**OHH-Sugarcreek 138 kV 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**

**(A)** The construction notice being filed with the Ohio Power Siting Board contains all the required information set forth by OAC Rule 4906-11-02.

**(B) General Information**

1. **Project Name**

The name of this project is “Underground OHH – Sugarcreek 138 kV Reconductor”.

**(2) Description of the Project, Map Depicting Facility’s Location, Reason Project Meets Construction Notice Requirements**

DP&L has plans to replace 2100 circuit feet of 138kV pipe type cable on the Hutchings to Sugarcreek Circuit 13805. This section of cable is located at the Dayton – Wright Brothers Airport at 10550 N Springboro Pike, Miamisburg, OH 45342 in Montgomery County. The existing 1250 MCM Copper oil filled cable will be replaced with a solid dielectric 2000 MCM Copper cable.

Pursuant to Rule 4906-1-01 of the OAC, Appendix A, “Application Requirement Matrix for Electric Power Transmission Lines”, (3), *Replacing conductors on existing structures with larger or bundled conductors,* the proposed project meets the requirements for a Construction Notice because it consists of replacing conductors on an existing circuit.

**(3) Need for Project**

The proposed, 138 kV circuit reconductor will ensure that adequate transmission system loading is maintained in DP&L transmission system under various outage conditions, as required to comply with the mandatory North American Electric Reliability Corporation (NERC) reliability standards.  The State of Ohio is located in the Reliability*First* Corporation (RFC), one of eight regions comprising NERC, and DP&L is a member of RFC.  NERC and RFC are empowered by the Federal Energy Regulatory Commission (FERC) to enforce utility industry compliance with the mandatory reliability standards to ensure the integrity of the bulk electric system.

DP&L is also a member of the PJM Interconnection, a regional transmission organization (RTO), which coordinates the movement of wholesale power in all or parts of 13 states, including Ohio, and the District of Columbia.   PJM conducts a Regional Transmission Expansion Planning (RTEP) process annually to ensure its transmission footprint, including the DP&L system, is in compliance with the mandatory NERC reliability standards.  Both PJM and the member companies collaboratively conduct studies to identify potential violations of the mandatory NERC reliability standards and evaluate projects to resolve the violations.  Ultimately, the PJM Board is responsible for approval of the proposed projects.  The projects are then filed with FERC to obtain its approval.

It was through the PJM RTEP process that the need for the proposed project was identified.  Specifically, RTEP contingency analysis showed that under the multiple contingency of DP&L’s Sugarcreek – Bellbrook 138kV Circuit and Sugarcreek – Centerville 138kV Circuit, the OHH - Sugarcreek 138kV Circuit loads above its emergency rating and would be in violation of the NERC Reliability Standards. The proposed, 138 kV Circuit reconductor will mitigate this situation, and ensure compliance with the mandatory NERC reliability standards. The project has been approved by both the PJM Board and FERC.

1. **Construction Schedule and Proposed In-Service Date**

Construction for the Hutchings – Sugarcreek cable replacement project is scheduled to start March 2014 and be completed and in service by June 2014.

1. **Estimated Capital Costs**

The cost for this project is estimated to be $1,980,000.

**(6) Operating Characteristics, Number and Type of Structures and Right-of-Way Requirements**

Basically, the entire project area is located on airport property with the terminal riser structures located just outside the property limits. The existing cable crosses the runway, taxiway and open field. The Dayton-Wright Airport is a non- controlled facility operating 24/7 serving small private aircraft.

Existing facilities were installed in 1956 and are comprised of three 1250 MCM copper, oil filled, pressurized nitrogen cables. The three cables are installed in an 8-5/8” OD steel pipe duct. The oil system is gravity fed and pressurized with nitrogen to maintain approximately 200 psi level. Steel lattice type transition structures are located at each end providing connections to the overhead circuit.

The 1250 cable and oil reservoirs will be removed and the steel duct bank will be abandoned in place. The terminal structures will be utilized and remain in place.

A new concrete encased duct bank will be installed adjacent to the existing steel pipe duct by way of open trenching where possible. Boring operations will be used to place ducts under the taxiway and runway areas. The new 2000 MCM solid dielectric Copper cables will be installed per the manufacturer’s specifications. It is anticipated the new cable will have a minimum capacity of 245 MVA which is a 13% increase from the existing 1250 cables. All installation facilities will reside within the existing DP&L easement, therfore, no new Right of Way easement is required for this project.

Access to the terminal structure will be from public roads. The west terminal structure is directly off a state route and the east terminal structure is off residential streets. Access across the airport property will be coordinated with the airport officials.

Vegetation management will be performed as needed for access and construction activities and will be consistent with standard practices used for normal line clearance activities. Property remediation measures will be taken as needed following the completion of construction activities.

Before starting construction, DP&L will secure applicable permits from the FAA and other authorities as required.

**(7) Map Depicting Facility’s Centerline**

The project is located at the Dayton – Wright Brothers Airport at 10550 N Springboro Pike, Miamisburg, OH 45342 in Montgomery County. The airport can be reached by traveling on I-75 to the Austin Blvd Exit (#41), then east on Austin Blvd for 2000’ to SR 741 (Springboro Pike). Turn south on SR741 for another 2000’ and the Airport will be on the east side of the road. The West Terminal structure will be visible from the Airport entrance. To reach the East Terminal structure, continue south on SR741 for 4000’ and turn left on Remick Blvd. to enter the residential area. Continue on Remick to Settlers Walk Blvd. and turn left, then left on Pugh Drive, then right on McDaniels Lane. An access drive to the terminal structure will be on the left.

**(8) List of Properties Obtained**

No additional property rights are needed nor were any obtained for this project.

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

A copy of this Construction Notice is being provided to the following officials of Montgomery County and the City of Dayton. Copies of the submittal letters are included within.

Montgomery County Board of Commissioners

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