

Smith Community Advisory Committee Minutes
April 24, 2006 Meeting
J.K. Smith Station

In Attendance

Co-Chairmen: Larry Raney, Kevin Cantrell

Attendees: Nick Bakay, Brad & Sarah Condley, Larry & Kitty Harmon, Pam Blackburn, Greg Griffett, John Vickery, Samieh Shalash, Clark County Judge-Executive John Myers

Facilitator: Phil Osborne

EKPC: Craig Johnson, Larry Morris, Hank List, Kevin Osbourn, Nick Comer

Project Update

Station Manager Craig Johnson opened the meeting with a project status report on plans for Smith Unit #1, as well as five additional combustion turbines (CTs) planned at Smith Station. EKPC has submitted an application to the Kentucky Public Service Commission for a Certificate of Public Convenience and Necessity to build the new baseload unit and five peaking combustion turbines. As part of the PSC's review process, EKPC has submitted a great deal of data and answered questions from the commission, Johnson said.

In June, EKPC plans to submit an air-permit application the state Division of Air Quality for Smith #1 and five new LMS100 combustion turbines. The application is expected to include provisions for a second baseload unit at Smith Station. EKPC has not yet sought any other approvals for the second unit, called Smith #2. Johnson said adding the second unit in the air permit application will prevent EKPC from duplicating a great deal of work if the second unit becomes necessary in the future, but there are no plans currently for a second unit.

Based on EKPC's experience with building Gilbert Unit #3 at Spurlock Station, construction on Smith #1 is expected to last 34 months from ground-breaking with EKPC now anticipating spring/summer 2007 for construction to begin. The unit is expected to be online by Fall 2009 or Spring 2010. Construction on the five additional CTs is expected to last 18 months from ground-breaking. They are expected to be online in 2008.

Workforce/Materials Deliveries

During work on the Gilbert Unit, an identical unit to the one planned for Smith Station, construction workforce peaked at 700 workers, or about 630 worker vehicles, Johnson said. That peak is expected to occur in the 24th month of construction of Smith #1 and last for approximately six months. He noted that workforce schedules will be staggered to reduce traffic congestion in and out of the plant. During Gilbert construction, a crew of about 30 worked overnight each night, he said.

In addition, he expects 7,700 truck deliveries during the 34-month construction period. About three-quarters of those deliveries would occur during the first 18 months. Truck deliveries of materials/supplies will average about 10 trucks per day, with a maximum of approximately 30 trucks per day, not including two 48-hour "mass concrete pours." During each of these two events, 300 trucks will deliver concrete to pour foundations. Johnson said it is critical that once each "mass pour" begins, deliveries

continue uninterrupted and trucks are not left waiting too long so that the concrete cures properly. Judge Myers said EKPC and local officials will work together to notify the public and coordinate traffic flow during these two events.

Johnson said EKPC is considering establishing a batch concrete plant on site at the station. This would cut down on deliveries, although EKPC would still need deliveries of materials such as bulk sand and stone to make concrete.

He noted that contractors will be offered the option of having materials delivered to Smith Station by railroad.

Ky. 89/Traffic concerns

Judge Myers said about \$28 million in projects to improve Ky. 89 have been added to the state government's six-year road plan. More than \$15 million of those projects have been funded in the state budget that was approved that same day by Gov. Ernie Fletcher. Because the projects are in the six-year plan, Judge Myers said, they will be done regardless of EKPC's plans for Smith Station.

Co-chairmen Larry Raney and Kevin Cantrell praised Judge Myers, state Rep. Don Pasley and state Sen. R.J. Palmer for their hard work in securing the funds.

Magistrate Pam Blackburn reported she has spoken to state officials who indicated bids will be taken soon for work to replace the bridge and improve Ky. 89 near the intersection with Ruckerville Road.

Committee member Nick Bakay said he has collected data that indicates a high number of accidents on Ky. 89. He called it one of the most dangerous 10-mile stretches of highway in the state. Bakay expressed concern about accidents that could occur as a result of the high traffic levels each day as workers and materials go to and from Smith Station. He said EKPC should delay plant construction until road improvements are completed.

Johnson pointed out to Bakay that EKPC has supported efforts to see that improvements are made to Ky. 89. But, he said, EKPC never has said it will delay construction until road construction completed. If Smith #1 is not online in 2010, EKPC's members and the 500,000 homes and businesses they serve could be exposed to reliability issues, as well as the high cost of purchased power, he said.

Judge Myers estimated that scheduled improvements to Ky. 89 would take at least four years and possibly much longer, even if work started immediately. Before construction can begin, he said, there is a great deal of preliminary work that must be done, including an environmental study and acquisition of rights-of-way.

EKPC plans to take the following steps to reduce the traffic impact on Ky. 89.

- EKPC will work with law enforcement officials to develop targeted enforcement areas.
- Additional signage is planned to identify the plant location and alert drivers to be cautious.
- All major construction contractors will be required to make safety issues on the road a key part of their initial safety orientation.
- The construction work force will be staggered to reduce traffic.
- Suppliers will be offered the option of transporting materials by rail.
- EKPC is open to additional suggestions and will continue to work with community leaders to see that these improvements are made.

- There are no plans for trucks to haul ash on Ky. 89 to Smith Station. When this was done in 2005, the ash was used as fill for CT sites, Johnson said.

Judge Myers agreed with Bakay's comment that candidates for county sheriff should be concerned about Ky. 89. He noted the sheriff's office is separate from the county fiscal court. He suggested inviting sheriff's candidates to future meetings.

Judge Myers said he has considered a shuttle service to transport construction workers from a central location to Smith Station, thus reducing traffic on Ky. 89, but he does not know of a large parking lot where large numbers of workers could leave their vehicles.

Larry Harmon asked about the amount of truck traffic once Smith #1 is completed. Johnson estimated about 70 percent of the coal to power the unit will be delivered by rail and rest will be delivered by truck, about 30 trucks a day. He pointed out EKPC is required by the Public Service Commission to operate in least-cost manner. Some coal from mines in the local region actually would be more expensive if it was delivered by rail, Johnson said. Nevertheless, EKPC is investing in a \$20 million unit-train coal-handling facility, so Johnson expects a large portion of the coal used at Smith will be delivered via rail. He pointed out that coal is delivered to EKPC's Dale and Cooper stations exclusively by truck.

Responding to requests from Bakay that fire/ambulance services in the Trapp area be upgraded, Judge Meyers noted that EKPC's projects at Smith Station will provide new tax revenue that could pay for additional services. He said he plans to ask for a new fire truck for Trapp.

Fire/ambulance services are operated jointly by Clark County Fiscal Court and Winchester City Commission, he said, so the city commission must approve additional ambulances and staffing. He pointed out that providing new ambulance service is especially expensive because it requires not just the cost of an ambulance but also the salaries of trained workers to staff it.

Transmission Update

Nick Comer updated the group on plans for additional transmission lines to serve Smith Station. Two projects are planned:

Smith-North Clark—EKPC unveiled plans for this project last year. An existing 69-kilovolt (kV) transmission line will be rebuilt to a double-circuit 345-kV/69-kV line. This line is being rebuilt from Smith Station west to Hunt Substation, then north to a new substation being constructed near the junction of Clark, Bourbon and Montgomery counties. EKPC has been acquiring right of way for this project. Plans call for construction to begin this summer and to be completed by next summer. The CAG will be given a preview of this proposed route when it is available before a public open house is held.

Smith-West Garrard—EKPC plans to conduct public open houses on this project this summer. The line will run generally southwest from Smith Station to new substation to be constructed in Garrard County. EKPC recently participated in a workshop to collect information from various Kentucky stakeholders. This data will be incorporated into a routing tool the cooperative uses to develop and assess alternative routes. Once this information has been finalized, EKPC will perform a routing study and conduct open houses for the public to provide feedback.

Stack lights

Johnson told the committee that EKPC is required by the Federal Aviation Administration to install strobe lights on stacks at Smith Station. During the day, the strobes must flash white lights. But at nighttime, the lights can flash either white or red. He asked which the committee would prefer. The group expressed a preference for red lights.

Next meeting

The next meeting will be Monday, July 17 at 6:30 p.m.

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