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July 27, 2015

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street NE
Washington, DC 20426

Re: Equitrans, L.P.
Docket No. PF15-22-000
Equitrans Expansion Project
Revised Draft Resource Report No. 1

Dear Ms. Bose:

Equitrans, L.P. ("Equitrans") submits herein revised draft Resource Report No. 1 for the Equitrans Expansion Project in the above-referenced docket.

Equitrans is providing a copy of this submission directly to Commission staff as well as to the third-party environmental contractor. Should you have any questions regarding this matter, please contact the undersigned by telephone at (412) 553-5786 or by e-mail at meggerding@eqt.com. Thank you.

Respectfully submitted,

Equitrans, L.P.

A handwritten signature in blue ink, appearing to read "Matthew Eggerding".

Matthew Eggerding

Attachments

cc: Paul Friedman, OEP
Lavinia DiSanto, Cardno, Inc.
Doug Mooneyhan, Cardno, Inc.



Equitrans Expansion Project

Docket No. PF15-22

Resource Report 1 – General Project Description

Draft

July 2015



Equitrans Expansion Project Draft Resource Report 1 – General Project Description

Resource Report 1—General Project Description	
Filing Requirement	Location in Resource Report
1. Provide a detailed description and location map of the project facilities (§ 380.12(c)(1)). <ul style="list-style-type: none"> • Include all pipeline and aboveground facilities. • Include support areas for construction or operation. • Identify facilities to be abandoned. 	Section 1.2 Figure 1.2-1
2. Describe any non-jurisdictional facilities that would be built in association with the project. (§ 380.12(c)(2)). <ul style="list-style-type: none"> • Include auxiliary facilities (See § 2.55(a)). • Describe the relationship to the jurisdictional facilities. • Include ownership, land requirements, gas consumption, megawatt size, construction status, and an update of the latest status of Federal, state, and local permits/approvals. • Include the length and diameter of any interconnecting pipeline. • Apply the four-factor test to each facility (see § 380.12(c)(2)(ii)). 	Section 1.2.6
3. Provide current, original United States Geological Survey (USGS) 7.5-minute series topographic maps with mileposts showing the project facilities (§ 380.12(c)(3)). <ul style="list-style-type: none"> • Maps of equivalent details are acceptable if legible (check with staff). • Show locations of all linear project elements, and label them. • Show locations of all significant aboveground facilities, and label them. 	Appendix 1-B
4. Provide aerial images or photographs or alignment sheets based on these sources with mileposts showing the project facilities. (§ 380.12(c)(3)). <ul style="list-style-type: none"> • No more than 1-year old • Scale no smaller than 1:6,000 	Appendix 1-A (2013 aerial images)
5. Provide plot/site plans of compressor stations showing the location of the nearest noise-sensitive areas (NSA) within 1 mile. (§ 380.12(c)(3,4)). <ul style="list-style-type: none"> • Scale no smaller than 1:3,600 • Show reference to topographic maps and aerial alignments provided above. 	Appendix 1-C (Pending)
6. Describe construction and restoration methods. (§ 380.12(c)(6)).	Section 1.4
7. Identify the permits required for construction across surface waters. (§ 380.12(c)(9)). <ul style="list-style-type: none"> • Include the status of all permits. • For construction in the Federal offshore area be sure to include consultation with the MMS. File with the MMS for rights-of-way grants at the same time or before you file with the FERC. 	Section 1.7 Table 1.7-1
8. Provide the names and addresses of all affected landowners as required and certify that all affected landowners will be notified; <ul style="list-style-type: none"> • Affected landowners are defined in § 157.6(d)(2) • Provide an electronic copy directly to the environmental staff. 	Appendix 1-H



Resource Report 1—General Project Description	
Filing Requirement	Location in Resource Report
Additional Information Often Missing and Resulting in Data Requests	
1. Describe all authorizations required to complete the proposed action and the status of applications for such authorizations	Section 1.7 Table 1.7-1
2. Provide plot/site plans of all other aboveground facilities that are not completely within the right-of-way.	Appendix 1-C
3. Provide detailed typical construction right-of-way cross-section diagrams showing information such as widths and relative locations of existing rights-of-way, new permanent rights-of-way, and temporary construction rights-of-way. See Resource Report 8 – Land Use, Recreation, and Aesthetics.	Appendix 1-C
4. Summarize the total acreage of land affected by construction and operation of the project.	Section 1.3 Resource Report 8
5. If Resource Report 5 - Socioeconomics is not provided, provide the start and end dates of construction, the number of pipeline spreads that would be used, and the workforce per spread.	Section 1.4.5 Resource Report 5 provided
6. Send two (2) additional copies of topographic maps and aerial images/photographs directly to the environmental staff of the Office of Energy Projects (OEP).	To Be Provided



FERC Environmental Information Request for Resource Report 1 Dated July 2, 2015	
Request	Status
1. Identify the potential shippers for the proposed 600,000 dekatherms per day (Dth/day) of natural gas. Indicate how much of this volume is currently under binding contract.	Addressed in Section 1.1.1
2. Indicate if Equitrans plans to install any communication towers along the proposed pipeline route, and if so, identify their location and height.	Addressed Section 1.2.2.1
3. Clarify the statement that the proposed Redhook Compressor Station would be "a new compressor station that will, <i>in part</i> , replace an existing compressor station."	Addressed in Section 1.1
4. Include the width of the survey corridor for access roads in section 1.1.2.	Will be addressed in the final version of RR1
5. Revise figure 1.2-1 to depict all Pennsylvania Project components, using inset maps as appropriate (for example, the H-158/M80 pipelines and the compressor station are not currently depicted). In addition, add the existing H-302 pipeline, the Texas Eastern line served by the H-302 pipeline, the Applegate Gathering System, the H-148 pipeline, and the existing Sunoco Mariner East pipeline to figure 1.2-1. Lastly, include a new figure(s) to depict the H-306/H-600 pipelines (Webster Interconnect) as well as the interconnects with Texas Eastern and Dominion.	Will be addressed in the final version of RR1
6. Fill in data marked "TBD" in tables 1.2-2, 1.3-3, 1.3-4, 1.3-5, 1.4-1, 1.4-2, and 1.4-3.	Will be addressed in the final version of RR1
7. Include additional detail regarding why and how adjacent pipelines described in section 1.2.6 would be potentially relocated based on Project impacts.	Addressed in Section 1.2.6
8. Clarify why there would be permanent impacts (1.06 acres) associated with contractor yards as listed in table 1.3-1.	Addressed in Table 1.3-1.
9. Include a table listing additional temporary workspaces (ATWS), by purpose (i.e., road crossing), milepost, dimensions (in feet), and acres impacted. Indicate in section 1.3.4 whether Equitrans could locate ATWS to avoid forest, waterbodies, wetlands, and other sensitive resources.	Will be addressed in the final version of RR1
10. Include a table listing all residences (by milepost) within 100 feet of the construction work area. For each residence, indicate the distance (in feet) from the outer limits of the construction work space.	Addressed partially in Table 1.4-3. Will be addressed in the final version of RR1.
11. Revise section 1.2.3 to describe in more detail the "modification" and "rerouting" proposed for the M-80 and H-158 pipelines. Include the distance between the M-80 and H-158 pipelines.	Will be addressed in the final version of RR1
12. Include a detailed discussion regarding which facilities would remain in-service following demolition of the Pratt Compressor Station. Include a discussion of the purpose of all remaining facilities. Also include a discussion of planned demolition activities for the existing Pratt Compressor Station.	Will be addressed in the final version of RR1
13. Include a detailed plot plan for the proposed Webster Interconnect and any other proposed interconnections.	Addressed in Appendix 1-J
14. Section 1.1 states the proposed pipelines would total approximately 9 miles. However, table 1.2-1 indicated there would be only 7.3 miles of pipeline. Resolve the apparent discrepancy.	Addressed in Section 1.1. and throughout RR1



FERC Environmental Information Request for Resource Report 1 Dated July 2, 2015	
Request	Status
15. Revise section 1.2 to include a detailed discussion regarding Equitrans' intent to supply gas to Texas Eastern and Dominion. Include details regarding the need for associated aboveground facilities and/or piping. Analyze all impacts for these facilities throughout all other RRs.	Will be addressed in the final version of RR1
16. Revise table 1.2-2 to include pig launcher/receiver facilities as discussed in section 1.4.2.	Will be addressed in the final version of RR1
17. Revise table 1.3-1 to depict the Webster Interconnect as a separate item. Include proposed meter stations, pig launcher/receiver facilities, pipe storage yards, contractor staging yards, cathodic protection rectifiers and beds, and mainline valve sites (even if they would be contained within the pipeline right-of-way).	Will be addressed in the final version of RR1
18. Revise table 1.3-2 to include the Project component, adjacent facility type and name, paralleled length (feet), width of the foreign right-of-way (feet), width of the foreign right-of-way that would be used during construction (feet), and the width of the foreign right-of-way that would be used during operations (feet). Table 1.3-2 indicates the proposed H-318 pipeline would not be co-located with any existing rights-of-way. However, comment letters received by the FERC indicate the proposed H-318 line would be co-located with the existing Sunoco Mariner East pipeline. Clarify the apparent discrepancy.	Will be addressed in the final version of RR1
19. Explain in detail, on a site-specific basis, and further justify why a 110-foot-wide construction right-of-way is needed along the H-316 pipeline segment and a 100-foot-wide construction right-of-way would be needed for the H-318, H-158, and M-80 pipeline segments, particularly in forested uplands (if applicable) where topsoil stripping may not be required.	Will be addressed in the final version of RR1
20. Explain and justify any request to modify the FERC's <i>Wetland and Waterbody Construction and Mitigation Procedures</i> (Procedures, May 2013 version) or our <i>Upland Erosion Control, Revegetation, and Maintenance Plan</i> (Plan, May 2013 version). In particular, present site-specific reasons to use a construction right-of-way across wetlands greater than 75-feet-wide.	Addressed in Section 1.4.1.1(l)
21. Include measures to be implemented to avoid or minimize impacts on sensitive resources, such as waterbodies, wetlands, and forest, along new access roads.	Will be addressed in the final version of RR1
22. Include in section 1.4.1.1 a description of which areas would be subject to local, state, or federal requirements regarding burning of brush and slash as well as summarizing the pertinent regulations (also include in table 1.7-1). Further, include Equitrans' proposed best management practices (a Fire Prevention and Suppression Plan) that would be used to prevent impacts from burning to all potentially affected resources such as waterbodies, wetlands, wildlife, air quality, and risk to nearby structures. The plan should establish protocols and lines of communication for reporting fires, describe the fire equipment that would be present during all Project-related burns, and outline any fire training that would be provided to Project personnel	Addressed in Section 1.4.1.1(b)
23. Clarify in section 1.4.1.1 whether "all waterbody banks would be restored to the original grade" or if some waterbody banks may be modified to a stable angle of repose when approved by the environmental inspector as allowed in our Procedures in section V.C.3.	Addressed in Section 1.4.1.1(b)
24. Revise table 1.3-5 to include pipe storage yards.	Will be addressed in the final version of RR1



FERC Environmental Information Request for Resource Report 1 Dated July 2, 2015	
Request	Status
25. Given that the Mountain Valley Pipeline Project (MVP) in Docket No. PF15-3-000 and EEP will be evaluated in the same EIS, and given that Equitrans is involved with both projects, clearly identify any differences between MVP's and Equitrans' proposed standard construction and restoration techniques	Addressed in Section 1.4
26. In situations where Equitrans proposes to use a horizontal directional drill (HDD), indicate: a. If a geotechnical study has been completed at each HDD location to evaluate the probability of success; b. The reasons why a 15-foot-wide corridor along the path of the HDD would be cleared, and analyze if a narrower pathway could be used; c. Clarify the specific diameter of large trees that would be avoided and not cut within the HDD corridor; and d. Evaluate the feasibility of pulling the HDD pipe in segments, rather than pre-fabricating the entire HDD length.	Addressed partially in Section 1.4.1.1. Will be addressed in the final version of RR1
27. Section 1.4.1.1 states that equipment may operate in the water for some open-cut waterbody crossings. In the waterbody crossing table to be provided in RR2, denote at which specific crossings equipment would be placed in the water.	Addressed in Section 1.4.1.1(e)
28. Where Equitrans proposes to use a bore to cross a waterbody, road, or railroad, include a site-specific description of the associated topography, elevations at both ends of the bore, pit dimensions, and the size and location of temporary extra workspace to store spoil.	Addressed partially in Section 1.4.1.1. Will be addressed in the final version of RR1
29. Supplement the measures listed for construction in residential areas in section 1.4.1.1 to also include preventing overnight access to the trench and capping of the open ends of pipe.	Will be addressed in the final version of RR1
30. Section 1.4.1.1 states that Equitrans would provide in RR 8 site-specific residential construction plans for all houses within 25 feet of the construction right-of-way. Instead, include site-specific plans for all residences within 50 feet of the exterior boundary of the construction workspace.	Will be addressed in the final version of RR1
31. Include a table of both vertical and lateral (side) slopes between 15 percent and 30 percent grade and a table of both vertical and lateral (side) slopes greater than 30 percent grade that would be crossed by the Project. Include a discussion of specialized construction methods that would be utilized by Equitrans for each area of steep slope.	Addressed in Table 1.4-4
32. Describe special measures that would be used for construction or restoration in steep terrain. Explain how Equitrans would prevent rocks from rolling off the right-of-way, install erosion controls, and prevent post-construction landslides, particularly in relation to the replacement and compaction of soils. Where applicable, list areas that would be subject to a proposed variance from the Plan section V.A.5. Include typical cross-sectional diagrams that illustrate both construction and restoration processes for the pipeline construction right-of-way for steep-vertical slopes and steep-lateral side slopes.	Will be addressed in the final version of RR1
33. Include a Project-specific plan for winter construction. If construction would be halted during the winter, include a Winterization Plan that outlines measures to secure the right-of-way, and protect it from erosion or other damages, until construction would resume in the spring.	Addressed in Section 1.4.1.2 and Appendix A-K
34. Section 1.4.2 states "Mainline valves (MLVs) will be installed within proposed new compressor station sites..." Clarify if Equitrans is proposing more than one new compressor station.	Addressed in Section 1.4.2



FERC Environmental Information Request for Resource Report 1 Dated July 2, 2015	
Request	Status
35. Clarify whether the natural gas transported would be odorized and discuss any potential advantages to installing automatically closing mainline block valves. Further, estimate the amount of time between the issuance of a remote signal to close a MLV and the actual closing of the valve.	Will be addressed in the final version of RR1
36. Clearly state whether or not Equitrans would participate in FERC's third-party construction compliance monitoring program, in association with MVP's commitment to do so.	Will be addressed in the final version of RR1
37. Section 1.4.5 states Equitrans' expected in-service date for the Project is December 2017. However, table 1.4-3 does not depict construction ending until December 2018 and states the anticipated in-service date is December 2018. Clarify the discrepancy.	Addressed in Section 1.4.5
38. Estimate, by construction spread, the number of temporary employees that would be hired during construction of the Project, and their typical length of employment on the Project. Estimate the percentage of the workforce that would be local (same state), and the percent that would be union labor. Indicate how many new permanent jobs would be required to operate the Project, and where the new permanent employees would be stationed.	Addressed in Resource Report 5
39. Describe plans for invasive plant species control during construction. Given that "it is Equitrans policy not to use herbicides to maintain the right-of-way" describe the proposed methods to control invasive plant species during Project operations.	Will be addressed in the final version of RR1
40. Revise section 1.10 of RR1 to identify the location [e.g., county, state, watershed, and Air Quality Control Region], timeframe, general description, and estimated impact acres of recently completed, current, and reasonably foreseeable projects. Use the fifth-field hydrologic unit code watershed as the geographic extent of the analyses, except where that is non-applicable, such as for an air quality basin and socioeconomics at the county level. Include a detailed discussion of cumulative impacts that these projects combined with the proposed EEP would have on each of the applicable environmental resources, such as soils, vegetation, wildlife, cultural resources, land use, air quality, etc. Outline measures other project proponents may implement, if required for local, state, or federal permitting, to avoid, minimize, or mitigate cumulative impacts.	Will be addressed in the final version of RR1
41. Section 1.10 states "no other utility projects in the vicinity of the Project have been identified at this time." Revise section 1.10 to include a discussion of the existing Sunoco Mariner East fuel pipeline and Sunoco's planned Mariner East 2 Pipeline.	Will be addressed in the final version of RR1
42. Revise table 1.7-1 to include an anticipated permit application submittal date for each permit.	Will be addressed in the final version of RR1



FERC Environmental Information Request for Resource Report 1 Dated July 2, 2015	
Request	Status
<p>43. If there are any non-jurisdictional facilities that would be built as a result of the new gas volumes associated with this Project, include the following detailed information for each facility:</p> <ul style="list-style-type: none"> a. company/owner; b. type of facility; c. dimensions (pipe diameter, length, horsepower, etc. as appropriate for pipeline and land area for other facilities); d. maps showing locations; e. federal permits required and their status; f. status of local and state permits required; and g. any environmental reviews required for local, state, or federal permitting authorities. <p>Consider any water or electrical transmission lines that would be needed to supply the proposed compressor station, meter stations, MLVs, cathodic protection beds, or other facilities. Include a description, potential impacts, and proposed mitigation for these facilities.</p>	Will be addressed in the final version of RR1
<p>44. Include the missing data for the appendices:</p> <ul style="list-style-type: none"> a. Appendix 1A – Alignment sheets; b. Appendix 1B – Topographic maps - revise page 1 of 3 to depict both the H-158 and M80 pipelines separately; c. Appendix 1C – Typical drawings; d. Appendix 1D – Project-Specific Erosion Control Plan; e. Appendix 1E – HDD Contingency Plan; f. Appendix 1F – tables - revise table 1-F to include columns for i) type of road surface (gravel or asphalt); ii) landowner (private, county, state); and iii) proposed crossing method for each railroad and roadway; g. Appendix 1G – Agency correspondence - include copies of any responses from agencies to the April 27, 2015 letters sent out by Equitrans regarding the EEP. 	<p>Addressed in Appendix</p> <p>Addressed in Appendix</p> <p>Addressed in Appendix</p> <p>Will be addressed in the final version of RR1</p> <p>Addressed in Appendix</p> <p>Will be addressed in the final version of RR1</p> <p>Addressed in Appendix</p>



DRAFT RESOURCE REPORT 1

GENERAL PROJECT DESCRIPTION

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DRAFT RESOURCE REPORT 1 GENERAL PROJECT DESCRIPTION

LIST OF ACRONYMS AND ABBREVIATIONS

API	American Petroleum Institute
ASME	American Society for Mechanical Engineers
ATWS	additional temporary workspace
BMPs	best management practices
CFR	Code of Federal Regulations
DOH	Division of Highways
Dominion	Dominion Transmission, Inc.
Dth/day	dekatherms per day
DWWSM	Division of Waterways, Wetlands, and Stormwater Management
E&SCP	Erosion and Sediment Control Plan
EI	Environmental Inspector
EIA	Energy Information Agency
EQT Gathering	EQT Gathering, LLC
Equitrans	Equitrans, L.P.
ESCGP-2	Erosion and Sediment Control General Permit
FAA	Federal Aviation Administration
FERC or Commission	Federal Energy Regulatory Commission
HDD	horizontal directional drilling
hp	horsepower
LDCs	local distribution companies
MAOP	Maximum Allowable Operating Pressure
MLV	mainline valve
MMcfd	million cubic feet per day
Mountain Valley	Mountain Valley Pipeline LLC
MP	milepost
NDE	non-destructive examination
NPDES	National Pollutant Discharge Elimination System
OEP	FERC Office of Energy Projects
OSHA	Occupational Safety and Health Administration
PADCNR	Pennsylvania Department of Conservation and Natural Resources
PADEP	Pennsylvania Department of Environmental Protection
PGC	Pennsylvania Game Commission
PL	Public Law
Plan	FERC's May 2013 version of the Upland Erosion Control, Revegetation, and Maintenance Plan
Procedures	FERC's May 2013 version of the Wetland and Waterbody Construction and Mitigation Procedures
Project	Equitrans Expansion Project
psig	pounds per square inch gauge
SHPO	State Historic Preservation Office



Tcf	trillion cubic feet
Texas Eastern	Texas Eastern Transmission, LP
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WVDEP	West Virginia Department of Environmental Protection
WVDNR	West Virginia Division of Natural Resources
WVDOT	West Virginia Department of Transportation



DRAFT RESOURCE REPORT 1 GENERAL PROJECT DESCRIPTION

1.1 INTRODUCTION

Equitrans, L.P. (Equitrans) is seeking a Certificate of Public Convenience and Necessity from the Federal Energy Regulatory Commission (FERC) pursuant to Section 7(c) of the Natural Gas Act authorizing it to construct and operate the proposed Equitrans Expansion Project (Project) located in three counties in Pennsylvania and one county in West Virginia. In addition, Equitrans is seeking authorization to abandon an existing compressor station (which will be replaced by a new compressor station) pursuant to Section 7(b) of the Natural Gas Act. Equitrans plans to construct approximately 7.6 miles of pipeline (at two separate locations), a new compressor station, an interconnect with the proposed Mountain Valley Pipeline (MVP), and ancillary facilities, to provide timely, cost-effective access to the growing demand for natural gas for use by local distribution companies, industrial users and power generation in northeastern, Mid-Atlantic and southeastern markets, as well as potential markets in the Appalachian region.

The Project is designed to transport natural gas from the northern portion of the Equitrans system south to the interconnection with the proposed MVP, as well as to existing interconnects with Texas Eastern Transmission, LP (Texas Eastern) and Dominion Transmission, Inc. (Dominion). The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency and operational flexibility for the benefit of all Equitrans customers. The Project is designed to add up to 600,000 dekatherms per day (Dth/day) of north-south firm capacity on the Equitrans system.

1.1.1 Purpose and Need

The Project is designed to provide shippers with the flexibility to transport up to an additional 600,000 Dth/day of natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies (LDCs), industrial users, and power generation facilities located in the local, northeastern, Mid-Atlantic and southeastern regions of the United States. Equitrans is negotiating binding agreements with potential shippers. Equitrans anticipates filing such agreements with its certificate application.

In recent years, the North American natural gas market has seen enormous growth in production and demand. The U.S. Energy Information Agency (EIA) expects that U.S. total natural gas consumption will increase from 25.6 trillion cubic feet (Tcf) in 2012 to 31.6 Tcf in 2040, with a large portion of this increased demand occurring in the electric generation sector (EIA 2014). A sizable portion of this growth in production is occurring in the Marcellus and Utica shale regions, with Marcellus shale production steadily increasing. Likewise, the increased demand for natural gas is expected to be especially high in the southeastern United States, as coal-fired generation plants convert to or are replaced by natural gas-fired generation plants. The infrastructure design of the Project is expected to benefit these regions by connecting the production supply to the market demand. In doing so, Equitrans will bring clean-burning, domestically produced natural gas supplies from the prolific Appalachian Basin and supply it to the demand markets in



order to support the growing demand for clean-burning natural gas, provide increased supply diversity, and improve supply reliability to these growing markets.

1.1.2 Status of Field Surveys

Field surveys consist of a 300-foot wide corridor centered on the proposed pipeline centerline and a 25-foot wide corridor centered on all access roads. As of July 13, 2015, survey permission has been granted for 100 percent of the survey corridor. The environmental surveys will include land use, wetlands delineation, threatened and endangered species identification and habitat delineation, and cultural resources reconnaissance. Consultations with agencies regarding these surveys began in early June 2015, followed by commencement of field surveys in early July 2015. Information regarding field surveys will be provided in the respective resource reports.

1.1.3 Environmental Resource Report Organization

A complete summary of Project facilities proposed by Equitrans is provided in Section 1.2. Land requirements for Project facilities are provided in Section 1.3. Construction methods that may be used to install the pipeline and construct aboveground facilities, including restoration, are provided in Section 1.4. This section also includes the proposed construction schedule and workforce. Operation and maintenance of Project facilities is discussed in Section 1.5. Permits and approvals, including major consultations, are included in Section 1.7. A discussion regarding potential impacts on affected landowners is provided in Section 1.8. Non-jurisdictional facilities are discussed in Section 1.9. All cumulative impacts relating to the Project are discussed in Section 1.10.

1.2 LOCATION AND DESCRIPTION OF FACILITIES

The pipeline and aboveground facilities described in this resource report will be designed, constructed, tested, operated, and maintained in accordance with the requirements of 49 Code of Federal Regulations (CFR), Part 192, Transportation of Natural Gas and Other Gas by Pipeline; Minimum Safety Standards; 18 CFR § 380.15, Site and Maintenance Requirements; and other applicable federal and state regulations.

1.2.1 Pipeline Facilities

The Project is designed to add up to 600,000 Dth/day of north-south firm capacity to bring natural gas from the central Appalachian Basin into the interstate pipeline grid or existing Equitrans markets. To add such capacity, Equitrans proposes the following four non-continuous system modifications: (i) build a new 2.99-mile, 30-inch diameter pipeline in Greene County, Pennsylvania (the "H-316 Pipeline"); (ii) build a new 4.21-mile, 20-inch diameter pipeline in Allegheny and Washington Counties, Pennsylvania (the "H-318 Pipeline"); (iii) replace and expand its existing Pratt Compressor Station with the Redhook Compressor Station in Greene County, Pennsylvania; (iv) add the Webster interconnect with MVP's proposed pipeline in Wetzel County, West Virginia in the southern portion of Equitrans system; and (v) add the Mobley Tap on Equitrans' H-302 pipeline that also connects with MVP's proposed pipeline in Wetzel County, West Virginia. In total, the Project facilities include approximately 7.6 miles of pipeline and four compressor units with up to a total of approximately 31,300 horsepower (hp) of compression. Additionally, four smaller pipelines, the M-80, the H-158, the H-305 and the H-319 pipelines, will also be modified or constructed as part of the Project

Together, the system modifications described above are designed to facilitate the transportation of natural gas from the northern portion of Equitrans' system south to a future interconnection with MVP, as well as



existing interconnects on the southern portion of Equitrans' system with Texas Eastern and Dominion. The Project will also provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by LDCs, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

A map of the proposed pipeline routes, existing and proposed compressor station locations, and proposed interconnect and ancillary facilities is shown in Figure 1.2-1. The details of the pipelines, the compressor station, interconnect, ancillary facilities, and metering and regulation facilities are provided in the sections below.

1.2.1.1 H-316 Pipeline

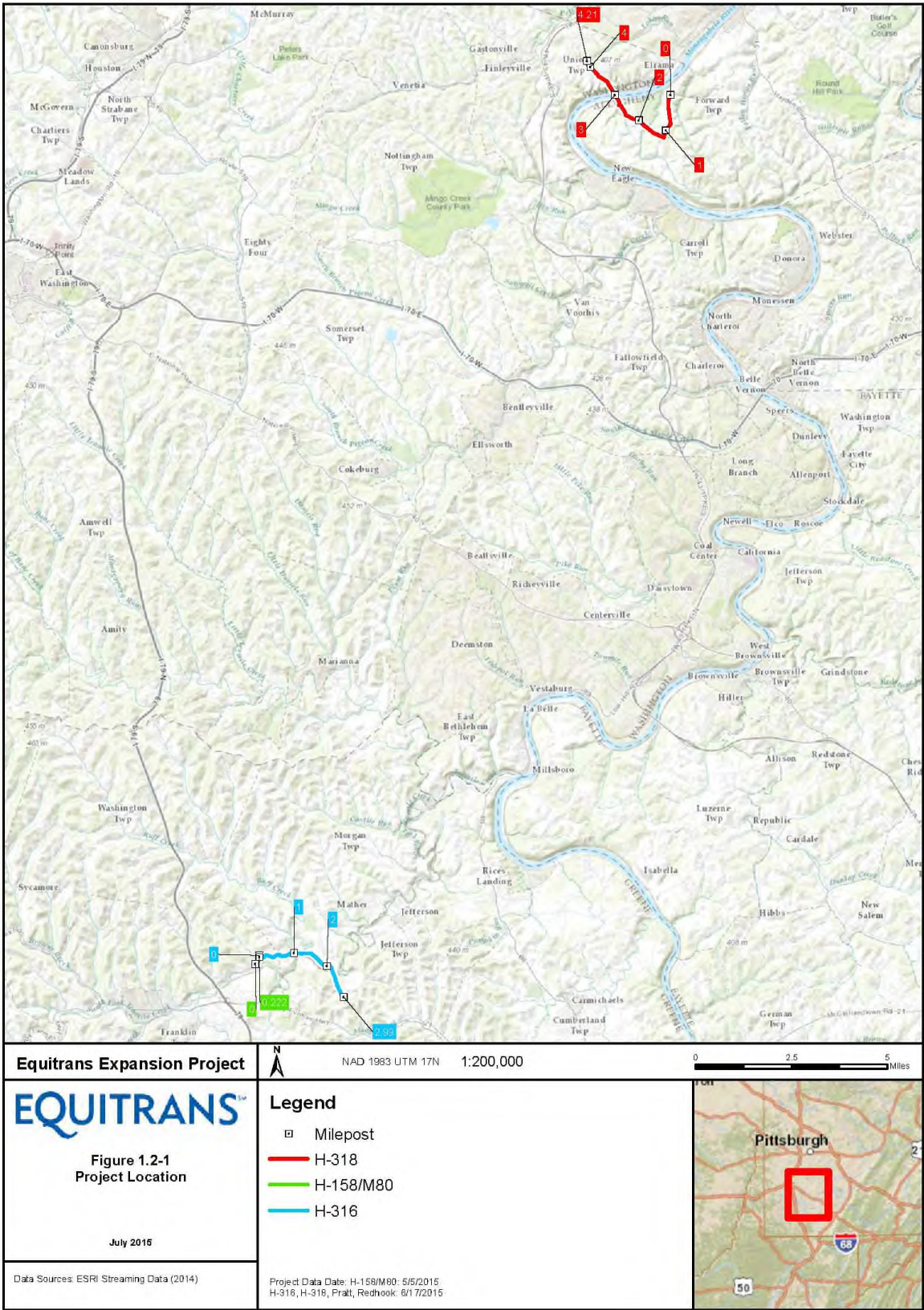
Approximately 2.99 miles of 30-inch-diameter pipeline with a 1,200 pounds per square inch gauge (psig) Maximum Allowable Operating Pressure (MAOP). The pipeline will generally run east-west and will be located in Greene County, Pennsylvania, following an existing Texas Eastern corridor. The H-316 pipeline will move gas from the new Redhook Compressor Station to Equitrans' existing H-302 pipeline for delivery to Texas Eastern or south on Equitrans' H-302 pipeline to MVP.

1.2.1.2 H-318 Pipeline

Approximately 4.21 miles of 20-inch-diameter pipeline with a 1,200 psig MAOP. The pipeline will generally run east-west and will be located in Allegheny and Washington Counties, Pennsylvania in the northern portion of Equitrans' system. The H-318 pipeline will move gas from the Applegate Gathering System, which is operated by EQT Gathering, LLC (EQT Gathering), to Equitrans' existing H-148 pipeline for delivery south.

1.2.1.3 Secondary Pipelines

Four shorter pipelines, the M-80, the H-158, the H-305 and the H-319 pipelines, are also included as part of the Project. The M-80 segment is a 6-inch pipeline that currently moves gas to the Pratt Compressor Station, but will be required to be extended to move gas to the Redhook Compressor Station once it is commissioned. The H-158 segment is a 12-inch pipeline that also currently moves gas to the Pratt Compressor Station, but will be required to be extended to move gas to the Redhook Compressor Station once it is commissioned. The H-305 segment is a new 24-inch pipeline extension, approximately 550 feet in length that will move gas from the Redhook Compressor Station to Equitrans' existing H-305 pipeline located at the Braden Run Interconnect with Texas Eastern. The H-319 segment is a new 16-inch pipeline, approximately 200 feet in length that will connect the Equitrans H-306 pipeline to the Webster Interconnect with MVP. The H-305 and H-319 segments represent newly developed features of the Project. Discussion and analysis of H-305 and H-319 will be presented in the final version of Resource Report 1 (and other resource reports).





1.2.2 Aboveground Facilities

1.2.2.1 Compressor Station

The proposed Redhook Compressor Station is designed to replace the existing 4,800 hp Pratt Compressor Station and will consist of up to approximately 31,300 hp of compression that will be located in Greene County, Pennsylvania. It is anticipated that the compressors at the new Redhook Compressor Station will be driven by two natural gas-fired reciprocating engines and two natural gas-fired turbine engines. The new Redhook Compressor Station is proposed to be constructed on a new site so as to maintain service for existing contracts utilizing the Pratt Compressor Station until the Redhook Compressor Station is commissioned. Upon completion and full operation of the Redhook Compressor Station, the existing Pratt Compressor Station will be abandoned via demolition by the fourth quarter of 2018 (other than limited facilities in the yard that will remain in service). The Project further includes re-routing the M-80 and H-158 pipelines from the Pratt Compressor Station to the Redhook Compressor Station. A sixty-foot communication tower will also be constructed on the Redhook site.

1.2.2.2 Webster Interconnect

The installation of a new custody-transfer interconnect station between Equitrans and MVP will consist of meter(s), pressure/flow control valve(s), isolation block valves, and associated instrumentation and controls in order to measure and control the flow of natural gas between Equitrans and MVP. The interconnect site will be located in a fenced and gated area, as close as practical to the actual intersection of the Equitrans H-306 pipeline and the proposed MVP H-600 pipeline in order to keep the length of the interconnecting piping to a minimum. See Appendix 1-J for a plot plan of the proposed Webster Interconnect.

1.2.2.3 Mobley Tap

The installation of ancillary facilities between Equitrans and MVP will consist of two taps, a riser, and associated piping and valving both into MVP's proposed Mobley Tap and the H-302 pipeline. The anticipated flow from the south (Mobley Plant) through the Mobley Tap will range from 300 to 920 MMcfd. The anticipated flow from the north (Pennsylvania supply) through the Mobley Tap will range from 300 to 600 MMcfd. The Mobley Tap will be located in a fenced and gated area, as close as practical to the actual intersection of the Equitrans H-302 and MVP H-600 pipelines in order to keep the length of the interconnecting piping to a minimum. The station location is in the Grant District, Wetzel County, WV. See Appendix 1-J for a plot plan of the proposed Mobley Tap.

1.2.3 Non-jurisdictional Facilities (Associated with the Project)

The Project will interconnect with EQT Gathering's non-jurisdictional Applegate Gathering System and may cross or be adjacent to approximately six non-jurisdictional gas gathering lines that are owned and operated by Peoples Natural Gas Company LLC, non-jurisdictional gas gathering systems that are owned and operated by M3 Midstream LLC and Rice Energy, and a natural gas liquids pipeline that is owned and operated by Sunoco Logistics Mariner East Pipeline. No pipelines will need to be relocated for this Project. There may be other line crossings associated with the Project. Any such crossings will be evaluated and discussed in the resource reports.

Electrical power lines will be needed to supply the Redhook Compressor Station. Power supply will be necessary for lights and back-up power. Power poles will be installed and additional details will be provided



in future resource reports. The Webster Interconnect and Mobley Tap will only require a connection to the existing power on those sites.

Figure 1.2-1 provides an overview of the pipeline routes. Table 1.2-1 identifies the counties crossed by the pipeline by milepost. Appendix 1-A (Pending) contains alignment sheets for the Project and the location of these facilities. Appendix 1-B contains U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle maps.

Table 1.2-1			
Project Pipelines by County			
Pipeline	Approximate Milepost	County/State	Length (Miles)
H-318	0 to 3.00	Allegheny/PA	3.00
H-318	3.00 to 4.21	Washington/PA	1.21
H-316	0 to 2.99	Green/PA	2.99
H-158	0 to 0.222	Green/PA	0.222
M-80	0 to 0.222	Green/PA	0.222
H-319	TBD	Wetzel/WV	TBD
H-305	TBD	Green/PA	TBD
Total			7.644

Table 1.2-2 provides a summary of aboveground facilities proposed as part of the Project.

Table 1.2-2						
Aboveground Facilities <u>a/</u>						
Compressor Stations						
Facility	Approximate Milepost	County/State	Capacity (MMcfd)	Isometric hp	Suction psig	Discharge psig
Redhook Station	H-316, MP 0	Greene County, PA	2000	TBD	TBD	TBD
	H-158/M80, MP 0.222					
Meter Stations		Approximate Milepost		Capacity (MMcfd)		
TBD		TBD		TBD		
TBD		TBD		TBD		
TBD		TBD		TBD		
TBD		TBD		TBD		
Pig Launcher/Receiver Facilities		TBD		TBD		
TBD		TBD		TBD		
<u>a/</u> Final locations and quantities of proposed aboveground facilities and final required compressor station horsepower will be determined upon final review of capacity needs and route confirmation.						

1.3 LAND REQUIREMENTS

A summary of Project land requirements will be included in Table 1.3-1. Current land uses of those areas affected by the Project will be described in Draft Resource Report 8.



Table 1.3-1		
Land Requirements for the Project		
Facility	Land Required by Construction (acres)	Land Required for Operation (acres)^{a/}
Pipeline	94.01	45.06
Contractor Staging Yards	7.44	0
Additional Temporary Workspace (ATWS)	76.91	-
Access Roads	9.90	0
Redhook Compressor Station	17.74	17.74
Webster Interconnect	1.37	1.37
Mobley Tap	TBD	TBD
Meter Stations	TBD	TBD
Pig Launcher/Receiver Facilities	TBD	TBD
Pipe storage yards (Pratt Compressor Station)	TBD	TBD
Cathodic Protection Rectifiers and Beds	TBD	TBD
Mainline Valve Sites	TBD	TBD
^{a/} Calculations are based on a construction right-of-way for H-316 of 110 feet. Equitrans will be requesting a 125-foot construction right-of-way. Calculations will be re-evaluated in a subsequent filing to FERC. Acreages inclusive of H-305 and H-319 will be included in the final version of Resource Report 1.		

1.3.1 Pipeline

Depending on the pipeline segment, the pipeline will require a different construction right-of-way. The H-316 pipeline, which will consist of a 30-inch-diameter pipeline, will require a 125-foot-wide construction right-of-way. The H-318 pipeline, which will consist of a 20-inch-diameter pipeline, will require a 100-foot-wide construction right-of-way. The M-80 and H-158 pipelines, which will consist of 6-inch and 12-inch-diameter pipelines, respectively, will require a single, collocated 100-foot-wide construction right-of-way. For all pipeline segments, there will be a 50-foot permanent right-of-way maintained. Based on its experience with constructing pipelines in this area, Equitrans has determined that the construction and permanent right-of-way proposed for the Project are necessary for the safe construction and operation of the pipeline. The additional right-of-way will be necessary for the safe travel of construction and maintenance vehicles and equipment, as well as stockpiling any additional material that may be encountered during trenching. At this time, the pipeline is in the initial design phase and much of the land requirements have not been identified. This information will be provided the final Resource Report 1.

To the extent practicable, the pipeline routes were collocated with or adjacent to existing utility corridors. As currently proposed, the Project is collocated or adjacent to existing utility corridors and roads for 0.99 miles of the route. These areas are listed in Table 1.3-2.

Table 1.3-2				
Existing Corridors Adjacent to the Project				
Project Feature	Facility Name	MP Begin	MP End	Distance
H-158/M-80	Equitrans, L.P.	TBD	TBD	TBD
H-316	Dominion Transmission, Inc.	TBD	TBD	TBD
H-316	Equitrans, L.P.	TBD	TBD	TBD



H-316	Equitrans, L.P.	TBD	TBD	TBD
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1.3.2 Aboveground Facilities

Land requirements for compressor stations, interconnect, ancillary facilities, receiver sites, and metering and regulation facilities will be included in a subsequent Table 1.3-3. Mainline valve (MLV) sites will be entirely contained within the pipeline right-of-way and will therefore not require any additional land disturbance.

Table 1.3-3 Land Requirements for Aboveground Facilities <u>a/</u>			
Facility Name	Approximate MP	Land Required for Construction (acres)	Land Required for Operation (acres)
Compressor Stations			
Redhook Station	TBD	TBD	TBD
Meter Stations			
TBD	TBD	TBD	TBD
TBD	TBD	TBD	TBD
TBD	TBD	TBD	TBD
TBD	TBD	TBD	TBD
<u>a/</u> MLVs are not included because these will be completely within the right-of-way and will not require additional land outside of that necessary for the pipeline.			

1.3.3 Access Roads

The length of new and existing roads that will be used to provide access to the pipeline right-of-way during construction and operation are provided in Table 1.3-4 and will be further discussed in Draft Resource Report 8. This list does not include existing interstate, state, and county highways, but does include private roads, drives, lanes, and other roads that will be utilized. To the extent possible, Equitrans will use existing access roads for the Project or other existing farm or construction access roads.

Table 1.3-4 Land Requirements for Access Roads		
Access Road ID	Milepost	Length
Construction		
TBD	TBD	TBD
Operation		
TBD	TBD	TBD

Field investigation indicates that the availability of existing roads is likely sufficient to provide access to most work areas; however, new access roads may be required in several locations that do not parallel existing infrastructure. Maintenance may be required on some of the existing roads prior to hauling construction equipment and materials. Some of the existing dirt or gravel access roads will simply be graded and maintained to prevent rutting. Others may require placement of additional gravel or crushed stone on the existing surface and/or widening, or replacement of damaged culverts.



1.3.4 Additional Temporary Workspace

Additional temporary workspace (ATWS) areas will be required for construction activities requiring space outside the construction right-of-way. Construction activities that may require ATWS include but are not limited to:

- Road and railroad crossings;
- Wetland and waterbody crossings;
- Foreign pipeline crossings and interconnects;
- Foreign utility crossings;
- Areas requiring full-width topsoil segregation;
- Specific request of the landowner or land management agency;
- Areas with steep side slopes, rock, or other difficult terrain;
- Pipeline access and truck turnarounds;
- Fabrication and staging areas;
- Hydrostatic test water withdrawal and discharge locations; and
- Horizontal directional drilling (HDD) sites, footprint and pull back area.

The areal extent (size) of ATWS will be determined on a site-specific basis. The ATWS area will be restricted to the minimum size necessary to safely construct the pipeline with respect to the existing conditions anticipated at the time of construction. In the case of wetlands and waterbodies, the ATWS will be located in accordance with the 50-foot setback requirements described in the May 2013 version of the FERC's Wetland and Waterbody Construction and Mitigation Procedures (Procedures).

Proposed ATWS and ancillary sites required for the Project, including dimensions and purpose, will be shown on the alignment sheets and maps submitted with the final Resource Report 1, and will be listed in Draft Resource Report 8. ATWS will be included in the total acreage of the area to be affected by pipeline construction right-of-way.

1.3.5 Contractor Yards

Potential pipe storage and contractor staging yards for temporary use during construction will be selected with consideration given to the avoidance of wetlands and other sensitive habitats. To the maximum extent practicable, Equitrans will avoid locating storage and contractor yards in forested tracts. Equitrans will use pipe storage yards to stockpile pipe, fabricate facilities, and concrete-coat joints, as necessary. Equitrans will use contractor yards during construction to stage construction operations, store materials, park equipment, and set up temporary construction offices. Depending upon the condition of these yards and their current use, some surface grading, drainage improvements, placement of surface materials (e.g., crushed rock), and internal roadways may be required. Equitrans is in the process of identifying contractor yards along the proposed route. Land requirements and mileposts for contractor yards are provided in Table 1.3-5. Additional information on potential contractor yards will be discussed in Draft Resource Report 8.



Table 1.3-5		
Contractor Yards and Pipe Storage Yards Required for Pipeline Construction		
	Milepost	Acreage
Contractor Yard ID		
TBD	TBD	TBD
TBD	TBD	TBD
TBD	TBD	TBD
Pipe Storage Yard ID		
Pratt Compressor Station	TBD	TBD

1.4 CONSTRUCTION PROCEDURES

Equitrans intends to implement the FERC Upland Erosion Control, Revegetation, and Maintenance Plan (Plan) and Procedures (May 2013 versions) as a minimum standard during construction unless otherwise specifically noted within this resource report. Equitrans will ensure that construction personnel are adequately trained in the environmental restrictions and/or requirements applicable to their particular job duties. Construction management personnel and environmental inspectors (EI) will be provided with the appropriate environmental information/materials specific to the Project.

Equitrans anticipates that it will employ the following procedures to construct the Project; however, deviations are possible based on actual field conditions or to comply with regulatory requirements. The following proposed standard construction and restoration techniques will be implemented in essentially the same manner as for the MVP Project (Docket No. PF15-3-000).

1.4.1 Pipeline

Construction of the Project will follow industry-accepted practices and procedures, as further described below. Generally, construction of the proposed pipeline will follow a set of sequential operations as shown in Figure 1.4-1. In this typical pipeline construction scenario, the construction spread proceeds along the pipeline right-of-way in one continuous operation. The entire process will be coordinated in such a manner as to minimize the total time a tract of land is disturbed and therefore exposed to erosion and temporarily precluded from normal use. To minimize the impacts of construction disturbance, Equitrans will utilize the FERC's Plan. Excess excavated material not required for backfill such as rock fragments, drill cuttings, etc. will be removed and disposed of offsite at an upland location. Equipment problems, terrain and soil conditions, and weather can affect the timing and consistency of the operation. Typical construction details depicting various construction scenarios are shown in Appendix 1-C. The following sections provide detailed descriptions of each proposed construction method.

1.4.1.1 Standard Construction and Restoration Techniques and Typical Upland Pipeline Construction Procedures

Equitrans will conduct all construction activities in accordance with applicable federal and state regulations and guidelines, as well as the specific requirements of applicable permits. In addition to adopting the FERC's Plan and Procedures, Equitrans will develop an Erosion and Sediment Control Plan (E&SCP) that incorporates the FERC's Plan and Procedures.

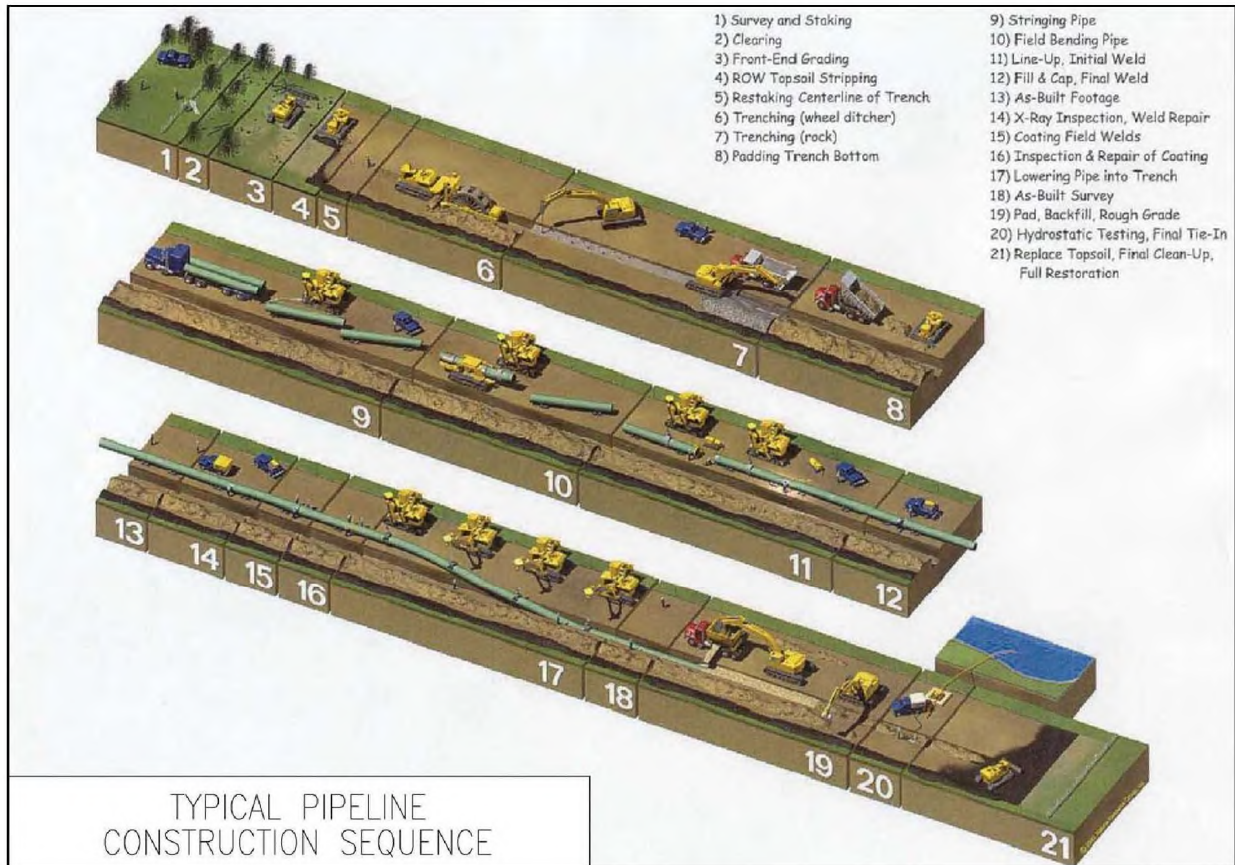


Figure 1.4-1 Typical Pipeline Construction

Prior to initializing construction-related activities, Equitrans will secure right-of-way easements, or other required authorizations, from landowners whose properties will be crossed by the proposed pipeline route.

Those portions of the Project located primarily in upland terrain will employ conventional overland construction techniques for large-diameter pipelines. In the typical pipeline construction scenario, the construction contractor will construct the pipeline along the construction right-of-way using sequential pipeline construction techniques, including survey, staking and fence crossing; clearing and grading; trenching; pipe stringing, bending and welding; lowering-in and backfilling; hydrostatic testing; clean-up and restoration; and commissioning.

At this time, it has not been determined how many construction spreads will be used to construct the pipeline. The majority of the pipeline construction process will be accomplished using conventional open-cut methods, which typically include the steps described in the following paragraphs. The proposed methods for accomplishing pipeline installation across wetlands and waterbodies, as well as other specialized construction procedures, are also described in the following paragraphs.



(a) Surveying

The initial step in preparing the right-of-way for construction will be the civil survey. A civil survey crew will stake the outside limits of the construction right-of-way, the centerline location of the pipeline, centerlines and elevations, highway and railroad crossings, and any ATWS, such as lay down areas or at stream crossings. The "One Call" system of each state will be contacted and underground utilities (e.g., cables, conduits, and pipelines) will be located and flagged. Affected landowners will be notified prior to surveying and staking of the proposed route, following applicable state/federal guidelines. Surveying of the right-of-way began in June 2015.

(b) Clearing and Grading

After the right-of-way has been surveyed and easements have been secured (for the permanent and temporary construction right-of-way, and any existing right-of-way if necessary), the right-of-way will be cleared of obstructions (i.e., trees and stumps, brush, logs, and large rocks) according to the FERC's Plan and will be outlined in Equitrans' E&SCP. The right-of-way will be cleared to the width required for construction, but not more than specified on the pipeline alignment sheets. These right-of-way widths indicate the maximum width necessary for construction, operation, and maintenance of the pipeline. At no time will Equitrans or its contractor clear or alter any areas outside of the boundaries of the pipeline right-of-way area, including ATWS areas, shown on the pipeline alignment sheets.

Merchantable timber will be cut into lengths and stacked off the edge of the right-of-way. Timber ranging from 4 inches to 8 inches in diameter at the butt end suitable for fence posts or other uses will be cut into usable lengths. Timber will be stacked adjacent to the right-of-way in accordance with landowner preferences. Brush and slash will be burned, stacked or chipped. If Equitrans' contractors elect to burn brush and slash, it shall be done by permit, subject to local ordinances and when chipped, it shall be piled so that it can be used for mulch. Contractors would be responsible for obtaining and complying with applicable permits and developing a fire prevention and suppression plan to prevent impacts on adjacent resources. This plan would be filed with FERC prior to implementation. All stumps will be disposed of to the satisfaction of the property owner and/or company representative in accordance with applicable law including, but not limited to, any anti-pollution law, rule or regulation. When feasible, vegetation will be cut to ground level only, leaving the root systems intact.

If fences (barbed wire, chain link, or other) are encountered along the construction right-of-way, then a fence crew will install temporary gates. The fence crew will install new posts to brace the areas on either side of the proposed cut to ensure that no damage occurs to other portions of the fence or wall. Temporary gates will be installed, if necessary, to contain livestock or to prohibit or otherwise control public access across the right-of-way. These temporary fences and/or gates will remain closed at all times except as required for construction purposes.

Where needed for erosion control, the FERC's Plan will be implemented along the construction right-of-way and best management practices (BMPs) outlined in the FERC's Plan will be properly maintained throughout construction. BMPs will remain in-place until permanent erosion controls are installed or restoration is completed.

(c) Trenching

To bury the pipeline underground, it will be necessary to excavate a trench. The trench will be excavated with a track-mounted excavator, or similar equipment. On actively cultivated agricultural tracts and in



residential areas, subsoil will be stockpiled separately from topsoil (or the upper 12 inches of topsoil, if the topsoil is deeper).

Generally, the trench will be excavated at least 12 inches wider than the diameter of the pipe. The sides of the trench will be sloped with the top of the trench up to 12 feet across, or more, depending upon the stability of the native soils. The trench will be excavated to a sufficient depth to allow a minimum of 3 feet of soil cover between the top of the pipe and the final land surface after backfilling (minimum of 18 inches of cover will be provided in consolidated rock except in Class 2 (or greater) locations or in ditches, where 24 inches of cover is required).

Excavated soils will typically be stockpiled along the right-of-way on the side of the trench (the "spoil" side) away from the construction traffic and pipe assembly area (the "working" side). Where the route is collocated adjacent to existing infrastructure, the spoil generally will be placed on the same side of the trench as the existing infrastructure.

Equitrans does not anticipate the need to blast on this project; however, should it become necessary, Equitrans will develop and submit a blast plan to the FERC Office of Energy Projects (OEP) for its review and acceptance prior to use.

(d) Stringing

Steel pipe for the pipeline will be procured in nominal double random and/or triple random lengths, or "joints," protected with an epoxy coating applied at the factory or at a coating yard (the beveled ends will be left uncoated for welding) and shipped to strategically located materials storage areas, or "pipe yards." The individual joints will be transported to the right-of-way by truck and placed along the excavated trench in a single, continuous line, easily accessible to the construction personnel on the working side of the trench, typically opposite the spoil side. This will allow the subsequent lineup and welding operations to proceed efficiently. At stream crossings, the amount of pipe required to span the stream will be stockpiled in ATWS on one or both banks of the stream.

(e) Pipe Bending

The pipe will be delivered to the job site in straight joints. Some induction bends may be used, and some bending of pipe will be required to allow the pipeline to follow natural grade changes and direction changes of the right-of-way. Prior to welding, selected joints will be bent in the field by tire-mounted hydraulic bending machines.

(f) Pipe Assembly and Welding

Following stringing and bending, the joints of pipe will be placed on temporary supports, adjacent to the trench. The ends will be carefully aligned and welded together using multiple passes for a full penetration weld. Only qualified welders will be allowed to perform the welding. Welders and welding procedures will be qualified according to applicable American Society for Mechanical Engineers (ASME), American Petroleum Institute (API), and 49 CFR Part 192 Standards.

(g) Non-Destructive Examination and Weld Repair

To ensure that the assembled pipe will meet or exceed the design strength requirements, the completed welds will be visually inspected and tested for integrity using non-destructive examination (NDE) methods such as radiography (X-ray), or ultrasound, in accordance with API standards. Welds displaying unacceptable slag inclusions, void spaces, or other defects will be repaired or cut out and re-welded.



(h) Coating Field Welds, Inspection, and Repair

Following welding, the previously uncoated ends of the pipe at the joints will be epoxy coated. The coating on the completed pipe section will be inspected and any damaged areas will be repaired. All coating will be inspected prior to lowering in accordance with all applicable industry standards. All defects discovered in the coating will be repaired prior to lowering.

(i) Pipe Lowering

The completed section of pipe will be lifted off the temporary supports and lowered into the trench by side-boom tractors or equivalent equipment. Prior to lowering the pipe, the trench will be inspected to ensure that it is free of rocks and other debris that could damage the pipe or the coating. Before the pipe is lowered into the trench, the pipe and trench will be inspected to ensure that the pipe and trench configurations are compatible. In rocky areas, if the bottom is not smooth, a layer of soil or sand may be placed on the bottom of the trench to protect the pipe using a padding machine or excavator with a "shaker bucket," which separates rocks from satisfactory padding materials. Concrete-coated pipe or concrete weights will be used if required for negative buoyancy in areas of saturated soils.

(j) Padding and Backfilling

After the pipe is lowered into the trench, the trench will be backfilled. Previously excavated materials will be pushed back into the trench using bladed equipment or backhoes. Where the previously excavated material contains large rocks or other materials that could damage the pipe or coating, clean fill or protective coating will be placed around the pipe prior to backfilling. Segregated topsoil, where applicable, will be placed after backfilling the trench above the subsoil. Following backfilling in agricultural land, grassland, and open land, or in specified areas, a small crown may be left to account for any future soil settling that might occur. In wetlands, a crown will not be left in order to restore hydrological conditions to pre-existing conditions. Excess soil will be distributed evenly on the right-of-way, only in upland areas, while maintaining existing contours and will be in accordance with landowner and agency requirements.

(k) Hydrostatic Test and Final Tie-In

Following backfilling of the trench, the pipeline will be hydrostatically tested to ensure that it is capable of safely operating at the design pressure. Baseline water samples will be taken at the source prior to water-up and prior to discharge. Test segments of the pipeline will be capped and filled with water and pressurized to a minimum of 1.1 to 1.5 times (based on location class) the designed operating pressure for a minimum of eight hours in accordance with the U.S. Department of Transportation (USDOT) requirements identified in 49 CFR Part 192 prior to being placed in service. Any loss of pressure that cannot be attributed to other factors, such as temperature changes, will be investigated. Any leaks detected will be repaired and the segment will be retested.

Upon completion of the test, the water may be pumped to the next segment for testing, or the water may be discharged. The test water will be discharged through an energy-dissipating device in compliance with National Pollutant Discharge Elimination System (NPDES) permit conditions. Equitrans holds a state general permit (PAG-10) to discharge and will comply with its conditions. Topography and the availability of test water will influence the length of each test segment. Test water will contact only new pipe, and no chemicals will be added. An exception would be if chlorinated water is used for testing, a dechlorinating agent may be required prior to discharge.



For the H-318 pipeline, hydrostatic water from the Monongahela River will be withdrawn on either of the existing docks near the proposed HDD entrance. The test will be in two sections. Discharge will be at the same location. For the H-316 pipeline hydrostatic test, staging and discharging will be at the east end at nearest road/creek intersection of Ten-Mile Creek.

Once a segment of pipe has been successfully tested and dried, the test cap and manifold will be removed, and the pipe will be connected to the remainder of the pipeline. A series of foam pigs will be used to dry the pipe until the air inside the pipe reaches a dew point of -40 degrees Fahrenheit. If that cannot be achieved, with foam pigs alone, nitrogen slugs may be used for drying. Equitrans will implement Section VII of the FERC's Procedures regarding hydrostatic testing, as well as any specifications in individual state permit guidelines. Hydrostatic testing will be discussed further in Draft Resource Report 2.

(l) Cleanup and Restoration

Post-construction restoration activities will be undertaken in accordance with the measures specified in the FERC Plan and Procedures, as applicable. After a segment of pipe has been installed, backfilled, and successfully tested, the right-of-way, ATWS, and other disturbed areas will be finish-graded, and the construction debris will be disposed of properly. The surface of the right-of-way disturbed by construction activities will be graded to match original contours and to be compatible with surrounding drainage patterns, except at those locations where permanent changes in drainage will be required to prevent erosion, scour, and possible exposure of the pipeline. In agricultural areas, the segregated topsoil will be returned to its original horizon, unless otherwise requested by the landowner. Temporary and permanent erosion and sediment control measures, including silt fencing, diversion terraces, and vegetation, will be installed at that time. Private and public property, such as fences, gates, driveways, and roads that have been disturbed by the pipeline construction will be restored to original or better condition. More information on restoration is provided in Section 1.4.3.

Typical Wetland Pipeline Construction

Crossing of jurisdictional wetlands will be done in accordance with state and federal permits and the FERC's Procedures. Pending site conditions, Equitrans may request variances and these would require approval by the FERC prior to construction in these areas. Wetland crossings will be further discussed in Draft Resource Report 2.

The construction right-of-way width through wetlands will be 75 feet. Operation of construction equipment in wetlands will be limited to that needed to clear the right-of-way, dig the trench, fabricate the pipe, install the pipe, backfill the trench, and restore the right-of-way. Equitrans will segregate the topsoil up to one foot in depth in wetlands where hydrologic conditions permit this practice. Work would be conducted on timber mats to minimize impacts, including rutting and compaction.

Segregated topsoil will be placed in the trench following subsoil backfilling. Restoration and monitoring of wetland crossings will be conducted in accordance with the FERC's Procedures to ensure successful wetland revegetation. In accordance with FERC's Procedures, fuel will not be stored within 100 feet of wetlands or other waterbodies.

Hydrological conditions along the construction corridor in areas proposed for conventional open-ditch construction will likely dictate the use of either conventional open-ditch lay or open-ditch push/pull lay methods. Selection of the most appropriate method will depend on site-specific weather conditions,



inundation, soil saturation, and soil stability at the time of construction. The conventional open-ditch lay method will be the most frequently used technique for installation of the pipeline in wetlands.

Equitrans has considered avoidance of potential impacts on wetlands during the routing process for this pipeline. Where wetlands cannot be avoided, Equitrans will seek to minimize potential impacts through the use of wetland construction procedures. Equitrans is committed to constructing the Project in accordance with the FERC's Plan and Procedures to the maximum extent practical. All ATWS will be located at least 50 feet from wetland boundaries. However, if site conditions require, Equitrans will request site-specific variances to Section VI.B.1 (location of extra workspaces in wetlands) of the FERC's Procedures providing a location-specific justification for each requested variance.

(a) **Unsaturated Wetland Crossings**

In crossing unsaturated wetlands (wetlands without standing water or saturated soils), construction will be similar to the typical upland construction described in Section 1.4.1.1 above, with some exceptions, including that only one traffic lane will be provided for construction equipment. If normal construction equipment causes rutting or mixing of wetland topsoil and subsoil, low ground pressure equipment will be used, or temporary equipment mats will be installed to allow passage of equipment with minimal disturbance of the surface and vegetation. Trees will be cut to grade, but stumps will only be removed within 15 feet of the edge of the pipe trench, or where safety concerns dictate otherwise. Topsoil over the pipe trench will be segregated from subsoils. A vegetation buffer zone will be left between the wetland and the upland construction areas, except for the pipe trench and travel lane. Erosion control measures, such as silt fences and interceptor dikes, will be installed and maintained to minimize sedimentation within the wetland. Trench plugs will be installed where necessary to prevent the unintentional draining of water from the wetland. Upon completion of construction, the right-of-way will be restored and a 10-foot wide strip centered on the pipeline will be maintained in an herbaceous state.

(b) **Saturated Wetland Crossings**

For the purposes of this report, saturated wetlands include wetlands with standing water, but not those wetlands that are constantly or regularly completely submerged. Topsoil segregation will not be practical in saturated wetlands. Otherwise, construction will be similar as described for unsaturated wetlands to provide for anticipated widths of the pipeline trench and trench spoil areas. Equipment mats or timbers would be used to facilitate equipment movement through and work within the wetland. Equipment not associated with the pipeline construction within the wetland will be allowed to pass through the wetland when there is no other reasonable access, as provided in the FERC Procedures.

Typical Waterbody Crossings

Construction across waterbodies will be performed to minimize the time that the trenches for the pipeline crossings of flowing streams and rivers will be left open. The normal trenching operation will skip the waterbody crossing, stopping on each side near the high bank. The waterbody section of the pipeline will be installed by one of the methods described below, including by HDD or guided boring. In general, pipe will be bent and fabricated as the work progresses along the right-of-way so that the excavation of the waterbody crossing is only completed immediately prior to pipe installation by the tie-in crew. Locations of waterbody crossings are shown in Draft Resource Report 2.

Construction methods at waterbody crossings will vary with the characteristics of the waterbody encountered and will be performed consistent with permit conditions outlined in the regulatory approvals.



Intermediate waterbodies (between 10 and 100 feet wide at water's edge) and minor waterbodies (less than 10 feet wide at water's edge) will be crossed by the open-cut/conventional lay or dry ditch crossing methods, unless otherwise required. Pipe will be installed to provide a minimum of 4 feet of cover from the waterbody bottom to the top of the pipeline, except in consolidated rock, where a minimum of 2 feet of cover will be required. Trench spoil will be placed on the bank above the high water mark for use as backfill.

A prefabricated segment of pipeline will be laid horizontally across the waterbody bed and continue 10 feet past the high banks on each side of the waterbody before raising in elevation to the normal trench level. The pipeline may be weighted with concrete weights, screw anchors, and/or concrete coating in order to obtain sufficient negative buoyancy of the line. All adjacent pipelines will be protected as necessary.

Normal backfill cover requirements will be met. Compaction percentage of backfill will be equal to or above that of the adjacent undisturbed areas. Ditch plugs of crushed stone, sandbags, or dry soil may also be used to keep backfill from sloughing in toward the center of the waterbody. All waterbody banks will be restored to the original grade and all foreign objects will be removed from the waterbody. Excavated material not required for backfill will be removed and disposed of at an upland site.

Equitrans will follow the FERC's Procedures to limit water quality and aquatic resource impacts during and following construction. Construction activities will be scheduled so that the pipeline trench is excavated immediately prior to pipe laying activities. In accordance with the FERC's Procedures, the duration of construction will be limited to 24 hours across minor waterbodies (10 feet wide or less) and 48 hours across intermediate waterbodies (between 10 and 100 feet wide) when blasting or extensive rock excavation is not required.

Crossings of minor perennial and intermittent streams will be accomplished in accordance with the FERC's Procedures. Dry-ditch waterbody crossing methods include dam and pump, flume, conventional bore, and HDD. Milepost crossing locations, the crossing width measured at the time of the survey, the significance for fisheries or other aquatic resources as reported by each state, and the proposed crossing method will be provided in Draft Resource Report 2. The crossing method is subject to change depending upon the actual conditions encountered at the time of construction. Crossing methods are described below.

(a) Dam and Pump Crossing Method

The dam and pump method involves installation of temporary dams upstream and downstream of the proposed waterbody crossing. The temporary dams will typically be constructed using sandbags and plastic sheeting. Following dam installation, appropriately sized pumps will be used to dewater and transport the stream flow around the construction work area and trench. Intake screens will be installed at the pump inlets to prevent entrainment of aquatic life, and energy dissipating devices will be installed at the pump discharge point to minimize erosion and stream bed scour. Trench excavation and pipeline installation will then commence through the dewatered portion of the waterbody channel. Following completion of pipeline installation, backfill of the trench, and restoration of stream banks, the temporary dams will be removed, and flow through the construction work area will be restored. This method is generally only appropriate for those waterbody crossings where pumps can adequately transfer the stream flow volume around the work area and there are no concerns about the passage of sensitive species.



(b) Flume Crossing Method

The flume crossing method will consist of temporarily directing the flow of water through one or more flume pipes placed over the area to be excavated. This method will allow excavation of the pipe trench across the waterbody completely underneath the flume pipes without disruption of water flow in the stream. Stream flow will be diverted through the flumes by constructing two bulkheads, using sand bags or plastic dams, to direct the stream flow through the flume pipes. Following completion of pipeline installation, backfill of the trench, and restoration of stream banks, the bulkheads and flume pipes will be removed. This crossing method generally minimizes the duration of downstream turbidity by allowing excavation of the pipeline trench under relatively dry conditions.

(c) Conventional Bore Crossing Method

Some waterbodies crossed by the Project are directly associated with or adjacent to roads or railroads. Where these roads or railroads are to be crossed using a conventional boring machine, the waterbody will typically be included within the length of the bore. Some elevated or channelized waterbodies, such as irrigation ditches, may also be successfully bored, depending upon the groundwater level in the area. To complete a conventional bore, two pits will be excavated, one on each side of the feature to be bored. A boring machine will be lowered into one pit, and a horizontal hole will be bored to a diameter equal to the diameter of the pipe (or casing, if required) at the depth of the pipeline installation. The pipeline section and/or casing will then be pushed through the bore to the opposite pit. If additional pipeline sections are required to span the length of the bore, they will be welded to the first section of the pipeline in the bore pit before being pushed through the bore.

(d) Horizontal Directional Drill

HDD is a method that allows for trenchless construction across an area by pre-drilling a hole well below the depth of a conventional pipeline lay and then pulling the pipeline through the pre-drilled borehole. HDD will be used by Equitrans to cross the Monongahela River (H-318 pipeline) and Ten Mile Creek (H-316 pipeline) to avoid direct impacts on surface waters. The HDD method has been in use since the 1970s as a means to install pipelines across rivers and at shore approaches to eliminate pipeline exposure from erosion and scour and eliminate impacts on water quality from construction activities within the waterbody. Pipelines up to 60 inches in diameter have been successfully installed using this method. The length of pipeline that can be installed by HDD depends upon soil conditions and pipe diameters, and is limited by available technology and equipment sizes. Geotechnical studies will be performed at each location to evaluate subsurface conditions. Additionally, a geophysical survey of the Monongahela River will be performed using Electrical Resistivity monitoring to create a profile of the rock/sediment interface.

Electromagnetic sensors will be located near the drill bit during the drilling of the pilot hole. The HDD Operator can use these sensors in one of two ways to track the location of the bit during drilling; a walkover unit or electric-grid guide wires. When using a walkover unit a surveyor will use a handheld device that indicates when it is directly over the drill bit and how deep it is. The surveyor then uses their location and the relative depth of the pipeline to determine the drill's location. The surveyor will radio back to the Operator steering the drill bit any variances from the predetermined path. A small path just large enough to walk through will need to be cleared of thick brush for the Surveyor during this process. For most HDD crossings, electric-grid guide wires will either use walkover units or a grid of a known location will be hand-laid across the land surface along the pipeline right-of-way to help guide the drill bit along the predetermined HDD route. The electromagnetic sensors will use a method of triangulation to determine



the bit's location in relation to established grid. The Operator will then be able to use this information to steer the bit along its predetermined path. Following guide wire installation, a directional drilling rig will be set up and a small-diameter pilot hole will be drilled along a prescribed profile. Where electromagnetic sensors cannot be detected (e.g. deep drills >100 feet), bit tip positioning sensors measuring roll and pitch will be used by the Operator to guide the drill bit along the predetermined path back to a position where survey readings can again be obtained.

Once the pilot hole is completed, it will be enlarged, using reaming tools to provide access for the pipe. The reaming tools will be attached to the drill string at the exit point of the pilot hole and then rotated and drawn back to the drilling rig, thus progressively enlarging the pilot hole with each pass. During this process, drilling fluid consisting of bentonite clay and water will be continuously pumped into the hole to remove cuttings and maintain the integrity of the hole. Once the hole has been sufficiently enlarged, a prefabricated segment of pipe will be attached behind the reaming tool on the exit side of the crossing and pulled back through the drill hole to the drill rig, completing the crossing.

The primary advantage of the HDD method is that there is minimal planned disturbance of the surface between the entry and exit points of the HDD (limited to the temporary deployment of telemetry cable and water pipe), provided there is reasonable access to the entry and exit points for the drilling rig and fluids handling equipment. However, because it is necessary to prefabricate a complete section, or several smaller sections of pipe aboveground that is equal to the length of the HDD, and because existing surface features such as roads and railroads could restrict the length of the prefabricated section to less than that of the HDD, the HDD method may not be appropriate for every site condition encountered. A typical HDD installation is shown in Appendix 1-C.

Where the HDD and the adjacent right-of-way are in or near parallel alignment, the pull section will be pre-fabricated within the construction right-of-way to the greatest extent practical; minimal extra workspace will be required for this pull section. However, if the adjacent right-of-way is not aligned with the HDD, it will not be possible to bend the pull section into the borehole, and an extra workspace (sometimes referred to as a "false right-of-way") may be required to accommodate the pullback section. Pull section extra workspaces, where required, will be shown on the preliminary alignment sheets in Appendix 1-A. Preliminary HDD locations are also listed by milepost location in Table 1.4-1. Locations of waterbody and wetland crossings will be provided in Draft Resource Report 2.

Table 1.4-1				
Locations Utilizing HDD Methodology				
Pipeline	MP Begin	MP End	Length	Reason
H-318	2.77	3.49	0.72	Cross Monongahela River
H-316	2.09	2.83	0.74	Cross Ten Mile Creek

Although the HDD method is a proven technology for pipe installation, the potential exists for a HDD installation to fail for a number of reasons, including encountering soil conditions not conducive to boring, caving of the borehole, loss of the drill string in the borehole, loss of circulation, and pullback refusal. Many of these potential failures can be avoided or mitigated by making appropriate adjustments to the operation of the HDD equipment. If needed, the borehole can usually be moved to another, adjacent location. However, due to conditions beyond the control of Equitrans, it may be impossible to install an HDD at a particular location. In that case, it will be necessary to install the pipe by an alternate method. A



draft HDD Contingency Plan will be included in Appendix 1-E to provide guidance on (a) the determination of an HDD failure, (b) alternate crossing methods in the event of an HDD failure, and (c) the prevention, detection, required notifications, and response to inadvertent returns.

(e) Open-Cut Crossing Method

Although not expected to be necessary for the Project, if needed, an open-cut waterbody crossing will be conducted using methods similar to conventional upland open-cut trenching. The open-cut construction method will involve excavation of the pipeline trench across the waterbody, installation of a prefabricated segment of pipeline, and backfilling of the trench with native material. No effort will be made to isolate the stream flow from the construction activities. Depending upon the width of the crossing and the reach of the excavating equipment, excavation, and backfilling of the trench will generally be accomplished using backhoes or other excavation equipment operating from one or both banks of the waterbody. All construction equipment will cross the waterbody using equipment bridges, unless otherwise allowed by the FERC's Procedures for minor waterbody crossings.

Mitigation measures will be implemented to minimize impacts on the aquatic environment during construction as described in the FERC's Procedures. Construction activities will be scheduled so that the trench is excavated immediately prior to pipe laying activities. The duration of construction within each waterbody will be limited to 24 hours for minor waterbodies (10 feet wide or less) and 48 hours for intermediate waterbodies (greater than 10 feet wide but less than or equal to 100 feet in width). In accordance with the FERC's Procedures, excavated spoil that is stockpiled in the construction right-of-way will be at least 10 feet from the stream bank or in approved additional work areas, and will be surrounded by sediment control devices to prevent sediment from returning to the waterbody. The waterbody banks will be returned to as near to pre-construction conditions as possible within 24 hours of completion of each open-cut crossing.

Typical Road and Railroad Crossings

Road and railroad crossings will be maintained continuously using provisions such as steel plates or alternate access to minimize inconvenience to the public. Construction of the pipeline across hard surface roads will typically be installed through the roadbed by boring, with a pit on either side of the road or railroad to provide a working area for the equipment. At points of access to the right-of-way from hard-surfaced roads, a stone pad will be installed as a construction entrance to control mud and dirt tracking onto the highway. Most of the smaller unpaved roads and drives will be crossed by open trenching, and then restored to pre-construction conditions or better. If an open-cut road requires extensive construction time, provisions will be made for temporary detours or other measures to allow safe traffic flow during construction. The pipeline will be buried to a depth of at least 5 feet below the road surface, and 10 feet below a rail of the railroad, and will be designed to withstand anticipated external loadings. Preliminary road and railroad crossing locations are listed in Appendix 1-F. ATWS for road and railroad crossings are pending and will be shown on the preliminary alignment sheets in Appendix 1-A. Typical details of bored and trenched road and railroad crossings are provided in Appendix 1-C.

Typical Foreign Pipeline Crossings

Portions of the Project are located in active oil and gas producing areas, resulting in crossings of numerous foreign pipelines and flow lines. The Project will cross under most existing foreign pipelines due to the large size of the pipeline and soil cover and separation requirements. The larger spoil volumes from increased excavation depths at these pipeline crossings and the preference not to place spoil or construction



equipment over existing pipelines will require extra workspace at most crossings. Extra workspaces for foreign pipeline crossings will be shown on the Project alignment sheets (pending). The locations of known foreign pipelines in relation to the proposed pipeline are listed in Table 1.4-2. Experience shows that additional foreign lines or flow lines will likely be identified during the pre-construction surveys.

Table 1.4-2				
Foreign Pipelines Crossed by the Project				
Pipeline	MP	Name/Type	Size	Crossing Method
H-316	0.01	Equitrans, L.P.	20"	TBD
H-316	0.12	Dominion Transmission, Inc./Gas Pipeline	24"	TBD
H-316	0.01	Equitrans LP	16"	TBD
H-316	0.06	Equitrans LP	16"	TBD
H-316	0.06	Equitrans LP	12"	TBD
H-316	0.13	Dominion Transmission, Inc./Gas Pipeline	6"	TBD
H-316	0.20	Peoples Natural Gas	8"	TBD
H-316	0.45	Texas Eastern Transmission, LP/Gas Pipeline	20"	TBD
H-316	0.47	Texas Eastern Transmission, LP (5)/Gas Pipeline	20"	TBD
H-316	0.48	Texas Eastern Transmission, LP (3)/Gas Pipeline	20"	TBD
H-316	0.49	Texas Eastern Transmission, LP	24"	TBD
H-316	0.51	Texas Eastern Transmission, LP	20"	TBD
H-316	0.51	Dominion Transmission, Inc	24"	TBD
H-316	0.78	Equitrans, L.P.	TBD	TBD
H-316	1.95	Rice Midstream Partners	30"	TBD
H-316	2.42	Texas Eastern Transmission, LP/Gas Pipeline	20"	TBD
H-316	2.44	Texas Eastern Transmission, LP (5)/Gas Pipeline	24"	TBD
H-316	2.45	Texas Eastern Transmission, LP (3)/Gas Pipeline	20"	TBD
H-316	2.46	Texas Eastern Transmission, LP	20"	TBD
H-316	2.48	Texas Eastern Transmission, LP	20"	TBD
H-316	2.91	Peoples Natural Gas	24"	TBD
H-318	0.08	Peoples Natural Gas	16"	TBD
H-318	0.09	Equitrans LP	16"	TBD
H-318	0.10	Equitrans LP	16"	TBD
H-318	0.71	Peoples Natural Gas	3"	TBD
H-318	1.92	Peoples Natural Gas	UNK	TBD
H-318	2.76	Peoples Natural Gas	3"	TBD
H-318	2.84	Peoples Natural Gas	4"	TBD
H-318	3.99	Peoples Natural Gas	6"	TBD
H-318	4.20	Equitrans LP	20"	TBD



Precautions will be taken to ensure that the existing pipelines are positively identified, not damaged and the pipeline crossing area is safe during construction, including:

- One Call will be contacted to locate all known pipelines and utilities;
- The existing pipelines will be precisely located prior to excavation using a hand-held magnetometer and/or by probing, as appropriate for actual conditions encountered;
- Right-of-way edges will be scanned prior to grading with passive inductive locating equipment to ensure that no unknown foreign pipelines cross into the work area;
- The operators of the existing pipelines will be given adequate notice of the crossing and the opportunity to be present during work around their pipelines;
- No mechanized excavation will be allowed within 3 feet of existing pipelines; the excavations will be completed by hand shoveling;
- Construction equipment and spoil piles will be kept off the existing pipeline's centerline, to the extent practicable;
- The existing pipelines will be temporarily and adequately supported for the length of the span exposed by the crossing excavation. Supports will not be removed until the soil under the piping has been compacted and can adequately support the pipeline;
- The existing pipelines will be inspected before and after installation of the Project to ensure there is no damage to the existing pipelines or their coatings that could compromise their integrity;
- The minimum separation distance between the pipelines specified by the USDOT will be maintained; and
- Safety requirements of the foreign pipeline's operator will be followed.

Equitrans will require monitoring of excavation activities whenever a contractor is excavating over or near a foreign pipeline. A working combustible gas indicator (when crossing hydro-carbon lines) will be available at the work site, and appropriate safety and rescue equipment will be available, based on Occupational Safety and Health Administration (OSHA) standards for working in excavations or confined spaces.

In the event accidental damage occurs to a foreign pipeline during construction, appropriate measures will be implemented to minimize undesirable effects to human health and the environment.

Typical Construction in Residential Areas

Where residences are located in close proximity to the edge of the construction right-of-way, Equitrans will reduce construction workspace areas as practicable to minimize inconvenience to property owners. If construction requires the removal of private property features, such as gates or fences, the landowner or tenant will be notified prior to the action.

Residential structures within 50 feet of construction work areas are listed in Table 1.4-3 and will be identified in detail in Draft Resource Report 8. Special care will be taken in residential areas to minimize neighborhood and traffic disruption and to control noise and dust to the extent practicable.



In general, the following measures will be taken in residential areas:

- Fence the boundary to the construction work area for a distance of 100 feet on either side of the residence to ensure construction equipment, materials and spoil remain in the construction right-of-way;
- Notify local residents two weeks in advance of construction activities;
- Preserve trees and landscaping to the extent practicable;
- Utilize topsoil segregation procedures, as required, in accordance with the FERC's Plan;
- Ensure piping is welded and installed as quickly as reasonably possible consistent with prudent pipeline construction practices to minimize construction time affecting a neighborhood;
- Backfill the trench and complete cleanup as soon as the pipe is laid or temporarily steel plate the trench;
- Complete cleanup (including grading) and installation of permanent erosion control measures within 10 days after the trench is backfilled, weather conditions permitting;
- Restore lawns and landscaping as soon as practical following final cleanup, or as specified in landowner agreements, weather conditions permitting; and
- If weather conditions prevent timely restoration of these areas, maintain and monitor temporary erosion controls until restoration is completed.

Site-specific Residential Construction Plans will be included in Draft Resource Report 8. These plans show the construction area to be disturbed and safety measures that will be implemented, as described above. Additional details regarding the construction techniques, including proposed mitigation measures to be used in residential areas, will be provided in Draft Resource Report 8.

Table 1.4-3			
Residences within 100 feet of Construction Work Area			
Feature	Milepost	Type	Distance (feet) from Construction
H-158/M-80	0.18	Residence	TBD
H-316	0.11	Garage	TBD
	0.11	Residence	TBD
H-318	0.95	Residence	TBD
	2.82	Residence	TBD
H-319	TBD	TBD	TBD
H-305	TBD	TBD	TBD

Following completion of major construction, the property will be restored in accordance with Equitrans standards regarding right-of-way restoration and maintenance. Property restoration will be in accordance with any agreements between Equitrans and the landowner.

Typical Construction in Commercial and Industrial Areas

Impacts on commercial and industrial areas will be limited to the construction and post-construction restoration periods when construction activities can inconvenience business owners, employees, and



customers. Equitrans will maintain close coordination with business owners to maintain access, decrease construction duration, and generally minimize impacts.

Typical Topsoil Segregation

Equitrans will conserve topsoil in actively cultivated and rotated cropland, improved pastureland, and non-saturated wetlands. In residential areas, Equitrans will either conserve topsoil or import topsoil as an alternative to topsoil segregation and conservation. A maximum of 12 inches of topsoil will be segregated as described in the FERC's Plan, and in other areas at the specific request of the landowner. Where topsoil is less than 12 inches deep, the actual depth of the topsoil will be removed and segregated. The topsoil and subsoil will be temporarily stockpiled in separate windrows on the construction right-of-way. Rock will not be used as upper backfill in rotated or permanent cropland.

Under typical conditions, the trench will be adequate to accommodate the 20 to 30-inch-diameter pipeline with 36 inches of cover and 48 inches of cover in actively cultivated agricultural lands. The trench width will vary based on site conditions (e.g., soil types, bedrock, and presence of groundwater). In agricultural areas and at certain crossings (e.g., road, waterbody), the trench depth will be greater in order to achieve the greater depth of cover requirements. Topsoil segregation extra workspaces will be shown on the pending preliminary alignment sheets (Appendix 1-A; pending), and will be listed in the extra workspace table in Draft Resource Report 8. Once landowner consultations have been completed, topsoil extra workspaces may be added and the preliminary alignment sheets will be updated accordingly. Additional workspace may also be requested by Equitrans during construction if conditions encountered are found to be conducive to topsoil segregation in areas not previously designated for topsoil segregation. Upon completing construction, Equitrans will cooperate with local farmers and agricultural agencies to allow continued agricultural use of property while minimizing impacts on pipeline operations.

1.4.1.2 Special Construction Procedures

Blasting

Equitrans does not anticipate the need for blasting. Should blasting be necessary, Equitrans will develop and submit a blast plan for the OEP review and acceptance prior to initiating blasting activities.

Rugged Terrain

In most areas with steep side slopes, Equitrans will implement standard construction methods for the pipeline. It is not expected that additional workspace will be necessary. Land requirements for all ATWS will be identified in Draft Resource Report 8. Table 1.4-4 includes the slope percentage and mileage for each of the pipelines.

Additional surface grading may be required in areas where the Project route crosses rugged topography. It may be necessary to grade steep slopes to a gentler slope to accommodate pipe bending limitations. In these areas, the slopes will be cut down and, after the pipeline is installed, returned to their original contours during right-of-way restoration. In areas where the Project route crosses laterally across the face of a slope, cut-and-fill grading may be required to establish a safe, flat work terrace; this may require ATWS along the construction right-of-way. In rugged terrain, temporary erosion control measures will typically require closer spacing and more frequent maintenance until permanent post-construction erosion control measures can be established.



Table 1.4-4			
Vertical Slopes along Pipeline			
Feature	Slope	Mileage	Percentage
H-158/M80	15-30%	0.081	36%
	>30%	0.040	18%
H-316	15-30%	1.168	39%
	>30%	0.348	12%
H-318	15-30%	1.545	37%
	>30%	0.314	7%
H-319	TBD	TBD	TBD
H-305	TBD	TBD	TBD

Trench Dewatering

In most cases, trench dewatering will be limited to the removal of stormwater in the pipe trench excavated in upland locations. In saturated wetlands, it would not be practical to attempt to dewater the trench, since the groundwater level is at or near the ground surface. At those locations, the pipe will be concrete-coated to overcome buoyancy in the flooded trench. In uplands, stormwater will typically be removed from the trench prior to lowering the pipe into place. The stormwater will be pumped from the trench to a location downgradient of the trench. The trench will be dewatered in a manner that does not cause erosion and does not result in heavily silt-laden water flowing into any waterbody or wetland. The stormwater will be discharged to an energy dissipation/filtration dewatering device, such as a filter bag. The dewatering structure will be removed as soon as possible after completion of the dewatering activities. Trench breakers (ditch plugs) will be used where necessary to separate the upland trench from adjacent wetlands or waterbodies to prevent the inadvertent draining of the wetland or diversion of water from the waterbody into the pipe trench.

Winter Construction Procedures

The current construction schedule for the Project does not indicate that construction will occur in the winter months. However, if there unforeseeable delays in the overall Project schedule occur, a Winterization Plan has been provided as Appendix 1-K.

1.4.2 Aboveground Facilities Construction

Typical construction activities associated with the installation of the aboveground facilities are summarized below. No special construction methods will be required for the proposed facilities.

General

Construction activities and storage of construction materials and equipment will be confined within the compressor station and interconnect site boundaries. Debris and wastes generated from the construction and retirement of existing facilities will be disposed of as appropriate. All surface areas disturbed will be restored in a timely manner. The facilities will be constructed in accordance with Equitrans construction standards and specifications as more generally described in the paragraphs that follow.



Foundations

Excavation will be performed as necessary to accommodate the new reinforced concrete foundations for the new compressor station, launching and receiving facilities, metering equipment, and buildings. Subsurface friction piles may be required to support the foundations, depending upon the bearing capacity of the existing soils and the equipment loads. Forms will be set, rebar installed, and the concrete poured and cured in accordance with applicable industry standards. Concrete pours will be randomly sampled to verify compliance with minimum strength requirements. Backfill will be compacted in place, and excess soil will be used elsewhere or distributed around the site to improve grade. Additional information pertaining to foundations will be included in the typical design drawings included in a subsequent Appendix 1-C.

Equipment

The compression, piping and other equipment will be shipped to the site by truck. The equipment will be offloaded using cranes or front-end loaders, or both. The equipment will then be positioned on the foundations, leveled, grouted where necessary, and secured with anchor bolts.

All non-screwed piping associated with the aboveground facilities will be welded, except where connected to flanged components. All welders and welding procedures will be qualified in accordance with API standards. All welds in large diameter gas piping systems will be examined using radiography, ultrasound, or other approved NDE methods to ensure compliance with code requirements.

All aboveground piping surfaces will be cleaned and painted in accordance with Equitrans construction specifications. All paint inspection and cleanup will be conducted in accordance with regulatory requirements and best engineering practices.

Testing

All components in high-pressure natural gas service will be tested prior to placing in service. Hydrostatic testing will follow all applicable federal, state, and local requirements. Before being placed in service, all controls and safety equipment and systems, including emergency shutdown, relief valves, gas and fire detection, and engine overspeed, and vibration protection will be calibrated and tested.

Launching and receiving facilities will be installed at the beginning and at the end of each of the lines at the Project, and at certain other points as identified in Table 1.2-2. The launcher and receiver stations will be designed to accommodate smart pigs for periodic internal inspections of the pipeline during operations. These facilities will meet the same standards and regulatory requirements established for the pipelines.

MLVs will be installed within the proposed new Redhook compressor station site and/or completely within the Project's permanent right-of-way, at locations dictated by pipeline class in accordance with 49 CFR Part 192.179(a) is the location(s) of Transmission Line Valves. The installation of the MLVs will meet the same standards and requirements established for the construction of the compressor station and the pipeline. Equitrans will attempt to locate these MLVs as close to existing roads as possible to minimize impact on property and provide easy access for Equitrans maintenance personnel.

1.4.3 Restoration

Following construction of the Project, the areas disturbed by construction will be restored to their original grades, condition and use, to the greatest extent practicable. However, aboveground facilities will be fenced



and converted to industrial use. The Pratt Compressor Station will be abandoned as new connections to the Redhook Compressor Station will be in operation. Details of the decommissioning of the Pratt Compressor Station will be provided in more detail in the Final Resource Report 1.

At a given location, restoration activities will employ the most stringent applicable measures, either those specified in the FERC Plan and Procedures or those described in the Project E&SCP.

1.4.3.1 Pipeline

Upon completion of the pipeline installation, the surface of the right-of-way disturbed by construction activities will be graded to match original contours to the extent practicable and to be compatible with surrounding drainage patterns, except at those locations where permanent changes in drainage will be required to prevent erosion, scour, and possible exposure of the pipeline. HDD entry and exit pits will be backfilled and the disturbed ground surface similarly graded. Segregated topsoil will be replaced, and soils that have been compacted by construction equipment traffic will be decompacted. Permanent erosion control measures will be installed at this time. Temporary construction erosion control measures may be left in place, or replaced with interim erosion control measures, where appropriate, until sufficient vegetative cover is re-established to prevent significant erosion and sedimentation.

Uplands

In most upland locations, excluding actively cultivated cropland, an herbaceous vegetative cover will be re-established by spreading a grass seed and hydro/straw-mulch mixture over the disturbed surface. The type of seed will be selected based on soil fertility sampling and based on proposed land use. In addition, seed mixes will be selected that are wildlife-friendly and beneficial to pollinators and butterflies. The type of seed will be compatible with state and county recommendations. Depending upon the time of year, a seasonal variety, such as ryegrass, may be broadcast until a more permanent cover can be established. Steep slopes may require rolled erosion control fabric, hydraulically applied blankets, or revetments. Vegetation success in these areas will be monitored by Equitrans, and reseeding, fertilizing, and other measures will be employed until based upon visual survey, the density and cover of non-nuisance vegetation is similar in density and cover to adjacent undisturbed lands. An exception to this approach will be made for the permanent right-of-way that must be maintained in herbaceous vegetative cover. No woody vegetation will be allowed to grow within the permanent right-of-way. Temporary and interim erosion control measures will be removed at that time.

Actively cultivated cropland may be left unseeded at the request of the landowner. Pasture will be reseeded with a similar species or mixture. Pasture re-vegetation will be considered successful when density and cover are similar to adjacent undisturbed portions of the same pasture.

Residential and commercial lawns will be reseeded or sodded, depending upon the original grass variety. Shrubs and small trees on residential properties will be temporarily transplanted and replaced, where practicable and where allowed relative to the permanent right-of-way. Forested areas will be allowed to recover, except that no trees will be allowed to grow within the permanent right-of-way.

Wetlands

Original surface hydrology will be re-established in wetlands by backfilling the pipe trench and grading the surface with backhoes operating from the equipment mats, or low-ground-pressure tracked vehicles working in the spoil pile, depending upon the ambient water level, degree of soil saturation, and the bearing



capacity of the soils. Segregated topsoil will be replaced in unsaturated wetlands. Roots and stumps will have been removed only in the areas of the pipe trench, allowing existing vegetation to recover more rapidly in the remainder of the right-of-way once the equipment mats and spoil piles have been removed. Wetlands along the proposed pipeline are expected to exhibit varying degrees of saturation and water elevation, requiring a variety of plant species to be re-established. In unsaturated wetlands, most vegetation will be replaced by seeding. Saturated wetlands will typically be allowed to re-vegetate naturally. Wetland revegetation will be considered successful when the cover of herbaceous and/or woody species is at least 80 percent of the type, density, and distribution of the vegetation in adjacent wetland areas that were not disturbed by construction. Revegetation efforts will continue until wetland revegetation is successful. Restoration and mitigation for impacts on forested wetlands will be addressed in Draft Resource Report 2.

1.4.3.2 Aboveground Facilities

The areas inside the fence at the aboveground facilities will be permanently converted to industrial use. Most areas in and around the buildings, meters, and associated piping and equipment will be covered with crushed rock (or equivalent) to minimize the amount of maintenance required. Roads and parking areas may be crushed rock, concrete, or asphalt. Other ground surfaces will be seeded with a grass that is compatible with the climate and easily maintained. Disturbed areas outside the fence will be restored as described above for the pipeline right-of-way.

1.4.3.3 Access Roads

Previously existing access roads that were modified and used during construction will be returned to original or better condition upon completion of the pipeline facilities installation. New access roads constructed specifically for the Project installation will be removed, the surface graded to original contours, and the land restored to its original use, unless otherwise requested by the landowner, or unless the roads will be required for permanent access to the right-of-way during pipeline operations, and in accordance with any permit requirements. Temporary erosion control measures will be removed upon final stabilization and installation of permanent erosion control measures.

1.4.3.4 Contractor Yards

Upon completion of construction, all temporary facilities (e.g., trailers, sheds, latrines, pipe racks, fencing, and gates) will be removed from the pipe storage and contractor yards. Unless otherwise requested by the landowner, each site will be graded to original contours, and the land restored to its original use. The site will be re-vegetated, any permanent erosion control measures will be installed, and temporary erosion control measures will be removed.

1.4.4 Quality Assurance Measures

To ensure that construction of the proposed facilities will comply with mitigation measures identified in the resource reports, the FERC's evaluation of the Project, and the requirements of other federal and state permitting agencies, Equitrans will include, whenever appropriate, implementation details in its construction drawings and specifications. Selected contractors will receive copies of specifications and a Construction Drawing Package containing, among other things, plant and equipment drawings designated as being approved for construction. To solicit accurate bids for construction, specifications and advance versions of the Construction Drawing Package will be provided to prospective contractors.



For those mitigation measures that address permit conditions from federal, state, and local agencies, copies of permits and related drawings will also be added to the Construction Bid Package. For those mitigation measures that, in part, address post-construction requirements, instructions and documentation will be provided to operating personnel following the completion of construction.

The selected contractors will install facilities according to company specifications, the Construction Drawing Package, the terms of the negotiated contract, and the FERC's Plan and Procedures. Equitrans conducts training for all personnel involved on the Project. The Project's inspectors will be drawn from the industry's inspector pool utilizing only qualified third-party contractors. Prior to and during construction, training for field construction personnel and contractor personnel will be conducted. This training will focus on the FERC's Plan and Procedures, as well as other regulatory requirements such as endangered species, cultural resources, and wetlands. The training will also cover Project-specific construction and mitigation plans, operator qualifications, and site-specific safety requirements.

For purposes of quality assurance and compliance with mitigation measures, other applicable regulatory requirements, and company specifications, several Equitrans inspectors will be on-site to represent the company. One or more craft inspectors, and NDE technicians will also be on-site to oversee construction during all phases of the Project. In addition, there will be at least one EI for each spread. The EI's duties are consistent with those contained in Section II.B (Responsibilities of the Environmental Inspector) of the FERC's Plan and shall be:

- Responsible for monitoring and documenting compliance with all mitigation measures required by the FERC's Order and any other grants, permits, certificates, or other authorizing documents;
- Responsible for evaluating the construction contractor's implementation of the environmental mitigation measures required in the contract or any other authorizing document;
- Empowered to order correction of acts that violate the environmental conditions of the FERC's Order, or any other authorizing document (e.g., U.S. Army Corps of Engineers [USACE] Section 404 permit), including stop work authority;
- A full-time position separate from all other activity inspectors; and
- Responsible for maintaining status reports and training records.

A number of copies of the Construction Drawing Package will be distributed to inspectors and to contractors' supervisory personnel. If a contractor's performance is unsatisfactory, the terms of the contract will allow for work stoppage and will require the contractor to begin remedial work.

The Equitrans engineering and construction departments are responsible for designing and constructing certificated facilities in compliance with regulatory and contractual requirements and agreements. If technical or management assistance is required, the responsible Equitrans Construction Manager and/or Chief Inspector will request assistance from the appropriate company department. The operations department will be responsible for long-term Project maintenance and regulatory compliance.

1.4.4.1 Environmental Training and Inspection

Consistent with the FERC guidelines, environmental training will be given to Equitrans personnel and to contractor personnel whose activities may impact the environment during pipeline and aboveground facility construction. The level of training will be commensurate with the type of duties of the personnel. All construction personnel from the Chief Inspector, EI, craft inspectors, and contractor job superintendent to



loggers, welders, equipment operators, and laborers will be given the appropriate level of environmental training. The training will be given prior to the start of construction and throughout the construction process, as needed. The training program will cover job-specific permit conditions, contaminated sediment and groundwater management, health and safety, company policies, cultural resource procedures, threatened and endangered species restrictions, the Spill Prevention Control and Countermeasures Plan, Erosion and Sediment Control General Permit (ESCGP-2), and any other pertinent information related to the job. In addition to the EIs, all other construction personnel will play an important role in maintaining strict compliance with all permit conditions to protect the environment during construction.

At least one EI will be assigned to each construction spread during active construction or restoration. The EI will have peer status with all other activity inspectors and will report directly to the Resident Engineer/Chief Inspector who has overall authority on the construction spread. The EI will have the authority to stop activities that violate the environmental conditions of the FERC certificate (if applicable), other federal and state permits, or landowner requirements, and to order corrective action.

1.4.5 Construction Schedule and Work Force

The order in which each facility will be constructed may vary, depending upon numerous factors, including the receipt of necessary authorizations, the capabilities of each contractor, available workforce, and optimized logistics. Additional details regarding construction workforce are provided in Resource Report 5. Pipeline construction is expected to commence in January 2017 with the target in-service date for the Project of December 2017. Once the Redhook Compressor station is commissioned, Equitrans will start demolition of the Pratt Compressor Station which will become a storage yard for materials. Demolition will be completed by December 2018. A Construction Duration Schedule is provided in Table 1.4-3.

Table 1.4-5		
Construction Schedule for Major Components of the Project <u>a/</u>		
Component	Commence Construction	Complete Construction
Clearing and Grading	January 2017	October 2017
Pipeline Construction	February 2017	November 2017
Pipeline Restoration	October 2017	December 2017
Pipeline Hydrostatic Testing	October 2017	December 2017
Redhook Compressor Station Construction and Commissioning	February 2017	April 2018
Pratt Compressor Station Demolition	May 2018	December 2018
<u>a/</u> Anticipated in-service date of December 2017		

1.5 OPERATIONS AND MAINTENANCE

Following construction of the Project facilities, certain areas along the pipeline alignment (and at aboveground facilities) will comprise permanent right-of-way or facility sites. For pipeline facilities, Equitrans will maintain a typical permanent right-of-way easement of 50 feet in width. MLVs will be contained within the operational right-of-way. Land requirements for permanent operating right-of-way for pipeline facilities are listed in Table 1.3-1. In some locations it will be necessary to retain access roads



used for construction to support ongoing pipeline operations. Land requirements for permanent access roads are listed in Table 1.3-3.

Equitrans will operate and maintain the Project and aboveground facilities in compliance with USDOT regulations provided at 49 CFR Part 192, the FERC's regulations at 18 CFR Part 380.15, and maintenance provisions of the FERC's Plan and Procedures. Operations and maintenance considerations for pipeline facilities are discussed below and will be described more fully in Draft Resource Report 11.

1.5.1 Pipeline

Operational activity on the pipeline will be limited primarily to maintenance of the right-of-way and inspection, repair, and cleaning of the pipeline. Periodic aerial and ground inspections by pipeline personnel will identify soil erosion that may expose the pipe; dead vegetation that may indicate a leak in the line; conditions of the vegetation cover and erosion control measures; unauthorized encroachment on the right-of-way, such as buildings and other substantial structures; and other conditions that could present a safety hazard or require preventive maintenance or repairs. The pipeline's cathodic protection system will also be monitored and inspected in accordance with 49 CFR Part 192 requirements to ensure proper and adequate corrosion protection. The pipeline will be designed for internal inspection technology. Appropriate responses to conditions observed during internal inspections will be taken as necessary. In addition, class study changes will also occur to identify areas of development. Vegetation on the permanent right-of-way will be maintained by mowing, cutting, and trimming. The right-of-way will be allowed to revegetate; however, large brush and trees will be periodically removed in accordance with the FERC Plan and Procedures. Trees or deep-rooted shrubs could damage the pipeline's protective coating, obscure periodic surveillance, or interfere with potential repairs and would not be allowed to grow within 25 feet of the pipeline centerline in uplands. In wetlands, a 10-foot-wide strip over the pipeline will be maintained by mowing. Vegetation maintenance will be conducted in accordance with the FERC's Plan and Procedures.

Vegetation maintenance normally will not be required in agricultural or grazing areas. Other than preventing wetland tree growth and clearing the 10-foot inspection corridor as described above, vegetation maintenance will also not normally be required in wetlands.

The pipeline facilities will be clearly marked at line-of-sight intervals and at crossings of roads, railroads, waterbodies, and other key points, in accordance with USDOT regulations. The markers will clearly indicate the presence of the pipeline and provide a telephone number and address where a company representative can be reached in the event of an emergency or prior to any excavation in the area of the pipeline by a third-party. Equitrans participates in all One Call systems in Pennsylvania and West Virginia.

1.5.2 Aboveground Facilities

1.5.2.1 Compressor Stations

The compressor station crews will perform operation and maintenance of all equipment. Crews will perform routine checks of the facilities including calibration of equipment and instrumentation, inspection of critical components, and scheduled and routine maintenance of equipment. Safety equipment, such as pressure relief devices, fire detection and suppression systems, and gas detection systems will be tested for proper operation. Corrective actions will be taken for any identified problem.



The compressor station will be equipped with combustible gas and fire detection alarm systems and an emergency shutdown system. The gas detection system will alarm upon detection of 25 percent of the lower explosive limit of natural gas in air. Automatic emergency shutdown of the compressors, evacuation or venting of gas from the station piping, and isolation of the station from the main pipeline will occur following a fire detection alarm or the detection of a 50 percent lower explosive limit inside the station. The compressor station will also be equipped with relief valves or pressure protection devices to protect the station piping from overpressure if station or unit control systems fail. The station will normally be unmanned with start/stop control capabilities controlled by Equitrans' Gas Control headquarters, located in Pittsburgh, Pennsylvania at EQT Plaza. A telemetry system will notify personnel locally and at the Gas Control headquarters of the activation of safety systems and alarms as appropriate. Maintenance personnel may be dispatched to investigate and take proper corrective actions, if necessary.

1.5.2.2 Measurement Stations

Measurement technicians, based at existing Equitrans satellite office locations, will operate and maintain the new equipment. Site personnel will perform routine checks of the facilities, including calibration of equipment and instrumentation, inspection of critical components, and scheduled and preventative maintenance of equipment. Safety equipment, such as pressure-relief devices, will be tested for proper operation, per 49 CFR Part 192 requirements. Corrective actions will be taken for any identified problem.

The interconnect sites will be equipped with relief valves or other pressure-protection devices to protect the site piping from overpressure conditions. A telemetry system will notify personnel locally and at Equitrans' Gas Control headquarters of the activation of safety systems and alarms, which may in turn instruct maintenance personnel to investigate and take proper corrective action.

1.6 FUTURE PLANS AND ABANDONMENT

Equitrans has no plans for either future expansion or abandonment of the facilities. Market forces will determine the timing and need for future expansions.

The Project is projected to have at least a 50-year minimum physical life. However, the life of the Project may be constrained by other factors, such as gas supply life. The supply of gas and the market needs are the major factors in determining the economic life of the Project.

At the end of the useful life of the Project, Equitrans will obtain the necessary permission to decommission its facilities.

1.7 PERMITS AND APPROVALS

Various state and federal laws provide protection of resources that may be potentially affected by the Project. For example, cultural resources are protected by the Antiquities Act of 1906 (16 United States Code [USC] 431-433); the National Historic Preservation Act of 1966 (Public Law [PL] 89-665), as amended, and its regulations (36 CFR 800); the Archaeological and Historical Preservation Act of 1974 (PL 93-291); the Archaeological Resources Protection Act of 1979 (PL 96-95) and its regulation (43 CFR 7); the American Indian Religious Freedom Act (42 USC 1996); and the Native American Graves Protection and Repatriation Act of 1990.

Threatened and endangered flora and fauna species are protected under the Endangered Species Act of 1973, as amended (PL 94-325). Additionally, the Migratory Bird Treaty Act (16 USC 703-71 L) and the



Bald and Golden Eagle Protection Act (16 USC 668a-668b) protect other sensitive wildlife species potentially occurring within the Project area.

The states of Pennsylvania and West Virginia maintain a permit program for activities in and around waterbodies. The permit is a joint permit with the USACE, which satisfies the requirements of Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899, and the respective state agency permit requirements.

The applicable federal, state, and local permits and approvals, responsible agencies, and the anticipated schedule for filing applications or documentation for these permits and approvals for the Project are summarized in Table 1.7-1. Appendix 1-G contains agency correspondence.

1.8 AFFECTED LANDOWNERS

The names and addresses of affected landowners are included in Appendix 1-H (Privileged). Affected landowners include:

- All landowners whose land will be crossed or used for the proposed construction activities, including all facility sites, right-of-ways, access roads, pipe and contractor yards, ancillary sites and temporary workspaces;
- Landowners and residents within 0.5 mile of new or modified compressor stations; and
- Landowners whose land abuts the edge of the proposed facility site or right-of-way or which contains a residence within 50 feet of the proposed construction work area.

Equitrans has developed a comprehensive Public Participation Plan (Appendix 1-I) that outlines a commitment to engage actively with stakeholders throughout the life cycle of the Project and provides the following activities that Equitrans has identified to ensure successful ongoing communication with stakeholders, including establishing a Project website and a single point of contact.

- Equitrans held open houses in order to provide information about the Project to all interested state and federal agencies, interested stakeholders, as well as the public;
- Equitrans continues to identify and hold meetings with local associations, affected public groups and other non-governmental organizations concerning the Project;
- Equitrans continues to meet with state and local government representatives to seek input, provide updates as the Project progresses, and extend an open invitation to all public meetings;
- Equitrans continues to meet frequently with state and federal agencies for guidance during permitting and with development of resource reports. Equitrans will respond rapidly to requests for information from permitting agencies and the FERC, and will meet with them in person, if that assists in understanding the request and providing the best possible response; and
- Equitrans has established and periodically updates a publicly available website providing pertinent information about the Project. The website has the following address: www.equitransproject.com.

Table 1.7-1

Agencies with Relevant Major Permit or Consultation Requirements

Agency	Permit/Approval/Consultation	Points of Contact	Notified of Intent to Use Pre-Filing Process	Agency Plans to Participate in Pre-Filing Process	Consultation Initiated	Permit Application Filed	Anticipated Permit or Authorization Receipt Date
Federal							
Federal Energy Regulatory Commission (FERC)	NGA Section 7 Certificate and abandonment authorization	Division of Gas-Environment and Engineering 888 1 st Street NE Washington, DC 20426 Rich McGuire, Acting Director	April 1, 2015	Yes	March 25, 2015	October 2015	December 2016
Bureau of Indian Affairs, Eastern Regional Office	Consultation regarding which tribes may have potential interest in project area or presence of traditional cultural properties, and contact tribes as appropriate	Johnna Blackhair, Deputy Regional Director 545 Marriott Drive, Suite 700 Nashville, TN 37214	April 27, 2015	Pending further consultation	April 27, 2015	TBD	TBD
U.S. Department of Transportation (USDOT), Office of Safety, Energy, and the Environment	Consultation	1200 New Jersey Ave. SE Washington, D.C. 20590 Barbara McCann, Director	April 27, 2015	Pending further consultation	April 27, 2015	TBD	TBD
U.S. Army Corps of Engineers (USACE), Pittsburgh District	Section 404 Permit for impacts on waters of the U.S., including wetlands Section 10 Permit for activities affecting navigation	Pittsburgh District Corps of Engineers Regulatory/Permits Federal Bldg., 20th Floor 1000 Liberty Ave. Pittsburgh, PA 15222 412-395-7152	April 27, 2015	Pending further consultation	April 27, 2015	October 2015	June 10, 2016

Table 1.7-1

Agencies with Relevant Major Permit or Consultation Requirements

Agency	Permit/Approval/Consultation	Points of Contact	Notified of Intent to Use Pre-Filing Process	Agency Plans to Participate in Pre-Filing Process	Consultation Initiated	Permit Application Filed	Anticipated Permit or Authorization Receipt Date
USACE, Huntington District	Section 404 Permit for impacts on waters of the U.S., including wetlands	Huntington District Corps of Engineers Regulatory/Permits – Energy Resources (WV and OH) Colonel Leon F. Parrott 502 Eighth St. Huntington, WV 25701 (304) 399-5211	April 27, 2015	Pending further consultation	April 27, 2015	October 2015	December 2016
U.S. Department of Agriculture (USDA), Pennsylvania	Consultation regarding permanent conversion of important farmland	Pennsylvania NRCS State Office One Credit Union Place, Suite 340 Harrisburg, PA 17110-2993 717-237-2207 Joe Kraft, State Soil Scientist	April 27, 2015	Pending further consultation	April 27, 2015	N/A	N/A
U.S. Fish and Wildlife Service (USFWS), Pennsylvania Field Office	Consultation under Section 7 of ESA for potential impacts on federally protected species Consultation regarding impacts on migratory birds Consultation regarding impacts on fish and wildlife	Pennsylvania Field Office Lora Zimmerman, Project Leader 110 Radnor Rd; Suite 101 State College, PA 16801 Phone: (814) 234-4090 Ext. 2233 Fax: (814) 234-0748 Email: lora_zimmerman@fws.gov	April 27, 2015	Pending further consultation	June 24, 2015	N/A	December 2016
Federal Aviation Administration (FAA)	Determination of Hazard or No Hazard	Katie Venticinque, Specialist 718-553-4542 Katie.venticinque@faa.gov Joan Tengowski, Technician 817-321-7760 Joan.tengowski@faa.gov	April 27, 2015	Pending further consultation	April 27, 2015	TBD	TBD

Table 1.7-1

Agencies with Relevant Major Permit or Consultation Requirements

Agency	Permit/Approval/Consultation	Points of Contact	Notified of Intent to Use Pre-Filing Process	Agency Plans to Participate in Pre-Filing Process	Consultation Initiated	Permit Application Filed	Anticipated Permit or Authorization Receipt Date
State							
Pennsylvania Game Commission (PGC)	Threatened and Endangered Species Consultation	Bureau of Wildlife Habitat Management Division of Environmental Planning & Habitat Protection Tracey Librandi-Mumma 2001 Elmerton Avenue Harrisburg, PA 17110-9797 717-787-4250	April 27, 2015	Pending further consultation	June 24, 2015	N/A	June 3, 2016
Pennsylvania Department of Conservation and Natural Resources (PADCNR)	Threatened and Endangered Species Consultation	Conservation Science and Ecological Services Division Rachel Carson State Office Building, 6th Floor P.O. Box 8552 Harrisburg, PA 17105-8552 717-787-3444	April 27, 2015	Pending further consultation	June 24, 2015	N/A	June 3, 2016
Pennsylvania Fish and Boat Commission	Threatened and Endangered Species Consultation	Division of Environmental Services 450 Robinson Lane, Bellefonte 16823-9685 814-359-5115 Dave Spotts, Chief	April 27, 2015	Pending further consultation	June 24, 2015	N/A	June 3, 2016
Pennsylvania Department of Environmental Protection (PADEP), Air Permits Division	Chapter 127 Minor Source Permit Title V or Minor Source Operating Permit	Southwest Regional Office 400 Waterfront Drive Pittsburgh, PA 15222-4745 412-442-5215 Mark Wayner, Air Quality Program Manager; Mark Gorog, Environmental Engineer Manager; and Devin Tomko, Air Quality Engineering Specialist	April 27, 2015	Pending further consultation	March 10, 2015	September 8, 2015	July 6, 2016

Table 1.7-1

Agencies with Relevant Major Permit or Consultation Requirements

Agency	Permit/Approval/Consultation	Points of Contact	Notified of Intent to Use Pre-Filing Process	Agency Plans to Participate in Pre-Filing Process	Consultation Initiated	Permit Application Filed	Anticipated Permit or Authorization Receipt Date
PADEP	ESCGP-2; General Permit for Earth Disturbance Associated with Oil and Gas Exploration, Production, Processing, or treatment operations or transmission facilities PAG-10 General Permit; Hydrostatic Testing of Tanks and Pipelines	Greene County Conservation District 19 South Washington Street, Waynesburg, PA 15370 Washington County Conservation District 2800 N Main St Suite 105 Washington, PA 15301 Allegheny County Conservation District 33 Terminal Way #325b, Pittsburgh, PA 15219	April 27, 2015	Pending further consultation	April 27, 2015	June 3, 2016 State-wide PAG-10 authorization held	October 17, 2016
PADEP, Division of Waterways, Wetlands, and Stormwater Management (DWWSM)	Chapter 105 Water Obstruction and Encroachment Permit; Clean Water Act Section 401 Water Quality Certification (jointly with USACE Section 404) Submerged Lands License Agreement	Greene County Conservation District 19 South Washington Street, Waynesburg, PA 15370 Washington County Conservation District 2800 N Main St Suite 105 Washington, PA 15301 Allegheny County Conservation District 33 Terminal Way #325b, Pittsburgh, PA 15219	April 27, 2015	Pending further consultation	April 27, 2015	October 2015	July 15, 2016

Table 1.7-1

Agencies with Relevant Major Permit or Consultation Requirements

Agency	Permit/Approval/Consultation	Points of Contact	Notified of Intent to Use Pre-Filing Process	Agency Plans to Participate in Pre-Filing Process	Consultation Initiated	Permit Application Filed	Anticipated Permit or Authorization Receipt Date
Pennsylvania Department of Transportation	Highway Occupancy Permit	Engineering District 11-0 (Allegheny County) 45 Thoms Run Road Bridgeville, PA 15017 412-429-4804 John Brosnan, H.O.P. Manager Engineering District 12-0 (Washington and Greene counties) N. Gallatin Avenue Ext. PO Box 259 Uniontown, PA 15401 724-439-7310 Richard Marker, P.E., H.O.P. Manager	April 27, 2015	Pending further consultation	April 27, 2015	TBD	TBD
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation (serves as the PA State Historic Preservation Office [SHPO])	Project Review under Section 106 and PA History Code	Serena Bellew, Bureau Director / Deputy State Historic Preservation Officer 717-705-4035 sbellew@pa.gov Western Region Historic Resources Barbara Frederick 717-772-0921 bafrederic@pa.gov Archaeological Resources Kira Heinrich 717-705-0700 kiheinrich@pa.gov	April 27, 2015	Pending further consultation	May 7, 2015	N/A	June 3, 2016

Table 1.7-1

Agencies with Relevant Major Permit or Consultation Requirements

Agency	Permit/Approval/Consultation	Points of Contact	Notified of Intent to Use Pre-Filing Process	Agency Plans to Participate in Pre-Filing Process	Consultation Initiated	Permit Application Filed	Anticipated Permit or Authorization Receipt Date
West Virginia Division of Natural Resources (WVDNR), Natural Heritage Program	Consultation	WVDNR, Office of Wildlife Resources Barbara Sargent 67 Ward Road Elkins, WV 26241 South Charleston, WV 25303 Phone: (304) 637-0245 Email: Barbara.d.sargent@wv.gov	April 27, 2015	Pending further consultation	June 24, 2015	N/A	June 3, 2016
WVDNR, Office of Land and Streams	Stream Activity Permit	WVDNR, Office of Land and Streams Building 74, Room 200 324 Fourth Avenue South Charleston, WV 25303 Phone: (304) 558-3225 Fax: (304) 558-6048 Email: dnr.landandstreams@wv.gov	April 27, 2015	Pending further consultation	April 27, 2015	TBD	TBD
West Virginia Department of Environmental Protection (WVDEP), Division of Water and Waste Management	NPDES Permit – Construction Stormwater General Permit for Oil and Gas Related Construction Activities NPDES Hydrostatic Test Discharge Permit	WVDEP, Division of Water and Waste Management 601 57 th Street SE Charleston, WV 25304 Phone: (304) 926-0499 Ext. 1571	April 27, 2015	Pending further consultation	April 27, 2015	March 18, 2016	May 2, 2016
West Virginia Department of Transportation (WVDOT), Division of Highways (DOH)	Right-of-Way Use Permit/Encroachment Permit	WVDOT, Division of Highways 1 DOT Drive Moundsville, WV 26041-1605 Phone: (304) 843-4000	April 27, 2015	Pending further consultation	April 27, 2015	TBD	TBD

Table 1.7-1

Agencies with Relevant Major Permit or Consultation Requirements

Agency	Permit/Approval/Consultation	Points of Contact	Notified of Intent to Use Pre-Filing Process	Agency Plans to Participate in Pre-Filing Process	Consultation Initiated	Permit Application Filed	Anticipated Permit or Authorization Receipt Date
West Virginia Division of Culture and History	Cultural Resources Consultation	West Virginia Division of Culture and History Susan Pierce, Director, Deputy State Historic Preservation Officer 1900 Kanawha Boulevard East Charleston, WV 25305 Phone: (304) 558-0240 Ext. 158 Email: susan.m.pierce@wv.gov	April 27, 2015	Pending further consultation	May 7, 2015	N/A	June 3, 2016
Local							
Wetzel County Flood Plain Management	Floodplain Development Permit	Wetzel County Emergency Services Edgar Sapp, Director P.O. Box 156 New Martinsville, WV 26155 Phone: (304) 455-6960 Email: wc911@frontier.com	April 27, 2015	Pending further consultation	April 27, 2015	June 1, 2016	July 29, 2016
Note: Consultations will occur continuously throughout the development of the Project							



Equitrans will work to address and resolve complaints regarding the construction and/or operation of the Project in timely manner. Equitrans has an established protocol to resolve any landowner concerns prior to construction using the Project 24-hour hotline (1-855-EEP-7675). The hotline is a toll-free number that serves as a means for landowners and stakeholders to contact appropriate Project representatives with questions, concerns, and complaints. Affected landowners will be provided with the 24-hour hotline number by land agents during construction notification. The call response is a three-step process.

Step 1: Gathering Information

An Equitrans representative will contact and request all necessary information to complete the caller information section of the hotline record, including the caller's name, address, phone number, and Project reference. Additionally, any details offered by the caller regarding the purpose of the call will be entered on the hotline record.

Step 2: Defining the Issues

The Equitrans representative will work with the caller to help understand and address their concerns. If a representative can resolve the issue, they will record this on the hotline record. Otherwise, the caller will be advised that their concerns have been documented and that they can generally expect a return call within 24 hours from an appropriate Equitrans representative. The hotline record documenting the concerns will then be directed to the appropriate right-of-way agent.

Step 3: Resolution

If the issues are resolved during Step 2, a representative will complete the process by documenting how a resolution was reached for the hotline record. If a resolution is not reached during Step 2, the hotline record will be forwarded to the appropriate right-of-way agent who will return the call. The delegation of the issue should generally follow this progression until resolution is reached. If a right-of-way agent receives a direct phone call relating to environmental, construction, or off-right-of-way issues from a landowner during pre-construction, construction, or post-construction activities, the agent will request all necessary information to complete the caller information section of the hotline record, including the caller's name, address, phone number, and Project reference. The agent will then proceed to Steps 2 and 3 until a resolution is reached.

1.9 NON-JURISDICTIONAL FACILITIES

At this time, Equitrans is evaluating whether any non-jurisdictional facilities will be required in association with this Project and additional information regarding non-jurisdictional facilities will be provided in a subsequent Resource Report 1.

1.10 CUMULATIVE IMPACTS

Cumulative impacts may result when the environmental effects associated with a proposed project are added to temporary (construction-related) or permanent (operations-related) impacts associated with other past, present, or reasonably foreseeable future projects. Although the individual impact of each separate project might not be significant, the additive or synergistic effects of multiple projects could be significant. Equitrans has identified reasonably foreseeable future projects from a review of their Project alignment sheets and topographic maps; field reconnaissance; internet research of publicly available information; and through consultation with local planning departments and regional planning councils. Commercial and residential developments included in this cumulative impact analysis are those located within the same



municipalities directly affected by construction of the Project and within 0.5 mile of the Project right-of-way.

Equitrans is evaluating recently completed, current, and reasonably foreseeable projects in the Project area. No cumulative impacts are anticipated from pipeline construction or operation. Additional projects such as road improvements, housing developments, etc. could be proposed in the vicinity of the Project; however, at this time these have not been identified. If constructed in close proximity, both in time and space, to the Project, cumulative impacts on socioeconomics, water resources, wetlands, soil, fugitive dust, etc. could occur.

At this phase in Project development, the exact design of compressor station facilities are unknown and therefore, it is not possible to predict potential cumulative impacts on air and noise. In addition, other projects in the region are also in the initial design phase, which will be discussed in the final version of this report.

A complete cumulative impacts analysis will be provided in the final Resource Report 1. Projects in the vicinity of the Project will be identified and all potential cumulative impacts will be analyzed as they relate to the Project. Projects will be summarized in a table that will include the name of the project, scope, distance and direction from the Project, and resources that may experience cumulative impacts.

1.11 REFERENCES

- EIA (U.S. Energy Information Agency). 2014. Annual Energy Outlook 2014 with Projections to 2040. April. Available on the web at: www.eia.gov/forecasts/aeo.
- FERC (Federal Energy Regulatory Commission). 2013. Upland Erosion Control, Revegetation, and Maintenance Plan. Available on the web at: <http://www.ferc.gov/industries/gas/enviro/plan.pdf>.
- FERC. 2013. Wetland and Waterbody Construction and Mitigation Procedures. Available on the web at: <http://www.ferc.gov/industries/gas/enviro/procedures.pdf>.

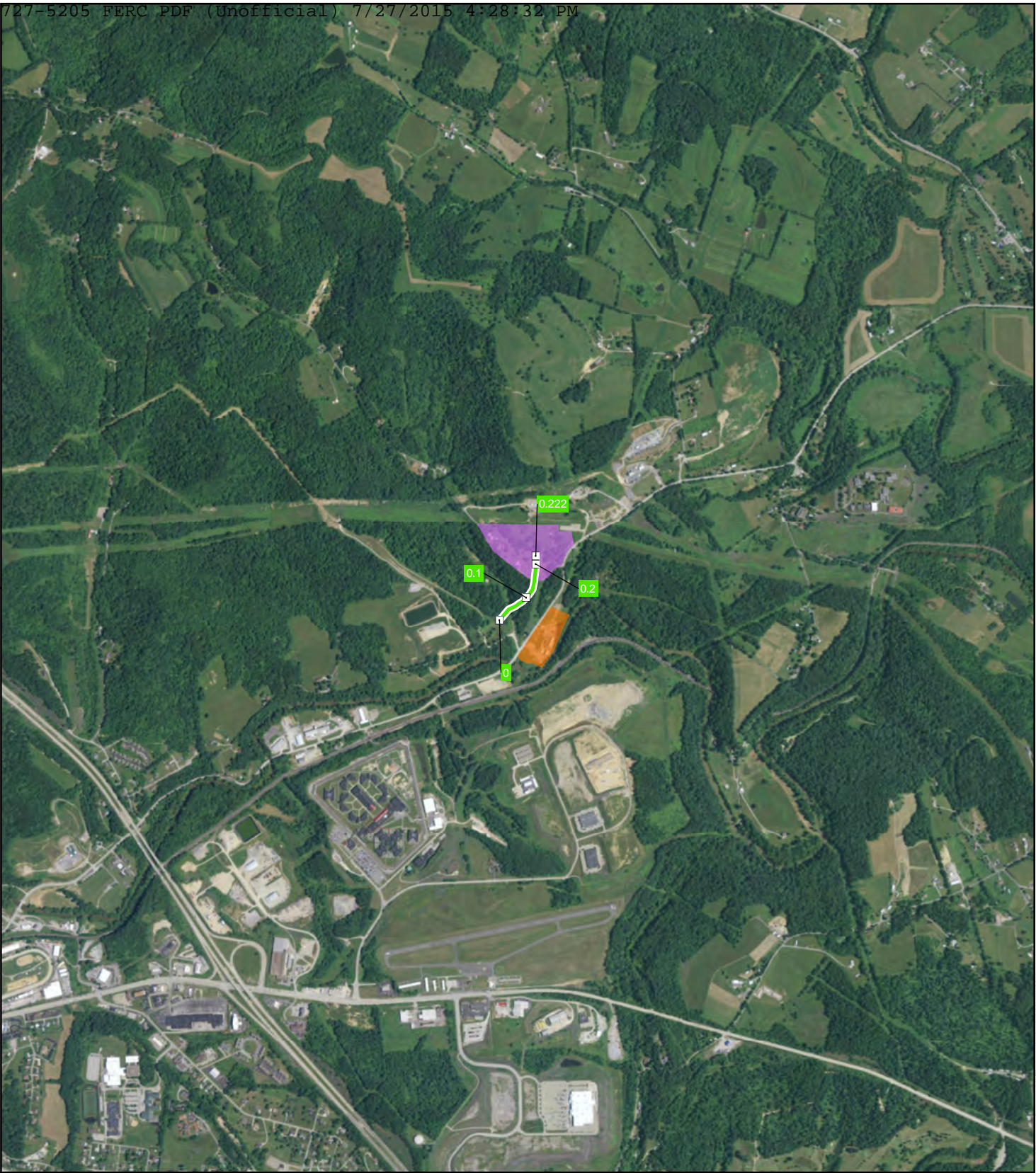


Equitrans Expansion Project

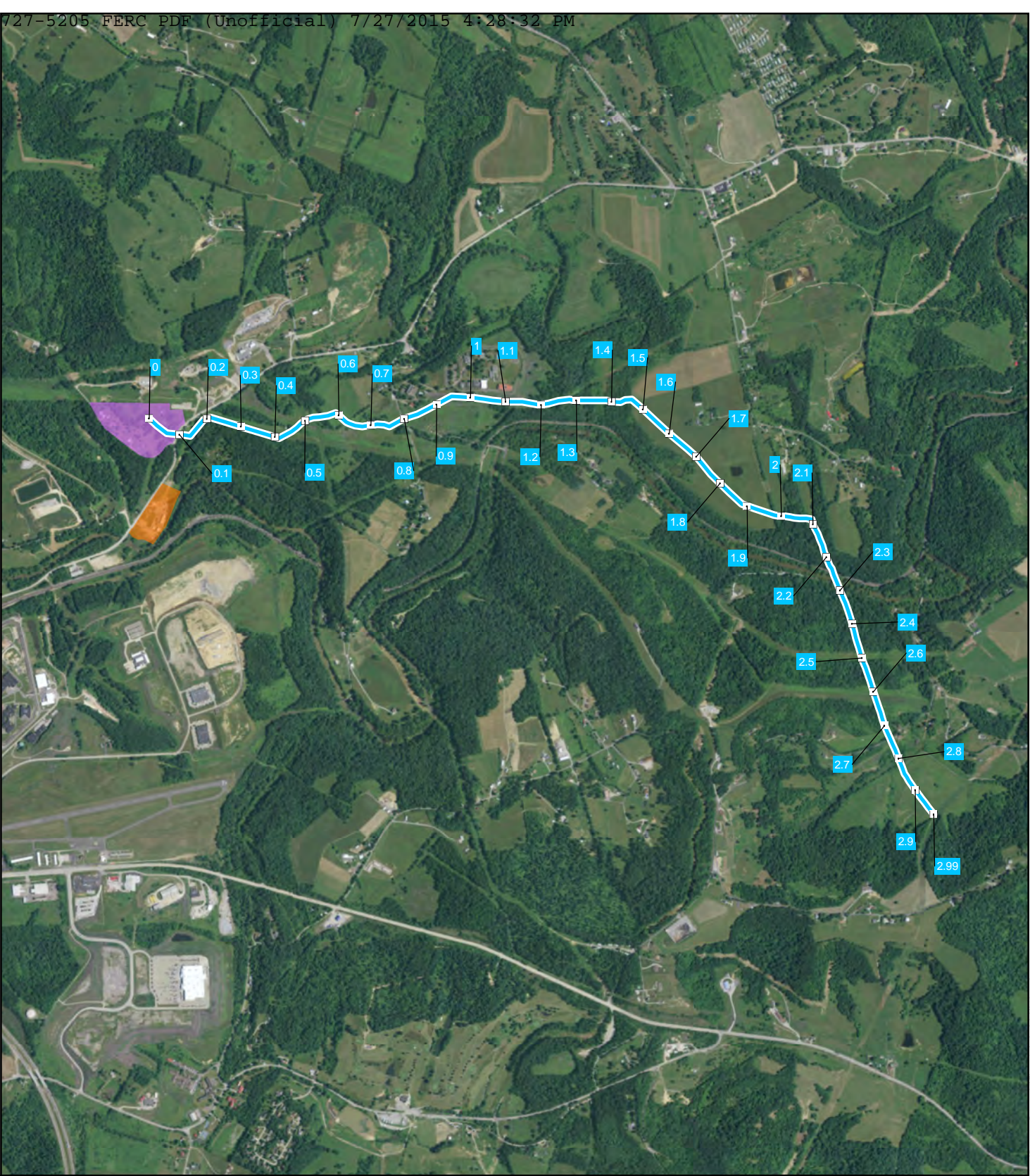
Docket No. PF 15-22

Resource Report 1

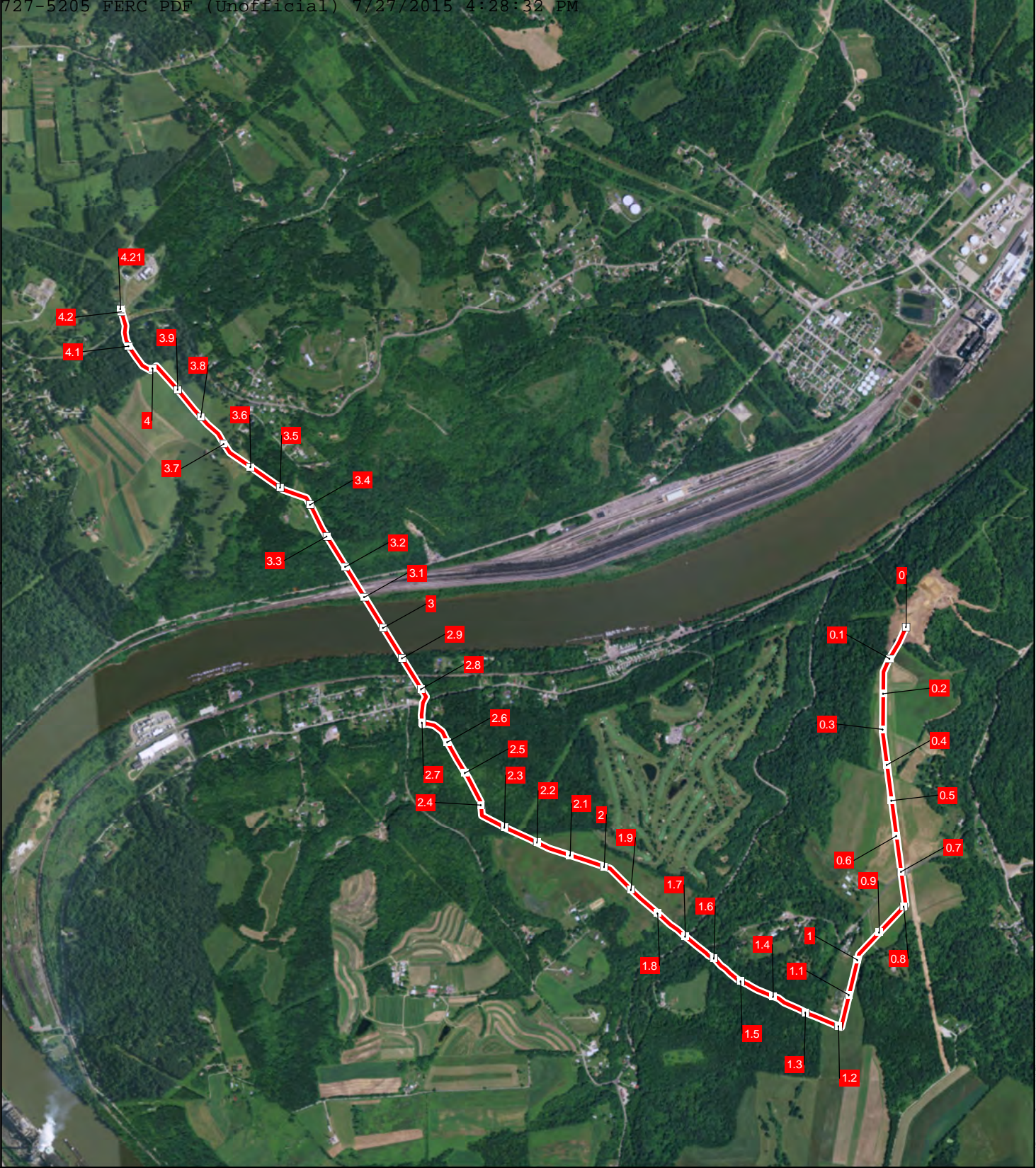
**Appendix 1-A
Alignment Sheets
(Pending)**





Equitrans Expansion Project		NAD 1983 UTM 17N 1:24,000 0 0.5 1 Miles	
 Appendix 1-A Aerial Imagery (6/21/2013) Page 1 of 3 July 2015	Legend Milepost — H-158/M80 Existing Pratt Compressor Station Site Proposed Redhook Compressor Station Site		



Equitrans Expansion Project		 NAD 1983 UTM 17N 1:24,000
 Appendix 1-A Aerial Imagery (6/21/2013) Page 2 of 3 July 2015	Legend <ul style="list-style-type: none"> Milepost H-316 Existing Pratt Compressor Station Site Proposed Redhook Compressor Station Site	
	Data Sources: ESRI Streaming Data (2014)	Project Data Dates: 6/17/2015



Equitrans Expansion Project		NAD 1983 UTM 17N 1:24,000		0 0.5 1 Miles	
 Appendix 1-A Aerial Imagery (6/21/2013) Page 3 of 3 July 2015		Legend Milepost — H-318			
Data Sources: ESRI Streaming Data (2014)		Project Data Date: 6/17/2015			

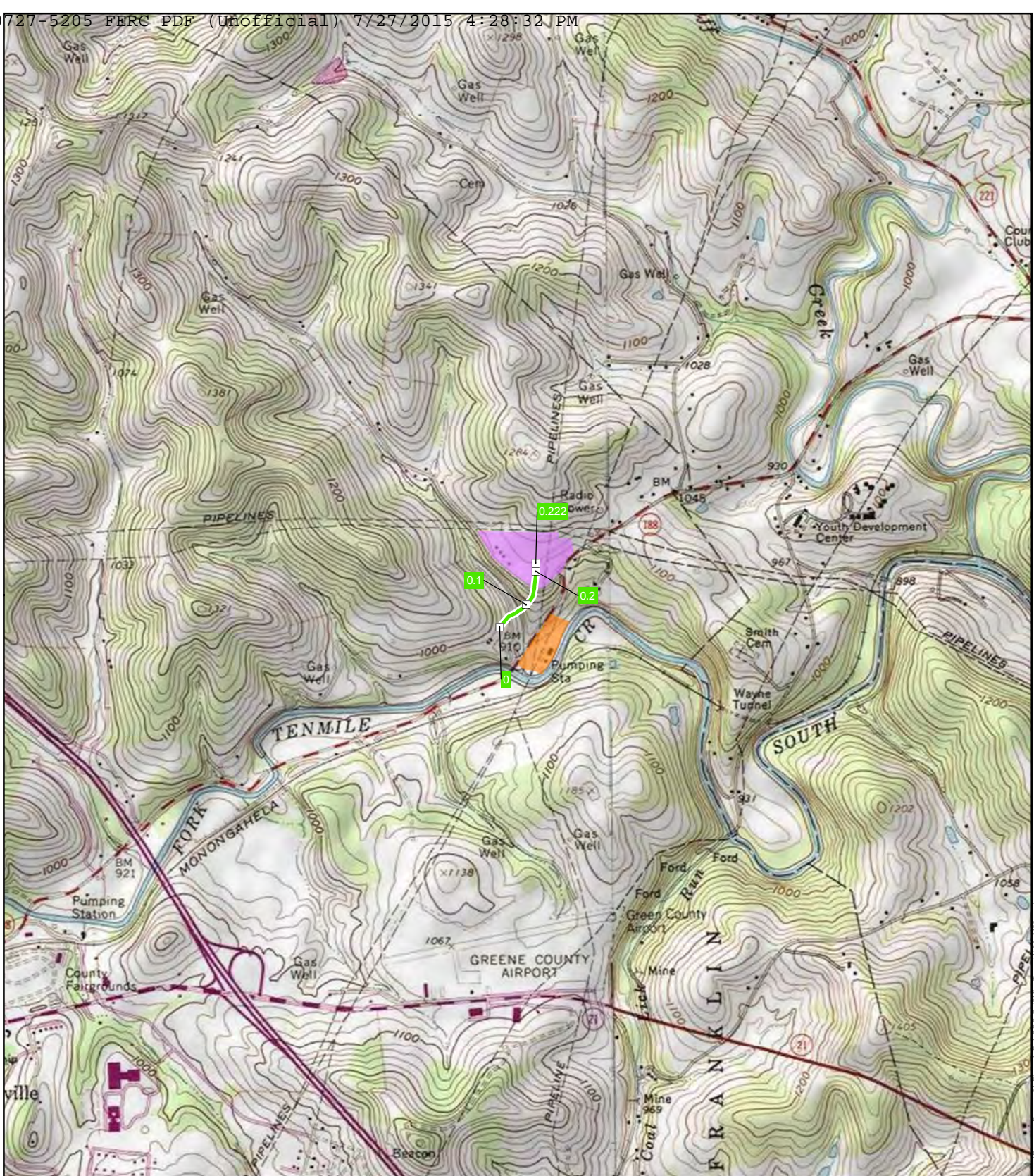


Equitrans Expansion Project

Docket No. PF 15-22

Resource Report 1

Appendix 1-B USGS 7.5-Minute Topographic Maps



Equitrans Expansion Project



NAD 1983 UTM 17N 1:24,000

0 0.5 1 Miles

EQUITRANS™

Appendix 1-B
USGS 7.5 Minute
Topographic Maps

Page 1 of 3

July 2015

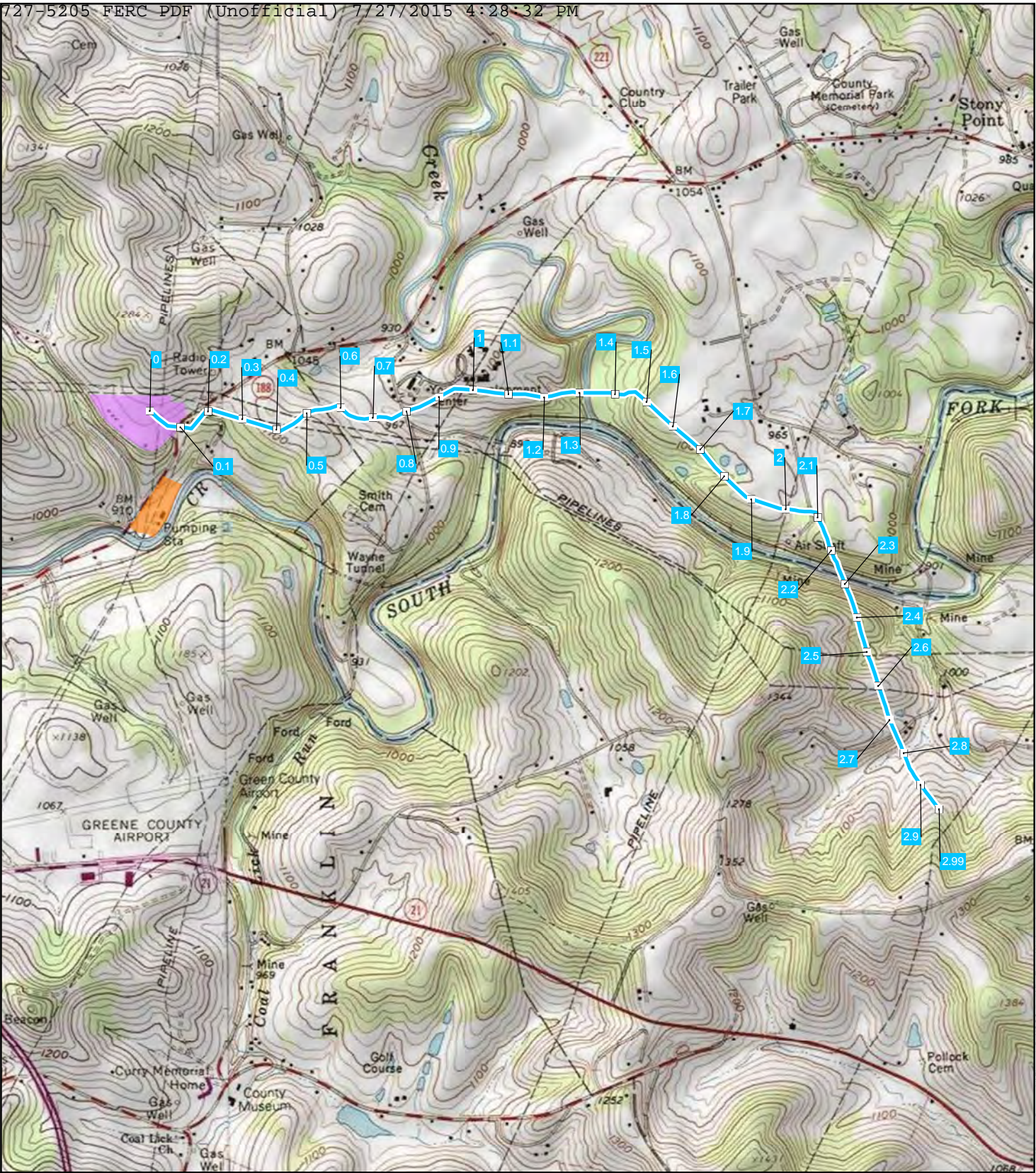
Legend

- Milepost
- H-158/M80
- Existing Pratt Compressor Station Site
- Proposed Redhook Compressor Station Site

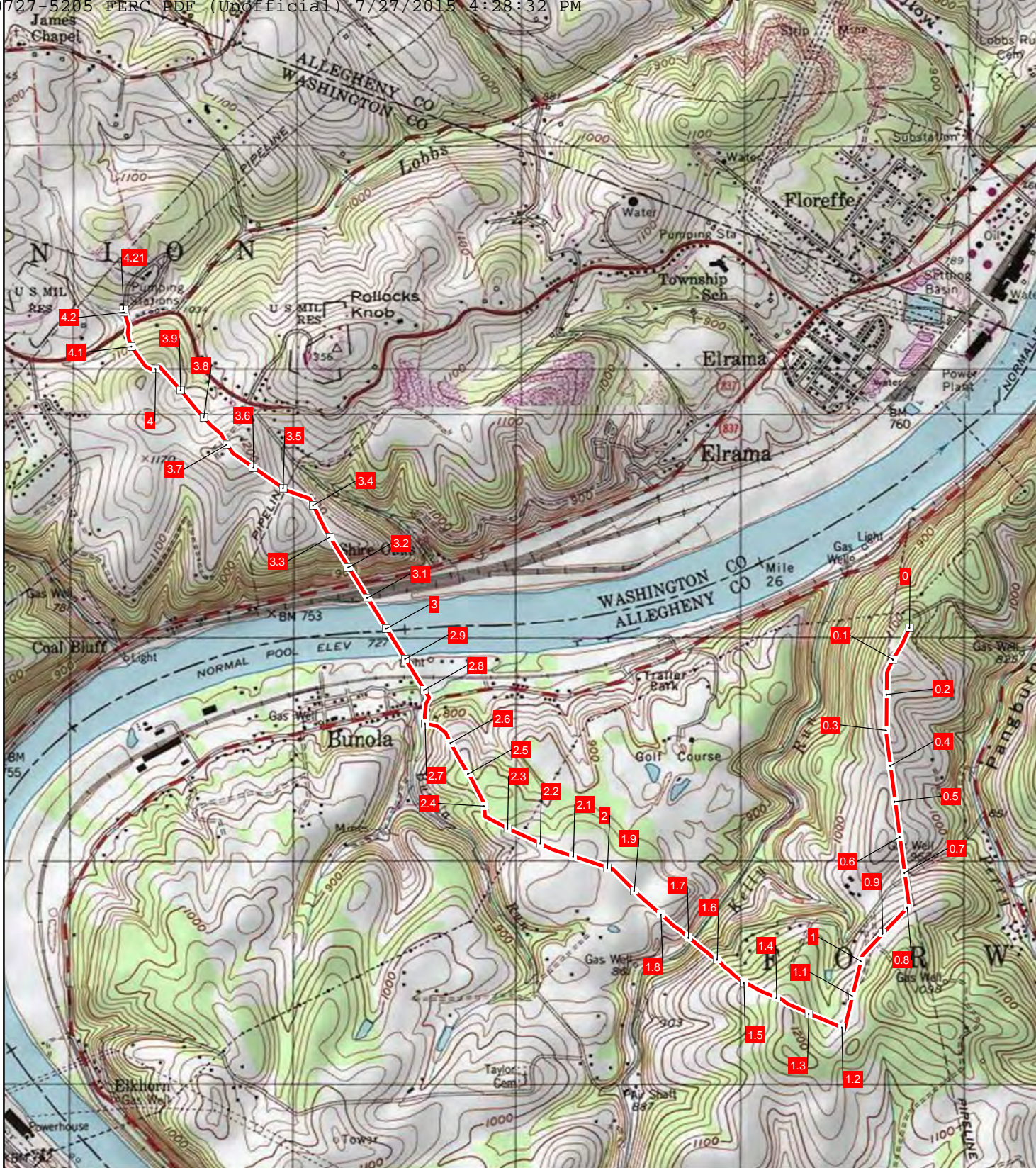




Data Sources: ESRI Streaming Data (2014)

Project Data Dates:
H-158/M80: 5/5/2015
Pratt Compressor Station, Redhook Compressor Station: 6/17/2015



Equitrans Expansion Project		NAD 1983 UTM 17N 1:24,000 0 0.5 1 Miles	
 Appendix 1-B USGS 7.5 Minute Topographic Maps Page 2 of 3 July 2015	Legend Milepost H-316 Existing Pratt Compressor Station Site Proposed Redhook Compressor Station Site		
	Data Sources: ESRI Streaming Data (2014)	Project Data Dates: 6/17/2015	



Equitrans Expansion Project		NAD 1983 UTM 17N 1:24,000		0 0.5 1 Miles	
 Appendix 1-B USGS 7.5 Minute Topographic Maps Page 3 of 3 July 2015		Legend Milepost — H-318			
Data Sources: ESRI Streaming Data (2014)		Project Data Date: 6/17/2015			



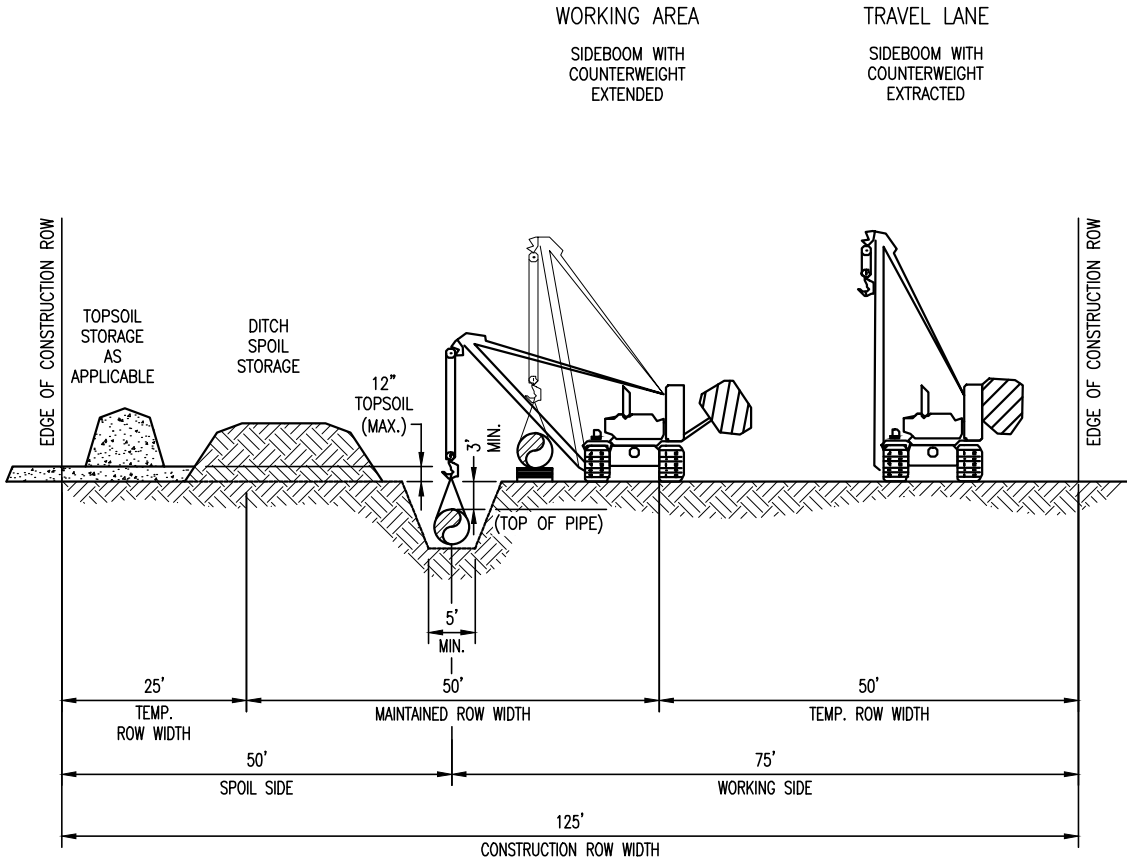
Equitrans Expansion Project

Docket No. PF 15-22

Resource Report 1

Appendix 1-C Typical Drawings

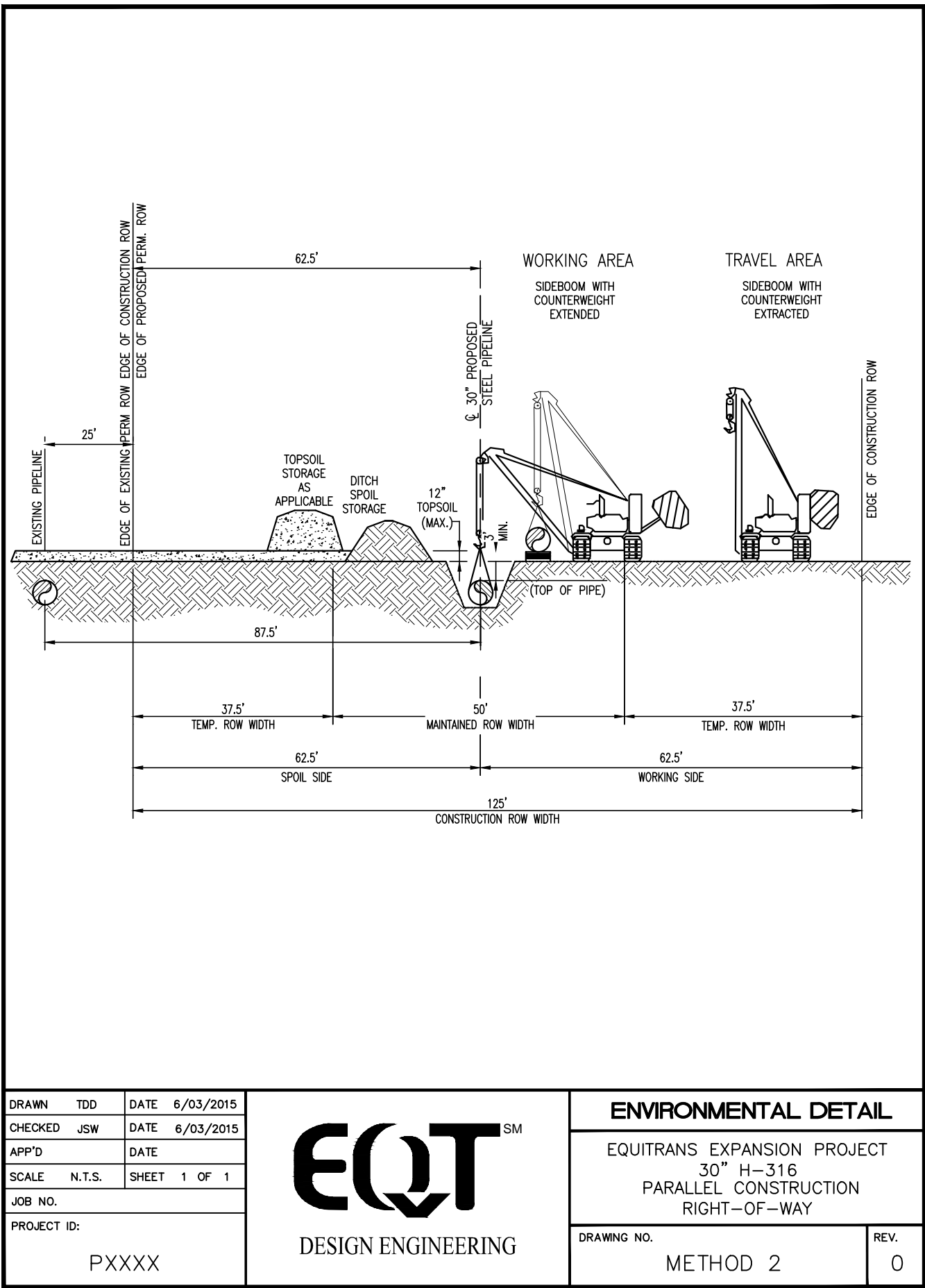
The attached construction cross-section typicals are for illustrative purposes; actual construction methods may vary to accommodate site-specific field conditions and other regulatory requirements.

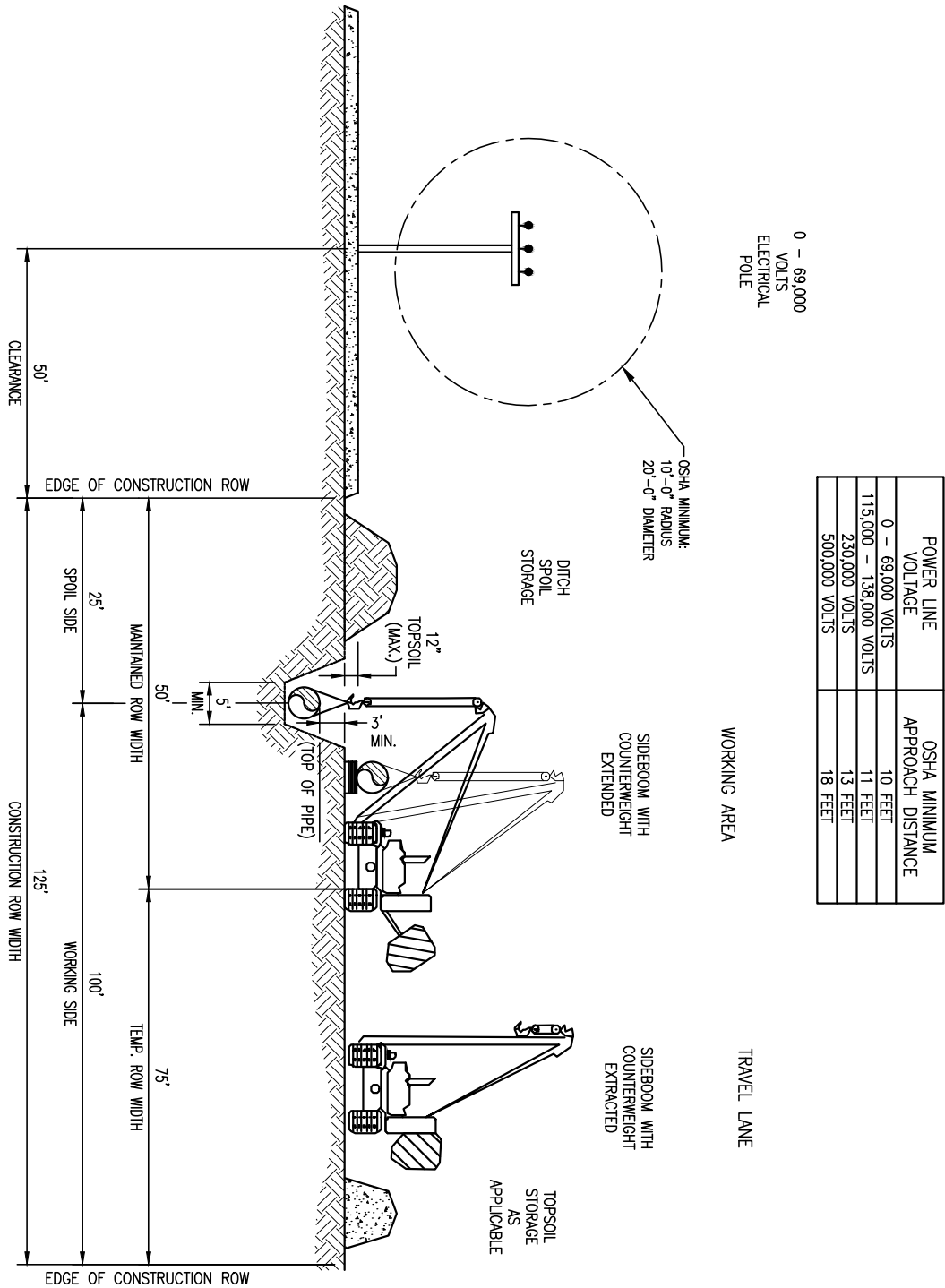


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CHECKED	JSW	DATE	6/03/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:			
PXXXX			

EQTSM
DESIGN ENGINEERING

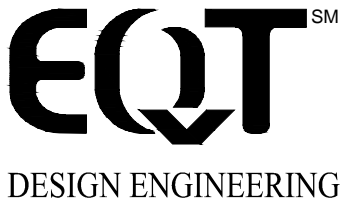
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DRAWING NO.	REV.
METHOD 1	0



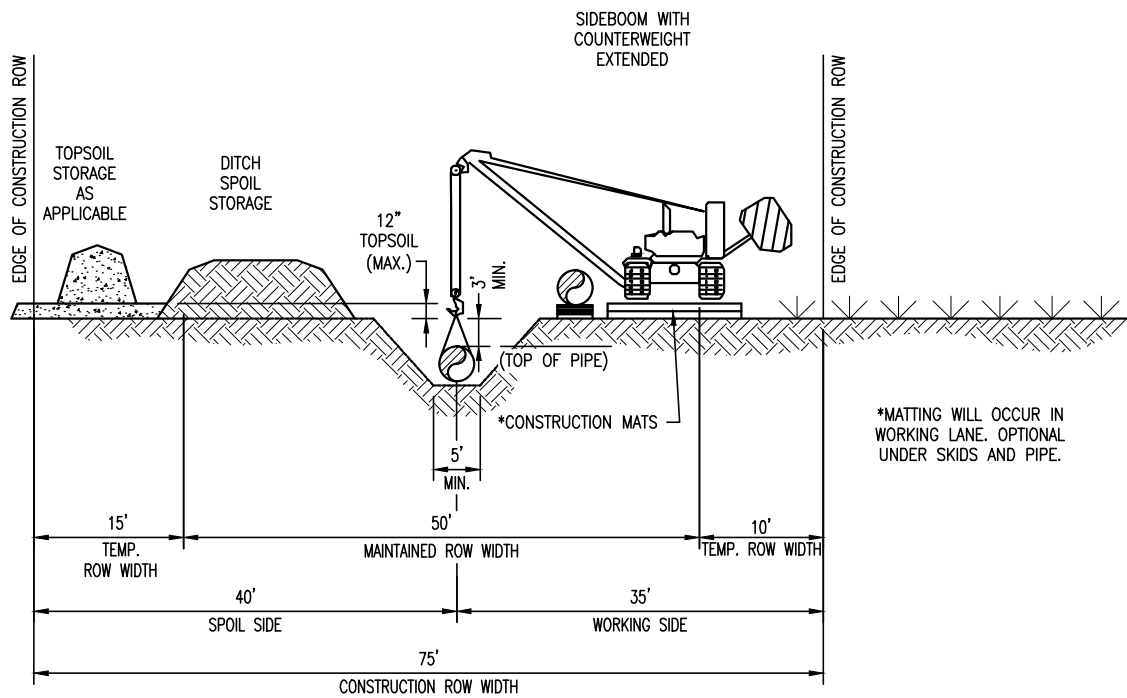


GENERAL NOTES:
1. DRAWING ASSUMES TYPE "B" SOIL.

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CHECKED	JSW	DATE	6/03/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:			
PXXXX			



ENVIRONMENTAL DETAIL	
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DRAWING NO. METHOD 3	REV. 0

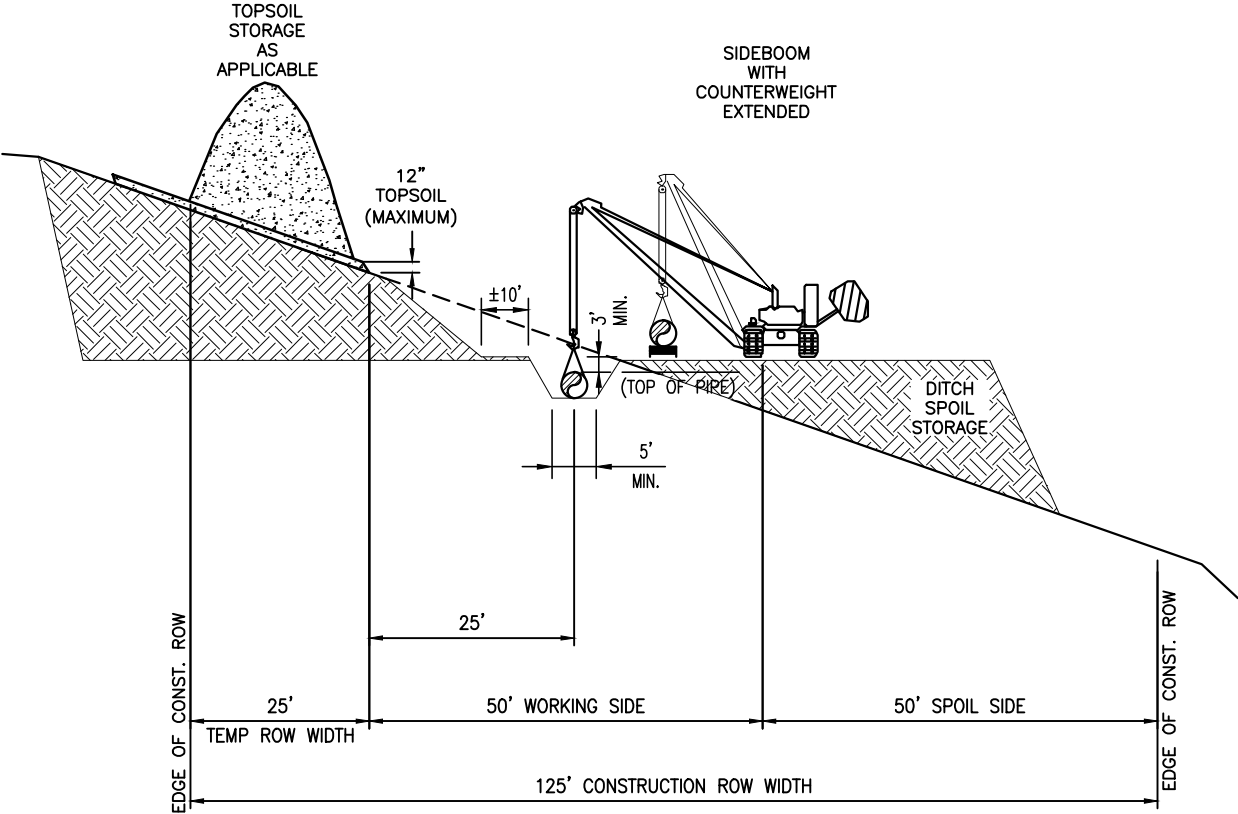


GENERAL NOTES:
1. EXTRA DEPTH MAY BE REQUIRED FOR
CONCRETE COATED PIPE OR WEIGHTS.

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SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:			
PXXXX			

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DESIGN ENGINEERING

ENVIRONMENTAL DETAIL	
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METHOD 4	0



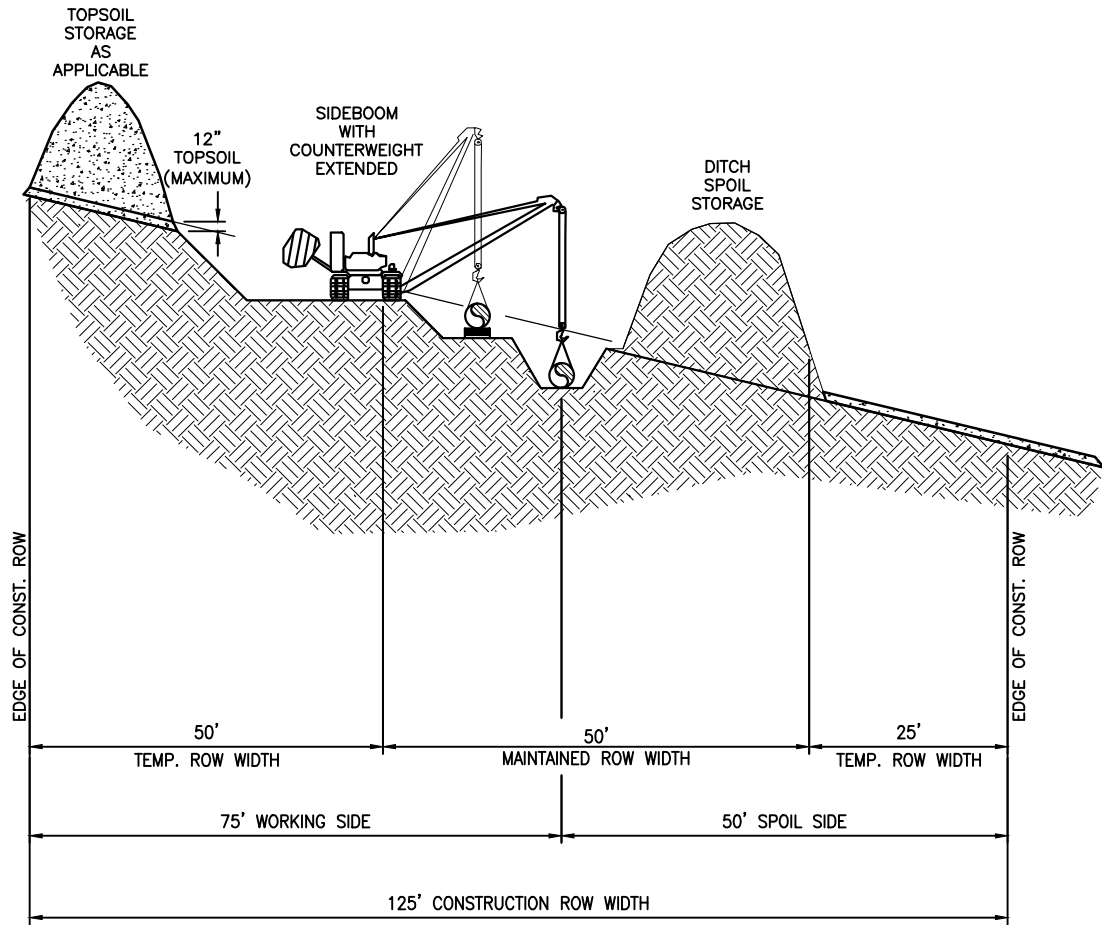
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JOB NO.			
PROJECT ID:	PXXXX		

EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
30" H-316
SIDE HILL CONSTRUCTION
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 5	0



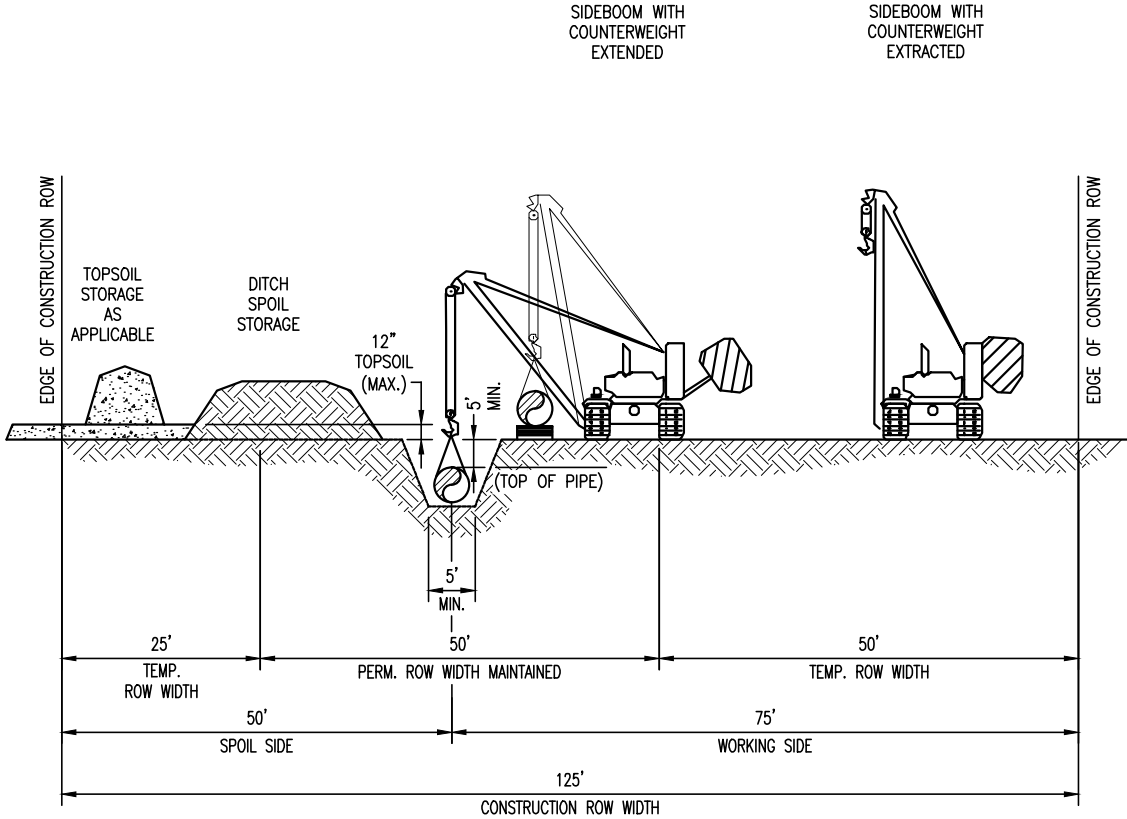
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JOB NO.			
PROJECT ID:			
PXXXX			

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DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
30" H-316
TWO TONE METHOD
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 6	0



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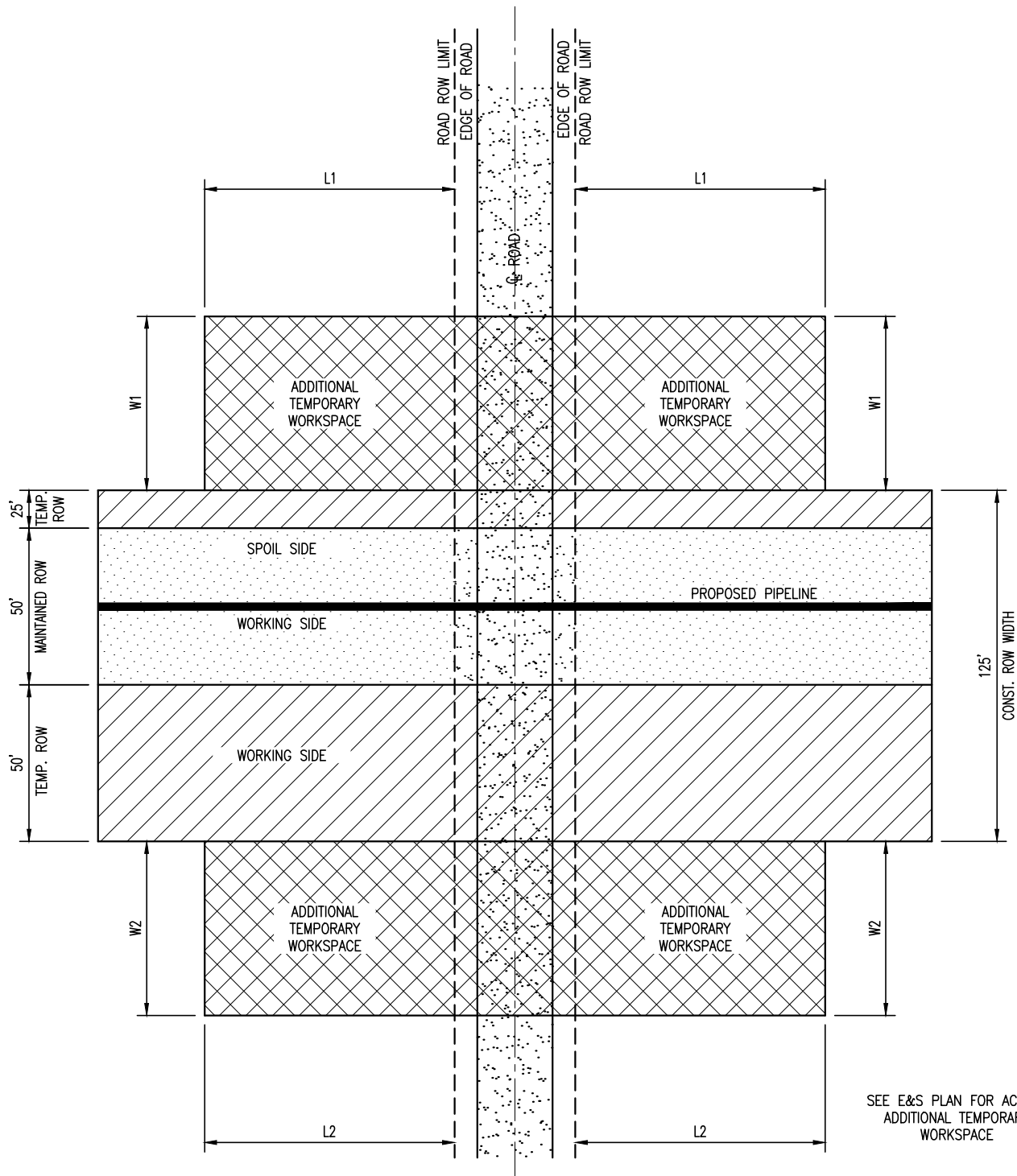
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DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
30" H-316 NON-PARALLEL CONSTRUCTION
EXTRA DEPTH DITCH (5' COVER)
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 7	0



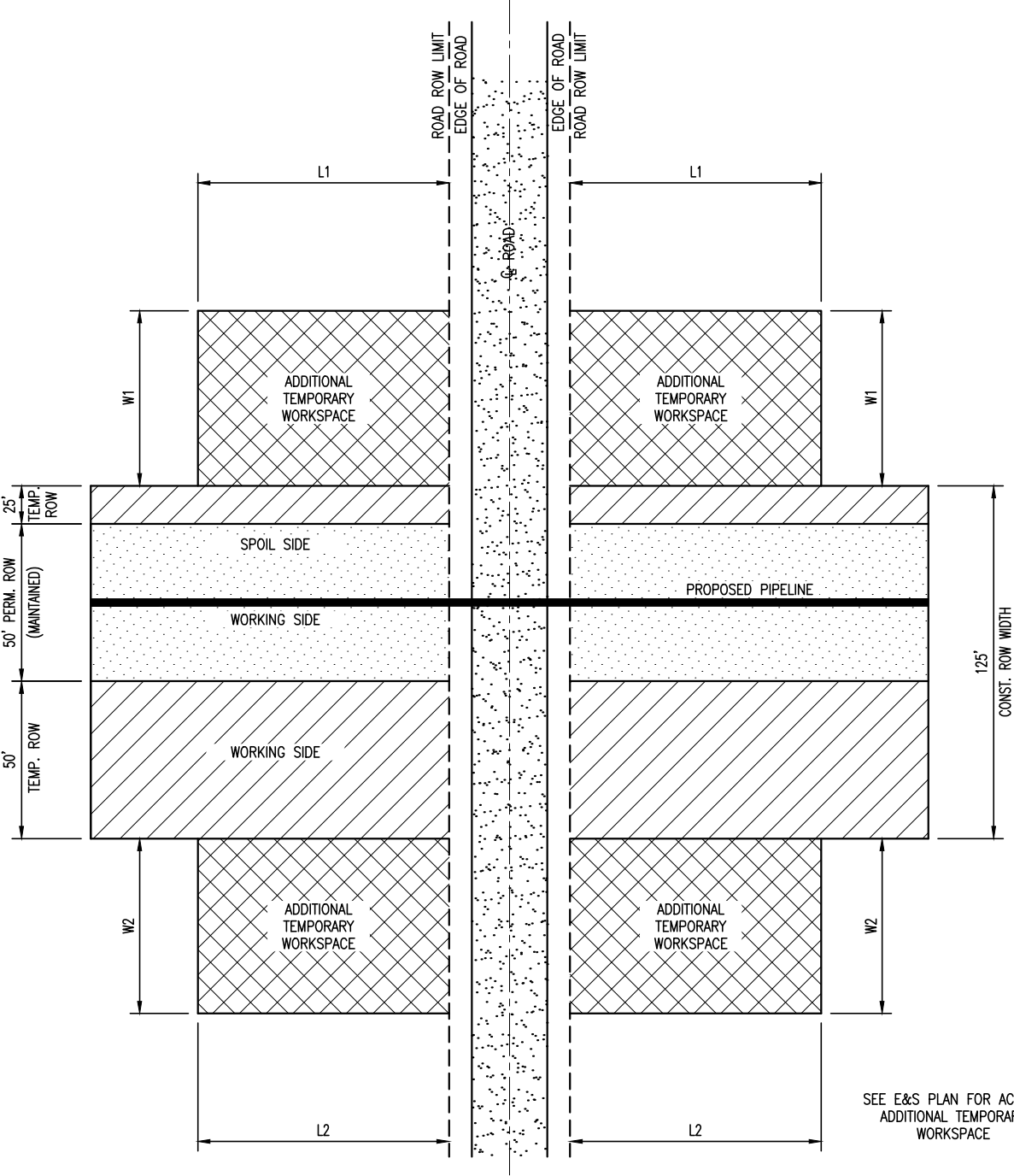
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JOB NO.			
PROJECT ID:	PXXXX		

EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
30" H-316
OPEN CUT ROAD CROSSING
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 8	0



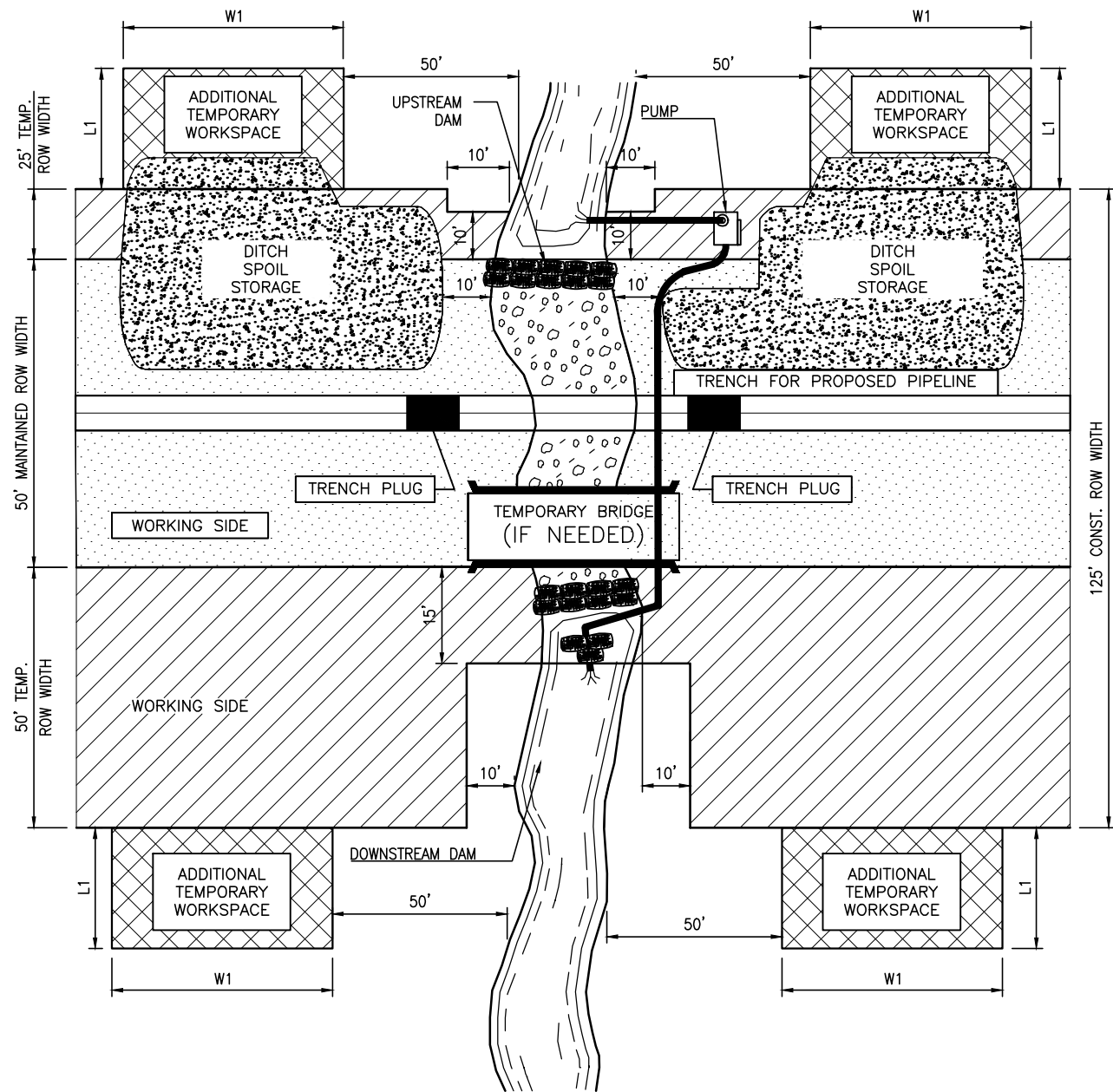
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EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
30" H-316
BORED ROAD CROSSING
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 9	0



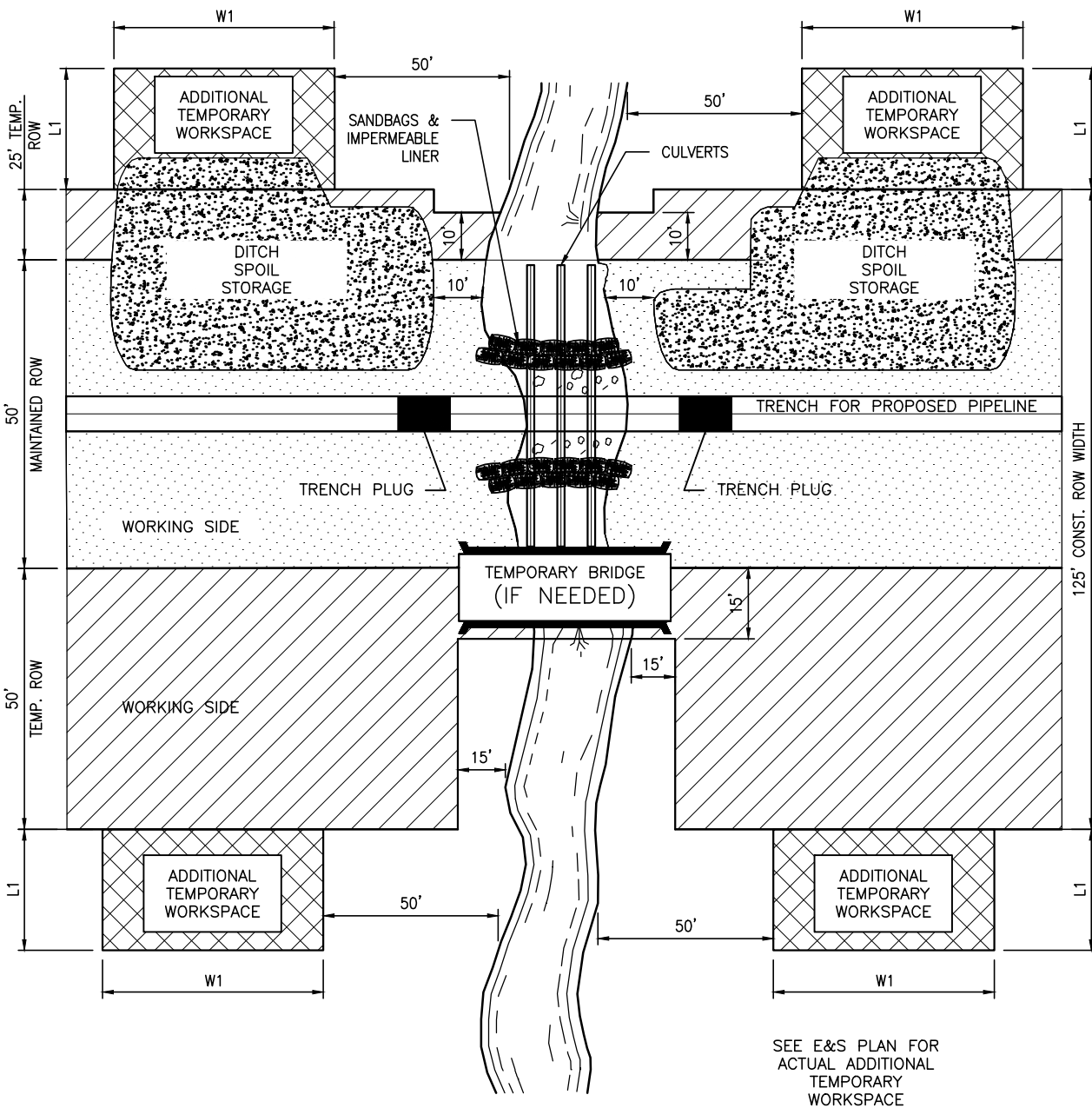
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JOB NO.			
PROJECT ID:			
PXXXX			

EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
30" H-316
OPEN CUT – DAM AND PUMP
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 10A	0



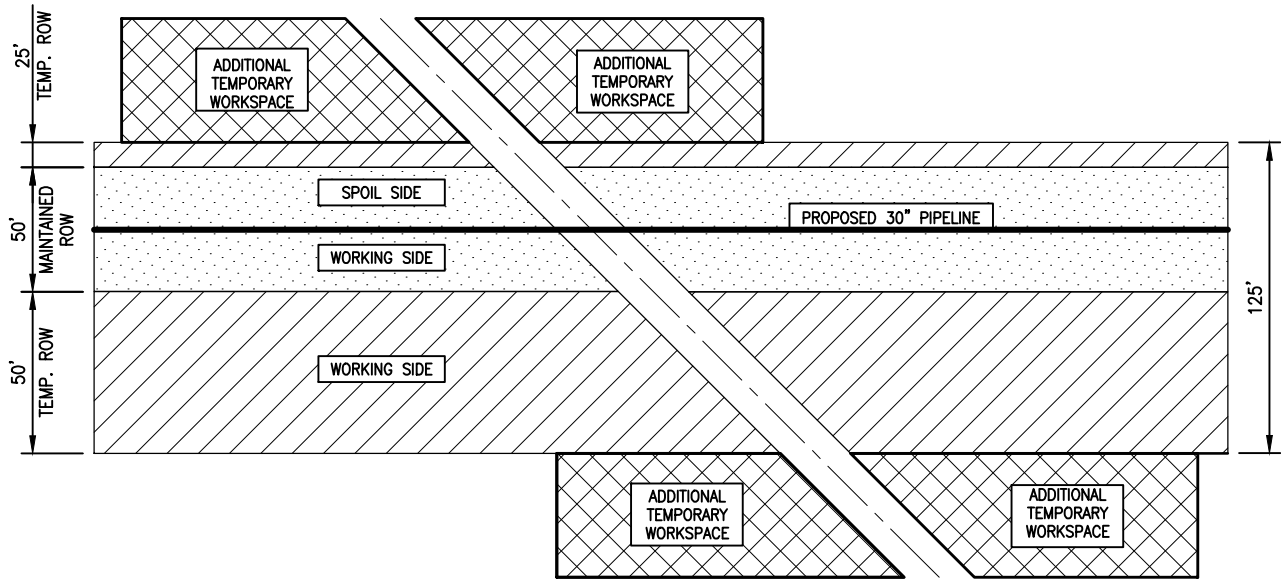
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PROJECT ID:	PXXXX		

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DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

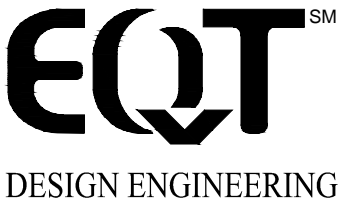
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30" H-316
OPEN CUT – FLUME
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 10B	0

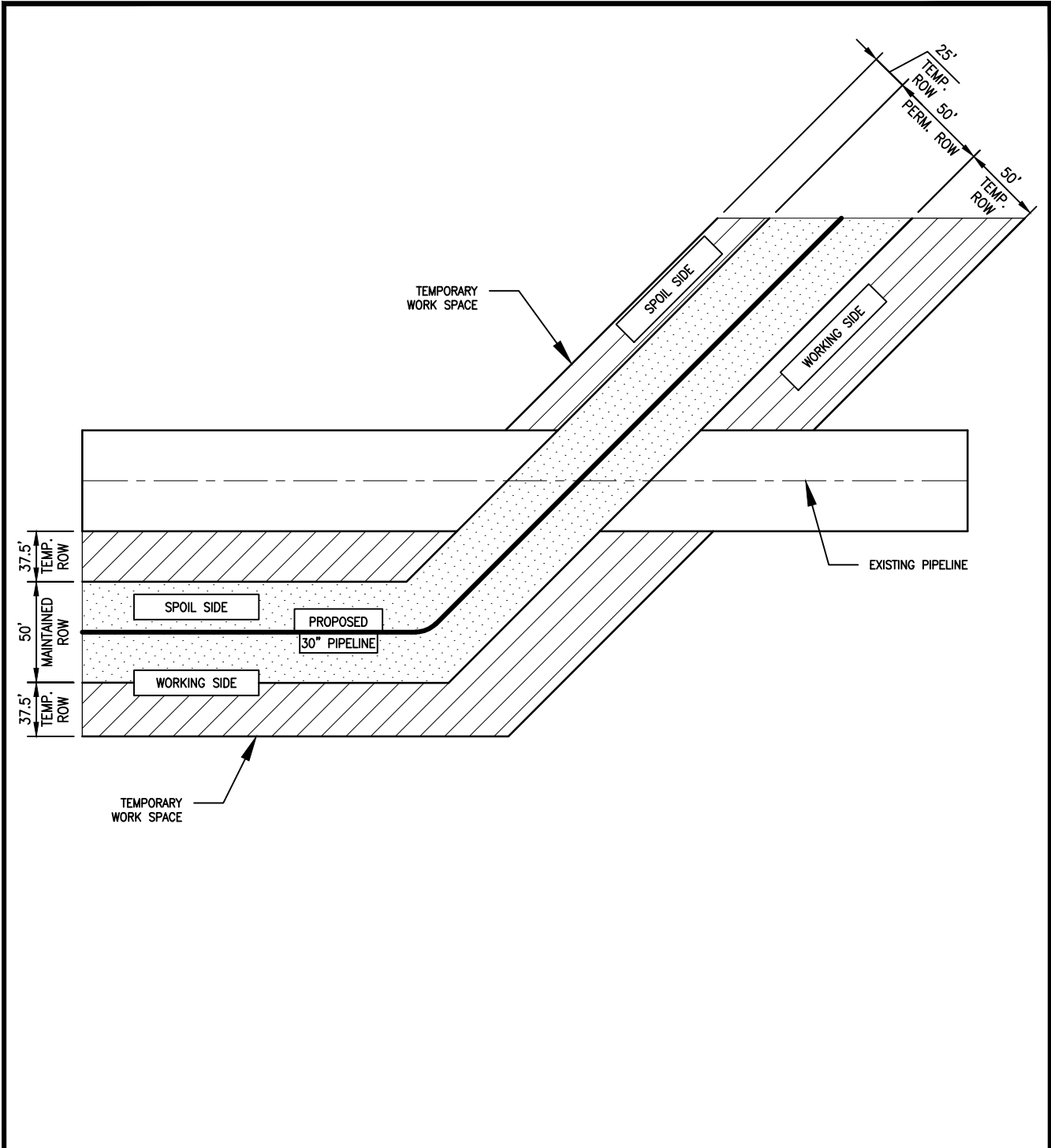


- NOTE:
- 1. DIMENSIONS DEPENDENT ON PROPOSED AND EXISTING PIPELINE DIAMETERS, BURIAL DEPTHS AND LOCAL SITE SPECIFIC CONDITIONS.
 - 2. TRAVEL LANE ON WORKING SIDE TO BE MATTED AS REQUIRED BY EXISTING PIPELINE COMPANY REQUIREMENTS AND LOCAL CONDITIONS.
 - 3. SEE E&S PLAN FOR ACTUAL ADDITIONAL TEMPORARY WORKSPACE.

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CHECKED	JSW	DATE	6/03/2015
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SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:			
PXXXX			

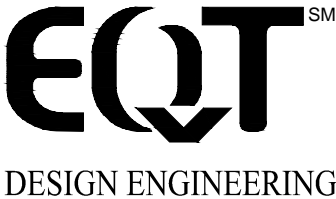


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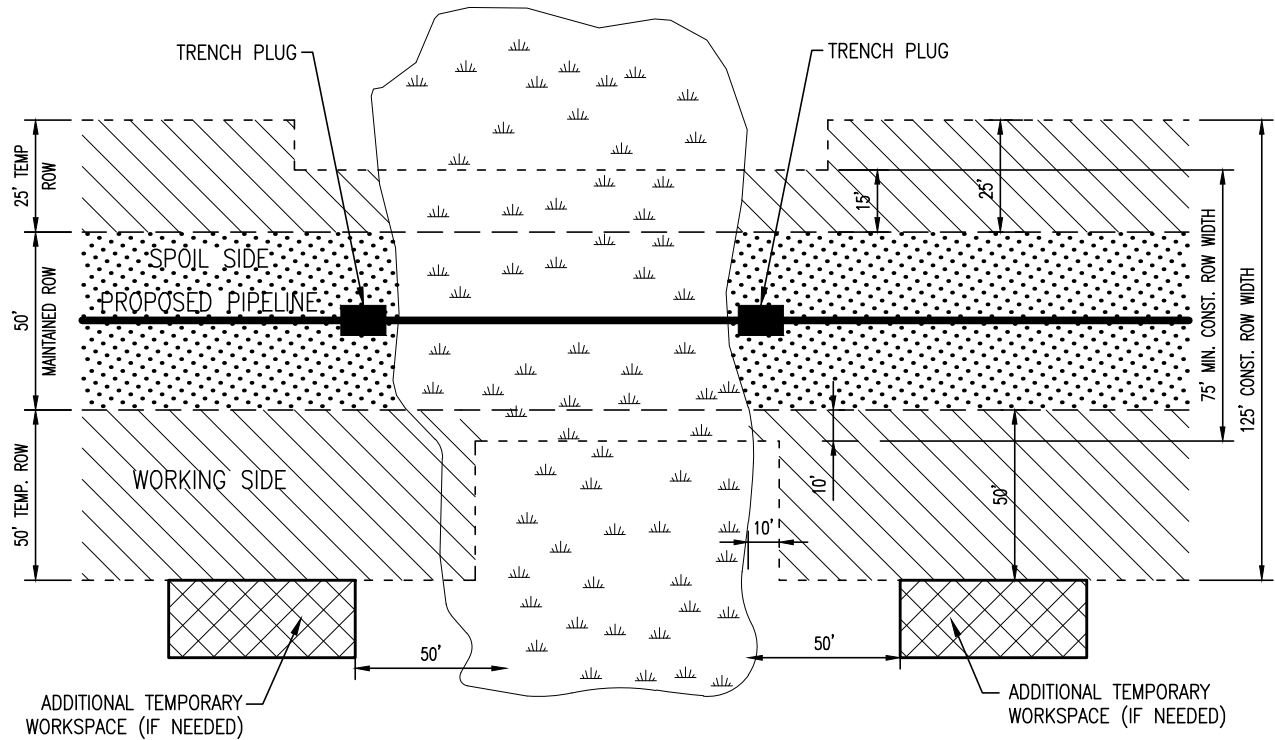


GENERAL NOTES:
1. IF ATWS IS EXTENDED ONTO EXISTING R.O.W. OR WHERE EQUIPMENT IS TO CROSS, MATTING MAY BE REQUIRED.

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SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:			
PXXXX			



ENVIRONMENTAL DETAIL	
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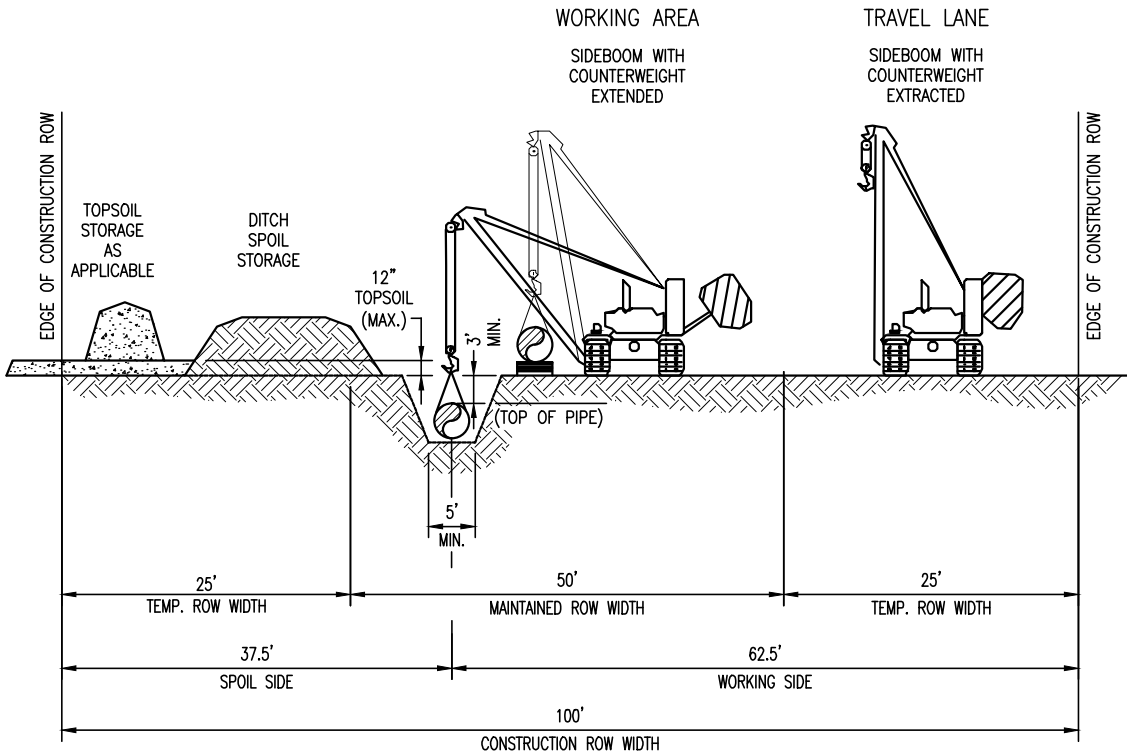


SEE E&S PLAN FOR ACTUAL
ADDITIONAL TEMPORARY
WORKSPACE

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SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:			
PXXXX			

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DESIGN ENGINEERING

ENVIRONMENTAL DETAIL	
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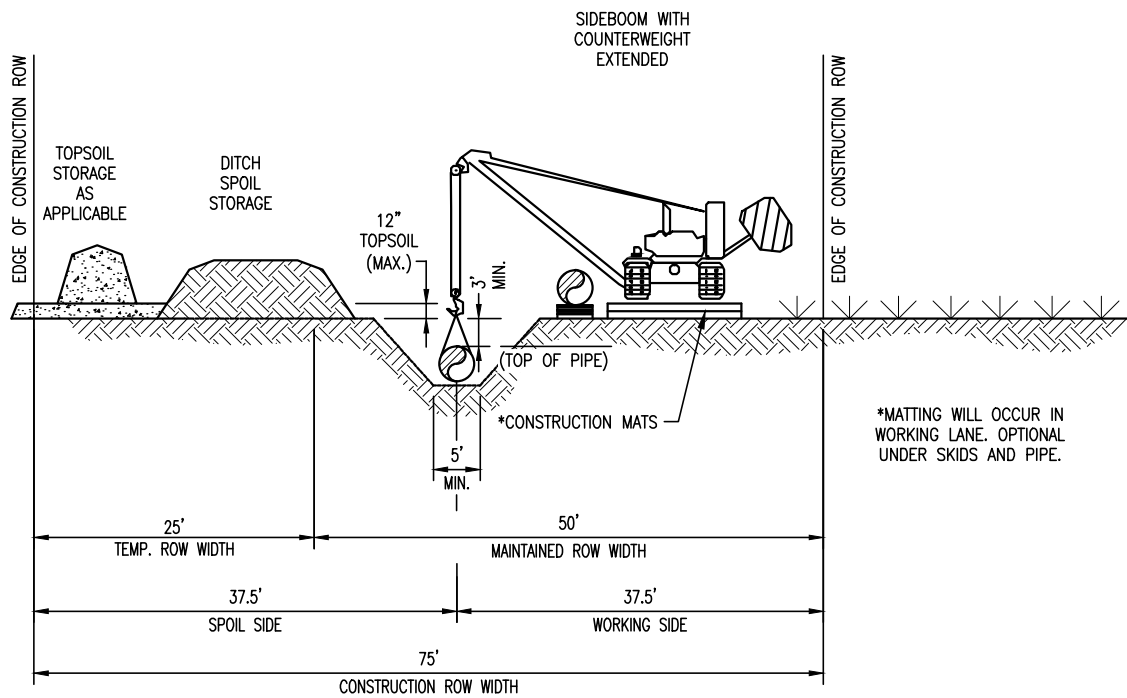
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JOB NO.			
PROJECT ID:			
PXXXX			

EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

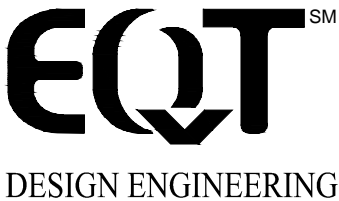
EQUITRANS EXPANSION PROJECT
20" H-318 NON-PARALLEL CONSTRUCTION
WITH TOP SOIL SEGREGATION
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 14	0

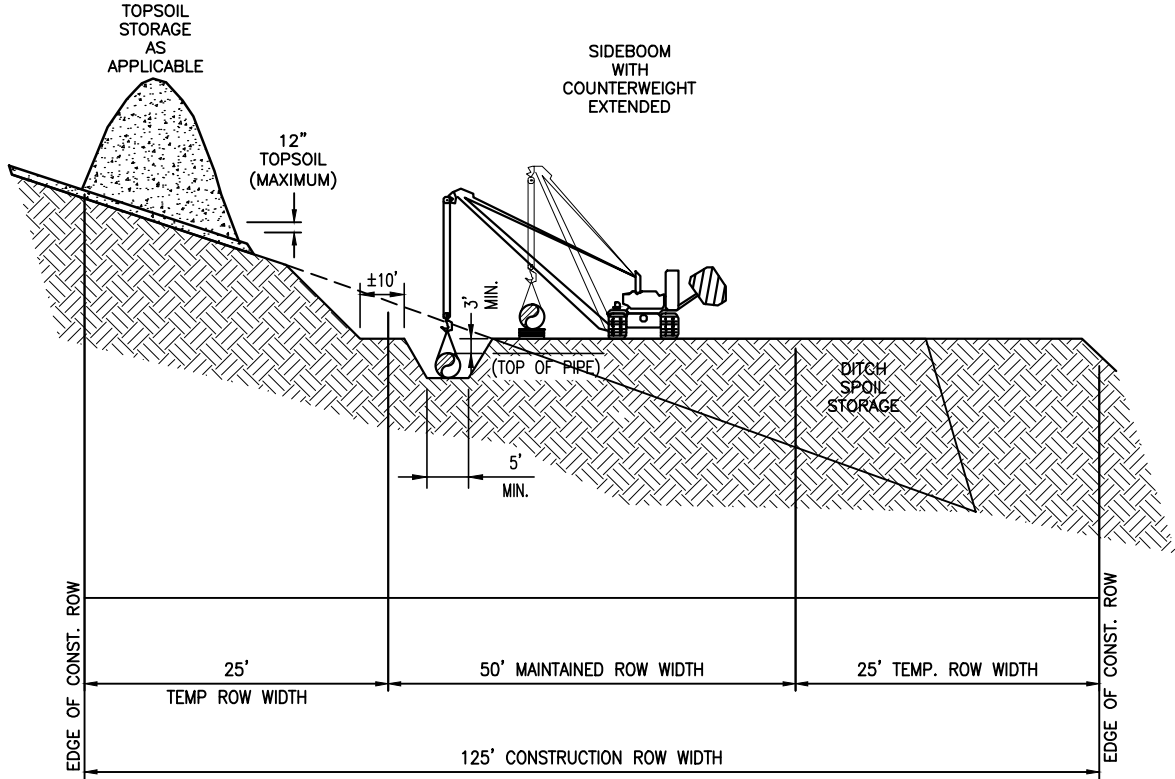


GENERAL NOTES:
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CONCRETE COATED PIPE OR WEIGHTS.

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SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:			
PXXXX			



ENVIRONMENTAL DETAIL	
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METHOD 15	0



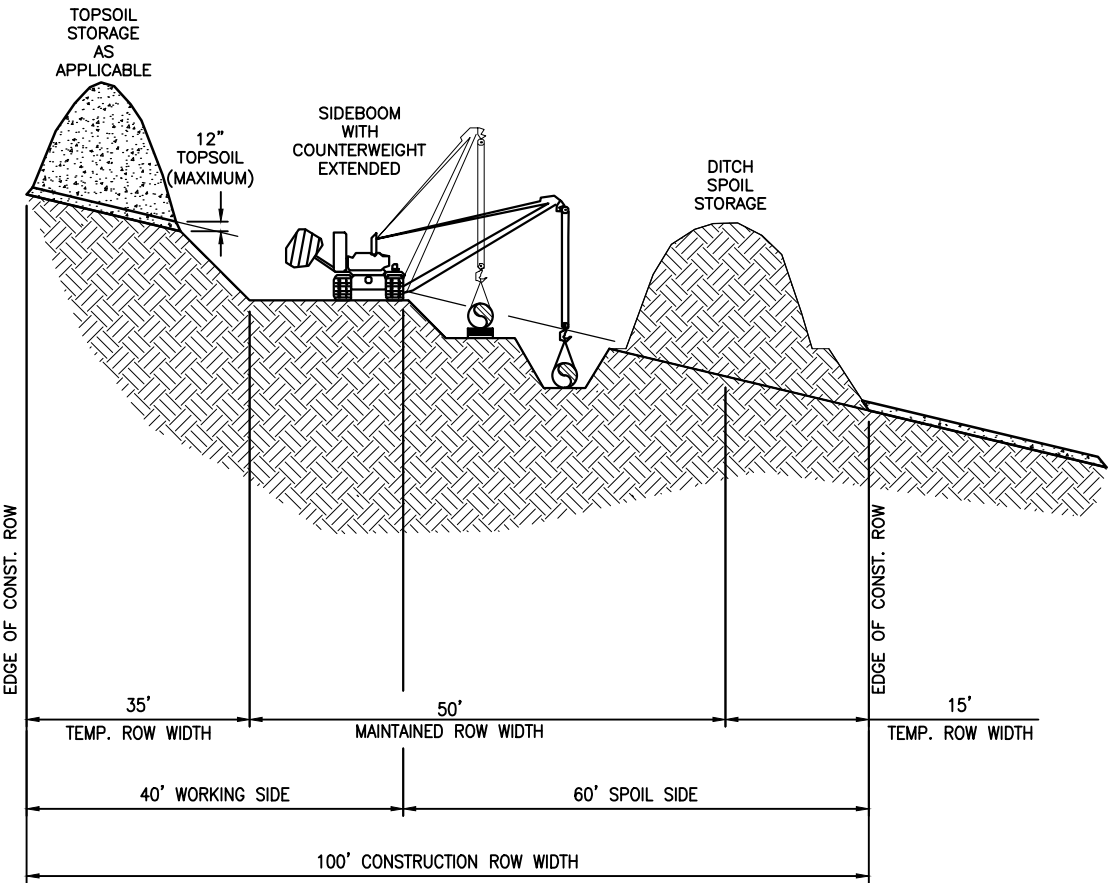
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JOB NO.			
PROJECT ID:	PXXXX		

EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
20" H-318
SIDE HILL CONSTRUCTION
RIGHT OF WAY

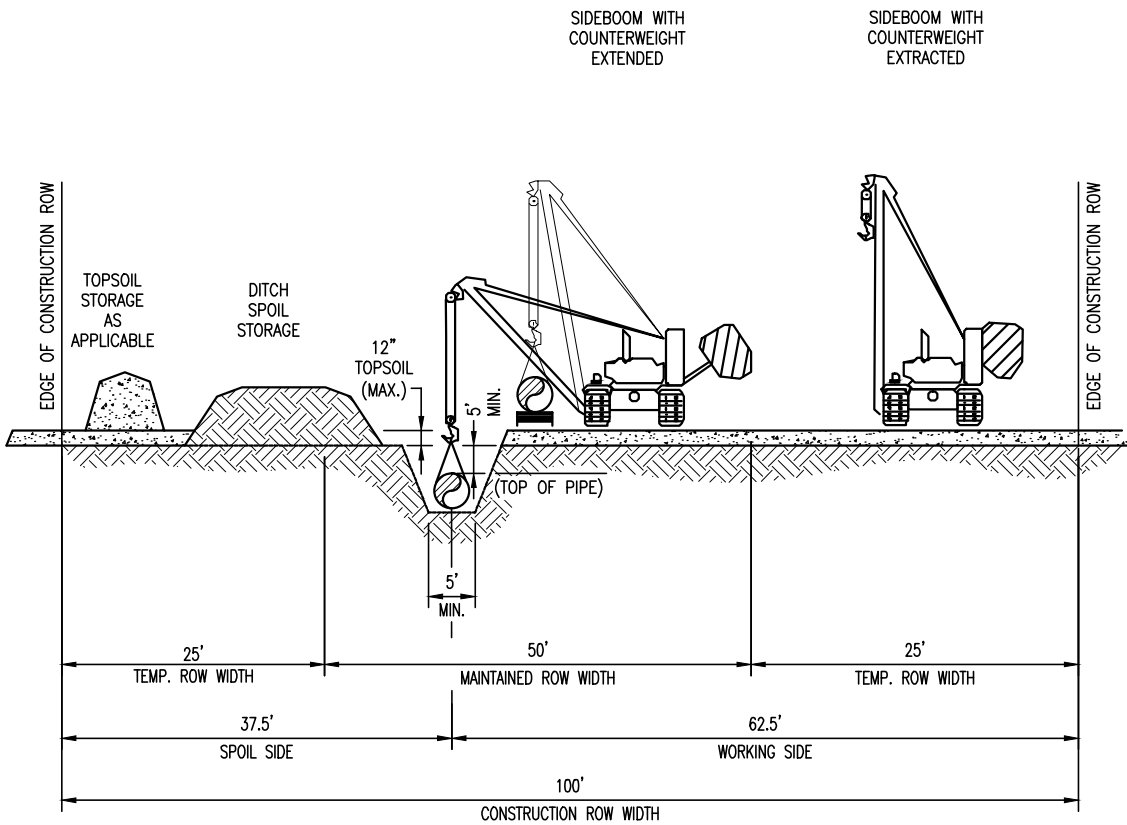
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JOB NO.			
PROJECT ID:			
PXXXX			

EQTSM
DESIGN ENGINEERING

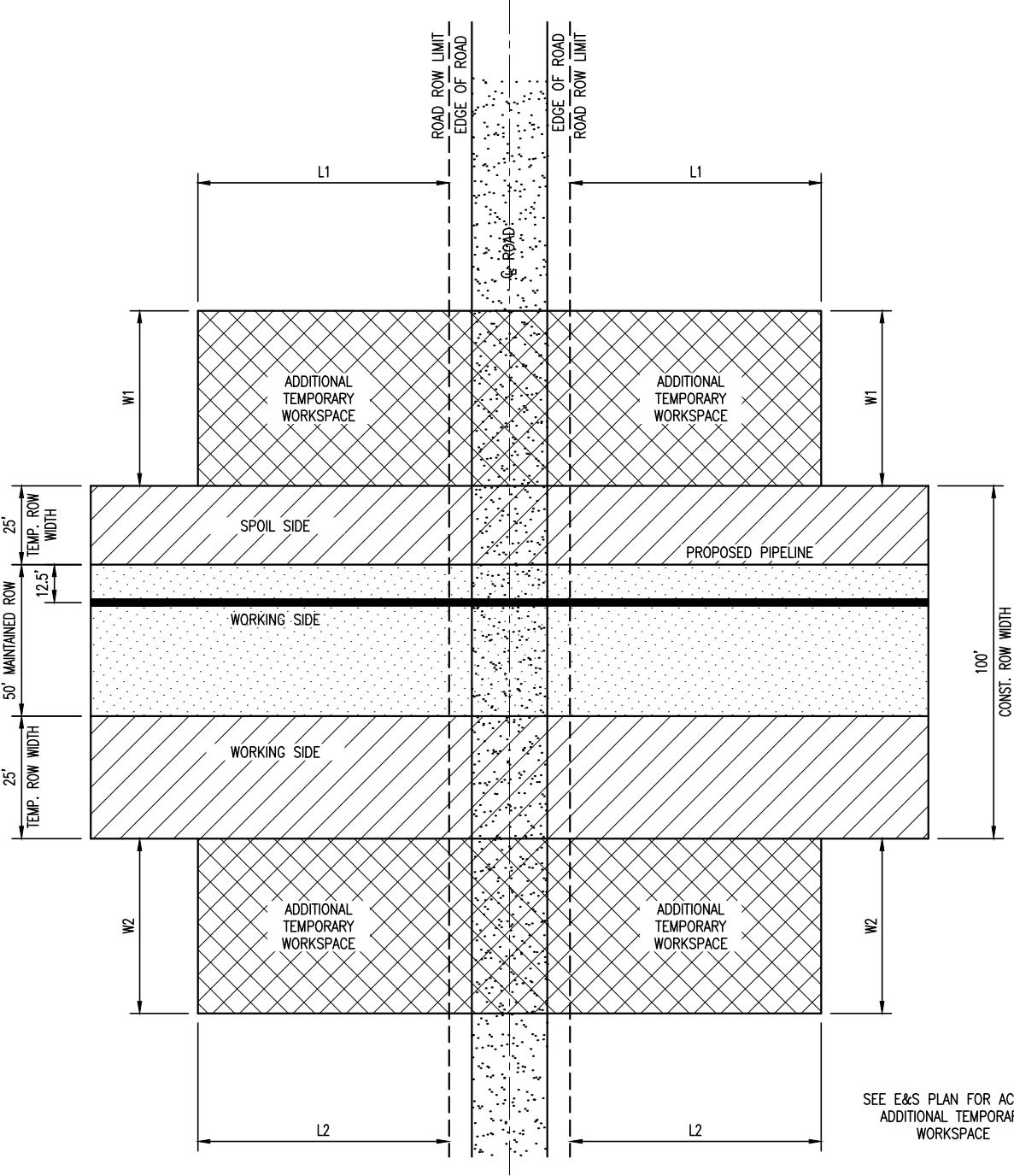
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JOB NO.			
PROJECT ID:			
PXXXX			

EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL	
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METHOD 18	0



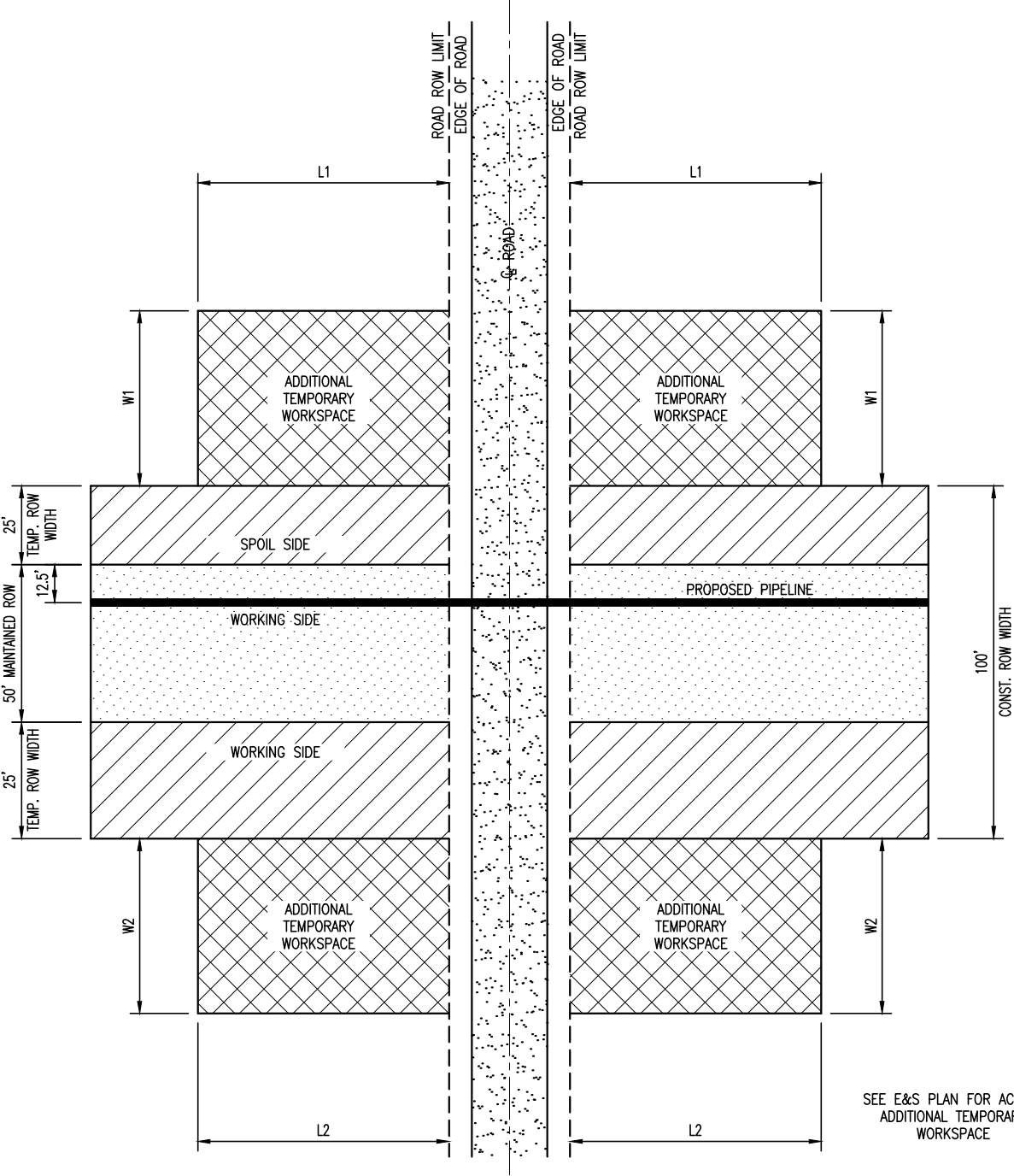
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APP'D		DATE	
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JOB NO.			
PROJECT ID:			
PXXXX			

EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
20" H-318
OPEN CUT ROAD CROSSING
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 19	0



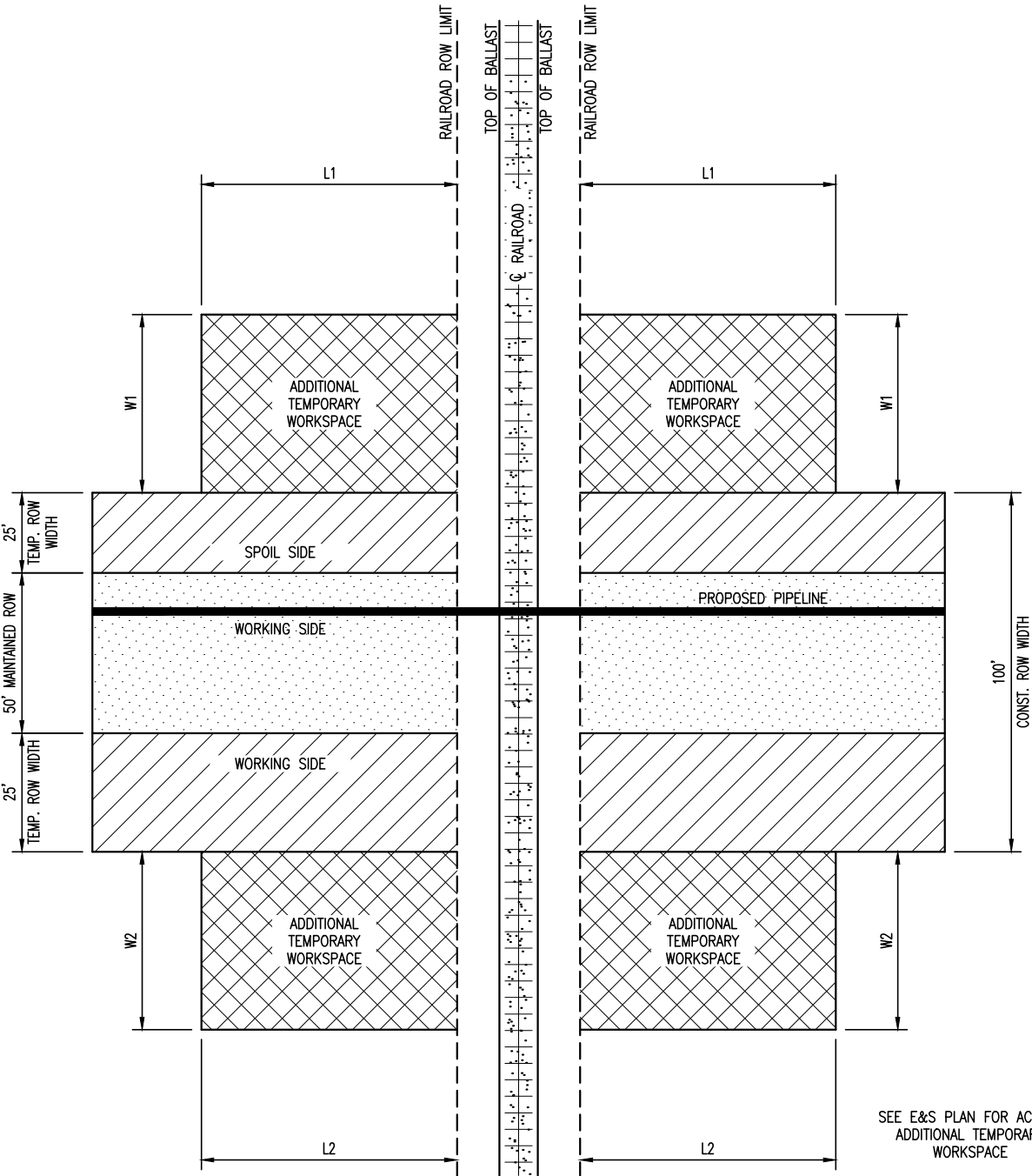
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JOB NO.			
PROJECT ID:	PXXXX		

EQTSM
DESIGN ENGINEERING

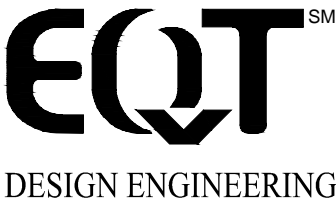
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EQUITRANS EXPANSION PROJECT
20" H-318
BORED ROAD CROSSING
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 20	0



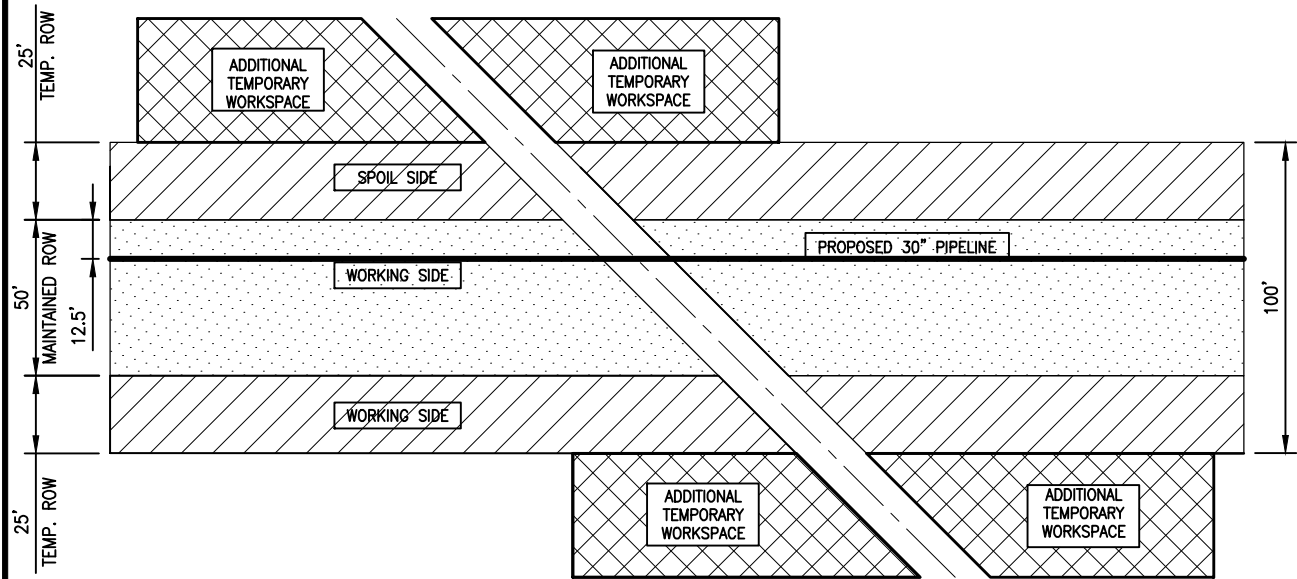
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ENVIRONMENTAL DETAIL

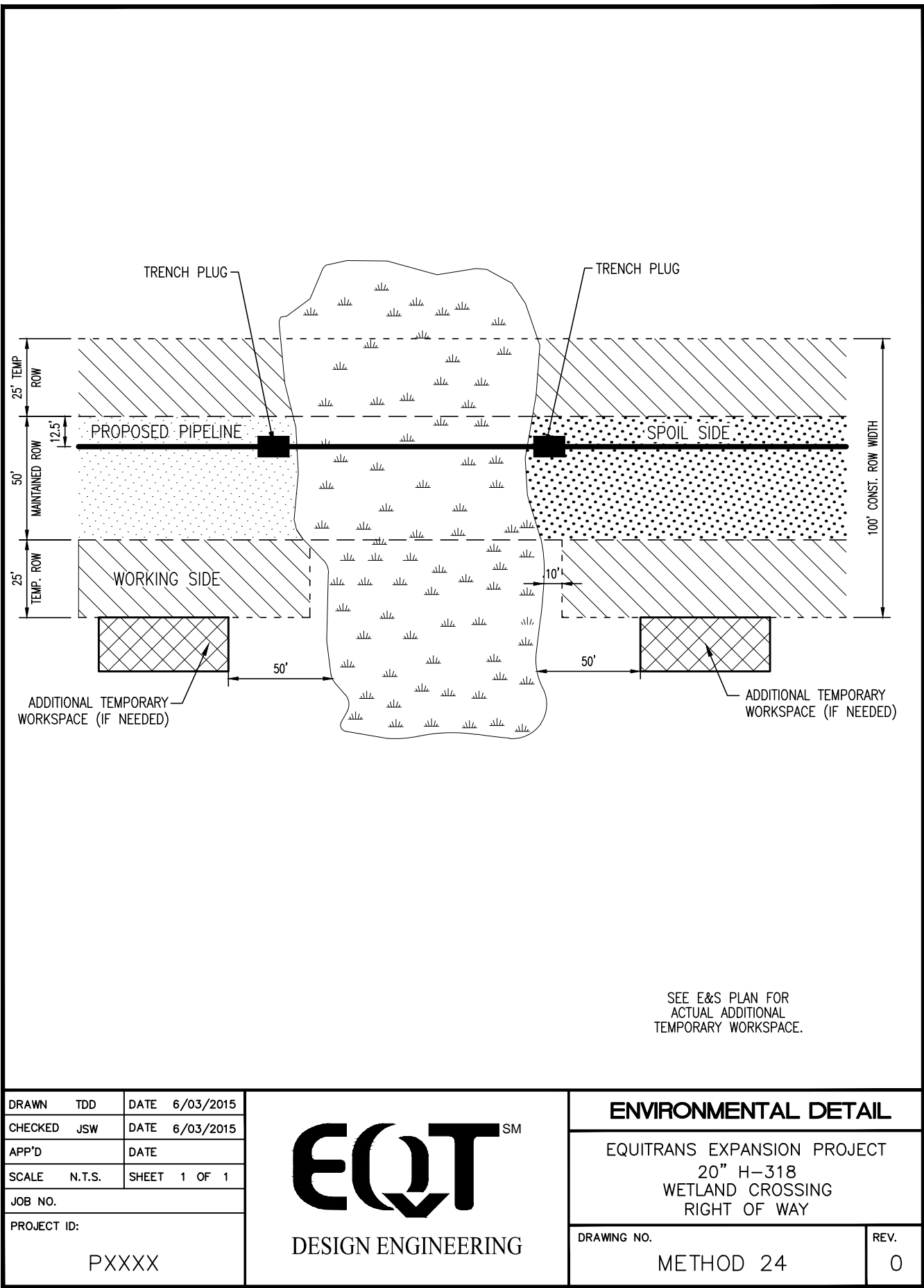
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20" H-318
BORED RAIL ROAD CROSSING
RIGHT OF WAY

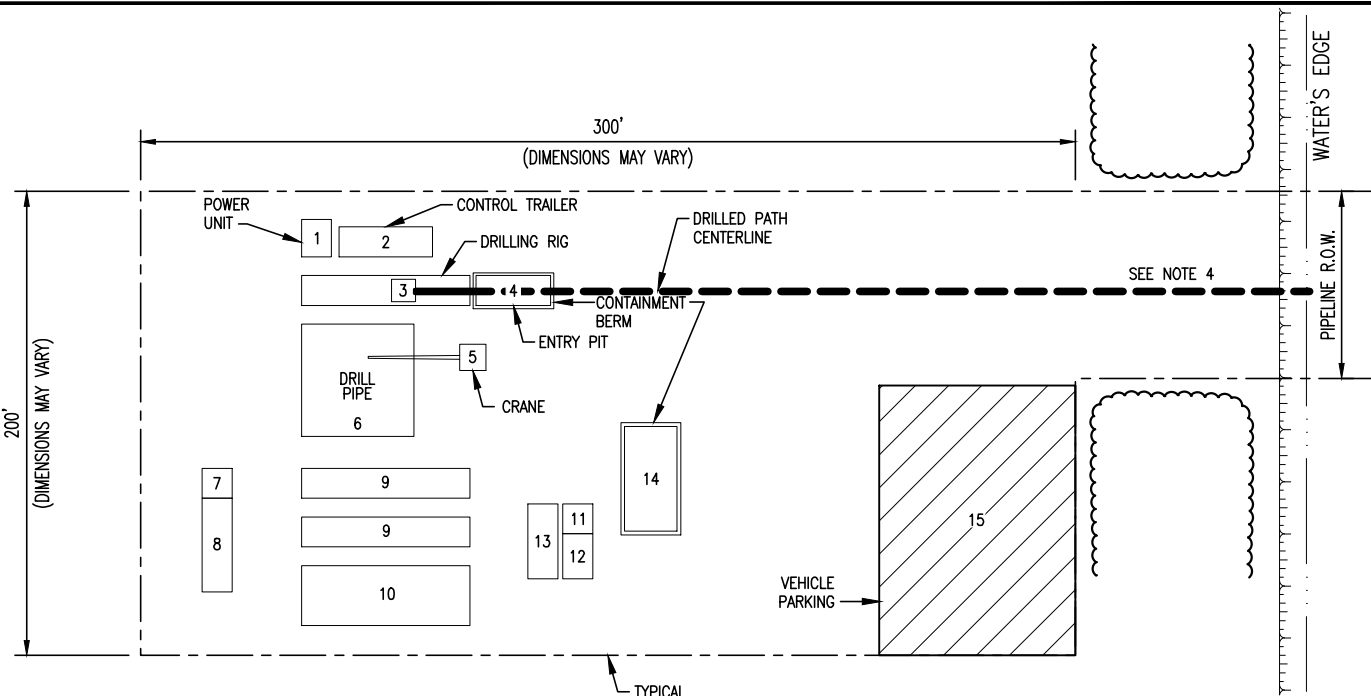
DRAWING NO.	REV.
METHOD 21	0



- NOTE:
- 1. DIMENSIONS DEPENDENT ON PROPOSED AND EXISTING PIPELINE DIAMETERS, BURIAL DEPTHS AND LOCAL SITE SPECIFIC CONDITIONS.
 - 2. TRAVEL LANE ON WORKING SIDE TO BE MATTED AS REQUIRED BY EXISTING PIPELINE COMPANY REQUIREMENTS AND LOCAL CONDITIONS.
 - 3. SEE E&S PLAN FOR ACTUAL ADDITIONAL TEMPORARY WORKSPACE.

DRAWN	TDD	DATE	6/03/2015	<div><div><div>EQTSM</div><div>DESIGN ENGINEERING</div></div></div>	ENVIRONMENTAL DETAIL	
CHECKED	JSW	DATE	6/03/2015		EQUITRANS EXPANSION PROJECT	
APP'D		DATE			20" H-318	
SCALE	N.T.S.	SHEET	1 OF 1		PIPELINE CROSSING	
JOB NO.					RIGHT OF WAY	
PROJECT ID:					DRAWING NO.	REV.
PXXXX					METHOD 23	0

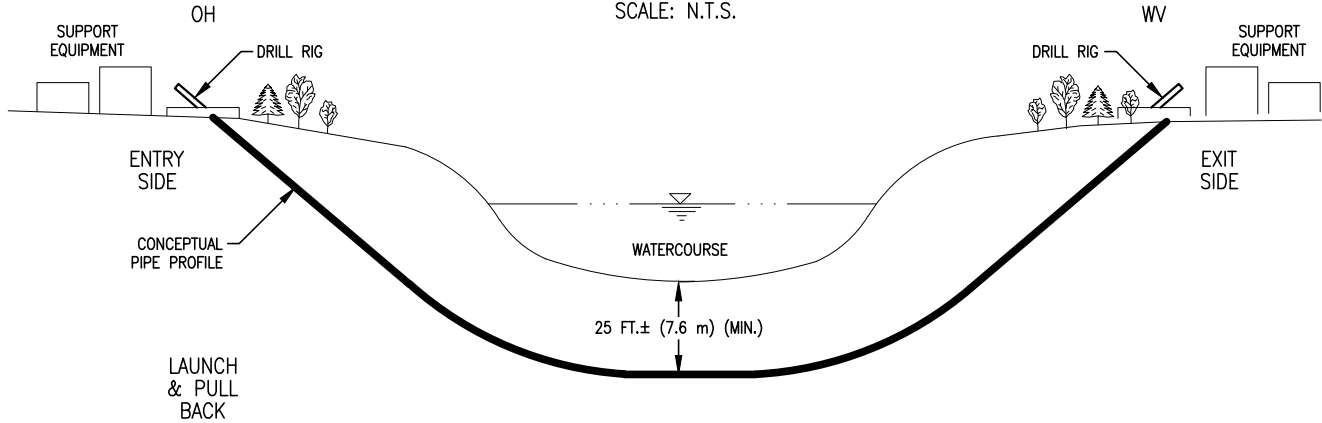




- EQUIPMENT:**
- 1. POWER UNIT: 8' x 10'
 - 2. CONTROL TRAILER: 8' x 25'
 - 3. DRILL RIG: 8' x 45'
 - 4. SLURRY PIT W/BERM: 8' x 20'
 - 5. CRANE: 8' x 8'
 - 6. DRILL PIPE: 30' x 30'
 - 7. SLURRY PUMP: 8' x 10'
 - 8. SLURRY MIXING TANK: 8' x 20'
 - 9. FRAC TANK(S): 8' x 45'
 - 10. BENTONITE STORAGE: 20' x 45'
 - 11. DESTILTER: 8' x 8'
 - 12. SHAKER: 8' x 12'
 - 13. SPOILS CONTAINER: 8' x 20'
 - 14. CUTTINGS SETTLEMENT PIT: 10' x 25'
 - 15. PARKING & STORAGE: 50' X 100'

- NOTES:**
- 1. EQUIPMENT ORIENTATION MAY VARY DEPENDING ON CONTRACTOR OR SITE CONDITIONS.
 - 2. EQUIPMENT TO BE SUPPORTED ON THE GROUND SURFACE OR TIMBER MATS AS CONDITIONS DICTATE
 - 3. SILT FENCE, BERMS AND/OR STRAW BALE BARRIER TO BE USED AS REQUIRED TO PREVENT IMPACTS FROM OCCURRING OUTSIDE OF PROJECT LIMITS.
 - 4. HAND CLEARED ACCESS PATH WILL BE USED TO OBTAIN WATER FROM SOURCE WHERE PERMITTED.

ENTRY SITE PLAN
SCALE: N.T.S.



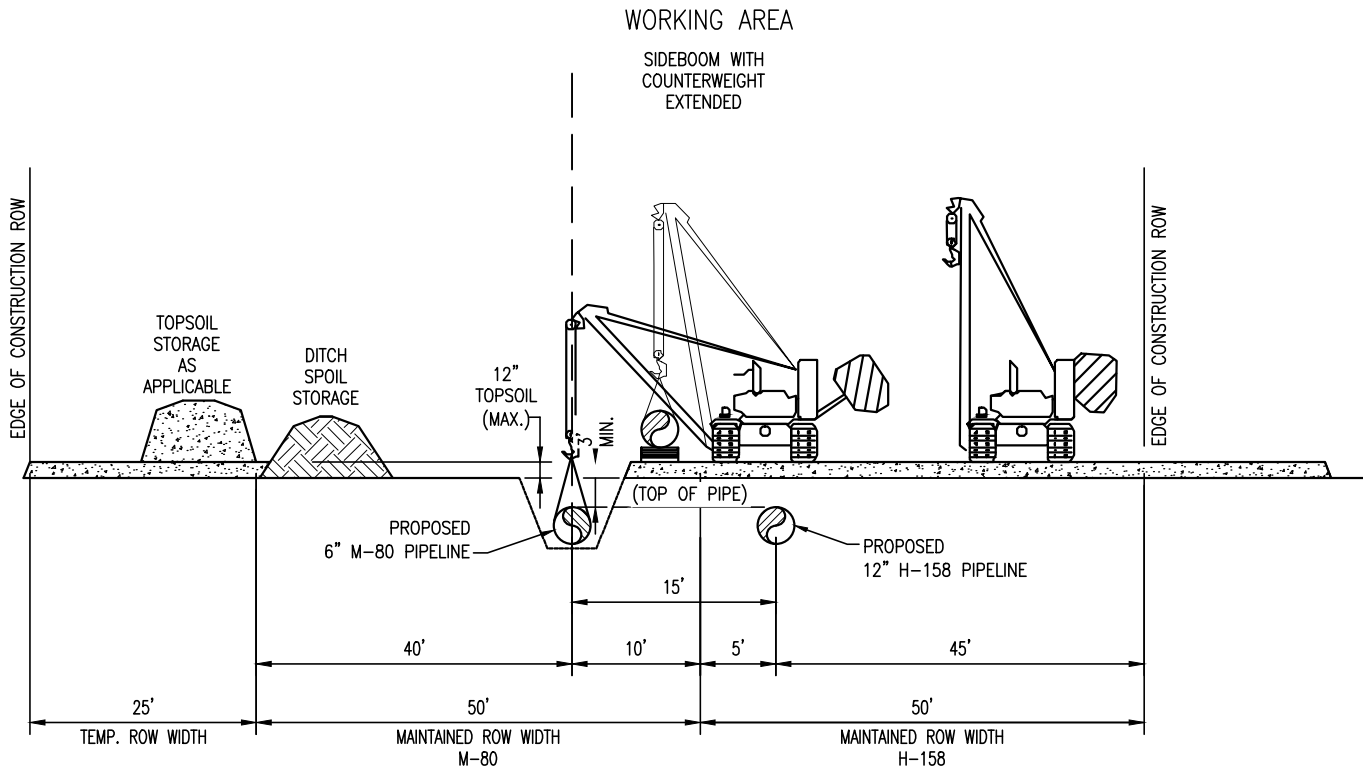
PROFILE
SCALE: N.T.S.

- GENERAL NOTES:**
- 1. PIPE DEPTHS MAY VARY

DRAWN	TDD	DATE	6/09/2015
CHECKED	JSW	DATE	6/09/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:	PXXXX		

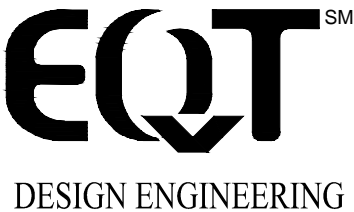
EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL	
EQUITRANS EXPANSION PROJECT 30" H-316/20" H-318 TYPICAL DIRECTIONAL DRILL ENTRY SITE PLAN & PROFILE	
DRAWING NO.	REV.
METHOD 25	0



NOTES:
1. PROPOSED PIPELINE M-80 TO BE
CONSTRUCTED FIRST WITH H-158 FOLLOWING
IN SUCCESSION.

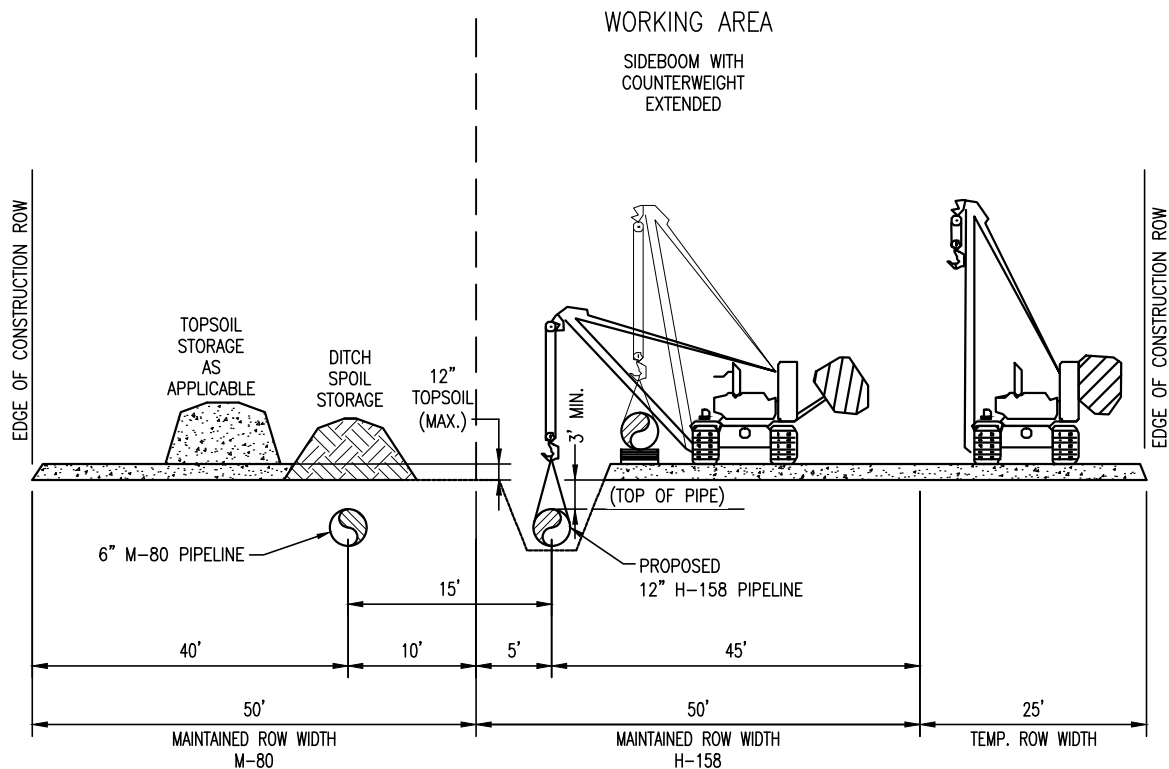
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CHECKED	JSW	DATE	6/09/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:			
PXXXX			



ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
6" M-80
PARALLEL CONSTRUCTION
RIGHT-OF-WAY

DRAWING NO.	REV.
METHOD 27	0



NOTES:
1. PROPOSED PIPELINE M-80 TO BE
CONSTRUCTED FIRST WITH H-158 FOLLOWING
IN SUCCESSION.

DRAWN	TDD	DATE	6/09/2015
CHECKED	JSW	DATE	6/09/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:	PXXXX		

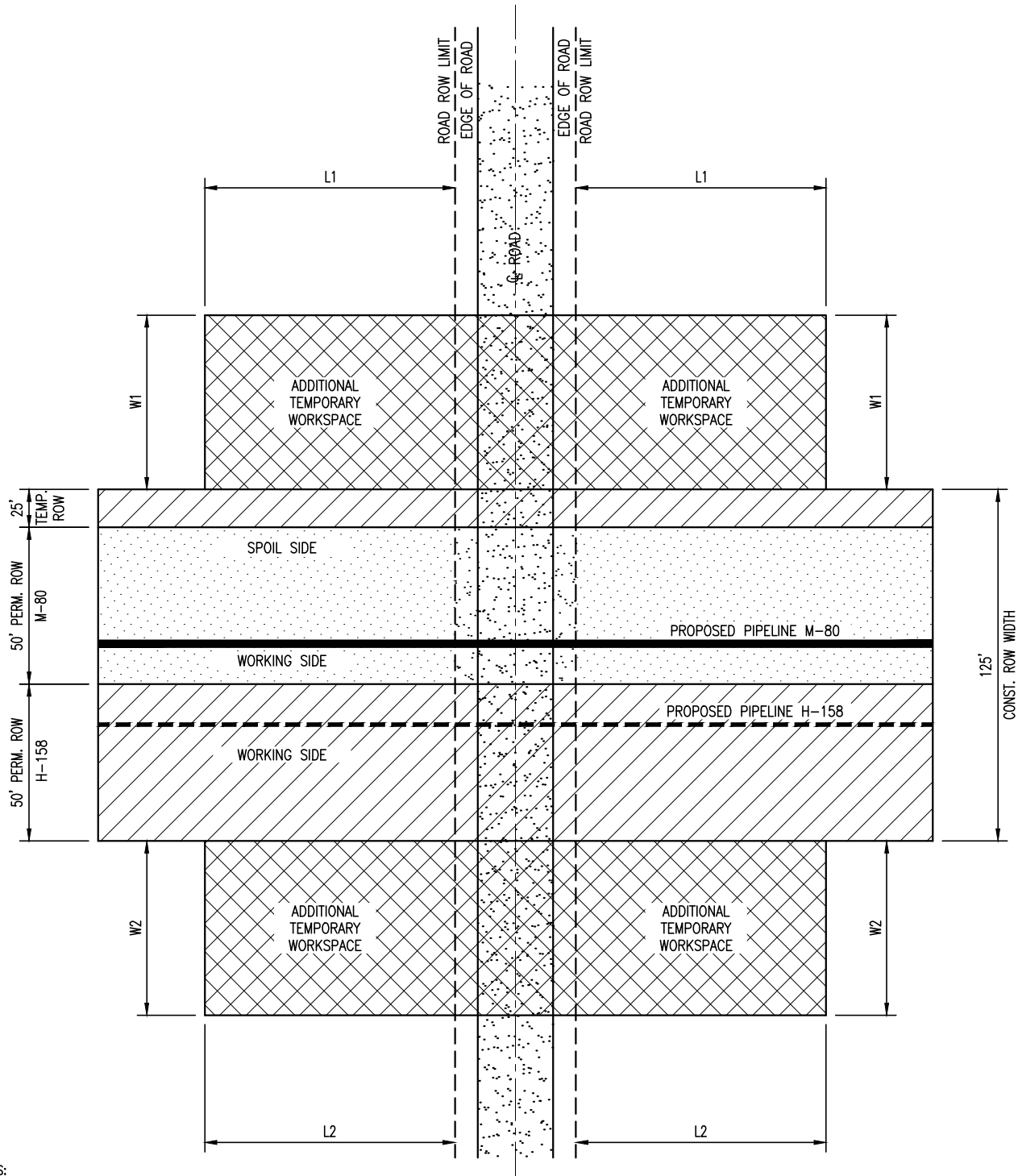
EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
12" H-158
PARALLEL CONSTRUCTION
RIGHT-OF-WAY

DRAWING NO.
METHOD 28

REV.
0



- NOTES:
1. SEE E&S PLAN FOR ACTUAL ADDITIONAL TEMPORARY WORKSPACE.
 2. PROPOSED PIPELINE M-80 TO BE CONSTRUCTED FIRST WITH H-158 FOLLOWING IN SUCCESSION.

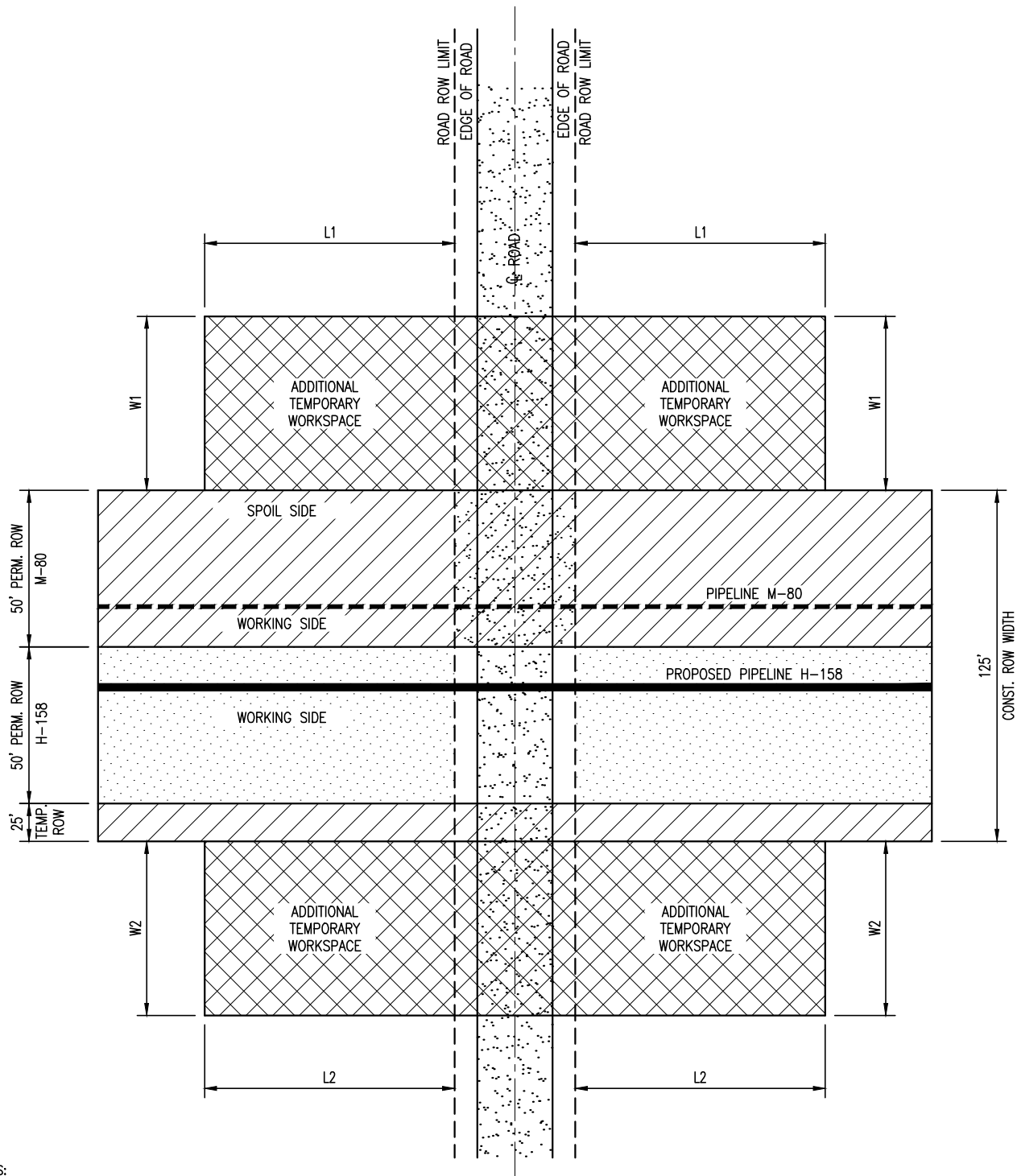
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CHECKED	JSW	DATE	6/09/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:	PXXXX		

EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
6" M-80
OPEN CUT ROAD CROSSING
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 29	0



- NOTES:
1. SEE E&S PLAN FOR ACTUAL ADDITIONAL TEMPORARY WORKSPACE.
 2. PROPOSED PIPELINE M-80 TO BE CONSTRUCTED FIRST WITH H-158 FOLLOWING IN SUCCESSION.

DRAWN	TDD	DATE	6/09/2015
CHECKED	JSW	DATE	6/09/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:	PXXXX		

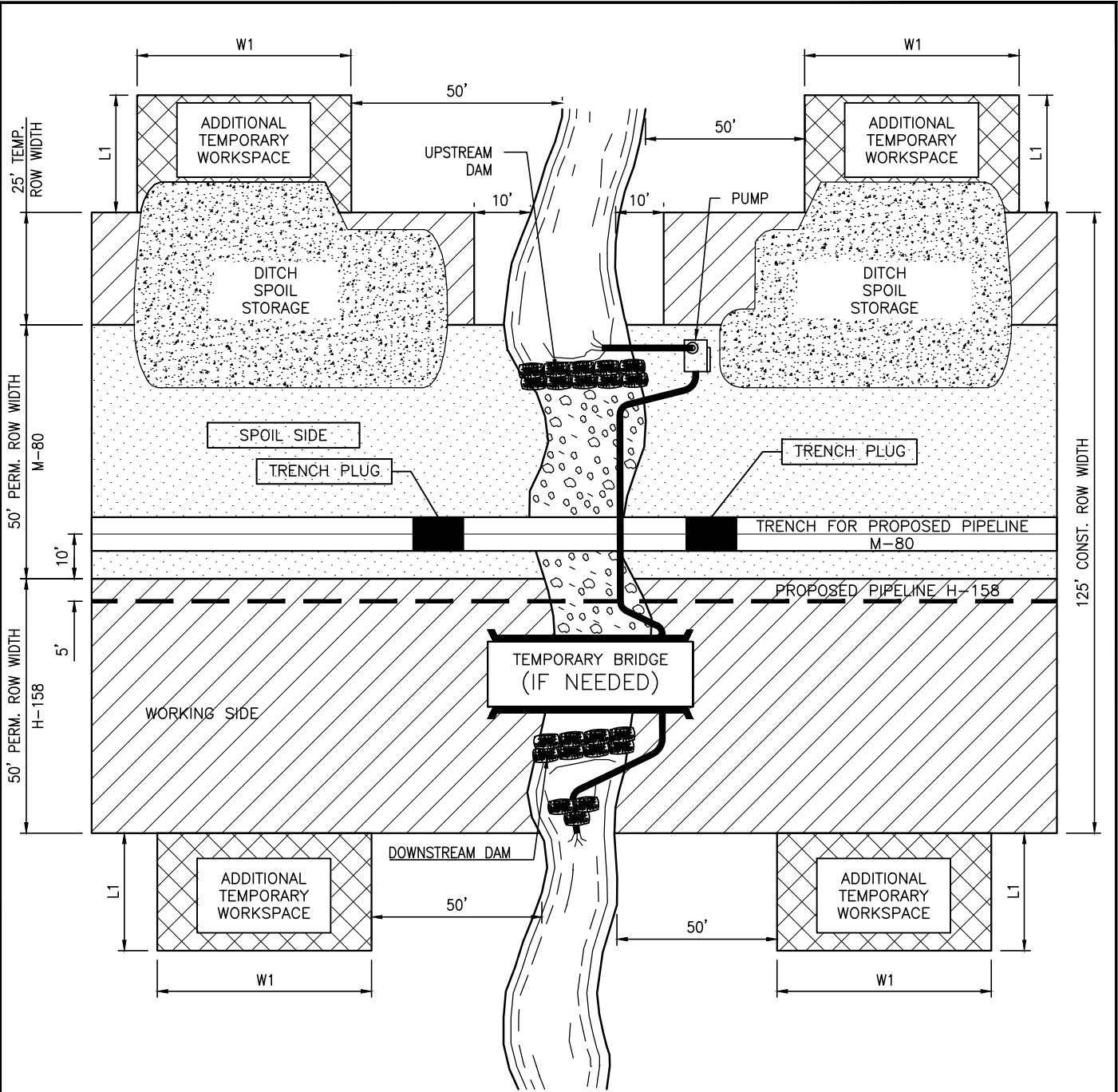
EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
12" H-158
OPEN CUT ROAD CROSSING
RIGHT OF WAY

DRAWING NO.
METHOD 30

REV.
0



- NOTES:
1. SEE E&S PLAN FOR ACTUAL ADDITIONAL TEMPORARY WORKSPACE.
 2. PROPOSED PIPELINE M-80 TO BE CONSTRUCTED FIRST WITH H-158 FOLLOWING IN SUCCESSION.
 3. DAM AND PUMP TO REMAIN IN OPERATION UNTIL COMPLETION OF BOTH PIPELINES.

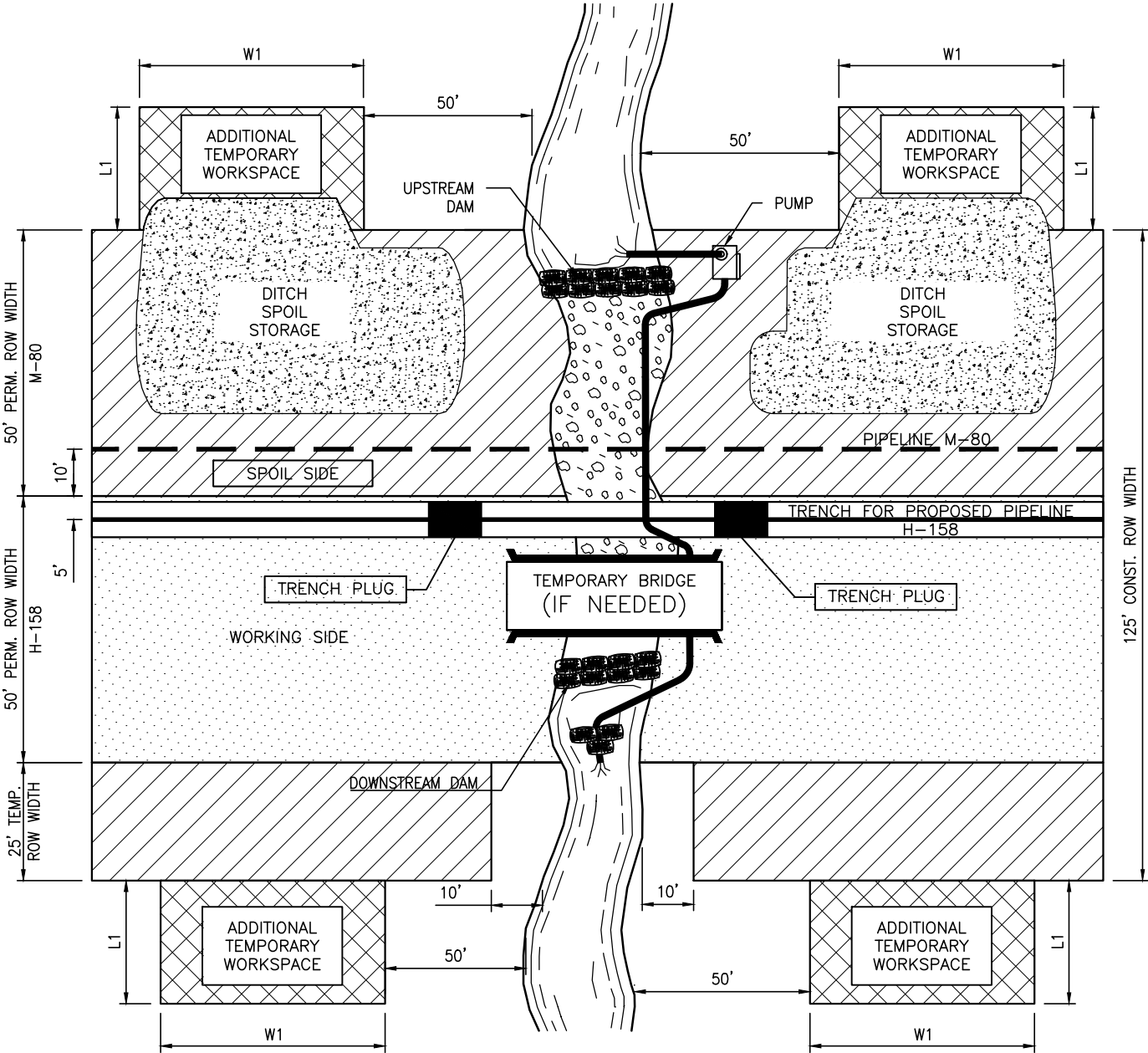
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CHECKED	JSW	DATE	6/09/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:	PXXXX		

EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
6" M-80
OPEN CUT – DAM AND PUMP
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 31	0



- NOTES:
1. SEE E&S PLAN FOR ACTUAL ADDITIONAL TEMPORARY WORKSPACE.
 2. PROPOSED PIPELINE M-80 TO BE CONSTRUCTED FIRST WITH H-158 FOLLOWING IN SUCCESSION.
 3. DAM AND PUMP TO REMAIN IN OPERATION UNTIL COMPLETION OF BOTH PIPELINES.

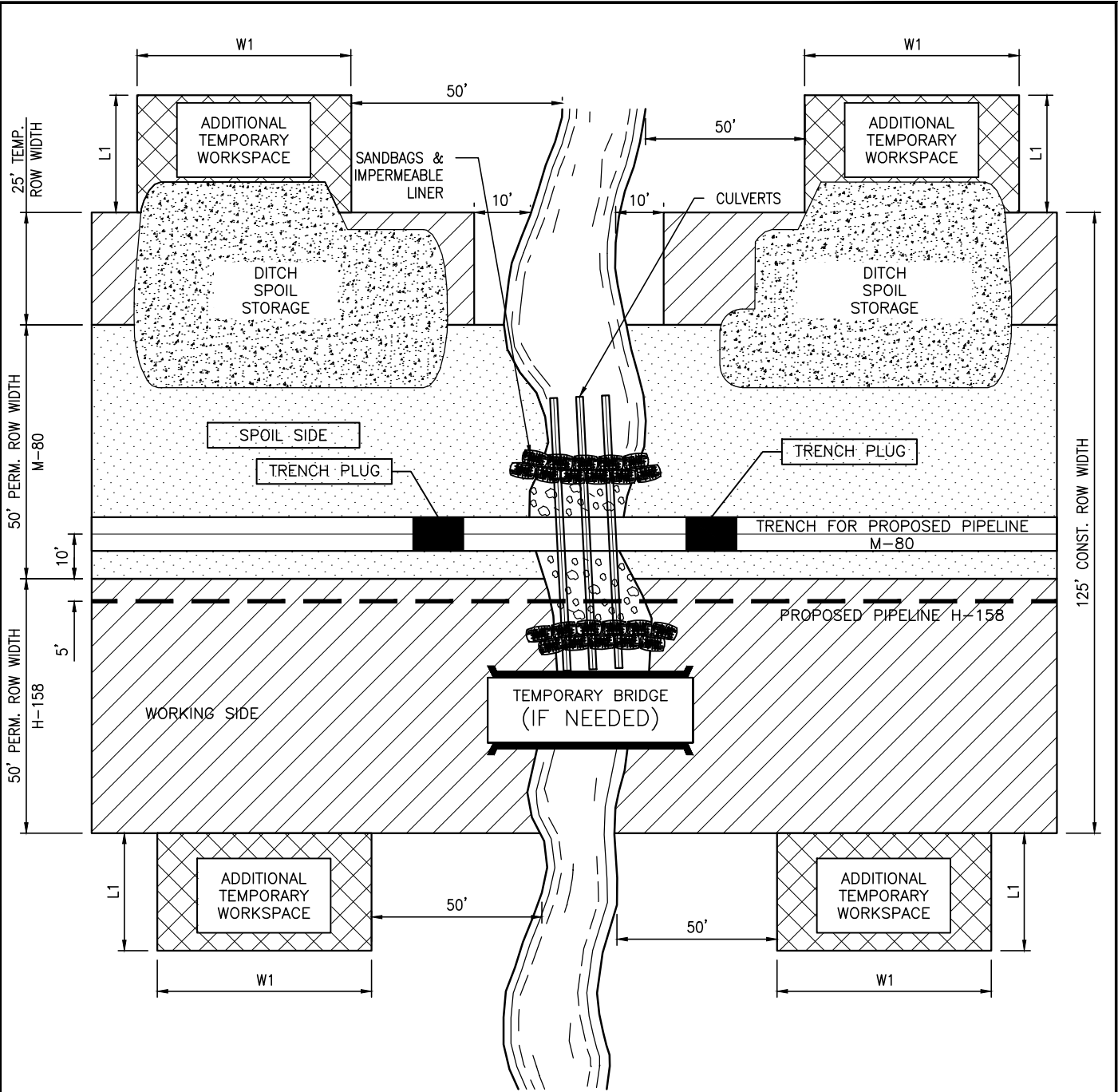
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CHECKED	JSW	DATE	6/09/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:	PXXXX		

EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
12" H-158
OPEN CUT – DAM AND PUMP
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 32	0



- NOTES:
1. SEE E&S PLAN FOR ACTUAL ADDITIONAL TEMPORARY WORKSPACE.
 2. PROPOSED PIPELINE M-80 TO BE CONSTRUCTED FIRST WITH H-158 FOLLOWING IN SUCCESSION.
 3. FLUMES TO REMAIN IN OPERATION UNTIL COMPLETION OF BOTH PIPELINES.

DRAWN	TDD	DATE	6/09/2015
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APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:	PXXXX		

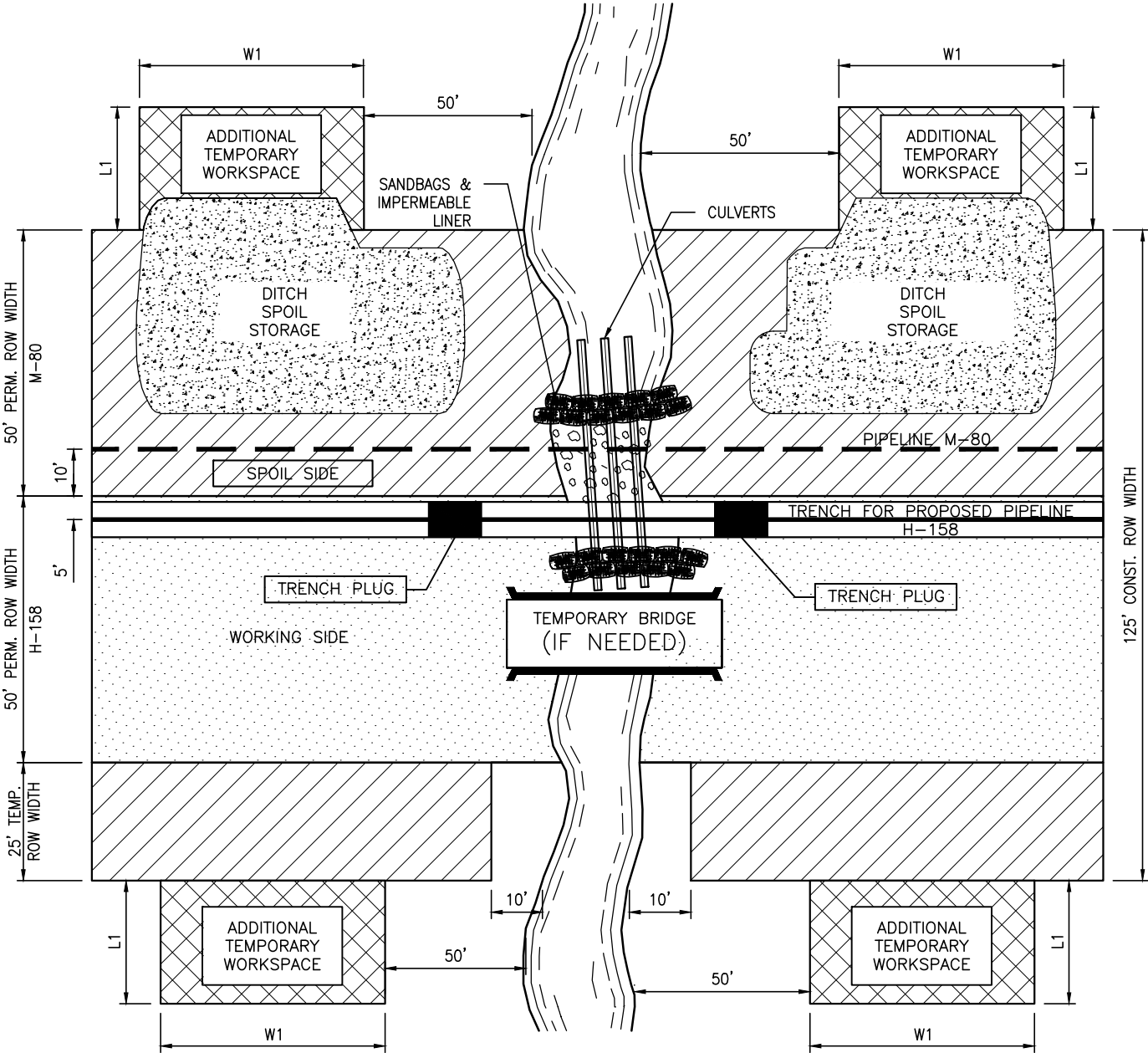
EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
6" M-80
OPEN CUT - FLUME
RIGHT OF WAY

DRAWING NO.
METHOD 33

REV.
0



- NOTES:
1. SEE E&S PLAN FOR ACTUAL ADDITIONAL TEMPORARY WORKSPACE.
 2. PROPOSED PIPELINE M-80 TO BE CONSTRUCTED FIRST WITH H-158 FOLLOWING IN SUCCESSION.
 3. FLUMES TO REMAIN IN OPERATION UNTIL COMPLETION OF BOTH PIPELINES.

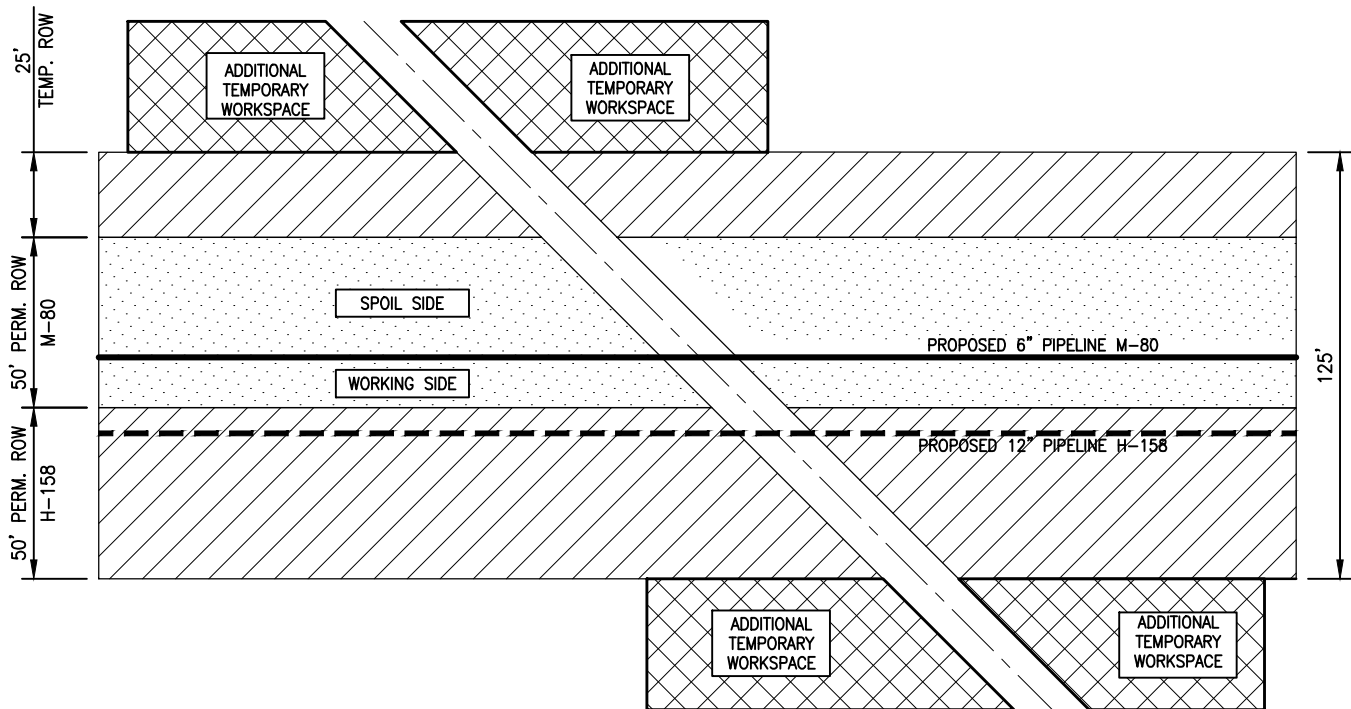
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CHECKED	JSW	DATE	6/09/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:	PXXXX		

EQTSM
DESIGN ENGINEERING

ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
12" H-158
OPEN CUT - FLUME
RIGHT OF WAY

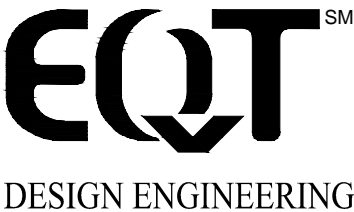
DRAWING NO.	REV.
METHOD 34	0



NOTE:

- 1. DIMENSIONS DEPENDENT ON PROPOSED AND EXISTING PIPELINE DIAMETERS, BURIAL DEPTHS AND LOCAL SITE SPECIFIC CONDITIONS.
- 2. TRAVEL LANE ON WORKING SIDE TO BE MATTED AS REQUIRED BY EXISTING PIPELINE COMPANY REQUIREMENTS AND LOCAL CONDITIONS.
- 3. SEE E&S PLAN FOR ACTUAL ADDITIONAL TEMPORARY WORKSPACE.
- 4. PROPOSED PIPELINE M-80 TO BE CONSTRUCTED FIRST WITH H-158 FOLLOWING IN SUCCESSION.

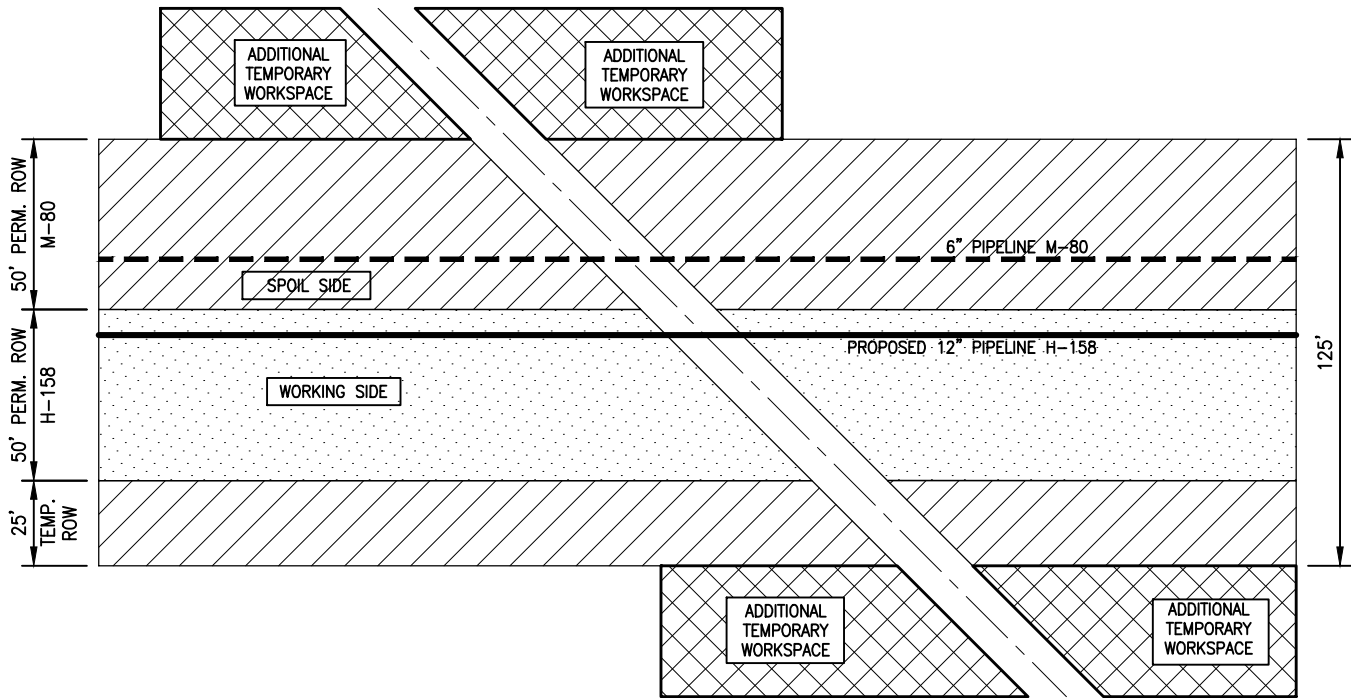
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CHECKED	JSW	DATE	6/09/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:	PXXXX		



ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
6" M-80
PIPELINE CROSSING
RIGHT OF WAY

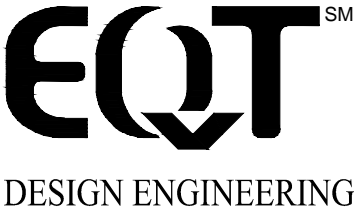
DRAWING NO.	REV.
METHOD 35	0



NOTE:

- 1. DIMENSIONS DEPENDENT ON PROPOSED AND EXISTING PIPELINE DIAMETERS, BURIAL DEPTHS AND LOCAL SITE SPECIFIC CONDITIONS.
- 2. TRAVEL LANE ON WORKING SIDE TO BE MATTED AS REQUIRED BY EXISTING PIPELINE COMPANY REQUIREMENTS AND LOCAL CONDITIONS.
- 3. SEE E&S PLAN FOR ACTUAL ADDITIONAL TEMPORARY WORKSPACE.
- 4. PROPOSED PIPELINE M-80 TO BE CONSTRUCTED FIRST WITH H-158 FOLLOWING IN SUCCESSION.

DRAWN	TDD	DATE	6/09/2015
CHECKED	JSW	DATE	6/09/2015
APP'D		DATE	
SCALE	N.T.S.	SHEET	1 OF 1
JOB NO.			
PROJECT ID:			
PXXXX			



ENVIRONMENTAL DETAIL

EQUITRANS EXPANSION PROJECT
12" H-158
PIPELINE CROSSING
RIGHT OF WAY

DRAWING NO.	REV.
METHOD 36	0



Equitrans Expansion Project

Docket No. PF 15-22

Resource Report 1

Appendix 1-D Project-Specific Erosion and Sediment Control Plan (Pending)



Equitrans Expansion Project

Docket No. PF 15-22

Resource Report 1

Appendix 1-E HDD Contingency Plan

HORIZONTAL DIRECTIONAL DRILLING (HDD) CONTINGENCY PLAN

EQUITRANS EXPANSION PROJECT

**ALLEGHENY, GREENE AND WASHINGTON COUNTIES,
PENNSYLVANIA**

JULY 2015

Prepared by:
EQUITRANS
625 Liberty Avenue
Suite 1700
Pittsburgh, PA 15222-3111



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HORIZONTAL DIRECTIONAL DRILLING (HDD) CONTINGENCY PLAN

Project Narrative:

HDD is a trenchless excavation method that is accomplished in three phases. The first phase consists of drilling a small diameter pilot hole along a designed directional path. The second phase consists of enlarging the pilot hole to a diameter suitable for installation of the pipe. The third phase consists of pulling the pipe into the enlarged hole. HDD is accomplished using a specialized horizontal drilling rig with ancillary tools and equipment. A properly executed HDD crossing will allow for the pipeline to be installed in a minimally invasive manner.

HDD is proposed for the Equitrans Expansion Project crossing the Monongahela River (H-318 pipeline) in Allegheny and Washington Counties, Pennsylvania and Ten Mile Creek (H-316 pipeline) in Greene County, Pennsylvania. The HDD crossing is the preferred method of construction intended to minimize direct impacts to surface waters.

The inadvertent release (IR) of drilling lubricant is a potential concern when the HDD is used. The HDD procedure for these crossings will utilize Bentonite for Drilling Lubricant.

Purpose:

The purpose of this Contingency Plan is to:

- Minimize the potential for an IR associated with horizontal directional drilling activities.
- Provide for the timely detection of an IR.
- Protect areas that are considered environmentally sensitive (streams, wetlands, other biological resources, cultural resources).
- Provide an organized, timely, and "minimum-impact" response in the event of an IR.
- Provide that all appropriate notifications are made to the PA Department of Environmental Protection (DEP), EQT, and other appropriate regulatory agencies, and that documentation is completed.

Preparation:

Prior to construction, sensitive cultural and biological resources will be protected by implementing the following measures:

- The drilling contractor shall review the site conditions prior to the start of work. The execution of HDD operations and actions for detecting and controlling drilling fluid seepage are the responsibility of the drilling contractor.
- Construction limits will be clearly marked.

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- Barriers (18" Fabric Filter Fence or Compost Filter Sock, as per the on-site inspector) will be erected between the bore site and nearby sensitive resources prior to drilling to prevent released material from reaching the resource.
- On-site briefings will be conducted for the workers to identify and locate sensitive resources at the site.
- Provide that all field personnel understand their responsibility for timely reporting of IR's.
- Maintaining necessary response equipment on-site and in good working order.

The primary areas of concern for IR's occur at the entrance and exit points where the drilling equipment is generally at their shallowest depths. The likelihood of an IR decreases as the depth of the pipe increases.

To minimize the potential extent of impacts from an IR, HDD operations will be continuously monitored to look for observable IR conditions or lowered pressure readings on the drilling equipment. Early detection is essential to minimizing the area of potential impact.

Training:

Prior to the start of construction, the Site Supervisor/Foreman shall ensure that the crew members receive training on the following:

- The provisions of this Contingency Plan.
- Inspection procedures for IR prevention and containment equipment materials.
- Contractor/crew obligation to immediately stop the drilling operation upon first evidence of the occurrence of an IR and to immediately report any IRs to EQT's Environmental Coordinator.
- Contractor/crew member responsibilities in the event of an IR.
- Operation of release prevention and control equipment and the location of release control materials, as necessary and appropriate.
- Protocols for communication with agency representatives who might be on site during the clean-up effort.
- Copies of this contingency plan and the contractor's site specific contingency plan will be maintained at the bore site in a visible and accessible location at all times.

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Equipment:

The Site Supervisor shall verify that:

- All equipment and vehicles are inspected and maintained daily to prevent leaks of hazardous materials.
- Spill kits and spill containment materials are available on-site at all times and that the equipment is in good working order.
- Equipment required to contain and clean up an IR is available at the bore site during drilling activities.

*Note: It is the drilling contractor's responsibility to provide any IR containment materials that are necessary to respond to the release of drill fluids. The materials listed in this contingency plan are not to be considered inclusive and may require additional equipment depending on site conditions.

Drilling Procedures:

Drilling pressures shall be closely monitored so they do not exceed those needed to penetrate the formation. Pressure levels shall be monitored randomly by the operator. Pressure levels shall be set at a minimum level to prevent IRs. During the pilot bore, maintain the drilled annulus. Cutters and reamers will be pulled back into previously drilled sections after each joint of pipe is added.

Entry and exit pits shall be enclosed by 18" Fabric Filter Fence or Compost Filter Sock and straw bales. A spill kit shall be on-site and used if an IR occurs. If accessible, a vacuum truck shall be readily available on-site prior to and during all drilling operations. Containment materials (straw, fabric filter fence, sand bags, spill kits, boom and turbidity curtain, etc.) shall be staged on-site at a location where they are readily available and easily mobilized for immediate use in the event of an IR. Filter Fence or Filter Sock will be installed between the bore site and the edge of water sources prior to drilling.

*NOTE: If the site is not able to be accessed by a vacuum truck, a pump with sufficient power to convey the released drill fluid to a containment area will be used instead. Along with the pump, an adequate amount of hose, several filter bags, straw bales, sand bags, and 18" Fabric Filter Fence (or Compost Filter Sock) will be kept on site to create a containment area on site.

Once the drill rig is in place and drilling begins, the drill operator shall stop work immediately whenever the pressure in the drill rig drops or there is a lack of returns in the entrance pit. At this time the Site Supervisor/Foreman shall be informed of the potential IR. The Site Supervisor/Foreman and the drill rig operator(s) shall work to coordinate the likely location of the IR. The location shall be recorded and notes made on the location and measures taken to address the concern. Measures will then be taken according to the type of IR (i.e. Terrestrial or Aquatic) as listed below. The Site Supervisor/Foreman will then begin notifying the appropriate parties as listed in the "Contacts" section of this document.

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Water containing mud, silt, drilling fluid, or other pollutants from equipment washing or other activities, shall not be allowed to enter a lake, flowing stream, or any other water source. The bentonite used in the drilling process shall be either disposed of at an approved disposal facility or recycled in an approved manner. Other construction materials and wastes shall be recycled, or disposed of, as appropriate.

Inadvertent Release (IR) Procedures

In the event of an IR, EQT's Project PM, Environmental Inspector, Chief (i.e. whoever is on site) is required to IMMEDIATELY notify the Project's **EQT Environmental Coordinator (Ms. Stephanie Frazier, 412-553-5798)** with the following information: What occurred; Where it occurred (Terrestrial or Aquatic); When it occurred; Who was responsible; and Quantity released.

Terrestrial IR Procedures:

- Stop work immediately.
- The bore stem will be pulled back to relieve pressure on the IR.
- Isolate the area with hay bales, sand bags, filter sock, or silt fencing to surround and contain the drilling mud per the Appendix B – Typical IR Detail Sheets.
 - o Determine the quantity (gallons) of material released
 - o Determine the distance (feet) to the nearest waterbody
 - o Determine the name of the waterbody
- Contact the appropriate parties as listed in the "Required Notifications" section at the end of this document regarding the following action:
- A mobile vacuum truck (or pump if in an inaccessible area) will be used to pump the drilling mud from the contained area and into either a return pit or (if using a pump) into a filter bag surrounded by 18" Fabric Filter Fence or Compost Filter Sock.
- Once excess drilling mud is removed, the area will be seeded and/or replanted using species similar to those in the adjacent area, or allowed to re-grow from existing vegetation.

After the IR is stabilized, document the IR from discovery through post-cleanup conditions with photographs and prepare an IR incident report describing time, place, actions taken to remediate IR, and measures implemented to prevent recurrence. The incident report will be provided to the EQT Environmental Coordinator within 24 hours of the occurrence.

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Aquatic (under water) IR Procedures:

- Stop work immediately.
- The bore stem will be pulled back to relieve pressure on the IR.
- Contact the appropriate parties as listed in the "Required Notifications" section at the end of this document regarding the following actions:
- Isolate the area with hay bales, sand bags, filter sock, or silt fencing to surround and contain the IR per the Appendix B – Typical IR Detail Sheets;
 - o Determine the quantity (gallons) of the IR
 - o Determine the quantity (gallons) that was released to the waterbody
 - o Determine the distance (feet) the material traveled down the waterbody
 - o Determine the name of the affected waterbody
- A mobile vacuum truck (or pump if in an inaccessible area) will be used to pump the drilling mud from the contained area and into either a return pit or (if using a pump) into a filter bag surrounded by 18" Fabric Filter Fence or Compost Filter Sock.
- If the IR affects an area that is vegetated, the area will be seeded and/or replanted using species similar to those in the adjacent area, or allowed to re-grow from existing vegetation.

After the IR is stabilized, document the IR from discovery through post-cleanup conditions with photographs and prepare an IR incident report describing time, place, actions taken to remediate IR, and measures implemented to prevent recurrence. The incident report will be provided to the EQT Environmental Coordinator within 24 hours of the occurrence.

Abandonment and Alternative Crossings

If the HDD fails and EQT decides to abandon the drill hole, alternative crossing methods will be considered. Any alternative crossing will require permitting approvals to be secured before action is taken. Contact the Environmental Coordinator for the Project.

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Wetzel County, West Virginia



Required Notifications:

In the event of an IR, the following parties are to be notified IMMEDIATELY:
EQT Environmental Department:

Ms. Stephanie Frazier (Primary Contact)

Environmental Permitting - Supervisor
412-553-5798 (office)
412-925-1446 (cell)

Ms. Megan Stahl

Environmental Permitting - Supervisor
412-553-7783 (office)
412-737-2587 (cell)

Mr. John Centofanti

Corporate Director - Environmental Affairs
412-395-3305 (office)
412-417-3729 (cell)

Include the following information:

- Time the spill was first identified
- Description of where the spill occurred – Township and County
- Latitude and Longitude of spill
- Size of spill and control measures in place
- Name of affected water resource (if known/applicable)
- Photographs of spill area and corrective measures – when available. (Do not wait to notify EQT until pictures are available. Photo documentation should begin immediately upon detection and continued throughout the duration of the cleanup).

The Environmental Department will contact State and/or Federal environmental agencies (if applicable) for notification requirements in the event of an IR.

References:

This Contingency Plan was adapted from the following websites:

<<http://www.blm.gov/pgdata/etc/medialib/blm/wy/information/NEPA/cfodocs/greencore.Par.0871.File.dat/PODappH.pdf>>

<http://www.csx.com/share/wwwcsx_mura/assets/File/Customers/Non-freight_Services/Property_Real_Estate/Sample_Fraction_Mitigation_Plan_for_HDD.pdf>

http://www.energy.ca.gov/sitingcases/smud/documents/applicants_files/Data_Response_Set-1Q/APPENDIX_C_FRAC_OUT_PLAN3.PDF



Equitrans Expansion Project

Docket No. PF 15-22

Resource Report 1

Appendix 1-F Road and Railroad Crossings

Appendix 1-F Road and Railroad Crossing Locations

H-158/M80					
Milepost	Crossing	Name	County	Road Material	Type of Crossing
0.04	Road	Private Driveway	Greene	Rock Base	Open Cut
0.15	Road	Braden Run Rd (T588)	Greene	Asphalt	Conv. Bore

H-316					
Milepost	Crossing	Name	County	Road Material	Type of Crossing
0.09	Road	Rte 188 (Jefferson Rd)	Greene	Asphalt	Conv. Bore
0.19	Road	Private Rd/Driveway	Greene	Rock Base	Open Cut
	Road	Private Driveway	Greene	Rock Base	Open Cut
0.8	Road	Prison Rd	Greene	Asphalt	Open Cut
2.25	Railroad	Monongahela Railway	Greene	N/A	HDD
2.29	Road	Creek Rd (T555)	Greene	Asphalt	HDD
2.75	Road	McNeely Rd (T543)	Greene	Asphalt	HDD

H-318					
Milepost	Crossing	Name	County	Road Material	Type of Crossing
0.7	Road	Rippel Rd	Allegheny	Asphalt	Open Cut/ Conv Bore
0.93	Road	Private Rd/Driveway	Allegheny	Asphalt	Open Cut
0.96	Road	Private Rd/Driveway	Allegheny	Rock Base	Open Cut
1.63	Road	Rippel Rd	Allegheny	Asphalt	Open Cut/ Conv Bore
1.7	Road	Racoon Run Rd	Allegheny	Asphalt	Open Cut/ Conv Bore
2.76	Road	Bunola River Rd	Allegheny	Asphalt	Open Cut/ Conv Bore
2.85	Railroad	Conrail/CSXT	Allegheny	N/A	HDD
3.09	Railroad	FRA Added	Washington	N/A	HDD
3.1	Railroad	Conrail	Washington	N/A	HDD
3.14	Railroad	Conrail	Washington	N/A	HDD
3.15	Road	Rte 837 (5th St)	Washington	Asphalt	HDD
	Road	Private Drive	Washington	Rock Base	HDD
3.7	Road	Seneca Dr	Washington	Asphalt	HDD
4.16	Road	Finleyville Elrama Rd	Washington	Asphalt	Conv. Bore



Equitrans Expansion Project

Docket No. PF 15-22

Resource Report 1

Appendix 1-G Agency Correspondence



April 27, 2015

Rich McGuire
Acting Director
FERC Division of Gas-Environment and Engineering
888 1st Street NE
Washington, DC 20426

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. McGuire,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Johnna Blackhair
Deputy Regional Director
Bureau of Indian Affairs, Eastern Regional Office
545 Marriott Drive
Suite 700
Nashville, TN 37214

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. Blackhair,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Barbara McCann
Director
U.S. Department of Transportation (DOT)
Office of Safety, Energy, and the Environment
1200 New Jersey Ave. SE
Washington, DC 20590

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. McCann,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

U.S. Army Corps of Engineers (USACE)
Pittsburgh District
Federal Bldg., 20th Floor
1000 Liberty Ave.
Pittsburgh, PA 15222

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

To Whom It May Concern,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech

Pellerin, Tricia

From: Scribner, Debra A LRP <Debra.Scribner@usace.army.mil>
Sent: Wednesday, May 13, 2015 9:37 AM
To: Pellerin, Tricia; sfrazier@eqt.com
Cc: Shaffer, Joshua D LRP; Kochenbach, Karen A LRP
Subject: 2015-620 File Number -Equitrans Expansion Project (UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

The USACE Pittsburgh District has received the request for Docket No. PF15-22, Equitrans, L.P., Expansion Project, Green, Allegheny and Washington Counties, PA, and Wetzel County, WV, which has been assigned file #2015-620. Reference this file number in all correspondence with our office concerning this project.

This project has been assigned to Josh Shaffer (412-395-7121) for review.

Debra Scribner
Regulatory Program Assistant
Regulatory Branch
USACE, Pittsburgh District
Phone: 412-395-7155
Fax: 412-644-4211

Classification: UNCLASSIFIED

Caveats: NONE



April 27, 2015

Colonel Leon F. Parrott

U.S. Army Corps of Engineers (USACE), Huntington District Regulatory/Permits – Energy Resources (WV and OH)

502 Eighth St.

Huntington, WV 25701

Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania, and Wetzel County, West Virginia

Docket No. PF15-22-000

Dear Colonel Parrott,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Joe Kraft
State Soil Scientist
U.S. Department of Agriculture (USDA), Pennsylvania, PA NRCS State Office
One Credit Union Place, Suite 340
Harrisburg, PA 17110-2993

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Kraft,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



United States Department of Agriculture

Natural Resources
Conservation Service

Pennsylvania State
Office

One Credit Union
Place, Suite 340
Harrisburg, PA 17110
Voice 717-237-2100
Fax 717-237-2238

June 12, 2015

Stephanie Frazier
Supervisor Permitting –Environmental,
Equitrans
625 Liberty Avenue, Suite 1700
Pittsburgh, PA 15222

Re: Equitrans Expansion Project, Green, Allegheny & Washington Counties
Pennsylvania

Dear: Ms. Frazier

Our office received a request to review information relating to the above referenced project and impact to resources under our stewardship as per the National Environmental Policy Act (NEPA) Processes. A quick review of the project area shows that Prime Farmland Soils and Soils of State Wide Importance may be impacted by activities associated with this project.

If federal funding is used in conjunction with this project, it falls within the scope of Farmland Protection Policy Act and the following information is required:

- Completed AD-1006 form (Example Attached)
- Soils map showing the project area (Example Attached)
- List of Prime Farmland and Farmland of State Wide Importance
- Breakdown of acres for all soils within the project area

If no federal funding is used in conjunction with this project, it does not fall within the scope of the FPPA and no further actions is required by NRCS.

If you have additional questions or concerns please feel free to contact me at (717)-237-2207 or e-mail to joseph.kraft@pa.usda.gov.

Sincerely,

Joe Kraft
State Soil Scientist (CPSS/CPSC)

cc. Hosea Latshaw, State Conservation Engineer, NRCS Harrisburg, PA
Gary Smith, Assistance State Conservationist for Operations, NRCS
Harrisburg, PA
Barry Frantz, Assistance State Conservationist for Programs, NRCS
Harrisburg, PA
Dan Dostie, State Resource Conservationist, NRCS Harrisburg, PA

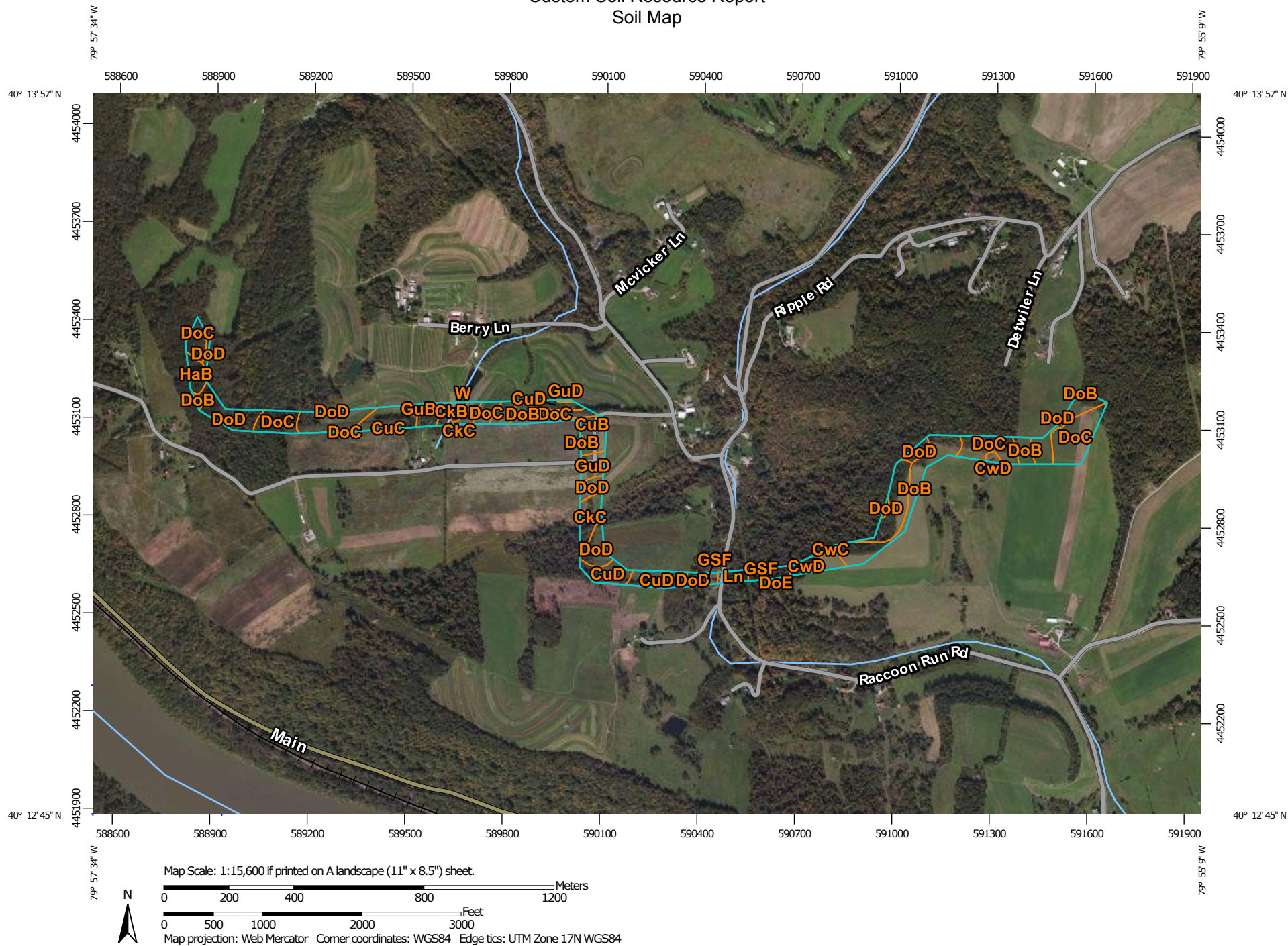
Helping People Help the Land

USDA is an equal opportunity provider and employer.



Custom Soil Resource Report

Soil Map



Custom Soil Resource Report

Table—Farmland Classification (Equitrans Soils list example)

Farmland Classification— Summary by Map Unit — Allegheny County, Pennsylvania (PA003)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
CkB	Clarksburg silt loam, 3 to 8 percent slopes	All areas are prime farmland	0.6	1.0%
CkC	Clarksburg silt loam, 8 to 15 percent slopes	Farmland of statewide importance	3.3	5.3%
CuB	Culleoka channery silt loam, 3 to 8 percent slopes	All areas are prime farmland	2.3	3.6%
CuC	Culleoka channery silt loam, 8 to 15 percent slopes	Farmland of statewide importance	2.8	4.4%
CuD	Culleoka channery silt loam, 15 to 25 percent slopes	Not prime farmland	3.8	6.1%
CwC	Culleoka-Weikert shaly silt loams, 8 to 15 percent slopes	Farmland of statewide importance	1.1	1.7%
CwD	Culleoka-Weikert shaly silt loams, 15 to 25 percent slopes	Not prime farmland	5.1	8.3%
DoB	Dormont silt loam, 3 to 8 percent slopes	All areas are prime farmland	7.7	12.4%
DoC	Dormont silt loam, 8 to 15 percent slopes	Farmland of statewide importance	16.8	27.1%
DoD	Dormont silt loam, 15 to 25 percent slopes	Not prime farmland	13.4	21.6%
DoE	Dormont silt loam, 25 to 35 percent slopes	Not prime farmland	0.7	1.1%
GSF	Gilpin, Weikert, and Culleoka shaly silt loams, very steep	Not prime farmland	0.9	1.5%
GuB	Guernsey silt loam, 2 to 8 percent slopes	All areas are prime farmland	0.2	0.4%
GuD	Guernsey silt loam, 15 to 25 percent slopes	Not prime farmland	1.4	2.3%
HaB	Hazleton loam, 3 to 8 percent slopes	All areas are prime farmland	1.3	2.1%
Ln	Lindside silt loam	All areas are prime farmland	0.8	1.3%
W	Water	Not prime farmland	0.0	0.0%
Totals for Area of Interest			62.0	100.0%

Rating Options—Farmland Classification (Equitrans Soils list example)*Aggregation Method:* No Aggregation Necessary

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)					Date Of Land Evaluation Request				
Name of Project					Federal Agency Involved				
Proposed Land Use					County and State				
PART II (To be completed by NRCS)					Date Request Received By NRCS		Person Completing Form:		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)					YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size	
Major Crop(s)		Farmable Land In Govt. Jurisdiction Acres: %			Amount of Farmland As Defined in FPPA Acres: %				
Name of Land Evaluation System Used		Name of State or Local Site Assessment System			Date Land Evaluation Returned by NRCS				
PART III (To be completed by Federal Agency)					Alternative Site Rating				
					Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly									
B. Total Acres To Be Converted Indirectly									
C. Total Acres In Site									
PART IV (To be completed by NRCS) Land Evaluation Information									
A. Total Acres Prime And Unique Farmland									
B. Total Acres Statewide Important or Local Important Farmland									
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted									
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value									
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)									
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)					Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use					(15)				
2. Perimeter In Non-urban Use					(10)				
3. Percent Of Site Being Farmed					(20)				
4. Protection Provided By State and Local Government					(20)				
5. Distance From Urban Built-up Area					(15)				
6. Distance To Urban Support Services					(15)				
7. Size Of Present Farm Unit Compared To Average					(10)				
8. Creation Of Non-farmable Farmland					(10)				
9. Availability Of Farm Support Services					(5)				
10. On-Farm Investments					(20)				
11. Effects Of Conversion On Farm Support Services					(10)				
12. Compatibility With Existing Agricultural Use					(10)				
TOTAL SITE ASSESSMENT POINTS					160				
PART VII (To be completed by Federal Agency)									
Relative Value Of Farmland (From Part V)					100				
Total Site Assessment (From Part VI above or local site assessment)					160				
TOTAL POINTS (Total of above 2 lines)					260				
Site Selected:		Date Of Selection			Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>				
Reason For Selection:									
Name of Federal agency representative completing this form:								Date:	

(See Instructions on reverse side)

Form AD-1006 (03-02)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM*(For Federal Agency)*

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.



United States Department of Agriculture

Natural Resources
Conservation Service

Pennsylvania State
Office

One Credit Union
Place, Suite 340
Harrisburg, PA 17110
Voice 717-237-2100
Fax 717-237-2238

June 12, 2015

Stephanie Frazier
Supervisor Permitting –Environmental,
Equitrans
625 Liberty Avenue, Suite 1700
Pittsburgh, PA 15222

Re: Equitrans Expansion Project, Green, Allegheny & Washington Counties
Pennsylvania

Dear: Ms. Frazier

Our office received a request to review information relating to the above referenced project and impact to resources under our stewardship as per the National Environmental Policy Act (NEPA) Processes. A quick review of the project area shows that Prime Farmland Soils and Soils of State Wide Importance may be impacted by activities associated with this project.

If federal funding is used in conjunction with this project, it falls within the scope of Farmland Protection Policy Act and the following information is required:

- Completed AD-1006 form (Example Attached)
- Soils map showing the project area (Example Attached)
- List of Prime Farmland and Farmland of State Wide Importance
- Breakdown of acres for all soils within the project area

If no federal funding is used in conjunction with this project, it does not fall within the scope of the FPPA and no further actions is required by NRCS.

If you have additional questions or concerns please feel free to contact me at (717)-237-2207 or e-mail to joseph.kraft@pa.usda.gov.

Sincerely,

Joe Kraft
State Soil Scientist (CPSS/CPSC)

cc. Hosea Latshaw, State Conservation Engineer, NRCS Harrisburg, PA
Gary Smith, Assistance State Conservationist for Operations, NRCS
Harrisburg, PA
Barry Frantz, Assistance State Conservationist for Programs, NRCS
Harrisburg, PA
Dan Dostie, State Resource Conservationist, NRCS Harrisburg, PA

Helping People Help the Land

USDA is an equal opportunity provider and employer.



[illegible]

Custom Soil Resource Report

Table—Farmland Classification (Equitrans Soils list example)

Farmland Classification— Summary by Map Unit — Allegheny County, Pennsylvania (PA003)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
CkB	Clarksburg silt loam, 3 to 8 percent slopes	All areas are prime farmland	0.6	1.0%
CkC	Clarksburg silt loam, 8 to 15 percent slopes	Farmland of statewide importance	3.3	5.3%
CuB	Culleoka channery silt loam, 3 to 8 percent slopes	All areas are prime farmland	2.3	3.6%
CuC	Culleoka channery silt loam, 8 to 15 percent slopes	Farmland of statewide importance	2.8	4.4%
CuD	Culleoka channery silt loam, 15 to 25 percent slopes	Not prime farmland	3.8	6.1%
CwC	Culleoka-Weikert shaly silt loams, 8 to 15 percent slopes	Farmland of statewide importance	1.1	1.7%
CwD	Culleoka-Weikert shaly silt loams, 15 to 25 percent slopes	Not prime farmland	5.1	8.3%
DoB	Dormont silt loam, 3 to 8 percent slopes	All areas are prime farmland	7.7	12.4%
DoC	Dormont silt loam, 8 to 15 percent slopes	Farmland of statewide importance	16.8	27.1%
DoD	Dormont silt loam, 15 to 25 percent slopes	Not prime farmland	13.4	21.6%
DoE	Dormont silt loam, 25 to 35 percent slopes	Not prime farmland	0.7	1.1%
GSF	Gilpin, Weikert, and Culleoka shaly silt loams, very steep	Not prime farmland	0.9	1.5%
GuB	Guernsey silt loam, 2 to 8 percent slopes	All areas are prime farmland	0.2	0.4%
GuD	Guernsey silt loam, 15 to 25 percent slopes	Not prime farmland	1.4	2.3%
HaB	Hazleton loam, 3 to 8 percent slopes	All areas are prime farmland	1.3	2.1%
Ln	Lindside silt loam	All areas are prime farmland	0.8	1.3%
W	Water	Not prime farmland	0.0	0.0%
Totals for Area of Interest			62.0	100.0%

Rating Options—Farmland Classification (Equitrans Soils list example)*Aggregation Method:* No Aggregation Necessary

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)					Date Of Land Evaluation Request				
Name of Project					Federal Agency Involved				
Proposed Land Use					County and State				
PART II (To be completed by NRCS)					Date Request Received By NRCS		Person Completing Form:		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)					YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size	
Major Crop(s)		Farmable Land In Govt. Jurisdiction Acres: %			Amount of Farmland As Defined in FPPA Acres: %				
Name of Land Evaluation System Used		Name of State or Local Site Assessment System			Date Land Evaluation Returned by NRCS				
PART III (To be completed by Federal Agency)					Alternative Site Rating				
					Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly									
B. Total Acres To Be Converted Indirectly									
C. Total Acres In Site									
PART IV (To be completed by NRCS) Land Evaluation Information									
A. Total Acres Prime And Unique Farmland									
B. Total Acres Statewide Important or Local Important Farmland									
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted									
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value									
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)									
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)					Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use					(15)				
2. Perimeter In Non-urban Use					(10)				
3. Percent Of Site Being Farmed					(20)				
4. Protection Provided By State and Local Government					(20)				
5. Distance From Urban Built-up Area					(15)				
6. Distance To Urban Support Services					(15)				
7. Size Of Present Farm Unit Compared To Average					(10)				
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TOTAL POINTS (Total of above 2 lines)					260				
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Reason For Selection:									
Name of Federal agency representative completing this form:								Date:	

(See Instructions on reverse side)

Form AD-1006 (03-02)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

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Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

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Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.



April 27, 2015

U.S. Environmental Protection Agency (EPA)
Region 3 Air Protection Division
1650 Arch Street (3AP00
Philadelphia, PA 19103-2029

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

To Whom It May Concern,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

An overall Project location map and more specific Project component location maps have been included as attachments to this letter. To establish the pipeline corridor for the proposed Project, it will be necessary to clear forest land along the corridor. Equitrans has contracted with Tetra Tech, Inc. to conduct biological and cultural field surveys for the Project which are scheduled to commence in May 2015. Equitrans anticipates the need to conduct surveys for terrestrial and aquatic protected species as well as protected bat species, and as appropriate, will commence the recommended bat surveys within the allowable windows for each state. They survey corridor includes $\frac{1}{4}$ mile on either side of the proposed pipeline route, for a total of $\frac{1}{2}$ mile of survey width. Equitrans will coordinate the survey plan with the USFWS field offices for review and concurrence prior to initiating the field surveys.

The Federal Energy Regulatory Commission (FERC) will serve as the lead agency for the Project. FERC granted Equitrans request in Docket No. PF15-22-000 to use the FERC's pre-filing process in late April 2015 and Equitrans anticipates filing a formal application with the FERC in the fourth quarter of 2015. The FERC will then prepare an Environmental Assessment or an Environmental Impact Statement to satisfy the National Environmental Policy Act (NEPA) process for the Project.

In order to assist Equitrans in preparing the FERC application and identifying possible issues to be addressed during the NEPA process, the purpose of this letter is initiate dialogue with the U.S. Fish and Wildlife Service, and to request information and identify any potential concerns the U.S Fish and Wildlife Service may have regarding the Project.

The Equitrans team looks forward to working with you as we move forward with development of this Project. We appreciate your assistance and thank in you advance for your willingness to work with Equitrans.

If you have questions or would like additional information about the Project please go to equitransproject.com, contact me at 412-533-5798 (SFrazier@eqt.com), or Tricia Pellerin at 617-443-7556 (tricia.pellerin@tetrattech.com).

Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Lora Zimmerman
Project Leader
U.S. Fish and Wildlife Service (USFWS)
Pennsylvania Field Office
110 Radnor Road, Suite 101
State College, PA 16801

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. Zimmerman,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

John Schmidt
Project Leader
USFWS, West Virginia Field Office
694 Beverly Pike
Elkins, WV 26241

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Schmidt,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

SENT VIA EMAIL

Katie Venticinque, Specialist
Federal Aviation Administration (FAA)
katie.venticinque@faa.gov

Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania, and Wetzel County, West Virginia
Docket No. PF15-22-000

Dear Ms. Venticinque,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

SENT VIA EMAIL

Joan Tengowski, Technician
Federal Aviation Administration (FAA)
Joan.tengowski@faa.gov

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. Tengowski,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech

Pellerin, Tricia

From: Joan.Tengowski@faa.gov
Sent: Thursday, April 30, 2015 1:39 PM
To: Pellerin, Tricia; Williams, Janice
Cc: Katie.Venticinque@faa.gov
Subject: RE: EEP Docket PF15-22

Ms. Williams,

Our concern is the impact (if any) that your project will have on aviation safety. Please refer to our website, <https://oeaaa.faa.gov>, for further information concerning the requirements for efilng for FAA study of the project, including temporary construction equipment that may be utilized.

I am including our PA Specialist, Katie Venticinque, on this email so that she can comment or offer assistance as well. Please note that the FAA OEG Technician for West Virginia is Debbie Cardenas (Debbie.cardenas@faa.gov) an the Specialist is Robert Alexander (Robert.p.alexander@faa.gov).

Joan Tengowski
Obstruction Evaluation Group
AJV-15
817-321-7760

Airspace Technician for PA, OH, WI, MI,

<https://oeaaa.faa.gov>

From: Williams, Janice [<mailto:Janice.Williams@tetrattech.com>]
Sent: Thursday, April 30, 2015 10:38 AM
To: Tengowski, Joan (FAA)
Subject: EEP Docket PF15-22

Please find attached project introduction letter for the proposed Equitrans Expansion Project (EEP). Equitrans has contracted with Tetra Tech, Inc. to assist with the application to the Federal Energy Regulatory Commission and other regulatory approvals. We will be coordinating with regulatory agencies as the project moves forward.

If you have any questions please contact Tetra Tech's Project Manager, Tricia Pellerin directly at 617 443-7556 or Tricia.Pellerin@tetrattech.com

Tetra Tech | Complex World, Clear Solutions™
160 Federal Street, 3rd Floor | Boston, MA 02110 | www.tetrattech.com

PLEASE NOTE: This message, including any attachments, may include confidential and/or inside information. Any distribution or use of this communication by anyone other than the intended recipient is strictly prohibited and may be unlawful. If you are not the intended recipient, please notify the sender by replying to this message and then delete it from your system.



Think Green - Not every email needs to be printed.



April 27, 2015

Pennsylvania Game Commission (PGC)
Bureau of Wildlife Habitat Management
Division of Environmental Planning & Habitat Protection
2001 Elmerton Avenue
Harrisburg, PA 17110-9797

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

To Whom It May Concern,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Rachel Carson
Pennsylvania Department of Conservation and Natural Resources (PADCNR)
P.O. Box 8552
State Office Building, 6th Floor
Harrisburg, PA 17105-8552

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. Carson,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Dave Spotts, Chief
Pennsylvania Fish and Boat Commission
Division of Environmental Services
450 Robinson Lane
Bellefonte, PA 16823-9685

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

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Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Mark Wayner, Air Quality Program Manager
Pennsylvania Department of Environmental Protection (PADEP)
Air Permits Division
Southwest Regional Office
400 Waterfront Drive
Pittsburgh, PA 15222-4745

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Wayner,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech

May 6, 2015

Stephanie Frazier
Equitrans
625 Liberty Avenue, Suite 1700
Pittsburgh, PA 15222-3111

Re: Equitrans Expansion Project, Greene, Allegheny and Washington Counties, Pennsylvania
and Wetzel County, West Virginia

Dear Ms. Frazier:

Thank you for your recent letter regarding the Pennsylvania Department of Environmental Protection's (DEP) environmental permitting requirements for the above referenced projects.

As part of its continuing effort to create a more efficient permit application procedure, DEP has developed an online Permit Application Consultation Tool (PACT). The online tool is designed to quickly and easily assist potential applicants in determining which types of environmental permits, authorizations or notifications would be needed for specific projects. Based on the user's responses to a series of simple questions, PACT automatically provides an email response with information on permits and other information an applicant should consider.

To use the tool, go to www.dep.state.pa.us and click on the "Permit Application Consultation Tool" button and follow the prompts. Upon submission, you will automatically receive an email response outlining the permitting requirements for your project. If you have any questions or do not have access to the internet, please contact me.

Sincerely,



Ronald A. Schwartz, P.E., BCEE
Assistant Regional Director
Southwest Regional Office



April 27, 2015

Mark Gorog, Environmental Engineer Manager
Pennsylvania Department of Environmental Protection (PADEP)
Air Permits Division
Southwest Regional Office
400 Waterfront Drive
Pittsburgh, PA 15222-4745

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Gorog,

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Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Devin Tomko, Air Quality Engineering Specialist
Pennsylvania Department of Environmental Protection (PADEP)
Air Permits Division
Southwest Regional Office
400 Waterfront Drive
Pittsburgh, PA 15222-4745

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Tomko,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Chuck Colbert
Engineer - Permitting
Pennsylvania Department of Environmental Protection (PADEP)
Southwest Regional Office
400 Waterfront Drive
Pittsburgh, PA 15222-4745

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Colbert,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Greg Holesh, Civil Engineer Manager
Hydraulic (Permits)
PADEP, Division of Waterways, Wetlands, & Stormwater Management (DWWSM)
Southwest Regional Office
400 Waterfront Drive
Pittsburgh, PA 15222-4745

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Holesh,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

PADEP District Office
California Technology Park
25 Technology Drive
Coal Center, PA 15423

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

To Whom It May Concern,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

John Brosnan, H.O.P. Manager
Pennsylvania Department of Transportation
Engineering District 11-0 (Allegheny County)
45 Thoms Run Road
Bridgeville, PA 15017

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Brosnan,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Richard Marker, P.E., H.O.P. Manager
Pennsylvania Department of Transportation
Engineering District 12-0 (Washington and Greene Counties)
PO Box 259
N. Gallatin Avenue Ext
Uniontown, PA 15401

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Marker,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

SENT VIA EMAIL

Serena Bellew
Bureau Director/Deputy State Historic Preservation Officer
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
sbellew@pa.gov

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. Bellew,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

SENT VIA EMAIL

Barbara Frederick
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Western Region, Historic Resources
bafrederic@pa.gov

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. Frederick,

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Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

SENT VIA EMAIL

Kira Heinrich
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Archaeological Resources
kiheinrich@pa.gov

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. Heinrich,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Barbara Sargent
West Virginia Division of Natural Resources (WVDNR)
Natural Heritage Program
67 Ward Road
Elkins, WV 26241

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. Sargent,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



DIVISION OF NATURAL RESOURCES

Wildlife Resources Section

Operations Center

P.O. Box 67

Elkins, West Virginia 26241-3235

Telephone (304) 637-0245

Fax (304) 637-0250

Earl Ray Tomblin
Governor

Robert A. Fala
Director

May 12, 2015

Ms. Stephanie Frazier
Equitrans, LP
625 Liberty Avenue, Suite 1700
Pittsburgh, PA 15222

Dear Ms. Frazier:


We have reviewed our files for information on rare, threatened and endangered (RTE) species and sensitive habitats for the area of the proposed Equitrans Expansion Project in Wetzel County, WV (Docket No. PF15-22).

We have no known records of any RTE species or sensitive habitats within the project area. The Wildlife Resources Section knows of no surveys that have been conducted in the area for rare species or rare species habitat. Consequently, this response is based on information currently available and should not be considered a comprehensive survey of the area under review.

The information provided above is the product of a database search and retrieval. This information does not satisfy other consultation or permitting requirements for disturbances to the natural resources of the state, and further consultation may be required. Additionally, any concurrence requirements for federally listed species must come from the US Fish and Wildlife Service.

Thank you for your inquiry, and should you have any questions please feel free to contact me at the above number, or barbara.d.sargent@wv.gov. Enclosed please find an invoice.

Sincerely,


Barbara Sargent
Environmental Resources Specialist
Wildlife Diversity Unit

enclosure

S:\Monthly\Barb\Invoices\Equitrans.doc

NO. 215-583

INVOICE

West Virginia Division of Natural Resources

Wildlife Resources Section, P.O. Box 67, Elkins, WV 26241

Attention: Ms. Patty Fordyce

In Account With: Equitrans, LP
625 Liberty Avenue, Suite 1700
Pittsburgh, PA 15222

Date: May 12, 2015

Attention: Ms. Stephanie Frazier

For the retrieval and compilation of information on rare, threatened and endangered species and sensitive habitats for the proposed Equitrans Expansion Project in Wetzel County, WV (Docket No. PF15-22).

AMOUNT DUE: \$75.00

Make check payable to WV Division of Natural Resources. **Please reference the invoice number on your check.** Mail to the above address and to the attention of Ms. Fordyce.



April 27, 2015

Joe T. Scarberry
WVDNR, Office of Land and Streams
Building 74, Room 200
324 Fourth Avenue
South Charleston, WV 25303

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Scarberry,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Jamon Goodrich
West Virginia Department of Environmental Protection (WV DEP)
North Central Regional Office
2031 Pleasant Valley Road, Ste. #1
Fairmont, WV 26554

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Goodrich,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Tom Bass
WVDEP, Office of Oil and Gas
601 57th Street, SE
Charleston, WV 25304

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Bass,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Scott G. Mandirola
Division Director
WVDEP, Division of Water and Waste Management
601 57th Street SE
Charleston, WV 25304

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Mandirola,

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Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Jay Fedczak
Assistant Director for Permitting
WVDEP, Division of Air Quality
601 57th Street SE
Charleston, WV 25304

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Fedczak,

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Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Wayne Kessinger, Permit Section Administrator
West Virginia Department of Transportation (WVDOT)
Division of Highways (DOH)
Building Five, Room 356
1900 Kanawha Boulevard East
Charleston, WV 25305

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Kessinger,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Susan Pierce
Director, Deputy State Historic Preservation Officer
West Virginia Division of Culture and History
1900 Kanawha Boulevard East
Charleston, WV 25305

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. Pierce,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Lisa Snider
District Manager
Department of Economic Development for Greene County
Fort Jackson Building, Mezzanine
19 South Washington Street
Waynesburg, PA 15370

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. Snider,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Brent Burnett, Chairman
Greene County Planning Commission
Greene County Office Building
93 E. High Street
Waynesburg, PA 15370

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Burnett,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Mike Burdelsky
Allegheny County Department of Public Works
501 County Office Building
542 Forbes Ave
Pittsburgh, PA 15219

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Burdelsky,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech

Pellerin, Tricia

From: Burdelsky, Michael <Michael.Burdelsky@AlleghenyCounty.US>
Sent: Wednesday, May 20, 2015 9:09 AM
To: Pellerin, Tricia; 'sfrazier@eqt.com'
Subject: RE: Equitrans Expansion Project; Docket No. PF15-22

Thank you. This looks like it should not be affecting any of our roads. I don't have any other questions at this time. If we have any other questions I will let you know.

Thanks,
Mike

Mike Burdelsky
Project Manager – Bridge Engineering
Allegheny County Department of Public Works
511B County Office Building
542 Forbes Avenue
Pittsburgh, PA 15219
P: 412-350-5914 F: 412-350-2523

From: Pellerin, Tricia [mailto:Tricia.Pellerin@tetrattech.com]
Sent: Tuesday, May 19, 2015 9:29 AM
To: Burdelsky, Michael; 'sfrazier@eqt.com'
Subject: RE: Equitrans Expansion Project; Docket No. PF15-22

Hi Mike,

I apologize for the delay in getting back to you.

Please find the attached map showing the Project in Allegheny County, relative to roads in the area. If you have any questions or need anything further please don't hesitate to call or email me.

Thank you and have a good day,

Tricia

Tricia Pellerin, INCE | Environmental Engineer - Acoustics and Air Quality
Direct: 617.443.7556 | Main: 617.443.7500 | Fax: 617.737.3480
Tricia.Pellerin@tetrattech.com

Tetra Tech | Engineering
160 Federal Street | Boston, MA 02110 | www.tetrattech.com

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From: Burdelsky, Michael [mailto:Michael.Burdelsky@AlleghenyCounty.US]
Sent: Tuesday, May 05, 2015 7:01 AM

To: 'sfrazier@eqt.com'; Pellerin, Tricia
Subject: Equitrans Expansion Project; Docket No. PF15-22

Stephanie and Tricia,

I received your letter informing me of your upcoming project for expansion. I was hoping you would be able to provide me with a map showing road names or route numbers so that I can better determine if your project will affect any of our infrastructure or facilities.

Thanks,
Mike

Mike Burdelsky
Project Manager – Bridge Engineering
Allegheny County Department of Public Works
511B County Office Building
542 Forbes Avenue
Pittsburgh, PA 15219
P: 412-350-5914 F: 412-350-2523

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Pellerin, Tricia

From: Frazier, Stephanie <SFrazier@eqt.com>
Sent: Wednesday, May 27, 2015 2:56 PM
To: 'Sander, Ronald J.'
Cc: Ruzzini, Renato; Pellerin, Tricia
Subject: RE: Equitrans Expansion Project, Green Allegheny and Washing Counties (Docket No. PF15-22)

Thank you for your reply Mr. Sander, I've shared this information with our land department.

Best,
Stephanie

Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation
T 412.553.5798 / C 412.925.1446



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Where energy meets innovation.

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From: Sander, Ronald J. [mailto:Ronald.Sander@AlleghenyCounty.US]
Sent: Wednesday, May 27, 2015 2:41 PM
To: Frazier, Stephanie
Cc: Ruzzini, Renato; 'tricia.pellerin@tetrattech.com'
Subject: Equitrans Expansion Project, Green Allegheny and Washing Counties (Docket No. PF15-22)

Dear Ms. Frazier,

We received your letter dated April 27, 2015 regarding the above referenced project. The H318 Location Map shows pipe line NIAPS004 crossing Pangburn Hollow Road (County Rd # 4243-02) near Saddler's Hollow Road. If construction is proposed within a County ROW, an HOP permit is required. Allegheny County HOP permit requirements can be found at <http://www.alleghenycounty.us/publicworks/permits/index.aspx>.

Ronald J. Sander, P.E.
Project Manager, Geotechnical Division
Allegheny County Department of Public Works
501 County Office Building
542 Forbes Avenue Pittsburgh, PA 15219
412-350-5585 412-350-2523 (fax)
Ronald.Sander@AlleghenyCounty.US

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April 27, 2015

Robert Hurley, Director
Allegheny County Economic Development, Planning Division
One Chatham Center, Ste. 900
112 Washington Place
Pittsburgh, PA 15219

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Mr. Hurley,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Caroline Sinchar
Planning Administrator
Washington County Planning Commission
Courthouse Square
100 W. Beau St., Ste. 701
Washington, PA 15301

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Ms. Sinchar,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Edgar Sapp, Director
Wetzel County Flood Plain Management
Wetzel County Emergency Services
P.O. Box 156
New Martinsville, WV 26155

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties, Pennsylvania,
and Wetzel County, West Virginia
Docket No. PF15-22-000**

Dear Sapp,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

An overall Project location map and more specific Project component location maps have been included as attachments to this letter. To establish the pipeline corridor for the proposed Project, it will be necessary to clear forest land along the corridor. Equitrans has contracted with Tetra Tech, Inc. to conduct biological and cultural field surveys for the Project which are scheduled to commence in May 2015. Equitrans anticipates the need to conduct surveys for terrestrial and aquatic protected species as well as protected bat species, and as appropriate, will commence the recommended bat surveys within the allowable windows for each state. The survey corridor includes ¼ mile on either side of the proposed pipeline route, for a total of ½ mile of survey width. Equitrans will coordinate the survey plan with the USFWS field offices for review and concurrence prior to initiating the field surveys.

The Federal Energy Regulatory Commission (FERC) will serve as the lead agency for the Project. FERC granted Equitrans request in Docket No. PF15-22-000 to use the FERC's pre-filing process in late April 2015 and Equitrans anticipates filing a formal application with the FERC in the fourth quarter of 2015. The FERC will then prepare an Environmental Assessment or an Environmental Impact Statement to satisfy the National Environmental Policy Act (NEPA) process for the Project.

In order to assist Equitrans in preparing the FERC application and identifying possible issues to be addressed during the NEPA process, the purpose of this letter is initiate dialogue with the U.S. Fish and Wildlife Service, and to request information and identify any potential concerns the U.S Fish and Wildlife Service may have regarding the Project.

The Equitrans team looks forward to working with you as we move forward with development of this Project. We appreciate your assistance and thank in you advance for your willingness to work with Equitrans.

If you have questions or would like additional information about the Project please go to equitransproject.com, contact me at 412-533-5798 (SFrazier@eqt.com), or Tricia Pellerin at 617-443-7556 (tricia.pellerin@tetrattech.com).

Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

Edwina Butler-Wolfe
Governor
Absentee-Shawnee Tribe of Oklahoma
2025 S. Gordon Cooper Drive
Shawnee, OK 74801

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Governor Butler-Wolfe,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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The Federal Energy Regulatory Commission (FERC) will serve as the lead agency for the Project. FERC granted Equitrans request in Docket No. PF15-22 to use the FERC's pre-filing process in late April 2015 and Equitrans anticipates filing a formal application with the FERC in the fourth quarter of 2015. The FERC will then prepare an Environmental Assessment or an Environmental Impact Statement to satisfy the National Environmental Policy Act (NEPA) process for the Project.

In order to assist Equitrans in preparing the FERC application and identifying possible issues to be addressed during the NEPA process, the purpose of this letter is initiate dialogue with you, and to request information and identify any potential concerns the Tribe may have regarding the Project.

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If you have questions or would like additional information about the Project please go to equitransproject.com, contact me at 412-553-5798 (SFrazier@eqt.com), or Tricia Pellerin at 617-443-7556 (tricia.pellerin@tetrattech.com).

Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Joseph Blanchard
THPO
Absentee-Shawnee Tribe of Oklahoma
2025 S. Gordon Cooper Drive
Shawnee, OK 74801

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Blanchard,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Clint Halftown, Chief
Cayuga Nation
P.O. Box 803
Seneca Falls, NY 13148

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Chief Halftown,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Clifford Peacock
Tribal President
Delaware Nation
P. O. Box 825
Anadarko, OK 73005

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Peacock,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Jason Ross
Section 106 Manager
Delaware Nation
31064 State Highway 281
Anadarko, OK 73005

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Ross,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Ivy Smith
EPA
Environment/NEPA
31064 State Highway 281
Anadarko, OK 73005

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Ms. Smith,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Chester Brooks, Chief
Delaware Tribe of Indians
5100 E Tuxedo Blvd.
Bartlesville, OK 74003

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Brooks,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Dr. Brice Obermeyer
Director
Delaware Tribe of Indians THPO
1200 Commercial Street
Roosevelt Hall, RM 212, Emporia State University
Emporia, KS 66801

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Obermeyer,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Glenna J. Wallace, Chief
Eastern Shawnee Tribe of Oklahoma
P. O. Box 350
Seneca, OK 64865

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Wallace,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Robin Dushane
THPO
Eastern Shawnee Tribe of Oklahoma
12705 E. 705 Road
Wyandotte, OK

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Dushane,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Raymond Halbritter
Nation Representative
Oneida Indian Nation
5218 Patrick Road
Verona, NY 13478

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Halbritter,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Jesse Bergevin
Historian
Oneida Indian Nation
1256 Union Street
PO Box 662
Oneida, NY 13421-0662

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Bergevin,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Cristina Danforth
Chairwoman
Oneida Nation of Wisconsin
P. O. Box 365
Oneida, WI 54155-0365

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Ms. Danforth,

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Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Corina Williams
THPO
Oneida Nation of Wisconsin
P. O. Box 365
Oneida, WI 54155-0365

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Tony Gonyea
Faithkeeper
Onondaga Nation
RR#1 Box 245
Nedrow, NY 13120

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Gonyea,

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Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Beverly Cook
President
Seneca Nation of Indians
P.O. Box 231
Salamanca, NY 14779

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Ms. Cook,

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Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Melissa Bach
THPO
Seneca Nation of Indians
90 O:hi'yoh Way
Salamanca, NY 14779

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Ms. Bach,

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Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

William Fisher, Chief
Seneca-Cayuga Tribe of Oklahoma
23701 S. 655 Road
Grove, OK 74344

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Fisher,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Paul Barton
THPO
Seneca-Cayuga Tribe of Oklahoma
23701 S. 655 Road
Grove, OK 74344

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Tribal Council
St. Regis Mohawk Tribe
412 State Route 37
Akwesasne, NY 13655

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Arnold Printup
THPO
St. Regis Mohawk Tribe
412 State Route 37
Akwesasne, NY 13655

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Ken Jocks, Director
St. Regis Mohawk Tribe
412 State Route 37
Akwesasne, NY 13655

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

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Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Ron Sparkman, Chief
The Shawnee Tribe
29 South Highway 69a
P.O. Box 189
Miami, OK 743534

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

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cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Tribal Council
Stockbridge-Munsee Community Band of Mohican Indians
N8476 Moh He Con Nuck Road
P.O. Box 70
Bowler, WS 54416

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

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cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Sherry White
THPO
Stockbridge-Munsee Community Band of Mohican Indians
W13447 Camp 14 Road
Bowler, WS 54416

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech

Pellerin, Tricia

From: Frazier, Stephanie <SFrazier@eqt.com>
Sent: Friday, May 15, 2015 11:32 AM
To: 'Bonney Hartley'
Cc: Pellerin, Tricia
Subject: RE: Equitrans Expansion Project- Mohican comment

Many thanks for your response Bonney, we will remove you from our list of agency contacts.

Have a great weekend,
Stephanie

Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation
T 412.553.5798 / C 412.925.1446



Think Green - Not every email needs to be printed.



Where energy meets innovation.

www.eqt.com

From: Bonney Hartley [mailto:Bonney.Hartley@mohican-nsn.gov]
Sent: Friday, May 15, 2015 11:21 AM
To: Frazier, Stephanie
Subject: Equitrans Expansion Project- Mohican comment

Dear Stephanie,

I received your letter dated 4/27/15 notifying Stockbridge-Munsee Mohican tribe of the Equitrans Expansion Project in Greene, Allegheny and Washington Counties, PA. It was forwarded to me here in Troy, NY where I conduct our Section 106 cultural resource reviews from a satellite office.

I am kindly responding to let you know that we do not wish to consult on the project as it is outside our area of interest in Pennsylvania. We are only interested in projects that fall within Bucks, Pike, Monroe, and Susquehanna Counties.

Thank you,
Bonney

Bonney Hartley
Tribal Historic Preservation Officer
Stockbridge-Munsee Mohican Tribal Historic Preservation
New York Office
P.O. Box 718
**UPS/FedEx: 400 Broadway #718
Troy NY 12181

(518) 326-8870 office / (518) 888-6641 cell
Bonney.Hartley@mohican-nsn.gov
www.mohican-nsn.gov



April 27, 2015

Greg Bunker
Stockbridge-Munsee Community Band of Mohican Indians
N7689 Koan Tuk Drive
Bowler, WS 54416

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Bunker,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Darwin Hill, Chief
Tonawanda Seneca Nation
7027 Meadville Road
Basom, NY 14013

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Hill,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Tuscarora Nation Chiefs Council
2006 Mt. Hope Road
Lewiston, NY 14092

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

To Whom It May Concern,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Bryan Printup
THPO
Tuscarora Nation
5226 Walmore Road
Lewiston, NY 14092

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Printup,

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Neil Patterson, Jr.
Director
Tuscarora Nation
5226 Walmore Road
Lewiston, NY 14092

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Patterson,

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Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Wayne Gray
Principal Chief
Appalachian American Indians of West Virginia
RT 1 Box 271
Lesage, WV 25537

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Gray,

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Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Owl Appleton, Ph.D.
Appalachian American Indians of West Virginia
RT 1 Box 271
Lesage, WV 25537

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

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Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Linda Karus
West Virginia Native American Coalition
P.O. Box 62
Fairview, WV 26570

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Karus,

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Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

David L. Cremeans
Principal Chief
Native American Indian Federation, Inc.
3836-A 8th Street Road
Huntington, WV 25701

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia.
Docket No. PF15-22**

Dear Mr. Cremeans,

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Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Sarah Haugh, Tetra Tech



April 27, 2015

Barbara Frederick
Historic Preservation Supervisor
Bureau for Historic Preservation
Pennsylvania Historical and Museum Commission
400 North Street, 2nd Floor
Harrisburg, PA 17120-0093

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia
Docket No. PF15-22**

Dear Ms. Frederick,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

An overall Project location map and more specific Project component location maps have been included as attachments to this letter. To establish the pipeline corridor for the proposed Project, it will be necessary to clear forest land along the corridor. Equitrans has contracted with Tetra Tech, Inc. to conduct biological and cultural field surveys for the Project which are scheduled to commence in May 2015. Equitrans will coordinate the survey plans with appropriate agency staff for review and concurrence prior to initiating the field surveys. The attached CD contains a GIS shapefile of the proposed centerline for the pipelines for your use in evaluating the effects of the project. Ideally your review will include our footprint as submitted and an additional 2,000' buffer to allow for design changes if necessary.

The Federal Energy Regulatory Commission (FERC) will serve as the lead agency for the Project. FERC granted Equitrans request in Docket No. PF15-22 to use the FERC's pre-filing process in late April 2015 and Equitrans anticipates filing a formal application with the FERC in the fourth quarter of 2015. The FERC will then prepare an Environmental Assessment or an Environmental Impact Statement to satisfy the National Environmental Policy Act (NEPA) process for the Project.

In order to assist Equitrans in preparing the FERC application and identifying possible issues to be addressed during the NEPA process, the purpose of this letter is initiate dialogue, request information and identify any potential concerns you may have regarding the Project.

The Equitrans team looks forward to working with you as we move forward with development of this Project. We appreciate your assistance and thank in you advance for your willingness to work with Equitrans.

If you have questions or would like additional information about the Project please go to equitransproject.com, contact me at 412-553-5798 (SFrazier@eqt.com), or Tricia Pellerin at 617-443-7556 (tricia.pellerin@tetrattech.com).

Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech

Enclosure(s)



April 27, 2015

SENT VIA EMAIL

Joan Tengowski, Technician
Federal Aviation Administration (FAA)
Joan.tengowski@faa.gov

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia
Docket No. PF15-22**

Dear Ms. Tengowski,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

SENT VIA EMAIL

Kira Heinrich
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Archaeological Resources
kiheinrich@pa.gov

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia
Docket No. PF15-22**

Dear Ms. Heinrich,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech

Enclosure(s)



April 27, 2015

SENT VIA EMAIL

Katie Venticinque, Specialist
Federal Aviation Administration (FAA)
katie.venticinque@faa.gov

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia
Docket No. PF15-22**

Dear Ms. Venticinque,

Equitrans, L.P. (Equitrans) is hereby providing background information on the proposed Equitrans Expansion Project (Project) in Greene, Allegheny and Washington Counties, Pennsylvania. The Project will add up to 600,000 dekatherms per day (Dth/day) of north-to south firm capacity on the Equitrans system. The Project includes the replacement and expansion of the 4,800 horsepower Pratt Compressor Station with the 31,300 horsepower Redhook Compressor Station in Greene County, Pennsylvania; approximately four miles of 30-inch diameter pipeline between the proposed Redhook Compressor Station and the existing Equitrans H-302 pipeline in Greene County, Pennsylvania; approximately five miles of 24-inch diameter pipeline between the EQT Gathering, LLC Applegate Gathering System and Equitrans' existing H-148 pipeline in Allegheny and Washington Counties, Pennsylvania; and the new Webster interconnect to deliver natural gas volumes into Mountain Valley Pipeline, LLC's ("Mountain Valley") proposed pipeline in Wetzel County, West Virginia. The Project is designed to transport natural gas from the northern portion of Equitrans' system south to a future interconnection with Mountain Valley, as well as existing interconnects on the southern portion of Equitrans' system with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency, and operational flexibility for the benefit of all Equitrans customers.

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Sincerely,



Stephanie Frazier
Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech



April 27, 2015

SENT VIA EMAIL

Serena Bellew
Bureau Director/Deputy State Historic Preservation Officer
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
sbellew@pa.gov

**Subject: Equitrans Expansion Project, Green Allegheny and Washington Counties,
Pennsylvania, and Wetzel County, West Virginia
Docket No. PF15-22**

Dear Ms. Bellew,

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Sincerely,



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Supervisor Permitting – Environmental, EQT Corporation

cc: J. Nathaniel Manchin, EQT
Tricia Pellerin, Tetra Tech
Dave Richardson, Tetra Tech

Enclosure(s)



Equitrans Expansion Project

Docket No. PF 15-22

Resource Report 1

Appendix 1-H Affected Landowners (Privileged)



Equitrans Expansion Project

Docket No. PF 15-22

Resource Report 1

Appendix 1-I Public Participation Plan



**EQUITRANS, LP
Equitrans Expansion Project
PUBLIC PARTICIPATION PLAN
March 12, 2015**

Equitrans, LP (Equitrans), a subsidiary of EQT Midstream Partners, LP, knows that stakeholder outreach and public consultation are essential elements of the permitting process and will play an important role in the overall successful development of the Equitrans Expansion Project (EEP).

Equitrans has developed a comprehensive, proactive stakeholder outreach and public participation plan. The plan is built around a fundamental principle: open, honest, proactive communication is simply the right thing to do and is necessary for the sound development of the project. Equitrans strives to be a good neighbor and a good corporate citizen, and believes that every person, organization, and institution that might be affected by this project has the right to be informed and should have an opportunity to participate in the decisions that might affect them.

Objectives

It is Equitrans' objective that all potential Federal, State and Community stakeholders be informed of our intentions relative to the proposed project in a timely manner. The EEP Public Participation Plan, outlined in this document, has the following objectives:

Identify all key stakeholders along the proposed pipeline route. While landowners are the most obvious and directly affected stakeholders, many individuals and organizations within the project's scope have a stake in the project. Identifying and engaging them is wise policy and good business.

Establish channels for two-way communication throughout the life of the pipeline project. Equitrans realizes that effective communication must be two-way. In addition to sharing information, Equitrans' outreach effort is designed to create a continuing dialogue with stakeholders, from the start of the pre-filing process through construction and restoration. It is also designed to provide stakeholders with a minimal number of contacts to maintain ease of communication and ensure consistency of messaging.

Ask for public input at critical stages of planning. Equitrans believes that the project is a partnership not only with the commercial partners, but with all stakeholders. With that idea in mind, for EEP, Equitrans will seek to gain input and ideas from stakeholders during the planning stage. This will help identify and address areas of concern.

Keep stakeholders informed throughout the process. Many outreach plans are designed to communicate effectively during early stages of implementation —

especially during the approval stage — but then reduce communication during construction. While communication about EEP will certainly be heaviest early in the process, Equitrans plans to proactively communicate, via website updates and other methods, during all phases of the project, even after all approvals have been received.

Strategies

Equitrans will employ the following strategies to accomplish the objectives mentioned above:

Be early and proactive. Equitrans will communicate with identified stakeholders early and often during all phases of the project. While not always possible, it is our desire for stakeholders to hear about significant project-related news from us *before* they hear it from other sources. Doing so will help Equitrans maintain positive relationships and ensure the accuracy of the information they are receiving.

Employ grassroots communication. Equitrans will communicate in a “grassroots” fashion directly to stakeholders most affected by the project (e.g., landowners). Emphasis will also be placed on communicating with key community leaders and organizations, such as elected and appointed officials.

Engage local resources. To gain insight into public perceptions along the route and to improve the credibility of the project, Equitrans plans to arrange a centrally located community meeting for stakeholders’ engagement.

Audiences

Equitrans will focus its efforts on reaching the following audiences:

- Landowners
- Local elected officials
 - Mayors, city councils
 - County commissioners
 - County and municipal planning organizations
 - Zoning boards, etc.
- State elected officials
 - State senators (local area staff)
 - State congressmen (local area staff)
- Federal elected officials
 - U.S. senators (local area staff)
 - U.S. congressmen (local area staff)
- Federal, state, and local regulatory agencies
- Economic development agencies/chambers of commerce
- Owners of mineral rights, such as coal companies
- Local law enforcement agencies
- Local media outlets
- Community at large

Methods

Equitrans will employ several methods to ensure successful communication and outreach, including:

Stakeholder identification and issues management database/tracking system. After identifying stakeholders, Equitrans will develop and maintain an issues management system to track contact with these stakeholders in a manner that helps identify and resolve emerging issues and concerns.

Informational materials. Equitrans will develop messages and materials to inform stakeholders about EEP and to address potential questions and areas of concern. These materials will include, for example:

- A project fact sheet that incorporates FAQ's
- "Standard presentation" information posters, etc. for use at Open Houses and other meetings
- Internal project guidance concerning key messages about EEP to ensure consistency in communication
- Media advertisements to announce public meetings

Messages and materials about EEP will be refined throughout the development effort to contain updated information and to address stakeholder concerns that may arise. In addition, materials will contain the following information:

- Information on Equitrans
- Information on environmental and other benefits of natural gas
- Discussion of today's energy market and the need for expanded natural gas infrastructure
- FERC background information — The role of the FERC and other regulatory agencies in the process, and an overview of the pre-filing and filing processes
- Information on construction, including the types and sizes of equipment used
- Information on environmental activities conducted throughout the project, including pre-construction environmental surveys, measures during construction to minimize impact on environmental resources including agricultural resources, restoration, and post-construction monitoring
- Safety information — A discussion of pre- and post-construction safety, and an overview of the safety record of the interstate natural gas pipeline industry and of Equitrans
- A project time line — An intended time frame for completing key phases of EEP

Web site. Because of its accessibility and the ability to be constantly updated, online communications will play a vital role in stakeholder dialogue. In addition to serving as an EEP repository for up-to-date materials and information, the EEP Web site will feature mechanisms for stakeholders to ask questions and provide input about the project. The EEP Web site will contain:

- A narrative and graphic overview of EEP
- A downloadable map of the entire proposed route
- Downloadable detailed maps of the proposed route through each of the counties
- Downloadable project fact sheet about EEP
- Frequently Asked Questions ("FAQs") and answers

- FERC Information, including an overview of FERC's role and where EEP is at in the FERC process.
- Information on the public open house
- Information on potential FERC scoping meetings
- News (project announcements, press releases, media advisories)
- Links to partner company Web sites, FERC, Office of Pipeline Safety, industry coalitions, state agencies such as the WV geological and Economic Survey, etc.

Direct Contact. Equitrans will utilize direct contact, either in person, by phone, or correspondence (e-mail and letter) for certain stakeholders throughout the project, as appropriate. Equitrans will notify landowners affected by the project as required by FERC's regulations. For example, direct contact by company rights-of-way representatives is a necessity in communicating with affected landowners. Direct contact with agencies will be initiated by project environmental staff and will continue with pre-filing/pre-application agency scoping meetings. Equitrans' communications staff will be responsible for contact with key elected officials (county commissioners, state and federal senators and representatives) along the proposed route. Direct contact will allow Equitrans to respond in a timely fashion to all inquiries from any agency, federal, state, or local authorities. Other stakeholders, including environmental organizations, economic development councils, and the news media will be contacted directly as appropriate to inform those stakeholders of the status of the project.

Scoping Meetings. FERC will determine whether and when any scoping meetings will be held. If such meetings are scheduled, FERC will lead those sessions and Equitrans will participate in them with the public, as well as with federal, state and local resource agencies.

Open Houses. Equitrans is proposing a centrally located open house along the EEP route at a location and date to be determined. These will be in addition to potential FERC scoping meetings. A list of tentative dates and a probable location is provided in the table below. The exact date will be determined after consultation with FERC staff.

Tentative Open House Meeting Location and Dates

Location	Date	Time
Jefferson Volunteer Fire Company – Greene County 1483 Jefferson Road Jefferson, PA 15344	May 20,21,25,26,27, 2015	5:30 – 7:30pm

Stakeholders in the study corridor will be notified and invited, both directly (with invitations sent by U.S. mail) and indirectly (through the media). The meeting has been arranged so that no interested party will need to drive much longer than 50 miles to attend, unless there is no viable alternative for a meeting location.

A “station” format is the most likely presentation format for the meeting. Stations will be established for different issues, including rights-of-way, environmental, construction, engineering, etc. as well as a FERC station. Each station will contain information pertinent to that area of project responsibility, presented both in larger visual aids and/or in handout form manned by project team members knowledgeable of the subject presented. This will allow attendees arriving at different times to circulate among the stations and gather information in a more informal fashion. The information provided to attendees will be basic enough to allow people who are unfamiliar with a project like EEP to gain a solid understanding of the project.

Media relations. Because of its reach and its influence, the media are an important resource in communicating information about the project. A list of media outlets by county is located in Attachment A.

Public information contact vehicles. Equitrans will operate and monitor a toll-free phone number, e-mail address, and postal mailing address that will enable stakeholders to obtain additional project information and provide input. These vehicles will be printed on all materials and included on the project Web site, and will include a single point of contact for stakeholder inquiries.

Attachment A

List of Media Outlets by County

Wetzel County, WV (Mobley)

Newspaper

- Wetzel Chronicle (www.wetzelchronicle.com; Contact :: Lauren Riggs; lriggs@wetzelchronicle.com)
- Clarksburg Exponent-Telegram (www.theet.com; Contact :: Darlene Taylor; dswiger@theet.com)

Radio

- West Virginia Public Broadcast (www.wypubcast.org; Contact :: Beth Vorhees; bvorhees@wypubcast.org [Television](http://www.wypubcast.org/Television))

Television

- WBOY - NBC - Clarksburg, WV
- WDTV - CBS - Clarksburg, WV
- WVFX - FOX - Clarksburg, WV

Greene County, PA (Franklin, Morgan, Jefferson Twp.)

Newspaper

- Observer-Reporter (www.observer-reporter.com; Contact :: Emily Petsko; epetsko@observer-reporter.com)
- Greene County Messenger (www.greenecountymessenger.com; Contact :: Eric Morris; info@greenecountymessenger.com)
- Pittsburgh Post-Gazette (www.post-gazette.com) Contact :: Stephanie Ritenbaugh; (sritenbaugh@post-gazette.com)
- Pittsburgh Tribune-Review (www.triblive.com) Contact :: David Conti; (dconti@triblive.com)
- The Daily News (www.triblive.com) Contact :: Patrick Cloonan; (pcloonan@triblive.com)

Television

- KDKA - CBS – Pittsburgh, PA (newsdesk@kdk.com)
- WPXI - NBC - Pittsburgh, PA (target11@wpxi.com)
- WTAE - ABC - Pittsburgh, PA (news@wtae.com)

Washington County, PA (Union Twp.)

Newspaper

- Pittsburgh Tribune-Review (www.triblive.com) Contact :: David Conti; (dconti@triblive.com)
- The Daily News (www.triblive.com) Contact :: Patrick Cloonan; (pcloonan@triblive.com)
- Valley Independent News (www.triblive.com) Contact :: Chris Buckley; (cbuckley@triblive.com)
- Pittsburgh Post-Gazette (www.post-gazette.com) Contact :: Stephanie Ritenbaugh; (sritenbaugh@post-gazette.com)

Television

- KDKA - CBS – Pittsburgh, PA (newsdesk@kdk.com)
- WPXI - NBC - Pittsburgh, PA (target11@wpxi.com)
- WTAE - ABC - Pittsburgh, PA (news@wtae.com)

Allegheny County, PA (Forward Twp.)

Newspaper

- Pittsburgh Tribune-Review (www.triblive.com) Contact :: David Conti; (dconti@triblive.com)
- The Daily News (www.triblive.com) Contact :: Patrick Cloonan; (pcloonan@triblive.com)
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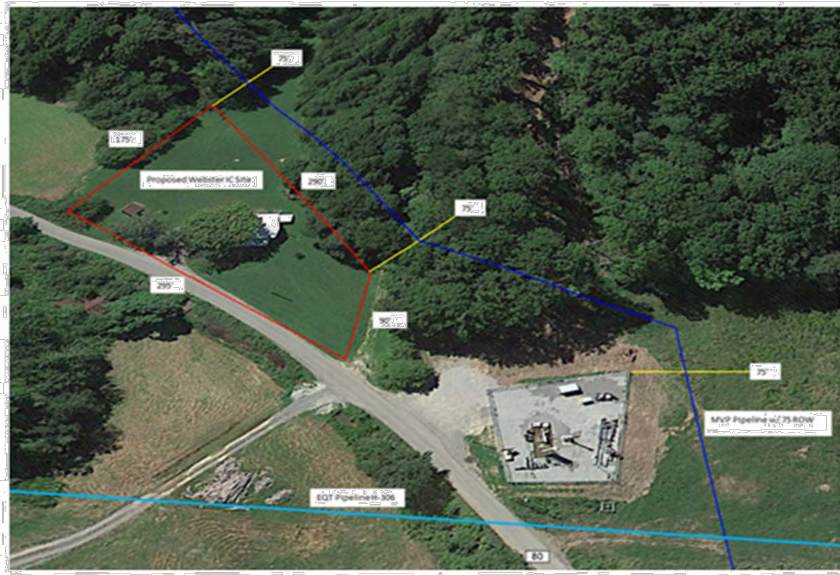
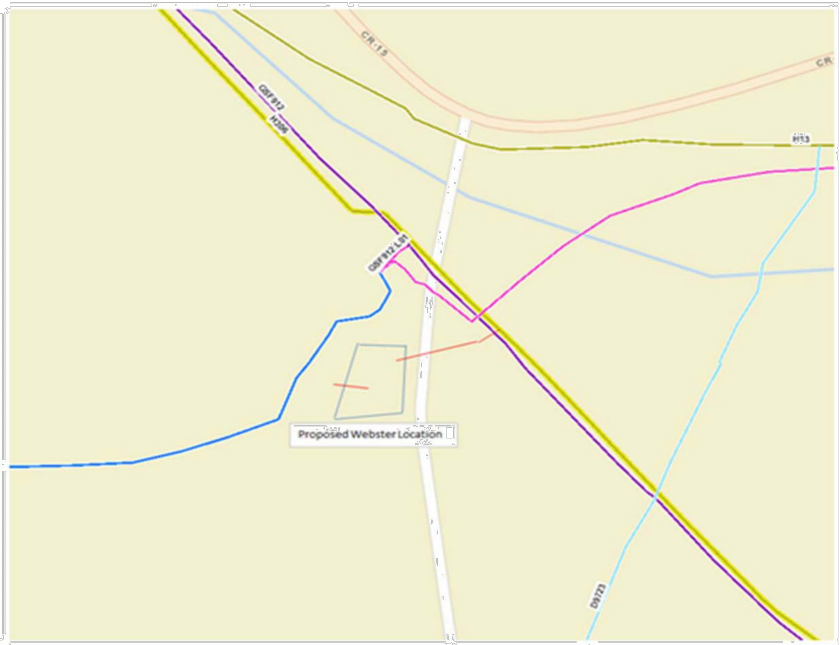
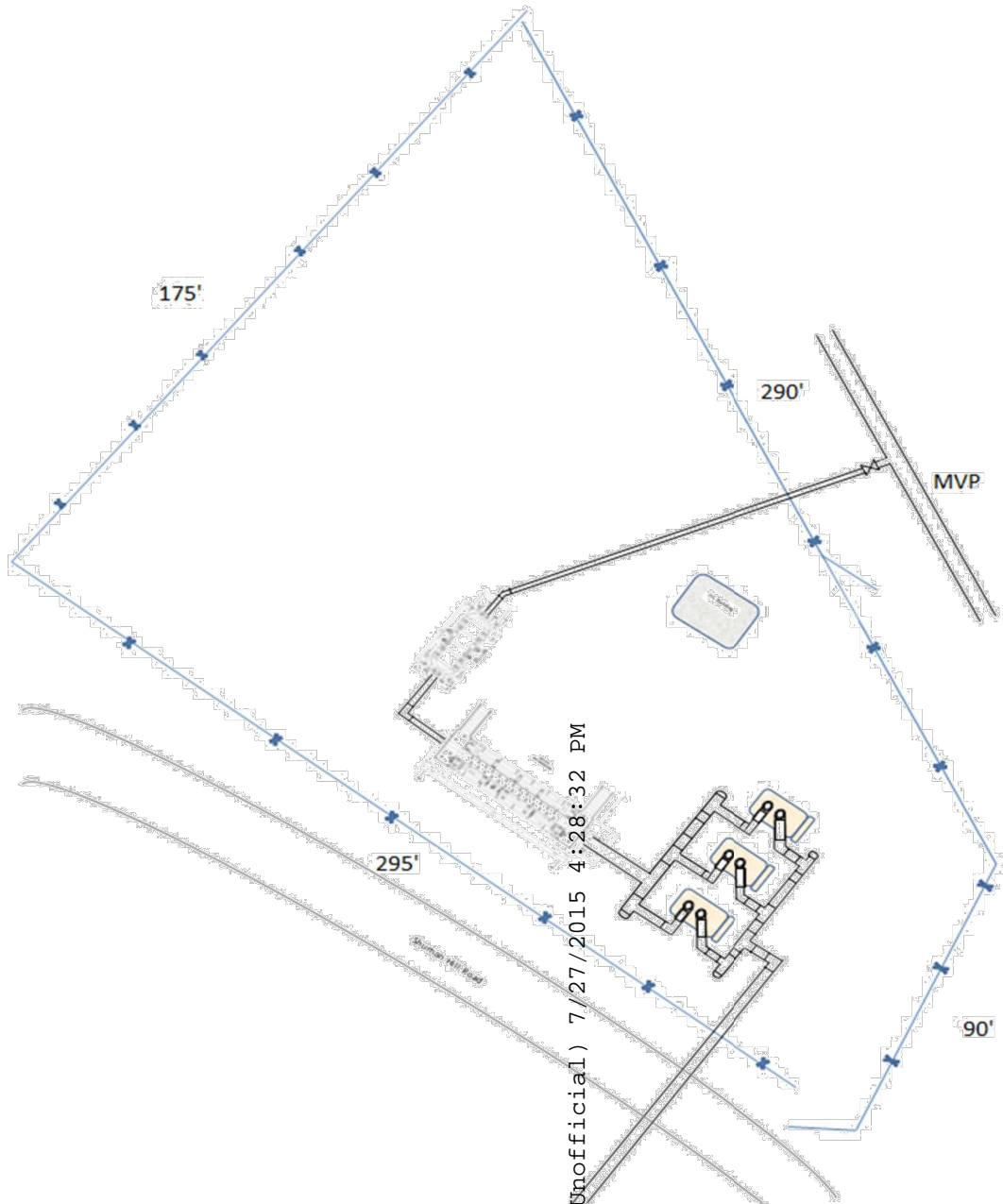
Equitrans Expansion Project

Docket No. PF 15-22

Resource Report 1

Appendix 1-J Webster Interconnect and Mobley Tap Plot Plans

Proposed Webster IC
Equipment Layout




REFERENCE DRAWINGS		NO.	DATE	REVISION	BY	CHK	APPD	NO.	DATE	REVISION	BY	CHK	APPD
DRAWING NUMBER	DRAWING TITLE												
0	6/30/2015			PRELIMINARY	JDW								
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TO THE BEST OF MY KNOWLEDGE, ALL COMPONENTS OF THIS DRAWING ARE DESIGNED IN ACCORDANCE WITH APPLICABLE GUIDELINES AND SPECIFICATIONS

PAUL SEKINGER	6/30/2015
MECHANICAL DESIGN ENGINEER	DATE
-	-
ELECTRICAL DESIGN ENGINEER	DATE

NOTE: ANY CHANGES TO THE DESIGN SHOWN ON THIS DRAWING MUST BE APPROVED BY THE DESIGN ENGINEER.



DESIGN ENGINEERING

PROJECT ID: XXXXX

DRAWING SCALE: NONE

DRAWING TITLE:
WEBSTER INTERCONNECT STATION
MEASUREMENT AND REGULATION
MECHANICAL
PRELIMINARY SITE LAYOUT

FACILITY	STATE	IDENTIFICATION	SERIES	SHEET	REVISION
M	W	WEBSTER	1100	01	0



Equitrans Expansion Project

Docket No. PF 15-22

Resource Report 1

**Appendix 1-K
Winterization Plan**

DRAFT Winter Construction Plan

Equitrans Expansion Project

Introduction

Based on the Project construction schedule, Equitrans anticipates that standard construction and restoration may occur in the 2017-2018 winter seasons. After consistent weather conditions preclude normal reclamation efforts and installation of permanent erosion and sediment control devices, the disturbed areas will be winterized in accordance with this plan. Final restoration and reseeding will occur the following spring.

All winter work will be conducted in accordance with the Federal Energy Regulatory Commission's (FERC's) Plan and Procedures, as well as the Project *National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit (PA and WV)*.

Stabilization/Winterization

- The trench will be backfilled to the extent possible using subsoil.
- Slope stabilization and stability of cuts and fills will be restored to the extent possible, and water bars will be installed crossing the right-of-way to divert surface run-off away from the construction area.
- Equipment mats will be removed from stream areas where destabilization of installed matting could potentially occur due to any unexpected increase in stream water flow caused by increased snow run-off or other natural factors.
- Breaks will be cut into spoil piles and through the berm across the ditch line to allow proper drainage across the right-of-way.
- Wetland areas where mats are removed will be restored to the extent possible.
- Disturbed soils adjacent to streams and wetlands will be mulched, where needed.
- Water bars, berms and erosion/sediment control measures will be installed to minimize erosion along the right-of-way and disposition of sediments beyond the boundaries of the right-of-way.
- In areas where final restoration has not been achieved, the right-of-way will be mulched and left in a roughened condition to reduce potential of erosion during times of snow thaw and/or significant rain accumulation.

Erosion and Sediment Control Measures

- Temporary water bars will be constructed on slopes greater than 5 percent where final clean-up and permanent erosion and sediment control devices have not been installed.
- Mulching will be applied to all slopes (actively cultivated cropland exempt) concurrent with or immediately after seeding, where necessary to stabilize the soil surface and to reduce wind and water erosion. Mulch will be uniformly dispersed over the area to cover at least seventy-five percent of the ground surface at a rate of 2 tons per acre of straw or its accepted equivalent, unless the local soil conservation authority, landowner, or land managing agency approval make formal request of any alternative action to be taken by Equitrans in writing.

- Temporary mulch will be applied to the right-of-way at a rate of 3 tons per acre on slopes greater than 5 percent and within 100 feet of water bodies and wetlands where final restoration has not been established to the satisfaction of the environmental inspector.
- If right-of-way is snow covered, the snow will serve as suitable ground cover. If snow cover recedes, exposed right-of-way will be stabilized utilizing the measures detailed in this plan.
- Topsoil piles will be left in a stabilized condition and replaced when weather conditions permit proper de-compaction of the areas.
- Temporary seeding will be applied as necessary to areas where topsoil has not been restored.
- Sediment barriers (i.e., silt fence, straw bales, earthen berms) will be installed and maintained throughout the right-of-way at designated water bodies, wetlands, and paved road crossings. These structures will be inspected per the permit conditions and adequately maintained during the winter construction season to ensure there are minimal reportable control failures.

Access Road Usage

- Access roads will be graded where needed and approved by the assigned Environmental Inspector (EI). All access roads approved for this Project will remain in use during winter construction. All roads will be monitored and maintained in accordance with applicable permit and landowner requirements.
- Snow removal by equipment will not be performed beyond the road surface to prevent mixing soil with snow.

Right-of-Way Snow Removal

- All snow removed from the right-of-way will be in compliance with the footprint laid out for the Project. No equipment will be permitted beyond the limits of disturbance for the Project.
- In the event there is an extraordinary amount of snowfall, Equitrans' contractor will work with the Equitrans' Lead EI to designate stockpile areas. Breaks in windrowed snow will be placed at drainage crossings and as requested by the affected landowner.
- Snow will be removed from topsoil or spoil storage areas prior to using.
- The use of snow removal equipment will be restricted to use within the limits of disturbance and approved access roads.
- Snow will only be removed from active work areas at the direction of the EI.
- All snow and ice will be removed from pipe joints prior to being mobilized to position for alignment and welding.

Soil Handling

- Topsoil segregation will be completed prior to frozen soil conditions, where practicable.
- When stripping frozen topsoil, multiple passes with a bulldozer or other specialized equipment may be used to break up the topsoil prior to removal, so that only topsoil is removed.
- The trench may be crowned to allow for more compaction and settling issues to occur in freezing and thawing conditions.

Inspection and Maintenance

- Equitrans will continuously monitor and maintain erosion and sedimentation controls during the winter period.
- Inspections of both stabilized and active construction areas will be conducted on a consistent basis. When snow melts or the ground thaws, the frequency of inspections will increase to an extent necessary to confirm the integrity and effectiveness of all erosion and sediment control device's within twenty-four hours.
- Contractor and Equitrans will continuously evaluate the condition of construction areas in an effort to determine if a need exists for additional temporary erosion and sediment control measures, and, as conditions allow, where these corrective measures should be taken.
- Contractor shall have the proper equipment available at all times to allow access to the right-of-way under soft soil conditions.

Spring and Summer Restoration

- Equitrans and its contractor will identify any storm or winter damage that may have occurred on the right-of-way.
- Contractor and Equitrans will evaluate the condition of the right-of-way and will determine if a need exists for additional temporary erosion and sediment control measures.
- Trench compaction will be facilitated by back dragging, walking in backfill material with heavy equipment, and obtaining optimum moisture for the backfill material.
- Contractor will continue final restoration, which may require disking or tilling of the right-of-way to create a seed bed for germination.
- Restoration of topsoil will occur, where practicable, after both the stockpiled topsoil and-exposed subsoil have thawed, and the ground has dried following the spring melt.

Document Content(s)

Transmittal.PDF.....1-1

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