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*Application for Certificate of Environmental  
Compatibility and Public Need  
(Supplemental Information)*

# C314V Central Corridor Pipeline Extension Project

OPSB Case No. 16-0253-GA-BTX

Prepared for



Submitted to

Ohio Power Siting Board

April 2018



**BEFORE THE OHIO POWER SITING BOARD**  
**Certificate Application for Gas Pipeline Facilities**  
**Supplemental Information for the C314V Central Corridor Pipeline Extension Project**

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**BEFORE THE OHIO POWER SITING BOARD****Certificate Application for Gas Pipeline Facilities****Supplemental Information for the C314V Central Corridor Pipeline Extension Project****INTRODUCTION**

Duke Energy Ohio, Inc., (Duke Energy Ohio) submitted an amended Application with the Ohio Power Siting Board (OPSB) on January 20, 2017 for the C314V Central Corridor Pipeline Extension Project (Project). On May 31, 2017, the OPSB Staff recommended that the Alternate Route be approved as stated in the OPSB Staff Report. Up to that date, Duke Energy Ohio's focus had been on the Preferred Route where design was partially completed, and soil borings, utility locations, and surveying was significantly complete. The Alternate Route had not received as much focus as the Preferred Route prior to the Staff Report, therefore additional time was taken to further investigate the Alternate Route following the recommendation in the OPSB Staff Report.

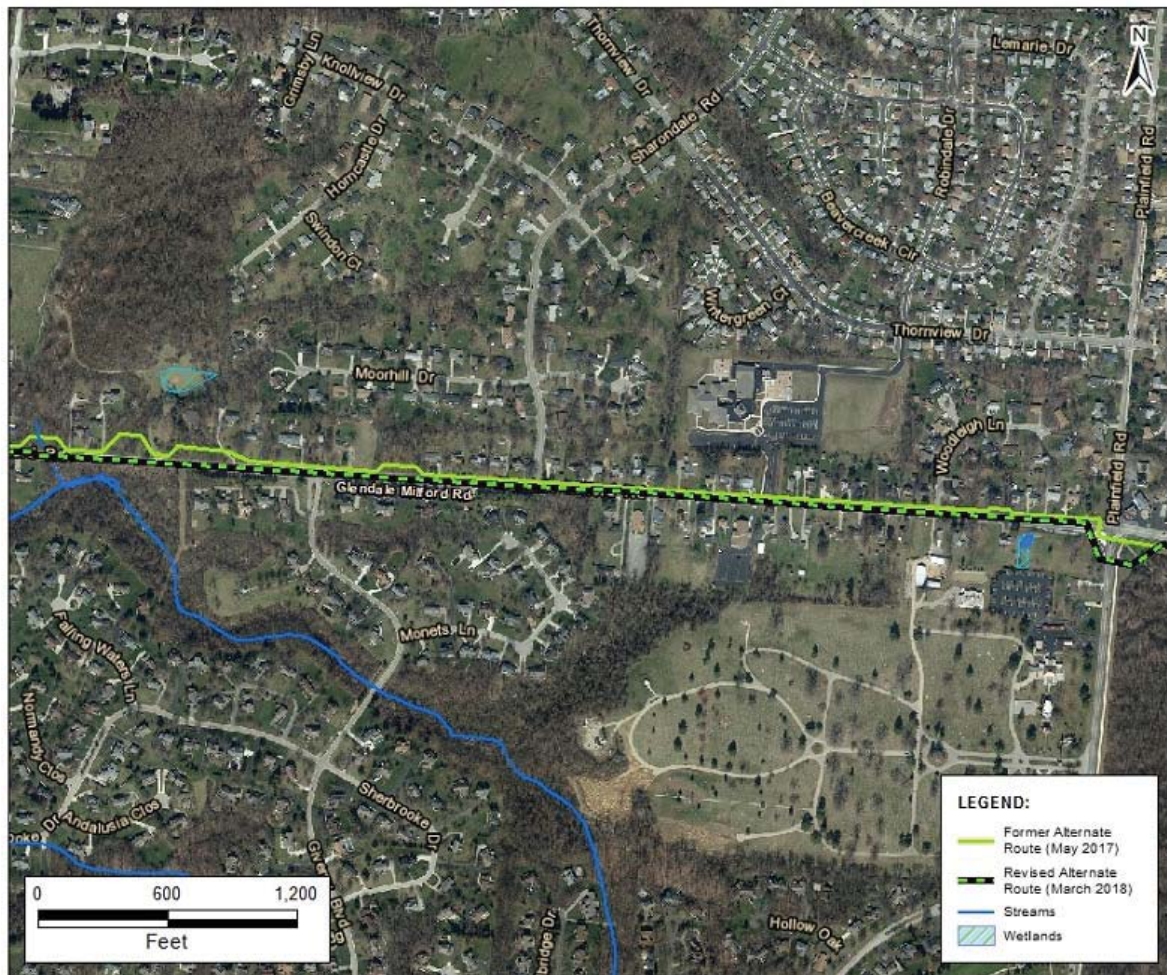
To further investigate the Alternate Route, Duke Energy Ohio engaged with the affected municipalities, met with businesses, conducted geotechnical borings at key locations, performed surveying, located utilities, and completed additional environmental assessments of select properties on and near the proposed Alternate Route. Based on the stakeholder meetings and additional investigations, the Alternate Route was modified at several locations where there was potential for interferences and/or where route options were selected to reduce construction impacts to municipalities and businesses as per their requests. Seven sections of the Alternate Route are illustrated in maps on the following pages. These maps show the areas of substantial alignment changes compared to the previous May 2017 Alternate Route. Several minor alignment changes (generally less than 30 feet shift) have also been made and are shown in the detail maps of Section 7 and 8 of the application. Note that minor alignment changes will continue to be implemented as the detailed engineering design progresses on the Alternate Route.

The changes to the various Certificate Application criteria and quantities resulting from Alternate Route adjustments and alignment changes were identified, recalculated, and evaluated. The Certificate Application sections that were affected by the changes to the Alternate Route are included in this supplemental information submittal. Subsections of the

accepted Certificate Application that do not require revisions due to the proposed adjustments and alignment changes are not included in this supplemental filing but are still applicable (refer to the final accepted Certificate Application served upon local public officials on March 23 and 25, 2017).

**Adjustment 1:** Route relocated into public road Right-of-Way which will require less tree removal and greatly reduce impact to residential properties in the area.

**Exhibit 1-1:** Map Illustration of Adjustment 1 of the Project (eastern Glendale Milford Road).





**Exhibit 1-2:** Map Illustration of Adjustment 1 of the Project (western Glendale Milford Road).



**Adjustment 2:** Route relocated into Right of Way to avoid earthwork that created steep slopes within pipeline corridor and reduce impact to new building construction area while increasing distance to buildings.

**Exhibit 2:** Map Illustration of Adjustment 2 of the Project.





**Adjustment 3:** Route relocated around Formica, Inc. infrastructure and underground utilities reducing the impact to the facility.

**Exhibit 3:** Map Illustration of Adjustment 3 of the Project.





**Adjustment 4:** Route relocated based on existing utility locations and constructability reviews. Reroute eliminates pinch points and eliminates traffic congestion at entrance to business.

**Exhibit 4:** Map Illustration of Adjustment 4 of the Project.





**Adjustment 5:** Route relocated to edge of property adjacent to railroad to minimize restriction to planned future development by the City of Reading or others.

**Exhibit 5:** Map Illustration of Adjustment 5 of the Project.





**Adjustment 6:** Route relocated based on discussions with owner (Patheon) to reduce impact to the Patheon facility and provide for future development within property.

**Exhibit 6:** Map Illustration of Adjustment 6 of the Project.





**Adjustment 7:** Route relocated to avoid impact to crossing middle of property (south end) and to increase the distance from the existing business building (north of the empty lot).

**Exhibit 7:** Map Illustration of Adjustment 7 of the Project.



**Section 4906-5-03**  
**Review of Need and Schedule**

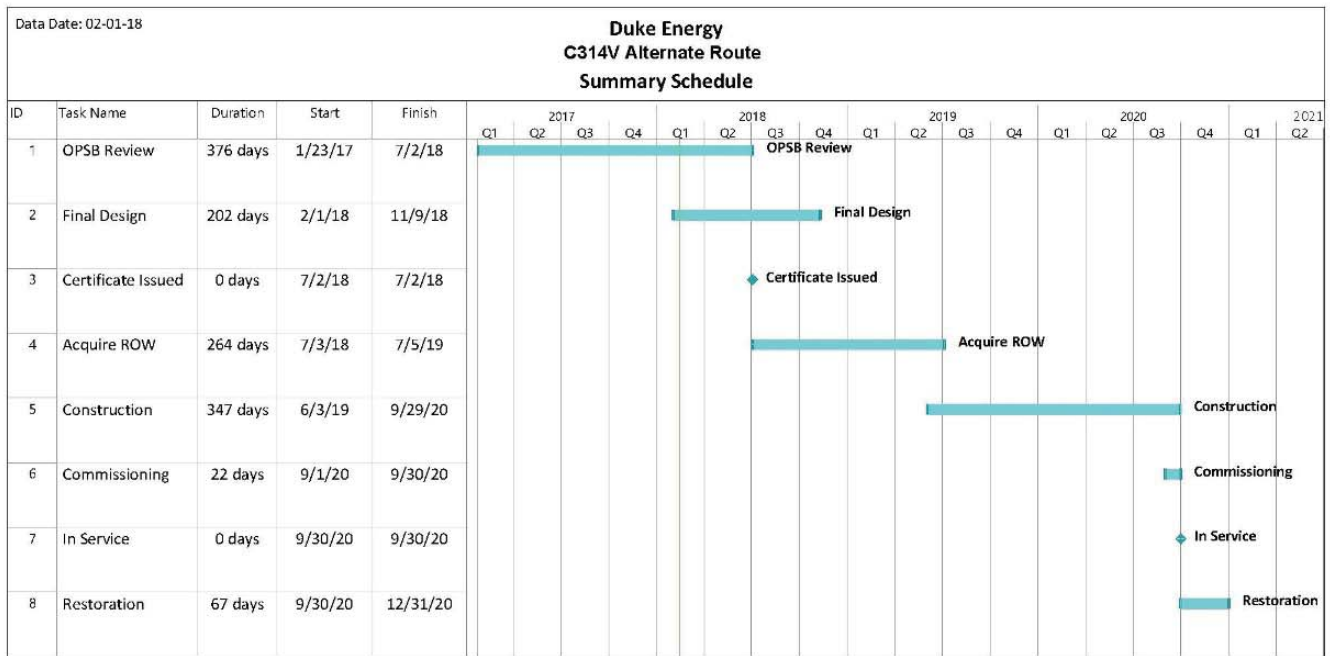
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**4906-5-03 REVIEW OF NEED AND SCHEDULE**

**(F) PROJECT SCHEDULE**

**(1) Gantt Schedule Bar Chart**

The Gantt chart below presents the proposed schedule for all major activities and milestones for the Project.



**Section 4906-5-05**  
**Project Description**

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**4906-5-05 PROJECT DESCRIPTION****(A) PROJECT AREA DESCRIPTION**

The Preferred and Alternate Route and associated facilities are geographically situated entirely within Hamilton County, primarily in the central portion of the county. The Project area can be very roughly defined by I-275 to the north (although the northern tie-in is 1 mile north of I-275), the Mill Creek valley to the west, and I-71 to the east, along with Red Bank Expressway and Duck Creek valley to the southwest. The topography of the Project area consists of flat uplands and flat-topped hills rimmed by gentle to moderately steep slopes down to narrow valleys. The surface elevation ranges from 505 feet above mean sea level (AMSL) in the south within Duck Creek valley to 870 feet AMSL at the north terminus of the proposed gas pipeline routes near the Highpoint community.

The Preferred Route and Alternate Route are located within two townships (Sycamore and Columbia Townships) and within twelve cities or villages (Amberley, Blue Ash, Cincinnati, Deer Park, Evendale, Fairfax, Golf Manor, Madeira, Montgomery, Reading, Sharonville, Silverton). The predominant land types or land uses within the proposed ROW for the Preferred Route are industrial and commercial (37.4 percent), paved areas (27.5 percent), parks and recreation (14.5 percent), and woodlots (14.1 percent). The predominant land types or land uses within the proposed ROW for the Alternate Route are industrial and commercial (40.2 percent), paved areas (36.8 percent), woodlots (11.9 percent), and parks and recreation (6.8 percent). Additional detailed information and data concerning land uses and numbers of residences at various distances from the Project facilities are included in Section 4906-5-07 of this Application. The landmarks within the Project area are illustrated on Figures 5-1A through 5-1F and other maps in the Application. The major industries in the area include moderate to light manufacturing and industrial businesses, commercial and retail businesses, and service industries including healthcare services.

**(1) Project Area Map**

Maps at 1:24,000-scale, showing the Preferred and Alternate Routes for the Project, are included as Figures 5-1A through 5-1F. These maps include a corridor of 1,000-feet on each side of the proposed pipeline centerlines (referred to as the 2,000-foot corridor). These maps depict the proposed pipeline alignments, roads and railroads, major institutions, parks, and recreational

areas that are publicly identified and publicly owned, existing natural gas pipeline corridors, named lakes, reservoirs, streams, canals, and rivers, and population centers and legal boundaries of cities, villages, townships, and counties. The maps utilize the Cincinnati East (1982), Glendale (1982), Madeira (1983), and Mason (1982) U.S. Geological Survey (USGS) 7.5-minute topographic quadrangles as base maps.

The information on the maps was updated by reviewing digital, georeferenced aerial photography, property parcel data from the Cincinnati Area GIS (CAGIS) and the Hamilton County Auditor, and field and helicopter reconnaissance. The aerial photographs are georeferenced, ortho-corrected color images derived from ESRI ArcGIS Online.

## (2) Proposed Right-of-Way, Pipeline Length, and Properties Crossed

Table 5-1 provides information about the Preferred and Alternate Routes right-of-way (ROW) acreage, length, and properties crossed.

**TABLE 5-1**  
**Right-of-way Area, Length, and Number of Properties Crossed for the Preferred and Alternate Routes**

	Route Alternatives	
	Preferred	Alternate
Proposed Construction ROW area (acres)	135.0	125.0
Length (miles)	13.9	12.9
Number of properties crossed (by the Construction ROW)	723	471

**This foregoing document was electronically filed with the Public Utilities**

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Summary: Application C314V Central Corridor Pipeline  
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