

FILE SUSAN AND JOHAN DE ROOS
3738 MONETS LANE
EVENDALE, OH 45241

16-253-GA-RYX

As you maybe aware Duke submitted revisions to their Application on Friday.

I have reviewed the application submitted by Duke On Friday, January 20, 2017. The following items were of note: (black is from application, red are my comments). Please note most of my comments are about the Green route as this is the area I am most familiar with.

Document prepared

Document 1

Only 1,871 linear feet of pipeline would be located on residential land under the Orange Route scenario, compared to 3,516 linear feet for the Green Route. — this sentence was deleted from the application! Why would they not want the OPSB to know this!

Further, although the Green Route takes advantage of a more industrial corridor, the number of residences within 100 feet of the route (~~198 residences~~) is greater than those for the Orange Route (~~157 residences~~), because of older, more densely developed communities. In this sentence they took out the information regarding the number of residences impacted

Alternate Route – Summit Park on Glendale Milford Road: The City of Blue Ash requested that Duke Energy Ohio consider adjustments to the September 2016 Alternate Route alignment to avoid potential land use impacts associated with Summit Park during the construction phase of the Project. An alignment to the north side of Glendale Milford Road (west of Reed Hartman Highway to west of the Summit Park's maintenance building) will avoid the park property and avoids a route around the maintenance building. The new route will be located within parking lot areas but closer to two office buildings (within approximately 50 feet and 40 feet of the building structures). Duke Energy Ohio has incorporated this adjustment, spanning approximately 2,500 feet north of Glendale Milford Road, into the Alternate Route alignment.

Fourth Public Information Meeting (January 26, 2017)

As of the date of submission for this Certificate Application, the fourth public information meeting is scheduled for January 26, 2017, to be held at the Crowne Plaza Hotel in the City of Blue Ash. In addition to the drop-in format allowing neighbors to attend to suit their availability, Duke Energy Ohio will offer two brief, optional overviews of the Project during the meeting. Notification letters to all potentially affected neighbors along the Preferred and Alternate Routes were mailed on January 3, 2017 (refer to Appendix 6-4 for a copy of the letter).

On or before February 10, 2017, Duke Energy Ohio will file supplemental information to this Certificate Application which will summarize the comments and input received from potentially affected property owners and other attendees during the fourth public meeting. There was strong attendance --unfortunately Duke representatives once again avoided directly answering questions. Of particular note they did not address their risk assessment process in evaluating failures on either route. Their standard answer regarding failure analysis was these pipes are very unlikely to fail and most likely the failure mode would be leakage. The whole purpose of failure analysis is to understand the risk (and develop appropriate response action plan) for all failure modes including third party penetration of the line.

This is to certify that the images appearing are an accurate and complete reproduction of a case file document delivered in the regular course of business.
Technician IN Date Processed JAN 30 2017

Document 3

TABLE 5-1

Right-of-way Area, Length, and Number of Properties Crossed for the Preferred and Alternate Routes

This table was modified.

(a) Maximum Allowable Operating Pressure

The proposed pipeline is proposed at a MAOP of 400 PSIG and is planned to operate up to this pressure. The pipeline will be designed to a MAOP of 500 PSIG. will have a MAOP of 500 PSIG and is planned to operate up to this pressure.

(c) Pipe Dimensions and Specifications

The proposed pipeline will be constructed of pipe having an outside diameter of 20 inches, a wall thickness equal to or greater than ~~0.375~~0.438 inch, and pipe lengths of approximately 40 feet.

(e) Heaters, Odorizers, and Above-ground Facilities

The new Highpoint Park Regulation Station will include an odorizer system, a Remote Terminal Unit (RTU)control building, a ~~smart~~ pig launcher, two control valve skids, and a flow meter skid. The above-ground facilities are planned to be approximately 15 feet in height. The new Fairfax Regulation Station or Norwood Regulation Station, dependent on the final route being the Preferred or Alternate Route, respectively, will be constructed at the tie-in with the existing Line V. The equipment planned for the new regulation station includes a ~~smart~~ pig receiver, a control building, and two control valve skids, filters, heaters, and RTU and gas analyzer building, and a regulator run. The planned maximum height of the above-ground building is 15 feet. Why was the word smart removed? Duke claims they will be using SMART PIGS but the receiver is dumb.

(f) Any Other Major Equipment

The pipeline will include two valve stations located along the Preferred or Alternate Route, respectively, as shown on the Figure 5-1 series of maps. The planned ~~smart~~ pig infrastructure will also be installed at both the new Highpoint Regulation Station and the new regulation station to be constructed at the tie-in connection with Line V. Why was this removed? ONE planned valve station on the green route is on the corner of Glendale Milford Road and Plainfield, the second is before Reading right after Copper very close to the Millcreek. The DUKE VP mentioned that the control stations will be monitoring the pressure through the pipeline 24/7. When asked what the parameters were for taking action on pressure irregularities he stated that it was very complicated based on temperatures, humidity, etc. Does DUKE have a defined, documented set of parameters to use for continuous monitoring of the pipeline??

(C) CAPITAL AND INTANGIBLE COSTS ESTIMATE FOR NATURAL GAS FACILITY ALTERNATIVES

The total cost of the preferred route was increased to \$112.7 Million and the total cost of the alternate route was decreased to \$85.9 million.

They did correct the app for the villages/cities within 1000 feet of pipeline.

Project Hotline (513-287-2130)

Similar to the Project email address, Duke Energy Ohio established a dedicated hotline number for the public to call when they have Project inquiries. The hotline is answered Monday through Friday from 8:30 a.m. to 4:30 p.m., with a voice mail option after hours. Each phone call is logged by date and time of call, customers' contact information, nature of the call and the date and nature of Duke Energy Ohio's response. As of ~~September 2, 2016~~ January 10, 2017, ~~472~~ 198 phone calls had been received on the hotline. We must get people to call the HOTLINE to oppose the pipeline.

The five highest frequency categories of public concern, in terms of number of mentions within all of the comments, are safety, including size and pressure (~~60~~ 23 percent), route locations (~~61~~ 23 percent), general opposition (~~46~~ 19 percent), environment (~~25~~ 13 percent), and property values (~~18~~ 8 percent). So if we voiced more than one concern —only one counted! Manipulation of data!!!!

Additional Meetings with Local Groups or Officials Following Application Submission

Since the initial submission of the OPSB Application for the Project on September 13, 2016, Duke Energy Ohio has met with a number of local groups and city officials to discuss the Project, including the ODOT, Hamilton County Municipal League, Neighbors Opposed to Pipeline Extension (NOPE), City of Reading, Village of Fairfax, City of Montgomery, Tri-Health, Inc., Wiseway Supply, Ohio National Financial Services, Kenwood Town Center, Sheffer Corporation, Port Authority of Cincinnati, Madisonville, and City of Madeira. These meetings centered on specific impacts to properties or overall effect on a community. Duke Energy Ohio will continue to maintain an open dialog to reduce interruptions to business and communities along the proposed routes. NO mention of meeting with Evendale or GE

(5) Tax Revenues

The Preferred and Alternate Routes are located entirely within Hamilton County. Local school districts, park districts, and fire departments will receive tax revenue from the Project. Duke Energy Ohio will pay property taxes on utility facilities in each jurisdiction. The approximate annual property taxes associated with the Preferred and Alternate Routes over the first year after the Project is completed are \$2.8 million and \$2.2million, respectively. Based on the 2016 tax rates, the following information includes approximate estimates for these taxing authorities:

Does this mean these taxes will be annually paid to the communities or just in the year of completion? Duke at the meeting stated that these are estimated taxes that would be paid annually. Concern that property owners will be paid a token of this amount once and never be able to even put a shrub on their land in the ROW.

Document 4 Contains information regarding land use.

TABLE 7-3

Length and Percent of Land Uses Crossed by Centerline of Route Alternatives

Provides a summary of land use

(a) Residential

Preferred Route: The Preferred Route centerline is located within 1,000 feet of ~~3,749~~3,150 residences and within 100 feet of ~~157~~ 110 residences. As shown in Table 7-4, residential areas make up approximately 3.03.8 percent of the Preferred Route permanent ROW (30-foot width) acreage.

Alternate Route: The Alternate Route centerline is located within 1,000 feet of ~~2,62~~52,172 residences and within 100 feet of ~~198~~ 166 residences. As shown in Table 7-4, residential areas make up approximately 5.35.4 percent of the Alternate Route permanent ROW acreage.

Although the Preferred Route is within 1,000 feet of more residences than the Alternate Route, the Preferred Route directly affects less residential land than the Alternate Route. Only ~~1,87~~12,188 linear feet of pipeline would be located on residential land under the Preferred Route scenario, compared to ~~3,51~~63,668 linear feet of the Alternate Route located on residential land. This is largely because residential land use along the Alternate Route is in older, denser communities, leaving less options of avoiding direct impacts to residential properties.

(b) Industrial/Commercial

Preferred Route: Industrial or commercial land uses make up approximately ~~43~~243.5 percent of the Preferred Route permanent ROW acreage. This represents the largest proportion of land use within the Preferred Route ROW. The Preferred Route centerline crosses ~~30,81~~128,493 feet (~~43~~638.5 percent of the total length) of land classified as industrial or commercial.

Alternate Route: Industrial or commercial land uses make up approximately ~~44~~741.5 percent of the Alternate Route permanent ROW acreage. The Alternate Route centerline crosses ~~31,33~~028,952 feet (~~45~~642.3 percent of the total length) of land classified as industrial or commercial.

(c) Educational

Preferred Route: Educational land uses make up approximately ~~3~~62.3 percent of the Preferred Route permanent ROW acreage

Alternate Route: Educational land uses make up approximately ~~1~~92.0 percent of the Alternate Route permanent ROW acreage Does this include Evendale Elementary?

d) Institutional

Preferred Route: Institutional land uses make up approximately ~~0~~00.3 percent of the Preferred Route ROW acreage.

Alternate Route: Institutional land uses make up approximately ~~0~~20.3 percent of the Alternate Route ROW acreage. Does this include Evendale Rec center?

(e) Parks and Recreation

Preferred Route: Parks and recreational land uses make up approximately ~~8~~16.4 percent of the Preferred Route permanent ROW acreage.

Alternate Route: Parks and recreational land uses make up approximately ~~4~~56.2 percent of the Alternate Route permanent ROW acreage. Does this include Evendale Rec center and ball parks? (g) Woodlots

Preferred Route: Woodlots make up approximately ~~11.8~~16.0 percent of the Preferred Route permanent ROW acreage.

Alternate Route: Woodlots make up approximately ~~15.5~~16.2 percent of the Alternate Route permanent ROW acreage.

(a) Structures Within 200 Feet of Proposed Right-of-Way

There are ~~633~~ 641 structures (residences, commercial businesses, etc.) within 200 feet of the proposed permanent ROW (30-foot width of the Preferred Route). There are ~~656~~ 655 structures within 200 feet of the proposed permanent ROW of Alternate Route. Evendale Elementary front door is 325 feet from alternate route. Duke should be required to callout public facilities (schools, Police, Fire depts, Etc) within a risk perimeter.

(b) Destroyed, Acquired, or Removed Buildings

The potential removal of structures within the proposed ROW was mitigated during the RSS of the Preferred and Alternate Routes through the placement of route centerlines. *It is unlikely that construction of the Preferred or Alternate Routes will require the removal of any residential or commercial structures. Some of the residential properties in Reading seem with 10 feet of pipeline???*

Document 5

Route Maps indicate route and black line on either side represents 1000 ft on either side (blast zone?) Map 7-1d and 72-M Shows a residential house (#834) as commercial. Both maps show #749 as residential and it is a church. Many properties are classified incorrectly.. Duke used available databases and google earth, etc. They need to walk the route with attention to DETAILS. The numbers (commercial, residential, etc) in the app are NOT correct.

Other:

At the DUke meeting they repeatedly stated that the most likely failure situation would be a leak with a possible burn. What is the risk analysis for various size of failure, location of failure and burn temperature? Why is there no risk of explosion due to gas being trapped in clay soil?

From: Susan de Roos [mailto:scderoos@gmail.com]
Sent: Sunday, January 29, 2017 11:42 AM
To: Butler, Matthew <matthew.butler@puco.ohio.gov>
Subject: Fwd: Questionnaire for Public Information Meeting

Begin forwarded message:

From: Susan de Roos <scderoos@gmail.com>
Subject: Questionnaire for Public Information Meeting
Date: January 28, 2017 at 7:53:24 PM EST
To: CentCorridorPipeline@duke-energy.com, Susan de Roos <sc.deroos@icloud.com>

Per your survey handed out at the January 26, 2107 Information meeting

“This questionnaire will be also available on at www.duke-energy.com/home/natural-gas/central-corridor-pipeline-ext”

This is YOUR exact wording on the back of the questionnaire. This link DOES NOT take you to the questionnaire!

I have tried to duplicated it below with my comments;

1. Has the need for the proposed project been adequately explained?

Uncertain

I do not understand why the designation of type of pipeline has been changed
Transmission/distribution.

I do not understand why if the peaking facilities are outdated and need to be replaced why you cannot relocate the peaking facilities to a more rural area and not cause a pipeline to go directly through densely populated areas.

2. Which of the following applies to your situation?

Alternate Route

Potential line route is near my home (576 feet away)

3. So you have any questions or comments concerning the routes presented?

I have reviewed the application submitted by Duke On Friday, January 20, 2017. The following items were of note: (black is from application, red are my comments). Please note most of my comments are about the Green route as this is the area I am most familiar with.

Document 1

Only 1,871 linear feet of pipeline would be located on residential land under the Orange Route scenario, compared to 3,516 linear feet for the Green Route. — this sentence was deleted from the application! Why would DUKE not want the OPSB to know this!

Further, although the Green Route takes advantage of a more industrial corridor, the number of residences within 100 feet of the route ~~(198 residences)~~ is greater than those for the Orange Route ~~(157~~

residences), because of older, more densely developed communities. In this sentence DUKE took out the information regarding the number of residences impacted

Alternate Route – Summit Park on Glendale Milford Road: The City of Blue Ash requested that Duke Energy Ohio consider adjustments to the September 2016 Alternate Route alignment to avoid potential land use impacts associated with Summit Park during the construction phase of the Project. An alignment to the north side of Glendale Milford Road (west of Reed Hartman Highway to west of the Summit Park's maintenance building) will avoid the park property and avoids a route around the maintenance building. The new route will be located within parking lot areas but closer to two office buildings (within approximately 50 feet and 40 feet of the building structures). Duke Energy Ohio has incorporated this adjustment, spanning approximately 2,500 feet north of Glendale Milford Road, into the Alternate Route alignment.

Fourth Public Information Meeting (January 26, 2017)

As of the date of submission for this Certificate Application, the fourth public information meeting is scheduled for January 26, 2017, to be held at the Crowne Plaza Hotel in the City of Blue Ash. In addition to the drop-in format allowing neighbors to attend to suit their availability, Duke Energy Ohio will offer two brief, optional overviews of the Project during the meeting. Notification letters to all potentially affected neighbors along the Preferred and Alternate Routes were mailed on January 3, 2017 (refer to Appendix 6-4 for a copy of the letter).

On or before February 10, 2017, Duke Energy Ohio will file supplemental information to this Certificate Application which will summarize the comments and input received from potentially affected property owners and other attendees during the fourth public meeting. There was strong attendance -- unfortunately Duke representatives once again avoided directly answering questions. Of particular note they did not address their risk assessment process in evaluating failures on either route. Their standard answer regarding failure analysis was these pipes are very unlikely to fail and most likely the failure mode would be leakage. The whole purpose of failure analysis is to understand the risk (and develop appropriate response action plan) for all failure modes including third party penetration of the line.

Document 3

TABLE 5-1

Right-of-way Area, Length, and Number of Properties Crossed for the Preferred and Alternate Routes

This table was modified.

(a) Maximum Allowable Operating Pressure

The proposed pipeline is proposed at a MAOP of 400 PSIG and is planned to operate up to this pressure. The pipeline will be designed to a MAOP of 500 PSIG. will have a MAOP of 500 PSIG and is planned to operate up to this pressure.

(c) Pipe Dimensions and Specifications

The proposed pipeline will be constructed of pipe having an outside diameter of 20 inches, a wall thickness equal to or greater than 0.3750.438 inch, and pipe lengths of approximately 40 feet.

(e) Heaters, Odorizers, and Above-ground Facilities

The new Highpoint Park Regulation Station will include an odorizer system, a Remote Terminal Unit (RTU) control building, a smart pig launcher, two control valve skids, and a flow meter skid. The above-ground facilities are planned to be approximately 15 feet in height. The new Fairfax Regulation Station or Norwood Regulation Station, dependent on the final route being the Preferred or Alternate Route,

respectively, will be constructed at the tie-in with the existing Line V. The equipment planned for the new regulation station includes a smart pig receiver, a control building, and two control valve skids, filters, heaters, and RTU and gas analyzer building, and a regulator run. The planned maximum height of the above-ground building is 15 feet. Why was the word smart removed? Duke claims they will be using SMART PIGS but the receiver is dumb.

(f) Any Other Major Equipment

The pipeline will include two valve stations located along the Preferred or Alternate Route, respectively, as shown on the Figure 5-1 series of maps. The planned ~~smart~~ pig infrastructure will also be installed at both the new Highpoint Regulation Station and the new regulation station to be constructed at the tie-in connection with Line V. Why was this removed? ONE planned valve station on the green route is on the corner of Glendale Milford Road and Plainfield, the second is before Reading right after Copper very close to the Millcreek. The DUKE VP mentioned that the control stations will be monitoring the pressure through the pipeline 24/7. When asked what the parameters were for taking action on pressure irregularities he stated that it was very complicated based on temperatures, humidity, etc. Does DUKE have a defined, documented set of parameters to use for continuous monitoring of the pipeline??

(C) CAPITAL AND INTANGIBLE COSTS ESTIMATE FOR NATURAL GAS FACILITY ALTERNATIVES

The total cost of the preferred route was increased to \$112.7 Million and the total cost of the alternate route was decreased to \$85.9 million.

DUKE did correct the app for the villages/cities within 1000 feet of pipeline.

The five highest frequency categories of public concern, in terms of number of mentions within all of the comments, are safety, including size and pressure (~~60~~ 23 percent), route locations (~~61~~ 23 percent), general opposition (~~46~~ 19 percent), environment (~~25~~ 13 percent), and property values (~~18~~ 8 percent). So if we voiced more than one concern —only one counted! Manipulation of data!!!!

Additional Meetings with Local Groups or Officials Following Application Submission

Since the initial submission of the OPSB Application for the Project on September 13, 2016, Duke Energy Ohio has met with a number of local groups and city officials to discuss the Project, including the ODOT, Hamilton County Municipal League, Neighbors Opposed to Pipeline Extension (NOPE), City of Reading, Village of Fairfax, City of Montgomery, Tri-Health, Inc., Wiseway Supply, Ohio National Financial Services, Kenwood Town Center, Sheffer Corporation, Port Authority of Cincinnati, Madisonville, and City of Madeira. These meetings centered on specific impacts to properties or overall effect on a community. Duke Energy Ohio will continue to maintain an open dialog to reduce interruptions to business and communities along the proposed routes. NO mention of meeting with Evendale or GE

(5) Tax Revenues

The Preferred and Alternate Routes are located entirely within Hamilton County. Local school districts, park districts, and fire departments will receive tax revenue from the Project. Duke Energy Ohio will pay property taxes on utility facilities in each jurisdiction. The approximate annual property taxes associated with the Preferred and Alternate Routes over the first year after the Project is completed are \$2.8 million and \$2.2million, respectively. Based on the 2016 tax rates, the following information includes approximate estimates for these taxing authorities:

Does this mean these taxes will be annually paid to the communities or just in the year of completion? Duke at the meeting stated that these are estimated taxes that would be paid annually. Concern that property owners will be paid a token of this amount once and never be able to even put a shrub on their land in the ROW.

Document 4 Contains information regarding land use.

TABLE 7-3

Length and Percent of Land Uses Crossed by Centerline of Route Alternatives

Provides a summary of land use

(a) Residential

Preferred Route: The Preferred Route centerline is located within 1,000 feet of ~~3,749~~3,150 residences and within 100 feet of ~~157~~ 110 residences. As shown in Table 7-4, residential areas make up approximately 3.03.8 percent of the Preferred Route permanent ROW (30-foot width) acreage. Alternate Route: The Alternate Route centerline is located within 1,000 feet of ~~2,62~~52,172 residences and within 100 feet of ~~198~~ 166 residences. As shown in Table 7-4, residential areas make up approximately 5.35.4 percent of the Alternate Route permanent ROW acreage.

Although the Preferred Route is within 1,000 feet of more residences than the Alternate Route, the Preferred Route directly affects less residential land than the Alternate Route. Only ~~1,87~~12,188 linear feet of pipeline would be located on residential land under the Preferred Route scenario, compared to ~~3,516~~3,668 linear feet of the Alternate Route located on residential land. This is largely because residential land use along the Alternate Route is in older, denser communities, leaving less options of avoiding direct impacts to residential properties.

(b) Industrial/Commercial

Preferred Route: Industrial or commercial land uses make up approximately ~~43.2~~43.5 percent of the Preferred Route permanent ROW acreage. This represents the largest proportion of land use within the Preferred Route ROW. The Preferred Route centerline crosses ~~30,811~~28,493 feet (~~43.6~~38.5 percent of the total length) of land classified as industrial or commercial.

Alternate Route: Industrial or commercial land uses make up approximately ~~44.7~~41.5 percent of the Alternate Route permanent ROW acreage. The Alternate Route centerline crosses ~~31,330~~28,952 feet (~~45.6~~42.3 percent of the total length) of land classified as industrial or commercial.

(c) Educational

Preferred Route: Educational land uses make up approximately ~~3.6~~2.3 percent of the Preferred Route permanent ROW acreage

Alternate Route: Educational land uses make up approximately ~~1.9~~2.0 percent of the Alternate Route permanent ROW acreage Does this include Evendale Elementary?

d) Institutional

Preferred Route: Institutional land uses make up approximately ~~0.00~~0.3 percent of the Preferred Route ROW acreage.

Alternate Route: Institutional land uses make up approximately ~~0.2~~0.3 percent of the Alternate Route ROW acreage. Does this include Evendale Rec center?

(e) Parks and Recreation

Preferred Route: Parks and recreational land uses make up approximately ~~8.8~~16.4 percent of the Preferred Route permanent ROW acreage.

Alternate Route: Parks and recreational land uses make up approximately ~~4.5~~6.2 percent of the Alternate Route permanent ROW acreage. Does this include Evendale Rec center and ball parks? (g) Woodlots

Preferred Route: Woodlots make up approximately ~~11.8~~16.0 percent of the Preferred Route permanent ROW acreage.

Alternate Route: Woodlots make up approximately ~~15.5~~16.2 percent of the Alternate Route permanent ROW acreage.

(a) Structures Within 200 Feet of Proposed Right-of-Way

There are ~~633~~ 641 structures (residences, commercial businesses, etc.) within 200 feet of the proposed permanent ROW (30-foot width of the Preferred Route). There are ~~656~~ 655 structures within 200 feet of the proposed permanent ROW of Alternate Route. Evendale Elementary front door is 325 feet from alternate route. Duke should be required to callout public facilities (schools, Police, Fire depts, Etc) within a risk perimeter.

(b) Destroyed, Acquired, or Removed Buildings

The potential removal of structures within the proposed ROW was mitigated during the RSS of the Preferred and Alternate Routes through the placement of route centerlines. *It is unlikely that construction of the Preferred or Alternate Routes will require the removal of any residential or commercial structures. Some of the residential properties in Reading seem with 10 feet of pipeline???*

Document 5

Route Maps indicate route and black line on either side represents 1000 ft on either side (blast zone?) Map 7-1d and 72-M Shows a residential house (#834) as commercial. Both maps show #749 as residential and it is a church. Many properties are classified incorrectly.. Duke used available databases and google earth, etc. They need to walk the route with attention to DETAILS. The numbers (commercial, residential, etc) in the app are NOT correct.

Other:

At the DUke meeting they repeatedly stated that the most likely failure situation would be a leak with a possible burn. What is the risk analysis for various size of failure, location of failure and burn temperature? Why is there no risk of explosion due to gas being trapped in clay soil?

4. Are there other features or structures not shown on the maps that you feel should be brought to our attention and considered with regard to either route?

As I mentioned and pointed out to your representatives at the Information meeting — you need to get YOUR people to WALK THE ROUTES as your application has numerous properties miss-identified (churches as residential, residential as commercial. recreation facilities not identified etc) DO YOUR JOB!

Do not ask us to do it for you!

5. THERE IS NO 5 ON YOUR FORM

6. Do you have any current easements/options on your property?

NO

7. Is the public open house format and the information provided helpful for your understanding of the project and process?

Open House Format Not adequately helpful — either did not answer questions or provided generic vague responses

Information Provided Not adequately helpful — told us what DUKE wanted to tell us — not what we wanted to know

Presentation Not adequately helpful — first one did not take questions, second one did not give direct answers

8. Optional Name and Address

Susan and Johan de Roos

3738 Monets Lane

Evendale OHIO 45241

Please add my name to the project mailing list and contact me by email at scderoos@aol.com

Additional comments

Based on the quality of this questionnaire and the errors in the application, I am very concerned with Duke's ability to have adequate quality control on this high pressure pipeline.

Concerned citizens,

Susan and Johan de Roos