

**BEFORE  
THE OHIO POWER SITING BOARD**

In the Matter of the Application of **Vectren Energy**     )  
**Delivery of Ohio, Inc.** for a Certificate of             )  
Environmental Compatibility and Public Need for     ) Case No. 13-1651-GA-BTX  
its Dayton Airport Z-167 Pipeline Rerouting Project   )

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**RESPONSE TO DATA REQUESTS AND INTERROGATORIES**

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**1. Please provide a description of the public interaction program and operation of the proposed facility. 4906-15-06(D)(3)**

Vectren's Land Services agents have established relationships with each of the landowners that are directly impacted with the construction of the pipeline. These individuals have been provided with business cards of the Land Services agents. Each landowner will also receive the contact information for the Project Manager for the Z-167 Relocation Project with the notification letters for the project. Vectren will coordinate with these landowners prior to the start of the construction activities to reaffirm contact information, let them know what to expect from the construction activities, and to be available to respond if they have any questions during the process. Letters and pamphlets sent out to the landowners and adjacent owners also have information provided on how people can interact with the project. Vectren has also established a website for the project where the public can communicate via phone or email.

During the operation of the pipeline, identity markers will be placed along the route that includes a phone number to call for emergencies and information. Vectren also communicates with the public regarding matters related with the operations and maintenance of the pipeline through their Damage Prevention Program and their Integrity Management Program, as necessary.

**2. Does Vectren maintain a webpage for this project?**

Yes, it can be located at: [www.vectren.com/daytonpipeline](http://www.vectren.com/daytonpipeline) or  
[www.vectren.com/Public\\_Safety/Dayton\\_Pipeline.jsp](http://www.vectren.com/Public_Safety/Dayton_Pipeline.jsp)

**3. Table 6-2 seems to be formatted to include features within 1000 feet of the common route as being within 1000 feet of both the preferred and alternate routes. GIS data shows 3 OHI sites within 1000 ft. of only the Common Route. The table says that 0 OHI sites are within 1000 feet of the preferred route; however, GIS data shows 1 OHI site within 1000 ft. of only the preferred route. With the other 3 added, the table should say 4 OHI sites are within 1000 ft. of the preferred route. Table 6-2 shows 1 OAI site within 1000 ft. of the alternate route, however, GIS data shows the site within 1000 feet of the**

**common route. This would indicate that the feature is within 1000 ft. of both the preferred and alternate routes. Will the applicant please provide clarification and/or an updated version of table 6-2?**

Unfortunately, the table for the Preferred Route was not updated correctly with the OHI and OAI inventoried features. All of the OHI and OAI features noted are along the common route. Therefore both routes should have the same data. The updated table is provided below.

**Table 6-2 LAND USE FACTORS**

	Preferred Route		Alternate Route	
Length (miles)	7.00		7.75	
Agricultural Fields (acres)	~48.6		~64.1	
Trees Impacted (acres)	~6.0		~7.5	
Stream Crossings	5		5	
Road Crossings	9		9	
	Features within 100 feet	Features within 1,000 feet	Features within 100 feet	Features within 1,000 feet
Residences	0	74	1	106
NRHP	0	0	0	0
OHI	0	4	0	4
OAI	0	1	0	1
Agricultural	13	-	20	-

*~ Approximate*

- 4. Section 4906-15-06(B)(3)(f) of the application states that the only recreational land use within 100 feet of the routes is the National Road Driving Range. However the beginning of the common route crosses through the parking lot of Vandalia Range and Armory located at 100 Corporate Center Drive. Please provide clarification.**

The National Road Driving Range and Vandalia Range and Armory have characteristics of both a business and a recreational facility. The armory was categorized as a business because it was considered to primarily sell ammunition, guns, provide instruction, and rent space for practice shooting. The website describes the facility to include “full service firearm retail store.” There is a mix of individuals that use this facility as a shooting range: professionals for work purposes (target practice), inexperienced gun owners learning to shoot for protection, and for gun safety lessons. Others use the facility for recreational shooting purposes. While there are elements of both recreational and business usage in the facility, it was considered to be more of a business facility than a recreational facility.

The National Road Driving Range also has elements of both a business and a recreational facility. However because of the nature of the business, and the fact that the facility can operate without a tenant and individuals can rent golf balls from a vending machine, it was considered to be more of a recreational facility than a business.

**5. GIS shows the common route crossing through the parking lot of the Vandalia Range and Armory. Why is the route not crossing through the grass lawn between the parking lot and Corporate Center Drive? Has the applicant coordinated with this business on potential interference caused by construction activities?**

Although very close, the shape files provided do not represent the exact centerline for the pipeline. Those files will be provided once the design and engineering have been completed. Existing underground utilities will influence the actual location of the pipeline. Vectren is working with the owners of the Vandalia Range and Armory to ensure that the construction activities have the least amount of impact on the business. This is addressed in the Application in sections 4906-15-06(B)(6), pp. 6-9 and 4906-15-06(G)(1)(b), pp. 6-20.

**6. Will the applicant please provide shapefiles for Agricultural Districts within the project area?**

The shapefiles, clipped to the 2000' corridor, were provided via email to Ed Steele and Grant Zeto on December 4, 2013.

**7. Will the rerouting of this portion of the Z-167 pipeline allow the smart pigging technique to be utilized on the entire 31.9 mile long line versus hydrostatic pressure testing of the section (or entire line)? 4906-15-02(A)(1)**

Currently the entire Z-167 line is not smart piggable due to the challenges associated with the section of the pipeline that crosses through the airport. However, once this section has been relocated and has the ability to be assessed using smart pig technologies, Vectren plans to retrofit the remainder of the entire line and install launching/receiving stations to enable these assessments to be conducted.

**8. Please further describe the “increase [in] safety of Vectren employees who are currently responsible for performing integrity management assessments within the airport fence” (Application, 2-2). 4906-15-02(A)(1)**

Ground obstructions and visual markers of any height are prohibited at the airport, which means that the pipeline markers within the facility have been removed and the access points for the cathodic protection test stations have been reduced to be flush with the ground and are not easily detectable. The Dayton International Airport does not cease operations during periods of the assessment of the pipeline, and without the visible markers, locating the line with its multiple turns within the facility makes this task difficult. Vectren employees have to be aware of the aircraft taking off and landing during these inspections, as well as the other traffic operating within the facility (e.g. luggage carts, fuel trucks, etc.) and construction projects at the airport. They often have to run on and off taxiways and runway to avoid interference with the airport's

operations while conducting the inspections and surveys required with the pipeline. Some examples of these inspections and surveys include: leak surveys, cathodic protection inspections, line marker inspections (flush monuments), investigation of leak reports, emergency repairs, and line location for the one call service.

**9. Provide real or estimated costs of hydrostatic pressure testing this segment of the Z-167 vs. the utilization of smart pigging technology. 4906-15-02(A)(1)**

The estimated cost to conduct a hydrostatic pressure test on the 3-mile segment of the Z-167 line is approximately \$550,000 and will use roughly 115,000 gallons of water to conduct, where it is estimated to cost approximately \$750,000 to conduct an internal line inspection on the entire Z-167 line using a smart pig, if the line was capable for the assessment.

Respectfully submitted on behalf of  
VECTREN ENERGY DELIVERY OF OHIO, INC.



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Summary: Answer Response to Staff data requests and interrogatories electronically filed by  
Teresa Orahod on behalf of Sally Bloomfield