Dominion Energy Transmission, Inc.
707 East Main Street, Richmond, VA 23219

February 11, 2019

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, N.E.
Washington, D.C. 20426

Re: Atlantic Coast Pipeline, LLC & Dominion Energy Transmission, Inc.
Atlantic Coast Pipeline
Docket Nos. CP15-554-000 & CP15-554-001
Supplemental Information – Stabilization Plan Supplement

Dear Secretary Bose:

By Order dated October 13, 2017, the Federal Energy Regulatory Commission (Commission or FERC) authorized Atlantic Coast Pipeline, LLC (Atlantic) and Dominion Energy Transmission, Inc.[1] (DETI or "Dominion Energy") to construct and operate certain facilities that comprise the Atlantic Coast Pipeline and Supply Header Projects (ACP and SHP; "Projects" collectively). *Atlantic Coast Pipeline, LLC & Dominion Energy Transmission, Inc.* 161 FERC ¶ 61,042 (the "Order").

On December 19, 2018, Dominion Energy, on behalf of Atlantic, filed the *Interim Right-of-Way and Work Area Stabilization Plan* (Accession No. 20181219-5240). To supplement the December 19, 2018 filing, DETI, on behalf of Atlantic, hereby provides additional information in Attachment A.

If you have any questions, please contact me at 866-319-3382.

Respectfully submitted,

Angela M. Woolard

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Gas Transmission Certificate Consultant

cc: Mr. Kevin Bowman, FERC

encl(s)/

[1] On May 12, 2017, Dominion Transmission, Inc. changed its name to Dominion Energy Transmission, Inc.

Attachment A

Spread 2-1 IFC MP 38.8 to IFC MP 39.1

In this area we have already requested to install pipe. This was included in the section categorized as "Pipe Strung/Welded, Trench Open" in the *Interim Right-of-Way and Work Area Stabilization Plan* (*Stabilization Plan*) filed on December 19, 2018. This area was accounted for as trenched; however, in this area the pipe has mostly been welded (lacking 14 tie-in welds [six fittings]), but has not yet been trenched. Approximately 1,200 feet needs to be trenched and the pipe needs to be installed. No resources will be impacted. Trenching and installing pipe here would connect two very long sections, which would help us to better maintain cathodic protection. Also, the property owner has brought up concerns about not being able to maintain one of their drainage ditches because our travel lane is still open in this area. If we can install this section of pipe, we could then rough-grade the area and restore the travel lane, thereby restoring the landowner's access to the drainage ditch.

Spread 2-1 IFC MP 43.5 to IFC MP 43.6

In this area we have already requested to install pipe. This was included in the section categorized as "Pipe Strung/Welded, Trench Open" in the *Stabilization Plan*; however, we lack ten tie-in welds. In this section we have not yet trenched this approximately 375 feet. We plan to perform an "open cut" of Cubana Road (gravel state road), for which we are permitted by the West Virginia Department of Transportation. Conducting this work would tie in two very long sections of pipe, which would help us to better maintain cathodic protection.

Spread 2-1 IFC MP 44.0 to IFC MP 44.1; IFC MP 44.2 to IFC MP 44.3; IFC MP 44.4 to IFC MP 44.5

In these areas we have already requested to install pipe. This was included in the section categorized as "Pipe Strung/Welded, Trench Open" in the *Stabilization Plan*. However, the pipe has been welded, but the area has not been trenched. We need to dig approximately 800 feet of trench in order to install this pipe.

Spread 2A IFC MP 70.65 to IFC MP 70.85 (Station 3730+00 to 3740+50)

This area has been cleared and graded with pipe strung and a section of pipe welded, and also this area has a portion that has been previously trenched. The area was not previously included in the mileage for category "Pipe Strung/Welded, Trench Open" in the *Stabilization Plan* due to the combination of the steep best-in-class (BIC) slope that encompasses the majority of the requested section and the weather conditions at the time, which resulted in uncertainty of being able to complete the slope installation at the time of submittal (December 19, 2018). Due to the recent periods of freezing weather that can provide for more stable conditions for steep slope work, conditions are now advantageous to install the pipe in this area, which would allow for full stabilization of the BIC slope.

Spread 8 Station 215+00 to 224+80

This approximately 980-foot section of pipe has been welded, but has not yet been trenched. The area could not be trenched ahead of welding because the soil conditions are poor and not suited to sustain an open trench for any length of time. The site is currently drying out, making it a good time for trenching and installing pipe at the site with the least environmental impact. The

pipe in this area is visible and accessible to the public as it is next to a road, so installing the pipe and restoring the area would also have safety and viewshed advantages.

Spread 8 Station 385+09 to 386+67

This approximately 158-foot section of pipe has been welded, but has not yet been trenched, as it was designated for the tie-in crew because it is at a road crossing. The site is in a low lying area that often accumulates pools of water, however, it is currently dry, making it a good time for trenching and installing pipe at the site with the least environmental impact. The pipe in this area is visible and accessible to the public as it is next to a road, so installing the pipe and restoring the area would also have safety and viewshed advantages.

Spread 8 Station 400+18 to 402+15

This approximately 198-foot section of pipe has been welded, but has not yet been trenched; it was designated for the tie-in crew because it is at a railroad crossing. Welding, trenching, and installing the pipe would allow for the landowner to access the agricultural land without going around the pipe up to where the hard plug is at the end of the mainline trench to which this pipe would be tied in. As noted in Section 3.4 of the *Stabilization Plan* filed on December 19, 2018, installing pipe which is currently strung is more protective to the right-of-way (ROW) than the extensive traversing of trucks back and forth on the ROW that would be required to remove the strung pipe, which would increase potential environmental impacts related to vehicle emissions and soil rutting and compaction. In addition to allowing for better landowner access, installation of the pipe will allow for better maintenance and restoration of the landowner's land and would have safety and viewshed advantages.

Spread 8 Station 408+08 to 424+67

This approximately 1,659-foot section of pipe has been welded, but has not yet been trenched; it was designated for the tie-in crew because the soil conditions are poor and not suited to sustain an open trench for any length of time. As noted in Section 3.4 of the *Stabilization Plan* filed on December 19, 2018, installing pipe which is currently strung is more protective to the ROW than the extensive traversing of trucks that would be required to remove the strung pipe, which would increase potential environmental impacts related to vehicle emissions and soil rutting and compaction.

Spread 8 Station 428+44 to 430+02

This approximately 158-foot section of pipe has been welded, but has not yet been trenched; it was designated for the tie-in crew because it is at a road crossing. As noted in Section 3.4 of the *Stabilization Plan* filed on December 19, 2018, installing pipe which is currently strung is more protective to the ROW than the extensive traversing of trucks that would be required to remove the strung pipe, which would increase potential environmental impacts related to vehicle emissions and soil rutting and compaction. Further, as the pipe in this area is visible and accessible to the public because it is next to a road, installing the pipe and restoring this area would have safety and viewshed advantages over leaving it strung on the ROW.

Spread 8 Station 431+42 to 438+14

This approximately 672-foot section of pipe has been welded, but has not yet been trenched; it was designated for the tie-in crew because of the complexities that the site requires extra depth of cover to accommodate the Highway 158 expansion combined with that the site is also the move-around staging area for the CSX Railroad and Roanoke River crossings. This is an agricultural area and the landowner would like timely completion/restoration, prior to the upcoming planting season. As noted in Section 3.4 of the *Stabilization Plan* filed on December 19, 2018, installing pipe which is currently strung is more protective to the ROW than the extensive traversing of trucks that would be required to remove the strung pipe, which would increase potential environmental impacts related to vehicle emissions and soil rutting and compaction. Further, as the pipe in this area is visible and accessible to the public because it is next to a road, installing the pipe and restoring this area would have safety and viewshed advantages over leaving it strung on the ROW.

Spread 8 Station 440+16 to 447+67

This approximately 751-foot section of pipe has been welded, but has not yet been trenched; it was designated for the tie-in crew because of the complexities that the site requires extra depth of cover to accommodate the Highway 158 expansion. This is an agricultural area and the landowner would like timely completion/restoration, prior to the upcoming planting season. As noted in Section 3.4 of the *Stabilization Plan* filed on December 19, 2018, installing pipe which is currently strung is more protective to the ROW than the extensive traversing of trucks that would be required to remove the strung pipe, which would increase potential environmental impacts related to vehicle emissions and soil rutting and compaction. Further, as the pipe in this area is visible and accessible to the public because it is next to a road, installing the pipe and restoring this area would have safety and viewshed advantages over leaving it strung on the ROW.

Document Content(s)