

Section 1: Summarized Questions from Nelson County Report

1. What steps has ACP taken to minimize or eliminate the need for the use of eminent domain takings by using existing rights of way?

RESPONSE: Atlantic Coast Pipeline, LLC (Atlantic) is committed to fair and equitable treatment of landowners whose property would be crossed by the Atlantic Coast Pipeline (ACP or Project). Atlantic will not have eminent domain authority unless and until the Federal Energy Regulatory Commission (FERC) approves the Project as a public necessity. If the Project is approved, Atlantic will make every effort to reach voluntary agreement with landowners and avoid the use of eminent domain. Historically, in almost all cases, natural gas transmission companies including Dominion Transmission, Inc. (Dominion), which will build and operate ACP on behalf of Atlantic, have been able to reach negotiated easement agreements with landowners across whose property the pipeline must traverse.

Where practical, and depending on site-specific conditions, new natural gas transmission pipelines can sometimes be collocated with existing linear corridor facilities (e.g., other pipelines, electric transmission lines, highways, or railroads) to minimize impacts on environmental and other resources. The route submitted to FERC on September 18, 2015 includes approximately 60 miles or roughly 10 percent of the pipeline adjacent to pre-existing rights-of-way (ROW). This is the result of more than 18 months of study and examination of more than 3,000 potential miles of terrain for the pipeline's route. Atlantic's engineers and planners developed the proposed route with collocation in mind, because it can help lessen the impact to the environment and to property owners. Further, FERC requires us to consider using existing rights of way when routing pipelines.

A pipeline is considered collocated with an existing linear corridor facility if the new ROW for the pipeline is **adjacent to** or **very near** (within a few hundred feet) of the existing facility. A pipeline can parallel an existing linear corridor without being collocated with the existing facility, but this often results in multiple clear-cuts along similar paths with no reduction in impacts on environmental and other resources. It also generally requires additional easements and, thus, an expanded corridor across privately held property. Typically, a pipeline cannot be collocated within an existing easement – for roads, electric lines, railroads, etc. – because these facilities require a specific amount of clearance or space for safe operation and maintenance of the facilities. For example, where the Atlantic Coast Pipeline (ACP) has proposed to collocate along electric transmission corridors, the pipeline can share only 5 feet of the existing ROW in some locations. Atlantic will negotiate a separate easement with the private landowner for the additional required land.

The three criteria listed below are also generally used to identify and evaluate opportunities to route a new natural gas transmission pipeline adjacent to existing linear corridor facilities.

- The location and orientation of existing facilities relative to the new pipeline. The existing facilities must provide a **relatively direct path** between the proposed receipt and delivery points for the new pipeline. Otherwise, routing adjacent to these existing facilities increases the length of the pipeline, which results in greater environmental impact and added cost to the project.
- The nature of terrain along existing facilities. In some areas, the land crossed may not allow for the construction of a pipeline adjacent to an existing facility due to factors such as side slope, limitations on the amount of space available for new construction, or the orientation of landforms crossed. For example, electric lines can cross steep terrain, conservation easements, culturally

significant areas and waterbodies, in ways that natural gas pipelines cannot, which significantly limits our opportunities along those ROWs.

- The nature of land uses along the existing facilities. Developed lands (including residential, commercial, and industrial lands) are often found along linear corridor facilities such as highways and railroads. Routing a new pipeline to avoid these developed areas often results in parallel (as opposed to adjacent) alignments and increases the length (and therefore the environmental impact and cost) of a new pipeline. In the eastern United States, collocation opportunities can be limited due to these types of space constraints. Projects in western part of the United States — with its long stretches of road and vacant land — generally have more collocation opportunities.

Section 10.7 of Resource Report 10 provides an evaluation of multiple conceptual collocation route alternatives that were examined for the proposed ACP. In addition to these conceptual alternatives, Atlantic also evaluated potential collocation alternatives for the ACP in areas where existing pipelines, electric transmission lines, or roads either intersect or run parallel to and near the proposed Projects. Potential route alternatives and variations adjacent to existing facilities which would meet the purpose and need of the Project and avoid or minimize impacts are discussed in Sections 10.8 and 10.9 of Resource Report 10. Appendix 10A of Resource Report 10 also provides a set of figures and a table providing information on other potential collocation alternatives that were reviewed with desktop data, including the reasons they are not feasible alternatives.

2. Will Dominion make available to the county and public DEQ required, project-specific Erosion and Sediment Control and Stormwater Management Plans prior to project approval and construction?

RESPONSE: Yes, Atlantic will make available final, approved plans to the Virginia Department of Environmental Quality (DEQ) and all localities including Nelson County. Dominion Transmission Inc., currently holds DEQ-approved Annual Standards and Specifications (S&S) for pipeline construction in Virginia. Dominion's S&S are current and are valid through the end of 2015. We are in the process of updating our S&S which will be in place prior to the start of construction in the second half of 2016. These S&S require our erosion and sediment (E&S) control plans to be reviewed by a DEQ-certified plan reviewer and that our environmental inspectors be DEQ-certified. Handling erosion and sediment control through annual S&S has been successfully implemented for many years and on scores of projects conducted by electric transmission and distribution companies, natural gas transmission and distribution companies, VDOT, railways and others. We are required under state code (62.1-44.15:31) to operate under these annual standards and specifications and have done so successfully. Once S&S plans are final, the approved E&S Control Plans and Stormwater Management Plans will be presented and filed with the Virginia Department of Environmental Quality Office of Stormwater Management.

3. Will Dominion comply with local Erosion and Sediment Control and Stormwater Management Plans, allowing the county to conduct inspections and enforce provisions set forth in the ordinances?

RESPONSE: While Dominion conducts plan reviews and inspections, DEQ retains oversight, inspection and enforcement authority. The S&S are reviewed and approved by DEQ. DEQ can inspect our projects and plans at any time to ensure compliance with State Water Control Laws and Regulations. Additionally, there will be an environmental inspection program that will be overseen by FERC – FERC will inspect the project directly and will utilize third-party compliance monitors on-site during construction to oversee compliance.

- FERC Employee Inspections: FERC staff can and do inspect project sites to monitor compliance during the construction and restoration phases. The frequencies of inspections are determined by FERC staff and are a function of project activity.
- FERC Compliance Monitors: In addition to the FERC staff inspections, Atlantic will fund third-party compliance monitors, to be selected and managed by the FERC, to provide continuous environmental compliance monitoring services for the ACP during construction. The FERC Compliance Monitors will provide regular reports to FERC staff on compliance issues and assist FERC staff in screening and processing variance requests during construction.

In addition to the FERC and DEQ oversight, Atlantic/Dominion will also have a robust inspection program that will be implemented concurrently with the FERC inspection program. Atlantic will have multiple layers of compliance inspectors directed by the Dominion Environmental Services (DES) group. The ACP team includes the Dominion Environmental Inspectors (EIs) and Construction Contractor EIs who monitor environmental compliance during both the construction and restoration phases of the Project.

- DES ACP Team – The DES team is comprised of multiple environmental professionals including Environmental Compliance Coordinators(s). This team will provide oversight on all facets of environmental compliance, oversees the Dominion EIs, provides oversight to the Construction Contractor EI's, and conducts periodic internal reviews on all areas of compliance.
 - Dominion EIs - The Dominion EIs have peer status with other inspectors (e.g., quality control) and report directly to Dominion. The Dominion EIs will be responsible for the following:
 - Monitoring compliance with all environmental requirements of the Certificates as well as Federal and State/Commonwealth permits, clearances, and other approvals;
 - Evaluating the construction contractor's implementation of environmental mitigation measures;
 - Providing oversight to the Construction Contractor EI's;
 - Issuing corrective action and stop-activity orders to maintain environmental compliance;
 - Documenting compliance with the environmental requirements of the Projects; and
 - Preparing status reports for submittal to the FERC's environmental staff.
 - Construction Contractor EIs - These inspectors are hired and directed by each construction contractor and is responsible coordinating all elements of environmental compliance for the construction contractor. The construction contractor EIs are responsible for implementation of compliance and are overseen by Dominion.
4. Will Dominion comply fully with Section 106 of the National Historic Preservation Act to ensure that the ACP avoids or minimizes any adverse effects to historic districts and historic properties in Nelson County?

RESPONSE: Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, requires Federal agencies to take into account the effects of their undertakings on cultural resource sites that are listed, or eligible for listing, on the National Register of Historic Places (NRHP). As such, FERC is the lead agency responsible for complying with the NHPA for the ACP. Atlantic is assisting the FERC in meeting this obligation by conducting archaeological and historic structure surveys of the proposed construction areas for the Projects. Atlantic, as the applicant, will fully comply with any measures developed by the FERC or the Advisory Council for Historic Preservation to ensure compliance with the NHPA.

Section 2: Specific Questions from Nelson County

A. Green Infrastructure & Other Environmental Issues

1) Green Infrastructure Core Landscapes:

- a. Where would the proposed route(s) intersect with existing green infrastructure core landscapes as identified by the Virginia Department of Conservation and Recreation's Natural Heritage Program?

RESPONSE: A map of Nelson County depicting ecological core areas along the proposed pipeline route is attached to this response.

- b. What and where are the specific impacts to overall forest ecosystem health, resilience, and biodiversity associated with pipeline construction through existing green infrastructure core landscapes?

RESPONSE: Impacts on forested lands, including impacts on forest dwelling species and forest resources, are discussed throughout Resource Report 3 and in Resource Report 8. The primary effect of construction on forested land is the removal of trees and shrubs from the construction ROW and additional temporary workspace (ATWS). Following construction, trees and shrubs in the temporary construction ROW and in ATWS areas will be allowed to revegetate. The permanent pipeline ROW will be maintained to support herbaceous or low shrub-dominated communities. This will result in a permanent conversion of forested land to open land in the maintained ROW.

- c. What remaining ecological, biological, watershed, or other conservation value(s) would the existing green infrastructure core landscapes have after being impacted and/or bisected by a transmission corridor?

RESPONSE: The FERC will provide an assessment of impacts on forested land in the Environmental Impact Statement (EIS) prepared for the ACP. In our experience, the primary impact on forested land is fragmentation due to the conversion of forested land to herbaceous cover in permanent, maintained easement. However, Atlantic does not anticipate that construction and operation of the ACP will have a lasting or significant impact on the values associated with forested lands. A detailed assessment of potential impacts due to fragmentation is provided in Resource Report 3.

2) Surface and Subsurface Water Resources in a Rural Headwaters Community:

- a. Where would the proposed ACP route(s) intersect with headwaters, streams, creeks, rivers, wetlands, and floodplains? What is the number of intersections or crossings, and what specific impacts would be associated with each intersection or crossing?

RESPONSE: The proposed route and associated workspace will intersect 22 perennial waterbodies, 22 intermittent waterbodies, 4 forested wetlands, and 10 mapped floodplains within Nelson County, based on a combination of survey and desktop data. The milepost locations of waterbodies and wetlands crossed by the ACP, and the proposed construction methods for each crossing, are provided in Appendices 2A and 2H of Resource Report 2. Detailed descriptions of construction and restoration measures for waterbodies and wetlands are provided in Resource Reports 1 and 2. Atlantic is working with the U.S. Army Corps of Engineers (USACE) and other Virginia agencies to permit wetland and waterbody crossings in compliance with the requirements of the Clean Water Act.

Construction methods vary at each crossing based on a number of factors including site characteristics (e.g., the width and depth of a waterbody), engineering feasibility and constructability considerations (e.g., topography and slope), and resource constraints (e.g., the presence of sensitive species). For all

crossings, Atlantic will use the least environmentally damaging constructible approach to minimize impacts on waterbodies and wetlands. In each case and for each method, Atlantic will adhere to the measures required in the FERC's *Wetland and Waterbody Construction and Mitigation Procedures* (Procedures), which identify best management practices for construction across waterbodies and wetlands as well as requirements identified in applicable Federal or Commonwealth crossing permits. These will require the installation and maintenance of erosion and sediment controls; the restoration of disturbed areas, including the bed and bank of waterbodies, to preconstruction contours; and the restoration of vegetation on the banks of waterbodies, in wetlands, and in adjacent upland areas. Also see the Response to Question 1c.

- b. What are the specific impacts to overall headwater watershed health associated with pipeline construction and resulting riparian disturbances?

RESPONSE: Temporary impacts on headwater watersheds could result from clearing and grading of stream banks, removal of riparian vegetation, instream trenching, dewatering, and backfilling. Impacts on waterbodies could include increased sedimentation and turbidity, increased temperature, and decreased dissolved oxygen concentrations. These impacts are expected to be temporary due to implementation of the best management practices required by the Procedures, which are designed to minimize impacts on waterbodies and associated fisheries. Also see the Response to Question 1c and 1h.

- c. What are the specific impacts to quantity and quality of creeks, streams, ponds, lakes, reservoirs, and/or other surface water resources?

RESPONSE: In routing the pipeline and selecting crossing methods for waterbodies, Atlantic attempted to minimize the number and lengths of crossings as well as potential impacts on wildlife, vegetation, and water quality. Many waterbodies, for example, are proposed to be crossed using a dry crossing method, such as flume, dam-and-pump, or cofferdam, to avoid or minimize impacts on water quality due to sedimentation and turbidity.

Construction across waterbodies will temporarily impact the bed and banks of waterbodies and could result in a temporary increase in downstream sedimentation and turbidity. However, the bed and banks of waterbodies will be restored to preconstruction contours and the banks will be revegetated in accordance with the Procedures and applicable Federal or Commonwealth crossing permits. With the implementation of the practices identified in the Procedures, no permanent impacts on the quantity and quality of surface water resources are expected.

Construction adjacent to and across waterbodies could result in temporary, local modifications of aquatic habitat involving sedimentation, increased turbidity, and decreased dissolved oxygen concentrations. In almost all cases, these impacts will be limited to the period of in-stream construction, and conditions will return to normal shortly after stream restoration activities are completed. Agency recommended time of year restrictions to minimize impacts on aquatic resources are listed in Resource Report 2 and discussed in detail in Resource Report 3.

Instream construction will typically be completed within 24 to 48 hours at each stream crossing where waterbodies are less than 100 feet in width. Atlantic will implement measures outlined in the Procedures to minimize impacts on the waterbodies crossed, including the installation of trench plugs to prevent water from flowing along the trench line during and after construction. These measures will minimize potential impacts on surface and below ground hydrology.

After the pipeline is installed across a waterbody, the trench will be backfilled with native material excavated from the trench. The streambed profile will be restored to pre-existing contours and grade conditions to prevent scouring. The stream banks will then be restored as near as practicable to preconstruction conditions and stabilized. Stabilization measures could include seeding, tree planting, installation of erosion control blankets, or installation of riprap materials, as appropriate. Temporary erosion controls will be installed immediately following bank restoration. The waterbody crossing area will be inspected and maintained until restoration of vegetation is complete.

In addition, Atlantic will install temporary erosion control devices in uplands adjacent to waterbody crossings until there is successful revegetation of the construction right-of-way. Permanent erosion controls will be installed, such as slope breakers, to control runoff and aid in long-term stabilization along with the restored vegetation.

- d. What are the specific impacts to quantity and quality of private wells, aquifers, groundwater recharge areas, and other subsurface water resources?

RESPONSE: Ground disturbance associated with construction of pipelines and aboveground facilities is generally within the upper 10 feet or less of the existing ground surface, which is above the typical minimum depth of the bedrock aquifers in the areas crossed by the Projects. A depth of 10 feet is also above most near-surface aquifers and most wells that might be completed in a localized shallow aquifer. Where near-surface aquifers are present or localized alluvial aquifers occur, they typically consist of unconsolidated alluvial sand and gravel exhibiting rapid recharge and groundwater movement. If disturbed, these aquifers quickly re-establish equilibrium and turbidity levels rapidly subside, such that impacts are localized and temporary.

To avoid or minimize the potential impact of hazardous material spills during construction and operation of the ACP, Atlantic has prepared and will implement a *Spill Prevention, Control, and Countermeasures Plan* (SPCC Plan). The SPCC Plan specifies preventive measures such as regular inspection of storage areas for leaks, replacement of deteriorating containers, and construction of containment systems around hazardous liquids storage facilities. The SPCC Plan restricts refueling or other liquid transfer areas within 100 feet of wetlands, waterbodies, and springs; prohibits refueling within 200 feet of private water supply wells and within 400 feet of municipal water supply wells; and requires additional precautions (e.g., secondary containment) when specified setbacks cannot be maintained. The SPCC Plan additionally identifies response procedures, equipment, and cleanup measures to be implemented in the event of a spill.

Atlantic plans to test water quality and yield for public and private supply wells and springs proximate to the ACP Project area. Water inventory and sample collection will be conducted multiple times before construction (with landowner permission). Atlantic will establish baseline water well conditions prior to construction through investigative field surveys and a sampling protocol. The surveys will include a well yield inventory of wells or springs within 500 feet of the pipeline centerline.

With landowner permission, water samples will be obtained prior to construction to establish water quality and yield baselines. These samples will be tested for pH, total suspended solids, total dissolved solids, conductivity, alkalinity, acidity, sulfates, oil/grease, phenolic, iron, manganese, aluminum, fecal coliform, copper, lead, nickel, silver, thallium, zinc, chromium, arsenic, mercury, selenium, cyanide, calcium magnesium, hardness, chlorides, antimony, cadmium, and beryllium. Sampling protocols will adhere to the prevailing EPA and Commonwealth sampling, analytical and data quality assurance, and quality control procedures. The samples will be analyzed using EPA-approved methods and the analysis will be performed by a certified laboratory.

During and post-construction, reasonable water well damage claims will be investigated for cause. During this investigation, a temporary potable water source will be supplied to the well owner, if required. This temporary potable water source will be supplied by a potable water storage device and/or a temporary water treatment system to restore potable water. In the event the damage claim investigation yields positive results that construction activities caused or contributed to well damage, Atlantic will provide a permanent potable water source. This will be supplied by a permanent water treatment system and/or a new water supply.

- e. What are the specific impacts to surface water resources during hydrostatic testing of newly constructed pipeline?

RESPONSE: Water for hydrostatic testing will be obtained from surface water sources in accordance with Commonwealth regulations and required permits. As practicable, water used for hydrostatic testing will be transferred from one test section to another to reduce the amount of water that is required for testing. No chemicals will be added to the test water during testing. Water will be tested prior to introducing it in the pipeline. The water will be tested again prior to discharge once the hydrostatic test is complete. The water will then be discharged in accordance with the FERC's *Upland Erosion Control, Revegetation, and Maintenance Plan* (Plan), the Procedures, and applicable permits to well-vegetated upland areas or to the same source from which the water was obtained. The water will pass through an approved discharge structure, such as filter bags, to remove turbidity or suspended sediments (i.e., dirt left in the pipe during construction) and to prevent scour and erosion. With the implementation of these measures, no impacts on surface water resources due to hydrostatic testing are anticipated.

Additional details regarding hydrostatic testing, the potential impacts associated with hydrostatic testing, and the mitigation measures that will be implemented to minimize impacts during hydrostatic testing are provided in Resource Reports 1 and 2.

- f. What are the specific details regarding the adequacy of surface water resources to supply adequate water for hydrostatic testing without disturbing water quality and quantity, and without otherwise harming the localized hydrological cycle?

RESPONSE: In Nelson County, water withdrawals from Rockfish River and the James River are anticipated for hydrostatic testing. Atlantic anticipates that sufficient water resources will be available to supply adequate water for hydrostatic testing without impacting water quality, hydrological cycles, or downstream users. Water withdrawals will be conducted in accordance with required permits (e.g., a Surface Water Withdrawal permit from the DEQ).

- g. What are the specific impacts associated with used hydrostatic testing waste liquids?

RESPONSE: See the Response to Question 2e.

- h. What are the protective measures for freshwater resources during clearing of the easement corridor and construction of the pipeline?

Vegetative clearing, grading for construction, and soil compaction by heavy equipment near stream banks could promote erosion of the banks and the transport of sediment into waterbodies and wetlands by storm water runoff. To minimize these potential impacts, Atlantic will install erosion and sediment control devices as required by the Plan and Procedures as well as Commonwealth or local regulations or guidelines (including the Virginia Department of Environmental Quality's *Virginia Erosion and Sediment Control Handbook*). Prior to construction, Atlantic will prepare a set of construction

alignment sheets or similar scale maps depicting the locations of erosion and sediment controls and special restoration and revegetation measures in construction work areas using the strictest applicable standards. Other measures to protect water resources include siting ATWS 50 feet from the edge of surface water resources, installing temporary bridges or mats to allow equipment to cross waterbodies and wetlands, restoring contours and vegetation, and installing permanent erosion control devices where needed to minimize runoff and provide for long-term protection of water quality.

- i. How and when will the required conservation practices and facilities be properly monitored, and by whom?

RESPONSE: See Response to Question 3 in Section 1 above.

- j. How will environmental regulations be properly enforced?

RESPONSE: See Response to Question 3 in Section 1 above.

3) Wildlife Habitat and Ecosystem Health:

- a. What and where are the specific impacts to riparian, amphibian, forest, and terrestrial wildlife habitats?

RESPONSE: Construction and operation of the ACP could result in impacts on wildlife species and their existing habitats along the proposed pipeline route. The extent and duration of impacts will vary depending on the species present in each affected habitat type and their individual life histories.

Construction activities will likely displace species from within and in areas adjacent to the right-of-way, but the impact is expected to be short-term and limited to the period of construction. Timing restrictions for vegetation clearing will minimize impacts on species such as nesting migratory birds and roosting bats.

After construction is complete, Atlantic will restore the right-of-way as near as practicable to preconstruction conditions in accordance with the Plan and Procedures and the other construction, restoration, and mitigation plans developed for the ACP (provided in Appendix 1F of Resource Report 1). Cropland will be restored to active agricultural production, and other areas will be revegetated using methods and seed mixes appropriate to existing land uses and cover types. With the exception of forested lands, the ACP will not permanently alter the characteristics of the majority of the available wildlife habitats. Consequently, most impacts on wildlife are expected to be temporary. As noted above, potential impacts associated with forest fragmentation are discussed in Resource Report 3.

- b. What and where are the specific impacts to forest composition and health in green infrastructure cores containing mature hardwood and mixed forests?

RESPONSE: See the Response to Question 1.

- c. What and where are specific issues involving forest composition and invasive species?

Due to the widespread population of many invasive species in the ACP Project area, Atlantic will implement measures to prevent the spread of invasive species. Atlantic's *Invasive Plant Species Management Plan*, which is provided in Appendix 1F of Resource Report 1, identifies best management practices for preventing the spread of invasive plant species, such as cleaning equipment and vehicles, segregating cleared vegetation and topsoil in infested areas, installing sediment barriers around segregated stockpiles, treating infested areas, and using erosion control materials which have been certified as weed free.

Atlantic is documenting locations of invasive plant species as part of its biological surveys for the ACP. Atlantic's *Invasive Plant Species Management Plan* contains a preliminary list of locations identified through July 2015. Atlantic will update the list periodically as field surveys are completed.

B. Public Lands & Recreation Amenities

1) Where and how would the ACP intersect with federal, state, or local public lands?

RESPONSE: Approximately 94 percent of the proposed ACP pipeline route crosses privately owned lands. The remaining 6 percent of the route is across land that is managed or owned by public entities, including the U.S. Forest Service (USFS) (30.3 miles); National Park Service (NPS) (0.1 mile); State of West Virginia (1.3 miles); and Commonwealth of Virginia (1.9 miles). None of the aboveground facilities for the proposed project are located on public lands. The attached map provides an overview of the crossing locations on public lands.

The proposed AP-1 mainline route crosses approximately 26.3 miles within the proclamation boundary of the Monongahela National Forest (MNF), of which 18.3 miles is owned and managed by the USFS. The MNF, which is an administrative unit of the Eastern Region (Region 9) of the USFS, comprises approximately 921,000 acres of Federal land in West Virginia. The proposed AP-1 mainline route crosses the Greenbrier Ranger District within the MNF. The route does not cross lands designated by the USFS as Roadless Areas, Wilderness Areas, or Recommended Wilderness Study Areas (see attached Figure 8.7.1-1).

The proposed AP-1 mainline route crosses approximately 29.9 miles within the proclamation boundaries of the George Washington National Forest (GWNF), of which approximately 12.0 miles is owned and administered by the USFS. The GWNF, which is an administrative unit of the Southern Region (Region 8) of the USFS, comprises over a million acres of Federal land in West Virginia and Virginia. The proposed AP-1 mainline route crosses the GWNF in the North River and Glenwood-Pedlar Ranger Districts in Virginia. The proposed AP-1 mainline route crosses the Appalachian National Scenic Trail (AT or Trail) approximately at MP 158.1. Although the National Park Service's (NPS) Appalachian Trail Park Office possesses overall administrative authority over the AT, the GWNF retains jurisdiction over the portion of the AT crossed by the proposed pipeline.

Approximately at MP 158.2, the proposed AP-1 mainline crosses about 0.1 mile of NPS administered land along the Blue Ridge Parkway (BRP). Atlantic is proposing the use of the horizontal directional drill (HDD) construction method to install the pipeline under the AT and BRP. The HDD method would avoid direct impacts on the trail and BRP, including impacts on vegetation immediately adjacent to the trail and parkway, as clearing of the right-of-way between the HDD entry and exit points will not be required. See Response to Question B.4 below for more information on the planned crossings beneath the BRP and AT.

Additional information on potential impacts to federal lands crossed by the proposed ACP project is provided in Resource Report 8, Sections 8.7 and 8.8.

The proposed AP-1 mainline route crosses approximately 0.4 mile of Commonwealth land in Virginia, within the Little Doe Hill tract of the Highland Wildlife Management Area (WMA). The crossing occurs approximately between MPs 98.3 and 98.7 (0.4 mile) in Highland County. The WMA is managed by the Virginia Department of Game and Inland Fisheries (VDGIF). It encompasses approximately 14,283 acres on three separate tracts.

The proposed AP-1 mainline route also crosses the James River WMA approximately between MPs 183.3 to 184.7 (1.4 miles) on the west bank of the James River in Nelson County. The WMA encompasses about 1,213 acres. The proposed AP-1 mainline route crosses both wooded uplands and about 1,000 feet of wooded bottomland along the James River. The route crosses both a railroad and a two-lane road (Midway Mills Lane) within the bottomland.

2) Where would the ACP have proximity of one mile or less to federal, state, or local public lands?

RESPONSE: Resource Report 8, Appendix 8J (p. 6-7), provides a table that outlines by county the recreation areas, scenic byways and special interest areas crossed by or within 0.25 miles of the ACP.

3) Where would the ACP impact important scenic views and other scenic resources as seen and enjoyed from designated overlooks and viewing areas on federal, state, or local public lands?

RESPONSE: A discussion of visual resources in the vicinity of the pipeline at important scenic areas in Virginia and Nelson County are provided in Section 8.11.2.3 of Resource Report 8. Additionally, Resource Report 8 details Atlantic's ongoing consultation with the U.S. Forest Service to assess visual impacts in the MNF and GWNF (including the AT). NPS has indicated that a visual impact analysis will be required, focusing on views from the BRP of areas both inside and outside the BRP corridor. Atlantic will conduct a visual impact analysis to assess potential impacts on views from the BRP as well as the AT from visually sensitive areas, such as the Three Ridges Overlook. A visual impact analysis will also be conducted in areas surrounding Wintergreen, including the Devil's Loop Lookout. Although not on federal, state or publicly owned lands, we recognize Wintergreen as a resource that is certainly enjoyed by the public.

4) What and where are the specific impacts to public resources and/or visitor experiences affecting each of the following:

RESPONSE:

a. Blue Ridge Parkway

Atlantic is proposing the use of the HDD construction method to install the pipeline under the AT and BRP (see Section 1.5.2.1 of Resource Report 1 for a description of this method). The HDD method will avoid direct impacts on the trail and parkway, including impacts on vegetation immediately adjacent to the trail and parkway, as clearing of the right-of-way between the HDD entry and exit points will not be required. Specific locations of planned HDDs, including the crossing at the AT/BRP, are identified in "Appendix 1G Site-Specific Crossing Plans" of Resource Report 1. These drawings indicate specific crossing locations as well as the respective entry and exit points for each HDD.

The proposed AP-1 mainline route crosses the BRP approximately at BRP mile marker 13.7 about 0.3 mile to the northeast of Three Ridges Overlook. The crossing is located approximately 380 feet to the southeast of the proposed AT crossing on GWNF lands.

Use of the HDD method will avoid direct impacts on the parkway, including impacts on vegetation along the parkway. Short-term impacts on passing motorists along the BRP could result from construction noise, but these impacts will be temporary and limited to the period of construction. Atlantic will address noise mitigation at these sites in the design for the HDD (see the detailed discussion above regarding the AT).

Additionally, Atlantic is consulting, and will continue to consult, with the NPS regarding the proposed crossing and design of the HDD. NPS has indicated that a visual impact analysis will be required, focusing on views from the BRP of areas both inside and outside the BRP corridor. Atlantic will conduct a visual impact analysis to assess potential impacts on views from the BRP (as well as the AT) from visually sensitive areas, such as the Three Ridges Overlook. Potential visual impacts will be minimized because the pipeline will be installed beneath the BRP by HDD.

Atlantic does not propose to utilize the BRP for access to the pipeline ROW during construction or operation of the ACP. Alternative access routes, as well as the right-of-way itself, will be used to access the proposed HDD entry and exit points for the crossing.

b. Appalachian Trail

By using the trenchless HDD method to install the proposed pipeline beneath the AT (and adjacent BRP and portions of the GWNF), direct impacts to the Trail will be minimized, including impacts on vegetation immediately adjacent to the Trail. The proposed entry and exit locations for the HDD will be located approximately 1,385 feet to the northwest and 3,375 feet to the southeast of the AT, respectively. These distances from the AT will represent areas where no clearing of trees along the right-of-way will occur on the land surface in the immediate vicinity of the Trail, significantly minimizing the potential for visual impacts to users of the Trail. Short-term impacts on visitors to the AT and BRP could result from construction noise associated with the HDD, but these impacts will be temporary, localized, and limited to the period of construction. Atlantic will implement mitigation measures during the HDD to minimize noise, if necessary. While the HDD method will avoid direct visual impacts at the AT crossing, construction of the pipeline has the potential to affect views of other lands that are visible from the AT but are not part of the AT-specific Management Prescription. As discussed in Resource Report 8, Atlantic has conducted a “seen area” analysis that includes Key Observation Points from the AT, as a necessary predecessor to conducting visual simulations and further visual analysis of views of the pipeline right-of-way from the AT. These studies will be used to determine necessary visual mitigation measures associated with background views of the right-of-way from the AT.

Another key advantage of HDD is that use of this method will not impede safe and uninterrupted year-round access to the AT during construction of the ACP. Atlantic is consulting and will continue to consult with the GWNF, NPS, and Appalachian Trail Conservancy (ATC) regarding the proposed crossing and design of the HDD.

c. George Washington National Forest

Popular recreational uses within the GWNF include camping, hiking, pleasure driving, hunting, fishing, picnicking, and OHV use. Recreational visits to the George Washington-Jefferson National Forest numbered approximately 2.3 million in 2011 (USFS, 2015). Key GWNF recreational areas near the proposed AP-1 mainline route are shown in Resource Report 8, Figure 8.8.2-1.

Construction of the proposed AP-1 mainline could directly affect dispersed recreational use on the GWNF as construction passes through the area. Short-term impacts will include reduced access across the construction right-of-way; increased noise, dust, and heavy equipment emissions; and fewer opportunities to view wildlife. These impacts will be temporary, and limited primarily to the construction phase of the ACP. No significant impacts during operation of the proposed facilities are anticipated.

The GWNF has approximately 1,100 miles of trails, ranging in maintenance levels from primitive (e.g., not much more than a deer path) to short paved trails with interpretive signs (USFS, 2014a, 2014b). The proposed ACP-1 mainline crosses five designated trails in the GWNF, as listed in Appendix 8J. Potential impacts to trails are discussed in Section 8.8.6.

One key recreational facility in the GWNF is located near the proposed AP-1 mainline route. Approximately at MP 116.5, the proposed route crosses the access road to the Braley Pond Day Use Area, a popular spot for family picnicking and dispersed camping with trailheads leading to the Ramseys Draft Wilderness. The day use area lies approximately 0.4 mile to the north of the proposed AP-1 mainline route. Atlantic will work with the GWNF to develop measures to maintain visitor access to the site during construction, and restore the right-of-way in a manner to minimize visual impacts to visitors in route to the Braley Pond site.

The Shaws Fork Equestrian Campground, a five-site horse campground located near several scenic overlooks and a Confederate Army fortification site, lies two miles northeast of the proposed AP-1 mainline route approximately at MP 110. Riders heading south along the Shenandoah Trail from this campground would encounter the pipeline right-of-way after about 2.5 miles of riding. The Project would minimize impacts on access across the right-of-way along this trail by using a “mini-crew” to install the crossing. This would allow trail access across the right-of-way to continue until the pipeline crossing segment is ready to be excavated, installed, and backfilled, and reducing trail closure time to two days or less.

Approximately at MP 157.3, the proposed AP-1 mainline route lies about 1 mile east of the Sherando Lake Recreational Area, a developed, high-use recreational facility featuring campgrounds, swimming, hiking, and picnicking. Sherando Lake is the busiest recreational area on the GWNF. The proposed AP-1 mainline route parallels Mt. Torrey Road, a two-lane road along Back Creek that leads to Sherando Lake, for about 3.5 miles, and would likely be visible to drivers and cyclists along this road. However, the proposed pipeline route does not cross Sherando Lake Drive, the entrance road into the lake and campgrounds, lying just over 0.1 mile west of that road. A ridge separates the right-of-way from the lake, campgrounds, and entrance road, although further east the right-of-way ascends the higher elevation slopes of the Blue Ridge Mountains. Atlantic will conduct a visual assessment to determine whether the right-of-way will be visible from the Sherando Lake Recreation Area or its entrance road.

Near this same location, approximately at MP 155.2, the proposed AP-1 mainline route lies about 0.1 mile east of the Mt. Torry Furnace, a historic iron furnace built in 1804. The furnace, which is on the National Register of Historic Places, is fenced and contains an interpretive sign. Forest would separate the site from the proposed right-of-way, so no visual or other impacts on visitors to the site are expected to occur.

For a detailed description of potential impacts to public resources and/or visitor experiences in the GWNF, see Resource Report 8, Section 8.

C. Conservation Easements & Other Conservation Lands

1) Where do the proposed ACP route(s) intersect with, or have proximity of one mile or less from, existing designated conservation lands such as:

- a. conservation easements, which are intended to be legally protected in perpetuity?

b. Agricultural and Forestal Districts, which are intended to be protected as productive agricultural landscapes prevented from being developed to more intensive use(s)?

c. nature preserves or natural area preserves, which are created and managed for the protection and rehabilitation of habitats, plants, and animals?

d. Wilderness Areas, which are designated by the U.S. Congress as special places to be forever protected in their current state, as living monuments of the Created world as it existed prior to human modification?

RESPONSE: A map depicting Commonwealth lands, conservation easements, federally designated Wilderness Areas, and VDCR conservation sites and buffers in the vicinity of the proposed pipeline route in Nelson County is attached to this response. As shown in the map, the pipeline route crosses a VDCR conservation site and buffer area (approximately between MPs 162.1 and 162.5), a conservation easement (approximately between MPs 173.5 and 173.9), a Virginia wildlife management area (approximately between MPs 183.3 and 184.7) in Nelson County. Atlantic is coordinating with the VDCR, Virginia Outdoors Foundation, and Virginia Department of Game and Inland Fisheries, respectively, regarding these crossings. No federally designated Wilderness Areas are crossed by the proposed route in Nelson County.

Atlantic does not have and is not aware of publically available geospatial data on agricultural and forestal districts. Based on interactions with stakeholders to date, and as discussed in Resource Report 8, Atlantic has identified one parcel in Nelson County within an agricultural and forestal district that will be crossed by the proposed pipeline. This crossing, which is within the Dutch Creek Agricultural and Forestal District, occurs approximately from MP 173.1 to MP 173.6.

2) What and where are the specific impacts to each type of conservation landscape, at each instance of intersection or proximity of less than one mile?

RESPONSE: As part of Atlantic's 7(c) Application filing, FERC will conduct an environmental review of the ACP under the National Environmental Protection Act (NEPA). As part of this review, FERC will prepare both a draft and final Environmental Impact Statement (EIS) to satisfy the Commission's responsibility as the lead federal agency to comply with the NEPA. To develop the information used to prepare the EIS FERC requires the applicant to prepare twelve different environmental resource reports as follows:

- Resource Report 1 - General Project Description
- Resource Report 2 - Water Use and Quality
- Resource Report 3 - Fish, Wildlife, and Vegetation
- Resource Report 4 - Cultural Resources
- Resource Report 5 - Socioeconomics
- Resource Report 6 - Geological Resources
- Resource Report 7 - Soils
- Resource Report 8 - Land Use, Recreation and Aesthetics
- Resource Report 9 - Air and Noise Quality
- Resource Report 10 - Alternatives
- Resource Report 11 - Reliability and Safety
- Resource Report 12 - PCB Contamination

Both desktop and filed survey data are used to prepare these reports. Atlantic submitted draft versions of these reports on May 19, 2015 and final versions of these reports with our FERC Application on

September 18, 2015. Additionally supplemental information will be submitted to FERC as field surveys continue in the 2015 survey season.

As previously stated, FERC will prepare an EIS for the ACP. To accomplish this effort the FERC has retained a third party contactor (MERJENT) to prepare both the draft and final EIS under their direction. As part of the EIS process, FERC requires that the applicant conduct numerous consultations with Federal and State/Commonwealth agencies. These consultations include but are not limited to consultation with the USFWS under Section 7 of the Endangered Species Act and consultation under Section 106 of the National Historic Preservation Act with each State/Commonwealth's historical preservation office. A summary of ACP agency contacts is provided in Appendix 1H of Resource Report 1. The EIS will fully address impacts to the following resources:

- Geology and Mineral Resources
- Soils (including erosion control and restoration/revegetation)
- Water Resources (surface water and groundwater hydrology and quality)
- Biological Resources (including wildlife, vegetation, wetlands, aquatic biology, essential fish habitat, and threatened and endangered species)
- Land Ownership, Land Use, and Recreation
- Socioeconomics
- Visual Resources/Aesthetics
- Air Quality
- Noise
- Cultural and Paleontological Resources
- Public Safety
- Cumulative Impacts
- Alternatives

Impacts for these resources will be addressed as part of the FERC EIS process and will be available for review by stakeholders during the draft EIS public comment period. Comments on the draft EIS will be addressed by FERC staff in the final EIS.

D. Historic Districts & Other Historic Resources

1A) Where would the proposed ACP route(s) intersect with existing historic districts, such as the Lovingson Historic District and Greenwood-Afton Rural Historic District?

RESPONSE: In Nelson County, the proposed route crosses the South Rockfish Rural Historic District approximately between MPs 163.1 and 163.7. The Lovingson Historic District is located approximately 3.9 miles west of the route and the Greenwood Afton Rural Historic District is located approximately 4.5 miles east of the route.

1B) Where would the proposed ACP route(s) have proximity of one mile or less to an existing historic district?

RESPONSE: Other than the crossing of the South Rockfish Rural Historic District, there are no existing historic districts within 1 mile of the route.

2A) Where would the proposed ACP route(s) intersect with an eligible and/or proposed historic district, such as the South Rockfish or Wingina Rural Historic Districts?

In Nelson County, the proposed route crosses the Warminster Rural Historic District (proposed) approximately between MPs 181.3 and 181.9 and between MPs 184.5 and 184.7. The Wingina Rural Historic District is approximately 1.5 miles south of the proposed route.

2B) Where would the proposed ACP route(s) have proximity of one mile or less to an eligible and/or proposed historic district?

Other than the crossing of the Warminster Rural Historic District, there are no proposed historic districts within 1 mile of the route.

3) What are the specific impacts associated with each instance of such intersection or proximity to an existing or an eligible and/or proposed historic district? Would the pipeline route be visible; and if so, what specific impacts would that create on the historic district?

RESPONSE: See Response to Question C.2 above.

4) What and where are the specific impacts to all known historic resources and archaeological sites?

RESPONSE: See Response to Question C.2 above.

5) What efforts are being done to ensure that the proposed ACP would not disturb historical resources and/or archaeological sites?

RESPONSE: See Response to Question C.2 above. Atlantic has and will continue to consult with the Virginia Department of Historic Resources to assess potential impacts on historic and archaeological sites, and where appropriate, identify measures for avoiding, minimizing, or mitigating impacts on these sites.

E. Scenic Byways & Other Scenic Resources

1) Where would the proposed ACP route(s) intersect designated Virginia Scenic Byways and/or National Scenic Byways?

RESPONSE: The proposed ACP route intersects one designated Virginia Scenic By-way in Nelson County, the Rockfish Valley Highway.

2) Where would the proposed ACP route(s) be visible from designated Virginia Scenic Byways and/or National Scenic Byways?

RESPONSE: The Rockfish Valley Highway lies in the Rockfish Valley at the location where it is crossed by the proposed AP-1 pipeline route. North of the highway the pipeline route lies on the crest of the forested ridge between Spruce Creek and the South Fork of Rockfish River. Consequently, only the portion of the right-of-way descending into the valley is likely to be visible from the viewing points along the highway in the valley. Similarly, portions of the right-of-way ascending the southern slopes of the valley could be visible, although the more irregular terrain along this segment of the route would tend to break up long views down the right-of-way.

3) What and where are the specific impacts to other important scenic resources as identified by members of the public, governmental agencies, or the Nelson County Comprehensive Plan?

RESPONSE: See Response to Question C.2 above.

4A) What efforts have been made to identify and secure alternate routes for the ACP that would utilize existing utility crossing(s) or other linear rights-of-way to traverse the crest of the Blue Ridge Mountains?

RESPONSE: See Response to Question 1 in Section 1.

4B) What is FERC's analysis of potential opportunities to utilize existing utility crossing(s) or other linear rights-of-way across the Blue Ridge, and to avoid unnecessary negative impacts to scenic byways and other scenic resources?

RESPONSE: See Response to Question C.2 above.

F. Land Use Patterns, Economic Development Issues & Quality of Life Questions

1) What is FERC's analysis of the compatibility of the proposed ACP route(s) with the specific local context of Nelson County, Virginia?

RESPONSE: See Response to Question C.2 above.

2) What and where are the specific impacts, conflicts, or other issues associated with the proposed ACP route(s) relative to traditional rural land uses existing in Nelson County, such as farms, working forests, orchards, and vineyards?

RESPONSE: As discussed in Resource Reports 5 and 8 of Atlantic's Application to FERC, the Project does not cross any wineries or vineyards. The nearest winery to the ACP in Nelson County is the Wintergreen winery. Similarly, the ACP does not cross any orchards in Nelson County. Only two parcels containing specialty crops (a persimmon orchard and a blueberry patch) are being crossed by the ACP and both are located in North Carolina. The ACP route does cross a parcel of land in Nelson County owned by the proprietors of the Bold Rock Cidery. Review of aerial photography and consultation with the landowner indicates that the facilities and orchards associated with the Bold Rock Cidery are located on an adjacent parcel to the south of the route near MP 158.5. Additionally, Atlantic made a minor route adjustment at the request of the landowner to avoid impacts on the cidery and potential future developments associated with the cidery.

As discussed in Resource Report 8, the proposed ACP pipeline will cross approximately 248.1 miles of upland forest/woodland; and 59.5 miles of tree plantation/harvested forest. Based on review of aerial photography and consultations with landowners to date, one commercial timber farm parcel is crossed by the ACP in Nelson County between MPs 180.3 and 183.0. In forested areas, temporary loss of timber will occur in the construction easement areas and permanent loss of timber will occur within the maintained permanent pipeline easements and permanent footprints for aboveground facility sites. Trees cleared in the forested lands crossed or affected by the Project may or may not be sold for timber subject to landowner negotiations. Trees purchased by Atlantic will be used during restoration, disposed of, or when practicable, recycled. For merchantable timber, estimated timber sale revenue from land affected by construction of the Project will be determined once timber has been assessed. Atlantic will coordinate with landowners and land managing agencies to minimize impacts on forest and timber resources and determine fair compensation for damages to merchantable timber that result from construction and operation of the Project. Landowners or land managing agencies will be compensated for the loss of merchantable timber based on stumpage board footage and tree species. Additional information on compensation for impacts on timber is provided in Resource Report 8.

As discussed in Resource Report 8, the proposed ACP pipeline route crosses approximately 210.8 miles of agricultural lands, including cropland, pasture, and harvested forest. It is anticipated that the ACP will

cross many farms in Nelson County. Construction of the proposed ACP in these areas will result in the short-term loss of cropland within the construction rights-of-way. To mitigate temporary impacts on agricultural lands, Atlantic will implement the numerous construction and restoration measures described in Section 1.5.2.6 of Resource Report 1 and Section 8.2.3 of Resource Report 8, including full-width topsoil segregation and soil decompaction, to restore agricultural productivity. Agricultural practices will be allowed to resume along the pipeline right-of-way in the first growing season following construction and restoration of the Project. Some exceptions will occur, such as trees (which will be restricted in the permanent pipeline right-of-way); but many shallow-rooted shrubs and bushes may be permitted (such as blueberry bushes).

Landowners will be compensated for crop losses during the construction and restoration phases of the Projects. Landowners additionally will be compensated for crop losses associated with restrictions on trees, shrubs, and vines in the permanent pipeline rights-of-way. Following restoration, Atlantic will monitor croplands disturbed by construction of the Project to identify additional restoration or mitigation measures that could be necessary to restore agricultural productivity. Landowners will be compensated for loss in productivity. Impacts on agricultural productivity and farm income will not be significant because landowners will be reimbursed for crop damages and fields will be restored. As part of the land acquisition process, Atlantic will negotiate with affected landowners to obtain easement agreements for the proposed pipeline right-of-way across cultivated fields. Landowners and/or tenants will be compensated for 100 percent of the reasonable amount of damages caused to crops as a result of pipeline construction or operations. Impacts and mitigation will be site specific and based on agreements with affected landowners or tenants.

Prior to construction, Atlantic will also examine each affected property to inventory crops, livestock, fences, irrigation systems, drain tiles, etc. Landowners will be compensated for property damage caused by construction and/or operation of the Projects that cannot be repaired or restored to their original condition or as agreed to by the landowner and Atlantic. Further details and additional measures to mitigate the potential impacts of the Projects in agricultural areas (e.g., compaction due to heavy equipment or damage to irrigation and drainage systems) are discussed in Resource Reports 5, 7, and 8.

Based on consultation with affected landowners to date, no certified organic farms in Nelson County are known to be crossed by the proposed ACP pipeline route, nor have farms been identified that are in active transition toward certification. Atlantic will continue to work with affected landowners to determine if certified or proposed to be certified organic farms will be crossed or affected by the Projects. The presence of a natural gas pipeline is not expected to have an impact on certification for organic farms now or in the future. In the event that certified organic farms or farms in active transition toward certification are identified along the proposed ACP pipeline route in Nelson County or elsewhere, Atlantic will implement specific mitigation measures that are identified in Resource Report 8.

3) What is FERC's analysis of the compatibility of the proposed ACP route(s) relative to Nelson County's rural economy, with an emphasis on the local tourism industry which is fundamentally reliant upon an intact, authentic rural landscape, unspoiled Blue Ridge Mountains scenery, and high-quality public lands managed for outdoor recreation, scenic value, and environmental health?

RESPONSE: See Response to Question C.2 above

4) Will the pipeline intersect or otherwise affect any public (or semi-public) facilities, such as schools, community centers, parks, ball fields, or other amenities?

RESPONSE: Section 8.8 of Resource Report 8 details pipeline crossings of special interest areas such as the places mentioned in the questions. The Project crosses one local park in Nelson County – Spruce Creek Park. The crossing of Spruce Creek Park is discussed specifically in Section 8.8.12. Recreation and special interest areas were identified by reviewing USGS topographic maps and public geographic information system (GIS) databases as well as through agency and stakeholder consultations. Historic or culturally significant areas affected by the proposed Projects are discussed in Resource Report 4. Unique, sensitive, or significant wildlife habitats are discussed in Resource Report 3. Major and sensitive waterbodies are discussed in Resource Report 2. Appendix 8J summarizes the milepost location, crossing length, and managing agency for recreation areas, scenic byways, and other special interest areas along the proposed ACP pipeline route.

5) Where will the transmission corridor intersect with the public road system? How many crossings will there be, and at what locations? What type of construction methods will be used -- and what type of safety measures will be utilized to ensure that the roads remain safe with respect to pipeline location and operation?

RESPONSE: The locations of road crossings in Nelson County are provided in Appendix 5G of Resource Report 5. This table shows that there are 26 road crossings proposed in Nelson County. Of these, 24 crossings will be constructed using the conventional bore method while two will be constructed using the horizontal directional drill (HDD) method (Beech Grove Road and Midway Mills Lane).

Boring activities will consist of the following: excavating a pit on each side of the road or railroad; placing boring equipment within the pits; boring a hole under the roadbed or railroad that is greater than or equal to the diameter of the pipe; and pulling a section of pipe through the hole. For long crossings, sections of pipe may be welded into a pipe string before being pulled through the borehole. Typically, there is little or no disruption to traffic at road, highway, or railroad crossings during boring operations.

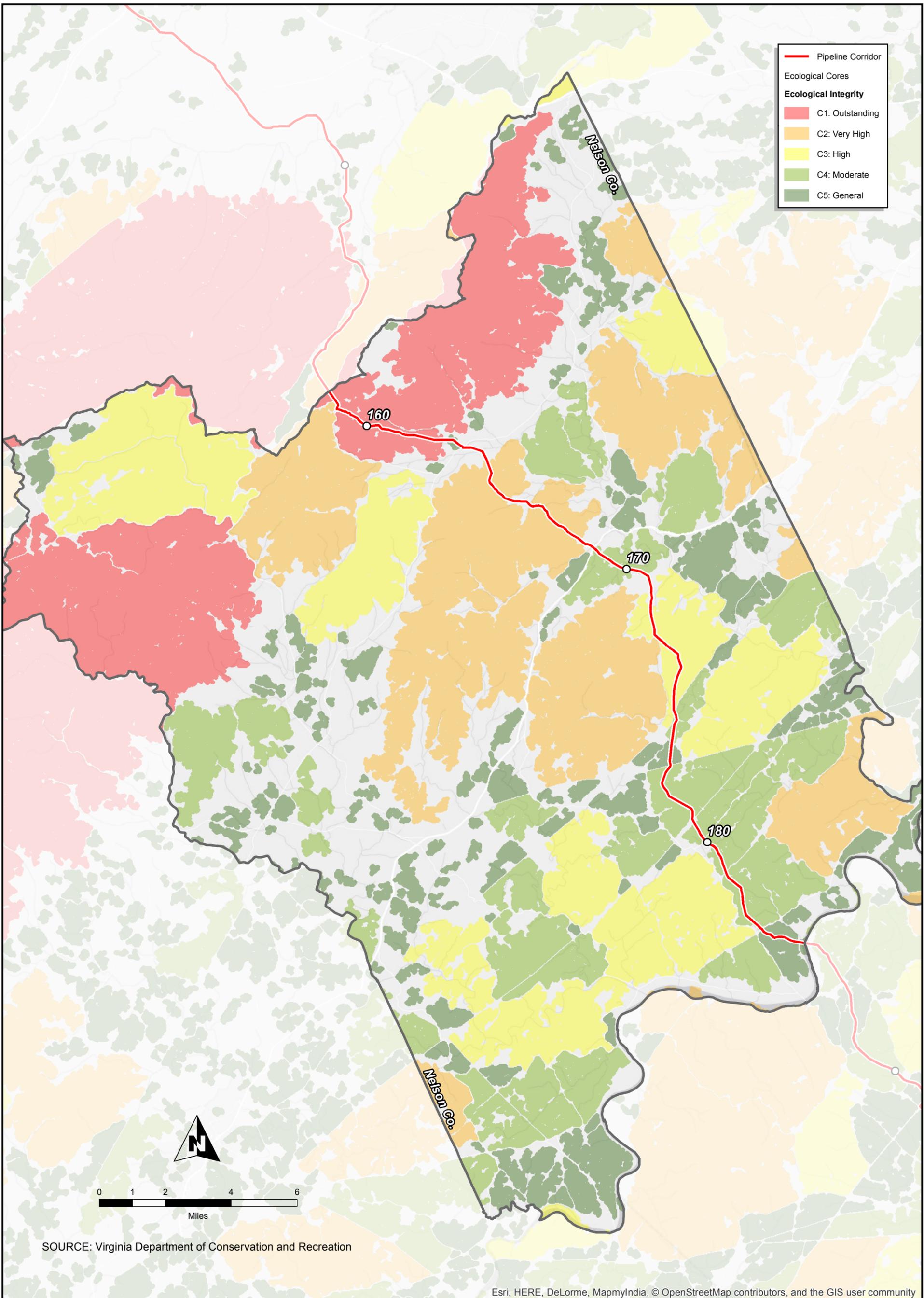
Road crossings will be constructed in accordance with U.S. Department of Transportation standards to ensure that they are operated and maintained safely.

6) How will the pipeline project affect local roads and highways? Will the project require lane closures, road closures, and/or detours? If so: how many, at what location(s), and for how long?

RESPONSE: See Response to Question 5 above.

The locations of any temporary road closures, detours, construction access and material transportation routes will be developed during the refinement phase of the Project. A transportation plan will be developed for each construction spread and identifies roads for material hauling and construction access. In addition any temporary road closures and detours will be identified during the development of this plan. This transportation plan will be coordinated with the appropriate emergency services and law enforcement agencies to allow uninterrupted services. During the development of these transportation plans, Atlantic will evaluate the load limits of the roads and bridges under consideration. Bridges with weight limit restrictions will be identified and appropriate routes will be selected for transportation of heavy equipment or oversize loads.

Map #1



— Pipeline Corridor
 Ecological Cores
Ecological Integrity
■ C1: Outstanding
■ C2: Very High
■ C3: High
■ C4: Moderate
■ C5: General

SOURCE: Virginia Department of Conservation and Recreation

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

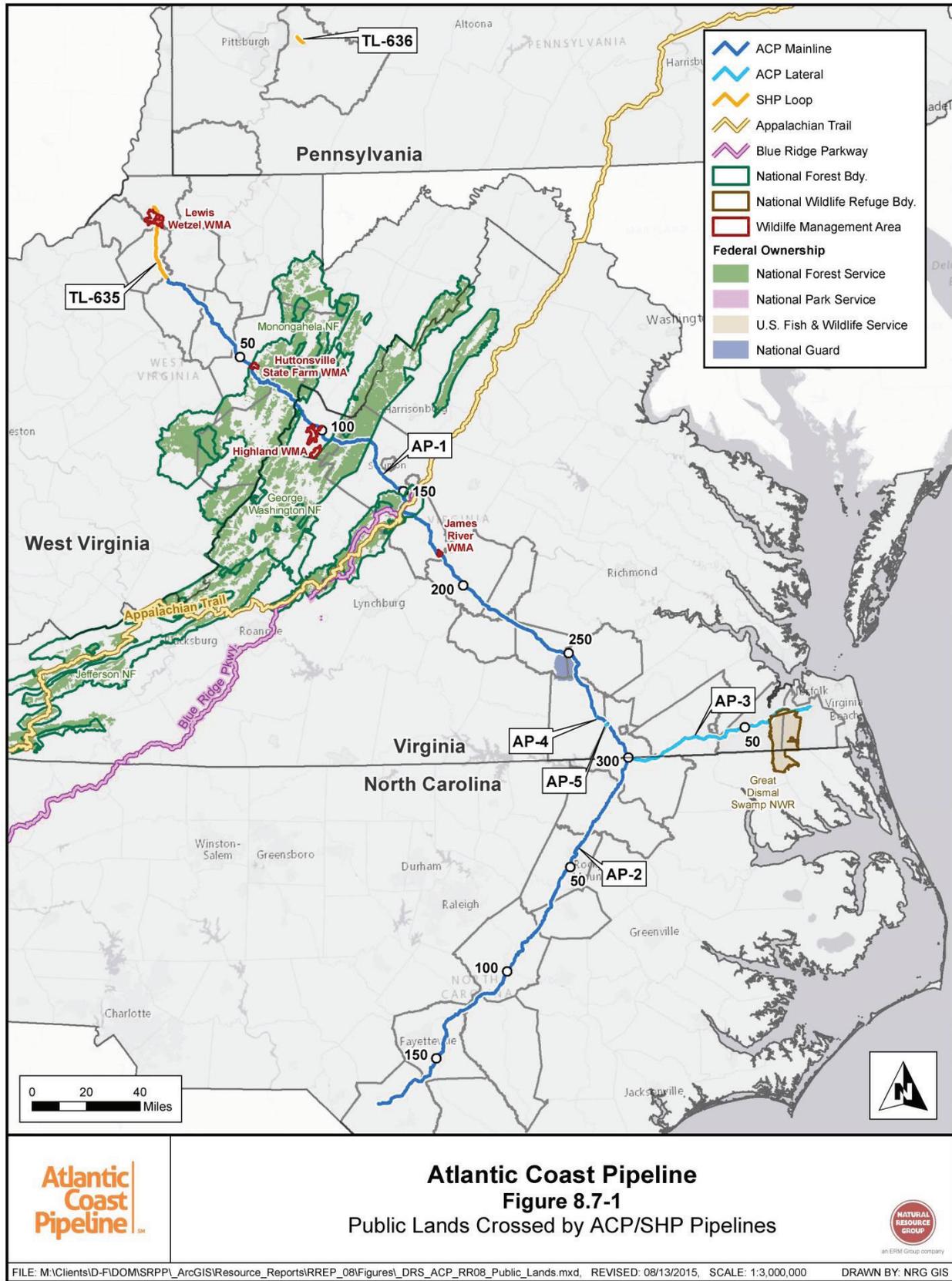


Atlantic Coast Pipeline Ecological Cores in Nelson County

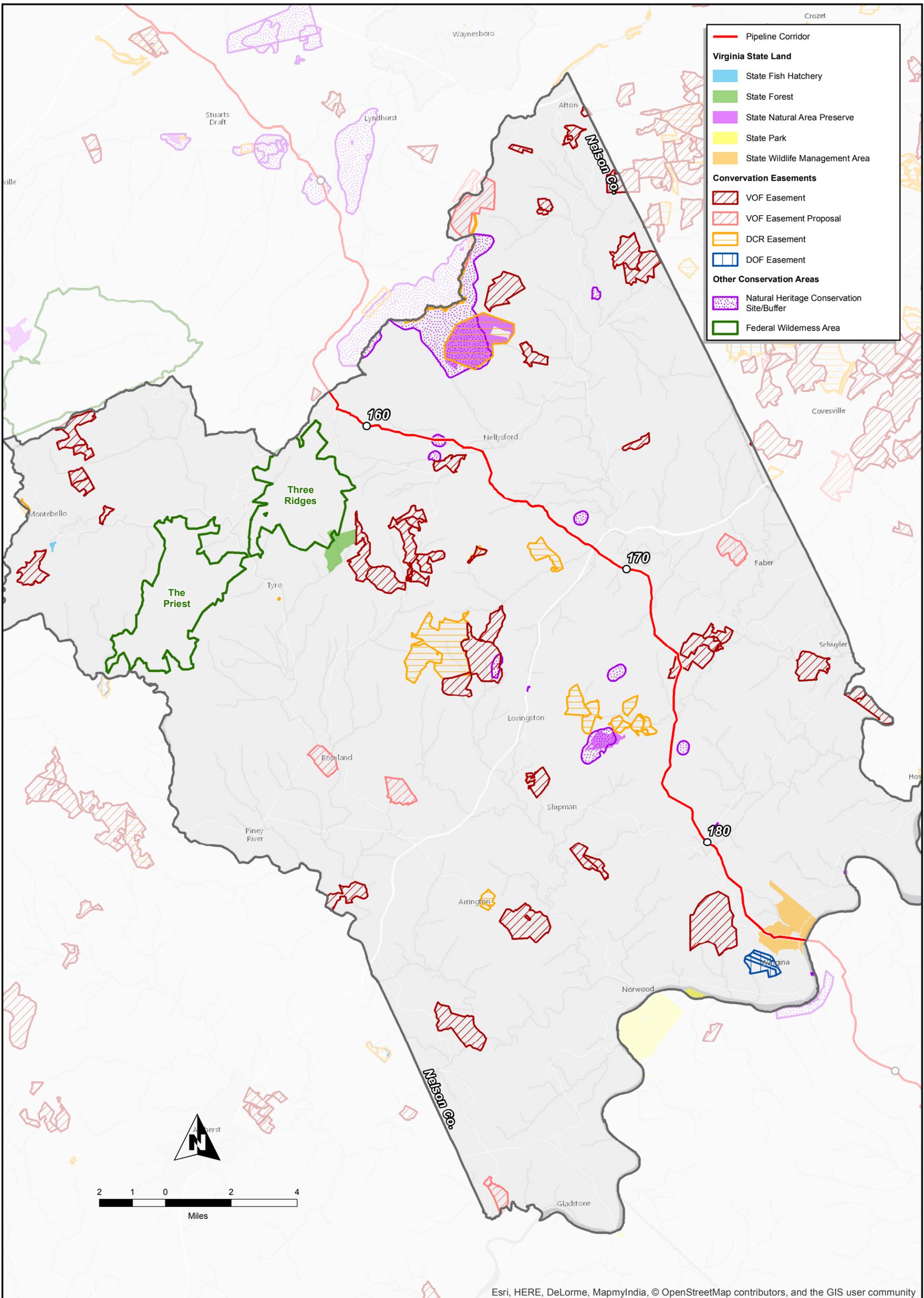


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Map #2



Map #3



Atlantic Coast Pipeline Commonwealth Lands, Conservation Easements, Conservation Sites, and Federal Wilderness Areas in Nelson County



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