

Kentucky Power Company
KPSC Case No. 2025-00346
Commission Staff's Second Set of Data Requests
Dated February 13, 2026

DATA REQUEST

KPSC 2_1 Refer to Kentucky Power's response to Commission Staff's First Request for Information (Staff's First Request), Item 1 and Item 2, KPCO_R_KPSC_1_2_Attachment1. Refer also to Kentucky Power's Application at page 6, paragraphs 18-20.

- a. The responses are incomplete. Mandatory completion differs from the prioritization of, or the timing for, a project. In Attachment 1, there are eight baseline projects listed for completion in 2025, ten for 2026, and 110 Supplemental projects with no completion date. Explain how Kentucky Power prioritizes the order in which to complete both baseline and supplemental projects approved through the PJM Interconnection, LLC (PJM) Regional Transmission Expansion Plan (RTEP) process.
- b. Explain whether PJM supplemental projects, once approved by PJM, are mandatory for the utility to complete.

RESPONSE

- a. Kentucky Power prioritizes baseline projects in the order of their PJM-mandated in-service dates and based on the project's scope of work. For example, smaller scope projects may be completed faster than larger scope projects. Supplemental projects are prioritized based on need and based on the project's scope of work. Kentucky Power does not employ firm prioritization rules and instead considers the individual circumstances of each project, which ultimately can provide flexibility and/or efficiencies, to the benefit of customers.
- b. As a threshold matter, PJM does not approve supplemental projects and does not mandate that supplemental projects be completed. However, PJM does track and anticipate the completion of supplemental projects, which is utilized by PJM for planning purposes.

Witness: Jasmine L. Moore

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KPSC 2_2 Refer to Kentucky Power's response to Staff's First Request, Item 2
KPCO_R_KPSC_1_2_Attachment1.

a. Of the baseline and supplemental projects listed, explain if all the projects with a Required Date in Column G for the years 2024 and 2025 were completed.

b. Explain whether Kentucky Power anticipates completing all the baseline and supplemental projects listed as required for 2026.

RESPONSE

a-b. As discussed in response to KPSC 2-1(b) PJM does not mandate that supplemental projects be completed; therefore, supplemental projects do not have a required date for completion. Please see KPCO_R_KPSC_2_2_Attachment1 Column H for a list of actual and forecasted completion dates for 2024, 2025, and 2026 baseline projects contained in Column G of KPCO_R_KPSC_1_2_Attachment1.

Witness: Jasmine L. Moore

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- KPSC 2_3** Refer to Kentucky Power's response to Staff's First Request, Item 6. Explain why this project's terrain is unique enough to warrant a different evaluation approach than in some past Kentucky Power applications for a Certificate of Public Convenience and Necessity.

RESPONSE

As an initial matter, this Project's terrain is not necessarily unique from terrain involved in other past CPCN applications. As the Company stated in its response to KPSC 1_8, Kentucky Power has used the same siting methodology used in this Application in eight previous transmission CPCN cases since at least 2007. Kentucky Power is not aware of any other transmission CPCNs that did not use the same siting methodology as this Application, or that instead used the EPRI model.

Notwithstanding, the terrain in the study area is uniformly undeveloped and mountainous. Therefore, the EPRI model would fail to adequately distinguish between alternative routes of similar terrain. Kentucky Power has consistently used a multi-step methodology to identify and evaluate potential transmission line routes. This methodology included efforts at various points in the process to identify constraints and opportunities, to identify and address stakeholder and landowner concerns, and to coordinate with local officials. These traditional methodologies are industry accepted, robust, tested and defensible, and the resulting alternative routes are buildable and efficient while avoiding or minimizing impacts on environmental resources and residents of the surrounding areas. This methodology also has been used successfully on multiple other state-approved AEP projects in Virginia, West Virginia, and Ohio. Kentucky Power has not historically used the EPRI model.

Witness: Anastacia Santos

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KPSC 2_4 Refer to Kentucky Power's response to Staff's First Request, Items 9 and 11. Based upon those two responses, provide the expense related to removal of those structures related to this project.

RESPONSE

The Company is reviewing these presumed habitable structures to determine if removal is necessary, and therefore has not yet determined whether removal is necessary. However, as discussed in the Company's response to KPSC 1_30(c), the cost estimates provided include amounts for risk contingency, which would encompass potential costs to remove such encroachments.

Witness: Tanner S. Wolfram

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KPSC 2_5 Refer to Kentucky Power's response to Staff's First Request, Item 15. The second part of that request was not addressed in the response. Explain how, by segment, the American Electric Power (AEP) Clearance Requirements were applied in this proposed project.

RESPONSE

All spans for this Project were designed to meet AEP Clearance Requirements. AEP uses a program called PLS-CADD, which includes structure and survey data, to design the line so that those clearance requirements are met. AEPSC and Kentucky Power used that program to design the line and develop the Project as described in the Application.

Witness: Jeffrey S. Woody

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- KPSC 2_6** Refer to Kentucky Power's response to Staff's First Request, Item 27.
- a. Explain when Kentucky Power will make a determination regarding whether to maintain or relinquish its rights with respect to existing right-of-way (ROW).
 - b. Explain what criteria Kentucky Power considers when making a determination regarding whether to maintain or relinquish its rights to existing ROW.
 - c. Explain the advantages and disadvantages of maintaining the existing ROW.
 - d. Explain the advantages and disadvantages of relinquishing the existing ROW.
 - e. If Kentucky Power maintains the existing ROW, explain if the ROW will still be cleared and maintained.
 - f. If Kentucky Power maintains the existing ROW, explain the purpose of Kentucky Power choosing to maintain the existing ROW and how it will be utilized.
 - g. If Kentucky Power chooses to relinquish the existing ROW, explain whether Kentucky Power plans to return the existing ROW to its natural state and explain any steps Kentucky Power would take to facilitate returning the existing ROW to its natural state.

RESPONSE

- a. There is no set timeline for when Kentucky Power will make a determination regarding whether to maintain or relinquish its rights with respect to existing ROW. Nonetheless, the Company typically does not release the ROW, but such determinations are made on a case-by-case basis.
- b. The release criteria will depend on a multitude of factors including but not limited to maintenance cost, future use plans, access roads for other lines, landowner request, environmental impact, and community impacts.

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c. The main advantage to maintaining the existing ROW is for it to be available for future infrastructure use. For example, if the Company knows the existing ROW may be used for future transmission or distribution work, maintaining those existing ROWs would reduce the costs as compared to a new greenfield project or having to reacquire ROW. The main disadvantage in maintaining the existing ROW is the cost of maintaining ROW. However, as explained in subpart (e), if there is no utility infrastructure in the ROW, the Company's practice would be to not maintain that ROW so those costs would be minimal.

d. The main advantage of relinquishing the right-of-way is to remove an encumbrance on the existing property, which can result in a positive customer experience. The main disadvantage is that the Company would reduce its access to those areas for future use, which is especially true for the ROW that allows Company employees to access hard to reach areas. Please also see the Company's response to subparts (b) and (c).

e. If there is no utility infrastructure in the ROW, the practice would be to allow vegetation to grow back freely, as described in the Company's response to subpart (g).

f. Kentucky Power could choose to maintain an existing ROW after a removal if that ROW corridor has future plans and/or gives the Company access rights of ingress and egress to other areas where other transmission or distribution lines are present.

g. Any steps necessary to return the existing ROW to its natural state is a case-by-case determination. That said, in many areas of the Kentucky Power service territory, if the Company does not maintain the ROW because there is no utility infrastructure, the ROW will naturally return to the vegetation characteristics of the neighboring woodlots over time.

Witness: Tanner S. Wolfram

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DATA REQUEST

KPSC 2_7 Refer to Kentucky Power's Application, page 5, paragraphs 14-16, and Exhibit 10. Also refer to the Direct Testimony of Jasmine L. Moore (Moore Direct Testimony), page 3, lines 9-20, and page 4, lines 1-2.

- a. Provide more detail regarding the current physical deterioration and damage that exists on the Prestonsburg-Thelma 46kV circuit.
- b. Provide photographic evidence that demonstrates the current physical deterioration and damage that exists on the Prestonsburg-Thelma 46kV circuit.

RESPONSE

a. The current metrics indicate that this line now has ~80% of the structures with open structural deterioration conditions. Please see KPCO_R_KPSC_2_7_Attachment1 for a list of the 182 current open A2, A3, and B conditions, and KPCO_R_KPSC_2_7_Attachment2, which includes a summary of the internal assessment performed by the Transmission Asset Performance & Renewal team along with Transmission Field Services and Transmission engineering personnel for the Prestonsburg-Thelma 46 kV circuit in November 2020.

b. Please see KPCO_R_KPSC_2_7_Attachment3. Please note these images were taken in July, 2020.

Witness: Jasmine L. Moore

Source: [Prestonsburg - Thelma 69kV Line.pdf](#) (November 2020)

Structural Deterioration of Wood Poles, Cross Arms and Braces

Most of the wood poles—original to 1965 and now over 60 years old—show significant structural deterioration. Common issues include top and ground line rot, heavy weathering, vertical splits, bowing/leaning, insect damage, and extensive woodpecker holes, sometimes up to eight on a single pole.

Documentation from late 2020 indicated there were 35 structures with at least one open structural condition, which relates to 36% of the structures on the line. There were 101 open structural conditions affecting poles, crossarms, and braces including rot, woodpecker holes, bowed, broken, burnt, leaning in-line, insect damage, loose, and split conditions.

Examples from Field Photos:

- **K346-28:** upper pole decay
- **K346-30:** pole-top rot
- **K346-37:** vertical splitting and decay
- **K346-63:** splitting at guy attachment
- **K346-66:** rot and woodpecker holes

Corroded Hardware

Hardware throughout the line shows widespread corrosion, including rusted bolts, corroded brackets, degraded guying hardware, and instances of burnt insulators. These conditions further weaken already aging structures and compromise the reliability of critical connections. Documented structures with notable hardware deterioration include K346-28, K346-30, K346-37, K346-64, and K346-66.

Conductor and Shield Wire Age Related Deterioration

Since the line was originally constructed in 1965, key components have reached or are approaching end-of-life thresholds. The engineering analysis completed in late 2020 states “the 336.4 ACSR Oriole conductor has reached 100% of its useful life, the shield wire is at 76% of its probability-of-failure (POF) age, and the insulators are at 63% of their POF life.”

Insulator Damage and Flashover Events

Multiple structures show evidence of insulator flashovers, indicating reduced insulation strength, contamination, and inadequate clearances inherent to the original 1960s-era design. Specific issues observed in the field include a broken insulator bell and repeated flashover markings across several structures. The line also continues to use porcelain bells that no longer meet AEP’s minimum leakage distance requirements.

Examples:

- **K346-37: broken insulator bell**
- **K346-28, 30, 37, 63, 66: repeated flashover markings**

ROW Risks

Encroachments

Multiple building and excavation encroachments were identified along the line. Approximately 20–30 residential homes, sheds, outbuildings, and horse-track staging areas appear to be located within the right-of-way.

Terrain Issues

Access challenges are present across many spans, including poor or limited access routes, mountainous terrain, and areas previously affected by landslides. One location has already relocated due to a recent slide.

Vegetation

There are 21 open forestry conditions along the corridor, including dead or hazard trees, brush requiring clearance, and vines growing into structures.

Update on Structural Deterioration (02/20/2026):

Structure 63 has been retired. Structures 66, 87, and 88 were replaced in 2019.

Today, there are 78 structures with open structural conditions documented (more than twice the number in 2020). There are 182 open structural conditions affecting poles, crossarms, and braces. This is approximately 80% of the structures on the line with open structural conditions. These matters and others documented in the 2020 summary pose significant risks to sustained performance of this line.



Captured Date: 07/01/2020

Prestonsburg – Thelma 46 kV Circuit FCAT Pictures

- Structure K346-28
 - Rot Top
 - Flashover-Arcing Damage to Insulator
 - Rot Heart



BOUNDLESS ENERGYSM



Prestonsburg – Thelma 46 kV Circuit FCAT Pictures

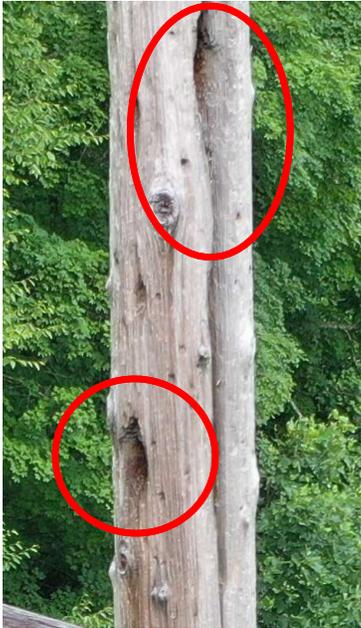
- Structure K346-30
 - Rot Top
 - Flashover-Arcing Damage to Insulators (see circled areas)
 - Rusted Hardware





Prestonsburg – Thelma 46 kV Circuit FCAT Pictures

- Structure K346-37
 - Vertical Pole Splitting & Decay (left and right images)
 - Pole Cavities
 - Flashover-Arcing Damage to both Insulators
 - One Broken Insulator Bell (third insulator image shows it best)
 - Rusted Hardware





Prestonsburg – Thelma 46 kV Circuit FCAT Pictures

- Structure K346-38
 - Rot Top
 - Jumper Attachment Disconnected from Post Insulator (see it is hanging in an open position in far-right image)
 - Flashover Arcing Damage on Insulator (third image)



BOUNDLESS ENERGYSM



Prestonsburg – Thelma 46 kV Circuit FCAT Pictures

- Structure K346-39
 - Rot Top
 - Vertical Pole Splitting
 - Pole Cavities
 - Rusted Hardware
 - Flashover Arcing Damage on Insulator



BOUNDLESS ENERGYSM

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DATA REQUEST

- KPSC 2_8** Refer to Kentucky Power's Application, Exhibit 7, Section 3.2, and Kentucky Power's response to Staff's First Request, Item 9.
- a. Explain whether Kentucky Power actively monitors its existing ROW to ensure the boundaries of the ROW are respected and maintained.
 - b. Provide any Kentucky Power policies, procedures, or guidance for monitoring its existing ROW and ensuring its boundaries are not encroached upon.
 - c. Describe Kentucky Power's process regarding what happens if an encroachment on Kentucky Power's ROW is discovered and how Kentucky Power addresses an encroachment discovered on its ROW.

RESPONSE

- a. Kentucky Power regularly and actively monitors its ROW to ensure boundaries of the ROW are respected and maintained. Kentucky Power takes necessary actions in the event that an encroachment is identified and represents an immediate safety risk or violation of the National Electrical Safety Code ("NESC"),
- b. Please see KPCO_R_KPSC_2_8_Attachment1 and KPCO_R_KPSC_2_8_Attachment2.
- c. The type and location of encroachment would determine the Company's response and, as such, the Company handles these interactions on a case-by-case basis. In all instances, the Company will evaluate whether the encroachment poses a risk to the Company's systems and public safety, and if, based on that assessment, the encroachment needs to be removed. If the encroachment needs to be removed, the Company would work with the land or property owner to determine the appropriate course of action consistent with the Company's response to KPSC 1-9.

Witness: Tanner S. Wolffram

**AEP Transmission - Kentucky
Overhead Periodic Inspection Program
October 27, 2021**

The following program is for transmission and sub-transmission line assets, located within the State of Kentucky, with voltages ranging from 34.5kV to 765kV.

Inspection and maintenance of AEP's transmission and sub-transmission system assures that the lines provide optimum service and reliability to our customers. Periodic line inspections allow T-Line personnel to observe and report the present physical condition of the transmission line and right-of-way. AEP's transmission inspection program ensures that each transmission line inspection is performed in a uniform and consistent manner so that a fair evaluation is given to each transmission line throughout the entire AEP Transmission System.

Inspections of all types provide information on the general condition of the transmission system, in addition to indicating equipment or areas requiring immediate corrective action. Items found during routine inspection that appear to require urgent attention are scheduled as soon as possible for repair. Inspections can also reveal certain trends, such as increasing structure or hardware deterioration, which allows for future planning, budgeting and scheduling of resources to remedy the situation. Inspections, combined with follow-up corrective maintenance, provide a safe environment for the public and company personnel and maintain system reliability.

Routine Aerial Inspection

Routine aerial inspections of the transmission lines are performed at intervals not to exceed six (6) months. These patrols are used to identify potentially severe conditions associated with a line and its right-of-way that may affect the performance of the circuit. This inspection shall be performed from a helicopter, fixed-wing aircraft, or unmanned aircraft system. In locations where aerial inspections are prohibitive, an alternate method of inspection shall be substituted.

Inspect the company line at a macro level, which should include the following items:

- Major line components; e.g., broken cross arms or braces, missing members, excessive decay
- Vegetation encroaching upon conductor/structures
- Right-of-way encroachments – Locations of Concern (LOCs)
- Land use (surrounding right-of-way) changes or incompatibilities with the electric line operation
- Foundation and land stability, major problems or changes

Comprehensive Ground Inspection

Comprehensive ground inspections are scheduled on a cyclical basis. These inspections focus on the details of the components of a transmission line and could identify physical conditions that are not outage related, but that need attention. This is intended to be detailed inspection of the right-of-way and of each structure and span, specifically the hardware, insulators, structural members, conductors, dampers, spacers, etc.

- Wood Structures < 69 kV completed once every 2 years
- All other Wood Structures completed once every 6 years
- Non-Wood Structures completed once every 12 years

The right-of-way should be inspected for encroachments due to non-compatible vegetation, buildings, other above-grade obstructions, and land use (swimming pools, ponds, storm water detention areas, etc.). Land stability issues should also be identified. Identified conditions should be reported.

Structural defects, hardware defects, conductor and conductor accessory defects, insulation defects, grounding system defects, foundation instability, and erosion should be identified and reported. If a structure is not climbed, inspection of above-grade components should be performed with binoculars or other suitable method.

If transmission management or the transmission inspector requires a more detailed inspection of a structure, hardware conductors, or conductor accessories, the structure may be climbed or a comprehensive aerial inspection may be conducted. A routine ground-based inspections may be complemented by, or supplemented by, a comprehensive aerial inspection.

**AEP Transmission - Kentucky
Overhead Periodic Inspection Program
October 27, 2021**

Emergency Patrol

Emergency patrols are performed as needed. This patrol type is typically prompted by unplanned events, such as Transmission line operation problems, storms, outages, etc.

Emergency patrols may be performed via unmanned aircraft system, from an aircraft, by walking, by driving, or some combination thereof, as needed to identify line defects.

Periodic Inspection Program
Revised September 28, 2021
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AEP — KENTUCKY DISTRIBUTION OVERHEAD/UNDERGROUND CIRCUIT FACILITIES INSPECTION AND MAINTENANCE

Objective: The objective of this program is to visually inspect all overhead and the external, above ground portions of underground facilities on a 2-year cycle to identify and correct deficiencies necessary for the safety of employees and the public under the conditions specified in the NESC and for system reliability.

Activities Included in Program for Overhead Facilities: The program consists of a visual inspection of poles (including foreign owned poles with company owned attachments), conductors, and pole-mounted equipment (transformer, regulators, reclosers, capacitors, etc.) and related materials (insulators, brackets, terminations, cutouts, surge arresters, etc.) owned by the company. It includes inspection of foreign attachments (CATV, telephone, etc.) to the company's poles for any safety related electrical or mechanical defects. Electrical and mechanical defects observed will be identified and the information will be collected so appropriate corrective action can be taken. Driving or foot patrol inspections are conducted as appropriate looking for obvious defects such as loose down guys, broken grounds, cracked insulators, lightning arresters with blown isolators, deteriorated crossarms having inadequate strength, and NESC minimum vertical and horizontal conductor clearance issues.

Activities Included in Program for Underground Facilities: The program consists of an external, visual inspection of the above ground portion of underground systems including pad-mounted equipment (transformers, switches, primary metering enclosures, junction cabinets, etc.), pedestals and the underground associated components of primary riser poles. The program also includes the visual inspection of company owned outdoor lights and light poles fed from underground systems in URD developments and similar installations. The external inspection will be conducted to determine that the equipment is locked and secure and that there are no open appurtenances that might allow access to the interior of the equipment via soil erosion, cabinet or conduit deterioration or by other means such as vandalism. Oil filled equipment is also checked for any external leaks. Any defects observed that need attention will be identified and the information will be collected so appropriate corrective action can be taken.

Inspection/Collection

Company personnel and contractors inspect and maintain overhead and underground facilities as a part of the 2-year cycle for the examination of distribution assets to identify defects and areas requiring attention. The Distribution circuits inspected are based on an equitable split of the overall circuit mileages over the 2-year cycle. Inspectors use electronic circuit maps for the inspection program. The inspectors report defects found during the inspection through an application on an iPad linked to a vendor based cloud database. Defects reported are on a real time basis and recorded by location number,

station/circuit, overhead or underground, type of defect, pole owner, work type, date and time, address, Lat. /Lon, comments and pictures when applicable.

A listing of defects reported as a part of this inspection is listed below on pages 2-4.

How the Program Fits into Overall Operations and Maintenance Plans:

This program is designed to proactively identify defects involving company owned overhead and above ground portions of underground facilities so that appropriate action can be taken to reduce the possibility of an incident or correct a condition that would adversely affect system operation. The corrective actions taken are to include necessary maintenance and replacement as a part of this program. If defects are discovered that pose a safety risk, then timely corrective action by qualified personnel is required. In rare instances, the inspector may be required to guard the site of a safety hazard until qualified personnel arrive to correct the hazard. Defects involving foreign owned facilities are to be reported to the owner for correction. However, in some situations action may be required on the company's part to correct a safety hazard involving foreign owned facilities.

Maintenance

Maintenance activities are identified during the inspection process and in some cases are done in conjunction with the inspection. Some of these type activities would include the replacement of property ownership tags or structure location tags, tightening of pole down guys, replacement of lock(s) for underground equipment, etc. Otherwise, the local area office schedules follow up work as appropriate.

Records/Reporting

Circuit inspection results are maintained in the electronic data base application for the Region/District/Area offices. Generated reports of defects found are accessed by personnel for review and remediation.

Kentucky PSC Inspections

In the interest of public safety, to limit our liability, and to comply with PSC requirements, a periodic and systematic inspection of all our facilities is necessary.

The following are the general guidelines for what to look for as a part of this inspection and priority:

- * Condition of pole:
 - Rotten
 - Leaning or Washed out
 - Burned More than 50%
 - Burned less than 50%
 - Broken / split
 - Other

- * Condition of crossarm and crossarm braces
 - Broken / split/ rotten
 - Deteriorated, not rotten
 - Other

- * Pole ground
 - Equipment Ground Broken / missing
 - Non Equipment Ground Broken Missing
 - Loose connections

- * Hardware damaged
 - Lightning arrester
 - Cutout
 - Insulators

- * Guys and anchors
 - Loose
 - Damaged Broken, Missing
 - Need insulator / breaker / marker

- * Transformers / Other Equipment
 - Unused
 - Overloaded
 - Leaking
 - Damaged

- * Conductors
 - Proper NESC vertical and horizontal clearance of primary, secondary and service conductors
 - Unused or abandon primary, secondary and service conductors.
 - Services Drops Unused, abandoned and Blanked Meter Bases
 - Damaged - broken strands
 - Excessive splices
 - Loose tie wire

- *Attachments
 - Clearance issues
 - Joint Clearance issue
 - Defective foreign Poles

- *Pole Tags
 - Damaged/Missing

- *Underground
 - Damaged/Separated Conduit Risers
 - Pad Mounted Equipment Leaking
 - Pad Mounted equipment Damaged

- Exposed energized parts/conductors
- Secondary Pedestal Damaged

Report immediately any hazardous conditions that could endanger life or property, or would cause an immediate outage.

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DATA REQUEST

KPSC 2_9 Refer to Kentucky Power's Application, pages 9-10, paragraphs 34-36, and Exhibit 13. Provide a breakdown of specific cost components regarding the \$77 million Alternative 1. Include, at a minimum, in that breakdown: labor, engineering estimates, transmission components by component, materials, land acquisition, and remediation.

RESPONSE

Please see KPCO_R_KPSC_1_30_Attachment2, which was provided in Staff's first set of data requests. The Company would note that, for purposes of the Application, it included only the installation costs of the alternative. To that end, KPCO_R_KPSC_1_30 Attachment2 includes the estimated removal costs for the alternative. This estimate does not include additional right-of-way costs that would have been needed to construct that project.

Witness: Tanner S. Wolfram

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DATA REQUEST

KPSC 2_10 Refer to Kentucky Power's Application, Exhibit 12, generally. For the four alternative routes considered, as well as utilizing the current transmission line ROW, provide cost estimates for utilizing each route, including the current site, for this project.

RESPONSE

As explained in the Company's response to KPSC 1_30, the Company only developed detailed costs estimates for the proposed Project and project Alternative 1, which were submitted as part of this Application. Cost estimates for the other route alternatives included in the Siting Study were not calculated due to other considerations in route selection, which eliminated those alternative routes as options. Specifically, the other routes were not selected based on safety, constructability, and other factors, including stakeholder input. If the Company were required to perform cost estimates for all alternative route options that were eliminated based on safety, constructability, or other factors, it would take significant additional time and work product.

Witness: Tanner S. Wolfram

VERIFICATION

The undersigned, Tanner S. Wolfram, being duly sworn, deposes and says he is the Directory of Regulatory for Kentucky Power Company, that he has personal knowledge of the matters set forth in the foregoing responses and the information contained therein is true and correct to the best of his information, knowledge, and belief.

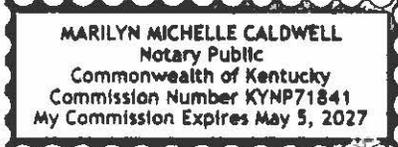
Tanner S. Wolfram
Tanner S. Wolfram

Commonwealth of Kentucky)
)
County of Boyd) Case No. 2025-00346

Subscribed and sworn to before me, a Notary Public in and before said County and State, by Tanner S. Wolfram, on February 20, 2026

Marilyn Michelle Caldwell
Notary Public

My Commission Expires May 5, 2027



Notary ID Number KYNP71841

