

February 26, 2014

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Re: Letter of Notification for the Ohio Central 345 Extension Project
Case No. 13-2036-EL-BLN

Dear Ms. McCauley:

On November 5, 2013, AEP Ohio Transmission Company (AEP OH Transco) submitted the above-referenced Letter of Notification to the Ohio Power Siting Board (OPSB). After the submission, AEP Ohio Transco continued the evaluation and final engineering of the 345k V Line, as well as the proposed adjacent 138k V transmission line (See Case 14-0053-EL-BLN), the 345k V line (Case No. 13-2036-EL-BLN), was automatically approved on February 4, 2014. These two lines enter the Ohio Central Station in the vicinity of Northpoint Drive, and due to their proximity and adjacent nature, a change to either of the lines can impact the design of both the line and structure location.

During finalization of the engineering for the two routes, the height of the structures became a concern. The need to cross over the existing transmission lines entering Ohio Central Station necessitated the use of taller structures. In the original design, the 138k V line was routed parallel to the 345k V line, but was positioned to the south of the 345k V line and to the west of Northpoint Drive. This design caused 138k V line to cross over two other existing 138k V lines while at the same location, crossing under the new 345k V line at Northpoint Drive. The height of the existing tower lines would have caused the new 345k V structures to be well over 200-feet high, which would have caused the need to obtain FAA permits, and the potential for lighting and painting of the structure. In switching the location of the two lines in the parallel alignment and slightly realigning the routes, the structure heights were lowered and kept below 200-feet in height. The revised alignment also allows more of the centerline to be routed on existing AEP property, which reduces the need for additional easements. This new alignment also eliminates the need for one 345k V structure to the west of Northpoint Drive. All structures will be located outside of wetlands boundaries and will not impact stream crossings, therefore no additional wetland or stream impacts will occur as a result of the revised alignment.

The Best Management Practices that were discussed in the Letter of Notification for the respective projects will be applied during construction of the revised route.

The attached map details the change to the alignment of the 345k V line and the 138k V line. A revised copy of the Erosion and Sediment Control map sheet will be provided to Staff under separate cover.

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

Respectfully,

/s// Steven T. Nourse
Steven T. Nourse

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Summary: Letter of Notification for the Ohio Central 345 Extension Project electronically filed by Mr. Steven T Nourse on behalf of AEP Ohio Transmission Company