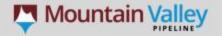




Montgomery County Board of Supervisors

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



Draft Resource Report 10 - Alternatives Docket No. PF15-3

Mountain Valley

Draft Resource Report 10 - Alternatives Docket No. PF15-3

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	

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	

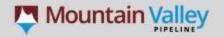
262.0	Shift east 160 feet	Moved per landowner request
262.1	Shift west 330 feet	Moved per landowner request
263.65-264.4	Shift north up to 330 feet	Moved away from existing pond
265.8-266.6	Shift west up to 310 feet	Moved to the edge of an existing transmission line corridor
266.7-267.2	Shift north up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

40.9	ariiit west fou leet	Climinate side niii constituction
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 Knawls 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

111.0-111.40	Smit east up to zou reet	мочеь амау потп ехьопу ропоь
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 Canvas Nettle Road/Route 39	Moves Pipeline further from residential area and eliminates construction on side slope
124.95	Shift east400 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

41 April 2015 10-42 April 2015

4



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	Nature Conservancy Virginia Outdoor Foundation
Virginia Department of Conservation &	Blue Ridge Land Conservancy
Recreation (DCR) Virginia Department of Game & Inland	Preservation Virginia National Trust for Historic Preservation
Fisheries	
Virginia Department of Historic Resources (DHR)	



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

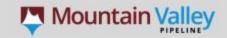
- ~31,800 hp
- (2) ~15,900-hp gas-fired turbine engine driven compressor units

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

