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July 16, 2025

Michael J. Mussomeli, PWS
Environmental Specialist II
Virginia Department of Environmental Quality
1111 East Main Street, Suite 1400
Richmond, VA 23228

RE: Response to Virginia Department of Environmental Quality
Comment Letter 2 Dated June 12, 2025
Mountain Valley Pipeline, LLC – MVP Southgate Amendment Project
Joint Permit Application No. 25-0752

Dear Mr. Mussomeli:

Mountain Valley Pipeline, LLC (Mountain Valley) submits the enclosed responses to the Virginia Department of Environmental Quality (DEQ) Comment Letter 2 dated 12 June 2025 regarding the Joint Permit Application (JPA) for the MVP Southgate Amendment Project (Amendment Project).

Mountain Valley respectfully requests a meeting at DEQ's convenience to review the responses to this Comment Letter 2.

I. Information Required to Complete Application for Virginia Water Protection Individual Permit

DEQ Information Request No. 1:

The 30 May 2025 Response Letter states the preliminary jurisdictional determination (PJD) is pending. A request for a State Surface Water Determination (SSWD) and, concurrently, a PJD to the U.S. Army Corps of Engineers (USACE) was submitted by the Southeast Supply Enhancement Project – Eden Loop (SSEP) in October 2024. There is a significant overlap between the proposed project and the SSEP SSWD/PJD study area and, in coordination with the USACE, some discrepancies in results and Cowardin designations were identified between the two (2) projects. At the request of USACE, respective agents for each proposed project coordinated and revised the delineations accordingly. A field meeting with both agents, USACE, and DEQ occurred on 26-27 February 2025 to reconcile remaining discrepancies in the respective delineation results. DEQ appreciates the efforts and coordination between the projects themselves and with USACE to reconcile differences in results.

However, DEQ received revised mapping and data submitted by the SSEP on 13 May 2025, which indicate some discrepancies remain in linework and Cowardin classification between the wetlands/stream linework on SSEP mapping and Figure 3 (Detail Map) of the MVP Southgate Amendment:

a. *Sheet CL-058: It appears the original delineation results are still depicted for emergent wetlands within the existing utility easement, identified as W-B017 on Figure 3. Per prior coordination with SSEP and field review, portions of the wetland boundary were revised, specifically linear portions of the wetland. This change would affect impacts associated with W-B017. Please adjust the boundary, impacts, and impact tables accordingly.*

b. *Sheet CL-046: An emergent wetland, located adjacent to unnamed tributary (UNT) of the Sandy Creek (S-B046), is depicted on the SSEP project but is not included in Figure 3.*

c. *Sheet CL-042: Stream S-A059 (UNT Sandy River) is identified as intermittent; the SSEP project has determined this feature is perennial.*

d. *Sheet CL-035: Stream S-A048 (UNT Sandy River) is identified as intermittent; the SSEP project has determined this feature is perennial.*

DEQ has reached out to USACE and the SSEP separately and to MVP Southgate by email on 2 June 2025. Please correct Item A above and advise on revisions to Item B through Item D.

Mountain Valley Response to Information Request No. 1:

a. After comparing data and coordinating with Transco, Mountain Valley has revised the boundaries of W-B017 to match the Transco delineation. Please see the updated Figure 3 (Detail Map), Figure A-2 (Wetland and Waterbody Impacts), Table 3 (Wetland Impacts), Table 5 (Wetland Impacts Summary), Table A-2 (Virginia Wetland Impacts), and Table A-4 (Virginia Wetland Impact Summary) that depict the revised boundaries and associated impacts for this wetland.

   Updated impact figures for the Amendment Project are included in Attachment 1. Updated impact tables are included in Attachment 2.

b. The emergent wetland located adjacent to S-B046 (UNT Sandy Creek) is located outside of the survey area and limits of disturbance for the Amendment Project. Therefore, this wetland was not delineated during the field surveys and is not shown within the Amendment Project mapping or data.

c. After comparing data and coordinating with the SSEP, both projects agree that S-A059 (UNT Sandy River) should be classified as intermittent. Therefore, no changes to mapping or impact tables are needed for the Amendment Project.

d. After comparing data and coordinating with the SSEP, both projects agree that S-A048 (UNT Sandy River) should be classified as intermittent. Therefore, no changes to mapping or impact tables are needed for the Amendment Project.

DEQ Information Request No. 2:

Please advise if the alternatives analysis presented in the Amendment Project application were considered during the previous FERC alternatives review, and if so, provide complete documentation to support the proposed alternative rationale, as requested in DEQ Information Request Items No. 5 (a and b) (1 May 2025).

Mountain Valley Response to Information Request No. 2:

The two existing pipeline system alternatives addressed in the Amendment Project's JPA were previously reviewed by FERC in its February 2020 Final Environmental Impact Statement (FEIS) for the Original Certificated Project. An excerpt of the relevant section of the FEIS is included with this response in Attachment 3.[1] Applying National Environmental Policy Act terminology for alternatives analyses, FERC dismissed these two alternatives because neither provides (1) a "technically feasible alternative to the Project" (FEIS 3-3) or (2) a "significant environmental advantage" (FEIS 3-5).

The first existing pipeline addressed in the JPA is the "Transco[2] Pipeline System Alternative." In the FEIS, FERC noted that Transco's system would need to be modified and upgraded to provide a potential alternative to the Original Certificated Project. FERC determined that the "impacts of these upgrades may be less than, similar to, or greater than those that would occur as proposed by the Southgate Project" (FEIS 3-5). FERC dismissed the Transco Pipeline System Alternative based, in part, because it found no reason to conclude that the alternative "would provide a significant environmental advantage."

The second existing pipeline addressed in the JPA is the "East Tennessee System Alternative." FERC determined that upgrading the East Tennessee system to accommodate Southgate's capacity "would result in environmental impacts similar to those that would occur as proposed by the Project" (FEIS 3-5). For that reason, FERC also dismissed this alternative on the grounds that it "would not provide a significant environmental advantage."

FERC observed in the FEIS that only the respective owners of the existing pipeline systems could provide the information that would be necessary to quantify the potential environmental impacts of any existing pipeline system alternatives. Accordingly, FERC's analysis was based on a high-level, qualitative assessment of the likely environmental impacts associated with the unspecified upgrades that would be necessary for each existing pipeline alternative. Furthermore, FERC did not opine on the cost of any upgrades that may be necessary to upgrade the existing pipelines so that they could potentially provide project alternatives.

Mountain Valley does not have more information about the Transco and East Tennessee systems than FERC. In the 30 May 2025 response to the DEQ, Mountain Valley stated that the two existing pipeline systems referenced in the JPA are owned and operated by parties with no relationship to Mountain Valley. Mountain Valley cannot speak for those owners as to the upgrades that would be required for their systems to provide feasible alternatives to the Amendment Project. Without knowing what upgrades would be necessary, Mountain Valley has no basis to estimate the costs or possible environmental impacts of these potential alternatives.

In summary, Mountain Valley's response to Request No. 5 of DEQ's 1 May 2025 information request and this response represent good faith efforts to provide complete answers based on the information available to the Amendment Project team. Mountain Valley referenced the Transco and East Tennessee system alternatives in the JPA for the sake of being comprehensive. Mountain

[1] The complete FEIS can be found on the Project's website (https://www.mvpsouthgate.com/news-info/) under the heading "FERC Filings."
[2] Transcontinental Gas Pipe Line Company, LLC

Valley had no basis to determine the relative cost or environmental impacts of those alternatives, and so neither alternative was dismissed on the basis of cost or environmental impacts. Those alternatives are not the LEDPA because neither is (1) available to Mountain Valley nor (2) capable of fulfilling the Amendment Project's purpose.

DEQ Information Request No. 3:

Item 6c of DEQ's Comment Letter of 1 May 2025 requests additional information regarding efforts to minimize impacts between the MVP Southgate Amendment Project and the SSEP. The 30 May 2025 Response Letter states:

Although Mountain Valley is not aware of any authority or precedent for requiring coordinated minimization efforts by independent applicants, the parties have nevertheless been working voluntarily and in good faith to minimize the potential cumulative impacts associated with the construction of the MVP Southgate and the Transco SSEP pipelines. Mountain Valley and Transco continue to collaborate to address construction-related concerns, including those highlighted by DEQ, and develop field strategies to mitigate potential issues from potentially concurrent construction activities. Detailed evaluations of construction sequencing are being undertaken in areas where the MVP Southgate and SSEP pipelines overlap workspaces, ensuring minimizing disturbances. Additionally, Mountain Valley and Transco are exploring opportunities to share workspace and sequence construction activities to enhance safety, substantially reduce cumulative environmental impacts, avoid bottlenecks, and target erosion and sediment control design and implementation, ensuring effective measures and environmental protection. Mountain Valley remains committed to continued discussions with Transco to proactively manage construction impacts and comply fully with DEQ's environmental standards and expectations.

The majority of the Amendment Project and SSEP alignments are located immediately adjacent to each other and appear to have concurrent construction schedules.

a. *Elaborate on how FERC guidance related to reducing limits of disturbance (LOD) can be applied to the Amendment Project at the five (5) locations where the two (2) project alignments are crossing each other/the existing pipeline corridor to avoid or minimize impacts to surface waters. For example, placement of the SSEP pipeline adjacent to the existing pipeline (as they are the same owner) would reduce the FERC-required offset and thus reduce wetland or stream impacts (Sheets CL-053 and CL-058). Have such placement options been evaluated? If not, provide an explanation as to why these are not included in design.*

b. *Please advise if previously disturbed areas within the existing ROW may be utilized to reduce surface water impacts, particularly those areas being pursued via access agreements with adjacent property owners, including Transco. Please provide details on coordination efforts with SSEP that may further reduce impacts to wetlands and streams.*

Mountain Valley Response to Information Request No. 3a:

The Amendment Project has been designed in alignment with the FERC guidance to minimize environmental impacts by reducing the LOD, particularly in areas where the Amendment Project and SSEP pipelines intersect or run in close proximity.

FERC's *Wetland and Waterbody Construction and Mitigation Procedures* (May 2013) emphasize minimizing the extent and duration of disturbances on wetlands and waterbodies during pipeline construction. Specifically, the procedures recommend reducing construction workspace and LOD to the minimum necessary to safely construct and operate the pipeline, thereby protecting sensitive environmental resources. In addition, FERC generally advises that projects are collocated with existing utility infrastructure as much as possible.

In accordance with this guidance, Mountain Valley has implemented design adjustments at four of the five locations where the SSEP and Amendment Project pipelines are proposed to be co-located or intersect. These adjustments (discussed in more detail below in the Mountain Valley Response to Information Request No. 3(b)) involve positioning the SSEP pipeline directly adjacent to the existing Williams pipeline corridor, maintaining an assumed spacing of approximately 25 feet. This configuration enables the Amendment Project pipeline to be spaced 50 feet away from the proposed SSEP line, effectively eliminating 25 feet of potential impact that would have occurred if the Amendment Project were situated between the existing Williams corridor and the SSEP. This approach also promotes efficiencies during construction and subsequent operation.

This strategic placement not only aligns with FERC's recommendations but also demonstrates Mountain Valley's commitment to environmental stewardship by reducing the Amendment Project's overall footprint and minimizing impacts on surface waters.

Regarding the fifth location near milepost (MP) 27.7, a design adjustment was not implemented due to the limited distance where both projects share the same location and the routing constraints associated with the Amendment Project pipeline as it crosses Circle Bar D Ranch Road. The spatial and alignment limitations at this location precluded further optimization without compromising construction feasibility and safety.

Mountain Valley Response to Information Request No. 3b:

The Amendment Project has been collocated with the existing Transco pipeline to the extent practicable, while maintaining a minimum separation distance of 50 feet where possible. The 50-foot separation distance comports with the standard recommendation of the Interstate Natural Gas Association of America for separation between new and existing pipelines.[3] Additionally, FERC's June 18, 2020, order approving the Original Certificated Project adopted the 50-foot minimum separation distance to address comments filed by Transco.[4]

The minimum separation distance could not be maintained if the Amendment Project were to be installed within the previously disturbed areas of streams or wetlands crossed during installation of the existing Transco pipeline. For the same reason, the Amendment Project cannot be installed within the same trench or area of excavation as the proposed SSEP.

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[3] Interstate Natural Gas Association of America, Building Interstate Natural Gas Transmission Pipelines: A Primer (Jan. 2013), *available at* https://ingaa.org/wp-content/uploads/2023/09/2013_Building-Interstate-Natural-Gas-Transmission-Pipelines-A-Primer.pdf.

[4] The June 18, 2020, FERC Order can be found on the Amendment Project's website (https://www.mvpsouthgate.com/news-info/) under the heading, "FERC Filings." FERC's discussion of the minimum separation distance can be found at paragraph 130 of the order.

Mountain Valley is coordinating closely with Williams on four specific locations (referenced above in Response No. 3a) where the SSEP pipeline is proposed to be installed between the Amendment Project pipeline and existing Transco infrastructure. This arrangement allows the SSEP pipeline to be placed closer to the existing Transco line—within 25 feet—because both assets will be operated by the same company. If the Amendment Project pipeline were installed between these two Williams-operated pipelines, each would be required to maintain a 50-foot offset from the Amendment Project, thereby increasing the overall footprint and associated environmental impacts. By allowing the SSEP pipeline to occupy the interior position, the combined corridor width is reduced, minimizing impacts to wetlands and streams.

The four design adjustment locations occur between MP 0.7 and MP 25.6 and will cross a total of 13 aquatic resources:

The first design adjustment location begins after MP 0.7, extends for approximately 0.56 miles, and ends at MP 1.3. The adjusted alignment between MP 0.7 and MP 0.9 still proposes crossing one PEM wetland (W-A001) and two intermittent streams (S-A002, S-A003) via conventional bore. Temporary impacts associated with a timber mat travel land have been added for W-A001 and this change is reflected in the updated impact tables and figures. The adjusted construction workspace between MP 1.0 and MP 1.3 will incur marginally greater conversion impacts to PFO W-A014a (<0.001 additional acres), avoid impacts to PEM W-A014b, and add 24 linear feet of temporary impacts to the previously avoided ephemeral stream S-A013.

The second design adjustment location begins at MP 19.8, extends for approximately 0.47 miles, and ends at MP 20.3. The adjusted construction workspace between MP 19.8 and MP 19.9 proposes marginally greater temporary impacts to ephemeral S-B059 (6 additional linear feet) while now avoiding temporary impacts to PEM W-B044. The adjusted construction workspace between MP 20.1 and 20.2 will result in greater conversion impacts to PFO W-B043 (0.040 additional acres) and similar temporary impacts to perennial stream S-B046 (3 additional linear feet).

The third design adjustment location begins after MP 22.7, extends for approximately 0.10 miles, and ends after MP 22.8. No wetlands or streams are crossed at this location; therefore, no changes in aquatic resource impacts will occur from this adjustment.

The fourth design adjustment location begins at MP 25.3, extends for approximately 0.24 miles, and ends after MP 25.5. The adjusted workspace at this location will result in fewer temporary impacts to PEM W-B017 (0.003 fewer acres) and perennial S-B054 (73 fewer linear feet). The boundaries for both of these features were revised accordingly as part of Request No. 1 above, and the impact comparison was evaluated with the revised boundaries. The adjusted workspaces at this location will also result in marginal temporary impacts to intermittent S-B055 (13 linear feet) due to timber mat crossing this feature during construction.

The Amendment Project's plan and profile sheets, impact mapping, and impacts tables have been updated to reflect four design adjustments. Please refer to Attachment 4 for the revised plan and profile sheets. Updated versions of the impact figures and impact tables (as described in Mountain Valley Response to Information Request No. 1(a)) are included in Attachments 1 and 2, respectively.

Table 1: Summary of Design Adjustments Adopted in Coordination with Williams

Design Adjustment	Location (MP)	Prior Resource Impacts (Wetlands – acres) (Streams – linear feet)	Revised Resource Impacts (Wetlands – acres) (Streams – linear feet)	Revised Plan and Profile Sheet(s)
1	0.7 – 1.3	W-A001 – 0 W-A014a – 0.0080 W-A014b – 0.0596 S-A013 – 0	W-A001 – 0.0629 W-A014a – 0.0087 W-A014b – 0 S-A013 – 13	CL-005, CL-007
2	19.8 – 20.3	S-B059 – 80 W-B044 – 0.0024 W-B043 – 0.0040 S-B046 – 106	S-B059 – 86 W-B044 – 0 W-B043 – 0.0441 S-B046 – 109	CL-055, CL-056
3	22.8 – 22.8	None	None	None
4	25.3 – 25.5	W-B017 – 0.0629 S-B054 – 151 S-B055 – 0	W-B017 – 0.0602 S-B054 – 78 S-B055 – 13	CL-075, CL-076

In addition, Mountain Valley is actively working with Williams to finalize a collocation agreement. This agreement will govern coordinated construction activities in the field, ensuring that disturbance is minimized with clear protocols and processes in place.

DEQ Information Request No. 4:

In regard to compensatory mitigation, the 30 May 2025 Response Letter states:

Mountain Valley obtained credit reservation letters from the Copper Hill Mitigation Bank and Beaverdam Mitigation Bank. However, the credit reservation letter from Beaverdam was inadvertently omitted from Attachment M of the application. Both reservation letters are attached to this response (Attachment 6). Discussions with the sponsor of the banks regarding purchase agreements are continuing. In lieu of mitigation bank credits, Mountain Valley continues to evaluate other potential approaches to mitigation. Mountain Valley is evaluating a potential Permittee-Responsible Mitigation (PRM) project that it will discuss with the DEQ.

In order for the application to be considered complete, please provide a compensatory mitigation plan with documentation from an approved bank or in-lieu fee program sponsor of the availability of credits at the time of application, or that otherwise meets the requirements of 9VAC25-210-80.B.1.m(1 through 3).

Mountain Valley Response to Information Request No. 4:

Mountain Valley is preparing to submit a proposed Permittee-Responsible Mitigation (PRM) project to DEQ and USACE to fulfill its compensatory mitigation obligations for wetland impacts in Virginia. Details regarding the proposed PRM project were presented to DEQ and USACE at a virtual meeting on June 25, 2025. The PRM site is located within the Upper Roanoke HUC-8 watershed and would generate approximately 7 wetland credits by means of wetland creation and restoration. The proposed wetland credits to be generated from the PRM project will satisfy the Amendment Project compensatory mitigation need of 6.31 wetland credits with an additional

margin of safety for credit yield. Mountain Valley intends to engage in further consultation with DEQ regarding the PRM project in the coming weeks.

DEQ Information Request No. 5:

Section 5.2.8 and 5.2.9 of the JPA narrative states that temporarily impacted resources will be restored to preconstruction contours. Profiles contained within Attachment H show elevation data with Full-Canopy LIDAR. Will survey grade elevations be provided to restore streambank and wetlands to preconstruction elevations and contours, such that previous wetland acreage and functions or surface water functions are restored? If not using survey grade elevations, how will the requirements of 9VAC25-210-80.B.1.j for pipe or culverts be documented to demonstrate restoration is to preconstruction elevations and contours?

Mountain Valley Response to Information Request No. 5:

Preconstruction elevations, contours, ordinary high-water mark, photos, and other existing information will be used to ensure post-construction restoration restores the crossings back to the pre-crossing condition or to a stable configuration. If the stream is experiencing significant bank erosion or other unstable conditions (i.e., vertical bank), stream restoration practices will ensure the post-construction area will be restored to a stable configuration based on the preconstruction contours and site conditions. Per the requirements of *9VAC25-210-80.B.1.j*, the longitudinal profiles for culvert installations will be used to ensure restoration is to preconstruction elevations and contours.

DEQ Information Request and Mountain Valley Response to Information No. 6:[5]

Thank you for details and rationales provided in Table 12 for crossing methods. This information is very helpful in evaluating each crossing method. The JPA narrative states that there are length limitations involving the use of horizontal directional drilling (HDD) methods. For longer wetland crossings, in consideration of where crossings listed in Table 12 may be combined, or where wetland/stream crossings may be combined with roadway or railroad crossings, please advise and provide similar rationale for consideration of HDD (or extended conventional bore where noted) crossings at the following locations:

a. *On Figure 3, Sheet CL-002 and Sheet CL-003, the proposed crossing of perennial Cherrystone Creek and adjacent wetlands (S-A004/W-A003A-B) is open cut, with rationale of cost difference and construction schedule for which a conventional bore would not be feasible. This wetland/stream system is located in between conventional bore locations S-A006 and S-002/S- A003. To avoid impact, please advise as to why an HDD method encompassing the three (3) stream/wetland systems is not feasible for this location or the feasibility of extending the conventional bore associated with either of the other crossings.*

   An HDD crossing all three of these resources is not practicable because it would be excessively costly and time-consuming relative to the proposed crossing methods. To cross all three systems, the HDD would be approximately 3100 feet long. Based on

[5] Due to the length of DEQ Information Request No. 6, Mountain Valley's answers are provided in line following the question in **bold** text.

bids for HDDs of Sandy River and Dan River, the estimated cost of an HDD crossing of these resources would be $4.3 million. In comparison, the *aggregate* cost to cross the same resources using the crossing methods identified in Table 12 (Crossing Methods) is approximately $1.1 million. This aggregate cost includes the currently proposed conventional bore crossing methods to avoid impacts to S-A006/W-A006 (Crossing H650-003) and S-002/S-003/W-A001 (Crossing H650-005). In other words, the marginal cost to avoid impacts to S-A006/W-A006 (Crossing H650-004) by using the HDD crossing method is $3.3 million. That is more than 18 times greater than estimated cost to open cut the same resource. Accordingly, an HDD crossing of the referenced resources is unreasonably expensive.

Furthermore, the HDD entry or exit point is approximately 200 feet from a home and farmstead, and an HDD would cause additional noise and disruption compared to a conventional bore. Although the original crossing analysis accounted for landowner disruption due to conventional bore techniques, an HDD of these resources would significantly increase the disruption to the landowner from 9 days to 2 months.

b. *Sheet CL-004 indicates an open cut is proposed for wetland W-A013A, W-A013C, and W-A013D. Please provide rationale and disposition as to whether horizontal directional drilling (HDD) is not feasible at this location.*

An HDD of these resources is not logistically practicable. To the north is a jog in the alignment that prevents it from being a feasible location for a pullback string or setting up a drill rig. Nor is this alternative less environmentally damaging. To the south, numerous other resources would be impacted by either a drill rig or a pullback string.

c. *On Sheet CL-005/6, please advise cost for use of HDD alternative for W-A010 (A/B/C) and expand on why this method would not be feasible for this crossing (or if an HDD can be combined with Item ii above).*

An HDD of these resources is not logistically practicable. To the south, the elevation change is too great to facilitate a pullback string or serve as an entry point for the drill. Furthermore, it would be necessary to impact Cherrystone Creek to use an HDD at this location.

d. *On Sheet CL-012, a conventional bore is proposed as a crossing for Banister River. Please advise as to the feasibility of an HDD crossing that would avoid impacts to adjacent/abutting wetlands and, potentially White Oak Creek (S-A021).*

An HDD of these resources is not practicable along the current alignment, and there are no practicable options to adjust the alignment to facilitate an HDD. There is a sharp turn in the alignment to the southwest of the Bannister River crossing that prevents a straight bore alignment. Straightening the downstream portion of the alignment to match the trajectory of the upstream portion of the pipeline would result in the downstream alignment being built in and on the stream bank of White Oak Creek. An HDD drill rig set up at the end of this hypothetical alignment would require additional workspace set up in the wetlands abutting White Oak Creek. In the

alternative case where the upstream alignment is made to match the downstream trajectory, the HDD would need to cross all existing Transco lines and a pond feature.

An HDD of these resources would be more than twice the duration of the combined duration of all these crossings under the proposed crossing methods.

e. *On Sheet CL-013 and corresponding Table 12 (Crossing Methods), a conventional bore is proposed for the railroad crossing. A second, upstream crossing with open cut is proposed for White Oak Creek and abutting/adjacent wetlands, west of the railroad. Please advise on the feasibility of an HDD crossing for these systems and the railroad. Would an alternative route to the south result in less forested wetland impacts?*

The straight section of pipe between the alignment inflections immediately east and west of the railroad is not long enough to accommodate an HDD using conservative assumptions for entry and exit angles and the bend radius of the pipe. Additionally, there is insufficient straight right-of-way (ROW) on the western side of the railroad to fabricate a pullback string. As such, a major modification of the route would be required to establish a feasible alignment for an HDD. Such a modification is not practicable, however, because it would require crossing all existing Transco pipelines, further lengthening the HDD and leading to additional technical and logistical challenges.

f. *On Sheet CL-028, please advise if an HDD would be subject to the same cost and constructability constraints as a conventional bore for crossing of UNT of Sandy Creek (S-A044) and abutting wetlands.*

An HDD of S-A044 would be subject to even more impracticable cost constraints relative to the chosen method of open cut. Based on the current alignment, an HDD would be approximately 35 times more expensive than the open cut crossing. Although it would not require the same depth of pit excavation, the entry point of the HDD would be very close to the stream without a realignment, which could put it at increased risk of inadvertent return as mud pressures are typically highest near the entry and exit points of the drill.

g. *UNTs to Trotters Creek and abutting wetlands are located adjacent to Horseshoe Road (Sheet CL-052). In consideration of crossing of Horseshoe Road, please elaborate on the feasibility and constructability of crossing some or all of streams/wetlands and roadway with a single conventional bore or HDD.*

The cost comparison for crossing H650-062B presented in Table 12 was a typographical error. This crossing is associated with S-B032 and W-B023 south of Horseshoe Road. The dry-ditch open-cut cost should be *$84,480,* and the conventional bore cost should be *$852,797*. An updated Table 12 with the corrected cost comparison is provided in Attachment 5. There are no other changes to this table other than what is referenced here.

It is not practicable to include any of the streams and wetlands up or downstream of the road into this crossing by use of a conventional bore or HDD. Attempting to

include W-B036a and S-B040 would require a bore of approximately 305 feet long, which exceeds the maximum feasible length of a bore for this size pipe. Additionally, a bore pit of approximately 25 feet deep would be required on the upstream side, which exceeds the practicability threshold for bore pit excavation.

While the bore length would be feasible if the downstream features, S-B032 and W-B032, were included, a bore pit of 34 feet deep would be required due to the change in slope on the downstream side of the road. This exceeds the practicability threshold for bore pit excavations.

An HDD crossing of these resources and the road is not feasible because the length of right-of-way between the points is not long enough to allow for the pipe to traverse a bore path using conservative assumptions of entry angle, exit angle, and pipe bend radius. Additionally, there is a home approximately 200 feet from the proposed centerline. An HDD would cause additional noise and disruption for a longer duration than the conventional bore crossing of the road. To avoid excessive landowner disruption and achieve a feasible bore path, the bore would need to be at least 3,250 feet long. The estimated cost of this bore would be $4,556,500, which is more than 11 times as expensive as the aggregate cost to cross the same distance using the crossing methods identified in Table 12 for crossings (resources W-F002b, W-B036a, S-B040, W-B036b, S-B032, W-B023, S-B033, and W-B024). For comparison, this cost is also significantly greater than completing a conventional bore at each crossing. Furthermore, it would take at least 6 weeks longer to complete the HDD.

DEQ Information Request No. 7:

Thank you for providing supplemental materials in the 30 May 2025 letter regarding alternative alignments and variations. DEQ's understanding is the following alignments were not included for evaluation in the original FERC certificate: MP 9.9 to 10.3, Lambert Variation, Sandy River Variation, MP 19.9 variation, and MP 23.9 to MP 25.4 Variation. Please advise on the following alignment questions:

a. *The JPA narrative states the MP 9.9-10.3 variation results in a reduction of 7.8 acres of wetland impacts, including forested wetlands. The excel table provided within the supplemental materials notes no wetland impacts between either the variation or the proposed route would be incurred. Mapping on Figure 3 and the attachments indicate wetland impacts within both the original and proposed alignment. From the mapping provided in attachment (Pipeline Alignment – H-650 Line), blue hatching (Original FERC Approval/Certificate Project) shows wetland impacts (e.g. W-A031) within the variation. Please clarify and adjust mapping and tables accordingly that support this variation as the least damaging practicable alternative (LEDPA).*

b. *DEQ concurs that the proposed MP 23.9 to MP 25.4 Variation would incur less stream impacts. However, to minimize impacts to surface waters, please advise if it would be feasible to adjust the alignment to avoid stream S-B056. Additionally, please advise the feasibility of adjoining the approved alignment closer to St. 1340+00 in order to reduce wetland and stream impacts. The excel table provided indicates no wetland impacts*

between either proposed route or variation; however, mapping indicates wetland impacts for both alignments. Please revise the table accordingly.

Mountain Valley Response to Information Request No. 7a:

The narrative reference to 7.8 acres of fewer wetland impacts was a typographical error. It should state 7.8 *linear feet*. The proposed variation would result in 7.8 linear feet more of wetlands crossed due to a longer crossing of a riverine wetland. The comparison of this variation to the Original Certificated Route as part of the Alternatives Analysis was based on an evaluation of publicly available desktop data sources rather than field delineated data. The current delineation covers the proposed variation rather than the Original Certificated Route; therefore, an accurate comparison of field-delineated data between the two alternatives cannot be completed.

Mountain Valley Response to Information Request No. 7b:

After comparing data and coordinating with the SSEP, both projects agree that portions of W-B017 were determined not to meet wetland criteria following field visits with USACE and DEQ. Therefore, the impact tables and all relevant impact figures have been updated to reflect this change.

To avoid S-B056, it would be necessary to cut the corner and angle the alignment from about MP 24.9 and re-enter the current LOD around MP 25.0. However, this would require side hill construction across the steep banks of what appears to be the headwaters of S-B056, which is likely to result in greater impacts and more challenging restoration than the short duration, dry ditch crossing of the stream at a location with much milder slopes that will be more readily restored to their pre-existing conditions. This would also require additional tree clearing that the current route avoids.

DEQ Information Request and Mountain Valley Response to Information Request No. 8:[6]

Pursuant to 9VAC25-210-80.B.1.i, plan view drawing or drawings of the project site are required to assess the project. Please provide the following information in regard to Figure 3 - Detail Map and Figure A-2 (VA Wetland and Waterbody Impact Map):

a. *In order to better assess the project, please add flow lines indicating the direction of stream flow to the Figure 3 - Detail Map and Figure A-2 (VA Wetland and Waterbody Impact Map). While this information is included in Attachment H, it would be helpful to be consolidated on overall project mapping.*

   Flowline directions for each stream have been added to the updated Figure 3 and Figure A-2 attached to this response.

b. *Please show launch/receiving pits associated with conventional bores on Figure 3 (Details Map) and Figure A-2 (VA Wetland and Waterbody Impact). While this information is included in Attachment H, it should be consolidated on overall project mapping.*

[6] Due to the length of DEQ Information Request No. 8, Mountain Valley's answers are provided in line following the question in **bold** text.

Bore launch/receiving pits for each conventional bore crossing have been added to the updated Figure 3 and Figure A-2 attached to this response.

c. *Please show/highlight areas of shared LOD, if any, between the proposed project and the SSEP project.*

Figures showing shared LOD between the Amendment Project and SSEP are provided as Attachment 6. Although the two projects are actively coordinating and sharing information, the data used to create the SSEP portion of the mapping was received from Transco on July 10, 2025, and Mountain Valley cannot confirm that it reflects the most current SSEP alignment or that future changes will not occur.

d. *The legend of the detail maps indicates dark orange linework as limits of construction workspace. Please confirm if this designation is equivalent to LOD. Also, it was noted during preapplication meetings that the submission of Construction General Permit would occur at a later date. Please advise if all erosion and sediment control measures that could represent temporary impacts are contained within this linework.*

The "limits of construction," as depicted in Figure 3, are equivalent to the Amendment Project's LOD.

Mountain Valley believes there may have been a misunderstanding regarding the Construction General Permit. Section 402(l)(2) of the Clean Water Act (33 U.S.C. 1342(l)(2)) exempts natural gas pipelines from the requirement to obtain a permit for stormwater discharges. This exemption is also incorporated into the Virginia Erosion and Stormwater Management Regulation at 9VAC25-875-950, which states: "The department may not require a permit for discharges of stormwater runoff from mining operations or oil and gas exploration, production, processing, or treatment operations or transmission facilities..." However, Mountain Valley wishes to emphasize that the material requirements of the Construction General Permit are incorporated into Mountain Valley's DEQ-approved Standards and Specifications (S&S). The S&S govern the erosion and sediment control and stormwater management practices for the Amendment Project. Accordingly, the Construction General Permit exemption has no practical effect on how the Amendment Project's stormwater discharges will be controlled.

All temporary and permanent controls will be installed within the "limits of construction" linework.

e. *Conventional bores are proposed at a number of locations in which the proposed bore occurs under palustrine forested (PFO) wetlands. Mapping indicates avoidance of PFO impacts. The PFO locations that are proposed to be avoided by conventional bore are:*

   i. *Wetland abutting S-A006 (Sheet CL-001)*
   ii. *W-B039B (Sheet CL-049)*
   iii. *Wetland abutting S-B030 and S-B031 (Sheet CL-055)*
   iv. *Wetland abutting S-B022 (Sheet CL-056)*
   v. *W-B015 (Sheet CL-059)*

vi. Wetland abutting S-B020 (Sheet CL-061)

As these wetlands will be subject to future maintenance activities, they (or portions that will be maintained) should be considered conversion impacts. Please show these PFO wetlands as conversion impacts and adjust impact maps, mitigation tables, and mitigation calculations accordingly.

A 30-foot-wide travel lane/maintenance corridor within the permanent easement has been added for all proposed conventional bore crossings of PFO and PSS wetlands. This includes the following PFO wetlands referenced in the request above:

i. W-A006 (abutting S-A006)
ii. W-B039b
iii. W-B022 (abutting S-B030 and S-B031)
iv. W-B049 (abutting S-B022)
v. W-B015
vi. W-B014 (abutting S-B020)

The following PFO and PSS wetlands proposed to be crossed via conventional bore also had 30-foot-wide travel lanes/maintenance corridors added:

vii. W-A071b (PSS)
viii. W-A072 (PFO)
ix. W-B003 (PFO)
x. W-B027 (PFO)
xi. W-B051 (PFO)

Conversion impacts for these wetlands due to the addition of the travel lanes/maintenance corridors have been calculated and added to the impact and mitigation tables. These conversion impacts have also been updated in the relevant impact maps.

f. DEQ has determined a number of locations would or may result in secondary wetland impacts:

A review of historic aerial imagery, elevation contours derived from LiDAR, and publicly available data sources such as National Wetland Inventory (NWI), National Hydrography Dataset (NHD), and NRCS Soil Survey Data was completed to determine the extent of wetlands adjacent to the Amendment Project area and the potential for incurred secondary wetland impacts.

As an initial screening-level analysis for potential secondary impacts, Mountain Valley identified permanent PFO or PSS conversion impacts or PEM loss to resources that are known or assumed to extend no more than 100 feet outside the LOD. For those impacts, Mountain Valley assumed that a secondary impact was unlikely if the permanent conversion or loss would constitute no more than 50 percent of the known or estimated area of the wetland. In all cases, Mountain Valley's wetland consultant reviewed the relevant impact locations and applied best professional judgment to

determine if a secondary impact should be assumed for the purposes of the pending application.

i. *At W-A013A, W-A013C, and W-A013D on Sheet CL-004, wetlands depicted are limited to the study area. Impacts to PFO wetlands are limited to the fringe of the tree line; however, from National Wetland Inventory (NWI) mapping it is difficult to determine the extend of wetlands adjacent to the project area and if secondary impacts would be incurred. Please advise to the size of the adjacent wetland system so it may be determined if secondary wetland impacts will be incurred.*

A review of the NWI indicates a PFO wetland directly abutting PFO W-A013d that extends approximately 170 feet southeast of the Amendment Project area. A second NWI-mapped PFO wetland is located north of this, starting 60 feet east of the boundary of W-A013d and extending approximately 720 feet east. Additionally, the SSEP delineation indicates a continuation of both PEM and PFO extending for approximately 250 feet northwest of the Amendment Project area. As the size of the adjacent wetland system appears to continue for at least an acre to the southeast and over three acres to the northwest, secondary impacts for this feature are not anticipated.

ii. *On Sheet CL-032, please advise as to the extent of wetlands that continue offsite for W-A044 so it may be determined if secondary wetland impacts will be incurred.*

Elevation contours in this area indicate a continuous depressional landform and concave local relief associated with S-A046 and the surrounding riparian areas where W-A044 is mapped. The depressional topography in this area extends over 1,000 feet to both the northwest and the southeast. As the size of the wetland system appears to continue for over 1,000 feet in either direction of the Amendment Project area, secondary impacts for this feature are not anticipated.

iii. *On Sheet CL-032, small fringes of PFO W-A045 extend slightly beyond the westerly LOD. As only remnant fringes would remain, DEQ considers these areas as secondary wetland impacts. Additionally, please advise as to the extent of PFO wetlands east of the ROW to determine if secondary PFO impacts would be incurred.*

Elevation contours in this area indicate a continuous depressional landform and concave local relief associated with S-A046 and the surrounding riparian areas where W-A045 is mapped. The depressional topography in this area extends over 1,000 feet to both the northwest and the southeast. As the size of the wetland system appears to continue for over 1,000 feet in either direction of the Amendment Project area, secondary impacts for this feature are not anticipated.

iv. *Based on topography, it appears fringes of PFO wetland W-B023 (Sheet CL-052) extends beyond the study area. As it appears greater than 90% of the wetland will be taken as a conversion impact; these remaining areas should be considered a*

secondary impact. Please show the remaining extent of the wetland show as secondary impact.

Elevation contours in this area indicate the depressional landform and concave local relief associated with W-B023 extends for approximately 10 feet additional to the southeast. The extent of this wetland to the northwest has been mapped in its entirety. As the extent of the wetland system appears to continue for a relatively minor distance (<10 feet) outside of the Amendment Project area, secondary impacts (conversion) for this feature have been calculated and included within the updated impact tables.

v. *PFO W-B036a (Sheet CL-051/052) appears to continue slightly beyond the study area. Remaining offsite wetlands should be considered a secondary impact.*

Elevation contours in this area indicate the depressional landform and concave local relief associated with W-B036a extends for an additional approximately 100 feet to the east. The extent of this wetland to the west has been mapped in its entirety. As the extent of the wetland system appears to continue for approximately 0.04 acre outside of the Amendment Project area, secondary impacts for this feature have been calculated and included within the updated impact tables.

vi. *Please advise if W-B015 (Sheet CL-059) continues beyond the study area and to what extent so DEQ can evaluate if a secondary impact is incurred.*

W-B015 does not extend beyond the study area. Therefore, secondary impacts for this feature are not anticipated.

vii. *Per Item 8(E-i) above, if a conversion impact is incurred for wetland adjacent to S-A006, the remaining PFO fringe between the existing easement and the new cleared ROW should be considered a secondary impact.*

A conversion impact for the timber-matted travel lane through PFO W-A006 has been included in the revised impact mapping and tables. As the extent of W-A006 northwest of the proposed cleared travel lane has been mapped in its entirety, the additional area between the existing easement and the proposed travel lane has been included as a secondary impact in the revised impact mapping and tables.

viii. *PFO Wetland B-039b (Sheet CL-049) extends slightly beyond the ROW. Per Item 8(E- ii), if a conversion impact is incurred, the remaining westerly PFO fringe should be considered a secondary impact.*

The SSEP delineation indicates this wetland system extends for an additional approximately 80 feet outside of the Amendment Project area. As the delineated boundary of this wetland system includes approximately 0.04 acre outside of the Amendment Project area, secondary impacts for this feature have been calculated and included within the updated impact tables.

ix. *Per Item 8(E-iv), if a conversion impact is incurred to wetland abutting S-B022 (Sheet CL-056), the westerly fringe (if a PFO or PSS) should be considered a secondary impact.*

Elevation contours in this area indicate a continuous depressional landform and concave local relief associated with S-B022 and the surrounding riparian areas where W-B049 is mapped. The depressional topography in this area extends over 1,000 feet to both the northeast and the southwest. As the size of the wetland system appears to continue for over 1,000 feet in either direction of the Amendment Project area, secondary impacts for this feature are not anticipated.

x. *Per Item 8(E-vi), if a conversion impact is incurred to wetland abutting S-B020 (Sheet CL-061), the westerly fringe should be considered a secondary impact.*

A conversion impact for the timber-matted travel lane through PFO W-B014 has been included in the revised impact mapping and tables. As the extent of W-B014 northwest of the proposed cleared travel lane has been mapped in its entirety, the additional area northwest of the proposed travel lane (0.01 acre) has been included as a secondary impact in the revised impact mapping and tables.

g. *On Sheet CL-001, please confirm the Cowardin classification of W-A004. The callout and Table 3 lists as palustrine emergent (PEM) wetland; however, it is located within the tree line. Please provide data sheet and photographs.*

W-A004 is a palustrine emergent wetland. Please see the attached paired wetland and upland data forms as well as site photographs of the wetland (Attachment 7).

h. *On Sheet CL-002, please advise if any temporary impacts related to construction access through S-A002/S-A003 (intermittent, UNT Cherrystone Creek) and adjacent PEM wetland (W-A001) would be incurred.*

In accordance with the requirements outlined in the Virginia Stormwater Management (VSM) Handbook, temporary timber mat travel lanes will be installed such that flow will not be impeded and the stream will be bridged via an aerial span. This will allow construction equipment travel across the resource without the need for temporary impacts. Temporary timber mat travel lanes will be installed where wetlands must be crossed by construction equipment in order to minimize impact and compaction. Therefore, temporary impacts due to travel will occur at wetland W-A001.

i. *On Sheet CL-004, please advise how flow will be maintained for stream S-A010 (timber mat crossing). Will this crossing be bridged or a mat/fill placed in the stream? There are a number of similar callouts (e.g. S-A067, S-A031 [perennial], S-A040, S-B040); please advise on maintenance of streamflow at these locations as well. Additionally, is it possible to reduce the LOD to avoid this impact? The opposite (northerly) side of the work area contains reduced workspace where no resources are present; is it possible to shift that reduced workspace to the southerly side to avoid impacts?*

In accordance with the requirements outlined in the VSM Handbook, temporary timber mat travel lanes will be installed such that flow will not be impeded and the stream will be bridged via an aerial span. This will allow construction equipment travel across the resource without the need for temporary impacts.

j. W-A013A, W-A013C, and W-A013D on Sheet CL-004 shows 1.0186 acres of temporary PEM impacts within the right-of-way (ROW) for access. In order to minimize impact and compaction, will timber mats be utilized?

In accordance with the requirements outlined in the VSM Handbook, temporary timber mat travel lanes will be installed where wetlands must be crossed by construction equipment in order to minimize impact and compaction.

k. Sheet CL-005 shows a palustrine scrub-shrub (PSS) wetland (W-A012) located east of access road TA-PL-004 in the vicinity of Cherrystone Creek. The PSS wetland is located within both the operational workspace and limits of construction workspace. Would this wetland be impacted by construction access or open cut? Additionally, a conversion impact should be shown if this location will undergo long-term maintenance within the ROW.

W-A012 is located approximately 12 feet from the pipeline centerline and will be avoided during construction. It has been removed from the impact tables.

l. On Sheet CL-006, is it possible to neck down the LOD to avoid impact to W-A080?

W-A080 can be avoided and has been removed from the impacts table. Mountain Valley will install orange safety fencing (or similar barrier) around this resource to protect it from inadvertent impacts. This minimization measure will be documented on the Amendment Project's forthcoming erosion and sediment control plan.

m. Sheet CL-006/AR-012 shows a proposed access road bisecting emergent wetlands W-A007, W- A008, and Stream S-A007. To avoid and minimize impacts to these jurisdictional resources, would it be possible to shift the access road slightly to the north? This adjustment would avoid wetlands and potentially reduce tree clearing adjacent to the stream. The intermittent stream impact is designated as permanent on Table 2 but temporary on Figure 3 (Sheet AR-012). Will the culvert and access road remain in place? If yes, this wetland impact will be designated a permanent impact. If no, how long will it remain in place during construction? Please advise and revise accordingly.

Access road AR-012 (TA-PI-005) is a temporary access road that will be used only for construction activities. A large portion of the road alignment follows an already established travel lane by the landowner. Keeping the road near the tree line maintains a larger portion of the landowner's field that can continue to be used for agricultural purposes without segmentation. Additionally, delineations were completed within the areas shown. Although no field data is available to definitely know, there is potential the wetlands extend further into the agricultural field and would therefore still be impacted by an alternative route. Upon completion, the road through the field will be restored to its preconstruction agricultural use conditions. All wetland impacts will be temporary, and the wetlands will be restored. Regarding

the stream crossing, Mountain Valley will replace the existing culvert with an appropriately sized and countersunk culvert. Therefore, the stream will have a permanent impact from this replacement activity. Changes are reflected in updated impact figures.

n. *On Sheet CL-010, as the location at the proposed crossing is a conventional bore, is it possible to avoid W-A075 as it is located on the fringe of the LOD?*

W-A075 can be avoided and has been removed from the impact tables. Mountain Valley will install orange safety fencing (or similar barrier) around this resource to protect it from inadvertent impacts. This minimization measure will be documented on the Amendment Project's forthcoming erosion and sediment control plan.

o. *On Sheet CL-012, a bore hole is proposed within wetlands. Please describe how impacts to abutting wetlands will be minimized and describe the proposed dewatering operations for the bore hole.*

Mountain Valley's DEQ-approved S&S dictate the dewatering practices that will be implemented during construction. Per the S&S, dewatering structures meeting the specifications of the VSM Handbook will be constructed in a well-vegetated stabilized area away from waterbodies and wetlands and sized according to the intended use. Releases from the structure will be monitored and controlled to prevent erosion and sedimentation from occurring to adjacent areas. The release will be directed away from any waterbody, wetland, or other environmentally sensitive areas.

p. *The proposed boring hole for the conventional bore under the railroad depicted in Attachment H- Crossing 019 (Sheet CL-013) is shown within wetlands. Please provide details to minimize impacts to wetlands regarding dewatering operations and access and if secondary impacts would be incurred.*

Impacts from dewatering operations will be minimized in compliance with the S&S, as discussed in Response 8.0. Elevation contours in this area indicate a continuous depressional landform and concave local relief associated with S-A022 and the surrounding riparian areas where PFO W-A022 is mapped. The depressional topography in this area extends over 2,000 feet to the south to the confluence of White Oak Creek and Dry Fork. Additionally, the presence of PSS W-A024 located within the same depression and approximately 2,000 feet south of W-A022 indicates the potential continuation of this wetland system. As the size of the wetland system appears to continue for over 2,000 feet south of the Amendment Project area, secondary impacts for this feature are not anticipated.

q. *Two (2) small stream features (S-A066) are shown on CL-015. One (1) of these features is located within the proposed operational workspace. The unlabeled feature would appear to be an impact area; please revise mapping and impact table accordingly. The second feature is located within the fringe of the limits of construction workplace and is called out as being avoided. Please advise if it is possible to avoid S-A066 by reducing the LOD.*

The first section of S-A066 mapped at an existing culvert inlet and within the proposed operational workspace cannot be avoided and has been included as a temporary impact. The second section of S-A066 mapped at an existing culvert outlet and within the limits of construction will be avoided. The impact figures and tables have been updated as requested.

r. *Is it possible to neck down the LOD to avoid impacts to S-A067 (Sheet CL-015) as it is located along the fringe of the workspace? Per Item I above, please advise how streamflow will be maintained.*

S-A067 will be avoided, and streamflow will not be impeded. It has been removed from the impact tables.

s. *On Sheet CL-021/022, an ephemeral, unnamed tributary of White Oak Creek (S-A030) is called out as no impact; however, the feature is located within the operational workspace and Table 12 (Crossing Methods) indicates open cut. Please clarify and adjust table/figure accordingly.*

S-A030 is located approximately six feet from the pipeline centerline and will be avoided during construction. As this stream was previously designated as avoided, no change is needed to the impact figures or tables.

t. *On Sheet CL-026, the alignment diverges from the existing easement. In order to minimize impacts to UNT Sandy Creek (S-A036), please advise if it is possible to cross this stream perpendicularly.*

On Sheet CL-026, the alignment diverges from the existing easement to minimize impacts to UNT Sandy Creek (S-A036) and to avoid a known cultural resource that is located between the existing Transco corridor and the Amendment Project pipeline alignment.

Due to the alignment of the Amendment Project pipeline and the path of the stream, crossing S-A036 perpendicularly is not possible without a substantial reroute. The stream continues beyond the Amendment Project ROW and runs parallel to the Transco corridor, making a perpendicular crossing infeasible within the current corridor. To achieve a perpendicular crossing, the shortest constructible reroute would require two 90-degree turns—one around MP 11.3 to cross S-A036 and another to rejoin the current alignment after the S-A038 crossing near MP 11.5. This reroute would add approximately 500 feet of ROW and extend beyond the currently surveyed corridor, necessitating additional environmental and cultural surveys.

u. *On Sheet CL-026/027, is it possible to relocate additional workspace to avoid S-A038?*

Because of the length of the stream and its path, it is not possible to relocate this additional workspace. However, impacts to the stream will be avoided to the extent practicable during construction by the use of BMPs, construction safety fence, and timber mat bridges used to cross the stream and permit access to both sides of the workspace.

v. *At a number of locations where a conventional bore is proposed, it is indicated impacts would be avoided. However, portions of linework indicate temporary impacts. Please advise on the nature of impacts and/or revise maps and tables accordingly for the following locations:*

   i. *Sheet CL-027/ Stream S-A039*
   ii. *Sheet CL040/Stream S-A058*
   iii. *Sheet CL-049/Stream S-B043*
   iv. *Sheet CL-055/Stream S-B030*
   v. *Two (2) areas associated with Stream S-B024 on Sheet 56*

Even though the crossing will be crossed using trenchless methods, timber mat bridges will be installed to provide a travel lane for uninterrupted construction travel and sequencing. These timber mat bridges will span the ordinary high water marks of the streams and will therefore not impact the resource. No temporary impacts are proposed. The figures have been updated to reflect this.

w. *The proposed pipeline is located at the confluence of an intermittent and perennial stream, both UNTs of Silver Creek (Sheet CL-038/S-A054-55). In consideration of the field condition of the two (2) systems, please advise on maintenance of streamflow and sequence of construction. Though slightly upstream of the confluence, a similar condition exists S-B041/B042 (Sheet CL- 50). Please advise on maintenance of streamflow and sequence of construction.*

In these two instances the general construction sequence would be to fabricate a "drag section" of pipe that would span the entire crossing of the resources, then perform a standard open cut of the entire complex using either the dam and pump or flume method as field conditions dictate, and finally lower in the drag section before backfilling and restoring the complex. As a general rule, streamflow maintenance will be accomplished similarly for single resource crossings.

x. *On Sheet CL-039, the detail map indicates W-A052B would be avoided; however, a portion of this wetland is located within both the operational workspace and LOD. Will this wetland be bored? Additionally, a portion of this wetland is a PSS wetland and its location within the ROW indicates it would be subject to maintenance. Therefore, it should be considered a conversion impact. Please revise mapping, impact tables, and mitigation tables accordingly.*

W-A052a, W-A052b, and W-A052c are located approximately eight feet from the pipeline centerline and will be avoided during construction. As the PSS portion of the wetland is located outside of the 15-foot maintenance corridor, no conversion impacts will occur for this wetland. As this wetland was previously designated as avoided, no change is needed to the impact figures or tables.

y. *On Sheet CL-042 the stream crossing at S-A059 (UNT Sandy River) is proposed as conventional bore. Is it possible to avoid the abutting wetland (W-071A) along the northern fringe of the LOD?*

This stream will be crossed as part of the Sandy River HDD, not as a separate conventional bore. W-A071a will be avoided. The impact figures and tables have been revised accordingly.

z. *As the impact to W-F001(Sheet CL-0052) is located at the fringe of the LOD and outside of the operational workspace, is it possible to slightly reduce the LOD at this location to avoid temporary impact?*

W-F001 will be avoided during construction. As this wetland was previously designated as avoided, no change is needed to the impact figures or tables.

aa. *On Sheet CL-057, a small fringe of emergent wetland within W-B019 is located within the LOD and is not included as an impact. Please revise accordingly or note how it would be avoided.*

The entire area of W-B019 within the LOD has been accounted for as a temporary impact due to open-cut and is included in Table 3. Mountain Valley believes the "small fringe" of W-B019 referenced in this question is located within the Survey Area, not the LOD. As shown on Sheet CL-057, the LOD is necked down to minimize the impact to W-B019.

bb. *On Sheet CL-058, there are two (2) branches of perennial stream S-B054. Attachment H, Crossing 076 shows the channels as not connecting. Could you advise if the easterly channel loses bed and bank or if there is a linework error and should connect to a confluence of channels.*

This is a linework error; the two branches of S-B054 should connect to a confluence of channels. The revised boundaries are reflected in the updated Figure 3 and Figure A-2 as well as the updated Table 2 (Stream Impacts), Table 4 (Stream Impacts Summary), Table A-1 (Virginia Stream Impacts), and Table A-3 (Virginia Stream Impact Summary).

cc. *A portion of forested wetland W-B013B is hatched beyond the Virginia state boundary in North Carolina. Please advise if the linework for the state boundary is georeferenced correctly or, if accurate, remove hatching and the portion of impacts that occur in North Carolina from the callout and impact tables. The mitigation table may need to be adjusted accordingly as the area is designated as a conversion impact.*

The linework for the state boundary is georeferenced correctly; however, for clarity, the hatching and portions of impacts that occur in North Carolina have been removed in Figure A-2. Impacts for W-B013b have been revised in Table A-2 and Table A-4.

dd. *On Sheet AR-009, please confirm that the limits of W-A13B do not extend beyond the limits of the proposed limit of disturbance and, therefore, the proposed access road would not incur any wetland impacts.*

W-A013b (PSS) is located northeast of the access road and abuts W-A013a (PEM). W-A013a is located adjacent to the access road and does not extend beyond the LOD into the access road.

ee. On Sheet AR-012 and Table 13, the existing access and culvert is proposed to be upsized. If the footprint of the culvert and any additional riprap change, this would need to be considered a permanent impact.

Impacts to S-A007 associated with the culvert installation/replacement are designated as permanent in Table 2 and Table A-1. The callouts for this impact in Figure 3 and Figure A-2 have been revised to label the impact as permanent rather than temporary.

ff. Table 13 notes that the proposed access road TA-PL-011 on Sheet AR-017 would avoid additional wetland and stream impacts from a different alignment. Aerial mapping indicates the potential presence of an existing access road to the east. Please advise if utilization of this access road would be feasible and would result in less impacts or if there are site constraints (e.g. steep slopes) that would prevent its use.

During the desktop routing phase for the pipeline, the existing road referenced by DEQ that is visible in aerial imagery was initially selected as the temporary access road and included in the Original Certificated Project's FERC pre-filing documents (Docket No. PF18-4-000). However, once survey crews conducted field routing, it was discovered that this road terminated at a wide, deep stream with steep banks. Crews determined that traveling through this stream and navigating the steep banks would not be practicable, as constructing a road through the stream and up the banks to reach the right-of-way would cause additional stream impacts and raise significant concerns regarding streambank stability. Consequently, the access road alignment was revised to its current location to avoid these impacts.

gg. TA-PL-018 on Sheet AR-022 shows a temporary stream impact (S-A069) within an existing access road. Please advise if there is an existing culvert and the nature of the impact.

Existing culverts will be utilized on existing access roads. Mountain Valley has no plans to remove and replace culverts that are in good working condition and can handle the construction equipment traffic. No change is needed to figures or tables.

hh. On Sheet AR-033, the existing access road off Millsville Lane crosses PEM W-A061. This wetland is located within the access road but shows no impact; please advise why there is no temporary impact called out at this location. Also, Stream S-A065 notes culvert replacement for the ephemeral channel. Table 13 notes the culvert would be upsized. If the footprint of the culvert and any additional riprap will change, this would need to be considered a permanent impact.

W-A061 was determined not to meet wetland criteria during the field visit with the USACE and DEQ. Figure 3 and Figure A-2 have been revised to remove this wetland.

Impacts to S-A065 associated with the culvert installation/replacement are designated as permanent in Table 2 and Table A-1. The callouts for this impact in Figure 3 and Figure A-2 have been revised to label the impact as permanent rather than temporary.

ii. *Proposed access road (TA-PL-052) appears to be located within an existing, unimproved drive. Figure 3 (Sheet AR-042) shows a stream (S-D002) upstream and downstream of the crossing. National Wetland Inventory and U.S. Geological Service topographic mapping indicates the confluence of two (2) intermittent streams immediately adjacent (less than fifteen [15] feet) to the proposed access road to the west. The stream then bisects the access road as it flows downstream to the east. Please advise if this stream is culverted within the access road, if conveyed underground, or loses bed and bank. Given the presence of the stream bisecting the project area, please describe or provide a detail of measures taken to prevent discharge to downstream waters. Please advise if it is technically feasible to utilize the existing right-of-way for construction access at this location or share access with the SSEP.*

S-D002 is culverted within the access road and the stream is conveyed beneath the access road. The existing culvert will be used and not replaced. The appropriate erosion and sediment control devices per the Amendment Project's E&S plans and the VSM Handbook will be installed to appropriately manage stormwater flows to downstream waters at this crossing location. The proposed access road (TA-PI-052) will be shared with Transco. Please refer to Mountain Valley Response to DEQ Email Comment No. 3 below for additional information.

jj. *Sheet AR-044- TA-PL-061- access off Ed Hardy Drive includes three (3) stream crossings, one (1) wetland PFO crossing (conversion). Table 13 indicates streams would be forded or existing culverts would be utilized; please indicate which crossings are forded versus culverts and the describe the nature of temporary impacts that would be incurred.*

No streams will have ford crossings. Mountain Valley acknowledges that DEQ will require timber mat bridges or temporary culverts at stream crossings for access roads and will implement these methods at the following resources along the access road.

i. S-B026 – timber mat bridge spanning the ordinary high-water mark
ii. W-B021 – timber mat travel lane
iii. S-B027 – existing culvert crossing
vi. S-B028 – timber mat bridge spanning the ordinary high-water mark

kk. *Table 13 shows impacts associated with access roads and indicates a number of streams are proposed to be forded. While these streams may provide access to the property owner under the existing agricultural exemption, as the project is proposing different use that exemption would not be applicable to crossings related to the proposed project. Due to the equipment type and number of crossings, impacts related to crossings may be more than de minimis. DEQ will require timber mat bridges or temporary culverts at stream crossings.*

Mountain Valley acknowledges that DEQ will require timber mat bridges or temporary culverts at stream crossings for access roads and will implement these methods at access roads crossing streams.

ll. Please confirm timber mats will be used for TA-Pl-067 for W-B016 crossing.

Timber mats will be used for the referenced crossing.

mm. Please confirm that all fills will be removed for access roads that impact forested wetlands (e.g. TA-PL-067) and proposed conversion impacts.

Mountain Valley intends to restore all temporary access roads to preconstruction conditions upon completion of their use by the Amendment Project. This includes removing the roads and restoring any temporary impacts to streams and wetlands.

However, Mountain Valley may consider requests by landowners to leave temporary roads in place after construction. Any agreements with landowners to convert temporary access roads to permanent roads will be contingent on obtaining all necessary permits and approvals, including, if necessary, securing compensatory mitigation for any stream or wetland impacts that would become permanent.

nn. Several discrepancies were noted in Cowardin classifications between the Table 3 (Wetland Impacts), Table 15 (Mitigation Table), and Figure 3 (Details Map):

i. W-B020: Figure 3/Table 3 lists as PSS; Table 15 lists as PFO.
ii. W-B021: Figure 3/Table 3 lists PFO; Table 15 lists as PSS.
iii. W-B041: Figure 3/Table 3 lists as PSS; Table 15 lists as PFO.
i. W-B043: Figure 3/Table 3 lists as PFO; Table 15 lists as PSS. Please review and revise tables/figures accordingly.

The following are the correct Cowardin classifications for the wetlands with discrepancies. Please see the updated Table 15 (Compensatory Wetland Mitigation) and the updated impact tables (Attachment 1) with the corrected Cowardin classifications.

i. W-B020 – PSS
ii. W-B021 – PFO
iii. W-B041 – PSS
iv. W-B043 – PFO

DEQ Information Request No. 9:

Pursuant to 9VAC25-210-80.B.1.p, a permit application fee is among items required to consider the application complete. DEQ has determined that the application fee is $24,180. Please find attached Water Division Permit Application Fee Form. Please follow the instructions on the form and send to DEQ.

Mountain Valley Response to Information Request No. 9:

The completed Water Division Permit Application Fee Form is included as Attachment 8 and has been sent to DEQ for the application fee of $24,180.

II. Information Required to Complete Application for Virginia Water Protection Individual Permit

DEQ Comment No. 1:

As part of agency review, DEQ has received comments from the Virginia Department of Conservation and Recreation and Virginia Department of Health Office of Drinking Water. DEQ has extended the comment period for the Virginia Department of Wildlife Resources by two (2) weeks.

Mountain Valley Response to Comment No. 1:

Mountain Valley acknowledges that DEQ has extended the comment period for the Virginia Department of Wildlife Resources by two weeks.

DEQ Comment No. 2:

The 30 May 2025 Response letter indicates coordination with USFWS is ongoing. Please provide concurrences from USFWS upon receipt.

Mountain Valley Response to Comment No. 2:

Mountain Valley will provide concurrence from USFWS to DEQ once received.

III. Email Correspondence from Mr. Michael Mussomeli on July 10, 2025

Michael Mussomeli sent an email on July 10, 2025, that asked three numbered questions regarding clarification on previously submitted figures and maps. Questions and responses to the questions are provided below.

DEQ Email Comment No. 1:

Sheet CL-001- W-A004- I've attached a draft figure DEQ (Figure 1-1) has been working on to compare the projects. Upstream, SSEP identifies a perennial stream (L064-1); MVP has a wetland impact at this location. If the stream loses OHM, DEQ would request photos to support.

Mountain Valley Response to DEQ Email Comment No. 1:

Based on a review of elevation contours at this location, S-A005 was identified as occurring downstream of perennial streams L084-1, L085-1, and L164-1 delineated by Transco. Mountain Valley has changed the classification of S-A005 to perennial, which has been updated in the revised impact tables and figures.

DEQ Email Comment No. 2:

Sheet CL-007- SA019- MVP identifies as intermittent; Transco as perennial (see draft Figure 1-4). Differences potentially attributable to distance of alignments and nature of system/drainage.

Mountain Valley Response to DEQ Email Comment No. 2:

Mountain Valley has changed the classification of S-A019 from intermittent to perennial to match the perennial classification of L092-2 delineated by Transco and located upstream of S-A019. This change is reflected in the updated impact tables and figures.

DEQ Email Comment No. 3:

Sheet AR-041/042 - Transco identified wetlands adjacent to what appears to be a culvert and immediately adjacent to the existing access road; due to the large scale of the SSWD figure (attached), it is difficult to determine if falls within MVPs study area. I don't recall seeing this/these locations as part of field reviews; however, with the data points provided and the SSWD issued, if an overlap exists I am inclined to stick with SSEPs results.

Mountain Valley Response to DEQ Email Comment No. 3:

Four wetlands (W072-1, W073-1, W074-1, and W075-1) and one stream (L039-1, 2) delineated by Transco were identified within the Amendment Project LOD of temporary access road TA-PI-052. These resources will be avoided during construction. Avoidance of these resources is indicated on the updated impact figures.

Regards,



Jeffrey Klinefelter
Mountain Valley Pipeline, LLC

Enclosures

Attachment 1: Updated Impact Figures
- Figure 3 (Detail Map)
- Figure A-2 (Wetland and Waterbody Impacts)

Attachment 2: Updated Impact Tables *(Provided Under Separate Cover)*
- Table 2 (Stream Impacts)
- Table 3 (Wetland Impacts)
- Table 4 (Stream Impacts Summary)
- Table 5 (Wetland Impacts Summary)
- Table A-1 (Virginia Stream Impacts)
- Table A-2 (Virginia Wetland Impacts)
- Table A-3 (Virginia Stream Impact Summary)
- Table A-4 (Virginia Wetland Impact Summary)

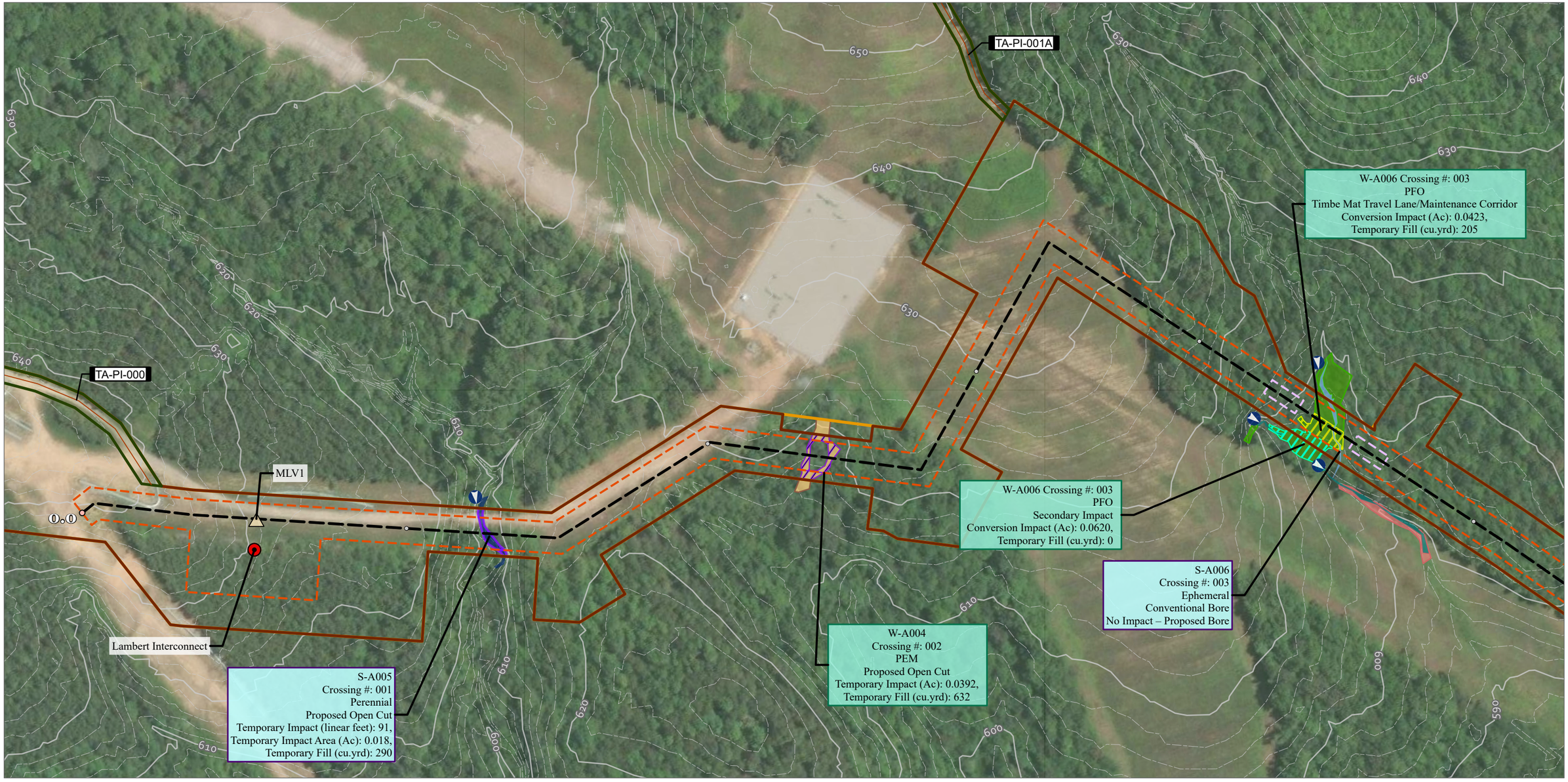
Updated Table 15 (Compensatory Wetland Mitigation)

Attachment 3: Excerpt from February 2020 FEIS
Attachment 4: Updated Plan and Profile Drawings
Attachment 5: Updated Table 12 (Crossing Methods)
Attachment 6: Amendment Project and SSEP Shared LOD Figures
Attachment 7: W-A004 Paired Wetland/Upland Data Forms and Site Photographs
Attachment 8: Water Division Permit Application Fee Form

cc: Steve Hardwick, DEQ
Melanie Davenport, DEQ
Brenda Winn, DEQ
Steven VanderPloeg, USACE
Olivia Yu, Federal Energy Regulatory Commission
Beth Howell, VMRC
John Tessier, NextEra Energy
Cory Chalmers, EQT
Lori Ferry, Burns & McDonnell Engineering Company, Inc.
Christian King, Burns & McDonnell Engineering Company, Inc.

ATTACHMENT 1

UPDATED IMPACT FIGURES



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

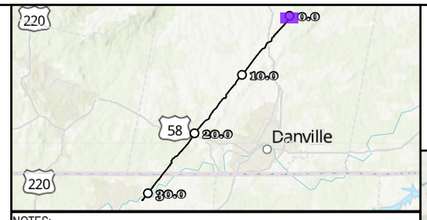
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 1
CL-001

DATE: JULY 2025

MVP SOUTHGATE

W-A003a
Crossing #: 004
PFO
Proposed Open Cut
Conversion Impact (Ac): 0.3771,
Temporary Fill (cu.yrd): 6084

S-A004
Crossing #: 004
Perennial
Proposed Open Cut
Temporary Impact (linear feet): 99,
Temporary Impact Area (Ac): 0.0375,
Temporary Fill (cu.yrd): 604

S-A002
Crossing #: 005
Intermittent
Conventional Bore
No Impact – Proposed Bore

W-A001
Crossing #: 005
PEM
Timber Mat Travel Lane
Temporary Impact (Ac): 0.0593,
Temporary Fill (cu.yrd): 287

S-A003
Crossing #: 005
Intermittent
Conventional Bore
No Impact – Proposed Bore

W-A003b
Crossing #: 004
PEM
Proposed Open Cut
Temporary Impact (Ac): 0.0958,
Temporary Fill (cu.yrd): 1546

Little Cherrystone Creek

- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

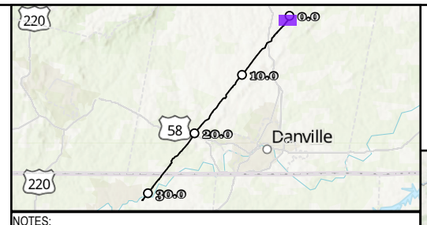
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
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- ELEVATION - CONTOUR - INTERMEDIATE



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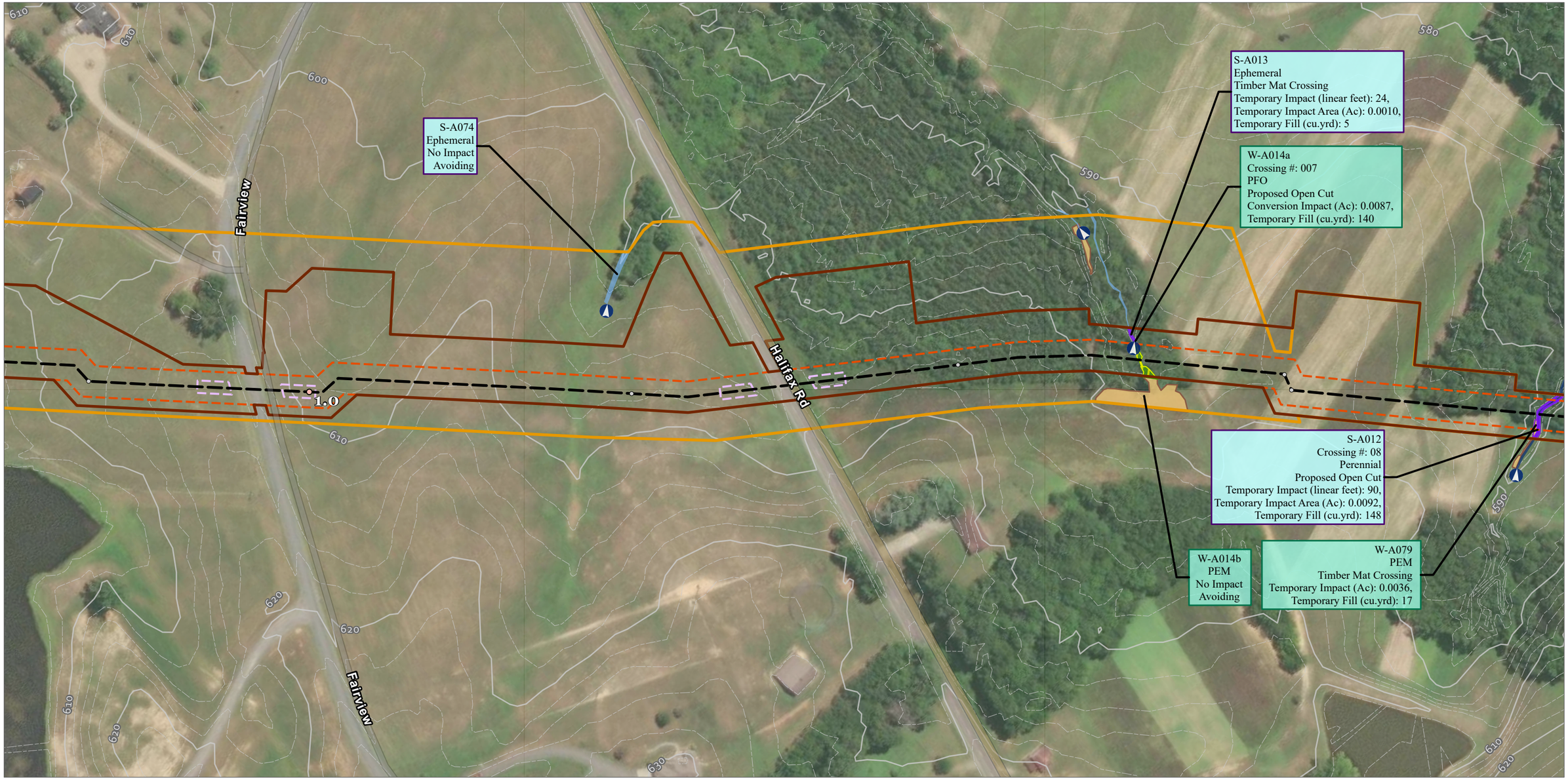
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Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 2
CL-002

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

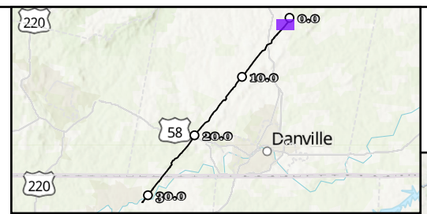
STREAM IMPACT
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- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
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0 100 200
FEET
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PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 3
CL-003

DATE: JULY 2025

MVP SOUTHGATE

W-A079
PEM
Timber Mat Crossing
Temporary Impact (Ac): 0.0036,
Temporary Fill (cu.yrd): 17

S-A012
Crossing #: 08
Perennial
Proposed Open Cut
Temporary Impact (linear feet): 90,
Temporary Impact Area (Ac): 0.0092,
Temporary Fill (cu.yrd): 148

S-A011
Ephemeral
No Impact
Avoiding

S-A010
Ephemeral
Timber Mat Crossing
Temporary Impact (linear feet): 22,
Temporary Impact Area (Ac): 0.002,
Temporary Fill (cu.yrd): 9

S-A009
Crossing #: 008A
Intermittent
Proposed Open Cut
Temporary Impact (linear feet): 99,
Temporary Impact Area (Ac): 0.0087,
Temporary Fill (cu.yrd): 141

W-A013c
Crossing #: 008A
PFO
Proposed Open Cut
Conversion Impact (Ac): 0.0718,
Temporary Fill (cu.yrd): 1158

W-A013d
Crossing #: 008A
PFO
Proposed Open Cut
Conversion Impact (Ac): 0.215,
Temporary Fill (cu.yrd): 3469

W-A013a
Crossing #: 008A
PEM
Proposed Open Cut/Temporary Access Road
Temporary Impact (Ac): 1.0186,
Temporary Fill (cu.yrd): 4930

W-A013b
Crossing #: 008A
PSS
Proposed Open Cut
Conversion Impact (Ac): 0.5312,
Temporary Fill (cu.yrd): 8569

- TENTH MILE POST
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- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

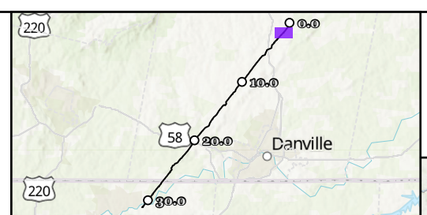
STREAM IMPACT
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- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

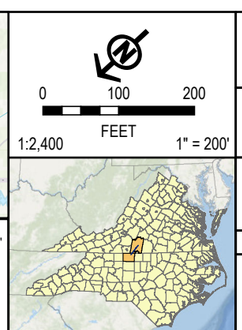
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
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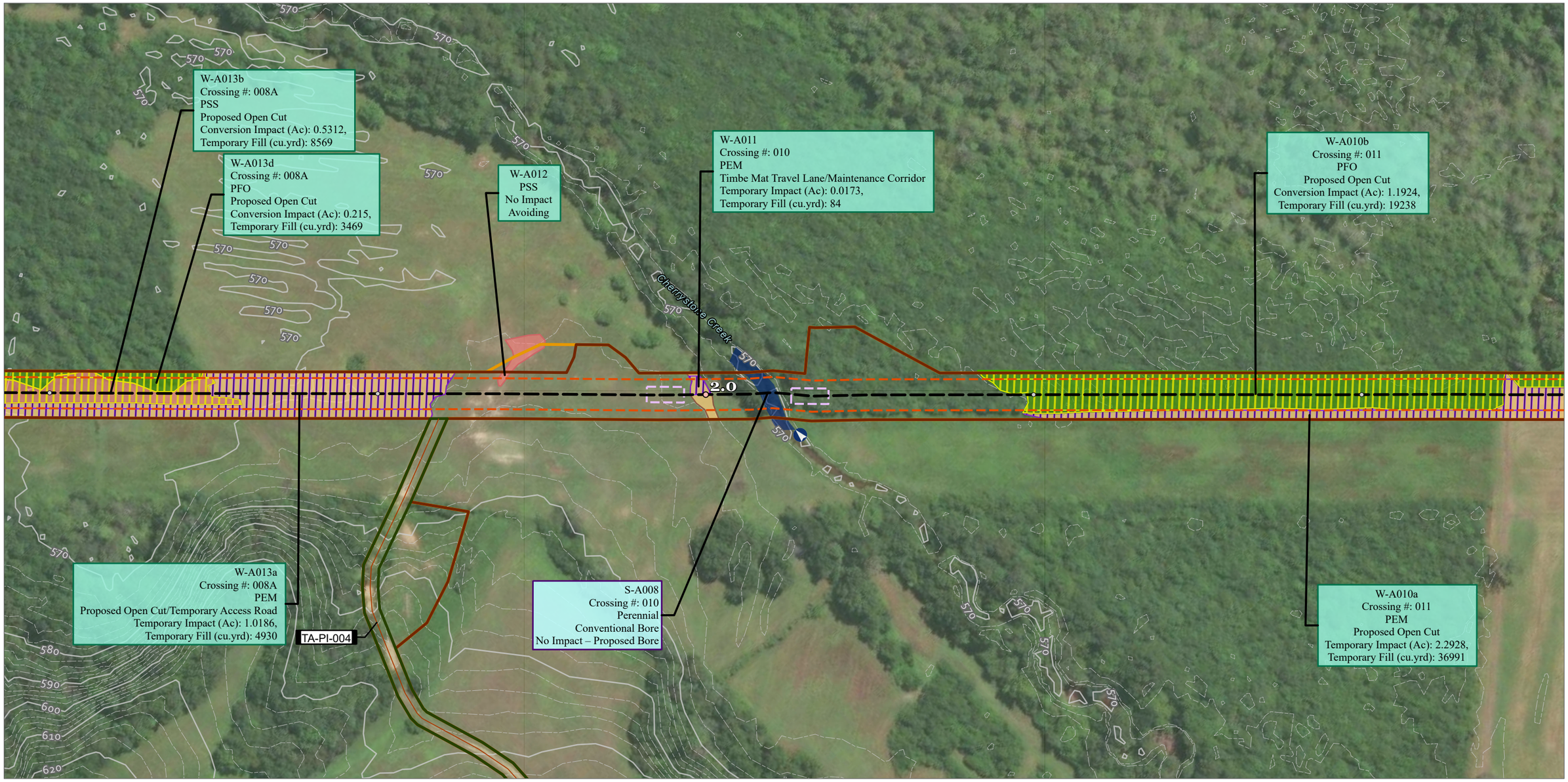
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Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 4
CL-004

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
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- STREAM FLOW DIRECTION

STREAM IMPACT
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- PERMANENT

STREAM TYPE
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- INTERMITTENT
- PERENNIAL

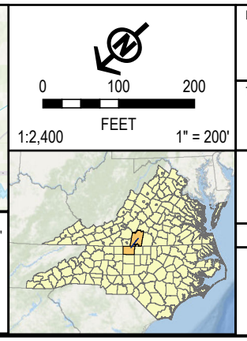
WETLAND IMPACT
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- SECONDARY IMPACT

WETLAND TYPE
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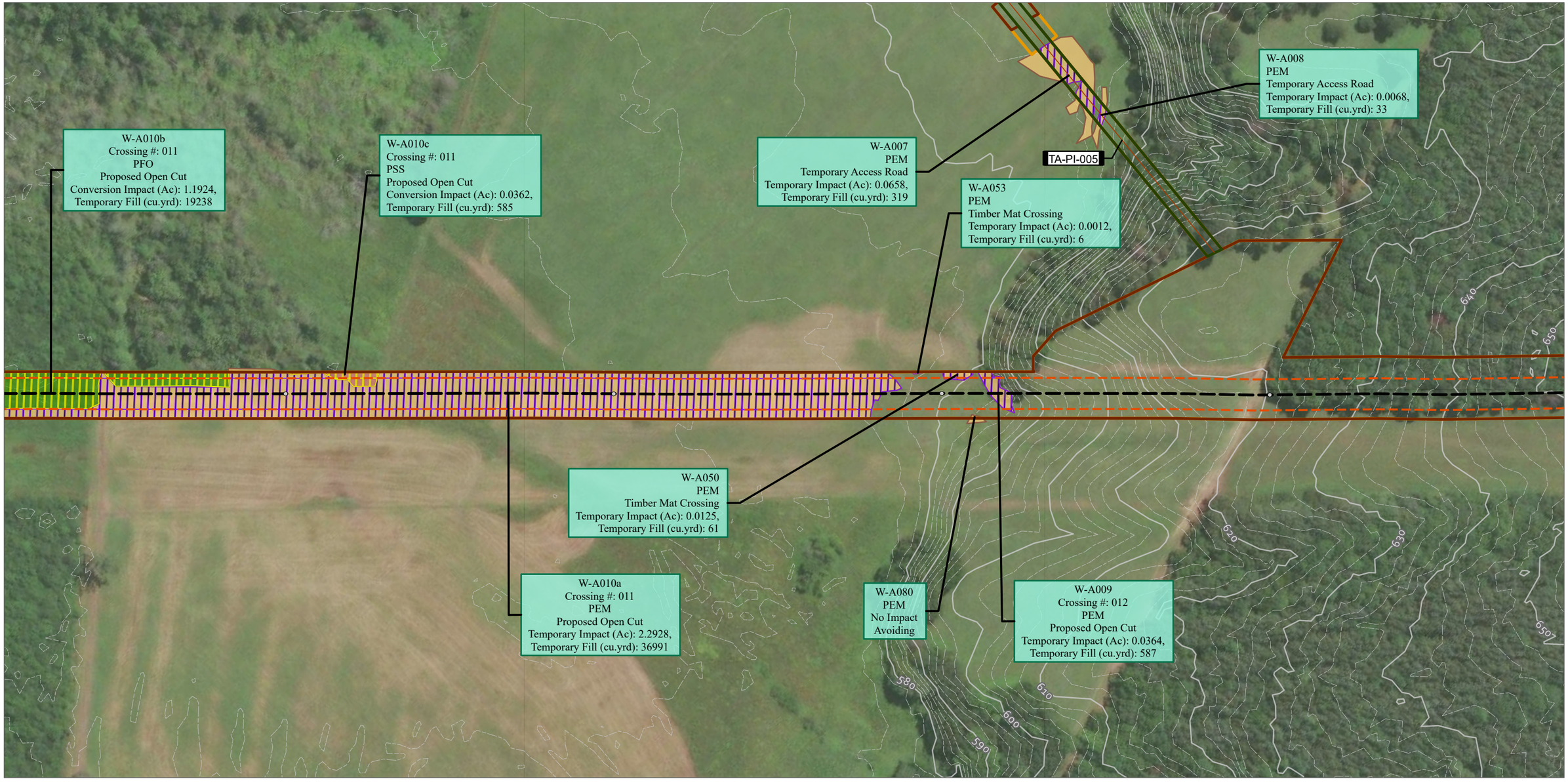
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Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 5
CL-005

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

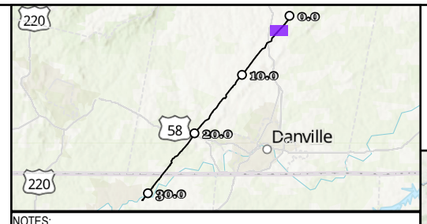
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- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

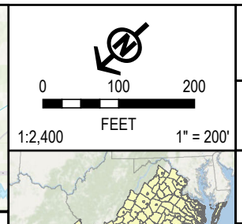
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- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
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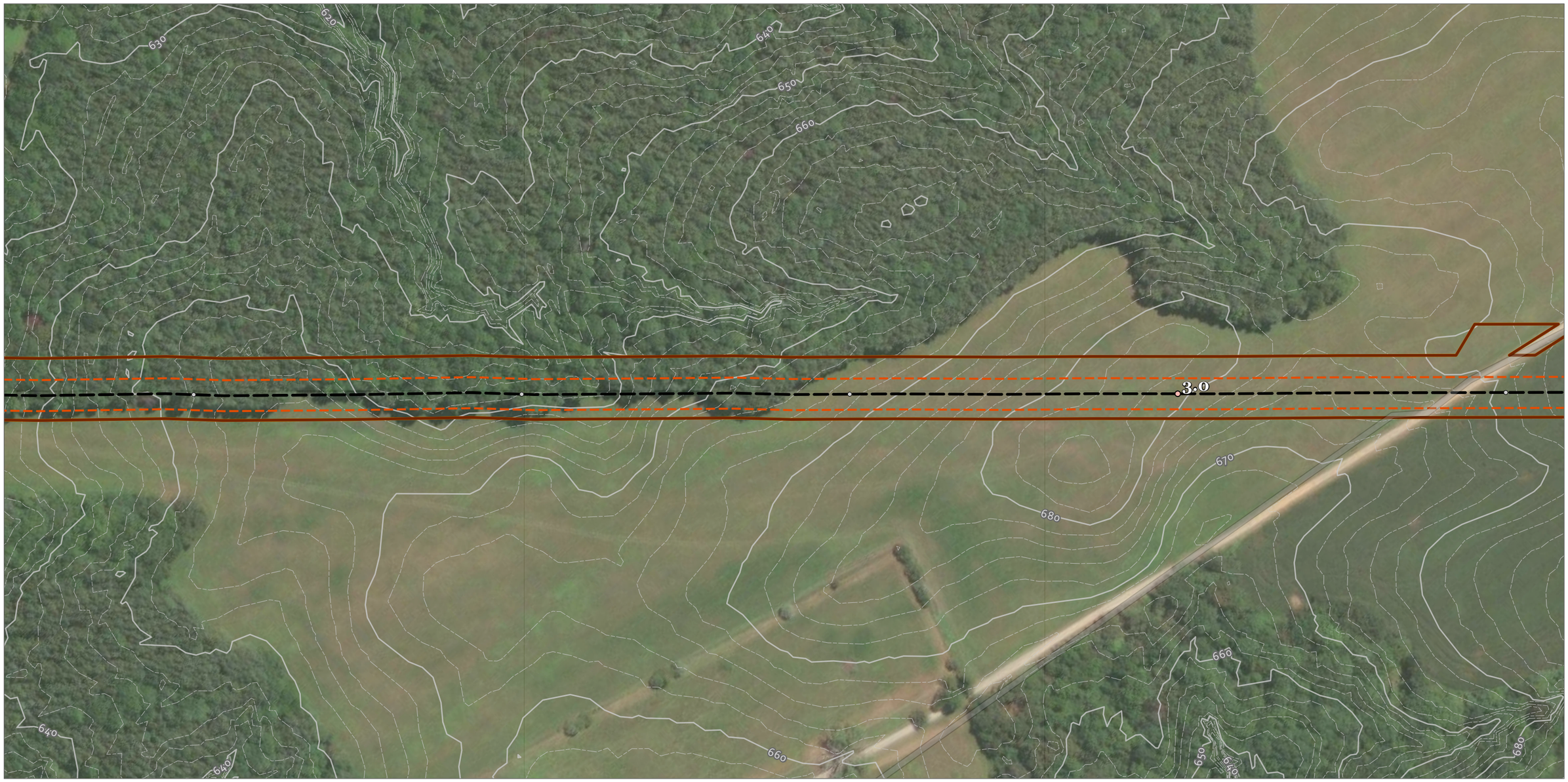
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Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

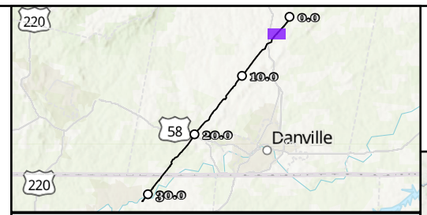
PAGE: 6
CL-006

DATE: JULY 2025

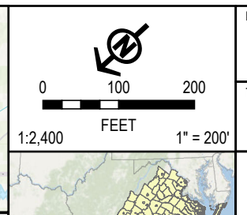
MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION
- STREAM IMPACT
  - TEMPORARY
  - PERMANENT
- STREAM TYPE
  - EPHEMERAL
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- WETLAND IMPACT
  - TEMPORARY
  - CONVERSION
  - SECONDARY IMPACT
- WETLAND TYPE
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0 100 200
FEET
1:2,400 1" = 200'

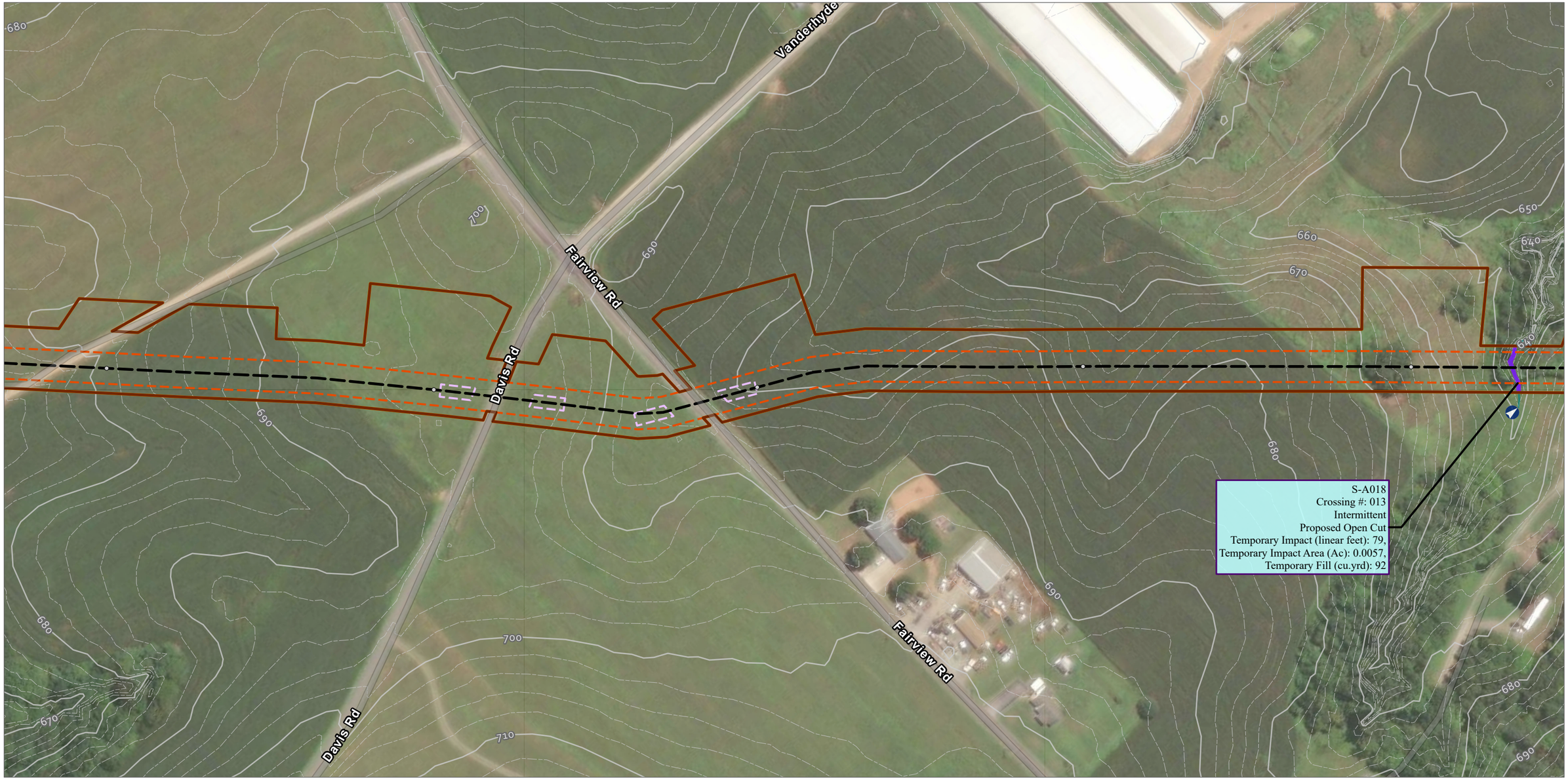
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Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 7
CL-007

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
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- SURVEY AREA
- STREAM FLOW DIRECTION

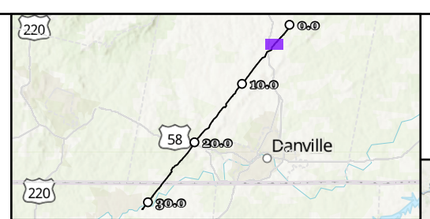
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



NOTES:
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0 100 200
FEET
1:2,400 1" = 200'



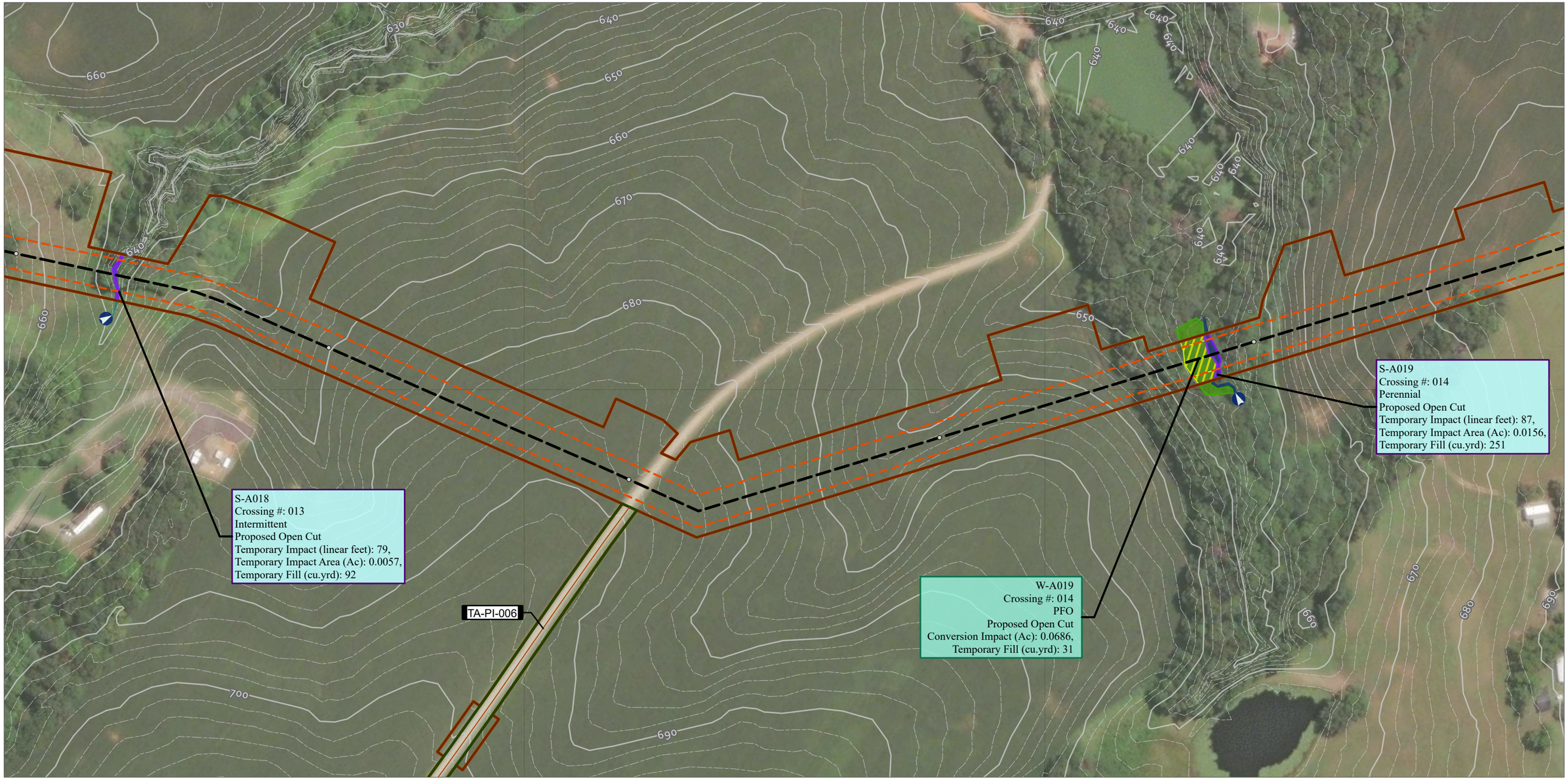
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

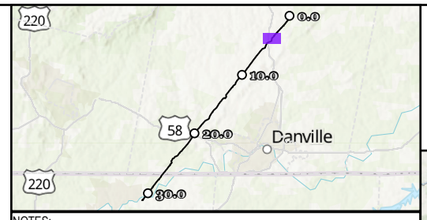
PAGE: 8
CL-008

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION
- STREAM IMPACT
  - TEMPORARY
  - PERMANENT
- STREAM TYPE
  - EPHEMERAL
  - INTERMITTENT
  - PERENNIAL
- WETLAND IMPACT
  - TEMPORARY
  - CONVERSION
  - SECONDARY IMPACT
- WETLAND TYPE
  - PALUSTRINE EMERGENT
  - PALUSTRINE FORESTED
  - PALUSTRINE SCRUB-SHRUB
  - PALUSTRINE UNCONSOLIDATED BOTTOM
- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



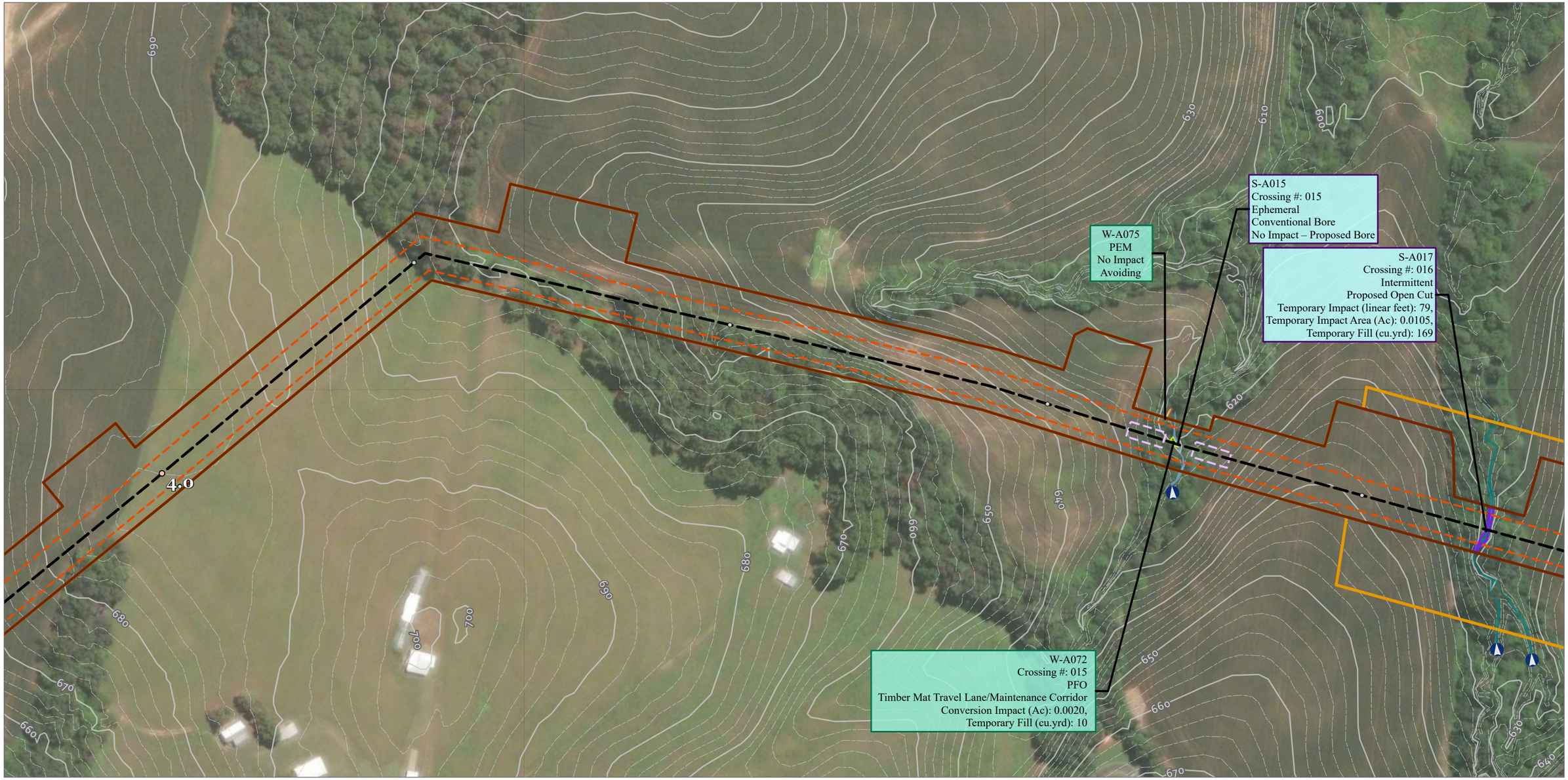
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 9
CL-009

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

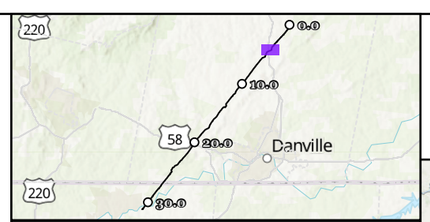
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



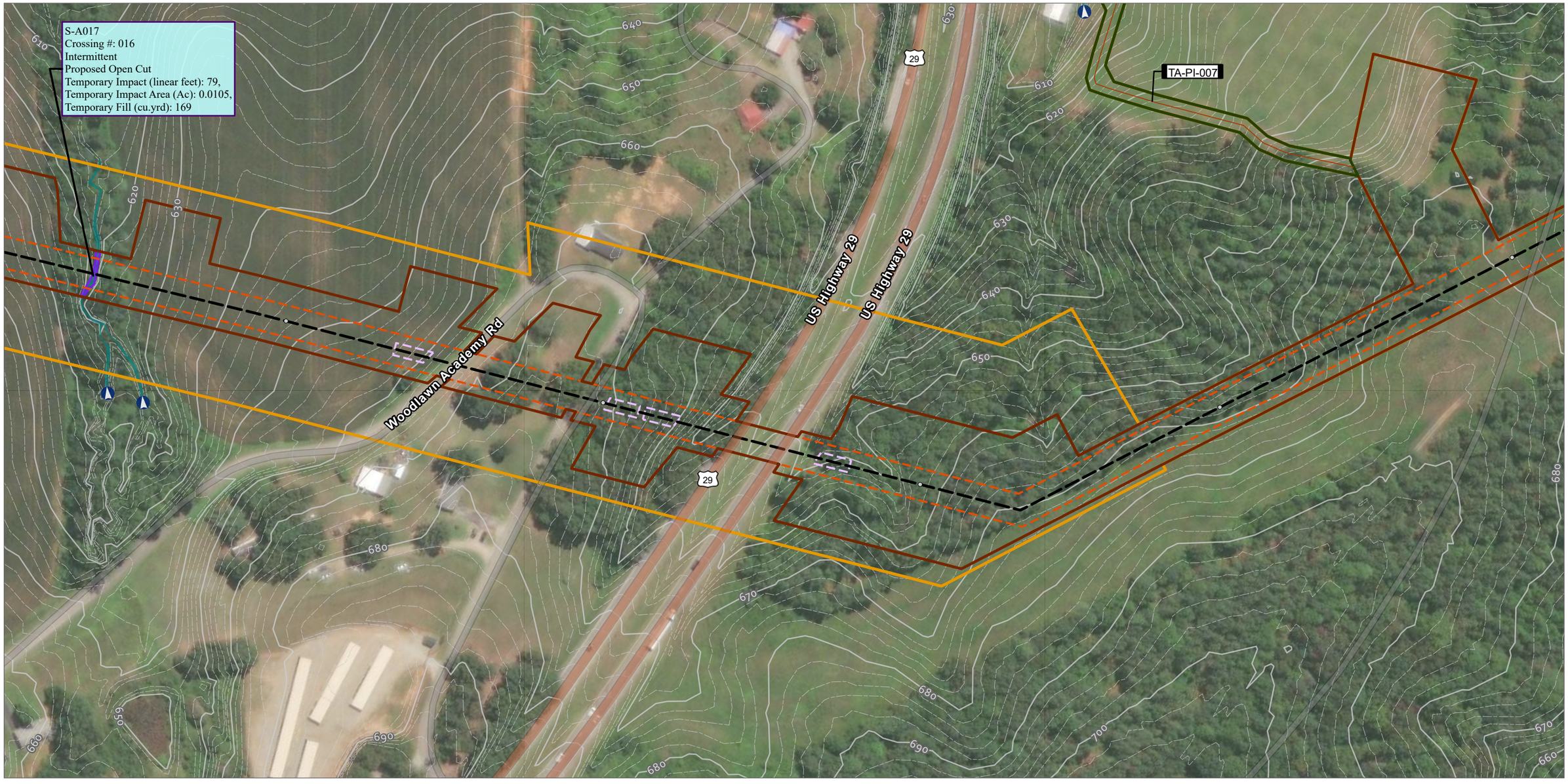
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 10
CL-010

DATE: JULY 2025

MVP SOUTHGATE



TENTH MILE POST
MILE POST
MAIN LINE VALVE
METER STATIONS
CONTRACTOR YARD
H-650 PIPELINE
PERMANENT ACCESS ROAD
TEMPORARY ACCESS ROAD

TEMPORARY ACCESS ROAD
PERMANENT ACCESS ROAD
LIMITS OF CONSTRUCTION WORKSPACE
OPERATIONAL WORKSPACE
BORE PITS
LAYDOWN YARD / STAGING AREA
SURVEY AREA

STREAM FLOW DIRECTION

STREAM IMPACT
TEMPORARY
PERMANENT

STREAM TYPE
EPHEMERAL
INTERMITTENT
PERENNIAL

WETLAND IMPACT
TEMPORARY
CONVERSION
SECONDARY IMPACT

WETLAND TYPE
PALUSTRINE EMERGENT
PALUSTRINE FORESTED
PALUSTRINE SCRUB-SHRUB
PALUSTRINE UNCONSOLIDATED BOTTOM

COUNTY BOUNDARY
STATE BOUNDARY
ELEVATION - CONTOUR - INDEX
ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



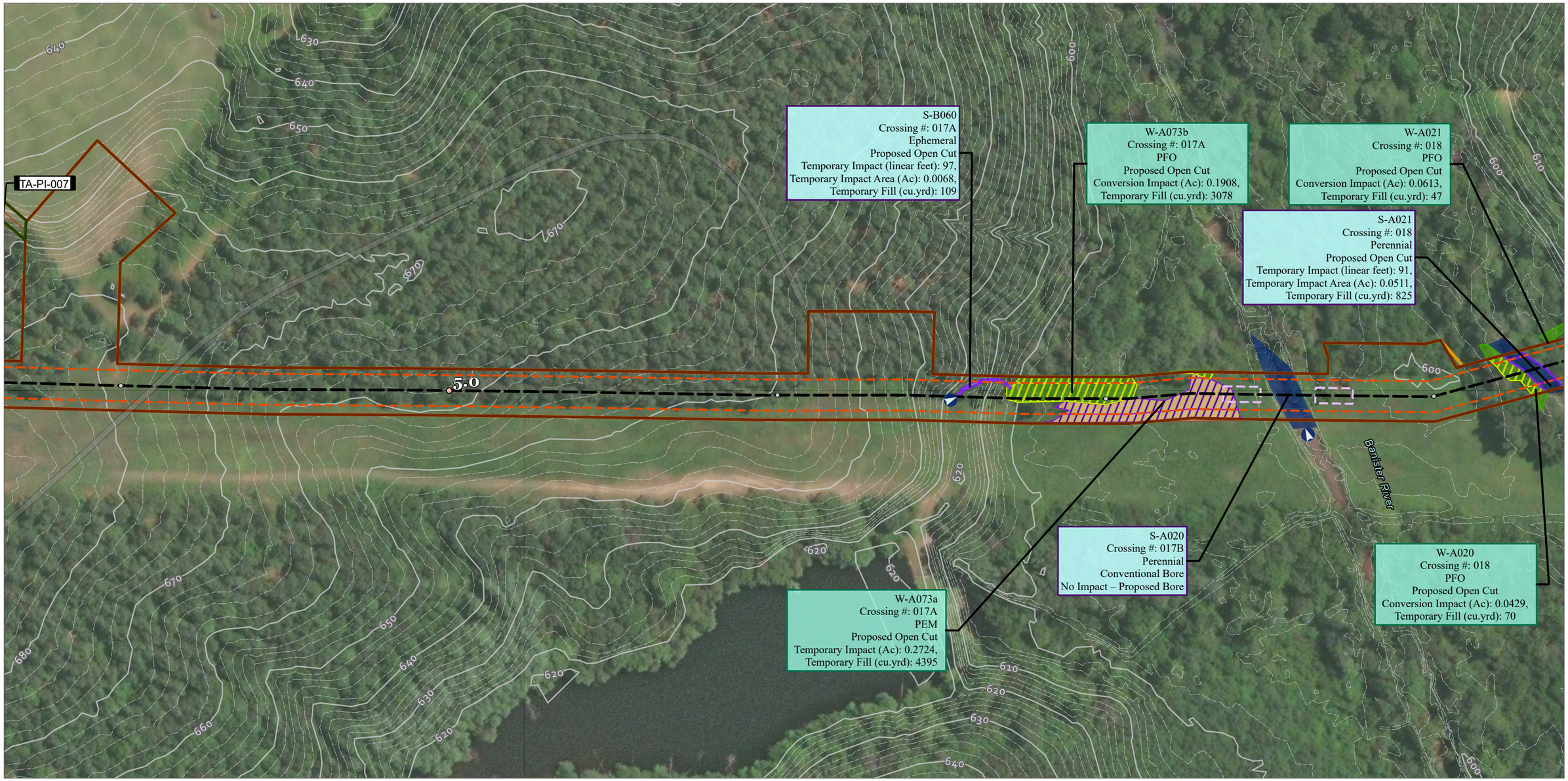
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 11
CL-011

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

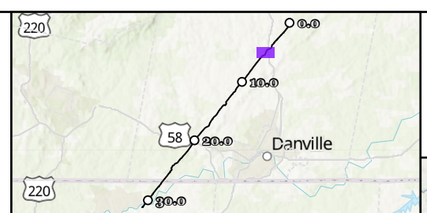
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 12
CL-012

DATE: JULY 2025

MVP SOUTHGATE

W-A021
Crossing #: 018
PFO
Proposed Open Cut
Conversion Impact (Ac): 0.0613,
Temporary Fill (cu.yrd): 47

W-A023
Crossing #: 019
PFO
Proposed Open Cut
Conversion Impact (Ac): 0.1266,
Temporary Fill (cu.yrd): 2043

W-A022
Crossing #: 019
PFO
Proposed Open Cut/ATWS
Conversion Impact (Ac): 0.995,
Temporary Fill (cu.yrd): 4816

TA-PI-011

W-A020
Crossing #: 018
PFO
Proposed Open Cut
Conversion Impact (Ac): 0.0429,
Temporary Fill (cu.yrd): 70

S-A022
Crossing #: 019
Perennial
Proposed Open Cut
Temporary Impact (linear feet): 77,
Temporary Impact Area (Ac): 0.0336,
Temporary Fill (cu.yrd): 542

S-A021
Crossing #: 018
Perennial
Proposed Open Cut
Temporary Impact (linear feet): 91,
Temporary Impact Area (Ac): 0.0511,
Temporary Fill (cu.yrd): 825

W-A022
Crossing #: 019
PFO
Proposed Open Cut
Conversion Impact (Ac): 0.995,
Temporary Fill (cu.yrd): 4816

White Oak Creek
Norfolk Southern Railroad
Banister River
Danville

- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION
- STREAM IMPACT
- TEMPORARY
- PERMANENT
- STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL
- WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT
- WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM
- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE

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0 100 200
FEET
1:2,400 1" = 200'

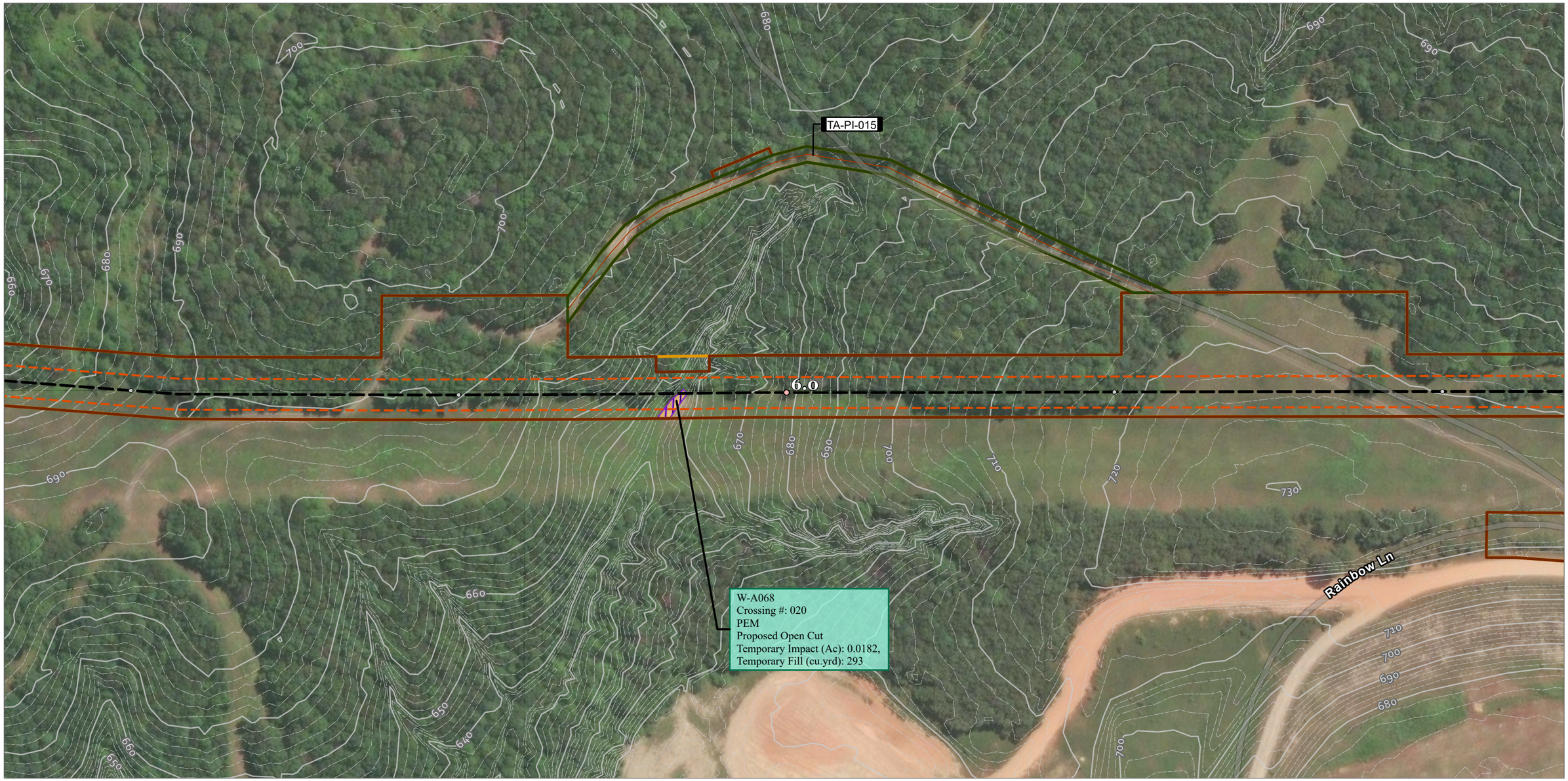
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 13
CL-013

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

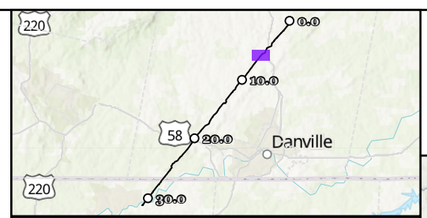
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

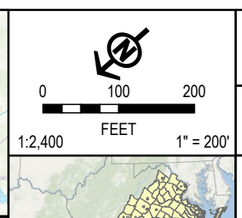
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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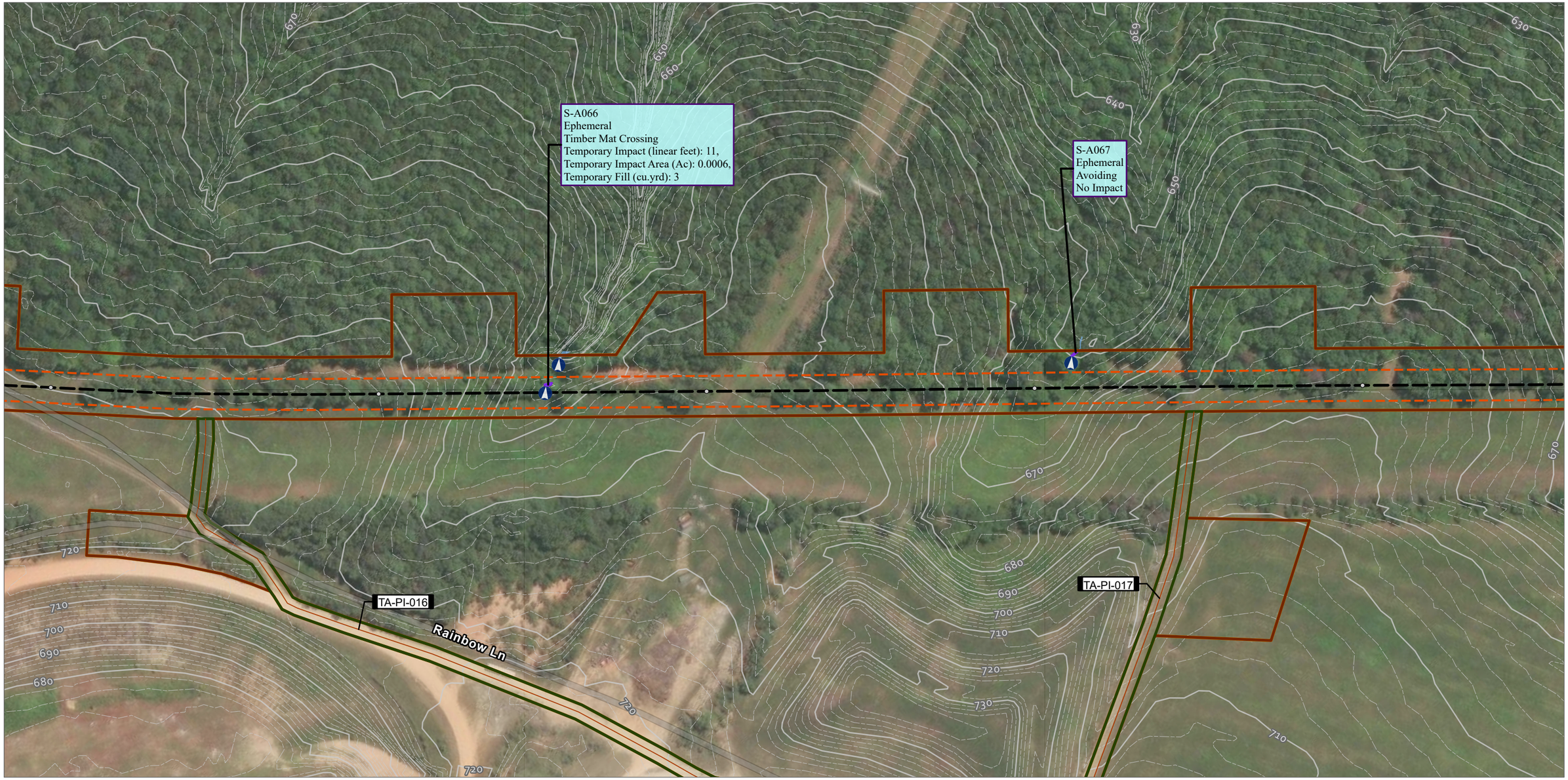
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 14
CL-014

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

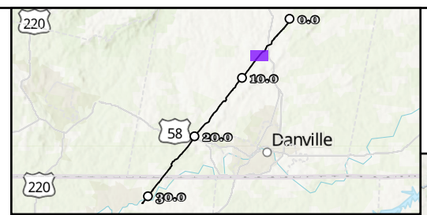
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 15
CL-015

DATE: JULY 2025

MVP SOUTHGATE

S-A068
Ephemeral
No Impact
Avoiding

W-A069
PFO
Timber Mat Crossing
Conversion Impact (Ac): 0.0058,
Temporary Fill (cu.yrd): 28

W-A070b
Crossing #: 021
PEM
Timber Mat Crossing
Temporary Impact (Ac): 0.0082,
Temporary Fill (cu.yrd): 40

W-A070c
Crossing #: 021
PFO
Proposed Open Cut
Conversion Impact (Ac): 0.0956,
Temporary Fill (cu.yrd): 1543

W-A070a
Crossing #: 021
PEM
Timber Mat Crossing
Temporary Impact (Ac): 0.0238,
Temporary Fill (cu.yrd): 115

W-A032
Crossing #: 021
PEM
Timber Mat Crossing
Temporary Impact (Ac): 0.0098,
Temporary Fill (cu.yrd): 47

S-A028
Crossing #: 022
Ephemeral
Proposed Open Cut
Temporary Impact (linear feet): 76,
Temporary Impact Area (Ac): 0.0105,
Temporary Fill (cu.yrd): 169

7.0

- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

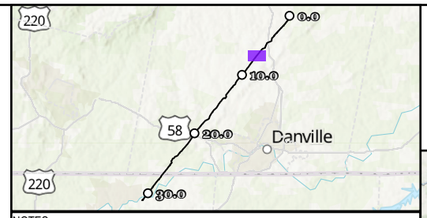
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



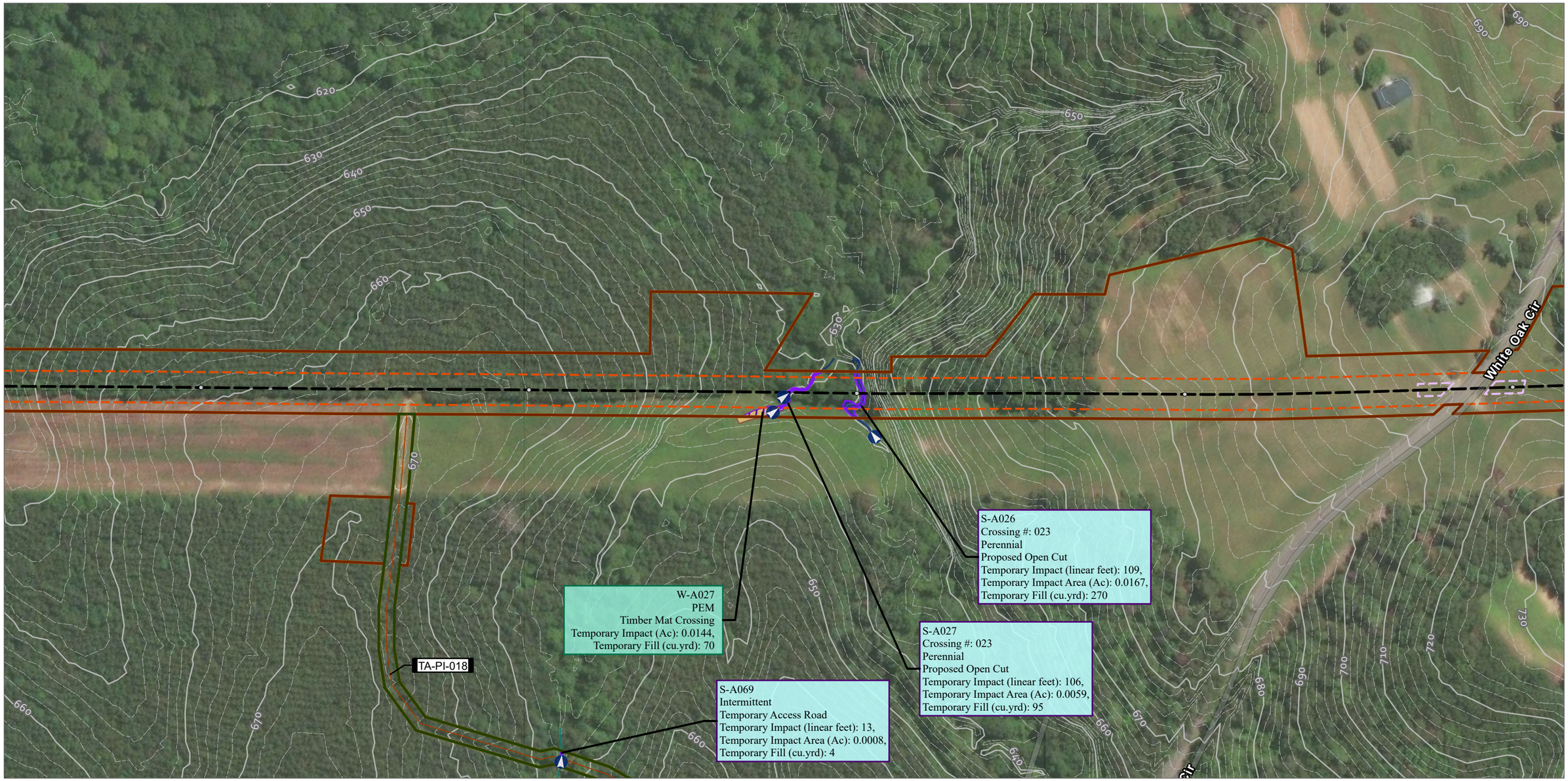
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 16
CL-016

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

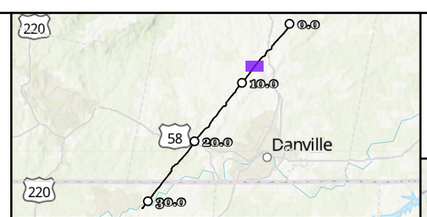
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
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- ELEVATION - CONTOUR - INTERMEDIATE



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3: BASE MAP SERVICES: ESRI COMMUNITY MAPS CONTRIBUTORS, VGIN, © OPENSTREETMAP, MICROSOFT, ESRI, TOMTOM, GARMIN, SAFEGRAPH, GEOTECHNOLOGIES, INC, METI/NASA, USGS, EPA, NPS, US CENSUS BUREAU,

0 100 200
FEET
1:2,400 1" = 200'



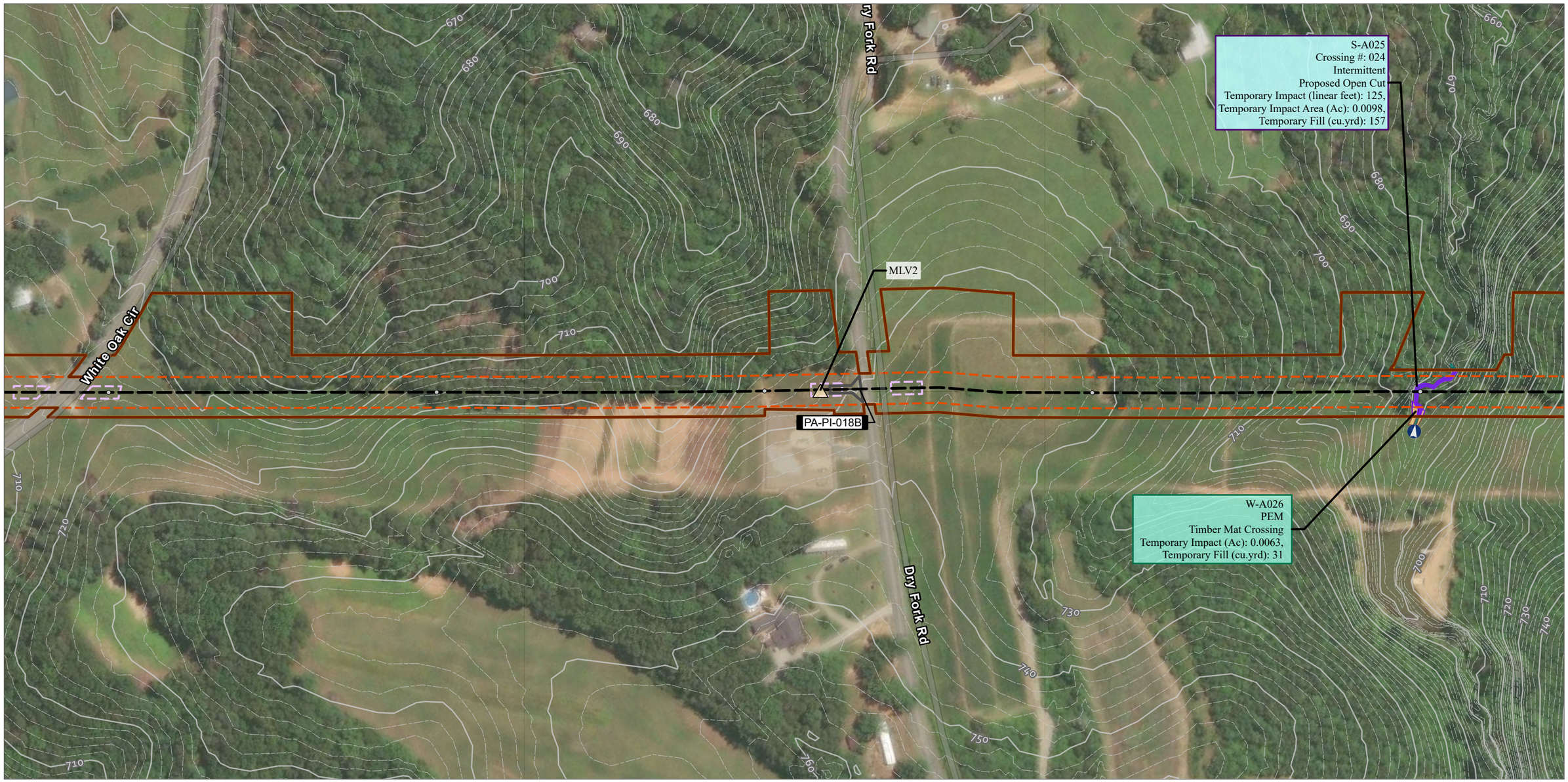
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 17
CL-017

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

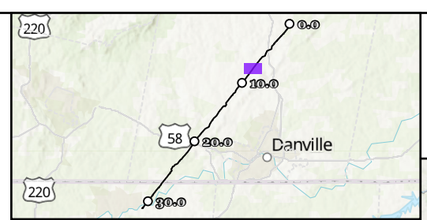
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

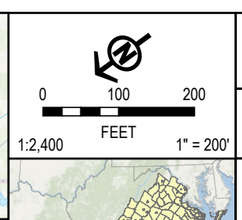
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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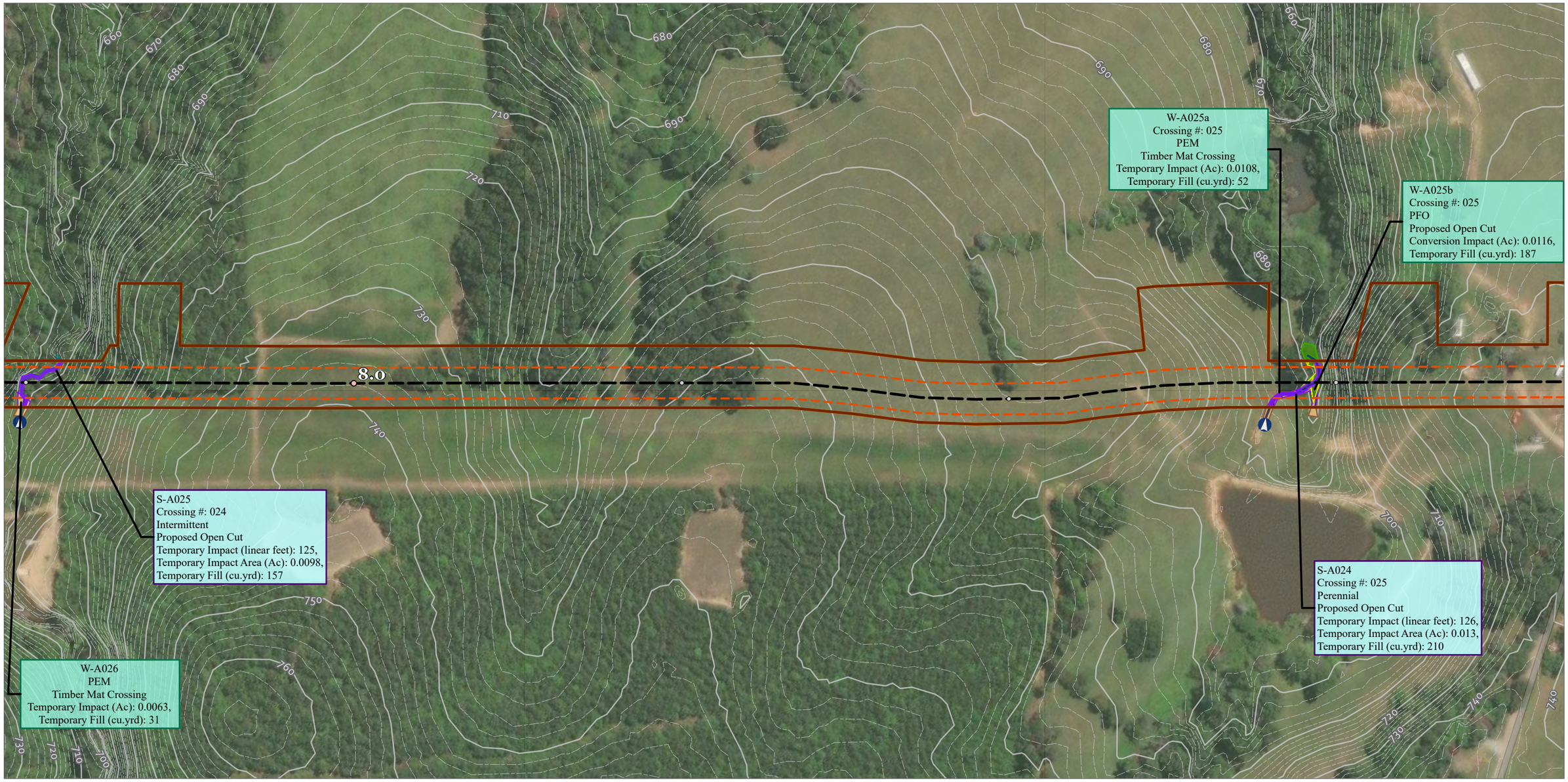
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 18
CL-018

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

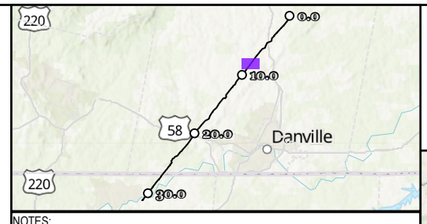
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



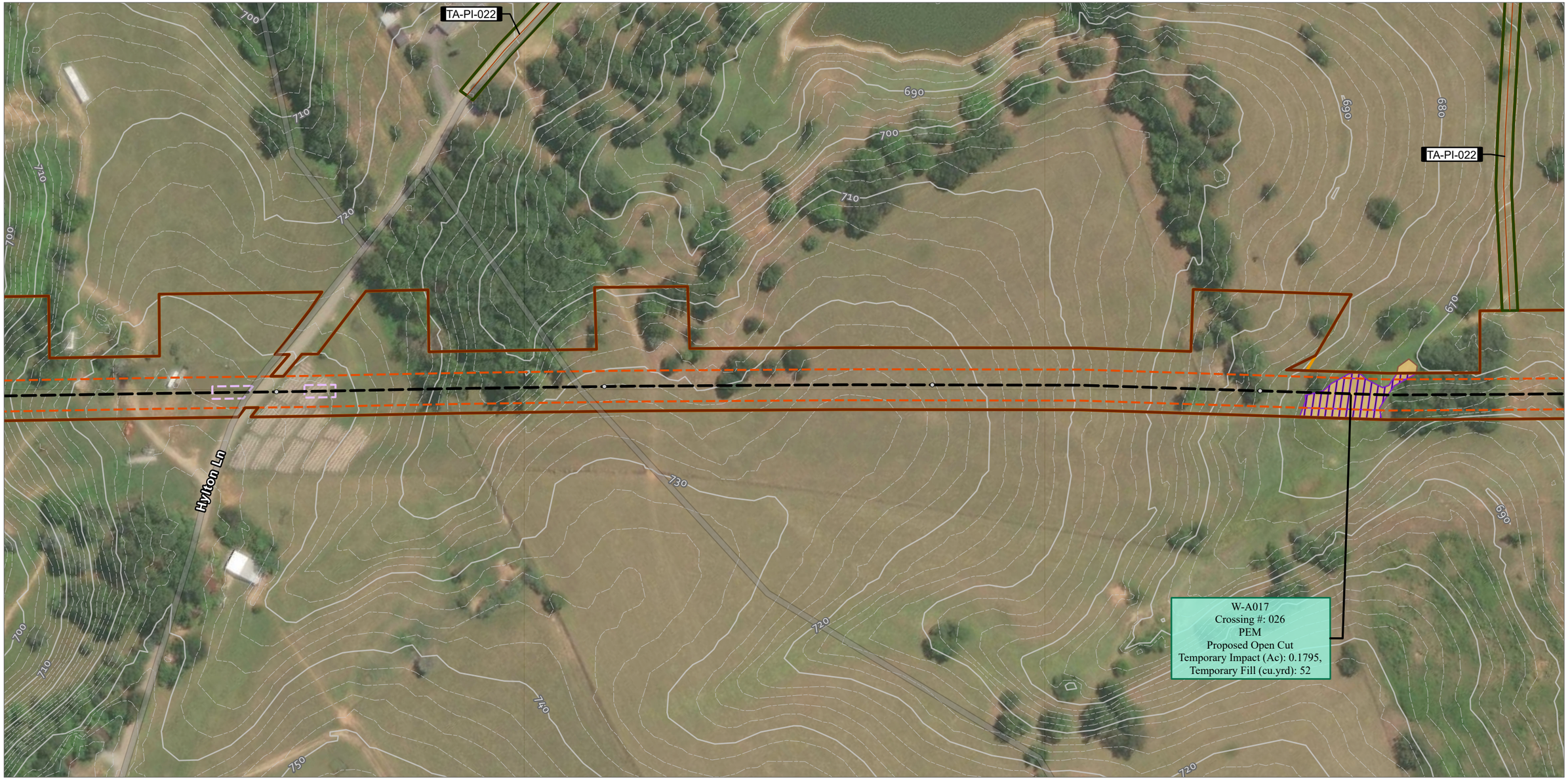
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 19
CL-019

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

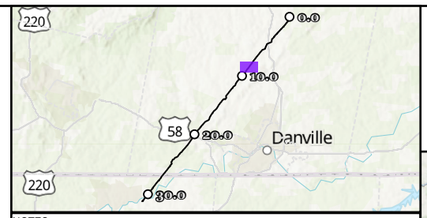
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

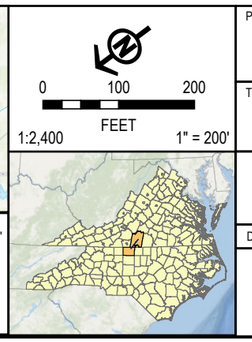
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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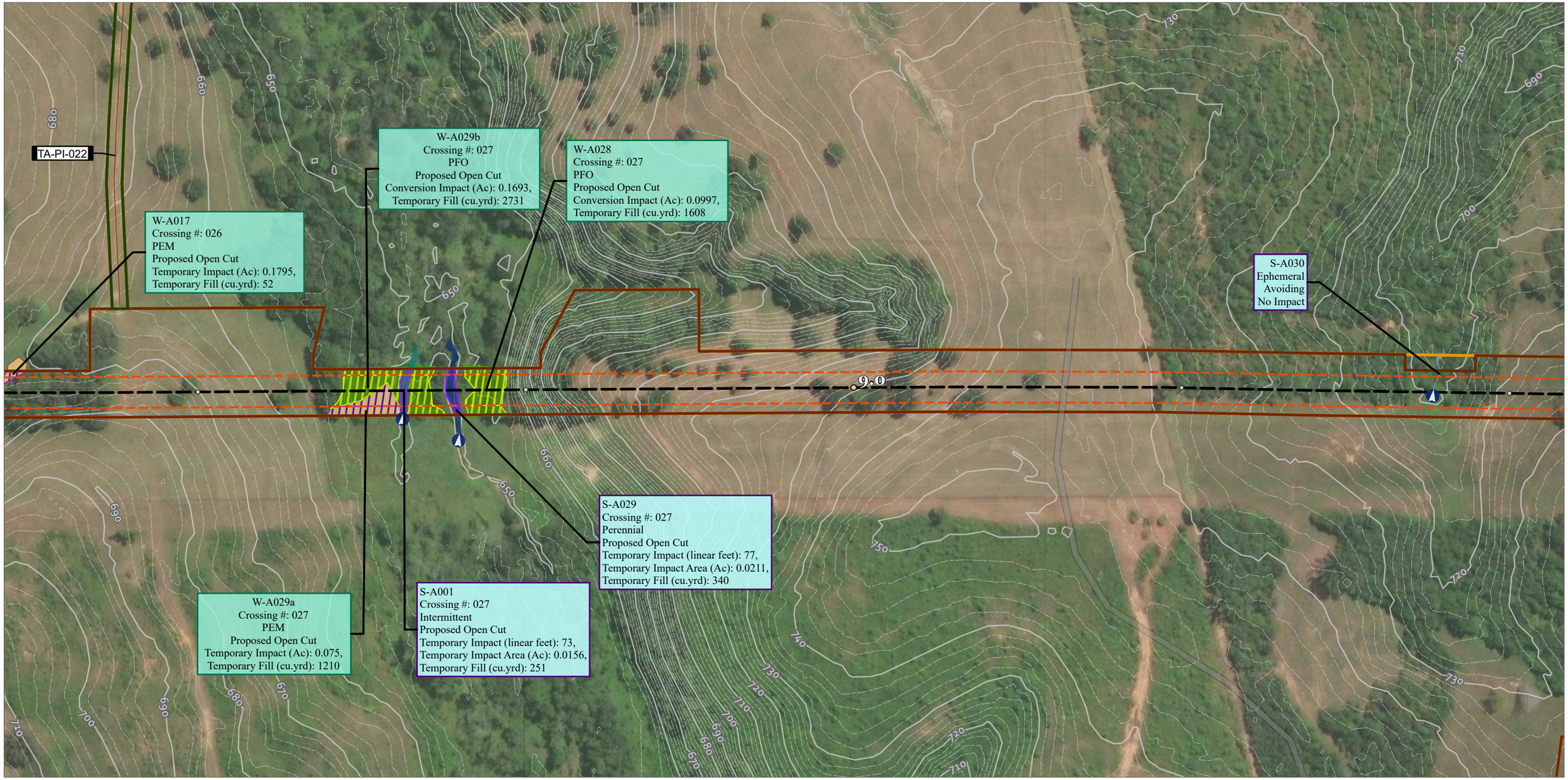
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 20
CL-020

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

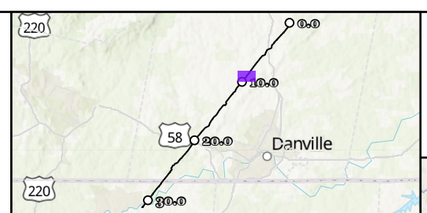
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



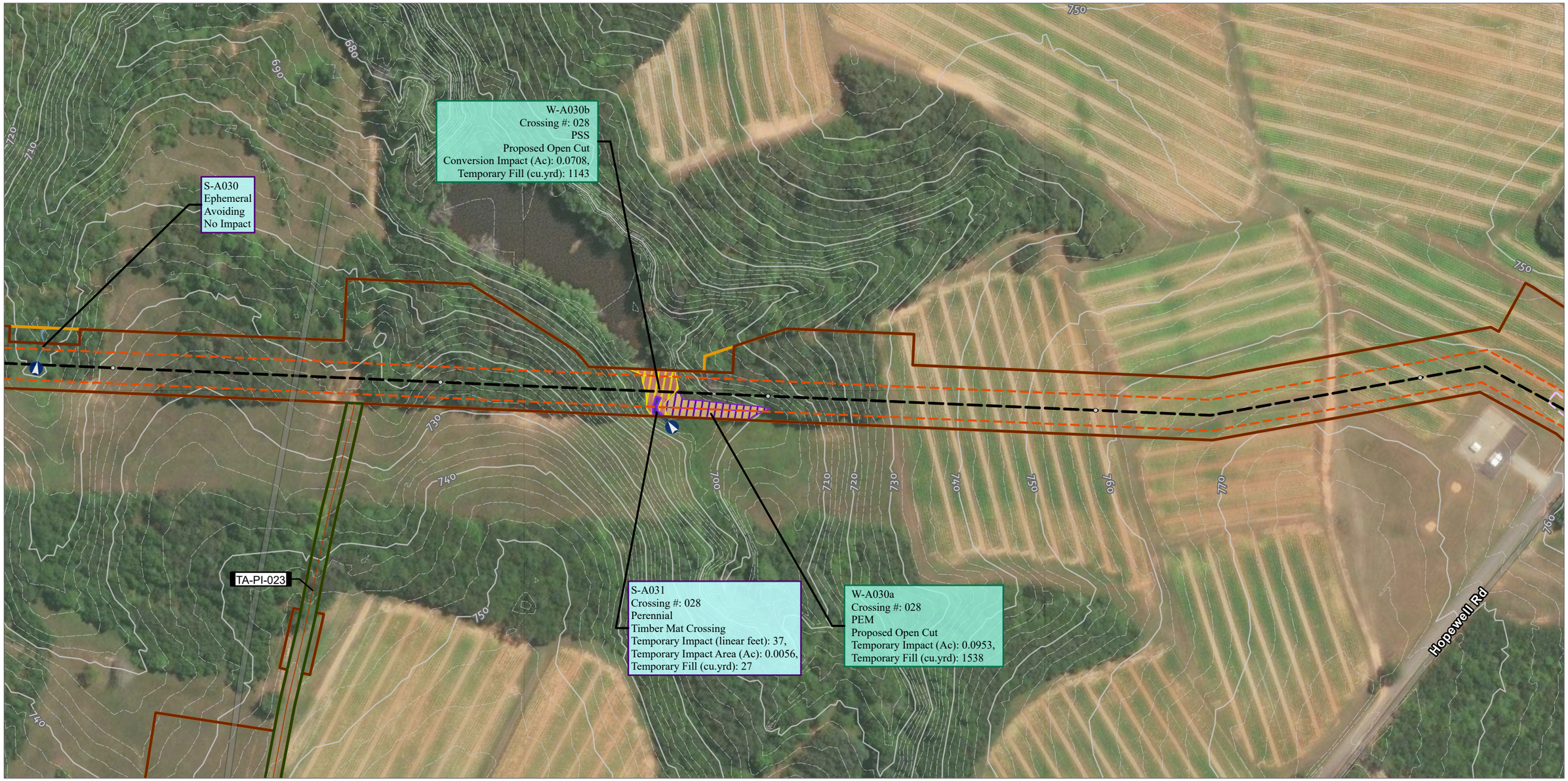
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 21
CL-021

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

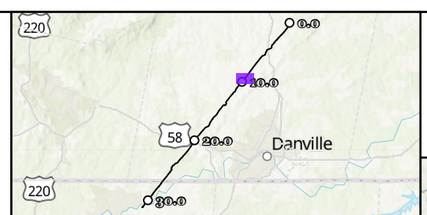
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

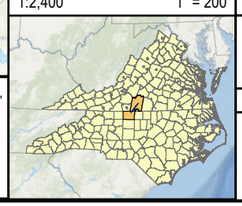
WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



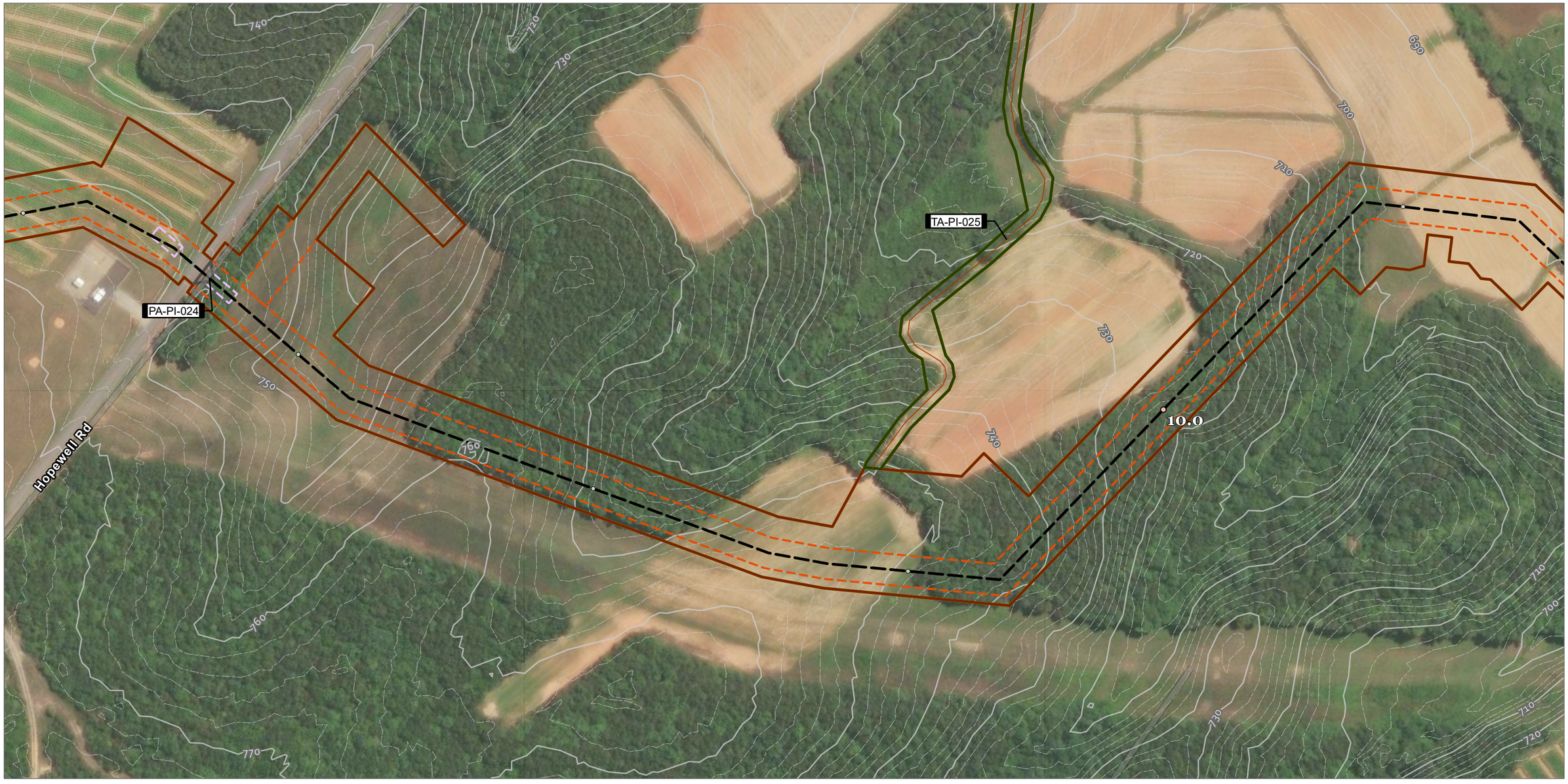
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 22
CL-022

DATE: JULY 2025

MVP SOUTHGATE



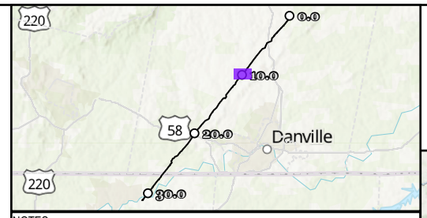
TENTH MILE POST
MILE POST
MAIN LINE VALVE
METER STATIONS
CONTRACTOR YARD
H-650 PIPELINE
PERMANENT ACCESS ROAD
TEMPORARY ACCESS ROAD

TEMPORARY ACCESS ROAD
PERMANENT ACCESS ROAD
LIMITS OF CONSTRUCTION WORKSPACE
OPERATIONAL WORKSPACE
BORE PITS
LAYDOWN YARD / STAGING AREA
SURVEY AREA

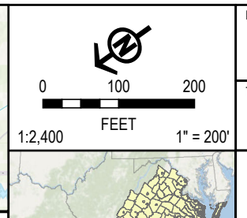
STREAM FLOW DIRECTION
STREAM IMPACT
TEMPORARY
PERMANENT
STREAM TYPE
EPHEMERAL
INTERMITTENT
PERENNIAL

WETLAND IMPACT
TEMPORARY
CONVERSION
SECONDARY IMPACT
WETLAND TYPE
PALUSTRINE EMERGENT
PALUSTRINE FORESTED
PALUSTRINE SCRUB-SHRUB
PALUSTRINE UNCONSOLIDATED BOTTOM

COUNTY BOUNDARY
STATE BOUNDARY
ELEVATION - CONTOUR - INDEX
ELEVATION - CONTOUR - INTERMEDIATE



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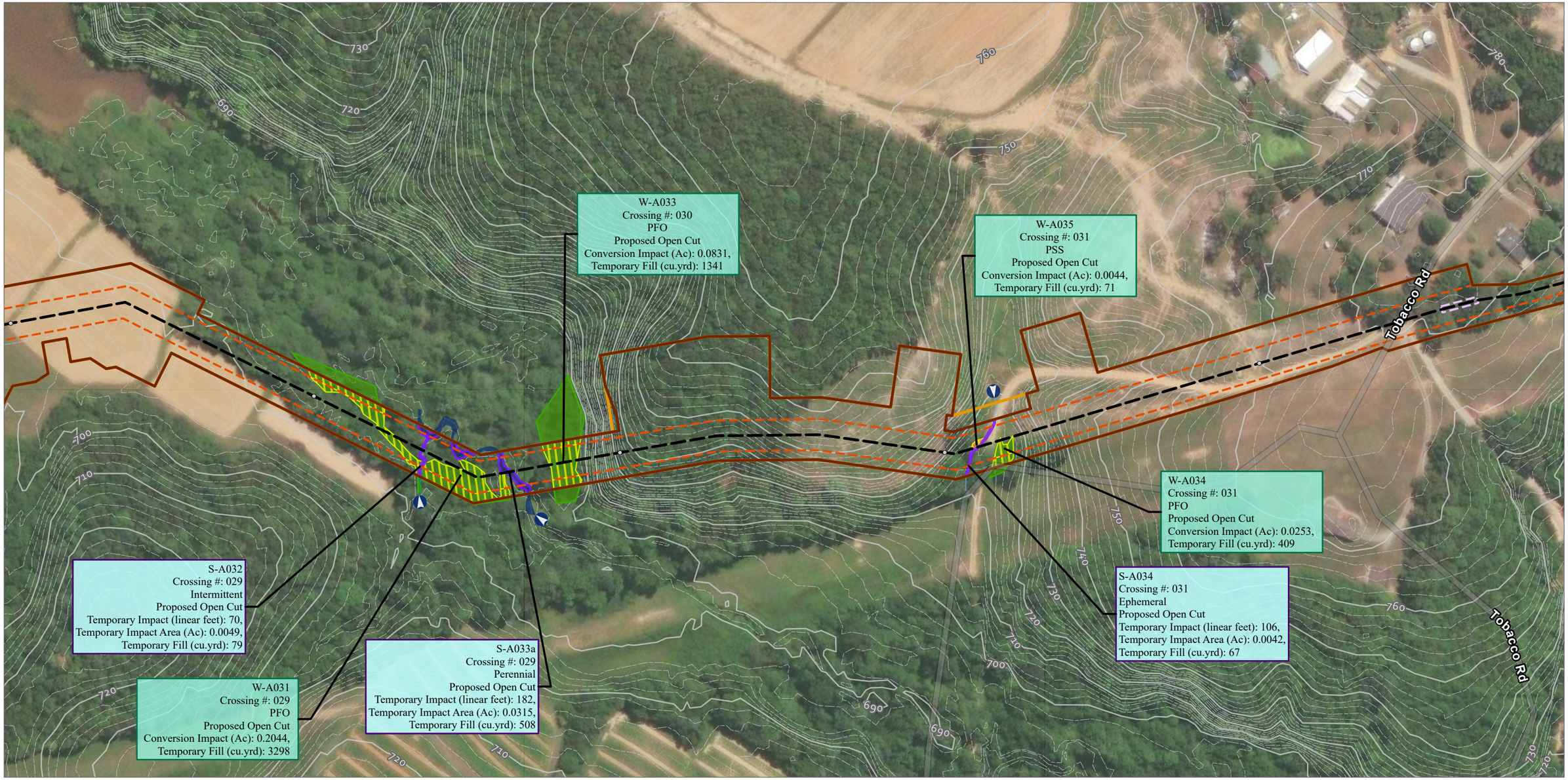
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 23
CL-023

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD

- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA

- STREAM FLOW DIRECTION

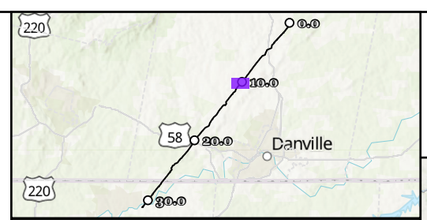
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

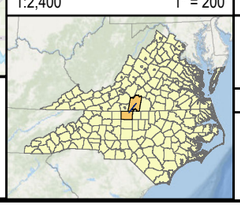
WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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FEET
1:2,400 1" = 200'



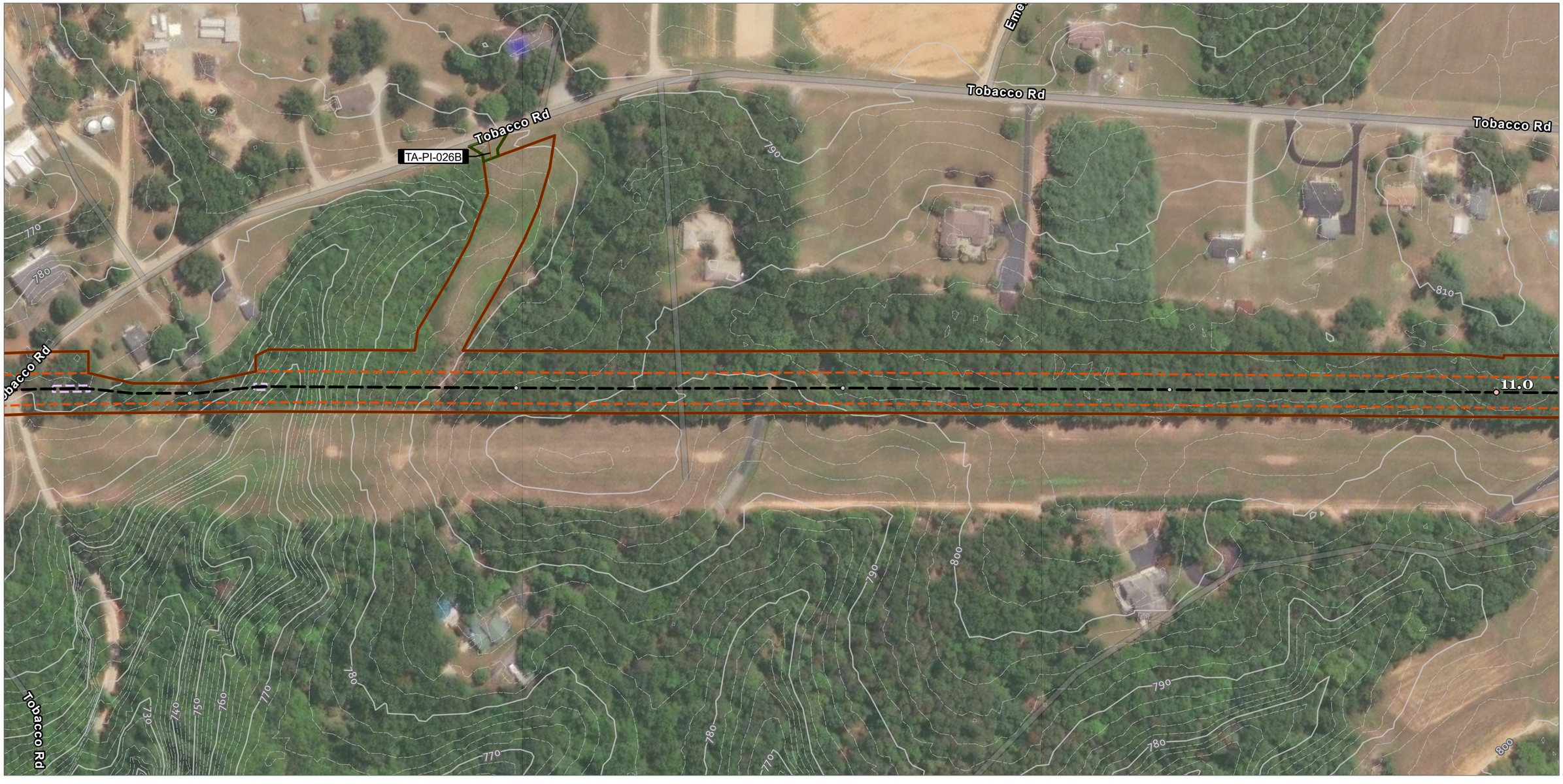
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 24
CL-024

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD

- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA

- STREAM FLOW DIRECTION

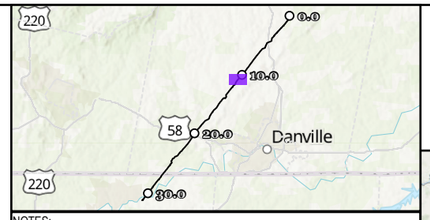
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



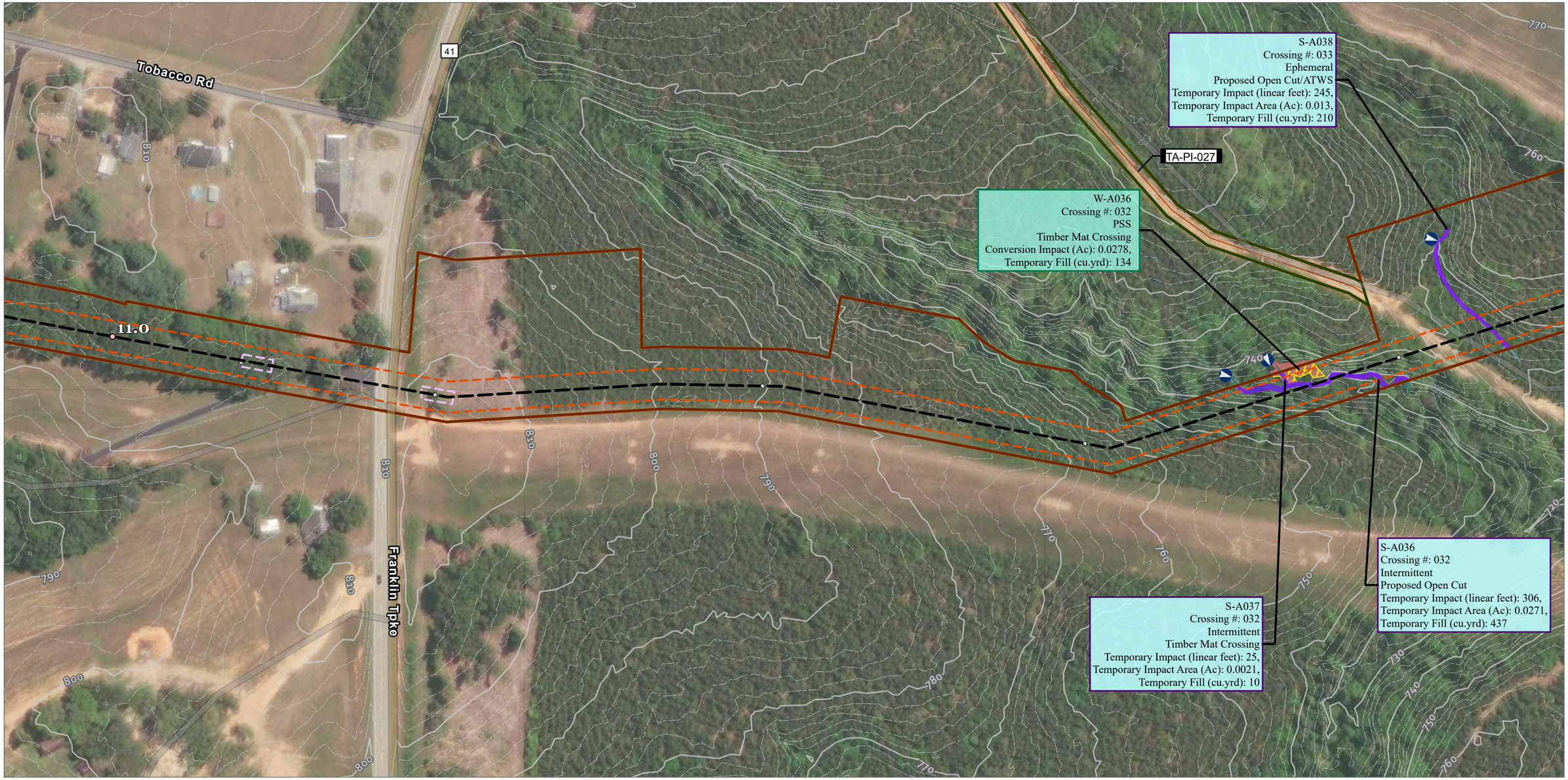
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 25
CL-025

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

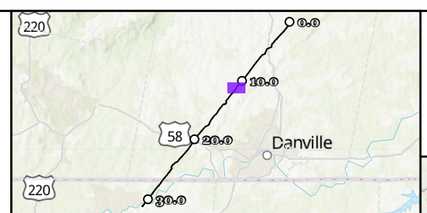
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



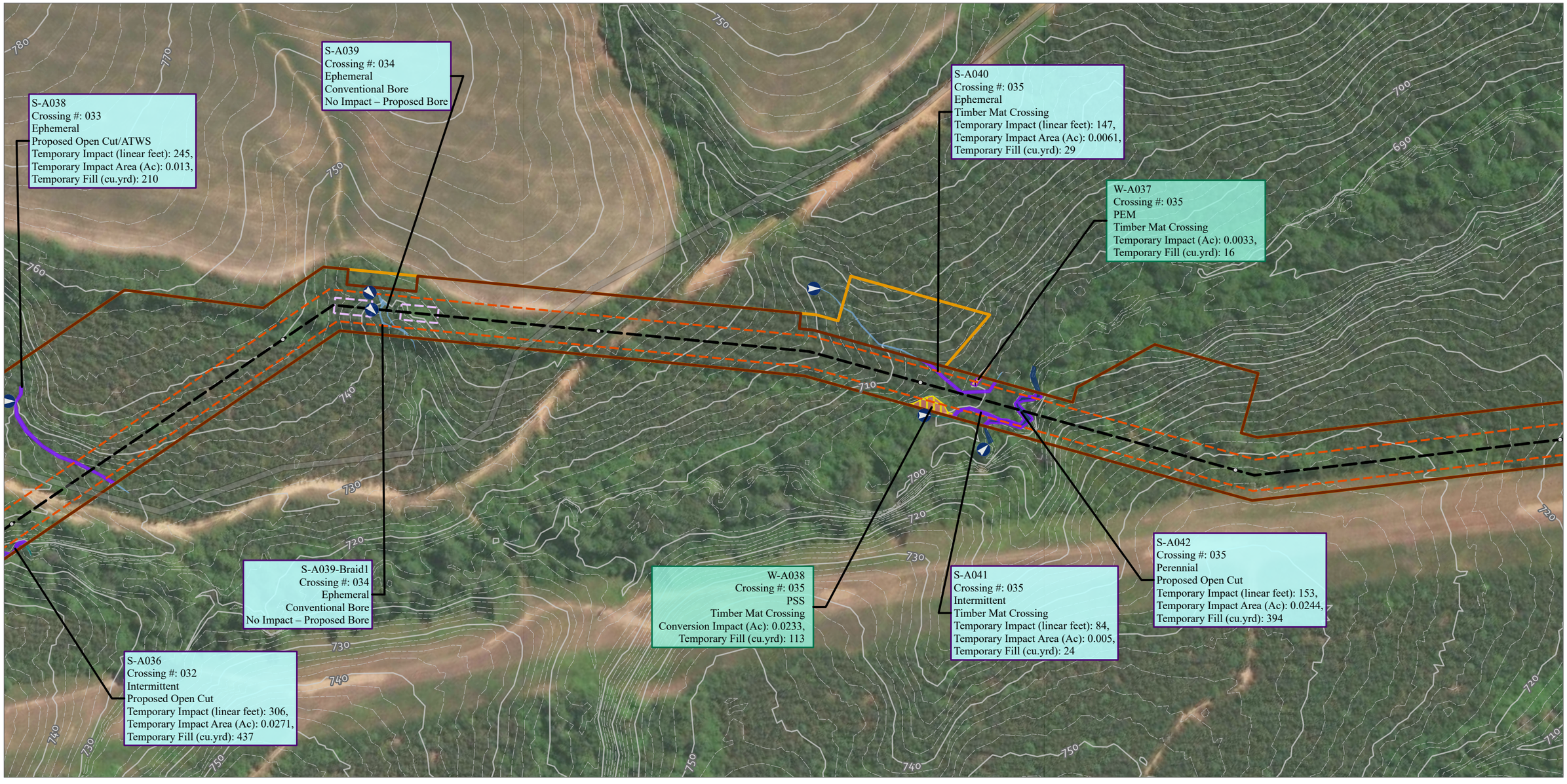
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 26
CL-026

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

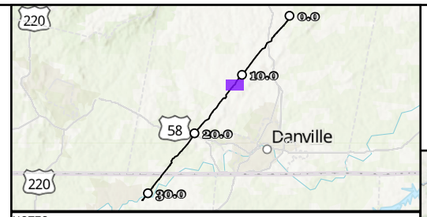
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



NOTES:
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0 100 200
FEET
1:2,400 1" = 200'



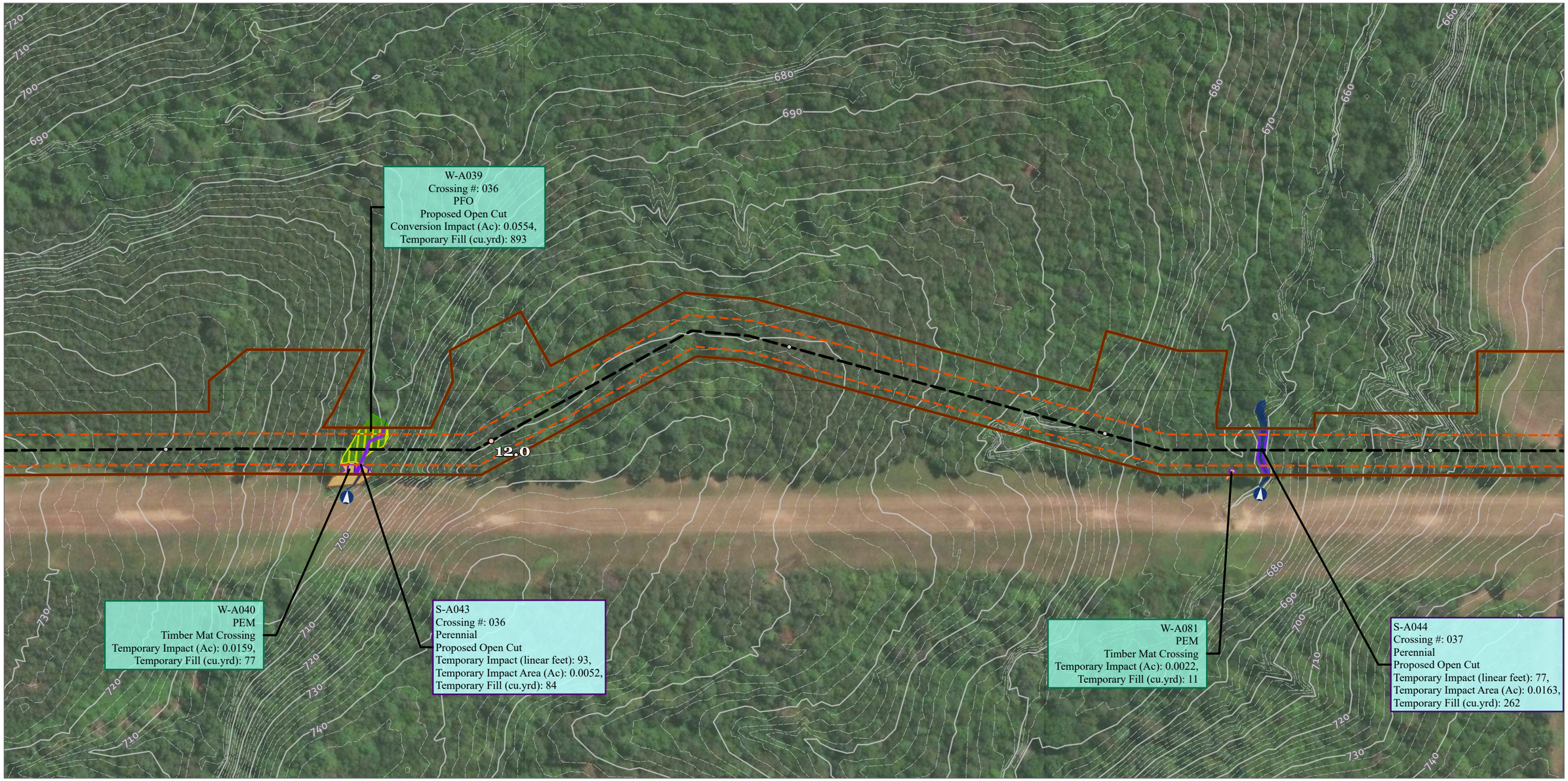
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

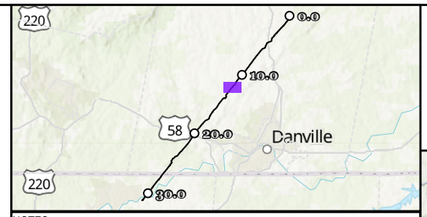
PAGE: 27
CL-027

DATE: JULY 2025

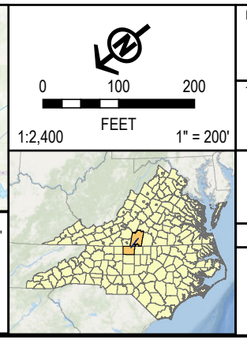
MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION
- STREAM IMPACT
  - TEMPORARY
  - PERMANENT
- STREAM TYPE
  - EPHEMERAL
  - INTERMITTENT
  - PERENNIAL
- WETLAND IMPACT
  - TEMPORARY
  - CONVERSION
  - SECONDARY IMPACT
- WETLAND TYPE
  - PALUSTRINE EMERGENT
  - PALUSTRINE FORESTED
  - PALUSTRINE SCRUB-SHRUB
  - PALUSTRINE UNCONSOLIDATED BOTTOM
- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 28
CL-028

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

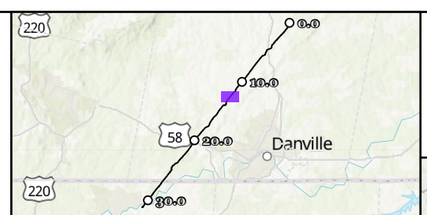
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

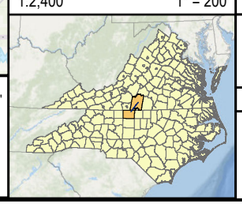
WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 29
CL-029

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

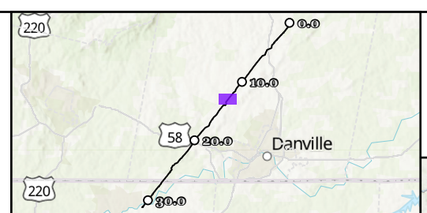
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

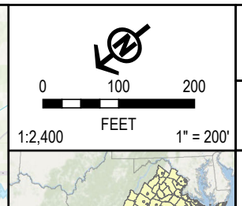
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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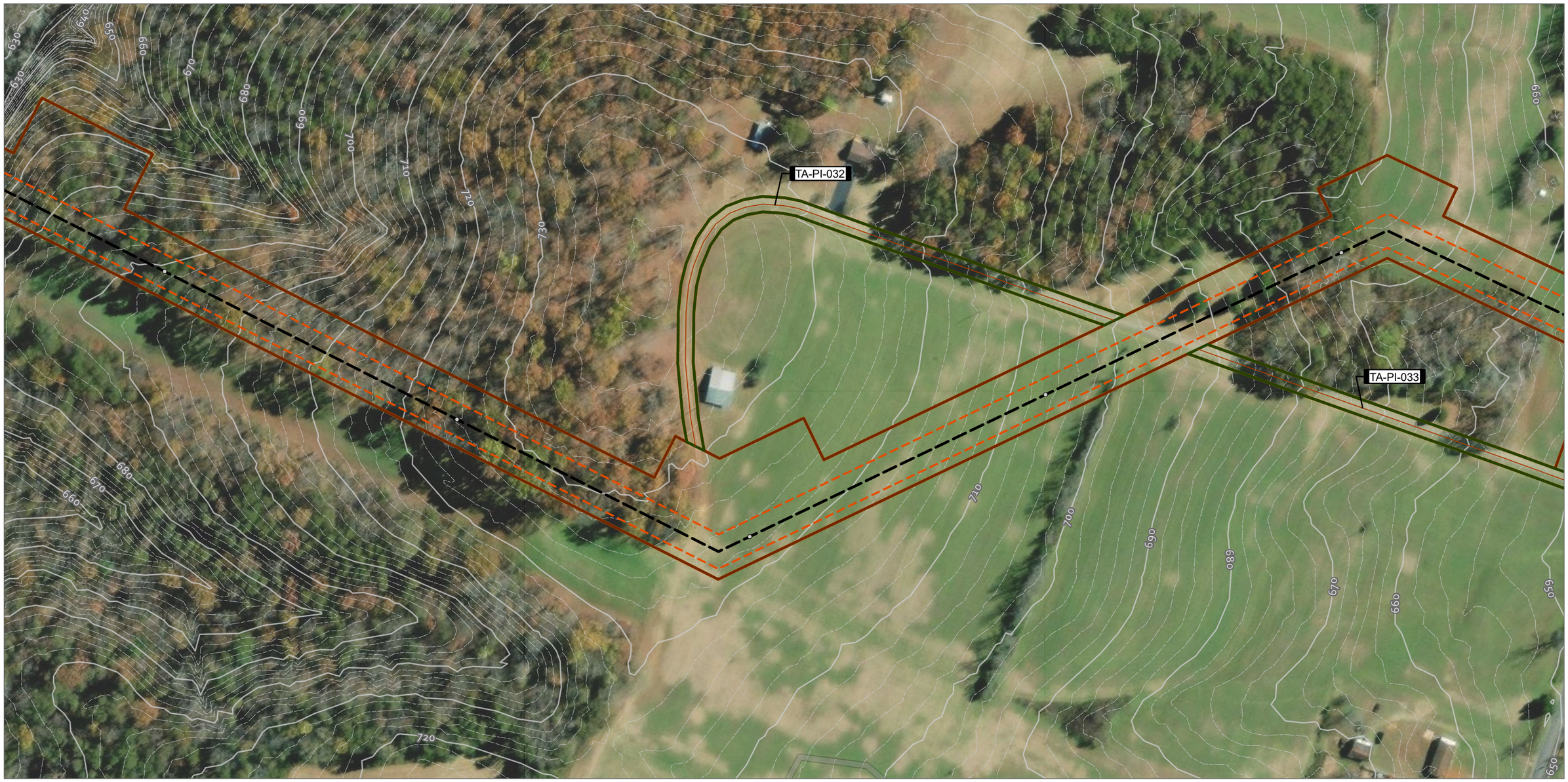
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 30
CL-030

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

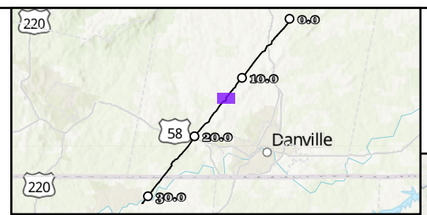
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



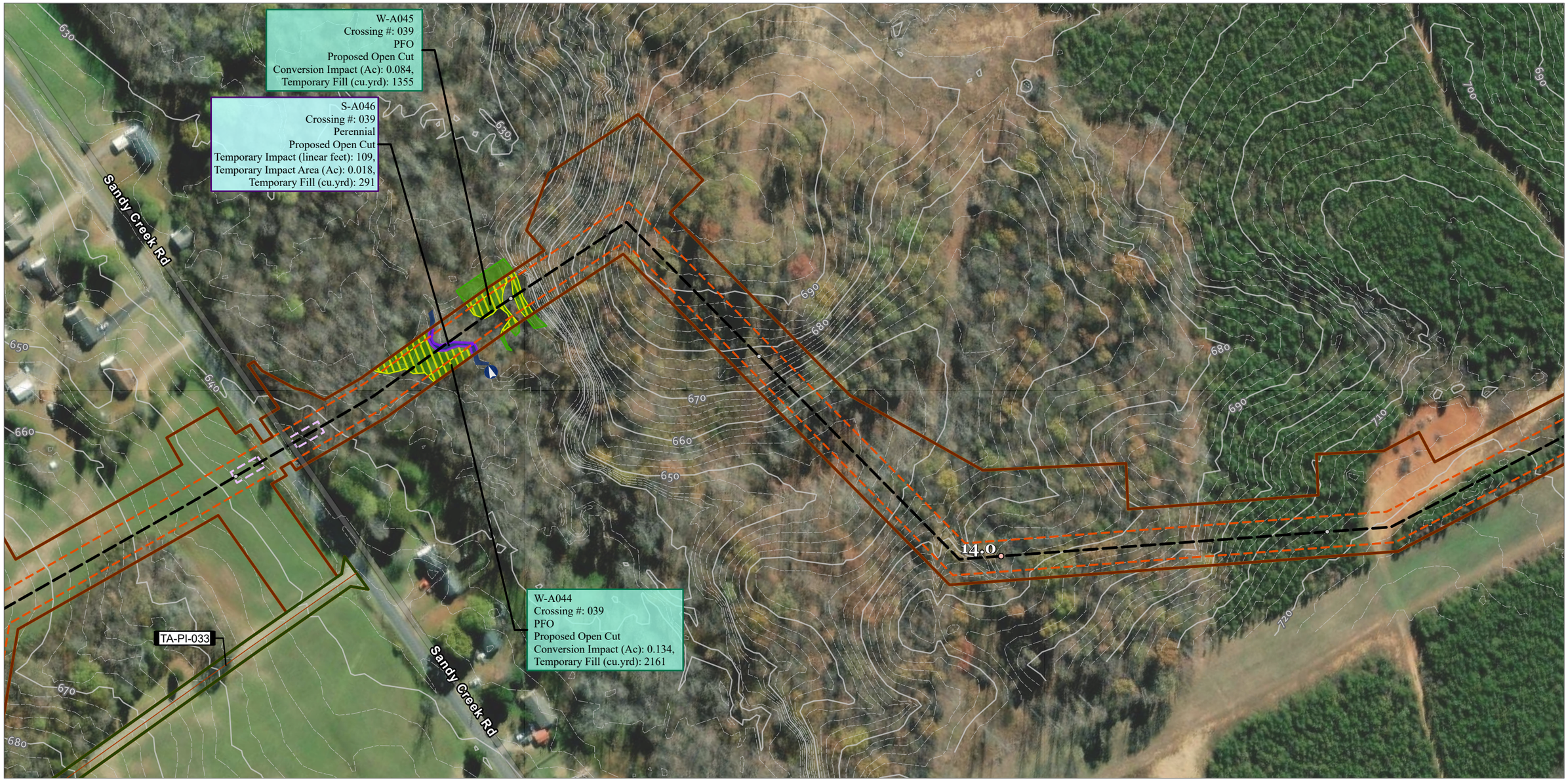
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 31
CL-031

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

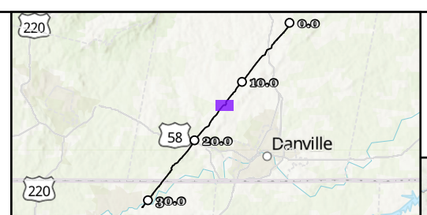
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

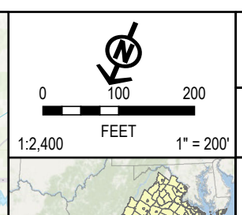
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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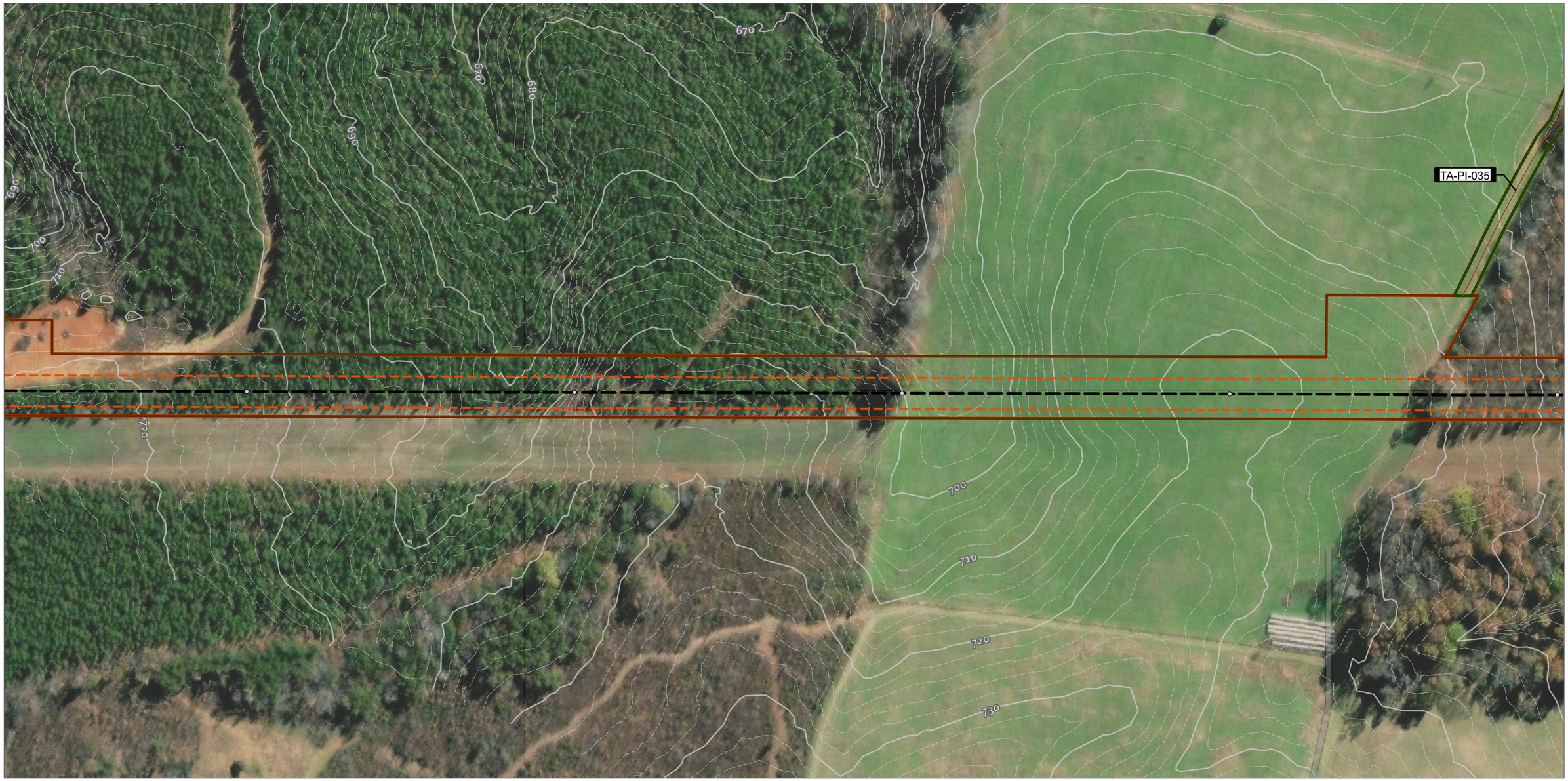
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 32
CL-032

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

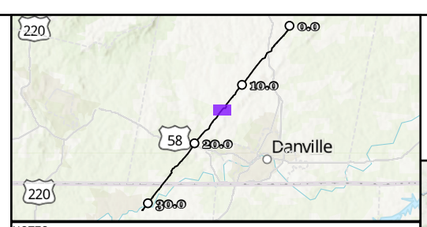
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



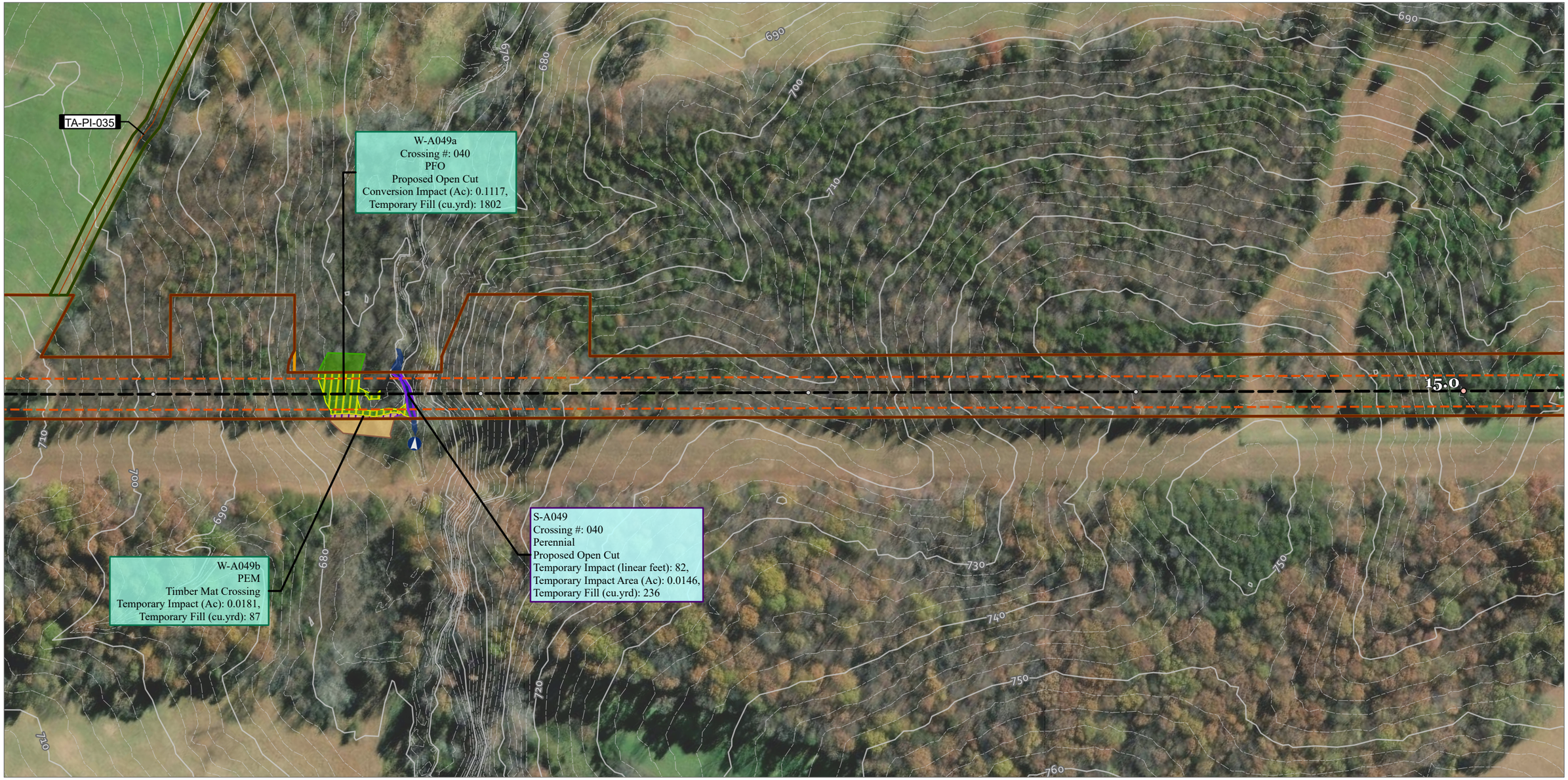
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 33
CL-033

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

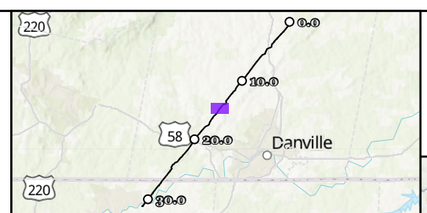
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



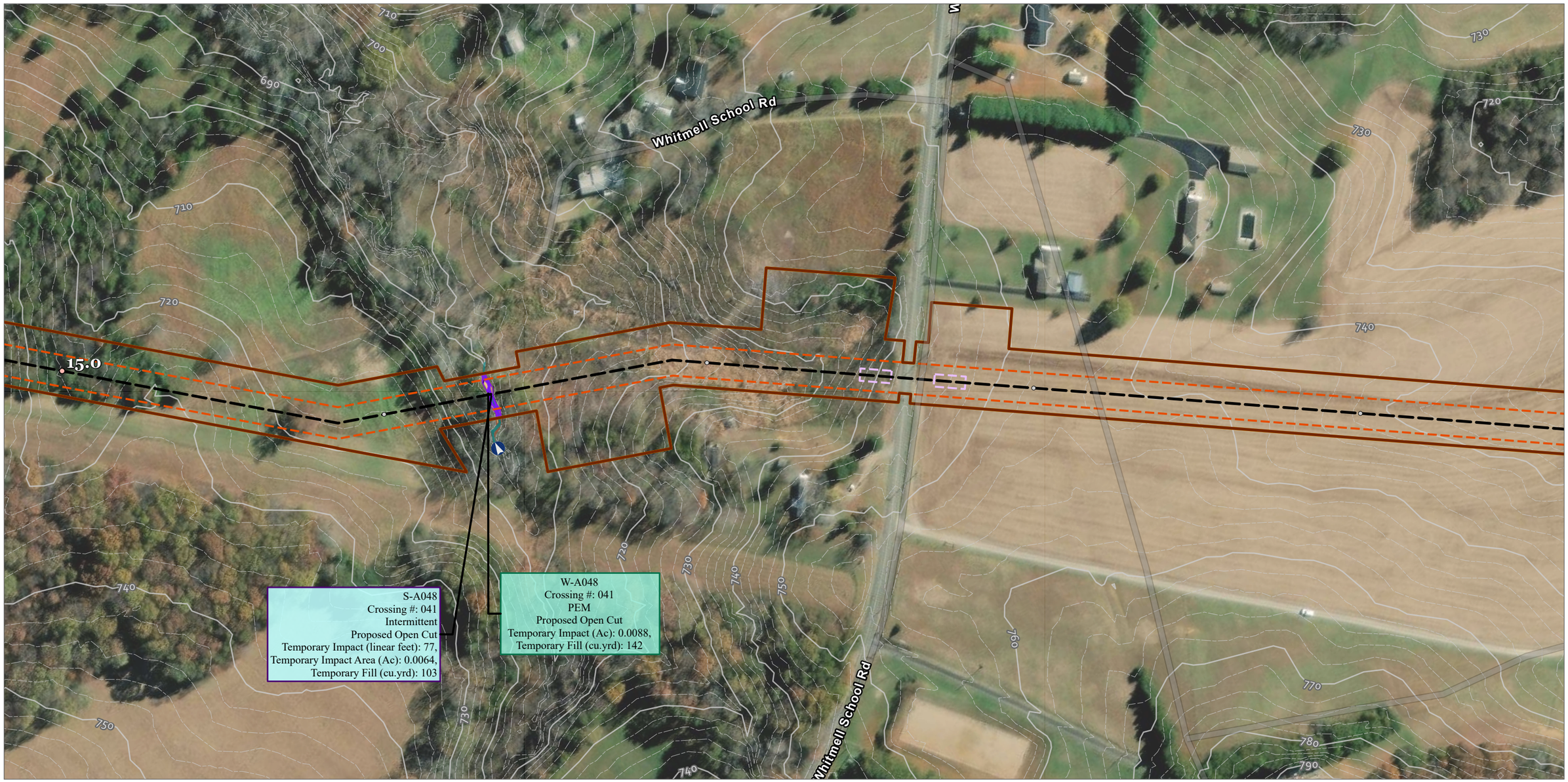
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 34
CL-034

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

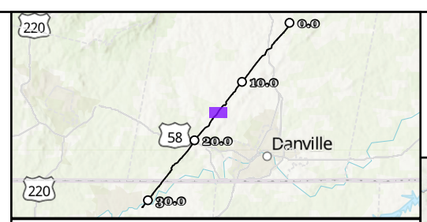
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



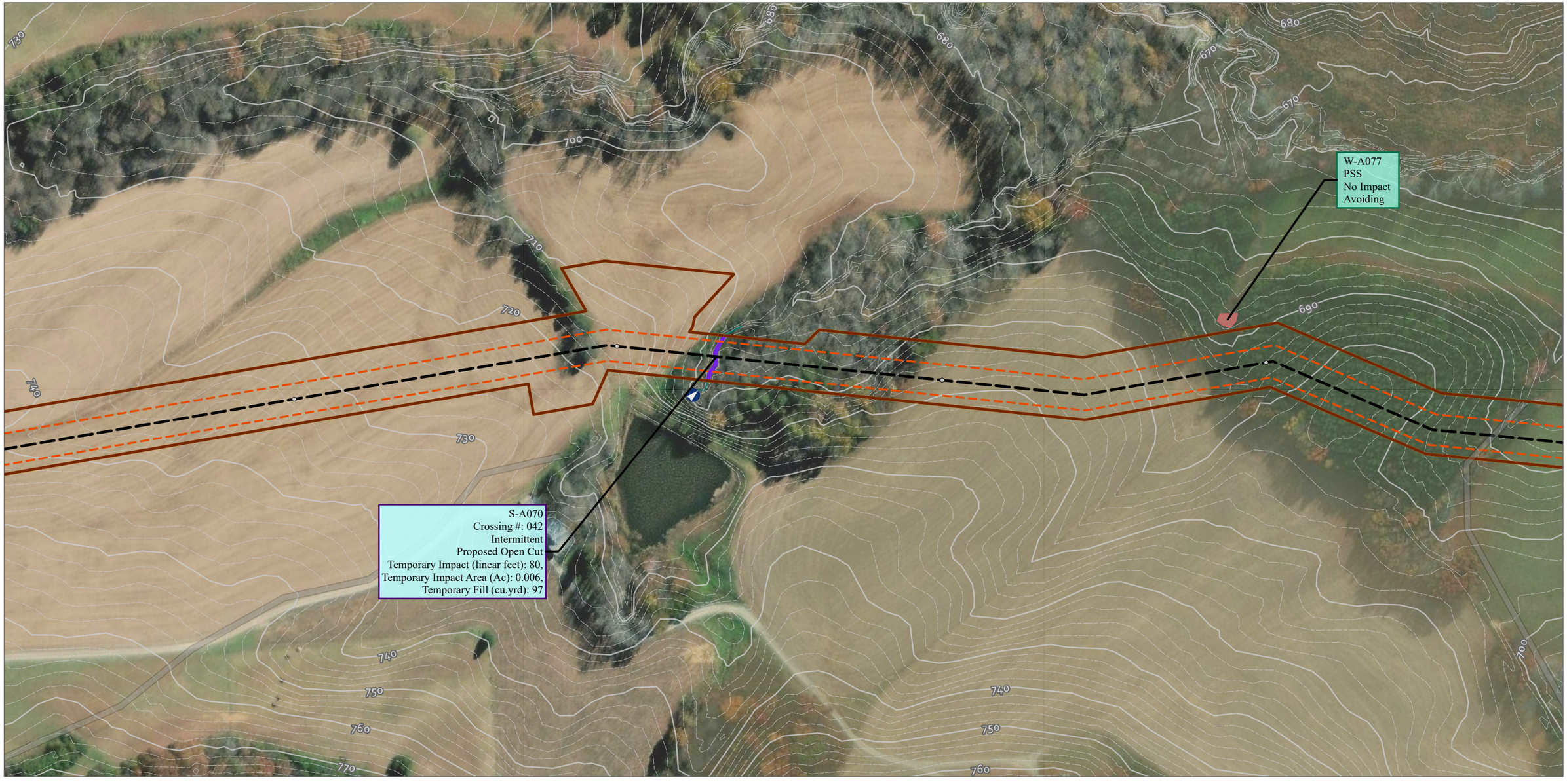
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 35
CL-035

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

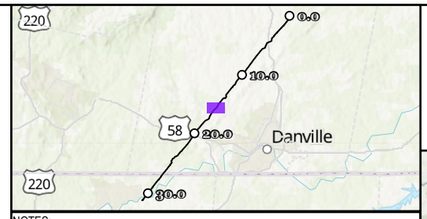
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



NOTES:
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3: BASE MAP SERVICES: ESRI COMMUNITY MAPS CONTRIBUTORS, VGIN, © OPENSTREETMAP, MICROSOFT, ESRI, TOMTOM, GARMIN, SAFEGRAPH, GEOTECHNOLOGIES, INC, METI/NASA, USGS, EPA, NPS, US CENSUS BUREAU,

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FEET
1:2,400 1" = 200'



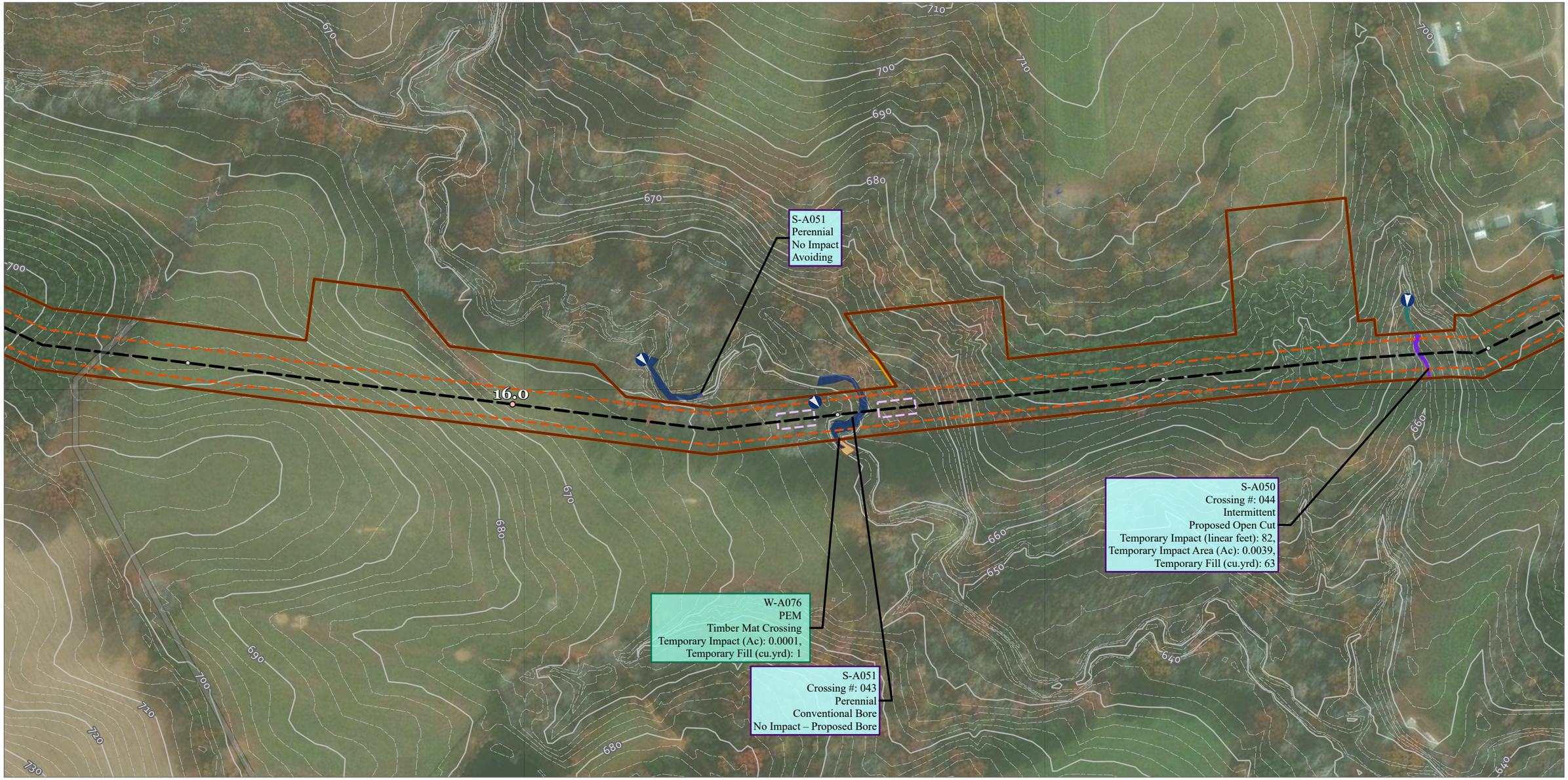
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 36
CL-036

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

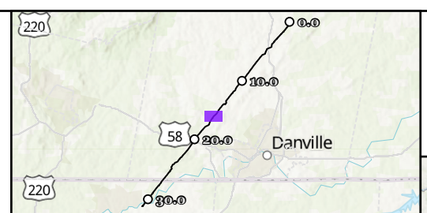
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

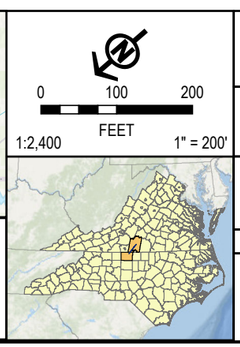
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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FEET
1:2,400 1" = 200'

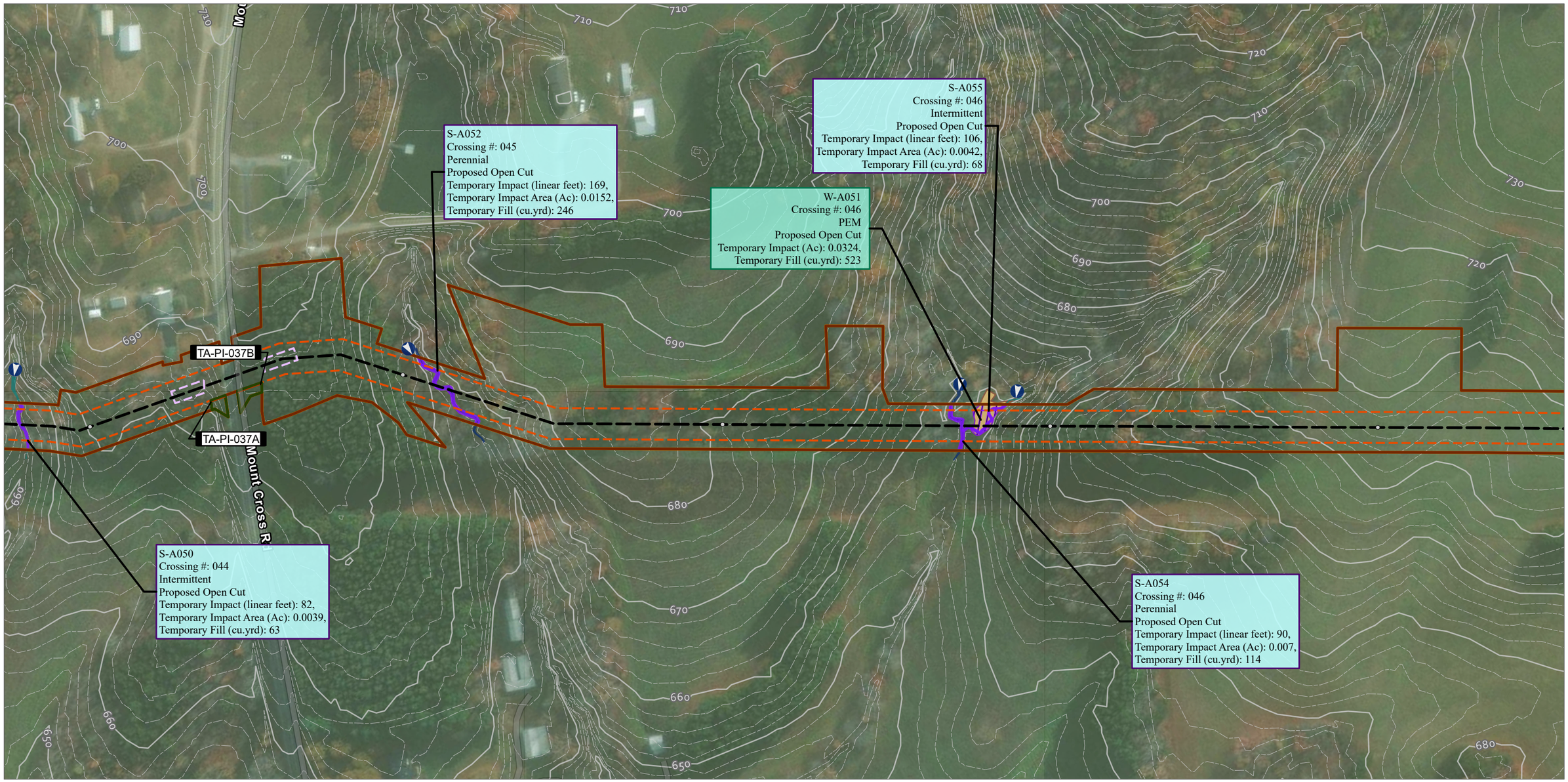
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 37
CL-037

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

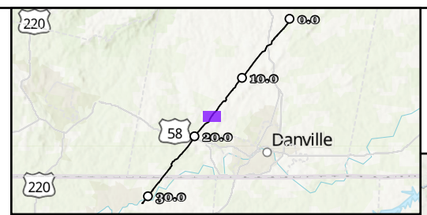
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



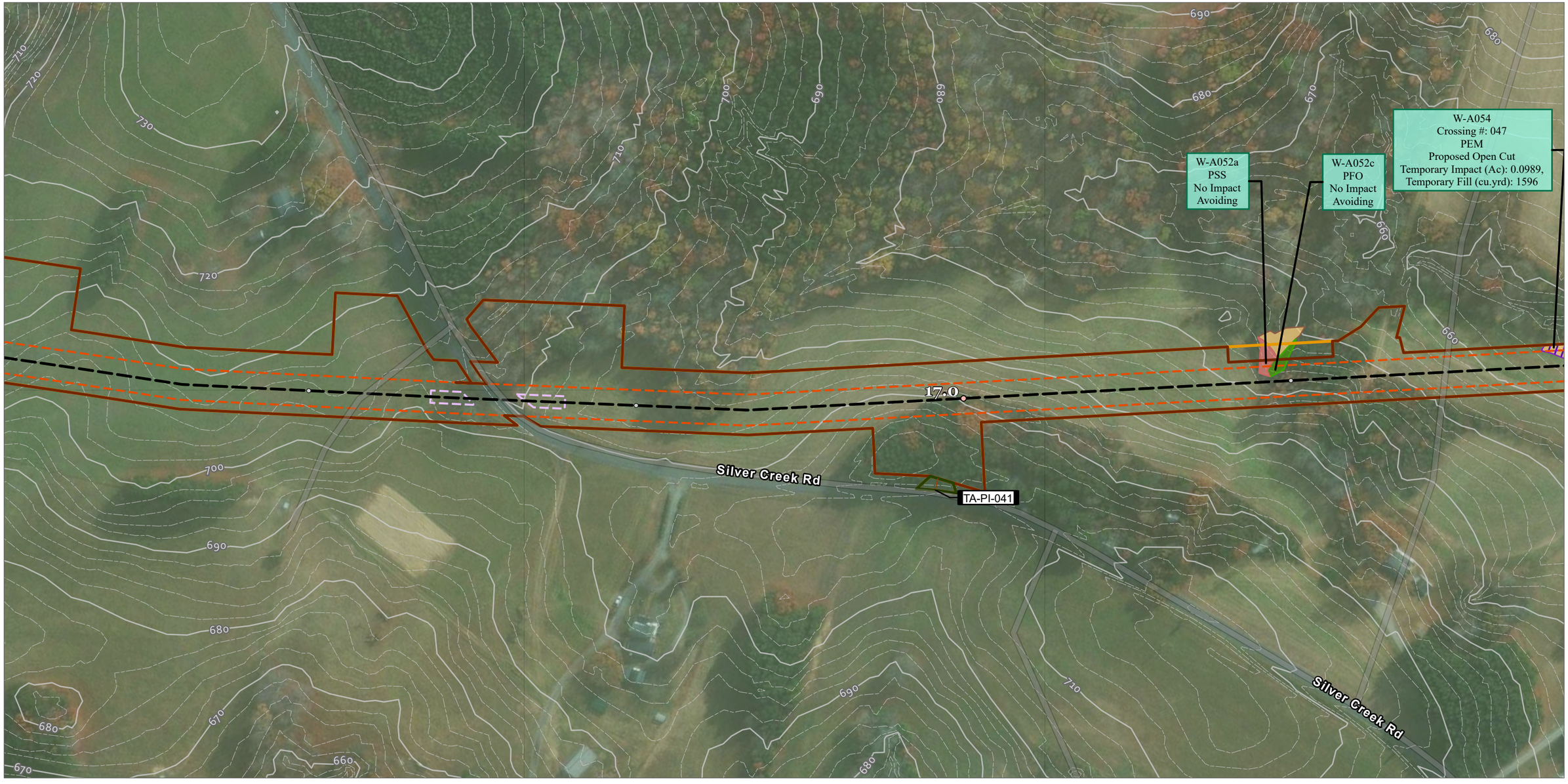
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 38
CL-038

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

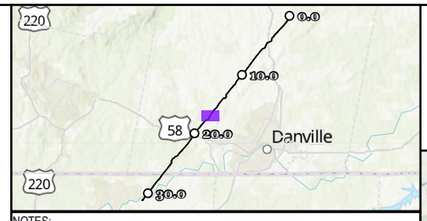
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



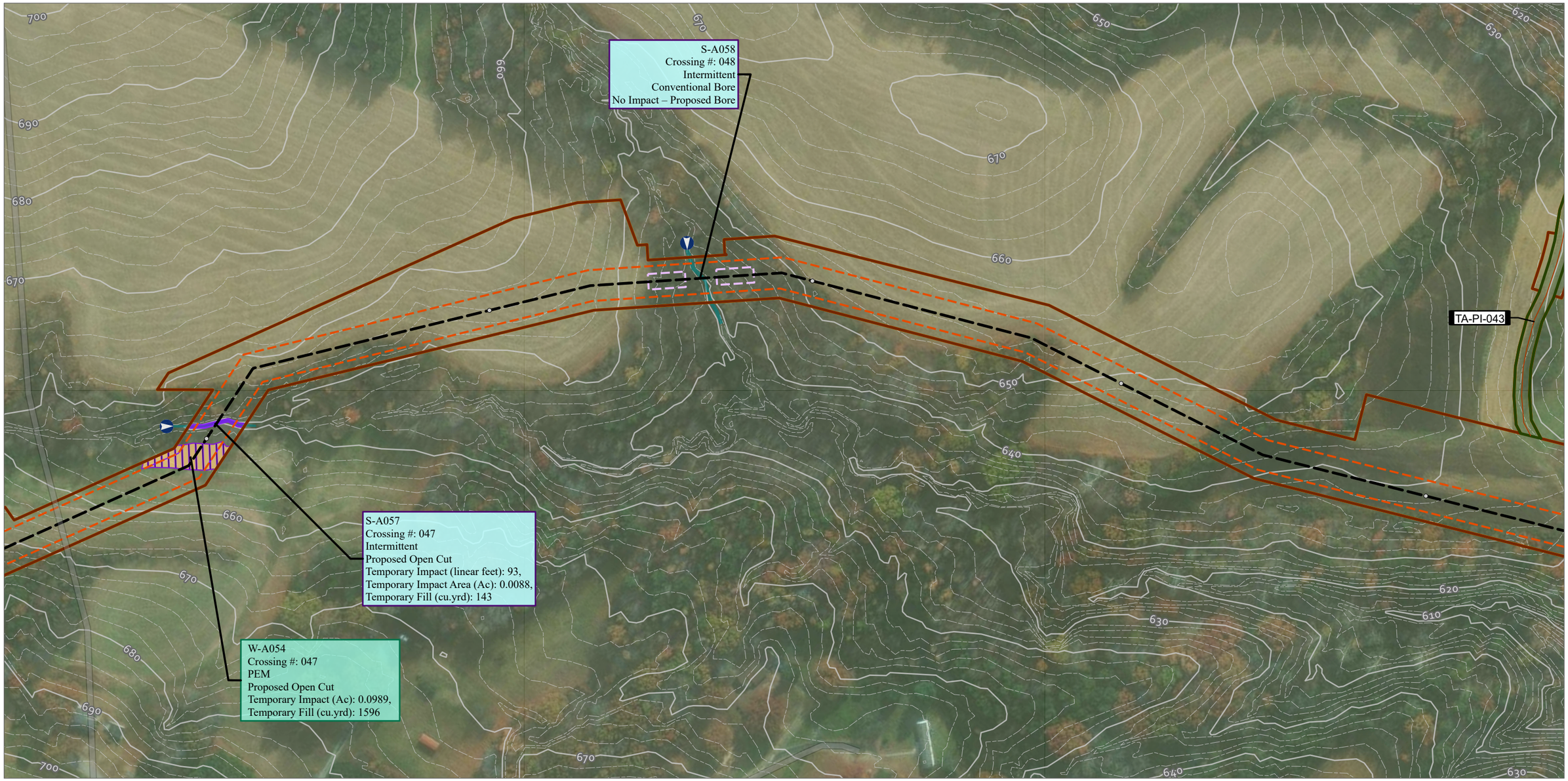
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 39
CL-039

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

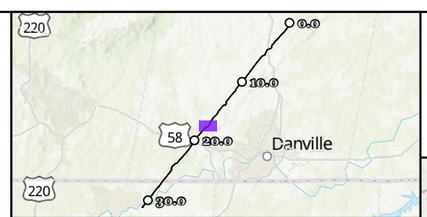
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



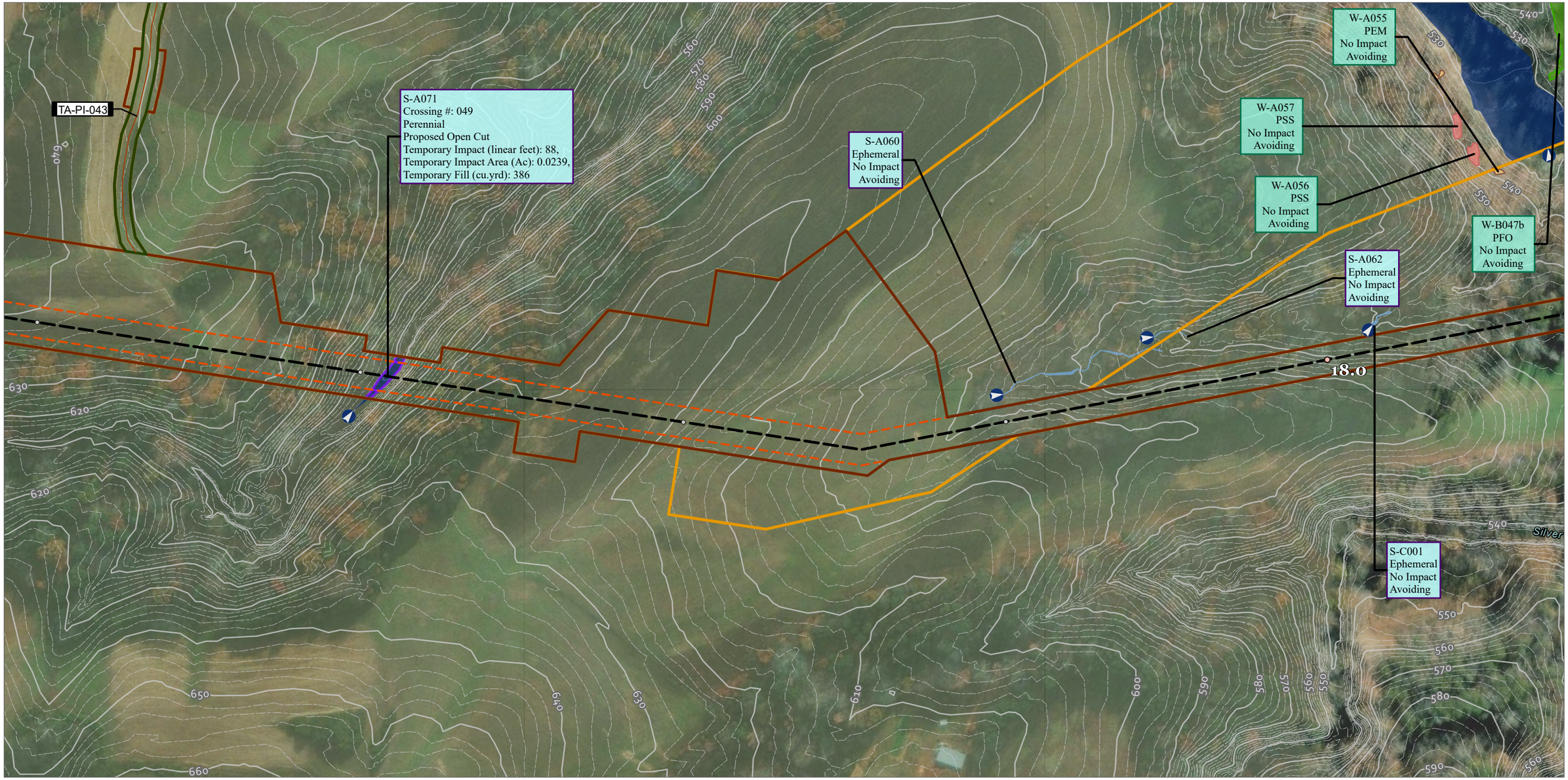
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 40
CL-040

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

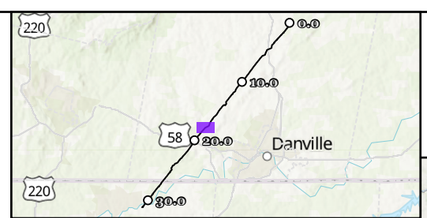
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



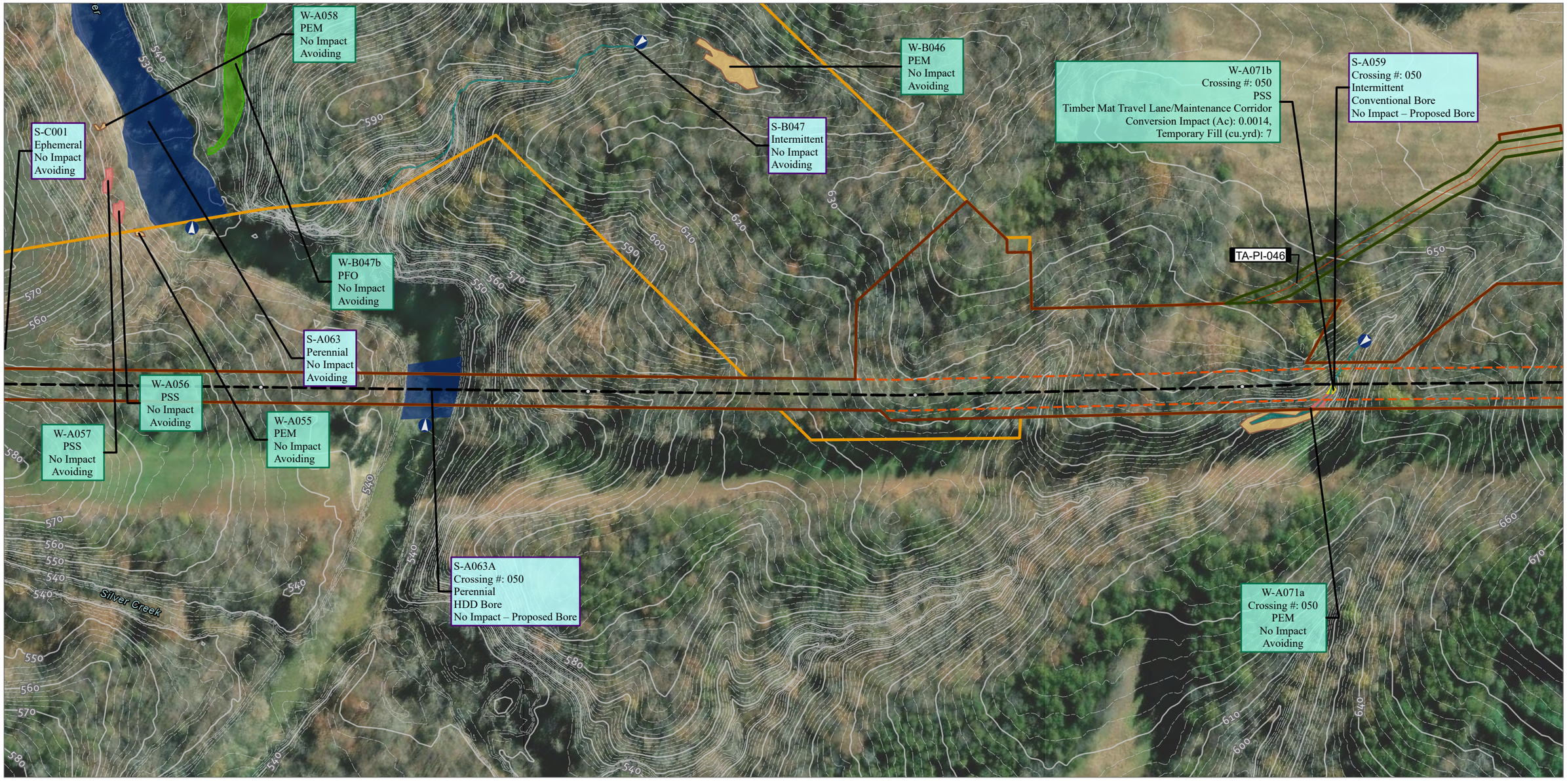
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 41
CL-041

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

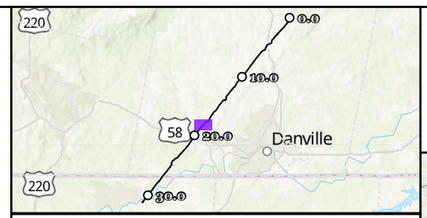
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 42
CL-042

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

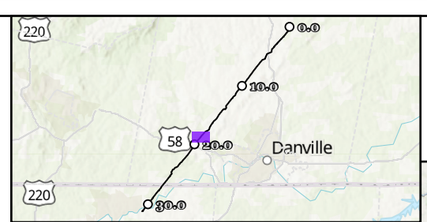
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 43
CL-043

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

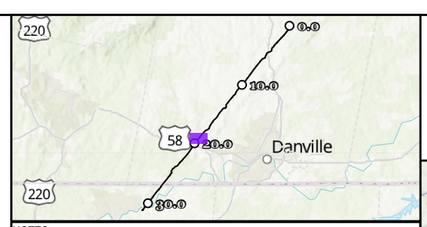
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



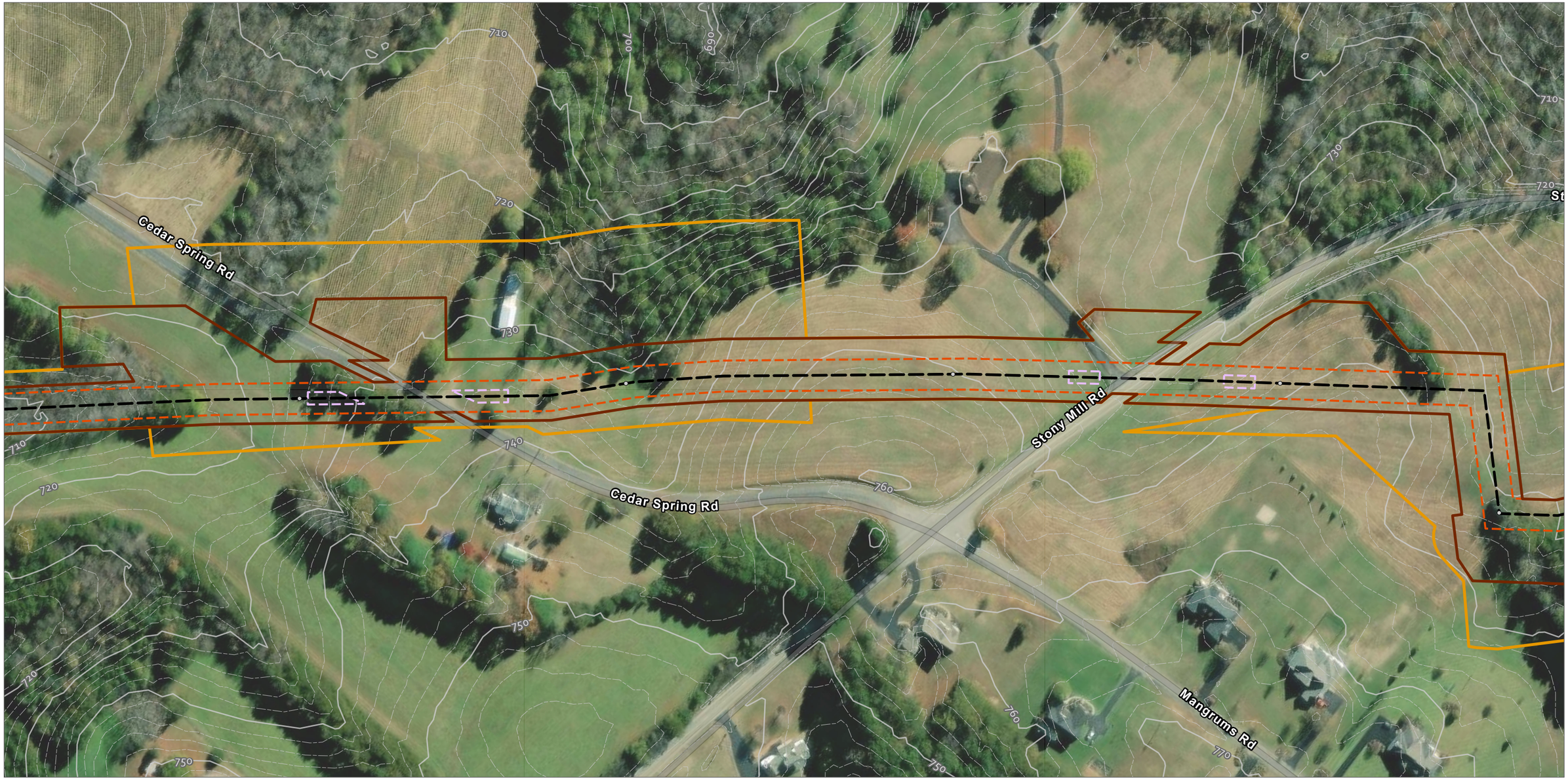
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 44
CL-044

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

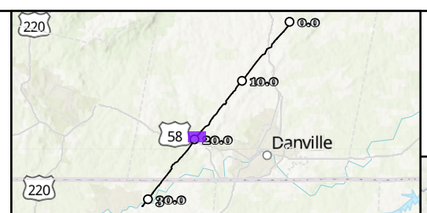
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



NOTES:
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0 100 200
FEET
1:2,400 1" = 200'



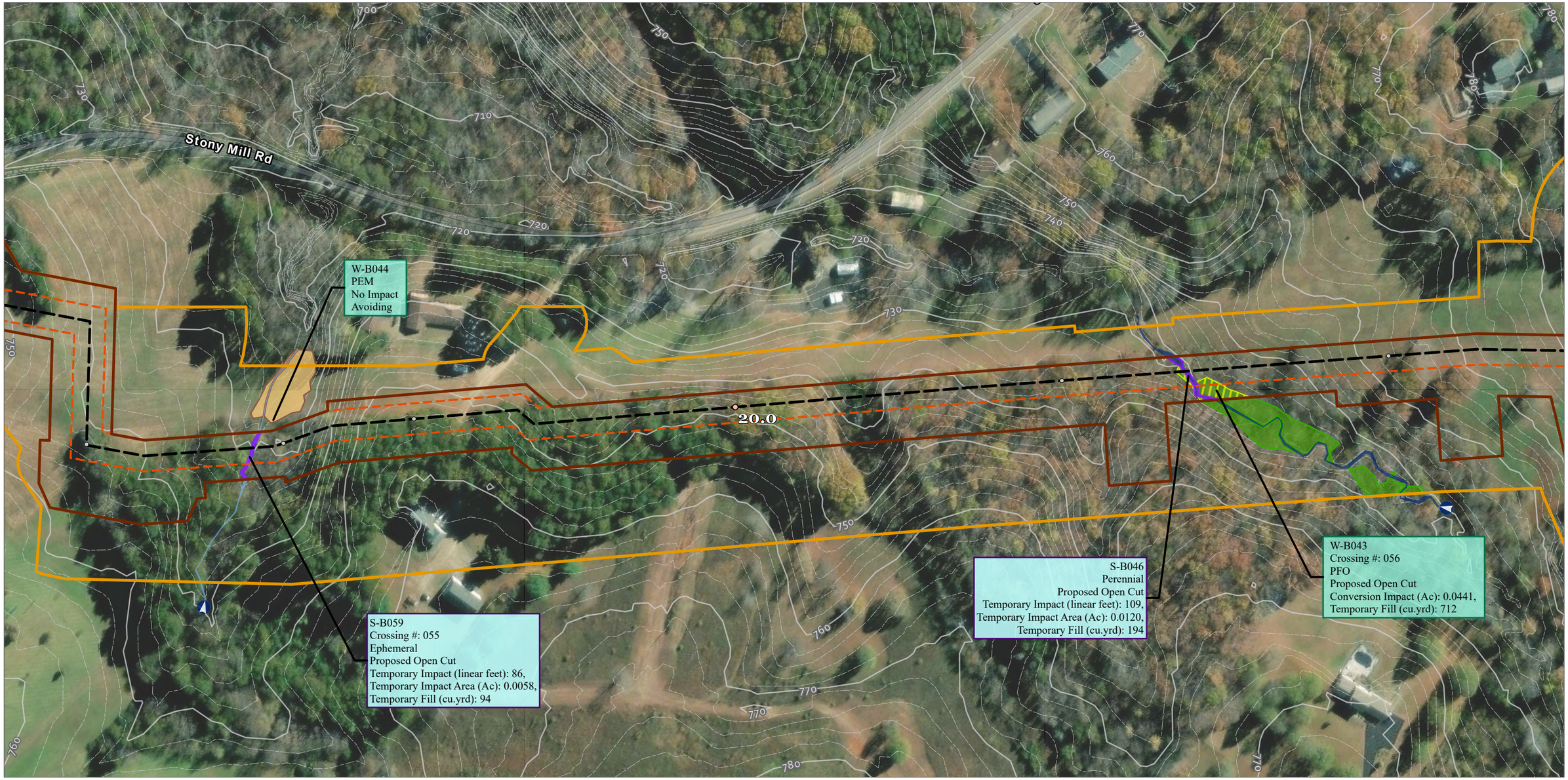
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

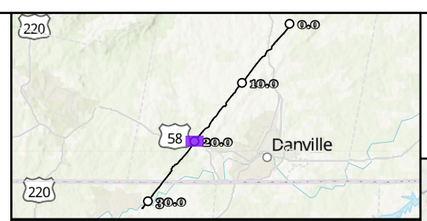
PAGE: 45
CL-045

DATE: JULY 2025

MVP SOUTHGATE

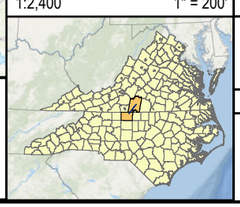


- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION
- STREAM IMPACT
  - TEMPORARY
  - PERMANENT
- STREAM TYPE
  - EPHEMERAL
  - INTERMITTENT
  - PERENNIAL
- WETLAND IMPACT
  - TEMPORARY
  - CONVERSION
  - SECONDARY IMPACT
- WETLAND TYPE
  - PALUSTRINE EMERGENT
  - PALUSTRINE FORESTED
  - PALUSTRINE SCRUB-SHRUB
  - PALUSTRINE UNCONSOLIDATED BOTTOM
- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



NOTES:
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0 100 200
FEET
1:2,400 1" = 200'



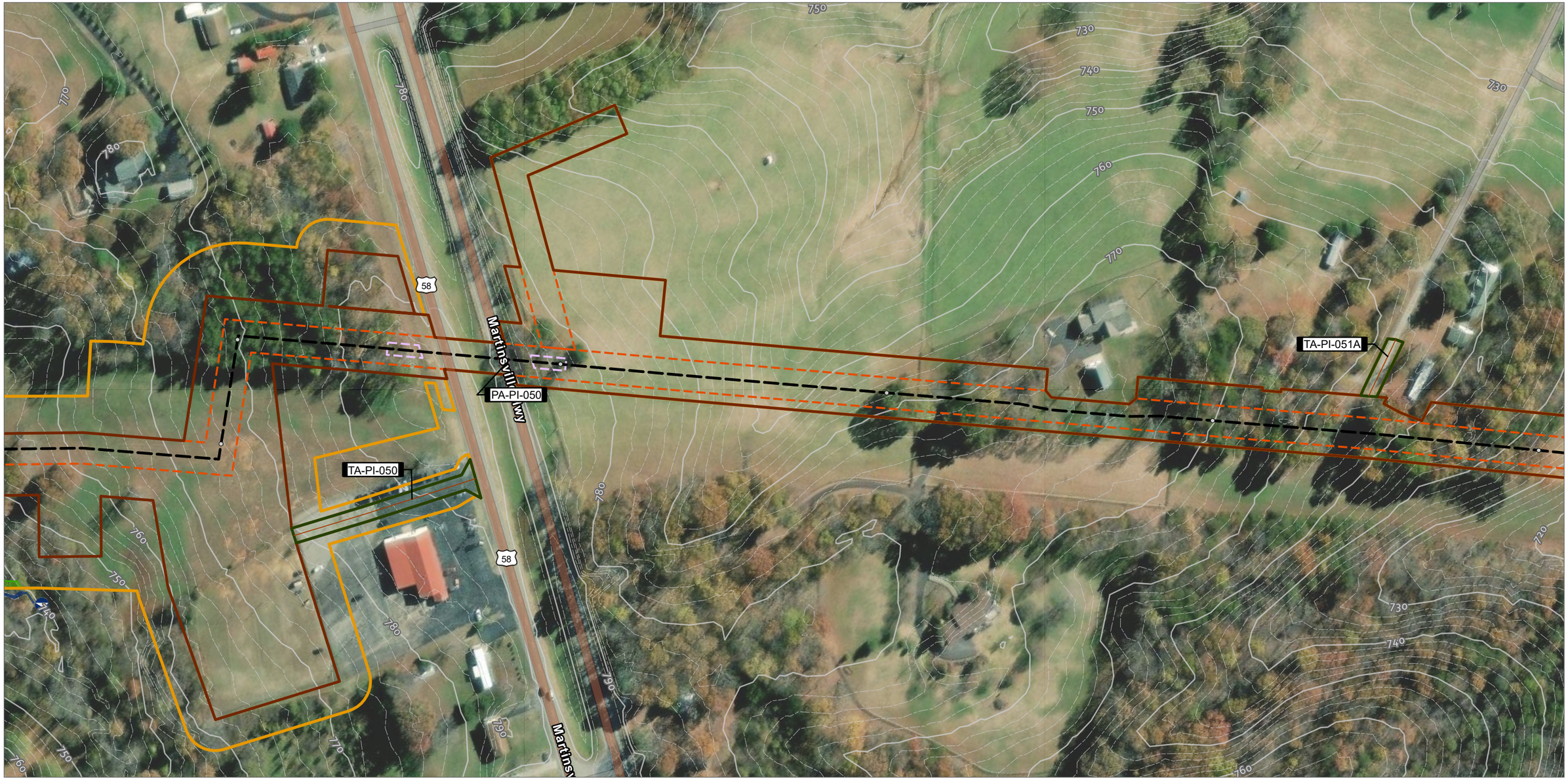
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 46
CL-046

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
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- OPERATIONAL WORKSPACE
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- SURVEY AREA
- STREAM FLOW DIRECTION

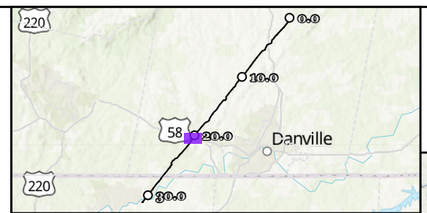
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
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FEET
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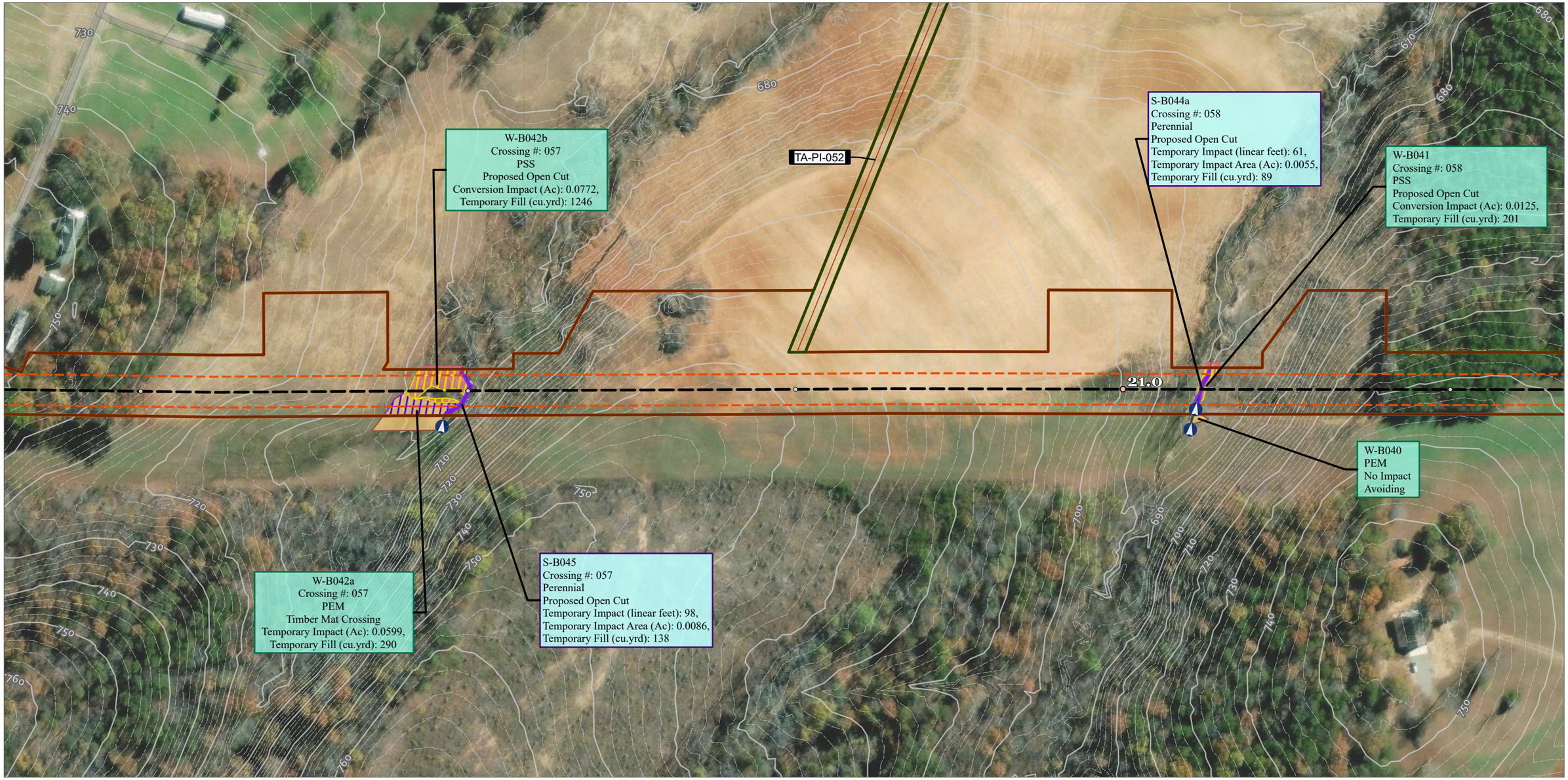
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 47
CL-047

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
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- MAIN LINE VALVE
- METER STATIONS
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- STREAM FLOW DIRECTION

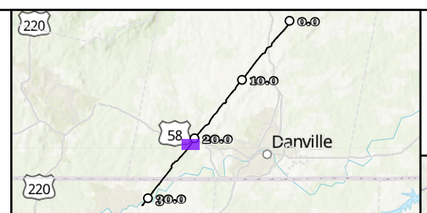
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
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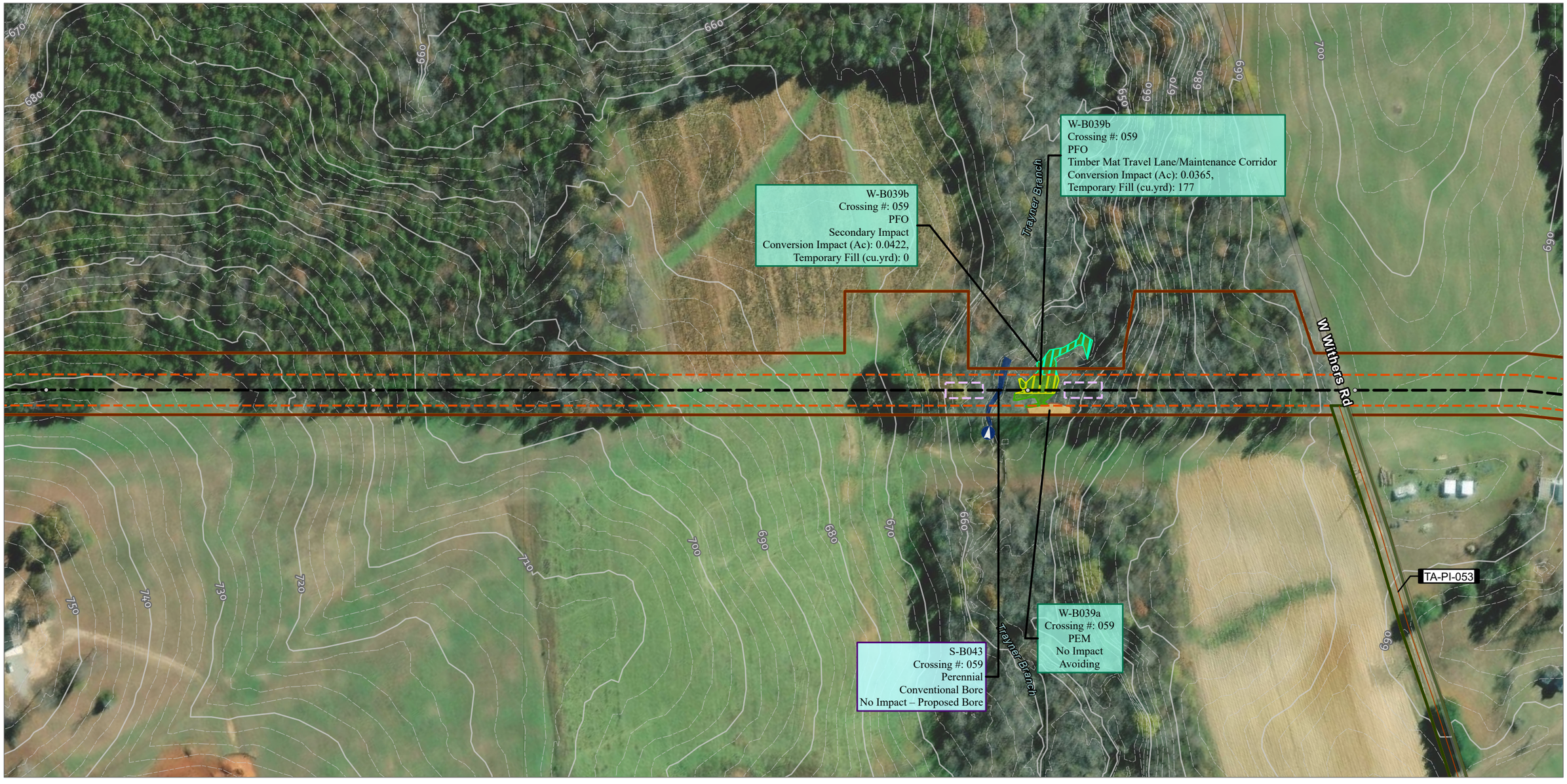
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 48
CL-048

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
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- METER STATIONS
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- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

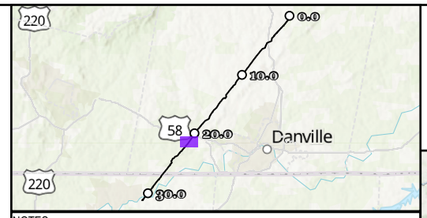
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 49
CL-049

DATE: JULY 2025

MVP SOUTHGATE

W-B038b
Crossing #: 060
PFO
Proposed Open Cut
Conversion Impact (Ac): 0.1034,
Temporary Fill (cu.yrd): 1668

S-B042
Crossing #: 060
Perennial
Proposed Open Cut
Temporary Impact (linear feet): 84,
Temporary Impact Area (Ac): 0.0049,
Temporary Fill (cu.yrd): 80

W-B038c
Crossing #: 060
PEM
Timber Mat Crossing
Temporary Impact (Ac): 0.086,
Temporary Fill (cu.yrd): 416

S-B041
Crossing #: 060
Intermittent
Proposed Open Cut
Temporary Impact (linear feet): 53,
Temporary Impact Area (Ac): 0.0017,
Temporary Fill (cu.yrd): 28

W-B038a
Crossing #: 060
PEM
Proposed Open Cut
Temporary Impact (Ac): 0.0758,
Temporary Fill (cu.yrd): 1223

TA-PI-053

650 660 670 680 690 700 710 720 730 740 750 760 770 780 790 800 810 820 830 840 850 860 870

- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

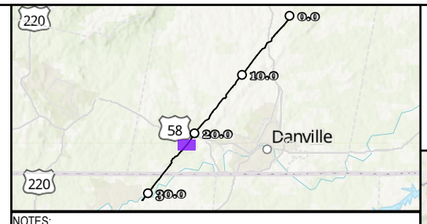
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
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- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 50
CL-050

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

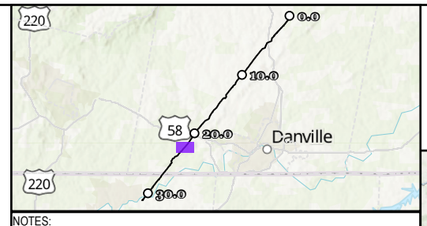
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 51
CL-051

DATE: JULY 2025

MVP SOUTHGATE

W-B036a
Crossing #: 061
PFO
Secondary Impact
Conversion Impact (Ac): 0.0191,
Temporary Fill (cu.yrd): 0

S-B033
Crossing #: 063
Intermittent
Proposed Open Cut
Temporary Impact (linear feet): 39,
Temporary Impact Area (Ac): 0.0034,
Temporary Fill (cu.yrd): 55

W-B036a
Crossing #: 061
PFO
Proposed Open Cut
Conversion Impact (Ac): 0.0279,
Temporary Fill (cu.yrd): 450

W-B023
Crossing #: 062
PFO
Secondary Impact
Conversion Impact (Ac): 0.0009,
Temporary Fill (cu.yrd): 0

Horseshoe Rd

W-B025
PFO
No Impact
Avoiding

W-B036b
Crossing #: 062
PEM
Proposed Open Cut
Temporary Impact (Ac): 0.0798,
Temporary Fill (cu.yrd): 1287

W-F001
PEM
No Impact
Avoiding

W-B026
PFO
No Impact
Avoiding

S-B040
Crossing #: 061
Intermittent
Timber Mat Crossing
Temporary Impact (linear feet): 81,
Temporary Impact Area (Ac): 0.0049,
Temporary Fill (cu.yrd): 24

W-B024
Crossing #: 063
PEM
Timber Mat Crossing
Temporary Impact (Ac): 0.0116,
Temporary Fill (cu.yrd): 56

- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

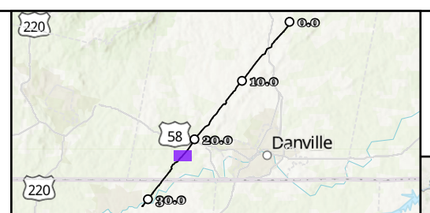
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



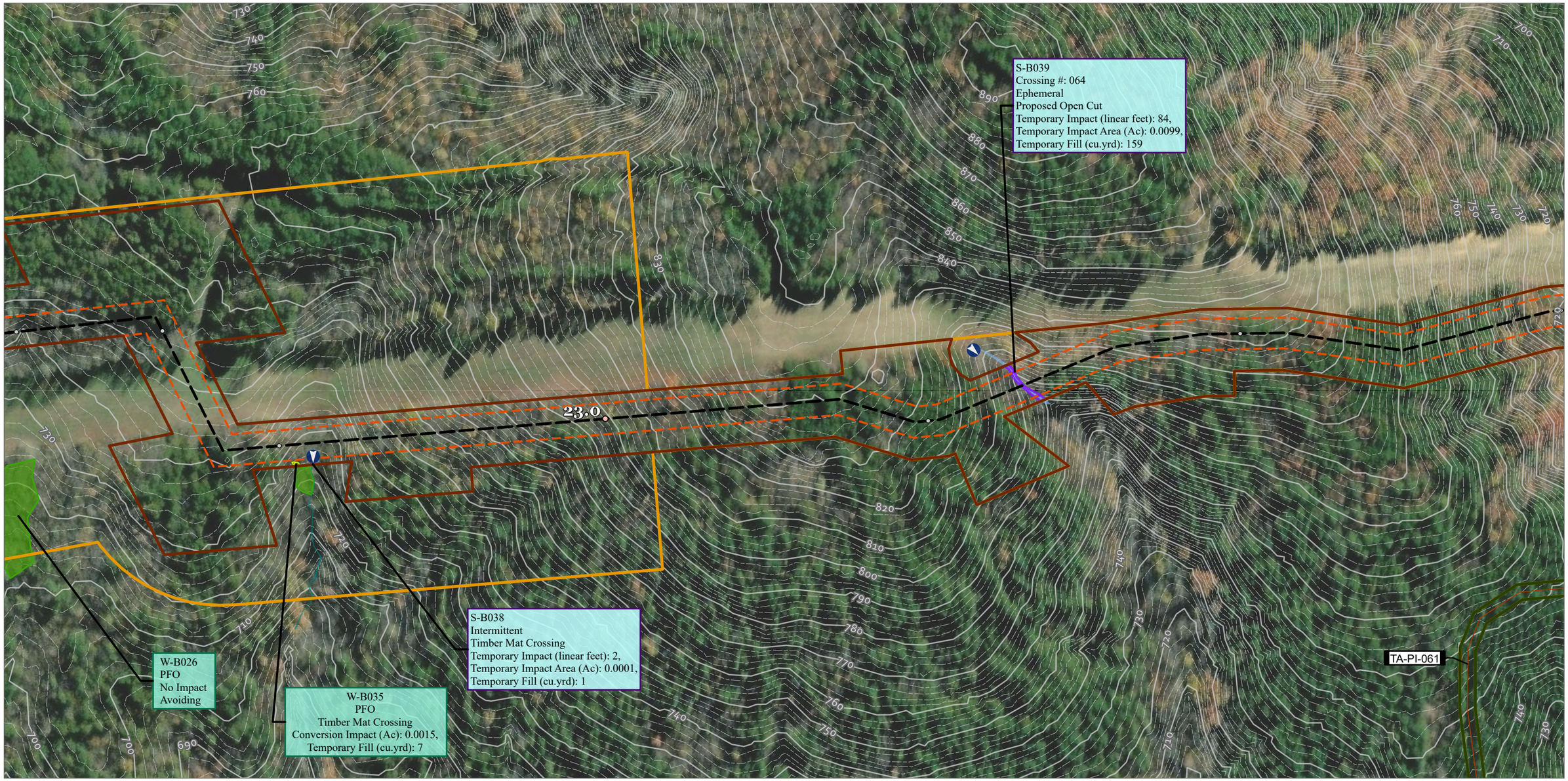
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 52
CL-052

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
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- SURVEY AREA
- STREAM FLOW DIRECTION

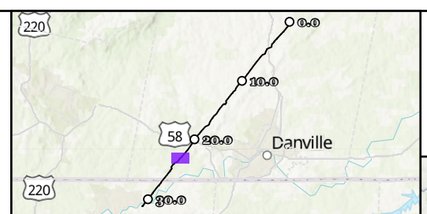
STREAM IMPACT
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- PERMANENT

STREAM TYPE
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- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
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FEET
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PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 53
CL-053

DATE: JULY 2025

MVP SOUTHGATE

W-B048
PEM
No Impact
Avoiding

S-B061
Crossing #: 065
Ephemeral
Proposed Open Cut
Temporary Impact (linear feet): 72,
Temporary Impact Area (Ac): 0.0035,
Temporary Fill (cu.yrd): 57

TA-PI-061

S-B029
Crossing #: 066
Perennial
Proposed Open Cut
Temporary Impact (linear feet): 76,
Temporary Impact Area (Ac): 0.0264,
Temporary Fill (cu.yrd): 426

Trotters Creek

- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
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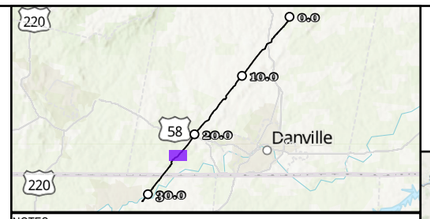
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FEET
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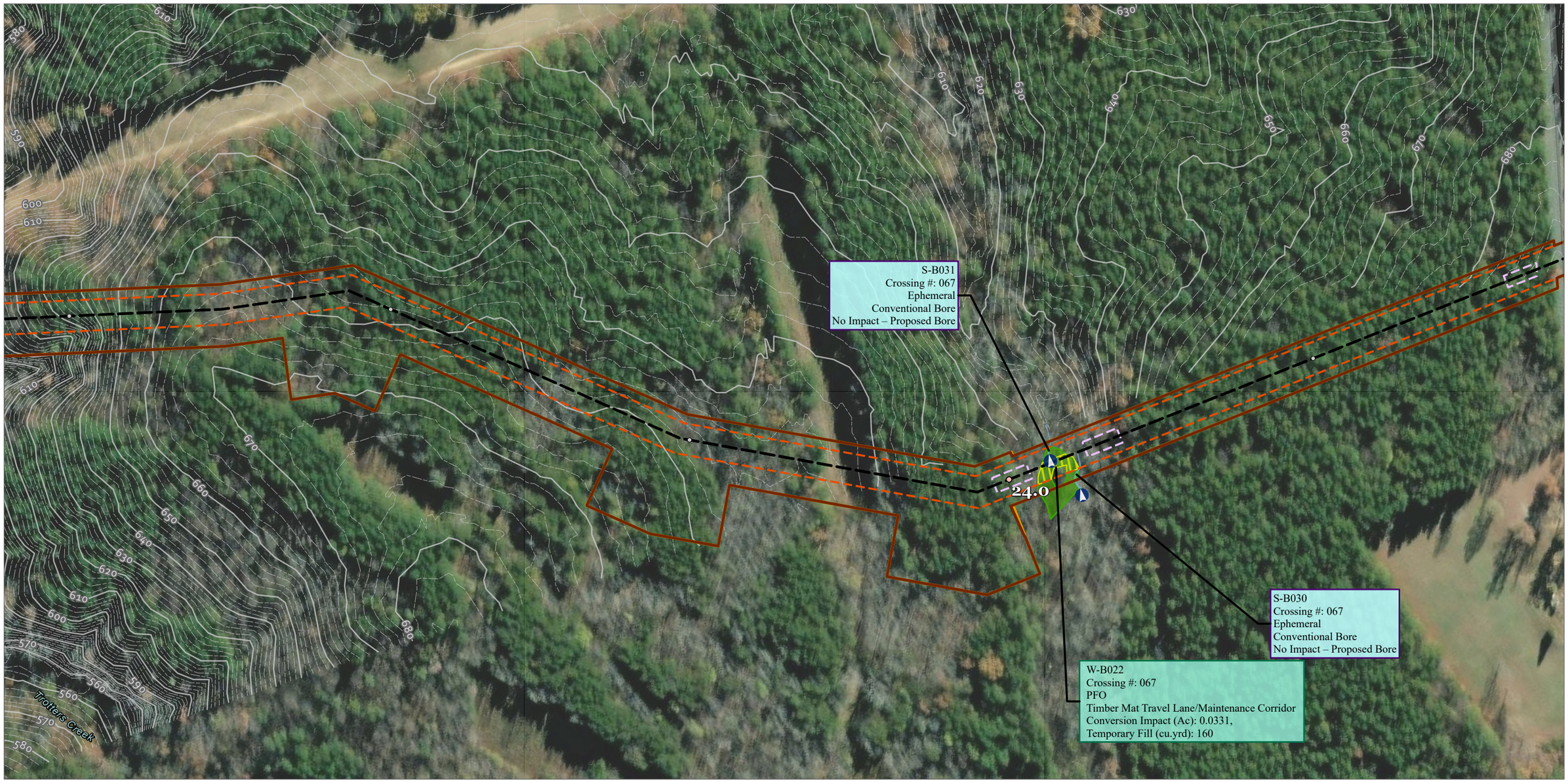
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 54
CL-054

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD

- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
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- SURVEY AREA

- STREAM FLOW DIRECTION

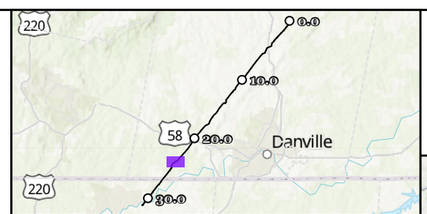
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



NOTES:
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0 100 200
FEET
1:2,400 1" = 200'



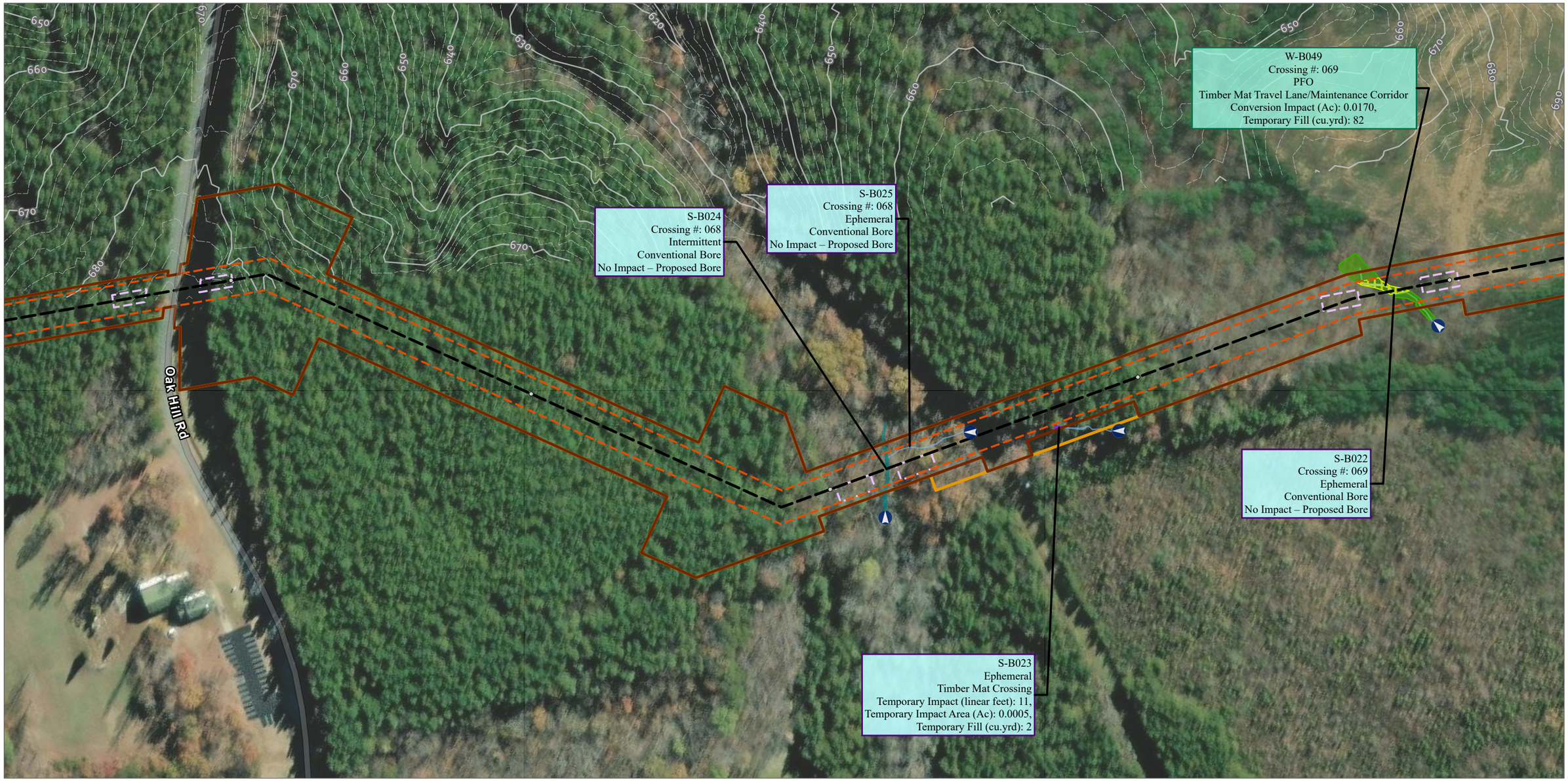
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 55
CL-055

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

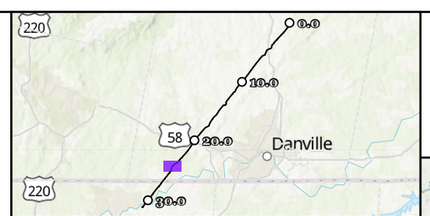
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

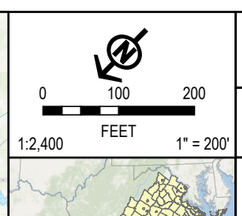
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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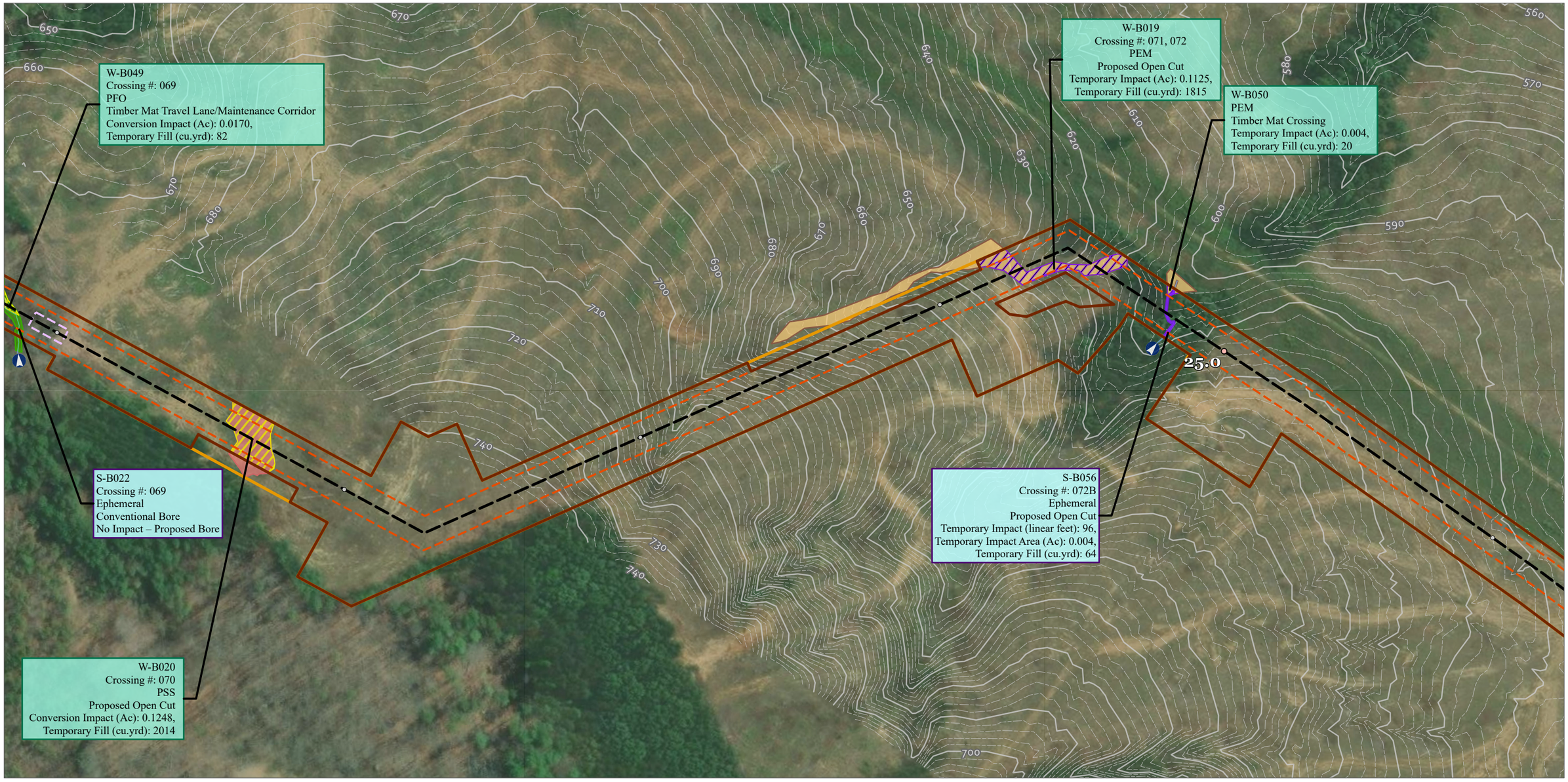
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 56
CL-056

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

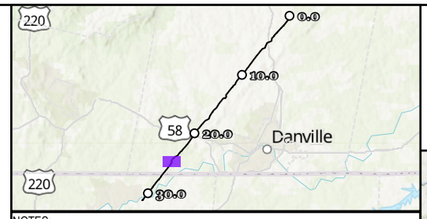
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



NOTES:
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0 100 200
FEET
1:2,400 1" = 200'



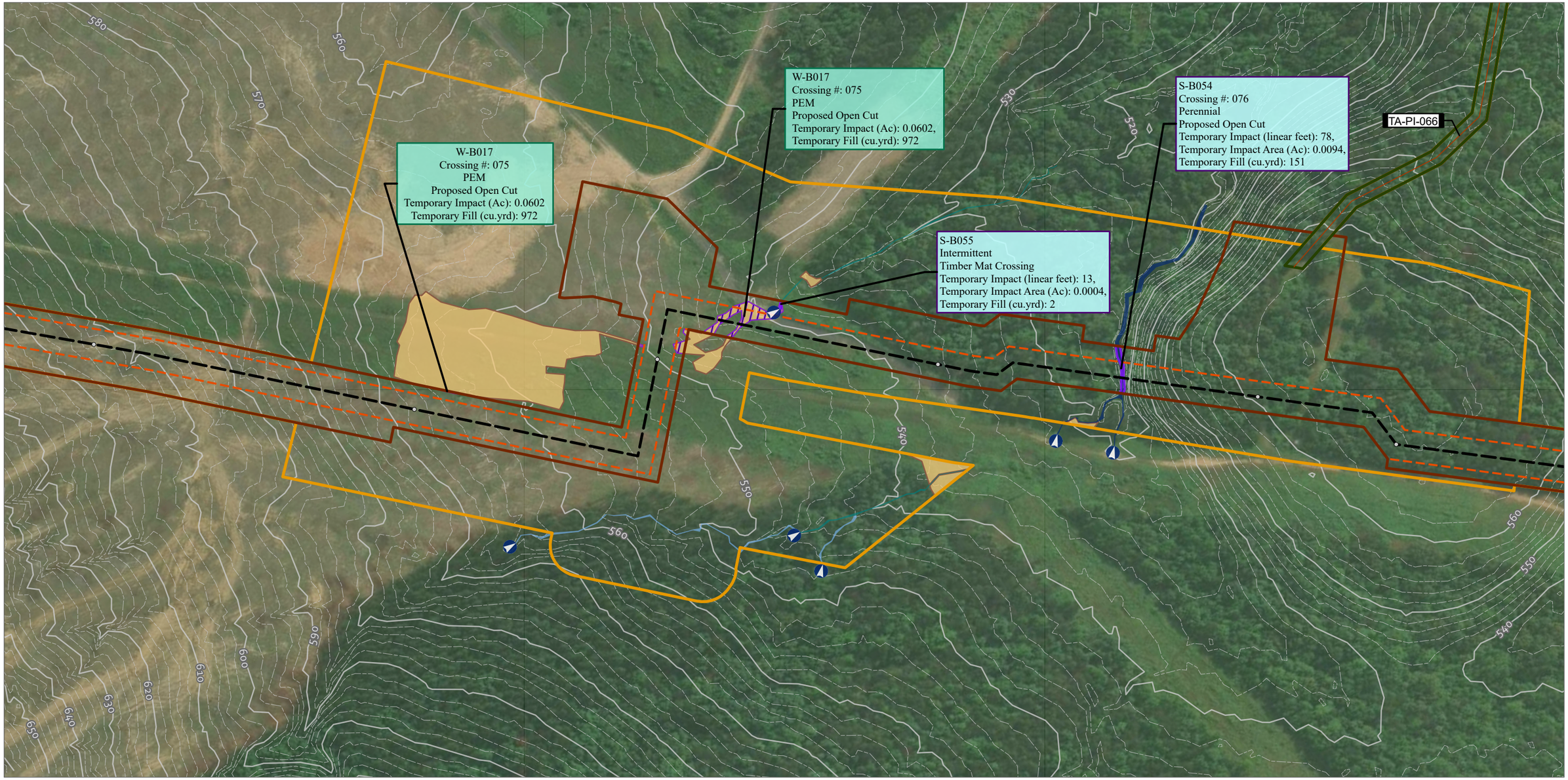
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 57
CL-057

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD

- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA

- STREAM FLOW DIRECTION

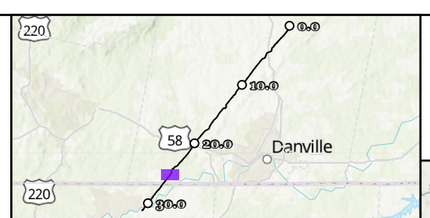
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

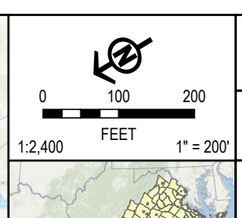
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



NOTES:
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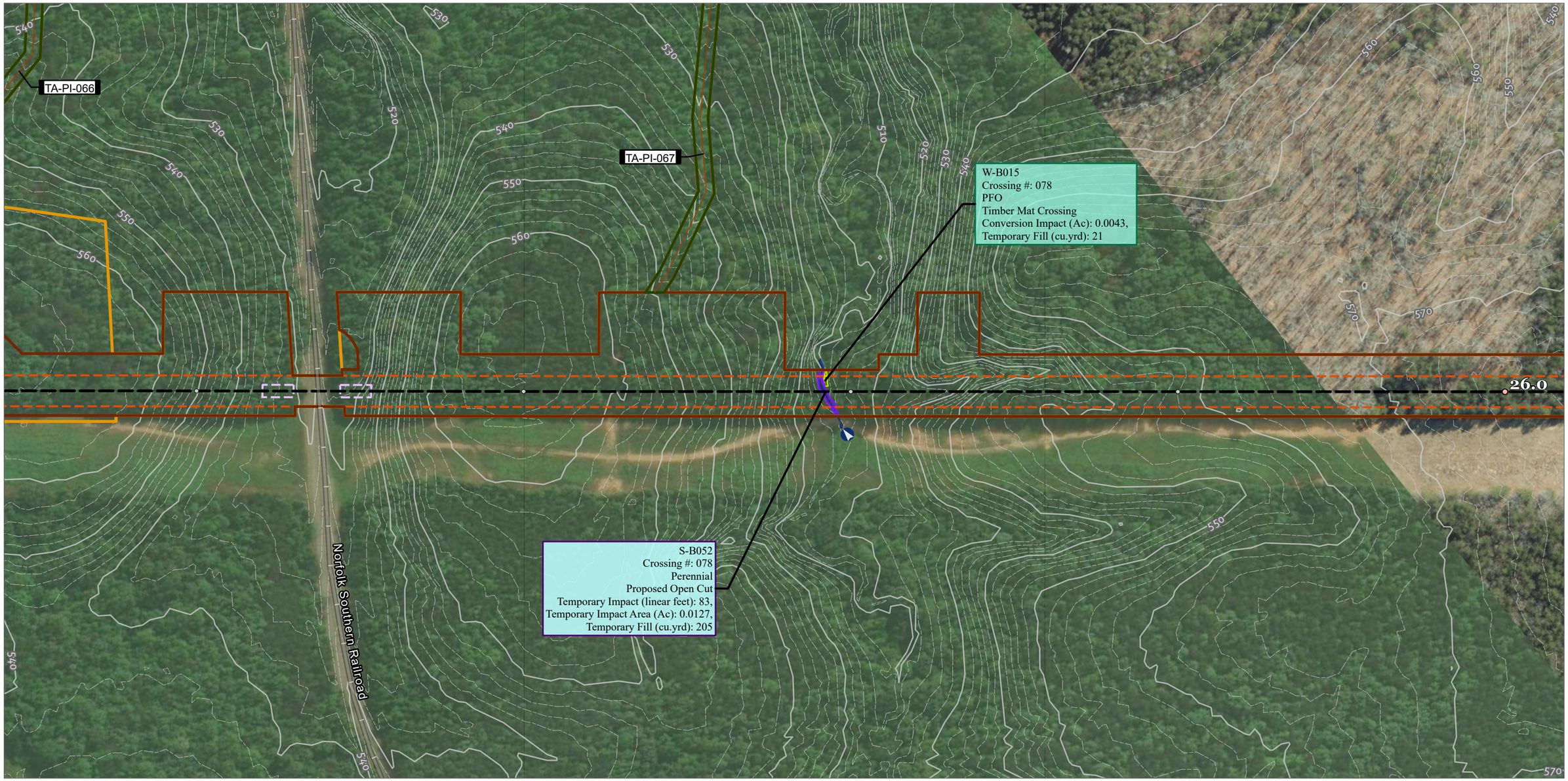
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 58
CL-058

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

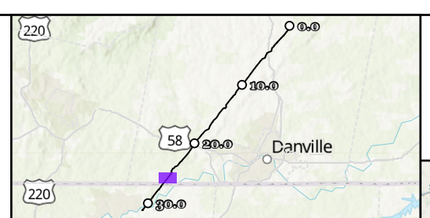
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



NOTES:
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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 59
CL-059

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

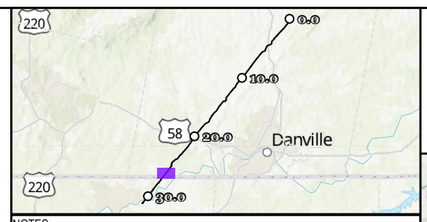
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

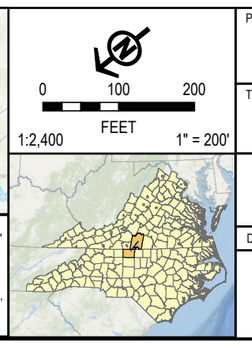
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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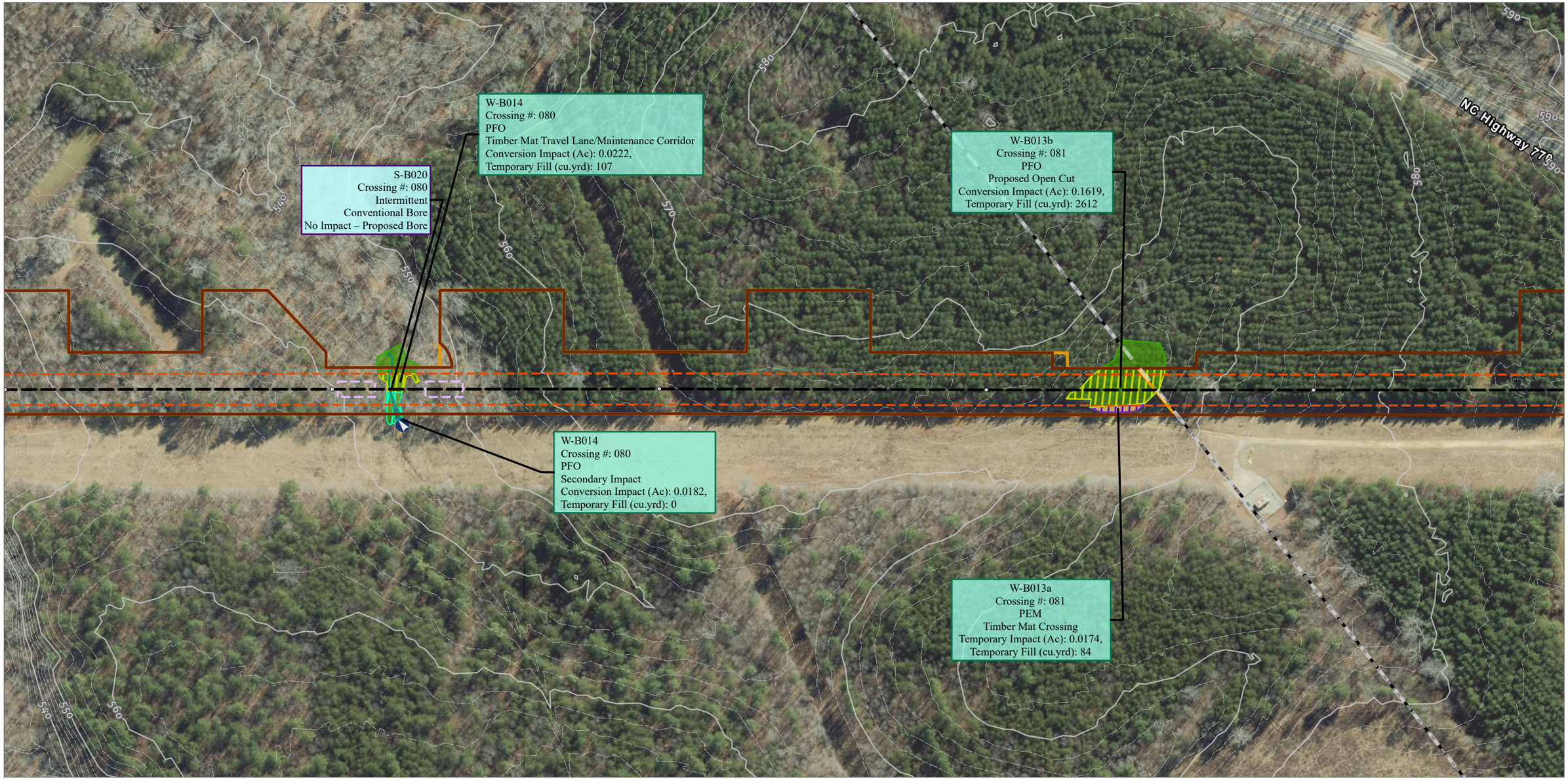
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 60
CL-060

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

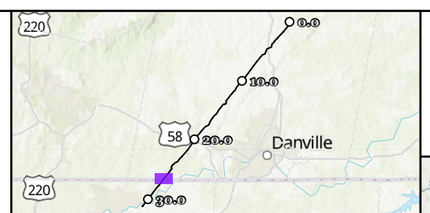
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

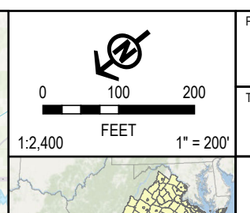
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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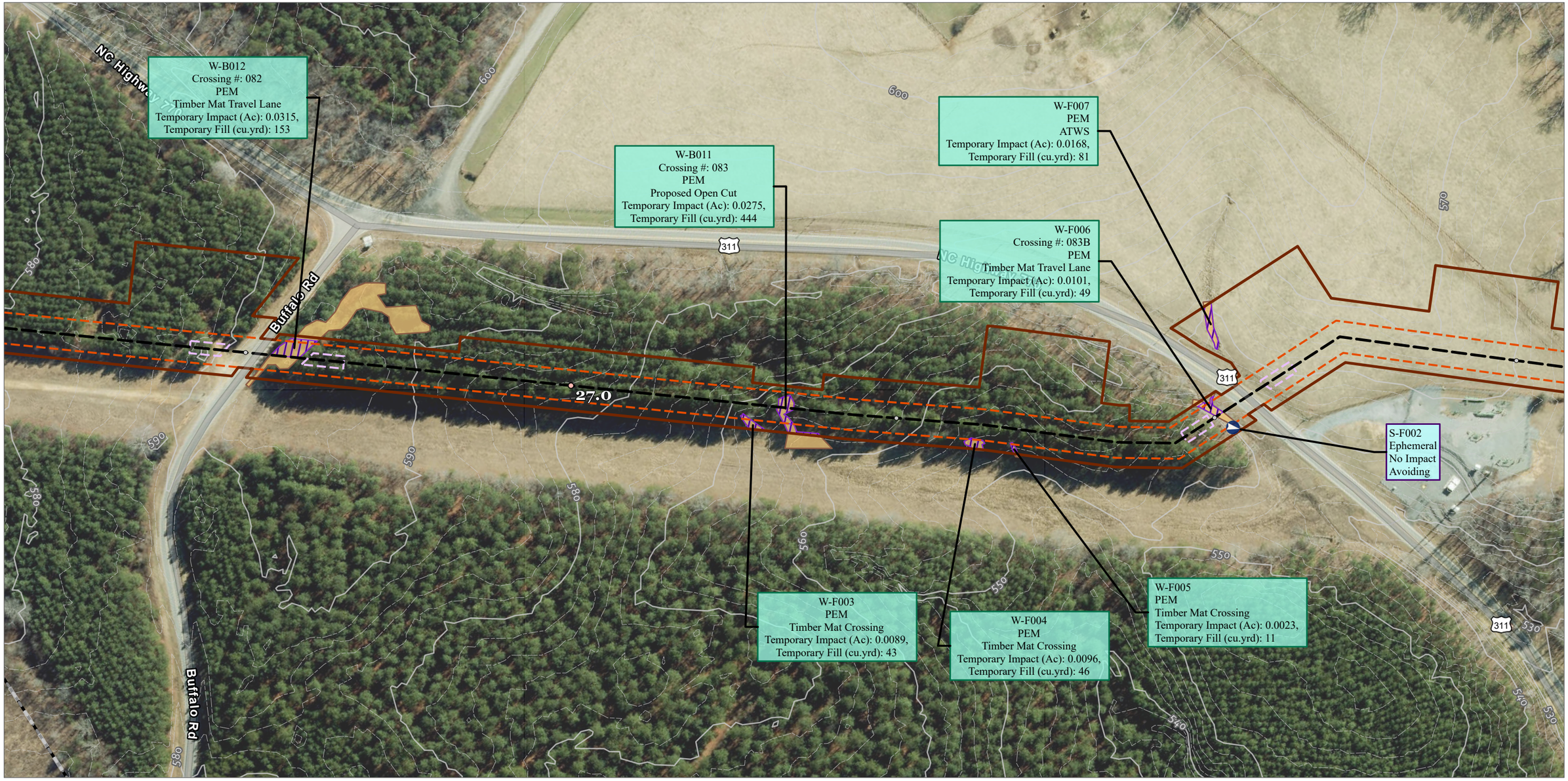
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 61
CL-061

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

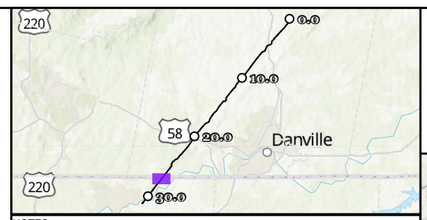
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

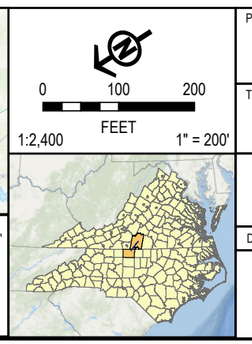
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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3: BASE MAP SERVICES: ESRI COMMUNITY MAPS CONTRIBUTORS, STATE OF NORTH CAROLINA DOT, © OPENSTREETMAP, MICROSOFT, ESRI, TOMTOM, GARMIN, SAFEGRAPH, GEOTECHNOLOGIES, INC, METI/NASA, USGS, EPA, NPS,



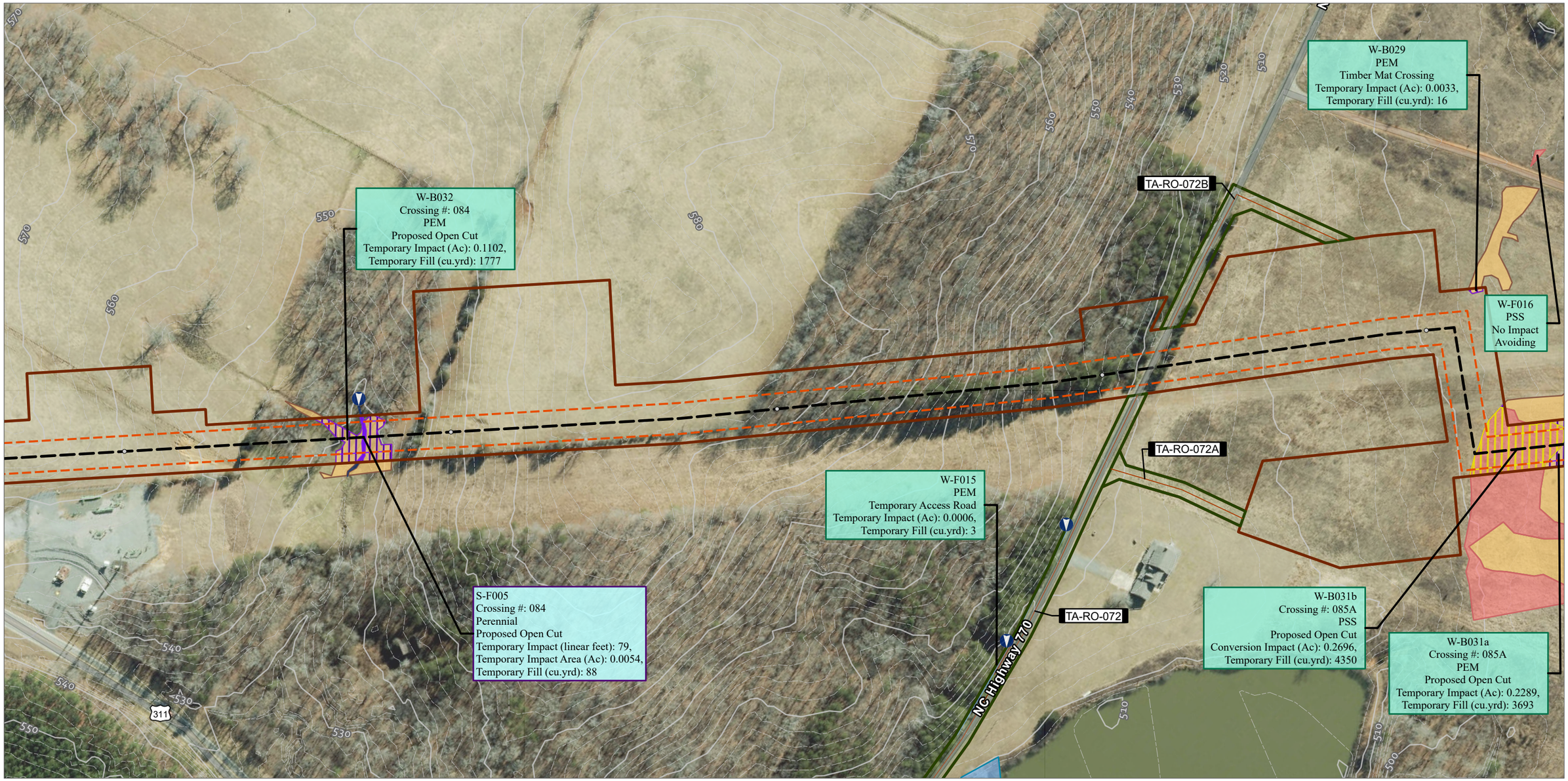
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 62
CL-062

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

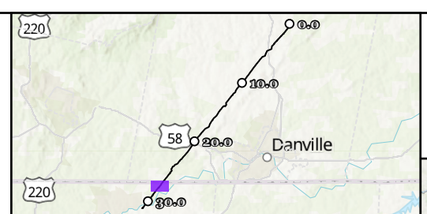
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

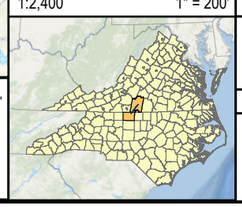
WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



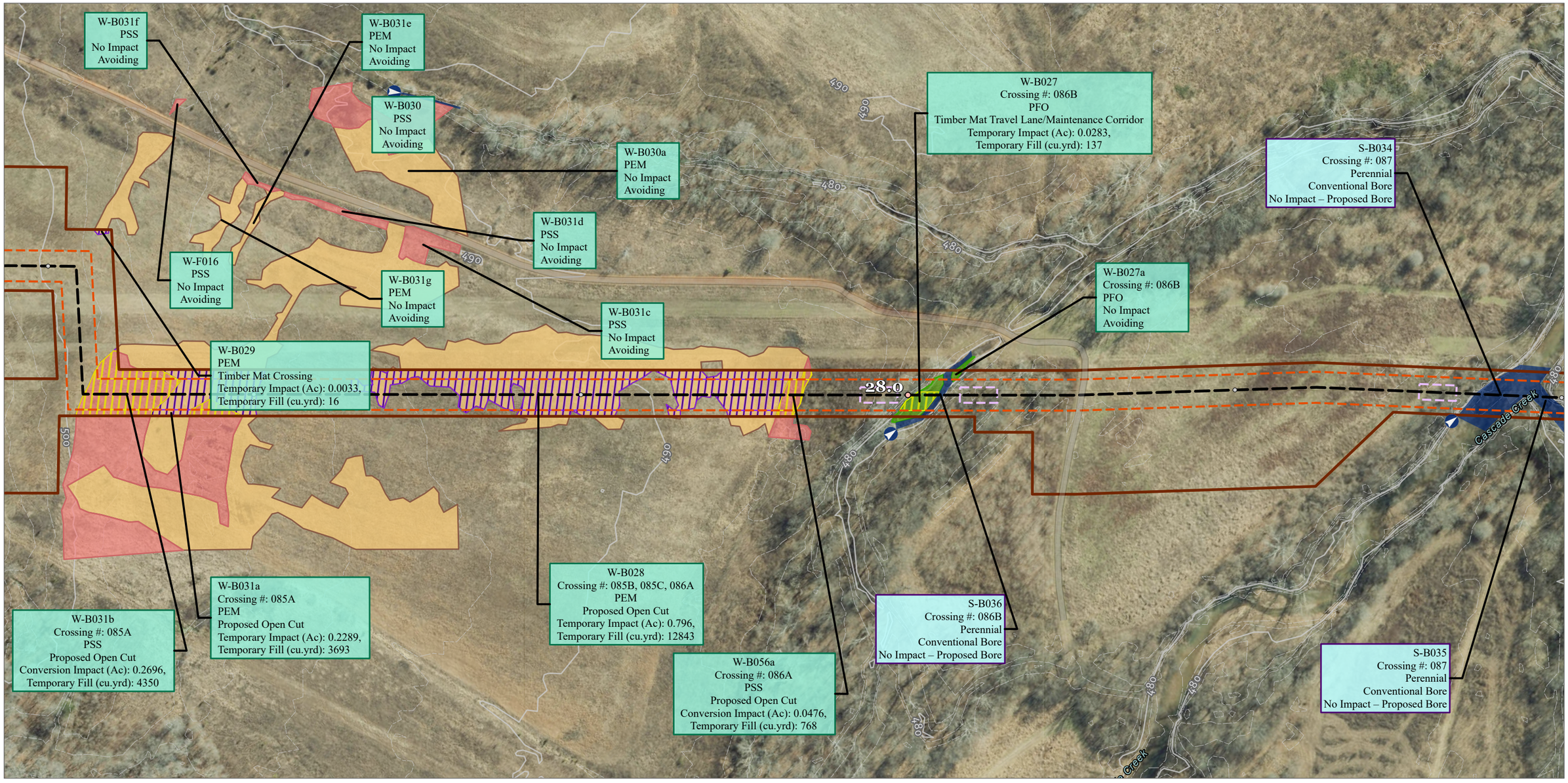
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 63
CL-063

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

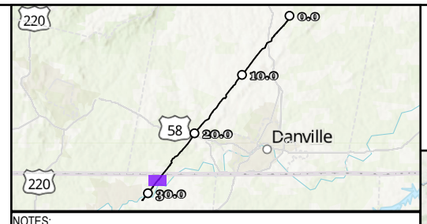
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

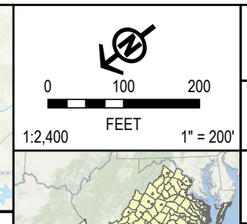
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 64
CL-064

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

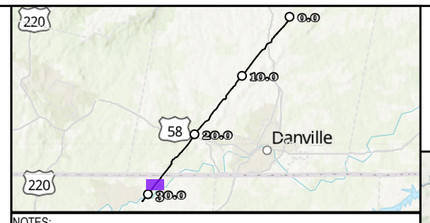
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

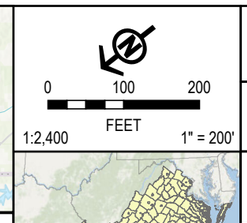
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
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- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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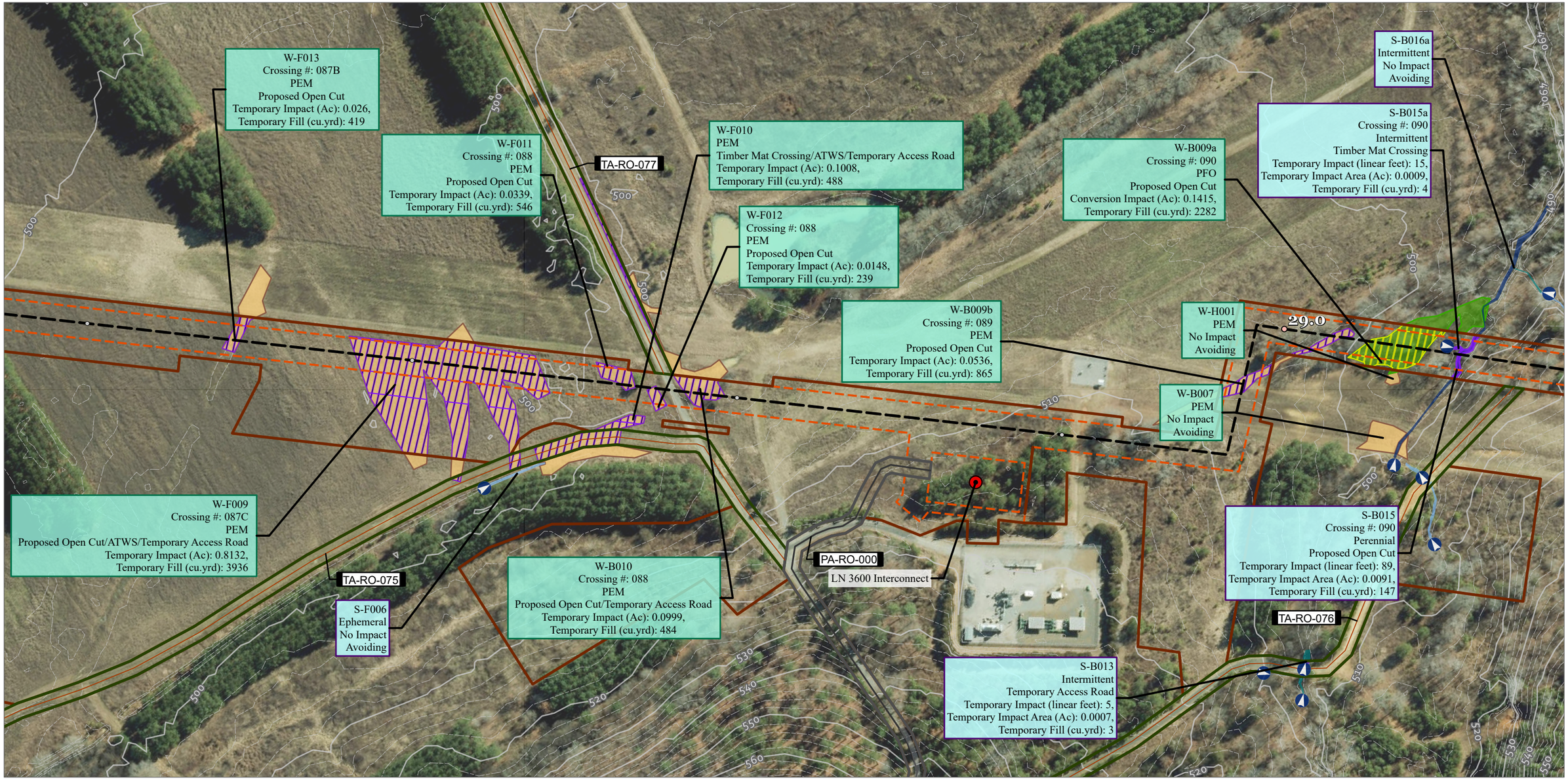
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 65
CL-065

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

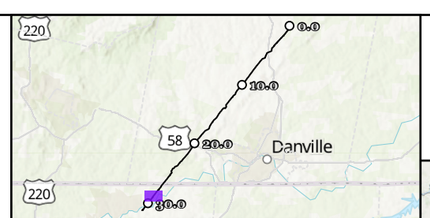
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

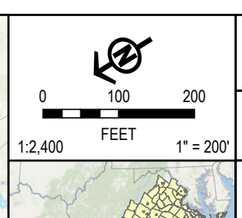
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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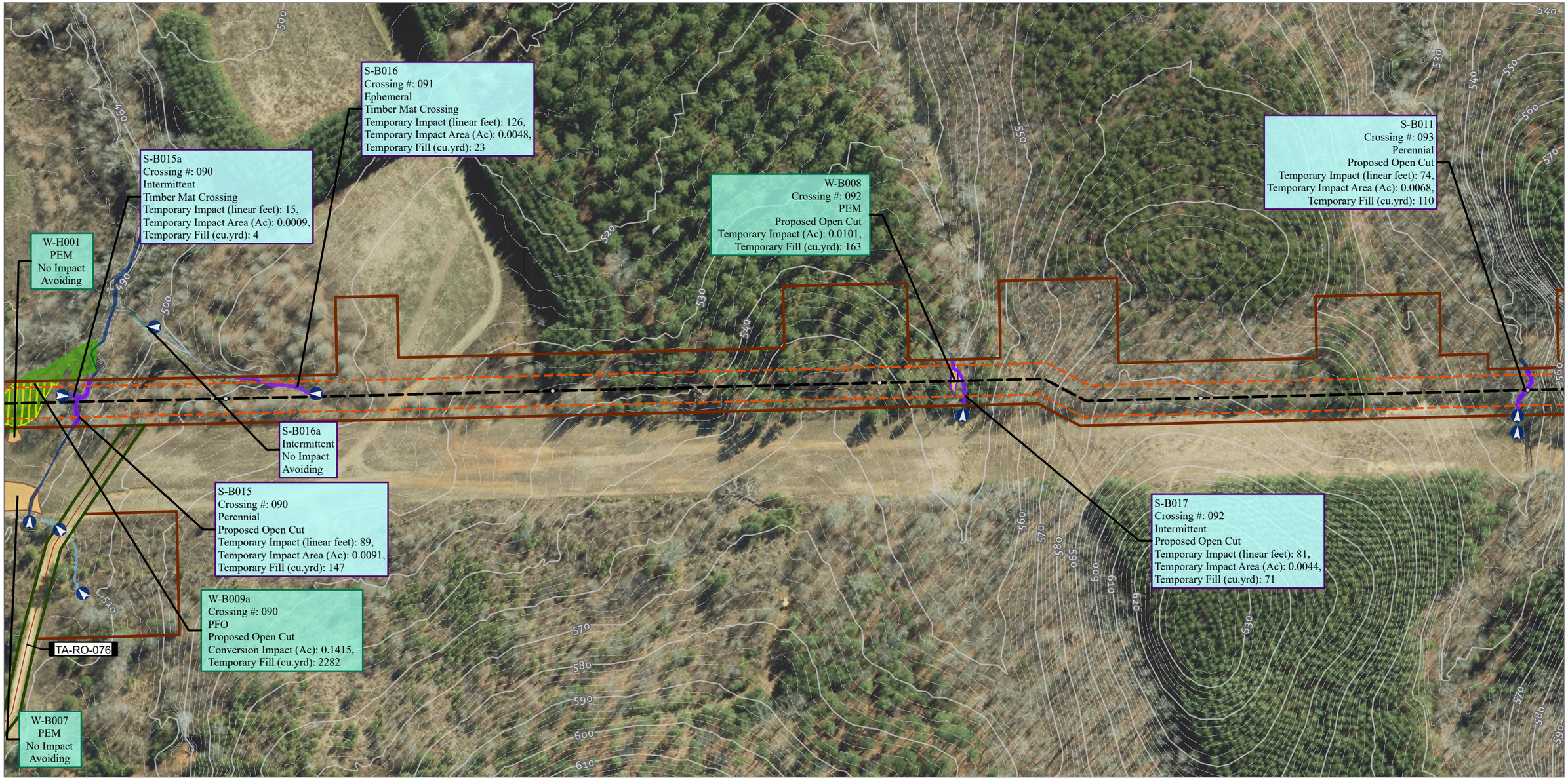
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 66
CL-066

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

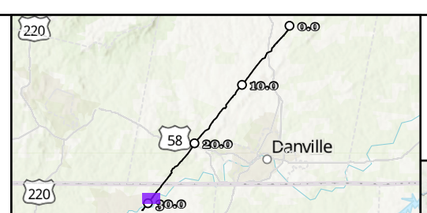
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

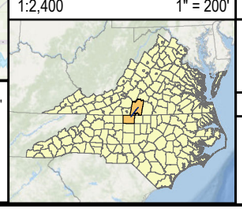
WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 67
CL-067

DATE: JULY 2025

MVP SOUTHGATE

W-B052a
Crossing #: 094
PFO
Timber Mat Crossing
Conversion Impact (Ac): 0.0294,
Temporary Fill (cu.yrd): 142

W-B006
PFO
No Impact
Avoiding

S-B010
Ephemeral
Timber Mat Crossing
Temporary Impact (linear feet): 10,
Temporary Impact Area (Ac): 0.0006,
Temporary Fill (cu.yrd): 3

Pine Knot

TA-RO-078

S-B011
Crossing #: 093
Perennial
Proposed Open Cut
Temporary Impact (linear feet): 74,
Temporary Impact Area (Ac): 0.0068,
Temporary Fill (cu.yrd): 110

W-B052b
Crossing #: 094
PEM
Proposed Open Cut
Temporary Impact (Ac): 0.0233,
Temporary Fill (cu.yrd): 376

- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

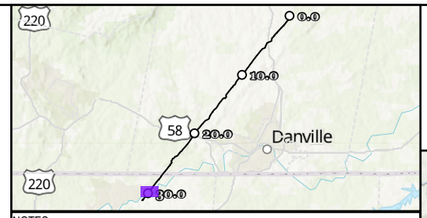
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



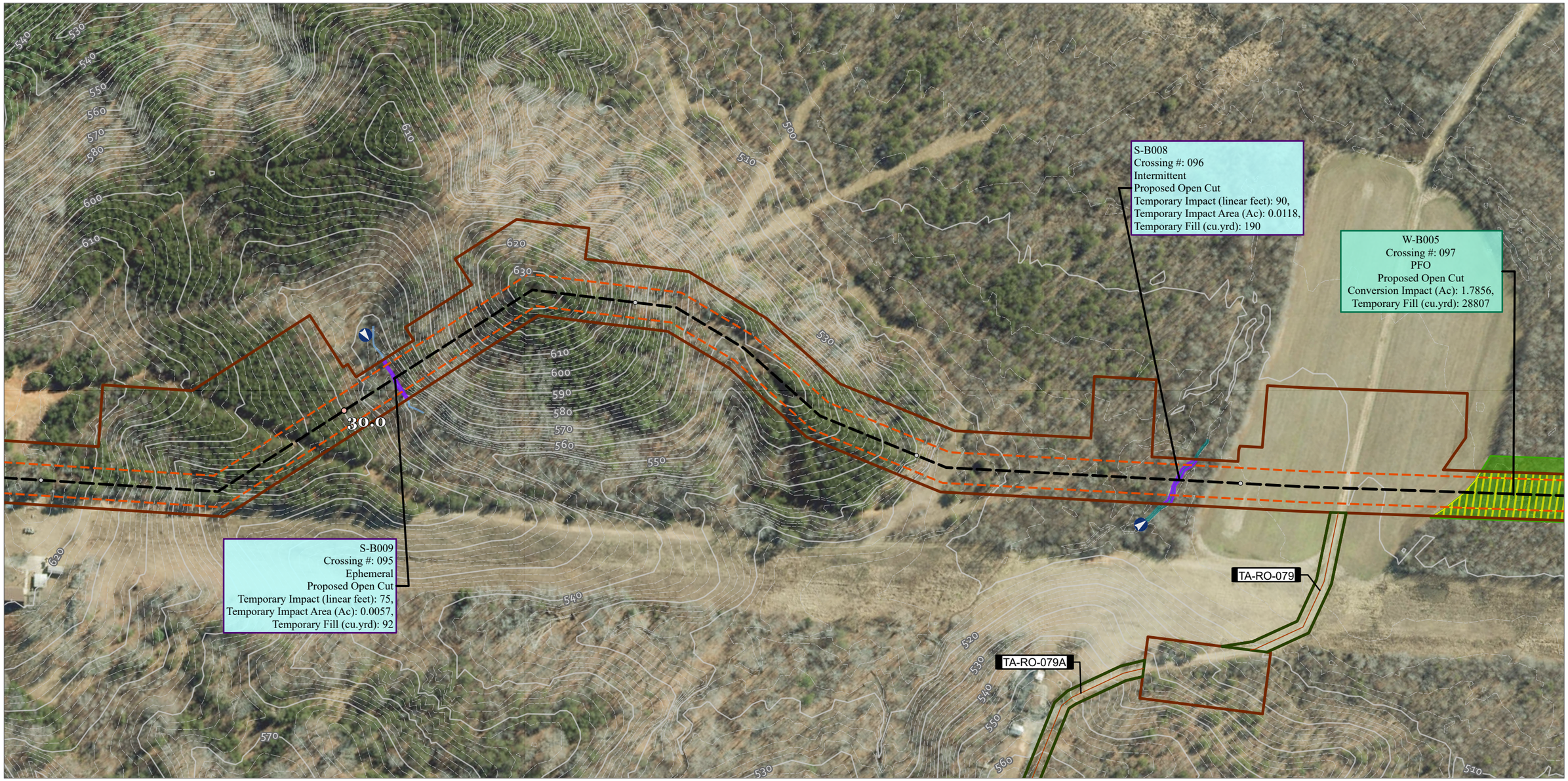
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 68
CL-068

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

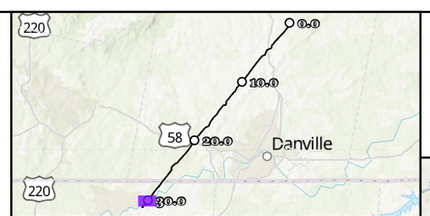
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



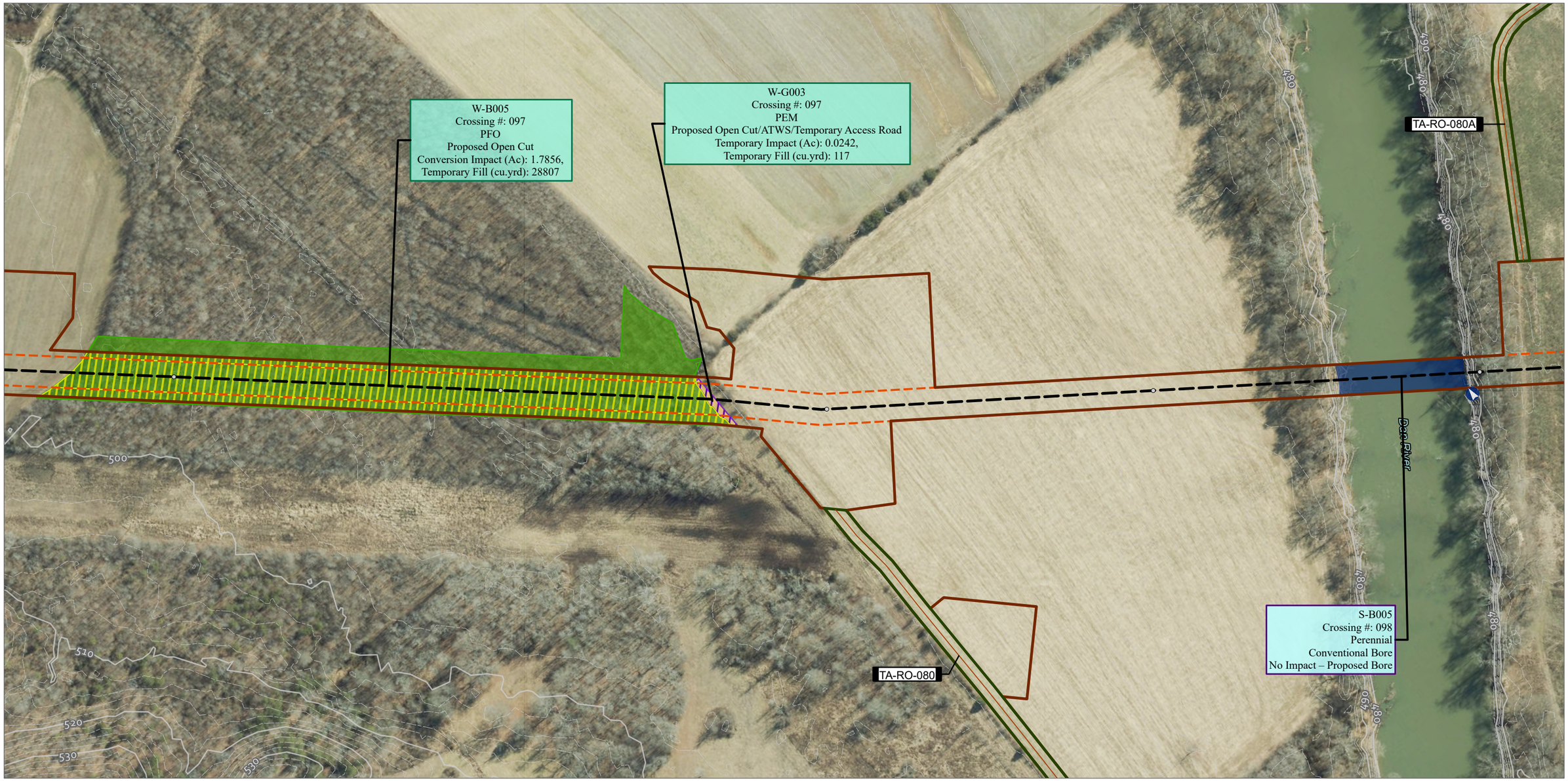
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 69
CL-069

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

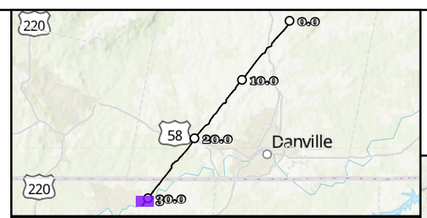
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
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- ELEVATION - CONTOUR - INTERMEDIATE



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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 70
CL-070

DATE: JULY 2025

MVP SOUTHGATE

S-B006
Intermittent
Culvert Installation/Replacement
Permanent Impact (linear feet): 21,
Permanent Impact Area (Ac): 0.0021,
Permanent Fill (cu.yrd): 9

TA-RO-080A

W-B004
PEM
ATWS
Temporary Impact (Ac): 0.0232,
Temporary Fill (cu.yrd): 112

TA-RO-083A

W-B002c
PFO
Timber Mat Crossing
Conversion Impact (Ac): 0.0094,
Temporary Fill (cu.yrd): 45

W-B055
PEM
Timber Mat Crossing/Temporary Access Road
Temporary Impact (Ac): 0.0416,
Temporary Fill (cu.yrd): 201

S-B002
Crossing #: 0100
Intermittent
Proposed Open Cut/Temporary Access Road
Temporary Impact (linear feet): 76,
Temporary Impact Area (Ac): 0.0102,
Temporary Fill (cu.yrd): 164

W-B004a
PSS
ATWS
Conversion Impact (Ac): 0.0403,
Temporary Fill (cu.yrd): 195

S-B001
Ephemeral
No Impact
Avoiding

W-B056
Crossing #: 099
PEM
Proposed Open Cut
Temporary Impact (Ac): 0.0391,
Temporary Fill (cu.yrd): 630

W-F017
PEM
No Impact
Avoiding

W-B003
Crossing #: 098
PFO
Timber Mat Travel Lane/Maintenance Corridor
Conversion Impact (Ac): 0.0399,
Temporary Fill (cu.yrd): 193

W-B002d
PFO
No Impact
Avoiding

W-B002b
Crossing #: 100
PFO
Proposed Open Cut/ATWS/Temporary Access Road
Conversion Impact (Ac): 0.173,
Temporary Fill (cu.yrd): 838

TA-RO-083

PA-RO-082A

PA-RO-082B

W-B002a
Crossing #: 100, 101
PFO
Proposed Open Cut/ATWS
Conversion Impact (Ac): 0.3549,
Temporary Fill (cu.yrd): 1718

Dan River Interconnect 1

MLV4

PA-RO-082

W-B051
Crossing #: 098
PFO
Timber Mat Travel Lane/Maintenance Corridor
Conversion Impact (Ac): 0.0105,
Temporary Fill (cu.yrd): 51

S-B003
Crossing #: 098
Intermittent
Conventional Bore
No Impact – Proposed Bore

S-B004
Crossing #: 098
Ephemeral
Conventional Bore
No Impact – Proposed Bore

W-B001a
PEM
ATWS
Temporary Impact (Ac): 0.3582,
Temporary Fill (cu.yrd): 1734

Dan River Interconnect 2

W-B001b
PFO
ATWS
Conversion Impact (Ac): 0.0523,
Temporary Fill (cu.yrd): 253

S-B005
Crossing #: 098
Perennial
Conventional Bore
No Impact – Proposed Bore

TA-RO-081

Dan River

Highway 700

31.0

Loop

700

- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

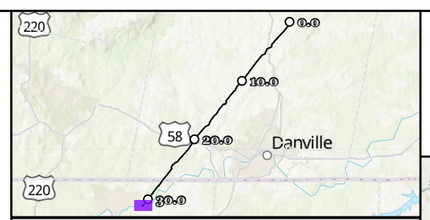
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

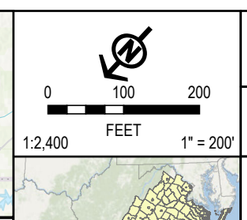
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

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- STATE BOUNDARY
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- ELEVATION - CONTOUR - INTERMEDIATE



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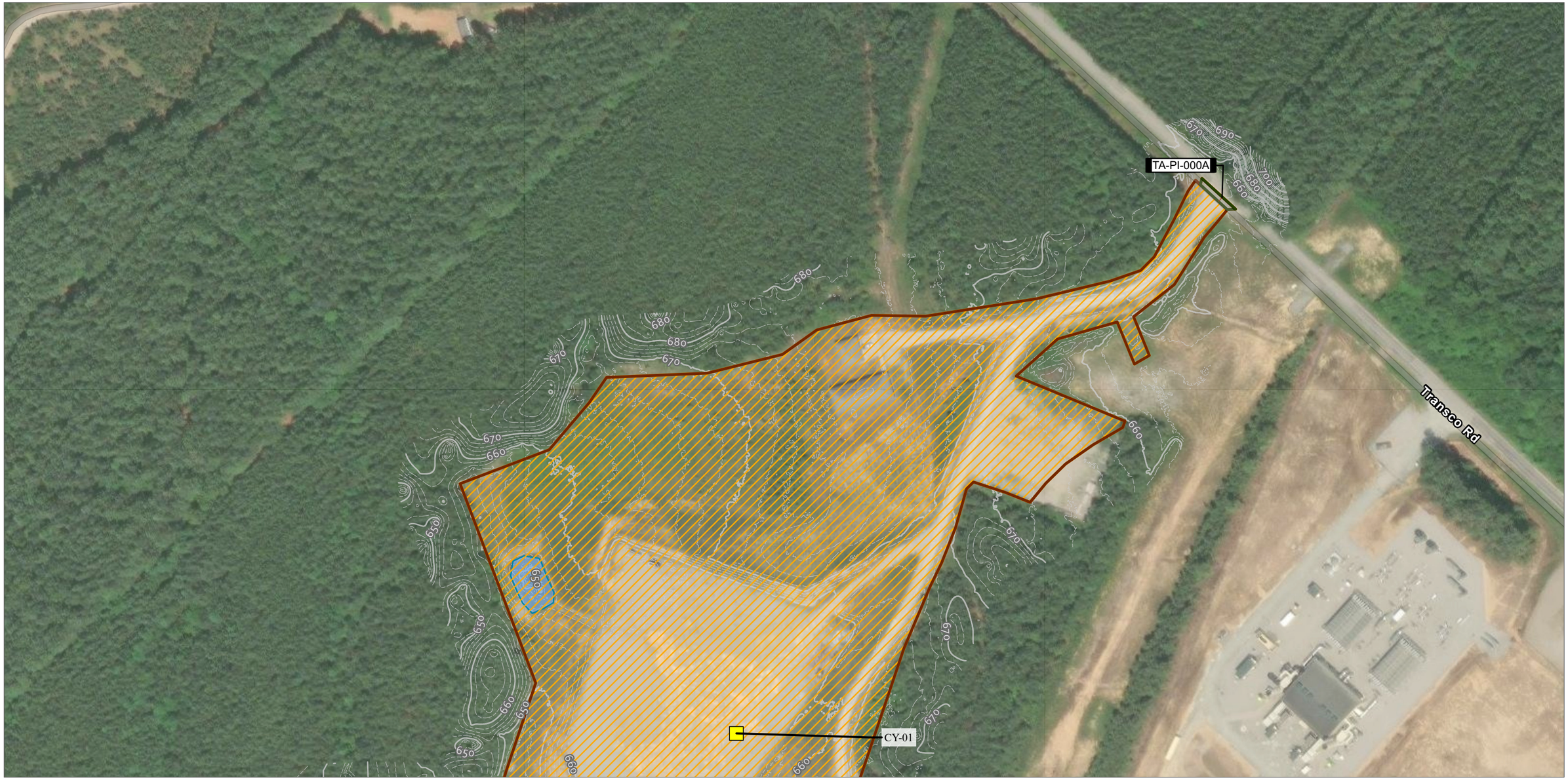
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 71
CL-071

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
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- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

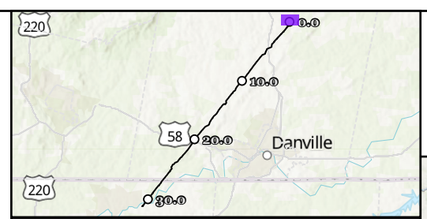
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

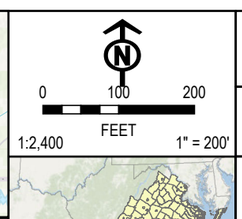
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



NOTES:
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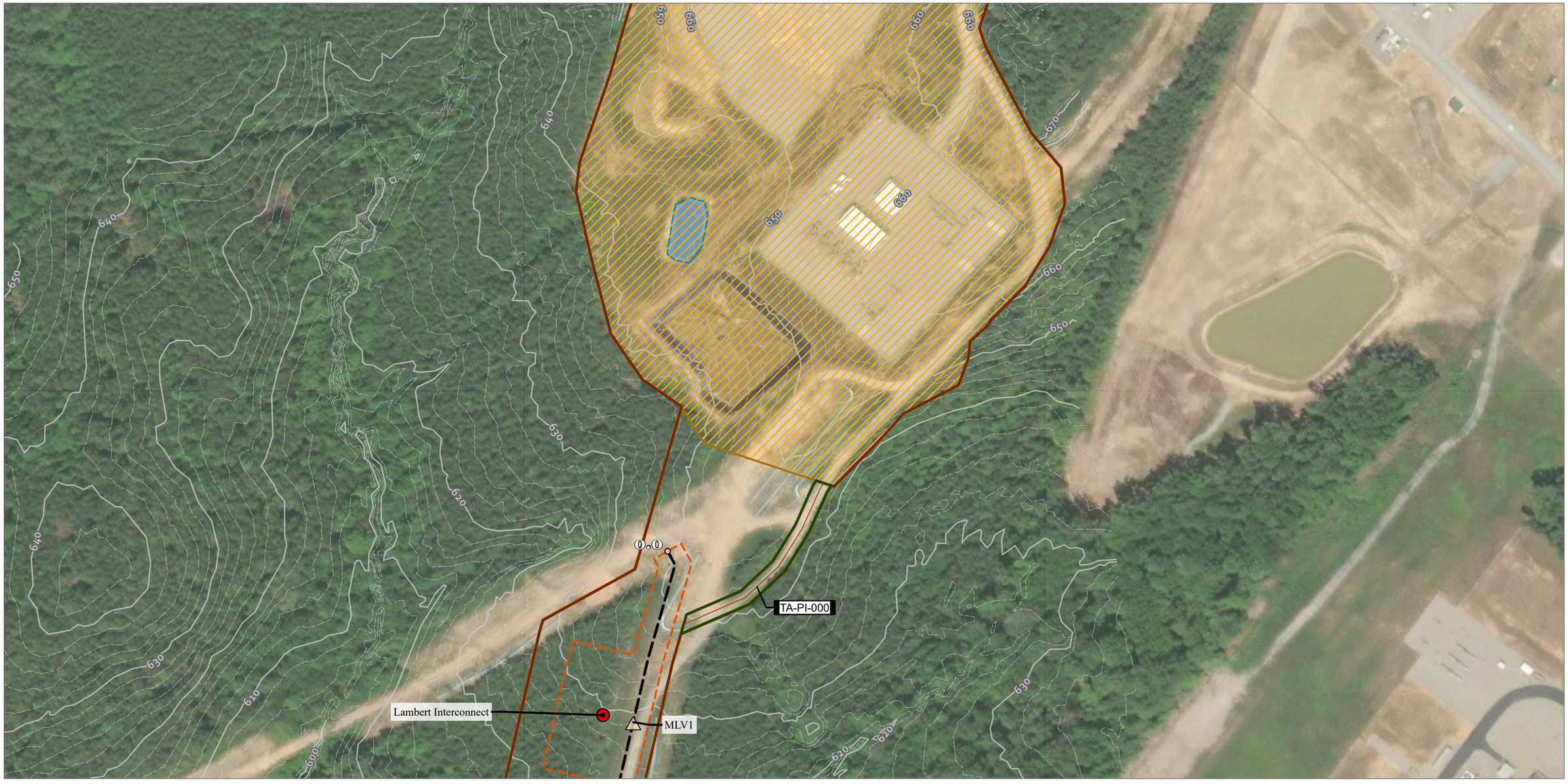
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 72
AR-001

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

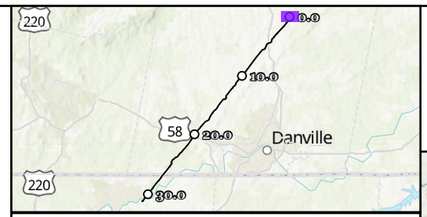
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

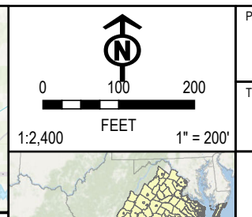
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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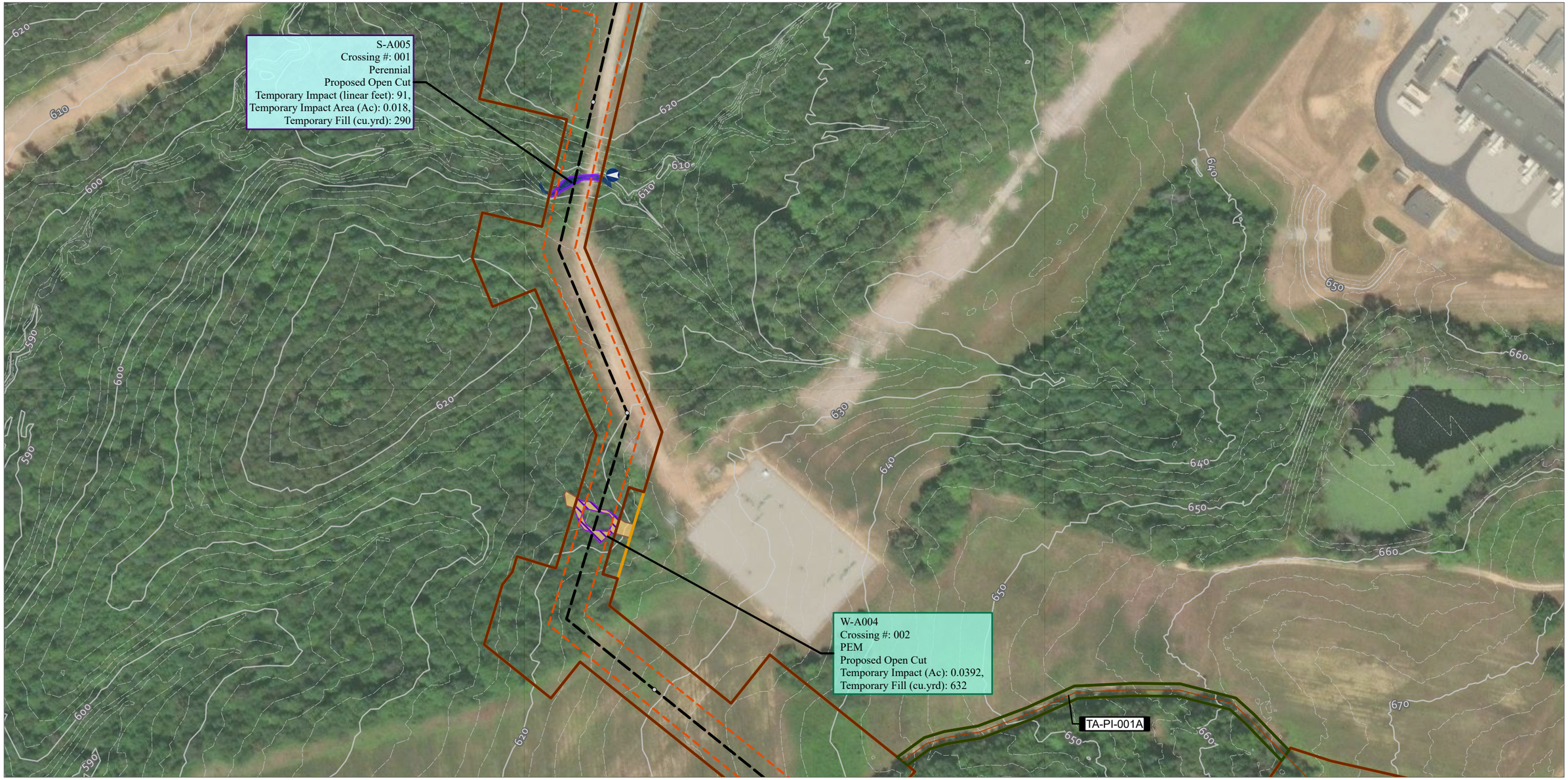
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 73
AR-002

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

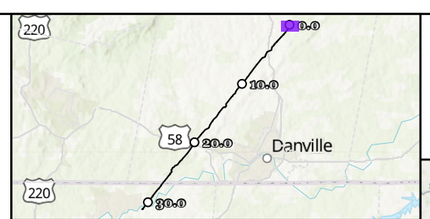
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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N

0 100 200

FEET

1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:

FIGURE 3
DETAIL MAP

PAGE: 74
AR-003

DATE: JULY 2025

MVP SOUTHGATE

W-A005
PEM
Temporary Access Road
Temporary Impact (Ac): 0.0252,
Temporary Fill (cu.yrd): 122

TA-PI-001A

W-A006 Crossing #: 003
PFO
Secondary Impact
Conversion Impact (Ac): 0.0620,
Temporary Fill (cu.yrd): 0

W-A006 Crossing #: 003
PFO
Timbe Mat Travel Lane/Maintenance Corridor
Conversion Impact (Ac): 0.0423,
Temporary Fill (cu.yrd): 205

S-A006
Crossing #: 003
Ephemeral
Conventional Bore
No Impact – Proposed Bore

- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

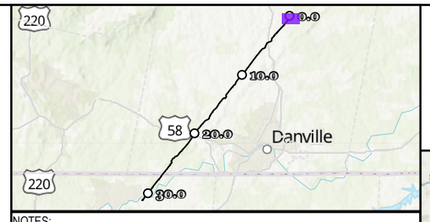
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

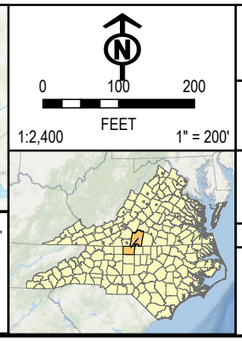
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

- COUNTY BOUNDARY
- STATE BOUNDARY
- ELEVATION - CONTOUR - INDEX
- ELEVATION - CONTOUR - INTERMEDIATE



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PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 75
AR-004

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD

- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA

- STREAM FLOW DIRECTION

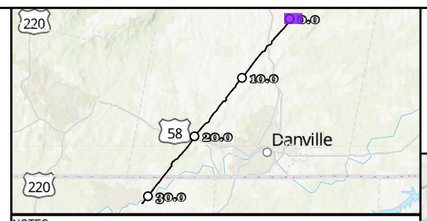
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
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- STATE BOUNDARY
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- ELEVATION - CONTOUR - INTERMEDIATE



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N

0 100 200

FEET

1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:

FIGURE 3
DETAIL MAP

PAGE: 76
AR-005

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

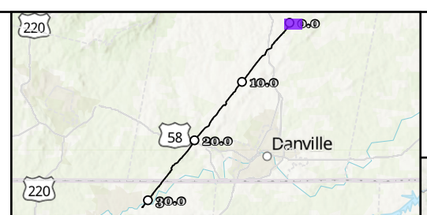
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

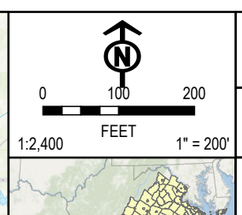
WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

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- STATE BOUNDARY
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- ELEVATION - CONTOUR - INTERMEDIATE



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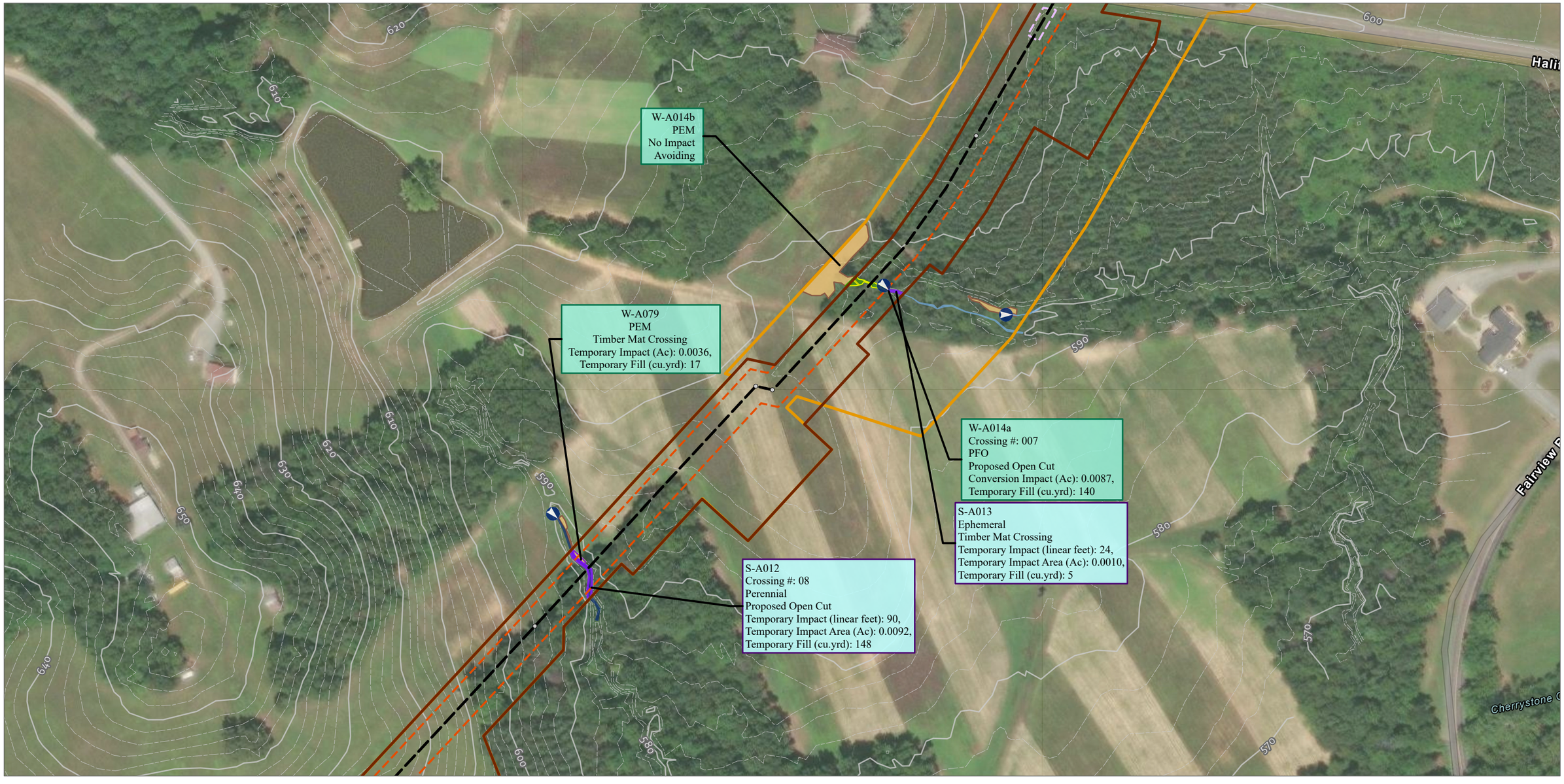
PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE:
FIGURE 3
DETAIL MAP

PAGE: 77
AR-006

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

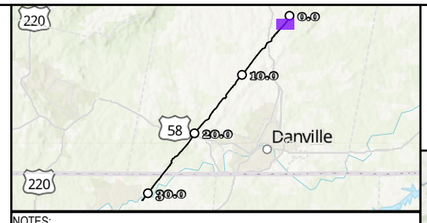
STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
- PALUSTRINE UNCONSOLIDATED BOTTOM

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- STATE BOUNDARY
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- ELEVATION - CONTOUR - INTERMEDIATE



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N

0 100 200

FEET

1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 78
AR-007

DATE: JULY 2025

MVP SOUTHGATE



- TENTH MILE POST
- MILE POST
- MAIN LINE VALVE
- METER STATIONS
- CONTRACTOR YARD
- H-650 PIPELINE
- PERMANENT ACCESS ROAD
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS ROAD
- PERMANENT ACCESS ROAD
- LIMITS OF CONSTRUCTION WORKSPACE
- OPERATIONAL WORKSPACE
- BORE PITS
- LAYDOWN YARD / STAGING AREA
- SURVEY AREA
- STREAM FLOW DIRECTION

STREAM IMPACT
- TEMPORARY
- PERMANENT

STREAM TYPE
- EPHEMERAL
- INTERMITTENT
- PERENNIAL

WETLAND IMPACT
- TEMPORARY
- CONVERSION
- SECONDARY IMPACT

WETLAND TYPE
- PALUSTRINE EMERGENT
- PALUSTRINE FORESTED
- PALUSTRINE SCRUB-SHRUB
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- STATE BOUNDARY
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0 100 200
FEET
1:2,400 1" = 200'



PROJECT: MVP Southgate Amendment Project
Pittsylvania County, Virginia
Rockingham County, North Carolina

TITLE: **FIGURE 3**
DETAIL MAP

PAGE: 79
AR-008

DATE: JULY 2025

MVP SOUTHGATE