Legal Department

American Electric Power
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Columbus, OH 43215-2373
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Chairman Todd Snitchler
The Public Utilities Commission of Ohio
Ohio Power Siting Board
180 East Broad Street
Columbus, Ohio 43215

February 3, 2014

Yazen Alami
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RE: Letter of Notification for the Muskingum River – Tidd 345 kV Relocation and Installation of the Holloway Station Project
Case No. 14-0141-EL-BLN

Dear Chairman Snitchler:

In accordance with rules 4906-5-02(A) and 4906-11-01, Ohio Administrative Code ("OAC"), AEP Ohio Transmission Company ("AEP Ohio Transco") submits this Letter of Notification for expedited approval. A check in the amount of two thousand dollars for the expedited application processing fee will be sent under separate cover. Construction of the project is scheduled to begin in May 2014 and is projected to be completed in December 2015.

As required by rule 4906-11-01(D), OAC, AEP Ohio Transco has submitted a copy of the enclosed letter of notification to the chief executive officer of each municipal corporation and county and the head of each public agency charged with protecting the environment or of planning land use in the area in which the proposed project will be located. Attached to the letter of notification are copies of cover letters that have been submitted to the Belmont County Commissioners and Mead Township Trustees.

Should you have any questions, please do not hesitate to contact me.

Respectfully submitted,

/s/ Yazen Alami
Yazen Alami

Attachments

LETTER OF NOTIFICATION FOR THE

MUSKINGUM RIVER-TIDD 345 KV TRANSMISSION LINE RELOCATION AND INSTALLATION OF THE HOLLOWAY STATION PROJECT

PUCO Case No. 14-0141-EL-BLN

Submitted pursuant to OAC 4906-11-01

AEP Ohio Transmission Company
(AEP Ohio Transco)

February 2014

LETTER OF NOTIFICATION
Muskingum River-Tidd 345 kV Transmission Line Relocation and Installation of the Holloway Station Project

American Electric Power Ohio Transmission Company (AEP Ohio Transco) is providing the following information in accordance with the procedures delineated in Ohio Administrative Code Section 4906-11-01: Letter of Notification Requirements of the Rules and Regulations of the Ohio Power Siting Board (OPSB).

4906-11-01(B) GENERAL INFORMATION

1. The name of the project and applicant's reference number, if any, names and reference numbers(s) of resulting circuits and a brief description of the project, and why the project meets the requirements of a letter of notification.

The proposed Muskingum River-Tidd 345 kV Transmission Line Relocation and Installation of the Holloway Station Project (Project) was originally referred to as Ghost Town Station and is identified on tab 2012_OTC_Table 1 in the Long-Term Forecast Report (LTFR) for 2012.

The Project consists of constructing a new 345/138 kV transmission substation to be known as Holloway Station on property owned by AEP Ohio Transco and relocating the existing Muskingum River-Tidd 345 kV transmission line into the new station. A 138 kV tie line will connect the proposed 345 kV and 138 kV yards of Holloway Station. A Letter of Notification to construct extensions from four existing 138 kV lines owned by FirstEnergy to the Holloway Station will be submitted to the OPSB under separate cover by FirstEnergy or one of their subsidiaries.

As proposed in this Letter of Notification, Holloway Station and the adjacent transmission line work will be constructed on property owned by AEP Ohio Transco adjacent to Hawthorne Hill Road in Mead Township, Belmont County, Ohio. Figure 1 shows the location of the project in relation to the surrounding vicinity. The property is approximately 62 acres in size. Two residences are currently situated along the eastern portion of the property, with the remainder primarily forested, but partially cleared for existing transmission line rights-of-way. The fenced portion of the proposed 345 kV yard of Holloway Station is approximately five acres and situated on the eastern portion of the property along Hawthorne Hill Road. The approximately 600-foot northern 345 kV relocation will connect the Muskingum River-Tidd 345 kV line and Holloway Station to form Kammer-West Bellaire-

Tidd and Holloway-Tidd 345 kV circuits. The approximately 800-foot southern 345 kV relocation will connect the Muskingum River-Tidd 345 kV line and Holloway Station to form a Beverly-Holloway and Kammer-West Bellaire-Tidd 345 kV circuits. The existing portion of the Muskingum River-Tidd 345 kV line between the two new relocations will be removed, and the approximately four-acre fenced portion of the 138 kV yard will be positioned in the approximate location of the removed line, to the west of the 345 kV yard. An approximately 400-foot long 138 kV tie line will connect the 345 kV and 138 kV yards of Holloway Station. A preliminary overview of the station yards, 345 kV transmission line relocation, and 138 kV tie line is provided as Figure 2A. Preliminary equipment layouts for the 345 kV and 138 kV station yards are provided as Figures 2B and 2C, respectively. A preliminary grading plan is provided as Figures 3.

The transmission line portions of the Project, including two 345 kV transmission line relocations totaling approximately 0.35 mile in length and an approximately 0.2-mile 138 kV tie line, meet the requirements for a Letter of Notification because it is within the types of projects defined by Items (1)(a), (1)(d), and (1)(g) of Attachment A of the interim process defined in the OPSB's September 4, 2012 Finding and Order in Docket 12-1981-GE-BRO. These items state:

> *(1) Rerouting or extension of new construction of single or multiple circuit electric power transmission line(s) as follows:*
>
> *(a) Line(s) three hundred kV and above, and greater than 0.1 mile but not greater than two miles in length.*
>
> *(d) Line(s) one hundred twenty-five kV and above, but less than three hundred kV, and greater than 0.2 miles in length but not greater than two miles in length.*
>
> *(g) Lines(s) that are necessary to maintain reliable electric service as a result of the retirement or shutdown of an electric generating facility located within the state.*

The station portion of the Project meets the requirements for a Letter of Notification because it is within the types of project defined by Item 5(d) of the OPSB's Second Finding and Order issued in Docket 12-1981-GE-BRO on December 17, 2012. This item states:

(5) In light of the increase in the number of applications subject to the accelerated review process as a result of S.B. 315, and, in effort to further delineate the necessary processes for these types of cases, the Board finds it appropriate to further refine the interim process initiated in the September 4, 2012, finding and order. Accordingly, the following processes shall be established:

(d) An applicant filing a letter of notification application after the date of this order that is for an electric transmission line that qualifies under the accelerated review process provided for in Section 4906.03(F)(1), Revised Code, and provision (1)(g) of the Interim 12-1981-GE-BRO-4-Attachment, should file any associated substation facility as part of its letter of notification application. The associated substation will not be subject to additional filing requirements before the Board.

2. If the proposed letter of notification project is an electric power transmission line or gas or natural gas transmission line, a statement explaining the need for the proposed facility.

The purpose of this Project is to help alleviate loading and provide voltage stability on the transmission system due to generation retirements. This will improve the reliability in eastern Ohio, including the Canton area, and in western Ohio by providing flexibility for system power flows. In early 2012, approximately three Gigawatts of generation retirements were announced near the shores of Lake Erie. The original impact to the transmission system was so severe that FirstEnergy decided to convert several of the announced retired units to synchronous condensers in order to maintain voltage stability. As a part of PJM, the First Energy system relies on the PJM Market to meet their demands. AEP's 765kV transmission system, being the major transmission highway, carries most of the portion of this supply to the AEP-FirstEnergy seam in Canton. The FirstEnergy and AEP seam in Canton is served by a radial 765kV line. Loss of this line impacts AEP's underlying system and drives the need for reinforcements in the AEP footprint.

The Holloway Station projects serve as an alternative source into the FirstEnergy areas in eastern Ohio, including the Canton area, and Western Ohio. It is one of the projects identified by AEP as reinforcement in its footprint. Holloway Station will be a new 345/138kV station that will be feeding the FirstEnergy owned Brookside and Longview Stations in Western Ohio; and the FE proposed Harmon and the existing FirstEnergy

Bluebell Stations in the Canton area. Holloway Station will not only provide an alternate route for current to flow to all these FirstEnergy stations, but it will also provide much needed voltage support for both areas. The project was submitted to PJM and approved by their board on July of 2012. The relocation of the Tidd-Muskingum River 345kV line to energize Holloway Station is crucial in order to provide more reliability to the aforementioned areas; as all the support will be coming from AEP's 345kV system.

3. **The location of the project in relation to existing or proposed lines and stations shown on maps and overlays provided to the public utilities commission of Ohio in the applicant's most recent long term forecast report.**

   This project is referenced on tab 2012_OTC_Table 1 in AEP Ohio Transco's LTFR for 2012. Figure 1 shows the general location of the Project in relation to AEP Ohio Transco's existing Muskingum River-Tidd 345 kV line and FirstEnergy's four existing 138 kV lines.

4. **The alternatives considered and reasons why the proposed location or route is best suited for the proposed facility. The discussion shall include, but not be limited to impacts associated with socioeconomic, natural environment, construction, or engineering aspects of the project.**

   AEP Ohio Transco and its siting consultant, URS, conducted a Site Selection Study in January 2013 to identify and evaluate potential sites for Holloway Station in the vicinity of the intersection of the Muskingum River-Tidd 345 kV line and the four First Energy 138 kV lines. The purpose of this site selection study was to assist in identifying sites best suited for the station and associated transmission line interconnections. It was designed to identify and compare suitable sites that minimize the overall effects on ecology, sensitive land uses, and cultural features while maintaining economic and technical feasibility.

   In this study, the Project vicinity presents significant siting challenges due to the steep terrain of most of Belmont County. Relatively flat areas of adequate size for the proposed facility are extremely limited, without major grading and filling activities. With one 345 kV and four 138 kV existing electric transmission lines to be connected to the proposed station, potential sites far from the intersection of these lines are greatly constrained due to the potential impacts associated with routing new transmission lines through this challenging landscape. Thus, practical candidates are very limited. AEP and URS limited the study area to within two miles of the intersection of the source transmission lines.

Ultimately, five preliminary sites were identified with the potential to meet the Project's basic technical requirements, as shown on Figure 4. AEP and URS collected and tabulated desktop land use, ecological, cultural, and technical data, and that data was used to compare the sites. Specific criteria considered in the evaluation included forested areas, National Wetland Inventory areas, mapped streams, threatened and endangered species, previously recorded cultural resources, residences, institutions and other sensitive land uses, size of the overall property, and distances to the source transmission lines.

Very few quantitative attributes provided significant differentiation between the candidates. Distances to the source transmission lines showed the greatest differentiation and provided the best comparative value. While these distances suggest the relative costs of new lines and potential engineering difficulties associated with greater lengths, they are also indicative of potential impacts in the other categories associated with relocation/extension of new transmission line interconnections. For example, one mile of 345 kV right-of-way at the typical width of 150 feet through a wooded area is likely to require clearing approximately 18 acres of trees. The potential for affecting streams, wetlands, residences, cultural resources, and other sensitive features increases with longer lengths for the interconnections. Site 1 is the only candidate site that offers adjacent interconnection to all of the source transmission lines on the same overall property. Overall, the engineering factors suggested Site 1 is the best engineering candidate. Site 1 would require more tree clearing for the footprint of the station than the other sites. However, when including the distances from the candidate sites to the source transmission lines, Site 1 would actually have the least total tree clearing and would reduce the number of transmission line stream crossings.

Based on the results of the Site Selection Study, AEP Ohio Transco commissioned ecological and cultural resource field studies at and adjacent to the initial Site 1 candidate. No fatal flaws were identified during these field studies and AEP Ohio Transco ultimately purchased the approximately 62-acre Project property that included the Site 1 candidate. Two residences are located on the overall property and will be removed as part of the Project. This circumstance was mitigated through financial compensation to the previous land owners.

5. The anticipated construction schedule and proposed in-service date of project.

Tree and vegetation clearing is scheduled to begin in March 2014. This allows AEP Ohio Transco to adhere to seasonal habitat clearing restrictions associated with the Indiana bat

requested by the Ohio Department of Natural Resources (ODNR) and the United States Fish and Wildlife Service (USFWS), although habitat is extremely limited on the station property despite the extent of overall forested area on site. Once clearing is completed, construction of the station, 345 kV relocation, and 138 kV tie line will begin in May 2014. The in-service date for the Project is December 2015.

6. **An area map of not less than 1:24,000-scale clearly depicting the facility's centerline with clearly marked streets, roads, and highways, and clearly written instructions for locating and viewing the facility.**

   Figure 1 provides the proposed Project centerline on the United States Geologic Service (USGS) 7.5-minute topographic map of the Businessburg, Ohio quadrangle. To access the Project location from public roads, take Interstate 70 East from Columbus for approximately 115 miles to Exit 219, to Interstate 470 East. Continue on Interstate 470 East for 6.3 miles to Exit 6 and take State Route 7 South toward Shadyside, Ohio. Take State Route 7 South for 6.8 miles and exit right toward Shadyside onto McGee Road for 0.9 mile. Turn right onto Cash Ridge Road and then immediately left onto Wegee Road/County Road 48. Follow Wegee Road for 2.2 miles to Hawthorne Hill Road and turn right (north), continuing 0.5 mile to the proposed site, which is on the left (west).

7. **A list of properties for which the applicant has obtained easements, options, and/or land use agreements necessary to construct and operate the facility and a list of the additional properties for which such agreements have not been obtained.**

   AEP Ohio Transco purchased the overall station property in December 2013. No additional properties, easements, options, or land use agreements are necessary.

(C) TECHNICAL FEATURES OF THE PROJECT

1. **Operating characteristics, estimated number and types of structures required, and right-of-way and/or land requirements.**

   Transmission Lines Data

   The Muskingum River-Tidd line is operated at 345 kV and the proposed relocation will not change the operating characteristics. The 345 kV transmission line relocation to Holloway Station will consist of 1,851,000 cm Type 13 ACCR-TW (Kammer-West Bellaire-Tidd Circuit) and 2,156,000 cm ACSR (84/19) (Beverly-Station Circuit & Holloway-Tidd Circuit).

Two 0.646" diameter 48-Fiber Optical Groundwire (OPGW) will be used as shield wires. The insulator assemblies will consist of two strings of 18 porcelain disc insulators for each phase. The 345 kV transmission line relocation structures to be installed will include eight self-supporting dead end structures.

The 138 kV tie line will consist of 1,926,900 cm Type 13 ACSR-TW, utilizing a bundle of two subconductors per phase. One 7#8 alumoweld overhead groundwire will be used as shield wire. The insulator assemblies will consist of two strings of 9 porcelain disc insulators for each phase. Structures to be installed along the 138 kV tie line will include three self-supporting dead end structures and two self- supporting single pole, davit arm tangent structures.

Figure 2A provides the layout of the proposed transmission line relocation and tie line. Structure sketches are included in Figures 5 through 7.

Holloway Station Data

The equipment and facilities described below will be installed within the fenced area of the proposed station. Typical cross sections of the substation equipment proposed for the Project are shown in the Figures 8 and 9. Figure 10 provides example photographs of similar 345 kV and 138 kV yards.

Breakers: There will be five 345kV breakers and 20 138kV breakers installed at the station. These breakers are SF6 gas insulated, dead tank breakers. The 345kV breakers are ganged 3-pole operation on individual frames, while the 138kV breaker is ganged 3-pole operation on a common frame.

Switchgear: The 345kV switchgear will consist of 15 group-operated three-phase disconnect switches. The 138kV switchgear will consist of 59 group-operated three-phase disconnect switches.

Bus Arrangement and Structures: The 345kV yard will utilize a breaker-and-a-half configuration. The 138kV yard will utilize a double bus, double breaker configuration.

Equipment support steel structures will be designed using hot-rolled structural steel shapes such as wide flange, tubing, channels and angles or as folded plate tapered tubular structures. Dead-end structures will be made of tapered tubular steel. All yard structures

will be ASTM A36, ASTM A500, or ASTM A572 steel hot-dip galvanized for corrosion protection.

Transformers: One 345/138kV, 675MVA three-phase, oil filled auto transformer will be installed. Transformer oil containment provisions will be designed and constructed to meet the requirements of the Environmental Protection Agency's SPCC rule.

Control Buildings: The control houses will consist of a pre-engineered or factory fabricated metal buildings to contain all substation control and relay panels and miscellaneous equipment. This would include an RTU, DC distribution panel, batteries, battery chargers, and other miscellaneous equipment. The control houses will include building HVAC and internal lighting. The substation facility will not be manned. Plumbing facilities are not required. A 16-foot by 48-foot control house in the 345kV yard, and a 16-foot by 72-foot control house in the 138kV yard.

Other Major Equipment: Other equipment can include surge arresters, capacitor voltage transformers (CVT's), line traps, and station service voltage transformers (SSVT's).

Lighting systems at the station will be necessary for safety, security, and to comply with applicable standards. There are two different illumination levels for station yard lighting systems. NESC Section 11, Table 111-1 recommends a two foot-candle illumination level in stations for general service lighting. The IES Lighting Handbook, Figure 2-1, recommends a 0.5 foot-candle horizontal illumination level for general security lighting. Security lighting is intended to illuminate the areas inside the station yard that might attract vandalism or theft. Service lighting is intended to provide additional lighting for unscheduled callouts to the station.

2. For electric power transmission lines, the production of electric and magnetic fields during the operation of the proposed electric power transmission line.

(a) Calculated Electric and Magnetic Field Levels

Three loading conditions were examined: (1) normal maximum loading, (2) emergency line loading, and (3) winter normal conductor rating. Normal maximum loading represents the peak flow expected with all system facilities in service; daily/hourly flows fluctuate below this level. Emergency loading is the maximum current flow during unusual (contingency) conditions, which exist only for short periods of time. Winter normal (WN) conductor rating represents the maximum current flow that a line, including its terminal equipment, can carry

during winter conditions. It is not anticipated that this line would operate at its WN rating in the foreseeable future. Loading levels used in the EMF calculations are presented below. These levels are based on the 2014 projected system conditions. The corresponding designs, including phase configurations, are shown in Figures 11 and 12.

PROJECTED LOADING LEVELS			
Line	**Line Loading**		
	Normal (A)	Emergency (A)	Rating (A)
Kammer-West Bellaire 345 kV Line	1078	1262	1078
Beverly-Holloway 345 kV Line	716	819	716
Holloway-Tidd 345 kV Line	289	476	289

The calculated electric and magnetic fields are summarized below. Typical cross section profiles at normal maximum loading conditions are shown in Figures 13 through 16.

EMF CALCULATIONS				
		Magnetic Field (mG)*		
Line	**Electric Field (kV/m)***	**Normal Maximum Load**	**Emergency Load***	**Winter Normal Rating**
Holloway-Tidd 345 kV and Kammer-West Bellaire 345 kV, Structure 243 – 243A	0.06/3.2/0.06	15.83/49.84/20.2	25.1/69.8/28.9	89.5/244.8/89.5
Holloway-Tidd 345 kV and Kammer-West Bellaire 345 kV, Structure 243B – 244	0.07/3.8/0.07	16.7/62.4/21.6	26.55/86.3/30.9	94.2/302.7/94.2
Beverly-Holloway 345 kV and Kammer-West Bellaire 345 kV, Structure 243 – 243A	0.06/3.2/0.06	34.1/94.9/39.4	43.1/113.7/47.54	89.5/244.8/89.5
Beverly-Holloway 345 kV and Kammer-West Bellaire 345 kV, Structure 243B – 244	0.07/3.8/0.07	36.1/117.3/42	45.7/139.6/50.7	94.2/302.7/94.2

* EMF levels (left ROW edge/maximum/right ROW edge) calculated one meter above ground assuming balanced currents and nominal voltages. Electric fields reflect normal and emergency operation.

(b) Discussion of the Company's Design Alternatives Regarding EMF Levels

Line construction associated with the Project is proposed in locations that would not place them in close proximity to existing residential areas and, therefore, will not significantly increase EMF exposure of the public.

3. **The estimated cost of the project by Federal Energy Regulatory Commission account, unless the applicant is not an electric light company, a gas company or a natural gas company as defined in Chapter 4905. of the Revised Code (in which case, the applicant shall file the capital costs classified in the accounting format ordinarily used by the applicant in its normal course of business).**

   The 2014 capital cost estimates for the proposed project have been tabulated by the Federal Energy Regulatory Commission (FERC) Electric Plant Transmission Accounts:

ESTIMATES OF APPLICABLE INTANGIBLE AND CAPITAL COSTS		
FERC Account Number	**Description**	**Cost**
350	Land and Land Rights	$2,100,000
352	Structures & Improvement	$29,642,800
353	Substation Equipment	$17,047,300
354	Towers & Fixtures	Not Applicable
355	Poles & Fixtures	$4,786,400
356	Overhead Conductors & Devices	$734,800
357	Underground Conductors & Devices	Not Applicable
358	Underground-to-overhead Conversion Equipment	Not Applicable
359	Right-of-way Clearing, Roads, Trails or Other Access	Not Applicable
	TOTAL	**$54,311,300**

(D) SOCIOECONOMIC DATA

1. **A brief description of land use within the vicinity of the proposed project, including: (a) a list of municipalities, townships and counties affected; and (b) estimates of population density adjacent to rights of way within the study corridor (the U.S. census information may be used to meet this requirement.)**

   On behalf of AEP Ohio Transco, URS prepared a Socioeconomic, Land Use, and Agricultural District Review Report. This report is included as Appendix A.

2. **The location and general description of all agricultural land (including agricultural district land) existing at least sixty days prior to submission of the letter of notification within the proposed electric power transmission line right-of-way, or within the proposed electric power transmission substation fenced-in area, or within the construction site boundary of a proposed compressor station.**

   No agricultural land will be impacted by the construction of the Project, as detailed in Appendix A.

3. **A description of the applicant's investigation (concerning the presence or absence of significant archaeological or cultural resources that may be located within the area likely to be disturbed by the project), a statement of the findings of the investigation, and a copy of any document produced as a result of the investigation.**

   A Phase I Archaeological Investigation was conducted for this project. Weller & Associates, Inc. has initiated a Phase I archaeological investigation for the Project. A copy of this report will be provided to the Ohio Power Siting Board under separate cover.

4. **Documentation that the chief executive officer of each municipal corporation and county, and the head of each public agency charged with planning land use in the area in which any portion of the facility is to be located have been notified of the project and have been provided with a copy of the letter of notification. The applicant shall describe the company's public information program used in the siting of the proposed facility. The information submitted shall include either a copy of the material distributed to the public or a copy of the agenda and summary of the meeting(s) held by the applicant.**

   AEP Ohio Transco met with Mr. Matt Coffland, President, Belmont County Commissioners; Mr. Fred Bennett, Belmont County Engineer; and Mr. Ed Good, President, Mead Township Trustees in January 2014 to discuss the Project. Copies of this Letter of Notification have been sent to the Belmont County Commissioners and Mead Township Trustees, as well as Belmont County Public Library facilities including Martins Ferry Main Library and Shadyside Branch Library. Copies of the cover letters to these officials and local libraries are attached in Appendix B.

   AEP Ohio Transco will advise local officials of features and the status of the proposed Project.

5. **A brief description of any current or pending litigation involving the project known to the applicant at the time of the letter of notification.**

   There is no known current or pending litigation involving this Project.

6. **A listing of local, state, and federal governmental agencies known to have requirements which must be met in connection with the construction of the project, and list of documents that have been or are being filed with those agencies in connection with siting and constructing the project.**

   A Notice of Intent will be filed with the Ohio Environmental Protection Agency for authorization of construction stormwater discharges under General Permit OHC000003. Approximately 275 feet of one ephemeral stream is located within the preliminary grading limits for the Project and will be filled. Stream impacts less than 300 feet in length automatically qualify for a Nationwide 12 permit. There are no other known local, state, or federal requirements that must be met prior to commencement of the proposed Project.

(E) ENVIRONMENTAL DATA

1. **A description of the applicant's investigation concerning the presence or absence of federal or state endangered species (including endangered species, threatened species, rare species, species proposed for listing, species under review for listing, and species of special interest) that may be located within the area likely to be disturbed by the project, a statement of the findings of the investigation, and a copy of any document produced as a result of the investigation.**

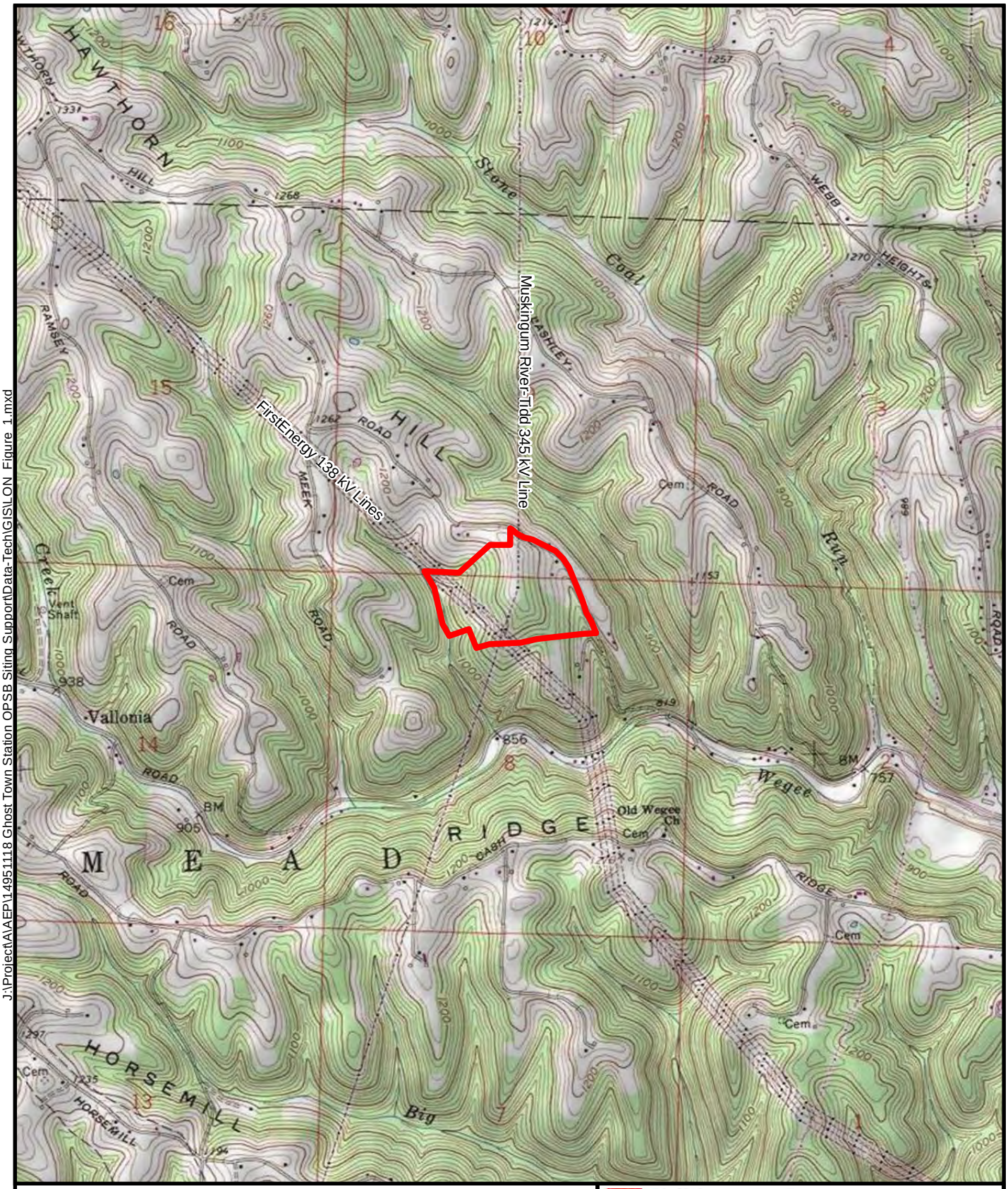
   On behalf of AEP Ohio Transco, URS prepared a Threatened and Endangered Species Report. URS coordinated with the USFWS and ODNR regarding special status species in the vicinity of the Project. To address special status species concerns, AEP Ohio Transco proposes to adhere to seasonal tree clearing restrictions associated with Indiana bat habitat. AEP Ohio Transco plans to phase construction to conduct tree clearing beginning in March 2014 so clearing of any potential bat habitat trees is complete by April 1, 2014. No impacts to threatened or endangered species are expected. The full Threatened and Endangered Species Report for the Project is included as Appendix C.

2. **A description of the applicant's investigation concerning the presence or absence of areas of ecological concern (including national and state forests and parks, floodplains, wetlands, designated or proposed wilderness areas, national and state wild and scenic rivers, wildlife areas, wildlife refuges, wildlife management areas, and wildlife sanctuaries) that may be located within the areas likely to be disturbed by the project, a statement of the findings of the investigation, and a copy of any document produced as a result of the investigation.**

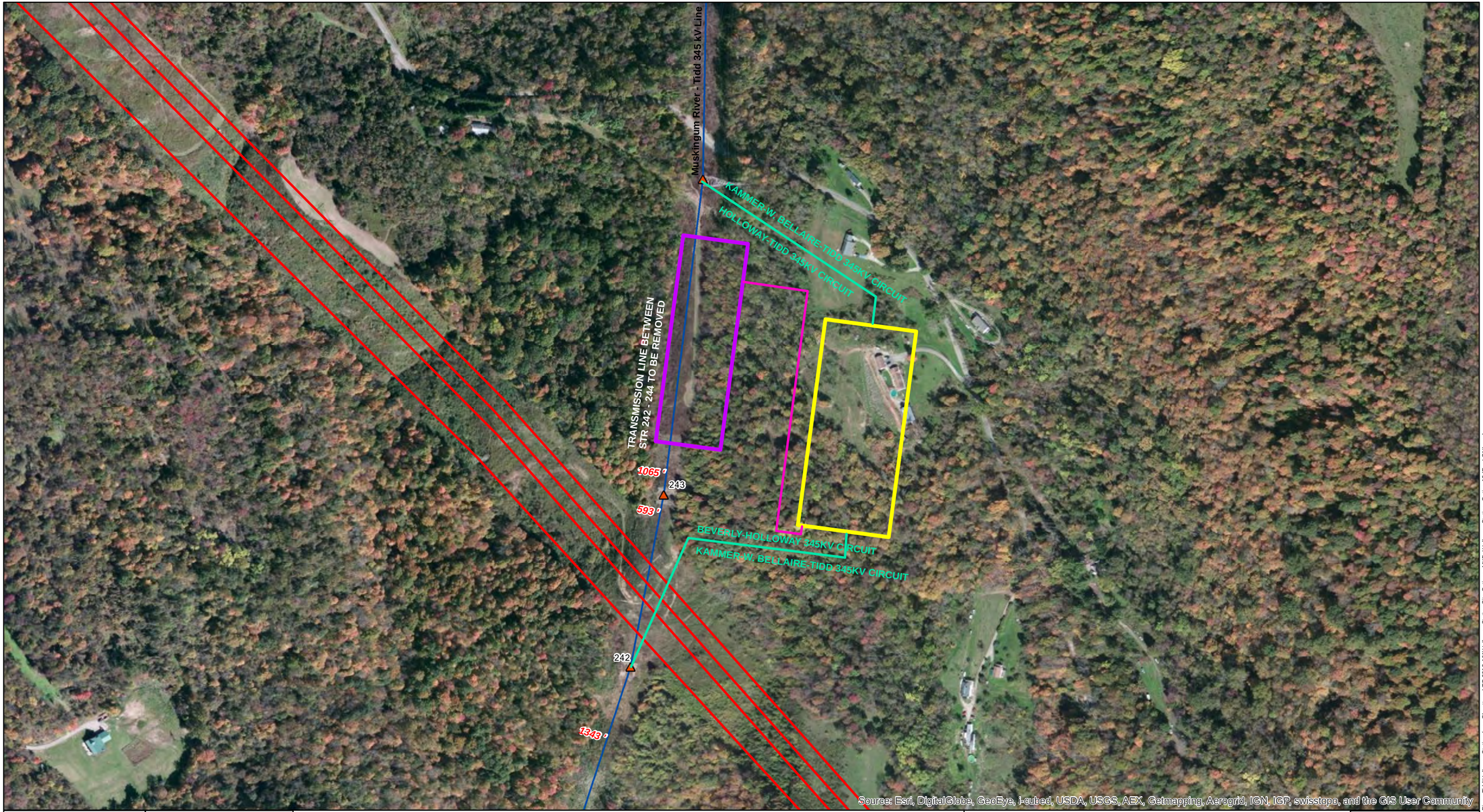
   On behalf of AEP Ohio Transco, URS prepared an Areas of Ecological Concern, Wetland Delineation, and Stream Assessment Report. No impacts to wetlands are anticipated. Approximately 275 feet of one ephemeral stream is located within the preliminary grading limits for the Project and will be filled. The full Areas of Ecological Concern, Wetland Delineation, and Stream Assessment Report for the Project is included as Appendix D.

3. **Any known additional information that will describe any unusual conditions resulting in significant environmental, social, health or safety impacts.**

   To the best of AEP Ohio Transco's knowledge, no unusual conditions exist that would result in environmental, social, health, or safety impacts. Construction and operation of the proposed Project will meet all applicable safety standards established by the Occupational Safety and Health Administration, and will be in accordance with the requirements specified in the latest revision of the National Electrical Safety Code as adopted by the Public Utilities Commission of Ohio. The Stormwater Pollution Prevention Plan (SWPPP), which will include the Access Plan, will be provided to the OPSB under separate cover, after submission of this Letter of Notification.



J:\Project\AIAEP\14951118 Ghost Town Station OPSB Siting Support\Data-Tech\GIS\LON_Figure_1.mxd



Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet

138kV Substation
345kV Substation
First Energy 138kV Lines
AEP 138kV Tie Line
AEP 345kV Relocation

0 125 250 500 750 1,000 Feet

Holloway Station Preliminary Layout

Transmission Line Engineering Group

Source: American Electric Power, ESRI
Comments:

Drawn By: s248914
Date: 1/27/2014

This drawing from the Transmission Line Projects Engineering Group of American Electric Power is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please contact the sender and destroy all copies of the original document.

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Path: H:\Internal\TL_Projects\345kV\Muskingum River- Tidd\Holloway Station (was Ghosttown) TP-2012-1161\Holloway Station Site Options- MXDs\Holloway Station- Option 12 (For LON).mxd

DWG. NO. E-1301

136'-11⅛" | 158'-¼" | 110'-0" | 158'-1⅜" | 136'-10¾"

MAINTAIN 3(H):1(V) SLOPE REFERENCE: SS-710000 ADDITIONAL 100'-0" FOR T-LINE ROW AND RETENTION PONDS

MAINTAIN 3(H):1(V) SLOPE REFERENCE: SS-710000 ADDITIONAL 100'-0" FOR T-LINE ROW AND RETENTION PONDS

294'-9½"

138KV BUS XF#1

138KV BUS XF#2 (FUTURE)

345KV BEVERLY LINE

345KV TIDD LINE

345KV LINE (FUTURE)

345KV LINE (FUTURE)

18'-5⅝" | 50'-2¼" | 56'-0" | 56'-1⅜" | 21'-10⅜" | 56'-0" | 35'-1⅜"

700'-0"

FIGURE 2B

OLD DWG #: OLD DWG	STD DWG #: STD DWG

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OPCO

HOLLOWAY STATION

SHADYSIDE OHIO

345KV

STATION LAYOUT PLAN

SCALE: 1" = 20'	DR: CBC	ENG: CBC	CH:
	WO#:	APPD:	DATE:

AMERICAN ELECTRIC POWER

1 RIVERSIDE PLAZA COLUMBUS, OH 43215

DWG. NO. E-1301 REV. 0

NO	DATE	REVISION DESCRIPTION	APPR	DR	ENG	CK	ISSUE#

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AEP G (30 X 42)

STATION ENGINEERING

PLOTTED BY 322690 ON 12/20/2013 AT 08:32 AM

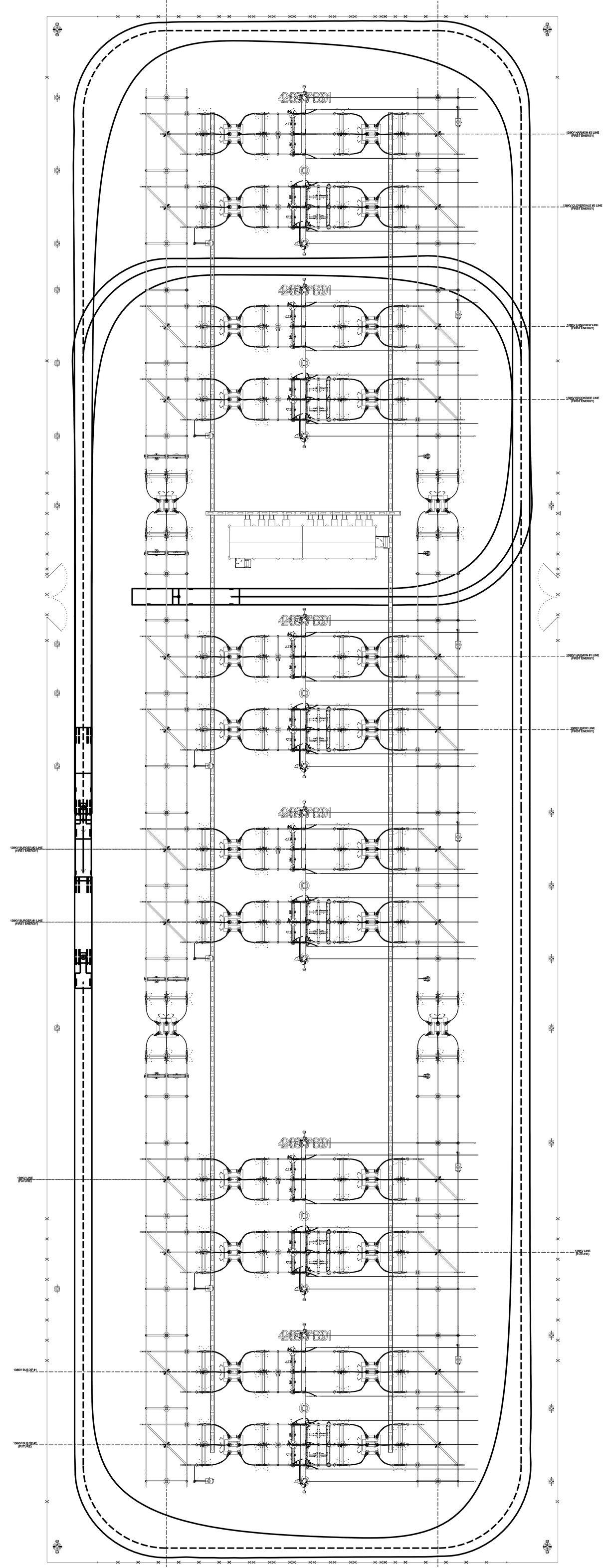
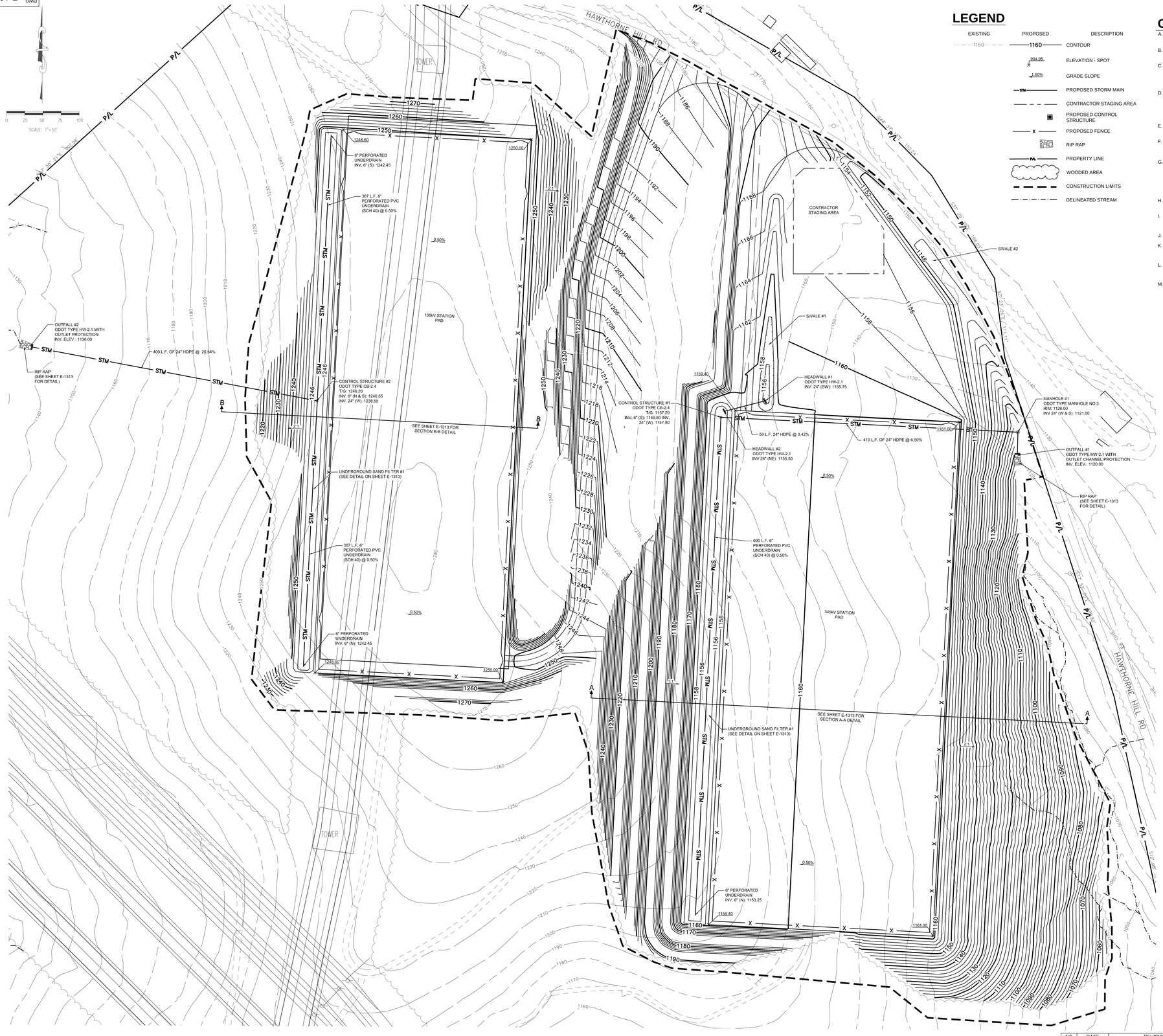


FIGURE 2C

138 kV STATION LAYOUT PLAN

DWG. NO. E-1308



LEGEND

EXISTING	PROPOSED	DESCRIPTION
1160	1160	CONTOUR
	994.95	ELEVATION - SPOT
	1.60%	GRADE SLOPE
	STM	PROPOSED STORM MAIN
		CONTRACTOR STAGING AREA
		PROPOSED CONTROL STRUCTURE
		PROPOSED FENCE
		RIP RAP
		PROPERTY LINE
		WOODED AREA
		CONSTRUCTION LIMITS
		DELINEATED STREAM

GENERAL NOTES:

A. THE EXISTING CONDITIONS SHOWN ON THIS DRAWING ARE DERIVED FROM THE FILED SURBEY DOCUMENTED ON DRAWING E-1306.

B. THE CONTRACTOR SHALL VERIFY ALL INFORMATION IN THE FIELD PRIOR TO CONSTRUCTION.

C. UNDERGROUND UTILITIES ARE DEPICTED FROM AVAILABLE INFORMATION, BUT ARE NOT KNOWN TO BE ACCURATE OR COMPLETE. IF UNDOCUMENTED UNDERGROUND UTILITIES ARE ENCOUNTERED DURING CONSTRUCTION, IMMEDIATELY NOTIFY THE ROICC.

D. STOCKPILE ALL TOPSOIL IN THE CONTRACTOR STAGING AREA. THE LIMITS OF THE STOCKPILE SHALL BE SURROUNDED AND PROTECTED BY COMPOST FILTER SOCK TO PREVENT DISCHARGES OF SEDIMENT FROM EXITING THE STOCKPILE AREA. A DETAIL OF THE COMPOST FILTER SOCK IS SHOWN ON DRAWING E-1312.

E. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS AFTER FINAL GRADING AND SAND FILTER INSTALLATION IS COMPLETE.

F. THE CONTRACTOR SHALL VERIFY ALL EXISTING GRADES IN THE FIELD PRIOR TO BEGINNING THE GRADING ACTIVITIES AND REPORT ANY DISCREPANCIES TO THE ENGINEER.

G. THE PROPOSED CONTOUR LINES AND SPOT ELEVATIONS ARE THE RESULT OF AN ENGINEERED GRADING DESIGN AND REFLECT A PLANNED INTENT WITH REGARD TO DRAINAGE AND MOVEMENT OF STORMWATER RUNOFF. THE CONTRACTOR SHALL CONTACT THE ENGINEER IF HE HAS ANY QUESTIONS REGARDING THE INTENT OF THE DESIGN OR HAVE ANY PROBLEMS WITH THE CONTINUITY OF THE GRADES OR CONTOURS.

H. THE CONTRACTOR SHALL NOT DISTURB EXISTING VEGETATION UNLESS REQUIRED TO PERFORM GRADING OPERATION.

I. THE DETAILS FOR THE DRAINAGE STRUCTURES AND RIP RAP DETAIL CAN BE FOUND IN THE LATEST EDITION OF THE ODOT STANDARD CONSTRUCTION DRAWINGS.

J. THE CIVIL DETAILS ARE SHOWN ON SHEET E-1313 TO E-1314.

K. THE CONTRACTOR SHALL PROVIDE TEMPORARY STORMWATER PIPING OR PUMPING DURING REMOVAL, REPLACEMENT, AND/OR THE FURNISHING OF DRAINAGE STRUCTURES.

L. SIDE INLETS SHALL NOT BE INCLUDED ON EITHER CONTROL STRUCTURE, PER ODOT STANDARD DRAWINGS.

M. THE CONTRACTOR SHALL UTILIZE THE ERONET S150 EROSION CONTROL BLANKET WHEN THE SLOPE OF THE FINISHED GRADE IS BETWEEN 3:1 AND 2:1. IF THE SLOPE OF THE FINISHED GRADE IS 1:1, THE CONTRACTOR SHALL UTILIZE THE ERONET C125 EROSION CONTROL BLANKET. SEE THE GRADING PLAN AND CROSS SECTION A-A AND B-B FOR THE AREAS WHERE THESE PRODUCTS WILL BE REQUIRED.

HOLLOWAY SITE DEVELOPMENT

138 KV PAD		
ELEVATION	1250	FEET
DIMENSIONS	260 X 750	FEET
CUT VOL	184210	CUBIC YARDS
FILL VOL	5540	CUBIC YARDS
DRIVE SLOPE	10.0	PERCENT
345 KV PAD		
ELEVATION	1160	FEET
DIMENSIONS	310 x 710	FEET
CUT VOL	201120	CUBIC YARDS
FILL VOL	212570	CUBIC YARDS
DRIVE SLOPE	3.4	PERCENT
TOTAL		
CUT	385330	CUBIC YARDS
FILL	218110	CUBIC YARDS
EXCESS		
FILL REQUIRED	0	CUBIC YARDS
WASTE	167220	CUBIC YARDS

FIGURE 3

OHIO UTILITIES PROTECTION SERVICE
CALL BEFORE YOU DIG
811 OR 1-800-362-2764

NO	DATE	REVISION DESCRIPTION	APPR	DR	ENG	CK	ISSUE#

OLD DWG #: STD DWG #:

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OPERATING COMPANY
HOLLOWAY STATION
CITY STATE
138kV, 345kV

SITE GRADING & DRAINAGE PLAN

XXXXXXXX

SCALE: 1" = 50'	DR: ADJ	ENG: DPF	CH: SJL
AMERICAN ELECTRIC POWER	WO#:	APPD: XXX	DATE: 1/20/2014
1 RIVERSIDE PLAZA COLUMBUS, OH 43215		DWG. NO. E-1308	REV 0

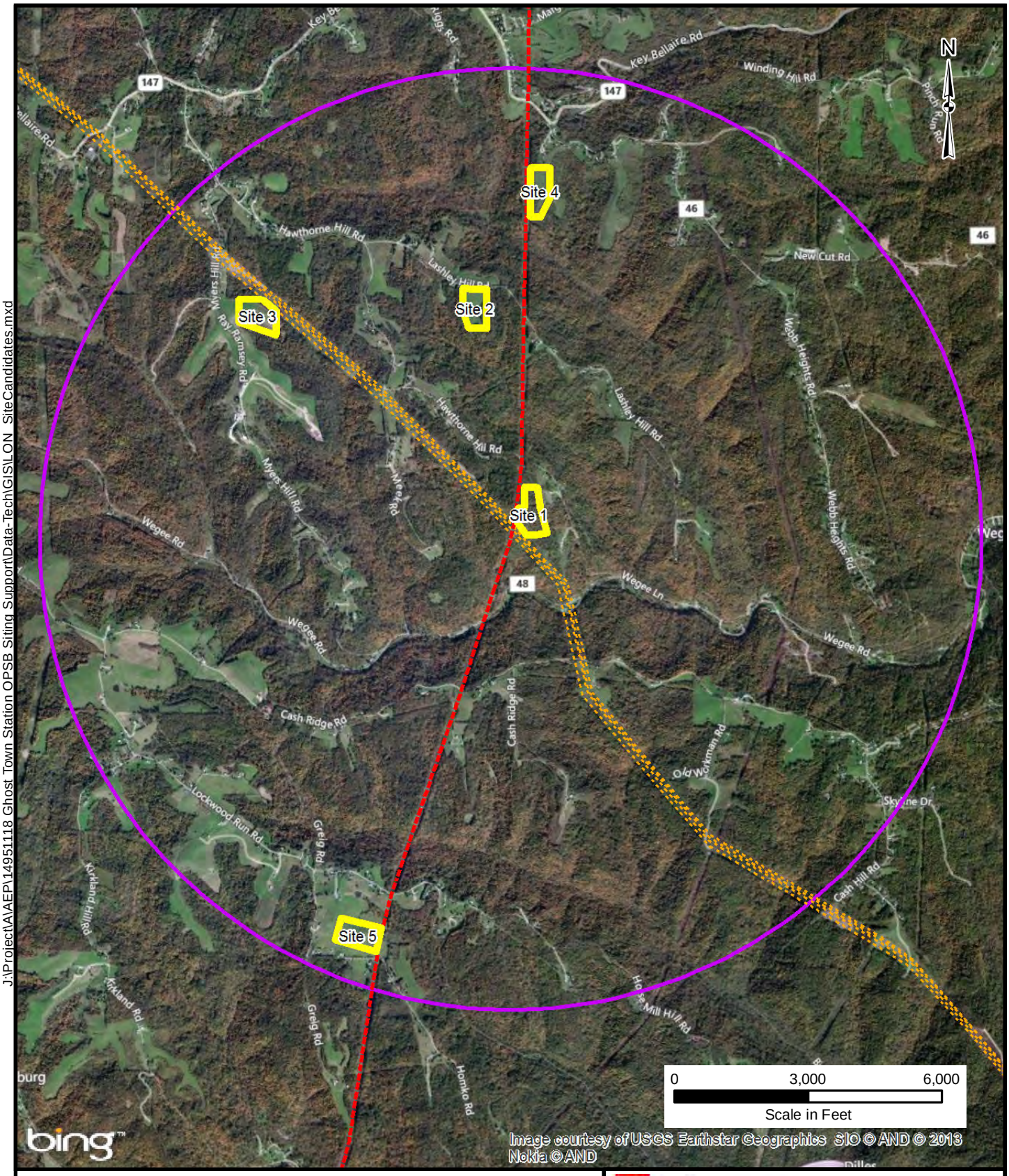
CADFILEPATH

PLOTTED BY $USER$ ON DD-MMM-YYYY AT HH:MM

STATION ENGINEERING

AEP G (30 X 46)

CM 1 2 3 4 5 6 7 | 1/16 INCH 4 8 12 16 | TENTHS 10 20 30 | INCHES 1 2 3



J:\Project\A\AEP\14951118 Ghost Town Station OPSB Siting Support\Data-Tech\GIS\LON_SiteCandidates.mxd

LEGEND:

- Candidate Site
- Muskingum River - Tidd 345 kV Transmission Line
- FirstEnergy 138 kV Transmission Line
- Study Area

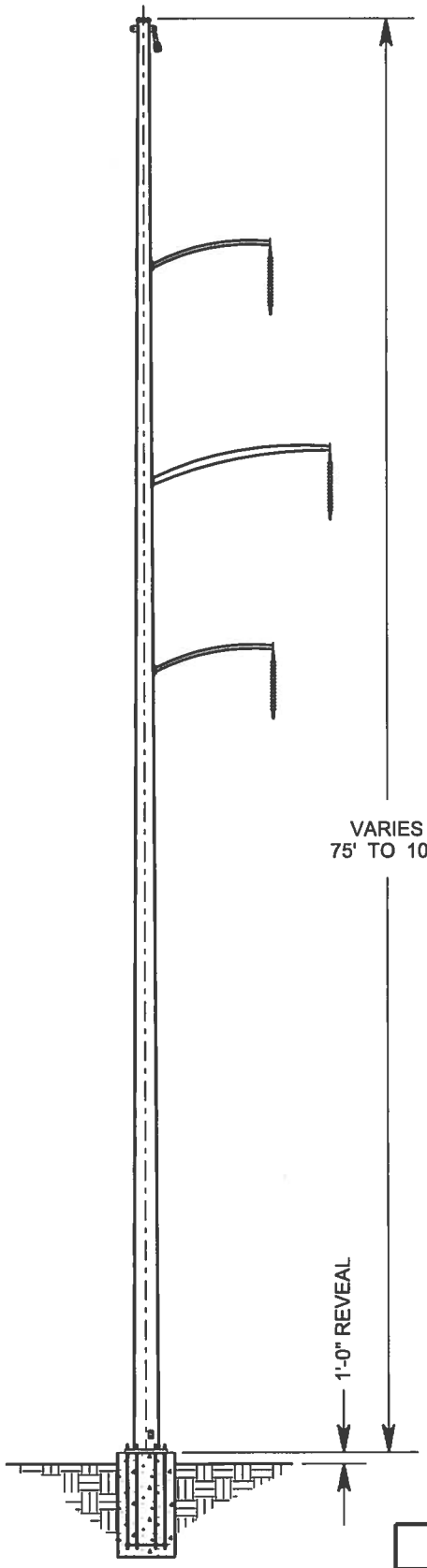
AEP OHIO TRANSMISSION COMPANY

Holloway Station

FIGURE 4
SITE SELECTION STUDY CANDIDATES

JOB NO. 14951118

URS



HOLLOWAY STATION

AEP AMERICAN ELECTRIC POWER

PROPOSED 138kV SINGLE CIRCUIT
STEEL POLE

NOT TO SCALE

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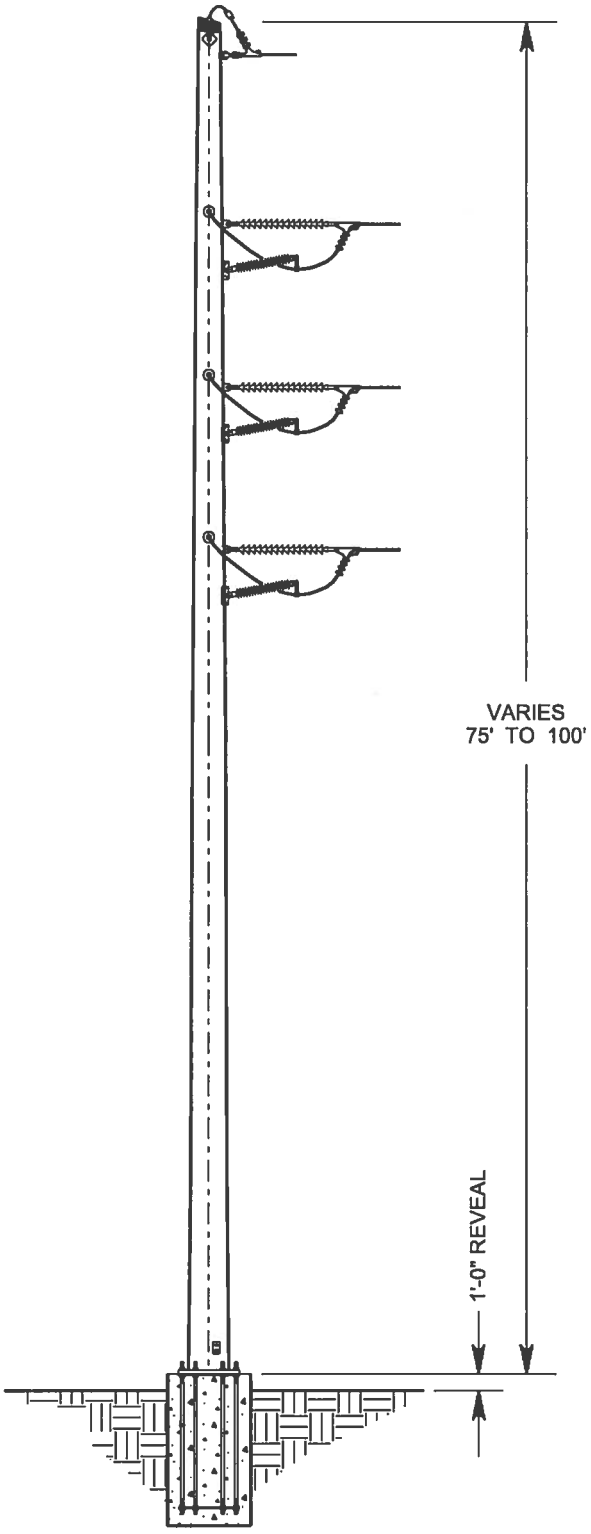

HOLLOWAY STATION

AEP AMERICAN ELECTRIC POWER

PROPOSED 138kV DEADEND
STEEL POLE

NOT TO SCALE

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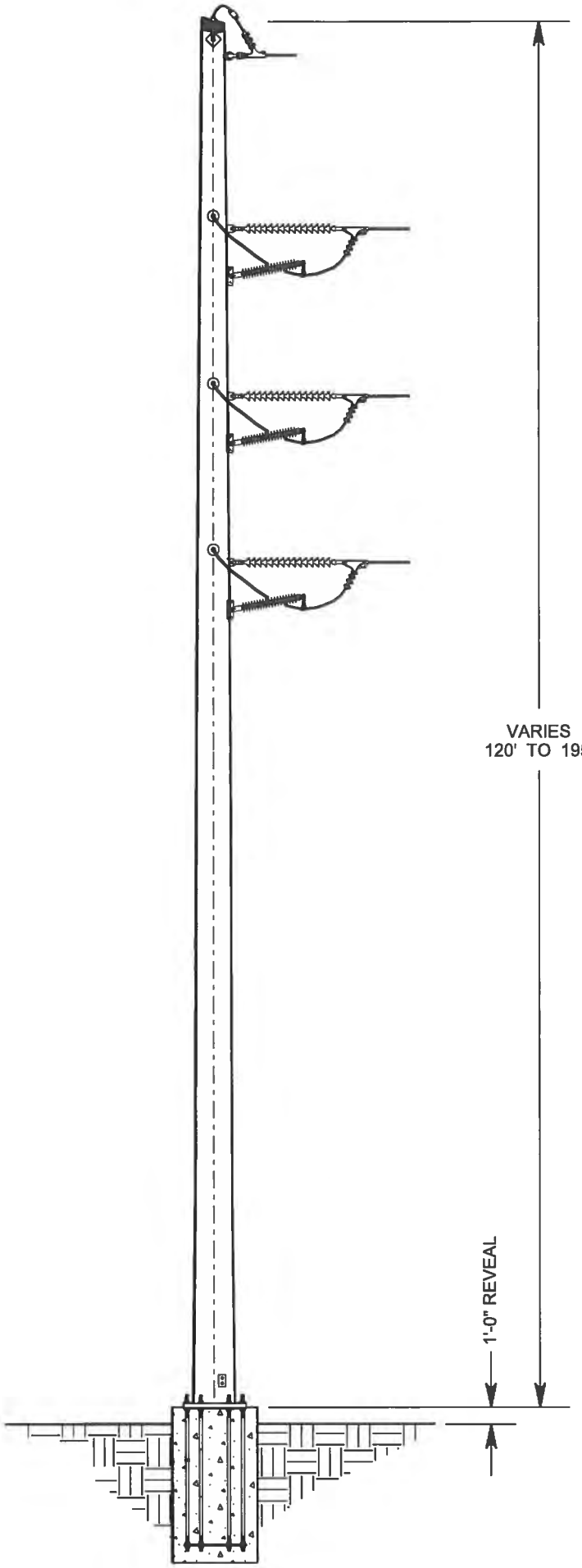

HOLLOWAY STATION

AEP AMERICAN ELECTRIC POWER

PROPOSED 345kV DEADEND
STEEL POLE

NOT TO SCALE

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in

Case No(s). 14-0141-EL-BLN

Summary: Letter of Notification Muskingum River-Tidd 345 kV Relocation and Installation of the Holloway Station Project (Part 1 of 2) electronically filed by Mr. Yazen Alami on behalf of AEP Ohio Transmission Company