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July 28, 2006

HAND DELIVERED

Ms. Elizabeth O'Donnell  
Executive Director  
Public Service Commission  
211 Sower Boulevard  
Frankfort, KY 40602

Dear Ms. O'Donnell:

Re: PSC Case No. 2005-00053

Please find enclosed for filing with the Commission an original and five copies of the Response of East Kentucky Power Cooperative, Inc. to PSC Request dated July 27, 2006 in the above-styled case.

Very truly yours,



Sherman Goodpaster III  
Senior Corporate Counsel

Enclosures



**EAST KENTUCKY POWER COOPERATIVE, INC.**

**PSC CASE NO. 2005-00053**

**INFORMATION REQUEST RESPONSE**

**PSC DATA REQUEST DATED JULY 27, 2006**

**REQUEST NO. 1**

**RESPONDING PERSON: Joe Rivers**

**Request:** Refer to the Site Assessment Report for Kentucky Pioneer Energy, dated February 6, 2003. On pages C-31 and D-1, there are discussions of recommendations to mitigate traffic congestion. The mitigation measures included the addition of turning lanes and a traffic signal at the intersection of the site access road and Kentucky Highway 89, and widening the access road to four lanes or installing directional controls during peak usage of the road. The Revised Site Assessment Report filed on July 26, 2006 does not include a discussion of these prior traffic mitigation measures. Explain in detail whether the prior traffic mitigation measures have already been implemented or, if not, why there is no longer a need to implement such measures.

**Response:** The specific traffic mitigation measures identified in the Kentucky Pioneer Energy Report (KPE Report) were originally identified in the Final Environmental Impact Statement (FEIS) prepared by the Department of Energy. These measures included adding turning lanes and a traffic signal at the intersection of KY 89 and the site access road, and widening the access road to four lanes or installing directional controls during peak usage of the road.

The KPE Report (Section C.5.2), prepared for the Public Service Commission, also indicates that the existing KY 89 already has turn lanes in both the northbound and southbound directions at the intersection and indicates that the turnout area at this intersection would also provide surge capacity for vehicles entering the site and exiting the highway. The additional specific mitigation measures have not been implemented.

The reasons why East Kentucky Power Cooperative ("EKPC") has chosen not to implement these specific mitigation measures outlined in the KPE Report are as follows:

1. As mentioned in the KPE Report, KY 89 already has turning lanes in both directions at the entrance to the main site access road.
2. The peak traffic impact during the construction period is expected to approximately 80% of that estimated for the Kentucky Pioneer Project (based upon the peak worker numbers).
3. Peak construction will not be a long-term issue and can be managed effectively by other mitigation factors mentioned in the Site Assessment Report (and below). The traffic impacts from facility operations will be minimal since the staffing level would drop from a maximum of 800 personnel to a level closer to 80.
4. EKPC established the Community Advisory Committee to provide a forum for local citizens and government officials to voice concerns regarding the J.K. Smith Site and to participate in their recommended resolution. The committee recently heard presentations

from members of the Kentucky Transportation Cabinet regarding planned improvements of KY 89. The Kentucky Department of Highways is actively working on this improvement plan. The meeting minutes for the April 24, 2006 Community Advisory Committee meeting document that \$28 million has been added to the State's budget for the 6-year road plan to improve KY 89.

5. As another mitigation measure, EKPC is actively pursuing the installation of a temporary concrete batch plant. The batch plant would minimize the number of concrete trucks necessary to support construction. Raw materials used in the production of the concrete will be shipped in bulk and can be staged over longer periods of time thereby reducing the amount of truck traffic. EKPC also plans on staggering the work times for the major contractors. This staggered workday should mitigate the peak construction traffic at both ends of the workday. A private security guard will be placed at the front entrance for the purpose of traffic control at the end of each workday.
6. Several of the mitigation measures identified in the Kentucky Pioneer Energy project, such as the addition of the traffic signal, are under the jurisdiction of the Kentucky Department of Transportation. EKPC is willing to work with the local government officials, citizens and KY DOT if these mitigation measures are deemed to be necessary.