

**Narrative Description of the Proposed Line Route
For the West Virginia Segments**

West Virginia Border to Mt. Storm Substation

Beginning in Monongalia County, West Virginia, the proposed Line Route enters West Virginia northwest of Morgantown at a point approximately 1.4 miles east of Interstate Highway 79. The proposed Line Route extends southward crossing State Highway 100 at a point 1.0 mile east of the intersection of this highway with US Highway 19. At a point 1,000 feet south of Highway 100, the proposed Line Route turns to the southeast and crosses Bowlby Road approximately 900 feet north of the intersection of this road and Brand Road. At a point 500 feet southeast of Bowlby Road, the proposed Line Route turns towards the south southeast, crossing Bowlby Road again, this time 400 feet south of the intersection of this road and Brand Road. The proposed Line Route continues to the south, crossing Wades Run Hollow Road 1,800 feet west of the intersection of this road and Bowlby Road. At a point 1,100 feet south southwest of Wades Hollow Road, the proposed Line Route turns to the southwest, and crosses Interstate Highway 79 and the parallel US Highway 19, both approximately 2.2 miles northwest of the Osage Interchange on Interstate 79.

Approximately 800 feet west of Interstate Highway 79, the proposed Line Route turns to the southwest and crosses Walnut Hill Road 1,000 feet north of the intersection of this road and State Highway 7. At a point 1,000 feet southwest of Walnut Hill Road, the proposed Line Route turns to the south, crossing State Highway 7 at a point 1,300 feet southwest of the intersection of this road and Walnut Hill Road and 1,800 feet east of Cassville. The proposed Line Route continues to the south to a point 5,300 feet south of Highway 7, where the proposed Line Route turns to the southwest crossing Sugar Grove Road 1.1 miles south of Cassville. At a point 800 feet west of Sugar Grove Road, the proposed Line Route turns again to the south and crosses Mel Brand Road about 300 feet east of the intersection of this road with Dents Road and Lynch Road and, then farther south, crosses John Fox Road approximately 5,000 feet east of the intersection of this road and Lynch Road. The proposed Line Route angles slightly to the southwest and then returns to a southerly heading and crosses US Highway 19 (Fairmont Road) 200 feet east of the intersection of this road and Little Indian Creek Road.

After crossing Highway 19, the proposed Line Route continues to the south passing across previously mined land east of Little Indian Creek Road and west of Birchfield Run Road and River Road. About 2.4 miles south of Highway 19, the proposed Line Route turns sharply to the east southeast crossing River Road 2,800 feet northwest of the intersection of this road and Lewlis Road. The proposed Line

Route continues to the southeast and crosses Lewlis Road, an adjacent Norfolk Southern railroad line, and the Monongahela River all at a location about 1,400 feet downstream from the Opekiska Lock and Dam.

South of the river, the proposed Line Route turns sharply to the south southeast and crosses Opekiska Road at a point 4,000 feet east of the Opekiska landing on the river. Continuing to the southeast the Allegheny Fort Martin-Pruntytown 500 kV transmission line is crossed by the proposed Line Route 1,300 feet south of Opekiska Road. The proposed Line Route angles to the southeast and crosses Opekiska Ridge Road 4,700 feet southeast of the intersection of this road and Opekiska Road. On the east side of Opekiska Ridge Road, the proposed Line Route angles back to a south southeast heading and crosses Wild Cherry Road 1,700 feet southeast of the intersection of this road and Opekiska Ridge Road. At a point 1,900 feet south southeast of Wild Cherry Road, the proposed Line Route turns to the southeast and crosses State Highway 73 and the parallel Interstate Highway 79 a second time, both at a location 1.4 miles southwest of the Little Falls Interchange on Interstate Highway 79.

On the east side of Interstate 79, the proposed Line Route continues to the southeast on an alignment south of Toms Run Road and north of the secondary roads extending toward the proposed Line Route from Halleck Road. The proposed Line Route crosses Halleck Road 200 feet southwest of the intersection with Toms Run Road. The proposed Line Route continues to the southeast, crossing Halleck Road a second time where the road curves around to the south. The proposed Line Route turns to the east southeast at a point 2,800 feet southeast of the second crossing of Halleck Road and crosses Summer's Church Road 2,200 feet north of the intersection of this road and Halleck Road at Triune. At a location 1,500 feet east of Summer's Church Road, the proposed Line Route turns to the southeast and crosses Trickett Hill Road 2,200 feet north of the intersection with Halleck Road, and then turns to the south and crosses Halleck Road a third time at a location 2,200 feet southeast of the intersection with Bunnors Ridge Road.

South of Halleck Road the proposed Line Route continues to the south until at a point 4,000 feet south of Halleck Road, the proposed Line Route turns to the south southeast. Further south, at a location 1,100 feet west of Smith Road, the proposed Line Route turns to the east and crosses Smith Road 3,700 feet south of the intersection of this road and Halleck Road. US Highway 119 is crossed 2,800 feet south of the intersection with this road and Hornbeck Road. The proposed Line Route continues to the east crossing Hornbeck Road 3,500 feet southeast of the intersection with US Highway 119. The proposed Line Route turns to the southeast and then turns back again to the east and crosses South Point Church Road 2,300 feet south of the intersection with 4H Camp Road. The proposed Line

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Route continues to the east into Preston County at a point about 2,600 feet east of South Point Church Road and 1.3 miles north of the three-way intersection of the Monongalia County, Preston County, and Tucker County boundaries.

In Preston County, the proposed Line Route continues to the east until 400 feet west of Fairview Road where it turns to the east southeast. Fairview Road is crossed 1.1 miles southwest of Gladesville. At a point of 2,400 feet east southeast of Fairview Road, the proposed Line Route turns to the southeast for a long straight section crossing Linton Road, Adams Road, Wall Street, Three Fork Creek, and the nearby Independence-Gladesville Road, the latter about 4,500 feet south of the community of Three Fork Bridge. About 500 feet southeast of Independence-Gladesville Road, the proposed Line Route turns to the south southeast and then to the east southeast about 2,200 feet west of Pell Hill Road. Pell Hill Road is crossed 1.1 miles west of Concord. The proposed Line Route turns to the southwest at a point 400 feet northwest of State Highway 92 and the Highway is crossed 4,400 feet southwest of Concord. South of Highway 92, the proposed Line Route continues on a southeast heading crossing Raccoon Valley Road about 2.3 miles east of Newburg. On the south side of this road the proposed Line Route crosses over a CSXT railroad line and, at a point 2,000 feet southeast of Raccoon Valley Road, turns to the east and crosses Austin Road about 700 feet south of Austin. The proposed Line Route continues to the east southeast, crossing a CSXT railroad mine spur, and then angling to the southeast to cross State Highway 26 about 2,500 feet south of the community of Denver.

After crossing Highway 26, the proposed Line Route continues to the southeast and after two slight angles crosses the Tunnelton-Kanetown Road 600 feet north the community of Kanetown. The proposed Line Route continues to the southeast crossing the Kanetown Road 1.1 miles west southwest of the Mountain View Church. On the south side of the road, the proposed Line Route turns slightly to the southeast and crosses Frog Hollow Road about 4,900 feet southwest of Mountain View School. Continuing to the southeast, the proposed Line Route crosses Allegheny Power's Pruntytown-Mount Storm 500 kV transmission line northwest of Fill Hollow Road. Fill Hollow Road is crossed four times in undeveloped forested areas, the last crossing about 2,800 feet north of US Highway 50. The proposed Line Route passes over a series of small, steep ridges and reaches US Highway 50 at a location about 1.0 miles west of Macomber.

The proposed Line Route crosses US Highway 50 and continues to the southeast, turning to the south southeast at a point 2,500 feet southeast of US Highway 50, and then crosses Friend Road about 1,500 feet west of the intersection with State Highway 72. On the south side of Friend Road, the proposed Line Route turns to a further south southeast heading and crosses State Highway 72 about 1.6 miles south of Macomber. The proposed Line Route

continues to the south southeast and crosses Red Rock Road 1.4 miles northeast of Mt. Sarah Church and then crosses the Cheat River about 800 feet downstream from the Seven Islands area. South of the river, the proposed Line Route turns to the southeast and enters an undeveloped area crossing Salt Run and Panther Creek while remaining outside of the National Forest boundary. Ward Pifer Road is crossed 1,500 feet north of the junction of this road and Scales Road. The proposed Line Route then enters Tucker County at a point 1,500 feet northeast of the intersection of Scales Road and Location Road.

In Tucker County, the proposed Line Route continues on its southeast heading crossing Scales Road 700 feet east of the intersection of this road and Location Road. Smith Road is crossed next 1,000 feet east of the junction with Location Road. The proposed Line Route then commences a long straight segment to the southeast in forested land primarily on the west slope of the valley of Thunderstruck Run, where small tributaries are crossed including Mud Lick Run and Long Hollow Run. Just north of Walnut Hollow Run, the proposed Line Route turns sharply to the east, crosses Thunderstruck Run, and then crosses over a prominent ridge and crosses Horseshoe Run. The proposed Line Route crosses Horseshoe Run Road at a point about 1,900 feet south of the intersection with Evans Cemetery Road. The proposed Line Route continues on to the southeast and crosses Leadmine Run Road at a point 2,700 feet south of the intersection with Cannon Settlement Road and then crosses Dice Land Road and continues up the west slope of Backbone Mountain. At the first upper elevation on Backbone Mountain, the proposed Line Route turns to an easterly heading, crossing Leadmine Mountain Road and US Highway 219 at a location 100 feet south of the intersection of these two roads. The proposed Line Route passes to the east through the line of windmill generators on the ridge of Backbone Mountain with the nearest generator about 600 feet to the north.

East of US Highway 219, the proposed Line Route turns to the east northeast to cross the eastern section of Leadmine Mountain Road. This road turns sharply while following contour lines, which results in three crossings by the proposed Line Route. The first crossing of the eastern section of Leadmine Mountain Road is 4,600 feet northeast of the intersection of this road and US 219. The proposed Line Route turns directly to the east and crosses back into Preston County for 1,600 feet at a location 2,600 feet northwest of the Fairfax Stone monument at the intersection of the Tucker County, Preston County, and Grant County boundaries. The proposed Line Route then passes into Grant County at a point 2,000 feet north of the same boundary intersection.

In Grant County, the proposed Line Route passes 2,500 feet south of the community of Kempton, Maryland and about 1,500 feet north of the large Fairfax Stone surface mine. The proposed Line Route passes south of most of the

wetlands along the North Branch of the Potomac River and about 700 feet south of the Maryland state border at the closest point. The proposed Line Route continues to the east, crossing a CSXT railroad line at Beechwood and farther east, State Highway 90 is crossed 3.2 miles northeast of the intersection of this highway and US Highway 219. A new mine road extending southeast from the mine in the Henry area is crossed by the proposed Line Route about 2.1 miles southeast of the intersection of this road and State Highway 90.

The proposed Line Route continues to the east and re-enters Tucker County about 2.8 miles east of State Highway 90 and 2.6 miles southeast of Henry. Continuing to the east, the proposed Line Route crosses State Highway 93 at a location 4.7 miles west southwest of the Mount Storm Substation. The proposed Line Route also crosses the proposed alignment of the Appalachian Corridor H Expressway, which follows Highway 93 in this area. East of Highway 93, the proposed Line Route turns to the east northeast and extends on an alignment south of Highway 93, crossing again the Corridor H Expressway alignment, which in this area is about 400 feet south of the current Highway. The proposed Line Route re-crosses to the north side of Highway 93 at a point 2.0 miles west of the Mount Storm Substation. Now on the north side of Highway 93, the proposed Line Route crosses a major mine haul road and re-enters Grant County at a point 1.4 miles west southwest of the Mt. Storm Substation.

Continuing on in Grant County once again, the proposed Line Route turns to the northeast to avoid industrial sites and mine operations and crosses another major mine road. When almost directly west of the Mount Storm Substation at a distance of 2,700 feet, the proposed Line Route re-crosses Highway 93 a third time and turns to the east and crosses the Corridor H alignment a third time. East of Highway 93 the proposed Line Route extends to the east and terminates on the west side of the Mount Storm Substation.

Mt. Storm Substation to West Virginia Border

The proposed Line Route east of the Mount Storm Substation, with some diversions, follows the north side of the existing Allegheny Power Mount Storm-Meadow Brook 500 kV Transmission Line the entire distance to the West Virginia-Virginia border. Starting at the Mount Storm Substation, the proposed Line Route extends to the northeast from the north side of the substation crossing over a CSXT rail line, State Highway 93, and the Stony River near the tailrace from Mount Storm Lake Dam. Also crossed in this area is an alignment for the proposed Corridor H Expressway.

At a point 5,000 feet north of the Mt. Storm Substation, the proposed Line Route turns to the east and crosses again over the Expressway alignment and West

Virginia State Highway 93. Immediately east of Highway 93, the proposed Line Route for the first time assumes the intended alignment adjacent to the north side of the existing 500 kV transmission line right-of-way. Grassy Road is crossed by the proposed Line Route 4,200 feet south of Bismarck. The proposed Line Route continues to the east to a point 3,900 feet east of Grassy Road, where the proposed Line Route diverts away from the existing right-of-way to avoid a house on an unnamed private road. The proposed Line Route crosses West Virginia State Highway 42/93 about 1.5 miles east of Grassy Road and then rejoins the north side of the existing right-of-way. The total length of the diversion is 1.0 miles.

Continuing to the east, the proposed Line Route crosses State Highway 93 at a point about 3,000 feet north of the junction with Highway 42 at Scherr. The proposed Line Route then proceeds over Walker Ridge and crosses Scherr Road at a point 1,500 feet north of Greenland. The proposed Line Route again crosses the proposed Corridor H Expressway alignment at Scherr Road. East of Scherr Road, the proposed Line Route passes over the New Creek Mountain north of Greenland Gap and then crosses Knobly Mountain. At a point 4,400 feet west of Knobly Road, the proposed Line Route begins angling away to the north from the existing right-of-way to pass to the north of a large poultry operation on the west side of Knobly Road. Knobly Road and Belle Babb Lane are crossed about 1,000 feet north of the crossing of the existing 500 kV line. East of Knobly Road, the proposed Line Route angles back to the existing right-of-way. The total length of this diversion is about 2.1 miles.

At a location 6,500 feet west of Patterson Creek Road, the proposed Line Route again diverges from the existing right-of-way to avoid two barns on the north side of the line west of the road. The proposed Line Route crosses Patterson Creek Road 1,200 feet north of the crossing of the existing 500 kV right-of-way, about 3,500 feet northeast of the community of Medley. The proposed Line Route rejoins the north side of the existing 500 kV right-of-way 1.1 miles east of Patterson Creek Road. The total length of this diversion is 2.4 miles. The proposed Line Route continues to the east across Patterson Creek Mountain, where, at the ridge top, the proposed Line Route crosses into Hardy County.

In Hardy County, the proposed Line Route continues to the east along the existing right-of-way crossing Never Ending Road adjacent to the existing right-of-way. Fish Hatchery Road is crossed at a point 1,200 feet west southwest of the intersection of this road and Old Fields Road. East of Fish Hatchery Road, the proposed Line Route diverts to the north about 200 feet away from the existing right-of-way to cross Wisteria Lane and avoid two residences and a barn on the west side of Old Fields Road. After crossing Old Fields Road, the proposed Line Route returns to the adjacent alignment on the north side of the existing 500 kV right-of-way. The total length of this diversion is 4,100 feet.

US Highway 220 is crossed about 2.3 miles north of the Old Fields community area. Immediately east of the highway, the proposed Line Route crosses Reynolds Gap Road 1,000 feet north of the west end of Reynolds Gap. Continuing along side the north edge of the existing right-of-way, the proposed Line Route crosses the southern reaches of Mill Creek Mountain and spans across the canyon of the South Branch of the Potomac River at a point about 2.8 miles northeast of Old Fields. East of the river the proposed Line Route continues alongside the existing 500 kV right-of-way across Sawmill Ridge and a narrow valley known locally as The Trough. Trough Road is crossed about 1.6 miles north of the McNeill site. On the east side of Trough Road, the proposed Line Route enters the western slopes of South Branch Mountain and crosses local roads that provide access to residences in the area. At the summit of South Branch Mountain, the proposed Line Route starts down the gradual east side of the mountain following the north side of the existing 500 kV right-of-way. The proposed Line Route crosses Mount Olive Road at a location 3,500 feet southwest of Mt. Olive Church. East of the road, the proposed Line Route continues alongside the existing right-of-way crossing several small ridges and twice crossing an unnamed road 1,900 feet south of the Mt. Olive Church. Continuing eastward the proposed Line Route next crosses the North River and North River Road, about 3,000 feet north of the community of Inkerman. The proposed Line Route continues to the east crossing various irregular ridges as the proposed Line Route passes through the south edge of the gap formed by the North River in Short Mountain. In this location the proposed Line Route is 1,800 feet south of Rock Oak and south of the North River and Ford Hill Road (Hardy County Highway 53).

The proposed Line Route crosses Needmore Road about 1,800 feet south of the North River and Water Lick Road about 1,000 feet south of the river. East of Water Lick Road, the proposed Line Route diverts away from the existing right-of-way to avoid a sawmill and several residences farther to the east along the existing right-of-way. At a point 1.5 miles west of Rio, the proposed Line Route angles to the northeast away from the existing line and crosses Ford Hill Road at a location about 1.2 miles west of Rio and 1,500 feet west of the existing line crossing. The proposed Line Route crosses the North River a second time and passes into Hampshire County.

In Hampshire County, the proposed Line Route continues to the northeast, remaining north and west of the existing right-of-way at distances of approximately 1,100 to 1,800 feet. About 2.0 miles northeast of Rio the proposed Line Route turns to the east and crosses North River Road (County Road 29) about 2,500 feet north of the crossing by the existing transmission line and 2.4 miles northeast of Rio. East of the road, the proposed Line Route crosses the North

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River a third time and passes about 1,000 feet north of a fish hatchery on an alignment about 1,500 feet north of the existing 500 kV right-of-way. East of the fish hatchery the proposed Line Route continues to the east gradually returning to an alignment adjacent to the existing right-of-way, which is reached 1.46 miles east of North River Road. The total length of this diversion is 5.19 miles.

The proposed Line Route continues to the east adjacent to the existing right-of-way crossing North River Mountain and Baker Mountain. East of Baker Mountain, the proposed Line Route crosses State Highway 259 and the nearby Cacapon River, both 3,000 feet north of the community of Cacapon Lake. The proposed Line Route next crosses Milk Way and Bucks Way adjacent to the existing right-of-way.

About 4,900 feet east of Milk Way, the proposed Line Route again diverges from the existing 500 kV transmission line this time to the east to avoid residences in the area. The proposed Line Route crosses Back Creek Road 1,300 feet east of the crossing by the existing line and continues to the southeast passing to the east of the residences along Capon Woods Resort Road. The proposed Line Route rejoins the existing right-of-way 3,000 feet south of the south end of Capon Woods Resort Road. The total length of the diversion is 1.9 miles.

The proposed Line Route continues to the southeast along the existing right-of-way crossing over the ridge of the Great North Mountain into Virginia.