

Eggerding, Matthew

From: Centofanti, John
Sent: Thursday, January 25, 2018 1:21 PM
To: Fellerhoff, Matthew W.; RBroughton@sandsanderson.com
Cc: Justin Curtis; Evelyn Tidlow
Subject: MVP Response to Question Regarding Agricultural Land Use

Gentlemen – please find MVP’s response to the question regarding agricultural land use from our meeting on January 11, 2018.

MVP to provide the Committee with additional information on use of right of way by farming and logging equipment, namely the weight limit for vehicle traffic and actions taken to coordinate continued uses with landowners:

MVP will utilize minimum Class 2 pipe in areas of karst, including Giles County, VA, which will withstand greater stress should a sinkhole develop under the pipe. MVP hired a consultant, D.G. Honegger Consulting, that specializes in constructing pipelines in areas with potential external forces, to perform an analysis of potential karst construction methods of the Project. The results of this analysis documented that class 2 pipe buried with a normal depth of cover of 3 feet could tolerate a sinkhole span of 145 feet, and if buried at an abnormal depth of cover of 10 feet, could tolerate a sinkhole span of 57 feet.

MVP is designed to accommodate a piece of farm equipment at 40,000 lbs. in agriculture areas. In instances where a landowner requires a crossing of greater than 40,000 lbs., the MVP Land team will work with the landowner and the MVP Engineering team in order to determine the proper engineering considerations to accommodate the specific landowner request. Engineering considerations at specific crossings could include items such as timber mats, additional gravel, air bridge, concrete, etc. There are too many variables beyond the weight of the equipment to be able to provide a blanket approval greater than the 40,000 lbs. In each particular case items such as the PHSMA class location (design factor), weight distribution of the requested piece of equipment (tracked vs. rubber tire, number of axles, etc.), permanent vs. temporary crossing, soil conditions, and installed pipeline depth of cover are considered as part of the engineering evaluation.

There are several examples along the MVP route where landowner requests for crossings greater than 40,000 lbs. have been accommodated. Specifically, in Giles County, there have been at least four examples where MVP has worked with the landowners to allow site specific crossings ranging from 60,000 to 100,000 lbs. It is imperative that landowners communicate potential crossing locations with the MVP Land team. The site specific designs of these crossings are critical to ensure pipeline integrity due to point loading on the pipe, increased soil compaction, and protection of environmental resources.

Thank you,

John

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