

FILE

16-253-GA-BTX

**From:** ivesdale@aol.com [mailto:ivesdale@aol.com]  
**Sent:** Thursday, February 23, 2017 1:12 PM  
**To:** Puco ContactOPSB <contactopsb@puco.ohio.gov>  
**Cc:** centcorridorpipeline@duke-energy.com; letters@enquirer.com  
**Subject:** Central Corridor Gas Pipeline Extension Project,OPSB case number 16-0253-GA-BTX

**Duke Energy Gas Pipeline--Safety, Safety, Safety Should Come First**

Dear Board Members;

There are arguments that the Cincinnati area Duke high pressure gas pipeline should not be built at all, which certainly would be the safest alternative. However, if the pipeline is approved, then the overriding issue on the route chosen should be public safety. This would best be served by routing the line through the lowest possible population density areas that are generally between the High Point and Fairfax connection points. The two presently proposed Orange and Green routes, as of January 26, both fail badly on public safety concerns and should be abandoned.

I would suggest an alternative route, running a little more to the east of the Orange route. This line would follow the Orange route from High Point down to I-275, but at this point it would turn east and hug I-275 to where it enters Indian Hill. It would then turn south and as much as possible use unpopulated woods and meadows through parts of Indian Hill down to Plainville. Here, it would cross Route 50 down to near the Little Miami river and turn west. It would pass to the south of Mariemont along what appears to be some abandoned railroad tracks below Mariemont in the "bottomland". One of the railroad tracks then turns north and goes under Rt. 50 and runs up the west side of Red Bank Road toward the Fairfax connection point.

This would be somewhat longer than the Orange route and I understand that some of the Indian Hill terrain is considered a bit rugged for pipeline construction. However, such a route would have what I believe is the overriding public safety advantage of avoiding the more densely populated areas of Blue Ash, Deer Park, Kenwood, Silverton, Norwood, Madeira, and Madisonville.

A brochure available from the OPSB at the January 26 public forum sponsored by Duke listed eight legal criteria the OPSB must seriously consider in deciding this project. However, nowhere is the phrase "public safety" or even the word "safety" found in any of these criteria! I feel the board's consideration for this project should be expanded to include a ninth criteria for public safety and it should be the Number 1 consideration.

Charles Wolfenberger  
Blue Ash

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