



VOLUME IIB

Attachment 1F

Updated DEIS Table 3.4.3-1

TABLE 3.4.3-1

Minor Route Variation Analysis of Residences within 10 feet of Construction Workspace

Project Segment	Parcel Number	MP	FERC- Requested Minor Route Variation	Rover's Analysis / Response	FERC Conclusion
Residences within 10 Feet					
Mainlines A and B	OH-TU-0.24.000	31.41	Move the construction workspace further from the residence (currently 8.0 feet from residence).	Easement closed.	Proposed route not acceptable. If Rover is unable to get concurrence from the landowner, we recommend that Rover adopt the identified route variation (see appendix I2, figure I2-1).
Market Segment	MI-WA-093.510	75.68	The FERC evaluated a route around the residence. The variation is 600 feet east of the residence and impacts more forested land. It affects four new landowners, with the distance between the variation workspace and homes ranging from about 30 to 120 feet.	Rover has rerouted to the west side of the existing Panhandle Eastern easement, further from the residence.	Proposed route not acceptable. If Rover is unable to get concurrence from the landowner, we recommend that Rover adopt the identified route variation (see appendix I2, figure I2-2).
Market Segment	MI-LI-073.54	95.92	Move the construction workspace further from the residence.	Rover has rerouted further east to the existing ITC easement. Tract is now offline.	Proposed route not acceptable. If Rover is unable to get concurrence from the landowner, we recommend that Rover adopt the identified route variation (see appendix I2, figure I2-3).
Residences within the Construction Workspace					

Sherwood Lateral	OH-MO-SHC-003.000	34.42	Analysis for residence within the construction workspace that has not yet been purchased by Rover.	This residence is within the path of the HDD crossing of the Ohio River. Several alternatives for this crossing have previously been submitted. Rover is coordinating with the landowner to reach an agreement to purchase the tract. Negotiations are ongoing.	Proposed route not acceptable. If an agreement to purchase the property cannot be reached, we recommend that Rover adopt the identified route variation (see appendix I2, figure I2-4).
Majorsville Lateral	WV-MA-ML-038.000	7.24	Analysis for residence within the construction workspace that has not yet been purchased by Rover.	Rover stated that a route variation is not possible due to the crossing of State Route 88, a residential area, and an adjacent pipeline. Rover is coordinating with the landowner to reach an agreement to purchase the tract. Negotiations are ongoing.	Proposed route not acceptable. If an agreement to purchase the property cannot be reached, we recommend that Rover adopt a route variation. We have reviewed the Project information and, based on a desktop analysis, have identified a variation (see appendix I2, figure I2-5) that appears feasible.
Majorsville Lateral	WV-MA-ML-063.310	11.38	Analysis for residence within the construction workspace that has not yet been purchased by Rover.	Easement closed.	Proposed route not acceptable. If an agreement to purchase the property cannot be reached, we recommend that Rover adopt a route variation. We have reviewed the Project information and have identified a potential variation (see appendix I2, figure I2-6).
Burgettstown Lateral	OH-CA-HL-011.100	37.06	Analysis for residence within the construction workspace that has not yet been purchased by Rover.	The house is under construction. Rover has provided a route variation around the property. The variation is similar in length to the proposed route. Rover is coordinating with the landowner to reach an agreement to purchase the tract. However, Rover has stated that if the landowner would prefer the variation around the residence, Rover would evaluate the variation through surveys. Discussions are ongoing.	Proposed route not acceptable. If an agreement to purchase the property cannot be reached, we recommend that Rover adopt the identified route variation (see appendix I2, figure I2-7).

Burgettstown Lateral	OH-CA-HL-071.000	49.02	Analysis for residence within the construction workspace that has not yet been purchased by Rover.	Easement closed.	Proposed route not acceptable. If an agreement to purchase the property cannot be reached, we recommend that Rover adopt the identified route variation (see appendix I2, figure I2-8).
Mainlines A and B	OH-TU-024.000	31.43	Analysis for residence within the construction workspace that has not yet been purchased by Rover.	Easement closed.	Proposed route not acceptable. If an agreement to purchase the property cannot be reached, we recommend that Rover adopt the identified route variation (see appendix I2, figure I2-1).
Market Segment	MI-WA-101.500	78.69	Analysis for residence within the construction workspace that has not yet been purchased by Rover.	Rover has rerouted to the ITC corridor. Tract is now offline.	Proposed route not acceptable. If an agreement to purchase the property cannot be reached, we recommend that Rover adopt its route variation (see appendix I2, figure I2-9).
Market Segment	MI-WA-073.500	71.48	The FERC identified variation is about 180 feet to the west, impacting no new landowners, but potentially impacting more wetlands and forested land. Rover has not indicated whether it plans to purchase this property.	Easement closed.	Proposed route not acceptable. If an agreement to purchase the property cannot be reached, we recommend that Rover adopt the identified route variation (see appendix I2, figure I2-10).
Market Segment	MI-LI-005.000	85.47	The variation would be adjacent to the ITC corridor and follow a portion of the Market Segment Alternative Section 2 route (see section 3.4.1.3). Rover has not indicated whether it plans to purchase this property.	Easement closed.	Proposed route not acceptable. If an agreement to purchase the property cannot be reached, we recommend that Rover adopt the identified route variation (see appendix I2, figure I2-11).

Market Segment	MI-LI-024.500	88.35	The variation would be about 475 feet to the north and would cross a portion of a golf course. Rover has not indicated whether it plans to purchase this property.	Easement closed.	Proposed route not acceptable. If an agreement to purchase the property cannot be reached, we recommend that Rover adopt the identified route variation (see appendix I2, figure I2-12).
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ATWS – Additional temporary workspace

Note: Bolded rows represent those residences that, due to a variation adopted after the filing of the application, are now within 10 feet of the workspace.