

APPENDIX AA

Off-Highway Vehicle Management Plan

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Off-Highway Vehicle Management Plan Mountain Valley Pipeline Project

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Mountain Valley Pipeline Project Off-Highway Vehicle Management Plan

1.0 INTRODUCTION

Mountain Valley Pipeline, LLC (MVP), a joint venture between EQT Midstream Partners, LP and affiliates of NextEra Energy, Inc.; Con Edison Gas Midstream LLC; WGL Holdings, Inc.; and RGC Midstream, LLC (collectively referred to as MVP), is seeking a Certificate of Public Convenience and Necessity (Certificate) 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 Mountain Valley Pipeline Project (Project) located in 17 counties in West Virginia and Virginia. MVP plans to construct an approximately 303-mile, 42-inch-diameter natural gas pipeline 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 the Mid-Atlantic and southeastern markets, as well as potential markets in the Appalachian region. Construction is anticipated to begin in 2017 and conclude in the fourth quarter of 2018. Construction on National Forest System lands will occur in 2018.

The proposed pipeline will extend from the existing Equitrans, L.P. transmission system and other natural gas facilities in Wetzel County, West Virginia to Transcontinental Gas Pipe Line Company, LLC's (Transco) Zone 5 compressor station 165 in Pittsylvania County, Virginia. In addition to the pipeline, the Project will include approximately 171,600 horsepower of compression at three compressor stations currently planned along the route, as well as measurement, regulation, and other ancillary facilities required for the safe and reliable operation of the pipeline. The pipeline is designed to transport up to 2.0 million dekatherms per day of natural gas.

A 3.6-mile long segment of the Project will cross portions of the Jefferson National Forest (JNF) in Monroe County in southern West Virginia and in Giles, Craig, and Montgomery counties in southwestern Virginia. The JNF is managed by the U.S. Forest Service (FS) of the U.S. Department of Agriculture. Another 60-foot segment of the Project will cross the Weston and Gauley Bridge Turnpike Trail (Weston and Gauley Turnpike) in Braxton County, West Virginia, which is administered by the U.S. Army Corps of Engineers (USACE). Approval to cross land managed by two or more federal agencies is the responsibility of the U.S. Department of the Interior, Bureau of Land Management (BLM) through issuance of a Right-of-Way Grant. Project-wide construction environmental compliance will be the responsibility of the FERC. The FS and USACE will also ensure compliance across lands managed or administered by those agencies. Because the majority of federal lands crossed are managed by the FS, this plan focuses on the JNF, noting any additional or different requirements that are specific to the crossing of the Weston and Gauley Turnpike.

The FS will be responsible for enforcement of the terms and conditions of the BLM's right-of-way Grant on National Forest System lands during the term of the Right-of-Way Grant for the Project. Compliance will be monitored on the JNF portion of this Project by the FS Project Manager and the Authorized Officer's designated compliance monitors. FS will have stop work authority per terms outlined in the BLM Right-of-Way Grant. FS will also have stop work authority if unsafe work conditions are encountered during construction.

The Project has potential to impact sensitive environmental resources and, as a result, environmental protection measures have been developed to minimize potential impacts on these resources and will be applied, as applicable, to the Project.

2.0 OFF-HIGHWAY VEHICLE CONTROL AND RIGHT-OF-WAY ACCESS

Less than 1 percent of the JNF is open to OHV¹ use. The JNF Land and Resource Management Plan lists 47.7 miles of road in nine areas as open to OHV use. None of these roads are crossed by the Project. Approximately half of the proposed right-of-way is classified as Roded Natural (38.5 acres); the remainder is either Semi-primitive 2 (39.0 acres) or Semi-Primitive Non-motorized (2.9 acres). No new permanent access roads are proposed on the JNF.

MVP intends to limit OHV use within the right-of-way in order to avert user conflicts in adjacent areas, as well as to avoid problems with revegetation efforts and prevent potential erosion within the right-of-way. To minimize OHV access within the right-of-way, MVP will install barriers at appropriate locations in coordination with the JNF. The installation and maintenance of these barriers may be required both within the ROW and also at points outside of but near the ROW. The proposed OHV barriers will be designed and constructed in a manner that attempts to prevent unauthorized motor vehicle/OHV use of and along the right-of-way, but will still allow the passage of wheelchairs or any device that meets the legal definition of a wheelchair where a gate, barrier, or berm is installed on a road to close it to motorized traffic, but foot travel is encouraged beyond the gate or barrier.

The need for OHV control measures will be assessed primarily where the pipeline right-of-way intersects roads and trails (see Figures 1 and 2). These areas will be identified by the Project environmental inspector and/or authorized JNF representative. Preventing OHV incursions on the Appalachian National Scenic Trail at the pipeline crossing and elsewhere in the pipeline vicinity is a priority focus. MVP will consult with the JNF for review and approval of site-specific designs for OHV control. In addition, MVP will work with the FS to identify any user created routes that are established during the operation of the Project along the right-of-way corridor, and will install barriers at these locations. All designs will meet agency standards, and, where applicable, will not conflict with visual resource management objectives or impact the area's visual resources.

To deter potential user conflicts and resource damage caused by unauthorized OHV use, MVP will provide various natural and constructed control measures at select intersections of the right-of-way with road and trail crossings as well as other locations identified by the FS near the right-of-way (both at official roads and trails as well as user created roads and trails). Figures 1 and 2 in Attachment AA-1 display typical diagrams of OHV control measures that would be used. Below is a brief summary of the types of measures that would be employed:

- Dirt/rock berms placed across the right-of-way, sometimes coupling as part of erosion control measures;

¹ The term "OHV" in this document refers to all types of motorized off-highway vehicles, including both street-legal and non-street-legal full-sized vehicles, motorcycles, all-terrain vehicles, and utility terrain vehicles.

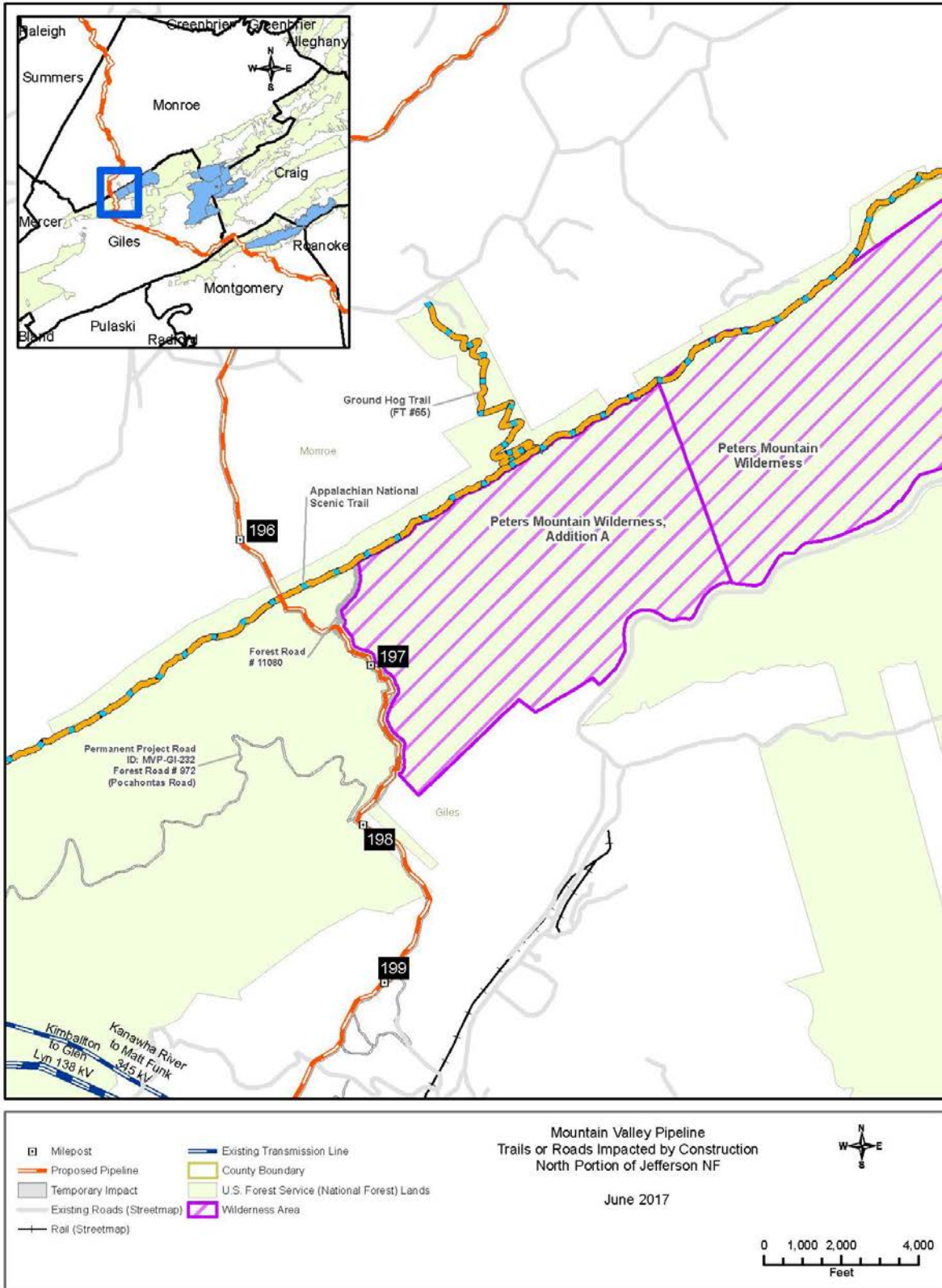


Figure 1. Trails or Roads Impacted by Construction, North Portion of Jefferson National Forest

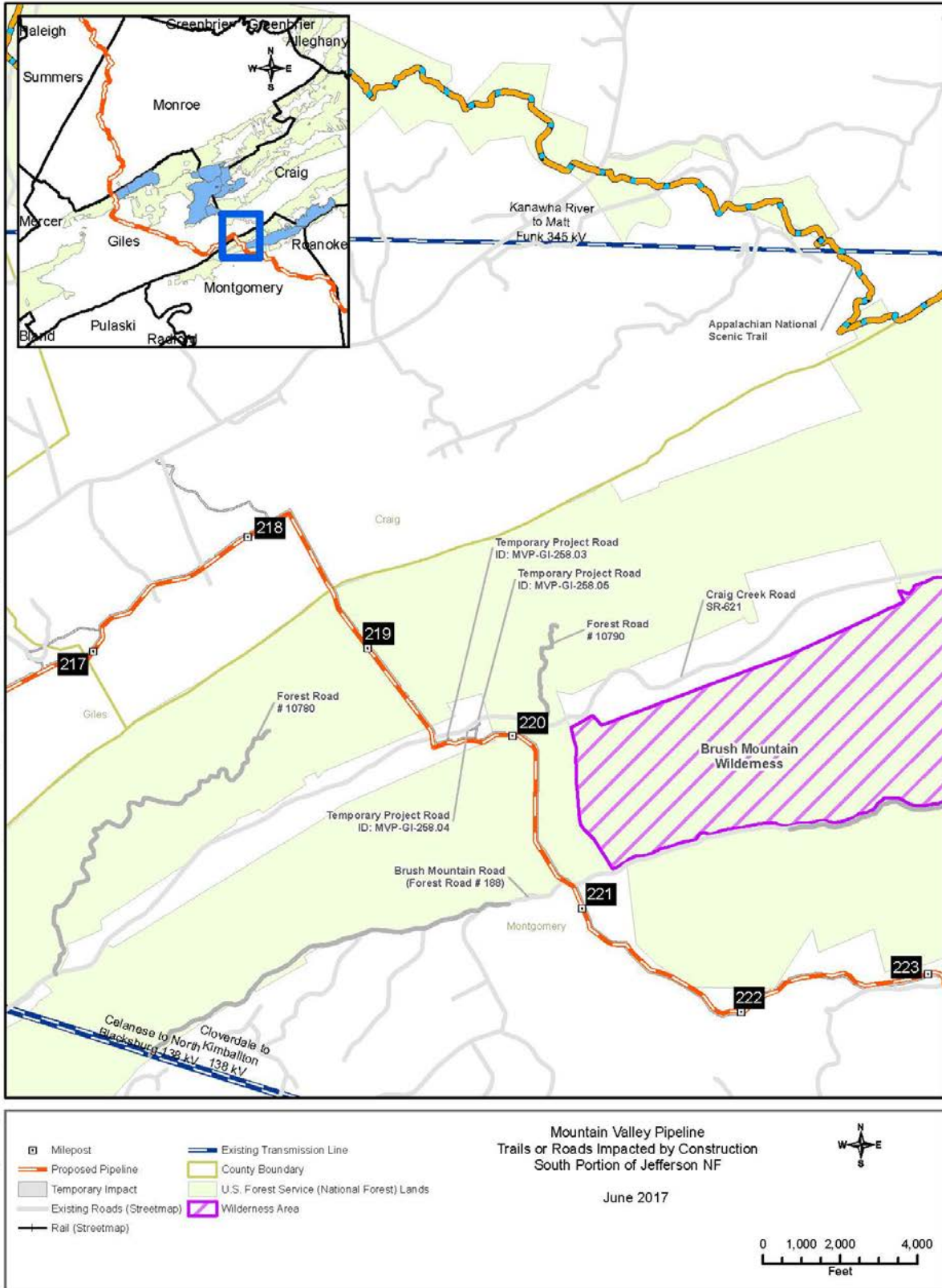


Figure 2. Trails or Roads Impacted by Construction, South Portion of Jefferson National Forest

- Non-merchantable logs, slash and/or stumps strategically placed along the construction right-of-way as prohibitive barriers (see Figure 1 in Attachment AA-1);
- Large rocks and boulders partially buried along the right-of-way and at road crossings to block access but also positioned in such a manner as to not form an attractive OHV “obstacle course” (see Figure 1 in Attachment AA-1);
- Trench/earthen barriers would be installed at the direction of or where approved by the agency (see Figure 2 in Attachment AA-1); and
- Signs and/or locked gates and fencing.

If required by the FS, MVP will include clear passage for wheelchairs within OHV barriers to meet requirements of the Forest Service Manual 2350.5, and the Americans with Disabilities Act Title V, Section 508(c) where a gate, barrier, or berm is installed on a road to close it to motorized traffic, but foot travel is encouraged beyond the gate or barrier.

The following Forest roads and trails on National Forest System lands may be affected by the Project (Table 1, also see Figures 1 and 2):

Table 1. Forest Roads and Trails Crossed or Adjacent to the Right-of-Way

Route Number	Seasonal Restriction	Dates Allowed
FR 188 (Brush Mountain Road)	Yes	10/1 to 01/10
SR-621* (Craig Creek Road)	No	N/A
FR 972* (Pocahontas Road)	No	N/A
FR #11080 (Mystery Ridge Road)	No	N/A
Appalachian National Scenic Trail FT #1	No	N/A
*The crossing occurs in an area where FS has a ROW across private land on this road. FR = Forest Road SR = State Route FT = Forest Trail		

**ATTACHMENT AA-1
TYPICAL DESIGN FEATURES FOR RESTRICTING OHV ACCESS
TO A NEW PIPELINE RIGHT-OF-WAY**

