



Montgomery County Board of Supervisors

MVP Project Update – May 26, 2015

Surveys & Scoping

- **Civil surveys and environmental studies to evaluate feasibility of each route and determine best route with least overall impact to landowners, environment and cultural resources**
 - Civil Surveys
 - Stream & Wetland
 - Protected Species
 - Archaeological & Architectural
 - Geological & Karst (Draper Aden Associates – Blacksburg, VA)
- **FERC scoping period from April – June to identify all issues to be addressed in the Environmental Impact Statement (EIS)**
 - Scoping Meetings:
 - May 5, 2015 – Eastern Montgomery High School, Elliston, VA
 - May 7, 2015 – Chatham High School, Chatham, VA

Draft Resource Reports

- 1 – Project Description (March 27, 2015)
- 2 – Water Use & Quality (May 22, 2015)
- 3 – Fish, Wildlife & Vegetation (April 24, 2015)
- 4 – Cultural Resources (April 24, 2015)
- 5 – Socioeconomics (April 10, 2015)
- 6 – Geologic Resources (May 22, 2015)
- 7 – Soils (March 27, 2015)
- 8 – Land Use, Recreation & Aesthetics (March 27, 2015)
- 9 – Air & Noise Quality (May 22, 2015)
- 10 – Alternatives (April 14, 2015)
- 11 – Reliability & Safety (April 10, 2015)
- 12 – PCB Contamination (April 10, 2015)

Route Modifications

Table 10.6-19

Minor Route Modifications Incorporated into the Proposed Route a/

MP	Description of Change	Reason for Change
0.2	Shift east 140 feet	Eliminate side hill construction
0.4	Shift east 200 feet	Eliminate side hill construction
11.3	Shift north 100 feet at crossing of Big Elk Road	Better road crossing due to steep slope
11.55	Shift north 220 feet	Eliminate side hill construction
12.1-12.5	Shift east 80 at crossing of Goose Run Road, and up to 150 feet east south of road crossing.	Constructability

262.0	Shift east 160 feet	Moved per landowner request
262.1	Shift west 330 feet	Moved per landowner request
263.65-264.4	Shift north up to 330 feet	Moved away from existing pond
265.8-266.6	Shift west up to 310 feet	Moved to the edge of an existing transmission line corridor
266.7-267.2	Shift north up to 800 feet	Moved per landowner request
267.35-268.2	Shift north up to 260 feet	Minimizes tree clearing and improve constructability

40.2	Shift west 100 feet	Eliminate side hill construction
46.2	Shift east 90 feet, including crossing of unnamed road	Eliminate side hill construction
47.55	Shift east 170 feet, including crossing of Route 33	Shift to create less impacts to landowner drive and approach to Route 33
52.1	Shift east 160 feet	Eliminate side hill construction
52.8-53.0	Shift east up to 120 feet	Eliminate side hill construction
57.1	Shift west 300 feet	Eliminates steep peak construction and places pipe on a natural bench below
67.0-68.1	Shift west up to 1,800 feet	Route shifted to accommodate current pipeline construction
69.05	Shift east 460 feet, including crossing of Left Fork Knowls Creek Road	Aligned for a more perpendicular stream crossing and approach to steep hill
71.0	Shift west 500 feet	Eliminates 90 degree bends
72.7	Shift west 600 feet	Eliminate side hill construction and 90 degree bends

Table 10.6-19

Minor Route Modifications Incorporated into the Proposed Route a/

MP	Description of Change	Reason for Change
73.9	Shift west 530 feet	Eliminate side hill construction
75.35	Shift west 280 feet	Shifted for constructability and to miss cemetery
80.2	Shift west 550 feet	Improve constructability on steep slopes
81.0-81.35	Shift east up to 400 feet, including crossing of Vic Lunceford Road-Mollohan Ridge	Eliminates steep slope construction

111.0-111.45	Shift east up to 400 feet	Moves away from existing ponds
111.6	Shift west 360 feet	Improve constructability on steep slopes
111.95	Shift north 260 feet	Eliminates side hill construction
112.85-113.5	Shift south up to 650 feet	Moved away from existing pond and less tree clearing
115.2	Shift west 250 feet	Eliminates side hill construction
115.55-115.85	Shift west up to 200 feet	Eliminates side hill construction
116.25-117.0	Shift east up to 950 feet	Eliminates side hill construction
119.45	Shift west 280 feet	Eliminates side hill construction
121.85-122.6	Shift east up to 320 feet including crossing of Carvas Nettle Road/Route 39	Moves Pipeline further from residential area and eliminates construction on side slope
124.95	Shift east 400 feet, including crossing of Odell Town Road	Eliminates side hill construction
125.2	Shift west 470 feet	Eliminates side hill construction
125.6-126.1	Shift west up to 680 feet	Eliminates side hill construction

Agency & NGO Consultation

- Ongoing consultation with state and federal agencies and NGOs to identify potential impacts to environment and cultural resources, and determine best way to minimize impacts

State & Federal Agencies	Non-Governmental Organizations
U.S. Forest Service U.S. Fish & Wildlife Service Virginia Department of Conservation & Recreation (DCR) Virginia Department of Game & Inland Fisheries Virginia Department of Historic Resources (DHR)	Nature Conservancy Virginia Outdoor Foundation Blue Ridge Land Conservancy Preservation Virginia National Trust for Historic Preservation

Compressor Stations

- **4 compressor stations:**
 - Bradshaw Station – Wetzel County, WV
 - Harris Station – Braxton County, WV
 - Stallworth Station – Fayette, WV
 - Swann Station – Montgomery, VA (~MP 220.5)
- **Approximate horsepower**
 - ~31,800 hp
 - (2) ~15,900-hp gas-fired turbine engine driven compressor units
- **Expected operating pressure**
 - Suction: 989 psig
 - Discharge: 1,250 psig
- **Approximate acreage**
 - Total: ~100 acres
 - Disturbed: ~10 acres

Compressor Stations (cont'd.)



Jefferson Station – Greene County, PA

Current & Alternative Routes

