



ATLANTIC COAST PIPELINE

DISPOSITION AND RESTORATION PLAN

Revision 1

December 16, 2020

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ACP DISPOSITION AND RESTORATION PLAN

1 INTRODUCTION

By Order dated October 13, 2017, the Federal Energy Regulatory Commission (“Commission” or “FERC”) authorized Atlantic Coast Pipeline, LLC (“Atlantic”) to construct and operate certain facilities that comprise the Atlantic Coast Pipeline (“ACP”) 161 FERC ¶ 61,042 (the “Order”).

On July 5, 2020, the cancellation of the ACP was announced. Accordingly, Atlantic initiated planning for the disposition and restoration of the project workspace as required by, and in accordance with, the regulations of the Commission and other relevant authorities. These activities are described in this Disposition and Restoration Plan (“Plan”).

The Commission issued an Information Request on October 27, 2020 asking Atlantic to provide specific details with respect to its planned restoration activities. Atlantic hereby submits its response to the Information Request in the form of this Plan which addresses the points listed in the request.

2 EXECUTIVE SUMMARY

The purpose of this Plan is to provide FERC, in response to its Information Request, with details pertaining to Atlantic’s strategy for the restoration of the project and compliance with associated permits, authorizations and legal agreements. An overview map of the project is shown in Figure 1. In addition to the spread references indicated in Figure 1, Atlantic has aggregated the work, for purposes of execution of the restoration activities, into ACP North and ACP South. ACP North includes Spreads 1-1 through 5 and ACP South includes Spreads 5B through 12. Linear reference points (i.e., mileposts) discussed in this Plan refer to Issue for Construction (“IFC”) mileposts.

Progress at facility sites ranged from none (no ground disturbance or trees felled) to essentially complete as further described in Section 6.0. For sites with minimal land disturbance, Atlantic will cleanup and restore the sites. At the Marts Compressor Station, the Northampton Compressor Station and the Smithfield Meter and Regulating (M&R) Station, all of which had more significant construction progress, Atlantic will manage the disposition of the materials and land through its investment recovery efforts. The preparatory work required for this is included in more detail in Section 6.0.

On the pipeline spreads, progress varied from none (no ground disturbance or trees felled) to almost complete (pipe installed, and permanent restoration completed). Atlantic performed approximately 222.5 miles of tree felling and of this approximately 108.4 miles of trees are still lying on the right-of-way where they were cut. In addition, Atlantic installed approximately 31.4 miles of pipe and completed an additional 82.7 miles of clearing and grading (but where no pipe was not installed).

Atlantic has identified all locations where there was some construction progress and aggregated these areas into work segments. Maps showing the work segments can be found in Appendix B. These maps indicate, geographically, which restoration activities will occur at specific mileposts along the pipeline route.

The scope, as shown on the maps and described in further detail in Section 7.0, includes abandoning installed pipe in place and restoring the right-of-way in areas where ground disturbance has occurred if

final restoration was not previously completed. In addition, the restoration scope includes processing (chip/stack/burn/remove) felled trees in accordance with its permits and authorizations except where, in certain locations, Atlantic will seek a variance to leave felled timber in place in order to minimize disturbance.

All landowner easement agreements require Atlantic to process (chip/stack/burn/remove) felled timber; in cases where Atlantic intends to leave felled timber, Atlantic will obtain permission from the landowner through an amended easement agreement. Atlantic will also seek concurrence from the necessary agencies where it proposes to leave felled trees in place. These areas are identified on the maps in Appendix B with the associated justifications outlined in the table in Appendix G.

Atlantic proposes to abandon installed pipe in place in accordance with the applicable agency regulations and industry standards. Atlantic has identified, and secured landowner consent, with 14 landowners whose specific easement agreements needed to be modified to allow the pipe to be abandoned in place. All other easement agreements on the remaining affected tracts already allowed Atlantic to abandon pipe in place.

Atlantic will obtain all the necessary authorizations required to complete the restoration scope outlined in this Plan. The permitting requirements will be determined through consultation with the issuing agencies. Additional information on project permits and authorizations can be found in Section 3.0 and Appendix D.

On July 22nd, 2020 Atlantic mailed a project update letter to landowners on the project. Atlantic will continue to communicate with landowners to keep them informed on the project scope and schedule. Atlantic has obtained and, where necessary, will continue to seek amendments from certain landowners that allow it to adhere to the Disposition and Restoration Plan.

Atlantic will file with the Commission a Notice to Proceed (“NTP”) request, or series of requests, prior to initiating the work described in this Plan. No work will commence until receipt of FERC’s NTP approval. Atlantic will conduct discussions with landowners and regulatory permitting agencies and the results of these discussions and interactions will drive the scope and timing of the NTP submittals.

The ACP has 5 distinct pipeline sections; AP-1 includes Spreads 1 through 7 starting at MP 0 in Harrison County West Virginia (“WV”) and ending at the Northampton Compressor Station at MP 333.7 in Northampton County North Carolina (“NC”); AP-2 includes Spreads 8 through 10 starting at the Northampton Compressor Station in Northampton County NC and ending at the Pembroke Meter Station at MP 186.2 in Robeson County NC; AP-3 includes Spread 11 starting at the Northampton Compressor Station in Northampton County NC and ending at the Elizabeth River Meter Station at MP 83.3 in Chesapeake County Virginia (“VA”); AP-4 is part of Spread 12 and interconnects with AP-1 at MP 312.9 in Brunswick County VA extending 0.4 miles to the Brunswick Meter Station; and AP-5, also part of Spread 12, interconnects with AP-1 at MP 317.7 in Greensville County VA and extends 1.0 miles to the Greensville Meter Station. These pipeline sections are referenced within this Plan.

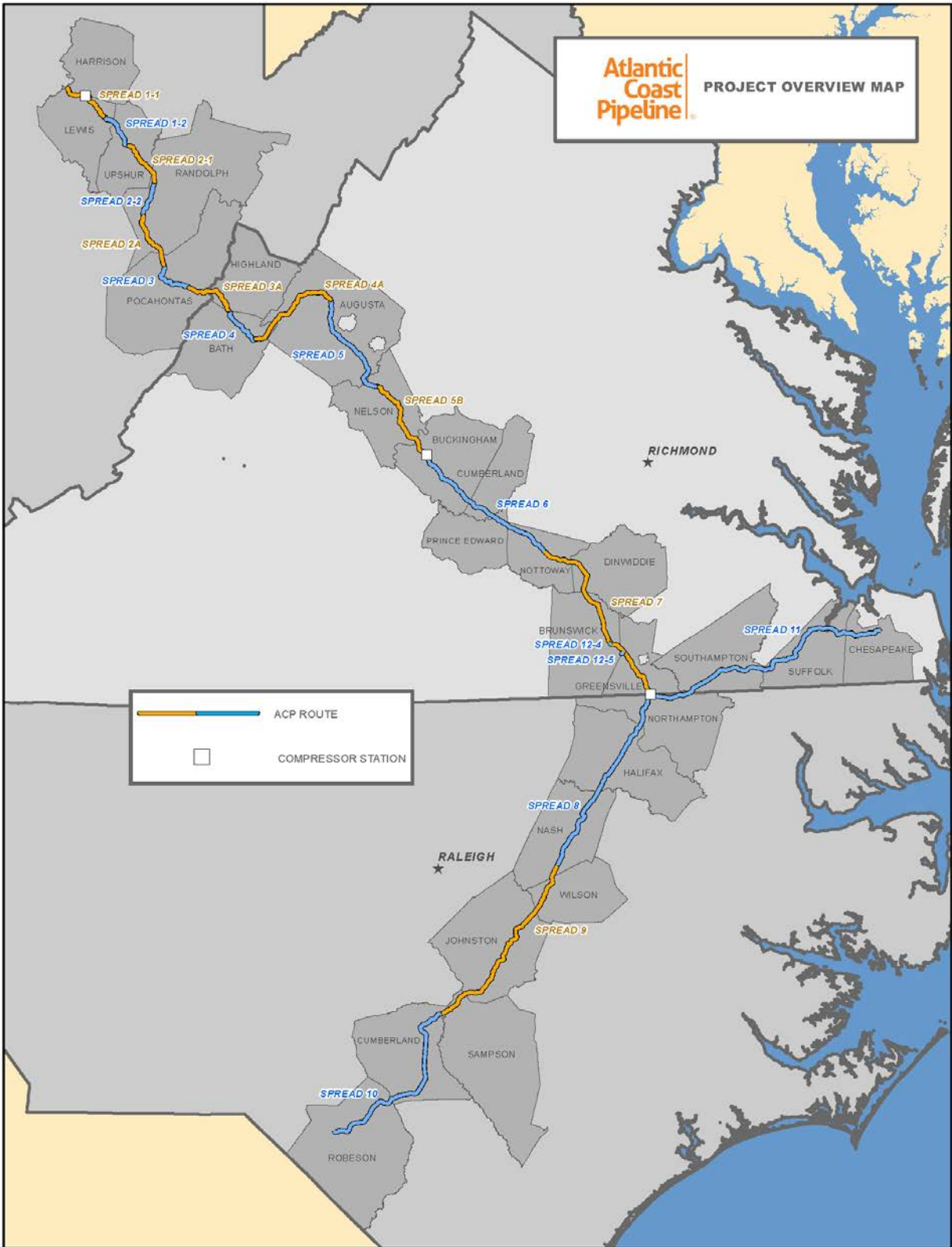


Figure 1 - ACP Project Overview Map

3 ENVIRONMENTAL COMPLIANCE AND PERMITTING

Atlantic will comply with all the terms and conditions set forth in its existing and planned state and federal permits (see Appendix D) through the termination of those approvals. Additionally, Atlantic will comply with the maintenance provisions and timelines in the *Upland Erosion Control, Revegetation & Maintenance Plan* and *Wetland and Waterbody Construction and Mitigation Procedures* (“Plans and Procedures”) which extend to approximately 3 years following construction. The *Plans and Procedures* require two years of monitoring and maintenance in upland areas following construction and a minimum of three years of monitoring in wetland areas following construction. In the event that Atlantic Coast Pipeline, LLC is no longer in existence prior to completion of the maintenance provisions in the *Plans and Procedures* then any remaining obligations will be carried out by its members Dominion Atlantic Coast Pipeline, LLC, Duke Energy ACP, LLC and Piedmont ACP Company, LLC.

Atlantic has identified the permits, which can be found in Appendix D, that apply to the execution of the proposed scope. Atlantic has not yet submitted permit modifications or applications to any agencies. Atlantic will ensure that permits are consistent with and cover the scope for which Atlantic will seek an NTP approval from FERC.

Atlantic has determined the extent of tree felling, land disturbance and restoration activities along the pipeline right-of-way and other associated project areas including compressor stations, meter stations, contractor yards, laydown/staging yards and access roads. Atlantic evaluated a number of factors to determine where to leave felled trees in place to avoid substantial impacts, with consideration of the requirements in the *Plans and Procedures*, and landowner easement agreements. These included whether the:

- 1) Felled trees are on U.S. Forest Service (“USFS”) property (see Section 5/Appendix I),
- 2) Felled trees are on private tracts (7 tracts total) adjacent to USFS property, that, in order to remove timber from them, would also require timber removal on the USFS property,
- 3) Felled trees are on tracts where tree removal would require:
 - a) restoration work needing mitigation for threatened and endangered (“T&E”) species,
 - b) work on steep slopes that would involve constructing a skid trail to traverse the slope,
 - c) building a new access road,
 - d) improving, by cut and fill, any access road,
 - e) improving any access road with a new culvert in waterbodies with T&E species present, and
 - f) improving by grading and/or placing gravel any long access road.

Note:

- New access roads, for the purposes of this evaluation, are greenfield roads, existing roads not already certificated and certificated roads Atlantic did not develop/improve.
- A new culvert means installing a culvert in a waterbody where, currently, no culvert exists.

Where Atlantic determines that additional environmental authorizations are needed, those clearances will be sought from applicable agencies. Permits that are currently effective will be utilized where possible. Reissued and/or modified permits will be pursued where authorization is required to carry out an activity that is not covered under an existing permit

Upon receipt of necessary environmental permits/authorizations, Atlantic will request authorization from the Commission to initiate the activities through an NTP request or a series of NTP requests. Work will not commence until Atlantic has received an NTP approval from the Commission.

Specific to cultural and archeological resources, the scope and status of activities at various sites is included in Appendix E. Field work needed to comply with commitments made in Treatment Plans and at Data Recovery Sites will be included in a future NTP request. A table indicating the status of measures Atlantic has implemented to mitigate for construction impacts on federally listed species can be found in Appendix H.

4 SAFETY MANAGEMENT

A detailed scope of work will be provided to the contractor(s) performing the activities so that it can prepare a comprehensive Site-Specific Safety Plan (“SSSP”). Atlantic will review and approve the SSSP as well as ensure that contractor personnel have the required training prior to the commencement of field work.

Each SSSP will cover all the standard safety requirements as well as applicable topics such as, but not limited to, Steep Slope Safety, Trenching & Excavations Safety, Material Handling, and other relevant safety guidelines.

In addition, the contractor will develop a COVID-19 Plan to give guidance to employees during the pandemic. Their COVID-19 plan will comply with Centers for Disease Control recommendations, Dominion requirements and state legislation.

5 UNITED STATES FOREST SERVICE (USFS)

Atlantic’s project footprint crosses approximately 5 miles of the Monongahela National Forest (“MNF”) and approximately 15 miles of the George Washington National Forest (“GWNF”). To date, no ground disturbing activities have occurred within either the MNF or GWNF. The extent of previous construction activities was limited to the hand felling of trees on the pipeline right of way only (no tree felling on or development of access roads was completed). During that time trees were felled along approximately 4 miles of the pipeline corridor in the MNF and an additional 4 miles of pipeline corridor in the GWNF.

The main objective on USFS tracts is to minimize any additional impacts to resources in the MNF and GWNF. Through coordination and discussion with the USFS, Atlantic proposes to leave felled trees in place. This is consistent with the *FS Final Site Assessment and Recovery Recommendations 2020 for ACP 2020.12* (“USFS Plan”) report prepared by the USFS which is included in Appendix I.

In order to achieve the goals outlined in the USFS Plan, Atlantic proposes to leave in place, in addition to the USFS tracts, the trees felled on seven privately owned tracts. Removing timber from these seven tracts would require Atlantic to undertake access road development and clearing activities on USFS lands in order complete the clearing work on the private tracts. Atlantic has secured amendments for these seven tracts allowing the trees to remain in place. Atlantic will submit to the Commission, under separate cover, a variance request to the Plans and Procedures seeking to leave the felled trees in place as described above.

The following activities will be completed in order to comply with USFS requirements:

- Replace survey monuments that were removed for construction,
- Close out the Timber Contract
- Close out the Cost Recovery Agreement

USFS property on which Atlantic performed tree felling activities are shown by tract in Table 5.1 below.

Table 5.1 USFS Work Segments

Spread	USFS Tract Number	ACP Tract Number	Tree Felling on Tract	Entry MP	Exit MP	Crossing Distance (miles)
3	USFS MNF 51B	05-001-E030.51B	No	83.4	84.2	0.8
3A	USFS MNF 373	05-001-E057.373	Yes	94.6	94.9	0.3
3A	USFS MNF 377B	05-001-E059.377B	Yes	95.0	95.2	0.2
3A	USFS MNF 377A	05-001-E064.377A	Yes	95.7	99.6	3.9
3A	USFS GWNF O-397	06-001-B001.O-397	Yes	99.6	103.8	2.9
3A	USFS GWNF O-505	06-001-B001.O-505	Yes	102.3	102.8	0.4
4	USFS GWNF G-1287c	36-016.G-1287C	No	114.1	114.9	0.8
4	USFS GWNF G-1287b	36-016.G-1287b	No	117.5	119.1	1.3
4	USFS GWNF S-36	36-016.S-36	No	120.4	122.8	1.9
4A	USFS GWNF S-584	36-016.S-584	Yes	132.0	132.9	0.4
4A	USFS GWNF S-45	07-001.AR1.S-45	Yes	146.9	148.7	1.3
4A	USFS GWNF S-46	07-001.AR1.S-46	Yes	148.7	149.9	1.2
4A	USFS GWNF S-17a	07-001.AR1.S-17a	Yes	149.9	150.7	0.7
4A	USFS GWNF S-12	07-001.AR1.S-12	Yes	150.5	151.2	0.7
4A	USFS GWNF S-34	07-001.AR1.S-34	No	151.2	151.5	0.3
4A	USFS GWNF S-83-1	07-001.AR1.S-83-1	No	151.5	151.7	0.1
4A	USFS GWNF S-1257	07-001.AR1.S-1257	No	152.2	152.3	0.1
4A	USFS GWNF S-555	07-001.AR1.S-555	No	152.3	153.4	1.1
4A	USFS GWNF S-552	07-001.AR1.S-552	No	153.4	154.4	0.7
4A	USFS GWNF G-1616b	07-001-A015.G-1616b	No	153.5	153.8	0.3
5	USFS GWNF N-159a	07-001.AR1.N-159a	No	184.8	189.2	1.3
5	USFS GWNF BRP-1	07-001.AR1.BRP-1	No	189.2	189.4	0.1
			Total			20.8

Note: The Crossing Distance in the above table will not always equate to the difference between the Exit MP and Entry MP due to the orientation of the centerline of the route with respect to the crossing and/or paralleling of property lines.

6 FACILITY PROGRESS AND RESTORATION SCOPE

ACP facilities include three compressor stations, nine metering stations, 30 monopoles and 11 towers. The progress achieved at these sites varied from no ground disturbance to essentially complete. Accordingly, the restoration scope at a given site is dependent on the construction progress with additional details provided in Appendix C. Atlantic proposes the following activities at each site as further described below.

6.1 Marts Compressor Station

The Marts Compressor Station is located at MP 7.5 of AP-1 and has undergone civil work as further described below and detailed in Appendix C.

Work at the Marts Compressor Site was limited to finished grading, installation of stormwater management devices (ditches, catch basins, etc.) and applying stone to the access roads leading to and within the site. No mechanical equipment or concrete foundations were installed.

This site is owned by ACP and will be repurposed as a contractor yard for the restoration activities on Spreads 1-1 through 2-2. With the conversion of the Marts Compressor Station to a contractor yard, Atlantic would move forward with the restoration of several yards and turn control of the land back to the landowner upon expiration of the lease agreements. In addition, in order to reduce impacts, Atlantic proposes to reuse the stone removed from these yards to prepare the Marts Compressor Station site as a contractor yard. Atlantic will use the existing site access including the currently installed temporary bridge across Hollick Run (slea004_b). No further upgrades are needed to either the bridge or the access road. Atlantic will submit a variance request for the work at the Marts Compressor Station site and the restoration of yards no longer needed to complete the project restoration activities.

Upon completion of the work, the Marts Compressor Site/Yard will be cleared of all construction equipment, office trailers, etc. and will be left as developed, with stone in-place.

6.1.1 Reclamation Scope

The project activities at the site will include:

- Removal of office trailers and storage units from the site,
- Installation of casing for the 1-inch Dominion West Virginia gas line near the bridge area,
- Reconnecting the 2-inch Berkshire Hathaway Energy gas storage line, and
- Demobilization, general site cleanup and stabilization, as needed.

6.2 Long Run Meter Station

The Long Run Meter Station is located at MP 47.0 of AP-1. Construction progress was limited to tree felling, tree clearing, partial site grading and installation of a rock construction entrance. The scope of site restoration will include the return of native contours and site revegetation. See Appendix C for further details.

6.2.1 Reclamation Scope

The work required at this site as part of the scope is to:

- Regrade the site as close as possible the original contours, and
- General site cleanup, stabilization and reclamation/seedling.

6.3 Buckingham Compressor Station and Woods Corner Meter Station

The Buckingham Compressor Station and Woods Corner Meter Station are located at MP 224.3 of AP-1. No ground disturbance or tree felling occurred at this site and therefore no work is required.

6.4 Northampton Compressor Station

The Northampton Compressor Station is located at the terminus of AP-1 and at MP 0 of AP-2 and AP-3 on the VA/NC border. Significant construction progress was achieved at the Northampton Compressor Station.

Erosion and sediment controls were installed at this site. Extensive site grading occurred. The Electrical Building, station blowdown silencers, vent gas recovery skid, one turbine compressor package, three

suction separators, odorant injection system, hydrocarbon tank, and accumulator tank are installed on site.

Additionally, the main suction and discharge header piping from the inlet/outlet area to Compressor Building B foundation area was installed. Miscellaneous piping, valves, fittings and structural steel were installed. Conduit was installed from the Motor Control Center pit to the Electrical Building. Various shallow and deep foundation components were installed across the site.

Contractor owned construction trailers, storage trailers, equipment and miscellaneous materials have been removed. Altantic owned trailers and storage containers will be removed and remaining material will be disposed of at an approved waste facility. Further details are provided in Appendix C.

6.4.1 Reclamation Scope

The following activities will be undertaken at this site as part of the scope:

- Backfilling of all open excavations,
- Installation of temporary flat roofs on partially completed Compressor Building B and auxiliary building foundations,
- Relocating or removal and disposal of loose materials, and
- General site cleanup, stabilization and reclamation/seedling (where needed).

6.5 Smithfield Meter Station

The Smithfield Meter Station is located at MP 93.5 of AP-2. Construction at this facility is complete. Major equipment is installed, and the civil, mechanical and electrical work is finished. The site is fully stabilized. Additional detail can be found in Appendix C.

The Flow Control Building, Measurement Building, Dekatherm Building, and Office Building were constructed. The microwave tower, filter/separators, hydrocarbon tank, odorant injection system were installed. All piping and electrical conduits were installed. The site was graded, and gravel was installed.

6.5.1 Reclamation Scope

Due to the advanced construction progress at this site, no actions are required at this time. This facility is included in the investment recovery program and the necessary activities, if any, will be defined in a future NTP request.

6.6 Fayetteville Meter Station

The Fayetteville Meter Station is located at MP 134.2 of AP-2. Construction at this site was limited to clearing and grading along the pipeline right of way as it passes through the meter station site. No ground disturbance or tree felling occurred elsewhere within the site and no equipment was installed. Additional detail can be found in Appendix C.

Where ground disturbance occurred along the pipeline right-of-way topsoil was removed and stockpiled, timber mats were installed, and erosion and sediment controls were installed.

6.6.1 Reclamation Scope

The following activities are required:

- Removal of timber mats,

- Restoring as close as possible the original contours, stabilization and reclamation/seedling, and
- Removal of perimeter silt fence.

6.7 Pembroke Meter Station

The Pembroke Meter Station is located at the terminus of AP-2. Construction was limited to clearing and grading for the installation of the rock construction entrance. The remainder of the site had no ground disturbance or tree felling and no equipment was installed.

6.7.1 Reclamation Scope

Only a minimal amount of work is required. This work will include:

- Restoring contours, stabilization and reclamation/seedling, and
- Removal of perimeter silt fence.

6.8 Brunswick Meter Station

The Brunswick Meter Station is located at MP 0.4 of AP-4. No ground disturbance or tree felling occurred at this site therefore no work is required.

6.9 Greenville Meter Station

The Greenville Meter Station is located at MP 1.0 of AP-5. No ground disturbance or tree felling occurred at this site therefore no work is required.

6.10 Elizabeth River Meter Station

The Elizabeth River Meter Station is located at the terminus of AP-3. No ground disturbance or tree felling occurred at this site therefore no work is required.

6.11 Microwave Towers and Monopoles

Thirty microwave monopoles and 11 microwave towers were planned. Only one tower was built which is at the Smithfield M&R site (Johnston County, NC). It was built within the footprint of the M&R, so no additional clearing was done for the tower installation. No ground disturbance or tree felling occurred for the remainder of the tower and monopole sites and, therefore, no work is required at these sites.

7 PIPELINE PROGRESS AND RESTORATION SCOPE

The Closeout scope includes abandoning, in place, pipe that was installed and restoring and reclaiming the right-of-way where ground disturbance has occurred. In addition, felled timber will be processed (chip, stack, burn or remove) on tracts where only timber felling was completed except for 60 tracts (50 private tracts and 10 USFS tracts) where Atlantic proposes to leave the felled trees in place. The criteria used to determine where to leave felled trees is provided in Section 3.

Installed pipeline segments (below ground) will remain in place and their locations are indicated on the maps included in Appendix B. All loose ends were previously capped/sealed. At road crossings, the pipeline segments will be cut, filled with grout within the limits of the public road easement and the loose ends capped/sealed. There are no above ground pipeline segments except for pipe strung on the right-of-way which will be cut, as needed, and removed.

Atlantic has identified the locations where trees have been felled and land disturbance has occurred, which includes various phases of construction from clearing to final restoration. Discrete areas where

work is required have been aggregated into work segments taking into consideration; access to and along the right-of-way, topography, environmental features, number of landowners and parcel sizes. Segments are named by spread and number, for example in Spread 4A, the segment names are: 4A-001, 4A-002, etc.

The construction progress achieved on each spread is summarized in the following Table 7.1.

Table 7.1 Construction Progress Summary by Spread

Spread	Begin MP	End MP	Length (miles)	Undisturbed	Timber Felled (not yet cleared)	Pipe Installed	Other Disturbance
Spread 1-1	0.0	17.2	17.2	0.7	1.7	4.0	13.9
Spread 1-2	17.2	31.5	14.3	3.5	5.0	0.0	2.5
Spread 2-1	31.5	47.1	15.6	1.1	0.0	12.2	6.3
Spread 2-2	47.1	59.4	12.3	10.0	0.0	0.0	2.2
Spread 2A	59.4	77.7	18.3	7.0	0.5	5.6	8.0
Spread 3	77.7	92.8	15.1	9.8	3.4	0.0	1.7
Spread 3A	92.8	110.6	17.8	4.5	11.9	0.0	1.4
Spread 4	110.6	125.1	14.5	14.5	0.0	0.0	0.0
Spread 4A	125.1	157.3	32.2	17.3	12.7	0.0	0.0
Spread 5	157.3	194.6	37.3	36.7	1.0	0.0	0.0
Spread 5B	194.6	224.3	29.7	25.4	4.0	0.0	0.0
Spread 6	224.3	272.8	48.5	7.5	33.7	0.0	0.0
Spread 7	272.8	333.8	61.0	60.7	0.0	0.0	0.2
Spread 8	0.0	62.3	62.3	11.8	12.6	2.0	33.0
Spread 9	62.3	126.7	64.4	64.5	0.0	0.0	0.1
Spread 10	126.7	186.2	59.5	23.3	17.0	0.0	13.2
Spread 11	0.0	83.3	83.3	76.2	4.8	0.0	0.2
Spread 12	0.0	1.4	1.4	1.4	0.0	0.0	0.0
			604.7	376.0	108.4	31.4	82.7

Note: "Other Disturbance" includes areas where clearing and/or grading were completed (but where no pipe was installed) and the right of way requires full restoration.

The work is described below and categorized according to the type of construction activity completed. The map set attached in Appendix B illustrates what activities are required and where the activities will occur and are also tabularized in Appendix G.

General Description of Activities

- Trees to Remain – areas with felled trees that will remain in place.
- Tree Felling and Removal – areas requiring minimal felling of trees and/or minimal grading (travel lane only) to allow access to Full Restoration or Tree Removal Only areas.

- Full Restoration – areas cleared and graded (82.7 miles per Table 7.1) requiring restoration and stabilization.
- Access Areas – segments of ROW used to access areas of Full Restoration, Tree Removal Only or Tree Felling and Removal.
- Contractor Yard (“CY”)—Full Restoration – Contractor yards which require restoration to return to pre-construction conditions.
- CY—No Restoration – Contractor yards which do not require restoration work except for picking up mats from small matted areas (in the Wilson Trucking and Wright yards only).

The following sections describe in more detail the activities that will occur within each of these categories.

7.1 Trees to Remain

Areas designated as Trees to Remain workspace will not required any further disturbance. Atlantic will, with the landowner’s approval, leave the felled trees in place. Atlantic has identified, using the criteria set out in Section 3, 60 tracts (50 private tracts and 10 USFS tracts) on which tree felling was completed and trees are to be left where cut.

7.2 Tree Felling and/or Removal

The areas designated as Tree Felling and/or Removal workspace will require the processing (remove/chip/stack/burn) of felled trees as well as, in some cases, the cutting and processing of standing trees and brush.

Areas that will require the cutting of standing trees and brush generally consist of short segments that are associated with setbacks that were in place around wetlands and waterbodies to protect these resources prior to the start of (the previously planned) construction activities. These buffers were not cleared during construction in 2018 and are narrow segments between larger contiguous areas where tree felling occurred. Tree cutting or felling, if required, will be limited to the minimum width corridor necessary to move equipment between larger contiguous work segment areas and will occur within the limits of the approved restoration workspace and in accordance with permitted time of year restriction (“TOYR”) windows. Vegetation will generally be cut flush with the surface of the ground, leaving rootstock in place, where possible. Temporary erosion controls measures will be installed immediately after ground disturbance of the soil per the *Erosion and Sediment Control Plan* (“ESC Plan”). The felling of trees will occur either by hand cutting with chainsaws or mechanized forestry equipment.

Areas that require only the processing of felled timber are areas where trees were previously cut and are now lying on the ground. Limited cutting of limbs on un-felled trees and woody shrubs would be required to access these work areas and/or remove the felled trees. Previously felled trees are considered timber waste (i.e., slash, chips, etc.) due to the length of time that has passed since they were initially cut. Timber materials will be windrowed along the edge of the restoration workspace, chipped, stacked (windrowed) along the edge of the right-of-way, and/or burned, or hauled to a pre-approved disposal site according to the stipulations of specific landowner agreements. Non-merchantable cut vegetation will generally either be burned (if permitted), chipped, left windrowed (stacked) or otherwise within or immediately adjacent to the restoration workspace in accordance with landowner/land management agency agreements, or hauled off-site to an appropriate disposal location as outlined in the *Timber Removal Plan*.

If burning of slash piles and woody debris is deemed necessary, it will be done only after Atlantic has acquired all applicable permits and approvals. Burning will be conducted in accordance with state/commonwealth and local burning requirements or permits in uplands, as described in the *Fire Prevention and Suppression Plan*. No burning will occur in wetlands. Ash from burning will be spread across the restoration workspace. Additional mitigation measures related to tree felling and vegetation clearing can be found in the *Timber Removal Plan*.

Equipment that may be utilized in Tree Felling and/or Removal areas could include excavators, bulldozers, water trucks, and timber industry equipment, such as feller bunchers, harvesters, forwarders, knuckle-boom loaders, chippers/grinders, and stump grinders. In some cases, within the Tree Felling and/or Removal workspace, stump grinding, and grading may be required to prepare the workspace and establish a level surface for equipment to operate and travel.

In areas that only require processing of the previously felled timber, Atlantic anticipates there will be minimal ground disturbance. Grading, if necessary, will be limited to the portions of the workspace required for truck and other heavy equipment access. Atlantic does not anticipate grading or heavy equipment traffic in other areas. As a result, the existing root systems and understory vegetation in these areas will be left intact and minimally disturbed. Atlantic expects this existing rootstock and understory vegetation to quickly revegetate the affected areas once the felled timber is removed. As such, Atlantic does not plan to prepare the seedbed by scraping, plowing, or raking the soils, which would harm the existing vegetation and slow natural revegetation. Moreover, Atlantic does not propose to seed these areas, except in areas with steep slopes and where there are large patches of bare soil, or where grading or other soil disturbing activities occur for access.

Where tree felling and clearing will occur, Atlantic will adhere to the TOYR shown in Table 8.2 below. Additional information regarding migratory bird tree felling and mowing commitments is provided in the *Migratory Bird Plan*.

Table 7.2 Seasonal Restriction on Tree Felling

Seasonal Restrictions on Tree Felling			
Species	Restriction	Location	Restriction Dates
Indiana bat	No tree felling	Within 5 miles of hibernacula in West Virginia and Virginia	April 1–November 15
	No tree felling	Outside of 5 miles from hibernacula (within the area of influence in Virginia, which includes the counties crossed by the Appalachian Mountain recovery unit)	April 15–September 15
Northern long-eared bat	No tree felling	Within 150 feet of occupied roost trees	June 1–July 31
	No tree felling	Within 0.25 mile of known hibernacula	Year Round
RPBB	No tree felling, mowing, shrub removal	Within the RPBB High Potential Zone (HPZ)	March 15–September 30
Migratory bird	No tree felling, mowing, shrub removal	State-wide throughout Virginia	March 15–August 31
	No tree felling, mowing, shrub removal	State-wide throughout Pennsylvania, West Virginia, and North Carolina	April 1–August 31

7.3 Full Restoration

Areas designated as Full Restoration will require final grading, seeding, and stabilization. Restoration of these areas will follow the *Project Restoration and Rehabilitation Plan*.

No buried pipe is scheduled for removal. Pipe will be abandoned in place. Pipe installed at permitted road crossings will be capped, grouted and left in place.

7.4 Access Areas

Areas designated as Access Areas consist of access roads and portions of the Project workspace that will be used solely as a travel lane. Travel lanes along the restoration workspace represent the shortest and least impactful route between work areas where felled trees or full restoration are required. Impacts will be minimized within Access Areas to the extent practicable, although some trimming of tree limbs along access roads may be required, and some clearing of travel lanes may be required. Ground disturbance in Access Areas is expected to be limited to only the established travel lane. Restoration of these areas is not expected to be extensive and will include the removal of mats and other materials used to develop the road/travel lane as well as minor grading. Where necessary, seeding will occur as identified in restoration plans and where recommended by the Project environmental inspectors (“EIs”).

7.5 Contractor Yard—Full Restoration and No Restoration

Atlantic will utilize 17 contractor yards (“CYs”) in order to conduct the work described in this plan. These yards are listed in Table 7.3 and are either noted as needing Full Restoration or None. At yards designated as Full Restoration, Atlantic will return to the site as near to pre-Project conditions as practicable. Activities at these yards will include the removal of materials and trailers, as well as project-specific improvements and minor grading as necessary to restore contours and grades. CYs designated as None in the restoration column of table 7.5 will be left in their current state. These yards will not require any restoration to return to pre-Project conditions, except for the Wilson Trucking and Wright yards, where Atlantic will pick up and remove a small number of mats that were used to develop other material and equipment storage areas.

Table 7.5 Contractor Yard Use and Disposition

Spread	Name in Field	Yard ID in FEIS or Variance	Restoration
Spread 1-1	Jackson Mill Yard	Jackson Mill Yard	Full Restoration
Spread 1-1	Meadowbrook Yard	CY 01-1	Full Restoration
Spread 1-1	Marts Compressor Station	N/A	None
Spread 2-1	Brushy Fork Yard	CY Spr 01-A	Full Restoration
Spread 2-2	Huttonsville Yard	CY GWNF-6 Spr 02 A-B	Full Restoration
Spread 2A	Point Mountain Yard	PY 01-A	Full Restoration
Spread 2A	Elkwater Yard	CY Spr 2A	Full Restoration
Spread 3A	Hwy 84 Yard	PY Spr 03-A	Full Restoration
Spread 3A	Frost Yard	CY Spr 03-B	Full Restoration
Spread 5	Wilson Trucking	Wilson Trucking	None
Spread 6	Bridge Yard	Wright/Mat Yard	Full Restoration
Spread 6	Rebar Yard/Rock&Metal SMI Way Site	Rebar Yard/Rock&Metal SMI Way Site	None
Spread 7	Alberta Yard	N/A	None
Spread 8	Halifax Yard	CY08-A	Full Restoration

Spread 8	Enfield Yard	CY08-B	Full Restoration
Spread 10	Hair Yard	CY10-A	Full Restoration
Spread 11	Greenwaste Recycling Yard	N/A	None

Note:

- The Commission has approved the yards in Table 7.5, for use on the ACP project with the exception of those marked as “N/A”.. Atlantic will seek a variance from the Commission to use these yards (Marts Compressor Station, Alberta Yard and Greenwaste Recycling) to support execution of the activities.
- Yards the Commission approved, but which Atlantic never developed nor intends to develop, are not included in this Plan. No work occurred at these sites and thus no restoration activities are needed.

7.6 Additional Work Scope Details

7.6.1 Survey and Staking

Atlantic’s survey contractors will stake the limits of the restoration workspace and other temporary workspaces as necessary. Wetland boundaries and other environmentally sensitive areas will also be marked. The locations of approved access roads will be flagged and marked with signs.

7.6.2 Grading and Backfilling

The restoration workspace and access roads requiring improvements to operate equipment will be graded to provide a level work surface. More extensive grading may be required in steep side slope or vertical areas to safely accommodate equipment necessary to remove timber. Some limited backfilling will be required where there are excavations, for example to grout and cap the pipe at road crossings.

In areas disturbed by grading, erosion and sediment control (“ESC”) measures will be installed, inspected, and maintained to minimize erosion in accordance with the *Plans and Procedures* and state permits.

7.6.3 Stream and Wetland Crossings

Some in-stream and in-wetland work will be required, but no pipe removal or trenching will be conducted in waterbodies or wetlands. In-stream and work within wetlands will include the installation or removal of mats and culverts, and in-stream work will include construction of temporary bridging over waterbody crossings and in-stream bridging supports. For waterbodies requiring bridge installation or removal, some grubbing or grading may be required through the riparian buffer within 25 feet of the waterbody; however, additional ESC measures will be installed to protect these waterbodies. Additionally, no grubbing will occur between November 15 and April 1 within 50 feet of any stream containing known occurrences of federally listed, proposed, or under review species.

In-stream work will be scheduled to comply with the applicable timing restrictions, unless a waiver is requested and approved by the permitting agency.

7.6.4 Steep Slopes

Portions of the AP-1 mainline route extend across steep, mountainous terrain in West Virginia and Virginia along and in the vicinity of the Allegheny, Shenandoah, and Blue Ridge Mountain ranges. In these mountainous areas, as described below, work in steep terrain may require cut-and-fill grading to create a flat surface for vehicles and equipment. Cut-and-fill grading along steep slopes typically requires more workspace and additional stabilization measures to be implemented during restoration. Excess material may be temporarily stored at an approved location, if necessary.

In areas with steep terrain, temporary sediment barriers, such as reinforced silt fence and straw bales, will be set up following clearing to prevent the movement of disturbed sediment off the construction workspace. Temporary slope breakers will be installed during grading to reduce runoff velocity and divert water off the restoration corridor into stable, well-vegetated areas or through energy dissipation devices.

In addition to these general measures, Atlantic developed mitigation measures beyond standard practices to help reduce slips on steep slopes through a Best-in-Class (“BIC”) Program (updated June 2019). The focus of the BIC Program is to proactively address water management and spoil storage on steep slopes (defined as slopes greater than 30 percent and 100 feet in length), which can lead to slip hazards, and potentially affect environmental resources, and public infrastructure. The BIC Program is intended to incorporate the permit requirements from the West Virginia Department of Environmental Protection, Virginia Department of Environmental Quality, FERC, and the USFS, and then expand on these regulatory standards in order to mitigate for potential erosion and sediment discharges related to steep slope and slip hazards.

The results of the prior ACP Construction Project design work was compiled into a “Field Implementation Guide” that Atlantic will use to make recommendations for the installation of the appropriate BIC Program mitigation measures, where needed. Known as “incremental controls”, these controls will be installed to enhance the baseline ESC devices. The core incremental controls include drains; armored channels; changed seep characteristics; compact backfill; and spoils management.

7.6.5 Clean-Up and Restoration

Once the Commission has provide its authorization and weather and site conditions allow, final cleanup will begin . Final cleanup (including final grading and installation of ESC devices) will be done as required by permits, landowner requirements, and as specified in the *Restoration and Rehabilitation Plan* and the *Plans and Procedures*. Waste will be collected and taken to an approved disposal facility. Non-hazardous restoration wastes, including deteriorated timber skids, cleared vegetation, stumps, and rock, will be collected and disposed of off-site. Human waste will be handled and disposed of exclusively by means of portable, self-contained toilets during all construction operations. All waste that contains (or at any time contained) oil, grease, solvents or other petroleum products falls within the scope of the oil and hazardous substances control, cleanup, and disposal procedures.

The restoration workspace will be restored as close as possible to pre-construction contours and elevations. Segregated topsoil will be spread over the surface of the workspace and permanent erosion controls will be installed.

Mechanically fastened erosion control blankets, in lieu of mulch, could be installed on steep slopes to stabilize vegetation. Grades in excess of 3:1 will be stabilized with degradable blanket mulch such as jute mesh, wood excelsior, or fibers until the vegetation is established. Permanent or temporary erosion control measures will include materials such as hydro mulch, diversion ditches, water bars, check dams, and rock veneer with seeding. The material selected is dependent on the slope as well as the method chosen.

Atlantic will implement BIC Program design and operational measures in areas with steep slopes (greater than 30 percent) to minimize the potential for future slips. Restoration of steep terrain may include: grading to the natural conditions; installation of permanent ESC devices (i.e., slope breakers)

designed to reduce runoff velocity and encourage retention of soils; and the use of additional structural materials (e.g., rock or woody debris) to provide an anchor for revegetation and deposition of soil. Within the BIC Program areas, restoration will be done in accordance with the BIC Field Implementation Guide and applicable permit requirements.

Revegetation measures will be implemented in accordance with the *Restoration and Rehabilitation Plan* and the *Plans and Procedures* or as directed by the appropriate land managing agency. Disturbed, non-cultivated work areas will be stabilized and seeded as soon as possible after final grading, weather and soil conditions permitting, subject to the recommended seeding dates for the seed mixes used to revegetate different areas along the right-of-way and, where applicable, access roads. Seeding will stabilize the soil, improve the appearance of the area disturbed by restoration, and in some cases, restore native flora.

Reseeding mixes generally consist of grass species that grow well in the local area and that are effective in controlling soil erosion in areas that have been disturbed. Seed mixes may also include species that provide food and habitat for wildlife. Both soil types and degree of slope will be considered in the application of the seed mixes during restoration. Invasive species will be managed in accordance with the *Non-Native Invasive Plant Species Management Plan* for the Project. Atlantic has proposed seed mixes based on the recommendations from consultations with state and federal agencies. These seed mixes are described in more detail in the *Restoration and Rehabilitation Plan*.

7.6.6 Work Area Access and Staging

7.6.6.1 Additional Temporary Workspace

Additional Temporary Workspace (“ATWS”) will be required to stage restoration activities and store equipment, materials, and where necessary to store spoil from grade cuts. ATWS will also be required in areas with steep side slopes, truck turnaround areas, and spread mobilization locations. ATWS will be set back at least 50 feet from wetlands and waterbodies, except where the adjacent areas consist of cultivated or rotated cropland or other disturbed land in accordance with the *Plans and Procedures*.

7.6.6.2 Access Roads and Traffic Planning

Atlantic will use access roads indicated on the maps in Appendix B and listed in the table in Appendix J to access the proposed work segments. Atlantic will utilize existing public and private roads to the extent practicable and, to support the restoration activities, proposes to include two new roads; the Quarry Water Source road and 09-028-A001-AR1_VAR (See Appendix J). Improvements will be required for some of the proposed access roads. These road improvements may include, but are not limited to, widening, grading, gravelling, installing or replacing culverts, and trimming of overhanging vegetation or tree limbs. Widening will generally involve increasing the width of the road up to 30 feet.

Where improvements to the roads are proposed, Atlantic will carry out modifications, including the installation of ESC devices, in accordance with federal and state permit requirements. Where culverts need to be installed, they will be sized to accommodate flows (typically 10-year, 24-hour peak flow rates, or as needed to accommodate local regulations) and countersunk beneath the bed of the waterbody to allow passage of aquatic organisms. Many existing access roads are not designed to these standards, and replacement of existing culverts will serve to improve movement of aquatic organisms; those culverts will remain in place after completion of the activities, unless removal is required by the landowner or jurisdictional agency. Atlantic will remove temporary access road improvements

(including culverts, where required) and restore temporarily improved roads to their pre-construction condition unless allowed and agreed to by the landowner and permitting agencies.

Atlantic addressed traffic volume and concerns are addressed in *Traffic and Transport Management Plan* filed with FERC on July 18, 2016.

Atlantic will perform equipment refueling and lubricating in upland areas at least 100 feet from the edges of waterbodies and wetlands. Refueling, overnight parking, and upland water discharge locations will be a minimum of 300 feet from sensitive waterbodies and karst features. These activities would only occur within these minimum distances if the EI determines that there is no reasonable alternative, and the contractors have taken appropriate steps (including secondary containment structures) to prevent spills and provide for prompt cleanup in the event of a spill.

7.7 FERC Plan and Procedures

Atlantic will implement the 2013 versions of the *Plans and Procedures*. The *Plans and Procedures* identify baseline mitigation measures for minimizing erosion, enhancing revegetation, and for minimizing the extent and duration of Project-related disturbance on uplands, wetlands and waterbodies. Where state-specific ESC requirements are more stringent than the *Plans and Procedures*, the more stringent requirements will be implemented.

8 LANDOWNER COORDINATION

The project crosses approximately 3,100 tracts of land of which approximately 2,000 have had no ground disturbance or tree felling activities completed on them. For the 1,100 tracts with ground disturbance or tree felling work, approximately 600 tracts have only felled trees on the ground with the balance having some level of construction completed; i.e., various phases of construction work from clearing through final reclamation/revegetation were completed.

There are 114 tracts, excluding road crossings, with pipe installed totaling approximately 31.4 miles. Of the 114 tracts, 14 easement agreements included language giving the landowner the option to have Atlantic remove the pipe upon abandonment. All 14 of these landowners have agreed to leaving the pipe abandoned in place. Therefore, Atlantic proposes to abandon installed pipe in place.

Atlantic evaluated a number of factors to determine where to leave felled trees in place to reduce impacts, with consideration of the requirements in the *Plans and Procedures*, and landowner easement agreements, as noted in Section 3. Atlantic has contacted 154 of the 600 landowners with felled trees on their property to discuss tree processing and restoration activities. Of the 154 contacted, 101 will allow felled trees be left in place and have signed easement amendment agreements to that effect. Although 101 landowners have signed amendments to allow trees to remain in place, as a result of Atlantic's coordination with agencies, and following the analysis and application of environmental factors described in Section 3, Atlantic is proposing to leave trees in place on 60 total tracts. Of these 60 tracts, 30 of the landowners have already been contacted and agreed to leave trees in place. Discussions with the remaining 30 landowners will occur in the coming months to determine if Atlantic will be allowed to leave trees in place on these properties.

Landowner preferences regarding the restoration of their property can be found in the Restoration Line List attached in Appendix F. If a landowner has not given specific direction in the Restoration Line List,

Atlantic will complete the restoration activities in accordance with the applicable permits, plans and authorizations.

Atlantic will continue with its outreach to landowners, including those that were not impacted by construction activities. Atlantic will continue to engage in discussions with landowners so that the work proposed in this Plan can be completed in an efficient and environmentally compliant manner.

Atlantic will comply with the applicable legal obligations in its agreements with landowners. Atlantic will coordinate with landowners to ensure the work is completed to the reasonable satisfaction of the landowner.

9 SCHEDULE

Atlantic initiated discussions with permitting agencies and landowners in September 2020 and expects to complete the work proposed in this plan by the end of 2022. A schedule is provided in Appendix A.

ACP Disposition and Restoration Plan

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