

COMMONWEALTH OF KENTUCKY
BEFORE THE PUBLIC SERVICE COMMISSION

In the Matter of:

CLOSURE OF INVESTIGATION OF)	CASE NO.
SEPTEMBER 13, 2018 INCIDENT – KENTUCKY)	2019-00130
UTILITIES COMPANY)	

ORDER

The Commission, on its own motion, initiates this proceeding to close the investigation of an incident that occurred on September 13, 2018, near Georgetown, Kentucky, when a member of the public made contact with an energized conductor of Kentucky Utilities Company (KU) and suffered serious burn injuries requiring hospitalization. Commission Staff (Staff) investigated the incident and found one probable violation of the National Electrical Safety Code. Staff issued KU a Demand for Remedial Measures and Penalty Assessment, a copy of which is attached to this Order as an Appendix, to resolve all compliance and enforcement matters pertaining to the September 13, 2018 incident. KU paid the proposed penalty and completed all remedial measures required by Staff.

The Commission finds that KU has addressed to its satisfaction the probable violations cited by Staff in connection with the September 13, 2018 incident. The Commission further finds that the Commission's investigation of the incident should be closed.

IT IS THEREFORE ORDERED that:

1. KU's payment of Staff's proposed penalty and completion of remedial measures required by Staff is accepted and resolves all alleged violations of KRS

278.042, 807 KAR 5:006, or 807 KAR 5:041, as well as any penalty that could be assessed under KRS 278.990(1), arising out of the September 13, 2018 incident.

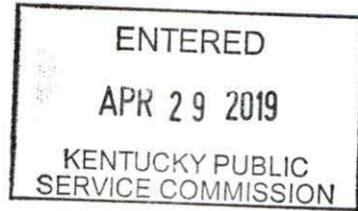
2. KU's payment of Staff's proposed penalty is not an admission by KU that it willfully violated any provision of KRS Chapter 278 or any administrative regulation promulgated pursuant thereto.

3. The Commission's investigation of the September 13, 2018 incident is closed.

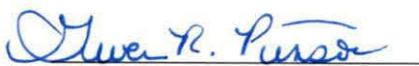
4. This case is closed and removed from the Commission's docket.

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By the Commission



ATTEST:


Executive Director

APPENDIX

APPENDIX TO AN ORDER OF THE KENTUCKY PUBLIC SERVICE
COMMISSION IN CASE NO. 2019-00130 DATED **APR 29 2019**

EIGHTY PAGES TO FOLLOW



Matthew G. Bevin
Governor

Charles G. Snaveley
Secretary
Energy and Environment Cabinet

Commonwealth of Kentucky
Public Service Commission
211 Sower Blvd.
P.O. Box 615
Frankfort, Kentucky 40602-0615
Telephone: (502) 564-3940
Fax: (502) 564-3460
psc.ky.gov

Michael J. Schmitt
Chairman

Robert Cicero
Vice Chairman

Talina R. Mathews
Commissioner

January 14, 2019

Robert M. Conroy
Vice President – State Regulation and Rates
Kentucky Utilities Company
Louisville, KY 40202

Re: September 13, 2018 Incident

**DEMAND FOR REMEDIAL MEASURES AND
FOR PENALTY ASSESSMENT**

Dear Mr. Conroy:

This letter is in reference to an incident that occurred on September 13, 2018, in Scott County, Kentucky, near 172 Schneider Boulevard, Georgetown, Kentucky, when James Smith made contact with an energized copper conductor and suffered burns to his hand, feet and other parts of his body. Kentucky Public Service Commission Staff (Staff) investigated the incident and prepared the attached Accident Investigation Staff Report (Report).

According to the Report, Mr. Smith and a co-worker were walking down a rock road in an area being developed into a subdivision to determine if they could get a dump truck into the area to load dirt. They encountered a copper conductor of Kentucky Utilities Company (KU) hanging down approximately five (5) feet off the ground. The conductor was energized at approximately 7,200 volts. When Mr. Smith attempted to raise the conductor so they could pass under, he received an electrical shock and suffered serious burn injuries. Mr. Smith was taken to the University of Kentucky Medical Center for treatment and eventually was transferred to the University of Cincinnati.

The span of the conductor was supported by two (2) cross-arms. These facilities were arranged as an underbuild on a 69kV transmission circuit. Inspection of the facilities suggests one cross-arm failed, which caused the cross-arm on the next structure to also fail. This allowed the energized primary conductor to lower to approximately 63" above the ground.

The 2017 edition of the National Electrical Safety Code (NESC), Part 2, Section 23, Rule 232B(1), establishes the minimum vertical clearance for wires, conductors, and

cables above ground in generally accessible places. For a conductor energized to 7.2 kV that overhangs an area subject to truck traffic, the minimum vertical clearance is 18.5 feet. Based on its investigation, Staff has determined that the copper conductor involved in the incident had a vertical clearance of less than the required minimum in violation of NESC Rule 232B(1).

KRS 278.042 provides that the Commission shall ensure that each electric utility constructs and maintains its plant and facilities in accordance with accepted engineering practices as set forth in the Commission's administrative regulation and orders and in the most recent edition of the NESC. 807 KAR 5:041, Section 3(1) requires each electric utility to construct and maintain its plant and facilities in accordance with accepted engineering practices, adopting the provisions of the NESC as applicable standards of accepted good engineering practices. Based on its investigation of the incident and its determination that KU committed a violation of the NESC, Staff finds that KU is in violation of 807 KAR 5:041, Section 3(1), for failing to maintain its plant and facilities in accordance with accepted engineering practices.

REMEDIAL MEASURES

In order to resolve the above violations, the following remedial measures must be completed:

- Within 30 days of the date of this letter, KU shall inspect the condition of all cross arms on the 7,200-volt circuit involved in the September 13, 2018 incident.
- Within 60 days of the date of this letter, KU shall replace all cross arms on the 7,200-volt circuit that display damage or deterioration.
- Within 90 days of the date of this letter, KU shall file with the Commission a report of the results of its inspection of the cross arms and of any corrective action taken.

CIVIL PENALTY

KRS 278.990(1) provides that a utility's willful violation of any of the provisions of KRS Chapter 278, or any administrative regulation promulgated pursuant thereto, shall subject the utility to a civil penalty assessed by the Commission not to exceed \$2,500 for each violation. Under the statute, each act, admission or failure of a person acting for a utility within the scope of his employment shall be deemed to be the act, omission or failure of the utility. After investigation of this matter, it is Commission Staff's recommendation that KU be subject to a civil penalty in the amount of \$2,500 for one violation of the NESC and 807 KAR 5:041, Section 3(1).

If KU does not wish to contest the proposed civil penalty, KU should mail or deliver a company check, cashier's check or money order made payable to the "**Kentucky State Treasurer**" in the amount of \$2,500, within 30 days of the date of this letter, to:

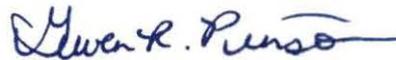
Kentucky Public Service Commission
211 Sower Blvd.
Frankfort, Kentucky, 40602

Payment of the proposed civil penalty and completion of the remedial measures specified in this letter will satisfy and resolve any and all claims against KU for any violation of KRS 278.042 or of 807 KAR 5:041, Section 3(1) and for any penalty under KRS 278.990 arising out of the September 13, 2018 incident. KU's payment of the proposed civil penalty will not be considered an admission by KU that it willfully violated any provision of KRS Chapter 278 or any administrative regulation promulgated pursuant thereto. Upon payment of the proposed penalty and completion of the remedial measures, the Commission will confirm resolution of this matter by entry of an order. Payment of the penalty constitutes a waiver by KU of any right to a hearing in any proceeding initiated to close the investigation.

If KU does not pay the proposed civil penalty within 30 days of the date of this letter, the Commission will institute an administrative proceeding against KU and schedule a formal hearing, at which KU will have an opportunity to present evidence and show cause why it should not be subject to penalties in KRS 278.990(1) based on the September 13, 2018 incident.

This demand letter addresses only those matters specifically referred to in this document. This demand does not waive or otherwise affect any obligations or liabilities that may result from other activities by KU. If you have any questions, please contact John Park at 502-782-2589.

Sincerely,



Gwen R. Pinson
Executive Director

Attachment



Matthew G. Bevin
Governor

Charles G. Snavely
Secretary
Energy and Environment
Cabinet

Commonwealth of Kentucky
Public Service Commission
211 Sower Blvd.
P.O. Box 615
Frankfort, Kentucky 40602-0615
Telephone: (502) 564-3940
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Michael J. Schmitt
Chairman

Robert Cicero
Vice Chairman

Talina R. Mathews
Commissioner

Electric Utility Public Injury Accident Report

Utility: Kentucky Utilities Company (KU)

Reported by: Greg Cornett
LG&E / KU Attorney

Incident Occurred: Approximately 9:36AM, September 13, 2018

Utility Discovered: Approximately 9:36AM, September 13, 2018

PSC Notified: Approximately 10:59AM, September 13, 2018

Summary Report Received: September 20, 2018. (See Attachment A)

PSC On-Site Investigation: Approximately 10:30AM, September 17, 2018

Type of Accident: Public, shock and burn

Incident Description:

This accident took place at approximately 9:36 AM on September 13, 2018. The closest address to this accident is 172 Schneider Blvd., Georgetown, Kentucky. The coordinates for this location are 38.244186 -84.502421. This is a public accident involving one male victim, James Smith, which is approximately 55 years old. The victim and a co-worker were walking down a wet and muddy rock road to see if they could get their dump truck into this area to load dirt. The area where this accident took place is being developed into a subdivision. As they were walking down the road the victim raised his arm to raise a copper conductor so they could pass under. The conductor was energized at approximately 7200 volts. As the victim touched the conductor it made a path to ground through the victim burning his hand, feet and other parts of his body. The victim was taken to the hospital and his condition is unknown at this time.

The KU facilities involved in this accident were 2 broken cross arms and 1 energized primary conductor. These facilities were arranged as underbuild on a 69Kv transmission circuit. Information received during this investigation suggests 1 cross arm failed which caused the cross arm on the next structure to also fail. This action allowed the energized primary conductor to lower to approximately 63" above the ground. The National Electrical Safety Code requires 18.5' of clearance for a conductor energized to this voltage crossing this type of land.

Victim:	Name:	Position:	Employer:
	James Smith	Public Contact	L&S Enterprises

Age: 55

Witnesses:	Name:	Position	Employer:
	Anthony Sloan	Unknown	L&S Enterprises

Information from:	Name:	Position:	Employer:
	Keith McBride	Investigator	LG&E/KU
	Ron Hudson	Safety Department	LG&E/KU

FINDINGS:

Based on its investigation, staff has determined that Kentucky Utilities Company did not meet the following requirements set forth in the National Electrical Safety Code (NESC). (Vertical Clearance on primary voltage conductors - 7.2Kv)

RELEVANT CODES, STATUTES, REGULATIONS, OR SAFETY MANUAL ISSUES THAT ARE PERTINENT TO THE INVESTIGATION

278.042 Service adequacy and safety standards for electric utilities
National Electrical Safety Code

- (1) For the purposes of this section, "NESC" means the National Electrical Safety Code as published by the Institute of Electrical and Electronics Engineers, Inc.
- (2) Except as otherwise provided by law, the commission shall, in enforcing service adequacy and safety standards for electric utilities, ensure that each electric utility constructs and maintains its plant and facilities in accordance with accepted engineering practices as set forth in the commission's administrative regulations and orders and in the most recent edition of the NESC.

Effective: June 24, 2003

History: Created 2003 Ky. Acts Ch. 84, sec. 1, Effective June 24, 2003.

2017 National Electric Safety Code:
See 2017 NESC Code to view each rule in its entirety.

#1:
National Electrical Safety Code

Part 2.
Safety Rules for the Installation and Maintenance of Overhead Electric
Supply and Communication Lines

232. Vertical clearances of wires, conductors, cables, and equipment above ground,
roadway, rail, or water surfaces

B. Clearance of wires, conductors, cables, equipment and support arms
mounted on supporting structures

1. Clearance to wires, conductors, and cables

The vertical clearance of wires, conductors, and cables above ground in
generally accessible places, roadway, rail, or water surfaces, shall be not less
than that shown in Table 232-1.

Page 97 NESC
Table 232-1 (See Attachment E to this report)

Investigated by:	Name:	Company:
	Steve Kingsolver	KPSC

Signed: 

Date: September 24, 2018

Attachments:

- A. KU Summary Report
- B. KPSC Photographs of Accident Site
- C. KPSC Map of Accident Site
- D. Accident Notification Information
- E. Table 232-1

Attachment A

KU Summary Report



PPL companies

September 20, 2018

Ms. Gwen Pinson
Executive Director
Kentucky Public Service Commission
211 Sower Blvd.
P.O. Box 615
Frankfort, KY 40602

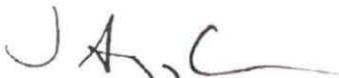
Re: Report No. 18-ED-E-019-KU

Dear Ms. Pinson:

I am forwarding the enclosed Investigation Report prepared by Keith McBride regarding the public contact incident that occurred on September 13, 2018. Kentucky Utilities Company is providing this report to the KPSC in accordance with the applicable seven-day reporting requirement. Please return a file stamped copy of the report in the envelope provided.

Should you need additional information concerning this incident, please contact me at (502) 627-2756.

Sincerely,


J. Gregory Cornett

RECEIVED

SEP 20 2018

PUBLIC SERVICE
COMMISSION

LG&E and KU Energy, LLC
Corporate Law
220 W. Main Street
Louisville, Kentucky 40202
www.lge-ku.com

J. Gregory Cornett
Director, Legal Services
Associate General Counsel
T 502-627-2756
F 502-627-3367
Greg.Cornett@lge-ku.com

KPSC INVESTIGATION REPORT

RECEIVED

SEP 20 2018

PUBLIC SERVICE
COMMISSION

Public Contact
Type of Report

18-ED-E-019-KU
Report Number

Keith Mc Bride
Investigators

September 13, 2018
Date of Incident

Location: South of 172 Schneider Blvd.
Georgetown, Kentucky 40324

Incident Summary

On September 13, 2018 at approximately 09:36 A.M., KU Distribution Control Center (DCC) received a call from Scott County/Georgetown 911 requesting a response by KU to a possible public contact. Once on scene, the Trouble Technician radioed back to KU DCC that a member of the public had made contact with a conductor and that the Technician was operating the downstream fuse to make the scene safe.

Greg Cornett, Director of Legal Services and Associate General Counsel, notified the Kentucky Public Service Commission via email and voicemail.

Incident Investigation

On September 13, 2018 at approximately 09:36 A.M., KU DCC received a call from Scott County/Georgetown 911 requesting a response by KU to a possible public contact. Once on scene, the Trouble Technician radioed back to inform KU DCC that a member of the public had made contact with a conductor and that the Technician was operating the downstream fuse to make the scene safe. This was a 30 Amp fuse feeding a 6A copper weld conductor. The resulting outage affected approximately 20 customers.

The investigation found that Mr. James Smith, and a co-worker Anthony Sloan, were walking through an open field to evaluate its condition for an excavation job. According to Mr. Sloan, as they were walking across the field they saw a wire hanging down.

Mr. Sloan stated that the wire was approximately 5 feet off of the ground and that Mr. Smith picked the wire up to walk underneath. Mr. Smith then received a shock and fell on the ground, still holding the wire. Mr. Sloan stated that he kicked Mr. Smith's arm to get it off of the wire, and immediately called 911.

Mr. Sloan stated that he and Mr. Smith had been working on the site the week prior and the wire was not down. Mr. Sloan stated that the wire appeared to have plastic around it so both he and Mr. Smith thought it was a telephone wire.

Inspection of the wire found that the ends of the two cross-arms supporting the span had broken off and fallen. The cross-arm on the east pole appeared to have been hit by lightning as there was significant burning on the cross-arm between the pole and the insulator. The conductor was still in the air and was measured at 63 inches to earth. The conductor never touched the ground and therefore did not create a substantial ground fault to operate the 30 Amp fuse.

Mr. Smith was initially taken to the University of Kentucky Medical Center and eventually transferred to the University of Cincinnati. According to Mr. Loving, the owner of the business Mr. Smith was working for, doctors have indicated that Mr. Smith may require amputation of fingers, a portion of his forearm and two toes. Mr. Loving also stated that Mr. Smith had entry and exit burns on his hand, wrist, arm, back, feet and head.

Injured:

James Smith
Paris, Kentucky

Witness:

Anthony Sloan – Co-worker

Employer:

Marvin Loving (not a witness)
6051 Delhaney Fry Extension
Versailles, Kentucky
(859) 621-2218

Line Construction Dates:

Transmission – 1965
7200v under build – unknown

Clearances:

Conductor – 5ft, 3in to earth
Neutral – 35ft, 7in to earth

Recent Work:

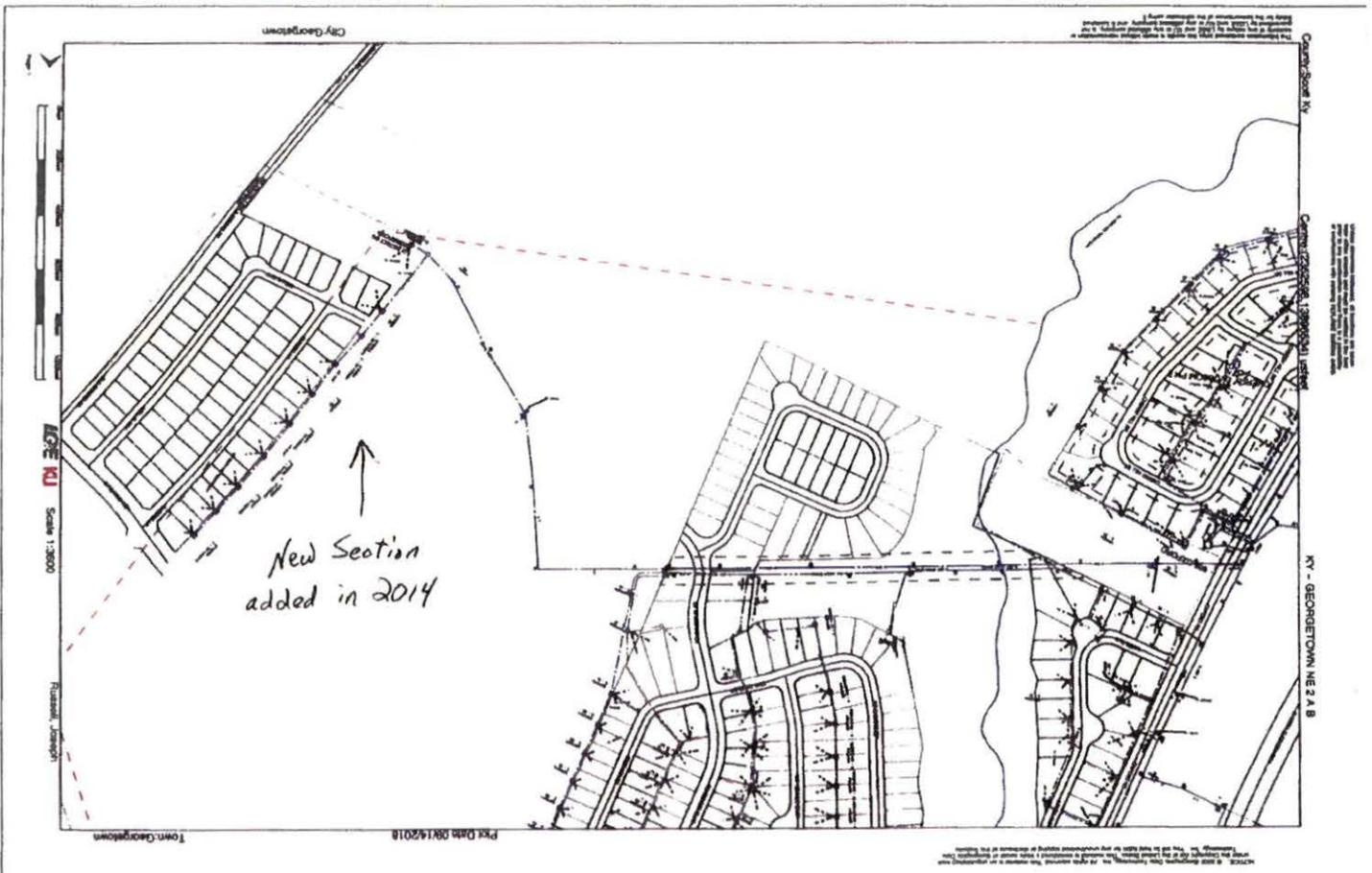
Line extension for new subdivision in 2014 (see map)

Last Circuit Inspection:

April, 2018

DATE OF REPORT: September 20, 2018

END OF REPORT





Trouble Info

File ▾ Sgnt ▾ Filter ▾ Actions ▾ Help ▾

Event Information

Event # Began At 3 Calls Updated: 09/14/18 08:21

Feeder Event Device Device Type

Device TLM

Calls Table **Filter: All**

Clues	Device	Name	Telephone	Date/Time	Critical	Cmt	Address	City	Premise Number	Threats/Info
OUT	xfm_5783964_op	YOLANDA COLE	(502) 603-9250	09/13/18 12:50	No		146 MOLLIE WAY GEORGETO...		0001196063	
OUT	xfm_5783964_op	J. SHELL	(502) 370-7706	09/13/18 10:45	No		148 MOLLIE WAY GEORGETO...		0001196062	
911-1-1-WO-PD-...	xfm_1439260_op		(502) 863-7820	09/13/18 09:36	Yes		OLD OXFORD ... GEORGETO...			

Comments

Address	City	Comment
OLD OXFORD AND SCHNEIDER BOULEVARD, CORNE...	GEORGETOWN, KY	Agency: GEORGETOWN POLICE; Operator: EDITH; IN A FIELD OFF OF OLD OXFORD AND SCHNEIDER BLVD/WIRE DOWN/INDIVIDUAL ELECTROCUTED/STATUS UNKNOWN/MEET POLICE ON SCENE

Event Details

File Actions Help

Event # Sheet # Device
 Damage Assessment... Zone

Job Actions **Completion Actions**

Event Began Est # of Cust Out
 Event Restored Meter # Reading

Details

System Cause
 Type Interrupting Device
 Equipment Affected Weather
 Job Code Remedy

Event Note
 Exclude This Event
 Operations Event Note

Operations Event Note History

Note	Date	User	User Name
Completed as Assist.	2018/09/13 11:32:13	5044_Glen_Ferrell	5044_Glen_Ferrell
opened fuse to repair broken crossarm	2018/09/13 15:53:34	Matthew_Shipley...	Matthew_Shipley-DCC DSO

Post-Completion Edit Log

User	User Name	Date	Reason	Field	Previous Value
e028200	Matthew_Shipley-DCC DSO	09/13/18 15:53	Initial completion		

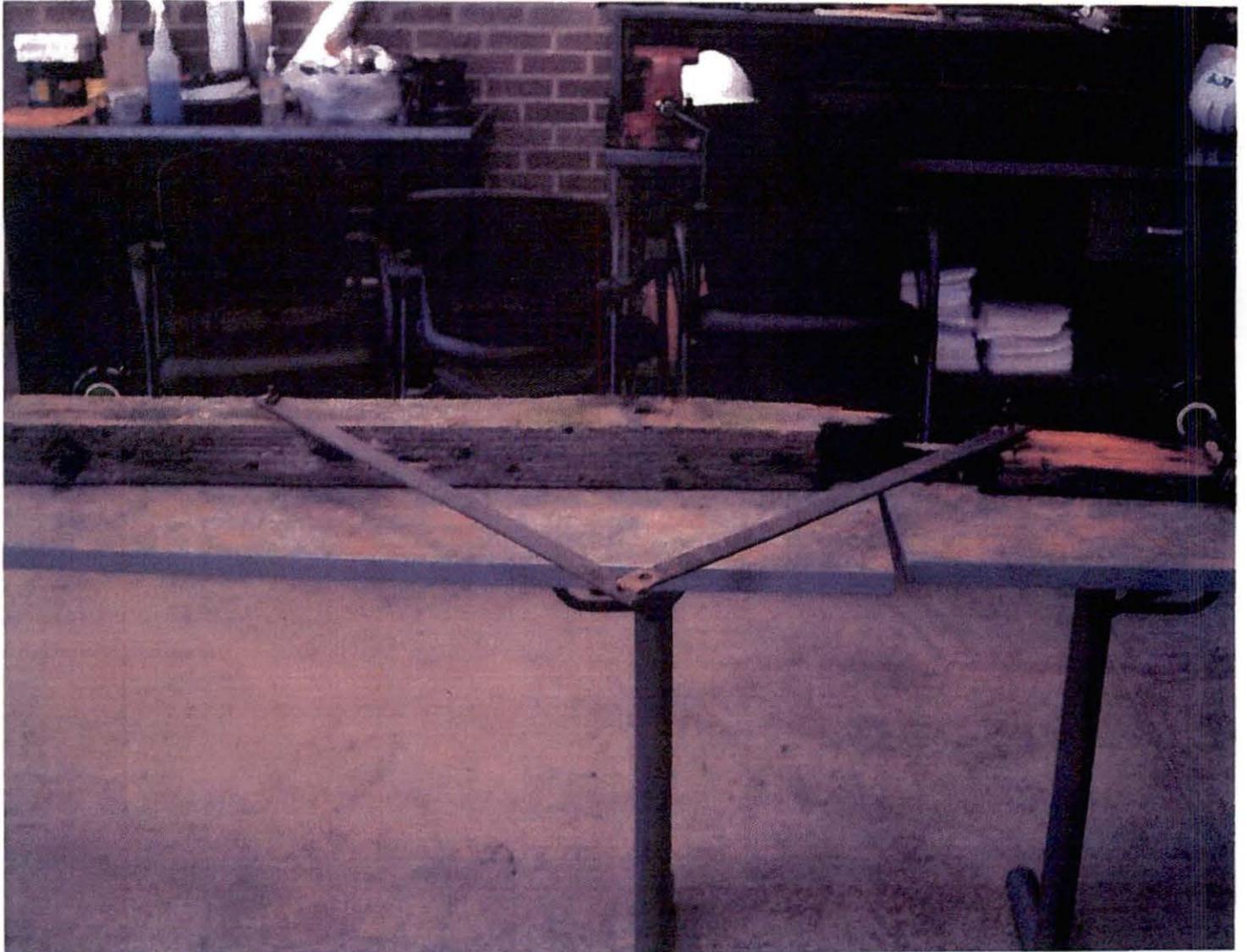
Event # 18114672

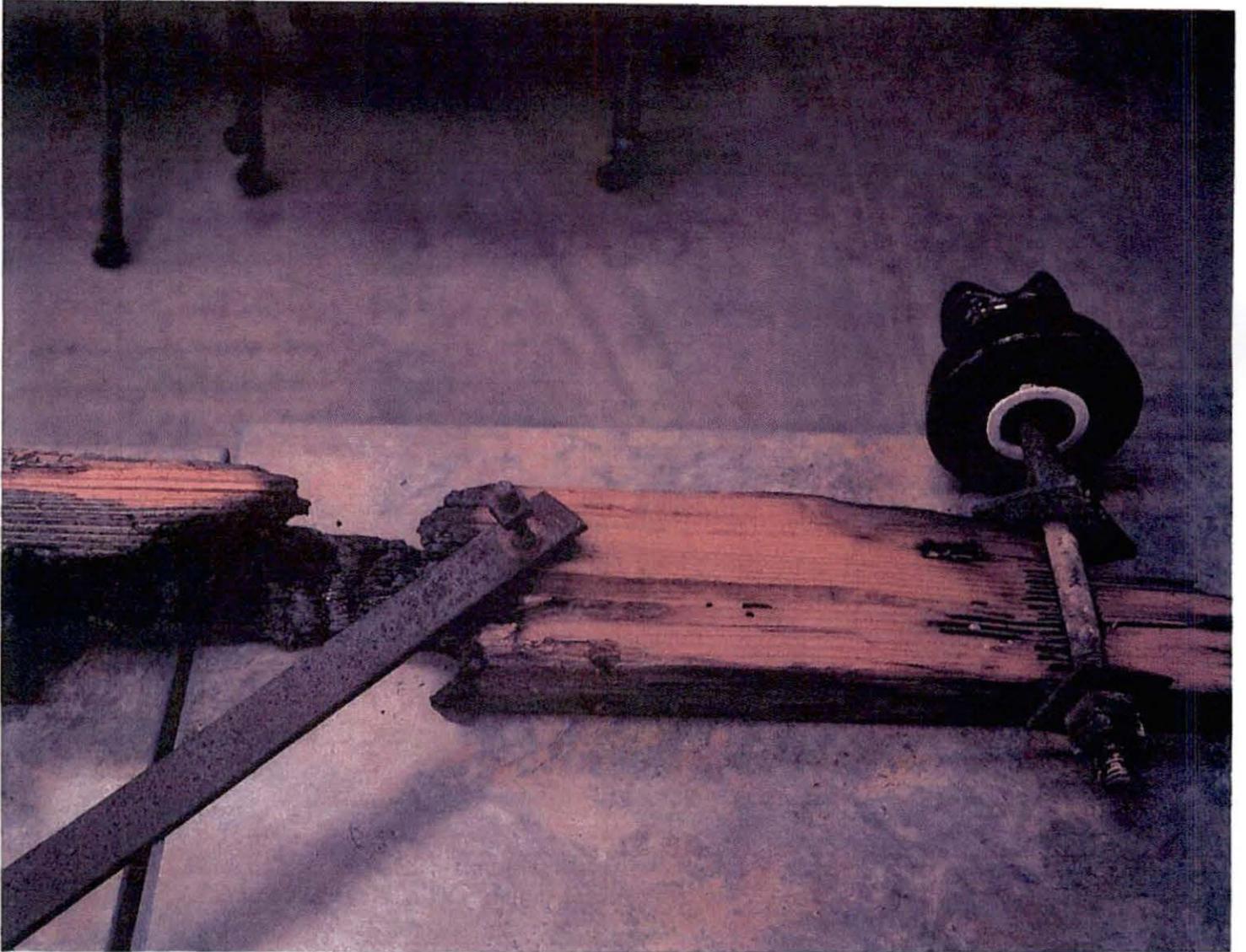
Operations Event Notes

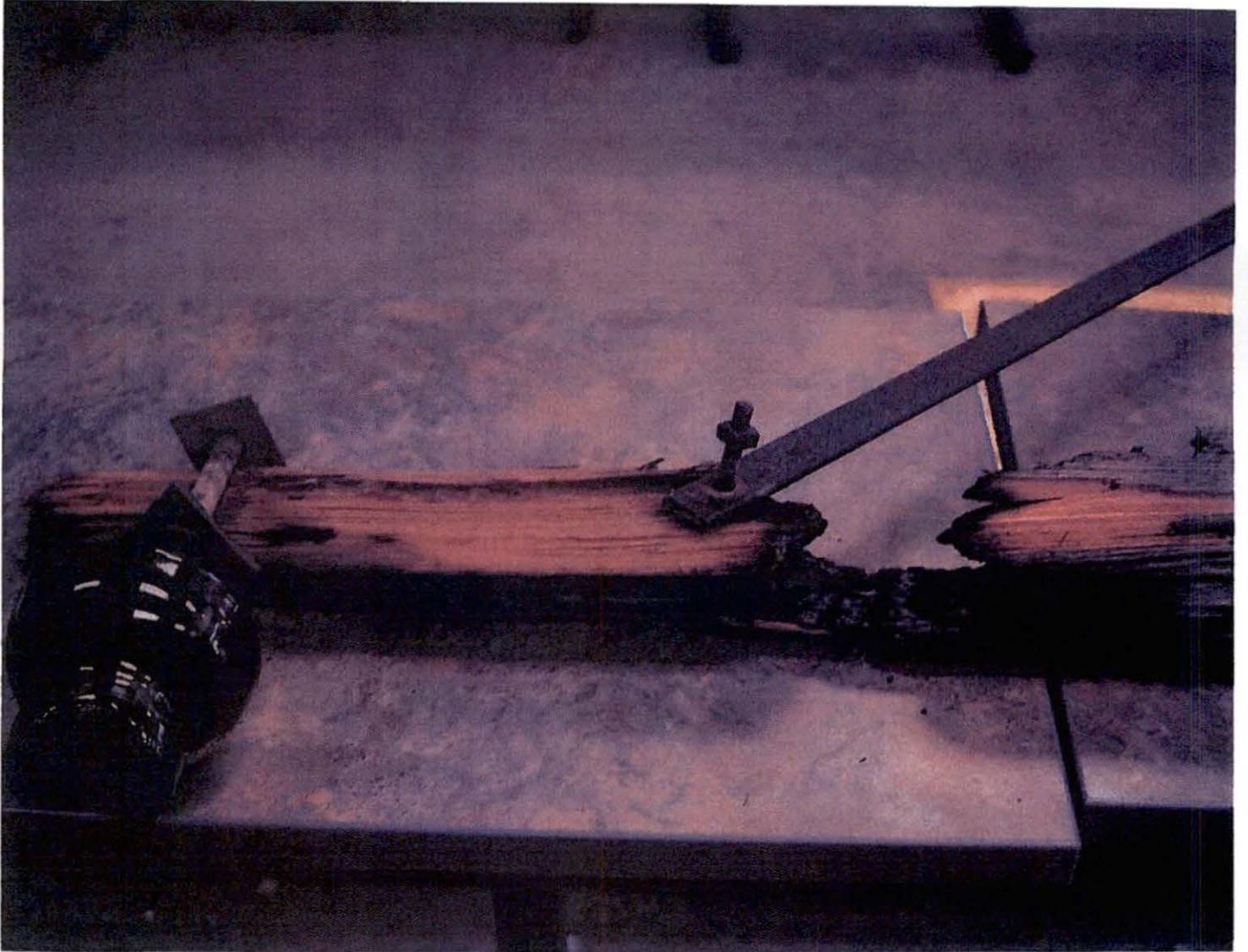
Date/Time	User	User Name	Event	Note
09/13/18 09:30	EO28433	EO28433	18114640	Event given Fuzzy status
09/13/18 09:36	e012760	Randy_Sword-OCC DSO	18114640	Event status changed from NEW to UAS
09/13/18 09:38	e012760	Randy_Sword-OCC DSO	18114640	Event associated to xfm_5677185_up
09/13/18 09:38	e012760	Randy_Sword-OCC DSO	18114640	Event given Non-Outage status
09/13/18 09:38	e012760	Randy_Sword-OCC DSO	18114640	Event status changed from UAS to ASN
09/13/18 09:38	e012760	Randy_Sword-OCC DSO	18114640	Crew 5044_Glen_Perrell assigned
09/13/18 09:38	Mobile	Mobile	18114640	Event status changed from ASN to SNT
09/13/18 09:38	Mobile	Mobile	18114640	Event status changed from SNT to RCVD
09/13/18 09:38	Mobile	Mobile	18114640	Event status changed from RCVD to MDT
09/13/18 09:41	Mobile	Mobile	18114640	Crew 5044_Glen_Perrell en-route
09/13/18 09:41	Mobile	Mobile	18114640	Event status changed from MDT to UAS
09/13/18 09:41	Mobile	Mobile	18114640	Event status changed from UAS to ENR
09/13/18 09:44	Mobile	Mobile	18114640	Crew 5044_Glen_Perrell arrived at device
09/13/18 09:44	Mobile	Mobile	18114640	Event status changed from ENR to QNS
09/13/18 10:12	e011098	Tom_Atwell-OCC DSO	18114672	Event given Real Device Outage status at fuse_1846692_op
09/13/18 10:12	e011098	Tom_Atwell-OCC DSO	18114672	Open fuse_1846692_op user e011098 crew phasec
09/13/18 10:12	system	system	18114672	Estimated restore time changed from (N) to 09/13/18 14:00 (S)
09/13/18 10:12	e011098	Tom_Atwell-OCC DSO	18114640	Cells unassociated from event
09/13/18 10:12	system	system	18114640	Crew 5044_Glen_Perrell moved to device fuse_1846692_op
09/13/18 10:12	e011098	Tom_Atwell-OCC DSO	18114640	Event given Non-Outage status
09/13/18 10:13	e011098	Tom_Atwell-OCC DSO	18114640	Event 18114640 manually merged into event 18114672
09/13/18 10:13	system	system	18114672	Crew 5044_Glen_Perrell moved to device fuse_1846692_op
09/13/18 10:13	No User	No User	18114672	Estimated restore time changed from 09/13/18 14:00 (S) to (N)
09/13/18 10:16	e026617	Scott_Barnett-OCC DSO	18114672	NY alarm "Emergency Order NOT Acknowledged" created
09/13/18 10:27	system	system	18114672	Estimated restore time changed from (N) to 09/13/18 14:00 (S)
09/13/18 11:31	Mobile	Mobile	18114672	Crew 5044_Glen_Perrell arrived at device
09/13/18 11:31	Mobile	Mobile	18114672	Event status changed from QNS to ENR
09/13/18 11:31	Mobile	Mobile	18114672	Crew 5044_Glen_Perrell left device
09/13/18 11:31	Mobile	Mobile	18114672	Event status changed from ENR to QNS
09/13/18 11:32	Mobile	Mobile	18114672	Event status changed from QNS to UAS
09/13/18 11:32	Mobile	Mobile	18114672	Crew 5044_Glen_Perrell released
09/13/18 11:33	Mobile	Mobile	18114672	Work Queue changed from to FCHP
09/13/18 11:33	Mobile	Mobile	18114672	Event status changed from UAS to QNR
09/13/18 11:34	e012760	Randy_Sword-OCC DSO	18114672	Crew 5200_Terry_Garrison assigned
09/13/18 11:34	e012760	Randy_Sword-OCC DSO	18114672	Event status changed from QNR to ASN
09/13/18 11:34	Mobile	Mobile	18114672	Event status changed from ASN to SNT
09/13/18 11:34	Mobile	Mobile	18114672	Event status changed from SNT to RCVD
09/13/18 11:34	Mobile	Mobile	18114672	Event status changed from RCVD to MDT
09/13/18 11:39	Mobile	Mobile	18114672	Crew 5200_Terry_Garrison en-route
09/13/18 11:39	Mobile	Mobile	18114672	Event status changed from MDT to UAS
09/13/18 11:39	Mobile	Mobile	18114672	Event status changed from UAS to ENR
09/13/18 11:40	Mobile	Mobile	18114672	Crew 5200_Terry_Garrison arrived at device
09/13/18 11:40	Mobile	Mobile	18114672	Event status changed from ENR to QNS
09/13/18 11:41	e011098	Tom_Atwell-OCC DSO	18114672	Work Queue changed from FCHP to
09/13/18 11:45	Mobile	Mobile	18114672	Estimated restore time changed from 09/13/18 14:00 (S) to 09/13/18 14:00 (C)
09/13/18 13:31	Mobile	Mobile	18114672	Estimated restore time changed from 09/13/18 14:00 (C) to 09/13/18 16:00 (C)
09/13/18 15:13	e028200	Matthew_Spoley-OCC DSO	18114672	Event restored
09/13/18 15:13	e028200	Matthew_Spoley-OCC DSO	18114672	Event status changed from QNS to RST
09/13/18 15:13	e028200	Matthew_Spoley-OCC DSO	18114672	Close fuse_1846692_op user e028200 crew phasec
09/13/18 15:53	e028200	Matthew_Spoley-OCC DSO	18114672	Event completed
09/13/18 15:53	e028200	Matthew_Spoley-OCC DSO	18114672	Event status changed from RST to INC
09/13/18 15:53	e028200	Matthew_Spoley-OCC DSO	18114672	Crew 5200_Terry_Garrison released
09/13/18 15:53	e028200	Matthew_Spoley-OCC DSO	18114672	Event completed
09/13/18 15:53	e028200	Matthew_Spoley-OCC DSO	18114672	Event status changed from INC to CNP

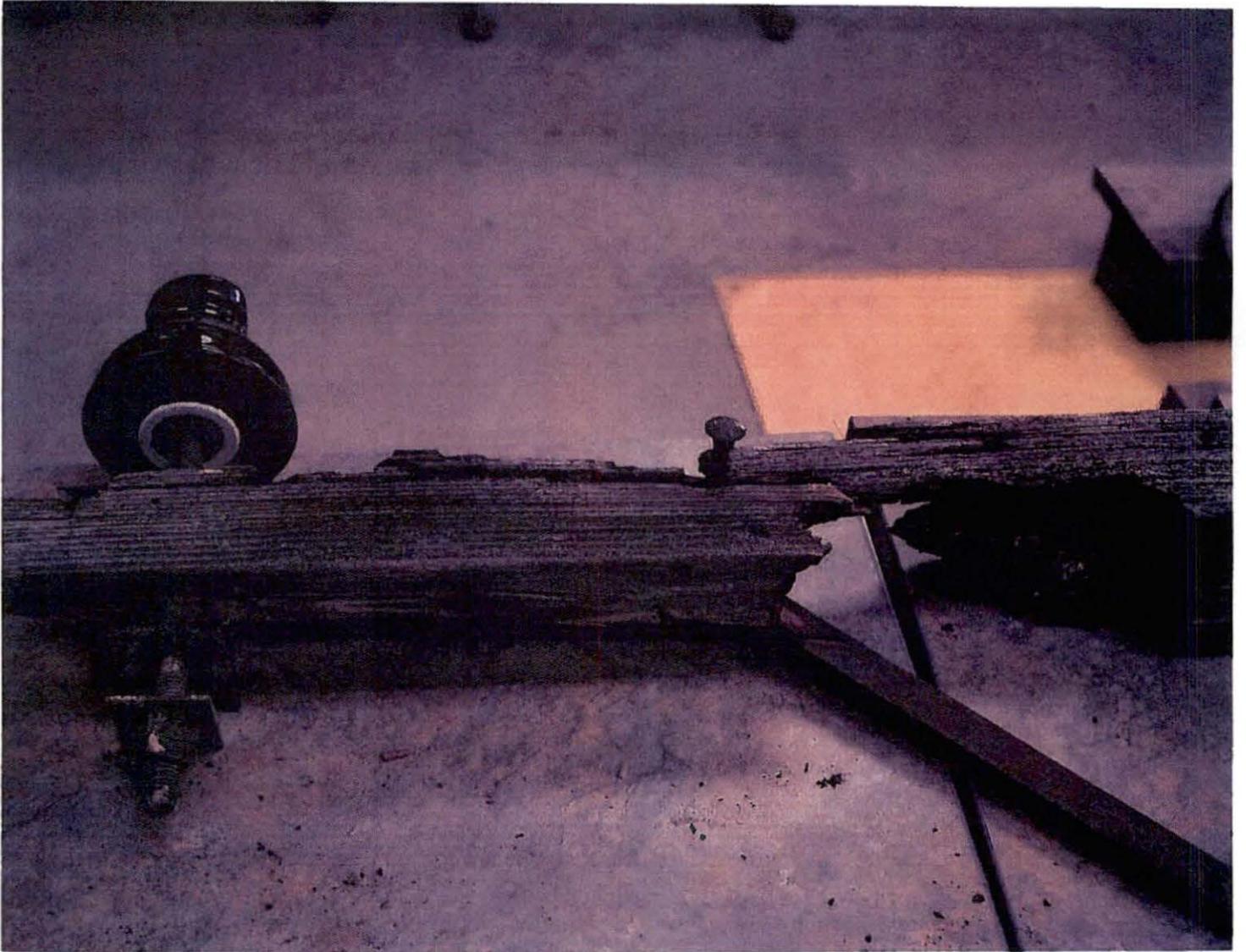






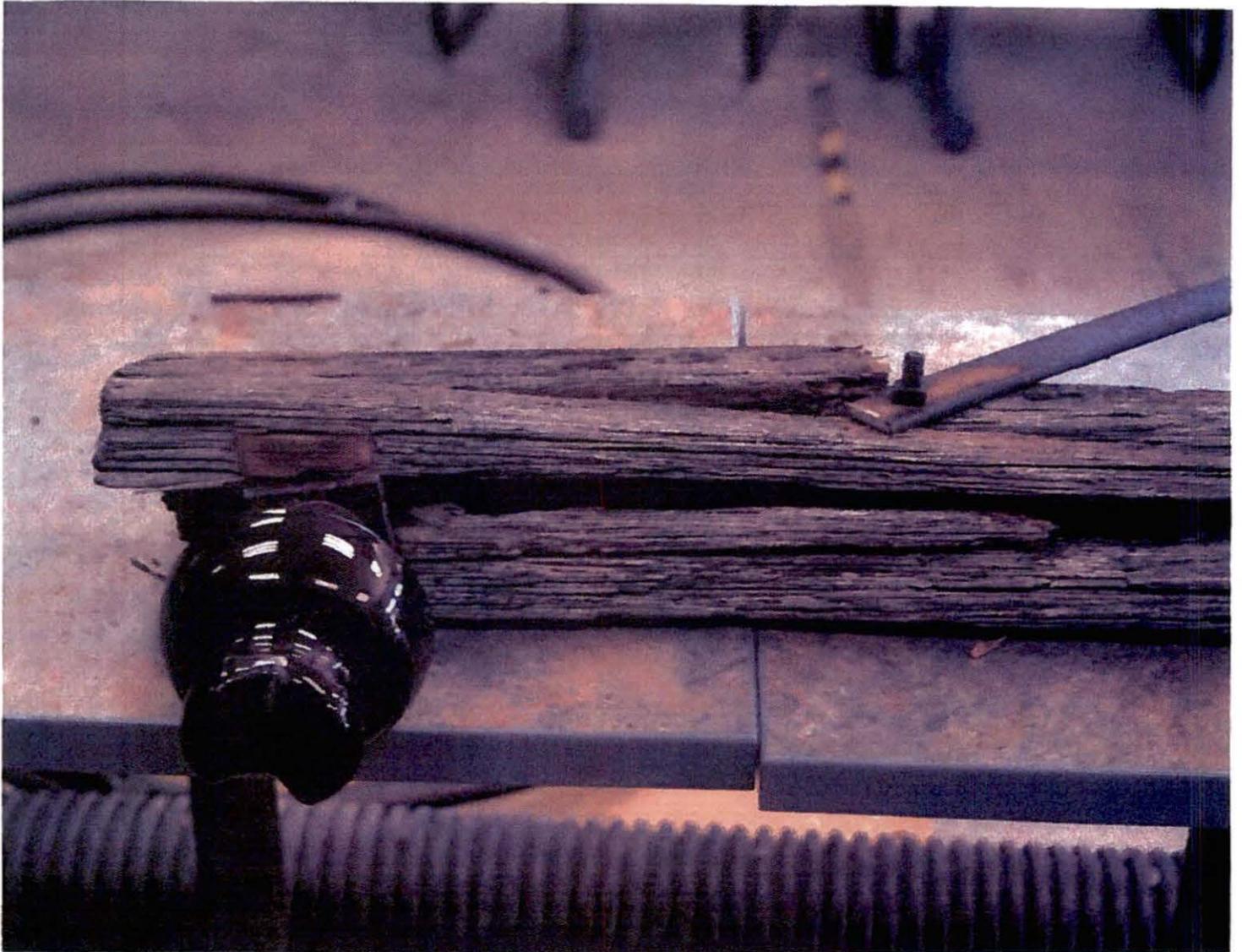






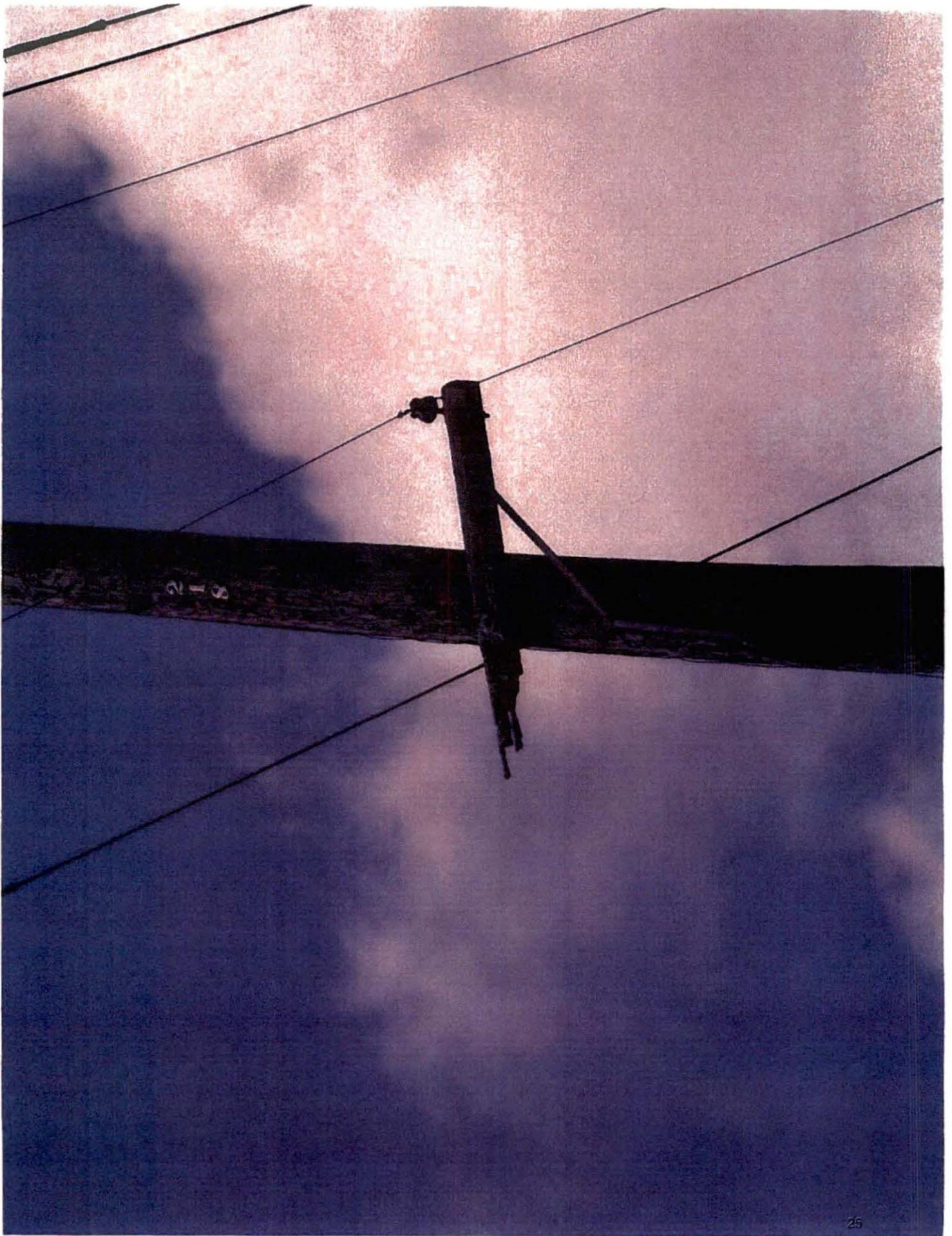


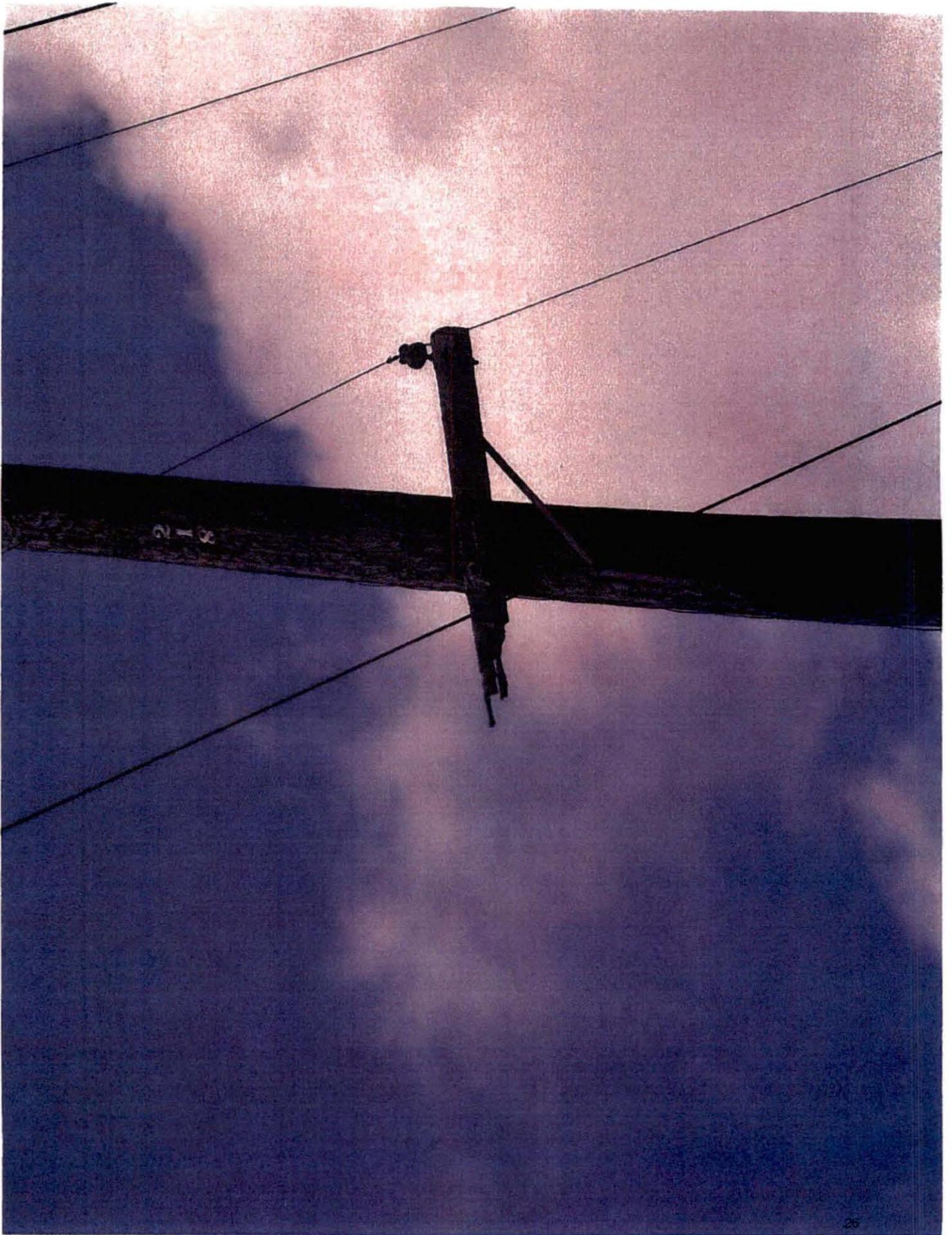










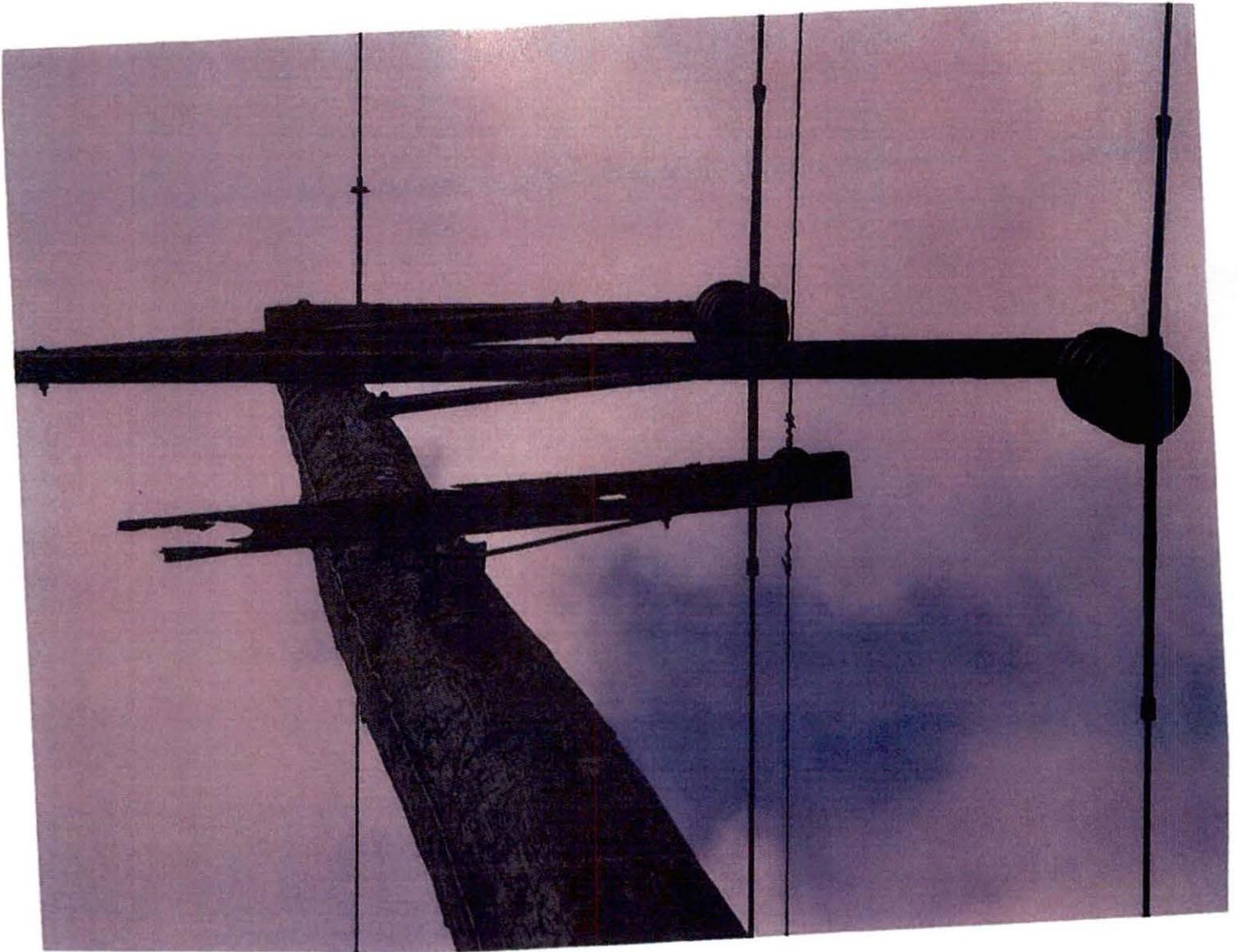


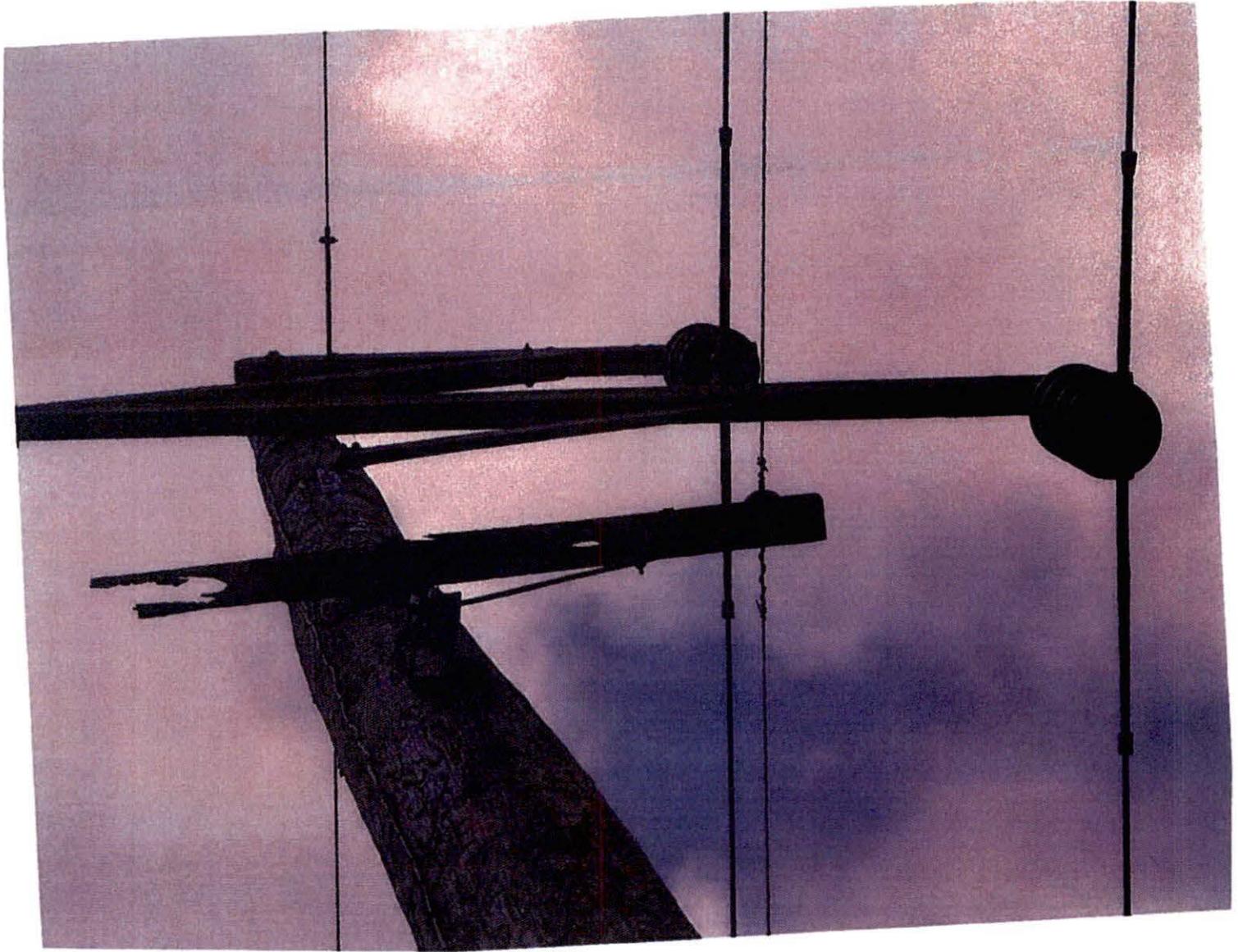












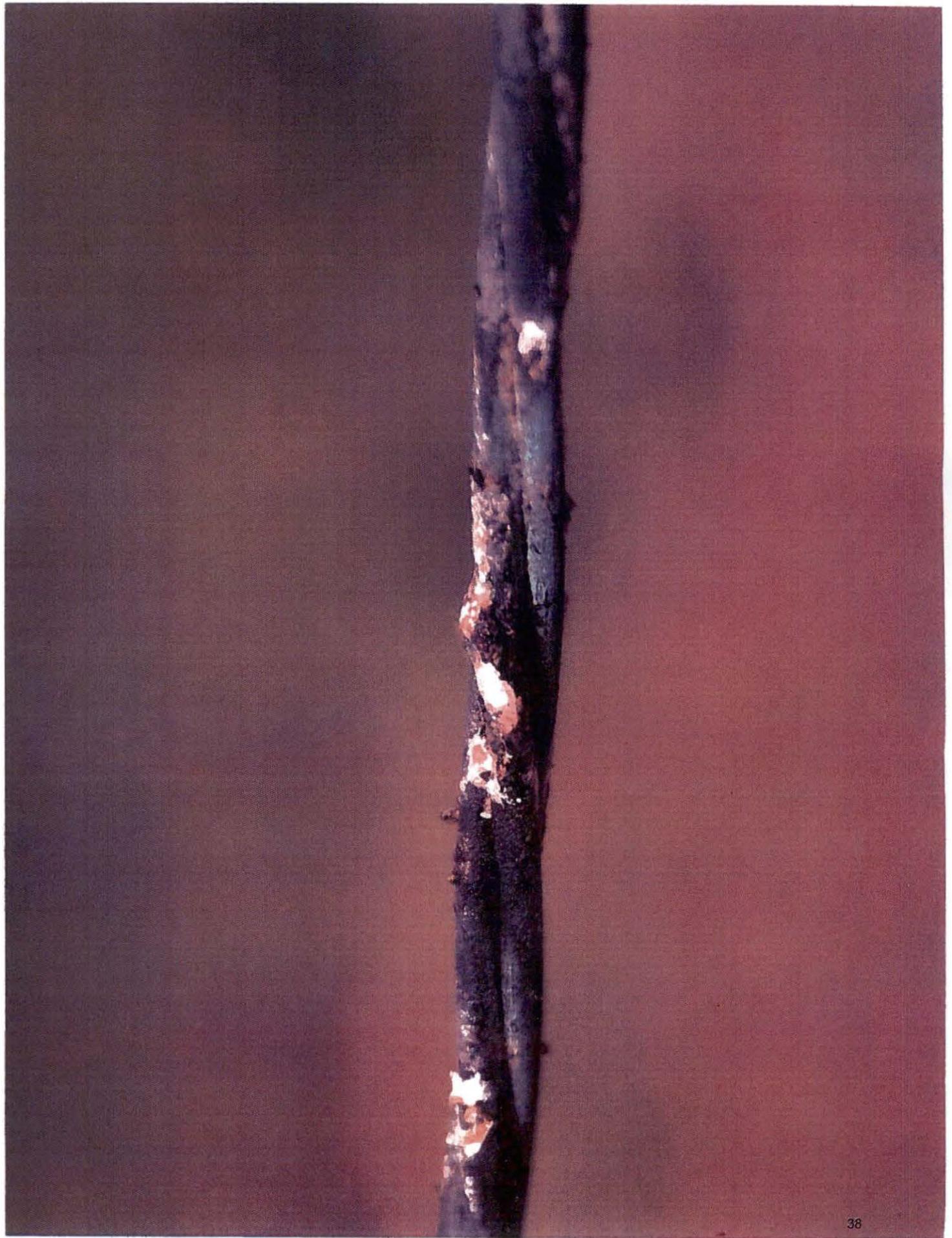




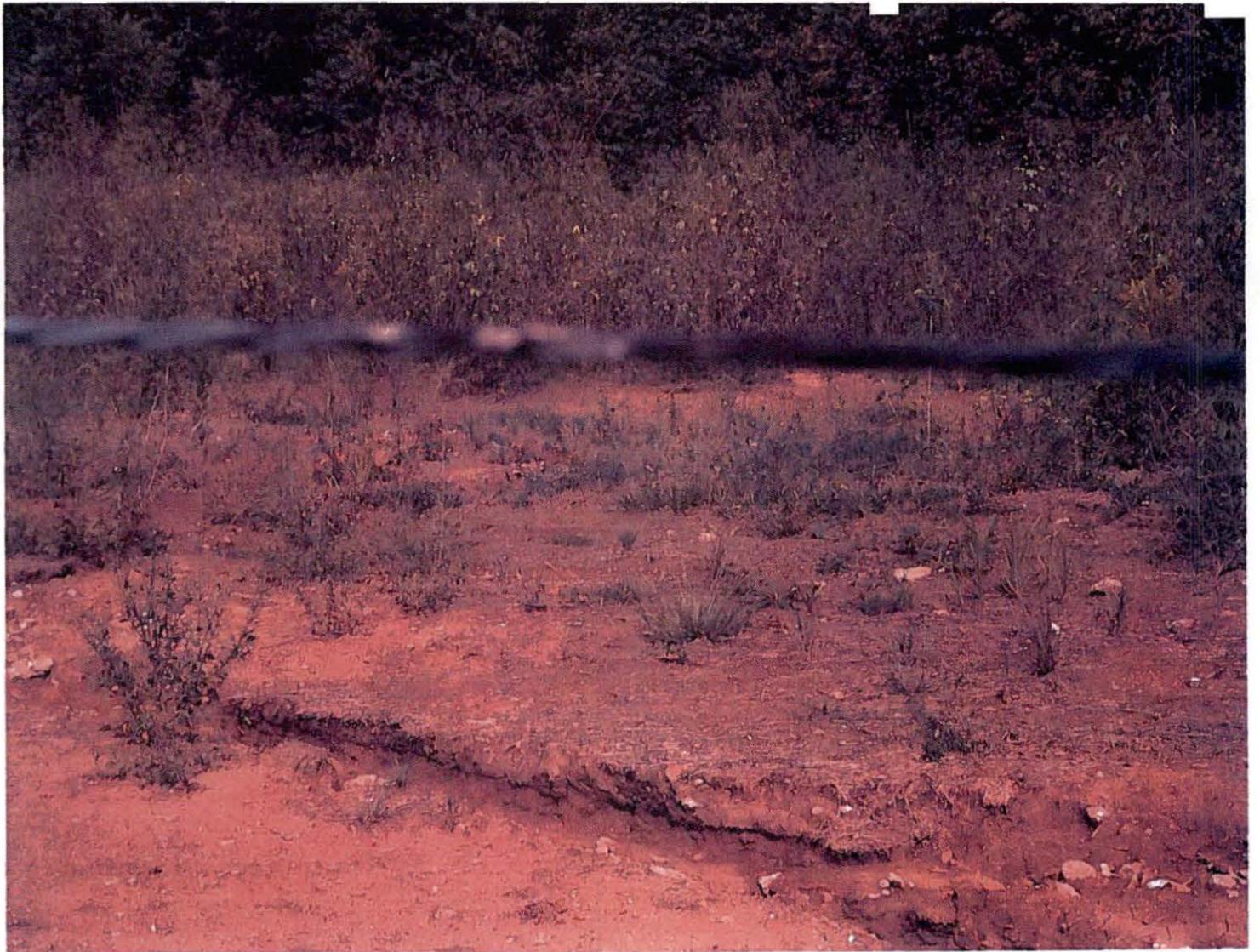


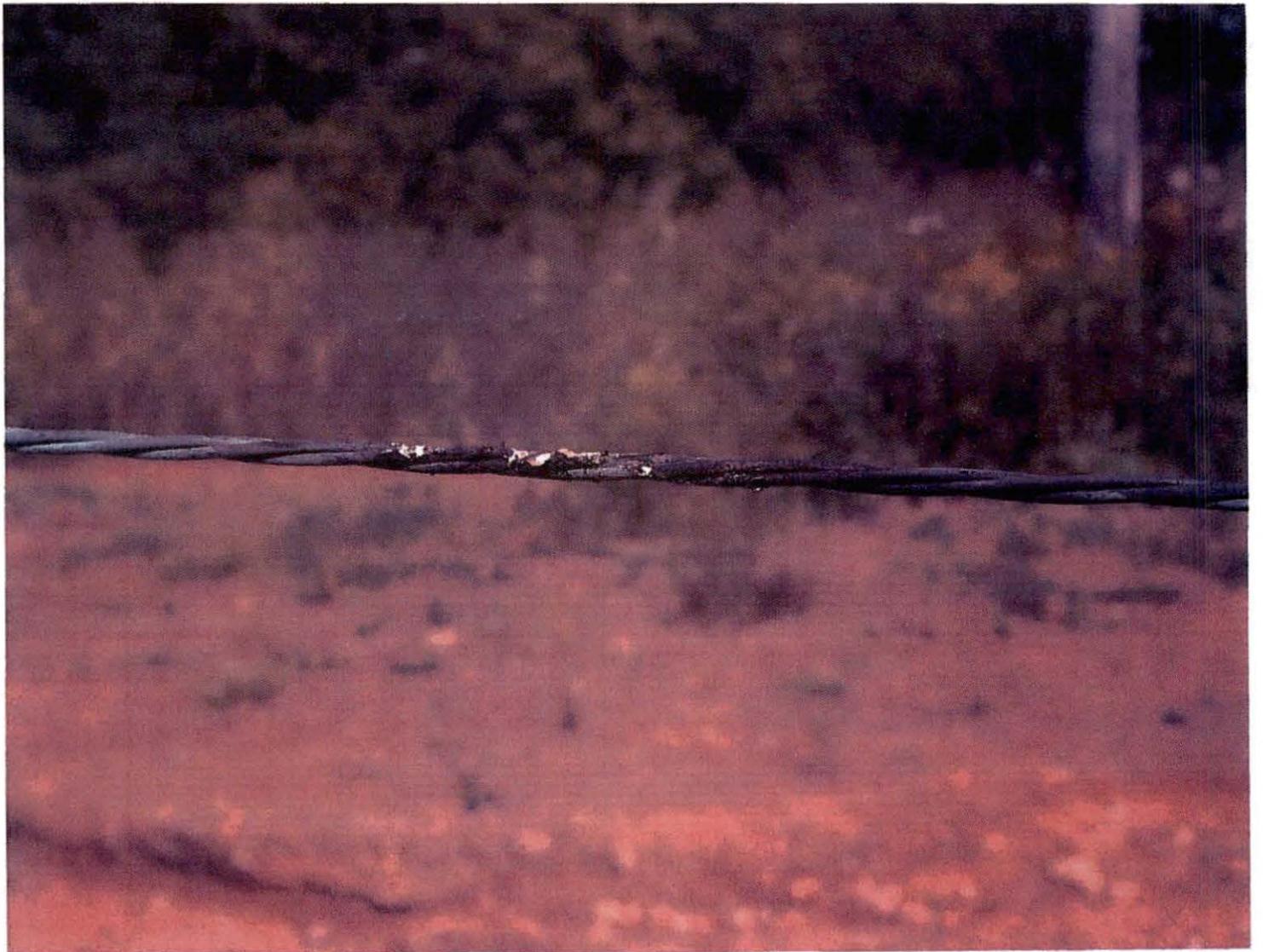




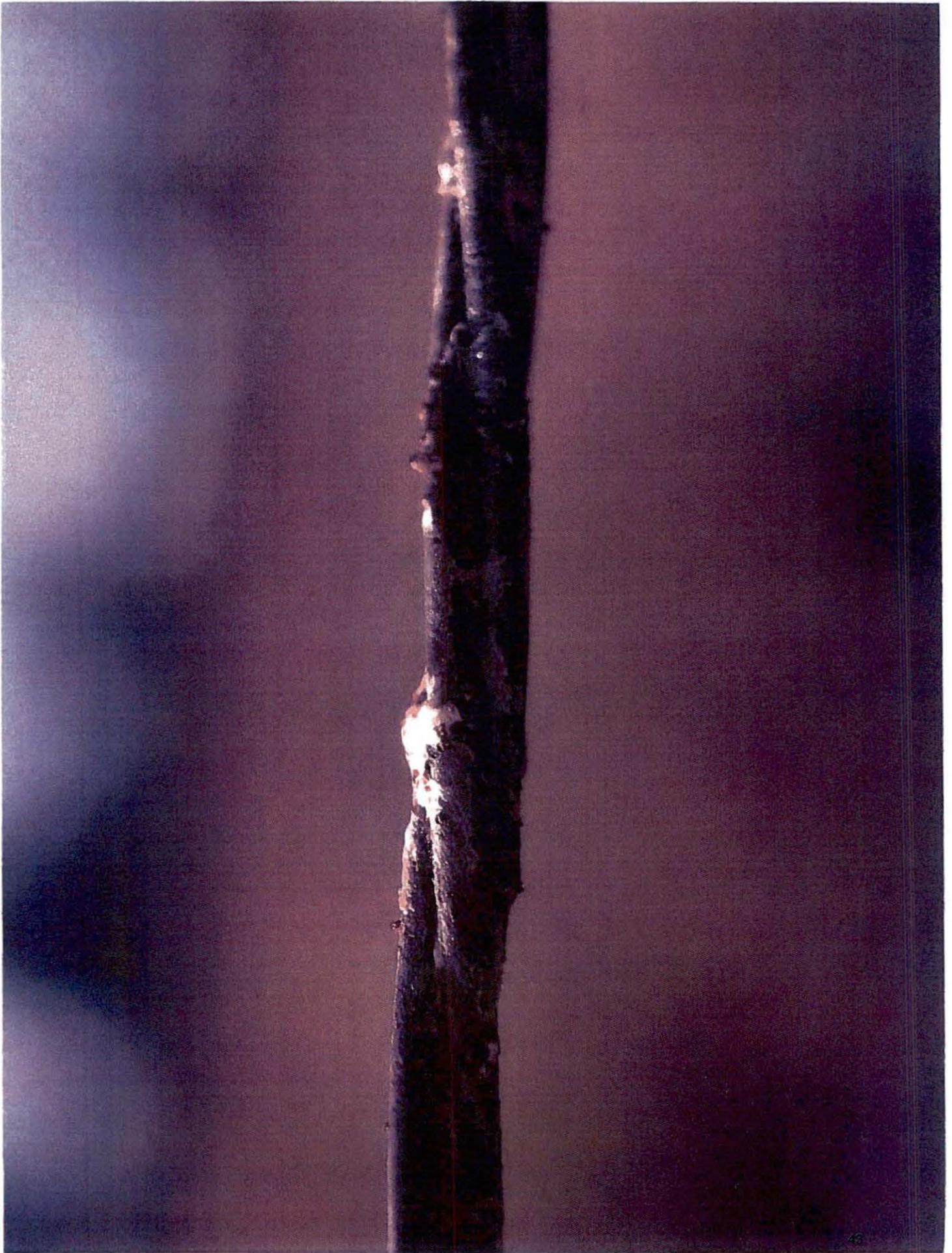


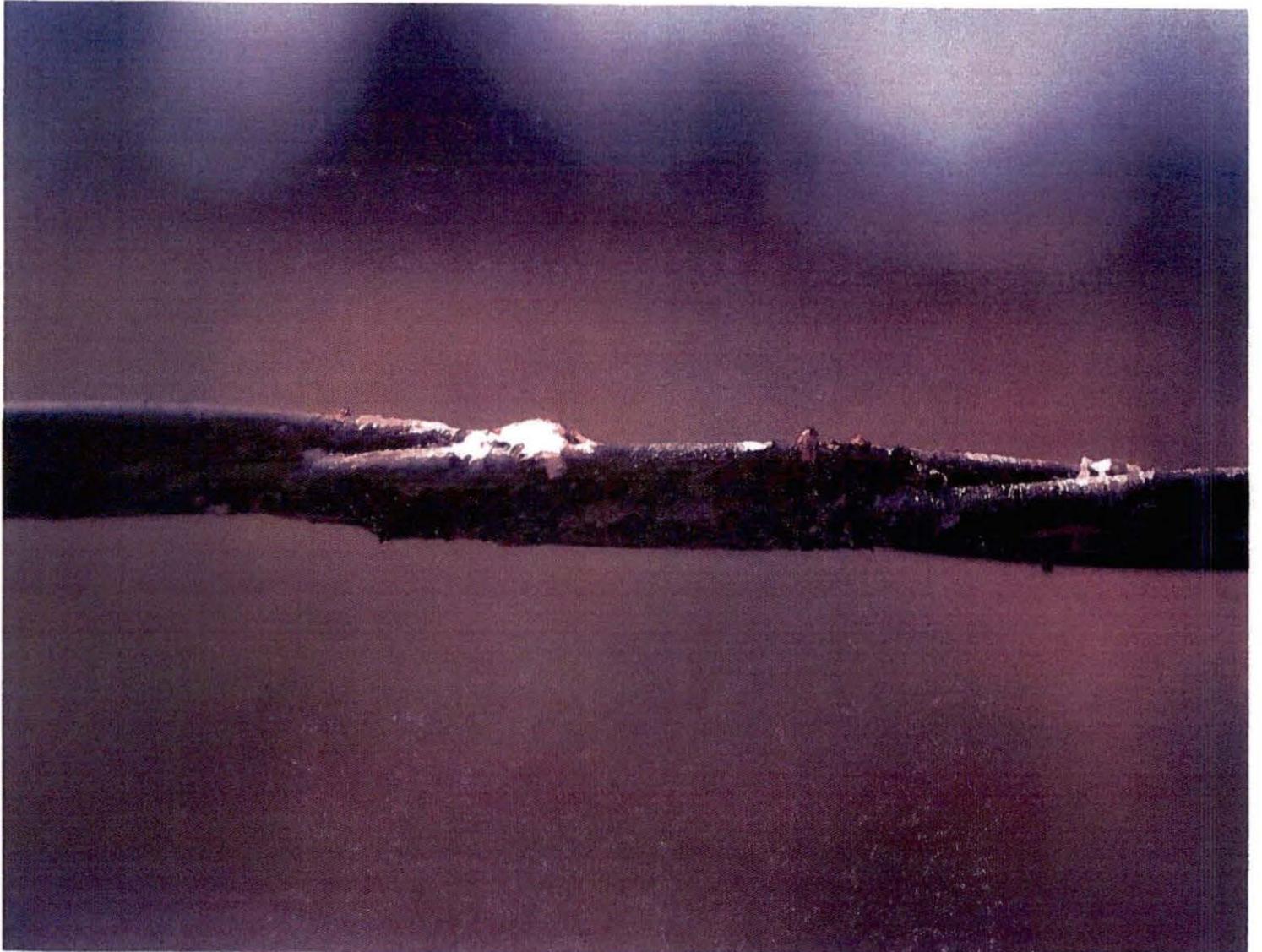








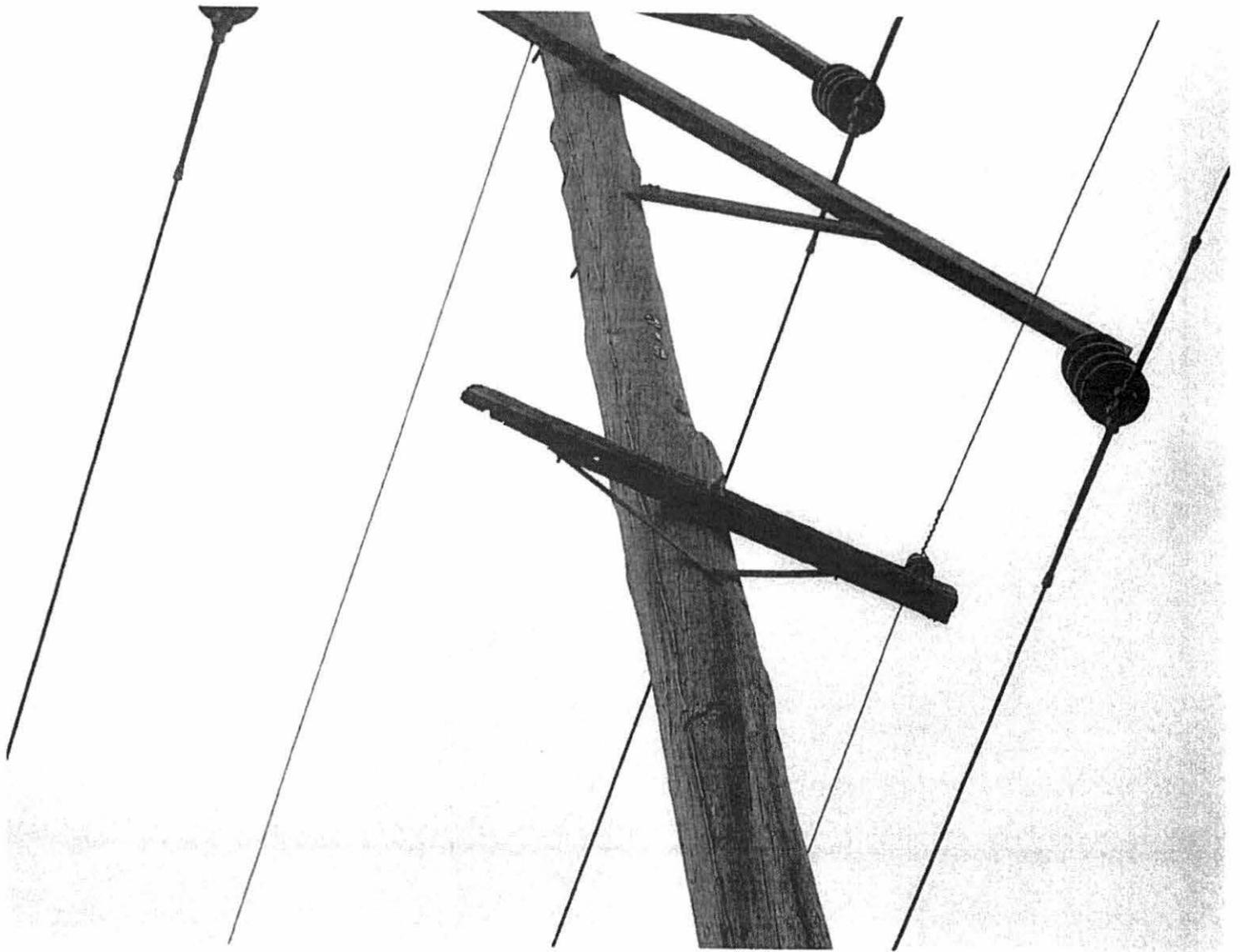


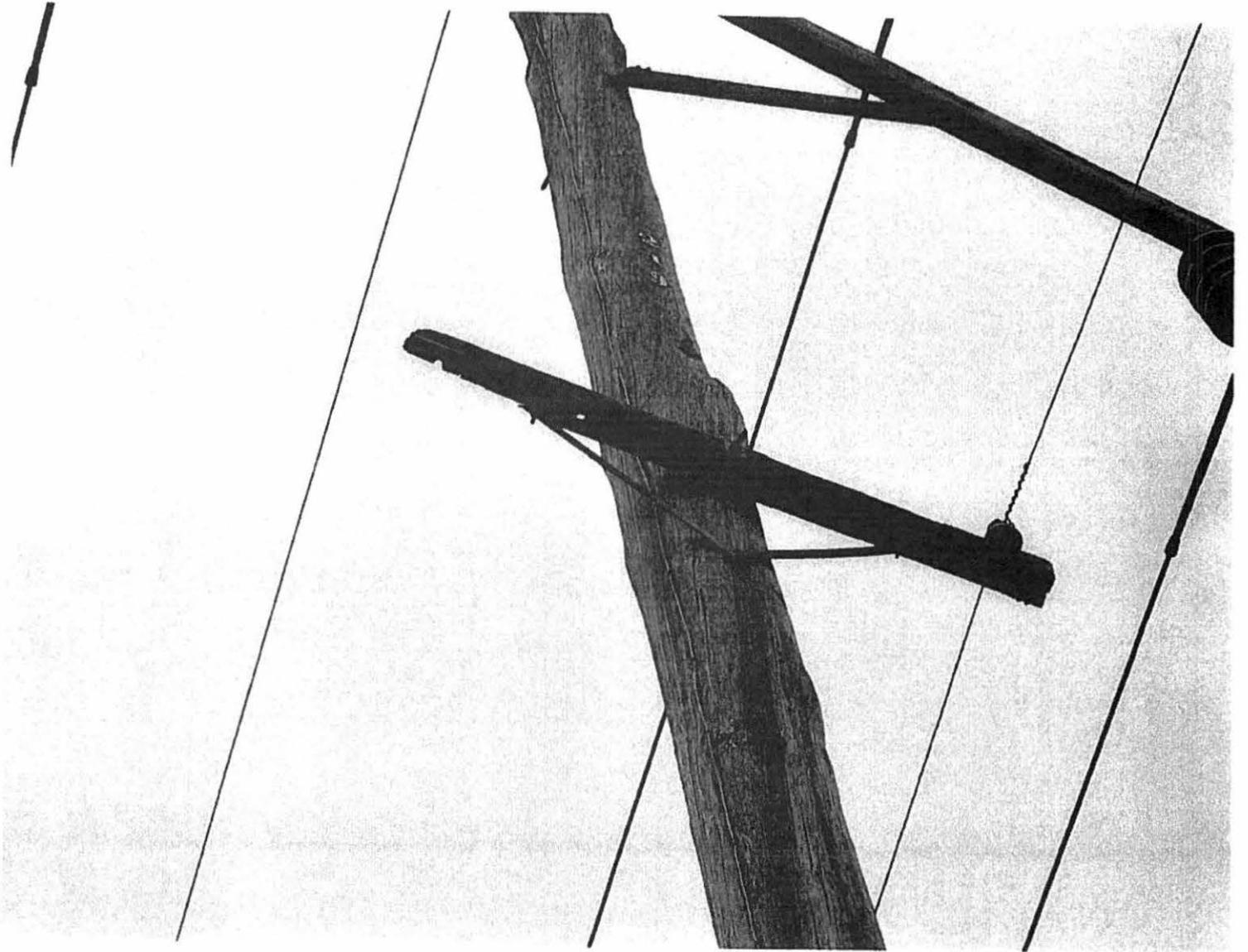












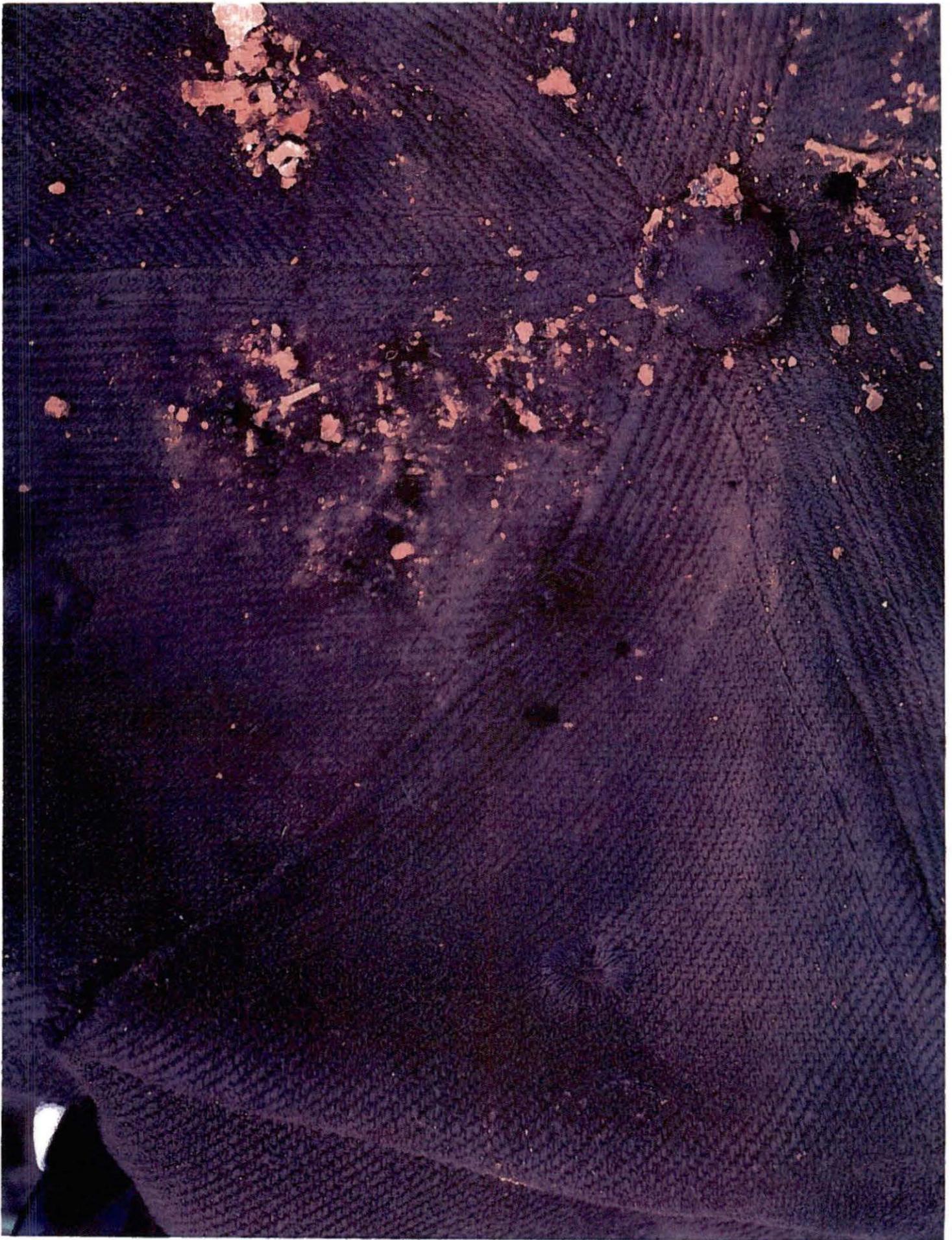


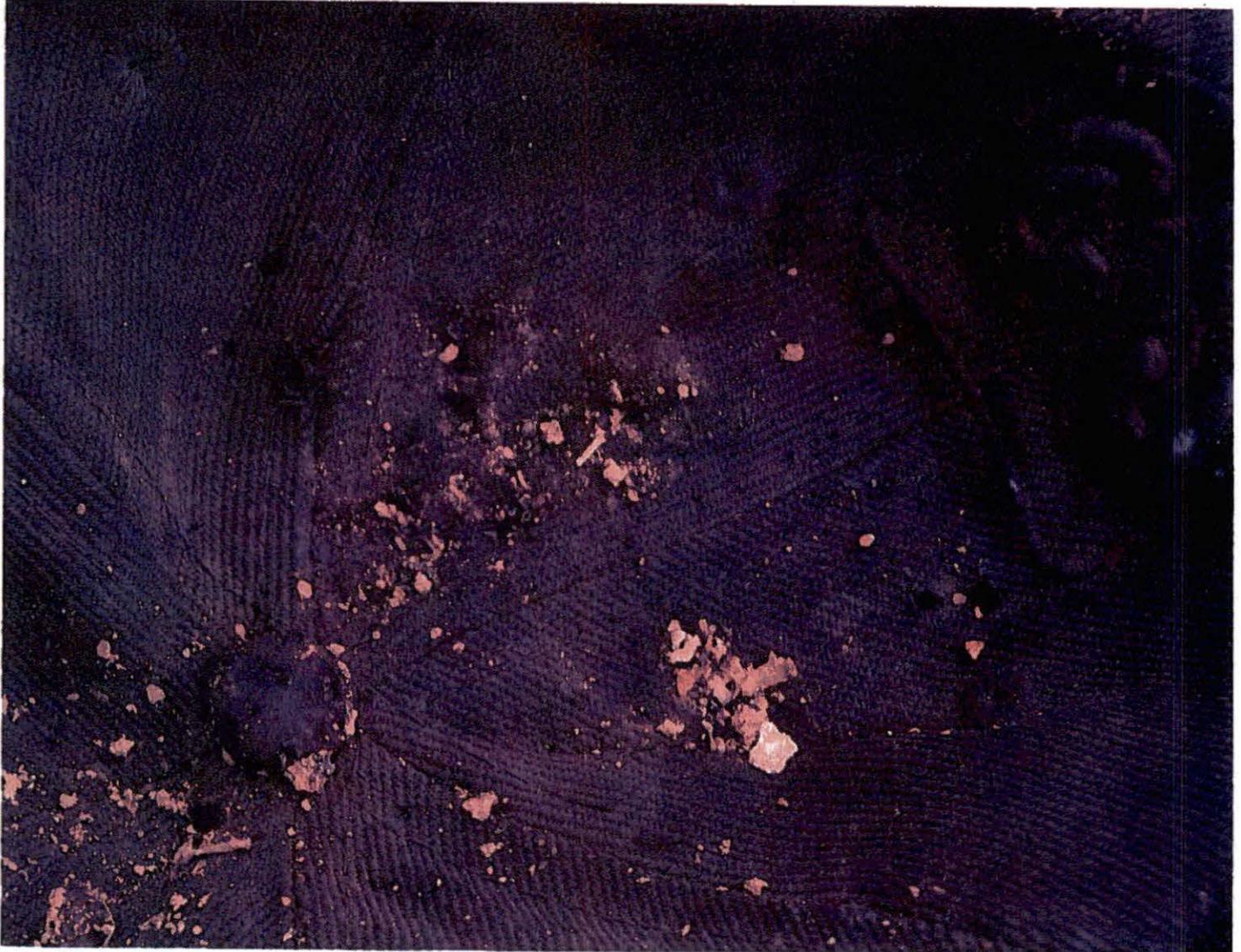


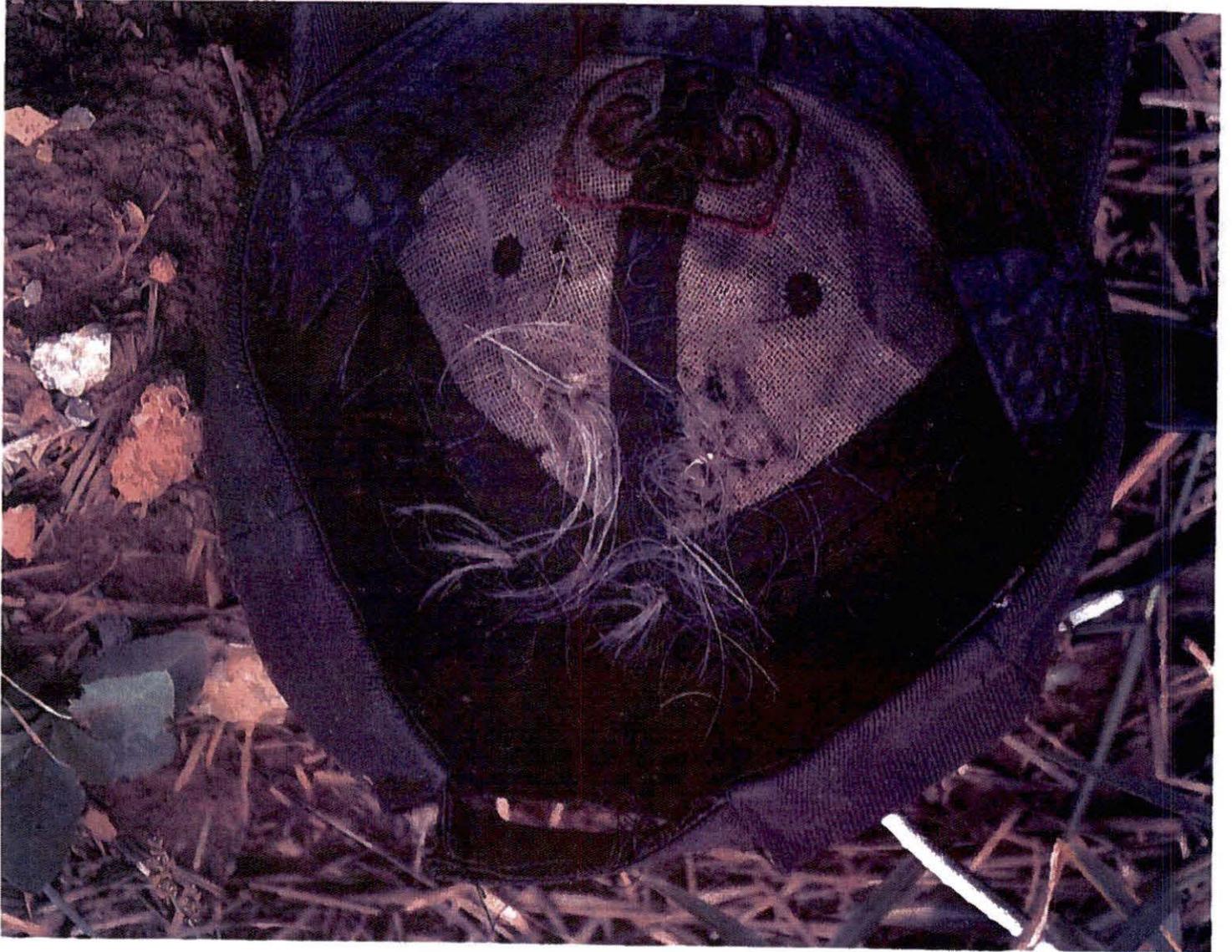
















A close-up photograph of a blue vehicle body. The text "USDOT 816182 KY" is printed in white, bold, sans-serif font. Below the text is a metal grate with a diamond pattern. A circular metal fastener is visible in the upper left corner, and another circular metal fastener is visible in the lower right corner.

USDOT 816182 KY

Attachment B

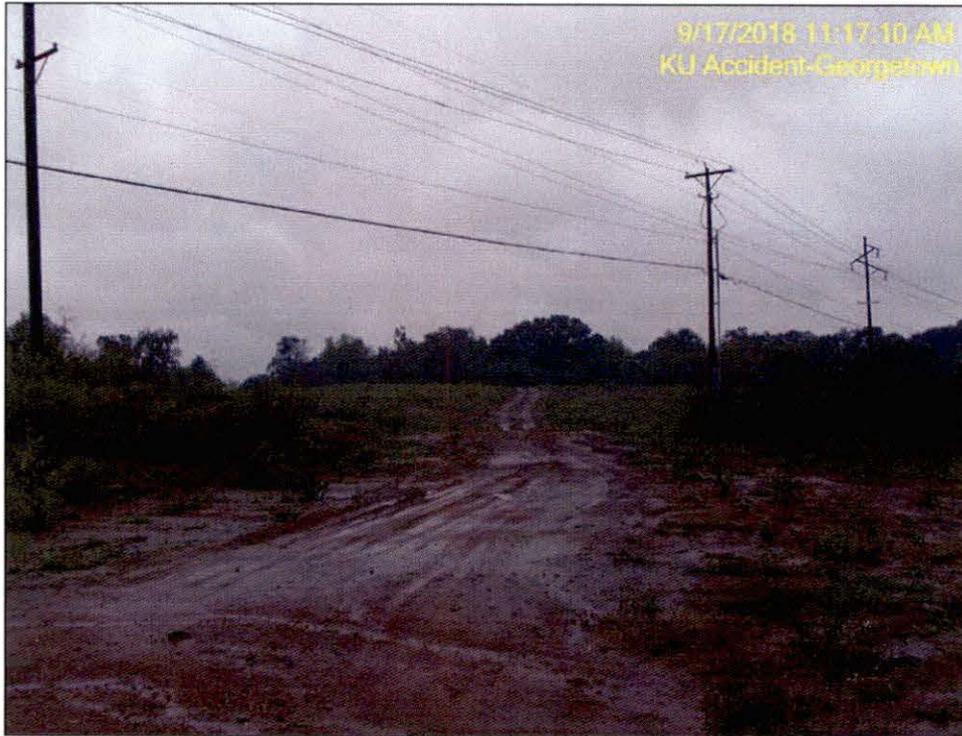
KPSC Photographs of Accident Site



#1



#2



#3



#4



#5



#6



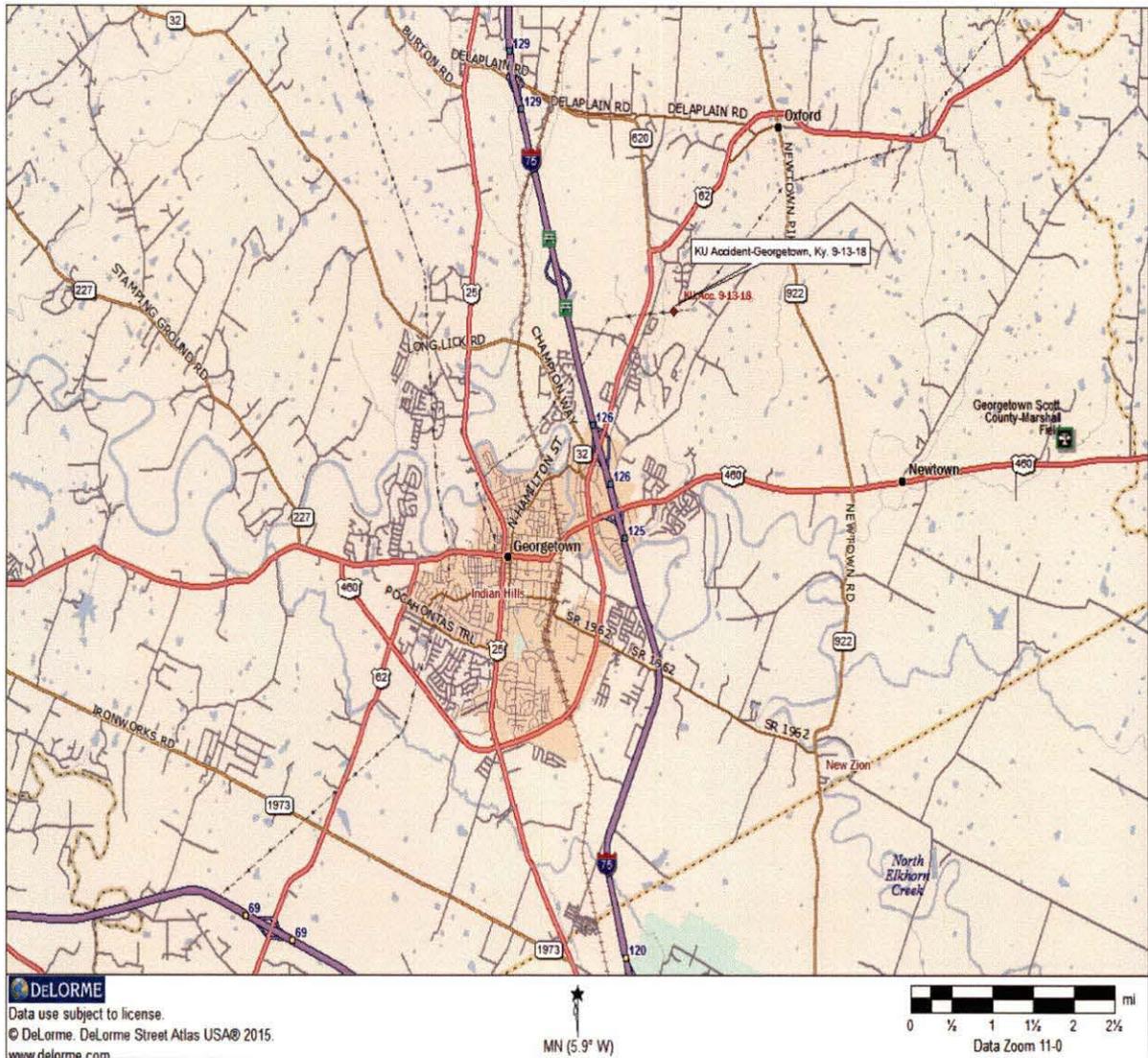
#7



#8

Attachment C

KPSC Map of Accident Site



Attachment D

Accident Notification Information

Kingsolver, Steve R (PSC)

From: PSC - Utility Electric Notifications
Sent: Thursday, September 13, 2018 10:57 AM
To: EEC PSC Electric Notifications
Subject: FW: Voice Message from 5026272756
Attachments: Audio_Recording_S4-731946_001_compand.wav

From: Electric.PSC@cdcmss.aura.ky.gov
Sent: Thursday, September 13, 2018 10:56:17 AM (UTC-05:00) Eastern Time (US & Canada)
To: PSC - Utility Electric Notifications; PSC.Telephone.Notice@ky.gov
Subject: Voice Message from 5026272756

Voice message copy

Caller: 5026272756
Duration: 01:07

To hear the voice message, play the attached recording or call your Messaging mailbox.

Messaging access number: 5027822872

Kingsolver, Steve R (PSC)

From: PSC - Utility Electric Notifications
Sent: Thursday, September 13, 2018 11:15 AM
To: EEC PSC Electric Notifications
Subject: FW: Electric Incident Notification

From: Cornett, Greg
Sent: Thursday, September 13, 2018 11:14:21 AM (UTC-05:00) Eastern Time (US & Canada)
To: PSC - Utility Electric Notifications
Cc: McBride, Keith; Saunders, Eileen
Subject: Electric Incident Notification

I am writing to report that Kentucky Utilities Company's Distribution Control Center received notification, at 10:12 a.m. this morning, of a reported public contact with a KU electric line near Georgetown, KY. The report indicated that the injured party has been transported to a nearby hospital for medical care. No other details are known at this time, but Keith McBride with KU is in route to the scene from Louisville.

Keith may be reached at 502-664-0317, or you may contact me at the number below.

A message was left on the recorded line at 10:55 a.m. as well.

Thank you.

Greg Cornett

J. Gregory Cornett
Director Legal Services, Associate General Counsel
LG&E and KU Energy LLC
220 West Main Street
Louisville, KY 40202
502-627-2756

----- The information contained in this transmission is intended only for the person or entity to which it is directly addressed or copied. It may contain material of confidential and/or private nature. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is not allowed. If you received this message and the information contained therein by error, please contact the sender and delete the material from your/any storage medium.

Kingsolver, Steve R (PSC)

From: McBride, Keith <Keith.McBride@lge-ku.com>
Sent: Thursday, September 13, 2018 5:23 PM
To: Kingsolver, Steve R (PSC)
Cc: Gomsak, Mark; Cornett, Greg; Saunders, Eileen; Lindsey, Greg
Subject: KU contact update

FYI

At this time it appears that the injured's name is James Smith. Mr. Smith is from Paris, KY according to his co-worker. I have no information on the co-worker.

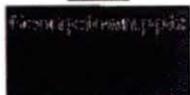
Mr. Smith was transported to the UK medical Center in Lexington. I have no updated information as to his condition.

According to the Georgetown FD, as best they could determine, Mr. Smith was walking down the dirt road to see if it was too muddy for his truck. At this time it is unclear if Mr. Smith actually grabbed the single phase 7200 volt, conductor or walked into it.

He has injuries to his left hand and wrist. Entry and or exit, marks are also on his hat.

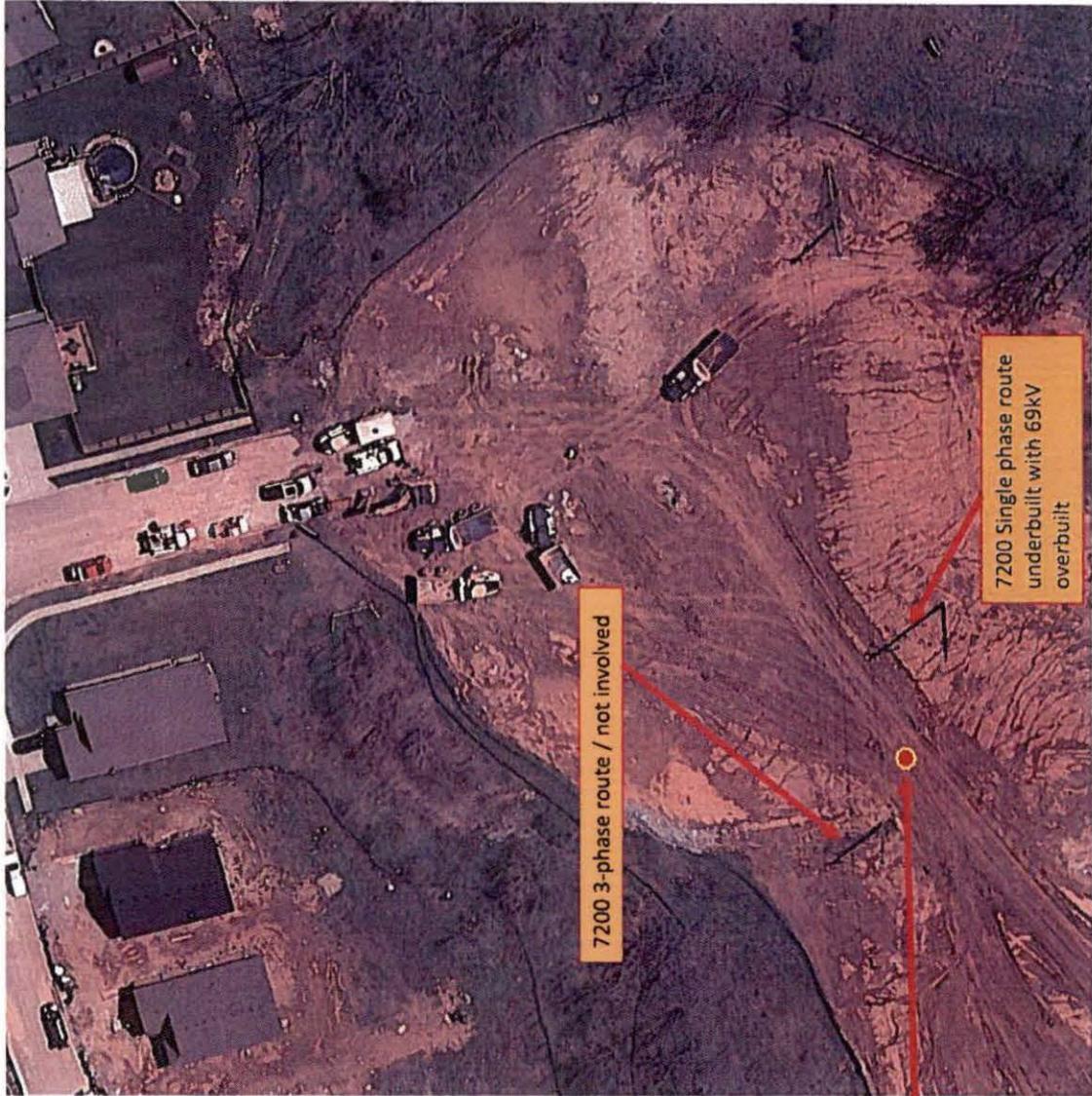
The incident occurred at the end of Schneider Blvd., Georgetown, KY. This is an undeveloped area. Below is a snap pic of the area.

Thanks, Keith



Keith McBride

Training Consultant-Senior | Electric Technical Training & Public Safety | LG&E and KU
10300 Ballardsville Road, Louisville KY 40241
M: 502-6640317 | O: 502-333-1757 | F: 502-217-4893
lge-ku.com



7200 3-phase route / not involved

7200 Single phase route underbuilt with 69kV overbuilt

Contact point

Attachment E

Table 232-1

ft

**Table 232-1—
Vertical clearance of wires, conductors, and cables above ground,
roadway, rail, or water surfaces**

(Voltages are phase to ground for effectively grounded circuits and those other circuits where all ground faults are cleared by promptly de-energizing the faulted section, both initially and following subsequent breaker operations. See the definitions section for voltages of other systems.

See Rules 232A, 232B1, 232C1a, and 232D4.)

Nature of surface underneath wires, conductors, or cables	Insulated communication conductors and cable; messengers; overhead shield/surge-protection wires; effectively grounded guys; ungrounded portions of guys meeting Rules 215C2 and 279A1 exposed to 0 to 300 V; neutral conductors meeting Rule 230E1; supply cables meeting Rule 230C1 (ft) <i>NEUTRAL</i>	Noninsulated communication conductors; supply cables of 0 to 750 V meeting Rule 230C2 or 230C3 (ft) <i>230C2 or 230C3</i>	Supply cables over 750 V meeting Rule 230C2 or 230C3; open supply conductors. 0 to 750 V; ungrounded portions of guys meeting Rules 215C2 and 279A1 exposed to over 300 V to 750 V ¹⁻⁴⁻¹⁵ (ft) <i>750 V</i>	Open supply conductors, over 750 V to 22 kV; ungrounded portions of guys meeting Rules 215C2 and 279A1 exposed to 750 V to 22 kV ¹⁻⁴⁻¹⁵ (ft) <i>22 kV</i>	Trolley and electrified railroad contact conductors and associated span or messenger wires	
					0 to 750 V to ground (ft)	Over 750 V to 22 kV to ground (ft)
Where wires, conductors, or cables cross over or overhang						
1. Track rails of railroads (except electrified railroads using overhead trolley conductors) ²⁻¹⁶⁻²²	23.5	24.0	24.5	26.5	22.0 ⁴	22.0 ⁴
2. Roads, streets, and other areas subject to truck traffic ¹⁰	15.5	16.0	16.5	18.5	18.0 ³	20.0 ³
3. Driveways, parking lots, and alleys ¹⁰	15.5 ¹⁻¹⁰	16.0 ¹⁻¹⁰	16.5 ¹⁻¹⁰	18.5	18.0 ³	20.0 ³
4. Other areas traversed by vehicles, such as cultivated, grazing, forest, and orchard lands, industrial sites, commercial sites, etc. ⁸	15.5	16.0	16.5	18.5	—	—
5. Spaces and ways subject to pedestrians or restricted traffic only ⁹	9.5	12.0 ⁸	12.5 ⁸	14.5	16.0	18.0
6. Water areas not suitable for sailboating or where sailboating is prohibited ¹⁰	14.0	14.5	15.0	17.0	—	—

ft

Table 232-1— (continued)
Vertical clearance of wires, conductors, and cables above ground,
roadway, rail, or water surfaces

(Voltages are phase to ground for effectively grounded circuits and those other circuits where all ground faults are cleared by promptly de-energizing the faulted section, both initially and following subsequent breaker operations. See the definitions section for voltages of other systems.

See Rules 232A, 232B1, 232C1a, and 232D4.)

Nature of surface underneath wires, conductors, or cables	Insulated communication conductors and cable; messengers; overhead shield/surge-protection wires; effectively grounded guys; ungrounded portions of guys meeting Rules 215C2 and 279A1 exposed to 0 to 300 V ^{(1) (2) (3) (4) (5)} ; neutral conductors meeting Rule 230E1; supply cables meeting Rule 230C1 (ft)	Noninsulated communication conductors; supply cables of 0 to 750 V meeting Rule 230C2 or 230C3 (ft)	Supply cables over 750 V meeting Rule 230C2 or 230C3; open supply conductors, 0 to 750 V ⁽³⁾ ; ungrounded portions of guys meeting Rules 215C2 and 279A1 exposed to over 300 V to 750 V ^{(6) (7) (8) (9)} (ft)	Open supply conductors, over 750 V to 22 kV; ungrounded portions of guys meeting Rules 215C2 and 279A1 exposed to 750 V to 22 kV ^{(6) (7) (8) (9)} (ft)	Trolley and electrified railroad contact conductors and associated span or messenger wires ⁽¹⁾	
					0 to 750 V to ground (ft)	Over 750 V to 22 kV to ground (ft)
7. Water areas suitable for sailboating including lakes, ponds, reservoirs, tidal waters, rivers, streams, and canals with an unobstructed surface area of ^{(1) (2) (3) (4) (5) (6) (7)}						
a. Less than 20 acres	17.5	18.0	18.5	20.5	—	—
b. Over 20 to 200 acres	25.5	26.0	26.5	28.5	—	—
c. Over 200 to 2000 acres	31.5	32.0	32.5	34.5	—	—
d. Over 2000 acres	37.5	38.0	38.5	40.5	—	—
8. Established boat ramps and associated rigging areas; areas posted with sign(s) for rigging or launching sail boats	Clearance aboveground shall be 5 ft greater than in 7 above, for the type of water areas served by the launching site					
Where wires, conductors, or cables run along and within the limits of highways or other road rights-of-way but do not overhang the roadway						
9. Roads, streets, or alleys	15.5 ⁽⁸⁾	16.0	16.5	18.5	18.0 ⁽⁵⁾	20.0 ⁽⁵⁾
10. Roads where it is unlikely that vehicles will be crossing under the line	13.5 ^{(10) (11)}	14.0 ⁽¹⁰⁾	14.5 ⁽¹⁰⁾	16.5	18.0 ⁽⁵⁾	20.0 ⁽⁵⁾

NOTE: The clearance values shown in this table are computed by adding the applicable Mechanical and Electrical (M & E) value of Table A-1 to the applicable Reference Component of Table A-2a of Appendix A.

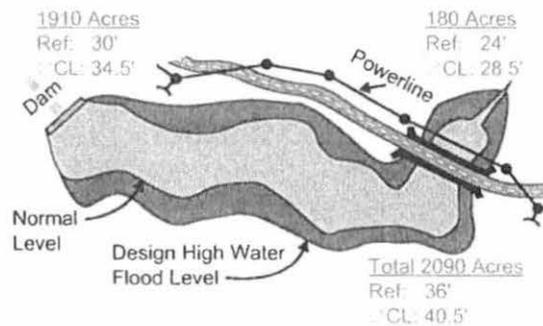
- ① Where subways, tunnels, or bridges require it, less clearance above ground or rails than required by Table 232-1 may be used locally. The trolley and electrified railroad contact conductor should be graded gradually from the regular construction down to the reduced elevation.
- ② For wires, conductors, or cables crossing over mine, logging, and similar railways that handle only cars lower than standard freight cars, the clearance may be reduced by an amount equal to the difference in height between the highest loaded car handled and 20 ft, but the clearance shall not be reduced below that required for street crossings.
- ③ Does not include neutral conductors meeting Rule 230E1.
- ④ In communities where 21 ft has been established, this clearance may be continued if carefully maintained. The elevation of the contact conductor should be the same in the crossing and next adjacent spans. (See Rule 225D2 for conditions that must be met where uniform height above rail is impractical.)
- ⑤ In communities where 16 ft has been established for trolley and electrified railroad contact conductors 0 to 750 V to ground, or 18 ft for trolley and electrified railroad contact conductors exceeding 750 V, or where local conditions make it impractical to obtain the clearance given in the table, these reduced clearances may be used if carefully maintained.
- ⑥ These clearance values also apply to guy insulators.
- ⑦ Where vehicles exceeding 8 ft in height are not normally encountered nor reasonably anticipated, service drop(s) clearances over residential driveways only may be reduced to the following:
- | | |
|---|------|
| | (ft) |
| (a) Insulated supply service drops limited to 300 V to ground | 12.5 |
| (b) Insulated drip loops of supply service drops limited to 300 V to ground | 10.5 |
| (c) Supply service drops limited to 150 V to ground and meeting Rule 230C1 or 230C3 | 12.0 |
| (d) Drip loops only of service drops limited to 150 V to ground and meeting Rule 230C1 or 230C3 | 10.0 |
| (e) Insulated communication service drops | 11.5 |
- ⑧ These clearance values for service drops to residential buildings only may be reduced to the following:
- | | |
|---|------|
| | (ft) |
| (a) Insulated supply service drops limited to 300 V to ground | 10.5 |
| (b) Insulated drip loops of supply service drops limited to 300 V to ground | 10.5 |
| (c) Supply service drops limited to 150 V to ground and meeting Rule 230C3 | 10.0 |
| (d) Drip loops only of supply service drops limited to 150 V to ground and meeting Rule 230C3 | 10.0 |
- ⑨ Spaces and ways subject to pedestrians or restricted traffic only are those areas where riders on horses or other large animals, vehicles, or other mobile units exceeding a total height of 8 ft are prohibited by regulation or permanent terrain configurations, or are otherwise not normally encountered nor reasonably anticipated.
- ⑩ Where a supply or communication line along a road is located relative to fences, ditches, embankments, or other terrain features so that the ground under the line would not be expected to be traveled except by pedestrians, the clearances may be reduced to the following values:
- | | |
|---|------|
| | (ft) |
| (a) Insulated communication conductor and communication cables. | 9.5 |
| (b) Conductors of other communication circuits | 9.5 |
| (c) Supply cables of any voltage meeting Rule 230C1 and neutral conductors meeting Rule 230E1 | 9.5 |
| (d) Insulated supply conductors limited to 300 V to ground | 12.5 |
| (e) Insulated supply cables limited to 150 V to ground meeting Rule 230C2 or 230C3 | 10.0 |
| (f) Effectively grounded guys, insulated guys meeting Rules 279A1 and 215C2 exposed to 0 to 300 V | 9.5 |
- ⑪ No clearance from ground is required for anchor guys not crossing tracks, rails, streets, driveways, roads, or pathways.
- ⑫ This clearance may be reduced to 13 ft for communication conductors and guys.
- ⑬ Where this construction crosses over or runs along (a) alleys, non-residential driveways, or parking lots not subject to truck traffic, or (b) residential driveways, this clearance may be reduced to 15 ft.
- ⑭ The portion(s) of span guys between guy insulators and the portion(s) of anchor guys above guy insulators that are not effectively grounded shall have clearances based on the highest voltage to which they may be exposed due to a slack conductor or guy.
- ⑮ The portion of anchor guys below the lowest insulator meeting Rules 279A1 and 215C2a may have the same clearance as effectively grounded guys.
- ⑯ Adjacent to tunnels and overhead bridges that restrict the height of loaded rail cars to less than 20 ft, these clearances may be reduced by the difference between the highest loaded rail car handled and 20 ft, if mutually agreed to by the parties at interest.
- ⑰ For controlled impoundments, the surface area and corresponding clearances shall be based upon the design high-water level.
- ⑱ For uncontrolled water flow areas, the surface area shall be that enclosed by its annual high-water mark. Clearances shall be based on the normal flood level; if available, the 10-year flood level may be assumed as the normal flood level.

- ⑩ The clearance over rivers, streams, and canals shall be based upon the largest surface area of any 1 mi long segment that includes the crossing. The clearance over a canal, river, or stream normally used to provide access for sailboats to a larger body of water shall be the same as that required for the larger body of water.
- ⑪ Where a bridge or other overwater obstruction restricts vessel height to less than the applicable reference height given in Table 232-3, the required clearance may be reduced by the difference between the reference height and the overwater obstruction height for the area of the body of water over which the line crosses, except that the reduced clearance shall be not less than that required for the surface area on the line-crossing side of the obstruction.

EXAMPLE: If a 2090 acre lake (over 2000 acres: reference height 36 ft) consists of 1910 acres (200 to 2000 acres: reference height 30 ft) on one side of a bridge and 180 acres (20 to 200 acres: reference height 24 ft) on the other side of the bridge, the required line clearance must be not less than that required for an over 2000 acre lake as required by Table 232-1 unless the bridge height above design high water is less than the reference dimension of 36 ft.

If the line is placed on the 180 acre side and the bridge height above design high water is less than 36 ft, but more than 24 ft, the required line clearance is reduced from that required by a lake of over 2000 acres by the difference between the bridge clearance and 36 ft. If the bridge height above design high water is less than 24 ft, the required clearance remains at that required for a 20 to 200 acre lake. See following figure.

Similarly, if the line is placed on the 1910 acre side and the bridge height above design high water is less than 36 ft, but more than 30 ft, the required line clearance is reduced from that required by a lake of over 2000 acres by the difference between the bridge clearance and 36 ft. If the bridge height above design high water is less than 30 ft, the required clearance remains at that required for a 200 to 2000 acre lake.



Power line on small lake side of bridge

- ⑫ Where the U.S. Army Corps of Engineers, or the state, or surrogate thereof has issued a crossing permit, clearances of that permit shall govern.
- ⑬ See Rule 234I for the required horizontal and diagonal clearances to rail cars.
- ⑭ For the purpose of this rule, trucks are defined as any vehicle exceeding 8 ft in height. Areas not subject to truck traffic are areas where truck traffic is not normally encountered nor reasonably anticipated.
- ⑮ Communication cables and conductors may have a clearance of not less than 15 ft where poles are back of curbs or other deterrents to vehicular traffic.
- ⑯ This footnote not used in this edition.
- ⑰ When designing a line to accommodate oversized vehicles, these clearance values shall be increased by the difference between the known height of the oversized vehicle and 14 ft.

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