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2017 FEB 24 AM 10:16

PUCO

February 24, 2017

Barcy McNeal  
Docketing Division  
Ohio Power Siting Board  
180 East Broad Street, 11<sup>th</sup> Floor  
Columbus, OH 43215-3716

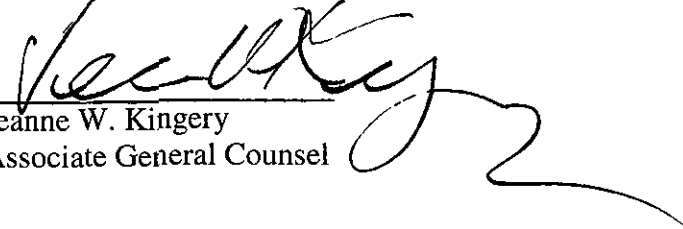
Re: In the Matter of the Duke Energy Ohio C314V Central Corridor Pipeline Extension Project  
PUCO Case No. 16-253-GA-BTX

Dear Docketing,

Please find enclosed, replacement pages to be inserted into the Amended Application that was filed on January 20, 2017. Included in this information is a correction to Table 7-4 and the narrative paragraphs to match. These pages provide supplemental information but do not otherwise alter the substance of the application.

Should you have any questions, please contact me.

Respectfully submitted,

  
Jeanne W. Kingery  
Associate General Counsel

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Technician SM Date Processed FEB 24 2017

**ADDENDUM TO OPSB APPLICATION (02/16/17) OPSB CASE NO. 16-0253-GA-BTX****TABLE 7-4****Acreage and Percent of Land Uses Crossed by Route Alternatives**

Land Use	Preferred Route				Alternate Route			
	CWA <sup>a</sup> Acres	CWA Percent	ROW Acres	ROW Percent	CWA Acres	CWA Percent	ROW Acres	ROW Percent
Delineated Pond	<u>0</u>	<u>0%</u>	<u>0</u>	<u>0%</u>	<u>0.2</u>	<u>0.1%</u>	<u>0</u>	<u>0%</u>
Delineated Stream	<u>0.8</u>	<u>0.6%</u>	<u>0.1</u>	<u>0.2%</u>	<u>0.5</u>	<u>0.4%</u>	<u>0.2</u>	<u>0.4%</u>
Delineated Wetland	<u>1.6</u>	<u>1.2%</u>	<u>0.2</u>	<u>0.4%</u>	<u>1.4</u>	<u>1.1%</u>	<u>0.3</u>	<u>0.6%</u>
Educational	<u>2.8</u>	<u>2.0%</u>	<u>1.0</u>	<u>2.0%</u>	<u>2.4</u>	<u>1.9%</u>	<u>0.9</u>	<u>2.0%</u>
Industrial/Commercial	<u>47.8</u>	<u>35.1%</u>	<u>19.5</u>	<u>38.5%</u>	<u>48.3</u>	<u>38.3%</u>	<u>19.6</u>	<u>41.5%</u>
Institutional	<u>0.5</u>	<u>0.3%</u>	<u>0.1</u>	<u>0.2%</u>	<u>0.7</u>	<u>0.6%</u>	<u>0.1</u>	<u>0.3%</u>
Parks and Recreation	<u>18.8</u>	<u>13.8%</u>	<u>7.3</u>	<u>14.4%</u>	<u>6.9</u>	<u>5.5%</u>	<u>2.9</u>	<u>6.2%</u>
Pavement <sup>b</sup>	<u>35.5</u>	<u>26.1%</u>	<u>13.4</u>	<u>26.4%</u>	<u>35.4</u>	<u>28.1%</u>	<u>12.5</u>	<u>26.6%</u>
Residential	<u>7.8</u>	<u>5.6%</u>	<u>1.7</u>	<u>3.3%</u>	<u>7.5</u>	<u>5.9%</u>	<u>2.5</u>	<u>5.4%</u>
Undefined	<u>0.3</u>	<u>0.2%</u>	<u>0.2</u>	<u>0.4%</u>	<u>2.0</u>	<u>1.6%</u>	<u>0.4</u>	<u>0.8%</u>
Woodlots	<u>20.6</u>	<u>15.1%</u>	<u>7.2</u>	<u>14.2%</u>	<u>20.8</u>	<u>16.5%</u>	<u>7.7</u>	<u>16.2%</u>
<b>Total</b>	<b><u>136.4</u></b>	<b><u>100%</u></b>	<b><u>50.7</u></b>	<b><u>100%</u></b>	<b><u>126.1</u></b>	<b><u>100%</u></b>	<b><u>47.1</u></b>	<b><u>100%</u></b>

<sup>a</sup> CWA = construction work area (80-foot wide construction area corridor).<sup>b</sup> Pavement represents road ROW.

**ADDENDUM TO OPSB APPLICATION (02/16/17) OPSB CASE NO. 16-0253-GA-BTX****TABLE 7-5****Number of Land Use Features Near the Route Alternatives**

	Route Alternatives	
	Preferred	Alternate
Length (in miles)	<del>13.4</del> <u>14.0</u>	13.0
<b>Features within 100 feet of Route Alternatives (centerline)</b>		
Historic Structures (Ohio Historic Structures)	<del>2</del> <u>3</u>	<del>N/A</del> <u>0</u>
National Register of Historic Places	<del>N/A</del> <u>0</u>	<del>N/A</del> <u>0</u>
Previously Identified Archaeological Sites	0	0
Residences	<del>157</del> <u>110</u>	<del>198</del> <u>166</u>
Other Sensitive Land Uses*	<del>6</del> <u>5</u>	<del>4</del> <u>10</u>
<b>Features within 1,000 feet of Route Alternatives (centerline)</b>		
Historic Structures (Ohio Historic Structures)	42	12
National Register of Historic Places	<del>N/A</del> <u>0</u>	1
Previously Identified Archaeological Sites	0	5
Residences	<del>3,749</del> <u>3,149</u>	<del>2,625</del> <u>2,170</u>
Other Sensitive Land Uses*	<del>44</del> <u>45</u>	<del>34</del> <u>38</u>
<b>Structures within 200 feet of the Edge of Preliminary Permanent ROW (preliminary ROW is 30-foot wide)</b>	<del>633</del> <u>641</u>	<del>694</del> <u>655</u>

\* Other sensitive land uses include airports, parks/recreation areas, state forests, schools, hospitals, churches, and cemeteries.

Because the Project consists primarily of a buried pipeline, land uses within the CWA and ROW will generally remain unchanged. Most land use impacts are temporary and consist of surface disturbance during construction. Some permanent land use impacts will occur in selected areas because of vegetation clearing within the ROW and conversion of wooded or shrub habitat to herbaceous ground cover. However, in most cases property owners may continue to utilize most of the ROW area for general uses that will not affect the safe and reliable operation of the pipeline.

**(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

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make up approximately ~~3.03.3~~ percent of the Preferred Route permanent ROW (30-foot width) acreage.

Alternate Route: The Alternate Route centerline is located within 1,000 feet of ~~2,625,172~~ 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 ~~1,8712,188~~ 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 ~~43.238.5~~ 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 ~~30,81128,493~~ 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 ~~31,33028,952~~ 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 ~~3.62.0~~ 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

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**(d) Institutional**

Preferred Route: Institutional land uses make up approximately ~~0-00.2~~ 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.

**(e) Parks and Recreation**

Preferred Route: Parks and recreational land uses make up approximately ~~8-814.4~~ 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.

**(f) Pavement**

Preferred Route: Paved areas (e.g., road ROW) make up approximately ~~27-926.4~~ percent of the Preferred Route permanent ROW acreage.

Alternate Route: Paved areas (e.g., road ROW) make up approximately ~~25-626.6~~ percent of the Alternate Route permanent ROW acreage.

**(g) Woodlots**

Preferred Route: Woodlots make up approximately ~~11-814.2~~ percent of the Preferred Route permanent ROW acreage.

Alternate Route: Woodlots make up approximately ~~15-516.2~~ percent of the Alternate Route permanent ROW acreage.

**(3) Impact on Identified Nearby Structures**

**(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. The individual structures and their distances from the proposed permanent ROW boundary are listed in Appendix 7-1