

June 4, 2026

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Mr. Bernard Logan, Clerk
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State Corporation Commission
1300 East Main Street
Tyler Building – 1st Floor
Richmond, Virginia 23219

Application of Virginia Electric and Power Company for approval and certification of electric transmission facilities: 230 kV Elmont-Ladysmith Line #2490

Case No. PUR-2026-00082

Dear Mr. Logan:

Please find enclosed for electronic filing in the above-captioned proceeding the application for approval of electric transmission facilities on behalf of Virginia Electric and Power Company (the “Company”). This filing contains the Application and Exhibits.

As indicated in paragraph (18) of the Application, an electronic copy of the map of the Virginia Department of Transportation “General Highway Map” for Hanover and Caroline Counties, as well as the digital geographic information system (“GIS”) map required by § 56-46.1 of the Code of Virginia, which is Exhibit 10 to the Application (Attachment II.A.2), were provided via email to the Commission’s Division of Public Utility Regulation on June 3, 2026.

Please do not hesitate to call if you have any questions regarding the enclosed.

Highest regards,



Vishwa B. Link

Enclosures

cc: William H. Chambliss, Esq.
Mr. David Essah (without enclosures)
Mr. Neil Joshipura (without enclosures)
Mr. Michael A. Cizenski (without enclosures)

Mr. Bernard Logan, Clerk

June 4, 2026

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**Dominion
Energy[®]**

**Application and Exhibits
of Virginia Electric and
Power Company**

**Before the State Corporation
Commission of Virginia**

**230 kV Elmont-Ladysmith
Line #2490**

Application No. 363

Case No. PUR-2026-00082

Filed: June 4, 2026

Volume 1 of 1

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

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| APPLICATION OF |) | |
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| VIRGINIA ELECTRIC AND POWER COMPANY |) | |
| |) | Case No. PUR-2026-00082 |
| For Approval and Certification of |) | |
| Electric Transmission Facilities: 230 kV |) | |
| Elmont-Ladysmith Line #2490 |) | |

**APPLICATION OF VIRGINIA ELECTRIC AND POWER COMPANY
FOR APPROVAL AND CERTIFICATION OF ELECTRIC FACILITIES:
230 kV ELMONT-LADYSMITH LINE #2490**

Application No. 363

Pursuant to § 56-46.1 of the Code of Virginia (“Va. Code”) and the Utility Facilities Act, Va. Code § 56-265.1 *et seq.*, Virginia Electric and Power Company (“Dominion Energy Virginia” or the “Company”), by counsel, files with the State Corporation Commission of Virginia (the “Commission”) this application for approval and certification of electric transmission facilities (the “Application”). Due to the limited scope of the issues in this filing, as explained herein, and for purposes of judicial economy, Dominion Energy Virginia respectfully states as follows in support of this streamlined Application¹:

1. Dominion Energy Virginia is a public service corporation organized under the laws of the Commonwealth of Virginia furnishing electric service to the public within its Virginia service territory. The Company also furnishes electric service to the public in portions of North Carolina. Dominion Energy Virginia’s electric system—consisting of facilities for the generation,

¹The Company anticipates that, as demand continues to grow throughout the Commonwealth, there may be additional filings required to install or energize idle conductor on existing structures approved by the Commission in prior certificate proceedings and offers this streamlined approach for purposes of judicial economy. Counsel for the Company discussed this approach with counsel for Commission Staff, who indicated Staff was not opposed.

transmission, and distribution of electric energy—is interconnected with the electric systems of neighboring utilities and is a part of the interconnected network of electric systems serving the continental United States. By reason of its operation in two states and its interconnections with other utilities, the Company is engaged in interstate commerce.

2. In order to perform its legal duty to furnish adequate and reliable electric service, Dominion Energy Virginia must, from time to time, replace existing transmission facilities or construct new transmission facilities in its system. The electric facilities proposed in this Application are necessary so that Dominion Energy Virginia can continue to provide reliable electric service to its customers, consistent with applicable reliability standards.

3. In this streamlined Application, in order to relieve violations of mandatory North American Electric Reliability Corporation (“NERC”) Reliability Standards identified by PJM Interconnection, L.L.C. (“PJM”) during the 2024 Regional Transmission Expansion Plan (“RTEP”) Open Window 1, and to maintain the structural integrity and reliability of the transmission system, Dominion Energy Virginia proposes in Hanover and Caroline Counties, Virginia, to install an approximately 26.3-mile 230 kilovolt (“kV”) overhead single circuit transmission line primarily on existing structures supporting the Company’s existing 500 kV Elmont-Ladysmith Line #574, which previously was approved by the Commission with an underbuild to permit this future 230 kV circuit (*i.e.*, “500/230 kV Structures” or “5/2 Structures”) between the Elmont Substation and the Ladysmith Substation when the need arose (“Elmont-Ladysmith Line #2490”).²

² *Application of Virginia Electric and Power Company For Approval and Certification of Electric Facilities: Elmont-Ladysmith 500 kV Transmission Line #574 Rebuild and Related Projects*, Case No. PUR-2021-00082, Final Order (Apr. 29, 2022) (hereinafter, the “2021 Elmont-Ladysmith Rebuild Case”).

4. Specifically, the Company proposes to (i) install approximately 26.3 miles of 230 kV conductor predominantly on the existing 5/2 Structures supporting the Company's recently rebuilt 500 kV Elmont-Ladysmith Line #574; (ii) construct four new structures near the Elmont Substation; (iii) construct three new structures near the Ladysmith Substation; and (iv) perform minor station-related work at the Company's existing Elmont and Ladysmith Substations (collectively, the proposed "Project"). Although the Project will require approximately 0.2 acre of new right-of-way near Elmont Substation, all of the seven new structures will be entirely within existing right-of-way or within existing Company property rights. Accordingly, as the issues in this streamlined Application are limited in scope, as supported herein, the Company requests the Commission direct that notice be given and consider these matters without need for an evidentiary hearing.

Necessity for the Proposed Project

5. By way of background, on April 27, 2021, the Company filed an application with the Commission to rebuild approximately 26.2 miles of 500 kV existing Line #574 on single circuit steel structures between the Elmont and Ladysmith Substations with double circuit dulled galvanized steel structures to support rebuilt Elmont-Ladysmith Line #574 with an underbuild to permit a future 230 kV circuit (*i.e.*, the 5/2 Structures).³ The Commission approved the 5/2 Structures as proposed by the Company in the 2021 Elmont-Ladysmith Rebuild Case.⁴ The Commission found evidence to support the need for the 5/2 Structures included, but was not limited to: (i) the identification of system stability issues twice in the five years prior to entry of the Final

³ 2021 Elmont-Ladysmith Rebuild Case, Case No. PUR-2021-00082, Application (Apr. 27, 2021).

⁴ 2021 Elmont-Ladysmith Rebuild Case, Case No. PUR-2021-00082, Final Order (Apr. 29, 2022). In the Final Order, the Commission approved a December 31, 2025, in-service date. *Id.* at Ordering Paragraph (6). The Company subsequently filed, and the Commission granted a Motion for Extension of Construction and In-Service Date to December 31, 2026. 2021 Elmont-Ladysmith Rebuild Case, Case No. PUR-2021-00082, Order (Dec. 23, 2025).

Order in that case due to the transmission system's configuration and the large amount of generation located on the 230 kV system in the vicinity Line #574; and (ii) the identification of generation projects active in the PJM queue that, if constructed, would interconnect within five buses of the Elmont and Ladysmith Substations, which together with the stability issues, led the Company to conclude a 230 kV line between Elmont and Ladysmith would likely be needed.⁵

6. The Project as proposed herein will originate at the Elmont Substation and terminate at the Ladysmith Substation. Approximately 25.8 miles of the 26.3-mile Elmont-Ladysmith Line #2490 will be underbuilt on the existing 5/2 Structures supporting Elmont-Ladysmith Line #574 from Structure #574/2 / #2490/6 to Structure #574/121 / #2490/125 in existing variable width right-of-way. The remaining approximately 0.5-mile segment of Elmont-Ladysmith Line #2490 will be constructed on 120-foot-wide right-of-way within existing right-of-way or within existing Company property rights. Exhibit 1 (also referred to as Attachment I.A.1) provides an overview map of the proposed Project.

7. In PJM's 2024 Open Window 1, PJM identified violations of NERC Reliability Standards that showed the newly rebuilt Line #574 was overloaded during reliability studies for Generator Deliverability and N-1-1 as part of its five-year RTEP case build for 2029. Results are shown in Exhibits 2 and 3, respectively (also referred to as Attachment I.D.1). Exhibit 4 (also referred to as Attachment I.C.1) provides 10 years of historical summer and winter loads for the Dominion Energy Virginia system and 10 years of projected summer and winter peak loads for the Dominion Energy Virginia system.

8. As shown on Exhibit 5 (also referred to as Attachment I.J.1), the first read of the solution was presented at the December 3, 2024 TEAC meeting, and the second read was presented

⁵ 2021 Elmont-Ladysmith Rebuild Case, Case No. PUR-2021-00082, Final Order at 10 (Apr. 29, 2022).

at the January 7, 2025 TEAC meeting. The Project was awarded to the Company during PJM's 2024 RTEP Open Window 1. The Project is classified as a baseline project and was assigned the following sub identification numbers: b4000.325, b4000.326, and b4000.327. The cost of the Project is 100% cost allocated to the DOM Zone.

9. No alternatives were considered for meeting the identified need because Line #574 was recently rebuilt with 5/2 Structures to accommodate Line #2490. No lines or facilities will be removed, replaced, or taken out of service upon completion of the proposed Project. Exhibit 6 (also referred to as Attachment I.G.1) contains a map of the Company's existing transmission system in this area, including the Company's existing Line #574.

10. The desired in-service target date for the proposed Project is June 1, 2029. The Company estimates it will take approximately 30 months for detailed engineering, materials procurement, permitting, real estate, and construction after a final order from the Commission. Accordingly, to support this estimated construction timeline and construction plan, the Company respectfully requests a final order December 31, 2026. Should the Commission issue a final order by December 31, 2026, to accommodate long-lead materials procurement, the Company estimates that construction should begin around April 15, 2028, and be completed by June 1, 2029. This schedule is contingent upon obtaining the necessary permits and outages, the latter of which may be particularly challenging due to the amount of new load growth, rebuilds, and new builds scheduled to occur in this load area. Dates may need to be adjusted based on permitting delays or design modifications to comply with additional agency requirements identified during the permitting application process, as well as the ability to schedule outages, and unpredictable delays due to labor shortages or materials/supply issues. This schedule is also contingent upon the Company's ability to secure necessary property rights within an estimated timeframe.

11. The total estimated conceptual cost of the Project is approximately \$55.6 million, which includes approximately \$48.8 million for transmission-related work and approximately \$6.8 million⁶ for substation-related work (2026 dollars).

Description of the Proposed Project

12. The approximate length of Elmont-Ladysmith Line #2490 is 26.3 miles, of which 25.8 miles will be underbuilt on the existing 5/2 Structures supporting the existing Elmont-Ladysmith Line #574.

13. Line #2490 will originate at Structure #2490/1, an existing backbone inside the Elmont Substation. When exiting the Elmont Substation, four new structures⁷ will be required to support Line #2490 before it is strung on the vacant arm of the recently rebuilt 5/2 Structures supporting Line #574. To accommodate Line #2490 upon exiting the Elmont Substation, the Company proposes to construct one single circuit double deadend pole (Structure #2490/2), two single circuit double deadend 3-pole structures (Structures #2490/3 and #2490/5), and one double circuit 3-pole 5/2 Structure that will be shared with the Company's future 500 kV Elmont-Thornburg Line #5013 (Structure #5013/1 / Structure #2490/4). These four new structures (three 230 kV structures and one 5/2 Structure) will be dulled galvanized steel and located either within existing Company property rights (Structures #2490/2 through #2490/4) or within existing right-of-way (Structure #2490/5).

14. Then, for approximately 25.8 miles, Line #2490 will be constructed utilizing the vacant arm of the recently-rebuilt 5/2 Structures supporting Line #574 from Structure #574/2 / #2490/6 to Structure #574/121 / #2490/125.

⁶ This includes approximately \$4.5 million at Elmont Substation and approximately \$2.3 million at Ladysmith Substation.

⁷ This structure count excludes the one backbone (Structure #2490/1) inside Elmont Substation.

15. After Line #2490 diverges from the structures supporting Line #574 at Structure #574/121 / #2490/125, the Company proposes to construct three new single circuit double deadend 3-pole structures to support Line #2490 (Structures #2490/126, #2490/127, and #2490/128) where entering into Ladysmith Substation. These three new 230 kV structures will be dulled galvanized steel and located within existing right-of-way (Structure #2490/126) or within existing Company property rights (Structures #2490/127 and #2490/128). Line #2490 will terminate at Structure #2490/129, a backbone inside the Ladysmith Substation that will be constructed as part of a separate project to expand the Ladysmith Substation (“Ladysmith Expansion”).⁸

16. See Exhibit 7 (also referred to as Attachment II.B.3) for drawings of the proposed structures near the substations and Exhibits 8 and 9 (also referred to as Attachment II.B.5) for approximate mapping of the proposed structures near the Elmont Substation and Ladysmith Substation, respectively, which is subject to change during final engineering design.

17. Approximately 25.8 of the 26.3-mile route is in the existing Line #574 corridor. All of the structures associated with the remaining 0.5-mile segment of Line #2490 will be constructed within existing right-of-way or within the Company’s existing property rights at either the Elmont or Ladysmith Substations. Construction of Line #2490 will require approximately 0.2 acre of new right-of-way near Structure #2490/5 where Line #2490 separates from the existing 5/2 Structures supporting Lines #574 and #2490 before entering the Elmont Substation. Minimal tree clearing (approximately 1.6 acres) will be required in the existing and new right-of-way near Structure #2490/5, as well as within existing Company property rights at the Elmont Substation

⁸ To accommodate the termination of additional transmission lines at the Ladysmith Substation, substation-related work will be required and is referred to herein as the Ladysmith Expansion. The work performed as part of the Ladysmith Expansion is separate and apart from this Project. As part of the Ladysmith Expansion, the Company will construct, among other things, one new double deadend backbone structure (Structure #2490/129) inside the Ladysmith Substation to terminate Line #2490.

near Structure(s) #2490/4 and #2490/3. Additionally, minimal tree clearing (approximately 1.6 acres) will be required within existing Company property rights at the Ladysmith Substation between Structures #2490/126 and #2490/129. See Exhibit 10 (also referred to as Attachment II.A.2) for a map showing the route of the proposed Project in relation to other facilities.

18. The proposed Project crosses Hanover County (approximately 17.4 miles) and Caroline County (approximately 8.9 miles) for a total of approximately 26.3 miles. Within Hanover County, approximately 6.8 miles of the Project are within Dominion Energy Virginia's service territory, and approximately 10.6 miles are within Rappahannock Electric Cooperative's ("REC") service territory. All 8.9 miles of the Project route in Caroline County are within REC's service territory. REC is not opposed to the construction of the Project in its service territory. Electronic copies of the Virginia Department of Transportation "General Highway Map" for Hanover and Caroline Counties have been marked as required and filed with the Application. A reduced copy of the Hanover County map is provided as Exhibit 11 (also referred to as Attachment II.A.12.b), and a reduced copy of the Caroline County map is provided as Exhibit 12 (also referred to as Attachment II.A.12.b).

19. Line #2490 will be designed and operated at 230 kV with no anticipated voltage upgrade and the rebuilt portions will have a transfer capability of 1,573 megavolt amperes ("MVA").⁹ Line #2490 will include three-phase twin-bundled 768.2 Aluminum Conductor Steel Supported/Trapezoidal Wire/High Strength ("ACSS/TW/HS") type conductor which will primarily be constructed in a horizontal configuration. The three-phase twin-bundled 768.2 ACSS/TW/HS conductor is a Company standard for new 230 kV construction.

⁹ Apparent power, measured in MVA, is made up of real power (megawatt or "MW") and reactive power (megavolt ampere reactive or "MVAR").

20. The proposed Project will require minor substation-related work at the Elmont and Ladysmith Substations. At the Elmont Substation, there is an existing 230 kV breaker and half bay with a bay available to connect Line #2490. The Company will install a new 230 kV 4000 Amp (“A”) circuit breaker with disconnect switches, upgrade the existing center bay breaker and switches, and install new line terminal equipment to support the termination of Line #2490. At the Ladysmith Substation,¹⁰ the Company will install a new 230 kV 4000A circuit breaker with disconnect switches and install new line terminal equipment to accommodate the termination of Line #2490.

Impact of Line on Scenic, Environmental and Historic Features

21. The Company has prepared a streamlined Department of Environmental Quality (“DEQ”) Supplement¹¹ to accompany the Application for this Project. The installation of conductor required for adding the Line #2490 circuit to the existing Line #574 5/2 Structures is not expected to impact any additional resources from those previously identified in the Company’s 2021 Elmont-Ladysmith Rebuild Case. The DEQ Supplement is limited in scope and assesses potential impacts near the Elmont Substation and Ladysmith Substation, as the impacts from the portion of the transmission line corridor from Structure #574/2 / #2490/6 to Structure #574/121 / #2490/125 were evaluated as part of the 2021 Elmont-Ladysmith Rebuild Case. [As explained therein,] installing conductor on these recently rebuilt existing 5/2 Structures will not create material incremental visual impacts compared with Line #574.

22. The Company is unaware of any buildings encroaching within the existing right-of-way corridor and does not expect to have any residences demolished or relocated in connection

¹⁰ As part of the Ladysmith Expansion, a newly-built 230 kV breaker and half bay will be constructed prior to the completion of the proposed Project to terminate Line #2490 in the expanded Ladysmith Substation.

¹¹ As explained below, the DEQ Supplement is provided as Exhibit 19 to this Application.

with the proposed Project.

23. On May 6, 2026, the Company mailed a Project announcement letter and fact sheet, which is available on the website at www.dominionenergy.com/ladysmith. The website also includes a description and benefits of the proposed Project, explanation of need, fact sheet, interactive route map, and photo simulations. The Company solicited comments via letter from several federally and state recognized Native American tribes via letter mailed on May 5, 2026. A template of the letter along with a list of the recipients is provided as Exhibit 13 (also referred to as Attachment III.J.1). The Company also solicited comments from the nongovernmental organizations and private citizen groups via letter mailed on May 5, 2026. A template of the letter along with a list of the recipients is provided as Exhibit 14 (also referred to as Attachment III.K.1).

24. The Company reviewed the *Hanover County Comprehensive Plan* and the *Caroline County Comprehensive Plan* to evaluate the potential effect of the proposed Project on future development. The placement and construction of transmission lines is not addressed within these plans. With the exception of the approximately 0.2 acre of new right-of-way required near Structure #2490/5 near Elmont Substation, the proposed Project is located entirely within existing right-of-way or within existing Company property rights and not expected to affect land use. Additionally, neither the existing right-of-way nor the 0.2-acre of new right-of-way needed for the proposed Project crosses any scenic Virginia byways.

25. The Federal Aviation Administration (“FAA”) is responsible for overseeing air transportation in the United States. The FAA manages air traffic in the United States and evaluates physical objects that may affect the safety of aeronautical operations through an obstruction evaluation. The prime objective of the FAA in conducting an obstruction evaluation is to ensure the safety of air navigation and the efficient utilization of navigable airspace by aircraft. The

Company has reviewed the FAA’s website¹² to identify public airports/heliports within 10.0 nautical miles (“nm”) of the proposed Project. Based on this review, two FAA-restricted airport were identified: Hanover County Municipal Airport, approximately 2.3 nm east of the Elmont Substation and Lake Anna Airport, approximately 9.7 nm west of the existing Line #574 right-of-way.¹³

Health Aspects of EMF

26. Based on the Company’s experience, the advice of consultants, and a review of published studies by experts in the field, the Company believes that there is no causal link to harmful health or safety effects from electric and magnetic fields (“EMF”) generated by the Company’s existing or proposed facilities. In the Application for the 2021 Elmont-Ladysmith Rebuild Case, the Company’s EMF calculations did not include the future 230 kV circuit. In preparing the EMF calculations for this filing, the Company used the Line #574 arrangement and load values prior to the rebuild for the historical EMF comparison. For the projected average load condition, the Company considered both the 500 kV and 230 kV conductors along the 26.3-mile segment of the proposed Project where Lines #574 and #2490 will be on 5/2 Structures. See Exhibit 15 (also referred to as Section IV.A) for EMF calculations and corresponding cross section drawings (also referred to as Attachment II.A.5).

Notice

27. A map showing the route to be used for the proposed Project is provided as Exhibit 16 (also referred to as Attachment V.A). A written description of the proposed route is as follows:

Dominion Energy Virginia’s proposed Project includes installing approximately 26.3 miles of 230 kilovolt (“kV”) conductor primarily on existing double circuit structures. Approximately 25.8 miles of the proposed Project will be constructed

¹² See <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and <https://adip.faa.gov/agis/public/#/public>.

¹³ FAA-restricted airports identified in the 2021 filing were searched and reported in miles rather than nautical miles.

within existing right-of-way collocated on existing 500 kV structures, which were approved as double circuit structures with an underbuild to permit a future 230 kV circuit associated with Elmont-Ladysmith Line #574. The proposed Project requires the installation of seven new structures within existing right-of-way or within existing Company property rights. Four of the structures are near the existing Elmont Substation and three of the structures are near the existing Ladysmith Substation.

The existing transmission corridor right-of-way for the Project route originates at the Company's existing Elmont Substation in Hanover County and heads north for approximately 17.4 miles in Hanover County and continues approximately 8.9 miles in Caroline County before reaching the Company's existing Ladysmith Substation in Caroline County. The Project is almost entirely within existing transmission line right-of-way or within existing Company property rights with approximately 0.2 acre of new right-of-way needed.

The proposed Project crosses Stony Run, Stagg Creek, Dog Branch, South Anna River, Beaver Creek, Newfound River, Little River, North Anna River, Polecat Creek, Stevens Mill Run, South River, and unnamed tributaries. In Hanover County, major roadways crossed by the proposed Project include Cedar Lane (Route 623), Ashcake Road (Route 657), Blanton Road (Route 666), W. Patrick Henry Road (Route 54), Scotchtown Road (Route 685), Old Ridge Road (Route 738), and Verdon Road (Route 684). In Caroline County, major roadways crossed by the proposed Project include Jericho Road (Route 658) and Ladysmith Road (Route 639).

For the seven new structures required for the Project, the minimum structure height is approximately 70 feet, the maximum structure height is approximately 175 feet and the average structure height is approximately 95 feet, based on preliminary conceptual design, not including foundation reveal and subject to change based on final engineering design.

28. A list of all federal, state, and local agencies and/or officials that may reasonably be expected to have an interest in the proposed Project and to whom the Company has furnished or will furnish a copy of the Application is attached as Exhibit 17 (also referred to as Section V.C).

29. In accordance with Va. Code § 15.2-2202 D, letters dated May 5, 2026, were delivered to the localities where the proposed Project is located, including: John A. Budesky, Hanover County Administrator and Charles M. Culley, Jr., Caroline County Administrator. The letters stated the Company's intention to file this Application and invited the Counties to consult

with the Company about the Project. These letters are included as Exhibit 18 (Hanover County) and Exhibit 19 (Caroline County) (also referred to as Attachment V.D.1).

Conclusion

30. In addition to the information and exhibits provided and discussed herein, this Application is supported by a streamlined DEQ Supplement attached as Exhibit 20, as well as the notarized verification of James Strother, the Company's Transmission Strategic Project Advisor for the Project.

31. As this streamlined Application seeks approval to install a new single circuit 230 kV conductor primarily on 5/2 Structures previously approved by the Commission and almost entirely within existing right-of-way or existing Company property rights, the Company respectfully requests, in the interest of judicial economy, that the Commission issue an Order for Notice and Comment setting forth a procedural schedule in this proceeding without an evidentiary hearing, but with an opportunity for interested persons to request an evidentiary hearing if the issues raised cannot be addressed adequately without a hearing. An Order for Notice and Comment will still allow the Company, Commission Staff, and any interested parties that join the proceeding to develop a complete record without prejudice, as Staff or any party may file with the Commission a request for hearing. The Company has previously requested and the Commission has issued Orders for Notice and Comments in other cases.¹⁴

32. Dominion Energy Virginia requests that, to the extent the Commission modifies the

¹⁴ See, e.g., *Application of Virginia Electric and Power Company For approval and certification of electric transmission facilities: 500 kV Septa-Yadkin Line #579 Rebuild and 230 kV Suffolk-Thrasher Line #2110 Partial Rebuild*, Case No. PUR-2025-00104, Order for Notice and Comment (July 16, 2025); *Application of Virginia Electric and Power Company For approval and certification of electric transmission facilities: Line #2011 230 kV Partial Rebuild Project*, Case No. PUR-2023-00049, Order for Notice and Comment (Apr. 25, 2023); *Application of Virginia Electric and Power Company For approval and certification of electric transmission facilities: Lines #2019 and #2007 Rebuild Project*, Case No. PUR-2023-00023, Order for Notice and Comment (Mar. 23, 2023).

deadline for responses to interrogatories and requests for production of documents in 5 VAC 5-20-260, the Commission grant the parties at least five business days in order to afford the Company, the Commission Staff, and all parties to the proceeding adequate time to provide comprehensive responses to discovery.

WHEREFORE, for the reasons set forth above and good cause shown, Dominion Energy Virginia respectfully requests that the Commission grant approval for the proposed Project described herein, that the Commission direct that notice of this application be given as required by §§ 56-265.2 and 56-46.1 of the Code of Virginia, that the Commission consider these limited requests without the need for an evidentiary hearing, and that any such other relief deemed necessary and appropriate be granted.

VIRGINIA ELECTRIC AND POWER COMPANY

By: /s/ Vishwa B. Link
Counsel for Applicant

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Counsel for Applicant Virginia Electric and Power Company

June 4, 2026

VERIFICATION

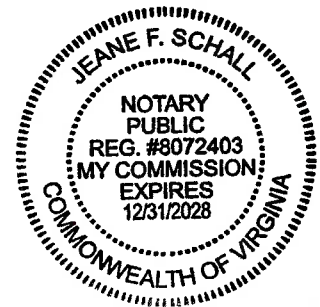
I, James Strother, Transmission Strategic Project Advisor, do solemnly swear that the facts stated in the foregoing application and all exhibits incorporated by reference, insofar as they relate to Virginia Electric and Power Company, are true and correct to the best of my knowledge and belief, and that said statements of fact constitute a complete statement of the matters to which they relate.

James J. Strother Jr

Subscribed and sworn to before me this 2ND day of June 2026.

Jeane F. Schall
Notary Public

My commission expires: 12/31/2028



*APPLICATION OF VIRGINIA ELECTRIC AND POWER COMPANY
For Approval and Certification of Electric Transmission Facilities:
230 kV Elmont-Ladysmith Line #2490*

INDEX OF EXHIBITS

- Exhibit 1** Project Overview Map – Attachment I.A.1
- Exhibit 2** Summer 2029 Generator Deliverability, Individual Plant Deliverability Results – Attachment I.D.1
- Exhibit 3** Summer 2029 N-1-1 Results – Attachment I.D.1
- Exhibit 4** Historical and Projected Peak Loads – Attachment I.C.1
- Exhibit 5** Slides from December 3, 2024 and January 7, 2025 TEAC Meetings – Attachment I.J.1
- Exhibit 6** Map of Existing Transmission System in the Area – Attachment I.G.1
- Exhibit 7** Structure Drawings – Attachment II.B.3
- Exhibit 8** Map of Elmont Substation and Surrounding Structures – Attachment II.B.5
- Exhibit 9** Map of Ladysmith Substation and Surrounding Structures – Attachment II.B.5
- Exhibit 10** Map – Attachment II.A.2
- Exhibit 11** Hanover County Map – Attachment II.A.12.b
- Exhibit 12** Caroline County Map – Attachment II.A.12.b
- Exhibit 13** Tribal Letter Template & Recipient List – Attachment III.J.1
- Exhibit 14** Cultural Letter Template & Recipient List – Attachment III.K.1
- Exhibit 15** EMF Calculations (Section IV.A) and Cross Section Drawings (Attachment II.A.5)
- Exhibit 16** Notice Map – Attachment V.A
- Exhibit 17** Notice List to Federal, State, and Local Agencies and/or Officials – Section V.C
- Exhibit 18** Va. Code § 15.2-2202 Letter (Hanover County) – Attachment V.D.1
- Exhibit 19** Va. Code § 15.2-2202 Letter (Caroline County) – Attachment V.D.1
- Exhibit 20** DEQ Supplement

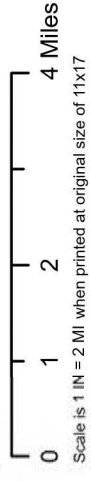
PROJECT OVERVIEW MAP

230 kV Elmont - Ladysmith Line #2490

Hanover and Caroline Counties, Virginia

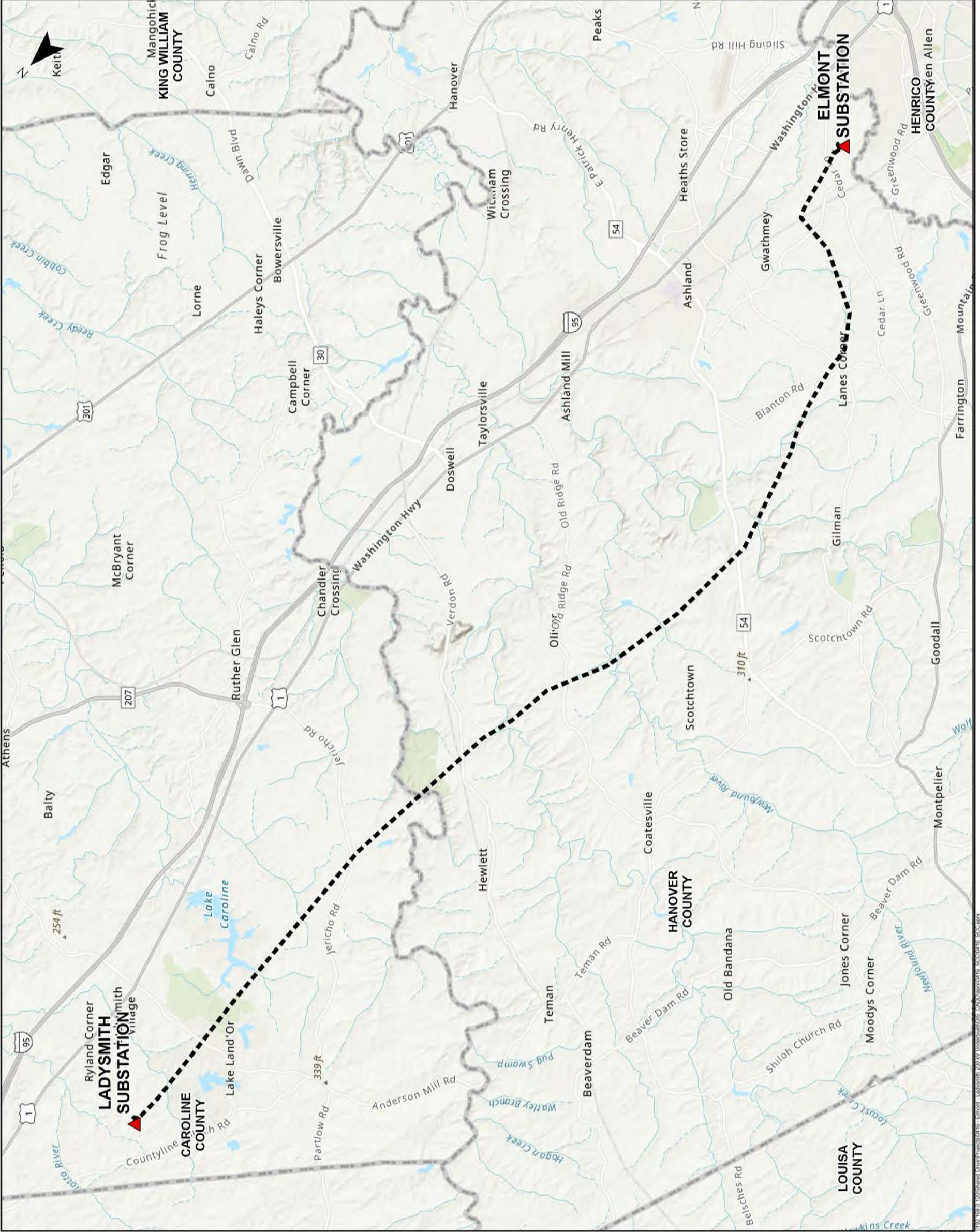
Owner/Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 04/21/26

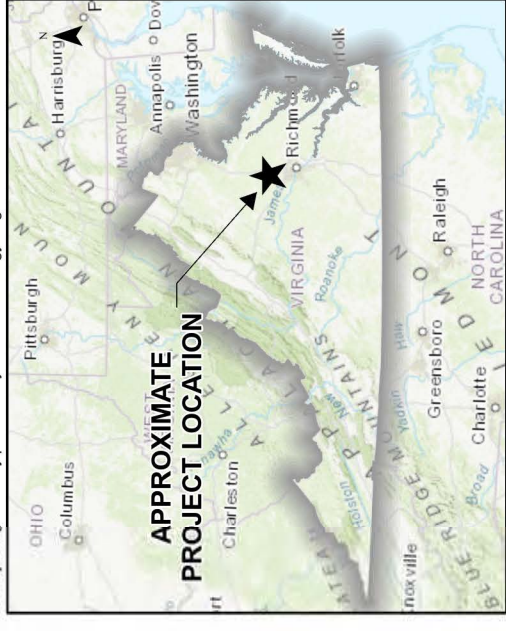


SITE DATA

- Existing Line #574 Centerline
- ▲ Existing Substation
- ▭ County Boundary
- - - Index Sheet



- Notes:
1. Basemap from ESRI World Topographic Map
 2. Project right-of-way provided by Dominion Energy Virginia



| 2029 RTEP PJM Generator Deliverability Result (Summer) | | | | | | | | | | | | | | |
|--|--------|---------|--------|------------|----|-----|-------|--------|----------|------------|--------|--------|------------------------------|-----------|
| FG # | Fr Bus | Fr Name | To Bus | To Name | CK | KVs | Areas | Ratifi | FN DC FI | FN AC FLow | FN DC | FN AC | Cont Label | Cont Type |
| 2024M1-GD-5758 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | 3829.1 | 3789.7 | 133.98 | 132.6 | DWP_P2-2: ELMONT_B1_SRT-S | Bus |
| 2024M1-GD-5759 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2913 | 3862.5 | 3823.1 | 132.6 | 131.24 | DWP_P2-2: LADYSMITH_B2_SRT-S | Bus |
| 2024M1-GD-516 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4070.2 | 4845.9 | 4839.8 | 119.06 | 118.91 | DWP_P1-2: LN 576_SRT-S | Single |
| 2024M1-GD-5341 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2913 | 3477.9 | 3457.6 | 119.39 | 118.7 | DWP_P4-2: H4T581_SRT-S | Breaker |
| 2024M1-GD-5351 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2913 | 3434.4 | 3414.7 | 117.9 | 117.22 | DWP_P4-2: H4T581_SRT-S | Breaker |
| 2024M1-GD-5363 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | 3220.4 | 3181.3 | 112.68 | 111.31 | DWP_P4-2: 55722_SRT-S | Breaker |
| 2024M1-GD-539 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2913 | 3247.8 | 3227.1 | 111.48 | 110.78 | DWP_P1-2: LN 581_SRT-S | Single |
| 2024M1-GD-560 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | 3116.7 | 3077.2 | 109.05 | 107.67 | DWP_P1-2: LN 557_SRT-S | Single |
| 2024M1-GD-569 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4070.2 | 4316.1 | 4299.3 | 106.04 | 105.63 | DWP_P1-2: LN 563_SRT-S | Single |
| 2024M1-GD-5420 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 5011 | 5261.8 | 5256 | 105 | 104.89 | DWP_P4-2: 57682_SRT-S | Breaker |
| 2024M1-GD-5421 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 5011 | 5261.7 | 5256 | 105 | 104.89 | DWP_P4-2: W1576_SRT-S | Breaker |
| 2024M1-GD-5106 | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4070.2 | 4151 | 4130.5 | 101.98 | 101.48 | DWP_P1-2: LN 550_SRT-A | Single |

PJM N-1-1 Thermal Result (Summer 2029 Case)

| FG # | Fr Bus | Fr Name | To Bus | To Name | CN | kVs | Areas | Rating | Contingency 1 | Contingency 2 | Initial | SCD A | Conductor Ratnr |
|------|--------|---------|--------|------------|----|-----|-------|--------|------------------------------|-------------------------|---------|-------|-----------------|
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4330 | AP_P1-2, PE-500-001_SRT-SL | DVP_P1-2: LN 576_SRT-S | 102.07 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4330 | AP_P1-2, WP-500-DRT17_SRT-SL | DVP_P1-2: LN 576_SRT-S | 102.07 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4330 | DVP_P1-2: LN 573_SRT-S | DVP_P1-2: LN 575_SRT-S | 114.61 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4330 | DVP_P1-2: LN 594_SRT-S | DVP_P1-2: LN 575_SRT-S | 112.58 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | DVP_P1-2: LN 576_SRT-S | DVP_P1-2: LN 557_SRT-S | 124.28 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | DVP_P1-2: LN 557_SRT-S | DVP_P1-2: LN 576_SRT-S | 124.16 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2913 | DVP_P1-2: LN 581_SRT-S | DVP_P1-2: LN 576_SRT-S | 123.62 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2913 | DVP_P1-2: LN 576_SRT-S | DVP_P1-2: LN 581_SRT-S | 123.7 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | DVP_P1-2: LN 563_SRT-S | DVP_P1-2: LN 557_SRT-S | 108.3 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2913 | DVP_P1-2: LN 581_SRT-S | DVP_P1-2: LN 563_SRT-S | 110.79 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | DVP_P1-2: LN 256_SRT-S | DVP_P1-2: LN 557_SRT-S | 104.25 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | DVP_P1-2: LN 9812_SRT-A | DVP_P1-2: LN 557_SRT-S | 102.91 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2913 | DVP_P1-2: LN 563_SRT-S | DVP_P1-2: LN 581_SRT-S | 110.85 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4330 | DVP_P1-2: LN 550_SRT-A | DVP_P1-2: LN 576_SRT-S | 104.71 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | DVP_P1-2: LN 557_SRT-S | DVP_P1-2: LN 594_SRT-S | 112.42 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | DVP_P1-2: LN 557_SRT-S | DVP_P1-2: LN 557_SRT-S | 104.65 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2913 | DVP_P1-2: LN 550_SRT-A | DVP_P1-2: LN 581_SRT-S | 105.78 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4330 | DVP_P1-2: LN 256_SRT-S | DVP_P1-2: LN 563_SRT-S | 108.21 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | DVP_P1-2: LN 550_SRT-A | DVP_P1-2: LN 557_SRT-S | 107.6 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4330 | DVP_P1-2: LN 9812_SRT-A | DVP_P1-2: LN 576_SRT-S | 103.67 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4330 | DVP_P1-2: LN 9812_SRT-A | DVP_P1-2: LN 576_SRT-S | 102.55 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2913 | DVP_P1-2: LN 256_SRT-S | DVP_P1-2: LN 581_SRT-S | 102.05 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | DVP_P1-2: LN 557_SRT-S | DVP_P1-2: LN 575_SRT-S | 104.66 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2913 | DVP_P1-2: LN 9812_SRT-A | DVP_P1-2: LN 581_SRT-S | 100.79 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | DVP_P1-2: LN 581_SRT-S | DVP_P1-2: LN 550_SRT-A | 105.74 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 2858 | DVP_P1-2: LN 557_SRT-S | DVP_P1-2: LN 256_SRT-S | 104.26 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4330 | DVP_P1-2: LN 576_SRT-S | DVP_P1-2: LN 550_SRT-A | 104.75 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4330 | DVP_P1-2: LN 576_SRT-S | DVP_P1-2: LN 256_SRT-S | 103.79 | N/A | |
| N/A | 314908 | BELMONT | 314911 | 8LADYSMITH | 1 | 500 | 345 | 4330 | DVP_P1-2: LN 576_SRT-S | DVP_P1-2: LN 9812_SRT-A | 102.65 | N/A | |

Forecast Load (MW) per 2026 PJM Load Forecast

| | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | MAX | MIN |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Richmond Area - Summer | 2344 | 2462 | 2581 | 2749 | 2899 | 3030 | 3297 | 2492 | 2522 | 2556 | 2344 | 2462 |
| Richmond Area - Winter | 2517 | 2536 | 2535 | 2548 | 2533 | 2552 | 2570 | 2572 | 2572 | 2590 | 2517 | 2533 |

Historic Load MW

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | MAX | MIN |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Richmond Area - Summer | 1927 | 1980 | 1908 | 1947 | 1878 | 2006 | 1980 | 2056 | 2210 | 2186 | 2210 | 1878 |
| Richmond Area - Winter | 2433 | 2098 | 2311 | 2441 | 2087 | 1816 | 1819 | 2131 | 2400 | 2464 | 2464 | 1816 |

| | | |
|---|------|------|
| Peak Load Historic and Projected (Summer) | 2462 | 1878 |
| Peak Load Historic and Projected (Winter) | 2590 | 1816 |



Reliability Analysis Update

Sami Abdulsalam, Director
PJM Transmission Planning

Transmission Expansion Advisory
Committee
December 3, 2024



2024W1 – Regional Cluster Preferred Solution: 2024-W1-24

Proposed Solution: 2024-W1-24 Revised

- Build a new 230kV Line from Elmont – Ladysmith on the existing 5-2 structures between the two stations
 - Terminal equipment upgrades at Elmont & Ladysmith
- Build a new 230kV Line from Cloverhill – Ox
 - Terminal equipment upgrades at Ox and Cloverhill
- Build a new 230kV Line from Raines – Cloud
 - Terminal equipment upgrades at Cloud and Raines
- Reconductor and convert 115kV Line #121 to 230kV between Poe – Prince George
 - Terminal equipment upgrades at Poe & Prince George
- Build a new 230kV Line #9491 from Morrisville – Anderson using existing tower structures supporting 500kV Line #545 Bristers – Morrisville
 - Terminal equipment upgrades at Morrisville and Anderson Branch

Estimated Cost: \$672.43 M

Required IS Date: 6/1/2029

Projected IS Date: 6/1/2029

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2024W1 – Regional Cluster Preferred Solution: 2024-W1-24

Existing Facility Rating:

| # | Branch | SN/SE/WN/WE (MVA) |
|----|---|--|
| 1 | 230kV Line #280 Marsh Run – Remington 230kV Line #299 Marsh Run - Remington CT | 1202/1202/1332/1332 608/608/769/769 |
| 2 | 230kV Line #2161 Gainesville – Wheeler | 808/808/895/895 |
| 3 | 230kV Line #213 Thelma – Lakeview 230kV Line #225 Thelma – Lakeview | 470/470/596/596 470/470/550/555 |
| 4 | 230kV Line #2003 Chesterfield – Tyler 230kV Line #2003 Tyler – Locks – Poe | 1047/1047/1160/1160 470/470/596/596 |
| 5 | 230kV Line #2002 Carson – Poe | 722/722/914/914 |
| 6 | 230kV Line from Nokesville – Hornbaker | NA |
| 7 | 230kV Line from Elmont – Ladysmith | NA |
| 8 | 230kV Line from Cloverhill – Ox | NA |
| 19 | 230kV Line from Raines – Cloud | NA |
| 10 | 115kV Line #121 to 230kV between Poe – Prince George | 262/262/290/290 |
| 11 | 230kV Line #9491 from Morrisville – Anderson | NA |

Preliminary Facility Rating:

| # | Branch | SN/SE/WN/WE (MVA) |
|----|--|---------------------|
| 1 | 230kV Line #280 and #299 Marsh Run - Remington CT | 1573/1573/1648/1648 |
| 2 | 230kV Line #2161 Gainesville – Wheeler | 1573/1573/1648/1648 |
| 3 | 230kV Line #213 and #225 from Thelma – Lakeview | 1573/1573/1648/1648 |
| 4 | 230kV Line #2003 Chesterfield – Tyler – Locks – Poe | 1573/1573/1648/1648 |
| 5 | 230kV Line #2002 Carson – Poe | 1573/1573/1648/1648 |
| 6 | 230kV Line from Nokesville – Hornbaker | 1573/1573/1648/1648 |
| 7 | 230kV Line from Elmont – Ladysmith | 1573/1573/1648/1648 |
| 8 | 230kV Line from Cloverhill – Ox | 1573/1573/1648/1648 |
| 9 | 230kV Line from Raines – Cloud | 1573/1573/1648/1648 |
| 10 | 115kV Line #121 to 230kV between Poe – Prince George | 1573/1573/1648/1648 |
| 11 | 230kV Line #9491 from Morrisville – Anderson | 1573/1573/1648/1648 |



Reliability Analysis Update

Sami Abdulsalam, Director
PJM Transmission Planning

Transmission Expansion Advisory
Committee
January 7, 2025



2024W1 – Regional Cluster Recommended Solution: 2024-W1-24

Recommended Solution: 2024-W1-24 Revised

- Build a new 230kV Line from Elmont – Ladysmith on the existing 5-2 structures between the two stations
 - Terminal equipment upgrades at Elmont & Ladysmith
- Build a new 230kV Line from Cloverhill – Ox
 - Terminal equipment upgrades at Ox and Cloverhill
- Build a new 230kV Line from Raines – Cloud
 - Terminal equipment upgrades at Cloud and Raines
- Reconductor and convert 115kV Line #121 to 230kV between Poe – Prince George
 - Terminal equipment upgrades at Poe & Prince George
- Build a new 230kV Line #9491 from Morrisville – Anderson using existing tower structures supporting 500kV Line #545 Bristers – Morrisville
 - Terminal equipment upgrades at Morrisville and Anderson Branch

Estimated Cost: \$672.43 M

Required IS Date: 6/1/2029

Projected IS Date: 6/1/2029

Continued on next slide...



2024W1 – Regional Cluster Recommended Solution: 2024-W1-24



| Upgrade Id | Description | Cost Estimate (\$M) |
|------------|---|---------------------|
| b4000.300 | Rebuild approximately 1.71 miles of 230kV line 289 from the Marsh Run substation to the Remington CT substation. New conductor has a summer rating of 1573 MVA. | \$5.35 |
| b4000.301 | Reconductor approximately 1.24 miles of 230kV line 280 from Remington - the Marsh Run CT substation to the Remington substation. New conductor has a summer rating of 1573 MVA. | \$3.88 |
| b4000.302 | Upgrade line #299 terminal equipment, line leads, and bus at Marsh Run substation to be rated to 4000A. | \$2.53 |
| b4000.303 | Upgrade line #299 terminal equipment, line leads, and bus at Remington CT substation to be rated to 4000A. | \$2.44 |
| b4000.304 | Partial reconductor/partial wreck & rebuild of 230kV Line #2161 Gainesville – Wheeler. New conductor has a summer rating of 1573 MVA. (Wheeler - Linton Tap segment) | \$17.72 |
| b4000.305 | Partial reconductor/partial wreck & rebuild of 230kV Line #2161 Gainesville – Wheeler. New conductor has a summer rating of 1573 MVA. (Linton Tap - Atlantic segment) | \$3.49 |
| b4000.306 | Partial reconductor/partial wreck & rebuild of 230kV Line #2161 Gainesville – Wheeler. New conductor has a summer rating of 1573 MVA. (Atlantic - Trident segment) | \$11.72 |
| b4000.307 | Partial reconductor/partial wreck & rebuild of 230kV Line #2161 Gainesville – Wheeler. New conductor has a summer rating of 1573 MVA. (Trident - Gainesville segment) | \$6.16 |
| b4000.308 | Upgrade all line #2161 terminal equipment at Gainesville to 4000A. A CCVT will also be replaced due to aging. | \$1.78 |
| b4000.309 | Upgrade all line #2161 terminal equipment Wheeler substation to 4000A. | \$2.25 |
| b4000.310 | Revised relay settings at Trident substation. | \$0.03 |
| b4000.311 | Rebuild 230kV Line #213 and #225 from Thelma – Lakeview. New conductor has a summer rating of 1573 MVA. | \$44.69 |
| b4000.312 | At Thelma substation, upgrade line lead, wave traps (213WT & 225WT), circuit breaker leads to 4000A. CB switches 223S5, 2323S, 2323S and 2133S will also be upgraded to 4000A DEB switches. CCVTs 213P1, 213P2 and 213P3 will be replaced due to aging. | \$2.30 |
| b4000.313 | At Lakeview substation, upgrade wave traps 213WT and 225WT, line leads, and circuit breaker leads to 4000A. Upgrade CB switches 225S5 and 225S6 to 4000A double-end break switches. Replace CCVTs 225P1, 225P2, and 225P3 due to aging. | \$1.72 |
| b4000.314 | Reconductor 230kV Line #2003 Chesterfield – Tyler segment. New conductor has a summer rating of 1573 MVA. | \$3.16 |
| b4000.315 | Reconductor 230kV Line #2003 Tyler – Poe segment. New conductor has a summer rating of 1573 MVA. | \$20.61 |
| b4000.316 | At Poe substation, upgrade all Line #2003 terminal equipment, line leads, and bus to be rated to 4000A. | \$1.79 |
| b4000.317 | At Tyler substation, upgrade the necessary line terminal equipment to maintain 4000A at Tyler substation. | \$0.54 |
| b4000.318 | Revised relay settings at Chesterfield substation. | \$0.02 |
| b4000.319 | Reconductor 230kV Line #2002 Carson – Poe. New conductor has a summer rating of 1573 MVA. | \$30.29 |

Continued on next slide...

| Upgrade Id | Description | Cost Estimate (\$M) |
|------------|---|---------------------|
| b4000.320 | At Carson substation, upgrade all line #2002 terminal equipment at Carson to 4000A. CCVTs will also be replaced due to aging. | \$0.89 |
| b4000.321 | At Poe substation, upgrade all line #2002 terminal equipment at Carson to 4000A. CCVTs will also be replaced due to aging. | \$0.81 |
| b4000.322 | Build a new 230kV line from Nokesville – Hornbaker using the vacant arms of the double circuit monopole structures installed as part of previous project 993027. New conductor has a summer rating of 1573 MVA. | \$15.28 |
| b4000.323 | Upgrade terminal equipment at Nokesville substation. The project adds one more line to Nokesville, including the installation of one 230kV breaker and two 230kV switches. | \$1.43 |
| b4000.324 | Upgrade terminal equipment at Hornbaker substation. This project provides for installing a new 230kV 4000A rated line terminal at Hornbaker to accommodate the new line to Nokesville. | \$1.43 |
| b4000.325 | Build a new 26.38mi 230kV Line from Elmont – Ladysmith on the existing 5-2 structures between the two stations. New conductor has a summer rating of 1573 MVA. | \$26.09 |
| b4000.326 | At Elmont substation, install/upgrade associated equipment to accommodate a 4000A line rating for the new 230kV line between Elmont – Ladysmith. | \$2.19 |
| b4000.327 | Upgrade/install equipment at Ladysmith substation to 4000A. Expansion will be required to accommodate a total of three (3) new 230kV strings of breaker and a half scheme. | \$8.72 |
| b4000.328 | Construct a new 24.5-mile 230 kV line 2XXX from Cloverhill substation to Ox substation. | \$287.54 |
| b4000.329 | At Ox substation, install the necessary associated equipment to accommodate the new line between Cloverhill – Ox. This project also includes expanding the substation with associated security level 1 fencing and super post-structure needed. | \$6.37 |
| b4000.330 | At Cloverhill substation, install the necessary associated equipment to accommodate the new line between Cloverhill – Ox. This project also includes demolishing and reconstructing the existing bus system and roadway. | \$2.27 |
| b4000.331 | Construct a new 230kV single circuit line from Raines substation to Cloud substation to solve electrical violations cause by the significant load growth in South Hill, Virginia. The scope also includes an idle 230kV circuit being installed between these stations. | \$77.50 |
| b4000.332 | At Cloud substation, upgrade substation terminal equipment to 4000A. | \$1.43 |
| b4000.333 | At Raines substation, upgrade substation terminal equipment to 4000A. | \$1.32 |
| b4000.334 | Reconductor 115kV line #121 from Poe – Prince George. Specifically, line #121 will be reconducted and converted to 230kV from Poe substation to Prince George substation. | \$14.62 |
| b4000.335 | At Poe substation, install a new 230kV six breaker ultimate ring bus which will fit the station to current 230kV standards. The substation scope includes the installation of 230kV breaker and half GIS bus. Work at Poe substation is associated with line #121 reconductor. | \$38.28 |
| b4000.336 | Build a new 230-115kV Prince George substation along the existing 115 or 230kV corridor. The substation scope includes the installation of 230kV breakers & 1-115kV breaker along with its associated terminal equipment initially but will have provision for making it a 6-breaker ring (both 230 & 115kV) in future. The existing 230-115kV transformer at Prince George will be relocated to serve this new substation. | \$26.62 |
| b4000.337 | Extend a new 230 kV line approximately 7.85 miles between the existing Morrisville and Anderson Branch substations. The existing tower structures currently supporting the Bristers to Morrisville 500 kV Line #545 will be used to support this new line as shared tower structures. | \$5.26 |
| b4000.338 | At Morrisville substation, install/upgrade substation terminal equipment to 4000A. | \$0.95 |
| b4000.339 | At Anderson Branch substation, install/upgrade substation terminal equipment to 4000A. | \$0.95 |



2024W1 – Regional Cluster Recommended Solution: 2024-W1-24

Existing Facility Rating:

| # | Branch | SN/SE/WN/WE (MVA) |
|----|---|--|
| 1 | 230kV Line #280 Marsh Run – Remington 230kV Line #299 Marsh Run - Remington CT | 1202/1202/1332/1332 608/608/769/769 |
| 2 | 230kV Line #2161 Gainesville – Wheeler | 808/808/895/895 |
| 3 | 230kV Line #213 Thelma – Lakeview 230kV Line #225 Thelma – Lakeview | 470/470/596/596 470/470/550/555 |
| 4 | 230kV Line #2003 Chesterfield – Tyler 230kV Line #2003 Tyler – Locks – Poe | 1047/1047/1160/1160 470/470/596/596 |
| 5 | 230kV Line #2002 Carson – Poe | 722/722/914/914 |
| 6 | 230kV Line from Nokesville – Hornbaker | NA |
| 7 | 230kV Line from Elmont – Ladysmith | NA |
| 8 | 230kV Line from Cloverhill – Ox | NA |
| 19 | 230kV Line from Raines – Cloud | NA |
| 10 | 115kV Line #121 to 230kV between Poe – Prince George | 262/262/290/290 |
| 11 | 230kV Line #9491 from Morrisville – Anderson | NA |

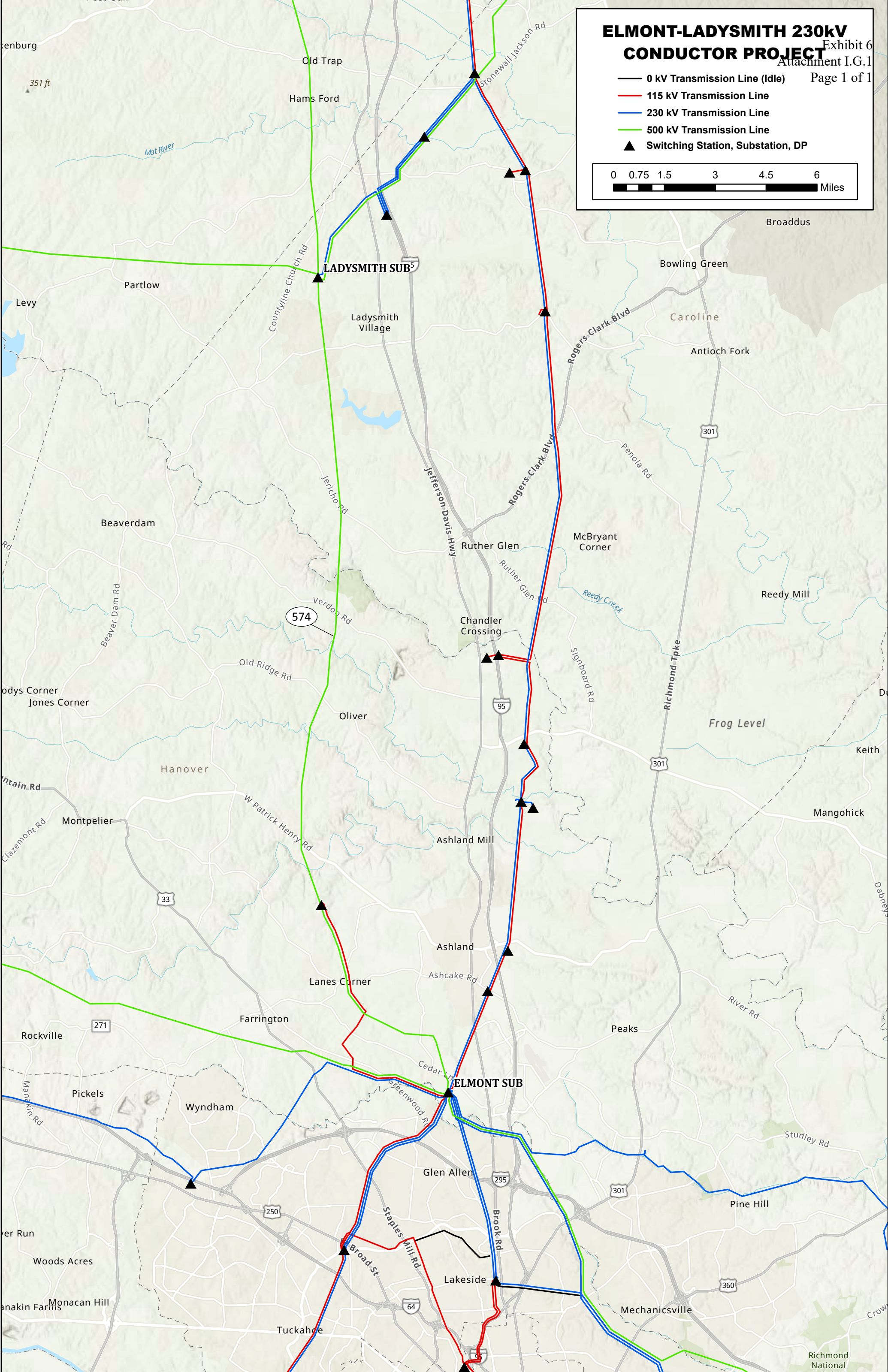
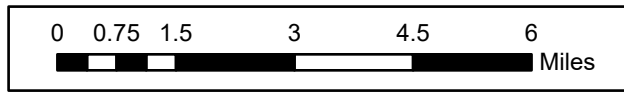
Preliminary Facility Rating:

| # | Branch | SN/SE/WN/WE (MVA) |
|----|--|---------------------|
| 1 | 230kV Line #280 and #299 Marsh Run - Remington CT | 1573/1573/1648/1648 |
| 2 | 230kV Line #2161 Gainesville – Wheeler | 1573/1573/1648/1648 |
| 3 | 230kV Line #213 and #225 from Thelma – Lakeview | 1573/1573/1648/1648 |
| 4 | 230kV Line #2003 Chesterfield – Tyler – Locks – Poe | 1573/1573/1648/1648 |
| 5 | 230kV Line #2002 Carson – Poe | 1573/1573/1648/1648 |
| 6 | 230kV Line from Nokesville – Hornbaker | 1573/1573/1648/1648 |
| 7 | 230kV Line from Elmont – Ladysmith | 1573/1573/1648/1648 |
| 8 | 230kV Line from Cloverhill – Ox | 1573/1573/1648/1648 |
| 9 | 230kV Line from Raines – Cloud | 1573/1573/1648/1648 |
| 10 | 115kV Line #121 to 230kV between Poe – Prince George | 1573/1573/1648/1648 |
| 11 | 230kV Line #9491 from Morrisville – Anderson | 1573/1573/1648/1648 |

ELMONT-LADYSMITH 230kV CONDUCTOR PROJECT

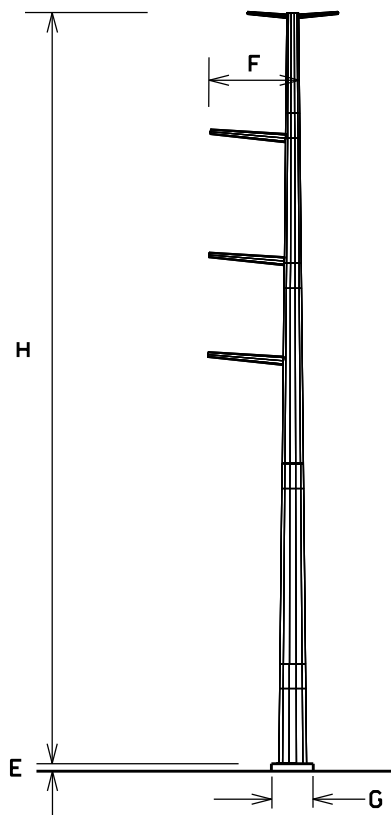
Exhibit 6
Attachment I.G.1
Page 1 of 1

- 0 kV Transmission Line (Idle)
- 115 kV Transmission Line
- 230 kV Transmission Line
- 500 kV Transmission Line
- ▲ Switching Station, Substation, DP



STRUCTURE #2490/2
230KV SC DOUBLE DEADEND POLE

PRELIMINARY



PROPOSED
230KV CIRCUIT
(LINE #2490)

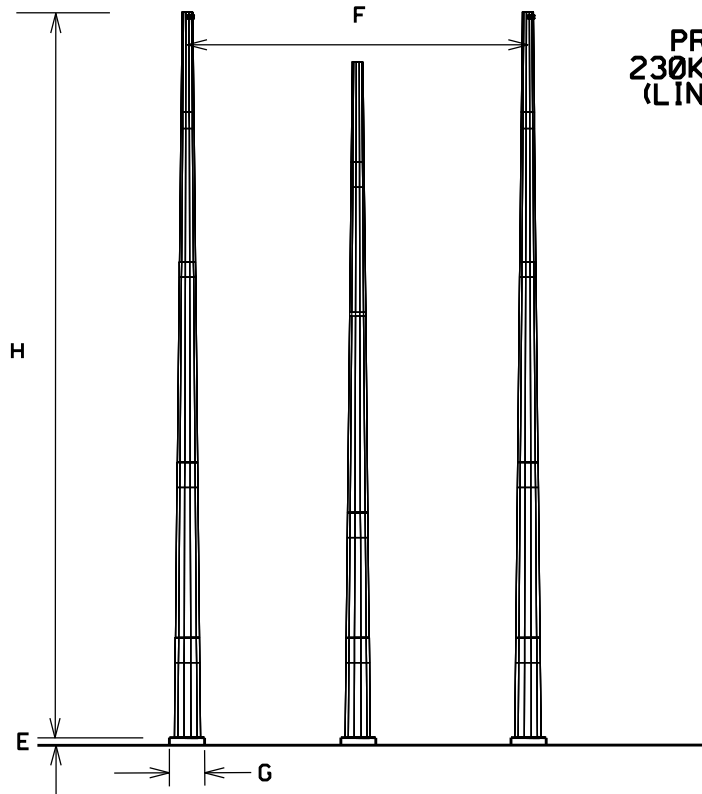
| | |
|---|--|
| A. MAPPING OF THE ROUTE: | SEE ATTACHMENT II.B.5 |
| B. RATIONALE FOR THE STRUCTURE TYPE: | ALLOWS PHASE ROLL TO PROVIDE CLEARANCE INTO ELMONT BACKBONE LINE 2490 0.08 MILES (1 STRUCTURE) |
| C. LENGTH OF THE R/W (STR QTY): | |
| D. STRUCTURE MATERIAL: RATIONALE FOR MATERIAL: | GALVANIZED STEEL MATCH EXISTING TOWERS |
| E. FOUNDATION MATERIAL: AVERAGE FOUNDATION REVEAL: | CONCRETE SEE NOTE 2 |
| F. AVERAGE WIDTH AT CROSSARM: | 14 FEET |
| G. AVERAGE WIDTH AT BASE: | 5 FEET |
| H. MINIMUM STRUCTURE HEIGHT: | 100 FEET |
| MAXIMUM STRUCTURE HEIGHT: | 100 FEET |
| AVERAGE STRUCTURE HEIGHT: | 100 FEET |
| I. AVERAGE SPAN LENGTH(RANGE): | 190 FEET (SEE NOTE 4) |
| J. MINIMUM CONDUCTOR-GROUND: | 48.5' (AT MAXIMUM OPERATING TEMPERATURE) |

NOTES:

1. INFORMATION CONTAINED ON DRAWING IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGE DURING FINAL DESIGN.
2. A MINIMUM FOUNDATION REVEAL SHALL BE 1.5 FEET. FOUNDATION DIAMETER SHALL BE BASED ON FINAL ENGINEERING.
3. STRUCTURE HEIGHTS ARE MEASURED FROM STRUCTURE CENTERLINE AND DO NOT INCLUDE FOUNDATION REVEAL.
4. THE SPAN ASSOCIATED WITH EACH STRUCTURE IS THE AHEAD SPAN.

STRUCTURE #2490/3
230KV SC DOUBLE DEADEND HEAVY ANGLE 3-POLE STRUCTURE

PRELIMINARY



PROPOSED
230KV CIRCUIT
(LINE #2490)

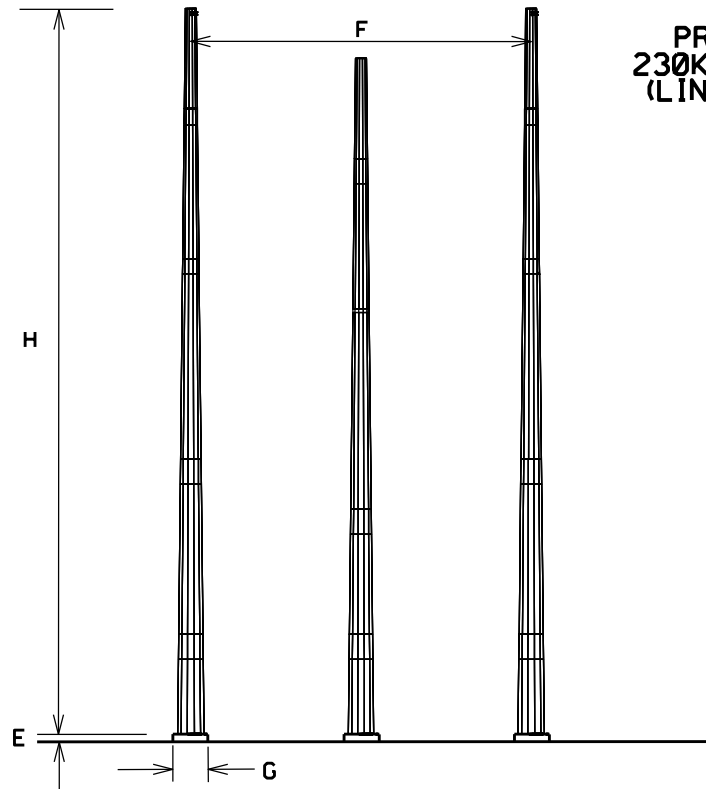
| | |
|---|--|
| A. MAPPING OF THE ROUTE: | SEE ATTACHMENT II.B.5 |
| B. RATIONALE FOR THE STRUCTURE TYPE: | ALLOWS PHASE ROLL TO PROVIDE CLEARANCE OVER CROSSING LINES |
| C. LENGTH OF THE R/W (STR QTY): | LINE 2490 0.17 MILES (1 STRUCTURE) |
| D. STRUCTURE MATERIAL: RATIONALE FOR MATERIAL: | GALVANIZED STEEL MATCH EXISTING TOWERS |
| E. FOUNDATION MATERIAL: AVERAGE FOUNDATION REVEAL: | CONCRETE SEE NOTE 2 |
| F. AVERAGE WIDTH: | 48 FEET |
| G. AVERAGE WIDTH AT BASE: | 7 FEET |
| H. MINIMUM STRUCTURE HEIGHT: | 125 FEET |
| MAXIMUM STRUCTURE HEIGHT: | 125 FEET |
| AVERAGE STRUCTURE HEIGHT: | 125 FEET |
| I. AVERAGE SPAN LENGTH(RANGE): | 415 FEET (SEE NOTE 4) |
| J. MINIMUM CONDUCTOR-GROUND: | 51.3' (AT MAXIMUM OPERATING TEMPERATURE) |

NOTES:

1. INFORMATION CONTAINED ON DRAWING IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGE DURING FINAL DESIGN.
2. A MINIMUM FOUNDATION REVEAL SHALL BE 1.5 FEET. FOUNDATION DIAMETER SHALL BE BASED ON FINAL ENGINEERING.
3. STRUCTURE HEIGHTS ARE MEASURED FROM STRUCTURE CENTERLINE AND DO NOT INCLUDE FOUNDATION REVEAL.
4. THE SPAN ASSOCIATED WITH EACH STRUCTURE IS THE AHEAD SPAN.

STRUCTURE #2490/5, 2490/126, 2490/127, 2490/128
230KV SC DOUBLE DEADEND MEDIUM ANGLE 3-POLE STRUCTURE

PRELIMINARY



PROPOSED
230KV CIRCUIT
(LINE #2490)

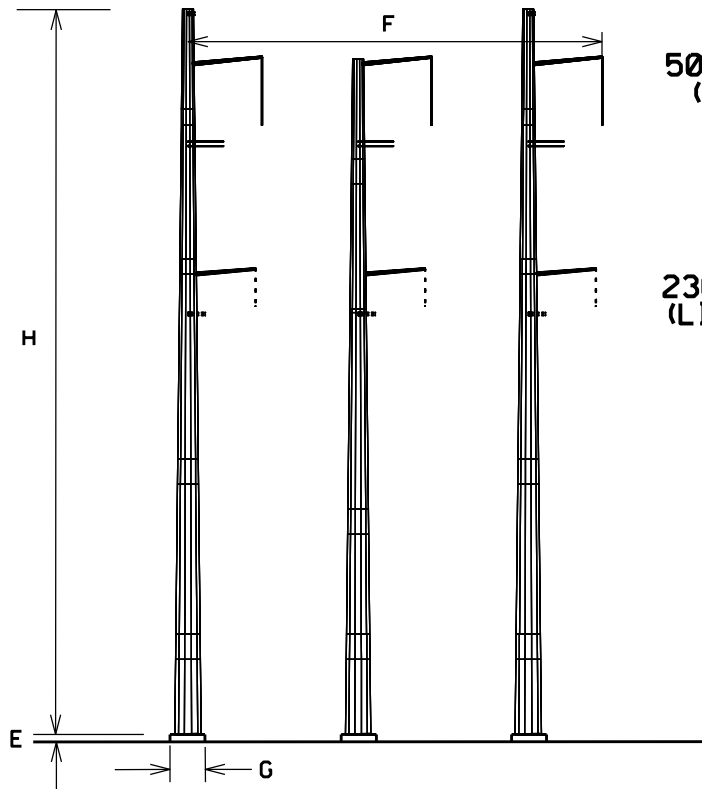
| | |
|--------------------------------------|--|
| A. MAPPING OF THE ROUTE: | SEE ATTACHMENT II.B.5 |
| B. RATIONALE FOR THE STRUCTURE TYPE: | ALLOWS PHASE ROLL TO PROVIDE CLEARANCE UNDER 500KV LINES |
| C. LENGTH OF THE R/W (STR QTY): | LINE 2490 0.57 MILES (4 STRUCTURE) |
| D. STRUCTURE MATERIAL: | GALVANIZED STEEL |
| RATIONALE FOR MATERIAL: | MATCH EXISTING TOWERS |
| E. FOUNDATION MATERIAL: | CONCRETE |
| AVERAGE FOUNDATION REVEAL: | SEE NOTE 2 |
| F. AVERAGE WIDTH: | 48 FEET |
| G. AVERAGE WIDTH AT BASE: | 6 FEET |
| H. MINIMUM STRUCTURE HEIGHT: | 65 FEET |
| MAXIMUM STRUCTURE HEIGHT: | 85 FEET |
| AVERAGE STRUCTURE HEIGHT: | 75 FEET |
| I. AVERAGE SPAN LENGTH (RANGE): | 330 FEET (SEE NOTE 4) |
| J. MINIMUM CONDUCTOR-GROUND: | 45.2' (AT MAXIMUM OPERATING TEMPERATURE) |

NOTES:

1. INFORMATION CONTAINED ON DRAWING IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGE DURING FINAL DESIGN.
2. A MINIMUM FOUNDATION REVEAL SHALL BE 1.5 FEET. FOUNDATION DIAMETER SHALL BE BASED ON FINAL ENGINEERING.
3. STRUCTURE HEIGHTS ARE MEASURED FROM STRUCTURE CENTERLINE AND DO NOT INCLUDE FOUNDATION REVEAL.
4. THE SPAN ASSOCIATED WITH EACH STRUCTURE IS THE AHEAD SPAN.

STRUCTURE #2490/4 Page 4 of 4
500/230KV DOUBLE CIRCUIT 3-POLE STRUCTURE

PRELIMINARY



PROPOSED
500KV CIRCUIT
(LINE #5013)

PROPOSED
230KV CIRCUIT
(LINE #2490)

| | |
|---|---|
| A. MAPPING OF THE ROUTE: | SEE ATTACHMENT II.B.5 |
| B. RATIONALE FOR THE STRUCTURE TYPE: | ALLOWS FUTURE 500KV LINE |
| C. LENGTH OF THE R/W (STR QTY): | LINE 2490 0.2 MILES (1 STRUCTURE) |
| D. STRUCTURE MATERIAL: RATIONALE FOR MATERIAL: | GALVANIZED STEEL MATCH EXISTING TOWERS |
| E. FOUNDATION MATERIAL: AVERAGE FOUNDATION REVEAL: | CONCRETE SEE NOTE 2 |
| F. AVERAGE WIDTH WITH CROSSARM: | 116 FEET |
| G. AVERAGE WIDTH AT BASE: | 9 FEET |
| H. MINIMUM STRUCTURE HEIGHT: | 180 FEET |
| MAXIMUM STRUCTURE HEIGHT: | 180 FEET |
| AVERAGE STRUCTURE HEIGHT: | 180 FEET |
| I. AVERAGE SPAN LENGTH(RANGE): | 686 FEET (SEE NOTE 4) |
| J. MINIMUM CONDUCTOR-GROUND: | 56.5' (AT MAXIMUM OPERATING TEMPERATURE) |

NOTES:

1. INFORMATION CONTAINED ON DRAWING IS PRELIMINARY IN NATURE AND SUBJECT TO CHANGE DURING FINAL DESIGN.
2. A MINIMUM FOUNDATION REVEAL SHALL BE 1.5 FEET. FOUNDATION DIAMETER SHALL BE BASED ON FINAL ENGINEERING.
3. STRUCTURE HEIGHTS ARE MEASURED FROM STRUCTURE CENTERLINE AND DO NOT INCLUDE FOUNDATION REVEAL.
4. THE SPAN ASSOCIATED WITH EACH STRUCTURE IS THE AHEAD SPAN.

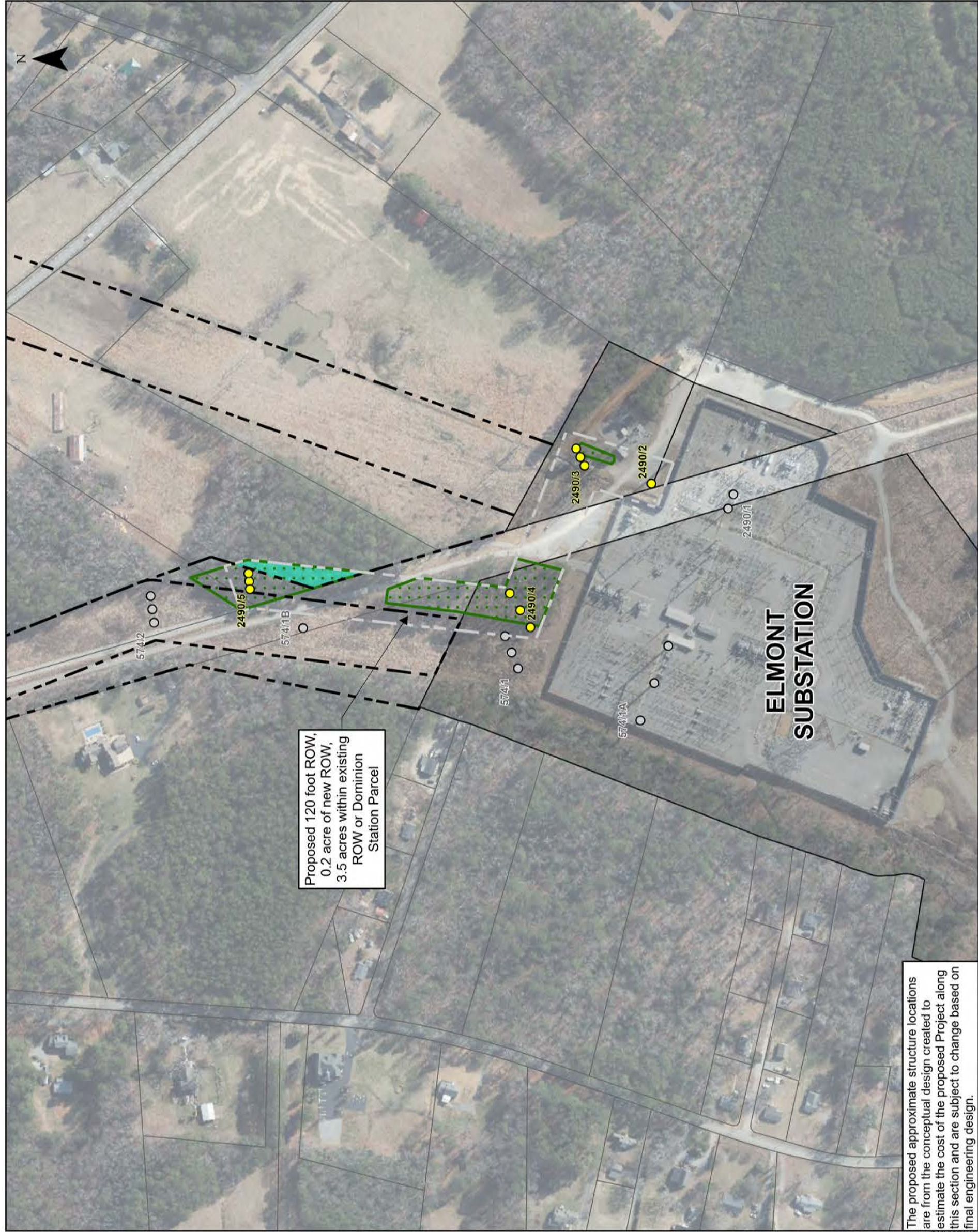
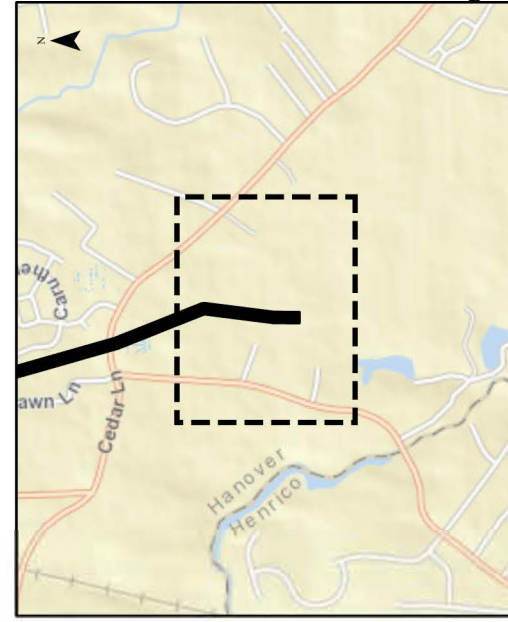
**PROPOSED STRUCTURE LOCATIONS -
ELMONT SUBSTATION**
230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

Client:
Dominion Energy Virginia
C2 Env Project: 0416
Prepared By: KAS
Date: 04/17/26



SITE DATA

- Existing ROW
- Proposed 230 kV ROW
- Existing Structure
- Proposed Structure
- Additional Easement 230kV
- Tree Clearing (Approximately 1.6 Acres)
- Dominion Station Parcel
- Parcel Boundary



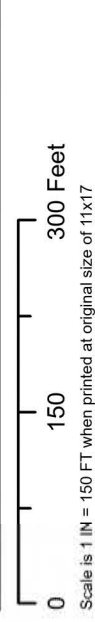
Proposed 120 foot ROW,
0.2 acre of new ROW,
3.5 acres within existing
ROW or Dominion
Station Parcel

The proposed approximate structure locations are from the conceptual design created to estimate the cost of the proposed Project along this section and are subject to change based on final engineering design.

\\0211025\shared\env\proj\261716-Elmont-230KV\Drawings\GIS_SDC\0416_SDC.dwg

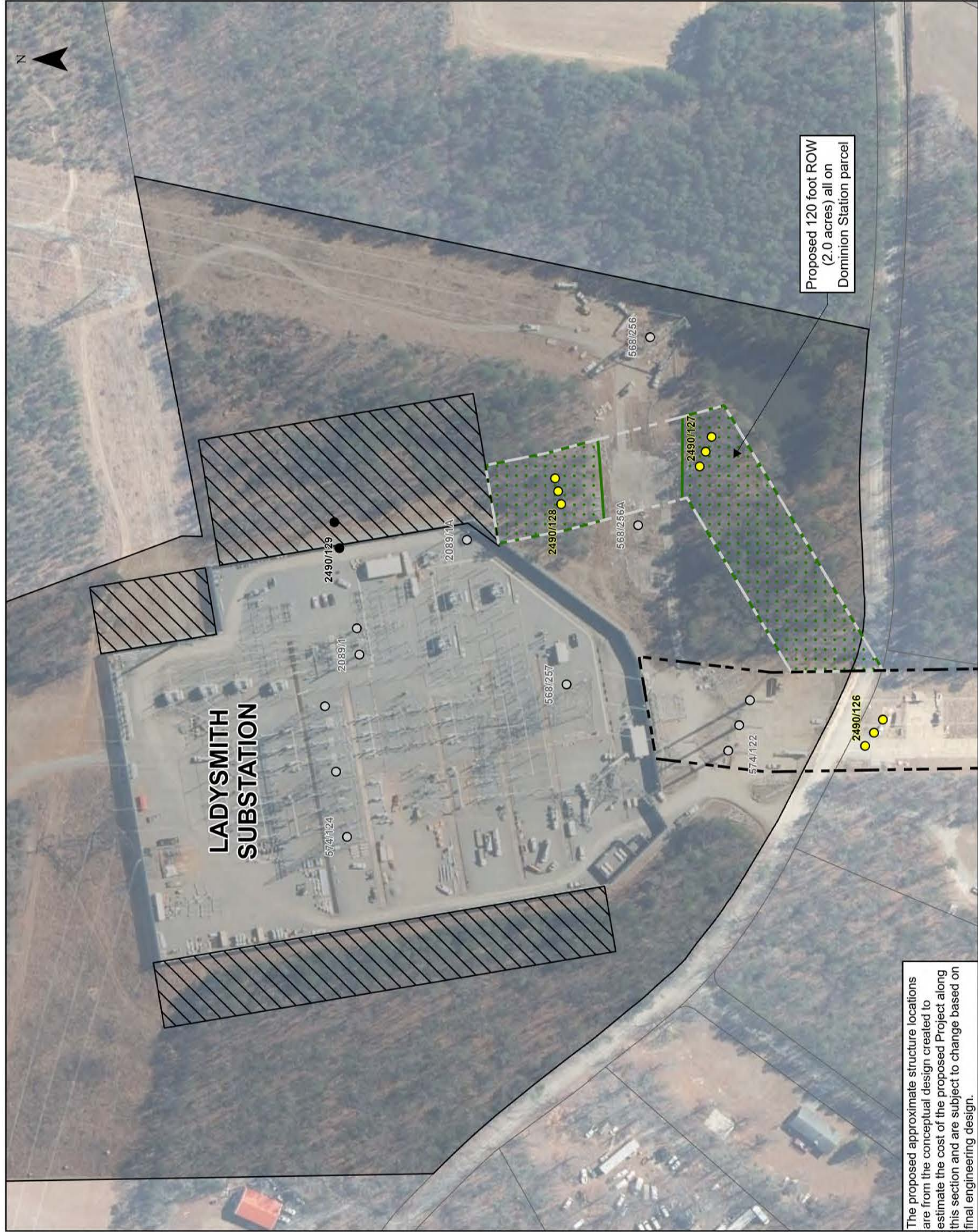
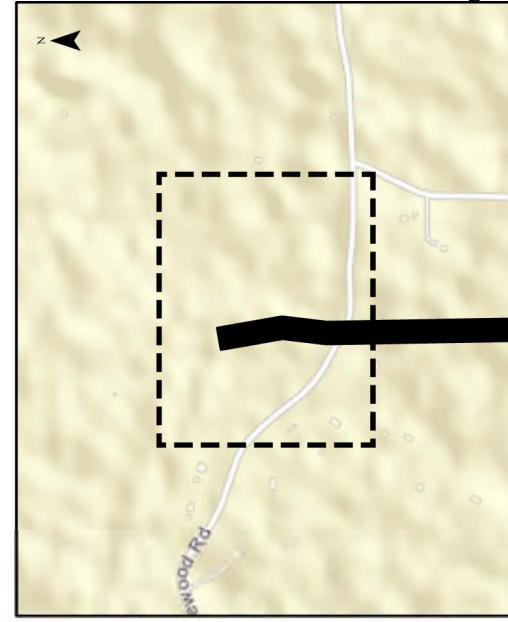
**PROPOSED STRUCTURE LOCATIONS -
LADYSMITH SUBSTATION**
230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

Client: Dominion Energy Virginia
C2 Env Project: 0416 Prepared By: KAS Date: 04/17/26



SITE DATA

- Existing ROW
- Proposed 230 kV ROW
- Additional Easement 230kV
- Ladysmith Substation Expansion - Under Separate Cover
- Proposed Structure
- Future Structure - Under Separate Cover
- Existing Structure
- Tree Clearing (Approximately 1.6 Acres)
- Dominion Station Parcel
- Parcel Boundary



The proposed approximate structure locations are from the conceptual design created to estimate the cost of the proposed Project along this section and are subject to change based on final engineering design.

\\02188-01\GIS\Shared\env\proj\2490-Elmont-Ladysmith-230kV\Drawings\GIS_CADD\Approved\SC0416_SC0416_SC0416.dwg

ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

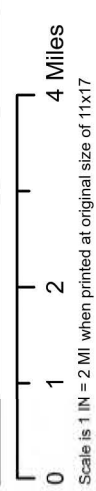
230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

Owner/Applicant:
Dominion Energy Virginia

C2 Env Project:
0416

Prepared By:
KAS

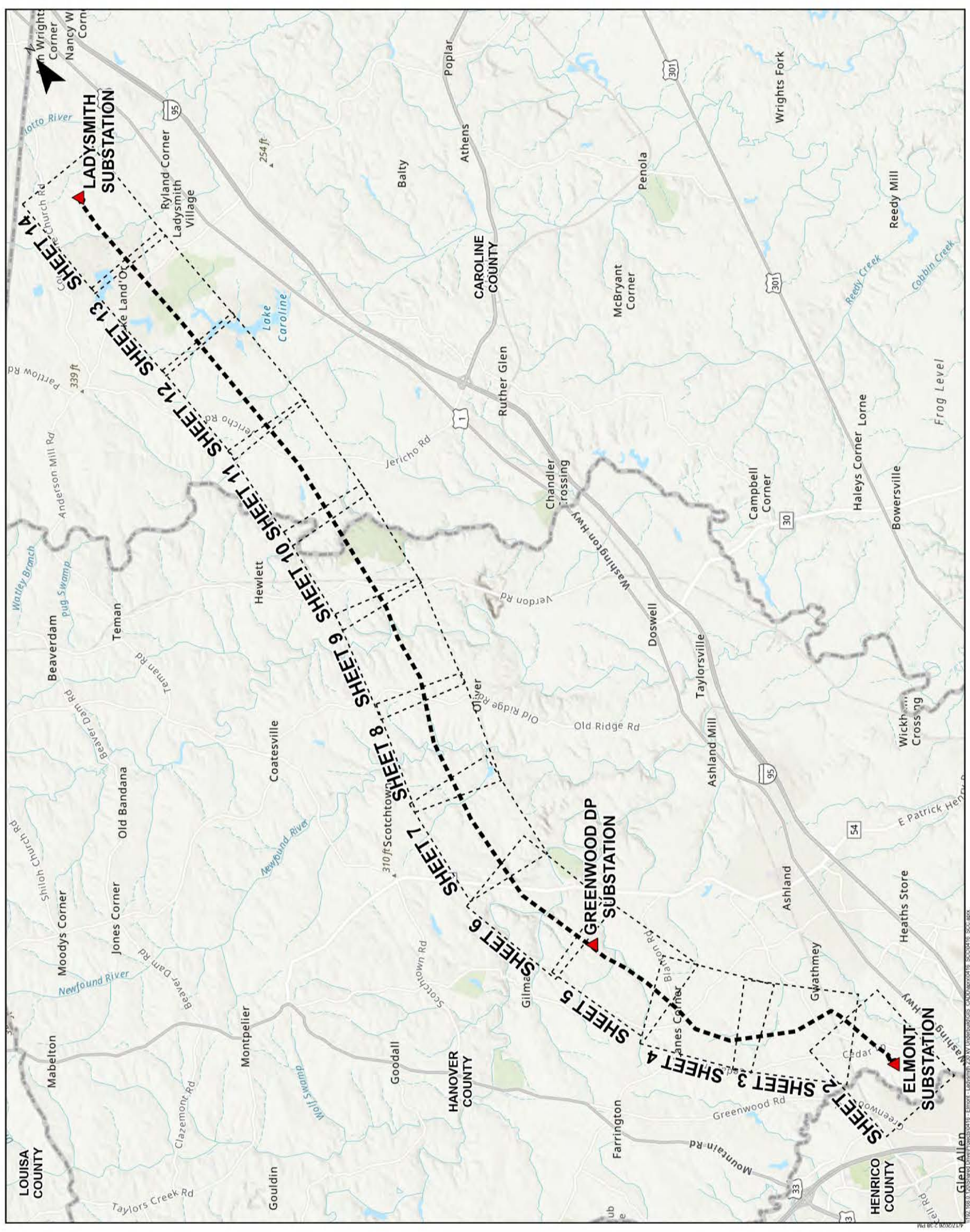
Date:
03/19/26



SITE DATA

- Existing Line #574 - Add 230 kV Conductor (Line #2490)
- ▲ Existing Substation
- ▬ County Boundary
- - - Index Sheet

- Notes:
1. Basemap from ESRI World Topographic Map
 2. Project right-of-way provided by Dominion Energy Virginia
 3. Conservation lands, easements, and local lands from Virginia Department of Conservation and Recreation, U.S. Geological Survey Protected Areas Database of the U.S., and Department of Historic Resources Virginia Cultural Resources Information System
 4. Places from Hanover County GIS Data or digitized from Google Earth.
 5. Railroads from Virginia Geographic Information Network
 6. Stream centerlines from U.S. Geographical Survey National Hydrography Dataset



ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

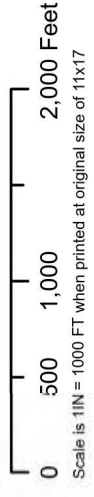
230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

Owner/Applicant:
Dominion Energy Virginia

C2 Env Project:
0416

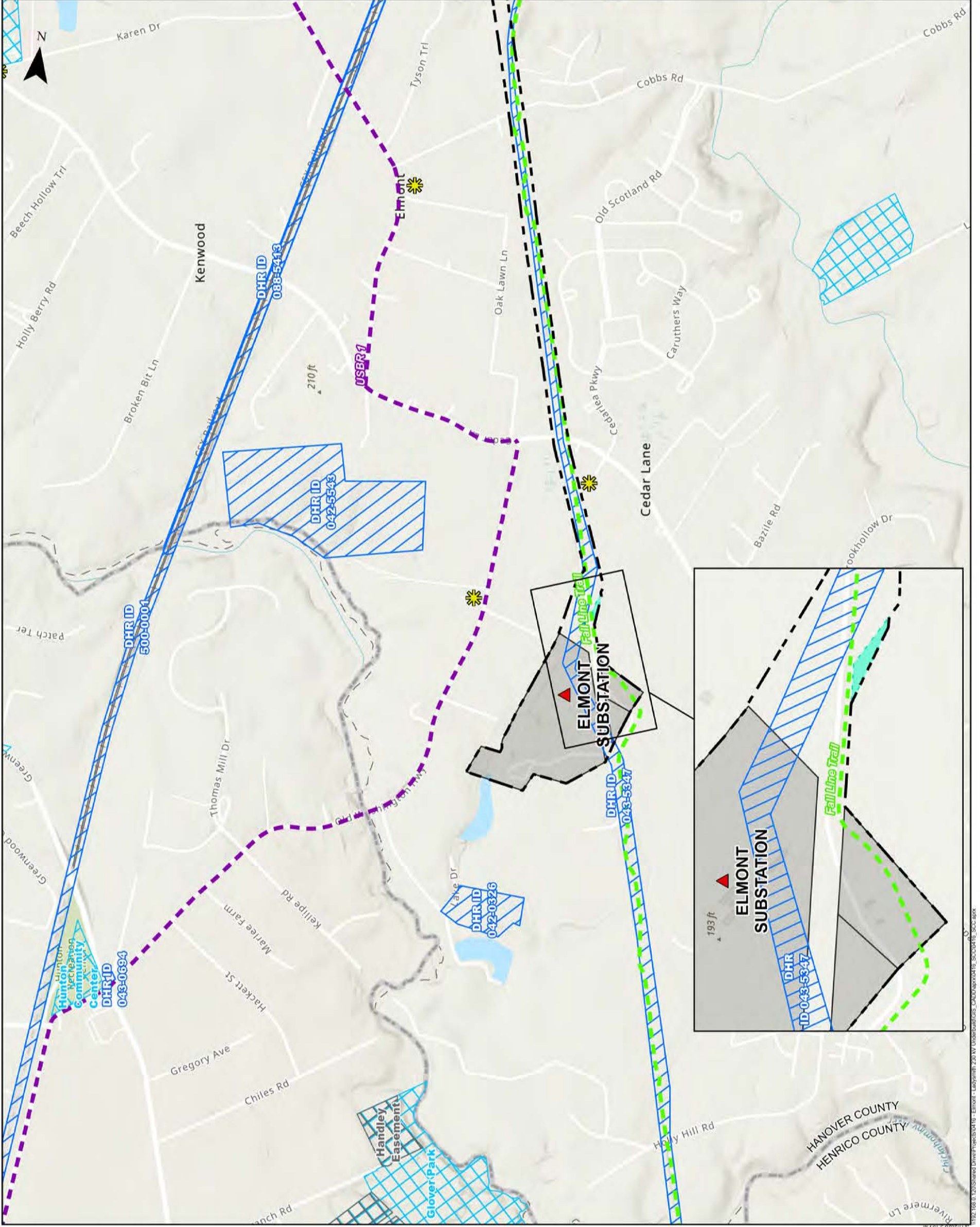
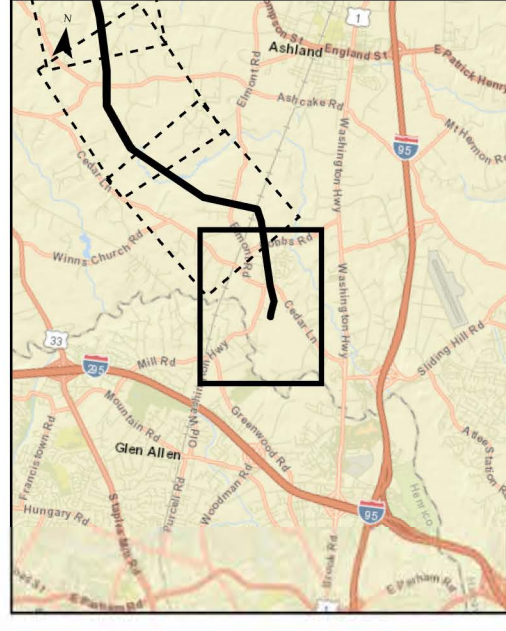
Prepared By:
KAS

Date:
03/19/26



SITE DATA

- Proposed Project Area
- Existing Substation
- Dominion Station Parcel
- Additional ROW
- Federally Owned Land
- Locally Owned Land
- American Battlefield Trust Holding
- Virginia Outdoors Foundation Easement
- Private Conservation Land
- Listed, Eligible or Potentially Eligible Architectural Resource
- School
- House of Worship
- Cemetery
- US Bike Route 1
- US Bike Route 76
- Fall Line Trail



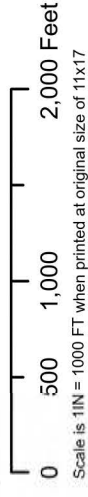
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ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

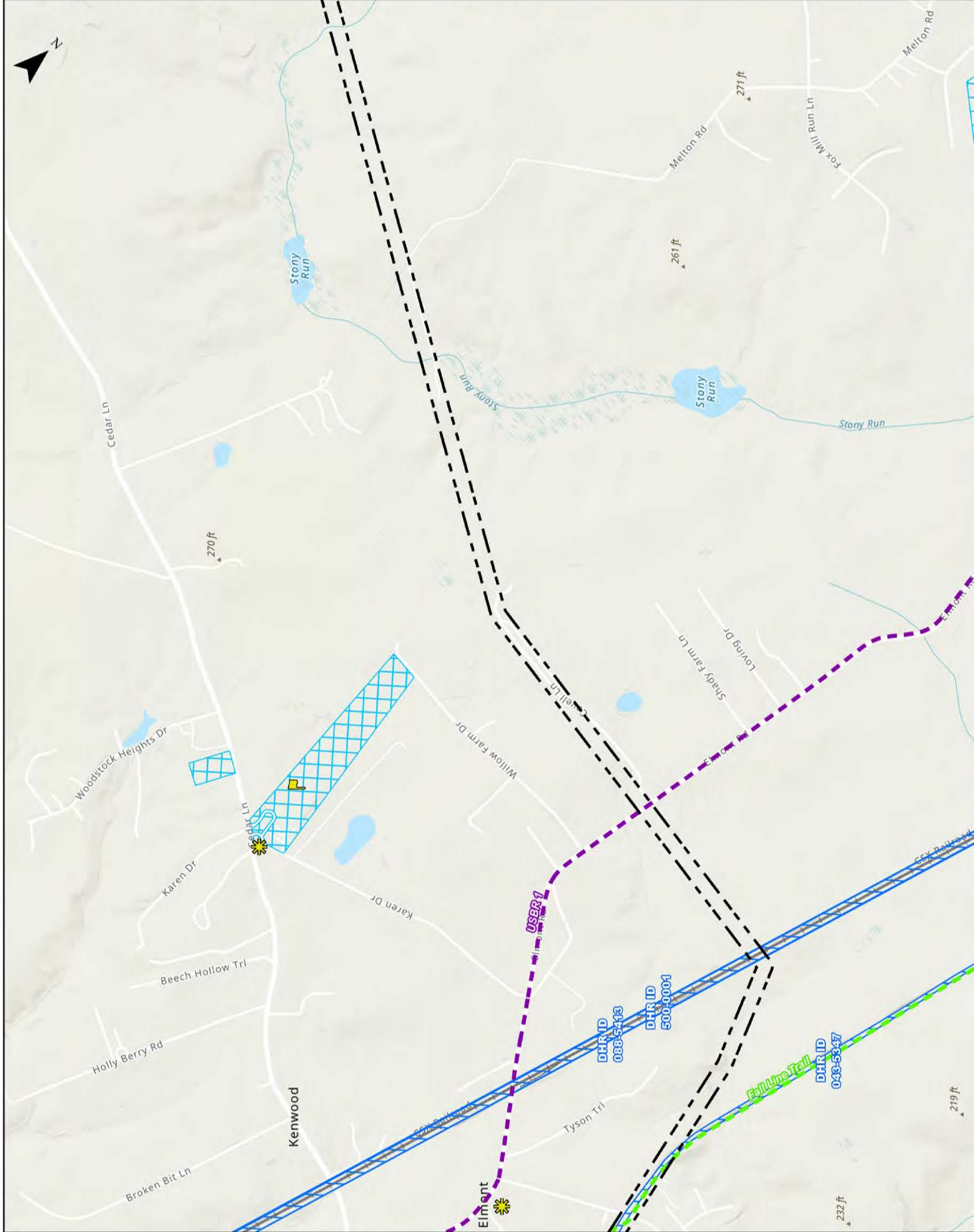
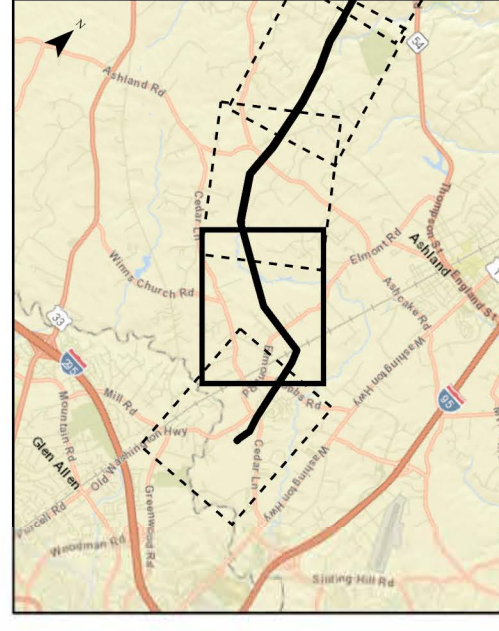
Owner/Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 03/19/26



SITE DATA

- Proposed Project Area
- Existing Substation
- Dominion Station Parcel
- Additional ROW
- Federally Owned Land
- Locally Owned Land
- American Battlefield Trust Holding
- Virginia Outdoors Foundation Easement
- Private Conservation Land
- Listed, Eligible or Potentially Eligible Architectural Resource
- School
- House of Worship
- Cemetery
- US Bike Route 1
- US Bike Route 76
- Fall Line Trail



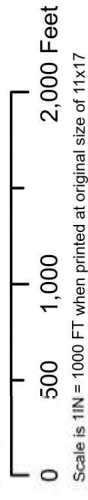
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ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

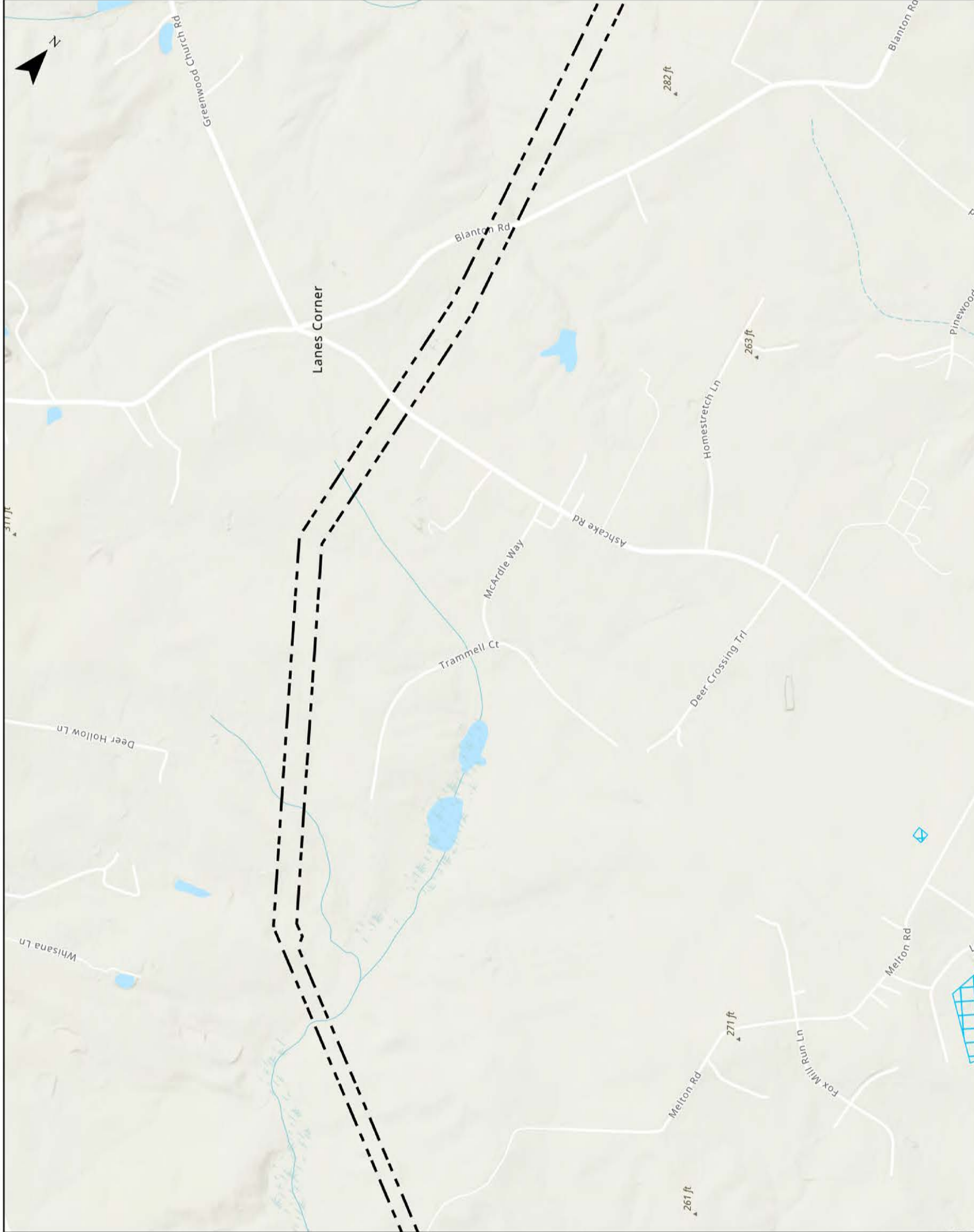
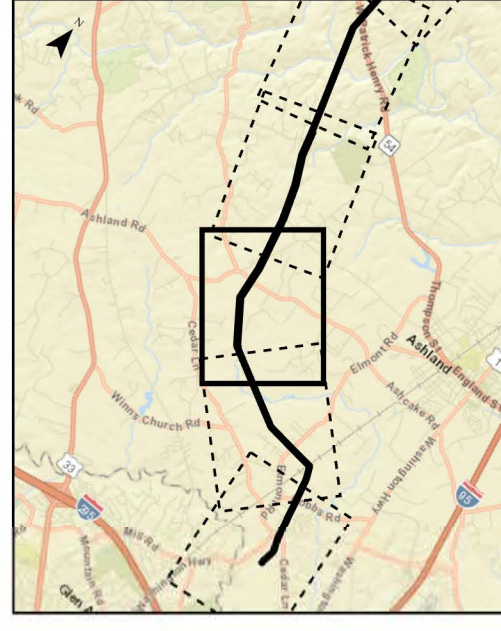
Owner/ Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 03/19/26



SITE DATA

- Proposed Project Area
- Existing Substation
- Dominion Station Parcel
- Additional ROW
- Federally Owned Land
- Locally Owned Land
- American Battlefield Trust Holding
- Virginia Outdoors Foundation Easement
- Private Conservation Land
- Listed, Eligible or Potentially Eligible Architectural Resource
- School
- House of Worship
- Cemetery
- US Bike Route 1
- US Bike Route 76
- Fall Line Trail

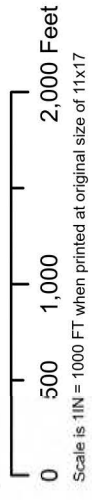


ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

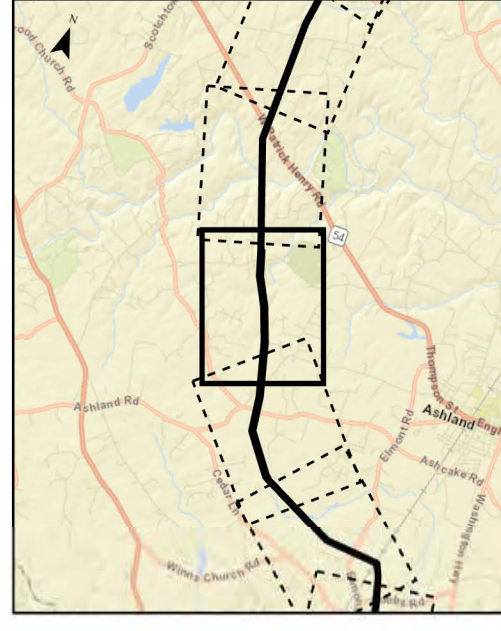
Owner/Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 03/19/26



SITE DATA

- Proposed Project Area
- Existing Substation
- Dominion Station Parcel
- Additional ROW
- Federally Owned Land
- Locally Owned Land
- American Battlefield Trust Holding
- Virginia Outdoors Foundation Easement
- Private Conservation Land
- Listed, Eligible or Potentially Eligible Architectural Resource
- School
- House of Worship
- Cemetery
- US Bike Route 1
- US Bike Route 76
- Fall Line Trail



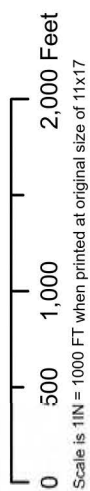
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ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

















230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

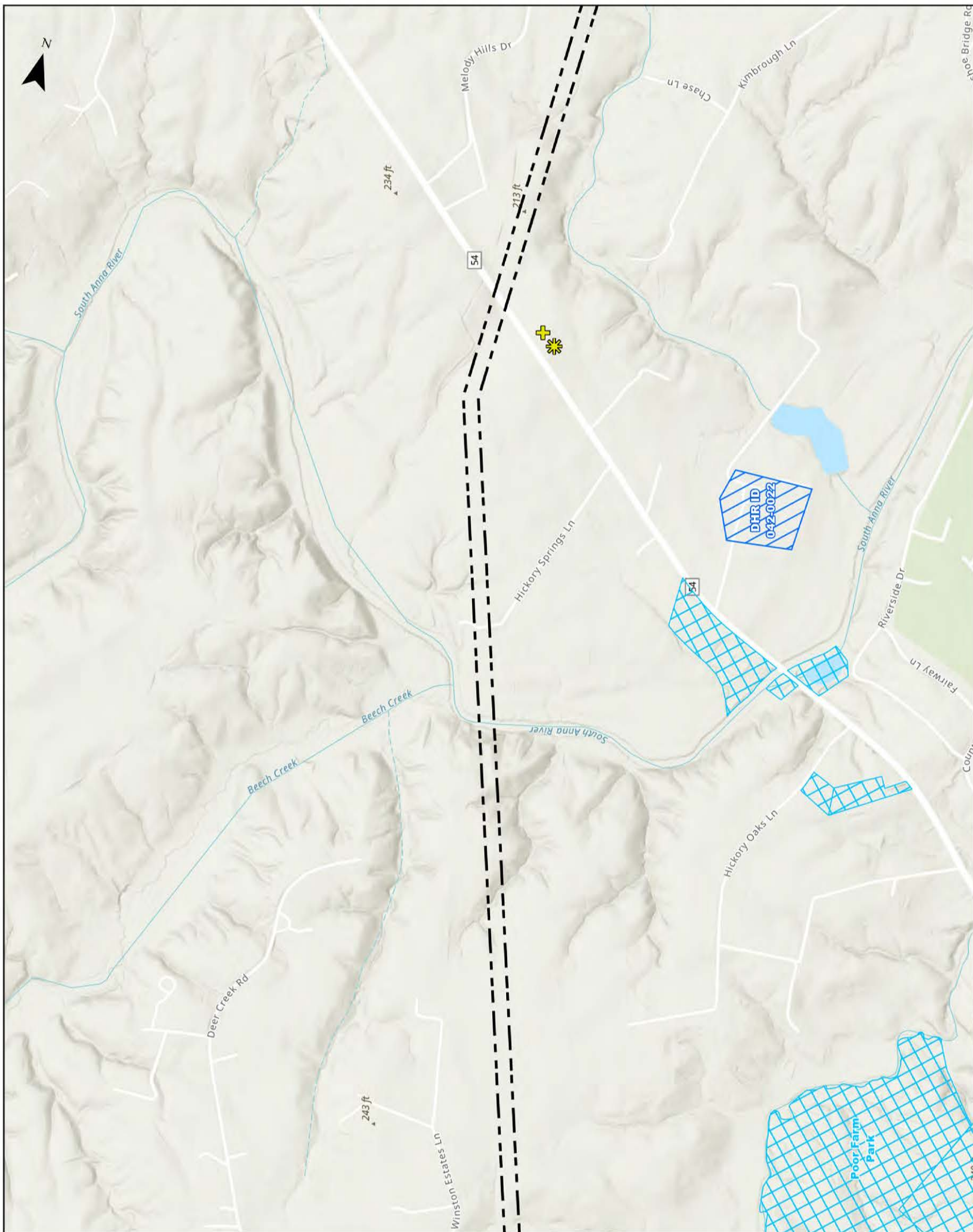
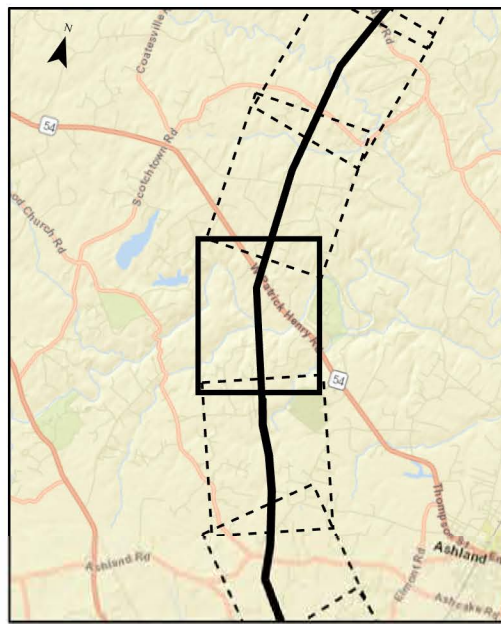
Owner/Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 03/19/26



SITE DATA

-  Proposed Project Area
-  Existing Substation
-  Dominion Station Parcel
-  Additional ROW
-  Federally Owned Land
-  Locally Owned Land
-  American Battlefield Trust Holding
-  Virginia Outdoors Foundation Easement
-  Private Conservation Land
-  Listed, Eligible or Potentially Eligible Architectural Resource
-  School
-  House of Worship
-  Cemetery
-  US Bike Route 1
-  US Bike Route 76
-  Fall Line Trail

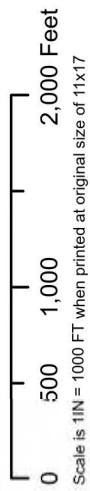


ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

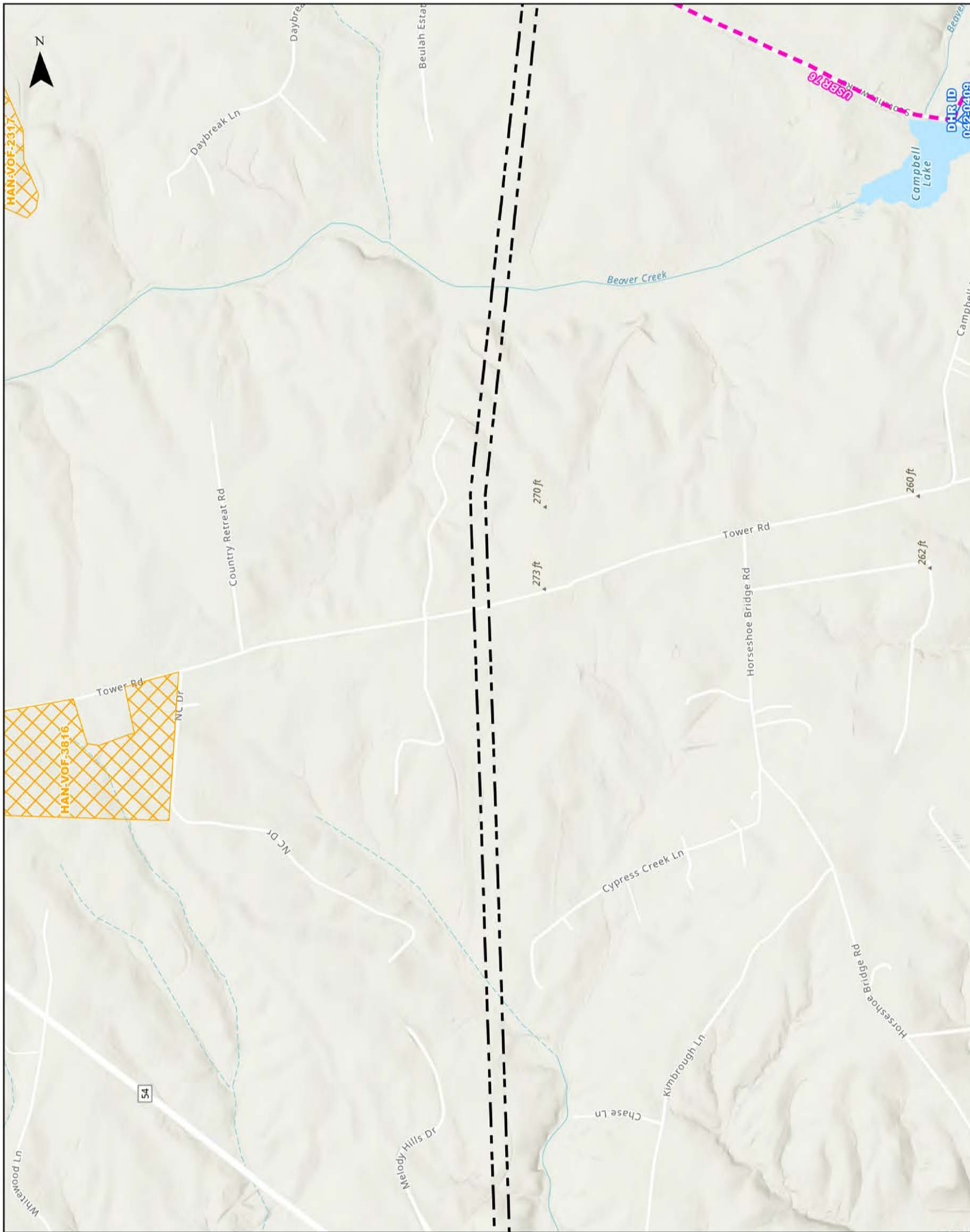
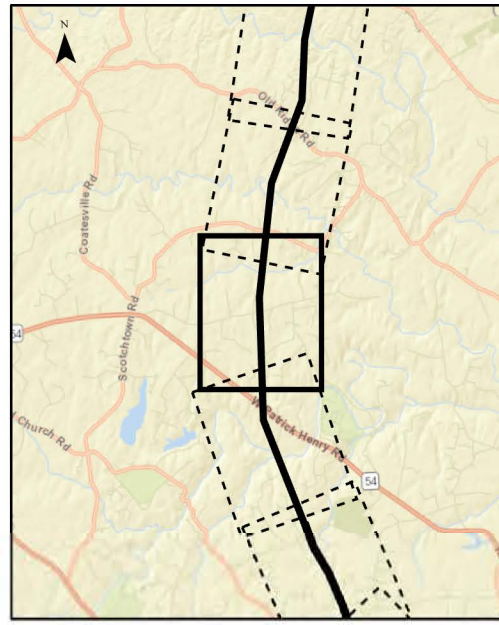
Owner/Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 03/19/26



SITE DATA

- Proposed Project Area
- Existing Substation
- Dominion Station Parcel
- Additional ROW
- Federally Owned Land
- Locally Owned Land
- American Battlefield Trust Holding
- Virginia Outdoors Foundation Easement
- Private Conservation Land
- Listed, Eligible or Potentially Eligible Architectural Resource
- School
- House of Worship
- Cemetery
- US Bike Route 1
- US Bike Route 76
- Fall Line Trail



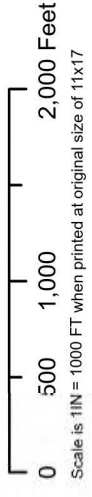
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ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

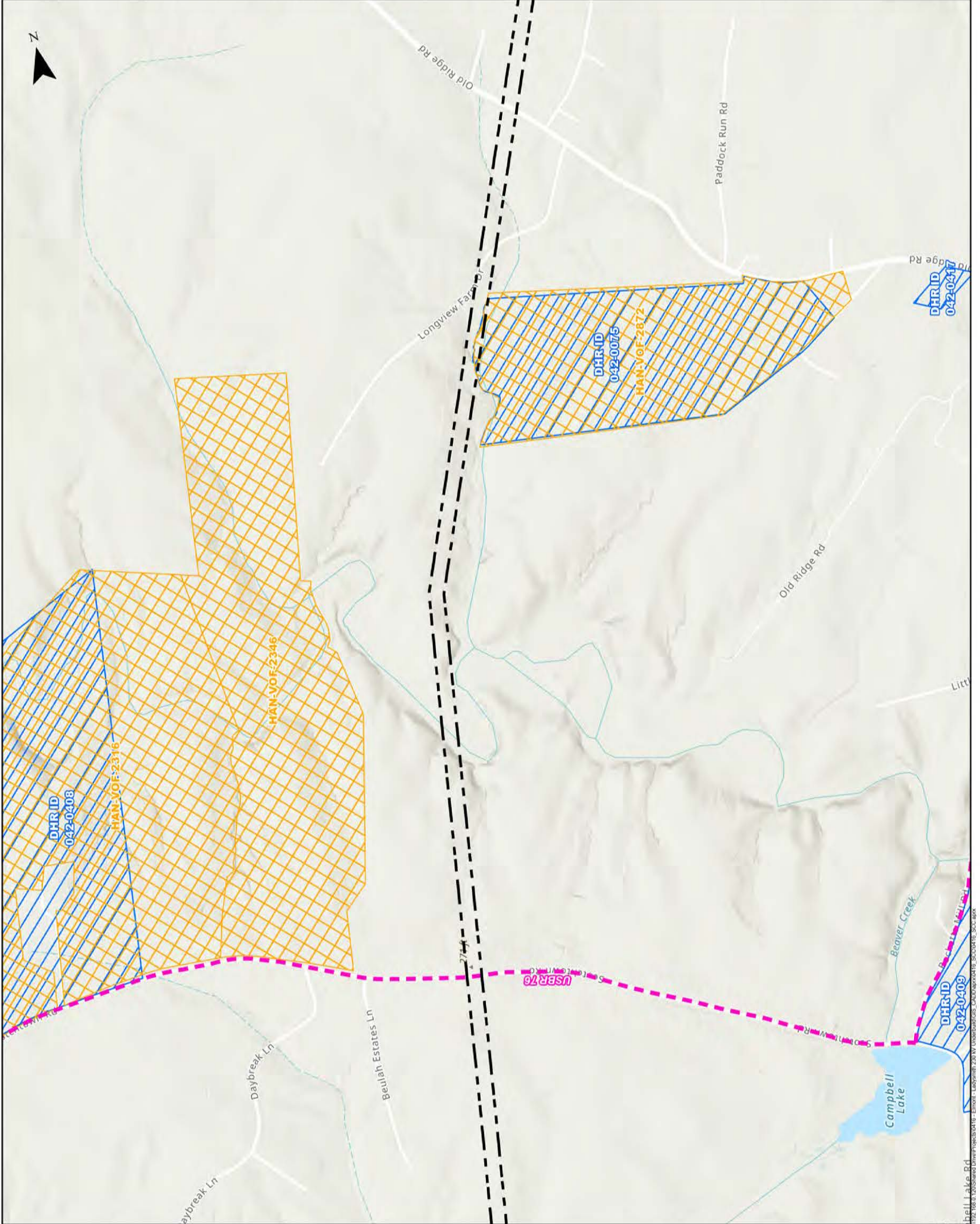
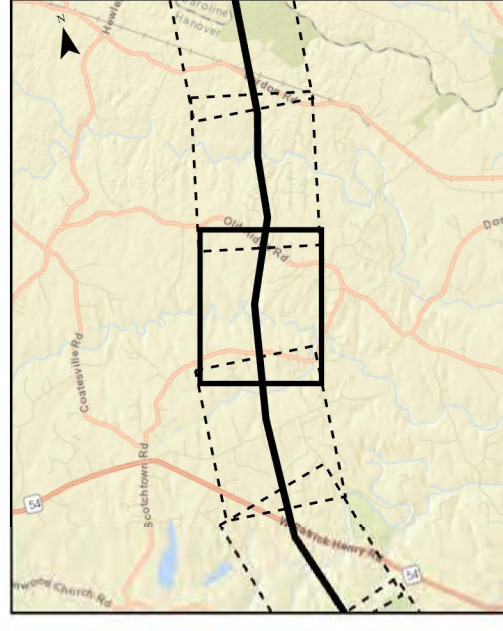
Owner/Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 03/19/26



SITE DATA

- Proposed Project Area
- Existing Substation
- Dominion Station Parcel
- Additional ROW
- Federally Owned Land
- Locally Owned Land
- American Battlefield Trust Holding
- Virginia Outdoors Foundation Easement
- Private Conservation Land
- Listed, Eligible or Potentially Eligible Architectural Resource
- School
- House of Worship
- Cemetery
- US Bike Route 1
- US Bike Route 76
- Fall Line Trail



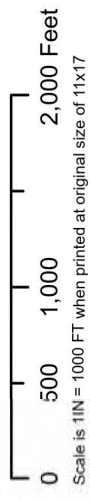
Map 01 11/2025
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ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

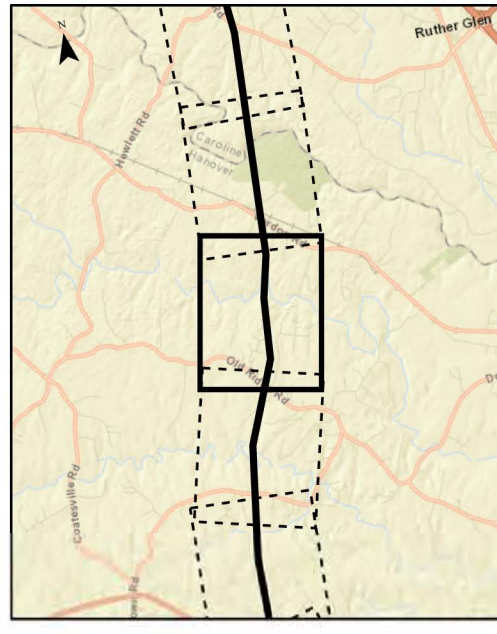
Owner/ Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 03/19/26



SITE DATA

- Proposed Project Area
- Existing Substation
- Dominion Station Parcel
- Additional ROW
- Federally Owned Land
- Locally Owned Land
- American Battlefield Trust Holding
- Virginia Outdoors Foundation Easement
- Private Conservation Land
- Listed, Eligible or Potentially Eligible Architectural Resource
- School
- House of Worship
- Cemetery
- US Bike Route 1
- US Bike Route 76
- Fall Line Trail



Dominion Energy



\\011302\Shared\env\proj\2490-Elmont-Ladysmith\230KV\Drawings\GIS_CADD\APP\0416_S009\0416_S009_09.dwg

ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

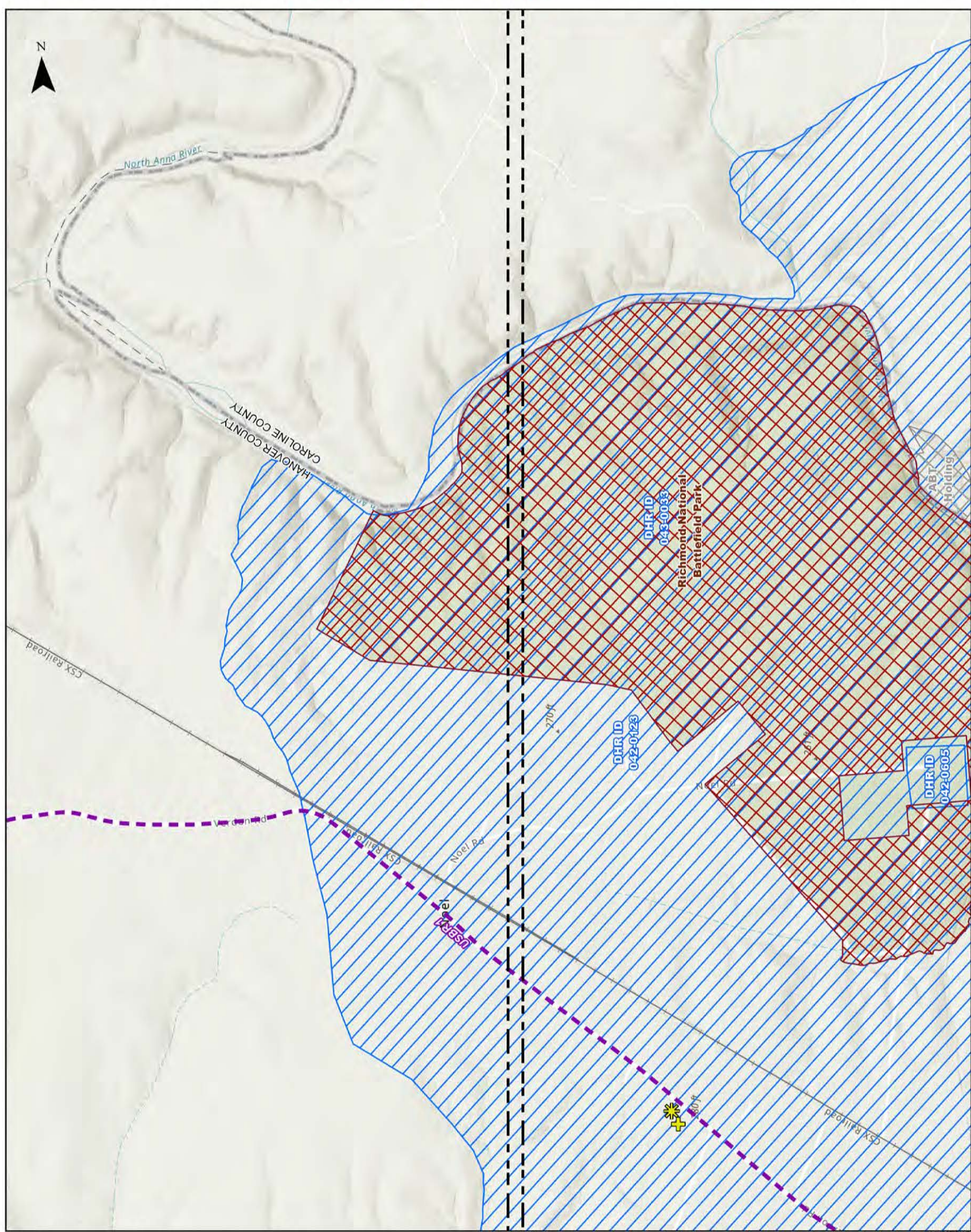
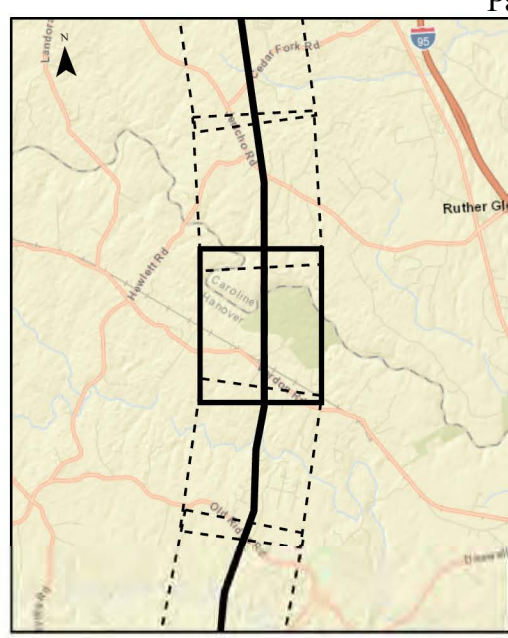
Owner/ Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 03/19/26



SITE DATA

- Proposed Project Area
- Existing Substation
- Dominion Station Parcel
- Additional ROW
- Federally Owned Land
- Locally Owned Land
- American Battlefield Trust Holding
- Virginia Outdoors Foundation Easement
- Private Conservation Land
- Listed, Eligible or Potentially Eligible Architectural Resource
- School
- House of Worship
- Cemetery
- US Bike Route 1
- US Bike Route 76
- Fall Line Trail



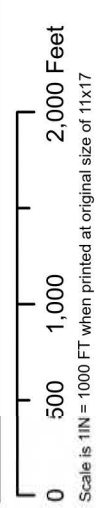
1192_108 Environmental Constraints Map - Elmont - Ladysmith 230 kV Line - 03/19/2026

ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

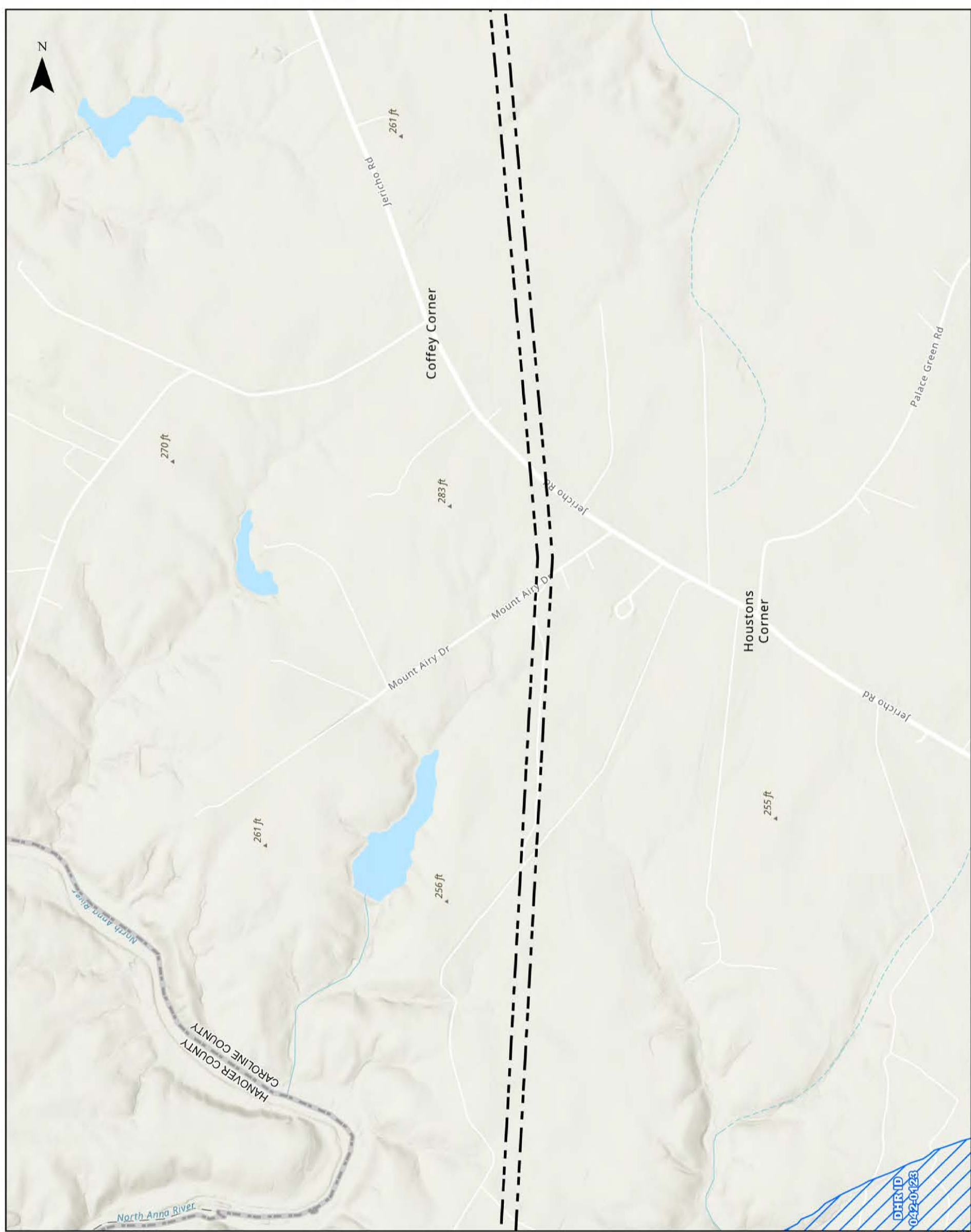
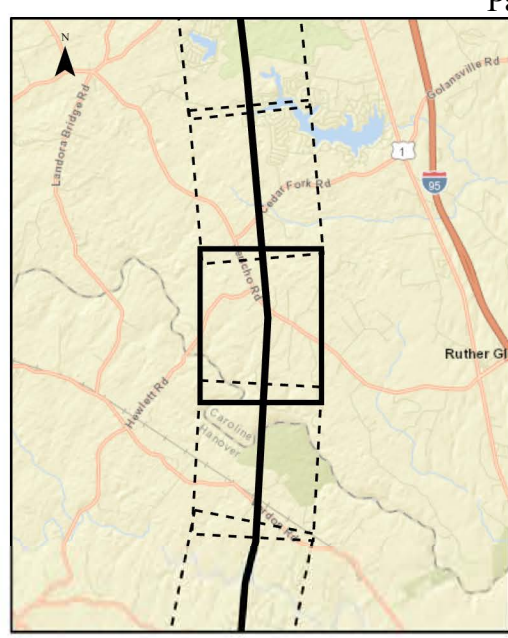
Owner/Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 03/19/26



SITE DATA

- Proposed Project Area
- Existing Substation
- Dominion Station Parcel
- Additional ROW
- Federally Owned Land
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- Virginia Outdoors Foundation Easement
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- US Bike Route 76
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DHR ID
042-0123

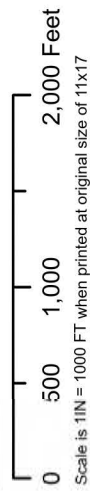
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ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

















230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

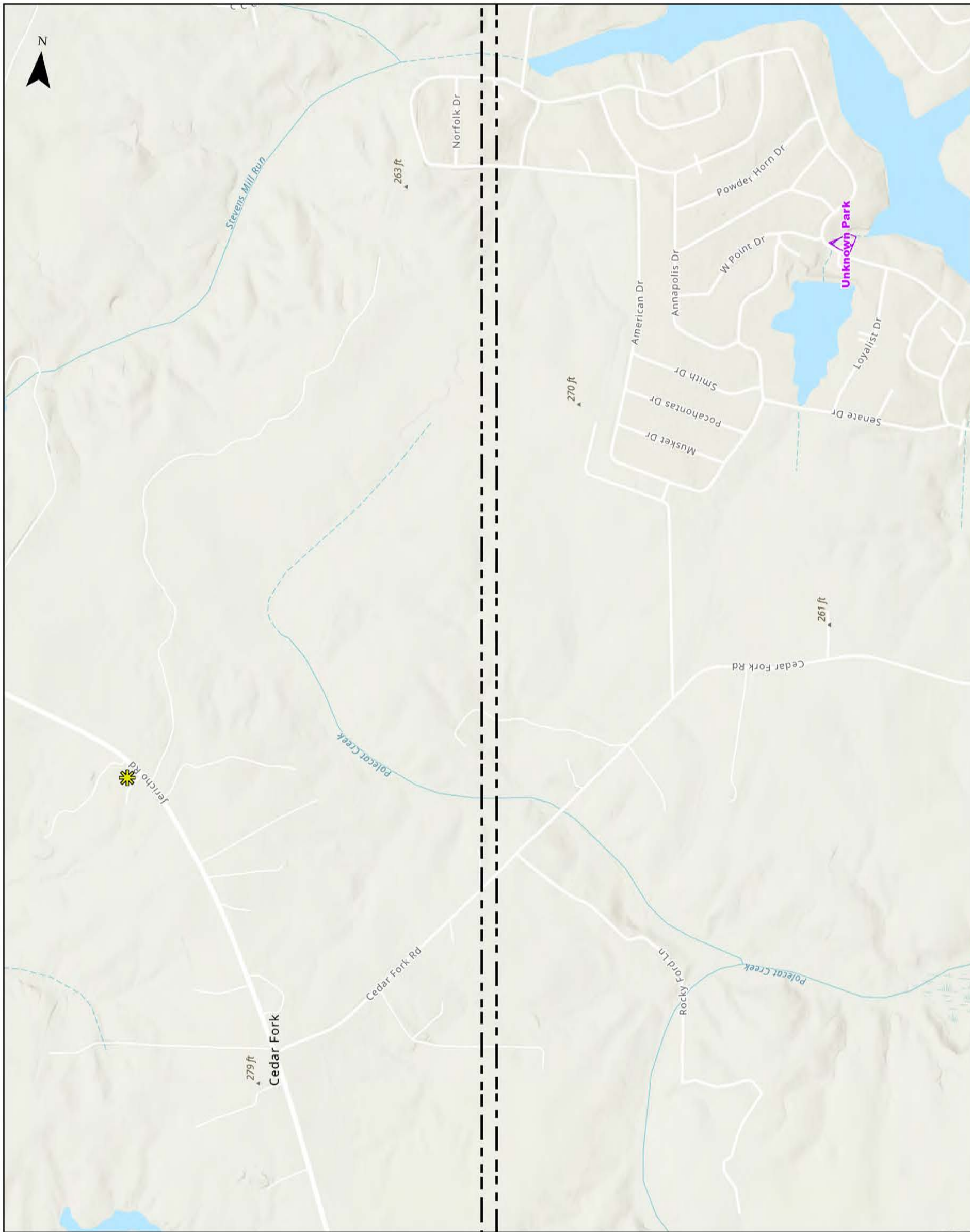
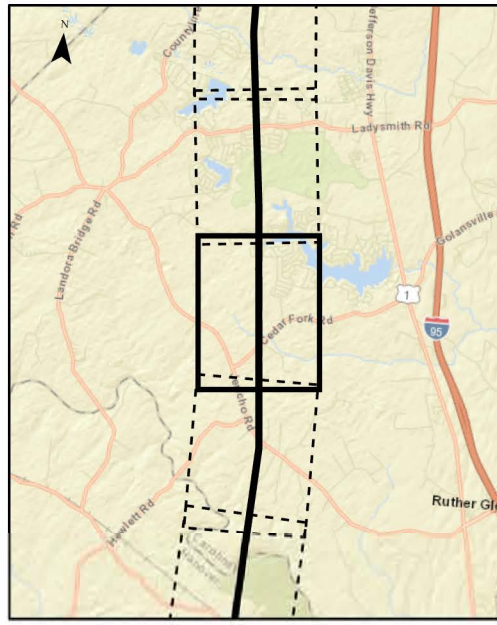
Owner/ Applicant:
Dominion Energy Virginia

C2 Env Project: 0416 Prepared By: KAS Date: 03/19/26



SITE DATA

-  Proposed Project Area
-  Existing Substation
-  Dominion Station Parcel
-  Additional ROW
-  Federally Owned Land
-  Locally Owned Land
-  American Battlefield Trust Holding
-  Virginia Outdoors Foundation Easement
-  Private Conservation Land
-  Listed, Eligible or Potentially Eligible Architectural Resource
-  School
-  House of Worship
-  Cemetery
-  US Bike Route 1
-  US Bike Route 76
-  Fall Line Trail



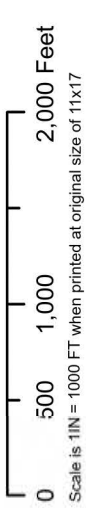
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ATTACHMENT II.A.2 ENVIRONMENTAL CONSTRAINTS MAP

230 kV Elmont - Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

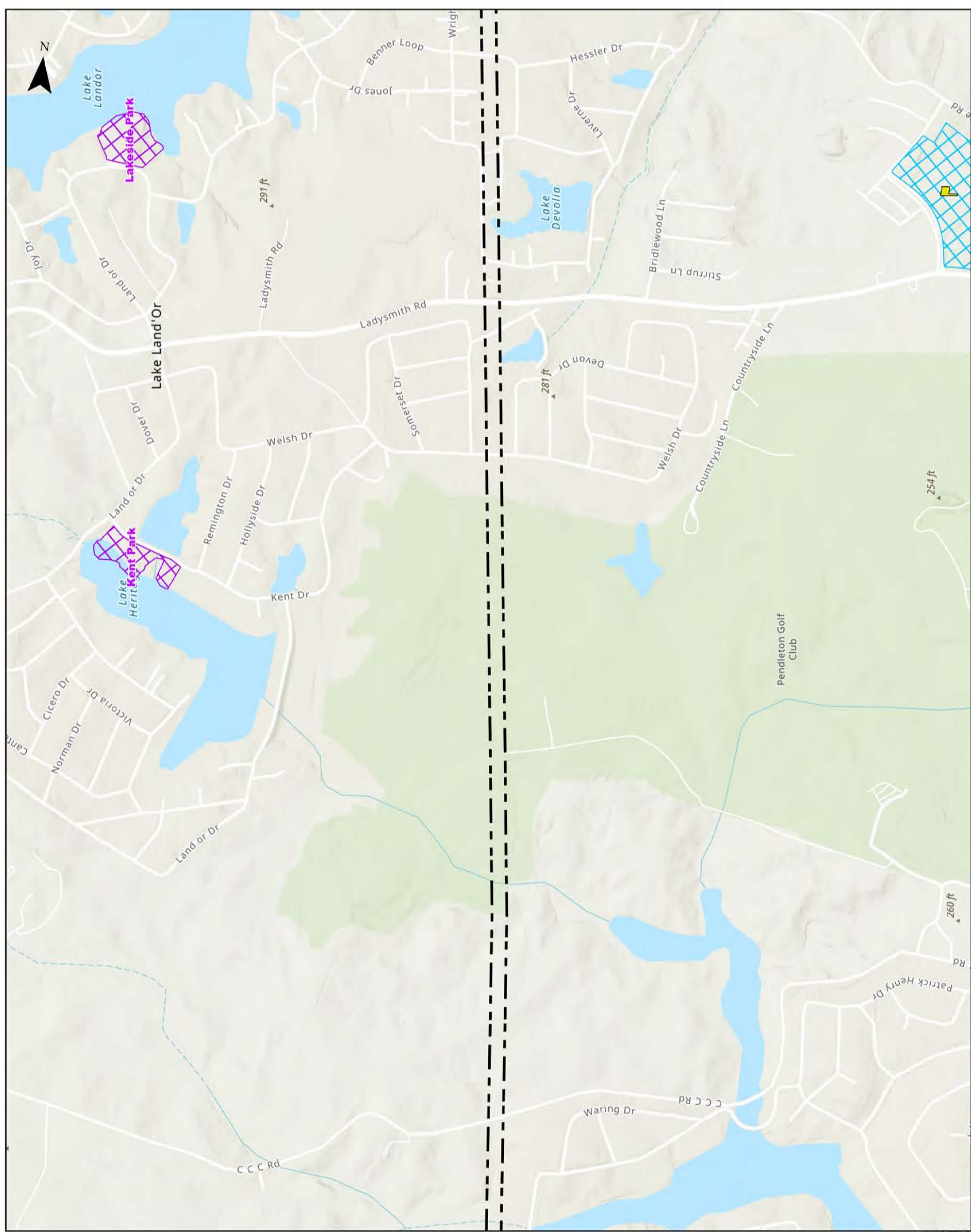
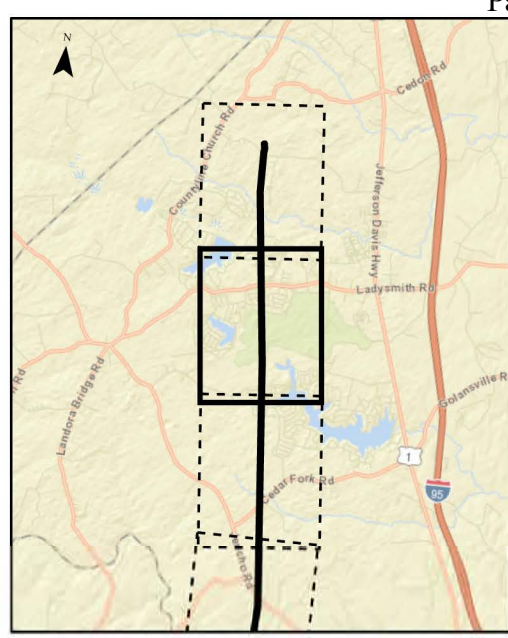
Owner/ Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 03/19/26



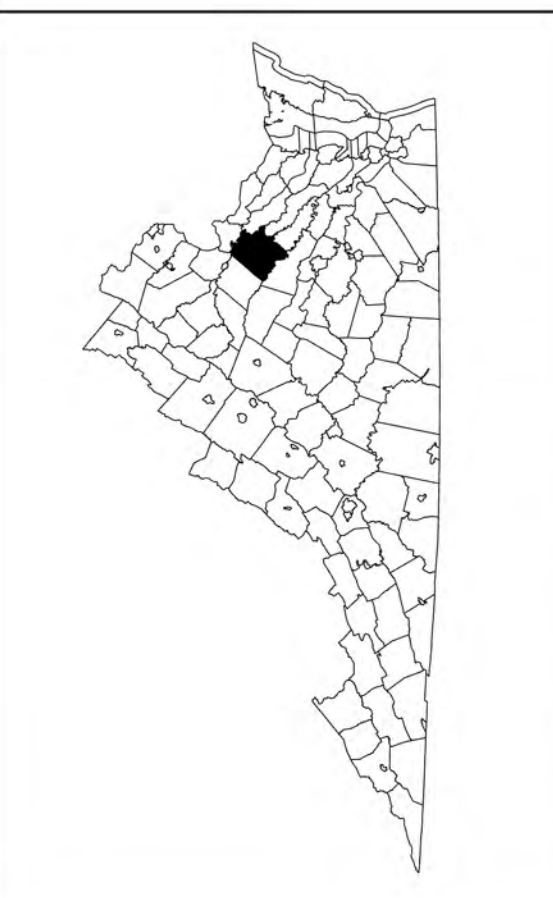
SITE DATA

- Proposed Project Area
- Existing Substation
- Dominion Station Parcel
- Additional ROW
- Federally Owned Land
- Locally Owned Land
- American Battlefield Trust Holding
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- US Bike Route 76
- Fall Line Trail



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Hanover County Road Map



This digital map depicts the Virginia Electric and Power Company's ("VEPCO") proposed transmission facilities in this county as approved by the Virginia State Corporation Commission ("SCC"), and any proposed transmission facilities in this county, as of February 2026. Other Company facilities previously authorized by the SCC may be depicted on prior SCC approved county maps.

VIRGINIA ELECTRIC AND POWER COMPANY PLANS TO BUILD TRANSMISSION LINES AND SUBSTATIONS AS SHOWN IN BLACK DASHES ON THIS MAP.

RAPPANNOCK ELECTRIC COOPERATIVE IS NOT OPPOSED TO THE ROUTING OF THE PROPOSED PROJECT IN ITS SERVICE TERRITORY WITHOUT COST OR EXPENSE TO RAPPANNOCK ELECTRIC COOPERATIVE. THIS DOES NOT INCLUDE CONSENT FOR USE OF RAPPANNOCK ELECTRIC COOPERATIVE'S SERVICE TERRITORY OR RAPPANNOCK ELECTRIC COOPERATIVE'S ABILITY TO ADVOCATE FOR ALTERNATIVE PROJECTS.

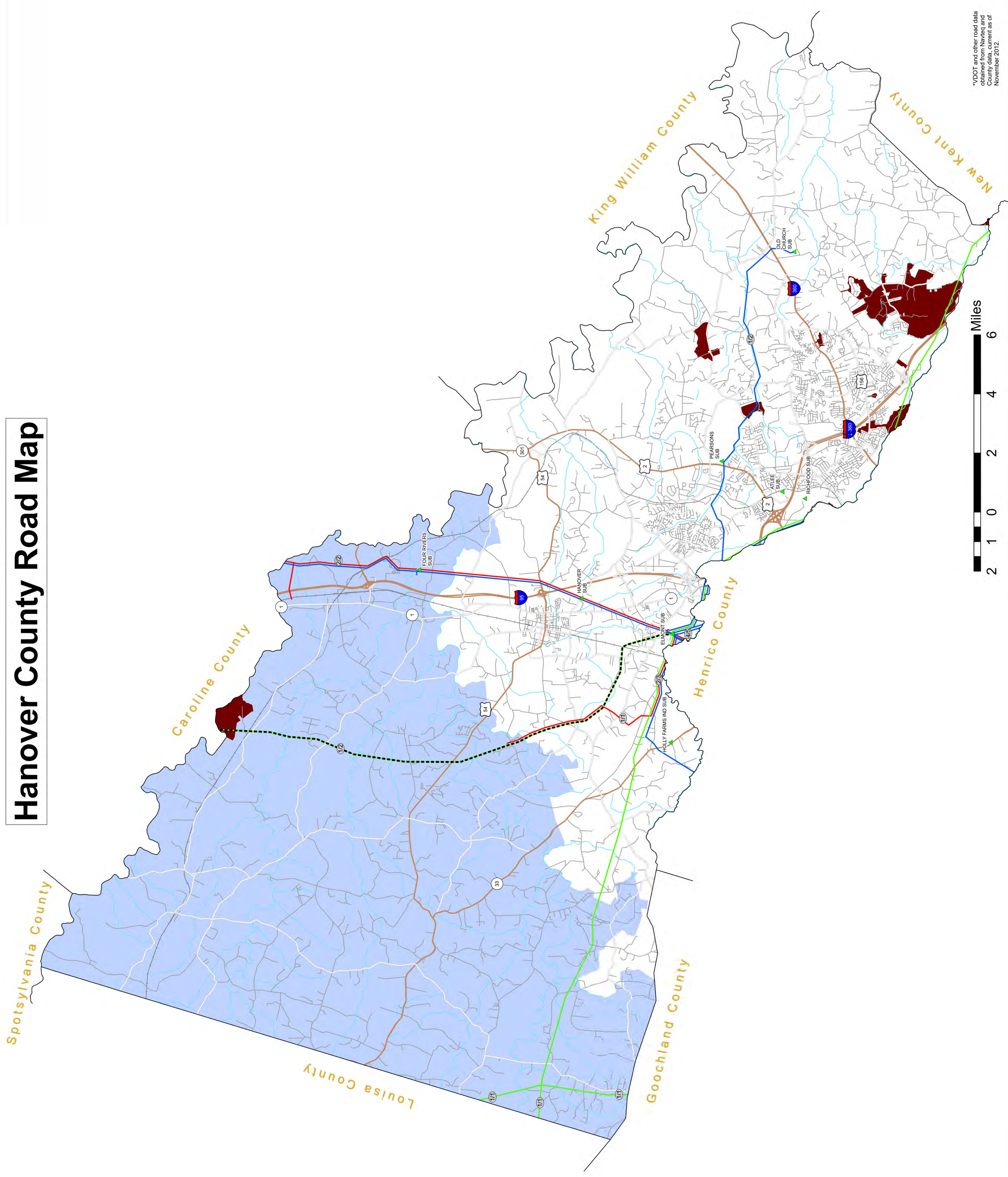
Christopher J. Stora, PE
Vice President - Engineering & Power Supply
Rappannock Electric Cooperative
Work: 540-890-5814
Mobile: 540-670-3790

SIGNATURE *Christopher J. Stora*

DATE: 6/2/2026 TITLE: VP - Engineering & Power Supply

Legend

- Proposed Project
- Existing Substation
- ▲ 115 kV
- ▲ 230 kV
- ▲ 500 kV
- ① Number of Lines of Structure/Number of Circuits
- National Park Service Land
- Provider Service Territory
- REC
- VEPCO



*VDOT and other road data obtained from Navteq and County data, current as of November, 2012.

Caroline County Road Map

Stafford County

Stafford County

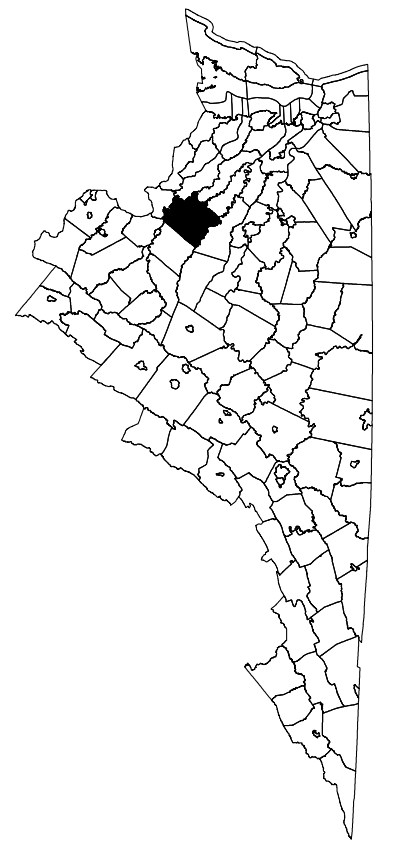
King George County

Essex County

King & Queen County

King William County

Hanover County



This digital map depicts the Virginia Electric Power Company's (VEPCO) proposed transmission facilities in this county as approved by the Virginia State Corporation Commission ("SCC"), and any proposed transmission facilities in this county, as of February 2026. Other Company facilities previously authorized by the SCC may be depicted on prior SCC approved county maps.

VIRGINIA ELECTRIC AND POWER COMPANY
 PLANS TO BUILD TRANSMISSION LINES AND
 SUBSTATIONS AS SHOWN IN BLACK DASHES
 ON THIS MAP.
 RAPPAHANNOCK ELECTRIC COOPERATIVE
 IS NOT OPPOSED TO THE ROUTING OF THE
 PROPOSED PROJECT IN ITS SERVICE
 TERRITORY WITHOUT COST OR EXPENSE TO
 THE RAPPAHANNOCK ELECTRIC COOPERATIVE.
 THIS DOES NOT CONSTITUTE A WAIVER OF
 RAPPAHANNOCK ELECTRIC COOPERATIVE'S
 EXISTING RIGHTS-OF-WAY NOR DOES IT
 CONSTITUTE A WAIVER OF RAPPAHANNOCK
 ELECTRIC COOPERATIVE'S ABILITY TO
 ADVOCATE FOR ALTERNATIVE PROJECTS.

Christopher J. Steis, PE
 Vice President - Engineering & Power Supply
 Email: cstsoa@myrec.coop
 Work: 540-891-5614
 Mobile: 540-670-3790

SIGNATURE *Christopher J. Steis*
 TITLE Vice President - Engineering & Power Supply

DATE 5/20/2026

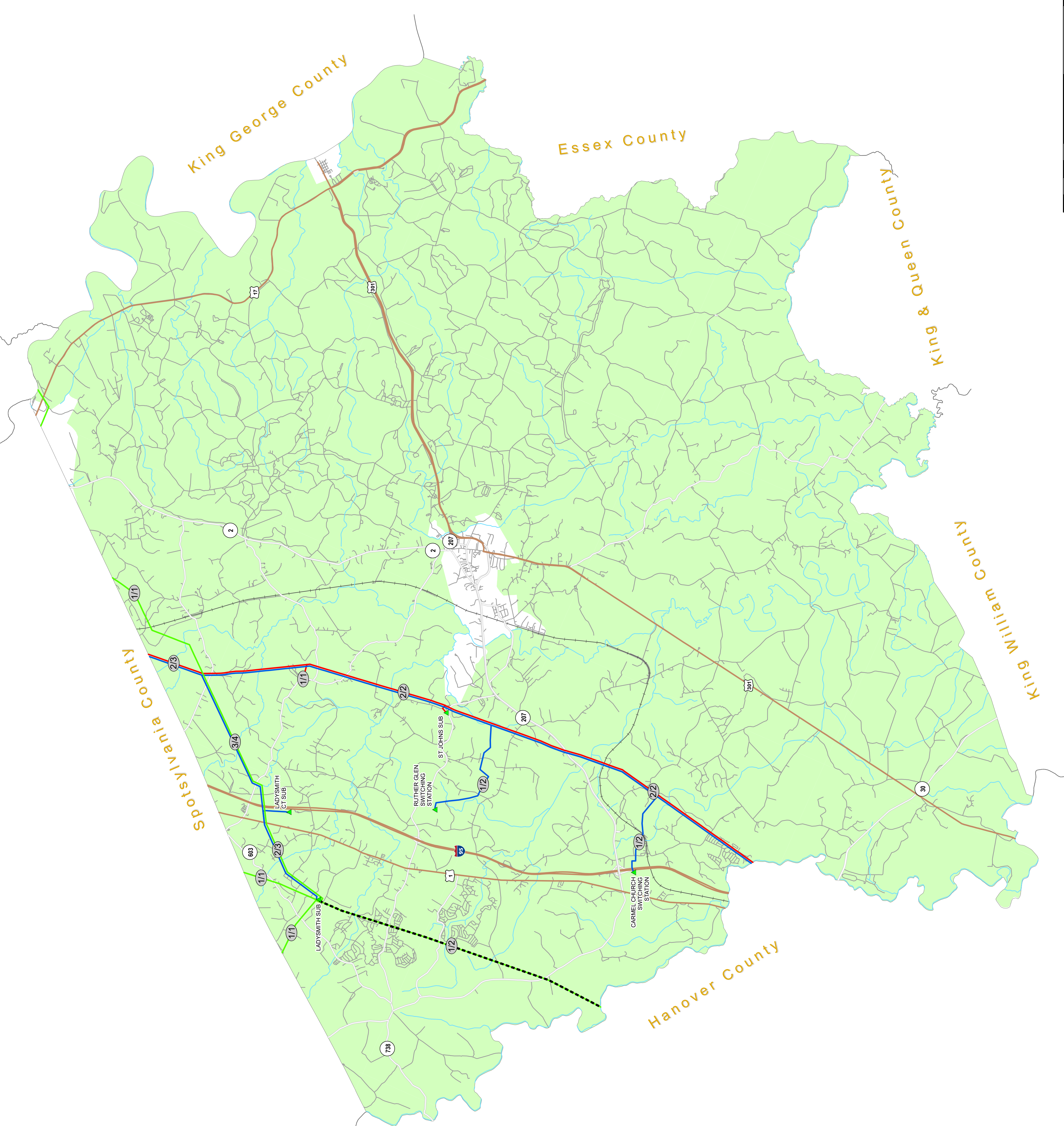
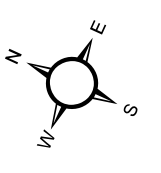
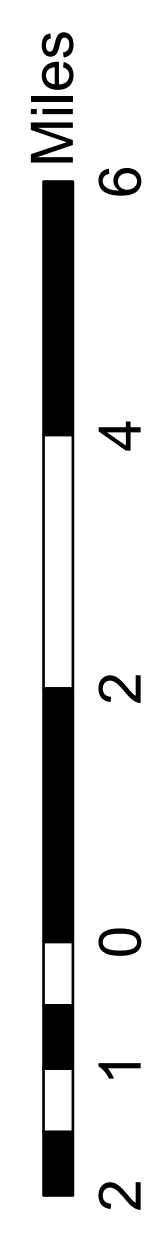
Legend

- Proposed Project
- ① Number of Lines of Structures/Number of Circuits
- △ Proposed Substation
- ▲ Existing Substation
- 115 kV
- 230 kV
- 500 kV

Provider Service Territory

- REC
- VEPCO

*VDOT and other road data
 obtained from Navteq and
 OpenStreetMap as of
 November 2012.



Dominion Energy Virginia
Electric Transmission
5000 Dominion Boulevard
Glen Allen, VA 23060



May 3, 2026

Ladysmith-Elmont 230kV Update

Dear _____

Dominion Energy is dedicated to maintaining safe, reliable, and affordable electric service in the communities we serve. You are receiving this project announcement letter as part of our efforts to proactively communicate early with Tribal Nations who may have an interest in this area. With your unique perspective, you can help us better plan projects in their earliest stages. Please note, this letter is not a notification of formal government-to-government consultation from any state or federal agency. Dominion Energy has been and continues to be committed to creating and maintaining strong, open, supportive, and mutually beneficial relationships with Tribal Nations.

We are proposing to install several structures and place wires on the 230 kilovolt (kV) circuit, a process known as conductoring, on the approximately 26.5 miles of transmission line corridor between the Ladysmith and Elmont substations. This project is needed to meet the area's growing energy needs, continue providing reliable electric service, and maintain compliance with federal reliability standards.

For reference, the previous 500kV Ladysmith-Elmont transmission line rebuild was approved by the Virginia State Corporation Commission on April 29, 2022. This additional work requires returning to the SCC later this summer to propose installing the structures and 230kV conductoring. Enclosed is a fact sheet for additional details. Providing your input now allows us to consider any concerns you may have as we work to meet the project's needs. Please feel free to notify other relevant organizations that may have an interest in the project area. For reference, other recipients of this letter include county and state historic, cultural, and scenic organizations.

If you have questions or would like to set up a meeting to discuss the project, contact me by calling 804-944-5313 or sending an email to Janae.p.johnson@dominionenergy.com. You may also contact Tribal Relations Manager Ken Custalow by sending an email to Ken.Custalow@dominionenergy.com or calling 804-837-2067.

Sincerely,

A handwritten signature in black ink that reads "Janae Johnson". The signature is written in a cursive, flowing style.

Janae Johnson
Communications Consultant
The Electric Transmission Project Team

Ladysmith-Elmont 230kV Update

CAROLINE AND HANOVER COUNTIES, VIRGINIA

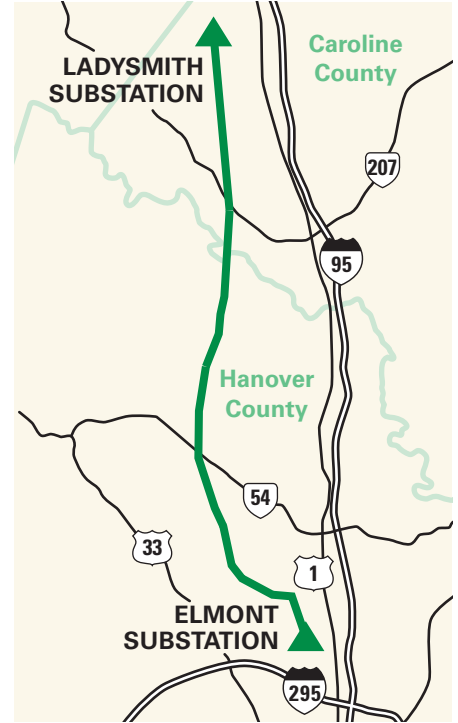


DOMINION ENERGY is committed to providing the reliable, affordable and increasingly clean energy that powers your everyday. The Ladysmith-Elmont 230kV Update is additional work within the existing Ladysmith-Elmont transmission line corridor. This transmission line rebuild began in 2024 to bring facilities up to current reliability and safety standards. In addition to this work, several new structures will need to be installed near the Ladysmith and Elmont substations.

This will also involve placing wires on the 230kV circuit underbuild, a process known as conductoring, on the approximately 26.5 miles of transmission line within the corridor.

For reference, the previous 500kV Ladysmith-Elmont transmission line rebuild was approved by the Virginia State Corporation Commission (SCC) on April 29, 2022. A motion to approve this additional work will be submitted to the SCC in the spring/summer of 2026.

Please visit [DominionEnergy.com/ladysmith](https://www.dominionenergy.com/ladysmith) for new information. Thank you for your patience as we work to maintain these important reliability projects in your community.

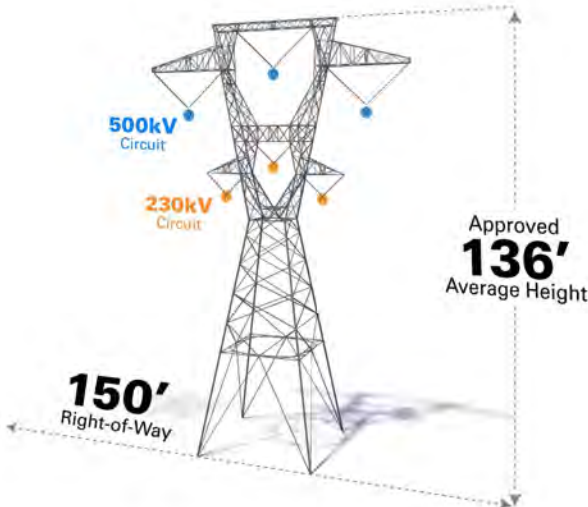


SCAN HERE TO LEARN MORE

| WHAT | WHY | WHERE |
|--|--|---|
| This project will install several new structures and conductor the 230kV circuit on structures within the existing corridor. A motion for approval will be submitted in spring/summer 2026 to the SCC. | The existing infrastructure was nearing the end of its service life and is being replaced to maintain reliable service and comply with current safety standards. | The 26.5 mile transmission line is located between our Ladysmith and Elmont substations in Caroline and Hanover counties. |

| TIMEFRAME | ACTIVITY |
|---------------------|--|
| May 2026 | Project update announcement |
| Spring/ Summer 2026 | File motion with the Virginia State Corporation Commission (SCC) |
| Late 2026 | Anticipated SCC ruling |
| Early 2028 | Conductoring to begin |
| Mid 2029 | Conductoring completed |

Approved Galvanized 500kV/230kV Structure



Structure shown represents a typical structure for this project. Depending on terrain and specific circumstances surrounding each structure, structure heights will vary along the project route.



Ladysmith-Elmont 230kV Update Tribal Engagement Mailing List

| Name | Tribe |
|---|--|
| Chief Stephen Adkins | Chickahominy Indian Tribe |
| Assistant Chief Reginald Stewart | Chickahominy Indian Tribe |
| Chief Joanne Howard | Chickahominy Indian Tribe Eastern Division |
| Jessica Phillips | Chickahominy Indian Tribe Eastern Division |
| Dana Adkins | Chickahominy Tribe |
| Caitlin Rogers | Catawba Indian Nation |
| Carissa Speck | Delaware Nation of Oklahoma |
| Chief Kevin Brown | Pamunkey Indian Tribe |
| Kendall Stevens | Pamunkey Indian Tribal Resource Office |
| Chief Charles (Bootsie) Bullock | Patawomeck Indian Tribe of Virginia |
| Chief G. Anne Richardson | Rappahannock Tribe |
| Chief W. Frank Adams | Upper Mattaponi Indian Tribe |
| Desiree Diar | Upper Mattaponi Indian Tribe |

Dominion Energy Virginia
Electric Transmission
5000 Dominion Boulevard
Glen Allen, VA 23060



May 3, 2026

Ladysmith-Elmont 230kV Update

Dear _____,

Dominion Energy is dedicated to maintaining safe, reliable, and affordable electric service in the communities we serve. As a valued stakeholder with a unique perspective, you can help us meet these objectives as we plan necessary electric infrastructure projects.

We are reaching out to you with an update on a project in Hanover and Caroline counties, and you may have an interest in this area. Dominion Energy is proposing to install several new structures and place wires on the 230kV circuit underbuild, a process known as conductoring, on the existing Ladysmith-Elmont transmission line.

For reference, the Ladysmith-Elmont 500kV transmission line was approved by the Virginia State Corporation Commission (SCC) on April 29, 2022. This approval included the requirement that Dominion Energy return to the SCC to propose this additional work to the transmission line as needed.

Enclosed is a fact sheet for your reference. Providing your input now allows us to consider any concerns you may have as we work to meet the project's needs. Please feel free to notify other relevant organizations that may have an interest in the project area. For reference, other recipients of this letter include county and state historic, cultural, and scenic organizations, as well as Tribal Nations.

Please visit DominionEnergy.com/ladysmith for additional information including previous outreach materials, simulation photos and SCC information. You can also contact our project by email at powerline@dominionenergy.com or by phone at 888-291-0190.

Thank you for helping us plan for long-term reliability investments in your community.

If you have questions or would like to set up a meeting to discuss the project, contact me by calling 804-944-5313 or sending an email to Janae.p.johnson@dominionenergy.com.

Sincerely,

A handwritten signature in black ink that reads "Janae Johnson". The signature is fluid and cursive, with the first name "Janae" and last name "Johnson" clearly legible.

Janae Johnson
Communications Consultant
The Electric Transmission Project Team

Ladysmith-Elmont 230kV Update

CAROLINE AND HANOVER COUNTIES, VIRGINIA

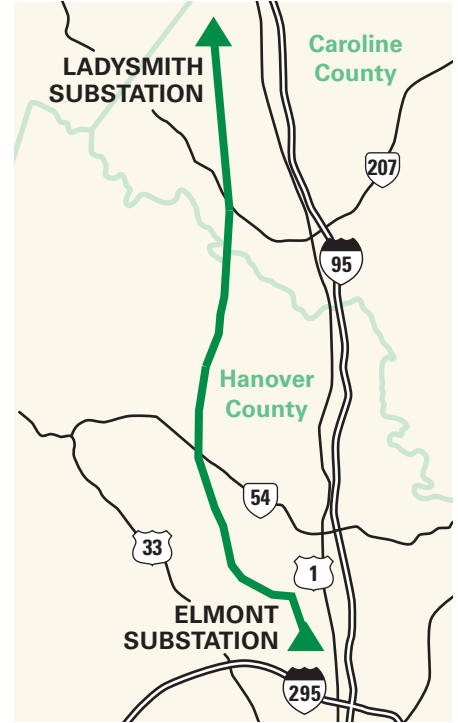


DOMINION ENERGY is committed to providing the reliable, affordable and increasingly clean energy that powers your everyday. The Ladysmith-Elmont 230kV Update is additional work within the existing Ladysmith-Elmont transmission line corridor. This transmission line rebuild began in 2024 to bring facilities up to current reliability and safety standards. In addition to this work, several new structures will need to be installed near the Ladysmith and Elmont substations.

This will also involve placing wires on the 230kV circuit underbuild, a process known as conductoring, on the approximately 26.5 miles of transmission line within the corridor.

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Please visit [DominionEnergy.com/ladysmith](https://www.dominionenergy.com/ladysmith) for new information. Thank you for your patience as we work to maintain these important reliability projects in your community.

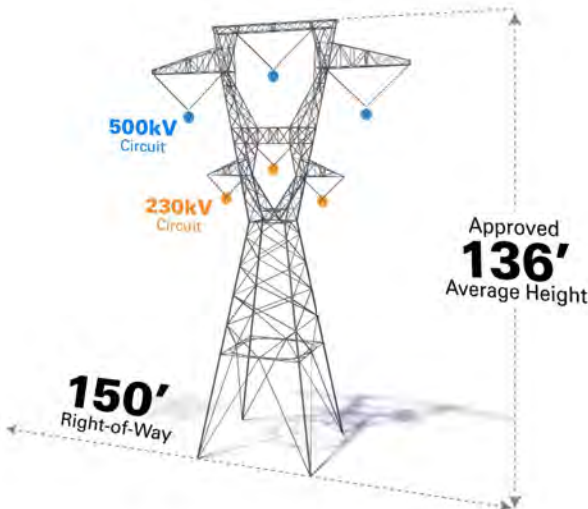


SCAN HERE TO LEARN MORE

| WHAT | WHY | WHERE |
|--|--|---|
| This project will install several new structures and conductor the 230kV circuit on structures within the existing corridor. A motion for approval will be submitted in spring/summer 2026 to the SCC. | The existing infrastructure was nearing the end of its service life and is being replaced to maintain reliable service and comply with current safety standards. | The 26.5 mile transmission line is located between our Ladysmith and Elmont substations in Caroline and Hanover counties. |

| TIMEFRAME | ACTIVITY |
|---------------------|--|
| May 2026 | Project update announcement |
| Spring/ Summer 2026 | File motion with the Virginia State Corporation Commission (SCC) |
| Late 2026 | Anticipated SCC ruling |
| Early 2028 | Conductoring to begin |
| Mid 2029 | Conductoring completed |

Approved Galvanized 500kV/230kV Structure



Structure shown represents a typical structure for this project. Depending on terrain and specific circumstances surrounding each structure, structure heights will vary along the project route.



Ladysmith-Elmont 230kV Update Cultural Letter Mailing List

| Name | Organization |
|---|---|
| Mr. Will Glasco | Preservation Virginia |
| Mr. Thomas Gilmore | American Battlefield Trust |
| Mr. Jim Campi | American Battlefield Trust |
| Mr. Max Hokit | American Battlefield Trust |
| Mr. Steven Williams | Colonial National Historical Park |
| Mr. Dave Brown | Council of Virginia Archaeologists |
| Ms. Leighton Powell | Scenic Virginia |
| Ms. Elaine Chang | National Trust for Historic Preservation |
| Ms. Julie Bolthouse | Piedmont Environmental Council |
| Mr. McCarthy | |
| Mr. John McCarthy | Piedmont Environmental Council |
| Dr. Cassandra Newby- Alexander, Dean | Norfolk State University |
| Mr. Roger Kirchen, Archaeologist | Virginia Department of Historic Resources |
| Ms. Adrienne Birge-Wilson | Virginia Department of Historic Resources |
| Mr. Dave Dutton | Dutton + Associates, LLC |

- IV. HEALTH ASPECTS OF ELECTROMAGNETIC FIELDS ("EMF")**
- A. Provide the calculated maximum electric and magnetic field levels that are expected to occur at the edge of the ROW. If the new transmission line is to be constructed on an existing electric transmission line ROW, provide the present levels as well as the maximum levels calculated at the edge of ROW after the new line is operational.**

Response: Public exposure to magnetic fields is best estimated by field levels from power lines calculated at annual average loading. For any day of the year, the EMF levels associated with average conditions provide the best estimate of potential exposure. Maximum (peak) values are less relevant as they may occur for only a few minutes or hours each year.

This section describes the levels of EMF associated with the existing transmission line. EMF levels are provided for both historical (Oct 2023-Sep 2024) and future (2029) annual average and maximum (peak) loading conditions.

Existing lines – Historical average loading

EMF levels were calculated for the existing lines at the *historical average* load condition (113 amps for line 59 and 599 amps for line 574) and at an operating voltage of 120.75 and 525 kV when supported on the historical structures – see Attachment II.A.5.a, b, and c.

These field levels were calculated at mid-span where the conductors are closest to the ground and the conductors are at an historical average load operating temperature.

EMF levels at the edge of the rights-of-way for the existing lines at the historical average loading:

| | <u>Western Edge</u> | | <u>Eastern Edge</u> | |
|----------------------------|---------------------------------|-------------------------------|---------------------------------|-------------------------------|
| | <u>Electric Field</u> (kV/m) | <u>Magnetic Field</u> (mG) | <u>Electric Field</u> (kV/m) | <u>Magnetic Field</u> (mG) |
| <u>Attachment II.A.5.a</u> | 2.967 | 33.652 | 3.047 | 34.454 |
| <u>Attachment II.A.5.b</u> | 2.969 | 35.406 | 0.476 | 9.276 |
| <u>Attachment II.A.5.c</u> | 3.543 | 40.035 | 3.450 | 37.147 |

Existing lines – Historical peak loading

EMF levels were calculated for the existing line at the *historical peak* load condition (571 amps for line 59 and 1982 amps for line 574) and at an operating voltage of 120.75 and 525 kV when supported on the existing structures – see Attachment II.A.5. a, b, and c.

These field levels were calculated at mid-span where the conductors are closest to the ground and the conductors are at a historical peak load operating temperature.

EMF levels at the edge of the rights-of-way for the existing lines at the historical peak loading:

| | <u>Western Edge</u> | | <u>Eastern Edge</u> | |
|----------------------------|---------------------------------|-------------------------------|---------------------------------|-------------------------------|
| | <u>Electric Field</u> (kV/m) | <u>Magnetic Field</u> (mG) | <u>Electric Field</u> (kV/m) | <u>Magnetic Field</u> (mG) |
| <u>Attachment II.A.5.a</u> | 3.126 | 121.398 | 3.108 | 121.261 |
| <u>Attachment II.A.5.b</u> | 3.007 | 119.097 | 0.459 | 34.07 |
| <u>Attachment II.A.5.c</u> | 3.734 | 142.519 | 3.658 | 132.225 |

Proposed project – Projected average loading in 2029

EMF levels were calculated for the proposed Rebuild Project at the *projected average* load condition (85 amps for line 59, 1202 amps for line 574 and 447 amps for line 2490) and at an operating voltage of 120.75, 525 kV and 241.5 kV when supported on the proposed Rebuild Project structures – see Attachment II.A.5. a, b, and c.

These field levels were calculated at mid-span where the conductors are closest to the ground and the conductors are at a projected average load operating temperature.

EMF levels at the edge of the rights-of-way for the proposed Rebuild Project at the projected average loading:

| | <u>Western Edge</u> | | <u>Eastern Edge</u> | |
|----------------------------|---------------------------------|-------------------------------|---------------------------------|-------------------------------|
| | <u>Electric Field</u> (kV/m) | <u>Magnetic Field</u> (mG) | <u>Electric Field</u> (kV/m) | <u>Magnetic Field</u> (mG) |
| <u>Attachment II.A.5.a</u> | 1.952 | 48.419 | 2.578 | 55.881 |
| <u>Attachment II.A.5.b</u> | 2.032 | 50.189 | 0.467 | 19.024 |
| <u>Attachment II.A.5.c</u> | 2.014 | 53.675 | 2.654 | 54.874 |

Proposed project – Projected Peak loading in 2029

EMF levels were calculated for the proposed Rebuild Project at the *projected peak* load condition (141 amps for line 59, 2004 amps for line 574 and 745 amps for line 2490) and at an operating voltage of 120.75, 525 kV and 241.5 kV when supported on the proposed Rebuild Project structures – see Attachment II.A.5. a, b, and c.

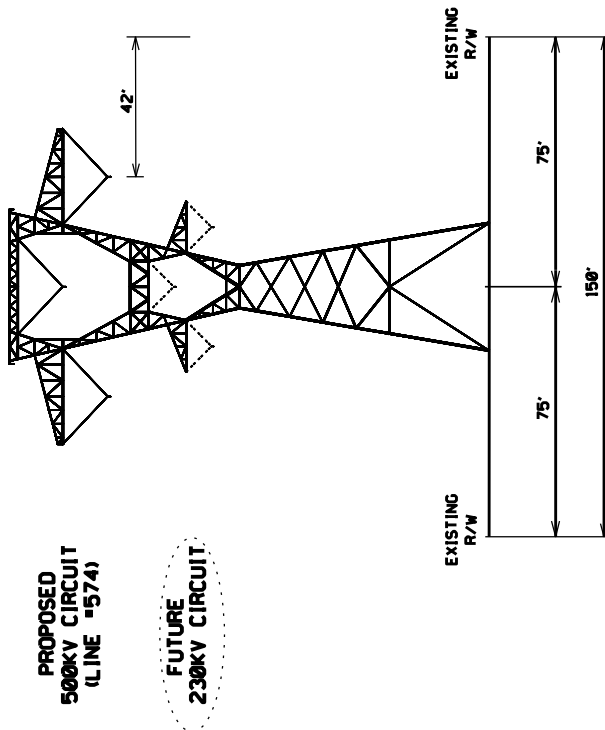
These field levels were calculated at mid-span where the conductors are closest to the ground and the conductors are at a projected peak load operating temperature.

EMF levels at the edge of the rights-of-way for the proposed Rebuild Project at the projected peak loading:

| | <u>Western Edge</u> | | <u>Eastern Edge</u> | |
|----------------------------|---------------------------------|-------------------------------|---------------------------------|-------------------------------|
| | <u>Electric Field</u> (kV/m) | <u>Magnetic Field</u> (mG) | <u>Electric Field</u> (kV/m) | <u>Magnetic Field</u> (mG) |
| <u>Attachment II.A.5.a</u> | 2.150 | 83.208 | 2.810 | 97.246 |
| <u>Attachment II.A.5.b</u> | 2.266 | 86.607 | 0.489 | 32.166 |
| <u>Attachment II.A.5.c</u> | 2.249 | 94.389 | 2.862 | 94.082 |

STRUCTURE #574/2 - 19
(2490/6 - 23)

PRELIMINARY

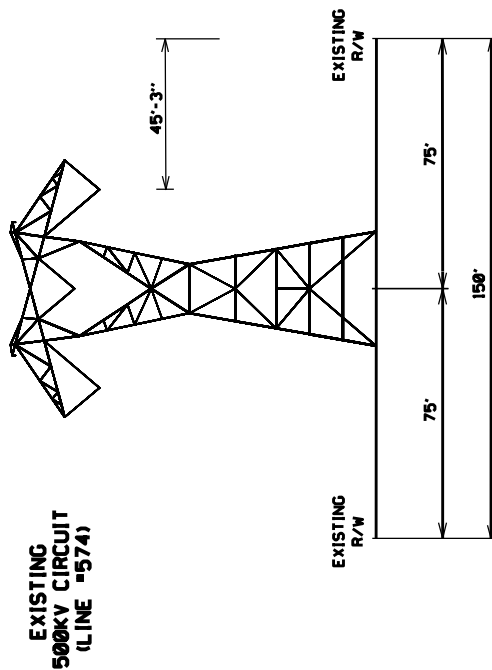


PROPOSED CONFIGURATION
TYPICAL RIGHT OF WAY LOOKING TOWARD LADYSMITH

NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

\$DONSPEC\$

STRUCTURE #574/1 - 19

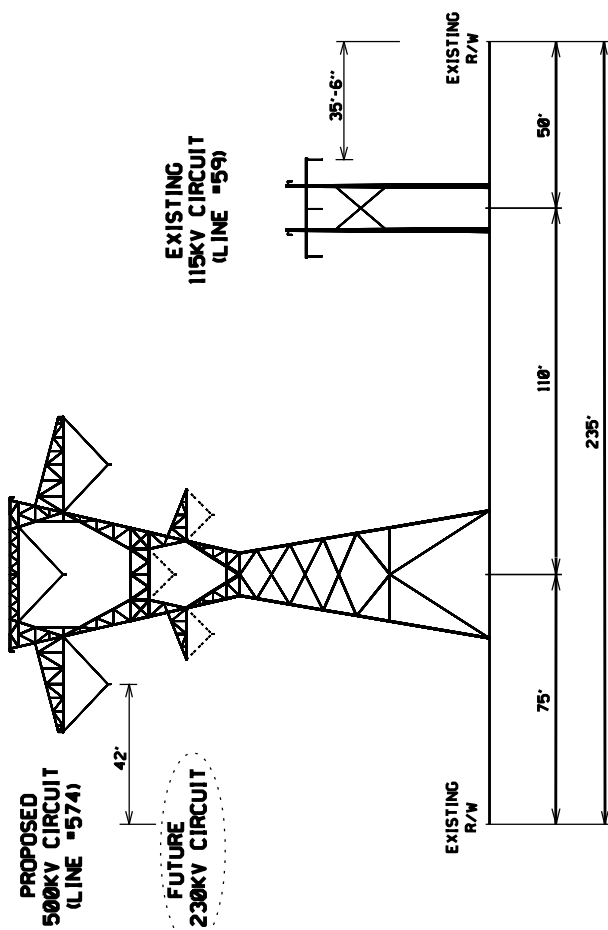


EXISTING CONFIGURATION
TYPICAL RIGHT OF WAY LOOKING TOWARD LADYSMITH

\$DONSPEC\$

STRUCTURE #574/19 - 37
(2490/23 - 41)

PRELIMINARY

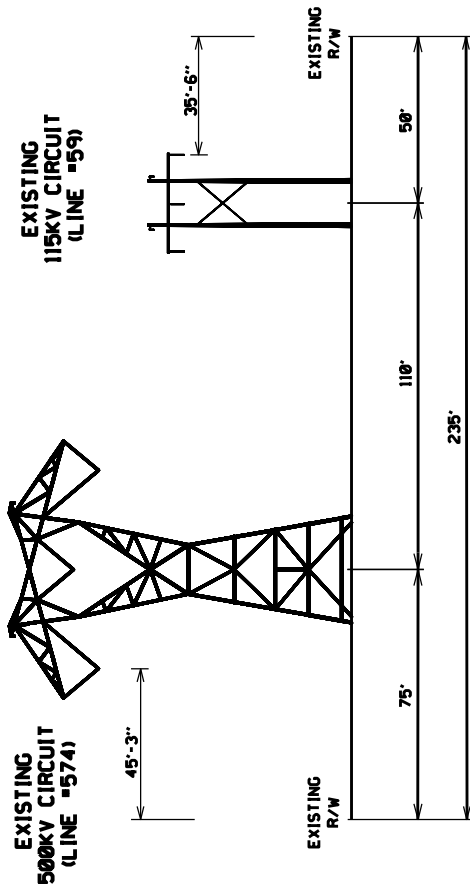


PROPOSED CONFIGURATION
TYPICAL RIGHT OF WAY LOOKING TOWARD LADYSMITH

NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

*DGN\$PEC\$

STRUCTURE #574/19 - 37

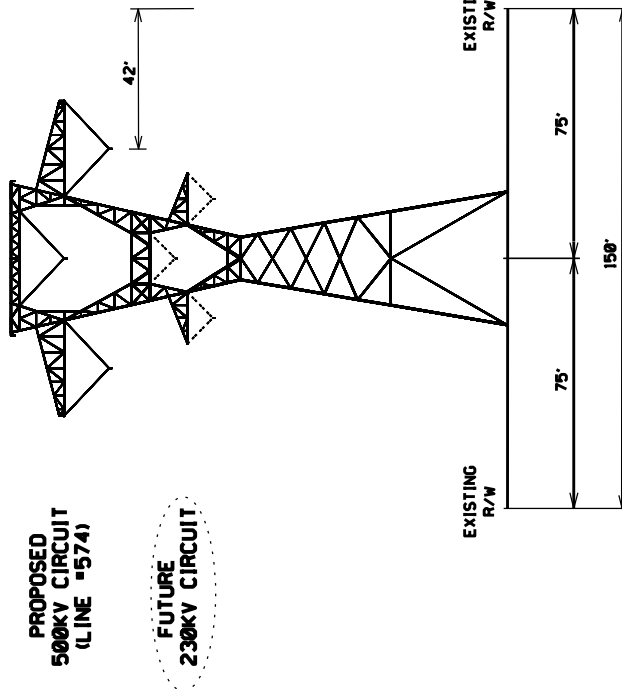


EXISTING CONFIGURATION
TYPICAL RIGHT OF WAY LOOKING TOWARD LADYSMITH

*DGN\$PEC\$

STRUCTURE #574/37 - 124
(2490/41 - 126)

PRELIMINARY

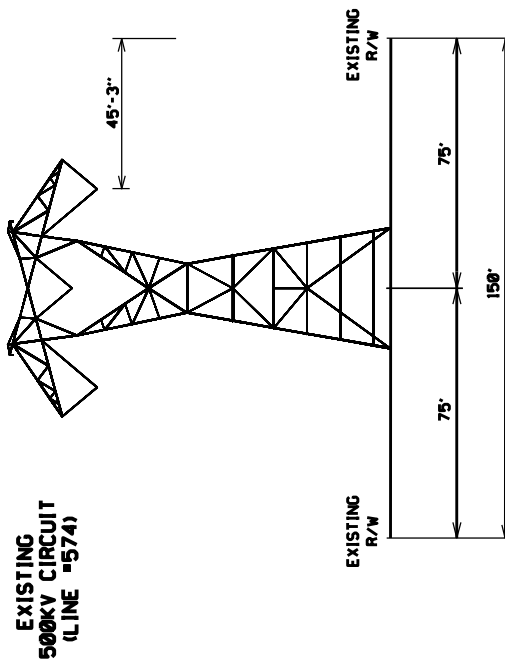


PROPOSED CONFIGURATION
TYPICAL RIGHT OF WAY LOOKING TOWARD LADYSMITH

NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

DONSPEC

STRUCTURE #574/37 - 124



EXISTING CONFIGURATION
TYPICAL RIGHT OF WAY LOOKING TOWARD LADYSMITH

DONSPEC

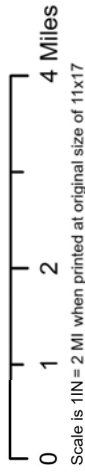
ATTACHMENT V.A PROJECT OVERVIEW MAP

230 kV Elmont - Ladysmith Line #2490

Hanover and Caroline Counties, Virginia

Owner/Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 02/13/26

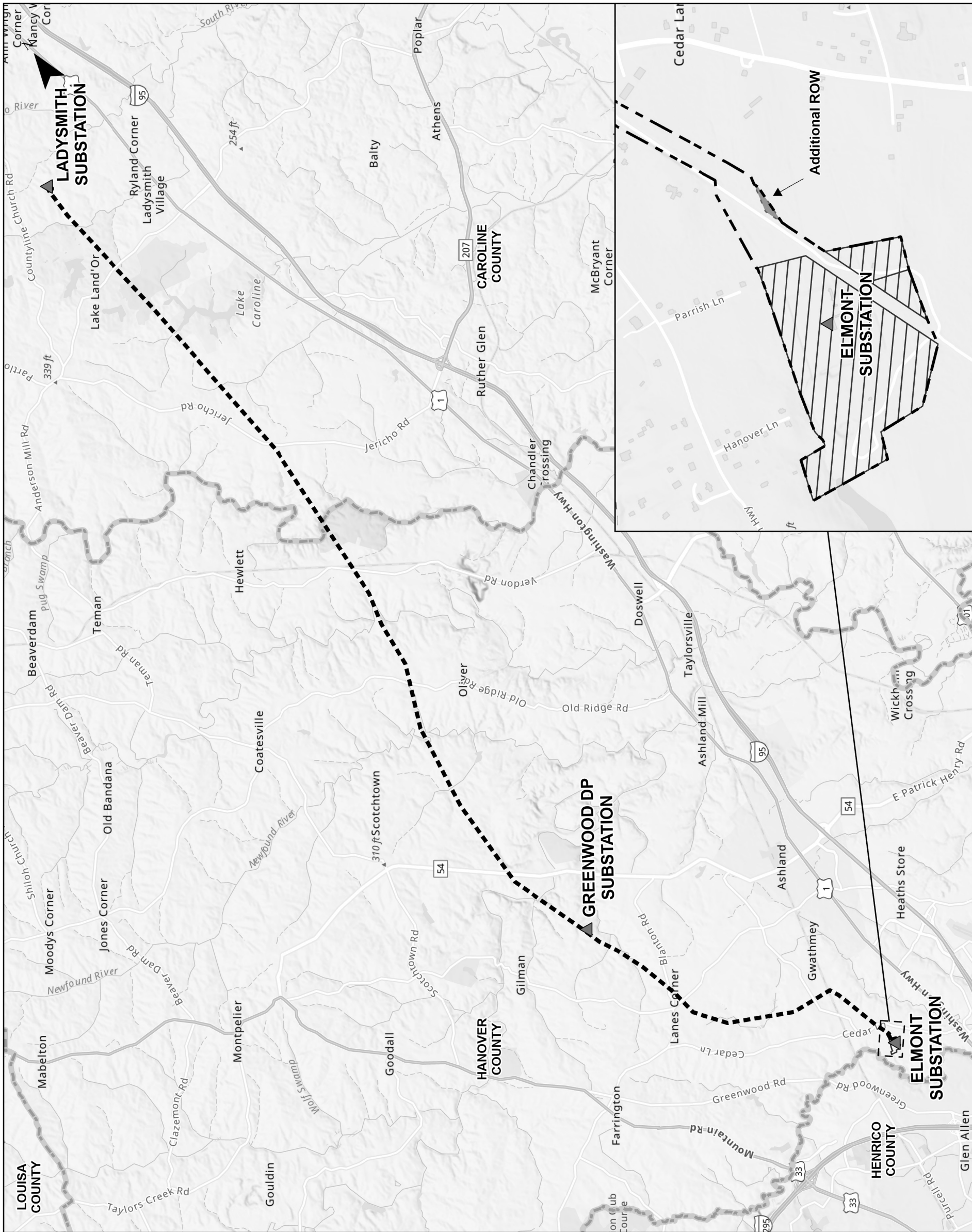
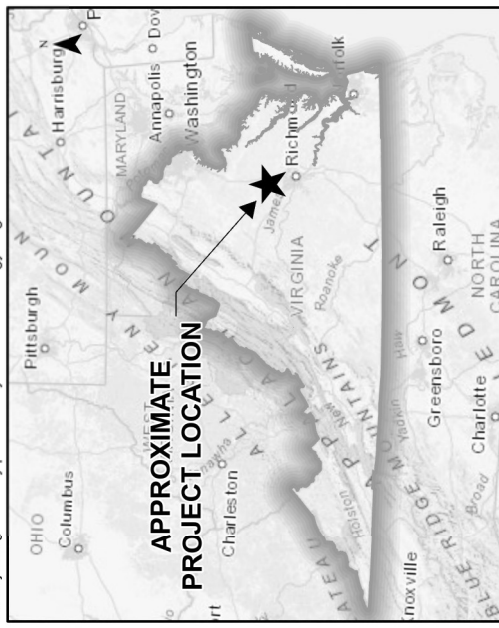


SITE DATA

- Existing Line #574 - Add 230 kV Conductor (Line #2490)
- ▲ Existing Substation
- ▭ Dominion Station Parcel
- ▨ Additional ROW
- ▭ County Boundary

Notes:

1. Basemap from ESRI World Topographic Map
2. Project right-of-way provided by Dominion Energy Virginia



V. NOTICE

- C. **List all federal, state, and local agencies and/or officials that may reasonably be expected to have an interest in the proposed construction and to whom the Applicant has furnished or will furnish a copy of the application.**

Response: The following agency representatives may reasonably be expected to have an interest in the proposed Project. Instead of furnishing a copy of the Application to these parties, the Company has sent a letter noting the availability of the Application for the proposed Project on the Company's website.

Ms. Bettina Rayfield,
Virginia Department of Environmental Quality
Office of Environmental Impact Review
1111 East Main Street, Suite 1400
Richmond, Virginia 23219
bettina.rayfield@deq.virginia.gov

Ms. Michelle Henicheck
Virginia Department of Environmental Quality
Office of Wetlands and Streams
1111 East Main Street, Suite 1400
Richmond, Virginia 23219

Ms. Rene Hypes
Virginia Department of Conservation and Recreation
Division of Natural Heritage
600 East Main Street, 24th Floor
Richmond, Virginia 23219

Environmental Reviewer
Virginia Department of Conservation and Recreation
Planning & Recreation Bureau
600 East Main Street, 17th Floor
Richmond, Virginia 23219

Ms. Hannah Schul
Virginia Department of Wildlife Resources
Wildlife Information and Environmental Services
7870 Villa Park, Suite 400
Henrico, Virginia 23228

Mr. Keith Tignor
Virginia Department of Agriculture and Consumer Services
Office of Plant Industry Services
102 Governor Street
Richmond, Virginia 23219

Mr. Clint Folks
Virginia Department of Forestry
Forestland Conservation Division
900 Natural Resources Drive, Suite 800
Charlottesville, Virginia 22903

Scoping at VMRC
Virginia Marine Resources Commission
Habitat Management Division
Building 96, 380 Fenwick Road
Ft. Monroe, Virginia 23651

Mr. Troy Andersen
U.S. Fish and Wildlife Service
Virginia Field Office, Ecological Services
6669 Short Lane
Gloucester, Virginia 23061

Ms. Regena Bronson
U.S. Army Corps of Engineers
Fredericksburg Field Office
1420 Central Park Boulevard
Fredericksburg, Virginia 22401

Ms. Arlene Fields Warren
Virginia Department of Health
Office of Drinking Water
109 Governor Street, 6th Floor
Richmond, Virginia 23219

Mr. Phil Skorupa
Virginia Department of Energy
1100 Bank Street
Washington Building, 8th Floor
Richmond, Virginia 23219

Mr. Roger Kirchen
Department of Historic Resources
Review and Compliance Division
2801 Kensington Avenue
Richmond, Virginia 23221

Ms. Martha Little
Virginia Outdoors Foundation
39 Garrett Street St. 200
Warrenton, Virginia 20186

Julie Morgan
Obstruction Evaluation Group Manager
Federal Aviation Administration, FAA MMAC (AJV-A5)
PO Box 25082
Oklahoma City, OK 73125-0082

Mr. Stephen Smiley
Virginia Department of Aviation
Airport Services Division
5702 Gulfstream Road
Richmond, Virginia 23250

Mr. Marshall Winn
Ashland Residence Administrator, Richmond District
Virginia Department of Transportation
2430 Pine Forest Drive
Colonial Heights, VA 23834

Mr. Kyle Bates, P.E.
Fredericksburg Residence Engineer, Fredericksburg District
Virginia Department of Transportation
87 Deacon Road
Fredericksburg, VA 22405

Mr. John A. Budesky
Hanover County Administrator
7516 County Complex Road
Hanover, VA 23069

Mr. Charles M. Culley, Jr.
Caroline County Administrator
P.O. Box 447
Bowling Green, VA 22427

May 5, 2026

Mr. John A. Budesky
Hanover County Administrator
7516 County Complex Road
Hanover, VA 23069

**Reference: Dominion Energy Virginia's Proposed 230 kV Elmont – Ladysmith Line
#2490, Hanover and Caroline Counties, Virginia
Notice Pursuant to Va. Code §15.2-2202 E**

Dear Mr. Budesky,

Virginia Electric and Power Company (“Dominion Energy Virginia” or the “Company”) is proposing to install an approximately 26.3-mile 230 kilovolt (“kV”) overhead single circuit transmission line primarily on existing 500 kV / 230 kV structures supporting the Company's existing 500 kV Elmont-Ladysmith Line #574 between the existing Elmont Substation in Hanover County and the existing Ladysmith Substation in Caroline County (collectively, the “Project”). Approximately 17.4 miles of the proposed Project is located in Hanover County and approximately 8.9 miles of the proposed Project is located in Caroline County. Approximately four new transmission line structures are needed in Hanover County near the Elmont Substation to bring Line #2490 into the Elmont Substation, and approximately three new transmission line structures are needed in Caroline County near the Ladysmith Substation to bring Line #2490 into the Ladysmith Substation. These new structures are located within existing right-of-way or on Company owned property.

The Company is preparing to file a streamlined application for a Certificate of Public Convenience and Necessity (“CPCN”) with the State Corporation Commission of Virginia (“SCC”). Pursuant to § 15.2-2202 of the Code of Virginia, the Company is writing to notify you of the proposed Project in advance of the CPCN application filing and respectfully requests that you submit any comments or additional information you feel would have bearing on the Project within 30 days of the date of this letter.

Enclosed is a Project Overview Map depicting the route and project location. Once filed, all final materials, including the CPCN application and supporting materials, will be available for review on the Company's website at the following location: www.dominionenergy.com/ladysmith.

If you would like to receive a GIS shapefile of the proposed Project to assist in your review or if you have any questions, please do not hesitate to contact me at (804) 910-5030 or paul.s.peckens@dominionenergy.com. We appreciate your assistance with the review of this Project and look forward to any additional information you may have to offer.

Regards,

Paul S. Peckens

Paul S. Peckens
Siting and Permitting Specialist

Attachment: Project Overview Map

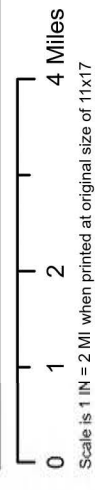
PROJECT OVERVIEW MAP

230 kV Elmont - Ladysmith Line #2490

Hanover and Caroline Counties, Virginia

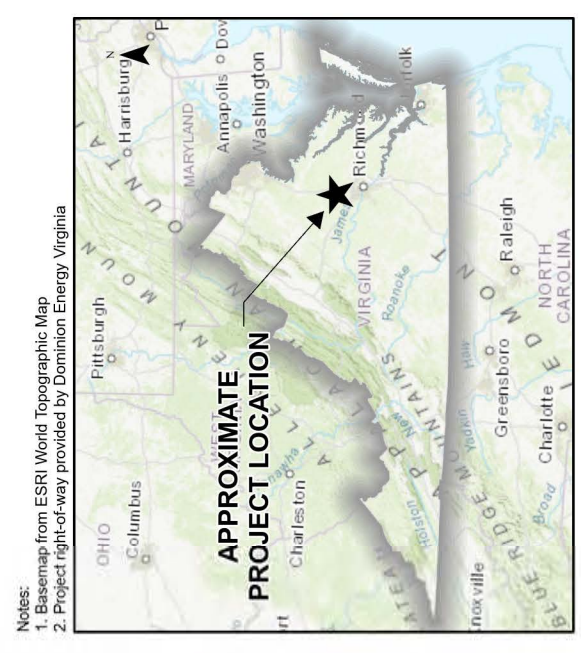
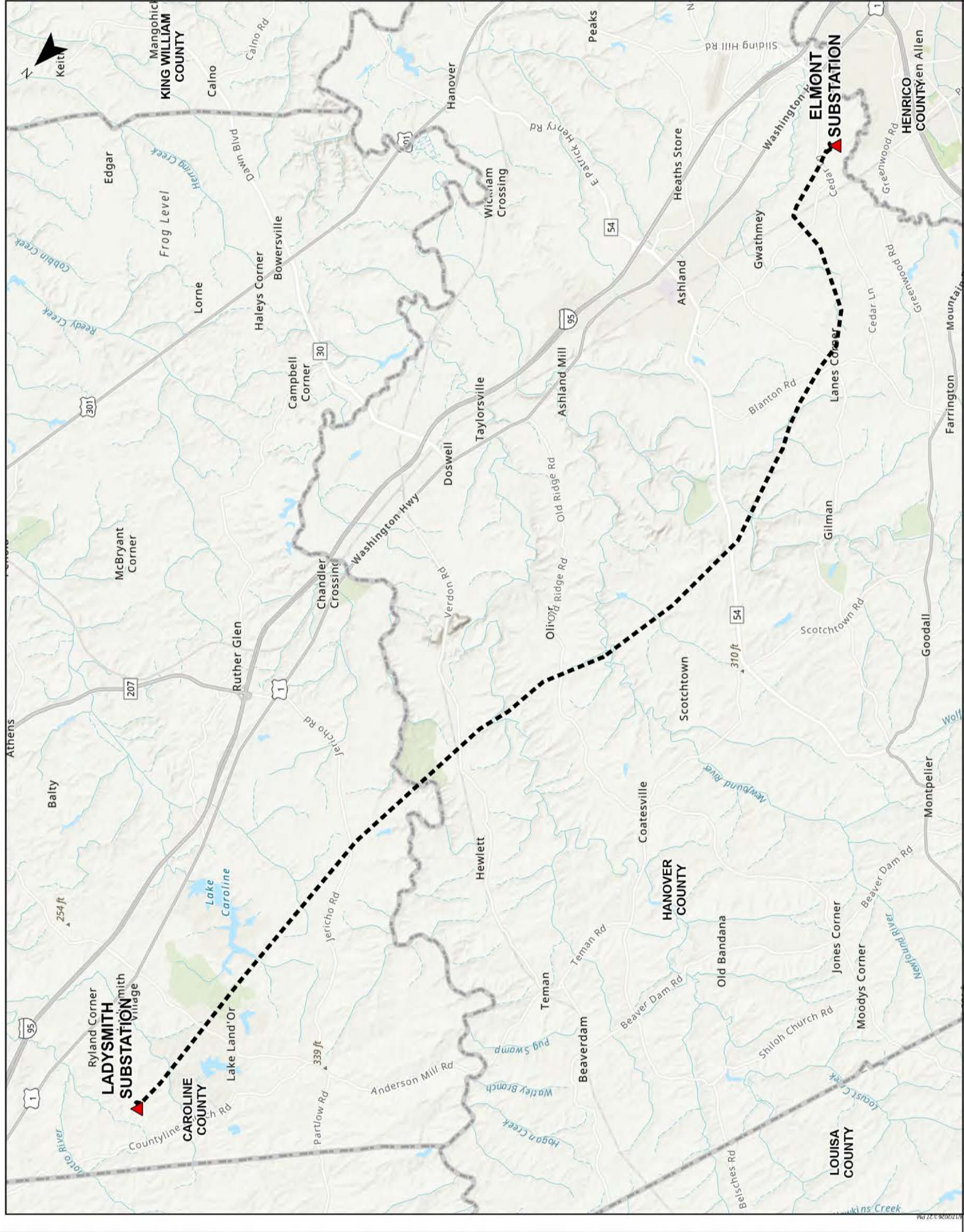
Owner/Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 04/21/26



SITE DATA

- Existing Line #574 Centerline
- ▲ Existing Substation
- ▭ County Boundary
- - - Index Sheet



Notes:
 1. Basemap from ESRI World Topographic Map
 2. Project right-of-way provided by Dominion Energy Virginia



May 5, 2026

**Mr. Charles M. Culley, Jr.
Caroline County Administrator
P.O. Box 447
Bowling Green, VA 23069**

**Reference: Dominion Energy Virginia's Proposed 230 kV Elmont – Ladysmith Line
#2490, Hanover and Caroline Counties, Virginia
Notice Pursuant to Va. Code § 15.2-2202 E**

Dear Mr. Culley,

Virginia Electric and Power Company (“Dominion Energy Virginia” or the “Company”) is proposing to install an approximately 26.3-mile 230 kilovolt (“kV”) overhead single circuit transmission line primarily on existing 500 kV / 230 kV structures supporting the Company's existing 500 kV Elmont-Ladysmith Line #574 between the existing Elmont Substation in Hanover County and the existing Ladysmith Substation in Caroline County (collectively, the “Project”). Approximately 8.9 miles of the proposed Project is located in Caroline County and approximately 17.4 miles of the proposed Project is located in Hanover County. Three new transmission line structures are needed in Caroline County near the Ladysmith Substation to bring Line #2490 into the Ladysmith Substation, and four new transmission line structures are needed in Hanover County near the Elmont Substation to bring Line #2490 into the Elmont Substation. The new structures are located within existing right-of-way or on Company owned property.

The Company is preparing to file a streamlined application for a Certificate of Public Convenience and Necessity (“CPCN”) with the State Corporation Commission of Virginia (“SCC”). Pursuant to § 15.2-2202 of the Code of Virginia, the Company is writing to notify you of the proposed Project in advance of the CPCN application filing and respectfully requests that you submit any comments or additional information you feel would have bearing on the Project within 30 days of the date of this letter.

Enclosed is a Project Overview Map depicting the route and project location. Once filed, all final materials, including the CPCN application and supporting materials, will be available for review on the Company's website at the following location: www.dominionenergy.com/ladysmith.

If you would like to receive a GIS shapefile of the proposed Project to assist in your review or if you have any questions, please do not hesitate to contact me at (804) 910-5030 or paul.s.peckens@dominionenergy.com. We appreciate your assistance with the review of this Project and look forward to any additional information you may have to offer.

Regards,

Paul S. Peckens

Paul S. Peckens
Siting and Permitting Specialist

Attachment: Project Overview Map

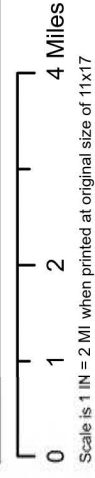
PROJECT OVERVIEW MAP

230 kV Elmont - Ladysmith Line #2490

Hanover and Caroline Counties, Virginia

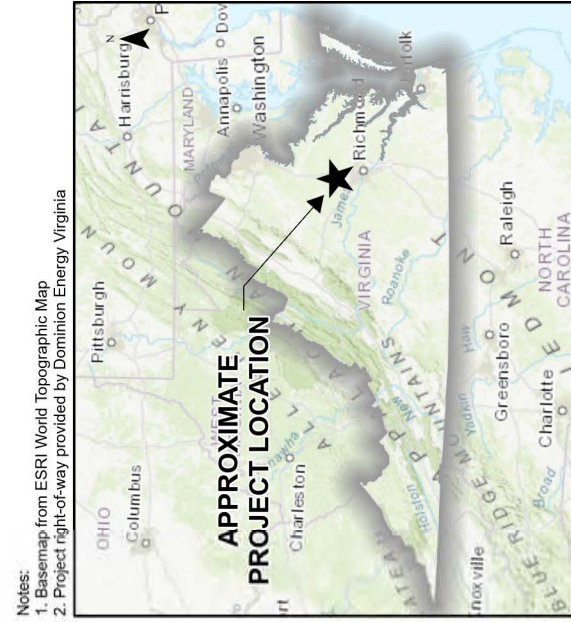
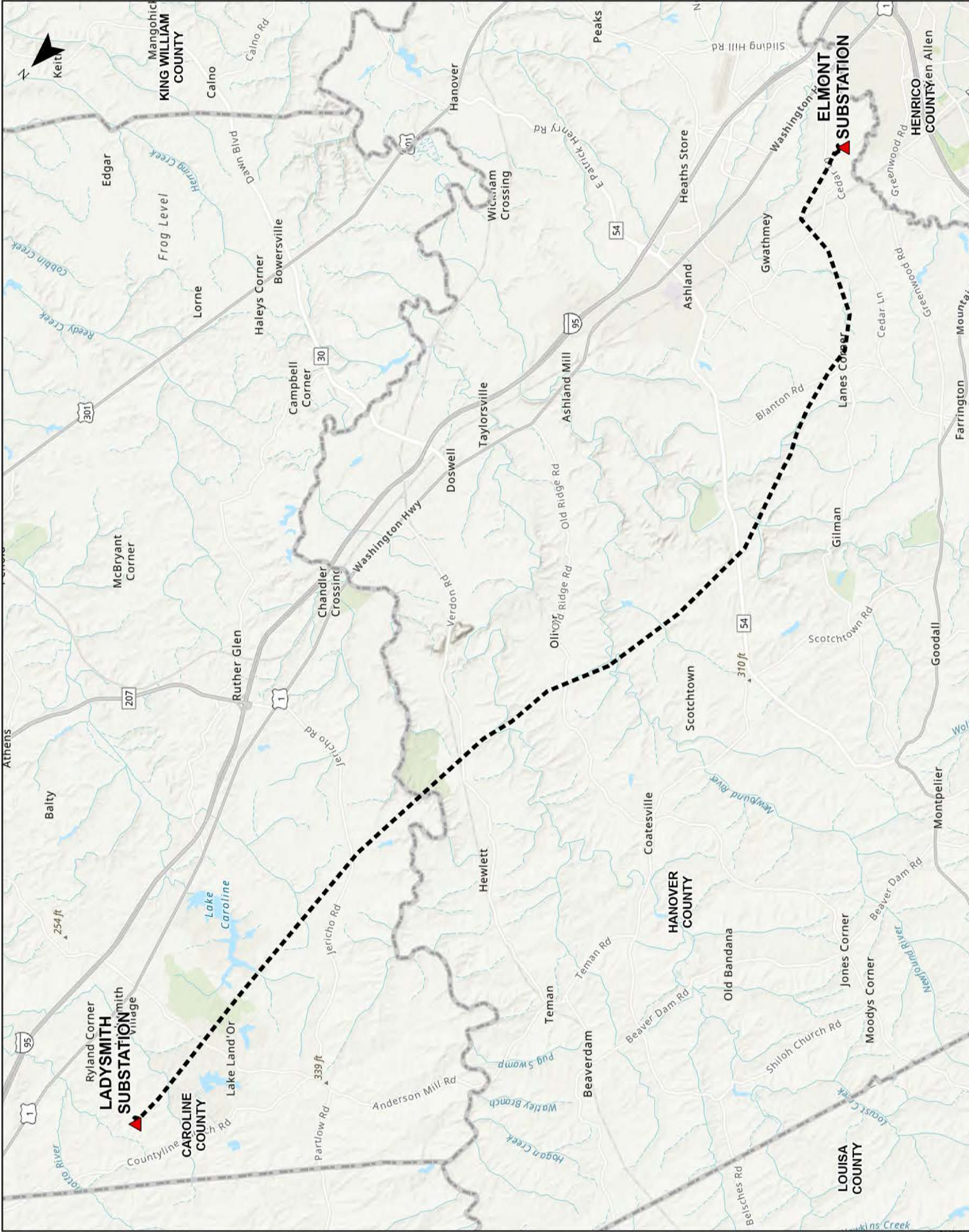
Owner/Applicant:
Dominion Energy Virginia

C2 Env Project: 0416
Prepared By: KAS
Date: 04/21/26



SITE DATA

- Existing Line #574 Centerline
- ▲ Existing Substation
- ▭ County Boundary
- - - Index Sheet



BEFORE THE
STATE CORPORATION COMMISSION
OF VIRGINIA

APPLICATION OF
VIRGINIA ELECTRIC AND POWER COMPANY
FOR APPROVAL OF ELECTRIC TRANSMISSION FACILITIES

230 kV Elmont-Ladysmith Line #2490

Application No. 363

DEQ Supplement

Case No. PUR-2026-00082

Filed: June 4, 2026

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Based upon consultations with the Virginia Department of Environmental Quality (“DEQ”), Virginia Electric and Power Company (“Dominion Energy Virginia” or the “Company”) has developed this DEQ Supplement to facilitate review and analysis of the 230 kV Elmont-Ladysmith Line #2490 Project by DEQ and other relevant agencies.

1. Project Description

In order to address overloads on the Company's existing 500 kilovolt ("kV") Elmont-Ladysmith Line #574 and thereby enabling the Company to maintain the overall long-term reliability of its transmission system, Dominion Energy Virginia proposes to construct Elmont-Ladysmith Line #2490, an approximately 26.3-mile 230 kV overhead single circuit transmission line primarily on structures supporting the Company's existing Line #574, which was previously approved by the State Corporation Commission of Virginia (the "Commission") with an underbuild to permit this future 230 kV circuit (*i.e.*, "500/230 kV Structures" or "5/2 Structures") between the Elmont Substation and the Ladysmith Substation when the need arose ("Elmont-Ladysmith Line #2490") in Hanover and Caroline Counties, Virginia.¹ Specifically, the Company proposes to:

- (i) install approximately 26.3 miles of 230 kV conductor predominantly (25.8 miles) on the existing 5/2 Structures supporting the Company's recently-rebuilt 500 kV Elmont-Ladysmith Line #574;
- (ii) construct four new transmission line structures (three 230 kV single circuit structures and one 5/2 Structure) near the Elmont Substation;
- (iii) construct three new 230 kV single circuit transmission line structures near the Ladysmith Substation; and
- (iv) perform minor station-related work at the Company's existing Elmont and Ladysmith Stations (collectively, the proposed "Project").

Although the proposed Project will require approximately 0.2 acre of new right-of-way near Structure #2490/5 north of the Elmont Substation, all of the seven new structures will be entirely within existing right-of-way or within existing Company property rights.

Given the limited nature of the scope of work proposed for the Project as described above, and in consultation with the DEQ, the Company presents herein a streamlined supplement for coordinated agency review. On April 17, 2026, a Company representative reached out to DEQ representatives to explain the streamlined approach to this DEQ Supplement and that the DEQ Supplement in this case would

¹ By way of background, on April 27, 2021, the Company filed an application with the Commission to rebuild approximately 26.2 miles of 500 kV existing Line #574 on single circuit steel structures between the Elmont and Ladysmith Substations with dulled galvanized steel structures to support rebuilt Elmont-Ladysmith Line #574 with an underbuild to permit a future 230 kV circuit (*i.e.*, the 5/2 Structures). *Application of Virginia Electric and Power Company For Approval and Certification of Electric Facilities: Elmont-Ladysmith 500 kV Transmission Line #574 Rebuild and Related Projects*, Case No. PUR-2021-00082 (Apr. 27, 2021) (hereinafter, the "2021 Elmont-Ladysmith Rebuild Case"). The Commission approved the 5/2 Structures as proposed by the Company in the 2021 Elmont-Ladysmith Rebuild Case. The need for the future 230 kV circuit was established in PJM's 2024 Open Window #1, in PJM determined that the newly rebuilt Line #574 was overloaded during reliability studies for Generator Deliverability, and N-1-1 as part of their five-year RTEP case build for 2029.

refer to the DEQ Supplement in the 2021 Elmont-Ladysmith Rebuild Case for the portion of the proposed Project where the new 230 kV line will be strung on the recently-rebuilt Line #574 5/2 Structures. A copy of the DEQ Supplement filed with the 2021 Elmont-Ladysmith Rebuild Case is available on the Company's website here:

<https://cdn-dominionenergy-prd-001.azureedge.net/-/media/content/about/power-line-projects/ladysmith-elmont/pdfs/ladysmith-elmont-application-volume-2-of-2.pdf?rev=9061a6002be842c3a28b4d1386569cfa&hash=71BCDD4597BE3E2996AAEF7798E63FD7>

2. Environmental Analysis

As part of Dominion Energy Virginia's environmental compliance, the Company has a comprehensive Environmental Management System Manual in place that ensures it is committed to complying with environmental laws and regulations, reducing risk, minimizing adverse environmental impacts, setting environmental goals, and achieving improvements in its environmental performance, consistent with the Company's core values.

Approximately 25.8 miles of the 26.3-mile Elmont-Ladysmith Line #2490 will be underbuilt on the existing 5/2 Structures supporting Elmont-Ladysmith Line #574 from Structure #574/2 / #2490/6 to Structure #574/121 / #2490/125 in existing variable width right-of-way. The remaining approximately 0.5-mile segment of Elmont-Ladysmith Line #2490 will be constructed on 120-foot-wide right-of-way within existing right-of-way or within existing Company property rights. The environmental analysis presented in the majority of the sections of this DEQ Supplement is focused on the portions of the Project area that are needed for the seven new structures. This includes the four new structures needed near the Elmont Substation and the associated 120-foot right-of-way, and the three new structures needed near the Ladysmith Substation and the associated 120-foot right-of-way. For Section 2.G (Natural Heritage, Threatened and Endangered Species), the entire Project area, including the existing Line #574 right-of-way between Structures #574/2 / #2490/6 to Structure #574/121 / #2490/125, was included in the analysis.

A. Air Quality

See Section 2.A of the DEQ Supplement in Case No. PUR-2021-00082 for a discussion of air quality associated with the existing Elmont-Ladysmith Line #574 right-of-way.

It is estimated that approximately 3.2 acres of trees will need to be cleared within the existing right-of-way, proposed right-of-way, and within existing Company property rights. The Company does not expect to burn cleared material, but, if necessary, the Company will coordinate with the responsible locality to obtain the appropriate permits and will comply with any conditions set forth by the locality or take actions in accordance with the Company's property rights. The Company's tree clearing methods are described in Section 2.L.

B. Water Source

No water source is required for transmission lines so this discussion will focus on water bodies that will be crossed by the proposed transmission lines.

See Section 2.B of the DEQ Supplement in Case No. PUR-2021-00082 for a discussion of the waterbodies crossed by the existing Elmont-Ladysmith Line #574 right-of-way. No additional named waterbodies are crossed by the 230 kV right-of-way needed at the Elmont Substation. One additional waterbody (tributary to South River) is crossed by the additional 230 kV right-of-way needed at the Ladysmith Substation.

A Joint Permit Application (“JPA”) will be submitted for review by the Virginia Marine Resources Commission (“VMRC”), DEQ and the U.S. Army Corps of Engineers (the “Corps”) to authorize jurisdictional crossings and for any impacts to jurisdictional features. See Section 2.D below.

C. Discharge of Cooling Waters

No discharge of cooling waters is associated with the Project.

D. Tidal and Non-tidal Wetlands

See Section 2.D and Attachment 2.D.1 of the DEQ Supplement in Case No. PUR-2021-00082 for a discussion of the wetlands crossed by the existing Elmont-Ladysmith Line #574 right-of-way.

Non-tidal wetlands were identified within the Project area. These features are summarized below. On behalf of the Company, C2 Environmental, Inc. (“C2E”) conducted a desktop wetland review to identify potential wetlands, streams and other water of the United States crossed by the portions of the proposed Project outside the existing Elmont-Ladysmith Line #574 right-of-way utilizing geographic information systems (“GIS”) and remote sensing data to conduct an offsite desktop wetlands delineation for the proposed Project. A copy of C2E’s Wetland and Waterbody Desktop Summary for the proposed Project is included in Attachment 2.D.1. Sources for this desktop review include field delineated wetlands, the United States Fish and Wildlife Service (“USFWS”) National Wetland Inventory (“NWI”), the U.S. Department of Agriculture-Natural Resources Conservation Service Soil Survey data, USGS topographic maps and digital elevation model (“DEM”) 1-meter contour data, Federal Emergency Management Agency 100-year floodplain maps, Virginia Geographic Information Network (“VGIN”) infrared imagery, and recent and historic digital aerial photography (VGIN and Google Earth).

The 120-foot right-of-way near Ladysmith Substation was field delineated as part of the Corps permitting requirements for the Elmont-Ladysmith 500 kV Transmission

Line #574 Rebuild and Related Projects² and the Ladysmith Substation Expansion. A portion of the 120-foot right-of-way near the Elmont Substation was field delineated as part of the Corps permitting requirements for the Elmont-Ladysmith 500 kV Transmission Line #574 Rebuild and Related Projects. A field wetland delineation will be completed for the remaining areas near Elmont Substation upon the Company receiving a Final Order from Commission on the proposed Project.

For portions of the Project area where field delineated wetland data was available, those results were used and a probability analysis was not completed. For areas where no field delineated wetland data was available, C2E utilized a stepwise process to identify probable wetland and waterbody areas along the Project route as follows:

1. Using the available infrared and aerial imagery along with the DEM and USGS topography, potential wetland areas were identified within the study area. The areas identified using the aerial imagery were typically darker in color, which is indicative of inundation or saturated soil conditions associated with wetlands. In many instances these dark signature areas are confined to concave landscapes as defined by the topography. However, wetland occurrence is not limited to concave landforms and can occur in flat landscapes. Boundaries were assigned to the areas that appeared to exhibit wetland signatures based on this review (referred to here as “Interpreted Wetlands”), and a cover type was determined based on aerial photo interpretation.
2. To further determine the probability of a wetland occurring within a given location, polygon shapefiles for Interpreted Wetlands were digitally layered with NWI and NHD mapping, hydric soils information from the Natural Resources Conservation Service (“NRCS”) soil survey database.
3. C2E assigned a probability of wetland occurrence based on the number of overlapping data layers (*i.e.* indicators of potential wetland presence) in any given area (Table D-1).

Table D-1. Wetland Probability Criteria

| Probability Class | Criteria |
|-------------------|---|
| High | Areas where layers of hydric Soils, Interpreted Wetlands, and NWI data Overlap |
| Medium/High | Areas where NWI data overlaps hydric soils; or NWI data overlaps Interpreted Wetlands with or without partially hydric soils; or hydric soils overlaps Interpreted Wetlands |
| Medium | Interpreted Wetlands with or without overlap by partially hydric soils |
| Medium/Low | Hydric soils only; or NWI data with or without overlap by partially hydric |

² Case No. PUR-2021-00082.

| | |
|----------|-----------------------------|
| | soils |
| Low | Partially hydric soils only |
| Very Low | Non-hydric soils only |

Using the above criteria, wetland and waterbody occurrence probabilities ranging from very low to high were identified to the Project, with areas of affected wetlands calculated by probability class and cover type. The probability of wetland and waterbody occurrence increases as multiple indicators overlap toward the “high” end of the probability spectrum as shown in Table D-1. The medium to high probability categories were selected as the most reliable representation of in-situ conditions due to overlapping data sets. Results for the wetland probability analysis are summarized below.

Wetlands within the study area are predominantly palustrine forested (“PFO”) and palustrine emergent (“PEM”) wetlands with minimal stream channel and jurisdictional ditches present.

For ease of reference, wetlands and waterbodies of medium or higher probability and wetlands that have been field delineated within the Project area are summarized in Table D-2.

Table D-2. Results of Desktop Wetland Review

| Cowardin Classification | Medium | Medium/High | High | Field Delineated | Total |
|-------------------------|--------|-------------|------|------------------|-------|
| PEM Wetlands | N/A | 0.2 | 0.4 | 0.5 | 1.1 |
| PFO Wetlands | 0.1 | 1.0 | 0.2 | 0.9 | 2.2 |
| Stream Channel | N/A | N/A | N/A | <0.1 | <0.1 |
| Jurisdictional Ditch | N/A | <0.1 | <0.1 | N/A | <0.1 |

The Project right-of-way encompasses approximately 3.4 acres of wetlands and waterbodies, including approximately 2.2 acres of PFO wetlands, 1.1 acres of PEM wetlands, and approximately 0.1-acre riverine features including streams and jurisdictional ditches.

All wetlands will require protective matting to be installed to support construction vehicles, equipment, and materials during construction. While many wetlands are anticipated to be spanned (with impacts limited to temporary construction impacts), given the large amount of wetlands that occur within the existing right-of-way, permanent impacts will occur and include any necessary structure placement within wetlands and the clearing and conversion of PFO-type wetlands to PEM wetlands type after construction is complete. This conversion could reduce riparian buffer benefits such as stream bank stabilization and erosion control, nutrient and sediment filtration, floodwater storage and peak flow reduction, and water temperature changes due to loss of shading. Construction impacts from the transmission lines on emergent, open water, and riverine wetlands would be temporary and would be restored to pre-construction conditions when construction is complete. Within PFO wetlands,

vegetation will be allowed to return to maintained right-of-way heights, consistent with open meadow and/or shrub-scrub habitat, after construction is completed, which would provide some filtration and stabilization to protect waterbodies from runoff.

Prior to construction, the Company will delineate wetlands and other waters of the United States using the *Routine Determination Method*, as outlined in the *1987 Corps of Engineers Wetland Delineation Manual* and methods described in the *2012 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain (Version 2.0)*. The Company will obtain any necessary permits to impact jurisdictional resources. The Company has sited structures to avoid wetlands and streams to the extent practicable. Temporary impacts will be restored to pre-existing conditions, and permanent impacts will be mitigated in accordance with all applicable federal and state regulations and laws. The proposed Project is expected to require authorization by the Corps Section 404 of the Clean Water Act and it is anticipated that the Project will qualify for authorization under Nationwide 57. A subaqueous encroachment permit from the VMRC is also expected to be required. It is anticipated that the Project will qualify for a maintenance exemption of permitting requirements under the DEQ's Virginia Water Protection Program. A JPA will be submitted for review by these agencies in accordance with federal and state reporting requirements.

E. Floodplains

The Floodplains section has been added to the Company's DEQ Supplements since the DEQ Supplement in Case No. PUR-2021-00082 was filed.

As depicted on the Federal Emergency Management Agency's online Flood Insurance Rate Maps #51033C0200D, #51033C0350D, and #51033C0345D (effective 5/23/2023), and #51085C0070C, #51085C0160C, #51085C0170C, #51085C0285C, #51085C0301C, and #51085C0303C (effective 6/20/2024), the Project area contains Zone X, areas of minimal flood hazard, Zone A, base flood elevation and 100-year floodplain, and Zone AE, areas with a 1% annual chance of flooding. The Company will coordinate with the local floodplain coordinators as required.

F. Solid and Hazardous Waste

See Section 2.E and Attachment 2.E.1 of the DEQ Supplement in Case No. PUR-2021-00082 for a discussion of the solid and hazardous waste sites within 0.5 mile of the existing Elmont-Ladysmith Line #574 right-of-way. This 0.5-mile search area encompassed the portions of the proposed Project that extend outside of the existing Elmont-Ladysmith Line #574 right-of-way.

C2E conducted a review of available U.S. Environmental Protection Agency ("EPA"), Corps, and DEQ GIS databases to determine if there are any new (since the Company's filing in Case No. PUR-2021-00082) solid or hazardous waste sites within 0.25 mile of the portions of the Project area that extend outside of the existing

Elmont-Ladysmith Line #574 right-of-way. The purpose of this review was to identify locations associated with historic contamination, remedial investigations, corrective actions or emergency response events related to releases of hazardous substances that may be impacted by, or cause impact to, the Project. If construction activities or permanent structures were proposed within or in close proximity known historic contamination, the Company may be required to follow rules set forth in property use restrictions, and if any soil, sediment or groundwater is encountered during construction that is suspected of contamination, or if any hazardous waste is generated or disturbed due to project activities, that material must be tested and disposed of in accordance with applicable Federal, State, and local laws and regulations

The review included a search of the EPA Federal Registry Service database to identify Resource Conservation and Recovery Act (“RCRA”) and Toxic Release Inventory regulated facilities; a search of the EPA Cleanups In My Community database to identify Superfund, Brownfields, RCRA Corrective Action, and Emergency Response properties; a search of the Corps Formerly Used Defense Sites (“FUDS”) database to identify FUDS properties with and without remediation projects; and a search of the DEQ Environmental Data Mapper to identify Registered Petroleum Tank, Solid Waste Permit, and Virginia Pollution Discharge Elimination System outfall facilities, as well as Petroleum Release, Voluntary Remediation Program and Pollution Response Program cases. The identification of a site in the databases does not mean that the site necessarily has contaminated soil or groundwater.

No new sites were identified. Although the Project is constructing overhead lines, minor subsurface work is required during installation. This disturbance occurs at discrete locations along the route, with temporary spoils contained as they are generated. Should contaminated media be encountered in any location during construction, the Company will implement its standard response and reporting procedures to properly manage and dispose of any suspected hazardous materials in accordance with required safety standards and all applicable federal, state, and local regulations.

Lastly, care will be taken to operate and maintain construction equipment to prevent any fuel or oil spills. Any waste created by the construction crews will be disposed of in a proper manner and recycled where appropriate and will be further detailed in the Company’s stormwater pollution prevention plan, a component of the Virginia Stormwater Management Program, which falls under the purview of the DEQ.

G. Natural Heritage, Threatened and Endangered Species

On behalf of the Company, C2E conducted online database searches for threatened and endangered (“T&E”) species in the vicinity of the Project, including the Department of Conservation and Recreation-Natural Heritage Data Explorer (“DCR-NHDE”). The NHDE Screening Layer includes two components: Conservation Sites and Stream Conservation Sites. C2E also obtained query results from the Virginia Department of Wildlife Resources (“DWR”) Fish and Wildlife Information Service

(“VaFWIS”), the National Oceanic and Atmospheric Administration (“NOAA”) Greater Atlantic Region Endangered Species Act (“ESA”) Section 7 Mapper, and the USFWS Information for Planning and Consultation (“IPaC”) System to identify federal- and state-listed species that may occur within the Project area and/or within a 2.0-mile radius of the Project area. Digital data were obtained from the DCR-NHDE and the DCR Department of Natural Heritage (“DNH”) to identify locations within the Project area that potentially support protected species. Results of these queries are provided in Attachment 2.G.1.

The review accounted for regulatory changes and requirements associated with the USFWS uplisting of the Northern long-eared bat (“NLEB,” *Myotis septentrionalis*) from federally threatened to federally endangered. On October 15, 2024, USFWS issued the NLEB Final Guidance for development projects. The USFWS Interim Guidance for the NLEB expired on November 30, 2024, and the Final Guidance for NLEB took effect.

The review accounted for regulatory changes and requirements associated with the Tricolored bat (“TCB,” *Perimyotis subflavus*) and Monarch butterfly (*Danaus plexippus*) and the proposed USFWS listing of these species as federally endangered and federally threatened, respectively. The Company is anticipating the TCB and Monarch butterfly will be listed; therefore, it assumes any regulatory changes associated with the potential listing of the TCB and Monarch butterfly will affect this Project. On September 14, 2022, the TCB was proposed to be listed as Endangered by the USFWS. USFWS extended its Final Rule issuance target from September 2023 to the end of 2024, but as of the date of this filing, the TCB listing decision has not been issued. On December 12, 2024, the Monarch butterfly was proposed to be listed as Threatened by the USFWS, and the 90-day public comment period was extended and will close on May 19, 2025. The Company is actively tracking these rulings and evaluating the effects of potential outcomes on Company projects’ permitting, construction, and in-service dates, including electric transmission projects.

In October 2024, USFWS issued a final NLEB and TCB Range-wide Determination Key (“Dkey”) to allow project proponents to assess project impacts, practicable avoidance and minimization measures, and consultation requirements under the final NLEB guidance and the eventual TCB listing ahead of the final decision. The Company will utilize the DKey to further assess project impacts and determine appropriate avoidance and minimization measures to ensure compliance with state and federal regulations when the Project enters permitting.

To obtain the most current eagle nest data, C2E reviewed the Center for Conservation Biology (“CCB”) Virginia Eagle Nest Locator mapping portal, which provides information about the Virginia bald eagle (*Haliaeetus leucocephalus*) population, including the results of the CCB’s annual eagle nest survey.

Based on the CCB Virginia Eagle Nest Locator mapping portal, the Project area is not located within an Eagle Concentration Area, the project area does not intersect

any Primary Buffers (*i.e.*, 300 feet) of currently documented Bald eagle nests as identified in The Bald Eagle Projection Guidelines for Virginia (2012), nor does the project overlap with bald eagle nests or osprey nests within 660 feet of the proposed Project.

Seven federal- and/or state-listed or proposed T&E species have the potential to occur within the Project study area (Table G-1).

Table G-1. Potential Federal- and State-Listed Species in the vicinity of the Proposed Project

| Species (Scientific Name) | Status | Database | Habitat | Results |
|---|---------|--------------|--|---|
| Indiana bat (<i>Myotis sodalis</i>) | FE, SE | IPaC | In the winter, Indiana bats gather in caves and mines as they require colder temperatures than other bat species. During summer months they roost under exfoliating bark of trees. Species feeds along forested stream corridors and in upland and bottomland forests. | Species potentially occurs within the vicinity of the proposed Project. Summer foraging habitat may be present. No known species occurrences were identified. Project to be constructed primarily within existing cleared ROW, however some tree clearing will be required near Elmont and Ladysmith substations. |
| Northern long-eared bat (<i>Myotis septentrionalis</i>) | FE, SE | IPaC | Generally associated with old-growth or late successional interior forests. Partially dead or decaying trees are used for breeding, summer day roosting, and foraging. Hibernation occurs primarily in caves, mines, and tunnels. | Species does not have any known occurrences within 2 miles of the proposed Project and the Project is outside of the year-round presence zone. Project to be constructed primarily within existing cleared ROW, however some tree clearing will be required near Elmont and Ladysmith substations. |
| Tricolored bat (<i>Perimyotis subflavus</i>) | FPE, SE | IPaC | Typically roost in trees near forest edges during summer. Hibernate deep in caves or mines in areas with warm, stable temperatures during winter. | Species does not have any known occurrences within 2 miles of the proposed Project and the Project is outside of the year-round presence zone. Project to be constructed primarily within existing cleared ROW, however some tree clearing will be required near Elmont and Ladysmith substations. |
| Dwarf Wedgemussel (<i>Alasmidonta heterodon</i>) | FE, SE | IPaC, VaFWIS | Deep quick running water on cobble, fine gravel, or on firm silt or sandy bottoms. | Suitable habitat may be present in streams. The project is located outside of proposed critical habitat. No structures are located in streams or waterways, and no instream work is anticipated. No adverse effects expected. |

| Species (Scientific Name) | Status | Database | Habitat | Results |
|--|---------|---|--|---|
| Green floater (<i>Lasmigona subviridis</i>) | FPT, ST | IPaC | Small to medium streams in quiet pools and eddies with gravel and sand substrates. | Suitable habitat may be present in streams with confirmed locations within 2-mile of the project. The project is located outside of proposed critical habitat. No structures are located in streams or waterways, and no instream work is anticipated. No adverse effects expected. |
| Yellow lance (<i>Ellipito lanceolata</i>) | FT, ST | IPaC, VaFWIS. DCR Project Review | Main channels of drainages and streams as small as one meter across with clean, coarse, medium-sized sand or gravel substrate. | Suitable habitat may be present in streams with confirmed locations within 2-mile of the project. The project is located outside of proposed critical habitat. No structures are located in streams or waterways, and no instream work is anticipated. No adverse effects expected. |
| Monarch butterfly (<i>Danaus plexippus</i>) | FPT | IPaC | Typically found in herbaceous and scrub-shrub areas particularly with the presence of milkweed. | Suitable habitat may be present in the right-of-way. Vegetation may be temporarily disturbed due to construction access; however, no long term or adverse effects are expected. |
| Federal/State Status: FE Federally listed as endangered SE state listed as endangered | | | FT Federally listed as threatened ST State listed as threatened | FPE Federally proposed as endangered FPT Federally proposed as threatened |

Within the Project area and/or within a 2.0-mile radius of the Project area, database queries identified seven federal-listed or federal-proposed species under the ESA that could potentially occur within the Project area. The federally listed species include the Indiana bat (*Myotis sodalis*), NLEB (*Myotis septentrionalis*), TCB (*Perimyotis subflavus*), Dwarf wedgemussel (*Alasmidonta heterondon*), Green floater (*Lasmigona subviridis*), Yellow lance (*Ellipito lanceolata*), and Monarch butterfly (*Danaus Plexippus*). With the exception of the Monarch butterfly, all of these species are also listed at the state level. The federal listing of the TCB, Green floater, and the Monarch butterfly has been proposed but they have not been officially listed at this time.

Two species (Yellow lance and Green floater) were identified in the DWR VaFWIS query as having potential or known occurrences within two miles of the proposed Project. Based on the DCR Project Review, Yellow lance was identified as having the potential to occur in the proposed Project area. As no in-stream work will occur as part of this Project, no impacts to Yellow lance are anticipated.

During the permitting phase, the Company will coordinate with state and federal agencies as needed to determine if surveys, construction time-of-year restrictions, or other mitigation required to mitigate potential impacts on T&E species. If any T&E species are encountered during project construction, the Company will work with the DWR and other appropriate jurisdictional agencies to minimize any impacts on the species.

The DWR query also identified Anadromous Fish Use Areas near the Project at Little River. This waterbody is not crossed by the Project and no impacts to anadromous fish are anticipated.

Natural Heritage Resources

On behalf of the Company, C2E submitted the Project to DCR-DNH on March 31, 2026. DCR-DNH completed its review of Project, as discussed in detail below, and provided its response on April 15, 2026 (see Attachment 2.G.1). DCR-DNH concluded that there are no State Natural Area Preserves under DCR's jurisdiction in the vicinity of the proposed Project. Natural heritage resources were identified within the Project area, however, due to the scope of the activity, the DCR-DNH review concluded that it does not anticipate that the Project will adversely impact these resources. A predictive model identifying potential habitat for Yellow lance intersects the Project boundary. No instream work will occur as part of the Project, therefore, impacts to Yellow lance are not anticipated.

The DCR-DNH review noted that the Project intersects with ecological cores, and if tree clearing is required for the Project impacts to ecological cores may occur. The Company reviewed mapped cores on the DCR-NHDE online mapper, and no tree clearing within ecological cores will occur as part of the Project.

New and updated information is continually added to DCR's Biotics database. The Company shall re-submit Project information and a map for an update on this natural heritage information if the scope of the Project changes and/or six months have passed before this information is utilized.³

H. Erosion and Sediment Control

The DEQ approved the Company's *Standards & Specification (S&S) for Erosion & Stormwater Management (ESM)*. The S&S Agreement is deemed approved for ESM pursuant to the Virginia Erosion and Stormwater Management Act (§ 62.1-44.15:24 *et seq.*) and associated regulation (9 VAC 25-875-10 *et seq.*). These specifications are

³ The Company updated this commitment consistent with discussions held between Company and DCR-DNH representatives on August 23, 2022.

given to the Company's contractors and require erosion and sediment control measures to be in place before construction of the line begins and specifies the requirements for rehabilitation of the right-of-way. A copy of the current DEQ approval letter dated July 22, 2025, is provided as Attachment 2.H.1.

I. Archaeological, Historic, Scenic, Cultural or Architectural Resources

See Section 2.H and Attachment 2.H.1 of the DEQ Supplement in Case No. PUR-2021-00082 for a discussion of the archaeological, historic, scenic, cultural or architectural resources within the Project area of the existing Elmont-Ladysmith Line #574 right-of-way.

The Company retained Dutton + Associates ("D+A") to conduct a Stage I Pre-Application Analysis ("Stage I Analysis") of potential impacts on cultural resources for the proposed Project in accordance with the Virginia Department of Historic Resources' ("VDHR") Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia (Guidelines) (VDHR 2008). A copy of the Stage I Analysis, which was provided to VDHR on June 3, 2026, is included as Attachment 2.I.1. As noted in the Stage I Analysis, because the majority of the proposed Project consists of installing new conductor on existing transmission structures, the analysis focuses on the portions of the proposed Project that require construction of seven new transmission line structures. The analysis identified and considered previously recorded resources within the following study tiers as specified in the Guidelines:

- National Historic Landmark ("NHL") properties located within 1.5-mile radius of the Project centerline;
- National Register of Historic Places (NRHP)-listed properties, battlefields, and historic landscapes located within a 1.0-mile buffer of the Project centerline;
- NRHP-eligible and -listed properties, NHLs, battlefield, and historic landscapes within a 0.5-mile radius of the Project centerline; and
- Qualifying architectural resources and archaeological sites located within the right-of-way of the Project.

Information on cultural resources within each of these study tiers was obtained from the Virginia Cultural Resource Information System ("VCRIS"). Following identification and field inspection of historic properties, D+A assessed each architectural resource for potential impacts from the Project. Assessment of impacts was conducted through a combination of field inspection, digital photography, review of topography and aerial photography, and photo simulation. Photo simulations were prepared to depict the new transmission infrastructure from vantage points within or near each resource. The photo simulations used digital photography, facing from the

resources towards the Project, which was then loaded into a computer with location and ground-elevation data. The transmission line structures to be built as part of the project were computer modeled to represent their location, height, and configuration within the viewshed of a resource.

The models were then overlaid onto the digital photography so that the existing (unaltered) view can be compared with the simulated view illustrating the proposed structures, as they would appear on the landscape. Archaeological assessment was limited to desktop review of project improvements in relation to previously delineated site boundaries, however, existing conditions of sites remain unknown at this level of investigation.

A summary of the considered resources identified in the vicinity of the Project and recommendations concerning the project’s effects on these resources is provided in the following discussion. The information presented here is derived from existing records and is in accordance with VDHR’s Guidelines and does not purport to encompass the entire suite of historic and archaeological resources that could be affected by the Project.

A review of the VDHR VCRIS indicates that one previously recorded archaeological site falls within or adjacent to the right-of-way (associated with the seven new structures) of the proposed Project, which was determined potentially eligible for listing in the NRHP (see Table I-1 below). Because a formal archaeological survey has not been conducted as part of this Project, the potential impacts of the Project on archaeological sites have not yet been fully determined, however, a preliminary assessment of potential impacts was conducted based upon previous site data and preliminary Project details. A formal evaluation of these sites would be required as a part of an archaeological survey to determine their eligibility for listing in the NRHP. This would be followed by an assessment of the project’s impacts for any site recommended eligible for listing on the NRHP if the site could not be avoided. Additional information on these sites is provided in Attachment 2.I.1.

Table I-1. Previously Recorded Archaeological Resources in the Right-of-Way for the proposed Project

| VDHR ID# | Site Type | Temporal Context | NRHP Status |
|----------|--------------|--|---------------------------------|
| 44HN0474 | Railroad bed | Reconstruction and Growth (1866 – 1916), World War I to World War II (1917 – 1945) | DHR Staff: Potentially Eligible |

Two previously recorded architectural resources that conform to the categories in the VDHR’s tiered study area were identified for the proposed Project (see Table I-2 below). The Mitchell House (042-0326) was determined potentially eligible for listing in the NRHP and the Richmond-Ashland Trolley Line (043-5347) was determined eligible for listing in the NRHP. Additional information on these sites, including photo simulations and mapping, is provided in Attachment 2.I.1.

Table I-2. NHL/VLR, NRHP-listed, eligible, and battlefield resources within 1.5 miles of the vicinity of the proposed Project.

| Buffer (miles) | Considered Resources | VDHR # | Description | Impact |
|---------------------------|------------------------------|----------|------------------------------|----------------|
| 1.0-1.5 | National Historic Landmarks | N/A | N/A | N/A |
| 0.5-1.0 | National Historic Landmarks | N/A | N/A | N/A |
| | National Register—Listed | N/A | N/A | N/A |
| | Battlefields | N/A | N/A | N/A |
| | Historic Landscapes | N/A | N/A | N/A |
| 0.0- 0.5 | National Historic Landmarks | N/A | N/A | N/A |
| | National Register—Listed | N/A | N/A | N/A |
| | Battlefields | N/A | N/A | N/A |
| | Historic Landscapes | N/A | N/A | N/A |
| | National Register - Eligible | 042-0326 | Mitchell House | No Impact |
| 0.0 (within right-of-way) | National Historic Landmarks | N/A | N/A | N/A |
| | National Register—Listed | N/A | N/A | N/A |
| | Battlefields | N/A | N/A | N/A |
| | Historic Landscapes | N/A | N/A | N/A |
| | National Register - Eligible | 043-5347 | Richmond-Asland Trolley Line | Minimal Impact |

J. Chesapeake Bay Preservation Areas

See Section 2.I of the DEQ Supplement in Case No. PUR-2021-00082 for a discussion of the natural heritage, threatened and endangered species within the Project area of the existing Elmont-Ladysmith Line #574 right-of-way. No new counties or cities are crossed by the portions of the proposed Project that extend outside of the existing Elmont-Ladysmith Line #574 right-of-way. The proposed Project is located within Chesapeake Bay Preservation Act jurisdictional counties and will meet regulations as applicable.

K. Wildlife Resources

See Section 2.J of the DEQ Supplement in Case No. PUR-2021-00082 for a discussion of the wildlife resources within the Project area of the existing Elmont-Ladysmith Line #574 right-of-way.

The Project area outside of the existing Elmont-Ladysmith Line #574 right-of-way includes a combination of forested and open space land use areas and wetlands which may provide wildlife habitat. Forested land within the right-of-way would be cleared of trees and converted to maintained vegetation, which would eliminate forest habitat and cover but may provide edge habitat or open space habitat for some species. Waterbodies crossed by the Project would be spanned (no in water work will occur), with potential impacts to aquatic species limited to any temporary construction impacts associated with vegetation clearing adjacent to the waterbody and the elimination of forested riparian buffer benefits (erosion control, water filtration, habitat, and temperature control through shading). Impacts to open space would be limited to structure placement if required and vegetation maintenance; the function of the land use would otherwise remain the same.

The Company will coordinate with the USFWS, NOAA, DWR, and DCR as appropriate to determine whether surveys are necessary and to minimize impacts on wildlife resources.

L. Recreation, Agricultural and Forest Resources

See Section 2.K of the DEQ Supplement in Case No. PUR-2021-00082 for a discussion of the recreation, agricultural and forest resources within the Project area of the existing Elmont-Ladysmith Line #574 right-of-way.

The general character of the area crossed by the portions of the proposed Project that extend outside of the existing Elmont-Ladysmith Line #574 right-of-way is characterized as predominantly undeveloped forested and open land. The proposed Project is expected to have minimal incremental impacts on recreational, agricultural, and forest resources as the Project will be constructed entirely within existing rights-of-way or on within existing Company property rights and less than 0.2 acre of additional right-of-way near the Elmont Substation will be required.

The Company reviewed publicly available data sets and maps, County and City websites, and recent digital aerial photography to identify recreational areas within 0.25 mile of the portions of the Project area that extend outside of the existing Elmont-Ladysmith Line #574 right-of-way. Two recreational areas were identified: the Fall Line Trail and U.S. Bike Route 1, both of which are near the Elmont Substation.

U.S. Bicycle Route 1 is a cross-country bicycle route that runs the length of the United States eastern seaboard from Florida to Maine. Within the Project area, the bike route follows Elmont Road and connects to Cedar Lane. U.S. Bike Route 1 is not crossed by the portions of the Project that extend outside of the existing Elmont-Ladysmith Line #574 right-of-way, and is approximately 0.2 mile at its closest point from the new structures. Short-term temporary impact may occur during construction of the Project including temporary trail closures and increased traffic from construction vehicles.

The Fall Line Trail is an approximately 43-mile multi-use trail in Central Virginia connecting Chesterfield, Hanover, and Henrico Counties. Portions of the trail are open to the public, while other sections are under construction or still in the design phase. Within the vicinity of the proposed Project, the Fall Line Trail wraps around the eastern side of the Elmont Substation and is located on existing Company property rights and within the existing transmission line right-of-way to be utilized for the Project. The new transmission line structures near the Elmont Substation cross the Fall Line Trail. This portion of the trail was completed in September 2025. Maintenance and programming agreements are under development by trail administration partners. The Virginia Department of Transportation (“VDOT”) has committed to maintaining the paved sections of the trail. Coordination with VDOT will occur prior to construction.

While the transmission line structures will be required near the Fall Line Trail, visual impacts are anticipated to be minimal as recreational users are likely accustomed to the existing transmission line crossings and substation infrastructure in this area. Short-term temporary impact may occur during construction of the Project including temporary trail closures and increased traffic from construction vehicles.

The Virginia Agricultural and Forestal Districts Act provides for the creation of conservation districts designed to conserve, protect, and encourage the development and improvement of a locality’s agricultural and forested lands. Hanover County is the only County crossed by the proposed Project which contains Agricultural and Forestal Districts (“AFDs”) under Va. Code § 3.2-205, none of which are crossed by the portion of the Project area that extends outside of the existing Elmont-Ladysmith Line #574 right-of-way. Therefore, no impacts to the mentioned AFDs are anticipated.

The U.S. Department of Agriculture National Resource Conservation Service soils data indicate the Project area that extends outside of the existing Elmont-Ladysmith Line #574 right-of-way crosses a total of approximately 2.4 acres of prime farmland and approximately 0.3 acre of farmland of statewide importance. There are no agricultural use areas apparent within the portions of the Project area that extend outside of the existing Elmont-Ladysmith Line #574 right-of-way.

The Virginia Scenic Rivers Program identifies and designates outstanding scenic, recreational, and historic waterbodies of statewide significance to conserve their natural corridors. No scenic rivers are crossed by the portions of the Project area that extend outside of the existing Elmont-Ladysmith Line #574 right-of-way. Additionally, no scenic byways are crossed by the portions of the Project area that extend outside of the existing Elmont-Ladysmith Line #574 right-of-way.

Under the Virginia Open-Space Land Act (the “Act”), any public body can acquire title or rights to real property to provide means of preservation of open-space land. Most easements created under the Act are held by the Virginia Outdoors Foundation, but any state agency is authorized to create and hold an open-space easement. Such

conservation easements are designed to preserve and protect open space and other resources and must be held for no less than five years in duration and can be held in perpetuity. No existing conservation easements are crossed by the portions of the Project area that extend outside of the existing Elmont-Ladysmith Line #574 right-of-way.

The Project will require approximately 3.2 acres of tree clearing for the portions of the Project area that extend outside of the existing Elmont-Ladysmith Line #574 right-of-way. As such, the Project is expected to have minimal impacts on forest resources.

M. Use of Pesticides and Herbicides

See Section 2.L of the DEQ Supplement in Case No. PUR-2021-00082 for a discussion of the use of pesticides and herbicides.

N. Geology and Mineral Resources

See Section 2.M of the DEQ Supplement in Case No. PUR-2021-00082 for a discussion of the geology and mineral resources within the Project area of the existing Elmont-Ladysmith Line #574 right-of-way. No additional resources were identified within the portions of the Project area that extend outside of the existing Elmont-Ladysmith Line #574 right-of-way. The Company does not anticipate that the Project will result in negative impacts on geology or mineral resources in the vicinity of the Project.

O. Transportation Infrastructure

See Section 2.N of the DEQ Supplement in Case No. PUR-2021-00082 for a discussion of the transportation infrastructure resources within the Project area of the existing Elmont-Ladysmith Line #574 right-of-way.

Road and Railroad Crossings

Near Ladysmith Substation, the new 230 kV structures will require a crossing of Gatewood Road. Near Elmont Substation the new structures will require a crossing of the private substation access road. No railroad crossings are required for the new structures.

Airports

The design of the proposed Project must prevent interference with pilots' safe ingress and egress at airports in the vicinity of the Project. Such hazards or impediments include interference with navigation and communication equipment and glare from materials and external lights.

The Company reviewed the Federal Aviation Administration's ("FAA") website and 2025 aerial photography, to identify public use airports, airports, or heliports with at

least one FAA-approved instrument approach procedure, and public use or military airports under construction within 10.0 nautical miles of the Project. Based on this review, the following airports, which include public airports with FAA-restricted airspace, and private facilities without restricted airspace, are located within 10.0 nautical miles of the proposed Project.

Table O-1. Airports near the proposed Project

| Name | Approximate Distance and Direction from the Proposed Project | Use |
|---|--|---------|
| Cool Water Airport (4VG2) | 0.3 E | Private |
| Hanover County Municipal Airport (OFP) | 2.3 E | Public |
| Mayers Airport (VG24) | 2.6 E | Private |
| Woodford Airpark (20VA) | 3.6 NE | Private |
| Innsbrook Technical Center Heliport (VG02) | 5.2 SW | Private |
| Innsbrook Pavilion Heliport (9VA8) | 5.6 SW | Private |
| H D H Heliport (60VA) | 6.3 SW | Private |
| St Mary's Hospital Heliport (37VA) | 7.1 S | Private |
| Virginia DMV Headquarters Heliport (7VA7) | 8.2 S | Private |
| Woods Farm Airstrip (VA50) | 8.7 E | Private |
| Federal Reserve Heliport (VG63) | 9.1 SW | Private |
| VCU Health System-Main Hospital Heliport (VG45) | 9.4 S | Private |
| Lake Anna Airport (7W4) | 9.7 W | Public |
| VCU Health System-I Lot Heliport (8VA0) | 9.9 S | Private |

Two public airports were identified, Hanover County Municipal Airport and Lake Anna Airport. Since the FAA manages air traffic in the United States, it will evaluate any physical objects that may affect the safety of aeronautical operations through an obstruction evaluation. If required during the permitting process, the Company will submit an FAA Form 7460-1 Notice pursuant to 14 CFR Part 77 for any structure locations that meet the review criteria.

The regulations that govern objects that may affect navigable airspace are codified in the Code of Federal Regulations, Title 14, Part 77. The regulations state that restrictions on structure heights only apply to public use airports and do not apply to privately owned airports or heliports that do not have at least one FAA-approved instrument procedure. While private facilities do not have federally-regulated airspace, the Company does review the location of private facilities in close proximity to proposed transmission line structures to ensure potential safety hazards to private air navigation are mitigated. The privately owned airports and heliports identified are located between 2.1 miles and 9.7 miles from the proposed Project. Even though private airports are not granted the same height restrictions from the surrounding area (as opposed to a public use airport), the proposed Project should not have any impacts on the navigable airspace of these airports and FAA Form 7460-I Notice will be submitted as appropriate.

P. Drinking Water Wells

The Drinking Water Wells section has been added to the Company's DEQ Supplements since the DEQ Supplement in Case No. PUR-2021-00082 was filed.

The Company has coordinated with the Department of Health ("VDH"), Office of Drinking Water ("ODW") on the Company's analysis of drinking water sources in proximity to the Company's construction projects. VDH-ODW has requested the Company identify known drinking water wells within the Project area on the Company's Erosion and Sediment Control Plans. Water wells within 1,000 feet of the Project, however, may be outside of the transmission line corridor. The Company does not have the ability or right to field-mark wells located on private property. The Company has agreed to a method of well protection, including plotting and calling out the wells on the project's Erosion and Sediment Control Plan, to which VDH-ODW indicated that the Company's proposed method is reasonable. A copy of that correspondence is included as [Attachment 2.P.1](#). The Company intends to follow this same approach as a standard practice with transmission line projects and will coordinate with VDH-ODW, as needed.

Q. Pollution Prevention

The Pollution Prevention section has been added to the Company's DEQ Supplements since the DEQ Supplement in Case No. PUR-2021-00082 was filed.

Generally, as to pollution prevention, as part of Dominion Energy Virginia's environmental compliance, the Company has a comprehensive Environmental Management System Manual in place that ensures it is committed to complying with environmental laws and regulations, reducing risk, minimizing adverse environmental impacts, setting environmental goals, and achieving improvements in its environmental performance, consistent with the Company's core values. Accordingly, any recommendation by the DEQ to consider development of an effective environmental management system has already been satisfied.

ATTACHMENTS



ENVIRONMENTAL

DESKTOP WETLAND REVIEW
230 kV Elmont-Ladysmith Line #2490
Hanover and Caroline Counties, Virginia

Prepared For:

Dominion Energy Virginia
c/o Kevin Seaford
120 Tredegar Street
Richmond, Virginia 23219

Prepared By:

C2 Environmental, Inc.
11846 Rock Landing Drive, Suite A
Newport News, Virginia 23606
Project No. 0416

June 2026

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APPENDICES

Appendix A: Project Graphics

1.0 INTRODUCTION

C2 Environmental (C2E), on behalf of Virginia Electric and Power Company (Dominion Energy Virginia or the Company), completed a desktop wetland and waterbody review of publicly available information and field delineated wetlands data for the 230 kilovolt (kV) Elmont-Ladysmith Line #2490 project (Project). This study was completed using a combination of field verified delineation data and desktop resources and methodology. Prior to any land disturbing activities, a field delineation will be required for portions of the Project outside of previously field delineated areas to verify aquatic resource boundaries, followed by confirmation by the U.S. Army Corps of Engineers (Corps).

In order to address overloads on 500 kV Elmont-Ladysmith Line #574 and thereby enable the Company to maintain the overall long-term reliability of its transmission system, Dominion Energy Virginia proposes to construct Elmont-Ladysmith Line #2490, an approximately 26.3-mile 230 kV overhead single circuit transmission line primarily on existing structures supporting the Company's existing 500 kV Elmont-Ladysmith Line #574, which was previously approved by the State Corporation Commission (SCC) with an underbuild to permit this future 230 kV circuit (*i.e.*, 5/2 Structures) between the Elmont Substation and the Ladysmith Substation when the need arose (Elmont-Ladysmith Line #2490) in Hanover and Caroline Counties, Virginia. The Company proposes to:

- (i) install approximately 26.3 miles of 230 kV conductor predominantly (25.8 miles) on the existing 5/2 Structures supporting the Company's recently-rebuilt 500 kV Elmont-Ladysmith Line #574;
- (ii) construct four new transmission line structures (three 230 kV single circuit structures and one 5/2 Structure) near the Elmont Substation;
- (iii) construct three new 230 kV single circuit transmission line structures near the Ladysmith Substation; and
- (iv) perform minor station-related work at the Company's existing Elmont and Ladysmith Substations (collectively, the proposed Project).

Approximately 25.8 miles of the 26.3-mile Elmont-Ladysmith Line #2490 will be underbuilt on the existing 5/2 Structures supporting Elmont-Ladysmith Line #574 in existing variable width right-of-way. The remaining approximately 0.5-mile segment of Elmont-Ladysmith Line #2490 will be constructed on 120-foot-wide right-of-way within existing right-of-way or within existing Company property rights. The study area presented in this report is focused on the portions of the Project area that are needed for the seven new structures. This includes the four new structures needed near the Elmont Substation and the associated 120-foot right-of-way, and the three structures needed near the Ladysmith Substation and the associated 120-foot right-of-way.

The purpose of this desktop study is to identify potential aquatic resources (e.g., wetlands, streams, jurisdictional ditches, and open water features) within the transmission line right-of-way to help assist with conceptual engineering and determine a permitting pathway for the Project after it receives its final order from the SCC. In accordance with the Virginia Department of Environmental Quality (DEQ) and the SCC's Memorandum of Agreement, this study was conducted utilizing a variety of data sets that may indicate wetland location and wetland type. This report is being submitted as part of the Company's SCC Appendix and DEQ Supplement.

The 120-foot right-of-way near the Ladysmith Substation was field delineated as part of the Corps permitting requirements for the rebuild of 500 kV Elmont-Ladysmith #574 Rebuild, a project approved by the SCC in Case No. PUR-2021-00082 (2021 Elmont-Ladysmith Rebuild and Related Projects Case) and the Ladysmith Substation Expansion. A portion of the 120-foot right-of-way near the Elmont Substation was field delineated as part of the Corps permitting requirements for the 2021 Elmont-Ladysmith Rebuild and Related Projects Case. For portions of the Project area where field delineated wetland data was available, those results were used and a probability analysis was not completed. For areas where no field delineated wetland data was available, C2E utilized a stepwise process to identify probable wetland and waterbody areas in the Project area as described in Sections 3.0 and 4.0.

2.0 PROJECT STUDY AREA AND PROPOSED ROUTE

Approximately 25.8 miles of the 26.3-mile Elmont-Ladysmith Line #2490 will be underbuilt on the existing 5/2 Structures supporting Elmont-Ladysmith Line #574 in existing variable width right-of-way. The remaining approximately 0.5-mile segment of Elmont-Ladysmith Line #2490 will be constructed on 120-foot-wide right-of-way within existing right-of-way or within existing Company property rights. The study area presented in this report is focused on the portions of the Project area that are needed for the seven new structures. This includes the four new structures needed near the Elmont Substation and the associated 120-foot right-of-way, and the three structures needed near the Ladysmith Substation and the associated 120-foot right-of-way.

The transmission line right-of-way to be utilized for the seven new structures crosses land characterized as predominantly undeveloped forested and open land, with areas of wetlands, and surrounding industrial development associated with the existing Elmont and Ladysmith Substations. Although the Project will require approximately 0.2 acre (AC) of new right-of-way near structure #2490/5 north of the Elmont Substation, all seven new structures will be entirely within existing right-of-way or within existing Company property rights.

3.0 DESKTOP EVALUATION METHODOLOGY

The study area considered for this desktop analysis consists of existing rights-of-way, existing Company property rights, and the 0.2 AC of new right-of-way in which the Project would be constructed and operated. Resources used to complete the desktop review include the following, descriptions of which are provided below:

- Virginia Geographic Information Network (VGIN) aerial imagery dated 2025;
- VGIN infrared imagery dated 2025;
- Google Earth historic imagery ranging from 1994 to 2026;
- U.S. Geologic Survey (USGS) topographic maps;
- USGS Digital Elevation Model (DEM) 1-meter contour data;
- U.S. Department of Agriculture National Resources Conservation Service (USDA-NRCS) hydric soil survey data;
- U.S. Fish and wildlife service (USFWS) National Wetland Inventory (NWI) wetland mapping;
- The National Hydrography Dataset (NHD) Plus High Resolution.

Natural Color and Infrared Aerial Photograph

Recent (2025) aerial photography and infrared imagery was used to complete a visual overview of the Project area to evaluate current conditions and help identify potential wetland areas within the study area. The areas identified using the aerial imagery were typically darker in color, which is indicative of inundation or saturated soil conditions associated with wetlands. In many instances these dark signature areas are confined to concave landscapes as defined by the topography. However, wetland occurrence is not limited to concave landforms and can occur in flat landscapes.

Topographic Maps and Digital Elevation Model

USGS topographic maps show the topography of the study area as well as other land use features including forest cover, development, streams, lakes, and wetlands. The USGS DEM further refines topography to a 1-meter contour level.

USDA-NRCS Soils Data

Soils within the study area were assessed utilizing the USDA-NRCS Soil Survey Geographic Database (SSUGRO), which presents a digital version of county level soils surveys. Hydric soils are given a rating within this data which indicates the percentage of a map unit that meets the criteria for hydric soils. This rating is based on the respective map unit components and the percentage of each component within the map unit. The five hydric soils categories are: (1) hydric - 100 percent hydric components; (2) predominantly hydric - 66 to 99 percent hydric components; (3) partially hydric - 33 to 65 percent hydric components; (4) predominantly nonhydric - 1 to 32 percent hydric components; and (5) nonhydric - less than 1 percent hydric

components. For the purpose of this desktop study we have combined these five categories into the three categories below:

- Hydric - includes the USDA-NRCS categories of hydric and predominantly hydric
- Partially Hydric - includes the USDA-NRCS categories of partially hydric and predominantly nonhydric
- Nonhydric - includes the USDA-NRCS category of nonhydric.

USFWS National Wetland Inventory Mapping

NWI data provides both the boundaries and Cowardin classifications of potential wetlands areas, as mapped by the USFWS. This data set is primarily based interpretations of aerial photography and may not always represent the correct boundaries or wetland cover type.

USGS National Hydrography Dataset

The NHD dataset contains waterbody features such as streams, rivers, canals, lakes, and ponds. Waterbodies mapped by the NHD generally appeared consistent with those features visible on aerial photography and USGS topographic maps.

4.0 PROBABILITY ANALYSIS

C2E utilized a step-by-step process to identify probable wetlands and waterbodies within the Project study area as follows:

- 1- Using the available infrared and aerial imagery along with the DEM and USGS topography, C2E identified potential wetlands within the study area. Boundaries were assigned to the areas that appeared to exhibit wetland signatures based on this review (referred to here as "Interpreted Wetlands"), and a Cowardin classification was selected based on aerial photo interpretation.
- 2- C2E then layered Interpreted Wetlands on top of NWI and NRCS-USDA soils data to further determine the probability of a wetland occurring within a given location.
- 3- C2E then assigned a probability ranking based on the number of overlapping data layers that occurred within each portion of the study area.

The criteria assigned to each probability ranking are provided in Table 1.

Table 1: Criteria for Probability of Wetland Occurrence

| Probability | Criteria |
|--------------------|---|
| High | Areas where layers of hydric soils, Interpreted Wetlands, and NWI data all overlap |
| Medium/High | NWI data overlaps with hydric soil; or NWI data overlaps with Interpreted Wetlands with or without partially hydric soils; or Hydric soils overlap Interpreted Wetlands |
| Medium | Interpreted Wetlands with or without overlap by partially hydric soils |
| Medium/Low | Hydric soils only; or NWI data with or without overlap by partially hydric soils |
| Low | Partially hydric soils only |
| Very Low | Non-hydric soils only |

5.0 WETLAND AND WATERBODY CROSSINGS

The desktop study provides a probability of wetland and waterbody occurrence within the existing Project right-of-way, with wetlands classified based on the Cowardin classification system described below.

- Palustrine System - Includes all nontidal wetlands dominated by trees, shrubs, persistent emergent, emergent mosses or lichens, and all such wetlands that occur in tidal areas where salinity due to ocean-derived salts is below 0.5 ppt.
 - Palustrine Emergent (PEM) - herbaceous hydrophytes (typically dominated by perennial plants) are the dominant vegetation type.
 - Palustrine Forested (PFO) - woody vegetation, 20 feet or more in height and 3 inches or larger diameter at breast height (dbh) are the dominant vegetation type.
- Riverine System - Wetlands and deepwater habitats contained within a channel unless (1) wetlands dominated by trees, shrubs, persistent emergent, emergent mosses; or (2) habitats with water containing ocean-derived salts meeting tidal wetland requirements.
 - Stream channels identified within the riverine system include both perennial and intermittent streams.
- Jurisdictional ditch - A man-made, excavated, linear channel that contains a consistent bed and bank and ordinary high-water mark (OHWM).

As previously noted, existing field delineation data was not available for the entire Project area. Delineations of these areas will be required to verify the accuracy and extent of wetland and waterbody boundaries. The range of wetland occurrence probabilities included in this study range from very low to high, with the probability of wetland occurrence increasing as multiple indicators overlap on the "high" end of the scale. The medium, medium-high, and high

probability categories are the most reliable representation of field conditions due to overlapping data sets, and as such these categories are presented in the results summary below. Appendix A includes mapping of both field delineated and medium, medium-high, and high probability wetlands and waterbodies.

6.0 RESULTS

The results of the probability analysis are presented in Table 2, and a summary of the results is provided in the paragraphs that follow.

Table 2: Results of Desktop Wetland Review^{a, b}

| Probability/ Field Delineated | Total in Study Area | PEM Wetlands | PFO Wetlands | R4 Stream Channel | Jurisdictional Ditches |
|-------------------------------|---------------------|--------------|--------------|-------------------|------------------------|
| Field Delineated | 1.4 | 0.5 | 0.9 | <0.1 | N/A |
| High | 0.6 | 0.4 | 0.2 | N/A | <0.1 |
| Medium/High | 1.3 | 0.2 | 1.0 | N/A | <0.1 |
| Medium | 0.1 | N/A | 0.1 | N/A | N/A |
| Medium/Low | 0.6 | N/A | N/A | N/A | N/A |
| Low | 0.1 | N/A | N/A | N/A | N/A |
| Very Low | 1.7 | N/A | N/A | N/A | N/A |
| Total | 5.7 | 1.1 | 2.2 | <0.1 | <0.1 |

N/A: Not applicable due to absence of wetland/waterbody type within the study area

^a Numbers in this table have been rounded for presentation purposes and as such the totals may not reflect the sum of the addends.

^b Total acres may not total the sum of wetland/waterbody types as the lower probability rankings (very low and low) for not overlap with NWI or interpreted wetlands, and therefore do not have a WOTUS type associated with them.

Wetland Crossings

The study area encompasses a total of approximately 5.7 AC. Based on the methodology discussed above, the existing right-of-way encompasses approximately 60 percent (3.4 AC) of land with either field delineated wetland data or a medium or higher probability of containing wetlands and waterbodies. Of these 3.4 AC, 1.1 AC consist of PEM wetlands, 2.2 AC consist of PFO wetlands, <0.1 AC consist of R4 stream channels, and <0.1 AC consist of jurisdictional ditches.

Waterbody Crossings

C2E identified and mapped waterbodies in the study area utilizing NWI, NHD, USGS topographic maps, and aerial photography. Waterbodies crossed by the Project right-of-way include an unnamed tributary to the South River and jurisdictional ditches.

7.0 POTENTIAL PROJECT IMPACTS

During construction, all wetlands will require protective matting to be installed to support construction vehicles, equipment, and materials. While many wetlands are anticipated to be spanned, with impacts limited to temporary construction impacts, permanent impacts would include clearing and conversion of PFO-type wetlands to PEM wetland types after construction is complete. This conversion would reduce riparian buffer benefits such as stream bank stabilization and erosion control, nutrient and sediment filtration, floodwater storage and peak flow reduction, and water temperature changes due to loss of shading.

Construction impacts from the transmission lines on PEM, jurisdictional ditches, and riverine wetlands would be temporary and would be restored to pre-construction conditions when construction is complete. Within PFO wetlands, vegetation will be allowed to return to maintained right-of-way heights, consistent with open meadow and/or shrub-scrub habitat, after construction is completed, which would provide some filtration and stabilization to protect waterbodies from runoff.

8.0 SUMMARY

In accordance with the Memorandum of Agreement between DEQ and the SCC, C2E performed a Desktop Wetland Review on the Project to determine the potential limits of wetlands, streams, and other WOUS within the Project area using a combination of field delineated wetlands and publicly available off-site resources. Prior to any land disturbing activities, C2E recommends a detailed delineation of portions of the Project outside of delineation coverage of wetlands, streams, and other WOUS followed by confirmation by the Corps.

In addition, there is a website for the Project where the SCC application will be available after filing, as well as maps and discussions about the status and timing of the Project. It can be accessed by going to: www.dominionenergy.com/ladysmith.

9.0 REFERENCES

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APPENDIX A

Project Graphics

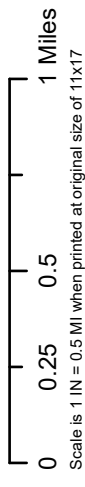
APPENDIX A

Project Graphics

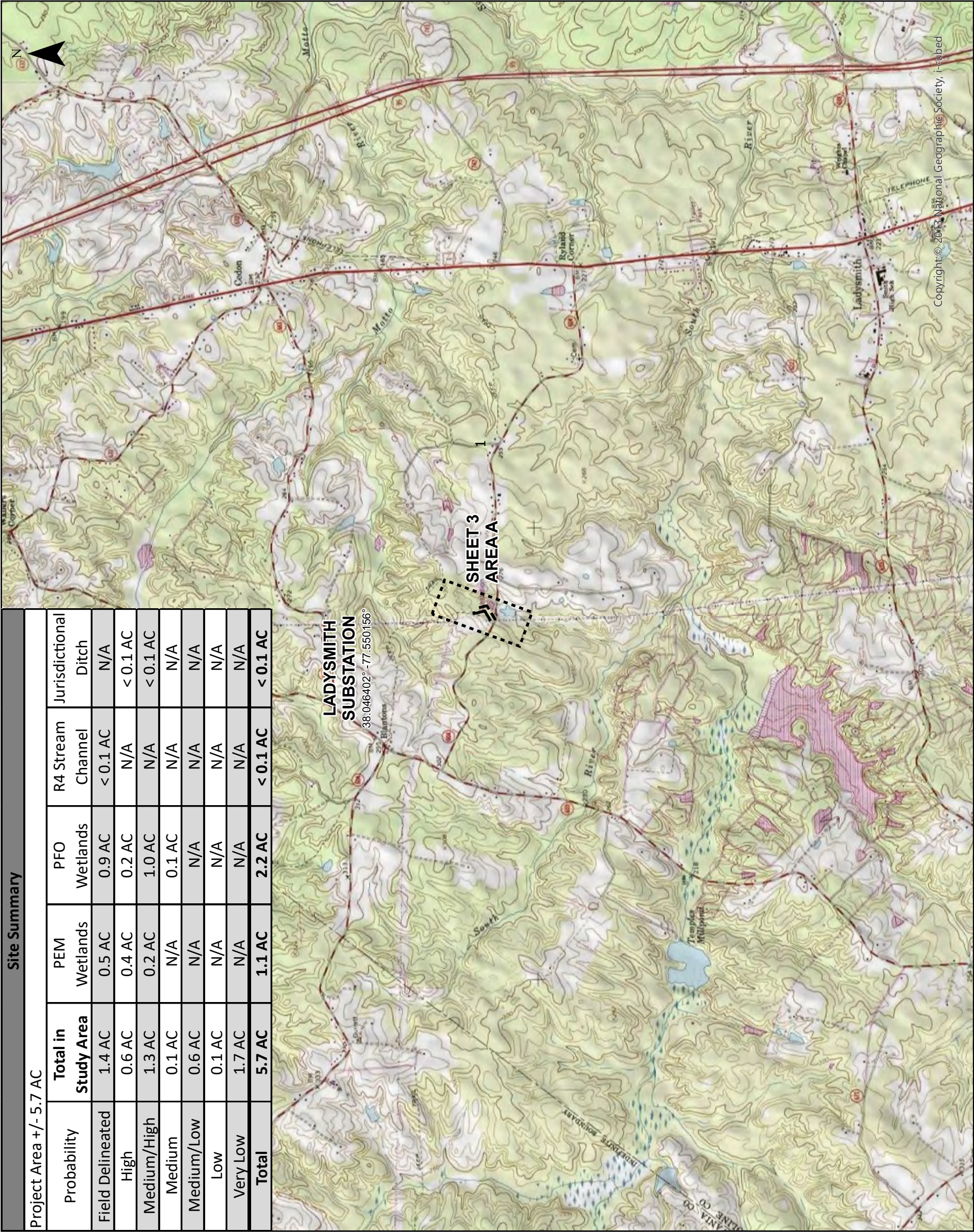
DESKTOP WETLAND REVIEW MAP

230 kV Elmont-Ladysmith Line #2490
Caroline and Hanover Counties, Virginia

Client: Dominion Energy Virginia
C2 Env Project: 0416
Prepared By: ZTW
Date: 04/02/26

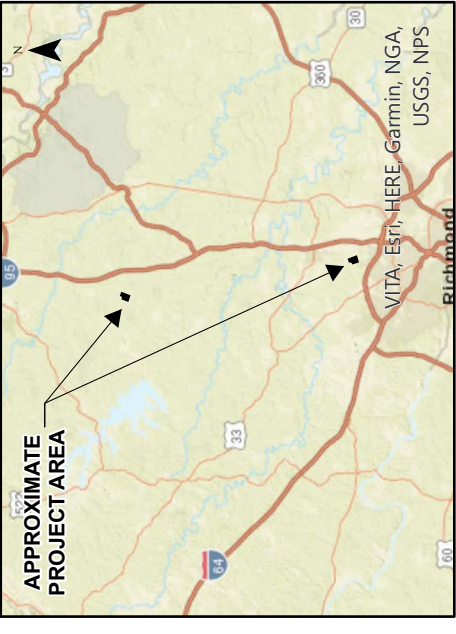


SITE DATA
Project Area
Map Sheet



| Site Summary | | | | | |
|-------------------------|---------------------|---------------|---------------|--------------------|----------------------|
| Project Area +/- 5.7 AC | | | | | |
| Probability | Total in Study Area | PEM Wetlands | PFO Wetlands | R4 Stream Channel | Jurisdictional Ditch |
| Field Delineated | 1.4 AC | 0.5 AC | 0.9 AC | < 0.1 AC | N/A |
| High | 0.6 AC | 0.4 AC | 0.2 AC | N/A | < 0.1 AC |
| Medium/High | 1.3 AC | 0.2 AC | 1.0 AC | N/A | < 0.1 AC |
| Medium | 0.1 AC | N/A | 0.1 AC | N/A | N/A |
| Medium/Low | 0.6 AC | N/A | N/A | N/A | N/A |
| Low | 0.1 AC | N/A | N/A | N/A | N/A |
| Very Low | 1.7 AC | N/A | N/A | N/A | N/A |
| Total | 5.7 AC | 1.1 AC | 2.2 AC | < 0.1 AC | < 0.1 AC |

- Notes:
1. Basemap from ESRI World Street Map, VGIN 2026 aerial imagery, USGS Ladysmith and Yellow Tavern, VA Topographic Quad Map
 2. Road centerlines and parcels from VGIN
 3. Contours generated from USGS 1-meter DEMs
 4. National Wetlands Inventory Features Provided by USFWS
 5. Soil Series provided by NRCS Web Soil Survey
 6. Desktop wetland evaluation conducted by C2 Environmental, Inc., April 2026



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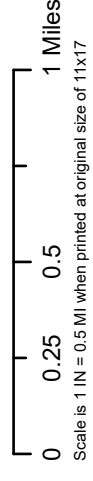
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DESKTOP WETLAND REVIEW MAP

230 kV Elmont-Ladysmith Line #2490
Caroline and Hanover Counties, Virginia

Client:
Dominion Energy Virginia

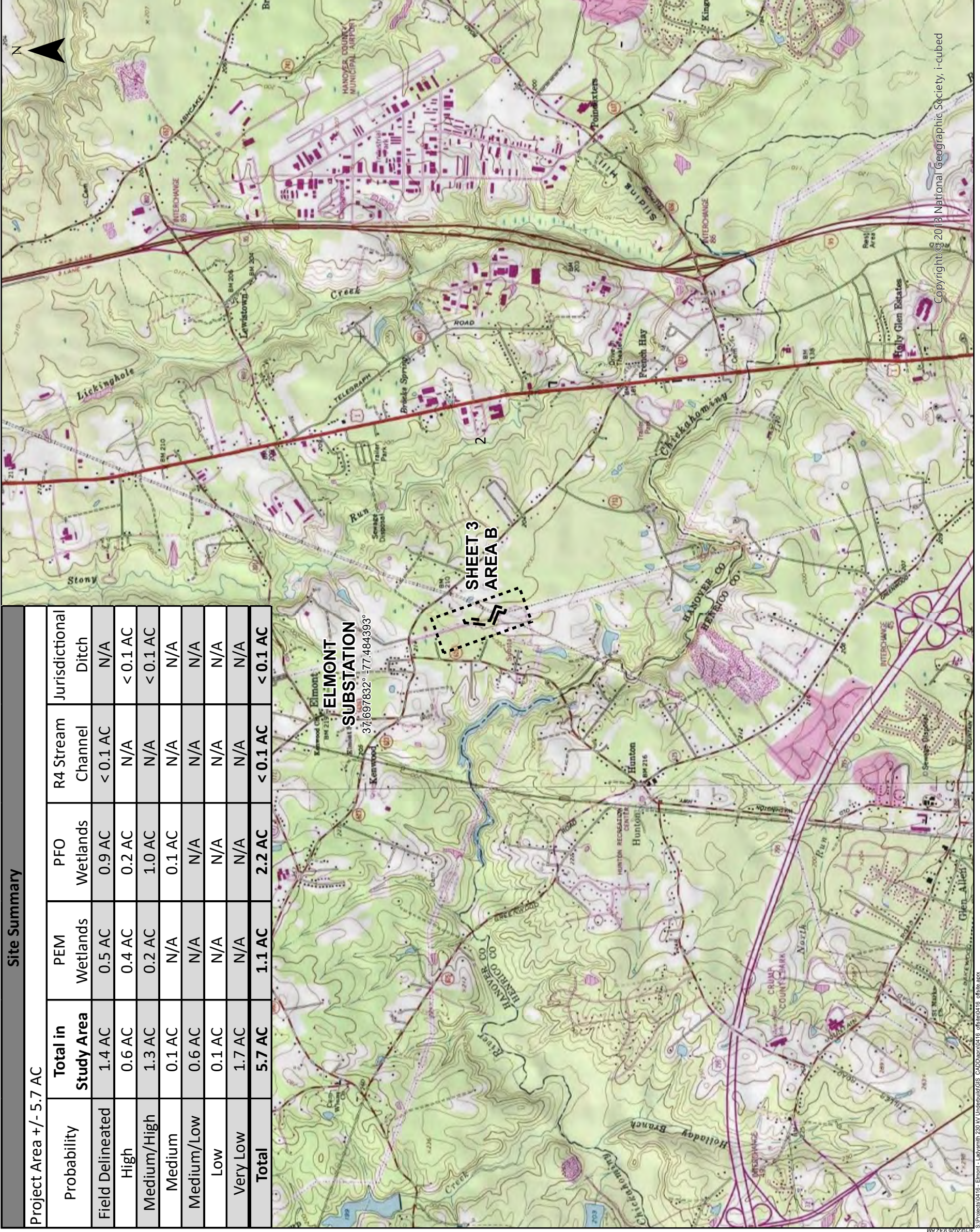
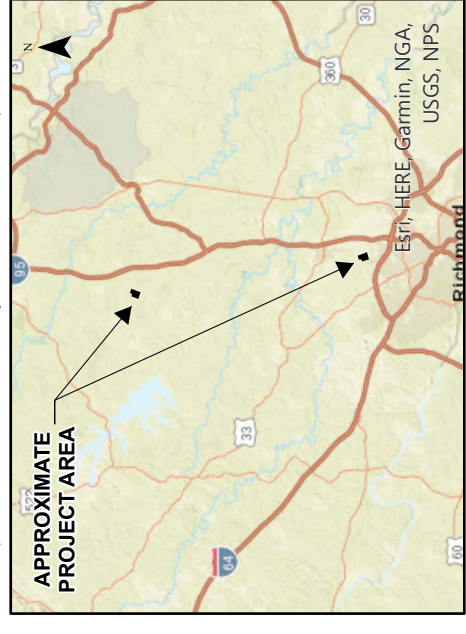
C2 Env Project: 0416
Prepared By: ZTW
Date: 04/02/26



SITE DATA

- Project Area
- Map Sheet

- Notes:
1. Basemap from ESRI World Street Map, VGIN 2026 aerial imagery, USGS Ladysmith and Yellow Tavern, VA Topographic Quad Map
 2. Road centerlines and parcels from VGIN
 3. Contours generated from USGS 1-meter DEMs
 4. National Wetlands Inventory Features Provided by USFWS
 5. Soil Series provided by NRCS Web Soil Survey
 6. Desktop wetland evaluation conducted by C2 Environmental, Inc., April 2026



| Site Summary | | | | | | |
|-------------------------|---------------------|---------------|---------------|--------------------|----------------------|--|
| Project Area +/- 5.7 AC | | | | | | |
| Probability | Total in Study Area | PEM Wetlands | PFO Wetlands | R4 Stream Channel | Jurisdictional Ditch | |
| Field Delineated | 1.4 AC | 0.5 AC | 0.9 AC | < 0.1 AC | N/A | |
| High | 0.6 AC | 0.4 AC | 0.2 AC | N/A | < 0.1 AC | |
| Medium/High | 1.3 AC | 0.2 AC | 1.0 AC | N/A | < 0.1 AC | |
| Medium | 0.1 AC | N/A | 0.1 AC | N/A | N/A | |
| Medium/Low | 0.6 AC | N/A | N/A | N/A | N/A | |
| Low | 0.1 AC | N/A | N/A | N/A | N/A | |
| Very Low | 1.7 AC | N/A | N/A | N/A | N/A | |
| Total | 5.7 AC | 1.1 AC | 2.2 AC | < 0.1 AC | < 0.1 AC | |

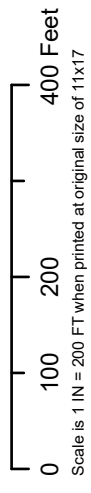
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DESKTOP WETLAND REVIEW MAP

230 KV Elmont-Ladysmith Line #2490
Caroline and Hanover Counties, Virginia

Client:
Dominion Energy Virginia

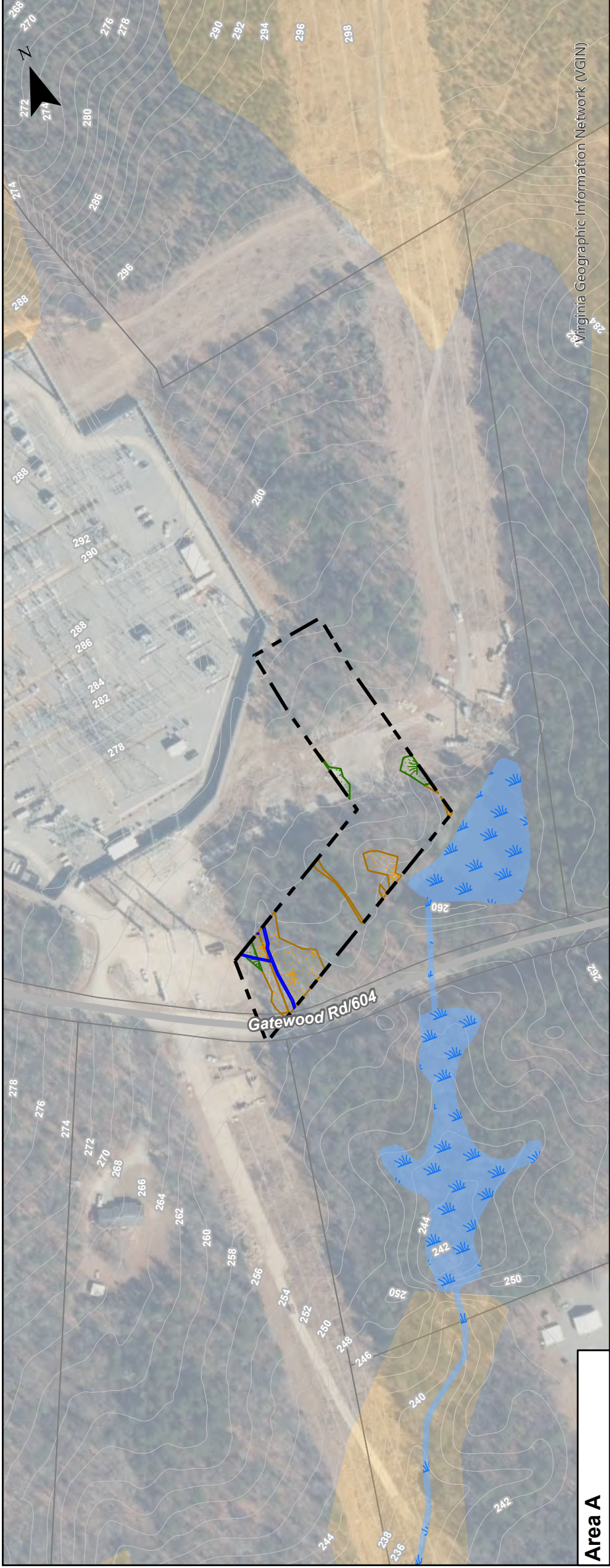
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Prepared By: ZTW
Date: 04/02/26



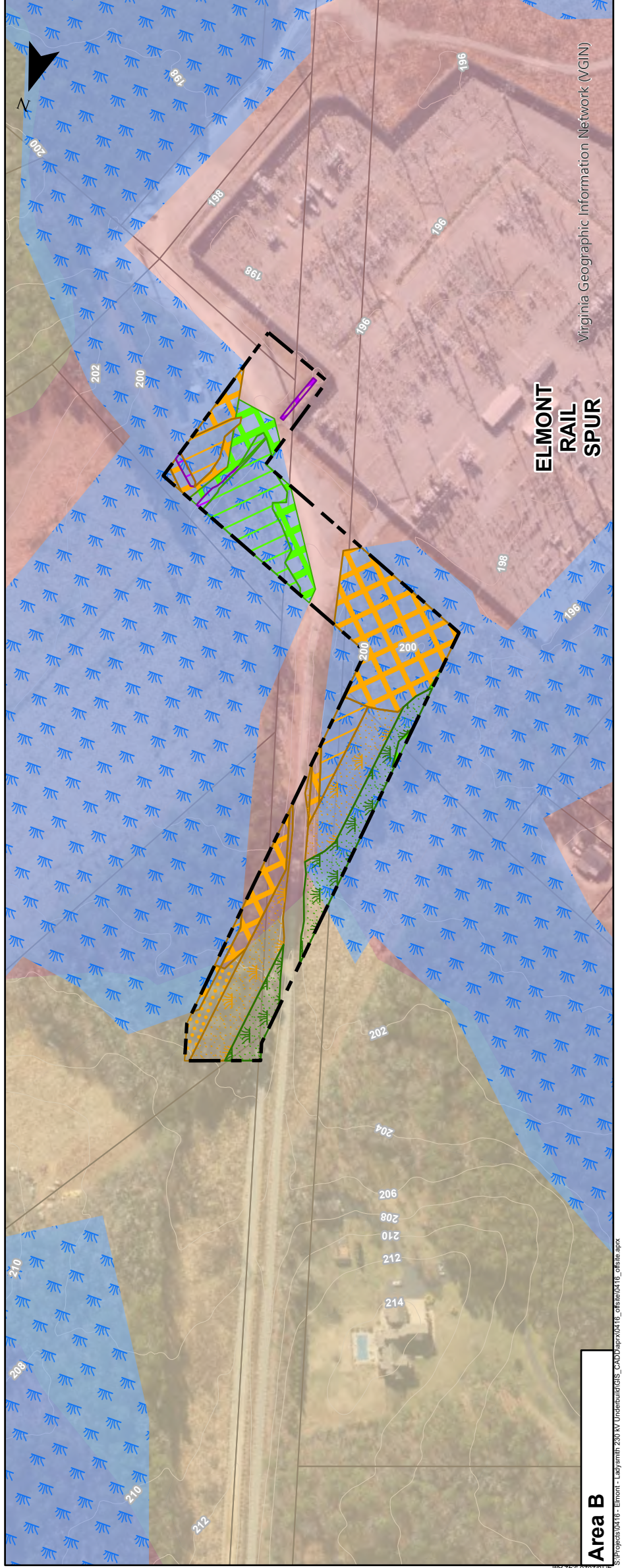
SITE DATA

- Project Area
- Wetland Probability**
- Delineated R4 Stream Channel
- Delineated PEM Wetland
- Delineated PFO Wetland
- High PEM Wetland
- High PFO Wetland
- High Jurisdictional Ditch
- Medium/High PEM Wetland
- Medium/High PFO Wetland
- Medium/High Jurisdictional Ditch
- Medium PFO Wetland
- USGS NHD Stream Centerline

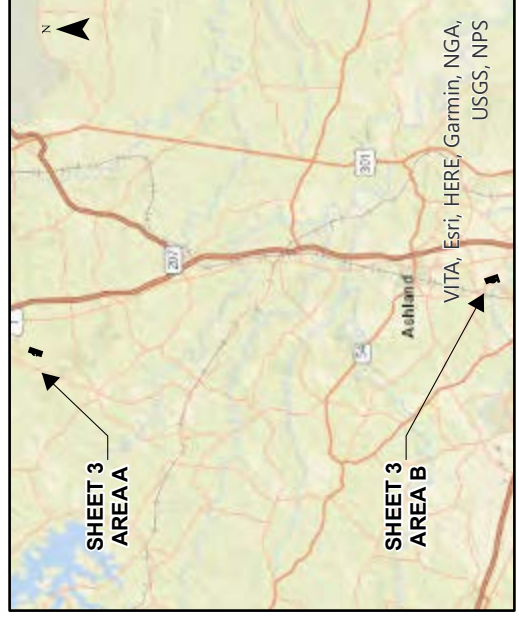
- NWI Limits
- Hydric Soils
- Partially Hydric Soils
- Nonhydric Soils
- Existing 2 FT Contour
- Parcel Boundary



Area A



Area B



ATTACHMENT 2.G.1.

Natural Heritage, Threatened and Endangered Species Database Search Results



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Virginia Ecological Services Field Office

6669 Short Lane

Gloucester, VA 23061-4410

Phone: (804) 693-6694



In Reply Refer To:

03/31/2026 13:32:54 UTC

Project Code: 2026-0069830

Project Name: 230 kV Elmont - Ladysmith Line #2490

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Project Code in the header of this

letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Virginia Ecological Services Field Office

6669 Short Lane
Gloucester, VA 23061-4410
(804) 693-6694

PROJECT SUMMARY

Project Code: 2026-0069830
Project Name: 230 kV Elmont - Ladysmith Line #2490
Project Type: Transmission Line - Maintenance/Modification - Above Ground
Project Description: Installation of 230 kV overhead transmission line within existing right-of-way, primarily on existing structures from the Elmont Substation in Hanover County, Virginia to the Ladysmith Substation in Caroline County, Virginia.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@37.87338915,-77.54714154738917,14z>



Counties: Caroline and Hanover counties, Virginia

ENDANGERED SPECIES ACT SPECIES

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

| NAME | STATUS |
|--|------------------------|
| Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 | Endangered |
| Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045 | Endangered |
| Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515 | Proposed Endangered |

CLAMS

| NAME | STATUS |
|---|------------------------|
| Dwarf Wedgemussel <i>Alasmidonta heterodon</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/784 | Endangered |
| Green Floater <i>Lasmigona subviridis</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7541 | Proposed Threatened |
| Yellow Lance <i>Elliptio lanceolata</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4511 | Threatened |

INSECTS

| NAME | STATUS |
|---|------------------------|
| Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743 | Proposed Threatened |

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

-
1. The [Bald and Golden Eagle Protection Act](#) of 1940.
 2. The [Migratory Birds Treaty Act](#) of 1918.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information](#)

[on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON |
|--|------------------------|
| Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626 | Breeds Sep 1 to Jul 31 |

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

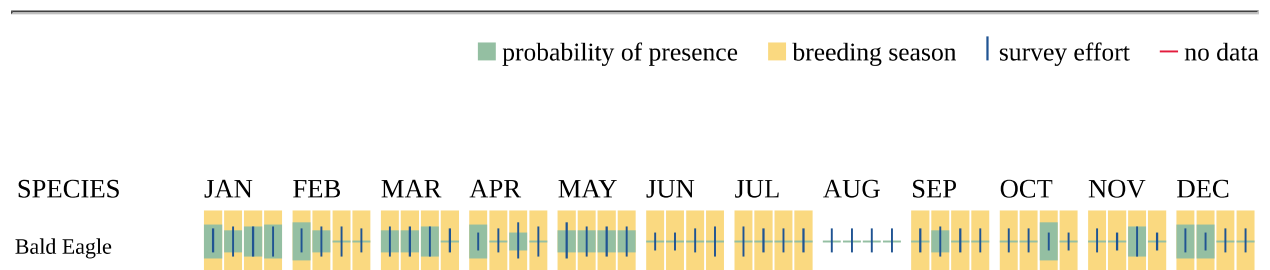
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (-)

A week is marked as having no data if there were no survey events for that week.



Non-BCC
Vulnerable

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON |
|---|-------------------------|
| <p>Bald Eagle <i>Haliaeetus leucocephalus</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p> <p>https://ecos.fws.gov/ecp/species/1626</p> | Breeds Sep 1 to Jul 31 |
| <p>Chimney Swift <i>Chaetura pelagica</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9406</p> | Breeds Mar 15 to Aug 25 |

| NAME | BREEDING SEASON |
|--|-------------------------|
| Chuck-will's-widow <i>Antrostomus carolinensis</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9604 | Breeds May 10 to Jul 10 |
| Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678 | Breeds May 1 to Aug 20 |
| Grasshopper Sparrow <i>Ammodramus savannarum perpallidus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329 | Breeds Jun 1 to Aug 20 |
| Kentucky Warbler <i>Geothlypis formosa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9443 | Breeds Apr 20 to Aug 20 |
| Prairie Warbler <i>Setophaga discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9513 | Breeds May 1 to Jul 31 |
| Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439 | Breeds Apr 1 to Jul 31 |
| Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398 | Breeds May 10 to Sep 10 |
| Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478 | Breeds elsewhere |
| Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431 | Breeds May 10 to Aug 31 |

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental](#)

[Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

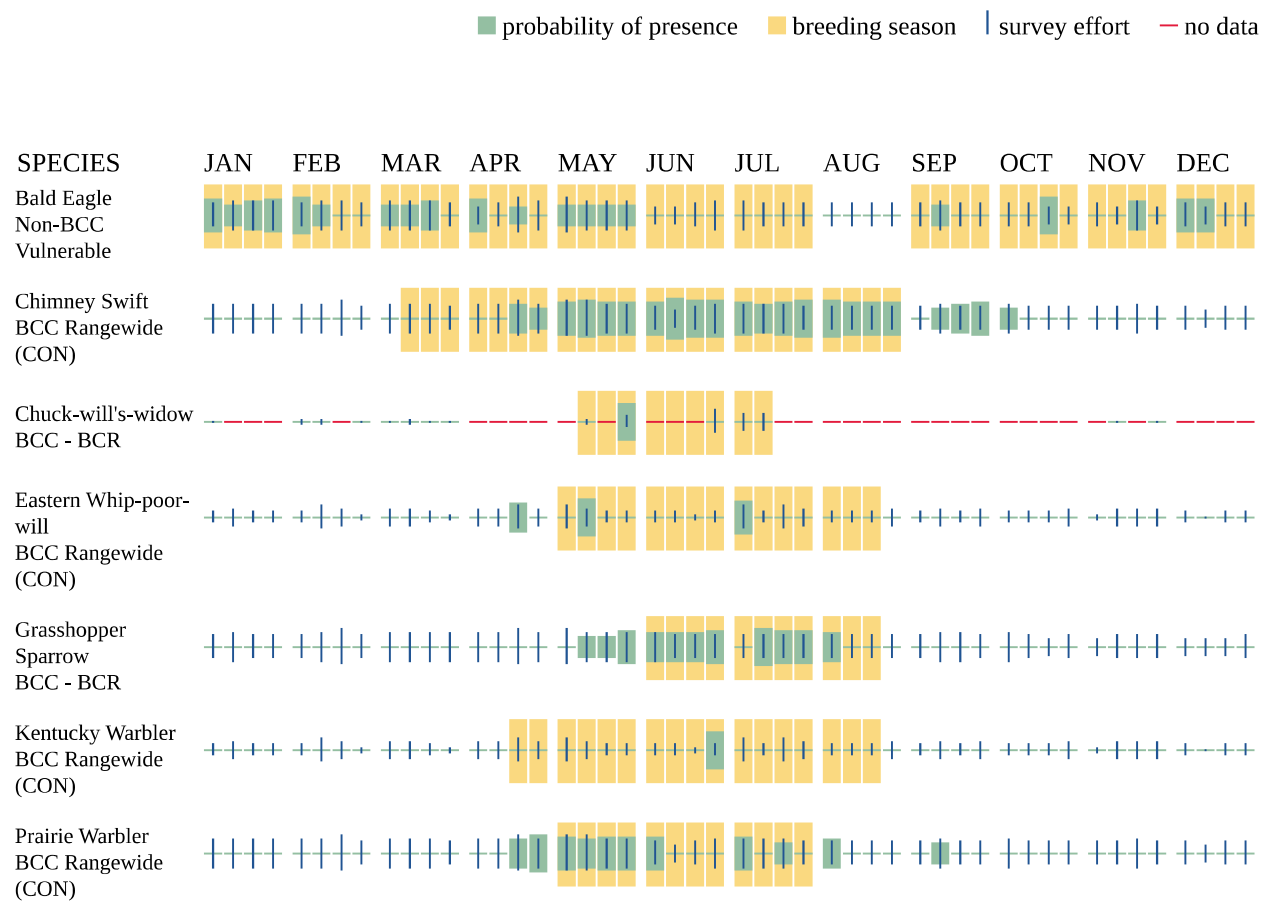
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

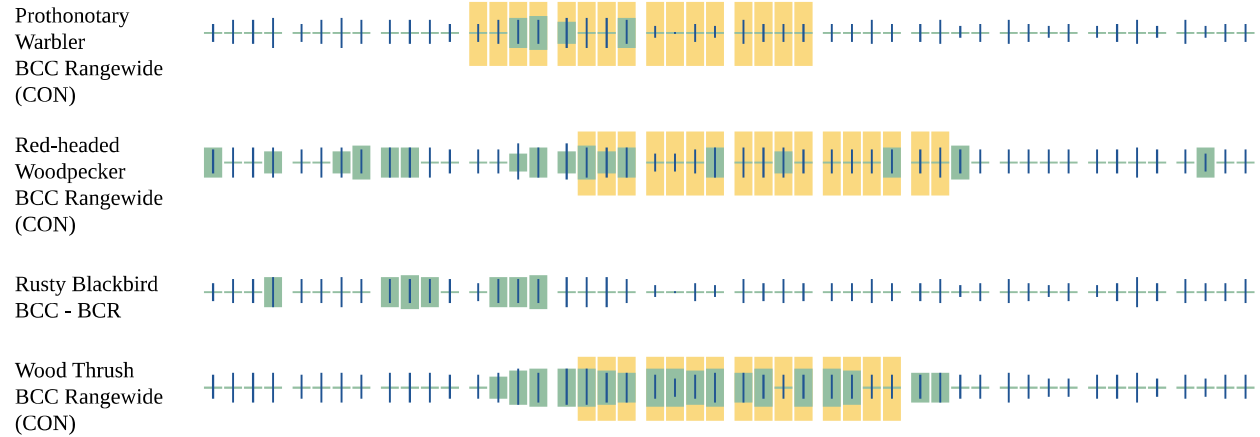
Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (-)

A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Alex Six
Address: 11846 Rock Landing Dr
Address Line 2: Suite A
City: Newport News
State: VA
Zip: 23606
Email: asix@c2environmental.com
Phone: 7572768308

VaFWIS Search Report Compiled on 3/31/2026, 1:31:26 PM

Known or likely to occur within a **2 mile buffer around line beginning 37.8229900 -77.5293999** in **033 Caroline County, 085 Hanover County, 087 Henrico County, 177 Spotsylvania County, VA**

[View Map of Site Location](#)

599 Known or Likely Species ordered by Status Concern for Conservation (displaying first 44) (44 species with Status* or Tier I** or Tier II**)

| BOVA Code | Status* | Tier** | Common Name | Scientific Name | Confirmed | Database(s) |
|---------------------------|-------------------------|------------------------|---|-----------------------------------|---------------------------|----------------------------------|
| 050023 | FESE | Ia | Bat, Indiana | Myotis sodalis | | BOVA |
| 050022 | FESE | Ia | Bat, Northern Long-eared | Myotis septentrionalis | | BOVA |
| 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | Yes | BOVA,TEWaters,Habitat,SppObs,HU6 |
| 060017 | FESE | Ia | Spinymussel, James | Parvaspina collina | | BOVA |
| 010032 | FESE | Ib | Sturgeon, Atlantic | Acipenser oxyrinchus | | BOVA |
| 040228 | FTSE | Ia | Woodpecker, Red-cockaded | Dryobates borealis | | BOVA |
| 060173 | FTST | Ia | Pigtoe, Atlantic | Fusconaia masoni | | BOVA |
| 060029 | FTST | IIa | Lance, yellow | Elliptio lanceolata | Yes | BOVA,TEWaters,SppObs,HU6 |
| 050020 | SE | Ia | Bat, little brown | Myotis lucifugus | | BOVA |
| 050027 | FPSE | IIIa | Bat, Tricolored | Perimyotis subflavus | | BOVA |
| 050034 | SE | IVa | Bat, Rafinesque's eastern big-eared | Corynorhinus rafinesquii macrotis | | BOVA,HU6 |
| 040293 | ST | Ia | Shrike, loggerhead | Lanius ludovicianus | | BOVA |
| 040385 | ST | Ia | Sparrow, Bachman's | Peucaea aestivalis | | BOVA |
| 060081 | FPST | IIa | Green Floater | Platynaias subviridis | | BOVA |

| | | | | | | |
|--------|----|------|--|-----------------------------|---------------------|-----------------|
| 040292 | ST | | Shrike, migrant loggerhead | Lanius ludovicianus migrans | | BOVA |
| 100248 | FP | Ia | Fritillary, Regal | Speyeria idalia idalia | | BOVA,HU6 |
| 100079 | FP | IIIa | Butterfly, Monarch | Danaus plexippus | | BOVA |
| 030063 | CC | IIIa | Turtle, spotted | Clemmys guttata | | BOVA,HU6 |
| 010077 | | Ia | Shiner, bridle | Notropis bifrenatus | | BOVA |
| 040092 | | Ia | Eagle, golden | Aquila chrysaetos | | BOVA,HU6 |
| 040029 | | Ia | Heron, little blue | Egretta caerulea caerulea | Yes | BOVA,BBA,SppObs |
| 040204 | | Ia | Owl, American Barn | Tyto furcata | | BOVA,HU6 |
| 040383 | | Ia | Sparrow, vesper | Pooecetes gramineus | | BOVA |
| 040140 | | Ia | Woodcock, American | Scolopax minor | | BOVA,HU6 |
| 010045 | | Ib | Herring, blueback | Alosa aestivalis | | BOVA,HU6 |
| 040216 | | Ib | Nighthawk, common | Chordeiles minor | | BOVA |
| 040105 | | Ib | Rail, king | Rallus elegans | | BOVA |
| 040340 | | Ib | Warbler, Canada | Cardellina canadensis | | BOVA,HU6 |
| 060084 | | Ib | Pigtoe, Virginia | Lexingtonia subplana | | BOVA |
| 010168 | | II | Bass, striped | Morone saxatilis | | BOVA |
| 010131 | | IIa | Eel, American | Anguilla rostrata | Yes | BOVA,SppObs,HU6 |
| 040364 | | IIa | Dickcissel | Spiza americana | | BOVA |
| 040052 | | IIa | Duck, American black | Anas rubripes | | BOVA,HU6 |
| 040034 | | IIa | Heron, tricolored | Egretta tricolor | | BOVA |

| | | | | | | |
|--------|--|-----|--|--------------------------------|---------------------------|--------------|
| 040098 | | IIa | Kestrel, American | Falco sparverius sparverius | Potential | BOVA,BBA |
| 040377 | | IIa | Sparrow, savannah | Passerculus sandwichensis | | BOVA |
| 040181 | | IIa | Tern, common | Sterna hirundo | | BOVA,HU6 |
| 040320 | | IIa | Warbler, cerulean | Setophaga cerulea | | BOVA,HU6 |
| 060071 | | IIa | Lampmussel, yellow | Lampsilis cariosa | | BOVA,HU6 |
| 010040 | | IIb | Shad, American | Alosa sapidissima | | BOVA,HU6 |
| 040167 | | IIb | Gull, American Herring | Larus smithsonianus | | BOVA |
| 040028 | | IIb | Heron, green | Butorides virescens | Potential | BOVA,BBA,HU6 |
| 040180 | | IIb | Tern, Forster's | Sterna forsteri | | BOVA,HU6 |
| 060175 | | IIb | Slabshell, Roanoke | Elliptio roanokensis | | BOVA |

To view **All 599 species** [View 599](#)

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened; FP=Federal Proposed; FC=Federal Candidate; CC=Collection Concern

**I=VA Wildlife Action Plan - Tier I - Critical Conservation Need; II=VA Wildlife Action Plan - Tier II - Very High Conservation Need; III=VA Wildlife Action Plan - Tier III - High Conservation Need; IV=VA Wildlife Action Plan - Tier IV - Moderate Conservation Need

Virginia Wildlife Action Plan Conservation Opportunity Ranking:

- a - On the ground management strategies/actions exist and can be feasibly implemented.;
- b - On the ground actions or research needs have been identified but cannot feasibly be implemented at this time.;
- c - No on the ground actions or research needs have been identified or all identified conservation opportunities have been exhausted.

[View Map of All Query Results from All Observation Tables](#)

Bat Colonies or Hibernacula: **Not Known**

Anadromous Fish Use Streams (1 records)

[View Map of All Anadromous Fish Use Streams](#)

| Stream ID | Stream Name | Reach Status | Anadromous Fish Species | | | View Map |
|-----------|------------------------------|--------------|-------------------------|--------------|-----------------|---------------------|
| | | | Different Species | Highest TE * | Highest Tier ** | |
| C39 | Little river | Confirmed | 1 | | | Yes |

Impediments to Fish Passage (14 records)[View Map of All Fish Impediments](#)

| ID | Name | River | View Map |
|------|--|-----------------------|---------------------|
| 1300 | ASHLAND WATER SUPPLY DAM | SOUTH ANNA RIVER | Yes |
| 533 | CAMPBELL DAM | BEAVER CREEK | Yes |
| 378 | CHICKAHOMINY MILL DAM | CHICKAHOMINY RIVER | Yes |
| 538 | LAKE CLAYBANK DAM | TR-SOUTH ANNA | Yes |
| 564 | LAKE DEVOLIA DAM | TR-SOUTH RIVER | Yes |
| 566 | LAKE DOVER DAM | TR-STEVENS MILL CREEK | Yes |
| 565 | LAKE HERITAGE DAM | TR-STEVENS MILL CREEK | Yes |
| 548 | LAKE LANDOR DAM | TR-SOUTH RIVER | Yes |
| 384 | MILES DAM | TR-CHICKAHOMINY RIVER | Yes |
| 850 | POLLARDS DAM | TR-SOUTH ANNA RIVER | Yes |
| 583 | STANLEY DAM | TR-SOUTH ANNA RIVER | Yes |
| 374 | SWAMP CREEK DAM | GRASSY SWAMP CREEK | Yes |
| 549 | TEMPLES MILL DAM | SOUTH RIVER | Yes |
| 674 | USRY PROPERTY INC. DAM | TR-N ANNA RIVER | Yes |

Colonial Water Bird Survey

N/A

Threatened and Endangered Waters (19 Reaches)[View Map of All Threatened and Endangered Waters](#)

| Stream Name | Highest TE* | T&E Waters Species | | | | | View Map |
|--|-------------|--|------|-----|-----------------------------------|-------------------------|---------------------|
| | | BOVA Code, Status*, Tier**, Common & Scientific Name | | | | | |
| South Anna River (0104006) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | Yes |
| | | 060029 | FTST | Ila | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0105218) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | Yes |
| | | 060029 | FTST | Ila | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0109085) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | Yes |
| | | 060029 | FTST | Ila | Lance, yellow | Elliptio lanceolata | |

| | | | | | | | |
|--|------|--------|------|-----|-----------------------------------|-------------------------|------------|
| South Anna River (0109086) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| | | 060029 | FTST | Iia | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0114149) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| South Anna River (0114727) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| | | 060029 | FTST | Iia | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0114876) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| | | 060029 | FTST | Iia | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0115188) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| | | 060029 | FTST | Iia | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0116044) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| | | 060029 | FTST | Iia | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0117073) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| | | 060029 | FTST | Iia | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0127399) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| | | 060029 | FTST | Iia | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0127505) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| | | 060029 | FTST | Iia | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0128556) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| | | 060029 | FTST | Iia | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0129351) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| | | 060029 | FTST | Iia | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0131824) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | <u>Yes</u> |
| | | 060029 | FTST | Iia | Lance, yellow | Elliptio lanceolata | |

| | | | | | | | |
|--|------|--------|------|-----|-----------------------------------|-------------------------|---------------------|
| South Anna River (0131962) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | Yes |
| | | 060029 | FTST | Ila | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0132011) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | Yes |
| | | 060029 | FTST | Ila | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0132381) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | Yes |
| | | 060029 | FTST | Ila | Lance, yellow | Elliptio lanceolata | |
| South Anna River (0138407) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | Yes |
| | | 060029 | FTST | Ila | Lance, yellow | Elliptio lanceolata | |

Managed Trout Streams

N/A

Bald Eagle Concentration Areas and Roosts

N/A

Bald Eagle Nests

N/A

Species Observations (343 records - displaying first 20 , 4 Observations with Threatened or Endangered species)

[View Map of All Query Results Species Observations](#)

| obsID | class | Date Observed | Observer | N Species | | | View Map |
|----------------------|--------|---------------|--|-------------------|-------------|----------------|---------------------|
| | | | | Different Species | Highest TE* | Highest Tier** | |
| 3049 | SppObs | Jan 1 1900 | M. B. Riddick, 1973 | 1 | FESE | I | Yes |
| 8088 | SppObs | Jun 6 1994 | RICHARD NEVES, C. GATENBY, M. LATHAM, D. NEVES | 2 | FTST | II | Yes |
| 8699 | SppObs | Jun 6 1994 | C. GATENBY, VPI& SU, R. NEVES, D. NEVES | 2 | FTST | II | Yes |

| | | | | | | | |
|------------------------|--------|----------------|--|----|------|----|---------------------|
| 54859 | SppObs | Jan 1 1900 | DR. RICHARD J. NEVES, FISHERIES AND WILDLIFE SCIENCES, VA TECH | 5 | FTST | II | Yes |
| 4965 | SppObs | Jan 1 1900 | B. Moores | 1 | | I | Yes |
| 647922 | SppObs | Sep 26 2022 | Cameron Bryant | 14 | | II | Yes |
| 647900 | SppObs | Jul 12 2022 | Cameron Bryant | 15 | | II | Yes |
| 647881 | SppObs | May 5 2022 | Cameron Bryant | 14 | | II | Yes |
| 647824 | SppObs | Sep 7 2021 | Cameron Bryant | 12 | | II | Yes |
| 647806 | SppObs | Jul 20 2021 | Cameron Bryant | 16 | | II | Yes |
| 647793 | SppObs | May 17 2021 | Cameron Bryant | 13 | | II | Yes |
| 647531 | SppObs | Sep 14 2020 | Cameron Bryant | 14 | | II | Yes |
| 647504 | SppObs | Jul 6 2020 | Cameron Bryant | 13 | | II | Yes |
| 647483 | SppObs | May 26 2020 | Cameron Bryant | 12 | | II | Yes |
| 647428 | SppObs | Sep 23 2019 | Paul Vidonic | 14 | | II | Yes |
| 647392 | SppObs | Jul 1 2019 | Paul Vidonic | 13 | | II | Yes |
| 647386 | SppObs | May 20 2019 | Paul Vidonic | 12 | | II | Yes |
| 625049 | SppObs | Oct 25 2016 | Jason; Hill Drew; Miller | 27 | | II | Yes |
| 633132 | SppObs | Sep 26 2016 | Paul Vidonic | 13 | | II | Yes |
| 633110 | SppObs | Jul 20 2016 | Paul Vidonic | 11 | | II | Yes |

Displayed 20 Species Observations

Selected 343 Observations [View all 343 Species Observations](#)

Habitat Predicted for Aquatic WAP Tier I & II Species (1 Reach)

[View Map Combined Reaches from Below of Habitat Predicted for WAP Tier I & II Aquatic Species](#)

| Stream Name | Tier Species | | View Map |
|-------------|--------------|--|----------|
| | Highest TE* | BOVA Code, Status*, Tier**, Common & Scientific Name | |
| | | | |

| | | | | | | | |
|--------------------------------|------|--------|------|----|-----------------------------------|-------------------------|---------------------|
| South Anna River (20801061) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | Yes |
| South Anna River (20801061) | FESE | 060003 | FESE | Ia | Dwarf Wedgemussel | Prolasmidonta heterodon | Yes |

Exhibit 20
DEQ Supplement
Page 60 of 135

Habitat Predicted for Terrestrial WAP Tier I & II Species

N/A

Virginia Breeding Bird Atlas Blocks (5 records)

[View Map of All Query Results
Virginia Breeding Bird Atlas Blocks](#)

| BBA ID | Atlas Quadrangle Block Name | Breeding Bird Atlas Species | | | View Map |
|--------|-------------------------------------|-----------------------------|-------------|----------------|---------------------|
| | | Different Species | Highest TE* | Highest Tier** | |
| 50116 | Hanover Academy, SE | 72 | | I | Yes |
| 50126 | Hewlett, SE | 55 | | II | Yes |
| 50136 | Ladysmith, SE | 60 | | III | Yes |
| 50135 | Ladysmith, SW | 8 | | III | Yes |
| 51105 | Yellow Tavern, SW | 1 | | | Yes |

Public Holdings:

N/A

Summary of BOVA Species Associated with Cities and Counties of the Commonwealth of Virginia:

| FIPS Code | City and County Name | Different Species | Highest TE | Highest Tier |
|-----------|------------------------------|-------------------|------------|--------------|
| 033 | Caroline | 374 | FESE | I |
| 085 | Hanover | 384 | FESE | I |
| 087 | Henrico | 389 | FESE | I |
| 177 | Spotsylvania | 379 | FESE | I |

USGS 7.5' Quadrangles:

Glen Allen
Hanover Academy
Hewlett
Ladysmith
Yellow Tavern
Ashland

USGS NRCS Watersheds in Virginia:

N/A

USGS National 6th Order Watersheds Summary of Wildlife Action Plan Tier I, II, III, and IV Species:

| HU6 Code | USGS 6th Order Hydrologic Unit | Different Species | Highest TE | Highest Tier |
|----------|---|-------------------|------------|--------------|
| JL16 | Chickahominy River-Grassy Swamp Creek | 60 | SE | I |
| JL17 | Chickahominy River-Stony Run | 66 | SE | I |
| JL18 | Upham Brook | 54 | SS | I |
| YO10 | Newfound River | 58 | SE | I |
| YO11 | South Anna River-Cedar Creek | 58 | FESE | I |
| YO23 | North Anna River-Hawkins Creek | 59 | FPSE | I |
| YO25 | Lower Little River | 59 | SE | I |
| YO26 | North Anna River-Long Creek | 58 | SE | I |
| YO46 | South River | 56 | FTST | I |
| YO48 | Polecat Creek | 53 | FTST | I |

Compiled on 3/31/2026, 1:31:26 PM I4832411.0 report=all searchType=L dist= 3218 poi= 37.8229900 -77.5293999 siteDD= 38.0463850 -77.5497811;38.0361462 -77.5500628;37.9443971 -77.5392037;37.8948660 -77.5428631;37.8856351 -77.5456639;37.8719323 -77.5472364;37.8541025 -77.5570566;37.8288655 -77.5618674;37.8017379 -77.5623958;37.7728337 -77.5504205;37.7401490 -77.5377487;37.7313696 -77.5297921;37.7225463 -77.5076890;37.7214287 -77.4924241;37.7016313 -77.4843704;37.6973766 -77.4848094;;

PixelSize=64; Anadromous=0.080772; BBA=0.161309; BECAR=0.05964; Bats=0.055922; Buffer=1.72847; County=0.217091; HU6=0.344985; Impediments=0.06076; Init=1.818259; PublicLands=0.152911; Quad=0.205724; SppObs=1.123569; TEWaters=0.10251; TierReaches=0.130149; TierTerrestrial=0.244284; Total=5.617959; Tracking_BOVA=0.511448; Trout=0.109892; huva=0.229569



VAFWIS - Department of Wildlife Resources

37.87219 -77.51811
is the Search Point

Search Point

- Change to "clicked" map point
- Fixed at 37.87219 -77.51811

Show Position Rings

- Yes No

4 miles and 1 mile at the Search Point

Show Search Area

- Yes No

2 Search distance miles buffer

Search Point is at map center

Base Map Choices

- Topography
- Topography
- Color Aerial Photography
- BW Aerial Photography
- County - Quadrangle
- HU6 Hydrography

Map Overlay Choices

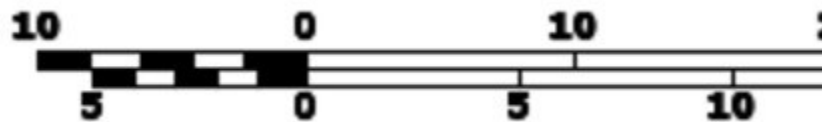
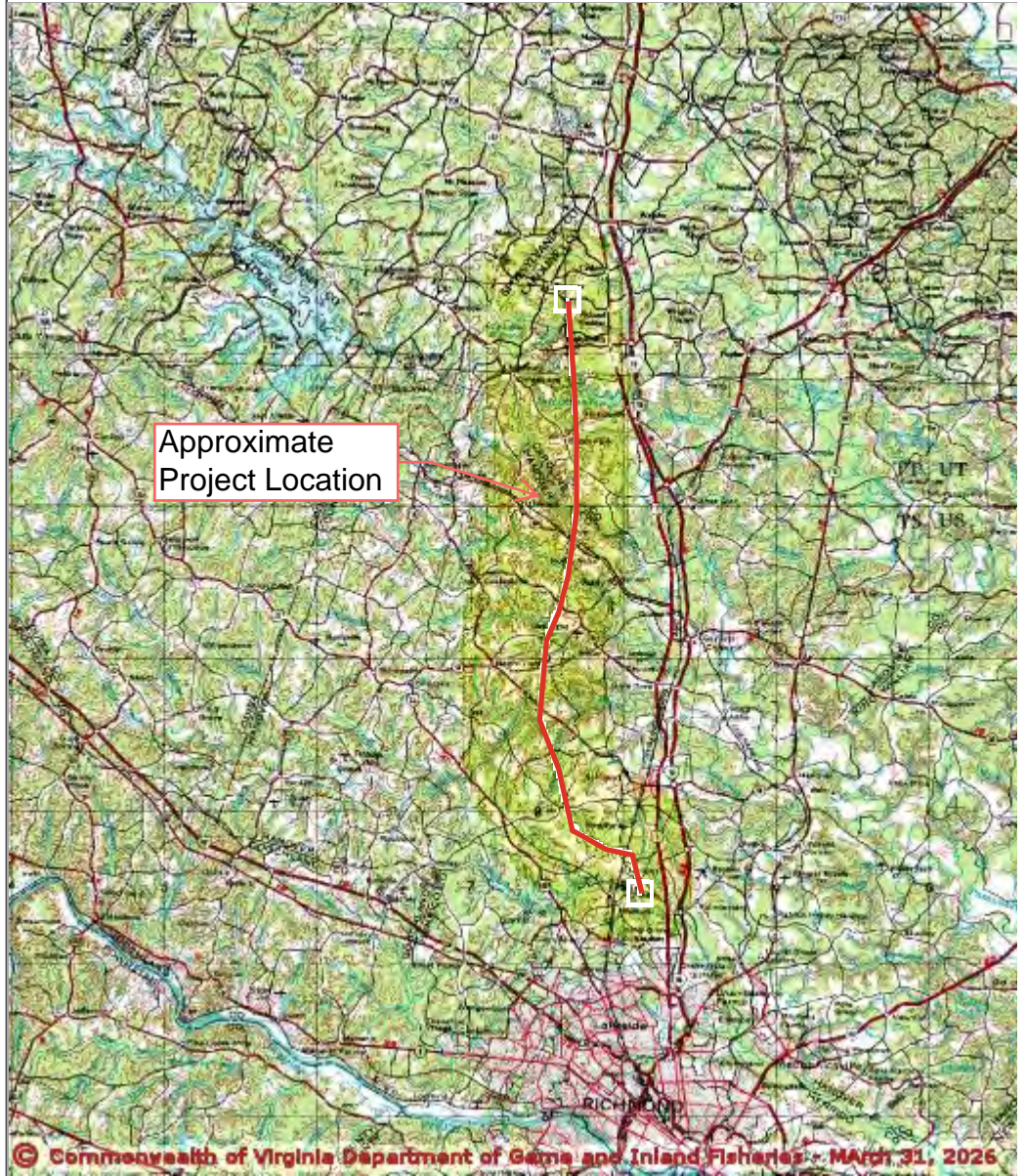
Current List: Search

Map Overlay Legend



Map Click **Pan** **TO** **M** Map Scale **In** **Zoom** Screen Size **Small**

[Refresh Browser Page](#)





Threatened and Endangered Waters where Dwarf Wedgemussel (060003) observed

37,49,22.6 -77,31,45.8
is the Search Point

Show Position Rings

Yes No

4 miles and 1 mile at the Search Point

Show Search Area

Yes No

2 Search distance miles
buffer

Display Search Point is not at center

Base Map Choices

- Topography
- Topography
- Color Aerial Photography
- BW Aerial Photography
- County - Quadrangle
- HU6 Hydrography

Map Overlay Choices

Current List: Position, TEWaters, Search

Map Overlay Legend

T & E Waters

- Federal
- State

Position Rings
4 miles and 1 mile at the Search Point

2 mile radius Search Area

[back](#)

Map Click

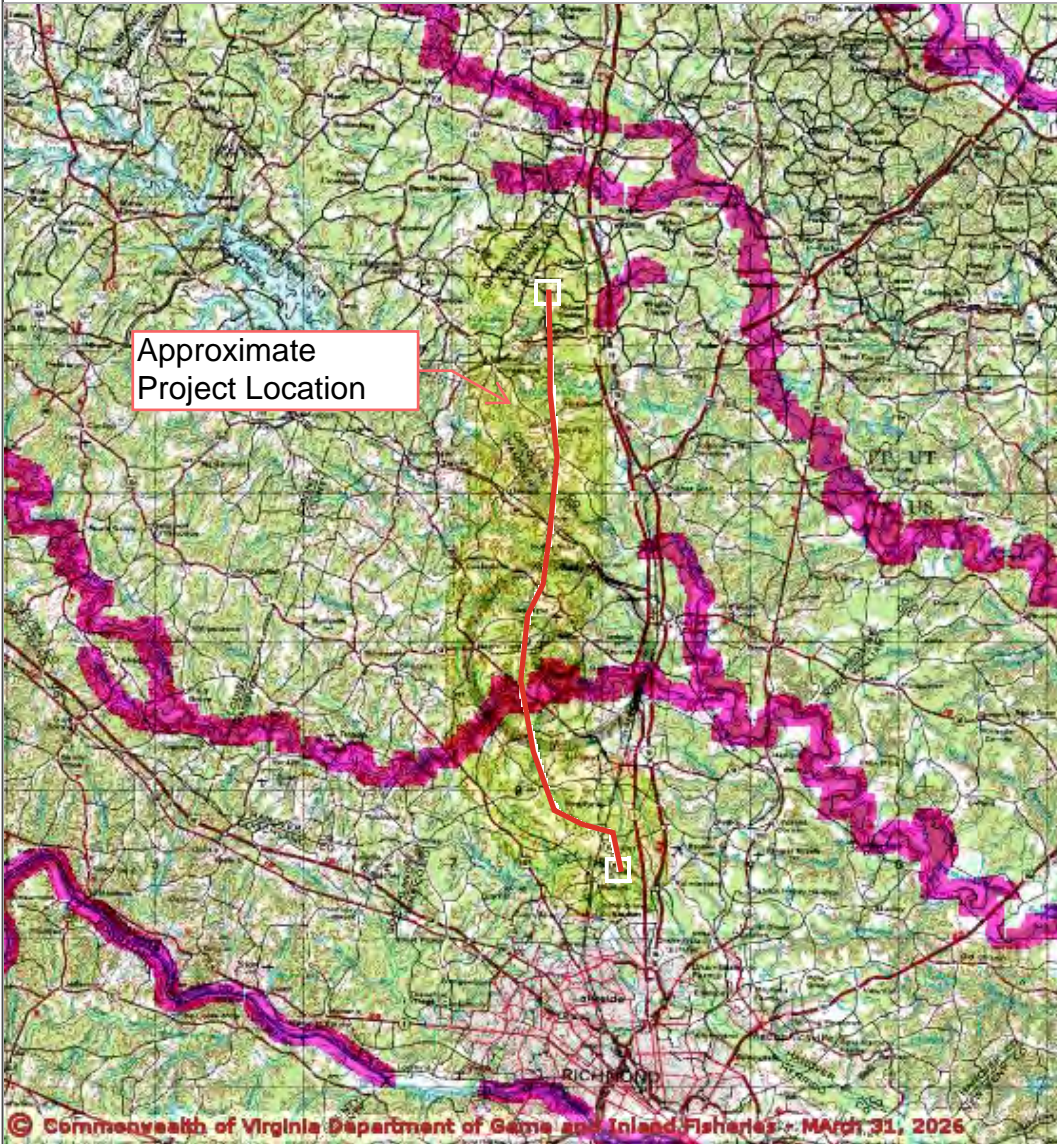
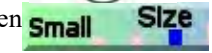


Map Scale

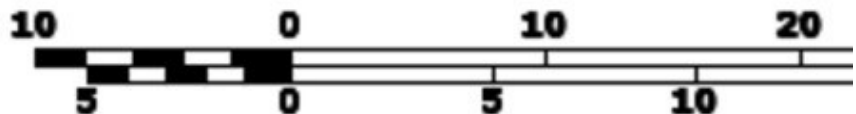


[Refresh Browser Page](#)

Screen Size



© Commonwealth of Virginia Department of Game and Inland Fisheries - March 31, 2026



Point of Search 37,49,22.6 -77,31,45.8

Map Location 37,52,18.7 -77,31,05.0

Select Coordinate System: Degrees,Minutes,Seconds Latitude - Longitude

Decimal Degrees Latitude - Longitude



Threatened and Endangered Waters where Lance, yellow (060029) observed

37,49,22.6 -77,31,45.8 is the Search Point

Show Position Rings

Yes No

4 miles and 1 mile at the Search Point

Show Search Area

Yes No

2 Search distance miles buffer

Display Search Point is not at center

Base Map Choices

- Topography
- Topography
- Color Aerial Photography
- BW Aerial Photography
- County - Quadrangle
- HU6 Hydrography

Map Overlay Choices

Current List: Position, Search, TEWaters

Map Overlay Legend

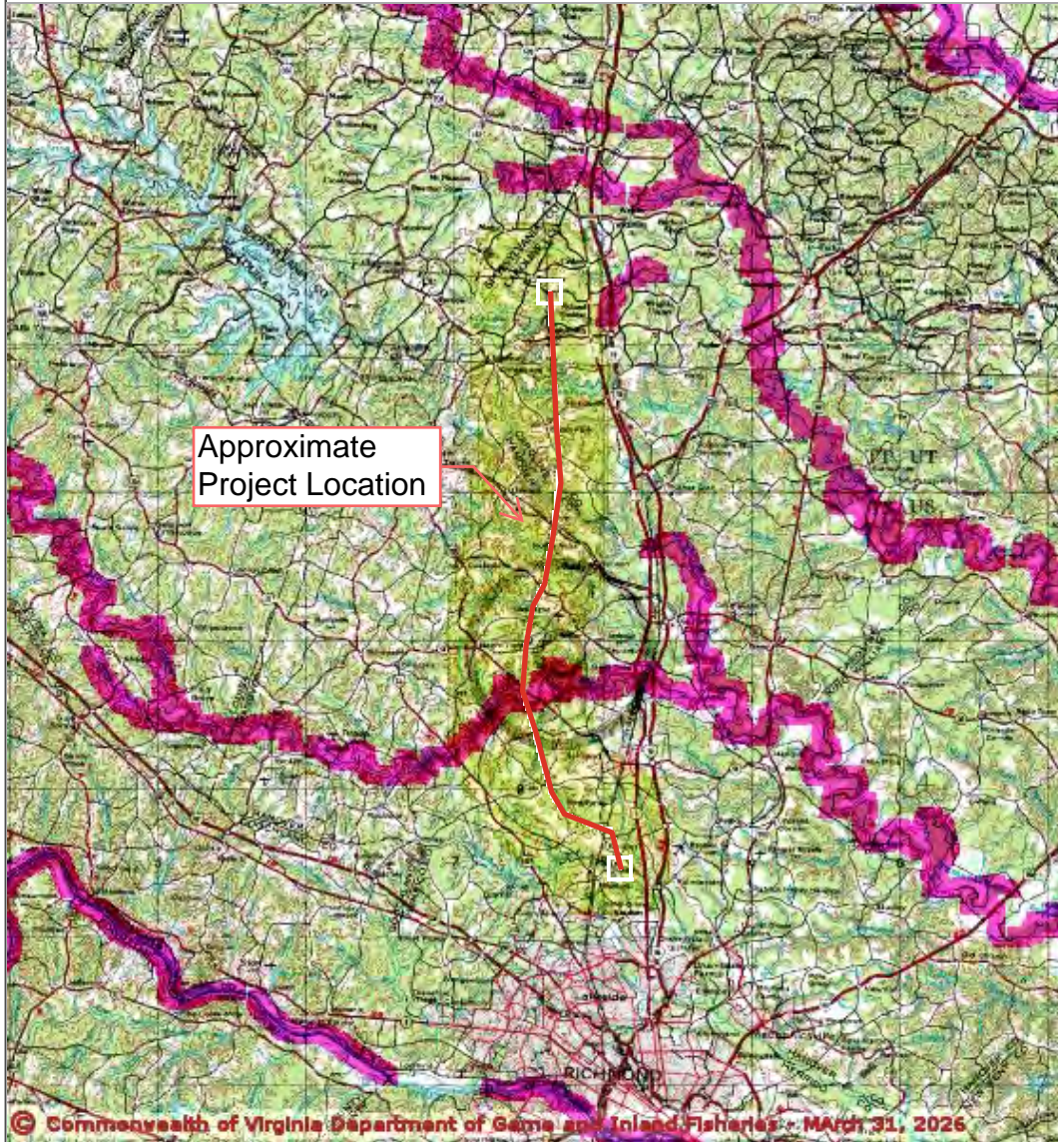
T & E Waters

- Federal
- State

Position Rings
4 miles and 1 mile at the Search Point

2 mile radius Search Area

Map Click **Pan** **In** **Zoom** **Refresh Browser Page** **Screen Size** **Small** **Size**



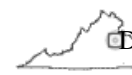
© Commonwealth of Virginia Department of Game and Inland Fisheries - March 31, 2026



Point of Search 37,49,22.6 -77,31,45.8
Map Location 37,52,18.7 -77,31,05.0

Select **Coordinate System**: Degrees,Minutes,Seconds Latitude - Longitude
 Decimal Degrees Latitude - Longitude

VAFWIS - Department of Wildlife Resources



37.85682 -77.50067

is the Search Point

Submit Cancel

back

Refresh Browser Page

Map Click



Map Scale



Screen Size



Help

Search Point

- Change to "clicked" map point
Fixed at 37.85682 -77.50067

Show Position Rings

- Yes No
4 miles and 1 mile at the Search Point

Show Search Area

- Yes No
2 Search distance miles radius

Search Point is at map center

Base Map Choices

Topography

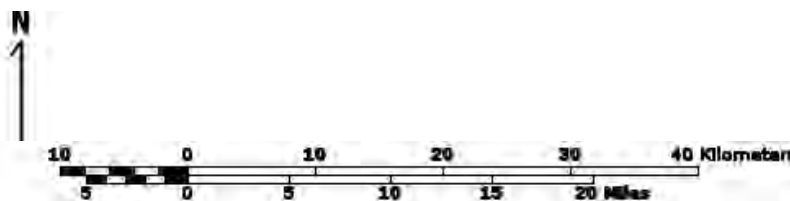
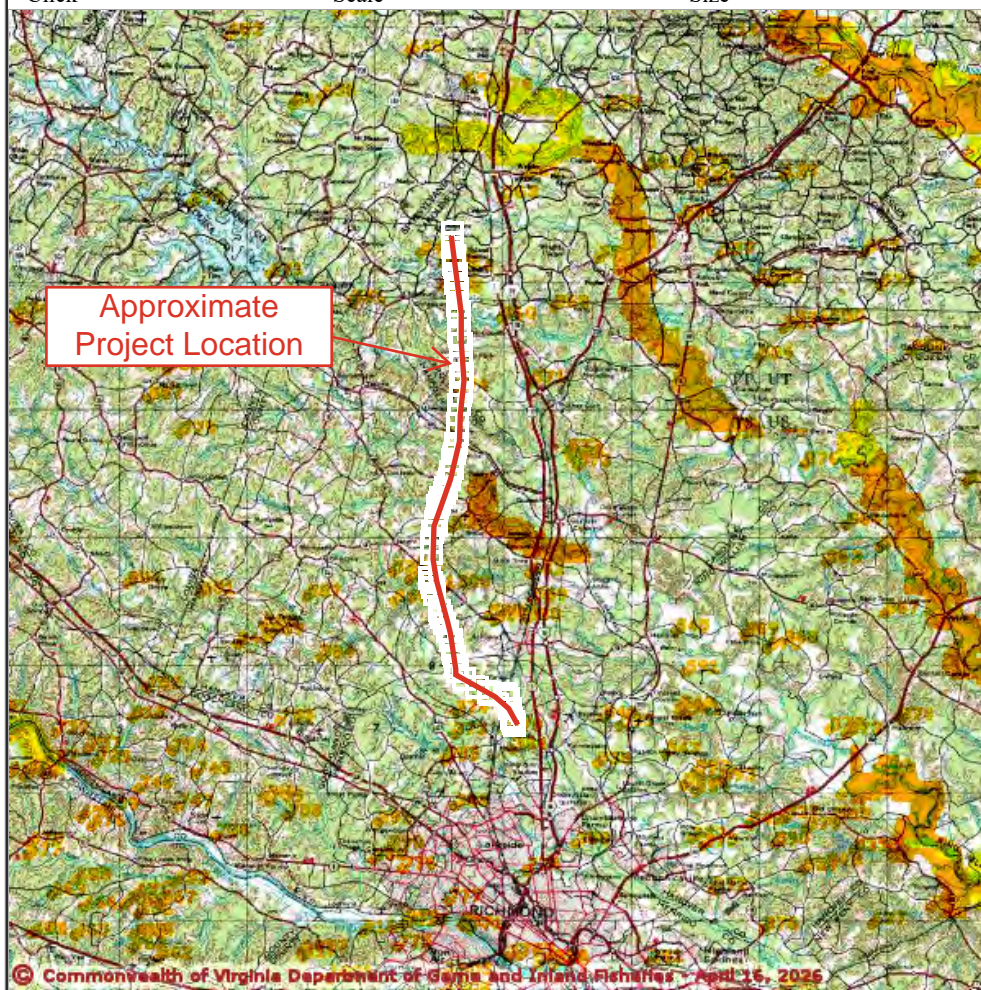
Map Overlay Choices

Current List: Anadromous

Map Overlay Legend

Anadromous Fish Reach

- Confirmed
Potential
Impediment



Point of Search 37.85682 -77.50067

Map Location 37.85682 -77.50067

- Select Coordinate System:
Degrees, Minutes, Seconds Latitude - Longitude
Decimal Degrees Latitude - Longitude
Meters UTM NAD83 East North Zone
Meters UTM NAD27 East North Zone

Base Map source: USGS 1:250,000 topographic maps (see Microsoft terraserver-usa.com for details)

Map projection is UTM Zone 18 NAD 1983 with left 241606 and top 4231277. Pixel size is 128 meters. Coordinates displayed are decimal Degrees North and West. Map is currently displayed as 600 columns by 600 rows for a total of 360000 pixels. The map display represents 76800 meters east to west by 76800 meters north to south for a total of 5898.2 square kilometers. The map display represents 252011 feet east to west by 252011 feet north to south for a total of 2278.0



COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

April 15, 2026

Emily Ramos
C2 Environmental Inc.
11818 Rock Landing Dr., Suite A
Newport News, VA 23606

Re: 230 kV Elmont-Ladysmith Line 2490

Dear Ms. Ramos:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

Ladysmith Quad and Hewlett Quad

Biotics documents the presence of natural heritage resources within the project boundary including a 100ft buffer. However, due to the scope of the activity we do not anticipate that this project will adversely impact these natural heritage resources. Please note, a predictive model identifying potential habitat for the yellow lance (*Elliptio lanceolata*, G2/S2/LT/LT) intersects the project boundary. However, based on DCR-DNH biologist's review of the proposed project a survey is not recommended for the resource.

Hanover Academy Quad

According to the information in our files, the South Anna River – Beech Creek Stream Conservation Site (SCS) is located within the project area. SCSs encompass stream/river reaches, waterbodies, and terrestrial contributing areas containing or associated with aquatic or semi-aquatic resources, including upstream and downstream reaches and tributaries up to 3-km stream distance from the aquatic resources. The size and dimensions of an SCS are based on the hydrology of the waterway and surrounding landscape, taking into consideration dam locations and whether the waterway is tidal. SCSs are also given a biodiversity significance ranking (B-rank) based on the rarity, quality, and number of element occurrences they contain. The South Anna River – Beech Creek SCS has been given a B-rank of B3, which represents a site of high significance. The natural heritage resource associated with this SCS is:

Elliptio lanceolata

Yellow lance

G2/S2/LT/LT

The yellow lance occurs in mid-sized rivers and second and third order streams. To survive, it needs a silt-free, stable streambed and well-oxygenated water that is free of pollutants. This species has been the subject of taxonomic debate in recent years (NatureServe, 2009). Currently in Virginia, the yellow lance is recognized from populations in the Chowan, James, York, and Rappahannock drainages. Its range also extends into Neuse-Tar river system in North Carolina. In recent years, significant population declines have been noted across its range

(NatureServe, 2009). Please note that this species is currently classified as threatened by the United States Fish and Wildlife Service (USFWS) and the Virginia Department of Wildlife Resources (VDWR).

Considered good indicators of the health of aquatic ecosystems, freshwater mussels are dependent on good water quality, good physical habitat conditions, and an environment that will support populations of host fish species (Williams et al., 1993). Because mussels are sedentary organisms, they are sensitive to water quality degradation related to increased sedimentation and pollution. They are also sensitive to habitat destruction through dam construction, channelization, and dredging, and the invasion of exotic mollusk species. The yellow lance may be particularly sensitive to chemical pollutants and exposure to fine sediments from erosion (NatureServe, 2009).

In addition, the South Anna River has been designated by the VDWR as a “Threatened and Endangered Species Water” for the yellow lance and dwarf wedgemussel (*Alasmidonta heterodon*, G1G2/S1/LE/LE).

To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations, establishment/enhancement of riparian buffers with native plant species and maintaining natural stream flow. Due to the legal status of the yellow lance and the dwarf wedgemussel, DCR also recommends coordination with the USFWS and VDWR to ensure compliance with protected species legislation.

Glen Allen Quad and Yellow Tavern Quad

According to the information currently in Biotics, natural heritage resources have not been documented within the submitted project boundaries including a 100 foot buffer. The absence of data may indicate that the project areas have not been surveyed, rather than confirm that the areas lack natural heritage resources. In addition, the project boundaries do not intersect any of the predictive models identifying potential habitat for natural heritage resources.

All Quads

DCR recommends the development and implementation of an invasive species plan to be included as part of the maintenance practices for the right-of-way (ROW). The invasive species plan should include an invasive species inventory for the project area based on the current DCR Invasive Species List (<https://www.dcr.virginia.gov/natural-heritage/document/nh-invasive-plant-list-2023.pdf>) and methods for treating the invasives. DCR also recommends the ROW restoration and maintenance practices planned include appropriate revegetation using native species in a mix of grasses and forbs to the extent that it is consistent with erosion and sediment control requirements, robust monitoring, and an adaptive management plan to provide guidance if initial revegetation efforts are unsuccessful or if invasive species outbreaks occur.

In addition, if tree removal is required the proposed project will impact Ecological Cores (C2, C3, C4) as identified in the Virginia Natural Landscape Assessment (<https://www.dcr.virginia.gov/natural-heritage/vaconvisvnl>). Mapped cores in the project area can be viewed via the Virginia Natural Heritage Data Explorer, available here: <http://vanhde.org/content/map>.

Ecological Cores are areas of at least 100 acres of continuous interior, natural cover that provide habitat for a wide range of species, from interior-dependent forest species to habitat generalists, as well as species that utilize marsh, dune, and beach habitats. Interior core areas begin 100 meters inside core edges and continue to the deepest parts of cores. Cores also provide the natural, economic, and quality of life benefits of open space, recreation, thermal moderation, water quality (including drinking water recharge and protection, and erosion prevention), and air

quality (including sequestration of carbon, absorption of gaseous pollutants, and production of oxygen). Cores are ranked from C1 to C5 (C5 being the least significant) using nine prioritization criteria, including the habitats of natural heritage resources they contain.

Impacts to cores occur when their natural cover is partially or completely converted permanently to developed land uses. Habitat conversion to development causes reductions in ecosystem processes, native biodiversity, and habitat quality due to habitat loss; less viable plant and animal populations; increased predation; and increased introduction and establishment of invasive species.

DCR recommends avoidance of impacts to cores. When avoidance cannot be achieved, DCR recommends minimizing the area of impacts overall and concentrating the impacted area at the edges of cores, so that the most interior remains intact.

The proposed project will impact one or more cores with very high (C2) to outstanding (C1) ecological integrity. Further investigation of these impacts is recommended and DCR-DNH can conduct a formal impact analysis upon request. This analysis would estimate impacts to cores and habitat fragments, providing an estimate of the total acreage of direct and indirect impacts of the project. For more information about the analysis and service charges, please contact Joe Weber, DCR Chief of Biodiversity Information and Conservation Tools at Joseph.Weber@dcr.virginia.gov.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

New and updated information is continually added to Biotics. Please re-submit a completed order form and project map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

A fee of \$800.00 has been assessed for the service of providing this information. Please find attached an invoice for that amount. Please return one copy of the invoice along with your remittance made payable to the Treasurer of Virginia, DCR Finance, 600 East Main Street, 24th Floor, Richmond, VA 23219. Payment is due within thirty days of the invoice date. Please note late payment may result in the suspension of project review service for future projects.

The U.S. Fish and Wildlife Service (USFWS) utilizes an online project review process (<https://www.fws.gov/office/virginia-ecological-services/virginia-field-office-online-review-process>) to facilitate compliance with the Endangered Species Act (16 U.S.C. 1531-1544, 87 Stat. 884) (ESA), as amended. The process enables users to 1) follow step-by-step guidance; 2) access information that will allow them to identify threatened and endangered species, designated critical habitat, and other Federal trust resources that may be affected by their project; and 3) accurately reach determinations regarding the potential effects of their project on these resources as required under the ESA. If you have questions regarding the online review process, please contact virginiafieldoffice@fws.gov.

The Virginia Department of Wildlife Resources (VDWR) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not

documented in this letter. Their database may be accessed at <https://services.dwr.virginia.gov/fwis/> or contact Susan Watson at Susan.Watson@dwr.virginia.gov.

Should you have any questions or concerns, please contact me at 804-225-2429. Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink that reads "Rebekah Everett". The signature is written in a cursive, flowing style.

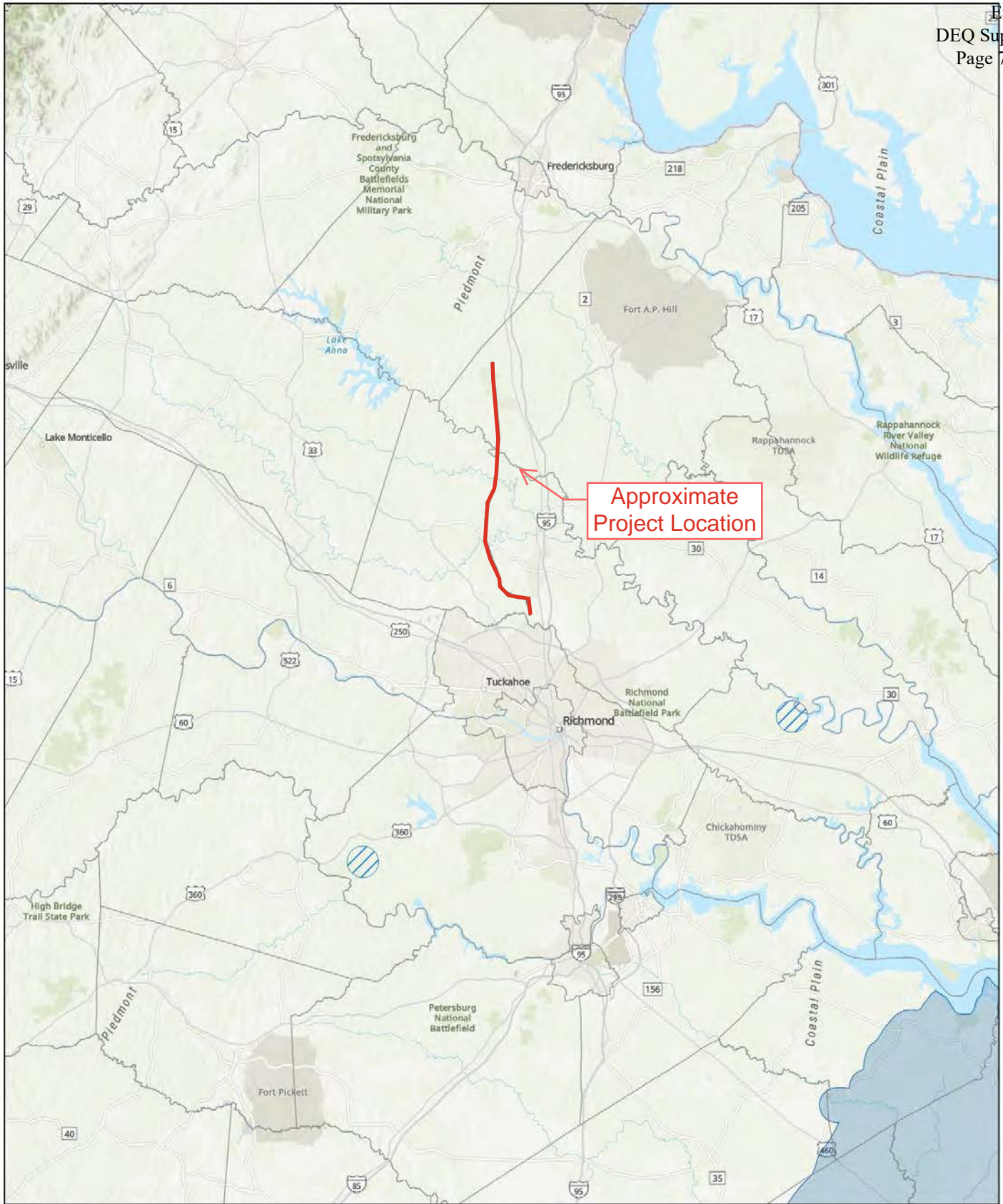
Rebekah Everett
Natural Heritage Locality Liaison

CC: Hannah Schul, VDWR



Literature Cited

NatureServe. 2009. NatureServe Explorer: An online encyclopedia of life [web application]. Version 7.1. NatureServe, Arlington, Virginia. Available <http://www.natureserve.org/explorer>. (Accessed: April 5, 2010).

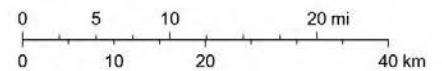
Williams, J.D., M.L. Warren, Jr., K.S. Cummings, J.L. Harris, and R.J. Neves. 1993. Conservation status of freshwater mussels of the United States and Canada. Fisheries 18: 6-9.



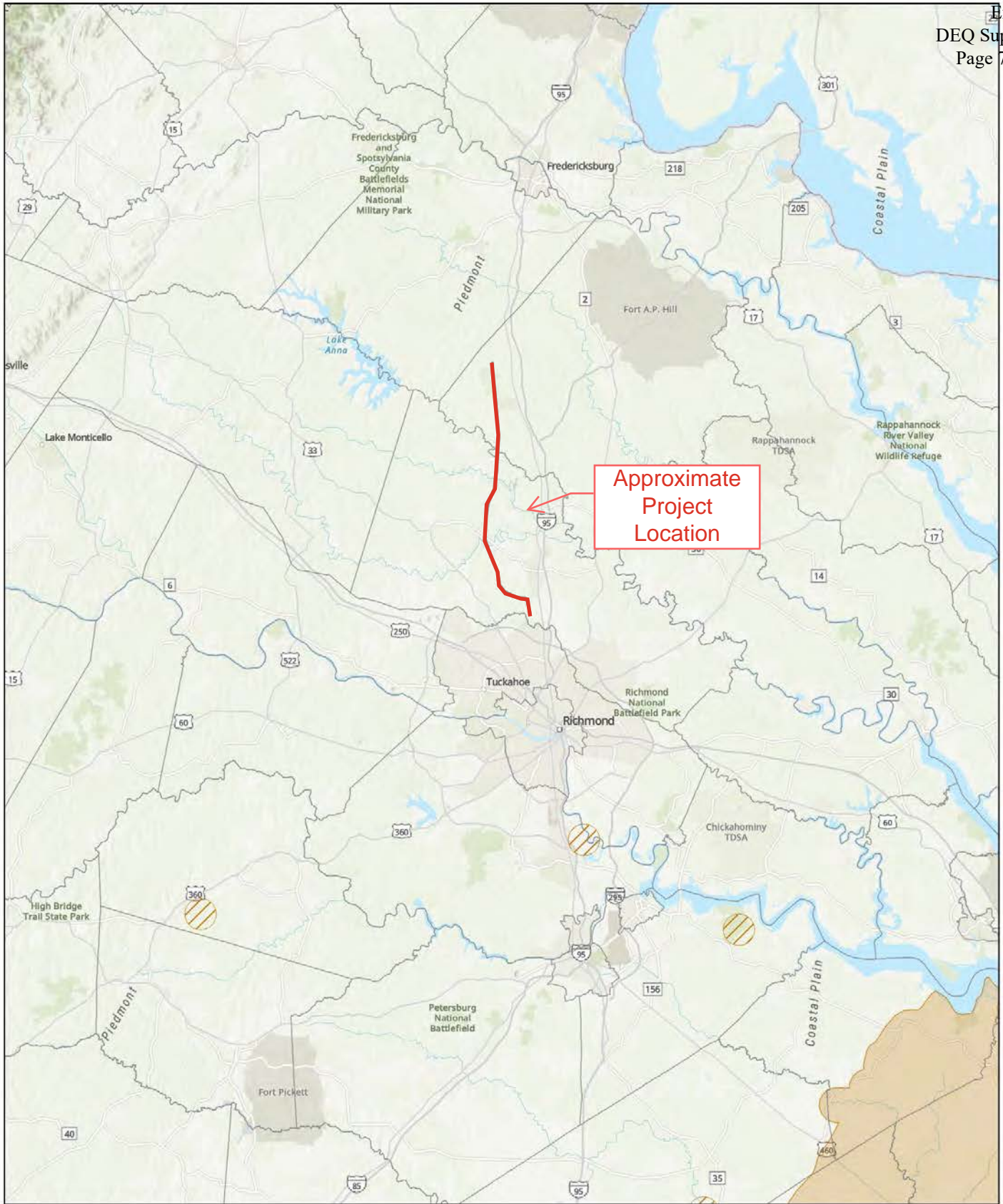
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-  NLEB Capture
-  NLEB Year-Round Presence Zone 1



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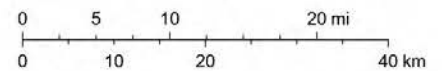
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, CGIAR, USGS



3/31/2026, 3:00:07 PM

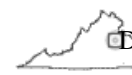
-  TCB Capture
-  TCB Year-Round Presence Zone 1

1:695,242



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, CGIAR, USGS

VAFWIS - Department of Wildlife Resources



37.85682 -77.50067

is the Search Point

[back](#)

[Refresh Browser Page](#)

Map Click



Map Scale



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Search Point

- Change to "clicked" map point
- Fixed at 37.85682 -77.50067

Show Position Rings

- Yes
- No

4 miles and 1 mile at the Search Point

Show Search Area

- Yes
- No

2 Search distance miles radius

Search Point is at map center

Base Map [Choices](#)

Topography

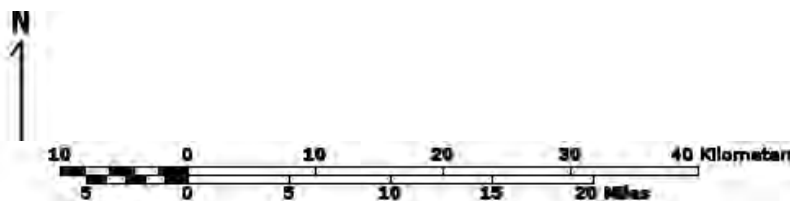
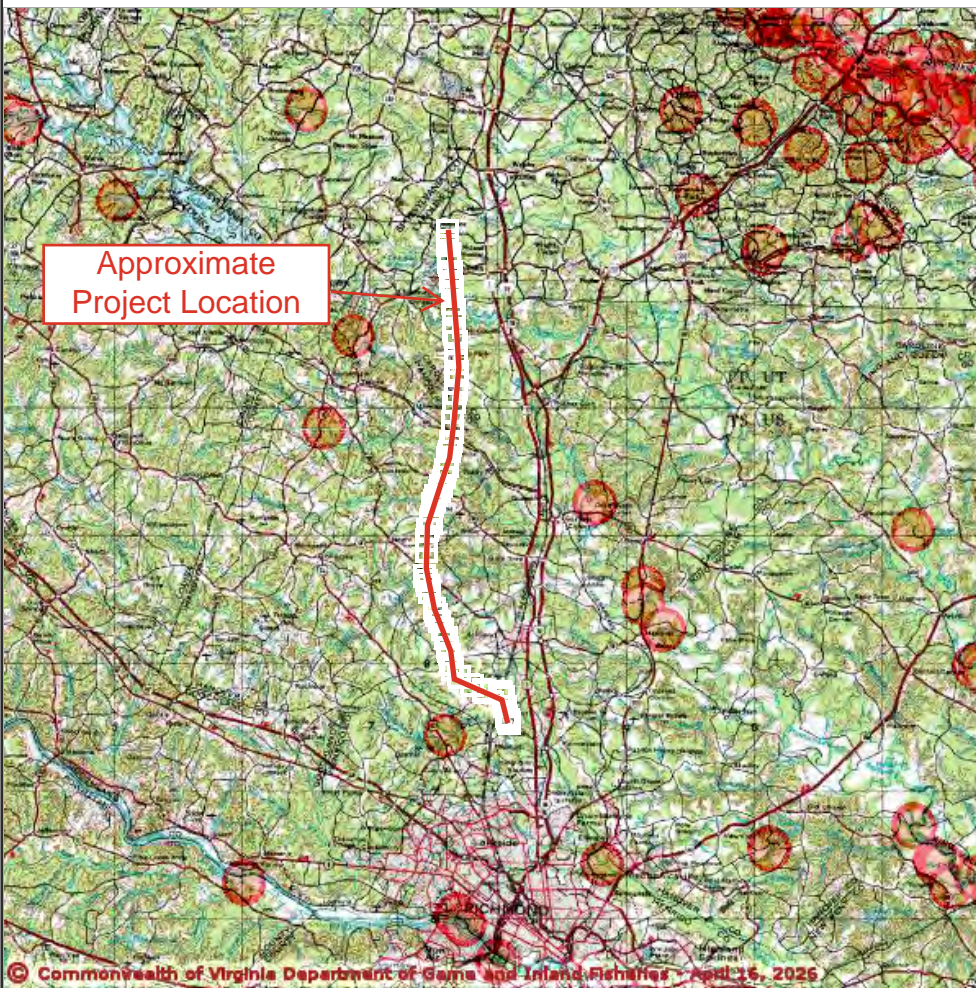
Map Overlay [Choices](#)

Current List: BAEANests, BECAR

Map Overlay Legend

Bald Eagle Concentration Areas and Roosts

Bald Eagle Nests



Point of Search 37.85682 -77.50067

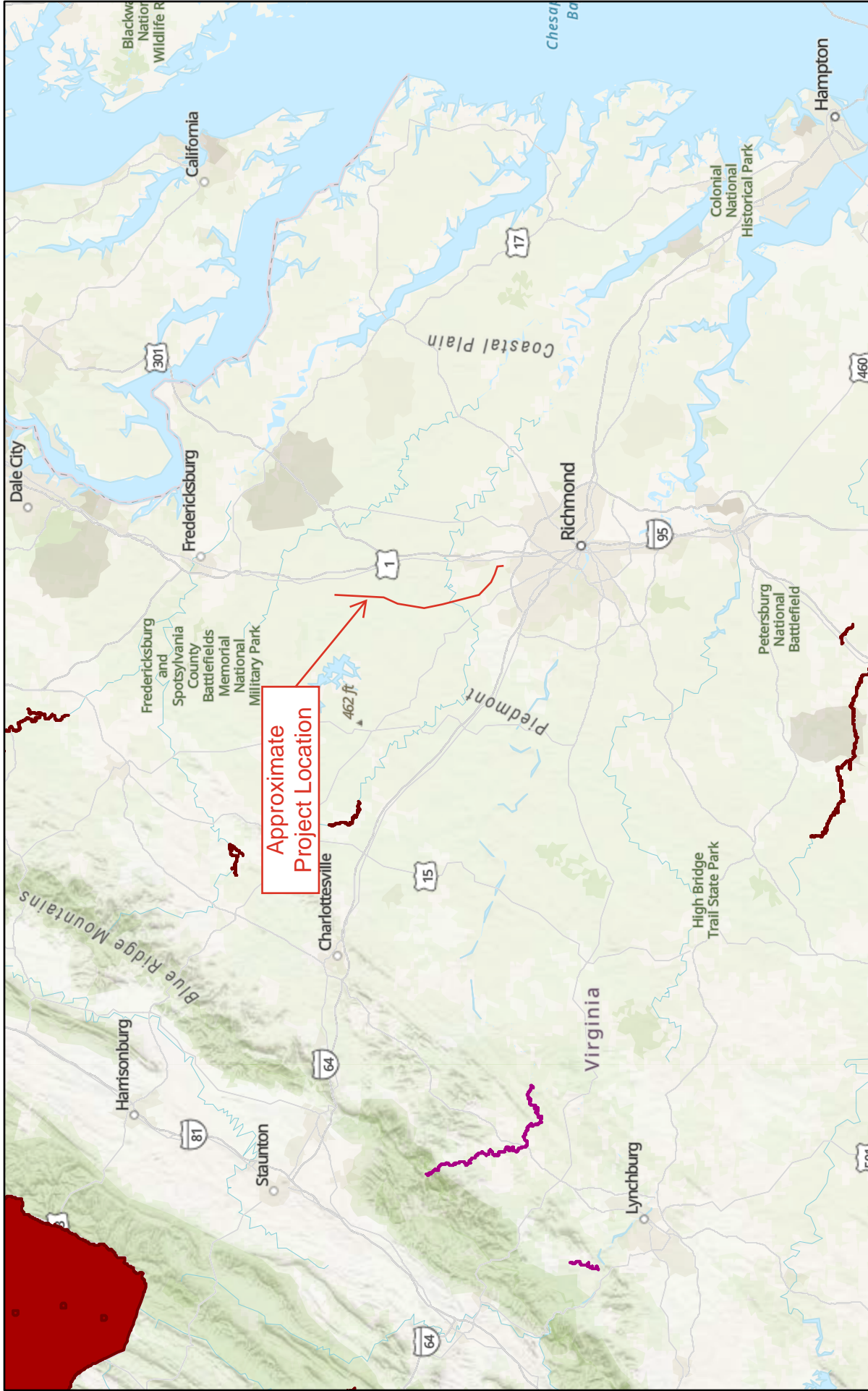
Map Location 37.85682 -77.50067

- Select **Coordinate System**:
- Degrees, Minutes, Seconds Latitude - Longitude
 - Decimal Degrees Latitude - Longitude
 - Meters UTM NAD83 East North Zone
 - Meters UTM NAD27 East North Zone

Base Map source: USGS 1:250,000 topographic maps (see [Microsoft terraserver-usa.com](http://Microsoft.terraserver-usa.com) for details)

Map projection is UTM Zone 18 NAD 1983 with left 241606 and top 4231277. Pixel size is 128 meters. Coordinates displayed are decimal Degrees North and West. Map is currently displayed as 600 columns by 600 rows for a total of 360000 pixels. The map display represents 76800 meters east to west by 76800 meters north to south for a total of 5898.2 square kilometers. The map display represents 252011 feet east to west by 252011 feet north to south for a total of 2278.0

VA Critical Habitat

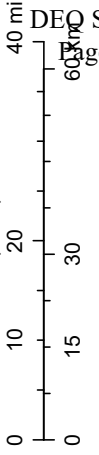


4/16/2026

- █ Final Critical Habitat Features
- █ Proposed Critical Habitat Features

World_Hillshade

1:1,546,171



DECEMBER 2025
Exhibit 20 Supplement 74 of 135
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Esri, CGIAR, USGS



Commonwealth of Virginia

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

www.deq.virginia.gov

Stefanie K. Taillon
Secretary of Natural and Historic Resources

Michael S. Rolband, PE, PWD, PWS Emeritus
Director

July 22, 2025

Elizabeth Gayne
Manager
Virginia Electric and Power Co. d/b/a Dominion Energy Virginia
120 Tredegar St.
Richmond, VA 23219

Re: Dominion Energy Virginia Electric Transmission 2025 Standards and Specifications for Erosion & Sediment Control and Stormwater Management
S&S Agreement No. SS013

Transmitted electronically: elizabeth.h.gayne@dominionenergy.com

Dear Ms. Gayne,

The Virginia Department of Environmental Quality (DEQ) has reviewed the Dominion Energy Virginia Electric Transmission (Dominion ET) Standards and Specifications (S&S) for Erosion and Stormwater Management (ESM), certified on June 26, 2025, and received by the DEQ Office of Stormwater Management on June 26, 2025. The S&S Agreement is deemed approved for ESM pursuant to the Virginia Erosion and Stormwater Management Act (§ 62.1-44.15:24 et seq.) and associated regulation (9VAC25-875-10 et seq) unless otherwise specified by DEQ or where there are changes requiring DEQ review and approval.

As an owner/operator with approved S&S, Dominion ET is responsible for administering, implementing, and complying with the S&S Agreement and following the design criteria in the Virginia Stormwater Management Handbook (VSMH, GM24-2001). In accordance with Part VI of the Virginia Erosion and Stormwater Management Regulation (9VAC25-875-820 & 830), Dominion ET will periodically update the S&S Agreement. Approval of the S&S Agreement by DEQ does not relieve the owner/operator of the duty to comply with other applicable local, state, or federal ordinances or regulations.

The approved S&S Agreement is subject to the following requirements:

1. Approval of this S&S is set to expire 60 days after the publication of VSMH, Version 1.3.
2. Upon issuance of VSMH Version 1.3, Dominion ET shall submit new S&S to DEQ-OSWM for review within 30 days using Appendix J with no variations.
3. Dominion will work diligently with DEQ Handbook staff (POC: [Kay Alexander](#)) to propose changes that incorporate specific items related to Dominion's specialized work that will allow similar industries building such facilities to use the same standard (as more solar projects are building their own substations and transmission lines, AEP, Electric Co-Ops, Data centers that self-perform electrical

July 22, 2025
 Dominion ET S&S for ESC and SWM

Exhibit 20
 DEQ Supplement
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work, other power line or power plant developers, etc.) that will be incorporated into VSMH Version 1.3.

4. ESC plans and SWM plans must be reviewed by DEQ-Certified Plan Reviewers. Dominion ET, as the S&S holder, retains the authority to approve plans and must do so in writing. Should Dominion ET, as an S&S holder, contract with a third-party to fulfill the plan review function, the certified third-party Plan Reviewer may recommend approval of the plan, but final approval must come from Dominion ET, as the S&S holder.
5. Variance, waiver, and exception requests not covered under the VSMH must be submitted to DEQ separately from the S&S Agreement. DEQ may require project-specific plans associated with requests to be submitted for review and approval.
6. Any ESM plan submitted and deemed complete (9VAC25-875-110) by Dominion ET before July 1, 2025, may use the previously approved S&S program. After July 1, 2025, when modifications are submitted to approved plans that were developed using the previously approved S&S program, if the land-use assumptions upon which the existing stormwater management facility was designed and implemented changes (e.g., increase in impervious cover), then the areas which result in an increase in nutrient loading must comply with this approved S&S Agreement, the VSMH, and the Virginia Runoff Reduction Method, Version 4.1 (VRRM 4.1).

To ensure compliance with the approved S&S Agreement, and the Virginia Erosion and Stormwater Management Act and associated regulation, DEQ staff will conduct program reviews, random site inspections, respond to complaints, and provide on-site technical assistance with specific ESC and SWM measures and plan implementation.

As provided by Rule 2A:2 of the Rules of the Supreme Court of Virginia, you have thirty (30) days from the date of receipt within which to appeal this decision by filing a notice of appeal in accordance with the Rules of the Supreme Court of Virginia with the Director, Virginia Department of Environmental Quality.

To ensure an efficient exchange and response to inquiries, DEQ Central Office is your primary point of contact. Central Office staff will coordinate with our Regional Office staff as appropriate. Please contact Tony Angueira at (804) 584-6265 or antony.angueira@deq.virginia.gov if you have any questions about this letter.

Sincerely,



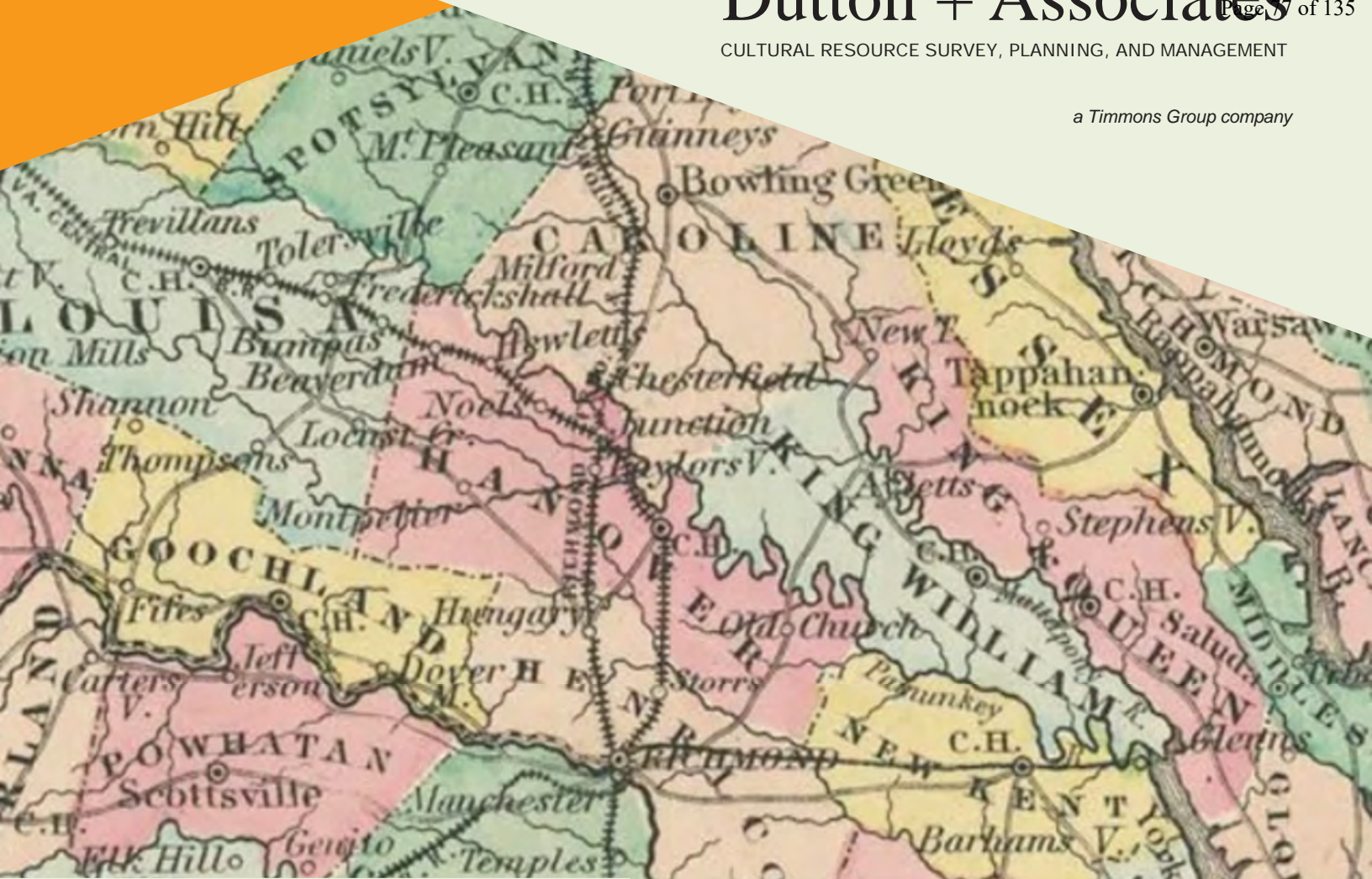
April Rhodes
 Program Manager, Office of Stormwater Management
 Virginia Department of Environmental Quality
 1111 East Main Street, Suite 1400
 Richmond, Virginia 23219
 (804) 698-4000

cc: DEQ-OSWM
 Ginny Gills, Dominion Electric Transmission

Dutton + Associates

CULTURAL RESOURCE SURVEY, PLANNING, AND MANAGEMENT

a Timmons Group company



REPORT >

Pre-Application Analysis of Cultural Resources for the Elmont-Ladysmith Line #2490 Project

REDACTED

LOCATION >

Caroline and Hanover Counties, VA

DATE >

June 3, 2026

PREPARED FOR >

Dominion Energy

PREPARED BY >

Dutton + Associates

DHR FILE NO. >

Not Yet Assigned

**PRE-APPLICATION ANALYSIS OF CULTURAL RESOURCES
FOR THE 230 KV ELMONT-LADYSMITH LINE #2490 PROJECT**

CAROLINE AND HANOVER COUNTIES, VIRGINIA

PREPARED FOR:

DOMINION ENERGY
5000 DOMINION BOULEVARD, 3RD FLOOR SW
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ROBERT J. TAYLOR, JR., M.A.

PRINCIPAL INVESTIGATOR/ARCHITECTURAL HISTORY

JUNE 2026

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ABSTRACT

In April 2026, Dutton + Associates, a Timmons Group company (D+A), conducted a Pre-Application Analysis (analysis) of cultural resources for the Elmont-Ladysmith Line #2490 Project. The analysis was performed for Dominion Energy (Dominion) in support of a State Corporation Commission (SCC) application. The analysis was conducted in accordance with Virginia Department of Historic Resources' (VDHR) guidance titled Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia (January 2008) and SCC Division of Public Utility Regulation Guidelines for Transmission Line Applications Filed Under Title 56 of the Code of Virginia (August 2017).

As part of Elmont-Ladysmith Line #2490 Project, Dominion proposes to install approximately 26.3 miles of new 230 kilovolt (kV) transmission line from the existing Elmont Substation in Hanover County to the existing Ladysmith Substation in Caroline County. The majority of the length of the project will consist of installing new conductor (transmission line) on an open set of arms on existing transmission structures in the right-of-way between the Elmont and Ladysmith Substations that were installed to accommodate this future underbuild as part of the recently completed Elmont-Ladysmith (Line #574) 500 kV Rebuild Project. Due to the existing configurations within the Elmont and Ladysmith Substations, several new structures will be required in the vicinity of each substation as part of the project. This includes ± 0.25 mile of new alignment and four new structures approaching the Elmont Substation and ± 0.21 mile of new alignment and three new structures approaching the Ladysmith Substation. All new structures will be located on existing Dominion ROW or within existing Dominion property rights, however, a short length of new ROW will be acquired near the Elmont Substation for clearance.

In accordance with the Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia, specific attention was given to determining whether or not the project could introduce new visual elements into the property's viewshed or directly impact the property through construction, which would either directly or indirectly alter those qualities or characteristics that qualify the historic property for listing in the NRHP. Because most of the project consists of the installation of new conductor on existing transmission structures only, this analysis focused on the portions of the project that include construction of seven new transmission structures, all of which will be located on existing Dominion ROW or within existing Dominion property rights, from hereon referred to as the "study areas."

The background research conducted as part of this analysis was guided by VDHR guidance and designed to identify all previously recorded National Historic Landmarks (NHL) located within 1.5-miles of the proposed project study areas, all historic properties listed in the National Register of Historic Places (NRHP) or battlefields located within 1-mile of the proposed project study areas, all historic properties considered eligible for listing in the NRHP located within 0.5-mile of the proposed project study areas, and all buildings, structures, and archaeological sites located directly within the proposed project area study areas. Historic properties include architectural and archaeological (terrestrial and underwater) resources, historic and cultural landscapes, battlefields, and historic districts. For each historic property within the defined tiers, a review of

existing documentation and a field reconnaissance was undertaken to assess each property's significant character-defining features, as well as the character of its current setting. Following identification of historic properties, D+A assessed the potential for impacts to any identified properties as a result of the proposed project.

With regards to architectural resources, two historic properties that are either designated and NHL, listed in, or determined eligible for listing in the NRHP are located within defined study tiers around the project study area. This includes the Mitchell House (VDHR# 042-0326) and the Richmond-Ashland Trolley Line (VDHR# 043-5347) both of which are considered potentially NRHP-eligible and located within one-half mile of the portion of the project study area around improvements at the Elmont Substation.

Field inspection, representative photographs, and photo simulation reveal that the project will be completely screened from view from the Mitchell House property and public vantage in the vicinity. Some components of the project will be visible from the Richmond-Ashland Trolley Line, however, the integrity of this resource in the vicinity has already been substantially compromised. The corridor in which the trolley line historically traversed is now utilized by an existing transmission line and the majority of this project involves adding an additional set of conductor (transmission line) to the transmission structures in that corridor. Several proposed transmission structures and a short length of new ROW will split off from the existing line in the vicinity of trolley line corridor, near the existing Elmont Substation. As such, at least one new structure and possibly an additional structure closer to the substation will be visible, however, will be seen in conjunction with and behind the substantially taller structures already present. **It is therefore D+A's opinion that the proposed Elmont-Ladysmith Line #2490 Project will have no more than a minimal impact on either considered historic property.**

Potential impacts summary for architectural resources.

| VDHR # | Resource Name, Address | NRHP-Status | Distance from Project | Recommended Impact |
|----------|-------------------------------|---------------------------|------------------------------|--------------------|
| 042-0326 | Mitchell House | Potentially NRHP-Eligible | 0.43 Mile | No Impact |
| 043-5347 | Richmond-Ashland Trolley Line | NRHP-Eligible | Crossed by Project Alignment | Minimal Impact |

With regards to archaeology, most of the proposed project alignment has been subject to prior cultural resources survey, and as a result of these previous efforts, there is one previously recorded site within and crossed by the proposed project alignment, however, none of the proposed transmission structures are located directly within the site boundary. **It is therefore D+A's opinion that once the limits of project disturbance are known, any areas that have not been subject to prior survey should be investigated, and the limits of Site 44HN0474 be investigated to determine if it will be impacted by the project.**

Potential impacts summary for archaeological resources.

| VDHR # | Site Type/ Temporal Associations | NRHP Status | Distance from Project | Impacts |
|----------|--|---------------------------------|--|---------|
| 44HN0474 | Railroad bed; Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945) | DHR Staff: Potentially Eligible | Crossed by project alignment; ~80 feet from nearest proposed structure | TBD |

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1. INTRODUCTION

In April 2026, Dutton + Associates, a Timmons Group company (D+A), conducted a Pre-Application Analysis (analysis) of cultural resources for the Elmont-Ladysmith Line #2490 Project. The analysis was performed for Dominion Energy (Dominion) in support of a State Corporation Commission (SCC) application. The analysis was conducted in accordance with Virginia Department of Historic Resources' (VDHR) guidance titled *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia* (January 2008) and Commonwealth of Virginia State Corporation Commission Division of Public Utility Regulation *Guidelines for Transmission Line Applications Filed Under Title 56 of the Code of Virginia* (August 2017).

This analysis was performed at a level that meets the purpose and intent of VDHR and the SCC's guidance. In accordance with the guidance, specific attention was given to determining whether or not the project could introduce new visual elements into a historic property's viewshed or directly impact the property through construction, which would either directly or indirectly alter those qualities or characteristics that qualify the historic property for listing in the NRHP. Because most of the project consists of the installation of new conductor on existing transmission structures only, this analysis focused on the portions of the project that include construction of new transmission structures within new right-of-way (ROW), from here on referred to as the "study areas."

As such, it provides information on the presence of previously recorded National Historic Landmark (NHL) properties located within a 1.5-mile buffer area established around the project study areas, properties listed on the National Register of Historic Places (NRHP), battlefields, and historic landscapes located within a 1-mile buffer around the project study areas, and properties previously determined eligible for listing in the NRHP located within a 0.5-mile buffer area around the project study areas, and previously identified archaeological resources directly within the project study areas. This analysis will not satisfy Section 106 identification and evaluation requirements in the event federal permits or licenses are needed; however, it can be used as a planning document to assist in making decisions under Section 106 as to whether further cultural resource identification efforts may be warranted.

This report contains a research design which describes the scope and methodology of the analysis, discussion of previously identified historic properties, and an assessment of potential impacts. D+A Senior Architectural Historian Robert J. Taylor, Jr. M.A. served as Principal Investigator and oversaw the general course of the project and supervised all aspects of the work. Copies of all notes, maps, correspondence, and historical research materials are on file at the D+A office in Richmond, Virginia.



Figure 1-1: General location of the project.

2. PROJECT DESCRIPTION

As part of Elmont-Ladysmith Line #2490 Project, Dominion proposes to install approximately 26.3 miles of new 230 kV transmission line from the existing Elmont Substation in Hanover County to the existing Ladysmith Substation in Caroline County. The majority of the length of the project will consist of installing new conductor (transmission line) on an open set of arms on existing transmission structures in the ROW between the Elmont and Ladysmith Substations that were installed to accommodate a future underbuild as part of the recently completed Elmont-Ladysmith (Line #574) 500 kV Rebuild Project (Figure 2-1). The existing structures are primarily steel lattice with a dulled galvanized finish and an average height of 145 feet.

Due to the existing configurations within the Elmont and Ladysmith Substations, several new structures will be required in the vicinity of each substation as part of the project. This includes ± 0.25 mile of new alignment and four new structures approaching the Elmont Substation and ± 0.21 mile of new alignment and three new structures approaching the Ladysmith Substation. All new structures will be located on existing Dominion ROW or within existing Dominion property rights, however, a short length of new ROW will be acquired near the Elmont Substation for clearance (Figure 2-2 and Figure 2-3).

The structures approaching the Elmont Substation will primarily be 3-pole configuration, as well as one monopole, and will range in height from roughly 86 to 182 feet in height with an average of 124 feet; and the structures approaching the Ladysmith Substation will primarily be 3-pole configuration with one backbone structure that will be roughly 72 feet in height (and

). As such, these structures will generally be shorter than the average structure height of the existing structures along the length of the project corridor that will be conducted only.

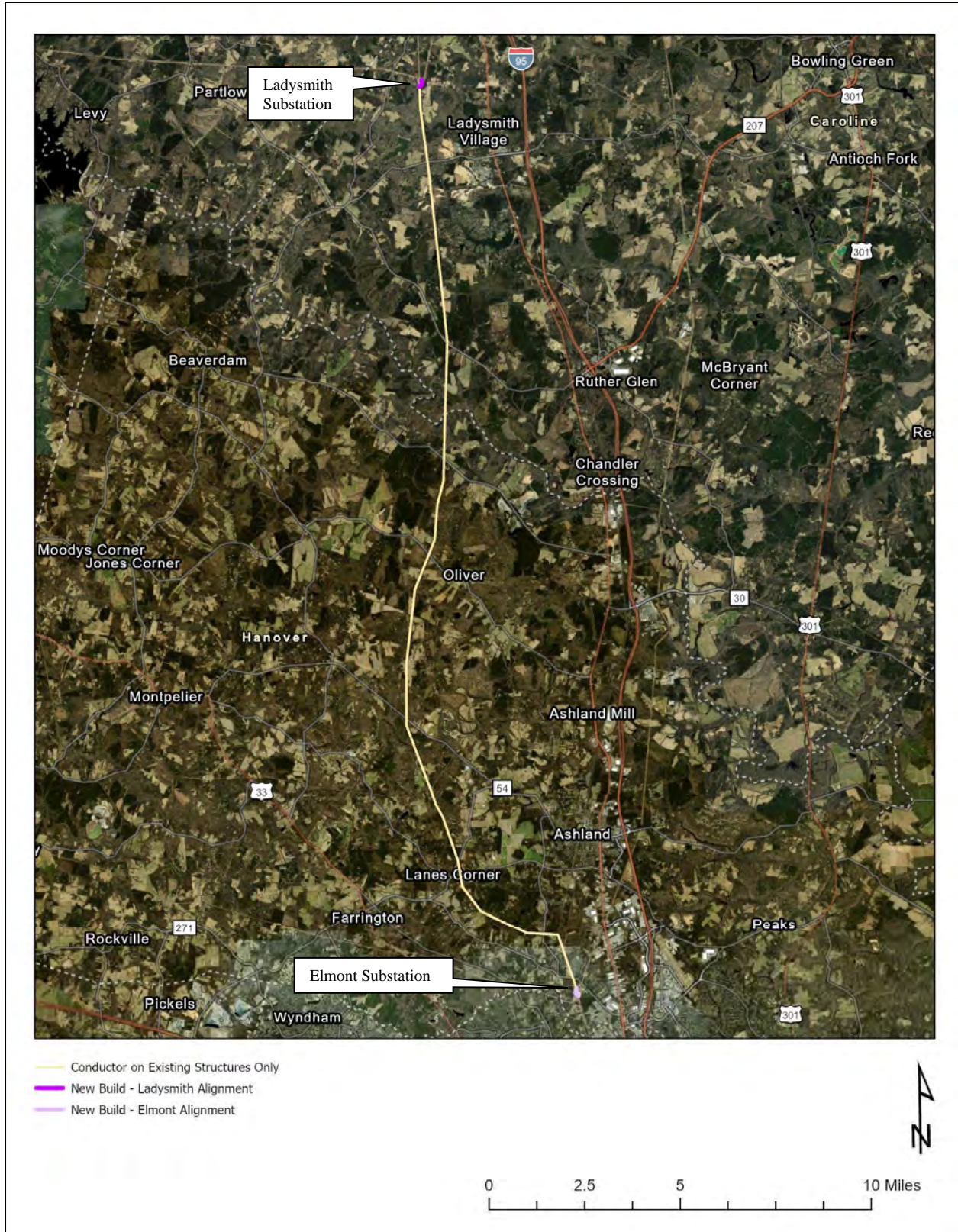


Figure 2-1: Project Alignment Setting.

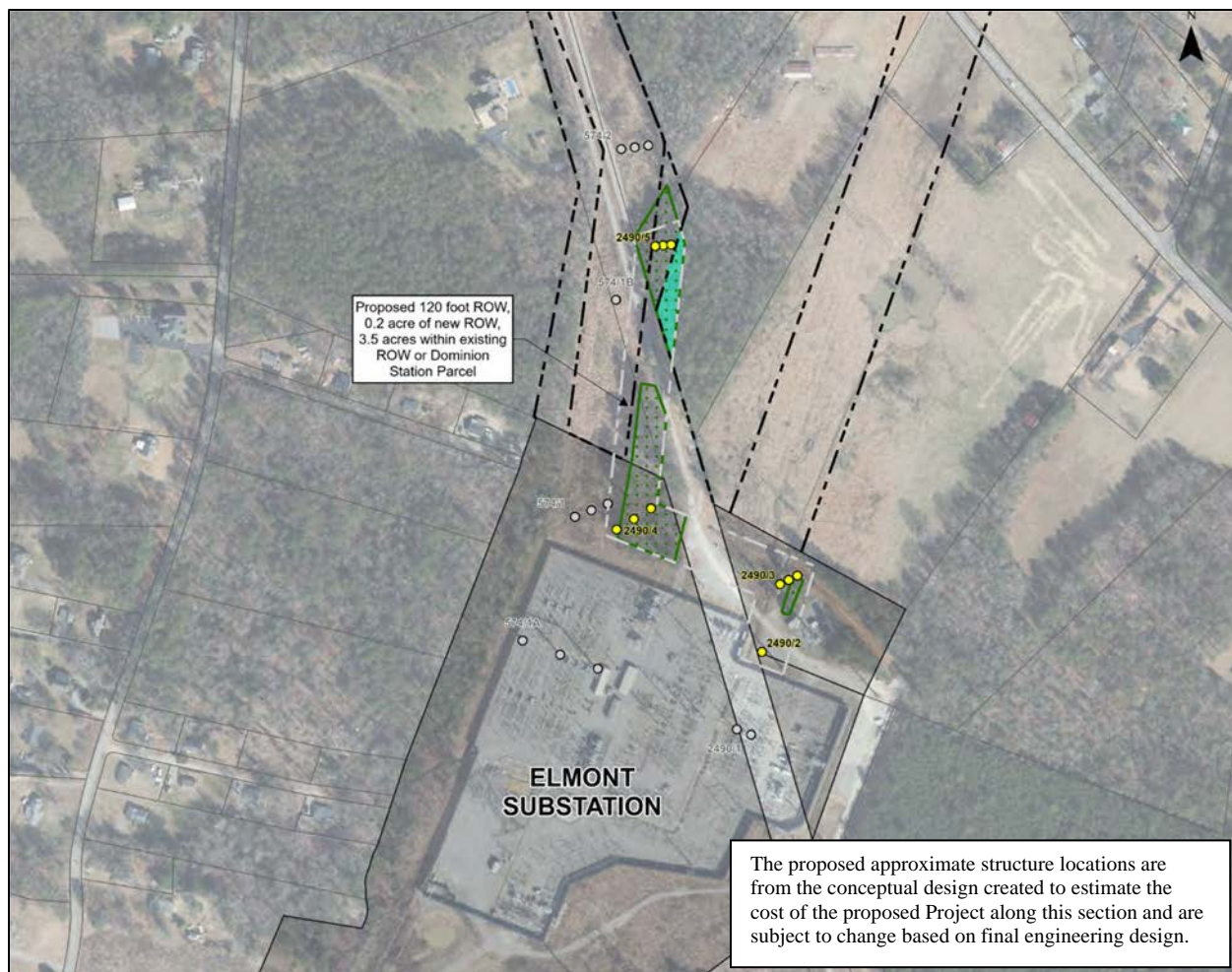


Figure 2-2: Elmont Substation Project Detail.

Table 2-1: Table of proposed structures at the Elmont Substation.
 Source: Dominion Energy

| Structure Number | Proposed Structure Height (ft) | Structure Type |
|------------------|--------------------------------|----------------|
| 2490/2 | 101.5 | Monopole |
| 2490/3 | 126.14 | 3-Pole |
| 2490/4 | 182.27 | 3-Pole |
| 2490/5 | 86.33 | 3-Pole |
| Min | 86.33 | |
| Max | 182.27 | |
| Average | 124.06 | |

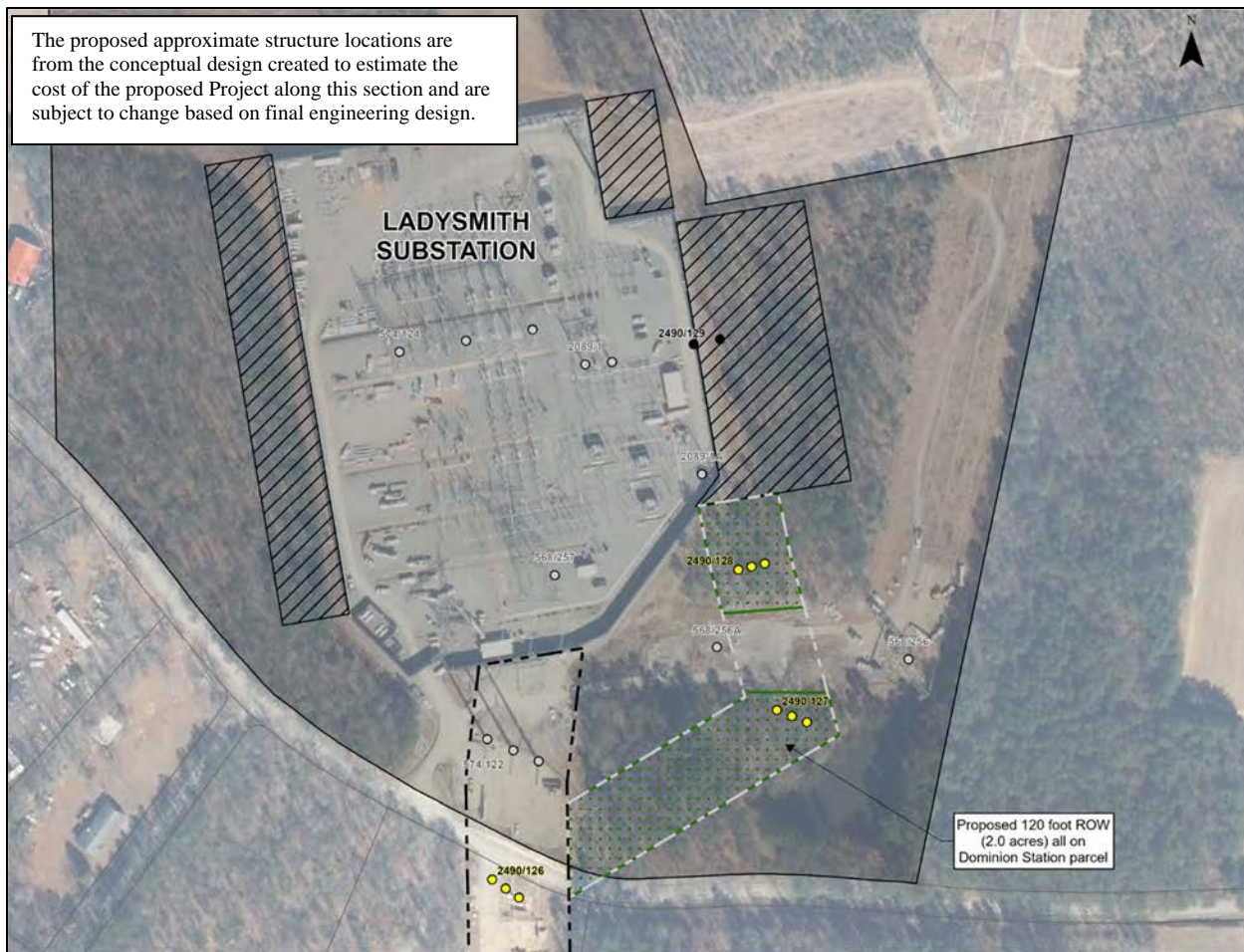


Figure 2-3: Ladysmith Substation Project Detail.

Table 2-2: Table of proposed structures at the Ladysmith Substation.
 Source: Dominion Energy

| Structure Number | Proposed Structure Height (ft) | Structure Type |
|------------------|--------------------------------|----------------|
| 2490/126 | 71.75 | 3-Pole |
| 2490/127 | 72.26 | 3-Pole |
| 2490/128 | 72 | 3-Pole |
| Min | 71.75 | |
| Max | 72.26 | |
| Average | 72.00 | |

3. RESEARCH DESIGN

The intent of this effort was to identify all known historic properties within the vicinity of the proposed project study area in order to assess them for potential impacts brought about by the project. Historic properties include architectural and archaeological (terrestrial and underwater) resources, historic and cultural landscapes, battlefields, and historic districts. For each previously recorded historic property, an examination of property documentation, current aerial photography, and a field reconnaissance was undertaken to assess each property's integrity of feeling, setting, and association, and to provide photo documentation of the property including views toward the proposed project. The D+A personnel who directed and conducted this survey meet the professional qualification standards of the Department of the Interior (48 FR 44738-9).

ARCHIVAL RESEARCH

In April 2026, D+A conducted archival research with the goal of identifying all previously recorded historic properties and any additional historic property locations referred to in historic documents and other archives, as well as consultation with local informants and other professionals with intimate knowledge of the project area as appropriate. Background research was conducted at the VDHR and on the internet and included the following sources:

- VDHR Virginia Cultural Resource Information System (V-CRIS) site files; and
- National Park Service (NPS), American Battlefield Protection Program (ABPP), maps and related documentation.

Data collection was performed according to VDHR guidance in *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia* (January 2008) and was organized in a multi-tier approach. As such, the effort was designed to identify all previously recorded NHL's located within 1.5-miles of the proposed project study area, all historic properties listed in the NRHP, battlefields, and historic landscapes located within 1-mile of the project study area, all historic properties previously determined eligible for listing in the NRHP located within 0.5-mile of the project study area, and all properties located directly within the project study area.

FIELD RECONNAISSANCE

Field reconnaissance included visual inspection of historic properties within the study tiers, although no inspection of archaeological sites or subsurface testing was performed at this time. Visual inspection included digital photo documentation of each property's existing conditions including its setting and views toward the proposed project. Photographs were taken of primary resource elevations, general setting, and existing viewsheds. All photographs were taken from public ROW or where property access was granted.

ASSESSMENT OF POTENTIAL IMPACTS

Following identification and field inspection of historic properties, D+A assessed each architectural resource for potential impacts brought about by the proposed project in accordance with VDHR's *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and*

Associated Facilities on Historic Resources in the Commonwealth of Virginia (January 2008). Assessment of impacts was conducted through a combination of field inspection, digital photography, review of topography and aerial photography, 3D modeling, and photo simulation. When utilized, 3D modeling and photo simulation was conducted from representative vantage points within or near each resource property deemed most likely to have a change in visibility as a result of the project. These models and simulations are a representation of what the project may look like based upon conceptual data available at the time of the effort.

Archaeological assessment was not conducted as part of this effort and is therefore limited to desktop review of project improvements in relation to previously delineated site boundaries. Existing conditions of sites remain unknown at this level of investigation.

When assessing impacts, D+A considered those qualities and characteristics that qualify the property for listing and whether the project has the potential to alter or diminish the integrity of the property and its associated significance. Specific attention was given to determining whether or not the proposed project would introduce new visual elements into a property's viewshed, which would either directly or indirectly alter those qualities or characteristics that qualify the historic property for listing in the NRHP. Identified impacts were characterized as severe, moderate, minimal, or none in accordance with the following guidance from the VDHR:

- **None** – Project is not visible from the property.
- **Minimal** – Occur within viewsheds that have existing transmission lines, locations where there will only be a minor change in tower height, and/or views that have been partially obstructed by intervening topography and vegetation.
- **Moderate** – Include viewsheds with expansive views of the transmission line, more dramatic changes in the line and tower height, and/or an overall increase in the visibility of the route from the historic properties.
- **Severe** – Occur within viewsheds that do not have existing transmission lines and where the views are primarily unobstructed, locations where there will be a dramatic increase in tower visibility due to the close proximity of the route to historic properties, and viewsheds where the visual introduction of the transmission line is a significant change in the setting of the historic properties.

REPORT PREPARATION

The results of the archival resource, field inspection, and analysis were synthesized and summarized in a summary report accompanied by maps, illustrations, and photographs as appropriate. All research material and documentation generated by this project is on file at D+A's office in Richmond, Virginia.

4. ARCHIVES SEARCH

This section includes a summary of efforts to identify previously known and recorded cultural resources within the defined study tiers around the project. Because the majority of the project consists of installing new conductor on existing structures only, this search was limited to the project study area around the newly proposed structures and alignment near the Elmont and Ladysmith Substations. For those areas, it includes lists, maps, and descriptive data on all previously conducted cultural resource surveys and previously recorded architectural resources and archaeological sites according to the VDHR archives and V-CRIS database.

PREVIOUSLY SURVEYED AREAS

VDHR and V-CRIS records indicate that there have been nine prior Phase I cultural resource surveys within one mile of the project study area, six of which directly included portions of the project study area. These surveys are primarily archaeological in nature, although some include architectural resources as well. Several of the surveys that include portions of the project study area were related to other utility and transmission line projects; including the survey conducted in relation to the recent Elmont-Ladysmith (Line #574) 500 kV Transmission Line Rebuild Project in which the transmission line and structures in the overall project corridor were rebuilt. The previously conducted cultural resource surveys are listed in Table 4-1 and illustrated in Figures 4-1 and 4-2.

Table 4-1: Previously conducted cultural resource surveys within 1-mile of the Project Study Area. Source: V-CRIS.

| VDHR Survey # | Title | Author | Date |
|---------------|---|----------|------|
| CE-225 | Phase I Cultural Resource Survey of the Ladysmith – Lees Hill 230 kV Lines Project, Caroline and Spotsylvania Counties, Virginia | DUTTON | 2026 |
| HE-511 | Phase I Cultural Resource Survey of the Chickahominy-Elmont 500 kV Transmission Line Rebuild Project Segment 1, Hanover and Henrico Counties, Virginia | DUTTON | 2025 |
| HN-039 | Elmont-Old Church 230 kV Transmission Line, Hanover and Henrico Counties, Virginia: Phase I Intensive Cultural Resources Survey | BROWNING | 1992 |
| HN-048 | Phase I Cultural Resources Investigations of Proposed 15.8-mile Elmont to Old Church Overhead Transmission Line, Hanover and Henrico Counties, Virginia | GP | 1993 |
| HN-165 | Phase I Cultural Resources Survey of the Line# 574 (Elmont-Ladysmith) 500 kV Rebuild and Related Projects), Carolina and Hanover Counties, Virginia | DUTTON | 2023 |
| HN-175 | Archaeological Survey, Fall Line Trail Segments 7C.2, 7C.3, & 7C.4, Town of Ashland and Hanover and Henrico Counties, Virginia | WMCAR | 2022 |

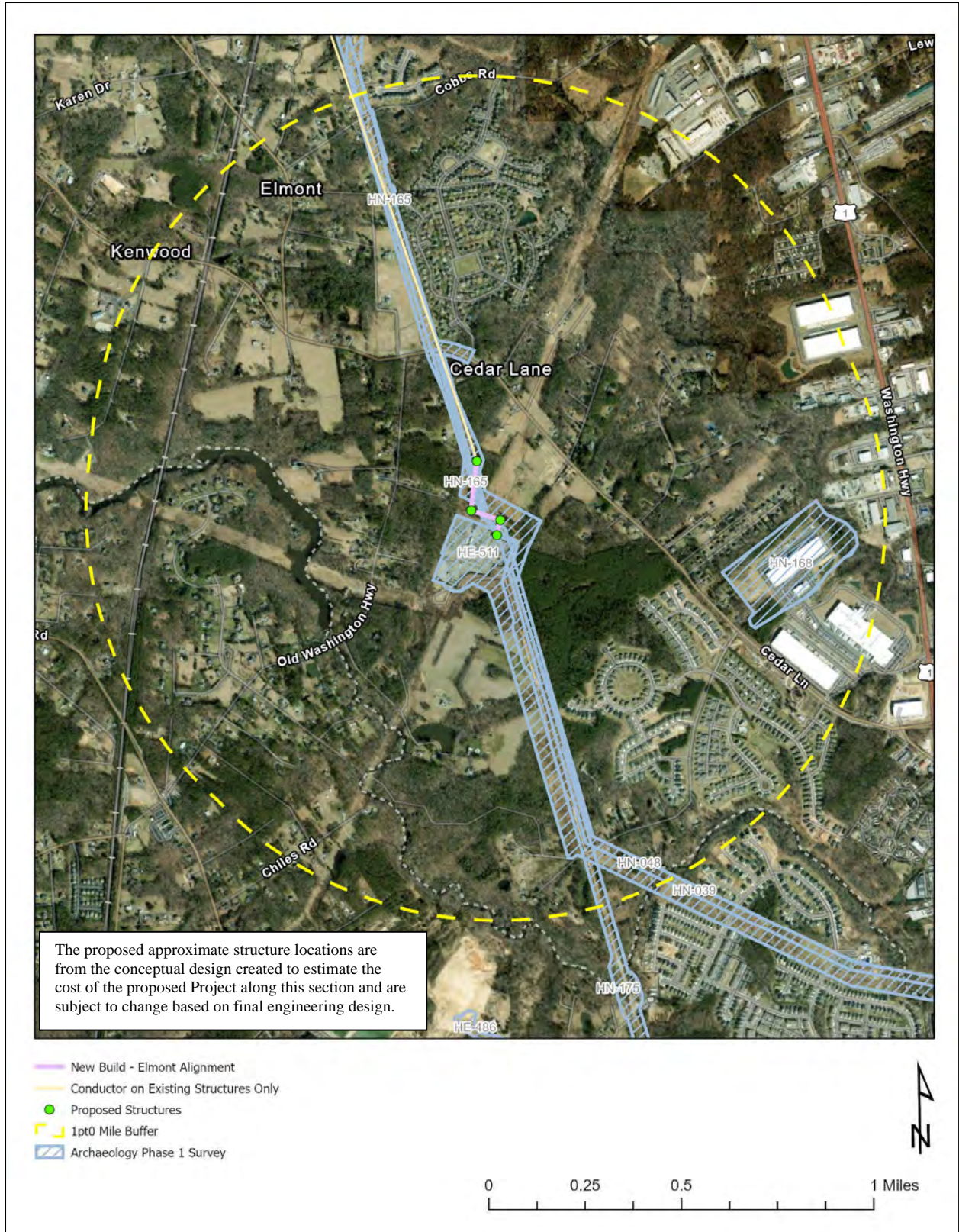


Figure 4-1: Previously conducted phase I surveys within 1-mile of the project study area (Elmont Substation).
 Source: V-CRIS

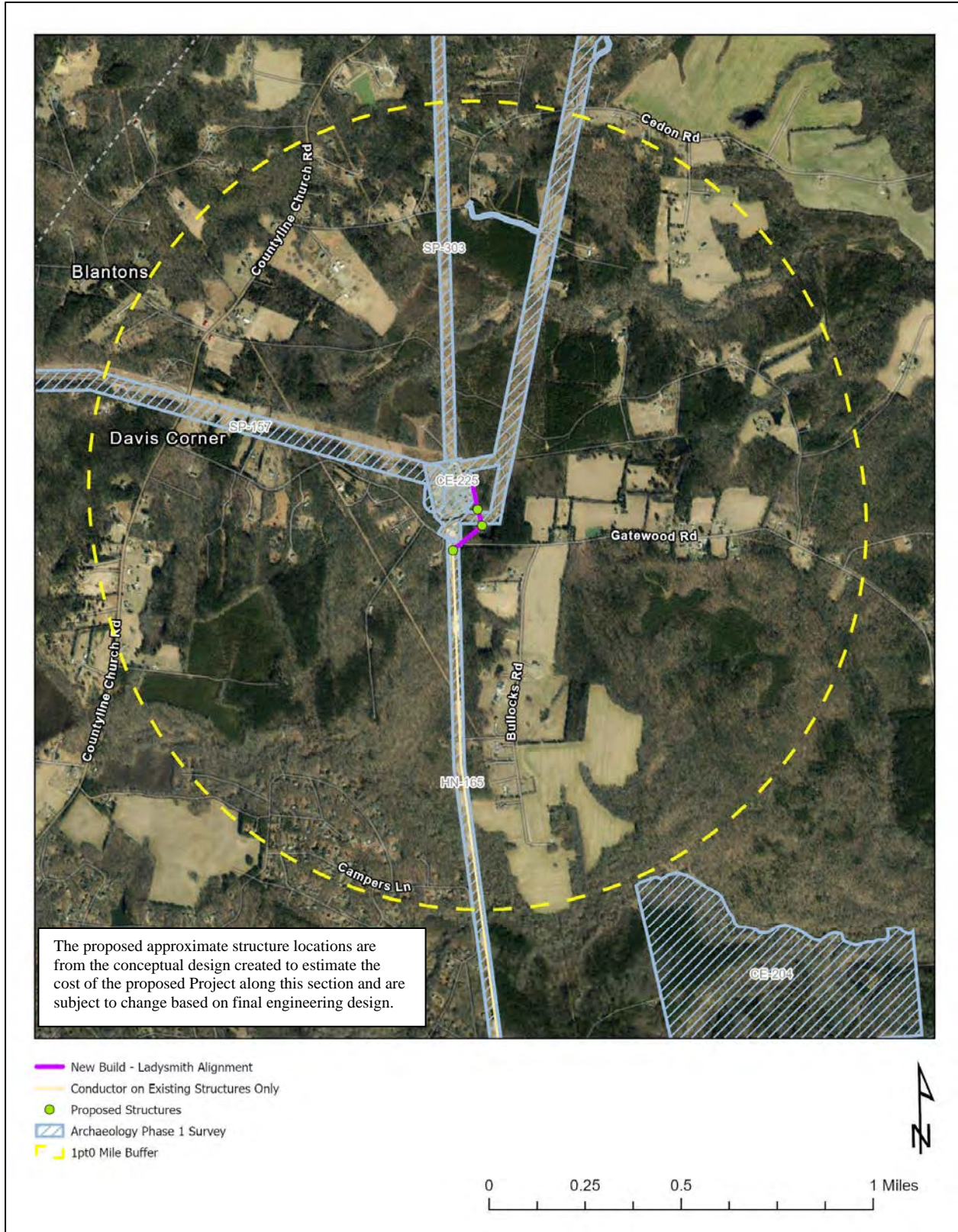


Figure 4-2: Previously conducted phase I surveys within 1-mile of the project study area (Ladysmith Substation). Source: V-CRIS

ARCHITECTURAL RESOURCES

Review of the VDHR V-CRIS inventory records revealed a total of 254 previously recorded architectural resources are located within 1.5 miles of the proposed project study area. Of these, there is no (0) NHLs located within 1.5 mile of the proposed project study area, no properties listed in the NRHP or battlefields located within 1.0 mile of the project study area, and two (2) properties that have been determined eligible or potentially eligible for listing in the NRHP within 0.5 mile of the project study area.

Table 4-2 lists all considered historic properties resources within their respective buffered tiers. Maps of all previously recorded architectural resources within 1.5-mile of the project are depicted in Figures 4-3 and 4-4, and maps of the considered historic properties within their respective study tiers are included in Figures 4-5 and 4-6.

Table 4-2: Previously recorded architectural resources within their respective tiered buffer zones for the Elmont-Ladysmith Line #2490 Project

| Buffer(miles) | Considered Resources | VDHR # | Description |
|----------------------|-----------------------------|---------------|-------------------------------|
| 1.5 | National Historic Landmarks | None | N/A |
| 1.0 | National Historic Landmarks | None | N/A |
| | National Register- Listed | None | N/A |
| | Battlefields | None | N/A |
| | Historic Landscapes | None | N/A |
| 0.5 | National Historic Landmarks | None | N/A |
| | National Register- Listed | None | N/A |
| | Battlefields | None | N/A |
| | Historic Landscapes | None | N/A |
| | National Register- Eligible | 042-0326 | Mitchell House |
| 0.0 (ROW) | National Historic Landmarks | None | N/A |
| | National Register- Listed | None | N/A |
| | Battlefields | None | N/A |
| | Historic Landscapes | None | N/A |
| | National Register- Eligible | 043-5347 | Richmond-Ashland Trolley Line |

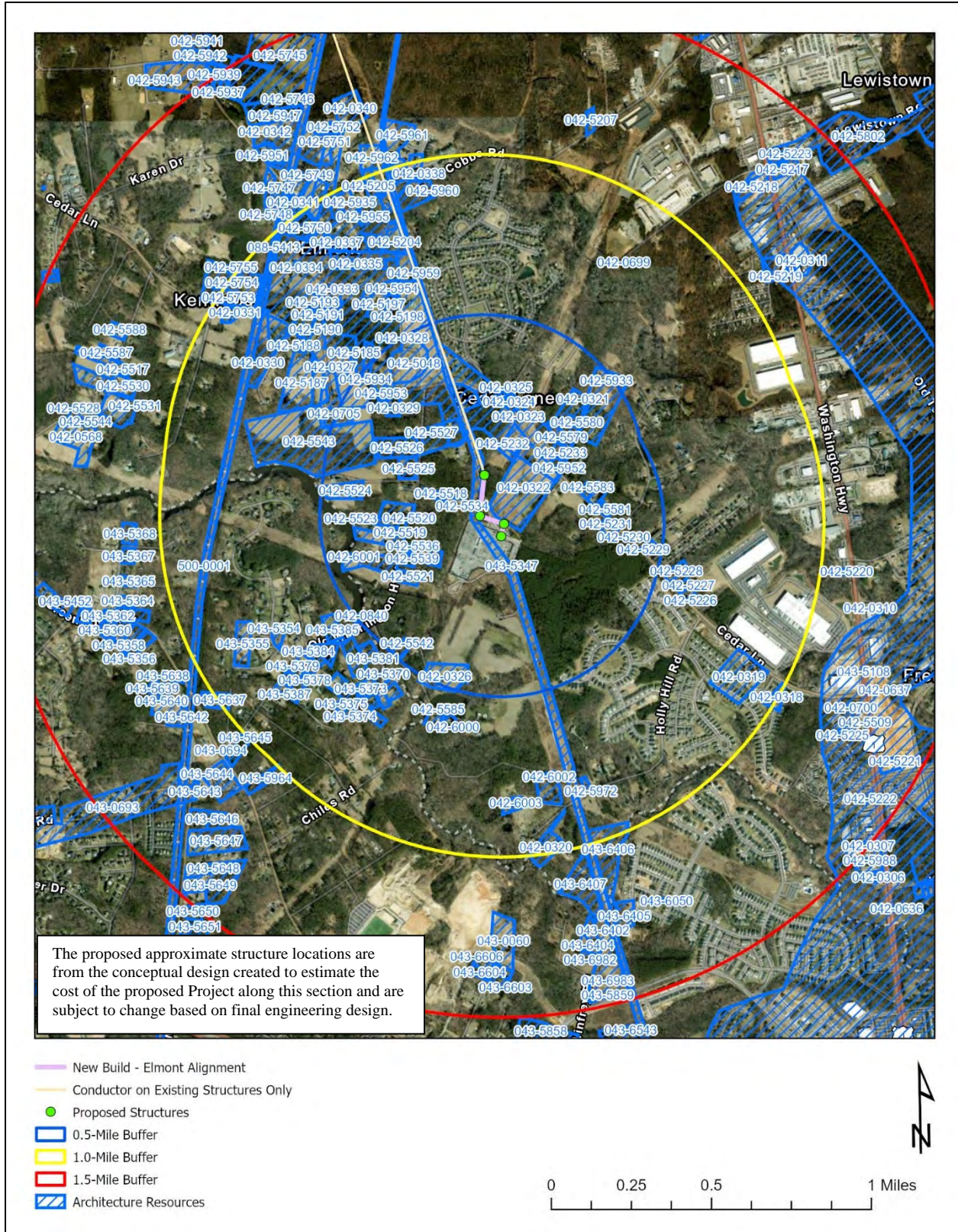


Figure 4-3: All previously identified architectural resources within 1.5-mile of the project study area (Elmont Substation). Source: V-CRIS

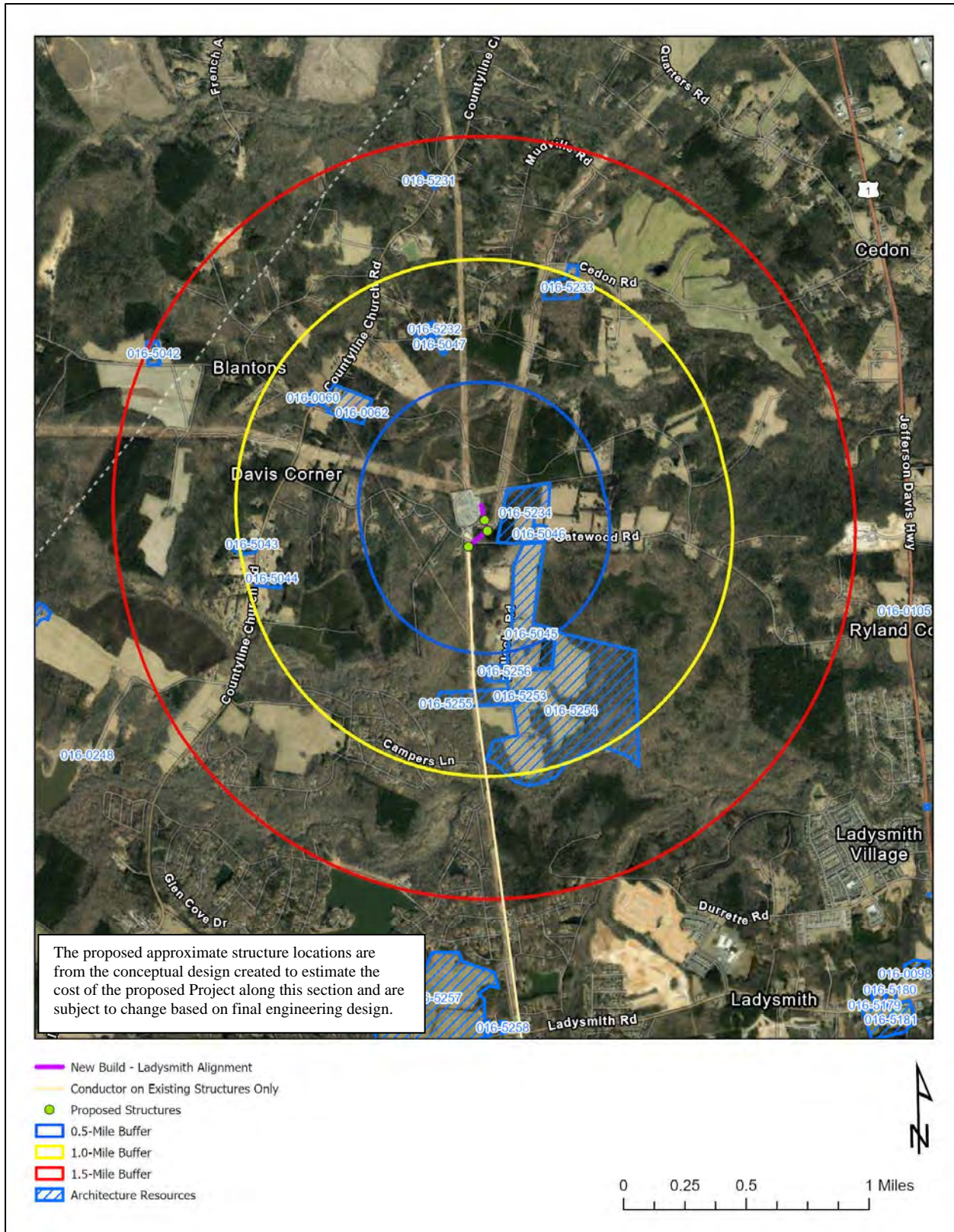


Figure 4-4: All previously identified architectural resources within 1.5-mile of the project study area (Ladysmith Substation). Source: V-CRIS

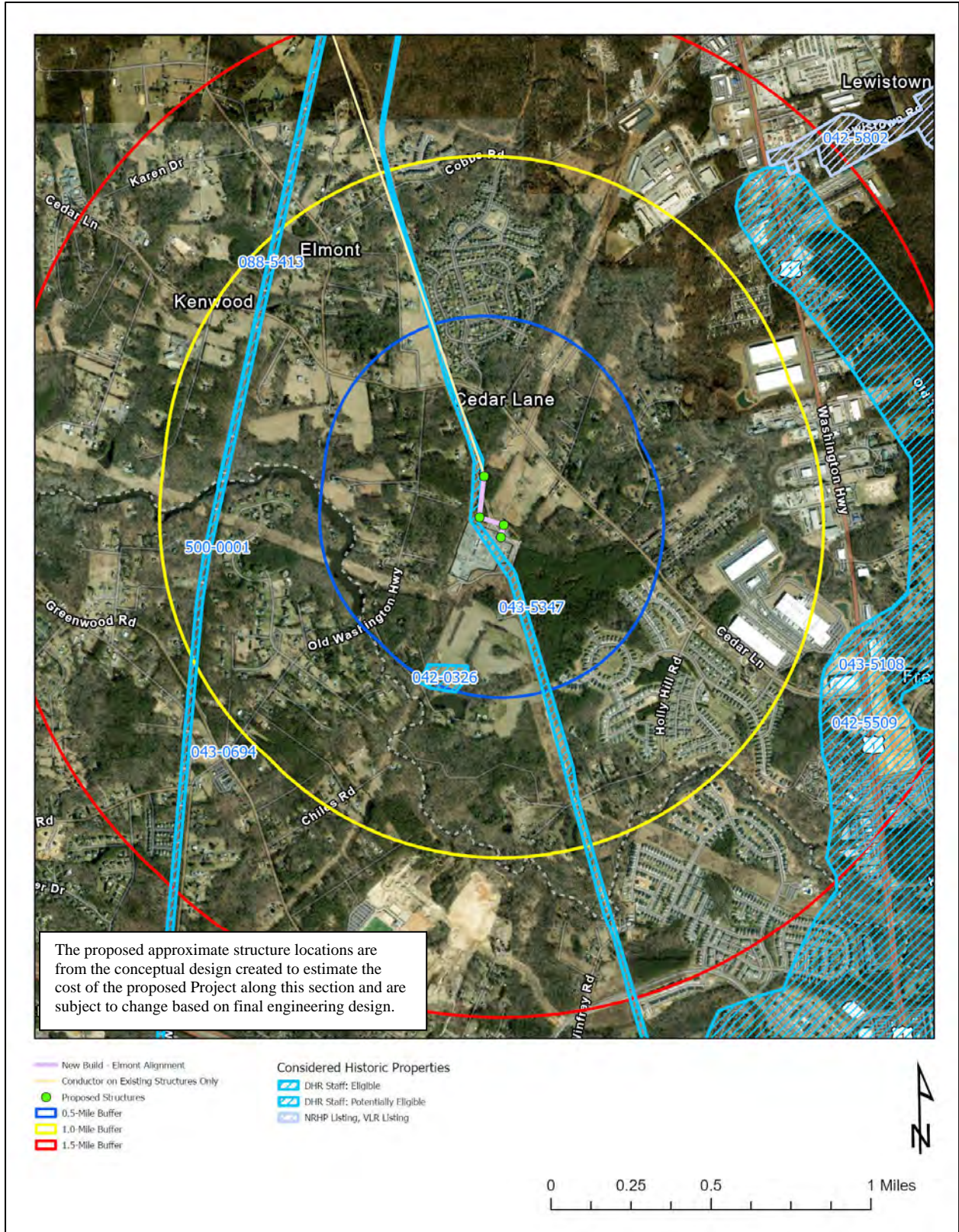


Figure 4-5: NHL, NRHP-Listed, and NRHP-eligible architectural resources within their respective study tiers around the project study area (Elmont Substation). Source: V-CRIS

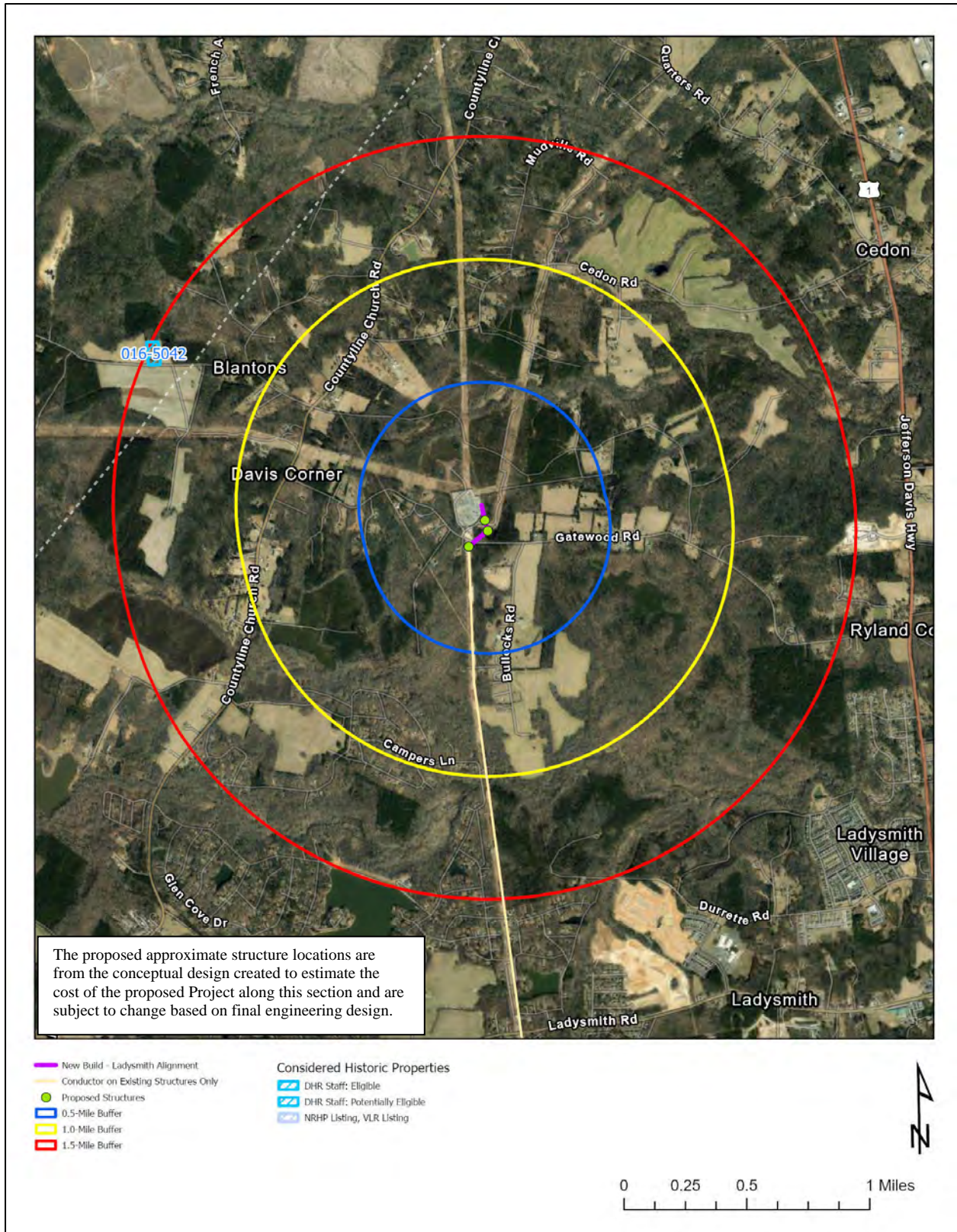


Figure 4-6: NHL, NRHP-Listed, and NRHP-eligible architectural resources within their respective study tiers around the project study area (Ladysmith Substation). Source: V-CRIS

ARCHAEOLOGICAL RESOURCES

Review of the VDHR V-CRIS records reveals there are nine previously recorded archaeological sites within one mile of the project study area, one of which is crossed by the project alignment, however, none of the proposed transmission structures are located directly within the site boundary. Previously recorded sites within one mile of the project primarily consist of prehistoric lithic scatters, camps, and occupation sites. There are also historic-period domestic sites, a railbed, and artifact scatters. The one site that is crossed by the project alignment is a railbed associated with the early-twentieth century Richmond-Ashland Trolley Line and has been determined potentially eligible for listing in the NRHP by the VDHR. Six of the other sites within one mile of the project study area have been determined not eligible by the VDHR and two have not been formally evaluated.

Table 4-3 lists the previously recorded archaeological resources within one-mile of the project study area. Figures 4-7 and 4-8 illustrate the locations of the previously recorded sites in relation to the project area.

Table 4-3: Previously recorded archaeological resources within one mile of the project study area. Bold listings denote sites determined eligible for the NRHP.

| VDHR # | Site Type | Temporal Association | NRHP Status |
|-----------------|-----------------------------------|---|--|
| 44CE0967 | Lithic scatter | Pre-Contact | Not Evaluated |
| 44CE0971 | Lithic scatter | Pre-Contact | Not Evaluated |
| 44HN0237 | Artifact scatter | Pre-Contact | DHR Staff: Not Eligible |
| 44HN0414 | Artifact scatter | Pre-Contact, Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945) | DHR Staff: Not Eligible |
| 44HN0460 | Artifact scatter | World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991), Post Cold War (1992 - Present) | DHR Staff: Not Eligible |
| 44HN0461 | Artifact scatter | World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991) | DHR Staff: Not Eligible |
| 44HN0462 | Artifact scatter, Camp, temporary | Middle Archaic Period (6500 - 3001 B.C.E), Early National Period (1790 - 1829), Antebellum Period (1830 - 1860) | DHR Staff: Not Eligible |
| 44HN0463 | Artifact scatter | World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991) | DHR Staff: Not Eligible |
| 44HN0474 | Railroad bed | Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945) | DHR Staff: Potentially Eligible |

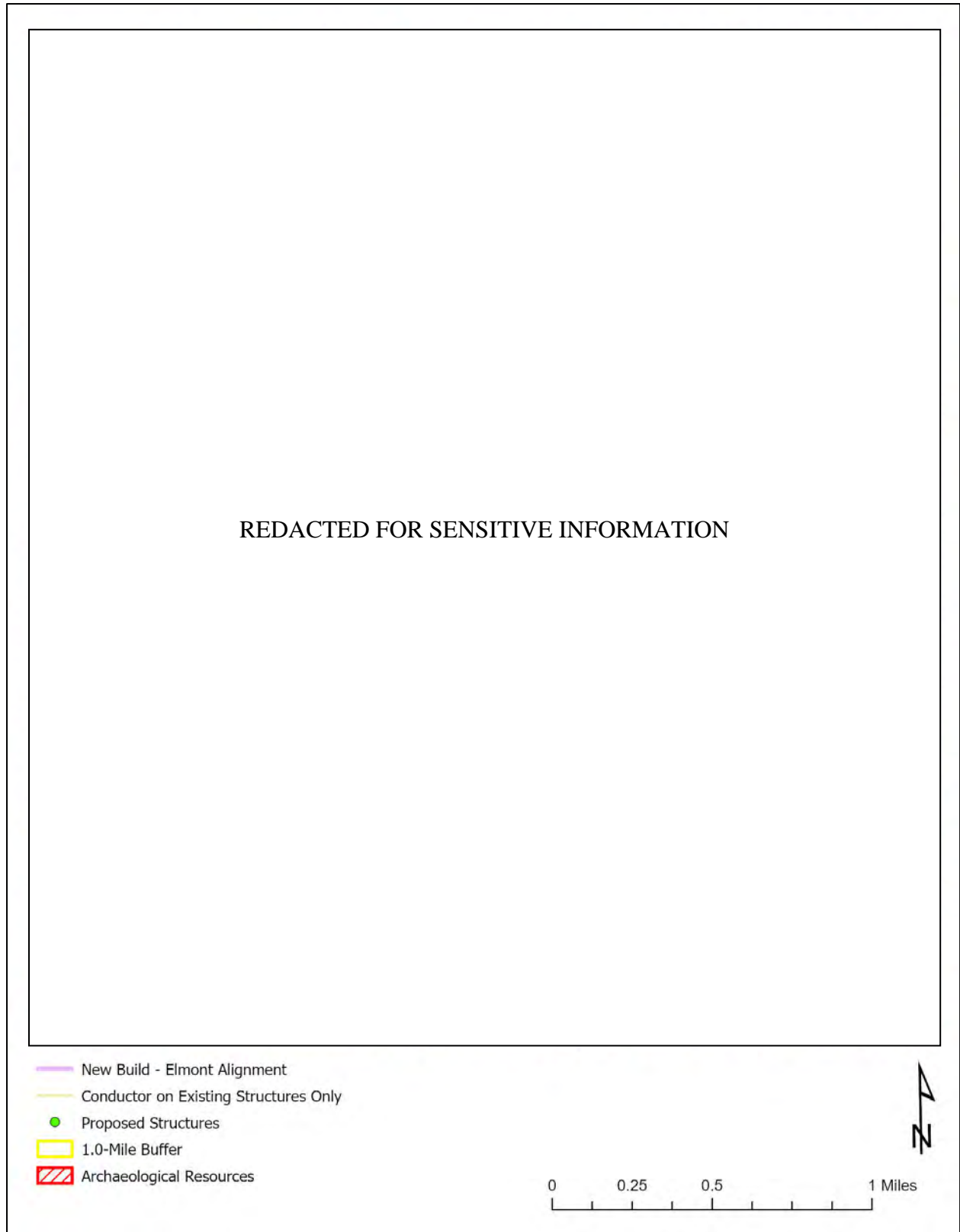


Figure 4-7: Previously recorded archaeological resources located within one mile of project study area (Elmont Substation). Source: V-CRIS

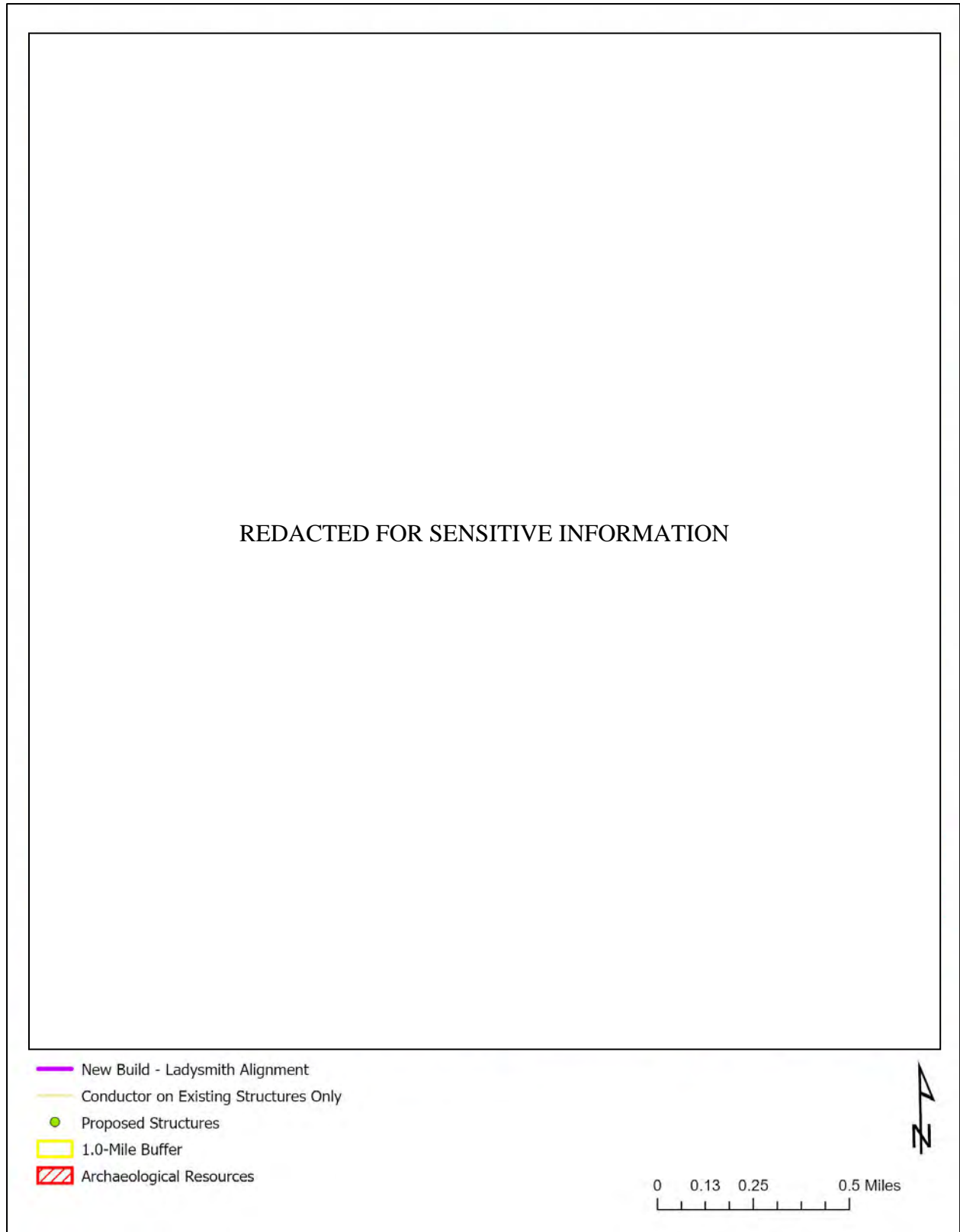


Figure 4-8: Previously recorded archaeological resources located within one mile of project study area (Ladysmith Substation). Source: V-CRIS

NPS AMERICAN BATTLEFIELD PROTECTION PROGRAM (ABPP)

A review of the NPS ABPP records and maps prepared by the Civil War Sites Advisory Commission (CWSAC) revealed that no portions of the project study area is located within one mile of any portion of an battlefield delineated by the ABPP.

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5. RESULTS OF FIELD RECONNAISSANCE

In accordance with the VDHR guidelines for assessing impacts of proposed electric transmission lines on historic resources, considered architectural properties identified within the VDHR-defined study tiers around the project study area alignment were field verified for existing conditions and photo documented. This includes two historic properties, both of which are located in proximity to the Elmont Substation portion of the project study area (Error! Reference source not found. and Figure 5-1).

Inspection and analysis of the setting around the resource and views towards the project route alternatives were also conducted to assess potential project impacts in accordance with VDHR's impacts characterization scale of transmission line projects. For the purposes of this analysis, an impact is one that alters, either directly or indirectly, those qualities or characteristics that qualify a particular property for listing in the NRHP and does so in a manner that diminishes the integrity of a property's materials, workmanship, design, location, setting, feeling, and/or association. With respect to transmission lines, direct impacts typically are associated with ground disturbance resulting from ROW clearing and structure construction. Indirect impacts typically are associated with the introduction of new visual elements or changes to the physical features of a property's setting or viewshed.

The results of the field reconnaissance and assessment are summarized in the following pages.

Table 5-1: Previously Recorded Architectural Resources within their Respective Tiered Buffer Zones for the Elmont-Ladysmith Line #2490 Project

| VDHR # | Resource Name, Address | NRHP-Status | Distance from Project |
|----------|-------------------------------|---------------------------|------------------------------|
| 042-0326 | Mitchell House | Potentially NRHP-Eligible | 0.43 Mile |
| 043-5347 | Richmond-Ashland Trolley Line | NRHP-Eligible | Crossed by Project Alignment |

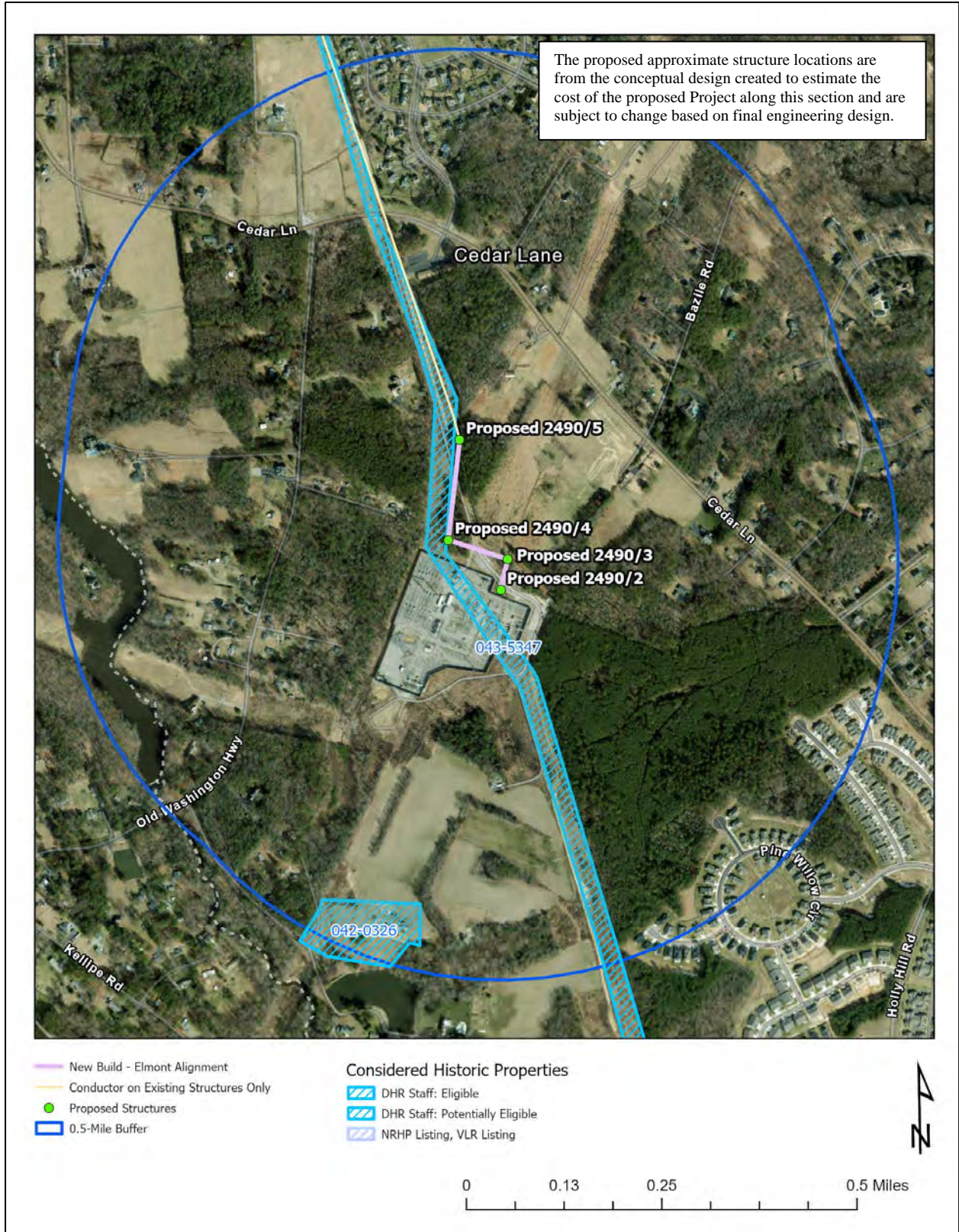


Figure 5-1: Detail of considered architectural resources within their respective study tiers around the project study area at the Elmont Substation. Source: V-CRIS

VDHR# 042-0326**Mitchell House, 11230 Lakeshore Court**

The Mitchell Farm is an example of an Antebellum period, Georgian Revival farmhouse within Hanover County. The house has undergone extensive alteration, with periods of expansion and changes to historic materials that have diminished its historic integrity. The house is now in a suburban area of Hanover County and surrounded by modern development, including a substation and multiple transmission lines crossing its landscape, significantly changing it from its original rural setting. Reconnaissance-level research revealed no known significant historical associations. However, Antebellum homes are rare and threatened in the region and while this home has been subject to modern alteration, including exterior cladding, it may retain historical integrity beneath the modern finishes and therefore the VDHR has previously stated that it should be treated as potentially eligible for listing in the NRHP for the purposes of environmental compliance. At this time, survey did not reveal any substantial changes in condition or integrity, and therefore, the resource is considered *potentially eligible* for listing in the NRHP.

As a *potentially eligible* resource located within the study tiers around the project alignment, an assessment of potential impact was conducted. The nearest portion of the project alignment and new proposed transmission structures at the Elmont Substation is located approximately 0.43 mile away from the Mitchell House property at the nearest point. As such, there will be no direct impact to the resource.

To assess potential indirect, and specifically visual impacts, a site visit was made to the property to inspect the existing setting and viewshed with emphasis on views towards the project and associated improvements. While the home itself is setback from the road on private property and not accessible, photographs were taken from the road in front of the property as well as other vantages in the vicinity towards the project alignment to document current conditions, lines of sight, and the extent of visibility of existing infrastructure. Photo Simulation was also prepared to model the visibility of proposed transmission structures.

The Mitchell House is set atop a knoll on what is now a modest suburban lot within a small neighborhood. The project alignment is located generally to the north of the property, beyond the existing Elmont Substation, roughly 0.43 mile away at its closest point. The property is primarily open lawn, and is set uphill from a manmade pond. A treeline extending from a wooded area around the pond borders the property to the east and another wooded area extends through the landscape to the north. Immediately to the west of the property is an existing transmission line corridor and to the east is another transmission line corridor, both of which extend into the existing Elmont Substation to the north. The transmission line corridor included in this project extends out of the north side of the substation and extends away from the Mitchell House property.

Inspection was conducted along Chickahominy River Lane leading to the front of the property, as well as Lakeshore Court which continues through the small neighborhood in which the property is located. From both roads, the substation and multiple transmission lines and structures are visible in conjunction with the house. The road approaching the property leads across one transmission line corridor extending into the substation and therefore multiple transmission structures are visible up and down the ROW from this vantage. From the base of the driveway leading to the home, two separate transmission line corridors, the one immediately to the west and the other to the east are visible, as is a taller telecommunications tower just to the rear of the home. The existing transmission line to be conductored and partially expanded with new structures as part of this project is not visible beyond the substation.

The existing transmission line structures in the corridor to be conductored as part of this project average 145 feet in height and the four new structures in the vicinity of the Elmont Substation and this resource that will be built as part of this project will average 124 feet as they step down into the substation.

Because the structures that average 145 feet in height that will be conductored only are not visible from the Mitchell House property, it is not expected that the several new structures with an average height of 124 feet will be visible either. This was confirmed with photo simulation that reveals all four proposed structures will remain screened beneath the horizon and existing vegetation. As such, the project will not introduce any noticeable change in setting or viewshed or from the Mitchell House, and will “*occur within viewsheds that have existing transmission lines*”. Therefore, it is D+A’s opinion that the Elmont-Ladysmith Line #2490 Project will result in ***no impact*** to the Mitchell House per VDHR’s impact characterization scale.

Figure 5-2 illustrates the location of the property in relation to the project alignment and study buffers, with the location and direction of representative photographs and photo simulation. Representative photographs and the simulation are provided in Figure 5-3 through Figure 5-7.

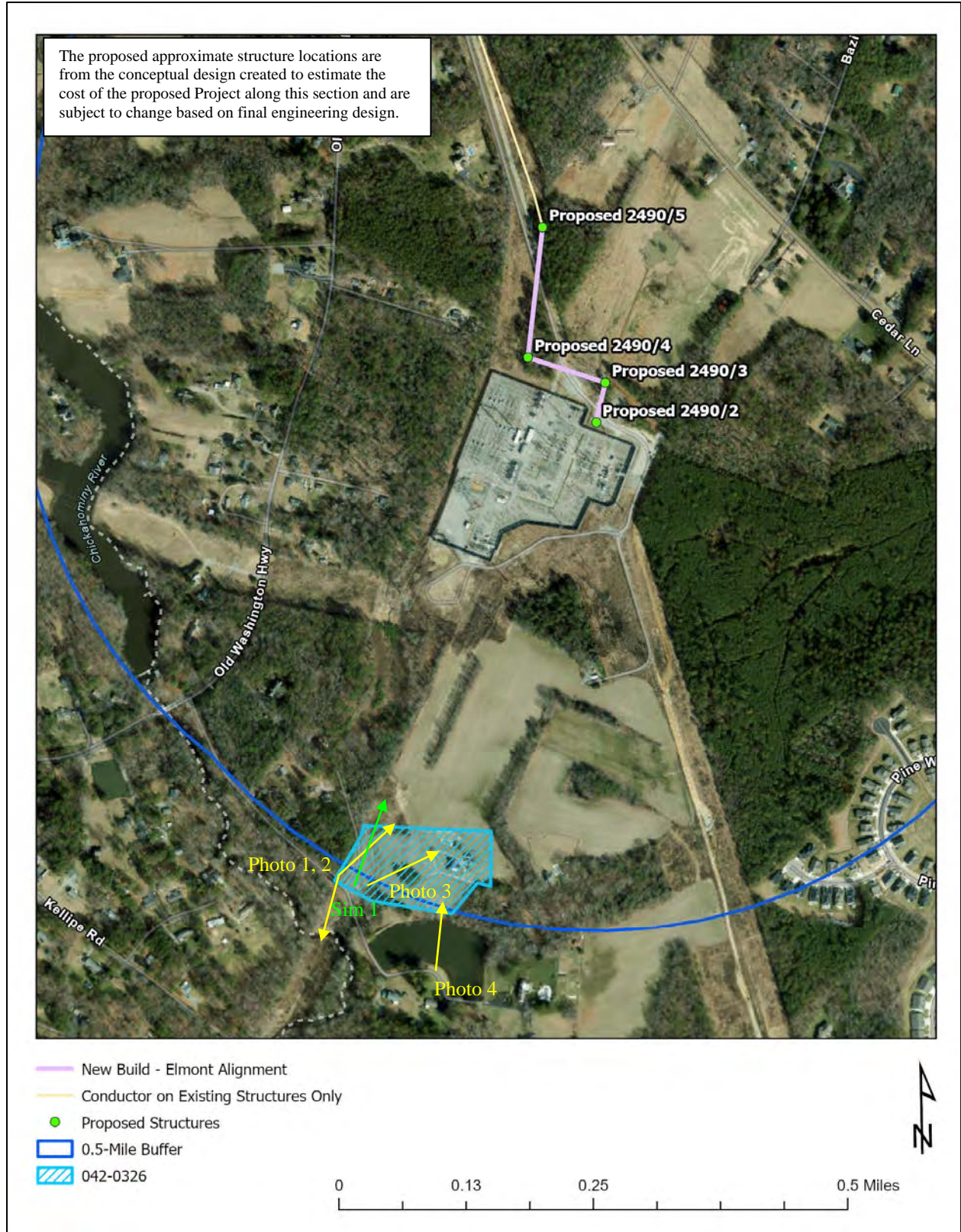


Figure 5-2: Mitchell House in relation to the project alignment with locations and directions of representative photographs shown in yellow and simulation in green.



Figure 5-3: Photo location 1- View from Chickahominy River Lane approaching property, facing northeast.



Figure 5-4: Photo location 2- View from Chickahominy River Lane approaching property, facing south.



Figure 5-5: Photo location 3- View from driveway to property, facing northeast.

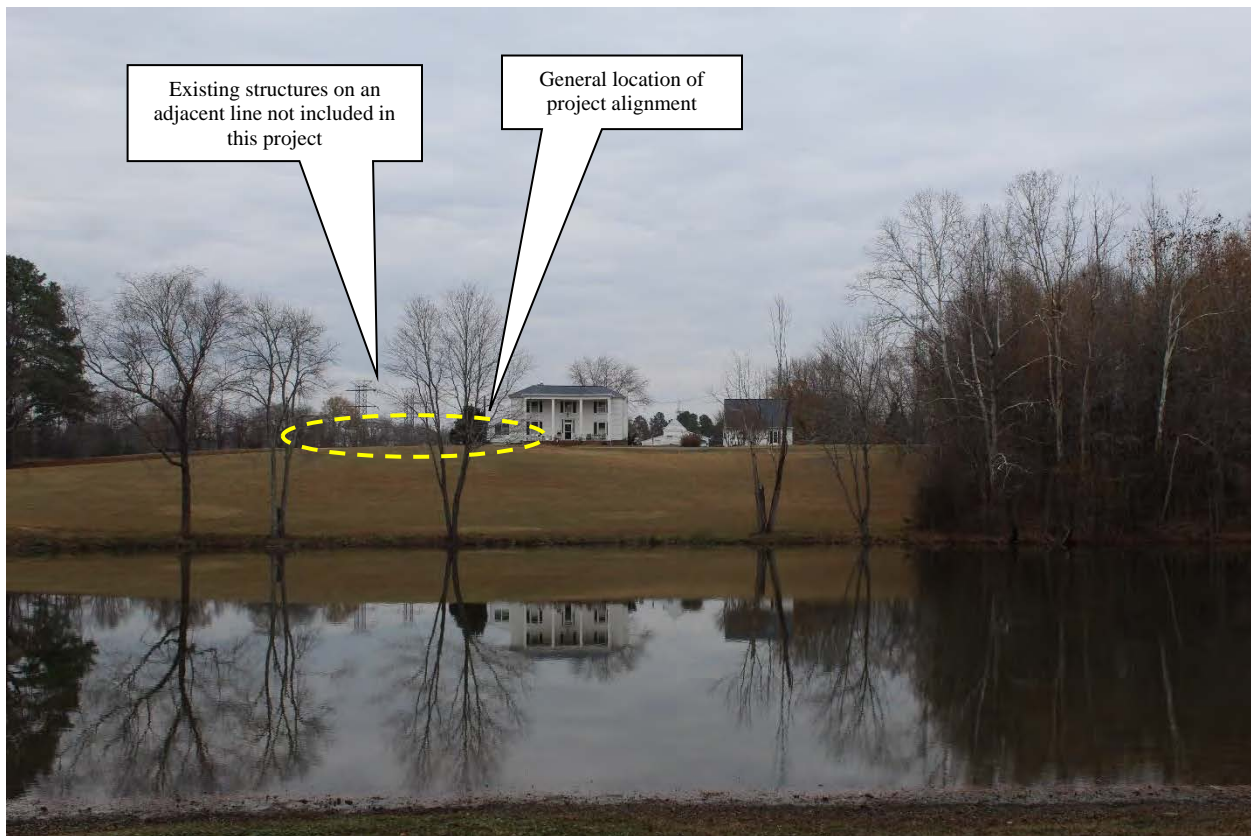


Figure 5-6: Photo location 4- View from Lakeshore Court in front of property, facing north.

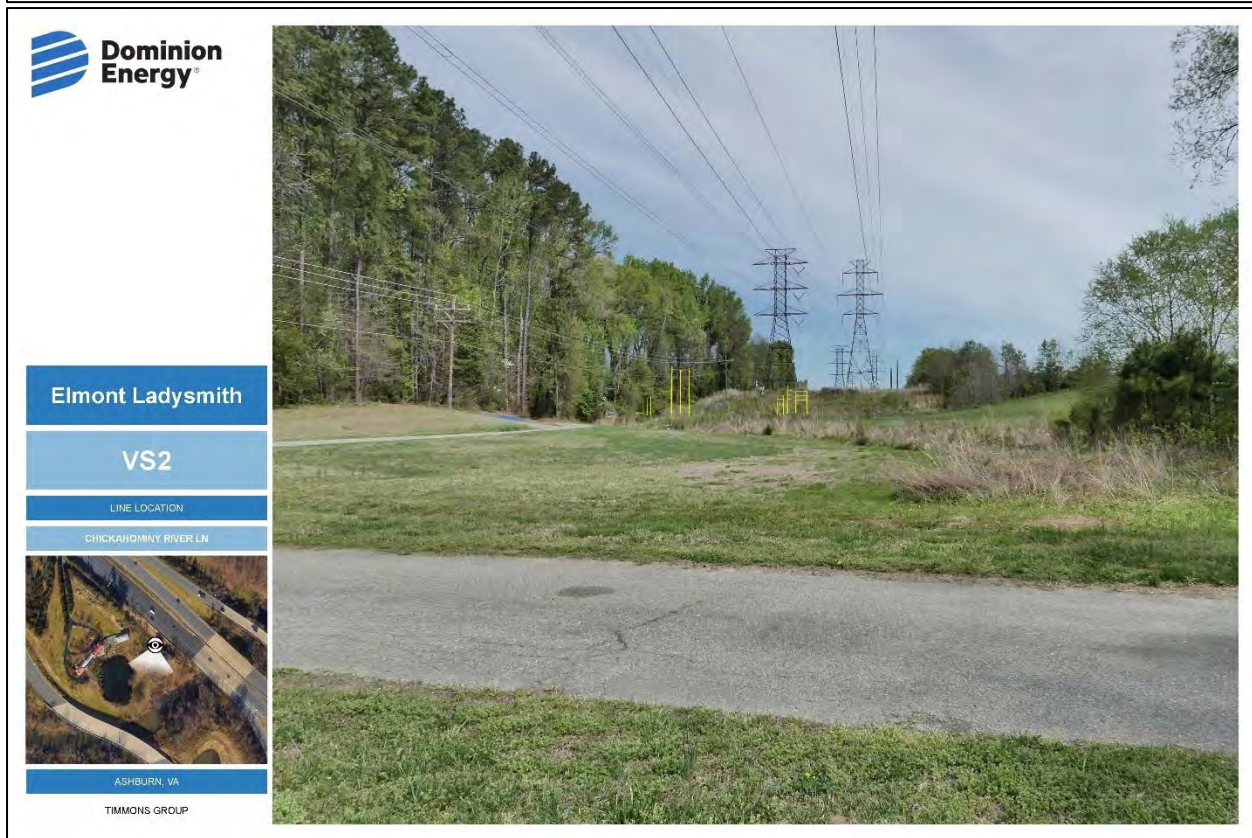
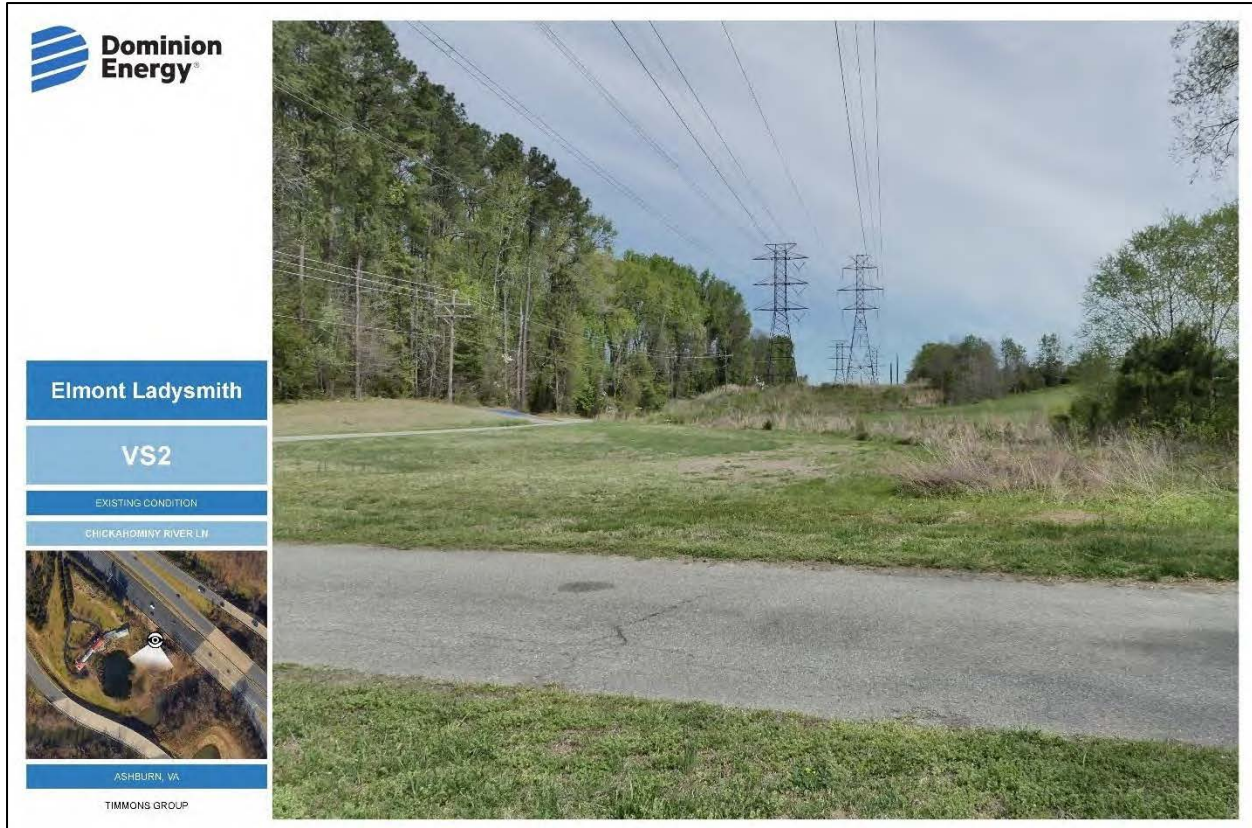


Figure 5-7: Photo Simulation 1 – Existing (top) and proposed (below) view from the Mitchell House towards the project. All proposed structures would be screened and not visible (shown in yellow).

VDHR# 043-5347**Richmond-Ashland Trolley Line**

The Richmond-Ashland Trolley Line is an electric car system that dates to the late-nineteenth or early twentieth century. Richmond is known to have “the first commercial electric streetcar line in America,” which started around 1887 (Lutz 1949). The line ran in a north-south direction from Richmond to Ashland. The line remained in use until 1938 (Lutz 1949). Today, the line is no longer continuous; rather it is broken into several sections as a result of development. The resource was determined potentially eligible for listing in the NRHP Criterion A (Transportation) by the VDHR in 2014 for its association to Richmond’s early electric streetcar system and its subsequent suburbs.

As a *potentially eligible* resource located within the study tiers around the project alignment, an assessment of potential impact was conducted. The nearest portion of the project alignment and new proposed transmission structures at the Elmont Substation is located directly adjacent to the previously mapped corridor of the resource, while the portion of the project located within the limits of the corridor include installing new conductor on existing structures only. As such, there will be no direct impact to the resource.

In order to assess the potential impact of the proposed project, visual inspection was conducted of the setting around the resource property with emphasis on views towards the project to document existing setting, sitelines, and viewshed. A portion of the former Richmond-Ashland Trolley Line corridor coincides with the existing ROW in which the project is located just north of the Elmont substation. The substation itself is built within the former trolley line corridor and the existing transmission line extends within the former trolley line corridor as it exits the substation. The newly proposed project alignment and transmission structures will split off of the existing transmission line and border the Richmond-Ashland Trolley Line corridor just north of the substation. The landscape of the former trolley line corridor shared with the project ROW is generally cleared and grassy. It is crossed by several roads as well as private driveways and is bordered by residential development, including a larger modern subdivision. Where the new project alignment splits from the existing ROW, it will traverse what is currently a patch of woods before crossing another transmission line ROW that extends out of the substation.

Inspection from the only publicly accessible vantage point along the former Richmond-Ashland Trolley corridor where it crosses Cedar Lane, roughly one-half mile north of the Elmont Substation revealed that the existing transmission line is openly visible as it extends down the cleared ROW that coincides with the Richmond-Ashland Trolley Line corridor, however, at this time the new structures on that corridor are in the process of being replaced as part of the previously coordinated Elmont-Ladysmith Line #574 Project. From this vantage point, the nearest proposed transmission structure and new project alignment is roughly 0.3 mile away. At this point, both the existing transmission line to be conductored and the new alignment make a slight turn through a wooded area and out of view before extending to the substation.

The transmission line structures in the foreground that are to be conducted only will only average 145 feet in height once complete. The new structures associated with this project will average 124 feet in height. As such, both will be visible from Cedar Lane, however, will become screened as the corridor makes a turn into the woods before leading to the substation. Because new ROW and

clearing will be required for clearance associated with the new project alignment, at least one proposed structure will be visible, with the potential for one more leading into the substation. As such, it is anticipated that there will be increased visibility of transmission infrastructure from this vantage point along Cedar Lane, however, there are already multiple structures on other transmission lines visible up and down the ROW shared with the former Richmond-Ashland Trolley Line. The newly visible structures will be substantially shorter than the other existing structures, and set at a further distance from public view. This was confirmed with photo simulation that reveals at least one structure and a portion of the existing Elmont Substation will be visible. As such, the project may introduce a slight change of viewshed from the trolley line corridor, however, that will be limited to where the corridor has already been compromised by collocation of the existing transmission line ROW. Other portions of the corridor that remains more intact will continue to have no visibility of the project. It is therefore D+A's opinion that the Elmont-Ladysmith Line #2490 Project will "*occur within viewsheds that have existing transmission lines*" will result in no more than a **minimal impact** to the Richmond-Ashland Trolley Line per VDHR's impact characterization scale.

Figure 5-56 depicts the location of Richmond-Ashland Trolley Line in relation to the project alignment and viewshed buffers with the location and direction of all representative photographs and photo simulations. Figures 5-57 through 5-62 are representative photographs of the property, as well as those taken from locations within the property towards the project alignment. Figures 5-63 through 5-70 provide photo simulation, including maps with the location, direction, and structures included in each photo simulation from the property, the existing view from each simulation location, and simulated views of the proposed structures.



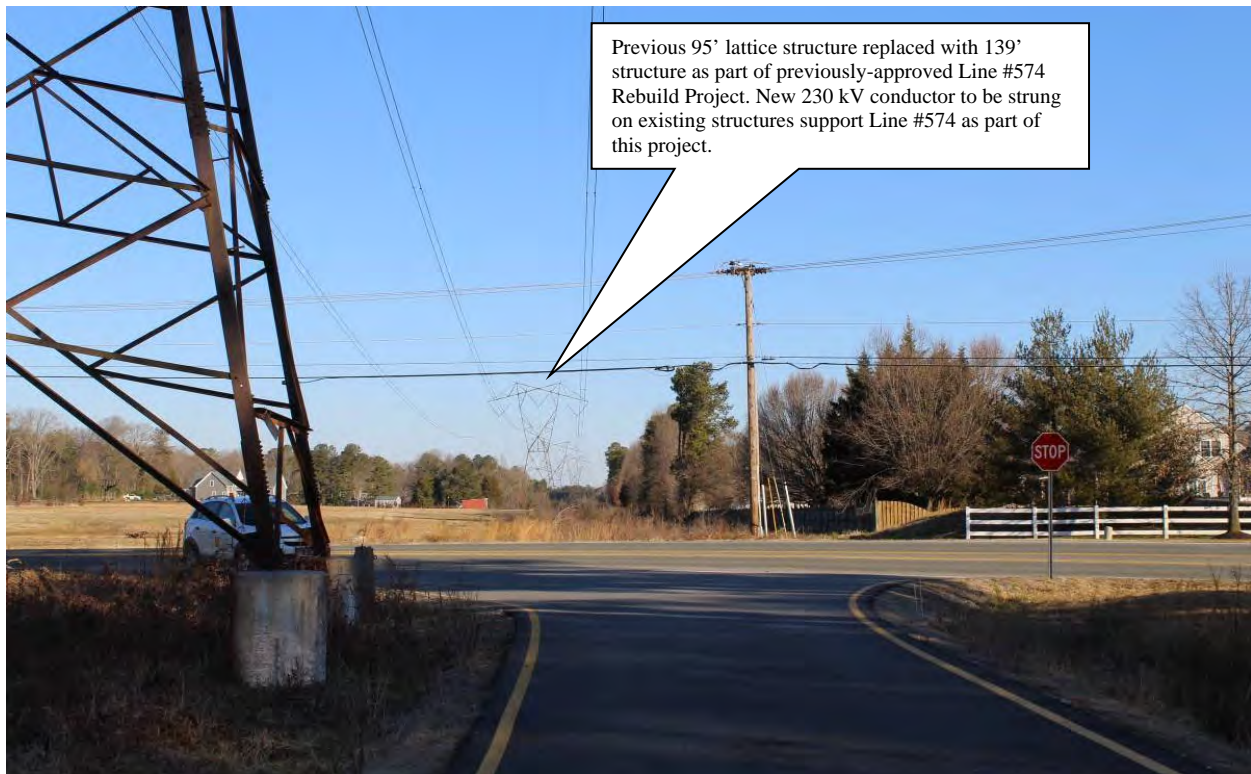
Figure 5-8: Richmond-Ashland Trolley Line in relation to the project alignment with locations and directions of representative photographs shown in yellow and simulation in green.



Previous 112' lattice structure replaced with 160' 3-pole structure as part of previously-approved Line #574 Rebuild Project. New 230 kV conductor to be strung on existing structures support Line #574 as part of this project.

Existing structure to have new 230 kV conductor

Figure 5-9: Photo location 1- View of Richmond-Ashland Trolley corridor shared with existing transmission line corridor from Cedar Lane, facing south. (Photo taken prior to removal and replacement of transmission structures. New structures remain under construction at this time)



Previous 95' lattice structure replaced with 139' structure as part of previously-approved Line #574 Rebuild Project. New 230 kV conductor to be strung on existing structures support Line #574 as part of this project.

Figure 5-10: Photo location 2- View of Richmond-Ashland Trolley corridor shared with existing transmission line corridor from Cedar Lane, facing north. (Photo taken prior to removal and replacement of transmission structures. New structures remain under construction at this time)



Figure 5-11: Photo Simulation 1 – Existing (top) and proposed (below) view from Richmond-Ashland Trolley Line at Cedar Lane towards the project. Proposed structures shown as they would appear. Screened structures shown in yellow. Replacement structures on Line #574 to be conducted only not shown.

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6. ARCHAEOLOGICAL ASSESSMENT

A review of the VDHR V-CRIS records reveals there is just one previously recorded archaeological site is located within or crossed by the project study area. Formal archaeological fieldwork and investigations were not conducted as part of this effort, so the existing conditions of the site is unknown. Project engineering is also still preliminary so the final project alignment, structure locations, and extent of grading and limits of disturbance are uncertain, however, the table below provides a summary of the previously recorded site and proximity to the project based upon previous site data and preliminary project information available at time of this analysis (Table 6-1).

Table 6-1: Previously recorded archaeological resource adjacent to the Project ROW

| VDHR # | Site Type | Temporal Association | NRHP Status | Proximity to Project |
|----------|--------------|--|---------------------------------------|----------------------|
| 44HN0474 | Railroad bed | Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945) | DHR Staff: Potentially Eligible | REDACTED |

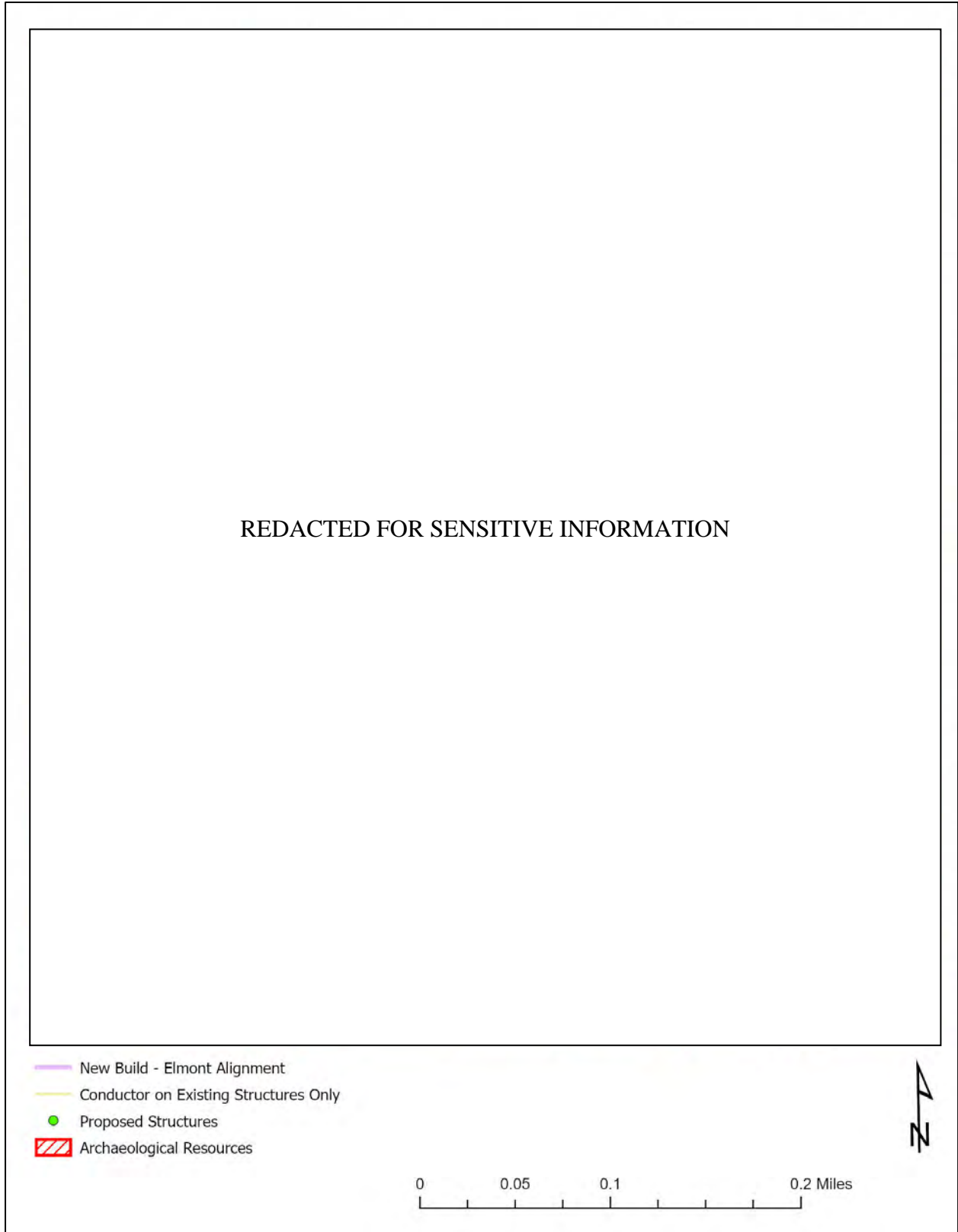


Figure 6-1: Site 44HN0474 in relation to the project alignment and preliminary proposed structure locations.

7. SUMMARY OF POTENTIAL IMPACTS

As part of this pre-application analysis of cultural resources for the proposed Elmont-Ladysmith Line #2490 Project, potential impacts to previously recorded historic properties designated a NHL, NRHP-listed, or considered eligible for listing in the NRHP within the VDHR-defined buffered tiers around the project were assessed in accordance with the VDHR guidelines. For the purposes of this analysis, an impact is one that alters, either directly or indirectly, those qualities or characteristics that qualify a particular property for listing in the NRHP and does so in a manner that diminishes the integrity of a property's materials, workmanship, design, location, setting, feeling, and/or association. With respect to transmission lines, direct impacts typically are associated with ground disturbance resulting from ROW clearing and structure construction. Indirect impacts typically are associated with the introduction of new visual elements or changes to the physical features of a property's setting or viewshed.

Because the majority of the project consists of installing new conducting existing transmission structures only, this impacts analysis focused on the portions of the project that include construction of new transmission structures, all of which will be located on existing Dominion ROW or within existing Dominion property rights.

With regards to architectural resources, two historic properties that are either designated and NHL, listed in, or determined eligible for listing in the NRHP is located within defined study tiers around the project study area. This includes the Mitchell House (VDHR# 042-0326) and the Richmond-Ashland Trolley Line (VDHR# 043-5347) both of which are considered potentially NRHP-eligible and located within one-half mile of the portion of the project study area around improvements at the Elmont substation.

Field inspection, representative photographs, and photo simulation reveal that the project will be completely screened from view from the Mitchell House property and public vantage in the vicinity. Some components of the project will be visible from the Richmond-Ashland Trolley Line, however, the integrity of this resource in the vicinity has already been substantially compromised. The corridor in which the trolley line historically traversed is now utilized by an existing transmission line and the majority of this project involves adding an additional set of conductor (transmission line) to the transmission structures in that corridor. A short length of new ROW and several proposed transmission structures will split off from the existing line in the vicinity of trolley line corridor, near the existing Elmont Substation. As such, at least one new structure and possibly an additional structure closer to the substation will be visible, however, will be seen in conjunction with and behind the substantially taller structures already present. *It is therefore D+A's opinion that the proposed Elmont-Ladysmith Line #2490 Project will have no more than a minimal impact to either considered historic property (Table 7-1).*

Table 7-1: Potential impacts summary for architectural resources.

| VDHR # | Resource Name, Address | NRHP-Status | Distance from Project | Recommended Impact |
|----------|-------------------------------|---------------------------|------------------------------|--------------------|
| 042-0326 | Mitchell House | Potentially NRHP-Eligible | 0.43 Mile | No Impact |
| 043-5347 | Richmond-Ashland Trolley Line | NRHP-Eligible | Crossed by Project Alignment | Minimal Impact |

With regards to archaeology, most of the proposed project alignment has been subject to prior cultural resources survey, and as a result of these previous efforts, there is one previously recorded site within and crossed by the proposed project alignment, however, none of the proposed transmission structures are located directly within the site boundary. ***It is therefore D+A's opinion that once the limits of project disturbance are known, any areas that have not been subject to prior survey should be investigated, and the limits of the Site 44HN0474 be investigated to determine if it will be impacted by the project (Table 7-2).***

Table 7-2: Potential impacts summary for archaeological resources.

| VDHR # | Site Type/ Associations | Temporal | NRHP Status | Distance from Project | Impacts |
|----------|--|----------|---------------------------------|-----------------------|---------|
| 44HN0474 | Railroad bed; Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945) | | DHR Staff: Potentially Eligible | REDACTED | TBD |

8. REFERENCES

National Park Service

2009 “Civil War Sites Advisory Commission Report Update and Resurvey,” American Battlefield Protection Program

Virginia Department of Historic Resources

2008 *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia*

Virginia Department of Historic Resources

2026 Virginia Cultural Resource Information System (V-CRIS) database and GIS server.

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APPENDIX A: RESUMES

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EDUCATION

Master of Arts, Historic Preservation
Savannah College of Art and
Design, 2009

Bachelor of Arts, Historic
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Washington, 2005

EXPERIENCE

20 years

ROBERT J. TAYLOR, JR.

Principal Investigator/Senior Architectural Historian

Mr. Taylor has nearly 20 years of experience in Cultural Resource Management and has taken part in a wide variety of projects throughout Virginia and the eastern US, involving diverse project types and regulatory needs. As a Principal Investigator, Mr. Taylor manages and oversees all aspects of cultural resource investigations and studies while working closely with clients to ensure project goals are met. He has a thorough understanding of the laws and regulations that govern cultural resources and has successfully guided clients through local, state and federal compliance needs, including the creation of Cultural Resource Management Plans, Programmatic Agreements, and Memorandum of Agreements. As Senior Architectural Historian, he directly oversees historic resource investigations for projects, including field surveys, research and documentation of historic resources, resource evaluations and National Register of Historic Places, eligibility, effects determinations, and authoring survey reports.

CULTURAL RESOURCE SURVEY AND COMPLIANCE REPORTS

- Phase I Cultural Resource Survey for the Gordonsville-Remington 500kV Transmission Line Rebuild, Multiple counties, Virginia
- Phase I and II Cultural Resource Survey for the Berry Hill Solar Project in Pittsylvania County, Virginia
- Phase I Architectural Survey of Potentially Significant Cold War Era Resources (1948-1962) at Navy Hampton Roads Bases
- Phase I Cultural Resource Survey for the Rocky Forge Wind Project, Botetourt County, Virginia
- Phase I Cultural Resource Survey for the Crosstrail Parkway Project, Loudoun County, Virginia
- Phase II Survey and Evaluation of Foreman Field, Norfolk, Virginia

NRHP NOMINATIONS

- Nomination for the Cavalier Shores Historic District, Virginia Beach, Virginia
- Amendment for the Manchester/Blackwell Historic District, Richmond, Virginia
- Fort Frederica National Monument Additional Documentation, Glynn County, Georgia
- Nomination for the Palmetto Beach Historic District, Tampa, Florida

HABS/HAER PACKAGES

- HABS of Building V-52 at Naval Air Station, Norfolk, Virginia
- HABS Amendment for the 1st Street Viaduct Bridge, Los Angeles, California
- HAER Package for the NASA LaRC Low Turbulence Pressure Tunnel, Hampton, Virginia
- Historic Structure Report for Spring Hill, Chesterfield County, Virginia
- Building 64, Melville Net and Fuel Depot, Naval Station Newport, Rhode Island

CULTURAL RESOURCE MANAGEMENT PLANS

- Categorization of the Built Environment (CBE) of Resources at JEB Little Creek - Fort Story
- Amendment to the Regional Integrated Cultural Resources Management Plan for Naval Installations in Hampton Roads, Virginia for Joint Expeditionary Base Little Creek-Fort Story
- Update to the CRMP for NASA Langley Research Center, Hampton, Virginia

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From: Warren, Arlene <arlene.warren@vdh.virginia.gov>
Sent: Tuesday, June 22, 2021 7:53 AM
To: Rachel.M.Studebaker@dominionenergy.com
Subject: [EXTERNAL] Re: FW: SCC Case No. PUR-2021-00010/DEQ21-013S

This is an EXTERNAL email that was NOT sent from Dominion Energy. Are you expecting this message? Are you expecting a link or attachment? DO NOT click links or open attachments until you verify them

The proposal from Dominion is reasonable and we consider it acceptable.

Best Regards,

Arlene Fields Warren

GIS Program Support Technician

Office of Drinking Water

Virginia Department of Health

109 Governor Street

Richmond, VA 23219

(804) 864-7781

On Thu, Jun 17, 2021 at 4:33 PM Rachel.M.Studebaker@dominionenergy.com
<Rachel.M.Studebaker@dominionenergy.com> wrote:

Hello Ms. Warren,

I am reaching out in regard to the DEQ Report for SCC Case No. PUR-2021-00010/DEQ21-013S (230 kV lines #2113 and #2154 Transmission Line Rebuilds and Related Projects). As part of the VDH ODW review, it was recommended that all wells within a 1,000-foot radius of the project site be field marked and protected from accidental damage. It is our custom construction process to not conduct any work outside of the existing right-of-way (ROW), with the exception of entry using existing access roads, and use DEQ approved erosion and sediment controls. These well are located outside of the project area ROW on private land and Dominion Energy does not have permission to enter private property to field mark the wells.

Therefore, we are proposing to plot and call out the wells on the Erosion and Sediment control plans as a way of flagging them for the construction team for protection from accidental damage. Is this a sufficient approach to comply with the ODW recommendation?

Thank you,

Rachel Studebaker

Environmental Specialist II

Dominion Energy Services

120 Tredegar Street, Richmond, VA 23219

Office: (804) 273-4086

Cell: (804) 217-1847

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