



COLUMBUS | CLEVELAND  
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February 25, 2014

*Via Electronic Filing*

Ms. Barcy McNeal  
Administration/Docketing  
Public Utilities Commission of Ohio  
180 East Broad Street, 11<sup>th</sup> Floor  
Columbus, OH 43215-3793


**Re: Vectren Energy Delivery of Ohio, Inc.  
OPSB Case No. 13-1651-GA-BTX**

Dear Ms. McNeal:

Attached for filing is a memo from Ms. Stahl of Utility Technologies International to Ohio Power Siting Board Staff regarding engineering design changes previously discussed with Staff.

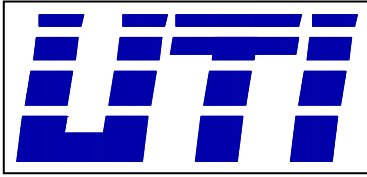
Please do not hesitate to contact me if you have any questions.

Sincerely,

  
Sally W. Bloomfield

Attachment

Cc: Ed Steele (w/Attachment)  
Christopher Miller, counsel for City of Dayton (w/Attachment)



Utility Technologies International  
4700 Homer Ohio Lane  
Groveport, OH 43125  
P: 614-482-8080  
[www.uti-corp.com](http://www.uti-corp.com)

## SUPPLEMENTAL INFORMATION

To: Ed Steele  
From: Melinda Stahl  
Date: February 24, 2014  
Subject: Vectren Z-167 Relocation 13-1651-GA-BTX  
Engineering Design Changes

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The following is supplemental information to Vectren's Z-167 Relocation Project around the Dayton International Airport, Case No 13-1651-GA-BTX. The attached exhibits show the comparisons between the shapefiles provided to the OPSB staff on November 15, 2013 and the engineered centerline location for the pipeline. As noted in the response to the Staff's first set of data requests, interrogatory 5, filed on December 10, 2013, the shapefiles provided did not represent the exact centerline for the pipeline. Although they were close, they were developed to show the "approximate" centerline for the project as required by 4906-15-06(B)(1). Several engineering design changes have been made along the pipeline route to reduce impacts to environmentally sensitive areas, avoid existing utilities, accommodate requests from the City of Dayton and the City of Union in respect to the location of the pipeline and future plans for development in the area, and shifts to accommodate landowners with the acquisition of easements. The engineering and design for the pipeline is near completion and the centerline can now be shown with a higher level of accuracy. Table 1 provides a summary of these engineering design changes. These changes coincidentally slightly affected the land use impacts calculated in the Revised Application submitted on November 15, 2013. Additional tree impacts that were reported in the response to the Staff's second set of data requests, interrogatory 4, filed December 19, 2013, included some of these design changes. All of the engineering design changes and their impacts on land use have been provided in Table 2.

The engineering design changes on the route are all within the two-thousand foot study corridor and within the two-hundred foot field survey area for the U.S. waters investigations, threatened and endangered species habitat assessments, and the cultural Phase I study. Additionally, all changes occur on the same property as previous versions and do not involve new land owners. No new impacts were created with these engineering design changes. Even though the number of trees impacted by the project has increased, the impacts to wetlands and agricultural fields were reduced. Please contact me if you have any questions or need additional information.

Thank you,

A handwritten signature in black ink, appearing to read 'Melinda Stahl', written in a cursive style.

Melinda Stahl

**Table 1: Engineering Design Changes**

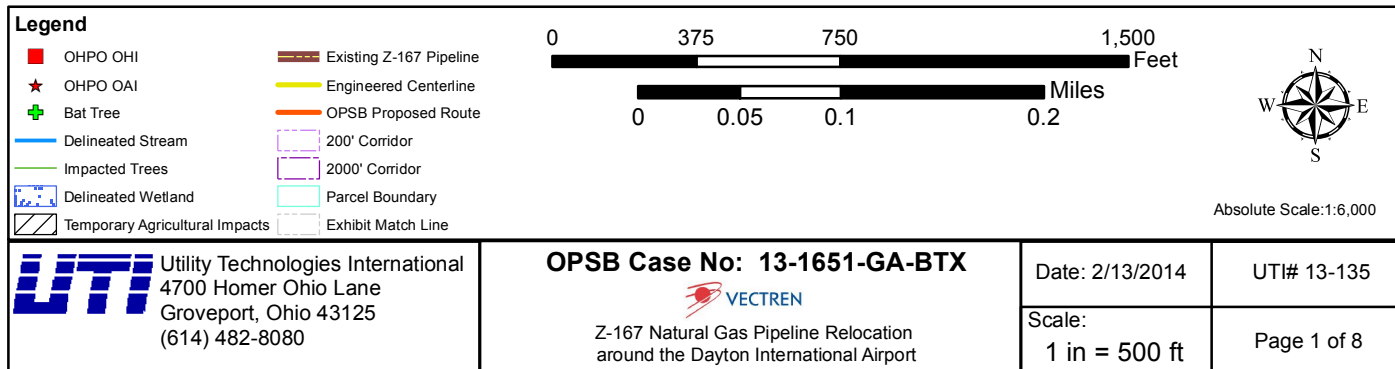
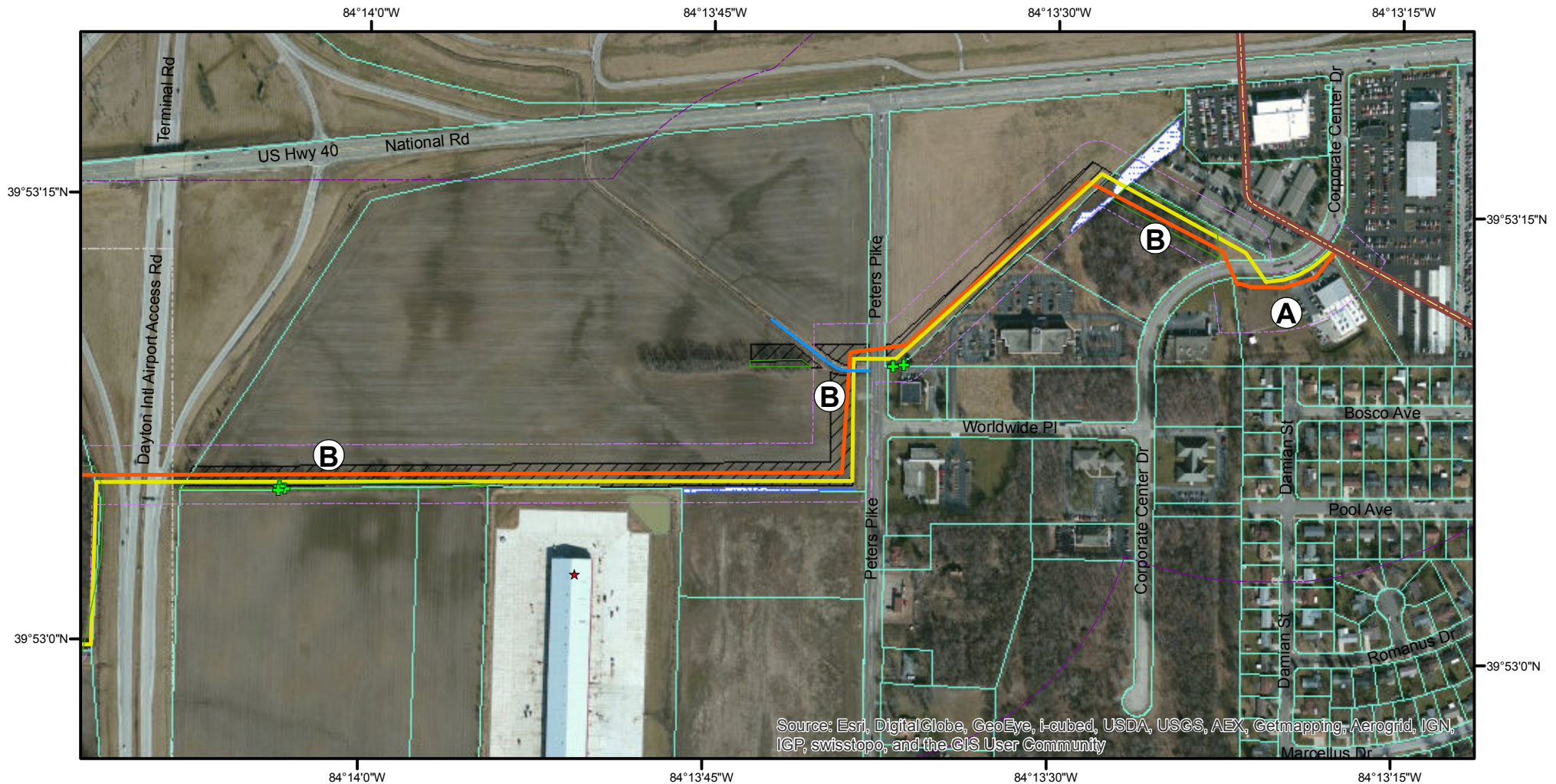
Location	Exhibit	Reason	Description
A	1	Easement	The alignment of the pipeline route was shifted at the owner's request.
B	1	Parcel	The "approximate" centerline of the route was corrected to align more clearly with the parcel boundaries, avoid existing utilities and as requested by one of the property owners.
C	2	Easement	The route was shifted to the east to accommodate a request to reduce impacts on the agricultural land by the landowner.
D	2	Parcel	The "approximate" centerline of the route was corrected to align more clearly with the parcel boundaries.
E	2 & 3	Environmental	The route was shifted closer to the parcel boundary to avoid impacts to wetland 10.
F	3	Environmental	The route was shifted to avoid impacts to wetlands 6, 8 and 9.
G	3	Easement	The route was shifted to the east to accommodate a request by the landowner for future planned use on his property.
H	3 & 4	Expansion	The route was shifted at the request of the City of Dayton and the City of Union to accommodate the future expansion of the airport and the realignment of Dog Leg Road.
I	5 & 6	Environmental	The route was shifted to reduce the impacts on wetland 3 and 4 and to align more closely with the airport's security fence to allow for future development by the city.
J	6 & 7	Utility	The route was shifted to avoid existing and planned utilities along the Old Springfield Road.
K	7 & 8	Utility	The route was shifted slightly to the west to avoid existing utilities and align outside of the airport's security fence.
L	8	Utility	The alignment of the route was corrected to avoid impacts on the existing drainage system to the retention basin located along the SE corner of Peters Pike and Macy Lane.

**Table 2: Changes to Land Use Impacts**

	Estimated Impacts	Corrected Calculation 12-19-13	Actual Impacts
Agricultural Fields (acres)	~48.6	-	37.3
Trees Impacted (acres)	~6.0	9.4	9.6

# Exhibit 1

# Engineering Design Changes





# Exhibit 2

# Engineering Design Changes



<b>Legend</b> <div style="display: flex; justify-content: space-between;"> <div> <ul style="list-style-type: none"> <li><span style="color: red;">■</span> OHPO OHI</li> <li><span style="color: red;">★</span> OHPO OAI</li> <li><span style="color: green;">+</span> Bat Tree</li> <li><span style="color: blue;">—</span> Delineated Stream</li> <li><span style="color: green;">—</span> Impacted Trees</li> <li><span style="color: blue;">▨</span> Delineated Wetland</li> <li><span style="color: black;">▨</span> Temporary Agricultural Impacts</li> </ul> </div> <div> <ul style="list-style-type: none"> <li><span style="color: brown;">—</span> Existing Z-167 Pipeline</li> <li><span style="color: yellow;">—</span> Engineered Centerline</li> <li><span style="color: orange;">—</span> OPSB Proposed Route</li> <li><span style="color: purple;">—</span> 200' Corridor</li> <li><span style="color: purple;">—</span> 2000' Corridor</li> <li><span style="color: cyan;">—</span> Parcel Boundary</li> <li><span style="color: grey;">—</span> Exhibit Match Line</li> </ul> </div> </div>		<div style="display: flex; align-items: center;"> <div style="flex: 1;"> <p>0 375 750 1,500 Feet</p> <p>0 0.05 0.1 0.2 Miles</p> </div> <div style="flex: 1; text-align: center;"> <p>Absolute Scale: 1:6,000</p> </div> </div>	
<b>Utility Technologies International</b> 4700 Homer Ohio Lane Groveport, Ohio 43125 (614) 482-8080		<b>OPSB Case No: 13-1651-GA-BTX</b>  Z-167 Natural Gas Pipeline Relocation around the Dayton International Airport	
		Date: 2/13/2014 Scale: 1 in = 500 ft	UTI# 13-135 Page 2 of 8

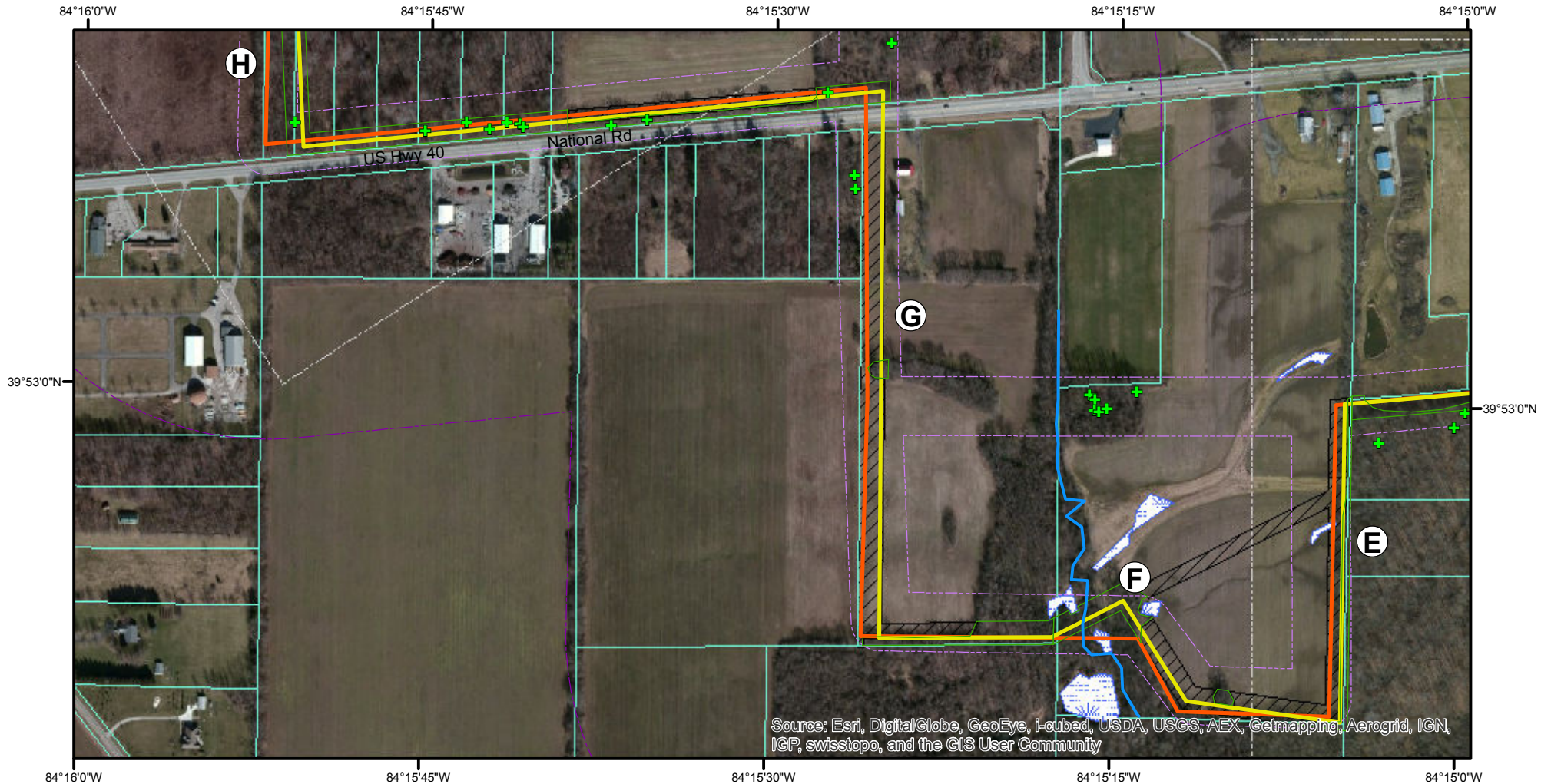


8.5x11



# Exhibit 3

# Engineering Design Changes



## Legend

- OHPO OHI
- ★ OHPO OAI
- + Bat Tree
- Delineated Stream
- Impacted Trees
- ▨ Delineated Wetland
- ▨ Temporary Agricultural Impacts
- Existing Z-167 Pipeline
- Engineered Centerline
- OPSB Proposed Route
- ▨ 200' Corridor
- ▨ 2000' Corridor
- Parcel Boundary
- Exhibit Match Line



Absolute Scale: 1:6,000



Utility Technologies International  
4700 Homer Ohio Lane  
Groveport, Ohio 43125  
(614) 482-8080

**OPSB Case No: 13-1651-GA-BTX**



Z-167 Natural Gas Pipeline Relocation  
around the Dayton International Airport

Date: 2/13/2014

UTI# 13-135

Scale:

1 in = 500 ft

Page 3 of 8

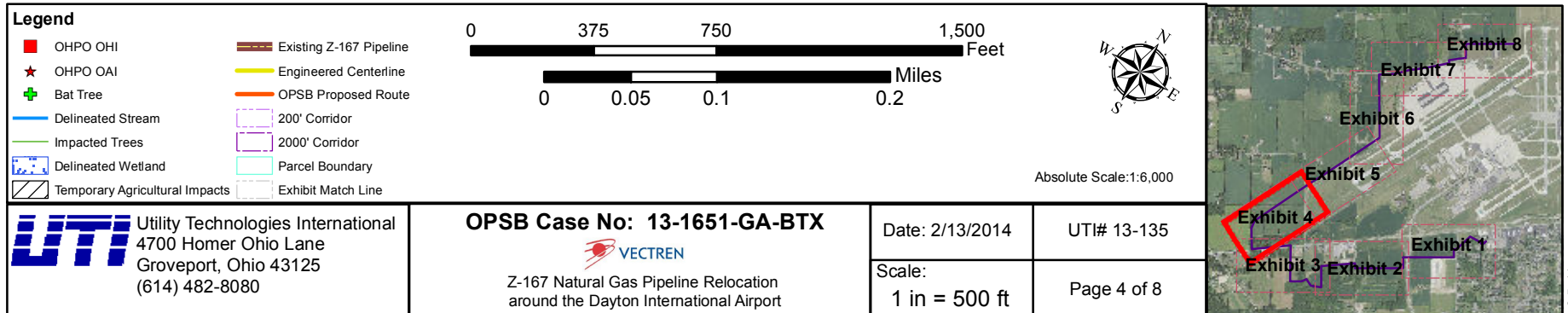


8.5x11



# Exhibit 4

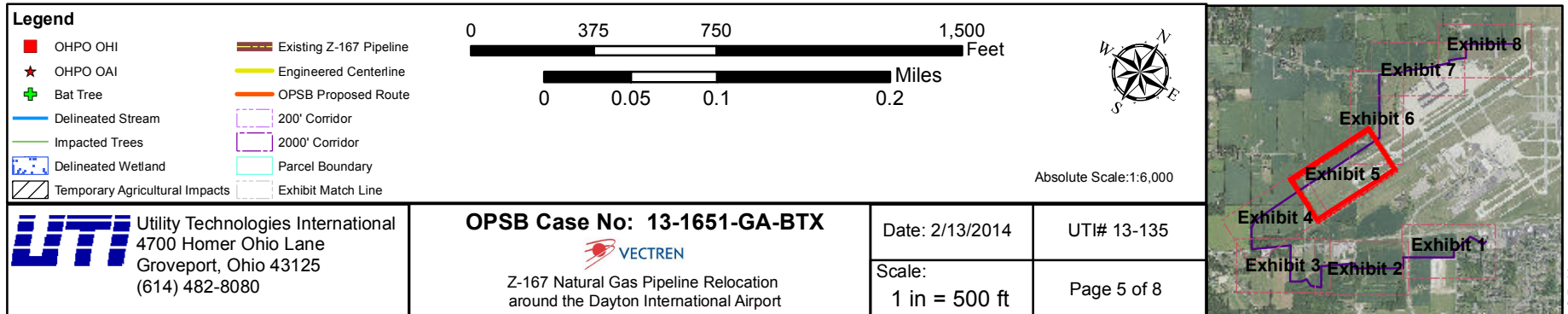
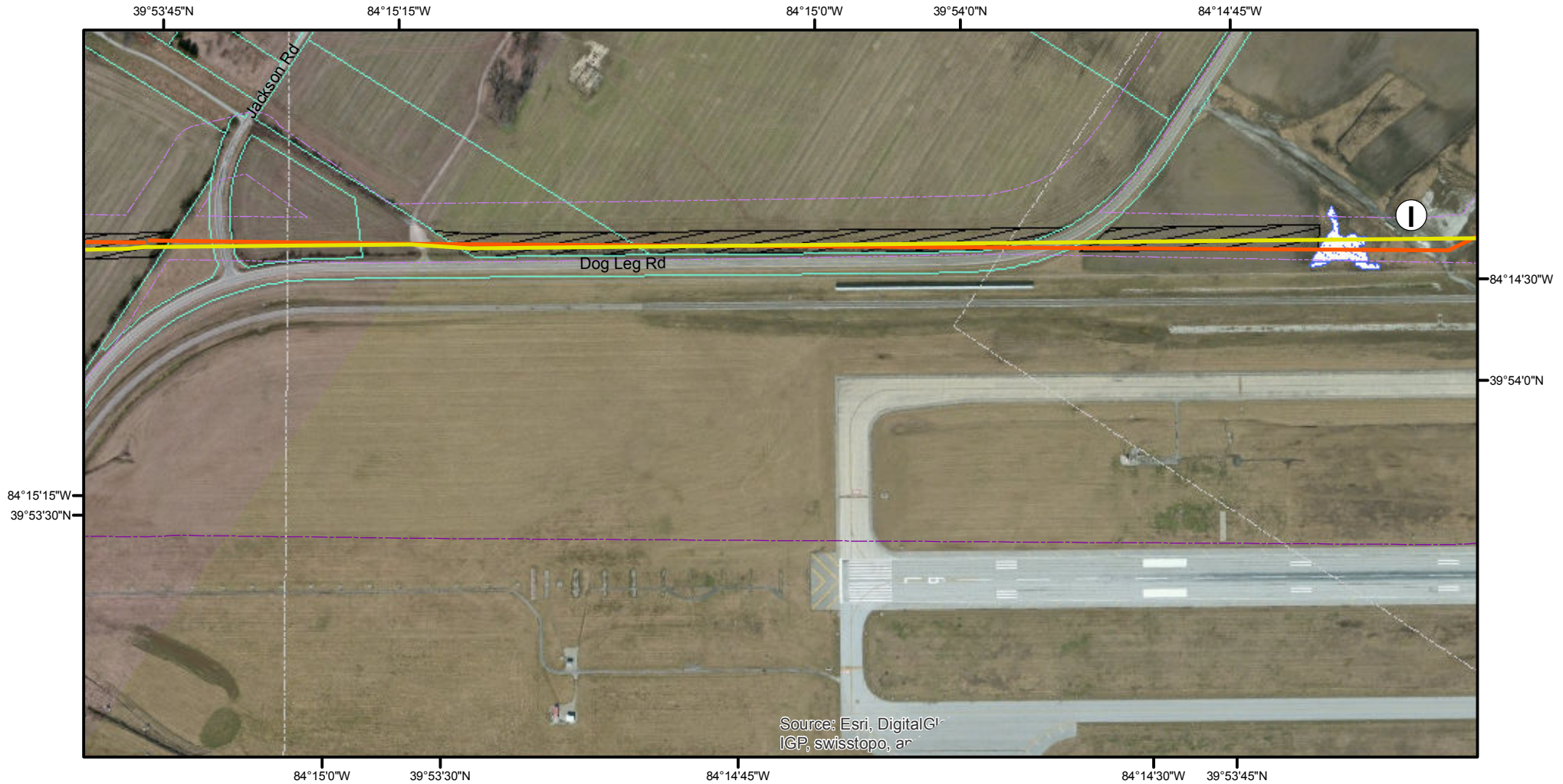
## Engineering Design Changes





# Exhibit 5

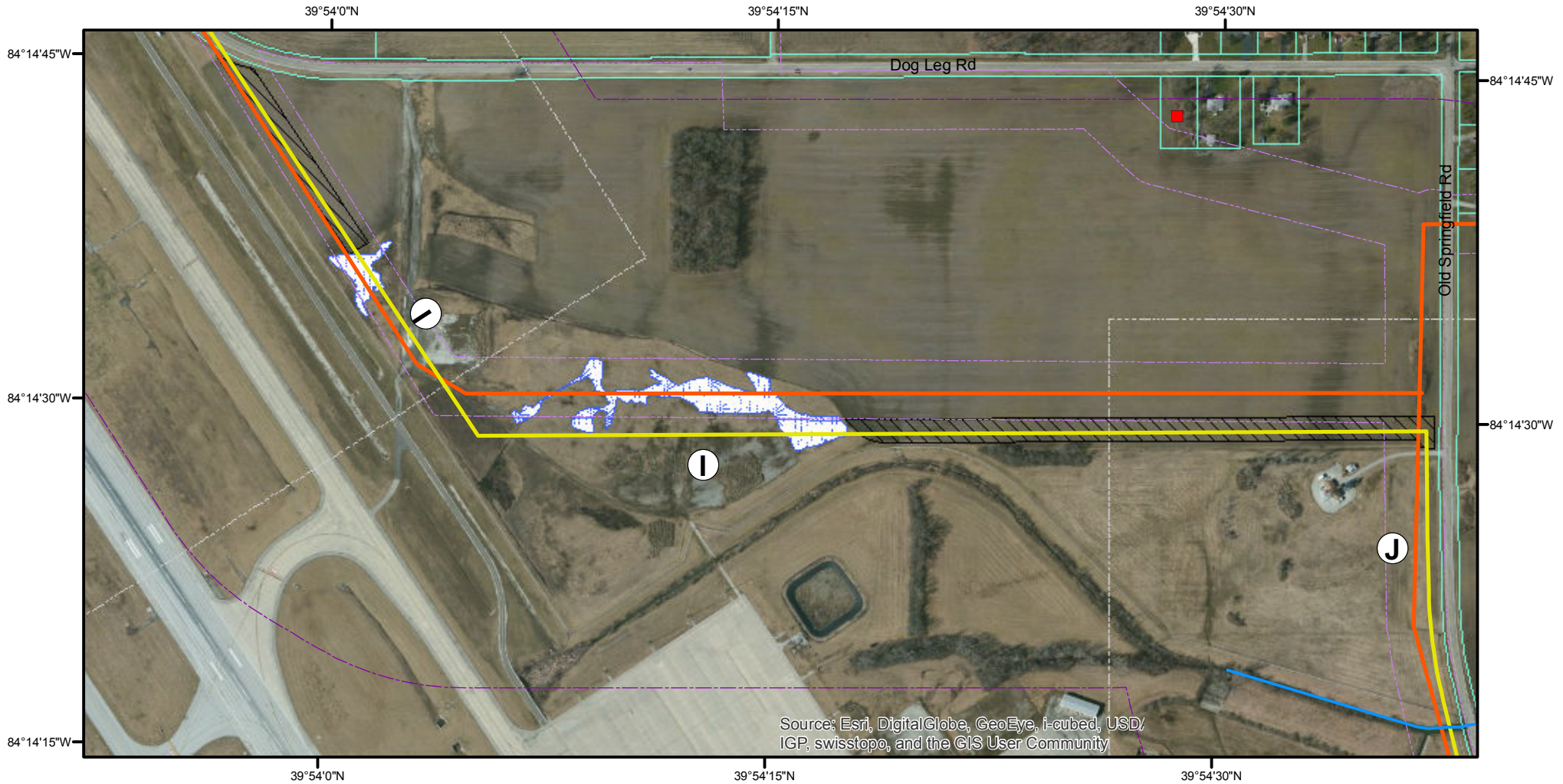
# Engineering Design Changes





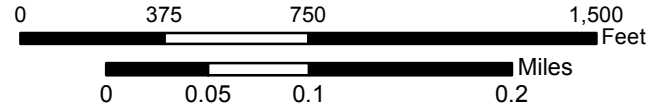
# Exhibit 6

## Engineering Design Changes



### Legend

- OHPO OHI
- OHPO OAI
- Bat Tree
- Delineated Stream
- Impacted Trees
- Delineated Wetland
- Temporary Agricultural Impacts
- Existing Z-167 Pipeline
- Engineered Centerline
- OPSB Proposed Route
- 200' Corridor
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- Parcel Boundary
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Absolute Scale: 1:6,000



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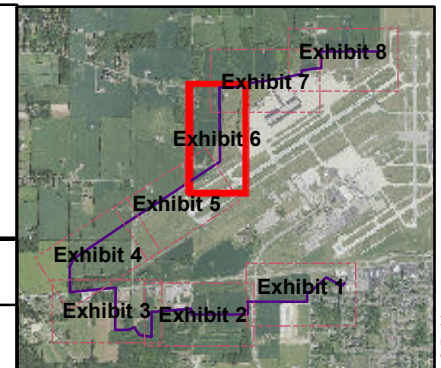
VECTREN  
Z-167 Natural Gas Pipeline Relocation  
around the Dayton International Airport

Date: 2/13/2014

Scale:  
1 in = 500 ft

UTI# 13-135

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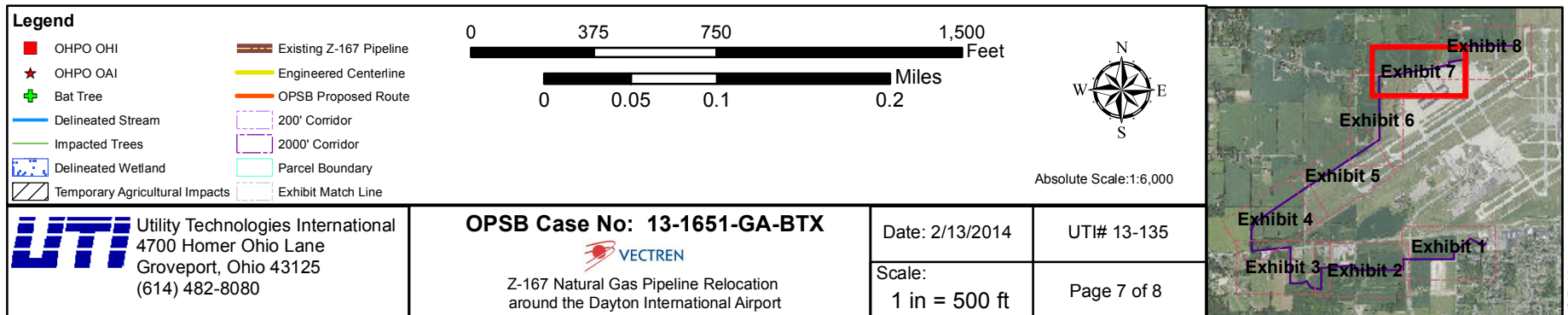
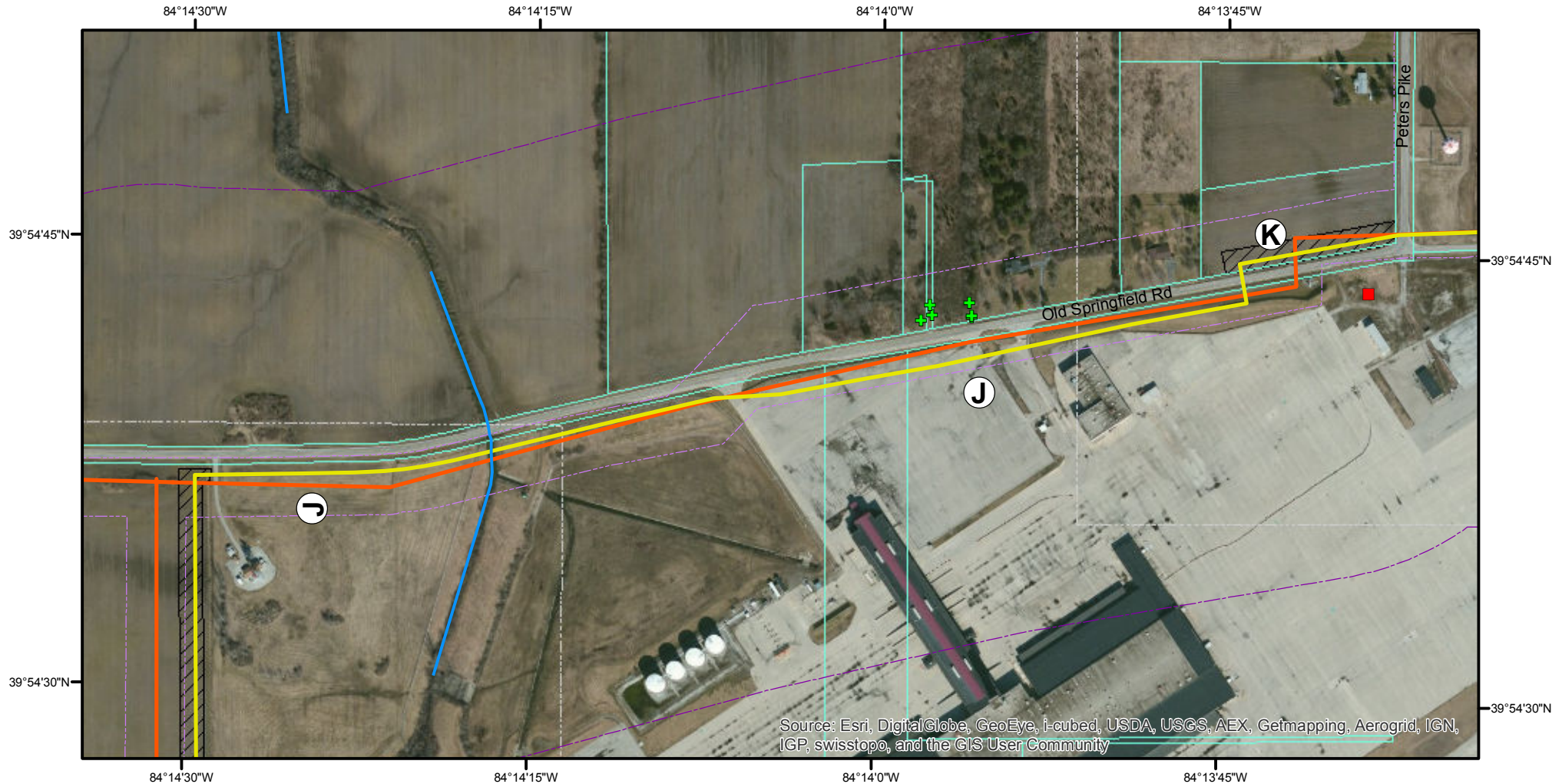


8.5x11



# Exhibit 7

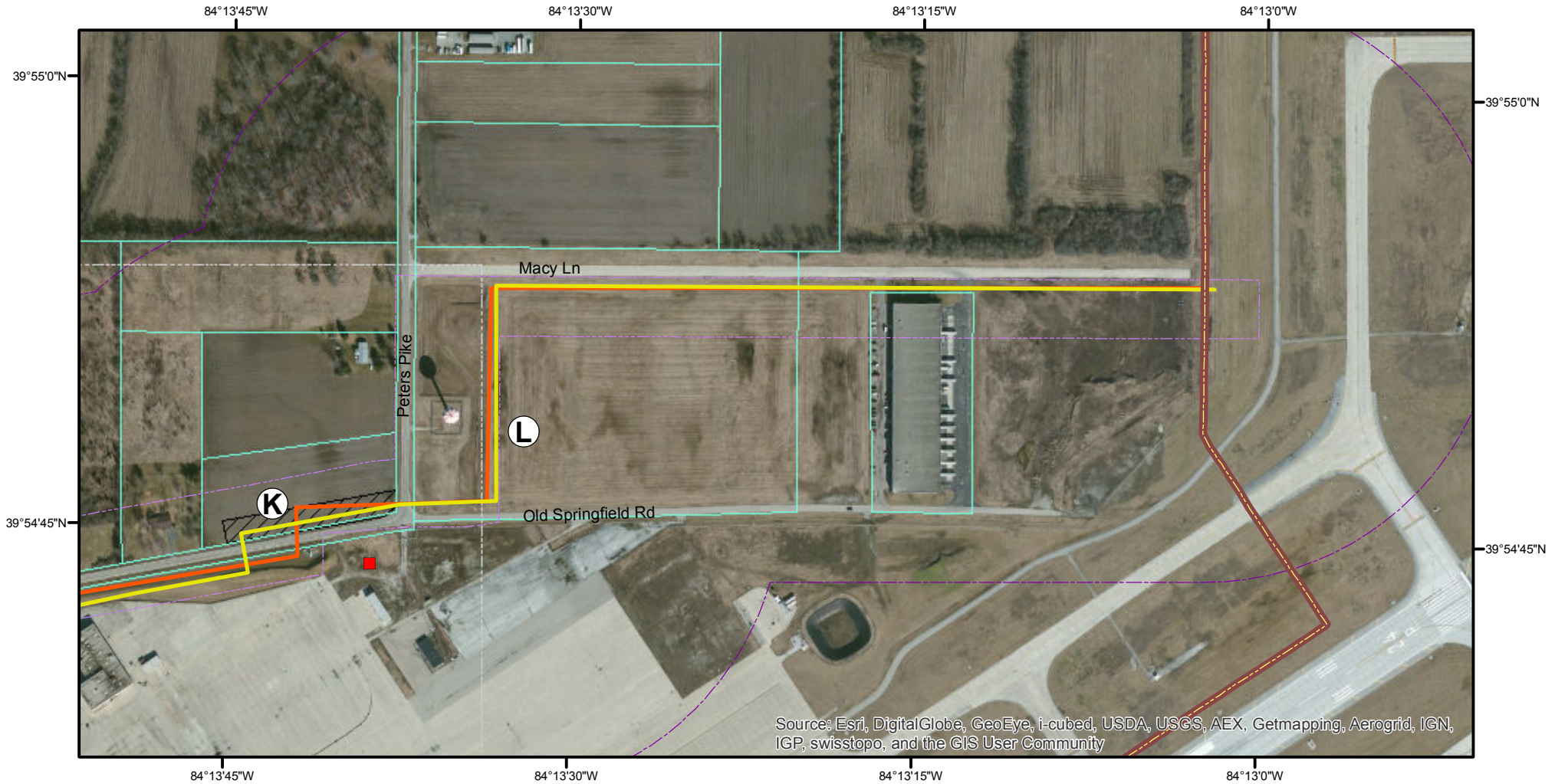
# Engineering Design Changes





# Exhibit 8

# Engineering Design Changes



<b>Legend</b> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <ul style="list-style-type: none"> <li>OHPO OHI</li> <li>OHPO OAI</li> <li>Bat Tree</li> <li>Delineated Stream</li> <li>Impacted Trees</li> <li>Delineated Wetland</li> <li>Temporary Agricultural Impacts</li> </ul> </div> <div style="width: 50%;"> <ul style="list-style-type: none"> <li>Existing Z-167 Pipeline</li> <li>Engineered Centerline</li> <li>OPSB Proposed Route</li> <li>200' Corridor</li> <li>2000' Corridor</li> <li>Parcel Boundary</li> <li>Exhibit Match Line</li> </ul> </div> </div>							
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**This foregoing document was electronically filed with the Public Utilities**

**Commission of Ohio Docketing Information System on**

**2/25/2014 9:41:48 AM**

**in**

**Case No(s). 13-1651-GA-BTX**

Summary: Correspondence of Vectren Energy Delivery of Ohio, Inc. Transmitting Engineering Design Changes electronically filed by Teresa Orahod on behalf of Sally Bloomfield