows bordering the realignment will be initially cleared during construction activities. Re-emergent incompatible vegetation and vegetation that when mature would interfere with the line's operation within the right-of-way will be controlled during operation by periodic maintenance activity including vegetation removal and herbicide treatments. The periodic maintenance activity is not expected to cause a significant environmental impact. The results of that field survey confirm that operational impacts will be essentially the same as those identified in the certified application for the approved route.

Methods of vegetation maintenance and herbicidal application associated with the realignment remain unchanged from those described in the certified application for the approved route.

- (e) Description of Mitigation Procedures. The proposed realignment will not alter the mitigation procedures identified in the certified application on pages 05-31 to 05-34 for the approved route.

(4) Other Significant Ecological Impacts

No additional ecological impacts other than those described previously in the certified application on page 05-34 for the approved route are anticipated to occur as a result of the proposed realignment.

(D) Land Use and Community Development

(1) Long-Term Impacts

No additional long-term impacts other than those described in the certified application on pages 05-34 to 05-36 for the approved route are expected to occur as a result of the realignment. The proposed realignment facilitates continued agricultural usage in the area by eliminating the cross-country alignment of this portion of the project.

(2) General Land Use

Land use within 1 mile of the proposed realignment is shown in Figure 05-3-A.

The realignment crosses near the intersection of Brindle Road and Degood Road and continues to parallel the east side of Brindle Road for approximately 2,360 feet. The route then crosses Brindle Road trending diagonally northwest for 400 feet to the northwest side of the intersection of Brindle Road and Slocum Road. The route parallels the west side of

Brindle Road for approximately 4,600 feet to the point where Brindle Road terminates at State Route 37. The route continues to the north along field and property lines for 6,200 feet. After the route crosses Mink Street, it proceeds west paralleling the north side of Mink Street for approximately 680 feet. At this point the route intersects the certified route..."

(3) Land Use Impact

Land use impacts for the proposed realignment are expected to be similar to those described in the certified application on pages 05-46 to 05-49 for the approved route. The proposed realignment was determined by considering the input of property owners potentially affected by the certified route and the proposed realignment. A route was established for the proposed realignment which reduces impacts to agricultural fields. Approximately 45 property owners are located in the study corridor along the length of this proposed route. Approximately ten property owners will be directly affected by the realignment that were not affected by the certified route.

(4) Relocation of Existing Structures

It is not anticipated that any existing structures will require relocation as a result of construction and operation of the approved transmission line along the proposed realignment.

(5) Concurrent or Secondary Uses or Right-of-Way

A portion of the route along Brindle Road would parallel existing REC distribution lines. It is possible that these lines could be underbuilt on the new facilities.

(6) Subsurface Field Drainage Systems

Impacts to subsurface field drainage systems should be minimized with the alignment along Brindle Road and along the field/fence property lines as compared to the certified alignment crossing agricultural fields.

(7) Tax Revenues

The certified route and proposed realignment traverse three counties: Delaware, Union and Marion. It consists of the northern portion of the preferred route from Kirby Substation to the Crissinger Substation area; and the southern portion of the alternate route from Tangy Substation to Kirby Substation. The proposed modifications to the certified route, following field and property lines and existing road corridors are described in this amendment (The Brindle Road Area Amendment), the Tawa Road Area Amendment, the Crissinger Substation Area Amendment and the Smart Road Area Amendment. For purposes of estimating the local tax revenues associated with these facility additions, the amendments are collectively referred to as the proposed route (see Table 05-2A).

The values of Table 05-2A are estimated property taxes for both the certified route and the proposed route. Estimated tax revenues for these routes were developed using the same construction costs and tax rate data used for development of the certified application (see Table 05-2, page 05-65). Accordingly, the values for the preferred, alternate, certified and proposed routes can be directly evaluated.

Current tax rates for Marion and Union counties are slightly greater than the 1991 values and Delaware County tax rates have increased by approximately 11 percent. Actual tax revenue will be based on current construction costs and tax rates which may differ slightly from the estimated values.

**TABLE 05-2A  
ESTIMATED PROPERTY TAXES**

County	Certified Route	Proposed Route
Delaware	\$ 232,000	\$ 236,000
Marion	\$ 150,000	\$ 127,000
Union	<u>\$ 171,000</u>	<u>\$ 179,000</u>
TOTAL	\$ 553,000	\$ 542,000

(8) Regional Development

The information presented in this section of the certified application on pages 05-51 to 05-54 for the approved route is applicable to the proposed realignment area.

(9) Potential for Future Expansions

The information presented in this section of the certified application on page 05-54 for the approved route will not change as a result of the realignment.

(E) Cultural Impacts

No recorded archaeological sites or places on the National Register of Historic Property were identified within 1,000 feet of the proposed realignment. No impacts upon recreational or visual resources are anticipated beyond those identified in the certified application on pages 05-55 to 05-60 for the approved route.

(F) Public Responsibility

In accordance with the conditions and directives contained in the Certificate of Environmental Compatibility and Public Need issued by the OPSB, OEC has implemented a comprehensive public information program to inform affected property owners and resolve the final alignment of the line.

The approach used focuses on enhancing public participation and ensuring compliance with the OPSB requirements, while determining feasible route alignment adjustments that reduce public and environmental impacts.

In general, the public interaction strategy consists of a series of public notifications to local and state officials, press releases to the media, and individual

invitations to Open House meetings for property owners affected by the route. The Open House meetings are intended as a means for providing information to affected property owners as well as address their concerns with the project. The Open House meetings are arranged with several stations to address various aspects of the project. These stations are attended by technical representatives from the company who are able to answer questions on any of the subjects. At each of the stations, materials such as aerial and detailed maps, brochures for various aspects of the project, and other information are available. In addition, the company conducted a number of informal local group meetings to secure final resolution of the alignment.

In order to provide the general public and customers access to information about the project, a toll-free telephone number is available to address questions consistently and promptly.

The objective is to incorporate public involvement by enhancing public participation and providing reliable information. The approach focuses on reducing public and environmental impacts while determining feasible route alignments. The amendment incorporates the comments of the participants and affected property owners by designing an alignment which minimizes the agricultural impacts of the original certified route.

(G) Agricultural District Impact

There are no additional agricultural districts impacted by the proposed realignment beyond those identified in the certified application on pages 05-61 to



05-63 for the approved route. The potential impacts have been minimized by utilizing an alignment which follows existing field and property lines.

OEC coordinated extensively with affected property owners to reduce impacts on farming operations. Impacts associated with agricultural land, drainage tile systems, and interference with agricultural operations are lessened by following field and property lines and existing corridors where feasible. With the help of affected property owners, OEC has attempted to further reduce adverse impacts on existing agricultural land and on the environment in general.

**APPENDIX A**

December 17, 1993

Name ~  
Company? ~  
Address ~  
City ~, State ~ ZIP ~

Dear Salutation ~:

As you know, the Ohio Power Siting Board in Columbus has approved Ohio Edison's proposed 138-kilovolt Crissinger-Tangy transmission line which will be located in parts of Marion, Delaware and Union counties.

In an effort to address the concerns of local property owners, we want to work with you and your constituents regarding the design, construction, and operation and maintenance of the new line.

Early next year, we will conduct Open House forums in which Ohio Edison representatives will discuss specific information about the project, including the location and design of the transmission line, the route selection process, electric and magnetic fields, and details on easements, agricultural issues and real estate.

Following these forums, we will host group meetings with property owners on the exact location of the line within the approved route. We will attempt to accommodate individual concerns by placing the line along property and field boundaries to the extent possible.

In addition to these meetings, we have installed a toll-free telephone number that property owners can call with their questions or concerns. The telephone number is 1-(800)-589-2837.

For your information, I've attached a copy of the press release that we're sending to area news media. The release summarizes what I have covered in this letter.

The Crissinger-Tangy transmission line is important to the reliability of electric service in this area. As we move forward with construction, we also want to be responsive to the needs of affected property owners, and we urge your support in getting them involved in the process.

If you have any questions or would like additional information, please call me at (614)-382-7150.

Very truly yours,

F. K. White  
Division Manager

TCB:kc  
Attachment

OHIO EDISON COMPANY  
76 South Main Street  
Akron, Ohio 44308

FOR RELEASE: Upon Receipt

David A. Osterland  
Senior Information Representative  
(216) 384-5816

Ohio Edison Company will be working with community groups and property owners in Marion, Delaware and Union counties to finalize the exact location of its new Crissinger-Tangy transmission line to minimize its impact on agricultural property.

The Ohio Power Siting Board (OPSB) approved the 138-kilovolt (kV) line on September 20, 1993. The approval followed nearly two years of regulatory review, including an extensive environmental study by an independent consultant, and input from Ohio Environmental Protection Agency, Ohio Department of Natural Resources, Ohio Historic Preservation Office and local planning commissions. The OPSB determined that the line's route represents the minimum adverse impact on the local environment.

The OPSB designated route allows for some flexibility in the exact placement of the power line. Ohio Edison will work with property owners along the route on an alignment that will accommodate field and property boundaries wherever practical.

(more)

Early next year, Ohio Edison will hold Open House forums in each of the affected counties to help property owners get the information they need on the location and design of the transmission line, and details on easements and agricultural issues such as soil compaction, drainage tile and crop considerations.

The company then plans to coordinate several local group meetings with property owners to work on the route's specific alignment.

The 34-mile transmission line -- attached to wood poles -- will run from the Crissinger Substation in Marion County to the Tangy Substation in Delaware County by way of the company's new Kirby Substation to be built northeast of Richwood in Union County.

(120993)

January 7, 1994

Name ~  
Address ~  
City ~, State ~ ZIP ~

Dear Salutation ~:

The Ohio Power Siting Board in Columbus has approved Ohio Edison's proposed 138 kilovolt Crissinger-Tangy transmission line which will be located in parts of Marion, Delaware, and Union counties.

We will conduct three Open House forums during which Ohio Edison representatives will be available to provide specific information about the project, including the location and design of the transmission line, the route selection process, electric and magnetic fields, and details on easements, agricultural issues, and real estate. The meetings are scheduled from 4:00 p.m. to 7:30 p.m. for the following areas:

Concord Township Area	Richwood Area	Marion Area
Ohio Edison Bellepoint Line Shop 4544 State Route 257 Ostrander, OH 43061 Monday, January 17, 1994	VFW Building, Post 870 9 West Blagrove Richwood, OH 43344 Tuesday, January 18, 1994	Marion City Hall 233 West Center Street Marion, OH 43302 Wednesday, January 19, 1994

As a property owner who may be directly affected, we encourage you to visit one of the forums to discuss the project with our representatives. Following the forums, we will meet with individual property owners in an attempt to accommodate concerns, including placing the line along property and field boundaries to the extent possible.

For your convenience, we have also installed a toll-free telephone number that is available for property owners to obtain more information. The telephone number is 1-800-589-2837.

The Crissinger-Tangy transmission line is important to the reliability of electric service in this area. As we move forward with construction, we want to be responsive to your needs, and we encourage your involvement in the process.

Sincerely,

F. K. White  
Division Manager

TCB:kc

January 12, 1994

Name ~  
Company? ~  
Address ~  
City ~, State ~ ZIP ~

Dear Salutation ~:

This is a follow-up to the December 17, 1993 letter in which we presented our plans for the Crissinger-Tangy 138-kilovolt transmission line. The line will be located in parts of Marion, Delaware, and Union counties. In the letter, we expressed our desire to work with you and your constituents during the design, construction, and operation phases of the project.

We want to keep you abreast of our progress to address the concerns of local property owners. Accordingly, we have scheduled three Open House forums. Residents may come anytime between the hours of 4:00 p.m. and 7:30 p.m. at the following locations:

Concord Township Area	Richwood Area	Marion Area
Ohio Edison Bellepoint Line Shop 4544 State Route 257 Ostrander, OH 43061 Monday, January 17, 1994	VFW Building, Post 870 9 West Blagrove Richwood, OH 43344 Tuesday, January 18, 1994	Marion City Hall 233 West Center Street Marion, OH 43302 Wednesday, January 19, 1994

We have sent invitations to property owners who may be directly affected by the line, and you're welcome to attend any or all of these meetings.

If you need additional information, please call our toll-free information number at 1-800-589-2837.

Sincerely,

F. K. White  
Division Manager

RMD:kc

April 19, 1994

Name ~  
Address ~  
City ~, State ~ ZIP ~

Dear Salutation ~:

The Ohio Power Siting Board in Columbus has approved Ohio Edison's proposed 138 kilovolt Crissinger-Tangy transmission line which will be located in parts of Marion, Delaware and Union counties. As the project proceeds, Ohio Edison is providing information to those affected by the route and considering their input when finalizing the specific route alignment.

As a result of previous Open Houses and subsequent group meetings, we have modified the original alignment to reflect the input received at these meetings. The realigned route accommodates concerns of property owners and minimizes impacts to agricultural lands. The route now follows along property and field boundaries and a significant portion parallels an existing road.

We will conduct an Open House during which Ohio Edison representatives will be available to provide specific information about the realigned portion of the project, including the location of the transmission line, details on easements and real estate, as well as other aspects of the project. Company representatives will be available to meet with you anytime at the following date and location:

Ohio Edison Bellepoint Line Shop  
4544 S.R. 257, Ostrander, OH 43061  
May 2, 1994  
5:30 p.m. - 7:00 p.m.

As a property owner who may be directly affected, we encourage you to visit the Open House to discuss the project with our representatives. Aerial photographs and maps depicting the proposed route will be available for your review as well as informational brochures. You may stop by at your convenience and spend as much or as little time as you wish. Meetings such as these are important in our continuing efforts with property owners to finalize the line's exact location.

For your convenience, we have a toll-free telephone number (1-800-589-2837) for property owners to obtain more information.

The Crissinger-Tangy transmission line is important to the reliability of electric service in this area. As we move forward with this project, we want to be responsive and encourage you to share your thoughts.

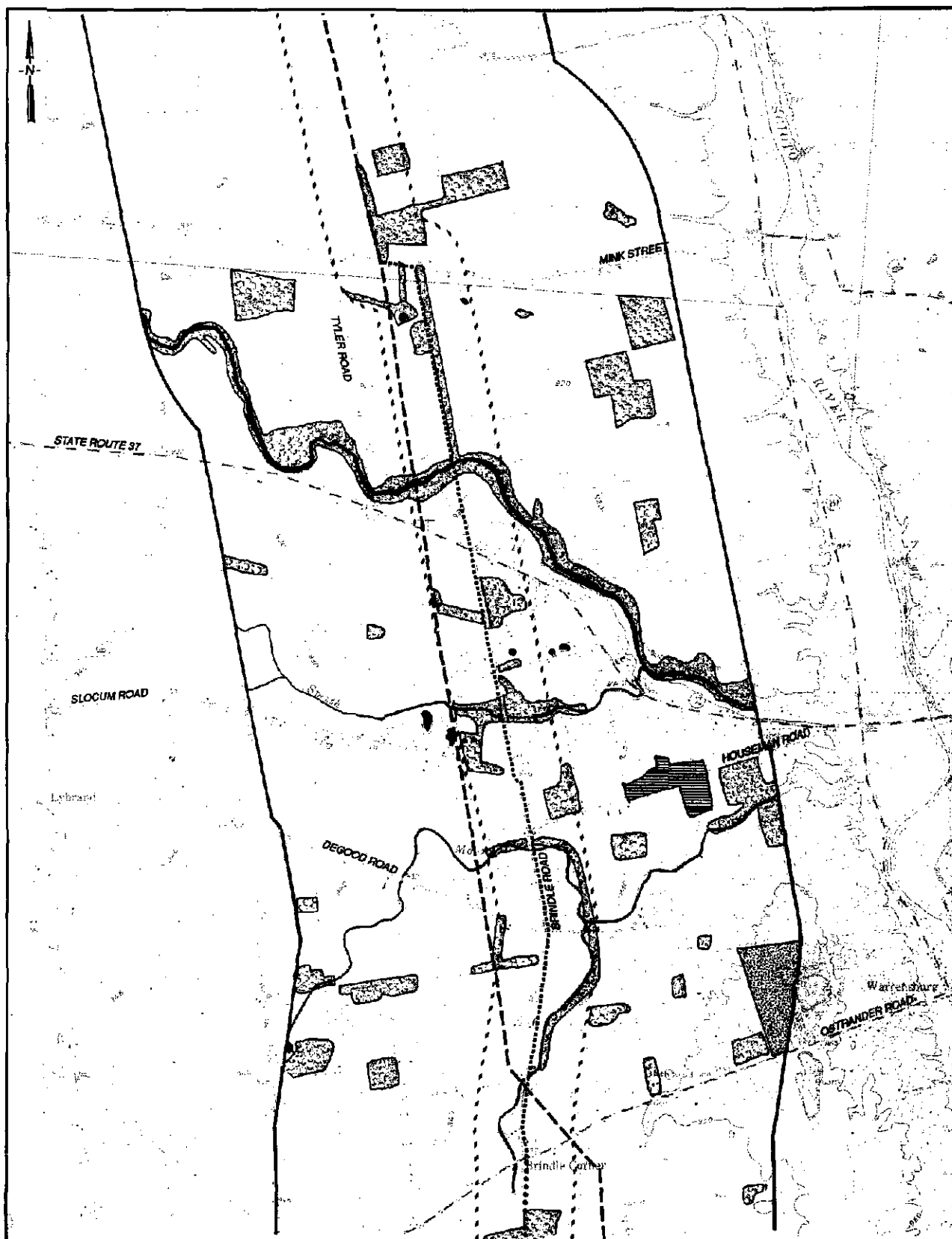
Sincerely,

T. C. Burgess  
General Power Siting Engineer

kc



**MAPS**



# LEGEND:

- Corridor (1000 feet on each side of transmission line)
- Certified Route
- ..... Proposed Brindle Road Area Amendment
- ..... Proposed Smart Road Area Amendment
- 1-Mile Corridor
- Woodland/Fencerow
- Cropland/Pasture

- Water
- Residential/Urban
- Manufacturing

0 2000 4000  
SCALE IN FEET

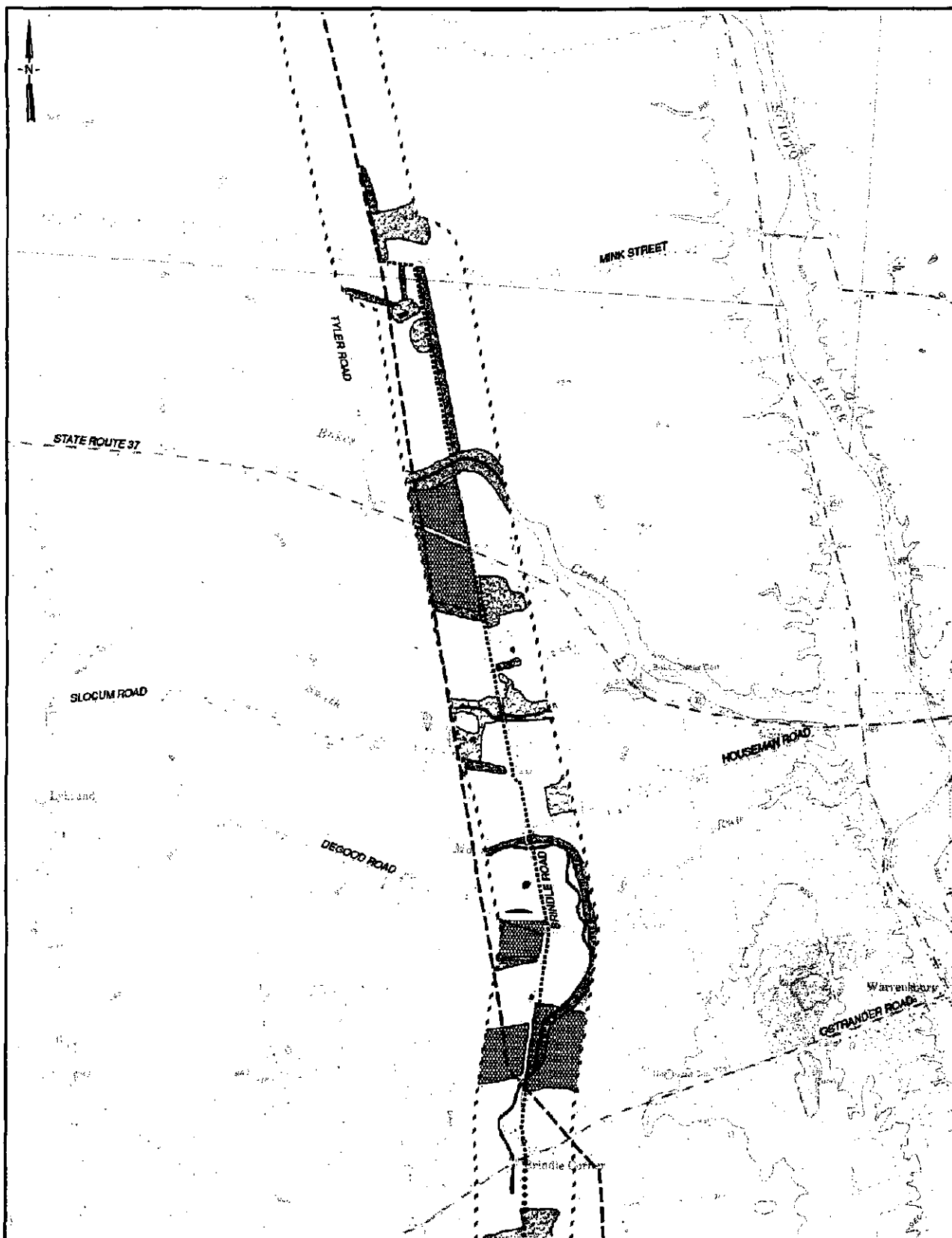
BASE MAP SOURCE: USGS 7 1/2 minute topographic quadrangle map, Ostrander, Ohio 1961, photo revised 1998.



CRISINGER-TANGY  
138 kV PROJECT  
BRINDLE ROAD  
AREA REALIGNMENT

FIGURE 05-3-A

AMENDMENT TO THE CERTIFIED ROUTE  
GENERAL LAND USE



0 2000 4000  
SCALE IN FEET

BASE MAP SOURCE: USGS 7 1/2 minute topographic quadrangle map, Cetrander, Ohio 1951, photorevised 1988.

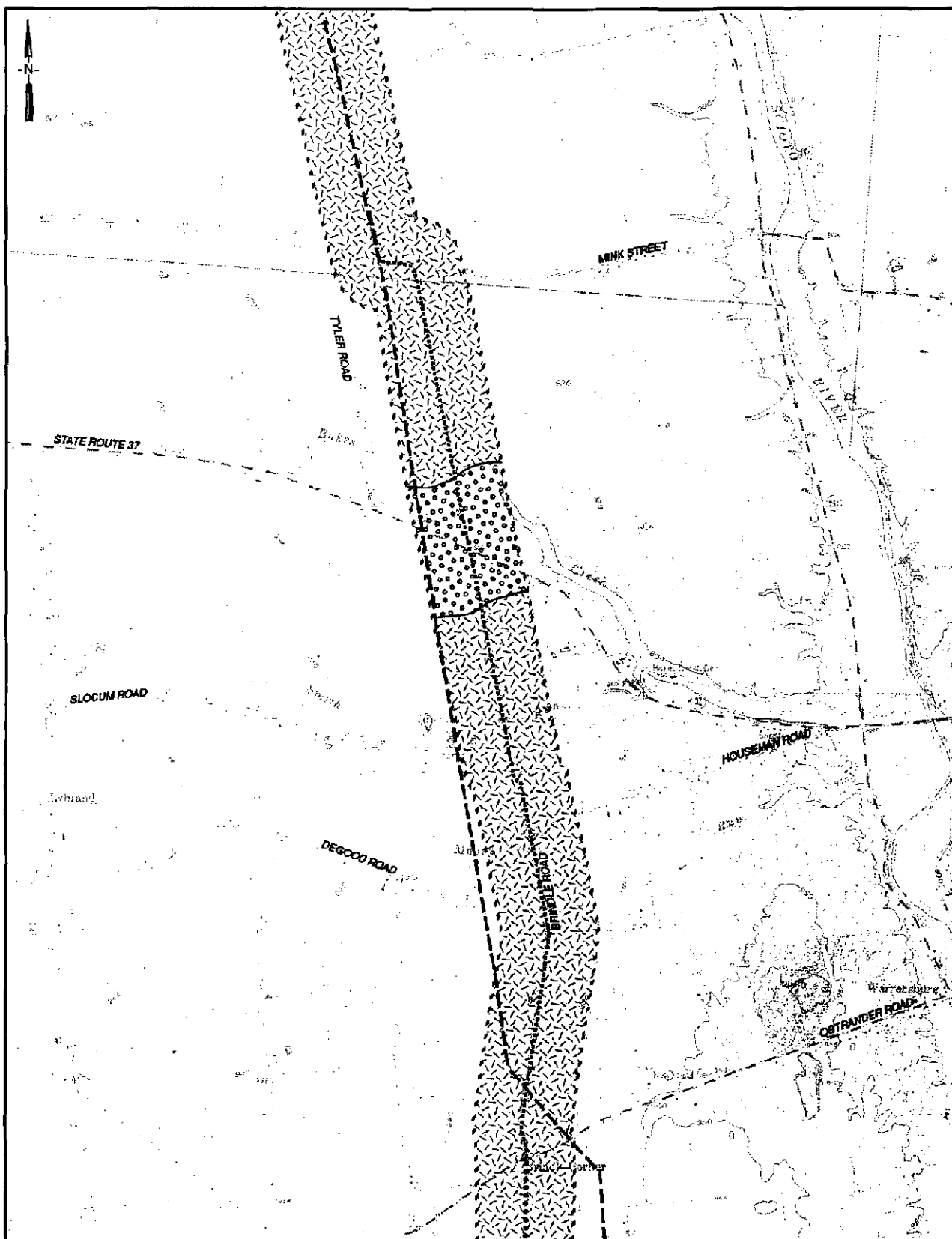


GRISINGER-TANGY  
138 KV PROJECT  
BRINDLE ROAD  
AREA REALIGNMENT

FIGURE 05-1-A

AMENDMENT TO THE CERTIFIED ROUTE  
ECOLOGICAL FEATURES AND  
AGRICULTURAL DISTRICTS

AREAS OF HERBICIDE APPLICATION: Herbicides may be applied to incompatible vegetation growing within the 60 foot wide right-of-way of the transmission line in areas where trees and brush have been removed.



**LEGEND:**

- Corridor (1000 feet on each side of transmission line)
- Certified Route
- ..... Proposed Brindle Road Area Amendment
- ..... Proposed Smart Road Area Amendment
- Blount-Pewamo Association
- EEL-Fox Association

0 2000 4000  
SCALE IN FEET

BASE MAP SOURCE: USGS 7 1/2 minute topographic quadrangle map, Ostrander, Ohio 1961, photo revised 1968.



CRISSINGER-TANGY  
138 KV PROJECT  
BRINDLE ROAD  
AREA REALIGNMENT

**FIGURE 02-4-A**  
**AMENDMENT TO THE CERTIFIED ROUTE**  
**SOIL ASSOCIATIONS**

SERVICE NOTICE  
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PAGE 1

CASE NUMBER 94-1214-EL-BTX  
CASE DESCRIPTION OHIO EDISON/BRINDLE ROAD AREA  
DOCUMENT SIGNED ON July 20, 1994  
DATE OF SERVICE 7-21-94

PERSONS SERVED  
-----

PARTIES OF RECORD

ATTORNEYS

APPLICANT

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AKRON, OH 44308

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BARRY M. MILLER  
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