

**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)

RESPONSE TO DATA REQUESTS AND INTERROGATORIES

1. What would be the process to address damage to an existing septic system caused by construction, operation, or maintenance of the project?

There are no known septic systems along the proposed routes (confirmed with Vandalia's Public Works - Tammy 12/17/13). The pipeline is sited primarily in agricultural and industrial areas. Vectren would work with the property owner, in the unlikely event an abandoned system was discovered, to remove it and have it properly disposed.

2. Would the acreage of any Agricultural District lands be changed as a result of this project?

During construction there will be some temporary loss due to the construction of the pipeline. However, there will be no permanent changes to the Agricultural District lands during the operation of the pipeline. The right-of-way on these lands can continue to be utilized for crop production and agricultural purposes after the installation of the pipeline.

3. What is the proposed road crossing method?

The roads crossed by the project will be crossed using either conventional boring or directional drilling methods. The Application discussed nine roads that would be crossed with the construction of the pipeline. However, this number has now increased to ten crossings due to the recent road realignment project for Dog Leg Road that is currently under construction along the west side of the airport. Dog Leg Road will be crossed twice by the pipeline after crossing Jackson Road heading to the east. All of the road crossings will be shown on the construction plans for the project as well as have the required permits in place and copies of each submitted to the OPSB prior to the construction of the pipeline.

4. Approximately how many acres of vegetation / trees would need to be cleared for the Preferred and the Alternate routes?

The Preferred Route has been estimated to need 9.4 acres (6.8 woodland, 2.6 tree row) of trees cleared for the construction of the pipeline, whereas the Alternate Route will need to clear approximately 12.4 acres (6.9 woodland, 5.5 tree row) of trees. These numbers have increased from what was originally stated in the Application due to the avoidance of several wetlands and the request of a landowner to move the location of the pipeline into the tree row that would enable them to utilize more of the land for future industrial development. The trees will be removed as stated in the Application and in accordance with the requirements provided by the USFWS and ODNR.

5. Original narrative describing the overlapping segments of the preferred and alternate routes:

“The Preferred and Alternate Routes start on the south side of the airport off Corporate Center Drive near the Vandalia Range and Armory. They follow along the south side of Corporate Center Drive for approximately 520 feet and cross the road heading northwest, running along the south side of the Airport Inn and Parking, for approximately 820 feet. They then head southwest, utilizing properties owned by the City of Dayton, for roughly 1,190 feet where they cross Peters Pike and a concrete lined ditch. They continue west for approximately 3,370 feet, where they cross under the Dayton International Airport Access Road. The routes then head south and turns back west, paralleling property lines and following alongside woodlots, for 4,205 feet and then cross Dog Leg Road. The routes continue heading west for approximately 1,320 feet and cross an Unnamed Tributary to Stillwater River. The routes continue west for another 2,026 feet following along parcel boundaries and tree lines for approximately 2,800 feet, where they cross a second Unnamed Tributary to Stillwater River. After crossing the tributary they continue another 815 feet before turning north and crossing National Road. The route turns west after crossing National Road and follows along the north side of road through a woodlot for 2,040 feet. It turns north at the parcel boundary for 1,400 feet and then turns northeast after emerging from the woodlot. The route runs for approximately 7,650 feet through two agricultural fields and crosses Jackson Road and Dog Leg Road where it is directed back to the north to run along the western edge of the airport’s security fence for approximately 1,460 feet to Old Springfield Road. This is the point where the two routes change direction from each other.”

Many of the lengths in the common route description appear to be incorrect. For example, in the underlined portion above, the length of the segment described is listed as 3,370 feet; however, when measured on our Google Earth map, the length is approximately 2,650 feet. Please verify all of the lengths of the various segments of the common route and provide an updated description that reflects any changes.

We apologize for the errors in the data provided in the application and have updated the description as follows:

Description of the Common Overlap of Both Routes: The Preferred and Alternate Routes start on the south side of the airport off Corporate Center Drive near the Vandalia Range and Armory. They follow along the south side of Corporate Center Drive for approximately 380 feet and cross

the road heading northwest, running along the south side of the Airport Inn and Parking, for approximately 635 feet. They then head southwest, utilizing properties owned by the City of Dayton, for roughly 1,140 feet where they cross Peters Pike and a concrete lined ditch. They continue west for approximately 2,945 feet, where they cross under the Dayton International Airport Access Road. The routes then head south and turns back west, paralleling property lines and following alongside woodlots, for 3,190 feet and then cross Dog Leg Road. The routes continue heading west for approximately 1,100 feet and cross an Unnamed Tributary to Stillwater River. The routes continue west for another 2,700 feet following along parcel boundaries and tree lines, where they cross a second Unnamed Tributary to Stillwater River. After crossing the tributary they continue another 715 feet before turning north for approximately 1,860 feet and cross National Road. The route turns west after crossing the National Road and follows along the north side of road through a woodlot for approximately 2,040 feet. It turns north near the parcel boundary for approximately 1,390 feet and then turns northeast after emerging from the woodlot. The route runs for approximately 7,650 feet through two agricultural fields and crosses Jackson Road and Dog Leg Road where it is directed back to the north to run along the western edge of the airport's security fence for approximately 3,325 feet to Old Springfield Road. This is the point where the two routes change direction from each other.

Please note that the length stated in the description still does not match with your measurement in Google Earth (2,650 vs 2,945). This difference may be due to the small southern jog in the route after crossing the concrete lined ditch before turning west. However, there are other factors that could be creating the differences as well, such as the differences with different coordinate systems (e.g. NAD27 vs NAD83). The construction drawings will provide accurate distances along the route. These drawings will be provided to the OPSB once completed.

6. Original narrative describing the non-overlapping segments of the alternate route:

"The Alternate Route continues north, crossing Old Springfield Road following along the eastern edge of a wooded residential area, in an agricultural field, for approximately 3,030 feet. It changes direction to the east, at the parcel boundary line, for roughly 1,379 feet and crosses Mill Creek. After crossing Mill Creek, the Route continues following along the south side of a woodlot for approximately 2,525 feet. The route then changes direction northward for roughly 3,300 feet and crosses Brush Creek, south of North County Line Road. The route turns east, following along the south side of North County Line Road, for approximately 1,725 feet, where it crosses Peters Pike. After crossing Peters Pike the Preferred Route continues for approximately another 3,470 feet until it connects back in with the existing Z-167 pipeline."

Based on simply looking at the non-overlapping alternate route segments on the maps, it is clear that the alternate route turns west as soon as it splits from the preferred route path, instead of continuing north across Old Springfield Road, as underlined above. So, since the description of the non-overlapping alternate route begins incorrectly, it calls into question the accuracy of the description and the segment lengths listed therein. Please provide an updated description, including verified/corrected segment lengths, of the non-overlapping alternate route segments.

We apologize for the errors in the data provided in the application and have updated the descriptions as follows:

Description of the non-overlapped portion of the Preferred Route: The Preferred Route continues by turning east before Old Springfield Road and follows alongside the south side of the road for approximately 3,900 feet, utilizing berms constructed between the road and the airport. The route crosses to the north side of Old Springfield Road and then is directed east to cross Peters Pike. After approximately 830 feet the route turns north for roughly 730 feet and then back east for approximately 2,425 feet where it ties back in with the existing Z-167 transmission line.

Description of the non-overlapped portion of the Alternate Route: The Alternate Route continues by turning west before Old Springfield Road for approximately 580 feet before turning north and crossing Old Springfield Road. The route continues north after crossing Old Springfield Road and follows along the eastern edge of a wooded residential area, in an agricultural field, for approximately 1,390 feet. It changes direction to the east near the parcel boundary line and continues for another 1,100 feet and crosses Mill Creek. After crossing Mill Creek, the Route continues following along the south side of a woodlot for approximately 1,985 feet. The route then changes direction northward for roughly 2,940 feet and crosses Brush Creek, south of North County Line Road. The route turns east, following along the south side of North County Line Road, for approximately 1,115 feet, where it crosses Peters Pike. After crossing Peters Pike the Preferred Route continues for approximately another 2,720 feet until it connects back in with the existing Z-167 pipeline.

- 7. The amended application states that the preferred route is 7.00 miles in length, and the route selection study states that the preferred route (Route B) is 6.61 miles in length. Likewise, the amended application states that the alternate route is 7.75 miles in length, and the route selection study states that the alternate route (Route D) is 7.18 miles in length. Please verify the overall route lengths and explain these discrepancies.**

Unfortunately, the most recent version of the Route Selection Study was not submitted with the Amended Application on November 15th. This error was caught and the correct Study was filed with the OPSB on November 20th,

<http://dis.puc.state.oh.us/TiffToPDF/A1001001A13K20B60705G83133.pdf>

Additionally, it was noticed while verifying the data in the Revised Application that the number of streams that the Preferred Route crosses has been incorrectly stated. The Preferred Route will cross four (4) streams, not five (5) as stated in the Revised Application. There is a potentially jurisdictional water feature on the north side of Old Springfield Road (headwaters to Brush Creek) that was counted as a stream crossing on the original Application submitted in September (along the Alternate Route) that would have been crossed using directional drilling methods. This feature is not present on the south side of the road and unfortunately was not updated correctly in the Revised Application submitted in November. Below is a summary of the streams

crossed by the proposed routes in the Revised Application along with the method that will be used to cross them with the installation of the pipeline.

| <u>Stream</u> | <u>Route</u> | <u>Method</u> |
|---------------------------------------|-------------------------|-------------------|
| #5 (Concrete Lined Unnamed Tributary) | Preferred and Alternate | Open Cut |
| #4 (Unnamed Tributary) | Preferred and Alternate | Open Cut |
| #3 (Unnamed Tributary) | Preferred and Alternate | Directional Drill |
| #2 (Mill Creek) | Preferred and Alternate | Directional Drill |
| #1 (Brush Creek) | Alternate | Directional Drill |

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



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Summary: Correspondence Response to Staff interrogatories electronically filed by Teresa Orahod on behalf of Sally Bloomfield