ADDISON NATURAL GAS PROJECT

Phase II Route Planning
Route Selection Update
April 5, 2013
Today’s Overview

- Route Selection Criteria
- Preliminary Findings
- Review & Evaluation of Possible Routes
- Short-Listed Routes
- Next Steps
Route Selection Criteria

- **Constructability**
  - Pipeline installation, operation and maintenance

- **Permitting**
  - Natural resource and archeological considerations

- **Community Input**
  - Preliminary feedback gathered through community dialogue regarding routing and natural gas service

- **South to Rutland**
  - Advances the project south to Rutland County

- **Relative Cost**
  - Total capital expenditures
Preliminary Findings

- **Route 7 Through Middlebury**
  - Not a viable option due to construction impacts

- **VELCO Corridor Through Middlebury**
  - Not a viable option due to environmental and infrastructure constraints

- **Cornwall Routes**
  - Combination of open country and/or roadway

- **Service to Shoreham Village Center**
  - Possible regardless of route through Shoreham
Potential Route #1

- Route 7 south to GMP at Happy Valley Rd. then south to VELCO RoW in North Salisbury
- VELCO RoW south to Bullock Rd. in Leicester
- Cross country west to Old Addison Rail Spur
- Rail Spur west through Whiting to Richville Road in Shoreham
- Cross country through Shoreham to just south of Shoreham Village Center
- Cross country west from Route 22A to Lake Champlain at Five Mile Point

"The transmission line routes shown are for discussion purposes only. These route options were presented by Vermont Gas to the Multi-Town Working Group for further discussion and modification."
Potential Route #2

- Route 7 south to GMP at Happy Valley Rd.
- GMP south to Shard Villa Road in Middlebury
- Shard Villa Road (aka Leland Rd. & Old Jerusalem Road) south to Rail Spur in Leicester
- Rail Spur west through Whiting to just west of Richville Road in Shoreham
- Cross country through Shoreham to just south of Shoreham Village Center
- Cross country west from Route22A to Lake Champlain at Five Mile Point

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Potential Route #3

- Route 7 south to GMP at Happy Valley Road then south to Three Mile Bridge Rd.
- West along Three Mile Bridge Rd. across Otter Creek to Morse Road in Cornwall
- Cross country west from Route 30 around the Cornwall village center to Route 74
- West along Route 74 and Doolittle Road to Lapham Bay Road in Shoreham
- Cross country southwest from Lapham Bay Rd. across Riggs Rd. to Five Mile Point

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Potential Route #4

- US Route 7 south to GMP at Happy Valley Road
- GMP south to Middle Road in Middlebury and then west cross country across Creek Road and Otter Creek into Cornwall
- Cross country south across Morse Road south of Cornwall Village Center the west across Peet Road, Slade Road, Route 30, South Bingham Street and Audet Road to Shoreham
- Cross country to 22A, south 1.5 mi then west cross country to Five Mile Point

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Potential Route #5

- US Route 7 south to GMP at Happy Valley rd. then south to Three Mile Bridge Road then west across Otter Creek to Morse Road in Cornwall
- Cross country from Morse Road south of Cornwall Village Center across Peet Rd., Slade Rd., Route 30, South Bingham Street and Audet Road to Shoreham
- Cross country west across Quiet Valley Road, Route 74 and 22A to Lapham Bay Road
- Cross country from Lapham Bay Rd. across Riggs Rd. and Lake Street to Five Mile Point

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Route Review Results

- **Two Feasible Routes -- #3 and #5**
- **Middlebury**
  - South along Green Mountain Power Corridor
  - West along Three Mile Bridge Road
- **Cornwall**
  - Morse Road to Route 74; or
  - Morse Road then open country
- **Shoreham**
  - Combination of open country and roadway avoiding key areas of Doolittle Road
- **Detailed Maps Available For Review**
Project Timeline

Public Dialogue and Corridor Identification → Natural Resource Field Assessments → Design and CPG Application Preparation → CPG Application Filed w/ Vermont PSB → Expected CPG → Project Construction

Schedule and Process Notes

- Route selection in Spring of 2013 followed by 90+ days of natural resource assessment and detailed design
- Route refinement is possible in this phase as additional information is being gathered in the field
- Substantial public comment built-in to the 6+ month Section 248 CPG process
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<td>Present Revised Routes to Working Group</td>
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Phase II Communication

- **Key Decisions**
  - Reviewed with Route Planning Team
  - Feedback, refinement then wider distribution
  - Inclusive process (no surprises)
  - Ongoing Town meetings as desired

- **Team Meetings**
  - Recorded and placed on local access cable
  - Information and links placed on websites
    - [www.townofmiddlebury.org](http://www.townofmiddlebury.org)
    - [www.addisonnaturalgas.com](http://www.addisonnaturalgas.com)

- **Continued Land Owner Conversations**
  - Parcel maps for Route #3 and #5 online early next week
Thank You

www.addisonnaturalgas.com