

**BEFORE THE OHIO POWER SITING BOARD**  
**Certificate Application for Electric Transmission Facilities**  
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**SECOND AMENDMENT CHANGE SUMMARY**

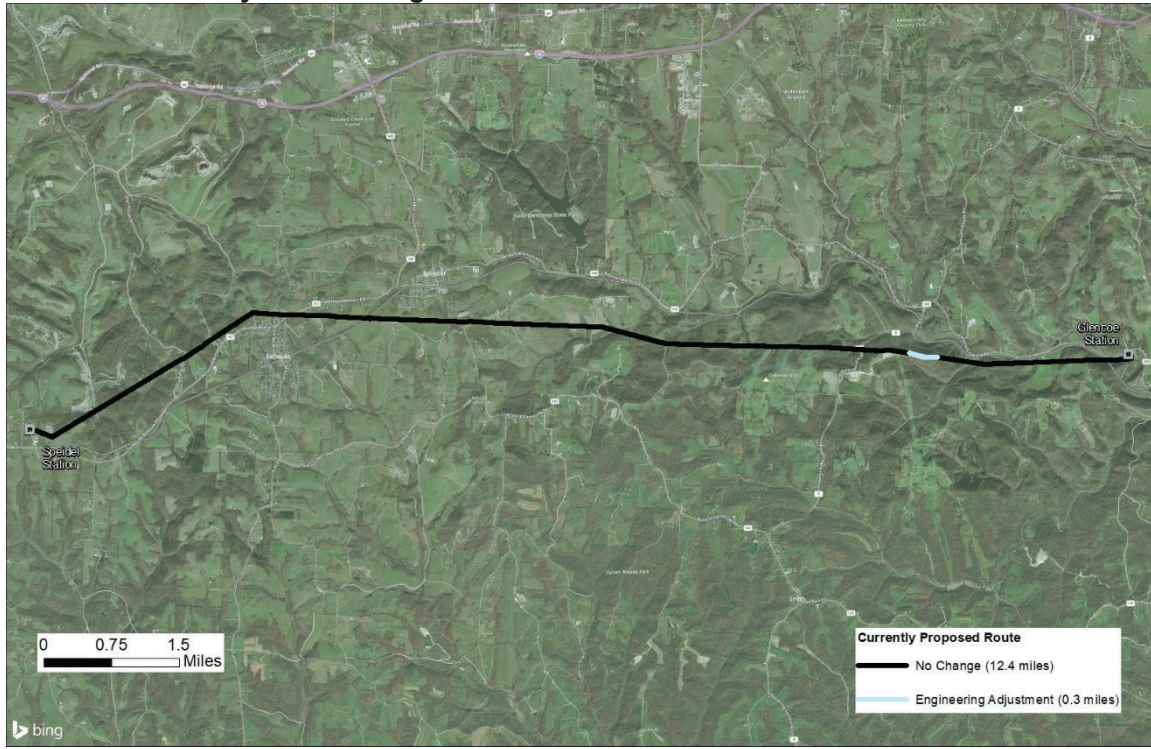
AEP Ohio Transmission Company, Inc. (“AEP Ohio Transco”) submitted a Certificate Application to the Ohio Power Siting Board (“OPSB”) on June 13, 2018 for the Glencoe-Speidel 138 kV Transmission Line Project (“Project”) in Case No. 18-0279-EL-BTX. On February 21, 2019, the OPSB issued its Certificate of Environmental Compatibility and Public Need (certificate) for the Preferred Route (also referred to as the “OPSB-Approved Route” herein). AEP Ohio Transco submitted an Amendment to the February 2018 Certificate Application to the OPSB on September 20, 2019 in Case No 19-1741-EL-BTA. On January 16, 2020 the OPSB issued the approval to amend the application.

The purpose of this Amendment #2 is to document the changes to the Preferred Route alignment since the OPSB’s approval of the Preferred Route, and to seek OPSB approval of the revised Preferred Alignment. This Amendment #2 application does not provide updated information for the Alternate Route because the purpose of this amendment is to document the changes to the Preferred Route alignment that have been made since the OPSB’s approval of the Preferred Route.

As detailed engineering of the transmission line progressed after approval of the certificate amendment application in January 2020, one alignment change, affecting 4 structures were necessary for the Preferred Route. These changes are categorized as an alignment reroute (deviations outside of the 100 foot ROW) due to safety, engineering and constructability challenges with the Amended Certificated Route. An overview of the changes are provided in Exhibit 1 and 2 below. Table 1 identifies the structure shifts associated with the alignment reroute that AEP Ohio Transco is proposing as part of this Second Amendment Application.

| <b>Table 1</b>                            |  |
|---|--|
| <b>Alignment Reroute Structure Shifts</b> |  |
| Structure Number                          | Distance from OPSB-Approved Centerline<br>(feet) |
| 22  | 76   |
| 23  | 96   |
| 24  | 48   |
| 25  | 11   |

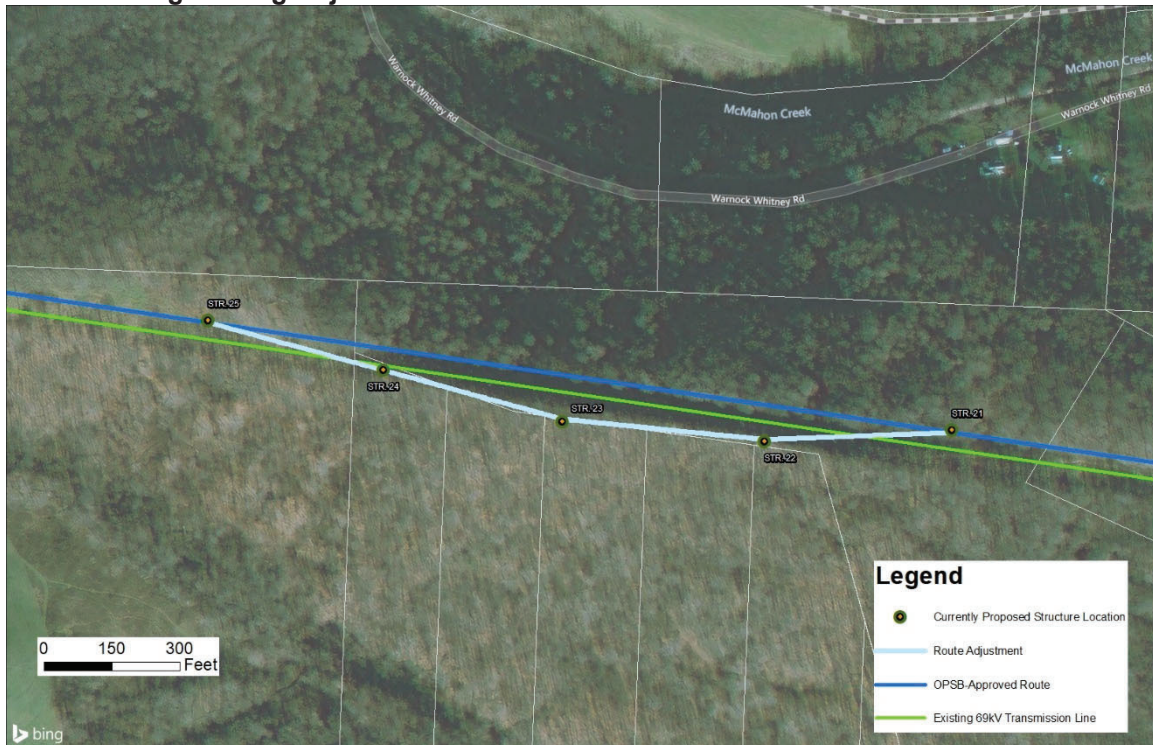
**Exhibit 1: Summary of the Changes to the Preferred Route**



### Engineering Adjustment 1

Engineering Adjustment 1 is approximately 0.3-mile long and occurs between Structures 21 and 25. The Company shifted proposed structures 22 and 23 approximately 76 and 96 feet, respectively, to move the proposed structures off a hillside that is too steep to safely construct a new pole line. Based on the shift of structures 22 and 23, proposed structures 24 and 25 were shifted approximately 48 and 11 feet, respectively, to converge back to the OPSB-Approved Route at structure 25. There are no additional environmental impacts. Engineering Adjustment 1 will require 6 new landowners within the proposed 100-foot right-of-way (ROW). However, the Company's ROW agents are currently in coordination to obtain easements with these landowners.

### **Exhibit 2: Engineering Adjustment 1**





**4906-5-02 PROJECT SUMMARY AND APPLICANT INFORMATION****(A) PROJECT SUMMARY AND FACILITY OVERVIEW**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(1) General Purpose of the Facility**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(2) General Location, Size, and Operating Characteristics**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(3) Suitability of the Preferred and Alternate Routes**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(i) Amended Preferred Route**

~~The Amended Preferred Route is approximately 12.7 miles long. It follows the existing Glencoe-Speidel line for its entire length from Glencoe Station to Speidel Station. The Amended Preferred Route is offset from the existing centerline by approximately 35 feet for its entire length except for five sections where it will be constructed on centerline to avoid structures within the right of way ("ROW") and meet engineering requirements. These areas include approximately 0.1 mile at the Glencoe Station exit, 0.1 mile at the Watertown Road crossing, 0.1 mile at the South Belmont Substation, approximately 0.8-0.6 miles through the Village of Bethesda, approximately 0.2 miles at the Old Ohio 147 crossing, and approximately 0.1 mile at the Speidel Station entry.~~

Overall, the Amended Preferred Route offers the best balance of meeting engineering requirements, impact minimization, and cost effectiveness. ~~The Amended Preferred Route also avoids potential schedule and reliability difficulties associated with widespread outages that would be required for construction on the existing centerline.~~ The Amended Preferred Route also avoids engineering and construction difficulties associated with possible slips and future maintenance issues that are a high probability for construction on the existing centerline (identified as the alternate route on the figures) or the OPSB-Approved Route.

**(ii) Alternate Route**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(4) Project Schedule Summary**

AEP Ohio Transco started construction of the transmission line in February 2020, with an estimated in-service date of December 2021. **Revised Figure 03-1** provides additional details regarding the proposed Project schedule.

**(B) APPLICANT INFORMATION**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**4906-5-03 REVIEW OF NEED AND SCHEDULE****(A) NEED FOR PROPOSED FACILITY**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(B) REGIONAL EXPANSION PLANS**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(C) SYSTEM ECONOMY AND RELIABILITY**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(D) OPTIONS TO ELIMINATE THE NEED FOR THE PROPOSED PROJECT**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(E) FACILITY SELECTION RATIONALE**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(F) FACILITY SCHEDULE****(1) Schedule Gantt Chart**

The major scheduled activities associated with the Amended Preferred and Alternate Routes are shown in bar chart form on **Revised Figure 03-1**.

**(2) Impact of Critical Delays**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.



**4906-5-04      ROUTE ALTERNATIVES ANALYSIS**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**4906-5-05 PROJECT DESCRIPTION****(A) DESCRIPTION OF PROJECT AREA****(1) Geography and Topography**

**Revised Figures 05-1A through 05-1C** in the first amendment, provided maps at 1:24,000 scaled showing the Amended Preferred Route, OPSB-Approved Route, and Alternate Route. These figures were not revised for this amendment due to the minimal changes that occurred with the centerline shift between structures 21 and 25 due to this shift and the scale of Figure 05-1 does not show detailed terrain data. The primary reason for this shift was that the existing terrain at these locations is not adequate nor safe to rebuild the transmission line. The section of terrain between proposed structures 22 and 23 is too steep to safely construct a new pole line. There are engineering and construction concerns about possible slips and future maintenance issues.

**(a) Proposed Transmission Line Alignments:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(b) Proposed Substation Locations:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(c) Major Highway and Railroad Routes:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(d) Publicly identified and owned institutions, parks, and recreational areas:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(e) Utility Corridors:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(f) Lakes, Ponds, Reservoirs, Streams, Canals, Rivers, and Swamps:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(g) Population Centers and Legal Boundaries:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(2) Transmission Acreage, Length, and Properties Crossed**

The Amended Preferred Route is approximately 12.7 miles in length and crosses approximately 122 parcels. The shifted centerline does not cross any additional landowners, however, the 100-foot right-of-way (ROW) crosses one additional landowner, Marietta Coal Company, to the south of structure 24.

**(B) LAYOUT AND CONSTRUCTION**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(C) TRANSMISSION EQUIPMENT**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**4906-5-06      ECONOMIC IMPACT AND PUBLIC INTERACTION**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**4906-5-07 HEALTH AND SAFETY, LAND USE, AND REGIONAL DEVELOPMENT****(A) HEALTH AND SAFETY**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(B) LAND USE****(1) Proposed Routing Alignments and Existing Land Uses**

Maps at 1:6,000-scale, including the area 1,000 feet on either side of the Amended Preferred, OPSB-Approved, and Alternate Routes are presented as **Revised Figure 04-1**. This map includes land uses, road names, structures, and incorporated areas and population centers. ~~Identified land use features are described below. A Revised Table 07-6 provides~~ is not provided in this amendment for the existing land uses identified within 100 and 1,000-feet of the Amended Preferred, Approved, and Alternate Routes due to no changes from the first amendment.

**Residential:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**Commercial:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**Industrial:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**Cultural:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**Agricultural:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**Recreational:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**Institutional:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(2) Impact of Construction**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(3) Structures****(a) Structures within 200 feet of Proposed ROW:**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(b) Structures to be destroyed, acquired, or removed and owner compensation:**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(c) Mitigation Procedures to minimize impact to structures near the facility:**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(C) AGRICULTURAL LAND USE AND DISTRICTS****(1) Agricultural Land and Districts Map**

**(a) Agricultural Land Use:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(b) Agricultural District Land:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(2) Acreage and Impacts**

**(a) Acreage:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(b) Evaluation of Construction, Operation, and Maintenance Impacts:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(i) Field Operations:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(ii) Irrigation:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(iii) Field Drainage Systems:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(iv) Structures Used for Agricultural Operations:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.



**(v) Agricultural Land Viability for Agricultural Districts:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(c) Mitigation Procedures:** Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(D) REGIONAL LAND USE PLANS**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(E) CULTURAL IMPACTS OF THE PROPOSED PROJECT**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**4906-5-08      ECOLOGICAL INFORMATION AND COMPLIANCE WITH PERMITTING REQUIREMENTS****(A)      ECOLOGICAL MAP**

~~More~~ A detailed maps (Figure 3) at 1:2,400-scale depicting delineated features, survey corridor, lakes, ponds, reservoirs, and proposed ROW, as applicable, are is provided as Appendix 08-1 for the Amended Preferred, Approved, and Alternate Routes between structures 21 and 25.

**(B)      FIELD SURVEY REPORT FOR VEGETATION AND SURFACE WATERS**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(1)      Vegetative Communities, Wetlands, and Streams in Study Area**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(2)      Delineation Result Mapping**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged

Field delineated streams and wetlands within the survey corridor and proposed ROW are provided in **Appendix 08-1**.

**(3)      Probable Impact of Construction on Vegetation, Surface Waters, and Wetlands**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(4)      Probable Impact of Operation and Maintenance on Vegetation, Surface Waters, and Wetlands**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(5)      Mitigation Procedures**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(C) LITERATURE SURVEY OF THE PLANT AND ANIMAL LIFE POTENTIALLY  
AFFECTED BY THE FACILITY**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

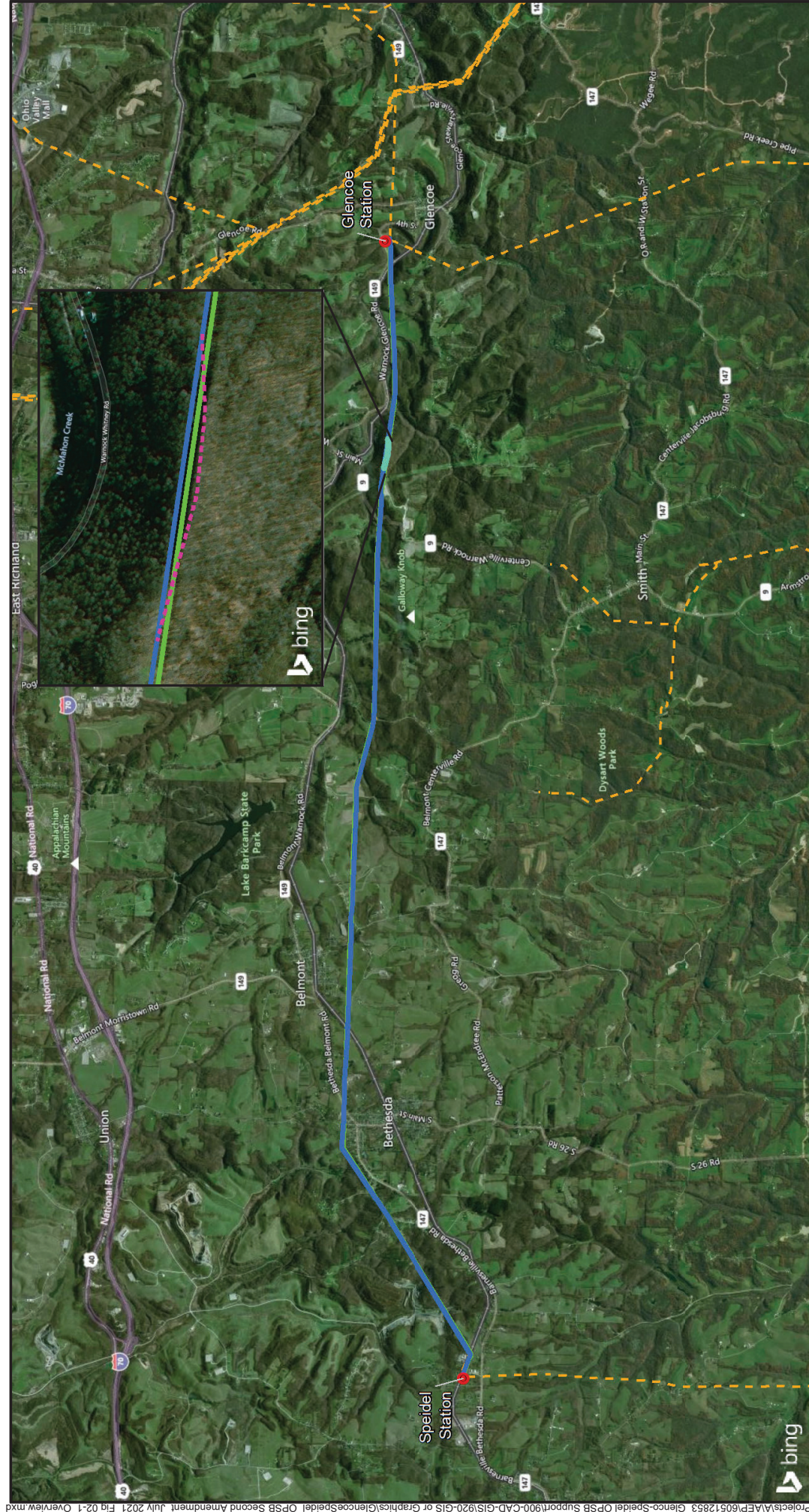
**(D) SITE GEOLOGY**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.

**(E) ENVIRONMENTAL AND AVIATION COMPLIANCE INFORMATION**

Text provided in the June 13, 2018 Application filing and the September 20, 2019 Application Amendment remains unchanged.





Glencoe-Speidel 138 kV  
Transmission Line Project



**INSET MAP FOR APPROVED ROUTE/ADJUSTMENT AREA  
(AMENDED/PREFERRED ROUTE SHOWN AS PINK/DASHED LINE)**



Base Map Source:  
ArcGIS Online, Bing Map Hybrid

**LEGEND:**

- Existing Station
- Route Adjustment
- Approved Route
- Alternate Route
- Existing Electric Line



0 1 2  
Miles

**INSET MAP FOR APPROVED ROUTE/ADJUSTMENT AREA  
(AMENDED/PREFERRED ROUTE SHOWN AS PINK/DASHED LINE)**

Base Map Source:  
ArcGIS Online, Bing Map Hybrid

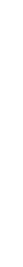
**LEGEND:**

- Existing Station
- Route Adjustment
- Approved Route
- Alternate Route
- Existing Electric Line

Glencoe-Speidel 138 kV  
Transmission Line Project



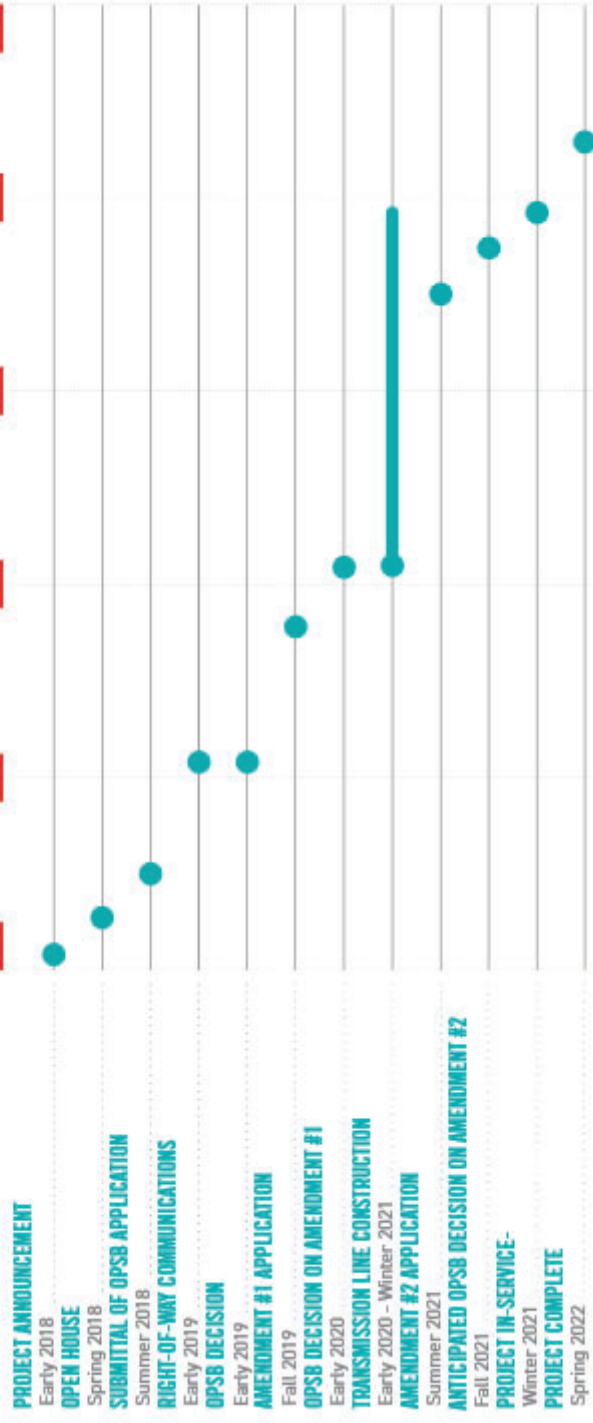
**INSET MAP FOR APPROVED ROUTE/ADJUSTMENT AREA  
(AMENDED/PREFERRED ROUTE SHOWN AS PINK/DASHED LINE)**



Base Map Source:  
ArcGIS Online, Bing Map Hybrid

AECOM

## PROJECT SCHEDULE



\*Timeline subject to change.  
 \*OPSB: Ohio Power Siting Board.





**LEGEND:**

- Proposed Shifted Structure Location
- Approved Route
- Amended Preferred Route
- Alternate Route
- Updated Access Road
- 1,000-foot Buffer of Routes
- Existing Electric Line
- Residence
- Outbuilding
- Soil Association
- Slope Exceeds 12%
- Forest
- Old Field/Pasture
- Open Water
- Residential
- Transportation

Base Map Source:  
ArcGIS Online, ESRI World Imagery

0 500 1,000  
Feet

N

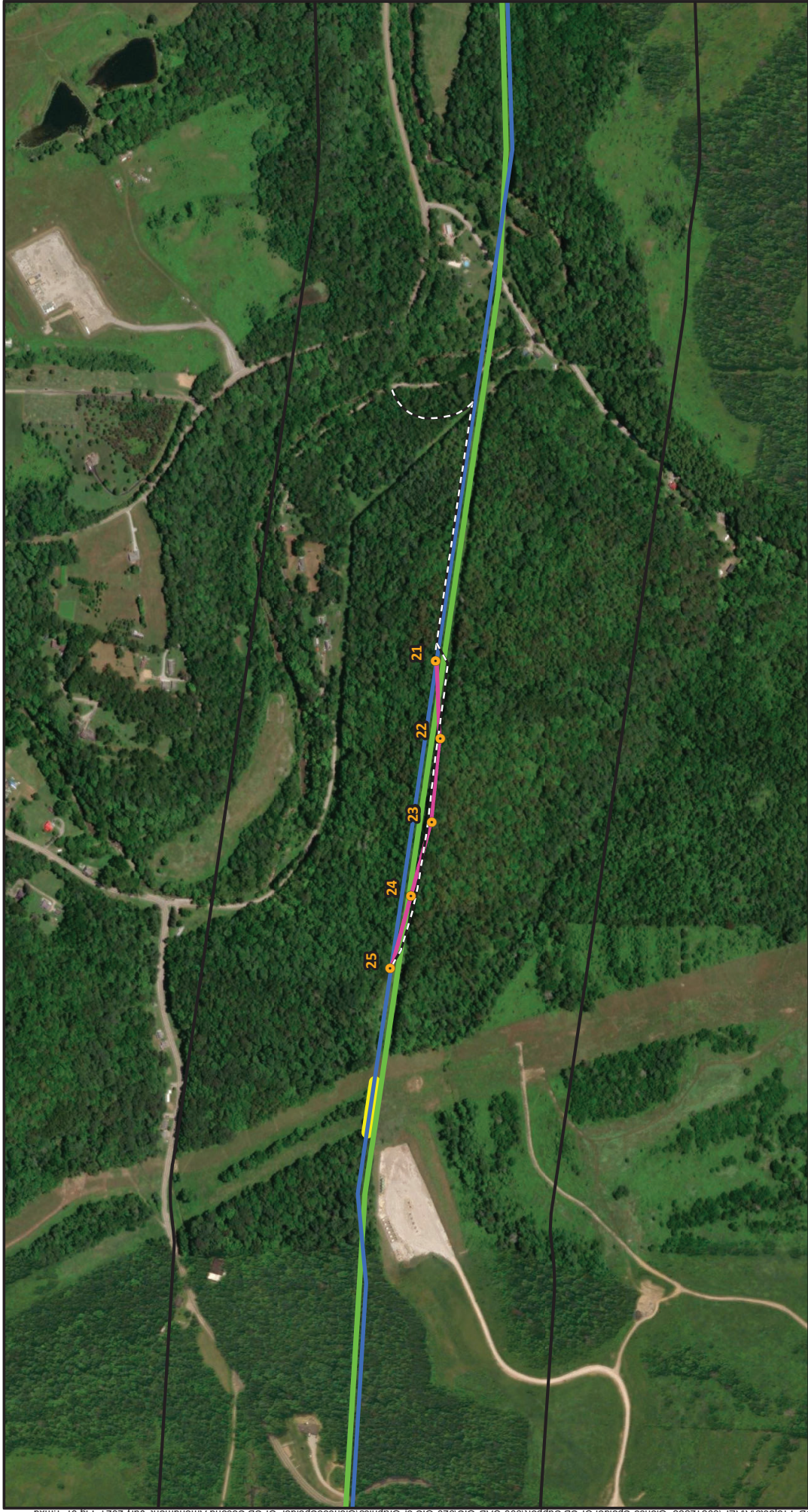
REVISION HISTORY

REVISION NO. 04-1  
CONSTRAINTS MAP

Glenco-Speidel 138 kV  
Transmission Line Project

**AECOM**





**LEGEND:**

- Proposed Shifted Structure Location: Pasture/Hay Field
- Amended Preferred Route: Agricultural District Land
- Approved Route
- Alternate Route
- Updated Access Road
- 1,000-foot Buffer of Routes

**Scale:**

0 500 1,000 Feet

Base Map Source:  
ArcGIS Online, ESRI World Imagery

**North Arrow:**

N

**Project Information:**

**AEP OHIO TRANSMISSION COMPANY**  
Glencoe-Speidel 138 kV  
Transmission Line Project

**REVISED FIGURE 07-1**  
AGRICULTURAL LAND USE  
IN PROJECT AREA

**AECON**  
JOB NO. 60512853





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Summary: Notice Amendment #2 for the Glencoe Spiedel Project electronically filed by Hector Garcia-Santana on behalf of AEP Ohio Transmission Company, Inc.