ATLANTIC COAST PIPELINE, LLC
ATLANTIC COAST PIPELINE
Docket No. CP15-554-000

and

DOMINION TRANSMISSION, INC.
SUPPLY HEADER PROJECT
Docket No. CP15-555-000

Supplemental Filing
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Prepared by

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LIST OF ACRONYMS AND ABBREVIATIONS

ACP	Atlantic Coast Pipeline
Atlantic	Atlantic Coast Pipeline, LLC
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Commission	Federal Energy Regulatory Commission
Dominion	Dominion Resources, Inc.
DTI	Dominion Transmission, Inc.
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FERC	Federal Energy Regulatory Commission
FWS	U.S. Fish and Wildlife Service
GDS	Great Dismal Swamp National Wildlife Refuge
GWNF	George Washington National Forest
HDD	horizontal directional drill
M&R Station	metering and regulating station
MNF	Monongahela National Forest
MP	milepost
OHV	off-highway vehicle
Pivotal	Pivotal Propane of Virginia, Inc.
Projects	Atlantic Coast Pipeline and Supply Header Project
RHD	rural historic district
SHP	Supply Header Project
SOP	Site Operations Plan
Steuart	Steuart Investment Company
USFS	U.S. Forest Service
VDEQ	Virginia Department of Environmental Quality
VRP	Voluntary Remediation Program
WMA	wildlife management area

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1.0 PROJECT DESCRIPTION

1.1 Location and Map of the CNX M&R Station

As discussed in Resource Report 1, Dominion Transmission, Inc. (DTI) will construct one new metering and regulating station (the CNX M&R Station) for the Supply Header Project (SHP) on the same site and within the same fenceline as Compressor Station 1 for the Atlantic Coast Pipeline (ACP). Additionally, DTI additionally will construct a new permanent access road within Compressor Station 1 to provide access to the new M&R station. Figure 1.1-1 depicts the location of the M&R station and access road relative to the boundaries of Compressor Station 1. The typical plot plan for M&R stations which Atlantic Coast Pipeline, LLC (Atlantic) previously filed in Appendix 1C of Resource Report 1 (page 1C-5) will also apply to DTI's CNX M&R Station.

1.2 Locations of Ground Beds for the Cathodic Protection System

The approximate locations and land requirements for ground beds to be installed for the cathodic protection system on the ACP and SHP are identified in Table 1.2-1 below. The ground beds will contain arrays of sacrificial anodes to provide a path with low resistance to ground. The ground beds generally will be installed perpendicular to the proposed ACP and SHP pipelines at lengths ranging from 535 to 1,165 feet. Installation of each ground bed will require a temporary construction workspace measuring 25 feet in width, and operation of each ground bed will require a permanent easement measuring 10 feet in width. The cables and wires associated with each ground bed will be installed with a minimum depth of cover of 30 inches with warning tape installed above the cables and wires at a depth of 4 to 8 inches below grade.

2.0 CUMULATIVE IMPACTS

Atlantic and DTI previously submitted a cumulative impacts assessment for the ACP and SHP (collectively, the Projects) as Appendix 1O of Resource Report 1. Atlantic and DTI committed to filing additional information on cumulative impacts where the Projects would overlap with or have common direct or indirect impacts with past, present, or reasonably foreseeable projects. Appendix A of this filing contains a table which identifies, and where possible quantifies, potential cumulative impacts between the ACP or SHP and other projects on geological resources, soils, waterbodies, groundwater (wells), wetlands, land use, vegetation, wildlife/habitat, recreation/special interest areas, cultural resources, visual resources, air quality, noise, and safety. The table is based on readily accessible, public information regarding the location and status of past, present, or reasonably foreseeable projects. In some cases, as noted in the table, assumptions were made regarding the location or area of impact for the other projects. In other cases, the location of a project relative to the ACP or SHP is unknown, but the potential for cumulative indirect impacts was qualitatively assessed.

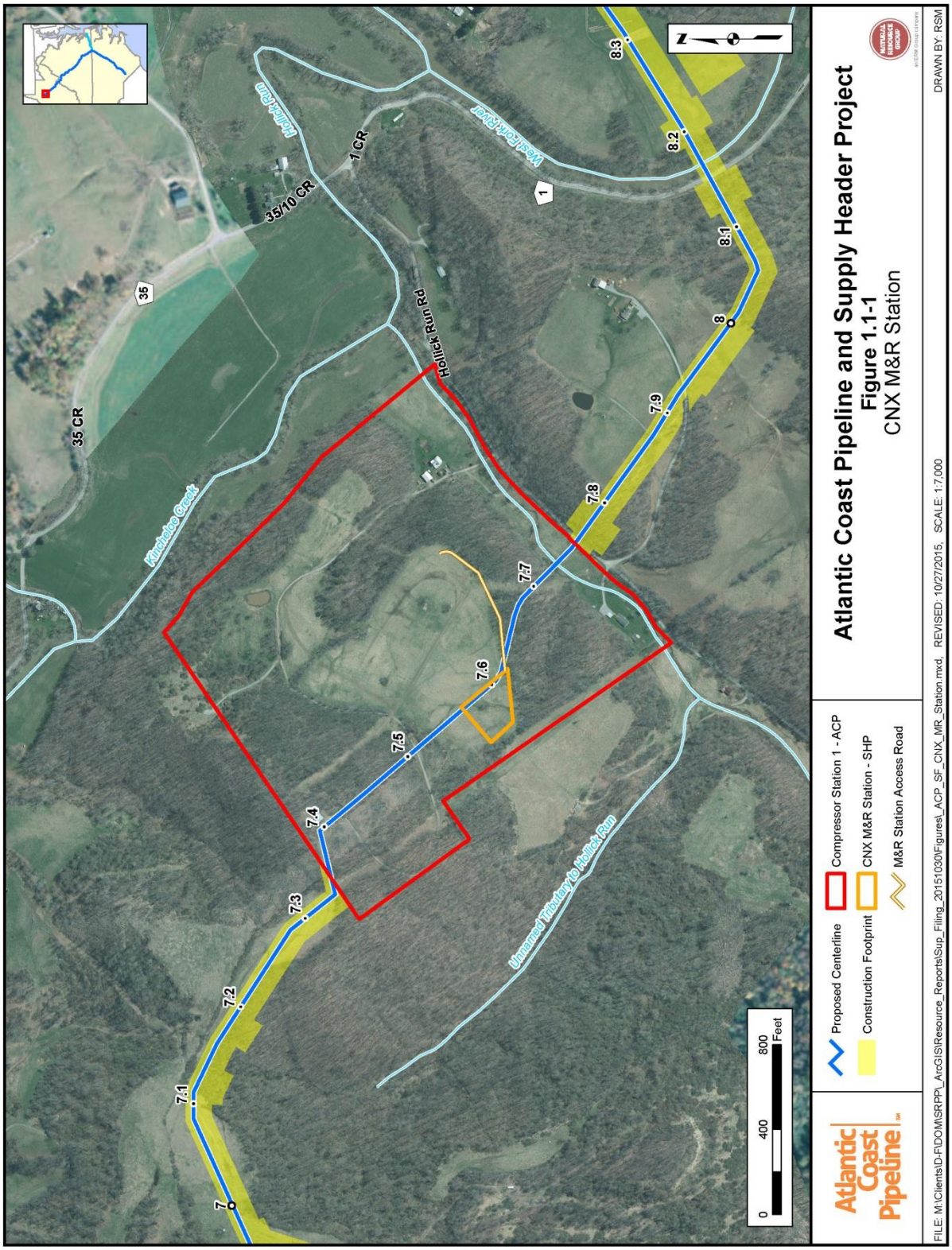
Atlantic Coast Pipeline and Supply Header Project
Figure 1.1-1
CNX M&R Station
Proposed Centerline
Construction Footprint
Compressor Station 1 - ACP
CNX M&R Station - SHP
M&R Station Access Road
Atlantic Coast Pipeline
0 400 800 Feet
7
7.1
7.2
7.3
7.4
7.5
7.6
7.7
7.8
7.9
8
8.1
8.2
8.3
35 CR
35/10 CR
1 CR
35
1
Hollick Run
Hollick Run Rd
West Fork River
Kincheloe Creek
Unnamed Tributary to Hollick Run
DRAWN BY: RSM
FILE: M:\Clients\D-FDOM\SRPPL_ArcGIS\Resource_Reports\Sup_Filing_20151030\Figures_ACP_SF_CNX_MR_Station.mxd, REVISED: 10/27/2015, SCALE: 1:7,000

TABLE 1.2-1

Locations and Land Requirements for Ground Beds for the Atlantic Coast Pipeline and Supply Header Project

Ground Bed No.	Milepost	Approximate Length (feet)	Land Affected During Construction (acres)	Land Affected During Operations (acres)
ATLANTIC COAST PIPELINE				
AP-1 Mainline				
1	20.3	625	0.3	0.1
2	29.1	590	0.2	0.1
3	93.2	715	0.3	0.1
4	125.6	890	0.5	0.2
5	140.7	1,015	0.5	0.2
6	181.1	900	0.4	0.2
7	213.5	650	0.3	0.1
8	235.6	720	0.3	0.1
9	257.5	945	0.5	0.1
10	263.9	760	0.4	0.1
11	269.9	795	0.4	0.2
12	290.5	855	0.4	0.2
AP-2 Mainline				
13	16.3	935	0.5	0.2
14	36.8	915	0.5	0.2
15	60.4	890	0.5	0.2
16	79.3	1,010	0.5	0.2
17	84.6	675	0.4	0.1
18	99.9	775	0.4	0.2
19	148.4	1,165	0.6	0.3
20	161.5	930	0.5	0.2
21	172.4	1,015	0.5	0.2
AP-3 Lateral				
22	24.2	630	0.3	0.1
23	58.2	1,110	0.6	0.2
SUPPLY HEADER PROJECT				
TL-636				
24	1.4	600	0.3	0.1
TL-636				
25	4.6	535	0.3	0.1
26	17.8	540	0.3	0.1
27	29.5	565	0.3	0.1

3.0 ROUTE ALTERNATIVES, VARIATIONS, AND ADJUSTMENTS

Since filing its Application, Atlantic identified and evaluated the following route alternatives, variations or adjustments: Cheat Mountain Route Variation, Cow Knob HDD Route Variation, Warminster/Swift Island Route Variation, Franklin Route Adjustment, Great Dismal Swamp Major Route Alternative, and Little River Route Variation. Descriptions and an assessment of each route alternative, variation, or adjustment are provided in the subsections below.

3.1 Cheat Mountain Route Variation

Atlantic identified and evaluated the Cheat Mountain Route Variation to avoid construction close to a residence, avoid side slope construction, and reduce potential impacts on Cheat Mountain salamander occupied habitat in the Monongahela National Forest (MNF) in Randolph County, West Virginia. The proposed route and Cheat Mountain Route Variation are depicted on Figure 3.1-1 (provided in Appendix B of this filing as Privileged Information), and comparative data on each route is provided in Table 3.1-1.

TABLE 3.1-1

Cheat Mountain Route Variation for the Atlantic Coast Pipeline

Features	Unit	Proposed Route	Cheat Mountain Route Variation
Length (total)	miles	1.4	1.4
Primary U.S. or State/Commonwealth Highway	number	0	0
Other State/Commonwealth or local roads	number	2	2
Adjacent to existing linear corridor facilities (total)	miles	1.2	0.1
Federal lands crossed - Monongahela National Forest	miles	1.2	1.2
State/Commonwealth lands crossed (total)	miles	0.0	0.0
Private lands crossed	miles	0.2	0.2
Conservation easements crossed	miles	0.0	0.0
U.S. Forest Service management prescription units crossed – Monongahela National Forest			
Spruce and Spruce-hardwood Ecosystem Management	miles	1.2	1.2
Vegetation Diversity	miles	0.0	0.0
Wildlife Habitat Emphasis	miles	0.0	0.0
Backcountry Recreation	miles	0.0	0.0
Cheat Mountain salamander occupied habitat buffer	miles	0.5	0.5
Land use types crossed - Forested	miles	1.3	1.3
Land use types crossed – Developed, Open Space	miles	0.1	0.1
U.S. Geological Survey karst topography crossing	miles	0.8	1.1
Distance from residence	feet	20	220
Recreational trails crossed	number	0	0
Wetlands crossed – forested	miles	0.0	0.0
Wetlands crossed – emergent	miles	0.0	0.0
Intermittent waterbodies crossed	number	0	0
Perennial waterbodies crossed	number	1	1
Battlefield study areas – Cheat Mountain	miles	1.4	1.4

Starting approximately at MP 67.4 of the proposed route, the route variation initially heads east for 0.2 mile to an existing Monongahela Power Company 138 kV electric transmission line. It parallels the west side of the existing electric transmission line for approximately 0.2 mile, then heads south/southeast for approximately 0.3 mile, crossing Shavers Fork and passing south of a private residence. It then crosses to the east side of the existing electric transmission line corridor, and parallels this existing corridor to the southeast for approximately 0.7 mile. This segment of the route variation is between the existing electric transmission line and U.S. Highway 250. The route variation reconnects to the proposed route approximately at MP 68.8.

The Cheat Mountain Route Variation is the same length as the proposed route, though 1.1 fewer miles are adjacent to existing electric transmission corridor. The route variation is located further from the Cheat Mountain salamander occupied habitat than the proposed route. Both routes are on the opposite side of the existing 100-foot-wide electric transmission line corridor from the occupied habitat, which will likely prevent impacts on the habitat and species during construction and operation of the ACP. However, the route variation would avoid an area of steep side slope along the transmission line corridor and would reduce the need for additional construction workspace associated with the sloped area. While the proposed route crosses 0.3 mile less of USGS karst topography than the route variation, the route variation is approximately 200 feet further away from an existing private residence. Both routes are located entirely within the Cheat Mountain battlefield study area and both cross Shavers Fork. Crossings of other features are similar for the two routes.

Because the Cheat Mountain Route Variation is located further from the Cheat Mountain salamander occupied habitat, crosses less steep side slope terrain, and is further from a residence, Atlantic has incorporated this route variation into the proposed route.

3.2 Cow Knob HDD Route Variation

On July 30, 2015, the U.S. Forest Service (USFS) submitted comments to the FERC on Atlantic's and DTI's draft Resource Reports for the ACP and SHP. In these comments, the USFS said that alternatives to the proposed AP-1 mainline route on the George Washington National Forest (GWNF) should be developed to avoid impacts on the Cow Knob salamander by routing around potential habitat for this species or by using the horizontal directional drill (HDD) construction method to cross underneath habitat areas. Additionally, on September 17, 2015, the USFS sent a follow-up letter to the FERC reiterating its previous comments on the Cow Knob salamander and providing additional information on potential impacts on the species. The letter describes a meeting of the Cow Knob Conservation Team on August 24, 2015, where the team concluded that the currently proposed AP-1 mainline route is not consistent with the Cow Knob Salamander Conservation Agreement, the Virginia Draft State Wildlife Action Plan, or the GWNF Land and Resource Management Plan. The letter identified two options for potential alternatives:

1. Select a new pipeline route, which would have to go south of Chestnut Ridge and South Sister Knob, or north of Romney, West Virginia, to avoid the habitat areas; or

2. Bore through Shenandoah Mountain, which would leave habitat on the mountain ridge intact for Cow Knob salamanders.

Atlantic has completed a review of the HDD option proposed in the September 17, 2015 letter. In accordance with this recommendation, Atlantic is proposing the installation of two HDDs on and in the vicinity of Shenandoah Mountain. The HDDs will require an adjustment of the proposed route for approximately 4.4 miles in Highland and Augusta Counties, Virginia. The HDDs will avoid impacts on populations of Cow Knob salamanders and their habitat on and in the vicinity of Shenandoah Mountain. Figure 3.2-1 (provided in Appendix B of this filing as Privileged Information) depicts the alternative route, including the locations of the HDDs, relative to the proposed route. Comparative data on both routes is provided in Table 3.2-1.

TABLE 3.2-1

Cow Knob HDD Route Variation for the Atlantic Coast Pipeline

Features	Unit	Proposed Route	Cow Knob HDD Route Variation (open-cut installation and HDD pipeline stringing area) [a]
Length (total)	miles	4.3	4.1 (2.2)
Primary U.S. or State/Commonwealth Highway	number	0	0 (0)
Other State/Commonwealth or local roads	number	4	5 (4)
Adjacent to existing linear corridor facilities (total)	miles	0.0	0.0 (0.0)
Federal lands crossed - George Washington National Forest	miles	4.2	4.0 (1.7)
State/Commonwealth lands crossed (total)	miles	0.0	0.0 (0.0)
Private lands crossed	miles	0.1	0.1 (0.6)
Conservation easements crossed	miles	0.0	0.0 (0.0)
USFS management prescription units crossed			
Mosaics of wildlife habitat	miles	4.2	4.0 (1.7)
Eligible recreation river corridor	miles	0.0	0.0 (0.0)
Special biological area	miles	0.0	0.0 (0.0)
Length of ground disturbance above 2,500 feet elevation [b]	miles	4.0	0.7
Land use types crossed - Forested	miles	4.2	4.1 (2.1)
U.S. Geological Survey karst topography crossing	miles	0.0	0.0 (0.0)
Recreational trails crossed	number	0	0 (0)
Wetlands crossed – forested	miles	0.0	0.0 (0.0)
Wetlands crossed – emergent	miles	0.0	0.0 (0.0)
Intermittent waterbodies crossed	number	0	8 (8)
Perennial waterbodies crossed	number	1	4 (4)
Battlefield study areas	miles	0.0	0.0 (0.0)

[a] The Cow Knob HDD Route Variation includes the length of the pipeline to be installed via open-cut and horizontal directional drill between MPs 108.8 and 113.2. The impacts estimates for the open-cut installation and pipeline stringing areas are provided parenthetically. These estimates exclude the length of pipeline to be installed by HDD because no ground disturbing activities will occur in these areas.

[b] The length of ground disturbance above 2,500 feet in elevation only includes areas where ground disturbing activities will occur. The lengths of sections of HDD installation are not included.

Starting on the west side of Shenandoah Mountain along the currently proposed AP-1 mainline, the route variation initially heads east along a valley for approximately 0.5 mile to the proposed exit point for the first HDD. From this point, the route variation heads southeast for approximately 1.3 miles to the entry point for the first HDD, which is located in a valley along an unnamed tributary to Hodges Draft. This section of the route variation will be installed underneath Shenandoah Mountain by HDD. The route variation then continues southeast for approximately 0.5 mile adjacent to the unnamed tributary to Hodges Draft. The route then heads to the northwest for approximately 0.6 mile to the entry point for the second HDD on the east side of Hodges Draft. From here, the route variation continues for 1.1 miles northwest to the exit point for the second HDD in a valley along Leslie Lick Hollow. This section of the route variation will be installed by HDD beneath a south trending ridge approximately 1.0 mile southeast of Signal Corps Knob. The route variation then continues southeast for 0.2 mile, reconnecting to the currently proposed route on a ridge south of Leslie Lick Hollow. An approximately 0.5-mile-long workspace east of the HDD exit point near Leslie Lick Hollow will be required to assemble and string the pipeline for the HDD.

Cow Knob salamanders are typically found in the GWNF at elevations greater than 3,000 feet above mean sea level, but have been found at elevations greater than 2,500 feet above mean sea level. Relative to the proposed route, the route variation will reduce ground disturbing activities in areas with elevations greater than 2,500 feet from 4.0 miles to 0.7 mile due to the

proposed HDD crossings of habitat areas on Shenandoah Mountain and the ridgeline southeast of Signal Corps Knob. The route variation additionally is approximately 0.2 mile shorter than the proposed route; includes 2.1 miles less of open-cut construction; and avoids 2.1 miles (approximately 31.8 acres) of forested land, primarily due to the HDDs. The HDDs also will address USFS concerns regarding access for off-highway vehicles (OHVs) to Signal Corps Knob via the cleared right-of-way.

The Cow Knob HDD Route Variation will require approximately 0.5 mile of open-cut pipeline construction in an area parallel to an unnamed, intermittent tributary to Hodges Drafts. Once wetland and waterbody delineations and other environmental surveys in this area are complete, and if necessary, Atlantic will request a variance from the FERC for constructing parallel to and/or within 50 feet of this intermittent waterbody. The route variation requires 8 more intermittent and 3 more perennial waterbody crossings than the proposed route. Crossings of other environmental features are similar for the two routes.

Because the Cow Knob HDD Route Variation avoids the Cow Knob salamander habitat areas, reduces tree clearing on Shenandoah Mountain and the ridgeline southeast of Signal Corps Knob, and addresses concerns regarding OHV access to Signal Corps Knob, Atlantic has incorporated this route variation into the proposed route.

3.3 Warminster/Swift Island Route Variation

As discussed in Resource Report 10, which was filed with the FERC Application on September 18, 2015, Atlantic identified, evaluated, and incorporated Wingina Route Alternative 1 in Nelson and Buckingham Counties, Virginia into the proposed route for the AP-1 mainline. Given the complexities of competing constraints in this area, however, Atlantic committed to studying and assessing additional route adjustments to avoid or minimize impacts along the proposed route, particularly where it crosses the James River along the County line. Since filing its Application with FERC, Atlantic has identified and evaluated a new route variation to avoid impacts within a wetland mitigation site (the Swift Island Mitigation Site) on the east bank of the river and to address potential impacts on a newly identified rural historic district (RHD), the Warminster RHD, on the west bank. The new route variation is depicted in Figure 3.3-1, and comparative data on this route and the corresponding segment of the currently proposed route are provided in Table 3.3-1.

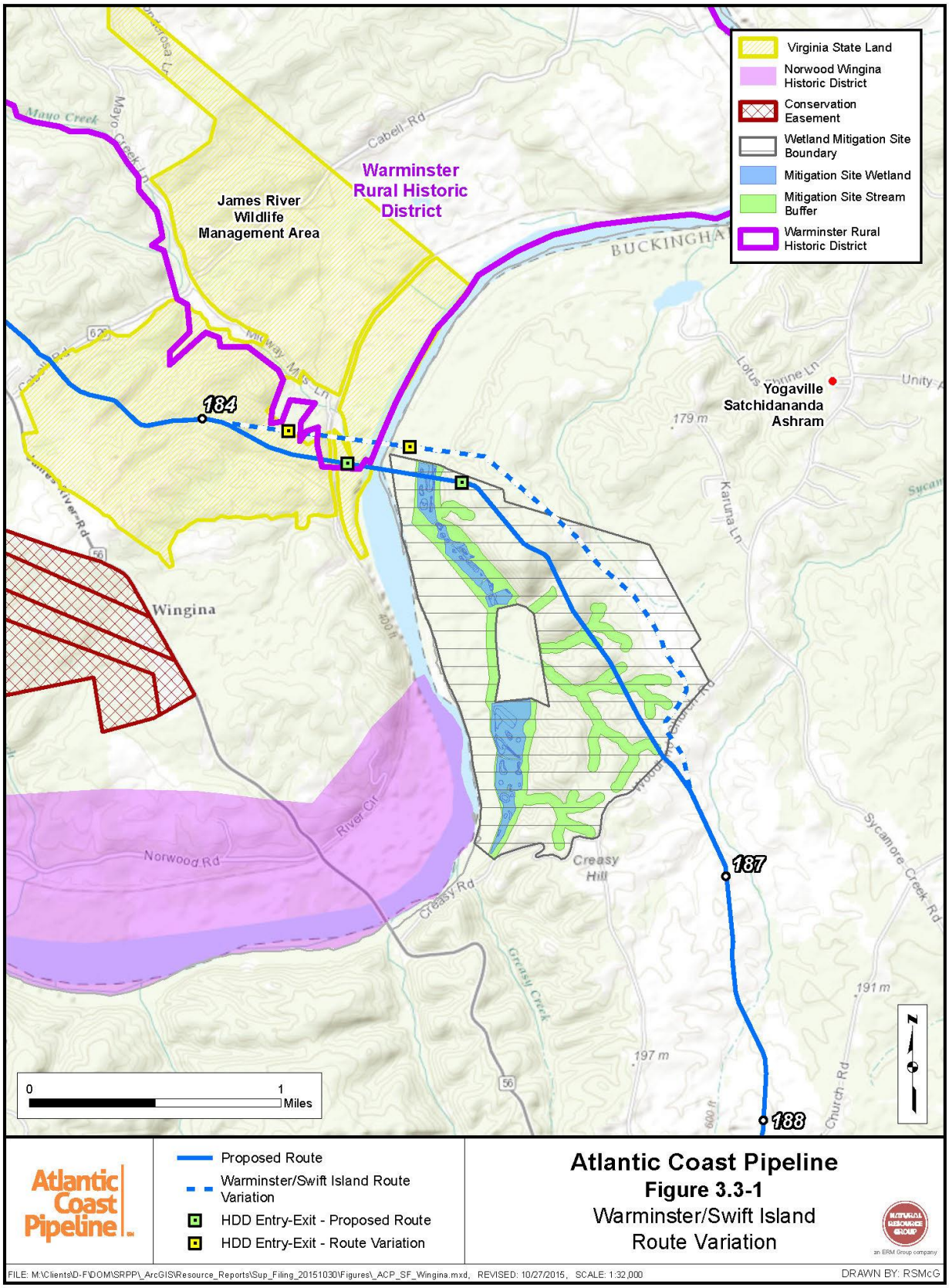
Virginia State Land
Norwood Wingina Historic District
Conservation Easement
Wetland Mitigation Site Boundary
Mitigation Site Wetland
Mitigation Site Stream Buffer
Warminster Rural Historic District
Warminster Rural Historic District
James River Wildlife Management Area
Cabell Rd
Mayo Creek
Mayo Creek Ln
Midway Mills Ln
BUCKINGHA
Yogaville Satchidananda Ashram
Lotus Shrine Ln
Unity
179 m
Karuna Ln
Wingina
Norwood Rd
River Cir
Creasy Rd
Creasy Hill
Creasy Creek
Sycamore Creek Rd
Church Rd
191 m
197 m
184
187
188
0
1
Miles
Proposed Route
Warminster/Swift Island Route Variation
HDD Entry-Exit - Proposed Route
HDD Entry-Exit - Route Variation
Atlantic Coast Pipeline
Atlantic Coast Pipeline
Figure 3.3-1
Warminster/Swift Island Route Variation
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TABLE 3.3-1

Warminster/Swift Island Route Variation for the Atlantic Coast Pipeline [a]

Features	Unit	Wingina/Warminster Baseline	Wingina /Warminster Route Variation
Length	miles	2.5	2.7
Roads crossed	number	2	2
Adjacent to existing linear corridor facilities	miles	0.0	0.0
Federal lands crossed	miles	0.0	0.0
Commonwealth lands crossed (James River WMA)	miles	0.5	0.3
Private lands crossed	miles	2.0	2.4
Conservation easements crossed	miles	0.0	0.0
Forested land crossed	miles	2.3	2.6
Wetlands crossed	miles	0.0	<0.1
Intermittent waterbodies crossed	number	3	1
Perennial waterbodies crossed	number	1	2
Warminster Rural Historic District [a]	miles	0.1	0.0
Henrico, VA Reservoir Construction wetland mitigation bank	Miles	1.7	1.1
Henrico, VA Reservoir Construction project-specific wetland mitigation wetlands crossed [a]	miles	0.1	0.0
Henrico, VA Reservoir Construction project-specific wetland mitigation stream buffers crossed	miles	0.3	0.0

[a] Impact numbers do not include segments where the pipeline will be installed via the HDD method; no surface activities in these areas are anticipated.

On September 17, 2015, the Virginia Department of Historic Resources announced that the Warminster RHD is eligible for listing on the National Register of Historic Places. The district is located east of James River Road (Highway 56) and west of the James River in Nelson County, and encompasses a portion of the James River Wildlife Management Area (WMA). The proposed route crosses the Warminster RHD in two locations: approximately between MPs 181.3 and 181.9 and between MPs 184.4 and 184.7. With the exception of historic architectural review, cultural resource surveys conducted by Atlantic along the proposed route in the crossing areas have been completed and no archeological sites have been identified where the route crosses the RHD. Because the northern most crossing of the RHD, at MP 181.3, primarily crosses a heavily forested area which has been recently cut and logged for timber production, and is in an undeveloped area of the RFD, a route variation to avoid this area is not proposed. The Warminster/Swift Island Route Variation, which includes an HDD crossing of the James River, will avoid or minimize impacts on the second crossing of the district. Potential impacts on architectural resources will be assessed when field surveys are completed in the Fall of 2015.

The Warminster/Swift Island Route Variation, which extends approximately between MPs 184.1 and 186.6, is generally parallel to and approximately 0.1 to 0.2 mile north or west of the currently proposed route. The entry point for the proposed HDD is on the west side of the James River about 0.1 mile west of the Warminster RHD boundary. The exit point for the HDD is on the east side of the river just north of the boundary of the wetland mitigation site.

The route variation is approximately 0.2 mile longer than the corresponding segment of the proposed route, but it reduces the crossing length of the wetland mitigation site by 0.6 mile and avoids active wetland mitigation areas and designated stream buffers within the site. The route variation crosses one additional perennial waterbody and an additional 0.3 mile of forested land, but reduces the crossing length of the James River WMA by 0.2 mile. Additionally, the proposed HDD will avoid surface impacts within the boundary of the Warminster RHD at the crossing closest to the James River. Crossings of other features, such as Commonwealth lands, conservation lands, and forested lands, are similar for the proposed route and variation.

Because the Warminster/Swift Island Route Variation will reduce impacts on the wetland mitigation site and Warminster RHD, Atlantic has incorporated the variation into the proposed route.

3.4 Franklin Route Adjustment

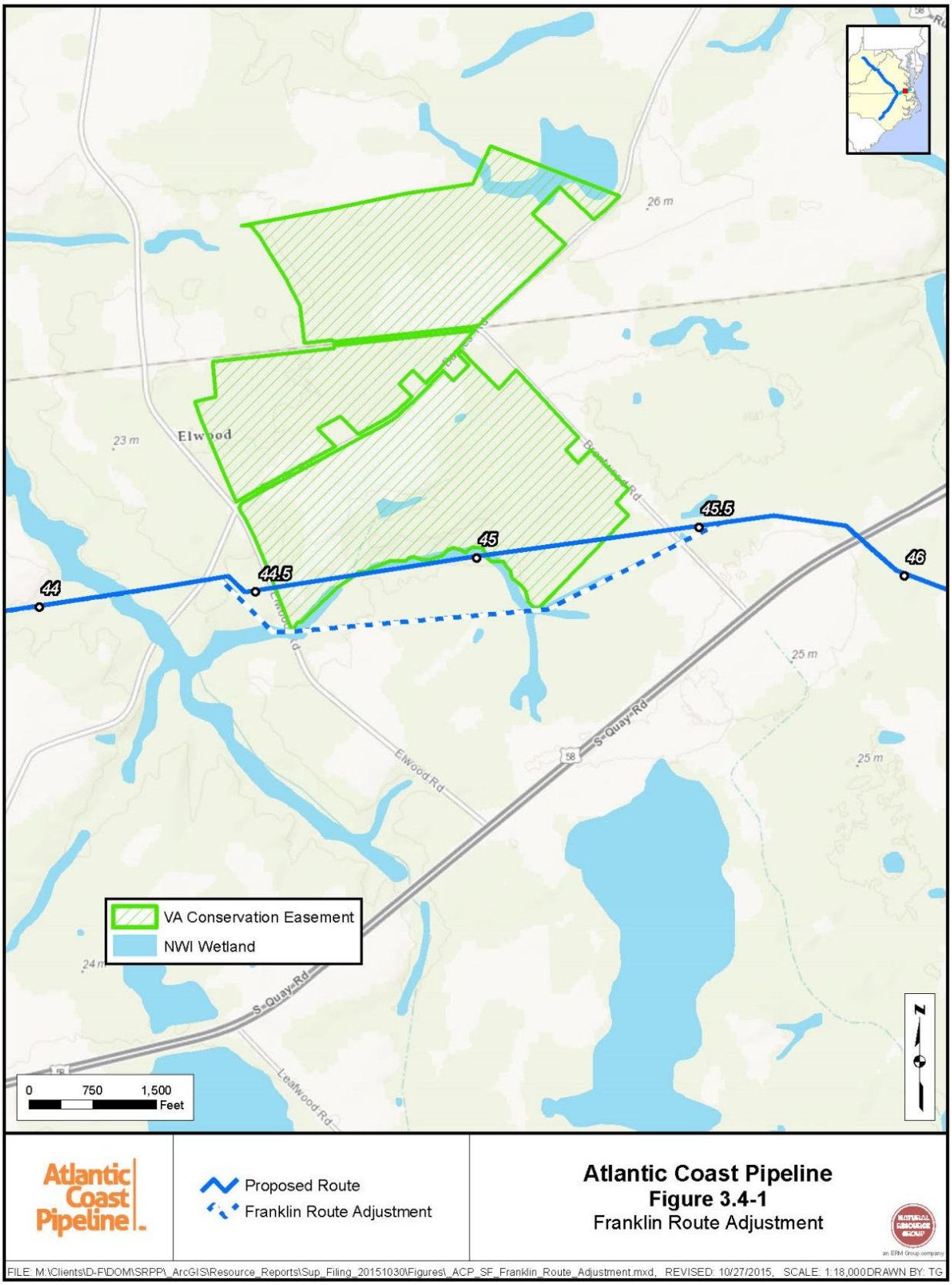
As discussed in Resource Report 10, which was filed with the FERC Application on September 18, 2015, Atlantic identified, evaluated, and incorporated the Franklin 2 Major Route Alternative into the proposed route for the AP-3 lateral. Atlantic subsequently optimized this route to avoid two crossings of an existing conservation easement along the route. As shown in Figure 3.4-1, Atlantic optimized a 1.1-mile-long segment of AP-3 approximately between MPs 44.4 and 45.5. The adjusted route is generally parallel to and up to 0.1 mile south of the proposed route. It avoids both crossings of the conservation easement, which is held by the Virginia Outdoors Foundation.

The Franklin Route Adjustment is 0.1 mile longer than the proposed route and increases crossings of forested wetlands by 0.3 mile. It reduces collocation with an existing electric transmission line by approximately1.1 mile, but also reduces crossings of forested lands by 0.1 mile. Because the Franklin Route Adjustment avoids the existing VOF conservation easement, Atlantic has incorporated this adjustment into the proposed route.

3.5 Great Dismal Swamp Major Route Alternative

As discussed in Resource Report 10, which was filed with the FERC Application on September 18, 2015, Atlantic identified and evaluated six alternative routes in an effort to avoid or minimize crossings of the Great Dismal Swamp National Wildlife Refuge (GDS-NWR or refuge) as requested by the U.S. Fish and Wildlife Service (FWS). Although Atlantic selected GDS 5 as the proposed route, Atlantic committed to evaluating additional alternative routes and variations with the intent of further minimizing or avoiding the crossing of the GDS-NWR. While no new major route alternatives were identified, Atlantic optimized the previously identified GDS 6 alternative route (also referred to as the North of Suffolk route) with three route adjustments which collectively avoid crossings of the refuge. [1] The minor route adjustments are depicted in Figure 3.5-1. An overview map depicting the proposed route and the optimized GDS 6 is provided in Figure 3.5-2.

[1] The proposed route and GDS 6 follow the same alignment in each of these areas, which are generally located along and south of West Military Highway along the northern border of the GDS-NWR.


Elwood
26 m
23 m
25 m
25 m
24 m
44
44.5
45
45.5
46
Elwood Rd
S-Quay-Rd
Leafwood Rd
VA Conservation Easement
NWI Wetland
0 750 1,500
Feet
Proposed Route
Franklin Route Adjustment
Atlantic Coast Pipeline
Figure 3.4-1
Franklin Route Adjustment
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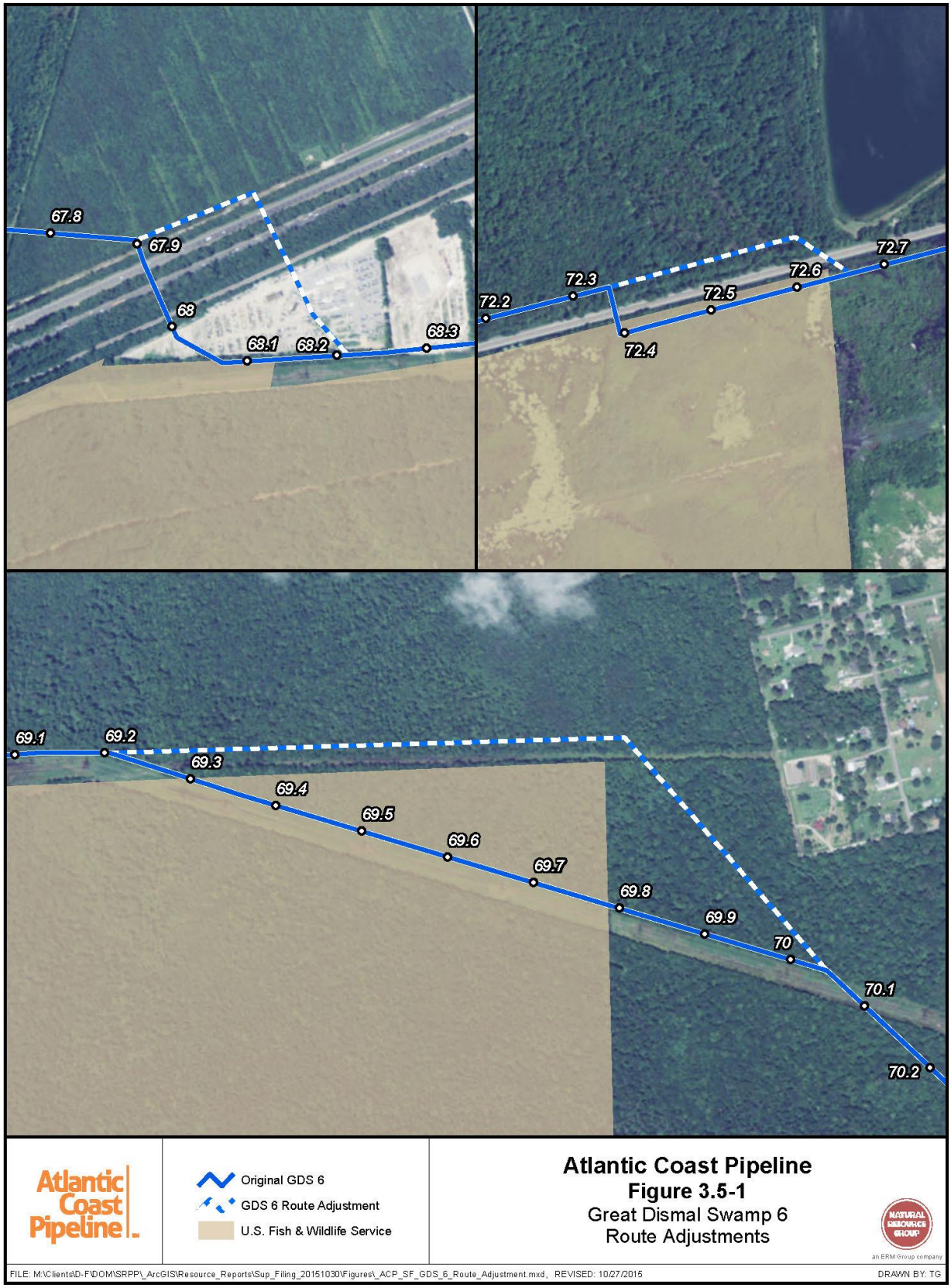
67.8
67.9
68
68.1
68.2
68.3
72.2
72.3
72.4
72.5
72.6
72.7
69.1
69.2
69.3
69.4
69.5
69.6
69.7
69.8
69.9
70
70.1
70.2
Atlantic Coast Pipeline
Original GDS 6
GDS 6 Route Adjustment
U.S. Fish & Wildlife Service
Atlantic Coast Pipeline
Figure 3.5-1
Great Dismal Swamp 6
Route Adjustments
NATURAL RESOURCE GROUP
an ERM Group company
FILE: M:\Clients\D-F\DOM\SRPP_ArcGIS\Resource_Reports\Sup_Filing_20151030\Figures_ACP_SF_GDS_6_Route_Adjustment.mxd, REVISED: 10/27/2015
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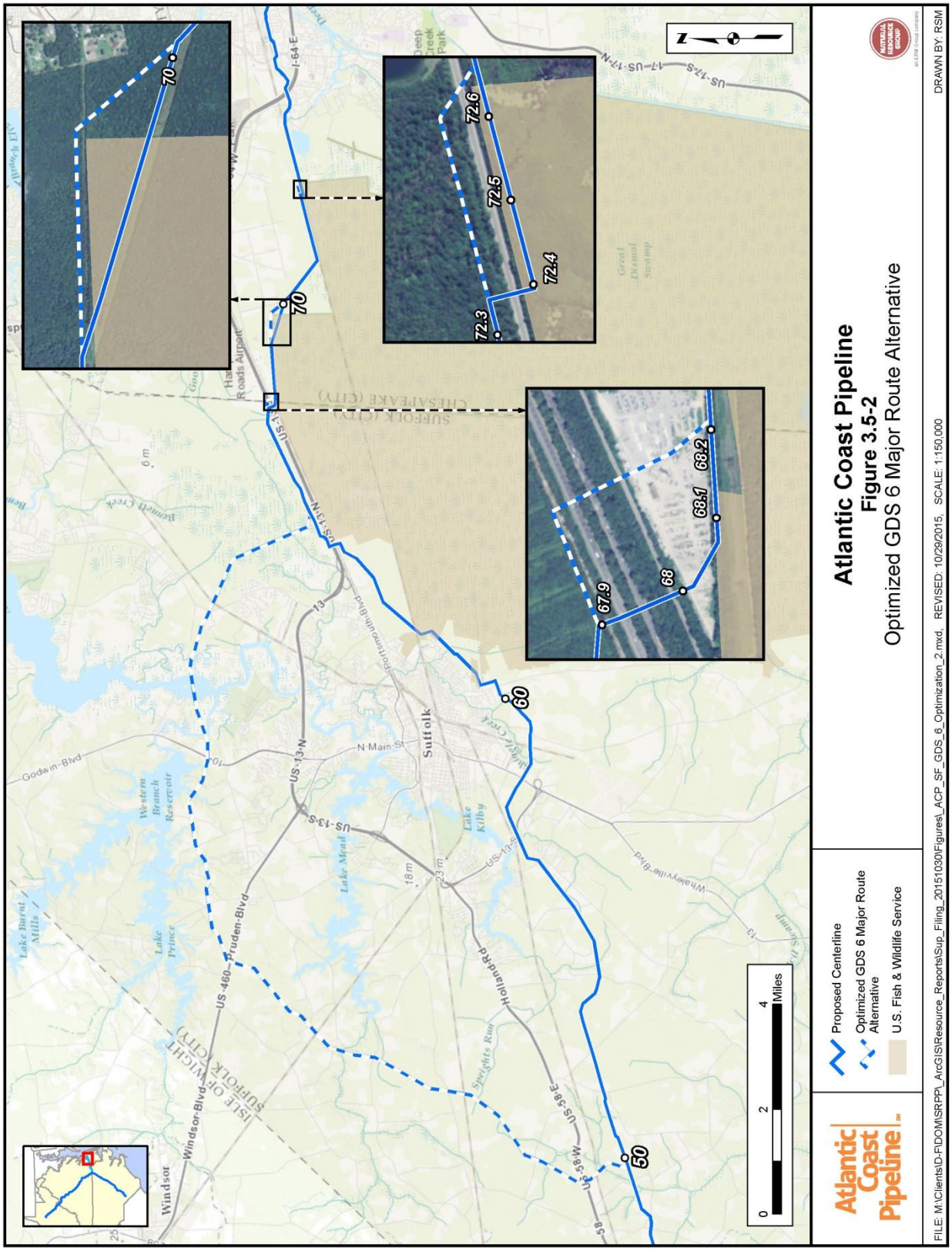

Atlantic Coast Pipeline
Figure 3.5-2
Optimized GDS 6 Major Route Alternative
Proposed Centerline
Optimized GDS 6 Major Route Alternative
U.S. Fish & Wildlife Service
Atlantic Coast Pipeline
0 2 4 Miles
50
60
70
67.9
68
68.1
68.2
72.3
72.4
72.5
72.6
Suffolk
Windsor
Godwin Blvd
N Main St
Portsmouth Blvd
Holland Rd
Whaleyville Blvd
Truden Blvd
Windsor Blvd
Western Branch Reservoir
Lake Burnt Mills
Lake Prince
Lake Meade
Lake Kilby
Great Dismal Swamp
Deep Creek Park
Hampton Roads Airport
I-64 E
US-13-N
US-13-S
US-460
US-58-E
US-17-S
US-17-N
ISLE OF WIGHT (CITY)
SUFFOLK (CITY)
CHESAPEAKE (CITY)
DRAWN BY: RSM
FILE: M:\Clients\D-F\DOM\SRPP_ArcGIS\Resource_Reports\Sup_Filing_20151030\Figures_ACP_SF_GDS_6_Optimization_2.mxd REVISED: 10/29/2015 SCALE: 1:150,000

The first route adjustment is located between MPs 67.9 and 68.2. It avoids the GDS-NWR by paralleling the north side of West Military Highway for an additional 0.1 mile east of GDS 6, then crossing from the north to the south side of the highway on privately owned lands east of the refuge boundary. The second route adjustment occurs between MPs 69.2 and 70.1. It avoids the GDS-NWR by paralleling an existing natural gas pipeline for an additional 0.6 mile to the east of GDS 6, then heading 0.3 mile south on privately owned lands east of the refuge boundary. The third route adjustment is located between MPs 72.3 and 72.7. It avoids the GDS-NWR by paralleling the Norfolk and Western Railroad for an additional 0.2 mile to the east of GDS 6, then crossing from the north to the south side of the railroad on privately owned lands east of the refuge boundary.

The optimized GDS 6 route, including the three route adjustments described above, increases the length of the original GDS 6 by less than 0.2 mile. It increases crossings of forested wetlands by 0.1 mile and it reduces collocation with existing linear corridor facilities by less than 0.3 mile. Aside from these minor differences, the GDS 6 route adjustment does not otherwise change the crossing data for GDS 6 as provided in Resource Report 10 for waterbodies, conservation easements, Commonwealth lands, navigable waters, battlefield study areas, and the Sunray Historic District.

As a whole, and relative to the proposed route, the optimized GDS 6 route is about 4.2 miles longer, crosses 1.2 more miles of wetland, and crosses 7 more intermittent waterbodies and 2 more navigable waters. It crosses 4.5 miles of the Western Branch Reservoir Source Water Watershed, and crosses the reservoir in two locations, compared with no similar crossings along the proposed route. Additionally, the optimized GDS 6 route is adjacent to existing linear corridor facilities for 4.7 miles less than the proposed route. The optimized GDS 6 route avoids the GDS-NWR altogether, however, compared to a 1.7-mile-long crossing along the proposed route. The optimized GDS 6 route additionally crosses 0.3 mile less of forested land, 1 fewer perennial waterbody, 2 fewer canals/ditches, and 4.1 fewer miles of the Suffolk II battlefield study area than the proposed route. Although it crosses the reservoir in two places, impacts on the reservoir along the optimized route will be avoided through use of the HDD construction method. Additionally, the optimized GDS 6 is the only alternative route identified and evaluated by Atlantic which avoids both the GDS-NWR and the Sunray Historic District (see Section 10.8.1.17 of Resource Report 10).

While there are advantages and disadvantages to each route, Atlantic has incorporated the optimized GDS 6 into the proposed route because it avoids the GDS-NWR and balances impacts associated with other resource constraints, such as crossings of wetlands, waterbodies, historic areas, and other features.

3.6 Little River Route Variation

As discussed in Resource Report 10, which was filed with the FERC Application on September 18, 2015, Atlantic identified and evaluated the Little River Route Alternative in Johnston County, North Carolina in response to a meeting with the FWS and North Carolina Wildlife Resources Commission (NCWRC) (see Figure 10.9.1.17 in Section 10.9.1.18 of Resource Report 10). At the time Resource Report 10 was filed, Atlantic had not fully evaluated this route variation. The route variation avoids crossing Buffalo Creek, which was requested by

the FWS and NCWRC. Additionally, as discussed in Resource Report 10, the route variation is 0.2 mile shorter, reduces wetland crossings by 0.6 mile, and reduces crossings of forested land by 0.4 mile relative to the proposed route. For all these reasons, Atlantic has incorporated the Little River Route Variation into the proposed route.

4.0 ENVIRONMENTAL FIELD SURVEYS

4.1 Status of Environment Field Surveys and Reports

Table 4.1-1 identifies the status of environmental surveys and survey reports for the Projects from the 2014 and 2015 field seasons. The table additionally identifies the anticipated filing dates for survey reports.

4.2 Biological Survey Reports

As discussed in Resource Report 3, which was filed with the FERC Application on September 18, 2015, Atlantic and DTI are conducting field surveys for various rare, threatened, and endangered species and/or habitat for these species, as recommended by the USFS, FWS, and state wildlife management agencies, along the proposed pipeline routes and at aboveground facility sites for the Projects. With this supplemental filing, Atlantic is submitting survey reports from the 2015 survey seasons for the following species: Cheat Mountain salamander, West Virginia northern flying squirrel, northern goshawk, timber rattlesnake/woodrat, and Cow Knob salamander/Shenandoah Mountain salamander. Because the reports contain location information for protected species, they are being filed under separate cover as Appendix C. The reports are marked "Contains Privileged Information – Do Not Release".

4.3 Archaeological Survey Reports

Atlantic and DTI previously submitted archaeological survey reports for surveys completed through August 1, 2015 in Appendix 4B of Resource Report 4, which was filed with the FERC Application on September 18, 2015. Copies of the West Virginia and Virginia archaeological survey reports also were provided to the USFS. The USFS subsequently requested standalone survey reports for the archaeological investigations completed within the MNF in West Virginia and GWNF in Virginia. Atlantic provided these standalone reports to the MNF and GWNF on October 29, 2015. Additionally, the report for the MNF and a copy of the unanticipated finds plan for the MNF was provided to the MNF's tribal partners, as required by the Archaeological Resources Protection Act permit issued by the MNF for the ACP, on October 29, 2015. [2]

Copies of the standalone reports for the MNF and GWNF are being provided under separate cover as Appendix D of this filing. The reports are marked "Contains Privileged Information – Do Not Release".

[2] The MNF tribal partners are the Absentee-Shawnee Tribe of Indians of Oklahoma, Cayuga Indian Nation, Cherokee Nation of Oklahoma, Delaware Nation, Delaware Tribe of Indians, Eastern Band of Cherokee Indians, Eastern Shawnee Tribe of Oklahoma, Oneida Indian Nation of New York, Onondaga Nation of New York, Seneca Nation of Indians, Seneca-Cayuga Tribe of Oklahoma, Shawnee Tribe, Tonawanda Band of Seneca, Tuscarora Nation of New York, and United Keetoowah Band of Cherokee Indians in Oklahoma.

TABLE 4.1-1

Status of Environmental Field Surveys and Reports for the Atlantic Coast Pipeline and Supply Header Project – 2014 and 2015 Field Seasons [a]

Surveys – Survey Dates	Survey Status	Report Status	Report Filing Date (anticipated)
ATLANTIC COAST PIPELINE			
Wetland and Waterbody Delineation Surveys [a]			
WV, VA, NC – June 2014 through July 2015	Complete	Complete	September 18, 2015
WV, VA, NC – August 2015 through October 2015	Ongoing	Pending	(December 2015)
Threatened and Endangered Species Surveys			
Mussels – Federal, State, and USFS [a]			
WV – June 2015 through September 2015	Complete	Pending	(December 2015)
VA – June 2015 through October 2015	Complete	Pending	(December 2015)
NC – June 2015 through October 2015	Complete	Pending	(January 2016)
Plants – Federal, State, and USFS [a]			
WV – May 2015 through September 2015	Complete	Pending	(December 2015)
VA – May 2015 through October 2015	Complete	Pending	(December 2015)
NC – May 2015 through November 2015	Ongoing	Pending	(December 2015)
Bats – Federal, State, and USFS [a]			
WV – May 2015 through August 2015	Complete	Pending	(November 2015)
VA – May 2015 through August 2015	Complete	Pending	(November 2015)
NC – May 2015 through August 2015	Complete	Pending	(November 2015)
Other Species [b]			
Northern Flying Squirrel (habitat) (MNF) – July 2015 through November 2015	Ongoing	Complete	(December 2015)
Cheat Mountain Salamander (MNF) – June 2015 through September 2015	Complete	Complete	October 30, 2015
Cow Knob Salamander (GWNF) – June 2015 through September 2015	Complete	Complete	October 30, 2015
VA State Salamanders – May 2015 through June 2015 [a]	Complete	Complete	(November 2015)
NC/VA State Bats – May 2015 through October 2015	Complete	Complete	(November 2015)
NC Aquatics – November 2015 through December 2015 [a]	Pending	Pending	(January 2016)
Roanoke Logperch – September 2015 through October 2015	Complete	Pending	(December 2015)
Northern Goshawk (MNF) – May 2015 through June 2015	Complete	Complete	October 30, 2015
Timber Rattlesnake/Woodrat (MNF) – August 2015 through September 2015	Complete	Complete	October 30, 2015
Small Mammals (habitat) (MNF and GWNF) – September 2015 through October 2015	Complete	Pending	(December 2015)
Cultural Resources Surveys			
Phase I Archaeological Surveys [a]			
WV Season 1 – June 2014 through January 2015	Complete	Complete	September 18, 2015
WV Season 2 – February 2015 through July 2015	Complete	Complete	September 18, 2015
WV Season 2 – August 2015 through October 2015	Complete	Pending	(December 2015)
VA Season 1 – June 2014 through January 2015	Complete	Complete	September 18, 2015
VA Season 1 (Updated) and Season 2 – June 2014 through July 2015	Complete	Complete	September 18, 2015
VA Season 2 – August 2015 through October 2015	Complete	Pending	(December 2015)
NC Season 1 and Season 2 – June 2014 through July 2015	Complete	Complete	September 18, 2015
NC Season 2 – August 2015 through October 2015	Complete	Pending	(December 2015)
Phase II Archaeological Site Testing [a]			
VA Site Testing – October 2015 through November 2015	Ongoing	Pending	(January 2016)
NC Site Testing – October 2015 through November 2015	Ongoing	Pending	(January 2016)
Aboveground Resources [a]			
WV Season 1 and 2 – July 2014 through July 2015	Complete	Complete	September 18, 2015
WV Season 2 – August 2015 through October 2015	Complete	Pending	(December 2015)
VA Season 1 and 2 – July 2014 through July 2015	Complete	Complete	September 18, 2015
VA Season 2 – August 2015 through October 2015	Complete	Pending	(December 2015)

TABLE 4.1-1 (cont'd)

Status of Environmental Field Surveys and Reports for the Atlantic Coast Pipeline and Supply Header Project – 2014 and 2015 Field Seasons [a]

Surveys – Survey Dates	Survey Status	Report Status	Report Filing Date (anticipated)
NC Season 1 and 2 – July 2014 through July 2015	Complete	Complete	September 18, 2015
NC Season 2 – August 2015 through October 2015	Complete	Pending	(December 2015)
Karst Assessment and Survey [a]			
WV and VA Season 1 and 2 (preliminary results) - July 2014 through July 2015	Complete	Pending	(November 2015)
WV and VA Season 1 and 2 (final results) – July 2014 through November 2015	Ongoing	Pending	(February 2016)
Other Surveys			
Order 1 Soil Survey (MNF and GWNF) – October 2015 through October 2015	Complete	Pending	(November 2015)
Geohazards Field Survey (landslide and slips) – November 2015 through November 2015	Ongoing	Pending	(December 2015)
SUPPLY HEADER PROJECT			
Wetland and Waterbody Delineation Surveys [a]			
WV, PA – October 2014 through July 2015	Complete	Complete	September 18, 2015
WV, PA – August 2015 through October 2015	Ongoing	Pending	(December 2015)
Threatened and Endangered Species Surveys			
Mussels – Federal and State			
WV – June 2015 through September 2015	Complete	Pending	(December 2015)
Plants – Federal and State [a]			
WV – May 2015 through September 2015	Complete	Pending	(December 2015)
Bats – Federal and State [a]			
WV – May 2015 through August 2015	Complete	Pending	(November 2015)
PA – May 2015 through August 2015	Complete	Pending	(November 2015)
Cultural Resources Surveys			
Phase I Archaeological Surveys			
WV Season 1 – June 2014 through January 2015	Complete	Complete	September 18, 2015
PA Season 1 – February 2015 through July 2015	Complete	Complete	September 18, 2015
Phase II Archaeological Site Testing [a]			
WV Site Testing – October 2015 through November 2015	Ongoing	Pending	(January 2016)
Aboveground Resources			
WV Season 1 and 2 – July 2014 through July 2015	Complete	Complete	September 18, 2015
PA Season 1 and 2 – July 2014 through July 2015	Complete	Complete	September 18, 2015

[a] Additional surveys (no access properties) anticipated to be completed in Spring 2016 with survey reports anticipated to be completed in Summer 2016.

[b] Surveys for bald and golden eagles in the MNF and GWNF anticipated to be completed in Spring 2016.

Notes: GDS-NWR = Great Dismal Swamp National Wildlife Refuge; GWNF = George Washington National Forest; MNF = Monongahela National Forest; NC = North Carolina; PA = Pennsylvania; USFS = U.S. Forest Service; VA = Virginia; WV = West Virginia.

5.0 OTHER ITEMS

5.1 Location and Description of the Borden Smith Douglass Site

As discussed in Resource Report 2, which was filed with the FERC Application on September 18, 2015, review of the Environmental Protection Agency's (EPA's) Facility Registry System map service identified a potentially contaminated site (the Smith Borden Douglass Site; hereafter "Site") listed in the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) in the vicinity of MP 79.0 of the proposed AP-3 lateral route. At the time Resource Report 2 was filed, verification of the Site boundaries was pending a

response to a Freedom of Information Act request from Atlantic to the EPA in August 2015. Atlantic has since obtained information on the boundaries and status of the Site from the EPA and the Virginia Department of Environmental Quality (VDEQ).

General Site Information

The Site, which is located at 1316 Smith Douglas Road in Chesapeake, Virginia, is owned by Pivotal Propane of Virginia, Inc. (Pivotal). The Site is currently enrolled in the VDEQ's Voluntary Remediation Program (VRP). The Site is referred to in VDEQ records as the "Former Steuart Investment Company VRP site #00386" and in the EPA's CERCLIS database as "Chesapeake PLT" or "Former Borden Smith Douglass Plant."

Site Location

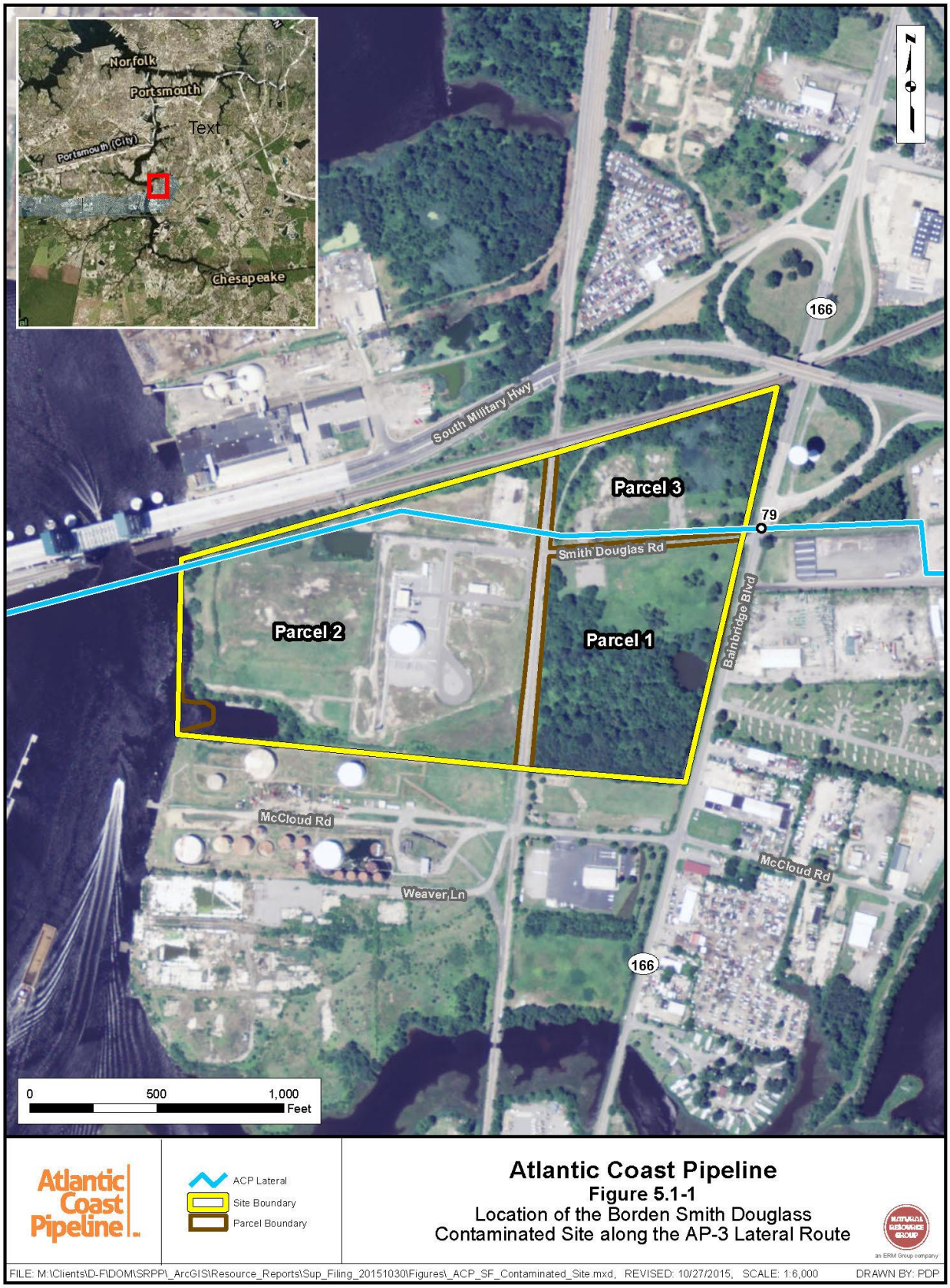
The Site is located near the southwest corner of the intersection of Military Highway and Bainbridge Boulevard in Chesapeake, Virginia (see Figure 5.1-1). The Site is divided into three separate Parcels (Parcels 1, 2, and 3), which combined encompass approximately 52.8 acres. The Site is bordered to the north by the Northern and Southern Railroad line, to the east by Bainbridge Boulevard, to the south by property now or formerly belonging to Swift Agricultural Chemicals Corporation, and to the west by the Southern Branch of the Elizabeth River. As shown in Figure 5.1-1, the AP-3 lateral route crosses Parcel 2 of the Site approximately between MPs 78.6 and 78.8 and Parcel 3 of the Site approximately between MPs 78.8 and 79.0.

Site Characteristics

The Site is located within the Chesapeake Bay drainage basin. Topographic relief at the Site is very low, with a maximum surface elevation of approximately 10 feet above mean sea level. Groundwater at the Site is typically encountered at approximately 5 feet below grade on average, with seasonal fluctuations, and the water table surface slopes toward the Elizabeth River.

Land Use and Ownership History

Prior to the 1920s, the land at the Site was undeveloped and/or agricultural. The Site was developed in the late 1920s as a phosphate fertilizer plant by Smith Douglass, which merged with Borden Chemical in the 1950s to form Smith Douglass Borden. The new company used the Site to manufacture and produce phosphate-based fertilizer products into the early 1980s. In 1981 and 1982, the Site was sold as three separate parcels to Steuart Investment Company (Steuart). Subsequent to the sale, portions of the Site were leased to various small-scale operations including truck repair, electrical service, and other commercial activities. In 2004, Pivotal purchased all three parcels and the Site was enrolled in the VRP. Pivotal has completed demolition of all on-site buildings, foundations, and utilities and removed railroad tracks within the parcels in preparation for development. Parcels 1 and 3 are currently undeveloped, while Parcel 2 contains a propane peak shaving facility.


Norfolk
Portsmouth
Text
Portsmouth (City)
Chesapeake
South Military Hwy
Parcel 3
Parcel 2
Parcel 1
Smith Douglas Rd
Bainbridge Blvd
79
166
McCloud Rd
Weaver Ln
0
500
1,000
Feet
Atlantic Coast Pipeline
ACP Lateral
Site Boundary
Parcel Boundary
Atlantic Coast Pipeline
Figure 5.1-1
Location of the Borden Smith Douglass Contaminated Site along the AP-3 Lateral Route
an ERM Group company
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Environmental Investigations and Regulatory History

The EPA conducted soil and groundwater quality investigations at the Site in 1985 and 1986, and completed Environmental Site Assessments (ESAs) in 1997 and 1998. The initial EPA investigations led to an Administrative Order on Consent between Smith Douglass Borden, Steuart, and the EPA, which required the remediation of dioxin impacted soil in the vicinity of a manufacturing building on the Site. The dioxin impacted soil was stored inside a building on-site for several years until it was disposed of off-site in 1995, when compliance with the terms of the Consent Order was completed. For these reasons, the Site is listed on the CERCLIS (EPA ID: VAD001704808) as "No Further Remedial Action Planned" and does not does not qualify for inclusion on the National Priority List (also known as the EPA's list of "Superfund" sites).

The VDEQ identified the Site as a potential abandoned waste site in 1995 (VDEQ ID# 199), but the matter was resolved between Steuart and the VDEQ, as Steuart provided evidence that the Site was not abandoned. The discovery of VOCs and petroleum hydrocarbons (attributed to the former presence of underground petroleum storage tanks) was reported to the VDEQ in 1998, and the VDEQ issued a Case Closure Letter that same year stating that the reported levels of contamination did not warrant corrective action.

A Phase II ESA involving the collection of soil and groundwater samples from thirty soil borings was conducted at the Site in 2004. According to the Site Characterization Report, Site-related releases resulted in low pH in soil and groundwater in the southeast and north-central areas of Parcel 2, which could pose risk to industrial and construction workers through dermal exposure. Additionally, inorganics (metals) have been detected in groundwater within Parcels 1 and 2 at concentrations that exceed the Virginia VRP Tier 3 criteria, indicating a potential risk.

In May 2015, Pivotal submitted a Draft Demonstration of Completion Report, Draft Public Notice, and Draft Certificate of Satisfactory Completion of Remediation (Draft Certificate) for the Site to the VDEQ. The Draft Certificate includes the following proposed institutional controls/deed restrictions:

- Groundwater beneath the Site (Parcels 1, 2, and 3) shall not be used for any purpose other than environmental monitoring and testing.
- The Site (Parcels 1, 2, and 3) shall not be used for residential purposes or for children's daycare facilities, schools, or playground purposes (although hotels and motels are not prohibited). [3]
- For Parcel 1, excavations with the potential to encounter groundwater (greater than 5 feet in depth) must be conducted in accordance with a Site Operations Plan (SOP).
- For Parcel 2, excavations into soil and groundwater to any depth must be conducted in accordance with the SOP.

The Draft Certificate contains a copy of the SOP, which details the "Operational Requirements" for excavations to depths greater than 5 feet within Parcel 1 and for excavations or ground disturbances within Parcel 2 of the Site. The specified Operational Requirements

[3] Children under the age of 16.

include plans and procedures related to worker safety and soil and groundwater disposal management.

In a letter dated July 2015, the VDEQ provided feedback to Pivotal on the Draft Demonstration of Completion Report, Draft Public Notice, and Draft Certificate, in which VDEQ had no comments on the SOP and indicated that no significant changes are anticipated for the Draft Certificate, including the proposed institutional controls/deed restrictions.

Current Site Status and Next Steps

The existing conditions, physical characteristics, and likely land use controls at the Site are not expected to affect construction and operation of the ACP. Following completion of the VRP site closure process, the only Remedial Action selected for the Site will be the land use controls (institutional controls/deed restrictions) identified. Currently, the Site is undergoing procedures toward final site closure within the VDEQ VRP. Atlantic will coordinate with the landowner of the Site regarding implementation of the SOP in connection with any excavation or ground disturbances anticipated at the Site and will comply with all Operational Requirements specified in the Certificate of Satisfactory Completion of Remediation, when issued by the VDEQ.

5.2 Updated Version of Table 2.2.5-1

A revised version of Table 2.2.5-1 from Resource Report 2, which was filed with the FERC Application on September 18, 2015, is provided below. The table contains updated information on surface water intake facilities in West Virginia.

5.3 Annual Average Daily Traffic Counts on Secondary, Regional, and Local Roads

Atlantic previously submitted average annual daily traffic counts in Resource Report 5, which was filed with the FERC Application on September 18, 2015, for the primary travel routes which will be used to access the ACP and SHP Project areas during construction. In Section 5.7.1 of Resource Report 5, Atlantic committed to providing similar data for the secondary, regional, and local roads that similarly will be used to access the ACP and SHP Project areas during construction. Tables E-1through E-4 of Appendix E of this filing provide annual average daily traffic counts for secondary, regional, and local roads within 2 miles of the proposed facilities in Pennsylvania, West Virginia, Virginia, and North Carolina. These data were obtained from the Pennsylvania, West Virginia, Virginia, and North Carolina Departments of Transportation by road segment or monitoring station nearest to the proposed ACP and SHP facilities.

6.0 AGENCY CORRESPONDENCE

Atlantic and DTI previously submitted summaries of agency contacts and copies of select correspondence with agencies in Appendices 1H and 1I of Resource Report 1, which was filed with the FERC Application on September 18, 2015. Updated summaries of agency contacts to date and copies of select correspondence for the Projects are provided in Appendices F and G of this supplemental filing.

TABLE 2.2.5-1

Surface Water Intake Facilities Within 3.0 Miles Downstream of and Water Protection or Assessment Watersheds Crossed by the Atlantic Coast Pipeline and Supply Header Project

Pipeline Segment/ County or City/State or Commonwealth	Surface Water Intake Facility	Waterbody Associated with Public Water Intake	Milepost of Project Crossing of Waterbody [a]	Length of Zones of Critical Concern/Length of Zone of Peripheral Concern Crossed (miles)	Length of Source Water Protection or Assessment Watershed Crossed (miles)
ATLANTIC COAST PIPELINE					
AP-1					
Upshur County, WV	Buckhannon Water Board	Buckhannon River	28.3	4.1/4.6	N/A
Upshur County, WV	Grand Badger Community Hawthorne	Buckhannon River	33.9	2.2/2.2	N/A
Randolph County, WV	Mill Creek Water Department	Mill Creek	53.4	0.8/0.8	N/A
Randolph County, WV	Town of Beverly	Mill Creek, Tributary to Tygart Valley River [c]	53.5 [b]	0.0/2.5	N/A
Randolph County, WV	Huttonsville Medium Security Prison	Tygart River Valley	55.2	2.8/3.8	N/A
Augusta County, VA	City of Staunton	Middle River	129.2	N/A	6.7
Greensville County, VA	City of Emporia	Meherrin River	286.3 [b]	N/A	3.2
Nelson County, VA	NCSA – Schuyler	Johnson's Branch	175.2 [b]	N/A	18.8
AP-2					
None Identified					
AP-3					
City of Suffolk, VA	Lake Kilby [d]	Lake Kilby and Pitchkettle Creek	56.9	N/A	5.6
City of Suffolk, VA	Lake Meade [d]	Lake Kilby and Pitchkettle Creek	56.9	N/A	5.5
City of Suffolk, VA	Pitchkettle Raw Water [d]	Lake Kilby and Pitchkettle Creek	56.9	N/A	4.3
AP-4					
None Identified					
AP-5					
Greensville County, VA	City of Emporia	Meherrin River	N/A [e]	N/A	0.2
SUPPLY HEADER PROJECT					
TL-635					
None Identified					
TL-636					
None Identified					

Sources: WVDHHR, 2015a, 2015b, 2003 a-e; Soto, 2015; NCDENR, 2014a;

[a] Milepost of Project crossing of the waterbody or, if associated with a Zone of Critical Concern or Zone of Peripheral Concern, it is the milepost where the Project first enters the zone.

[b] The pipeline crossing is not within 3.0 miles upstream of the public surface water intake.

[c] The project crossing of the Zone of Peripheral Concern occurs on Mill Creek, but the intake for the Town of Beverly is on the Tygart Valley River, over 10 miles downstream from the Project crossing of Mill Creek.

[d] The three water intake facilities within the City of Suffolk, Virginia, are operated by the City of Portsmouth.

[e] AP-5 crosses within the Assessment Watershed, but does not cross the Meherrin River.

N/A Source Water Protection or Assessment Watersheds are identified in Virginia do not apply to West Virginia. Conversely, Zones of Critical and Peripheral Concern are identified in West Virginia and do not apply in Virginia.