

KyPSC Case No. 2025-00228
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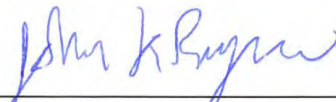
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VERIFICATION

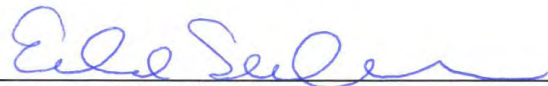
STATE OF OHIO)
) SS:
COUNTY OF HAMILTON)

The undersigned, John K. Rogers, Manager PGO Engineering, being duly sworn, deposes and says that he has personal knowledge of the matters set forth in the foregoing data requests, and that the information contained therein is true and correct to the best of his knowledge, information, and belief.



John K. Rogers, Affiant

Subscribed and sworn to before me by John K. Rogers on this 12 day of November, 2025.



NOTARY PUBLIC

My Commission Expires: July 8, 2027

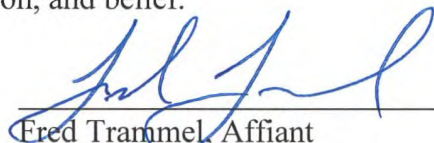


EMILIE SUNDERMAN
Notary Public
State of Ohio
My Comm. Expires
July 8, 2027

VERIFICATION

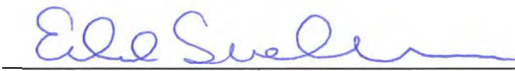
STATE OF OHIO)
) SS:
COUNTY OF HAMILTON)

The undersigned, Fred Trammel, Director PGO Project Management, being duly sworn, deposes and says that he has personal knowledge of the matters set forth in the foregoing data requests, and that the information contained therein is true and correct to the best of his knowledge, information, and belief.



Fred Trammel, Affiant

Subscribed and sworn to before me by Fred Trammel on this 14th day of November, 2025.



NOTARY PUBLIC

My Commission Expires: July 8, 2027

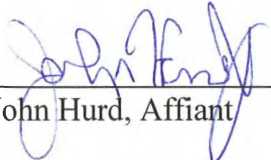


EMILIE SUNDERMAN
Notary Public
State of Ohio
My Comm. Expires
July 8, 2027

VERIFICATION

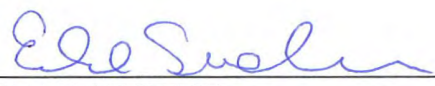
STATE OF OHIO)
) SS:
COUNTY OF HAMILTON)

The undersigned, John Hurd, Director Stakeholder Engagement, being duly sworn, deposes and says that he has personal knowledge of the matters set forth in the foregoing data requests, and that the information contained therein is true and correct to the best of his knowledge, information, and belief.



John Hurd, Affiant

Subscribed and sworn to before me by John Hurd on this 12th day of November, 2025.



NOTARY PUBLIC

My Commission Expires: July 8, 2027

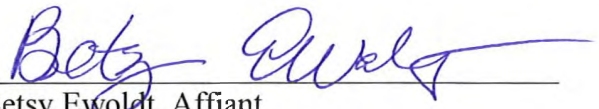


EMILIE SUNDERMAN
Notary Public
State of Ohio
My Comm. Expires
July 8, 2027

VERIFICATION

STATE OF INDIANA)
) SS:
COUNTY OF HENDRICKS)

The undersigned, Betsy Ewoldt, Lead PGO Siting Manager, being duly sworn, deposes and says that she has personal knowledge of the matters set forth in the foregoing data requests, and that the answers contained therein are true and correct to the best of her knowledge, information, and belief.


Betsy Ewoldt, Affiant

Subscribed and sworn to before me by Betsy Ewoldt on this 12th day of November, 2025.




NOTARY PUBLIC

My Commission Expires: 10/7/2030

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-001

REQUEST:

Provide any example permits for transmission lines that approve crossing interstates for construction.

RESPONSE:

Please see SITING BOARD STAFF-DR-02-001 Attachment.

PERSON RESPONSIBLE: John Rogers



KENTUCKY TRANSPORTATION CABINET
Department of Highways
PERMITS BRANCH

TC 99-1A
Rev. 10/2020
Page 1 of 4

APPLICATION FOR ENCROACHMENT PERMIT

KYTC KEPT #: _____

SECTION 1: APPLICANT CONTACT INFORMATION

APPLICANT Duke Energy	ADDRESS 59 Caldwell Ave.		
EMAIL	CITY Cincinnati	STATE OH	ZIP 45216
CONTACT NAME 1 Tonya Swann-TJ	EMAIL Tonya.Swann@Duke-Energy.com	PHONE #	513-287-1020
		CELL #	
CONTACT NAME 2 (if applicable) Danzel Walker	EMAIL Danzel.Walker@Duke-Energy.com	PHONE #	513-503-5150
		CELL #	

SECTION 2: PROPOSED WORK LOCATION

ADDRESS I75N-71N Highway Crossing	CITY Covington	STATE Kentucky	ZIP
COUNTY Kenton	ROUTE # I75N/71N	MILE POINT	LONGITUDE (X) LATITUDE (Y)

ADDITIONAL LOCATION INFORMATION:

Simon Kenton Way Relocation Project-Brent Spence Bridge WO#53786228

FOR KYTC USE ONLY

PERMIT TYPE: ☐ Air Right ☐ Entrance ☐ Utilities ☐ Vegetation Removal ☐ Other: _____

ACCESS: ☐ Full ☐ Partial ☐ by Permit **LOCATION:** ☐ Left ☐ Right ☐ Crossing

SECTION 3: GENERAL DESCRIPTION OF WORK

Simon Kenton Way Relocation Project-Brent Spence Bridge
Road Impacted: MOT Attached
I75-71 Northbound: 188 Dixie Hwy/Fort Mitchel - 189 Kyles Ln - 191 12st/MLK Jr Blvd - Pike St.
Dates: 9/29/2025 - 10/31/2025 for foundation & 11/17/2025 - 12/31/25 for construction

I75/71 Southbound = ODOT permit request

THE UNDERSIGNED APPLICANT(s), being duly authorized representative(s) or owner(s), DO AGREE TO ALL ORIGINAL UNEDITED TERMS AND CONDITIONS ON THE TC 99-1A, pages 1-4.

Tonya Swann

Tonya Swann-TJ

SIGNATURE

8/11/2025

DATE

This is not a permit unless and until the applicant(s) receives an approved TC 99-1B from KYTC. This application shall become void if not approved by the cancellation date. The cancellation date shall be a minimum of one year from the date the applicant submits their application.



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Department of Highways
PERMITS BRANCH

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APPLICATION FOR ENCROACHMENT PERMIT

TERMS AND CONDITIONS

1. The permit, including this application and all related and accompanying documents and drawings making up the permit, remains in effect and is binding upon the Applicant/Permittee, its successors and assigns, as long as the encroachment(s) exists and also until the permittee is finally relieved by the Department of Highways from all its obligations.
2. Applicant shall meet all requirements of the Clean Water Act if the project will disturb one acre or more, the applicant shall obtain a KPDES KYR10 Permit from the Kentucky Division of Water. All disturbed areas shall meet the requirements of the Department of Highway's Standard Specifications, Sections 212 and 213, as amended.
3. **INDEMNITY:**
 - A. **PERFORMANCE BOND:** The permittee shall provide to the Department a performance bond according to the Permits Manual, Section PE-203 as a guarantee of conformance with the Department's Encroachment Permit requirements.
 - B. **PAYMENT BOND:** At the discretion of the department, a payment bond shall be required of the permittee to ensure payment of liquidated damages assessed to the permittee.
 - C. **LIABILITY INSURANCE:** Liability insurance shall be required of the permittee (in an amount approved by the department) to cover all liabilities associated with the encroachment.
 - D. It shall be the responsibility of the permittee, its successors and assigns, to maintain all indemnities in full force and effect until the permittee is authorized to release the indemnity by the Department.
4. A copy of this application and all related documents making up the approved permit shall be given to the applicant and shall be made readily available for review at the work site at all times.
5. Perpetual maintenance of the encroachment is the responsibility of the permittee, its successors and assigns, with the approval of the Department as required, unless otherwise stated.
6. Permittee, its successors and assigns, shall comply with and agree to be bound by the requirements and terms of (a) this application and all related documents making up the approved permit, (b) by the Department's Permits Manual, and (c) by the Manual on Uniform Traffic Control Devices, both manuals as revised to and in effect on the date of issuance of the permit, all of which documents are made a part thereof by this reference. Compliance by the permittee, its successors and assigns, with subsequent revisions to applicable provisions of either manual or other policy of the Department may be made a condition of allowing the encroachment to persist under the permit.
7. Permittee agrees that this and any encroachment may be ordered removed by the Department at any time, and for any reason, upon thirty days written notice to the last known address of the applicant or to the address at the location of the encroachment. The permittee agrees that the cost of removing and of restoring the associated right-of-way is the responsibility of the permittee, its successors and assigns.
8. Permittee, its successors and assigns, agree that if the Department determines that motor vehicular safety deficiencies develop as a result of the installation or use of the encroachment, the permittee, its successors and assigns, shall provide and bear the expenses to adjust, relocate, or reconstruct the facilities, add signs, auxiliary lanes, or other corrective measures reasonably deemed necessary by the Department within a reasonable time after receipt of a written notice of such deficiency. The period within which such adjustments, relocations, additions, modifications, or other corrective measures must be completed will be specified in the notice.
9. Where traffic signals are required as a condition of granting the requested permit or are thereafter required to correct motor vehicular safety deficiencies, as determined by the Department, the costs for signal equipment and installation(s) shall be borne by the permittee, its successors and assigns and the Department in its reasonable discretion and only in accordance with the Department's current policy set forth in the Traffic Operations Manual and Permits Manual. Any modifications to the permittee's entrance necessary to accommodate signalization (including necessary easement(s) on private property) shall be the responsibility of the permittee, its successors and assigns, at no expense to the Department.



KENTUCKY TRANSPORTATION CABINET
Department of Highways
PERMITS BRANCH

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APPLICATION FOR ENCROACHMENT PERMIT

10. The requested encroachment shall not infringe on the frontage rights of an abutting owner without their written consent as hereinafter described. Each abutting owner shall express their consent, which shall be binding on their successors and assigns, by the submission of a notarized statement as follows, "I (we), _____, hereby consent to the granting of the permit requested by the applicant along Route _____, which permit does affect frontage rights along my (our) adjacent real property." By signature(s) _____, subscribed and sworn by _____, on this date _____.
11. The permit, if approved, is subject to the agreement that it shall not interfere with any similar rights or permit(s) previously granted to any other party, except as otherwise provided by law.
12. Permittee shall include documentation which describes the facilities to be constructed. Permittee, its successors and assigns, agree as a condition of the granting of the permit to construct and maintain any and all permitted facilities or other encroachments in strict accordance with the submitted and approved permit documentation and the policies and procedures of the Department. Permittee, its successors and assigns, shall not use facilities authorized herein in any manner contrary to that prescribed by the approved permit. Only normal usage as contemplated by the parties and by this application and routine maintenance are authorized by the permit.
13. Permittee, its successors and assigns, at all times from the date permitted work is commenced until such time as all permitted facilities or other encroachments are removed from the right-of-way and the right-of-way restored, **shall defend, protect, indemnify and save harmless** the Department from any and all liability claims and demands arising out of the work, encroachment, maintenance, or other undertaking by the permittee, its successors and assigns, related or undertaken pursuant to the granted permit, due to any claimed act or omission by the permittee, its servants, agents, employees, or contractors. This provision shall not inure to the benefit of any third party nor operate to enlarge any liability of the Department beyond that existing at common law or otherwise if this right to indemnity did not exist.
14. Upon a violation of any provision of the permit, or otherwise in its reasonable discretion, the Department may require additional action by the permittee, its successors and assigns, up to and including the removal of the encroachment and restoration of the right-of-way. In the event additional actions required by the Department under the permit are not undertaken as ordered and within a reasonable time, the Department may in its discretion cause those or other additional corrective actions to be undertaken and the Department shall recover the reasonable costs of those corrective actions from the permittee, its successors and assigns.
15. Permittee, its successors and assigns, shall use the encroachment premises in compliance with all requirements of federal law and regulation, including those imposed pursuant to Title VI of the Civil Right Act of 1964 (42 U.S.C. § 2000d et seq.) and the related regulations of the U.S. Department of Transportation in Title 49 C.F.R. Part 21, all as amended.
16. Permittee, its successors and assigns, agree that if the Department determines it is necessary for the facilities or other encroachment authorized by the permit to be removed, relocated or reconstructed in connection with the reconstruction, relocation or improvement of a highway, the Department may revoke permission for the encroachment to remain under the permit and may order its removal, relocation or reconstruction by the permittee, its successors and assigns, at the expense of the permittee, except where the Department is required by law to pay any or all of those costs.



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Department of Highways
PERMITS BRANCH

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APPLICATION FOR ENCROACHMENT PERMIT

17. Permittee agrees that the authorized permit is personal to the permittee and shall remain in effect until such time as (a) the permittee's rights to the adjoining real property to have benefitted from the requested encroachment have been relinquished, (b) until all permit obligations have been assumed by appropriate successors and assigns, and (c) unless and until a written release from permit obligations has been granted by the Department. The permit and its requirements shall also bind the real property to have benefitted from the requested encroachment to the extent permitted by law. The permit and the related encroachment become the responsibility of the successors and assigns of the permittee and the successors and assigns of each property owner benefitting from the encroachment, or the encroachment may not otherwise permissibly continue to be maintained on the right-of-way. (Does not apply to utility encroachments serving the general public.)
18. If work authorized by the permit is within a highway construction project in the construction phase, it shall be the responsibility of the permittee to make personal contact with the Department's Engineer on the project in order to coordinate all permitted work with the Department's prime contractor on the project.
19. This permit is not intended to, nor shall it, affect, alter or alleviate any requirement imposed upon the permittee, its successors and assigns, by any other agency.
20. Permittee, its successors and assigns, agree to contain and maintain all dirt, mud, and other debris emanating from the encroachment away from the surrounding right-of-way and the travel way of the highway hereafter and at all times that its obligations under the permit remain in effect.
21. Before You Dig: The contractor is instructed to call 1-800-752-6007 to reach KY 811, the One-Call system for information on the location of existing underground utilities. The call is to be placed a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor should be aware that the owners of underground facilities are not required to be members of the KY 811 One-Call Before U-Dig (BUD) service. The contractor must coordinate excavation with the utility owners, including those whom do not subscribe to KY 811. It may be necessary for the contractor to contact the County Clerk to determine what utility companies have facilities in the area.
22. The undersigned Utility acknowledges ownership and control of the facilities proposed to be installed, modified, or extended by the Applicant/Permittee and agrees to be bound by the requirements and terms of this application and all related documents making up the approved permit, by the Department's Permits Guidance Manual, and by all applicable regulations and statutes in effect on the date of issuance of the permit. This information and application is certified correct to the best knowledge and belief of the undersigned Utility.

UTILITY

NAME (Utility Representative)

TITLE (Utility Representative)

SIGNATURE (Utility Representative)

DATE



Know what's below. Call before you dig.

To Submit a Locate Request
24 Hours a Day, Seven Days a Week:
Call 811 or 800-752-6007

I75/71 HIGHWAY CROSSING COVINGTON KY

Alex Brewer
MIDAMERICA SAFETY SOLUTIONS

MIDAMERICA SAFETY SOLUTIONS



Project Description and Scope:

The TC contractor will be providing rolling roadblock operations for Par Electric for the removal and/or replacement of overhead utility lines. The work location is at I-75/71 in Covington, KY and is shown in the above satellite image. Multiple rolling roadblocks may be required to complete the project. Traffic will be slowed to 10mph on all approaches for 15-minute periods. Subsequent rolling roadblocks operations will be conducted only after all slowed traffic from the prior roadblock has dissipated. This Project may require roughly a week of nightly closures to complete this work.

Purposed Time and Date:

The proposed operations will take place in December 2025. The outage dates for this project are 12/01/2025 -12/19/2025.

Pacing Operation:

Traffic will be slowed from all approaches by pacing vehicles to a speed of 10mph. This will provide a gap of up to 15 minutes for the required work to be performed. The pacing vehicles will be comprised of a mixture of Kentucky Law Enforcement and contractor vehicles. The minimum distance of 3.06 miles at a speed of 10 miles per hour comes from pg. 5 of 6. of the KYTC Rolling Roadblock Policy TC 99-210 revised 08/2018

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Communication:

All pacing vehicles and the certified traffic control supervisor, who will be positioned at the site of work, will be equipped with contractor provided 2-way radios capable of clearly sending and receiving signal over the required distances.

Personnel:

All personnel assigned to the project shall be qualified to perform their duties as required by the MUTCD. All contractor personnel shall wear the required personal protective equipment (PPE) prescribed by their department for such operations. All PPE will meet the standards prescribed by ANSI and state or federal OSHA.

Signage:

All signs and devices will be positioned per the sealed TTCP drawings or in accordance with the KYTC and the MUTCD. ROAD WORK AHEAD, ROAD CLOSED AHEAD, BE PREPARED TO STOP signs will be placed on the shoulder and median on I75/71 North and I75/71 South. See Spacing chart on last page of traffic plan.

Starting Points:

The selected starting points are based off the requirements set forth by the KYTC Rolling Roadblock Policy TC 99-210 Rev. 08/2018.

I75/71 North:

The starting point for the rolling roadblock on I75/71 N will be 3.06 miles South of the work zone. At this location Kentucky law enforcement vehicles and contractor vehicles will be used to execute the rolling roadblock. The lead vehicle will be the contractor chaser vehicle which will follow the last freely flowing vehicles pulling onto the shoulder near the work zone turning strobes on to signify that the roadblock has begun, and it is safe to start working.

I75/71 South:

The starting point for the rolling roadblock on I75/71 S will be 3.06 miles North of the work zone. At this location Ohio law enforcement vehicles and contractor vehicles will be used to execute the rolling roadblock. The lead vehicle will be the contractor chaser vehicle which will follow the last freely flowing vehicles pulling onto the shoulder near the work zone turning strobes on to signify that the roadblock has begun, and it is safe to start working.

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Ramp Closures:

Entrance ramps between the starting point of the operation and the worksite will be closed by law enforcement or contractor vehicles as required by the MUTCD. The ramps may be reopened once the pacing vehicles have cleared the end of the ramp to prevent vehicles entering the freeway from entering ahead of the pacing vehicles.

ENTRANCE RAMPS TO BE CLOSED:

I75/71 Northbound

188 Dixie Hwy/Fort Mitchell

189 Kyles Ln

191 12th St/MLK JR BLVD/ Pike St.

I75/71 Southbound

Western Ave

8th St Viaduct

W 6th St.

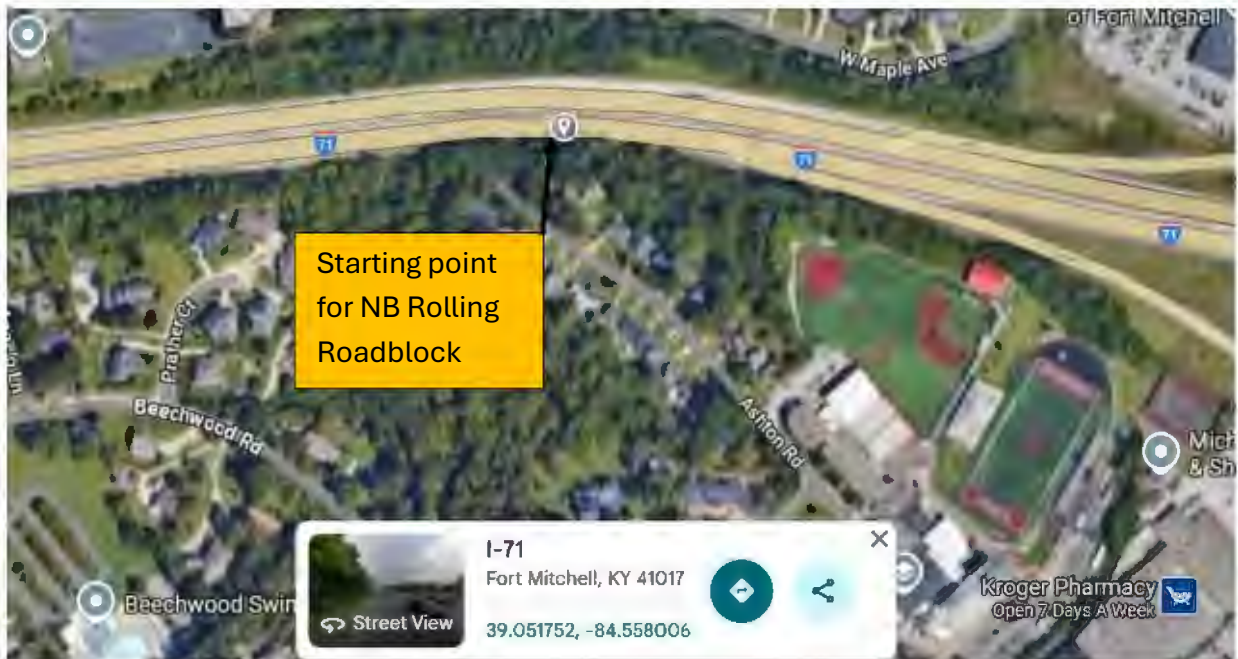
W 3rd St.

Hwy 50 to 71 South

Public Information Plan:

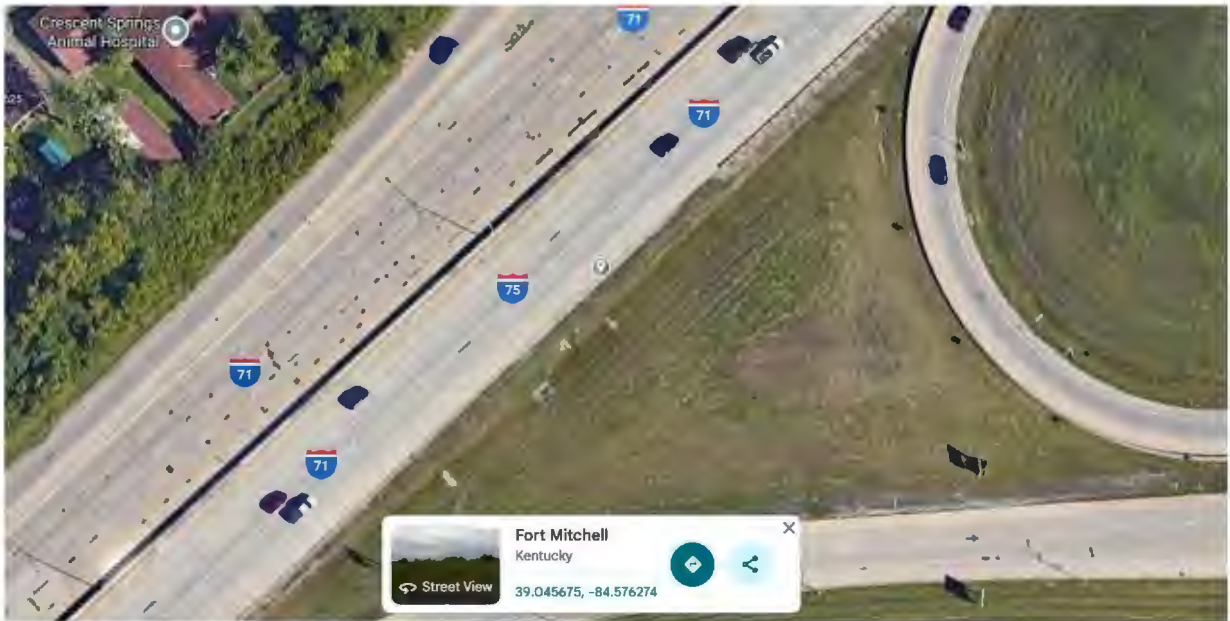
A public information plan is required as a regular part of any transportation management plan. Despite the proposed off-peak timeframe of the work at hand severe disruptions in traffic are possible due to the complexity of the system surrounding the worksite. Duke Energy shall notify the proper federal highway and local street departments at least two weeks prior to the approved dates of the work being performed. This will be to gain approval to deploy the required PCMSs. Duke Energy will also give the media advanced notice of the dates and times of work being done. Public Information Plan shall be provided by Duke Energy.

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The Northbound rolling roadblock will be 3.06 miles south of the work zone. A pin has been dropped to show the beginning of the rolling roadblock. The white popup box at the bottom of the satellite image shows the coordinates where the rolling roadblock will begin. The first vehicle in line will be the chaser vehicle that will follow behind the last freely flowing vehicles pulling onto the shoulder near the work zone turning strobes on to signify the rolling roadblock has begun and it is safe to work in the Southbound lanes. The rolling roadblock will travel at 10mph taking up each lane which will provide the workers with 15-minute closures. $3.06 \text{ miles at } 10 \text{ mph} = 15 \text{ minutes of closure}$. A timer will be used once the chaser vehicle pulls onto the shoulder with lights flashing and the Roadblock will not exceed the 15- minute allowance. The last LEO vehicle will pull onto the shoulder where the rolling roadblock begins and stay there with lights flashing as additional advanced warning and to mind the queue.

MIDAMERICA SAFETY SOLUTIONS



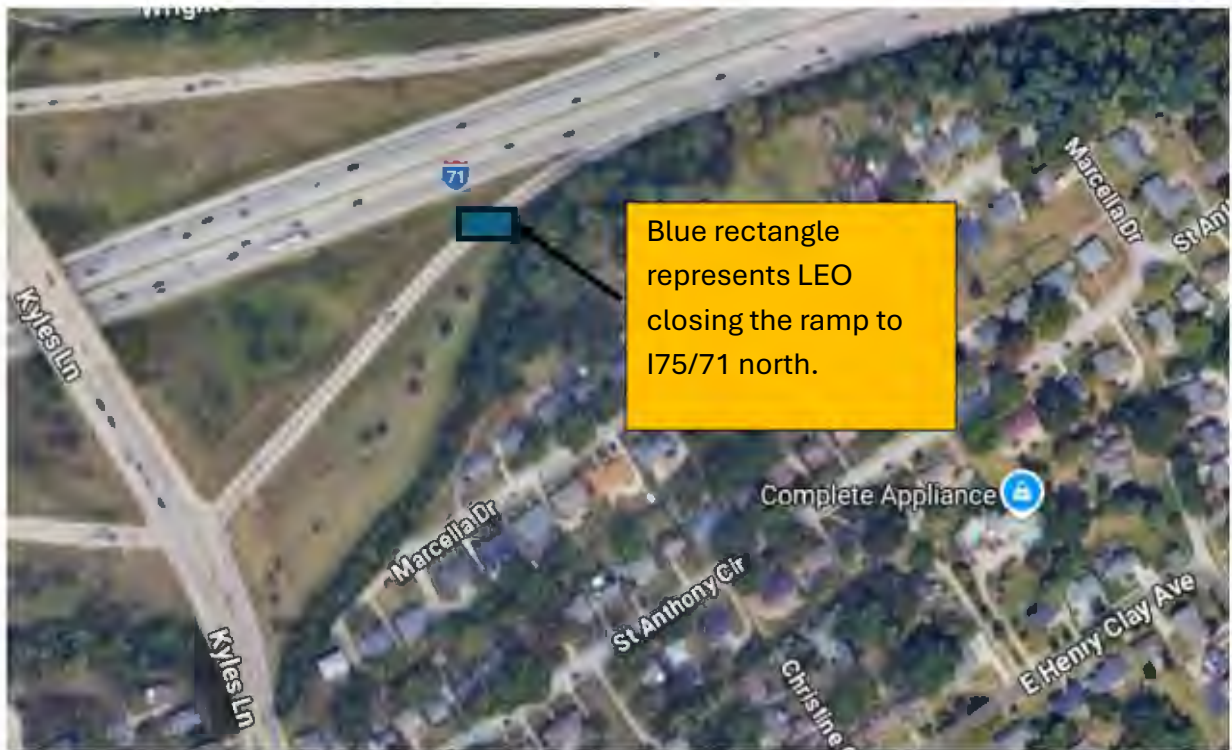
A portable changeable message board will be placed 1-mile South of the starting point of the Northbound rolling roadblock on the shoulder of I71/75. It will be delineated by traffic drums and will be in place 1 week in advance to warn motorists of the future closures and the dates they will occur. 15-MINUTE CLOSURES/ DATES & TIMES OF CLOSURE. The days of the closures the PCMS will read: ROAD WORK AHEAD / BE PREPARED TO STOP. The coordinates of the PCMS placement are shown in the satellite image above.

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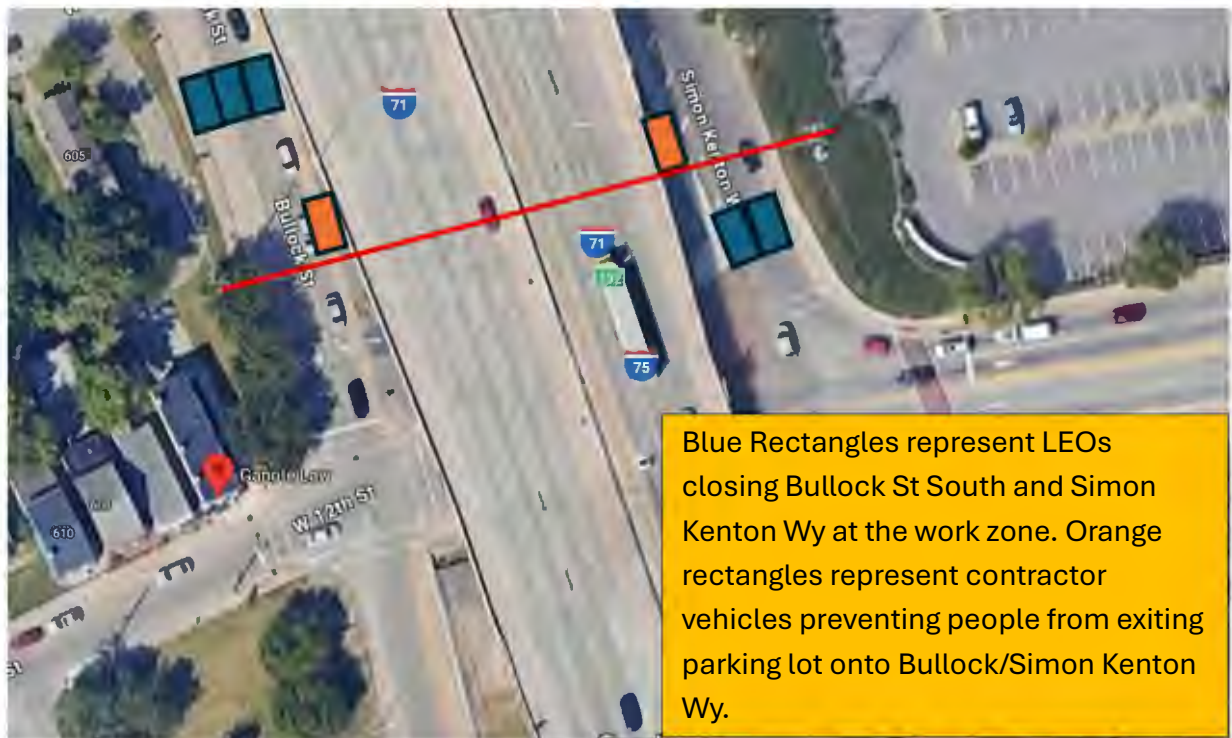
Entrance ramp to I 75/71 north closed as indicated in the satellite image above during the rolling roadblock operation. ROAD WORK AHEAD, BE PREPARED TO STOP, signs will be placed on the ramp.

MIDAMERICA SAFETY SOLUTIONS



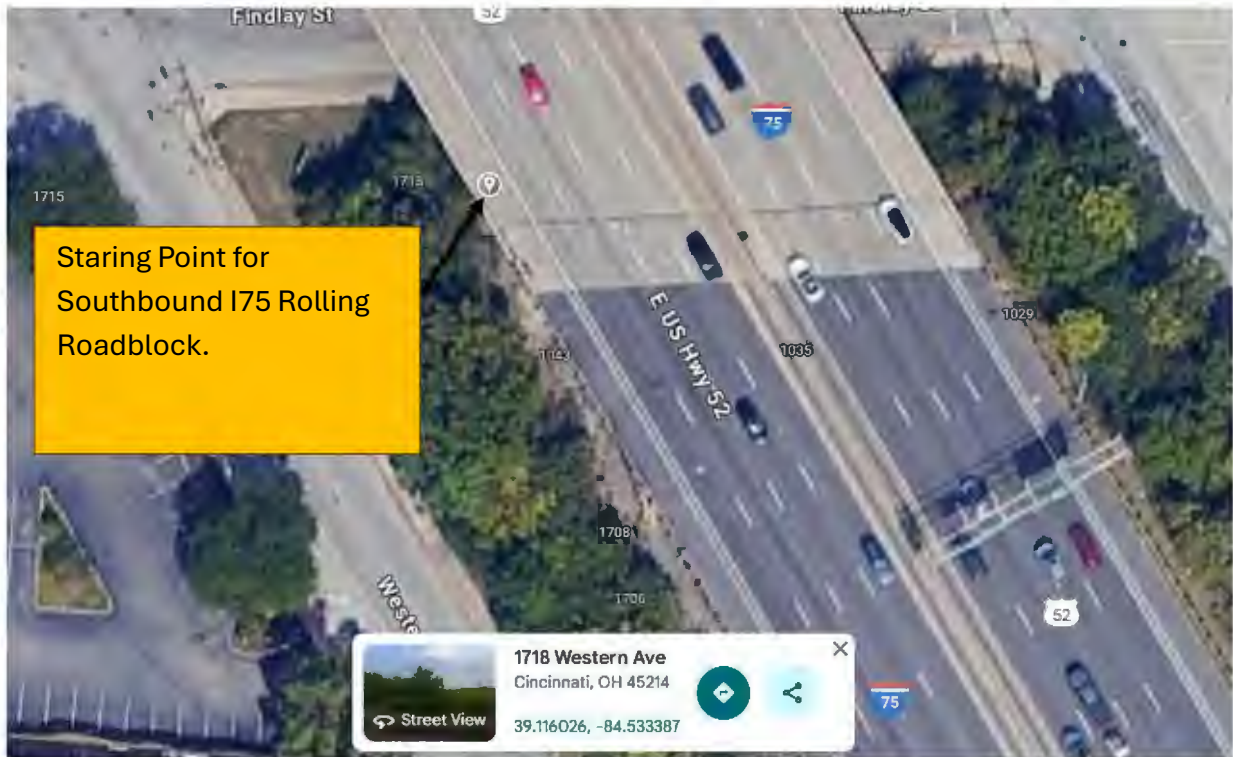
Entrance ramp to I 75/71 north closed as indicated in the satellite image above during the rolling roadblock operation. ROAD WORK AHEAD, BE PREPARED TO STOP, signs will be placed on the ramp.

MIDAMERICA SAFETY SOLUTIONS



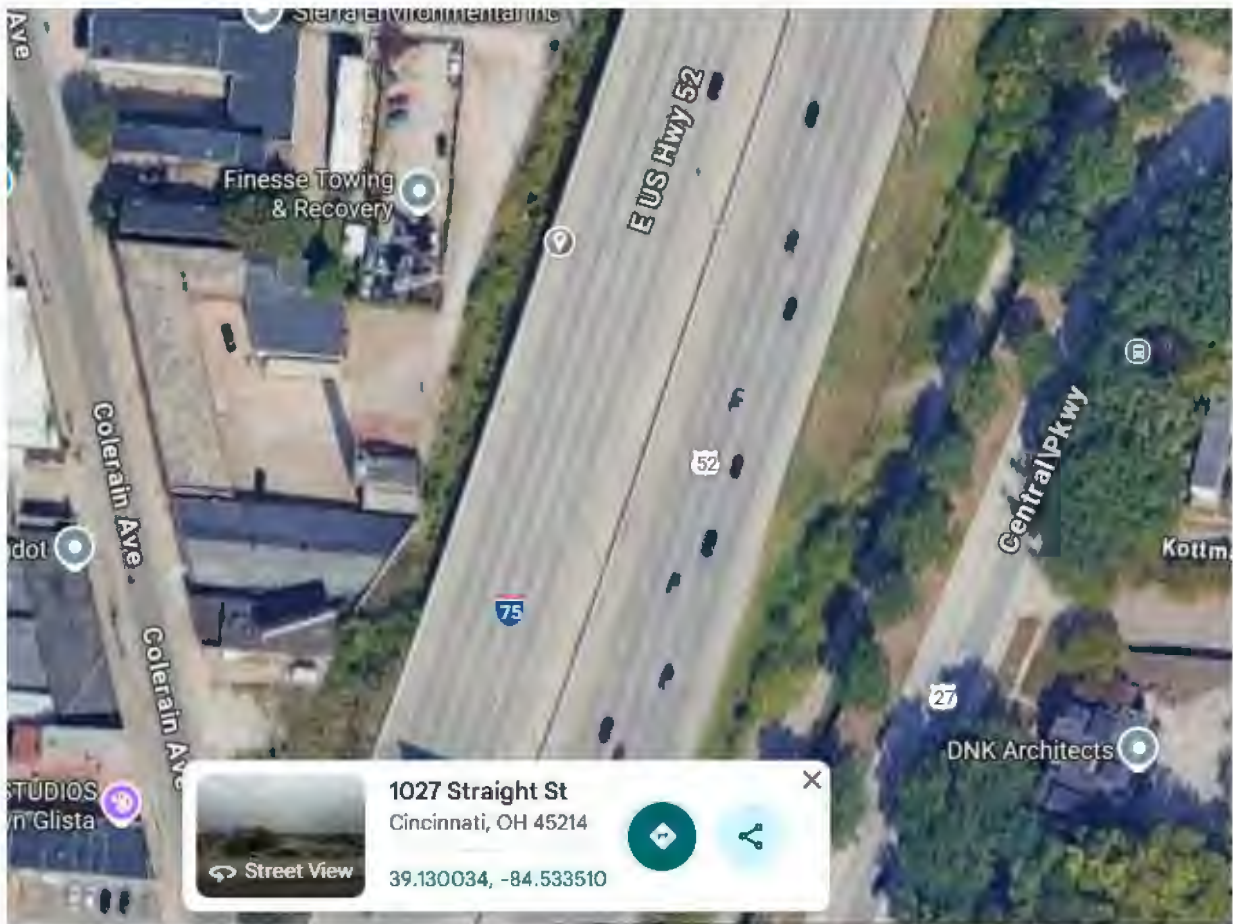
A mixture of LEOs and contractor vehicles will be used to control Bullock St and Simon Kenton Wy as well as the parking lot that is located under I 71/75. Road Work Ahead, Road Closed Ahead, Be Prepared To Stop signs will be put on the approaches from Bullock St, Simon Kenton Wy, W 12th St and MLK Boulevard.

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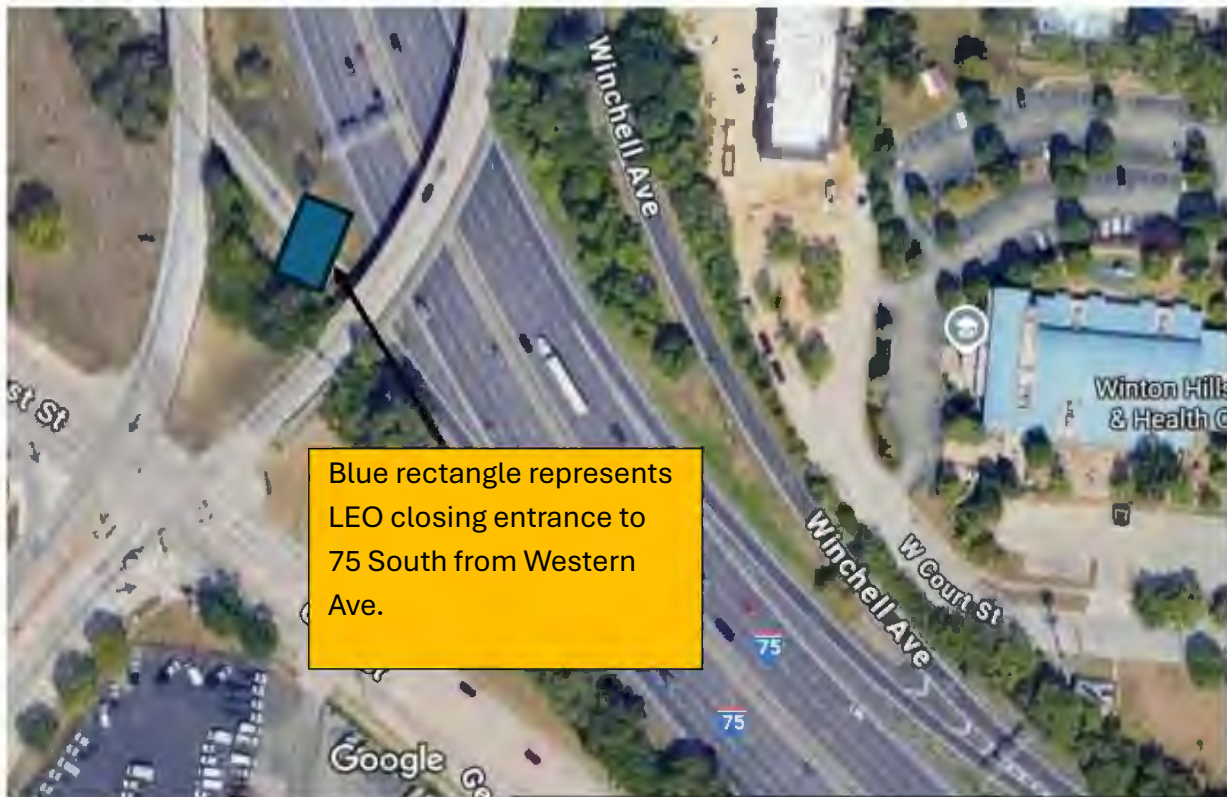
The Southbound rolling roadblock will be 3.06 miles north of the work zone. A pin has been dropped to show the beginning of the rolling roadblock. The white popup box at the bottom of the satellite image shows the coordinates where the rolling roadblock will begin. The first vehicle in line will be the chaser vehicle that will follow behind the last freely flowing vehicles pulling onto the shoulder near the work zone turning strobes on to signify the rolling roadblock has begun and it is safe to work in the Southbound lanes. The rolling roadblock will travel at 10mph taking up each lane which will provide the workers with 15-minute closures. $3.06 \text{ miles at } 10 \text{ mph} = 15 \text{ minutes of closure}$. A timer will be used once the chaser vehicle pulls onto the shoulder with lights flashing and the Roadblock will not exceed the 15- minute allowance. The last LEO vehicle will pull onto the shoulder where the rolling roadblock begins and stay there with lights flashing as additional advanced warning and to mind the queue.

MIDAMERICA SAFETY SOLUTIONS



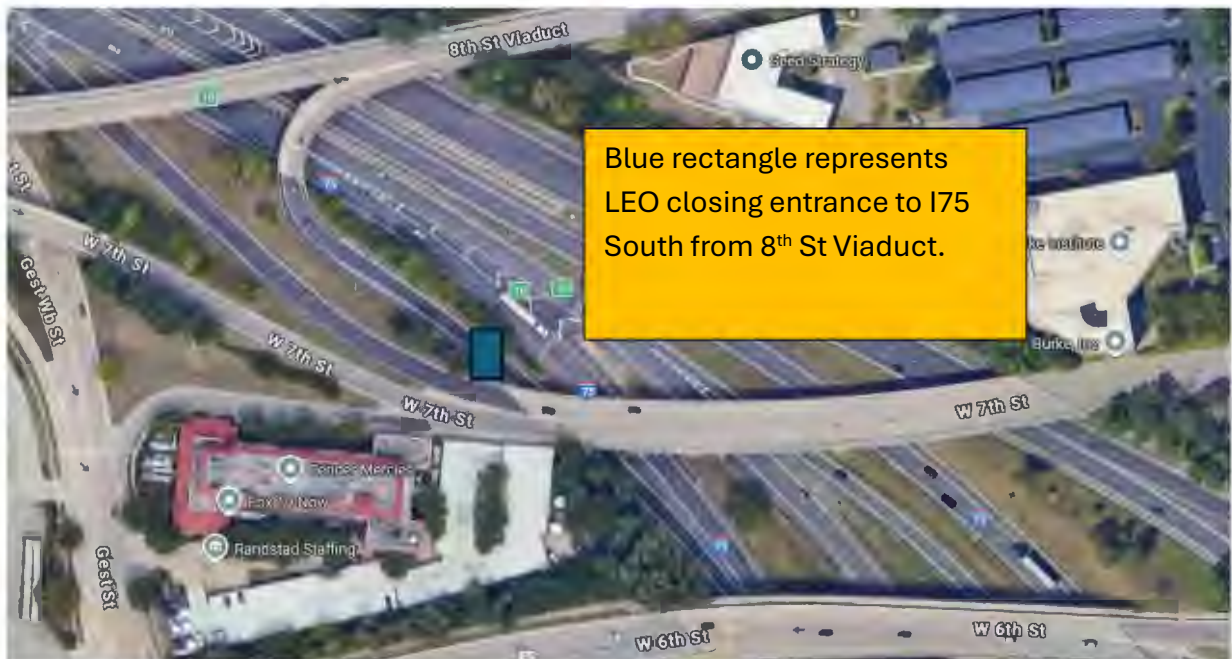
A portable changeable message board will be placed 1-mile North of the starting point of the Southbound rolling roadblock on the shoulder of I/75. It will be delineated by traffic drums and will be in place 1 week in advance to warn motorists of the future closures and the dates they will occur. 15-MINUTE CLOSURES/ DATES & TIMES OF CLOSURE. The days of the closures the PCMS will read: ROAD WORK AHEAD / BE PREPARED TO STOP. The coordinates of the PCMS placement are shown in the satellite image above.

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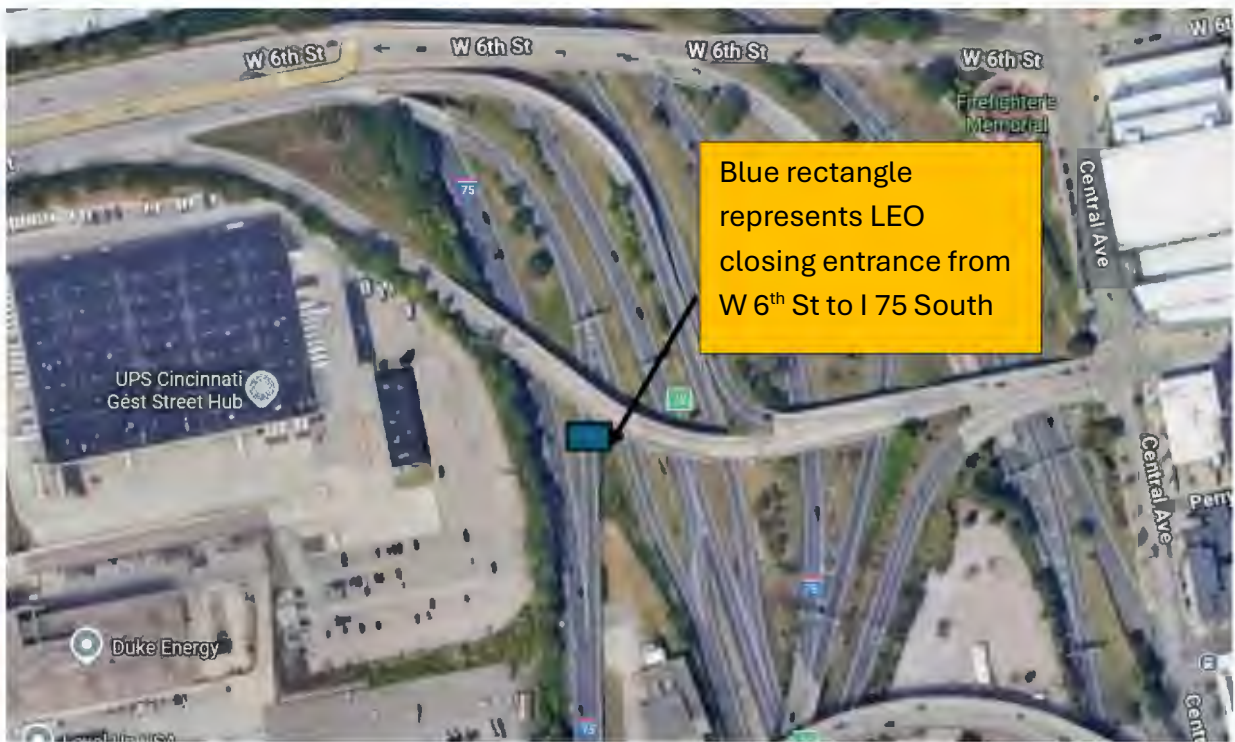
Entrance ramp to I 75 South closed as indicated in the satellite image above during the rolling roadblock operation. ROAD WORK AHEAD, BE PREPARED TO STOP, signs will be placed on the ramp.

MIDAMERICA SAFETY SOLUTIONS



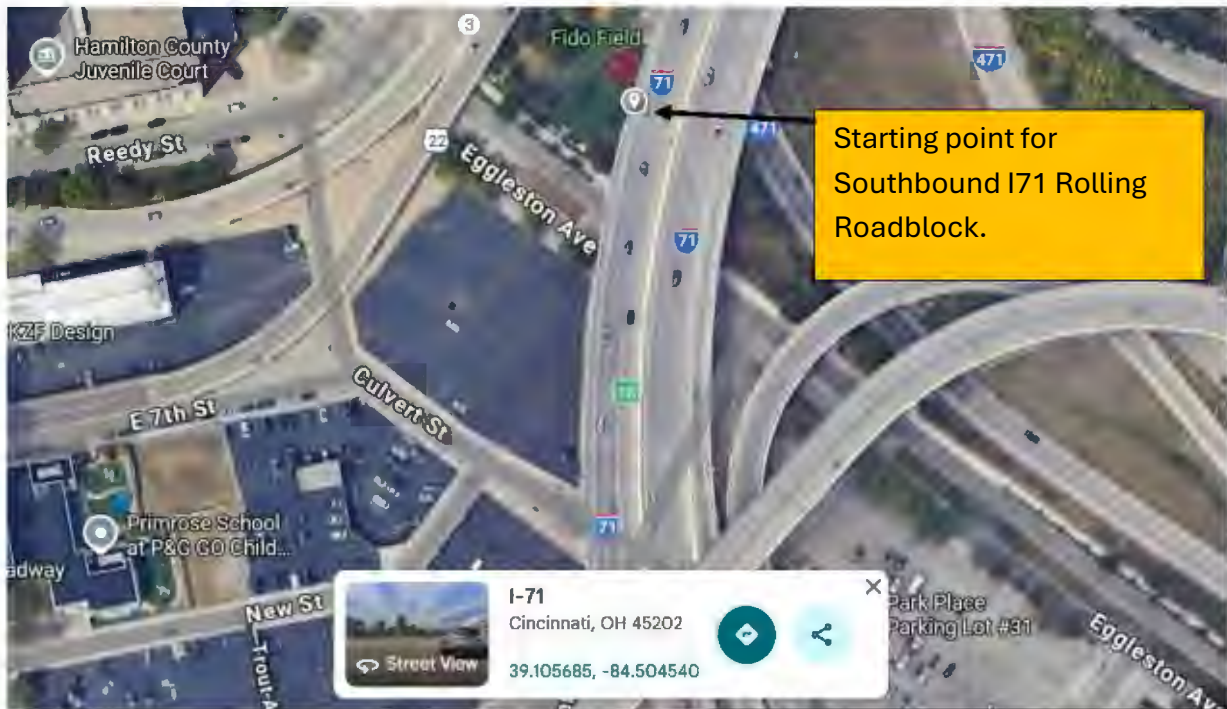
Entrance ramp to I 75 South closed as indicated in the satellite image above during the rolling roadblock operation. ROAD WORK AHEAD, BE PREPARED TO STOP, signs will be placed on the ramp.

MIDAMERICA SAFETY SOLUTIONS



Entrance ramp to I 75 South closed as indicated in the satellite image above during the rolling roadblock operation. ROAD WORK AHEAD, BE PREPARED TO STOP, signs will be placed on the ramp.

MIDAMERICA SAFETY SOLUTIONS



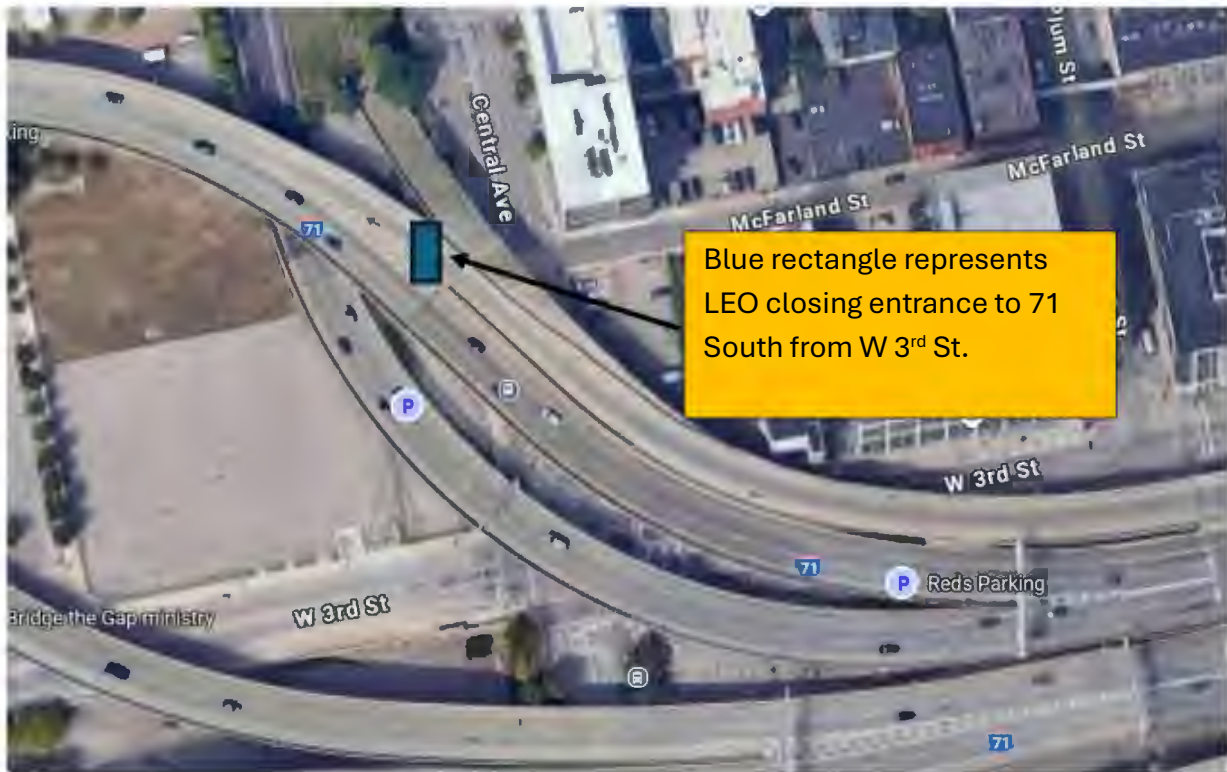
The Southbound rolling roadblock will be 3.06 miles north of the work zone. A pin has been dropped to show the beginning of the rolling roadblock. The white popup box at the bottom of the satellite image shows the coordinates where the rolling roadblock will begin. The first vehicle in line will be the chaser vehicle that will follow behind the last freely flowing vehicles pulling onto the shoulder near the work zone turning strobes on to signify the rolling roadblock has begun and it is safe to work in the Southbound lanes. The rolling roadblock will travel at 10mph taking up each lane which will provide the workers with 15-minute closures. $3.06 \text{ miles at } 10 \text{ mph} = 15 \text{ minutes of closure}$. A timer will be used once the chaser vehicle pulls onto the shoulder with lights flashing and the Roadblock will not exceed the 15- minute allowance. The last LEO vehicle will pull onto the shoulder where the rolling roadblock begins and stay there with lights flashing as additional advanced warning and to mind the queue.

MIDAMERICA SAFETY SOLUTIONS



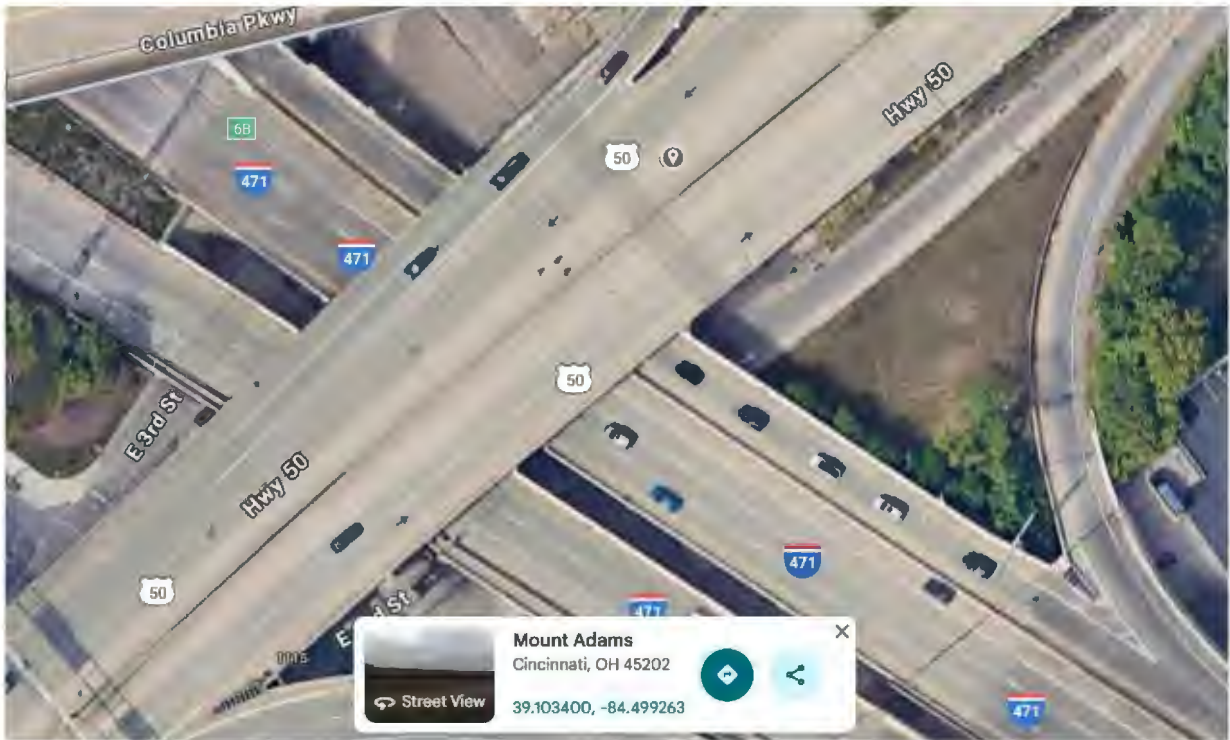
A portable changeable message board will be placed 1-mile North of the starting point of the Southbound rolling roadblock on the shoulder of I71. It will be delineated by traffic drums and will be in place 1 week in advance to warn motorists of the future closures and the dates they will occur. 15-MINUTE CLOSURES/ DATES & TIMES OF CLOSURE. The days of the closures the PCMS will read: ROAD WORK AHEAD / BE PREPARED TO STOP. The coordinates of the PCMS placement are shown in the satellite image above.

MIDAMERICA SAFETY SOLUTIONS



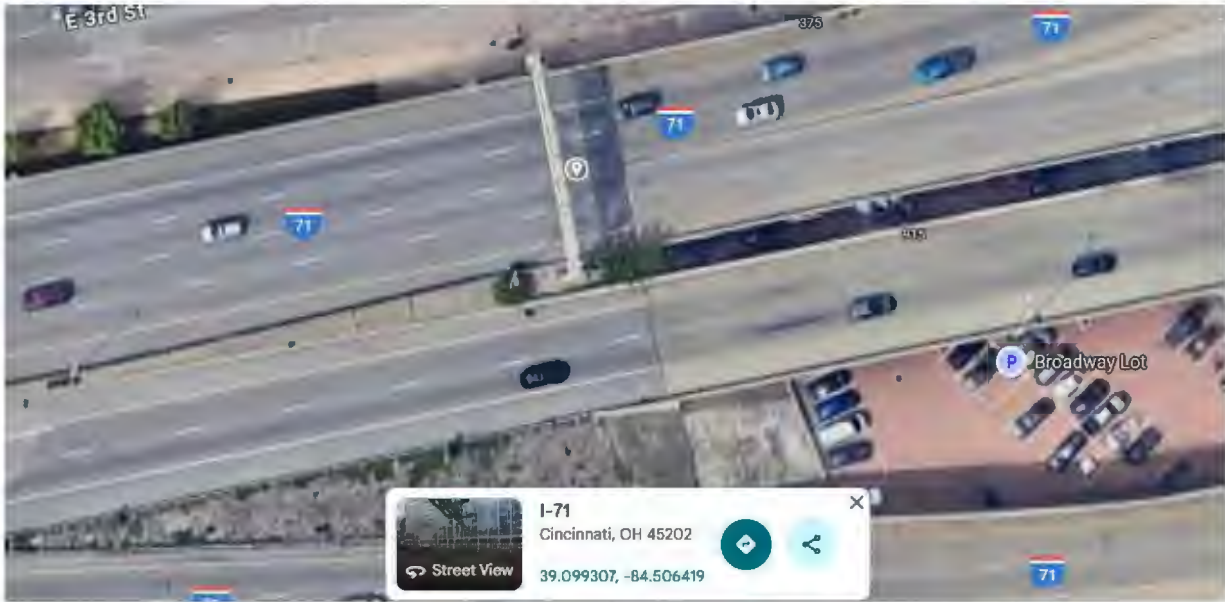
Entrance ramp to I 71 South closed as indicated in the satellite image above during the rolling roadblock operation. ROAD WORK AHEAD, BE PREPARED TO STOP, signs will be placed on the ramp.

MIDAMERICA SAFETY SOLUTIONS



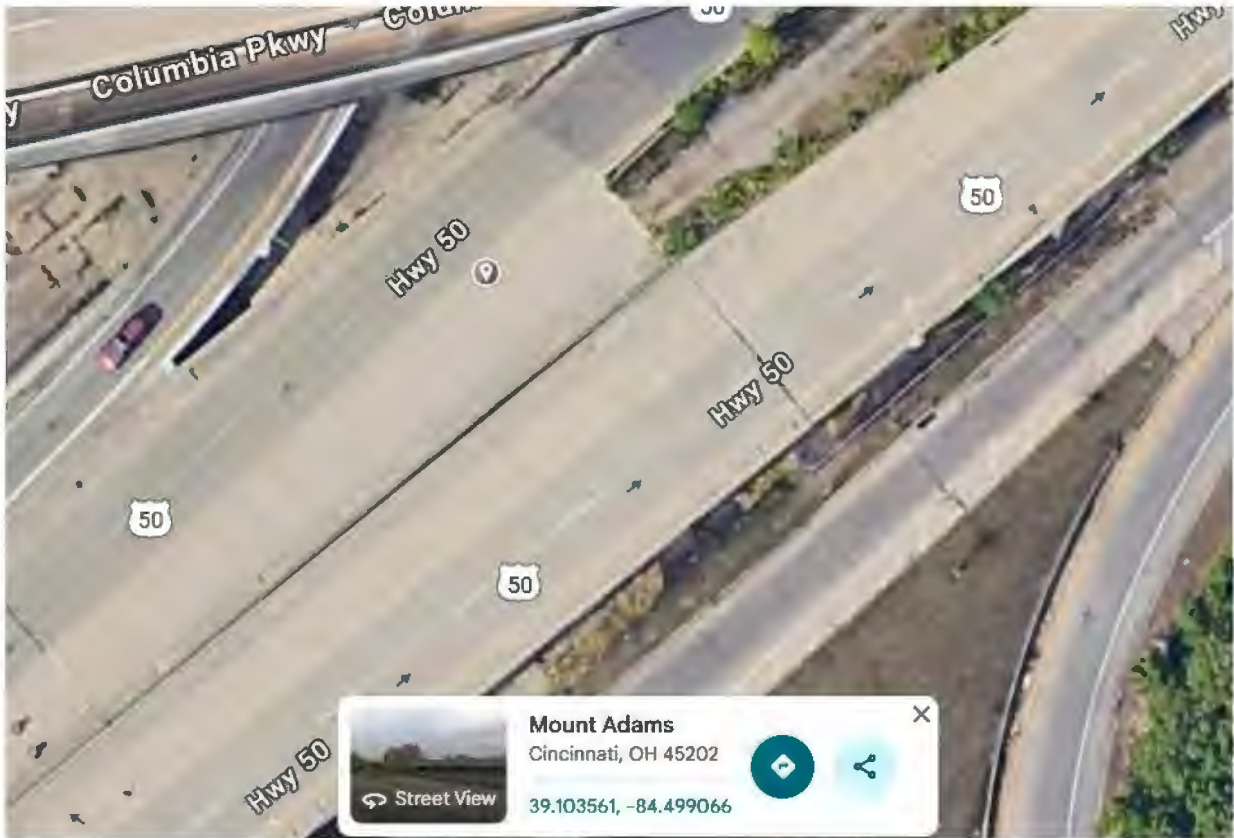
Hwy 50 has multiple lanes merging into I71 South approximately .5 miles south of the starting point of the southbound rolling roadblock. Because of this a 4th starting point for a rolling road block will be necessary. The starting point for the Hwy 50 rolling roadblock is shown above. The proximity to the entrance ramp from 471 to Hwy 50 that ramp will not need to be closed. The LEOs and Chaser can form their road block safely when a gap in traffic occurs. The LEOs leading this rolling roadblock will link up with the I71 South rolling roadblock at the gore to form a single rolling roadblock. The first vehicle in line will be the chaser vehicle that will follow behind the last freely flowing vehicles pulling onto the shoulder near the work zone turning strobes on to signify the rolling roadblock has begun and it is safe to work in the Southbound lanes. The rolling roadblock will travel at 10mph taking up each lane which will provide the workers with 15-minute closures. 3.06 miles at 10 mph = 15 minutes of closure. A timer will be used once the chaser vehicle pulls onto the shoulder with lights flashing and the Roadblock will not exceed the 15- minute allowance. The last LEO vehicle will pull onto the shoulder where the rolling roadblock begins and stay there with lights flashing as additional advanced warning and to mind the queue.

MIDAMERICA SAFETY SOLUTIONS



Shown here is the merge point of the I71 South rolling road block and the Hwy 50 rolling roadblock.

MIDAMERICA SAFETY SOLUTIONS



Near the starting point of the Hwy 50 Rolling roadblock a message board will be placed warning motorists of the rolling road block operation with the times and dates of the operation. On the night of the operation the message board will read Road Work Ahead Prepare To Stop. Advance Warning signs Road Work Ahead, Be Prepared To Stop and Be Prepared to Stop will be placed prior to the message board. We will do it this way because there isn't space on the shoulder of Hwy 50 prior to this location.

MIDAMERICA SAFETY SOLUTIONS



Signage will be placed on the ramp from I471 to Hwy 50. Advance Warning signs will be Road Work Ahead, Be Prepared To Stop, Be Prepared To Stop.

MIDAMERICA SAFETY SOLUTIONS



PACING DISTANCES, L (MILES)

Sp = 10 MPH			
Sp	T _w (MIN.) 5	T _w (MIN.) 10	T _w (MIN.) 15
70	L = 0.97	1.94	2.92
65	L = 0.98	1.97	2.95
60	L = 1.00	2.00	3.00
55	L = 1.02	2.04	3.06
50	L = 1.04	2.08	3.13

Sp = 15 MPH			
Sp	T _w (MIN.) 5	T _w (MIN.) 10	T _w (MIN.) 15
70	L = 1.59	3.18	4.77
65	L = 1.63	3.25	4.88
60	L = 1.67	3.33	5.00
55	L = 1.72	3.44	5.16
50	L = 1.79	3.57	5.36

Sp = 20 MPH			
Sp	T _w (MIN.) 5	T _w (MIN.) 10	T _w (MIN.) 15
70	L = 2.33	4.67	7.00
65	L = 2.44	4.81	7.22
60	L = 2.50	5.00	7.50
55	L = 2.62	5.24	7.86
50	L = 2.78	5.56	8.33

MIDAMERICA SAFETY SOLUTIONS

Table 5C-1. Recommended Advance Warning Sign Minimum Spacing

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)**	100 feet	100 feet	100 feet
Urban (high speed)	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

2 Way Radios	15
KY Law Enforcement	11
Contractor Vehicles	TBD
Advance Warning Signs	51
PCMS	4
Ohio Law Enforcement	16



KENTUCKY TRANSPORTATION CABINET
 Department of Highways
 DIVISION OF MAINTENANCE - PERMITS BRANCH

TC 99-211
 Rev. 12/2021
 Page 1 of 1

OVERHEAD UTILITY ENCROACHMENT DIAGRAM FOR FULLY CONTROLLED HIGHWAYS

County: _____

Minimum Clearance to Roadway: _____

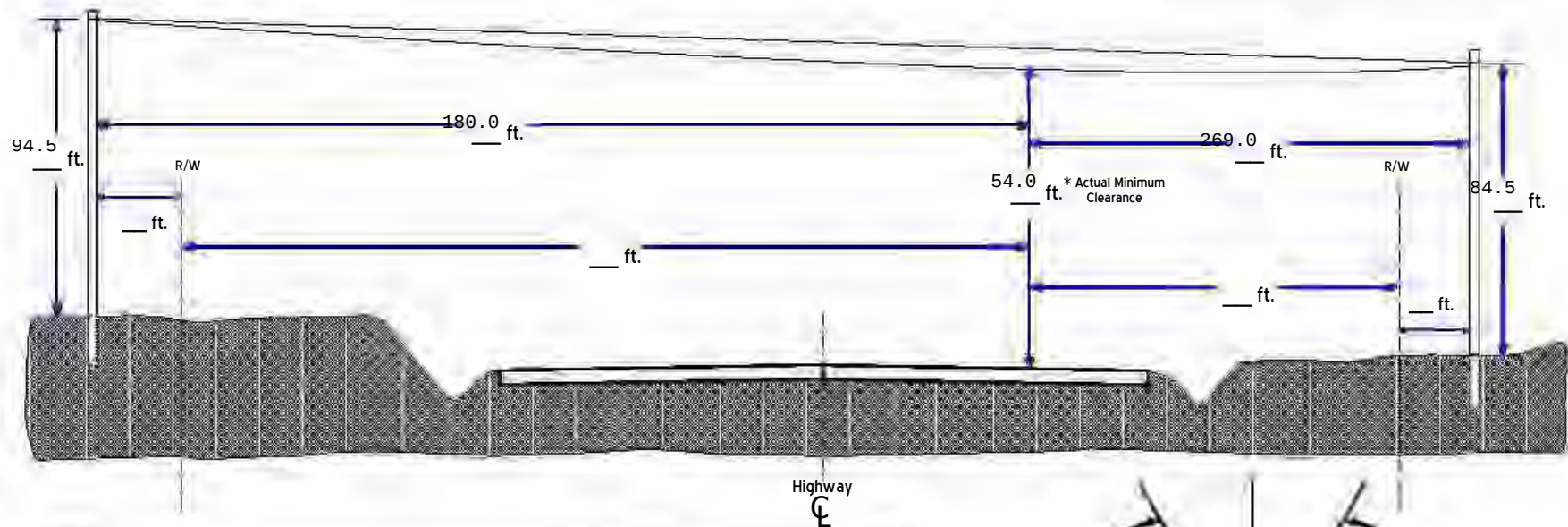
Highway Route: _____

Type of Utility Crossing: _____

Mile Point: _____

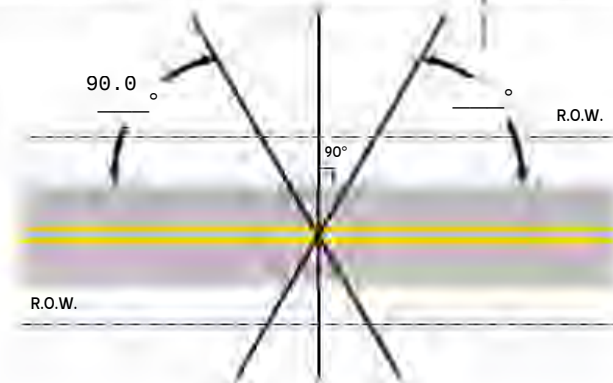
Voltage of Line: _____

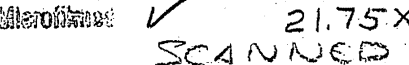
KYTC KEPT #:

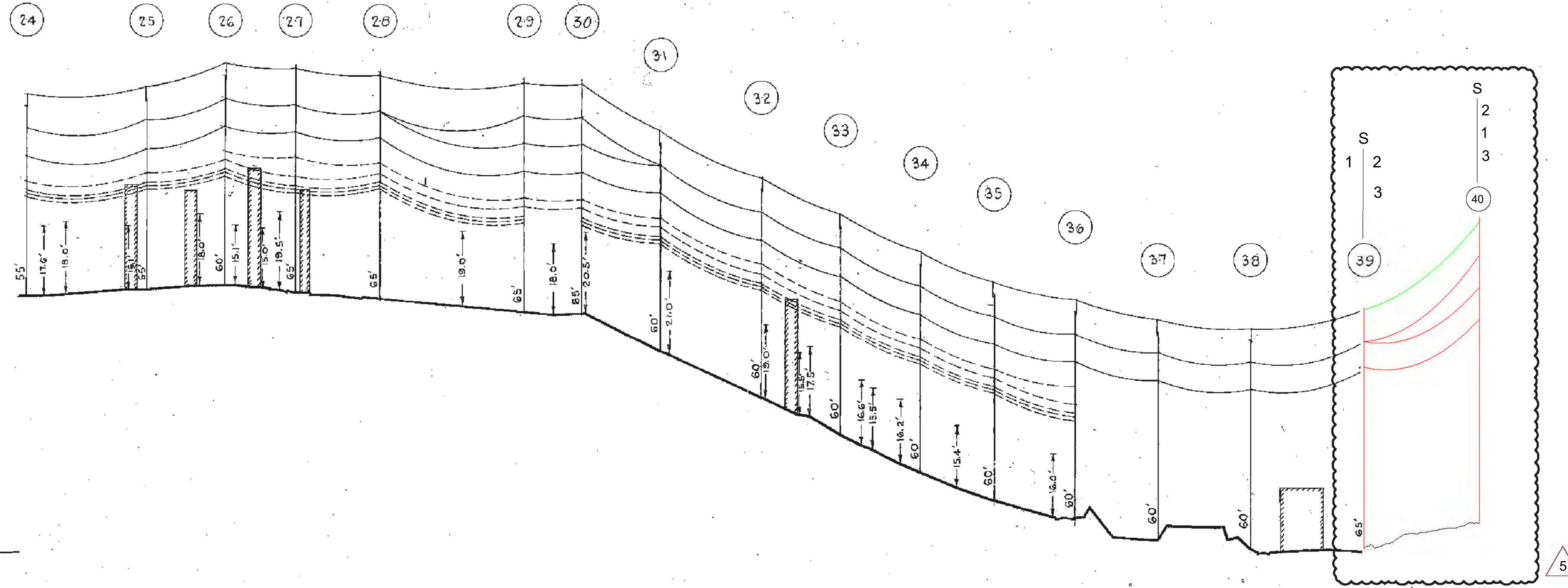


GENERAL NOTES - For Fully Controlled Access Highways:

- The vertical clearance of overhead utility lines crossing shall be a minimum of **24 feet** or greater per NESC guidelines or other applicable codes.
- The plans shall include a statement that the facility, as proposed, meets National Electrical Safety Code (NESC) Grade "B" - Heavy Loading standards and all Department permit requirements identified in the Kentucky Transportation Cabinet's Permits Manual policy PE-302, Utilities - "Installations on Fully Controlled Access Highways."





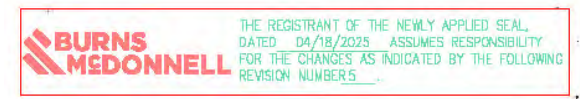
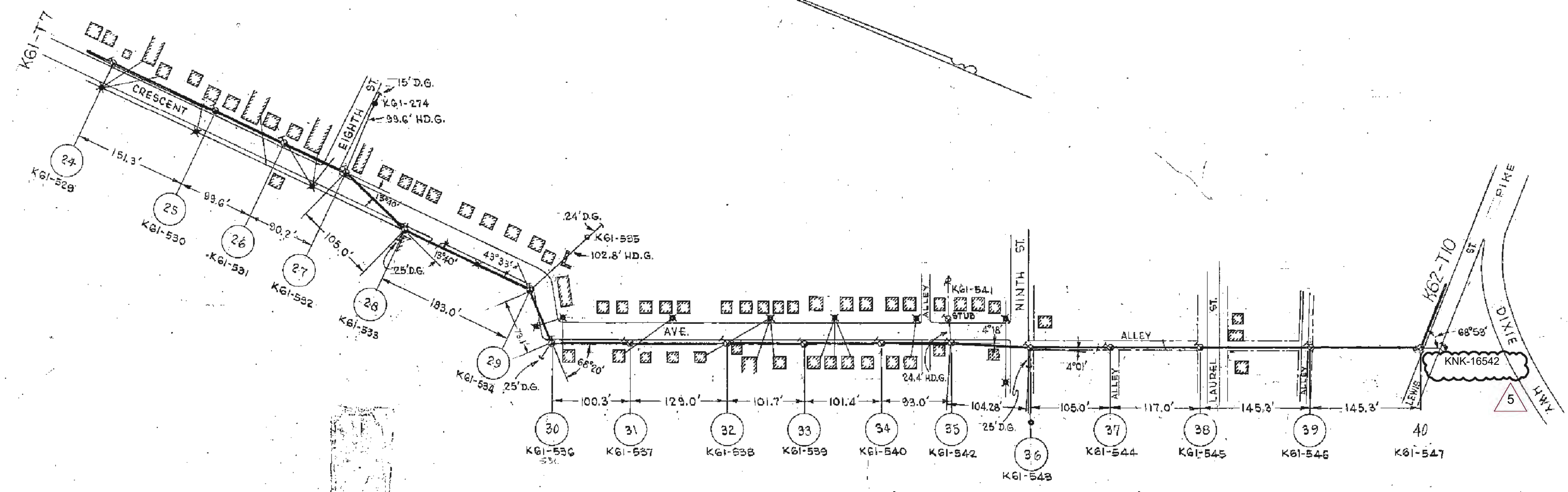
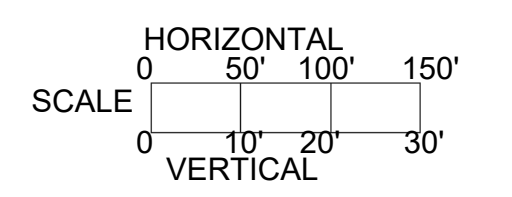


WIRE STRINGING DATA				
POLE No.	CONDUCTOR	SAG CHART	STATIC	SAG CHART
24-40	400MCM H.D.C.	51161	2 H.D.C.	50588

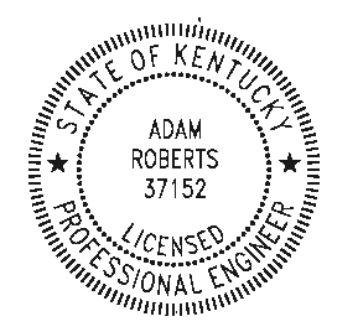
POLE No.	HEIGHT	CLASS	DEPTH OF FOUNDATION	STUB	CONCRETE ANCHORS	SINGLE GUY	DOUBLE GUY	RODS	POLE TOP CONTR.
24	55'								6030-2
25	55'								6030-2
26	60'								6030-2
27	65'								6032-2
K61-274	65'								6032-2
28	65'								6036-2
29	65'	6.0				3			6036-2
STUB	75'								6036-2
30	65'	6.0			2	4		2	6036-2
31	60'								6030-2
32	60'								6030-2
33	60'								6030-2
34	60'								6030-2
35	60'								6033
STUB	25'								6033
36	60'								6033
37	60'								6030-2
38	60'								6030-2
39	65'								6030-2

SEE NOTE
SEE NOTE

TOTAL DISTANCE - POLE 23 TO POLE 40 = 1824.28'



5	4/18/2025	REPLACING STR. 40 & STUB POLE
4	3-7-89	RELOC. LINES 40 TO 46 & PLACE ON DRG. K62-T10 - T. BIRKENHAUER
3	9-18-56	RELOC. POLES ON BULLOCK ST. <i>See 2nd sheet</i>
2	4-28-49	CHANGE STATIC <i>W/line</i>
1	4-22-49	AS PER FIELD CHECK <i>W/line</i>
NO.	DATE	REVISION
THE CINCINNATI GAS & ELECTRIC COMPANY ELECTRIC DISTRIBUTION DEPARTMENT		
69,000V CRESCENT AVE. & BULLOCK ST. COVINGTON, KY.		
DRAWN	3-29-49	
CHECKED		
CHECKED		
APPROVED		
APPROVED		
SCALE	TRACING	BLUE PRINT
W. O.		
FEEDER	1064	
JOB NO.		
DRG.	K61-T4	



CONSTRUCTION PRINT FOR
W. O.
FEEDER 1064
JOB NO.

21.75X

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-002

REQUEST:

Refer to Duke Energy Ohio's response to Siting Board Staff's First Request for Information (Staff's First Request), Item 10. Provide whether the route of the proposed lines could change depending on Duke Energy Ohio's ability or inability to secure agreements, leases, or easements with the current anticipated parcel owners.

RESPONSE:

Duke Energy Ohio's priority is to find a mutually agreeable solution across all properties for the preferred route. In the event that acquiring easements along the preferred route is not possible, and assuming legal remedies are not possible, we would look for an alternative route that balances the competing interests of constructing a reliable system at the lowest possible cost with the least impact to customers.

PERSON RESPONSIBLE: Fred Trammel

Duke Energy Ohio
Case No. 2025-00228
SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-003

REQUEST:

Refer to Staff's First Request, Item 5. Provide the parcel owner of identification number 60. As part of the response, provide all communication that has occurred with that parcel owner regarding the project.

RESPONSE:

The parcel owner of identification number 60 is "Miscellaneous Land LLC." Duke Energy Ohio first sent a letter to this property owner on July 28, 2024, announcing the project and inviting them to a public open house. Additional postcard open house invitation reminders were mailed on August 14, 2024. Duke Energy Ohio and the property developer met on May 15, 2025, as outlined in Exhibit 10 of the Application. The discussion was centered around how the potential transmission lines would impact on the property and how the lines could co-exist with any future developments on the property.

Duke Energy Ohio then sent a letter to this property owner on June 23, 2025, announcing the preferred routes for the project. Another follow up meeting was held with the developer on August 18, 2025, as outlined in Exhibit 10 of the Application, to discuss the preferred routes which do not directly cross this parcel.

PERSON RESPONSIBLE: John Hurd

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-004

REQUEST:

Provide a list of the road permits and the issuer of the permits that are necessary for the project. This should include permits for working in or around public rights of way as well as transportation of materials.

RESPONSE:

Although the line has not yet been engineered, it is assumed we will need road permits from KYTC (for any state controlled/owned roads that are impacted), and potentially Boone County (for county roads that are impacted) and the City of Florence, KY (for any city roads that are impacted). Depending on the project needs these would be either for single lane closures or up to and including full road closures with associated detours or rolling roadblocks.

PERSON RESPONSIBLE: John Rogers

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-005

REQUEST:

Provide a map showing the location of laydown areas for the project.

RESPONSE:

The Company has tentatively identified the proposed Turfway Substation site as that laydown yard. The future Turfway substation property is shown on many of the exhibits in the Application as well as in Exhibit 2, Route Selection Study.

PERSON RESPONSIBLE: Betsy Ewoldt

Duke Energy Ohio
Case No. 2025-00228
SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-006

REQUEST:

Refer to Staff's First Request, Item 19. Explain why all Western line routes that cross or follow Turfway Road are not available or feasible for the project.

RESPONSE:

Based on the comprehensive quantitative and qualitative evaluation of all alternative routes, outlined in the Route Selection Study (Exhibit 2 of the Application), western alternative routes that follow Turfway Road were not selected as a preferred route. The Kentucky Transportation Cabinet (KYTC) is proposing the I-75/275 Interchange Project to improve and modify traffic patterns along Turfway Road, Thoroughbred Boulevard, I-75/71 and the I-275 interchange. Figure 4 in the Route Selection Study (Exhibit 2 of the Application) shows the approximate extent of the I-75/275 Interchange Project; the area is assumed to be a constraint due to the unknown limits of final construction plans. Turfway Road and Thoroughbred Blvd are proposed to become one-way roads. Alternative routes that follow Turfway Road may conflict with the road widening and ramp reconfiguration plans. Any road widening, reconfiguration, or flyover on-ramp construction would potentially require poles to be relocated in the future if constructed in the area of Turfway Road.

Additionally, throughout the public engagement process, there was an overall preference to avoid the central business corridor along Turfway Road from stakeholders and the public. Local elected officials discussed upcoming development plans in the study

area, including a beautification effort underway along Turfway Road from the I-71/75 interchange. Feedback from the local elected officials indicated that a transmission line along Turfway Road would be counter to beautification efforts.

Therefore, alternative routes that follow Turfway Road were of major concern because they impacted the central business corridor in the study area, local beautification efforts, and the I-75/275 Interchange Project.

KYTC Website where the road plans can be viewed:

<https://www.75275interchange.org/projectupdates>
<https://www.75275interchange.org/>
<https://www.75275interchange.org/alternatives>

PERSON RESPONSIBLE: Betsy Ewoldt

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-007

REQUEST:

Refer to Staff's First Request, Item 24. Provide a narrative description of how Duke Energy Ohio will deliver the transmission poles to the project site.

RESPONSE:

The poles will be delivered in bulk to an identified laydown yard. Duke Energy Ohio has tentatively identified the proposed Turfway Substation site as that laydown yard. In advance of the need for the poles at specific locations, a delivery schedule would be created to deliver each pole to its planned location. If the proposed route is not approved, and overall laydown location could be changed to a preferred location.

PERSON RESPONSIBLE: Fred Trammel

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-008

REQUEST:

Provide the specifications that would require Duke Energy Ohio to secure an oversize delivery permit.

RESPONSE:

The delivery of our poles would be managed in a way that would never require an oversize delivery permit.

PERSON RESPONSIBLE: Fred Trammel

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-009

REQUEST:

Describe the feasibility of the project should the Applied Industrial Technologies, Inc.'s property be, hypothetically, unavailable for use.

RESPONSE:

Duke Energy Ohio's priority is to find a mutually agreeable solution across the AIT property for the preferred route. In the event that acquiring easements along the preferred route is not possible, and assuming legal remedies are not possible, we would look for an alternative route that balances the competing interests of constructing a reliable system at the lowest possible cost with the least impact to customers.

PERSON RESPONSIBLE: Betsy Ewoldt

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-010

REQUEST:

Provide any sketches of the proposed transmission line structures.

RESPONSE:

All proposed structure sketches were included in the Application, Confidential Exhibit 7, which is a confidential exhibit.

PERSON RESPONSIBLE: John Rogers

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-011

REQUEST:

Confirm that the proposed transmission line will comply with American Society for Testing and Materials (ASTM) and American Society of Civil Engineers (ASCE) standards. If not confirmed, explain why not.

RESPONSE:

Although the line has not yet been engineered, it will be designed to fully comply with all applicable ASTM and ASCE standards.

PERSON RESPONSIBLE: John Rogers

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-012

REQUEST:

Identify the entity that will be responsible for maintaining vegetative clearing for the right-of-way (ROW) for the life of the project and provide any vegetation management plan for the proposed transmission line route.

RESPONSE:

Duke Energy Ohio would engage a Vegetation vendor to clear the ROW during the project. We will plan to remove any vegetation that is an incompatible species, any compatible species that poses an access issue within the easement and any potential danger trees along the route.

PERSON RESPONSIBLE: Fred Trammel

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-013

REQUEST:

Provide any communication that has occurred with the Kentucky Transportation Cabinet and the Boone County Road department regarding the proposed transmission line.

RESPONSE:

Duke Energy Ohio met with representatives from the Kentucky Transportation Cabinet (KYTC) District 6 on July 1, 2024. In this meeting, we explained the need to build the two new transmission lines to the substation site, an overview of the route selection study process, the overall project schedule, and presented them with the alternative routes for their feedback and potential concerns.

KYTC shared with us an overview of future road improvement projects that were planned in the area. These road improvement projects included the widening of Donaldson Road that was under construction, a future widening of Turfway road, an expansion of the I71/75 corridor, new interchanges between I71/75, Turfway Rd., and Thoroughbred Rd, as well converting portions of Turfway and Thoroughbred Roads to one-way traffic.

Please see the response to SITING BOARD STAFF-DR-01-046 for any communication with the Boone County Road Department.

PERSON RESPONSIBLE: John Hurd

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-014

REQUEST:

Provide a map showing the proposed transmission line route and all existing transmission lines, with the owner(s) of the lines identified, that cross the proposed line or fall within 2,000 feet of the proposed ROW.

RESPONSE:

Please see SITING BOARD STAFF-DR-02-014 Attachments 1 and 2. The only existing transmission lines within 2,000 feet of the proposed ROW for Route BG and Route EK is the Duke Energy Ohio owned 23984 circuit shown on Exhibit 3 in the Application. The 23984 circuit is a 138 kV voltage transmission line and has a 100-foot ROW easement. There are no additional setbacks from the 100-foot ROW for this transmission line.

PERSON RESPONSIBLE: Betsy Ewoldt





Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-015

REQUEST:

Provide a map showing all proposed access points to the proposed transmission line route.

RESPONSE:

At this point, proposed access points are unknown. After preliminary design is completed, our Real Estate team will approach landowners for easement requests as well as access requests.

PERSON RESPONSIBLE: Fred Trammel

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-016

REQUEST:

If not provided in response to Item 14, provide the owner, voltage, ROW, and setbacks for all existing transmission lines that cross or fall within the proposed transmission line ROW.

RESPONSE:

Please see response to SITING BOARD STAFF-DR-02-014.

PERSON RESPONSIBLE: Betsy Ewoldt

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-017

REQUEST:

Explain whether the entire proposed ROW route will be cleared of vegetation prior to any construction or if it will be cleared while the line is constructed.

RESPONSE:

Vegetation would need to be cleared from the proposed ROW prior to construction start to allow for our vehicles and equipment to traverse the ROW.

PERSON RESPONSIBLE: Fred Trammel

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-018

REQUEST:

Provide all communication that has occurred with owners of transmission lines that cross or fall within the proposed transmission line ROW.

RESPONSE:

There are no known transmission lines that cross or fall within the proposed transmission line ROW.

PERSON RESPONSIBLE: John Hurd

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-019

REQUEST:

Provide a list of all roads that will be used during the construction phase of the project. Include in the response: number of lanes, road width, weight limit, average daily traffic volume, and a map showing the proposed roads in relation to the transmission line.

RESPONSE:

The roads the Company would cross during construction for the proposed route would be: Turfway Rd., Spiral Dr., Houston Rd., Meijer Dr., and I-75. Most of the construction would be conducted in private easements that would be negotiated. No traffic studies have been carried out at this time, and the Company is not expecting any oversize load deliveries for the transmission line equipment.

PERSON RESPONSIBLE: Fred Trammel

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-020

REQUEST:

Explain whether vegetative clearing will be required for access to the proposed transmission line.

RESPONSE:

Depending on the final approved route, access to the easement corridor would be negotiated with property owners as a part of the overall easement negotiations. Within this negotiated access there could be a need for vegetation clearing for vehicle and equipment access.

PERSON RESPONSIBLE: Fred Trammel

Duke Energy Ohio
Case No. 2025-00228
SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-021

REQUEST:

Confirm if any structures will be demolished during the construction phase of the project. If confirmed, provide narrative description of the structures and a map identifying the structures' location(s).

RESPONSE:

Refer to Exhibit 3 in the Application. All the transmission wires will be removed along the red line between the points where routes EK and routes BG intersect the existing line titled "Duke Energy Circuit 23984." The poles would not be completely removed because distribution lines exist on all of these structures so only the top transmission wires would be removed and the excess part of the pole at the top would be cut off.

There are no additional structures located within the preferred route ROW. In this instance, types of structures identified do not include any existing signage, lighting, etc. because an analysis has not yet been conducted given the route is not yet approved. Some signage and lighting may be allowed to stay based on height, material, and location of the "structures."

PERSON RESPONSIBLE: John Rogers

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-022

REQUEST:

Provide the distances between the poles along the ROW.

RESPONSE:

Although the line has not yet been engineered, it is expected that the poles will be anywhere from 100 feet apart to 600 feet apart. This is dependent on height restrictions, pole location restrictions and angles locations required to follow the route.

PERSON RESPONSIBLE: John Rogers

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-023

REQUEST:

Provide the height(s) of the poles.

RESPONSE:

The transmission engineering design anticipates a transmission pole height above ground between 50 and 105 feet, pending final design.

PERSON RESPONSIBLE: John Rogers

Duke Energy Ohio
Case No. 2025-00228

SITING BOARD STAFF's Second Request for Information
Date Received: November 7, 2025

SITING BOARD STAFF-DR-02-024

REQUEST:

Explain whether the proposed route is the final route or could it be potentially adjusted.

RESPONSE:

The proposed route could be potentially adjusted on each landowner's property if concerns or unforeseen circumstances cause the impacts of the route to be impractical.

PERSON RESPONSIBLE: Betsy Ewoldt