

Responses to Comments on the Draft EIS

Individuals

	<p>20080516-0102 FERC PDF (Unofficial) 05/08/2008</p> <p style="text-align: center;">ORIGINAL <i>CP09-62-000 et al</i></p> <p>COE Application No <i>CENAB-OP-RMN(2007-01644-M16)</i></p> <p>DEAR MRS BOSE <i>5/2/08</i></p> <p>Our main concerns with the installation of this proposed Gas Line ARE:</p> <ul style="list-style-type: none"> 1- Reduction of our Prop. Value. 2- Possible Leakage into our well water supply 3- Disruption of our Electrical service, crossing the proposed Gas Line <p>Thanks: <i>Larry & Shirley Smoose</i> <i>2707 Reckard Rd.</i> <i>Kingsville Md. 21067</i></p> <p style="text-align: center;"> <small>FILED OFFICE OF THE SECRETARY FEDERAL ENERGY REGULATORY COMMISSION MAY - 8 P 2:24</small> </p>	
IN1-1		IN1-1 See section 4.9.5 of the FEIS for a discussion on property values.
IN1-2		IN1-2
IN1-3		IN1-2 Impacts and mitigation measures for construction near water wells are described in section 4.3.1.1 of the FEIS. Mid-Atlantic Express would comply with state and local regulations and would develop a SPCC Plan to minimize and mitigate potential impacts to groundwater. Measures included in the SPCC Plan would include pre- & post construction monitoring of existing drinking water wells within 150 feet of the construction right-of-way. If the pipeline were to leak, natural gas, being lighter than air, would travel up through the soil to escape into the atmosphere, rather than traveling down to groundwater sources.
		IN1-3 We do not expect any disruption of the electrical service due to pipeline construction. Mid-Atlantic Express would be responsible if any damage occurs.

IN2 - Robert Sheperd

20080605-5017 FERC PDF (Unofficial) 6/5/2008 9:08:30 AM

Comment of Robert Sheperd in Docket(s)/Project(s) CP07-62-000
Submission Date: 6/5/2008

DO NOT PUT THE LNG STORAGE AREA AT SPARROWS POINT. I AM TIRED OF ENERGY COMPANIES DOING AS THEY PLEASE BY GIVING TRADE-OFFS AND PAY-OFFS. THIS IS A DANGER TO THE AREA AND THE CHESAPEAKE TO HAVE THIS STORAGE AND THE TANKERS THAT WILL SUPPLY IT IN THIS AREA.

IN2-1

IN2-1

Please see response to comment IN8-1.

IN3-1
through
IN3-7

<p>20080610-5001 FERC EDF (Unofficial) 6/10/2008 12:21:37 AM</p> <p>Comment of Sabrina A Burkindine in Docket(s)/Project(s) CP07-62-000, CP07-63-000, CP07-64-000, CP07-65-000 Submission Date: 6/10/2008</p> <p>To whom it may concern;</p> <p>I am a resident in a community close to the area proposed for a future Liquefied Natural Gas (LNG) plant in Sparrows Point, Maryland. I am strongly against the building of this LNG plant based on the lack of commitment I feel AES has given to issues such as safety, and the surrounding communities and environment. Given the facts on the proposed dredging of the Chesapeake, the proposed placement of a pipeline through wetlands, residential and industrial communities, and the proposed armed Coast Guard escorting of LNG ships, I do not feel that this plant belongs in a community such as mine. A community who has been dedicated to restoring itself and its image for the last 30 years, if not more. This plant will not provide our community with any, much needed jobs, nor will it provide us with an ounce of the energy it is creating. We are taking all of the risks and reaping none of the rewards. So please, when considering the Sparrows Point area for the proposed LNG plant, please tell AES to look else where.</p> <p>Sincerely, Sabrina Burkindine</p>	<p>IN3-1 AES would have to adhere to all applicable federal, state and local standards as well as any conditions that may be attached to the FERC Certificate and other agency permits and approvals if approved/issued. An environmental analysis was completed for the Project by FERC and is contained in section 4 of the FEIS. The environmental analysis addresses safety, community resources and the environment.</p> <p>IN3-2 Section 2.3.1.3 discusses project dredging requirements.</p> <p>IN3-3 Thank you for your comment.</p> <p>IN3-4 The Coast Guard is responsible for issuing a Letter of Recommendation as to the suitability of the waterway for LNG marine traffic. Section 1.3.2 of the FEIS further discusses the Coast Guard's regulatory authority.</p> <p>IN3-5 Table 4.9.1-4 in the FEIS estimates permanent employment associated with the operation of the LNG terminal, power plant and pipeline at 75 permanent employees.</p> <p>IN3-6 As stated in section 1.2 of the FEIS, the Project would provide additional natural gas supply to meet the needs of Maryland and the mid-Atlantic region. As discussed in section 1.6, the power plant is a nonjurisdictional facility under FERC definition.</p> <p>IN3-7 Estimated tax revenue from construction and operation of the Project are summarized in table 4.9.6-1 of the FEIS.</p>
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IN4 - Adam Udell

<p>20080612-5000 FERC PDF (Unofficial) 6/12/2008 6:53:32 AM</p> <p>Comment of Adam Udell in Docket(s)/Project(s) CP07-62-000, CP07-63-000, CP07-64-000, CP07-65-000 Submission Date: 6/12/2008</p> <p>IN4-1 The plan in general represents more "hard path" solutions to energy. If we are serious about energy security and environmental safety, we would not be building more large scale gas pipelines which are clearly easy targets for terrorists and encourage us to meet energy needs by "finding more" instead of focusing on efficiency (the cheapest form of energy is energy saved) and local generation (hard to disrupt on a large scale and unlikely to cause large disasters.</p> <p>IN4-2 With specific reference to Variation 9 of the proposed pipe-line: The "vegetation" to be cleared are trees that appear to be approximately 100 years old. This vegetation provides not only a beautiful view shed, but shades most of the homes running up Barbara Drive, cutting the need for cooling in the summer. Though our home does not touch the effected areas, it is less than 200 ft. from the area and I would expect my back yard to become much less hospitable in the summer months and for our cooling bills to substantially increase. As it stands now, our home is mostly shaded by 4:30 in the afternoon, as is the entire back yard. The value of our property would be substantially reduced by this variation.</p> <p>IN4-3</p>	<p>IN4-1 Section 3.1 of the FEIS evaluates a variety of alternatives to the proposed Project. The alternatives analyses compared quantitative impacts and concluded that that alternative projects, singly or in concert, could not satisfy the projected energy needs of the target markets. These alternatives encompass other non-renewable fuels, renewable energy sources, and energy conservation.</p> <p>IN4-2 Section 3.3.3 of the FEIS describes route variations that have been considered in order to avoid or minimize impacts along the pipeline route.</p> <p>IN4-3 Property values are discussed in section 4.9.5 of the FEIS.</p>
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IN5 – Eric Newman and Julie Norton

<p>20080613-5007 FERC EDF (Unofficial) 6/13/2008 9:50:19 AM</p> <p>June 13, 2008</p> <p>Kimberly D. Bose, Secretary Federal Energy Regulatory Commission 888 First Street, NE Room 1A Washington, DC 20426</p> <p>Re: AES Sparrows Point LNG, LLC Docket Nos. CP07-62-000, CO07-63-000, CP07-64-000, CP07-65-000</p> <p>Dear Ms. Bose:</p> <p>I was informed three days ago of a proposed alternative to the above mentioned project which directly impacts my property. The alternative routing 12A/12B would divert the pipeline through my property which currently has no easements or existing right of way. Although I understand the logic and reasons for exploring the alternative, I believe it would be significantly more expensive with greater damage to the environment if this option were adopted. I am aware the Hankin Group has submitted extensive material opposing this alternative, so I will limit this to the direct impact to my property and the adjacent property.</p> <p>My property is located at : 316 Lyndon Drive Downingtown, PA 19335</p> <p>Upper Uwchlan Township Chester County</p> <p>The following lists the issues and potential issues with the proposed alternative:</p> <ol style="list-style-type: none"> 1. As drawn, the pipeline crosses directly through my house. 2. As an older development, my property is on a well, with local septic. Any variation to the plan will interrupt these basic services. The line would need to run next to the street to avoid any interruption in service. 3. Electric service is routed to the property from the corner of Lyndon and Township Line Road. The proposed line would interrupt this service. 4. If the line were to run behind the property, these exact services would be interrupted for my neighbor adjacent to my property on the west side. 5. The primary cable box servicing the area is located at the northeast corner of my property. 6. This option will require significant removal of mature trees directly impacting the value of the property. 	<p>IN5-1 The pipeline would not be authorized to go through or under any occupied residence or structure. A site-specific construction plan would be required for all properties less than 50 feet from the construction right-of-way. See section 3.3.3 for a discussion of route variations 12a and 12b.</p> <p>IN5-2 Section 4.3.1.1 contains a discussion on public and private water supply wells. We recommended in section 4.3.1.1 that prior to the start of construction, Mid-Atlantic Express identify all wells within 150 feet of the construction work areas. In the event that a potable water well is damaged by construction activities, Mid-Atlantic Express has agreed to provide a temporary source of water. Additionally, Mid-Atlantic Express would be responsible for the repair/replacement (to original capacity) of any potable water supplies damaged by construction activities. Septic systems are discussed in section 4.8.1.1 of the FEIS. Mid-Atlantic Express' Septic System Contingency Plan contains details regarding the steps that would be taken to avoid disturbance to septic systems; mitigate for damage to septic systems; and restore/replace septic systems.</p> <p>IN5-3 Please see response to comment IN1-3.</p> <p>IN5-4 Comment noted. See IN5-2 and IN5-3.</p> <p>IN5-5 Comment noted. Normal pipeline construction activities would not result in an interruption of cable services. Prior to and during construction, Mid-Atlantic Express would consult with existing utility providers. Any damage to existing services would be repaired to pre-construction or better conditions.</p>
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IN5 – Eric Newman and Julie Norton

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IN5-8

20080613-5007 FERC PDF (Unofficial) 6/13/2008 9:50:19 AM

- 7. The electrical service and water for the adjoining **development** is located at the northeast corner of my property. This is public water and a large electrical service box.
- 8. Directly adjacent to my property on the east side is the waste waster basin for the adjoining development.

Given these complications, it is my belief that the most feasible plan remains the original plan. This plan utilizes an existing right of way. These individuals purchased their properties with full knowledge of the pipeline and existing easements. The interruption to basic services is minimal for these properties due to the existing pipeline. Ultimately there is not additional damage to previously undisturbed property or wetlands.

Thank you for your time and attention to these issues.

Sincerely,

Eric Newman
Julie Norton

- IN5-6 See section 3.3.3 for final discussion of variations 12A, 12B, and 12C. Section 4.9.5 contains a discussion on property values.
- IN5-7 Please see response to comments IN5-2 and IN5-3.
- IN5-8 Thank you for the information.

IN6 – Pamela Green

<p>20080613-5126 FERC PDF (Unofficial) 6/13/2008 11:09:44 PM</p> <p>Comment of PAMELA GREEN in Docket(s)/Project(s) CP07-62-000, CP07-63-000, CP07-64-000, CP07-65-000 Submission Date: 6/13/2008</p> <p>TO WHOM IT MAY CONCERN,</p> <p>I AM AGAINST THE PROPOSED LNG TERMINAL. I CAN'T BELIEVE YOU CAN SAY THIS IS A MINIMAL IMPACT. DREDGING THE TOXIC MATERIAL WILL KILL LARGE AMOUNTS OF FISH, CRABS ETC. THE BAY IS ALREADY IN A POOR STATE AND THE CONTINUAL DREDGING OF TOXIC MATERIALS WILL MAKE IT FATAL TO ALL LIVING SEA LIFE. ARE WE GOING TO BE COMPENSATED FOR THE LOSS OF OUR HOME VALUE WHICH WILL BE DECREASED AND POSSIBLE LOSS OF OUR HOME DUE TO NOT BEING ABLE TO SECURE HOME OWNERS INSURANCE. WE HAVE WORKED VERY HARD TO BE WHERE WE ARE AT NOW AND CAN NOT AFFORD TO LOSE IT ALL DUE TO FERC AND BIG BUSINESS. IT'S VERY FUNNY THAT IN THE BEGINNING WE WERE ASKED IF WE WANTED AN LNG PLANT AND THE OVERWHELMING MAJORITY SAID NO AND OUR VOICES ARE NOT BEING HEARD. SO MUCH FOR DEMOCRACY. MAYBE AES SHOULD HAVE SPENT MONEY LOOKING FOR OTHER RESOURCES SUCH AS WIND AND SOLAR RATHER THEN SPENDING THE MONEY TRYING TO SHOVE LNG DOWN OUR THROATS, BECAUSE CONTRARY TO YOUR BELIEF NATURAL GAS ISN'T AS CLEAN AS YOU THINK, THE BUY PRODUCTS ARE STILL GREEN HOUSE GASES. ALSO I FIND IT HARD TO BELIEVE THAT WE ARE BUILDING THESE PLANTS TO BECOME DEPENDANT ON FOREIGN NATURAL GAS. HASN'T THE OIL INDUSTRY SHOWN YOU ANYTHING? IN FINAL I LOVE MARYLAND AND I HOPE I DON'T HAVE TO RELOCATE TO ANOTHER STATE DUE TO GREED AND STUPIDITY WINNING.</p> <p>THANK YOU AND I HOPE YOU DO THE RIGHT THING,</p> <p>PAM GREEN</p>	<p>IN6-1 Section 4.3.2.4 contains discussions on sediment sampling and analyses, and fate and transport of contaminants in the marine environment. Section 4.3.2.5 and the Consolidated Dredge Plan (appendix D) contain discussions on project dredging. Impacts and mitigation on surface water resources are summarized in section 4.3.2.5. Impacts on aquatic species resulting from LNG terminal dredging are discussed in section 4.6.2.2.</p> <p>IN6-2 Property values are discussed in section 4.9.5 of the FEIS.</p> <p>IN6-3 All written and oral comments received during the public comment period were considered and evaluated in the preparation of this FEIS. Landowner concerns have been addressed by responding to all comments within the scope of this FEIS.</p> <p>IN6-4 Section 4.11.1.4 of the FEIS describes air quality impacts and mitigation.</p> <p>IN6-5 Comment noted.</p>
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IN7 – Lisa and Joseph Gallick

<p>20080616-5008 FERC PDF (Unofficial) 6/15/2008 11:09:09 PM</p> <p>205 Red Tail Circle Downingtown, Pa. 19335</p> <p>June 15, 2008</p> <p>Ms. Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 1st Street N.E. Washington, D.C. 20426</p> <p>Re: AES Sparrows Point Project Docket Nos. CP07-62 and CP07-63, Reroute Request</p> <p>Dear Ms. Bose:</p> <p>I am writing to you to respectfully request you ask AES Corp. to investigate an alternate reroute of section of the proposed Sparrows Point pipeline in Upper Uwchlan Township, Pa. We are enclosing for your perusal and ease of assessment detailed maps whereby we are suggesting serious consideration given to routes variations 12B, 12B-1 (HDD), and lastly route 12-B-2. These routes are more feasible than the currently suggested reroute of 12-A.</p> <p>Recent opposition to our request has come by the way of the Hankin Group, more specifically Mr. Richard Guarini. Mr. Guarini suggests that our proposed reroute will affect "undisturbed wetland, established woodland, existing residences and commercial building and youth athletic fields and several undeveloped lots in Eagleview that are zoned for commercial/office development."</p> <p>When reviewing closer Google Earth Images we see that many of the "undisturbed wetland and established woodland" have, in fact, currently been cleared for upcoming developments proposed by Hankin, more specifically an 80,000 square foot office/warehouse flex building currently planned for Lot 1. This recent information was obtained at the town Planning Commission Meeting minutes from May 5, 2008. This being said, future plans for currently proposed site are currently under way.</p> <p>While Hankin cites youth athletic field disturbances, it should be noted that such will be affected in both plans - the preferred route and the alternate re-route. As a result, this is a hollow argument for recommending their specific plan.</p> <p>Furthermore, under the proposed route, 14 homeowners will be affected. Within these families, approximately 24 children, once again, will be subjected to a dangerous environment and a lost summer of activities. We have just recently suffered through this disturbance once and no small amount of monetary compensation given to us would make this worth enduring again.</p>	<p>IN7-1 Thank you for the information. See updated section 3.3.3 for a discussion of route variations in this area.</p> <p>IN7-2 Please see response to comment IN7-1.</p> <p>IN7-3 Comment noted.</p> <p>IN7-4 Comment noted.</p>
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We strongly believe if AES looks at the plans mapped out for 12-B re-route, a reasonable compromise agreeable to all can be reached. Please revisit this request once again. See attached maps.

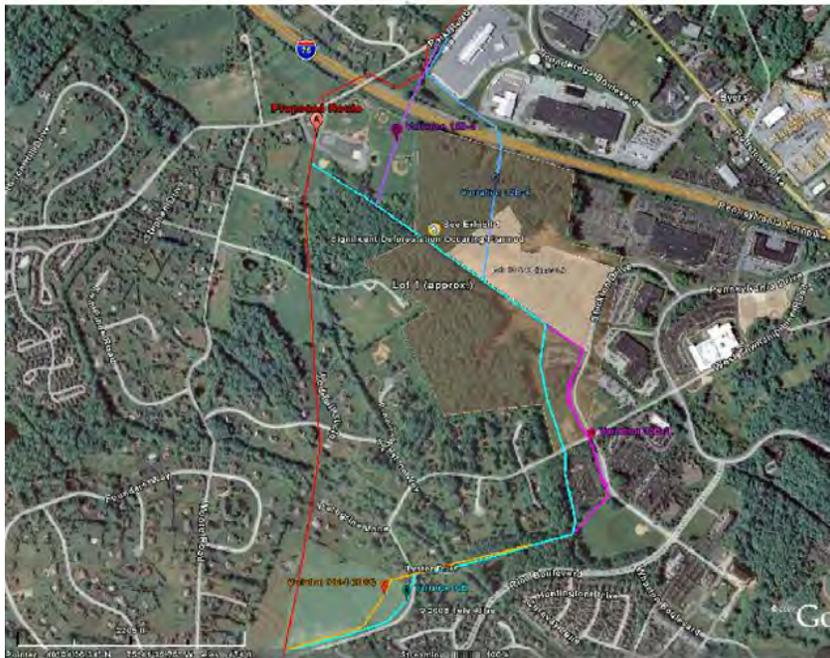
Thank you for your time and consideration.

Sincerely,

Lisa Gallick

Joseph Gallick

20080616-5008 PERC PDF (Unofficial) 6/15/2008 11:09:09 PM



IN8 – Joyce Engle

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20080616-5014 FERC PDF (Unofficial) 6/16/2008 9:42:53 AM

Comment of Joyce Engle in Docket(s)/Project(s) CP07-62-000, CP07-63-000, CP07-65-000
 Submission Date: 6/16/2008

No way! No way! No way! The LNG project is totally unacceptable. It is an unbelievable easy mark for terrorists and an environmental disaster that surpasses the Love Canal. I agree totally with Maryland state elected officials and the Coast Guard in fighting this project.

For the sake of our national security, stop this project! The bridge and shipping areas for Maryland are major terrorist opportunities. In addition, fly overs of existing pipe lines are scheduled and easily avoided by terrorists now and the addition of LNG pipe line is a sure threat to the area. How does anyone find it acceptable to construct this pipe line so close to homes, Beth Steel, Fallston schools, Franklin Square Hospital, and Essex Community College? The Coast Guard can NOT even escort these ships. How can we prevent a disaster along the route to port?

For the sake of the Chesapeake Bay, stop this project! It's bad enough that over development is killing the bay slowly. Now we're going to put the final nails in the coffin by allowing dredging of carcinogens to boot! There's no way this should even be considered much less allowed. Where in heavens name will all this crud go? Putting it in cement is ILLEGAL - COME ON - WHAT A TOTAL NIGHTMARE!!

PLEASE STOP THIS NOW!

IN8-1 Safety issues, including potential for terrorist attacks, related to the offshore, onshore, and pipeline components of the Project were considered during both the engineering review done by FERC staff and the U.S. Coast Guard's waterway suitability assessment process. The results of these reviews are provided in section 4.12.

IN8-2 Project construction and operation land use impacts are discussed in section 4.8.

IN8-3 Please see response to comment IN10-5.

IN8-4 See IN6-1.

IN8-5 FERC is required to review the applications for LNG terminals that are onshore or in state waters irrespective of location and number of applications received, approved or rejected.

IN8-6 All dredged material would be handled and disposed of in accordance with all applicable federal, state and local laws and regulations.

IN9 – Sheri Hipsley

20080616-5015 FERC PDF (Unofficial) 6/16/2008 9:49:38 AM

Comment of Sheri Hipsley in Docket(s)/Project(s) CP07-62-000
 Submission Date: 6/16/2008

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I would like to express my opposition to the proposed LNG facility that is to be located in Sparrows Point. As a member of this community, I am greatly concerned about the impact this facility will have on the quality of life enjoyed by the thousands of people located in the Dundalk/Sparrows Point area. Our bay is a treasure. We should be doing everything possible to protect the bay, not destroy it. The dredging of materials from the bottom of the Patapsco river will not only affect the river, it will affect the bay. I also believe the incoming ships and the facility will have a significant adverse impact on the commercial and recreational fisherman and boaters. There are a significant amount of commercial fisherman in this area and this facility will directly affect their income. When the ships arrive, these fisherman will not be allowed to fish the areas they are accustomed to fishing. Will AES provide financial support to the families affected by this? Probably not. This facility will not benefit the citizens of Dundalk/Sparrows Point or the citizens of Maryland at all. Why should the we accept all of the risk and none of the benefits.

I would also like to express my concern on the value of property in the affected areas. As a local Realtor, I have heard several families say they would relocate if this plant were placed here. They will have to sell their homes and who would want to buy a home located close to these plants. The prices will have to be reduced to be able to sell the homes if they will be able to be sold at all. With the instability of the current housing market, this area does not need this type of negative impact. I believe it will directly affect the prices of homes in the surrounding areas. The Dundalk/Sparrows Point area is just beginning to realize home prices similar to the surrounding areas. We do not need to move backwards....we need to move forward.

If this facility is benefiting the citizens of Pennsylvania, please....let them assume the adverse risks and impacts.

IN9-1 Section 4.9 of the FEIS describes anticipated project impacts to social and economic values in the Project area.

IN9-2 Please see response to comment IN6-1.

IN9-3 Sections 4.8.4.1 and 4.9.4.2 of the FEIS contain discussions on potential impacts to commercial and recreational fishing, shipping and boating.

IN9-4 Table 4.9.1-4 in the FEIS estimates permanent employment associated with the operation of the LNG terminal, power plant and pipeline. Estimated tax revenue from construction and operation of the Project are summarized in table 4.9.6-1 of the FEIS. As noted in section 1.2 of the FEIS, the Project would provide additional natural gas supply to meet the needs of Maryland and the mid-Atlantic region.

IN9-5 Property values are discussed in section 4.9.5 of the FEIS.

<p>20080616-5027 FERC PDF (Unofficial) 6/16/2008 10:50:51 AM</p> <p style="text-align: center;">June 15, 2008</p> <p>TO: Ms. Bose, Secretary Gas Group 2, PJ 11.2</p> <p>RE: LNG Project Meeting Aftermath (CP07-62-000 through CP07-65-000)</p> <p>I attended the last FERC-hosted public hearing in Edgewood during the evening of June 12th regarding the draft environmental impact statement for the proposed liquefied natural gas import terminal and pipeline which is planned to run about 88 miles from Sparrows Point in Baltimore on up through Baltimore, Harford and Cecil Counties into Eagle, PA.</p> <p>I had planned to speak, but not being conversant or informed enough about the subject wisely decided not to do so. My question would have been not on the Draft EIS, but rather 'Why is AES Sparrows Point LNG LLC wanting to take the proposed route when Philadelphia is just slightly east of Eagle and is listed as a potential site?' on the FERC website. Seems the current proposal would be more costly in dollars and time than the more direct approach.</p> <p>After listening to just the first three or four citizens speak, I realized how little most folks here knew about the topic. The speakers had absolutely done their homework and knew what was involved and about the hazards of such a project in that locale. One wonders why the Corps of Engineers and the Federal Energy Regulatory Commission would even consider this area for a terminal and pipeline for such a facility, and particularly when there is no benefit to this state. As it was mentioned that the citizens from PA didn't want it either, one wonders why the pipeline at all. It seems the energy providers and certain Government agencies all use the hue and cry about high costs of energy, but don't care to explore other avenues that are less detrimental to our health and the environment. The general impression is, as usual, that it's all about the money and cheap politics.</p> <p>The project is estimated to take 4 years and extend 88 miles through historical, populated and environmentally sensitive areas. The gas would be shipped in from several foreign countries into the Baltimore port. Apparently the USCG would be unable to provide sufficient security and security is questionable for the entire facility operations in general. This project is presumably to be carried out by a company that is said to be in financial disarray and horribly in debt. They would be dredging the waters around the old Bethlehem Steel plant (nastily contaminated after decades of factory operations), stirring up countless toxins. The sludge from the dredging would be sent out by trucks (by the hundreds or even more) or by rail to some place undetermined and then dumped. Where would that be legal today? Whoever would be stuck with that mess? Here, meanwhile, already very poor marine life and water quality conditions would significantly worsen, adding to the health risks of the population and the very economy of this region, the Chesapeake Bay and the State of Maryland. Actually, this ill-conceived project could very well have a negative impact on any states bordering the Bay as well.</p> <p>Although I did not stay after the 9:00 p.m. break, I heard no one speak favorably regarding the project. Aside from the negative environmental impacts, property loss and devaluations, and high probability of potential dangers to wells and watersheds just by the pipeline itself, the comments regarding health and environmental impacts that would be incurred by dredging operations at Sparrows Point were especially ominous.</p>	<p>IN10-1 We are required to review the Project as proposed by the applicant. We also look at alternatives to the proposal.</p> <p>IN10-2 FERC is required to review the applications for construction and operation of LNG import facilities and interstate natural gas transmission facilities irrespective of location and number of applications received, approved or rejected. The proposed action before FERC is to consider issuing to AES a Section 3 authorization for an LNG import facility in Baltimore County, Maryland and issuing to Mid-Atlantic Express a Section 7 Certificate for a new 88-mile, 30-inch diameter interstate natural gas pipeline. AES and Mid-Atlantic Express have applied concurrently to the COE for an Individual Permit pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899 for dredging and structures in and under navigable water of the United States and the discharge of dredged, excavated and/or fill material into waters of the United States, including jurisdictional wetlands.</p> <p>Please see response to comment IN9-4.</p> <p>IN10-3 Section 3 of the FEIS contains the alternative analyses completed for the Project including other alternative energy sources, LNG Terminal alternatives and pipeline alternatives (system alternatives, major route alternatives and route variations).</p> <p>IN10-4 An environmental analysis was completed for the Project by FERC and is contained in section 4 of the FEIS and includes discussions on historical, populated and environmentally sensitive areas.</p>
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<p>20080616-5027 FERC PDF (Unofficial) 6/16/2008 10:50:51 AM</p> <p>I hope the elected state officials and citizens of Baltimore and Harford as well as those in Pennsylvania support the citizens who took the time and trouble to speak for all of us and provided the knowledge based on their research and personal experience as to where the skeletons lie. While the proposed pipeline does not encroach on my property, it does on my friends and their family members in this county and they need our support in stopping this foolhardy project.</p> <p>I therefore urge the FERC to reject or, at the very least, reconsider this project as I cannot believe it to be in the best interests of the public. I also cannot believe that eminent domain can or should be used against the public for private gain or the need to negatively impact 88 miles of various types of terrain for private profit.</p> <p>My other concerns and questions are: If, as it was stated several times, the AES Swallows Point LLC company is in financial difficulties, how are they to proceed? I am not so sure that AES even has a valid plan to deal with the problems they would incur. Is this going to be a case of an extremely sensitive project being initiated, then corners cut or perhaps even that the project could be abandoned? Who is the beneficiary of this project? Who will absolutely guarantee the public's health and safety both now and in the future regarding this project? Who will absolutely guarantee the environmental health and safety of our waters and the Chesapeake Bay regarding this project? If there are other LNG pipelines that supply the local area, what is to be gained with this project? Also, if the "potential" project is located almost 30 miles closer to the target area (Eagle, PA), why the need to run through Maryland at all? For that matter, is there a real benefit to Pennsylvania?</p> <p>I would hope that every time such a proposal comes before the FERC that every local, state and Federal agency possible be informed and comments solicited. All sources of information should be thoroughly researched before any such project requests are considered. I have the feeling that this was not the case here.</p> <p>This issue is way too important as the Chesapeake Bay is a substantial economic factor in Maryland both in the seafood industry and as a draw for tourism. The Bay's health is in dire need of repair as special interests and careless politicians have not heeded past warnings. Approval of this project could be the final step in its demise.</p> <p>As several members of the public had a better grasp of the subject and had more in-depth intimate knowledge regarding the proposed Baltimore site than the agencies who should have known more, this is yet another case for a requirement to notify and solicit the public for input from the get-go. Is this going to be yet another case of decisions having been made before involving the public? Were the public hearings just another check mark on the Federal requirements list and nothing more?</p> <p>I would very much appreciate a response to my many questions.</p> <p>Thank you,</p> <p>Judy Rose 1215 Old Mountain Rd S. Joppa, MD 21085</p> <p>- 2 -</p>	<p>IN10-5 As stated in section 4.12.5.5, the Coast Guard has preliminarily determined the measures necessary to responsibly manage LNG carrier operations in the waterway. Unless the required measures to ensure safe and secure operations were in place and serving their intended purpose, neither the Commission nor the Coast Guard would allow operation of the proposed facility.</p> <p>IN10-6 AES and Mid-Atlantic Express' financials are beyond the scope of this FEIS.</p> <p>IN10-7 Please see response to comment IN6-1 and IN8-4.</p> <p>IN10-8 Section 4 details potential impacts to resource topics of concern to the commenter and required mitigation measures for the Project.</p> <p>IN10-9 The FERC would consider the findings in this FEIS in its determination of whether the Project should be approved. A final approval would only be granted if, after consideration of both environmental and non-environmental issues, the FERC finds that the proposed Project is in the public interest. Eminent domain may be used per Section 7(h) of the NGA if a negotiated agreement on the easement cannot be reached.</p> <p>IN10-10 Please see response to comment IN10-6.</p>
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	<p>IN10-11 AES would have to adhere to all applicable federal, state, and local regulations and standards, as well as any conditions that may be attached to the FERC Certificate and other agency permits and approvals if approved/issued.</p> <p>FERC would implement and manage a third-party Environmental Compliance Monitoring and Reporting Program. See section 2.5 of the FEIS for additional information on environmental compliance, inspection and mitigation monitoring. Additionally, other federal and state agencies may also conduct oversight and inspection as they deem necessary. After construction is completed, the FERC would continue to conduct oversight inspection and monitoring of the Project.</p> <p>The FERC is responsible for reviewing any request for the abandonment of interstate natural gas pipelines (including the Mid-Atlantic Express pipeline). Such a request would be subject to a separate environmental review.</p> <p>IN10-12 The purpose of the Project would be to provide natural gas supplies to the Mid-Atlantic/South-Atlantic region to meet the increasing energy demands in this region of the United States. While it is true that the applicants have not identified specific customers in Maryland, the Mid-Atlantic pipeline would supply existing pipelines which have delivery points throughout the south and Mid-Atlantic states and the Northeast. The natural gas added to the U.S. pipeline system from the proposed AES LNG Terminal is a beneficial supply enhancement to all served by that system including customers in Maryland, and is a desirable diversification and supplement to our Nation's energy supply. Socio-economic impacts are discussed in section 4.9.</p>
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	<p>IN10-13 As stated in section 4.12, the FERC, Coast Guard, and DOT share regulatory authority over the siting, design, construction and operation of LNG import terminals. All three agencies work in coordination to ensure safety and security issues are addressed.</p> <p>IN10-14 Section 1.2 of the FEIS contains a discussion on project Purpose and Need. Analyses of LNG Terminal Alternatives and Mid-Atlantic Express Pipeline Alternatives are contained in sections 3.2 and 3.3, respectively.</p> <p>IN10-15 Please see response to comment IN10-14.</p> <p>IN10-16 In May 2006, FERC issued a NOI for the Project, which marked the start of the period for stakeholders to prepare written comments on the Project for consideration and inclusion in the EIS. The NOI was sent to 2,750 interested parties, including federal, state and local officials; agency representatives; conservation organizations; residents within 0.5 mile of the proposed LNG terminal; Native American Tribes; property owners along the proposed pipeline route, and local libraries and newspapers. FERC received over 500 comments on the Project which were considered in the preparation of the DEIS. Written and oral comments on the DEIS were sought from federal, state, and local agencies and officials; public interest groups; organizations and companies; individuals and affected landowners and parties to this proceeding. The complete distribution list for the DEIS can be found in appendix A of the DEIS available at http://elibrary.ferc.gov (Docket #CP07-62, CP07-63, CP07-64 and CP07-65). All written and oral comments received on the DEIS during the public</p>
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	<p>IN10-16 (Cont.)</p> <p>comment period were considered and evaluated in the preparation of this FEIS. Notification and public involvement activities are further discussed in section 1.5.</p> <p>The draft and final EIS efforts were undertaken with the participation and assistance of the Coast Guard, COE, EPA, and PDCNR. The FERC as the lead federal agency prepared a DEIS and this FEIS in compliance with the requirements of NEPA, the CEQ regulations for implementing NEPA, and the FERC’s regulations implementing NEPA.</p> <p>IN10-17</p> <p>Sections 4.8.4.1 and 4.9.4.2 of the FEIS contain discussions on potential impacts to commercial and recreational boating and fishing.</p> <p>Section 4.3.2.1 of the FEIS contains a summary of each watershed encountered by the Project and any impairments to the watersheds. Section 4.3.2.4 contains discussions on sediment sampling and analyses, and fate and transport of contaminants in the marine environment. Section 4.3.2.5 contains a discussion on project dredging and summarizes potential surface water resources impacts and mitigation. AES and Mid-Atlantic have applied to the COE for an Individual permit for proposed dredging and structures in and under navigable waters of the United States and the discharge of dredged, excavated, and/or fill material into the waters of the United States, including jurisdictional wetlands. The decision whether to issue the Individual COE permit would be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed Project on the public interest. AES would have to adhere to all applicable federal, state and local standards as well as any conditions that may be</p>
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	<p>IN10-17 (Cont.) attached to the FERC Certificate and other agency permits and approvals if approved/issued. Potential impacts to surface water resulting from the LNG terminal operations are discussed in section 4.3.2.6.</p> <p>IN10-18 Please see response to comment IN10-16. In an attempt to reach all interested parties, we sent notices to local, county, and state governments, elected officials, libraries, and newspapers in hopes that these groups would notify the general population.</p>
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IN11 – Marsha A. Dalton

IN11-1
through
IN11-6

20080616-5039 FERC PDF (Unofficial) 6/16/2008 12:44:12 PM

Comment of Marsha A. Dalton in Docket(s)/Project(s) CP07-62-000
Submission Date: 6/16/2008

Dear Sir or Madam,
I am writing in regard to the proposed LNG facility at Sparrows Point, Maryland. I am vehemently against this project for the following reasons:

1. Safety issues during transportation.
2. Threat of terrorist.
3. Environmental issues in regard to the necessary dredging.
4. Environmental issues and decreases in property values with the construction of the pipeline.
5. Decrease in property values for the community surrounding the facility.
6. Construction of a plant, which involves so many serious issues for the State of Maryland, which will in no way benefit Maryland residents.

Thank you for your consideration.
Sincerely,
Marsha A. Dalton

- IN11-1 Please see response to comment IN8-1.
- IN11-2 Please see response to comment IN8-1.
- IN11-3 Please see response to comment IN6-1.
- IN11-4 Section 4 details potential impacts to environmental resources and required mitigation measures. Section 4.9.5 contains discussions on potential impacts to property values near the LNG terminal and along the pipeline right-of-way.
- IN11-5 Please see response to comment IN11-4.
- IN11-6 Please see response to comment IN9-4.

IN12 – Richard J. and Victoria S. Channell

20080616-5038 FERC PDF (Unofficial) 6/16/2008 11:36:25 AM

203 Red Tail Circle
Downingtown, PA 19335

June 16, 2008

Ms. Kimberly Bose, Secretary
Federal Energy Regulatory Commission
888 1st Street N.E.
Washington, D.C. 20426

Re: AES Sparrows Point Project
Docket Nos. CP07-62 CP07-63, CP07-64, CP07-65

Dear Ms. Bose:

We are writing in response to the DEIS Sparrows Point LNG Terminal and Pipeline Project published in April 2008. We reside along the currently proposed route in the Hunter's Ridge neighborhood in Upper Uwchlan Township, Pennsylvania. We realize that there are vast concerns on many levels about this project, which may result in its denial. However, if this project is ultimately approved, the following comments readdress our specific situation.

On November 28, 2007, we issued a letter to you describing our dealings thus far with AES. We requested that you require AES to perform further analysis on discussed variations that would eliminate newly invasive easements on 14 residential properties where homes are located within an unsafe proximity to the proposed pipeline. We thank you for directing AES to do so in the DEIS. This letter further details the route variations that have been discussed in order to provide you more comprehensive information to make recommendations and decisions regarding the location of the pipeline in this area.

IN12-1

First, let us explain that the variation we discussed with AES as of November 2006 consists primarily of 12A expanded to 12B as noted in Figure 3.3.3-11 of the DEIS. At a November 2006 meeting with AES and Upper Uwchlan Township, we quickly moved from the township's initial rendering of strictly 12A, to the expanded 12B in order to reduce impacts to residential properties, reduce the number of sharp bends, utilize an existing easement for a large portion, and minimize deforestation. The resulting route variation 12B was created and presented in a rendering by AES in a meeting on November 1, 2007, after what appeared to be much foot dragging on the part of AES. We strongly believe that this variation, with additional modifications to accommodate The Hankin Group's planned land development and further reduce residential and environmental impacts, is the optimal route.

IN12-1

Comment noted.

IN12-2

Page 3-66 of the DEIS states "...clearing has occurred near the start of Variation 12b. Since we do not know the status of the property adjacent to Variation 12b we do not recommend it." We respectfully request that Variation 12B not be removed from consideration, but instead, be strongly considered and analyzed as the preferred route for the following reasons:

IN12-2

Section 3.3.3 has been updated to reflect additional information obtained and the route variations considered and evaluated. See section 3.3.3 for a discussion of route variation 12B.

IN12-3

- The Hankin Group development plans of the area in question are well underway, and will eliminate the vast majority of the forested area surrounding Variation 12B. Refer to Eagleview's Master Plan (Exhibit 1) taken from The Hankin Group's website, onto which we have superimposed Variation 12B. Variation 12B incorporates the beginning portion of 12A as documented in the DEIS.

IN12-3

Section 3.3.3 has been updated to reflect new information obtained/provided for route variation 12B.

IN12-4

There is far less direct and indirect impact to residential property owners as compared to the Proposed Route or solely Variation 12A. If 12A is followed, it will require a significant amount of forested area

IN12-4

See section 3.3.3 *Route* for a discussion of variations considered and a comparison of the proposed route and the variations considered.

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Page 1 of 10

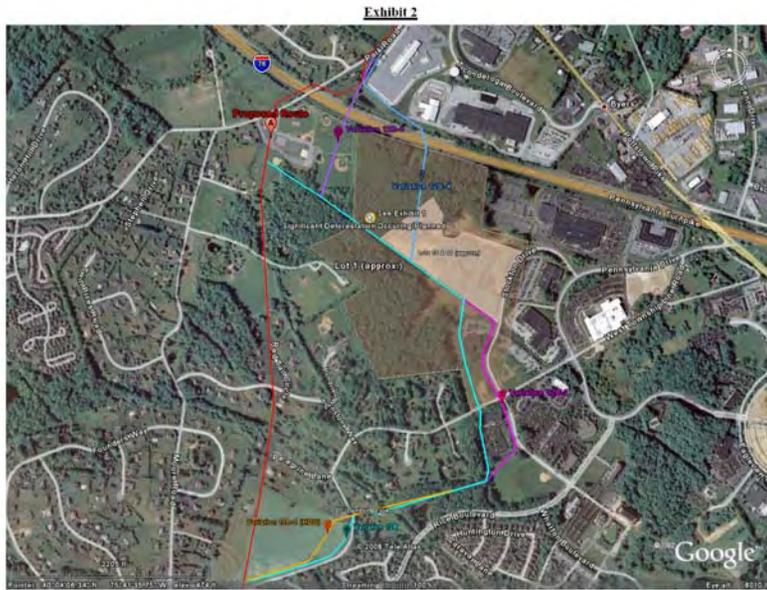
IN12 – Richard J. and Victoria S. Channell

<p>20080616-5038 FERC PDF (Unofficial) 6/16/2008 11:36:25 AM</p>	
IN12-5	<p>↑ that borders the residential properties to be removed (approximately .57 miles) in addition to creating several sharp bends, which AES states negatively impacts pipeline operation.</p> <ul style="list-style-type: none"> The Eagleview Master Plan is in various stages of build-out, with Lots 10 and 11 being actively developed, and Lot 1 having received preliminary approval by the Upper Uwchlan Township planning commission. The currently proposed building on Lot 1 lies below the Sunoco easement on the exhibit, also the uppermost portion of Variation 12B. This building does not appear on the Master Plan in Exhibit 1. Please refer to Exhibits 2, 6, and 7 for further information regarding the current status of development in this section.
IN12-6	<ul style="list-style-type: none"> Variation 12B has a total length increase of approximately .57 miles when compared to the Proposed Route; however, .52 miles runs adjacent to the existing Sunoco right-of-way. The addition of an AES pipeline running parallel to the Sunoco easement is certainly feasible and logical. The Sunoco easement runs between Eagleview Lots 10/11 and Lot 1, and is depicted in Exhibits 6 and 7.
IN12-7	<ul style="list-style-type: none"> Variation 12B reduces the affected residential area by at least .54 miles (12B having a maximum of .11 miles versus the Proposed Route of .65 miles). Variation 12B eliminates direct significant impact to 14 residential properties that were greatly impacted by the recent Columbia pipeline expansion project. The fact that people's homes are approximately 50 feet from the proposed construction area is a major safety issue. We encountered numerous real-life safety problems with the Columbia expansion project, and know that issues will arise with another pipeline installation, regardless of the many governmental standards that are in place.
IN12-8	<ul style="list-style-type: none"> Impacting commercial/office property is definitely preferential to residential properties since office workers are only physically present for a small portion of the day.
IN12-9	<ul style="list-style-type: none"> Variation 12B offers substantial room on the Eagleview property to incorporate route modifications so as to avoid possible wetland crossings.
IN12-10	<ul style="list-style-type: none"> The stream crossed in Variation 12B is the same as that in the Proposed Route. However, with the Proposed Route, 4 existing pipelines already precariously converge at that stream crossing (2 Columbia, TEPPCO, and Buckeye). A very steep slope begins near that location as well. The crossing within Variation 12B does not have those complicating factors.
IN12-11	<ul style="list-style-type: none"> The agricultural area noted in the DEIS (table 3.3.3-20) is owned by Upper Uwchlan Township, its primary use being for a community septic system which would not be affected by Variation 12B. This property is crossed with the Proposed Route as well as Variation 12B. Our depiction of Variation 12B (Exhibit 2) on that property runs near West Township Line Road and reduces total impacted length from the DEIS rendering (figure 3.3.3-11) to the point that the difference between the two routes is negligible.
IN12-12	<ul style="list-style-type: none"> The Hankin Group was presented a rendering by AES that was very different from that shown and discussed with Hunter's Ridge residents. That proposed variation crosses the Eagleview property with little regard to The Hankin Group's future development plans, and never once follows the existing Sunoco easement. The Hankin Group's concerns may have been reduced if the rendering that AES had discussed with Hunter's Ridge residents were presented, and alternatives thoroughly discussed.
IN12-13	<p>We have created several proposed modifications to Variation 12B to address possible concerns by the FERC, AES, The Hankin Group, and Lyndon Drive residents. We believe that the renderings clearly show that the pipeline can be rerouted within Eagleview with significantly less impact overall.</p>
IN12-14	<p>Exhibit Explanations:</p> <ul style="list-style-type: none"> Exhibit 1 – Eagleview Master Plan, per The Hankin Group's website, with Variation 12B superimposed. Exhibit 2 – High-level overview of Proposed Route in comparison to Variation 12B along with additional modifications to 12B. Also noted is the large area of deforestation being done by The Hankin Group to allow for the newly planned/developed commercial buildings.
IN12-15	<p>Docket Nos. CP07-62 CP07-63, CP07-64, CP07-65 Page 2 of 10</p>
IN12-5	<p>IN12-5 Thank you for providing the attached information. Section 3.3.3 has been updated to reflect new information obtained.</p>
IN12-6	<p>IN12-6 Please see response to comment IN12-5.</p>
IN12-7	<p>IN12-7 Please see response to comment IN12-5.</p>
IN12-8	<p>IN12-8 Comment noted.</p>
IN12-9	<p>IN12-9 Comment noted.</p>
IN12-10	<p>IN12-10 See section 3.3.3 for a discussion of these route variations.</p>
IN12-11	<p>IN12-11 See section 3.3.3 for a discussion of these route variations.</p>
IN12-12	<p>IN12-12 Comment noted.</p>
IN12-13	<p>IN12-13 FERC has considered these modifications to route variation 12B. Section 3.3.3 has been updated to include these proposed modifications.</p>
IN12-14	<p>IN12-14 Thank you for providing the attached information.</p>
IN12-15	<p>IN12-15 Thank you for providing the attached information. Section 3.3.3 has been updated to reflect new information obtained.</p>

IN12 – Richard J. and Victoria S. Channell

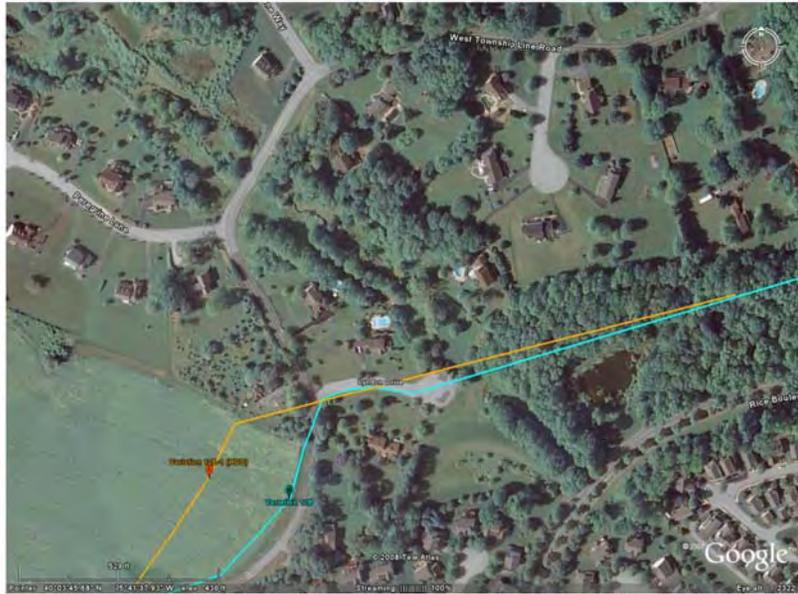
<p>20080616-5038 FERC PDF (Unofficial) 6/16/2008 11:36:25 AM</p> <ul style="list-style-type: none"> • Exhibit 3 – Magnified view of Lyndon Drive crossing, providing 2 options for minimizing impact to residential properties. Variation 12B proposes installation under the street to avoid individual properties. We believe this option should be considered because the street only services 2 properties, and in our opinion, can be treated as a driveway. Alternatively, Variation 12B-1 provides for horizontal directional drilling (HDD) under the properties and along the major portion of the forested area in that section. This was one positive item included in the rendering AES presented to The Hankin Group in their meetings. Obviously, this reduces residential impacts during pipeline construction as well as minimizes deforestation in that area. • Exhibit 4 – Magnified view of Stockton Drive section showing Variation 12B running along the far edge of the parking lot so as not to require removal of buffering trees between corporate buildings and residences. Variation 12B-2 moves the pipeline to the opposite side of the corporate building and follows beside Stockton Drive until joining the existing Sunoco pipeline easement. • Exhibit 5 – Magnified view of Variation 12B-3 and Variation 12B-4 depicting two feasible alternative crossings of the PA Turnpike. Both variations require very minimal tree removal (referencing Exhibit 1), eliminate the sharp bends in the currently Proposed Route just beyond its turnpike crossing, and eliminate the crossing and re-crossing of Park Road in that same area. These variations also take into consideration future development for parcel 1263, which is in the plan approval phase with Upper Uwchlan Township to construct a commercial building at, or very close to, the currently Proposed Route. Both variations could either reconnect to the Proposed Route at mile marker 85.3, thus avoiding 2 additional residential properties, or extend across Park Road and connect near mile marker 85.4, thus avoiding 4 additional residential properties. Variation 12B-4 also allows for an alternative path within the Eagleview property, running behind the Lot 11 buildings as well as the L-shaped building specified in the upper left corner of the Eagleview Master Plan (Exhibit 1), which has not yet been brought before the township. • Exhibit 6 – Eagleview Proposed Commercial Development Plan for Lot 1, last revised May 9, 2008. Existing Sunoco easement noted in center of page running beside new Sierra Drive cul-de-sac. • Exhibit 7 – Eagleview Final Approved Land Development Plans for Lots 10 and 11. Existing Sunoco easement noted in center of page running along perimeter of Lots 10 and 11, and beside new Sierra Drive cul-de-sac. <p>As you will see by the exhibits, many permutations exist for possible variations, of which AES has done very little to investigate. We are confident that a suitable route can be determined that minimizes impacts on residential properties, forested area, wetlands, pipeline hydraulics, and current/future development plans for The Hankin Group. Please further direct AES to determine such a route, rather than simply following the directive contained in the DEIS that only recommends Variation 12A analysis, which is a long way from the most desirable alternative.</p> <p>Thank you for your continued oversight of this project to ensure that an acceptable route is determined.</p> <p>Sincerely,</p> <p>Richard J. Channell Victoria S. Channell</p> <p>cc: Kent Morton, AES (via email) John Roughan, Upper Uwchlan Township Manager (via email) David Leh, Upper Uwchlan Township Engineer (via email)</p> <p style="text-align: right;">Docket Nos. CP07-62 CP07-63, CP07-64, CP07-65 Page 3 of 10</p>	<p>IN12-16 FERC has considered these modifications to route variation 12B. Section 3.3.3 has been updated to include these proposed modifications.</p> <p>IN12-17 FERC has considered these modifications to route variation 12B. Section 3.3.3 has been updated to include these proposed modifications.</p> <p>IN12-18 FERC has considered these modifications to route variation 12B. Section 3.3.3 has been updated to include these proposed modifications.</p> <p>IN12-19 Thank you for the information.</p> <p>IN12-20 Thank you for the information.</p> <p>IN12-21 Thank you for your comment and information.</p>
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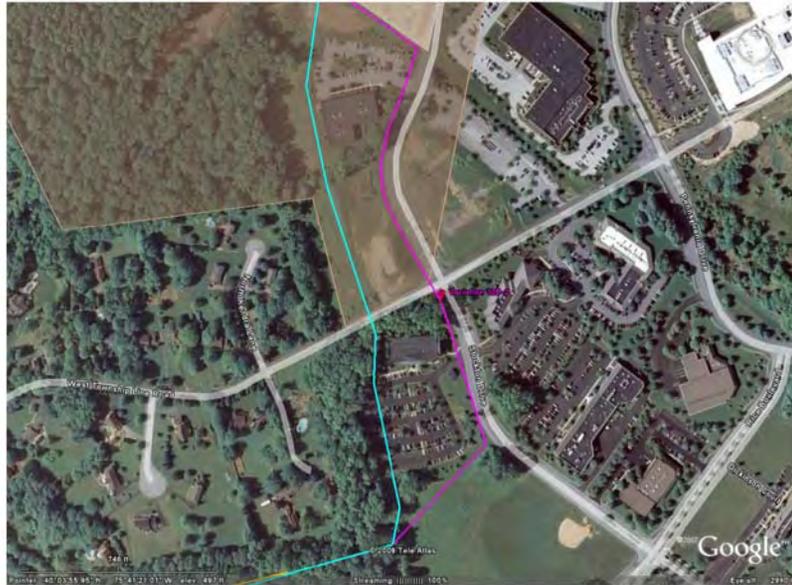
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Exhibit 3



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Exhibit 4



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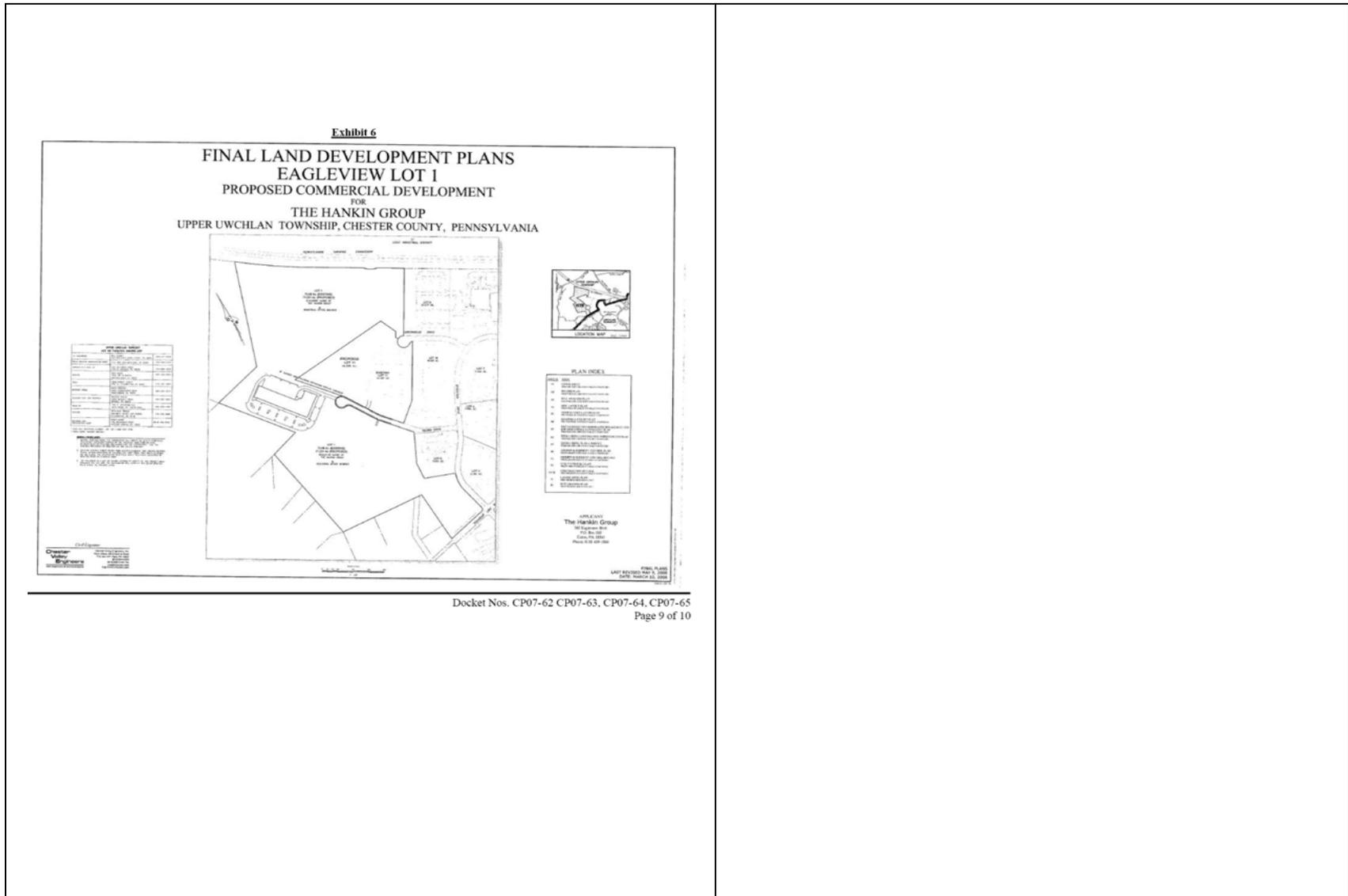
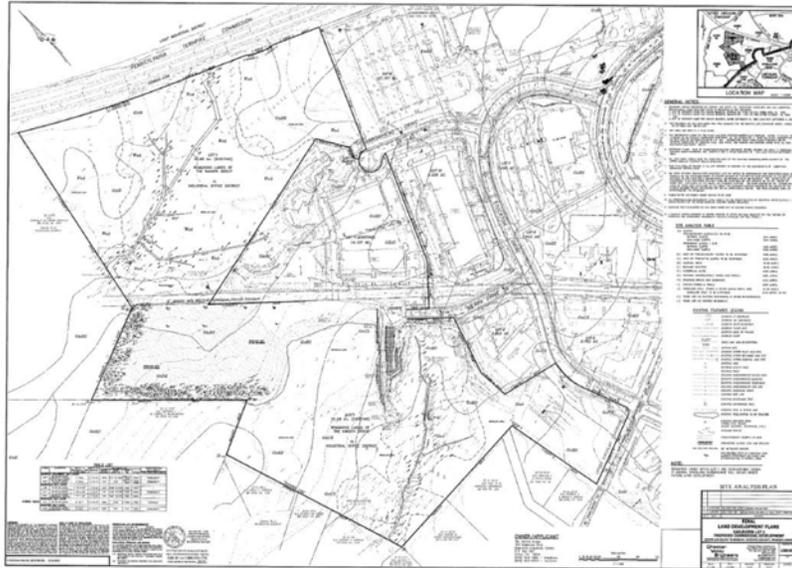


Exhibit 7



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IN13 - James B. Bullitt, III and Susan T. Barrett-Bullitt

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TELEPHONE 717-548-3898/3666
 EMAIL JBULLITT@PA.NET
20080616

JAMES B. BULLITT, III
 SUSAN T. BARRETT-BULLITT
 231 BRABSON ROAD
 NOTTINGHAM, PA 19362-9010

10 June 2008

KIMBERLY D. BOSE
 FEDERAL ENERGY REGULATORY COMMISSION
 888 FIRST STREET NE, RM 1A
 WASHINGTON DC 20426

RE: DOCKET NUMBERS CP07 62-000
 CP07 63-000
 CP07 64-000
 CP07 65-000

Attention: MS. Bose:

We wish to comment on the proposed Mid Atlantic Express, LLC. Pipeline.

It is not conceivable that a project of this magnitude will not degrade the environment and the esthetic values of the communities impacted, as well as the citizens' use and enjoyment of their properties.

No matter how Mid-Atlantic Express "mitigates" the damages the area will never be the same.

Concerning the property that we own:

1. The property is in a historic district and the proposed pipeline comes between two of the 18th century homes (the exact location has never been shown us) and will create an open area from a forested one.
2. The proposed pipeline goes through the remains of the old millpond.
3. The pipeline goes very close to the stone remains of the old dam abutments.
4. All of the above and the adjacent land, are potential historic archeological sites. These, in addition to the residences and properties listed in the attachment "Kirks"

IN13-1
 IN13-2
 IN13-3
 IN13-4
 IN13-5
 IN13-6

IN13-1 The purpose of the EIS is to document the environmental impacts of the proposed Project.

IN13-2 Please see response to comment IN13-1.

IN13-3 See section 3.3 and section 3.10 regarding consideration of route variations and ongoing consultation to avoid and minimize possible impacts to the Kirks Mill Historic District.

IN13-4 Comment noted. Please see response to comment IN13-3.

IN13-5 Comment noted. Please see response to comment IN13-3.

IN13-6 See discussion in section 3.3 and section 4.10 regarding consideration of route variation and ongoing consultation to avoid and minimize possible impacts to the Kirks Mill Historic District.

<p>20080616-5047 FERC PDF (Unofficial) 6/16/2008 1:27:32 PM</p> <p>↑ <u>Mill Historic District and Plans for the Mid-Atlantic Express Gas Pipeline</u>, are in an area defined as historic district (according page 4-193 of the DEIS); and the pipeline runs for 5500 feet through the historic district.</p> <p>IN13-7 5. There are foundations of another mill on the property and the mill race for that mill, which items should be mentioned as an historical archeological feature.</p> <p>IN13-8 a. There is a need to define the pipeline within this one-mile district and identify its location more clearly than has been displayed in the material supplied to the landowners.</p> <p>IN13-9 It does not appear that appropriate investigation of this area has been accomplished.</p> <p>IN13-10 The historic area should be avoided by routing the pipeline east of the Octoraro or by following electric company power line right of ways. This would have the added benefit of not crossing several "high Quality" waterways, notably Reynolds Run and its "unnamed tributaries"</p> <p>IN13-11 The property at 231 Brabson Road is in "clean and Green" (act 319) as a wood lot, which we are attempting to develop into a hardwood producing property. Fifty-year-old walnuts and oaks can not be replaced and new ones can not be propagated on the right of way.</p> <p>IN13-12 There are steep slopes on the mapped route, which also have several springs. Destruction of the springs may harm the water supply for adjacent properties.</p> <p>IN13-13 Mid Atlantic has not provided us with timely and readable information.</p> <p>IN13-14 1. None of the maps are in a scale that permits us to determine the exact location of the proposed route. Each new communication has different descriptions of the route.</p> <p>IN13-15 2. Mid Atlantic has entered our property without informing us that they were here. (We specifically had requested that we be informed at any time some one was on our property.)</p> <p>3. Mid Atlantic claims there are no wetlands. This should be investigated further as the</p> <p style="text-align: center;">2</p> <p>↓</p>	<p>IN13-7 Comment noted. See IN13-3.</p> <p>IN13-8 Comment noted.</p> <p>IN13-9 Comment noted.</p> <p>IN13-10 We considered, but did not recommend a route variation that would reroute the pipeline east of the Octoraro by following the existing electric transmission line right-of-way around the Kirks Mill Historic District. An analysis of this route variation is contained in section 3.3.3.</p> <p>IN13-11 See section 4.8.1.3.</p> <p>IN13-12 Potential impacts on groundwater and water supply are discussed in section 4.3.1.1. Based on field surveys completed by Mid-Atlantic Express and the USGS National Hydrography Dataset (USGS, 2000), no springs occur within 150 feet of the proposed construction right-of-way. However, FERC staff recommended that prior to construction, Mid-Atlantic Express file with the Secretary the locations by milepost of all springs identified within 150 feet of construction areas. If springs are identified that construction activity could impact, Mid-Atlantic Express would treat the spring as a waterbody and avoid or minimize impacts by following its Procedures, which would include such measures as maintaining water flow and installing erosion control devices, equipment bridges and culverts, as appropriate. In addition, the installation of trench plugs would prevent water from migrating along the pipeline.</p>
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↑
above mentioned millpond appears to be wetlands.

The lack of communication from Mid-Atlantic Express leads us to question the validity of their conclusions and surveys. Blue-eyed grass has been identified on our property several years ago. Whether it was the specific variety on the list is unknown to us at this time, however, Mid-Atlantic Express did not mention the possibility when they asked for permission to survey for endangered species.

We would like copies of all their surveys, cultural, biological, waterway, wetlands, etc. as they pertain to our land, so that we may review their findings. Some of these surveys are noted in the

DEIS as needing to be completed. We request this DEIS not be accepted until all requirements have been met; and that it be re-submitted for public comment only when all surveys are complete.

We would like to KNOW the proposed route so that we can help FERC and Mid-Atlantic Express make informed decisions.

Respectfully,

James B. Bullitt
Susan Barrett-Bullitt

Cc: Sen. Arlen Specter
Sen. Robert Casey
Rep. Joseph R. Pitts
Rep. Bryan Cutler
Sen. Gibson E Armstrong

IN13-16

IN13-17

IN13-18

IN13-19

IN13-13

We agree that appropriate communication is extremely important. Mid-Atlantic Express is required to consult with agencies and individuals regarding pipeline location and potential impacts on specific properties in order to negotiate easement agreements.

IN13-14

FERC requires Mid-Atlantic Express to obtain permission and coordinate with landowners for site access. We have discussed this issue with Mid-Atlantic Express. If someone is on your property without your permission or legal document, it is within your right to contact local authorities.

IN13-15

Wetlands and open water delineations are discussed in section 4.4. Mid-Atlantic Express has identified all wetlands and open waters along the pipeline route.

IN13-16

Section 4.7 addresses threatened, endangered and other special status species. As noted in table 4.7-2, Eastern Blue-eye Grass (*Sisyrinchium atlanticum*) is an endangered species in Pennsylvania. In accordance with PDCNR's request, a survey for Eastern Blue-eyed Grass was completed in May and June 2008. This species was not found within the Project right-of-way.

IN13-17

All publicly available information is contained on the FERC docket, available at <http://elibrary.ferc.gov> (Docket #CP07-62, CP07-63, CP07-64 and CP07-65). Please contact Mid-Atlantic Express directly for information specific to your property.

Kirks Mill Historic District and Plans for the Mid-Atlantic Express Gas Pipeline

Conclusion:

The route of the Mid-Atlantic-Express' natural gas pipeline must be far enough away from the Kirks Mill National and State Historic District to prevent pipeline malfunction from endangering houses in the area. The houses in the Kirks Mill Historic District are an irreplaceable part of the cultural environment.

Danger Posed by the Pipeline:

Three alternative routes for the pipeline were disclosed at the meeting at the Little Britain Township building on 7/17/06. All three routes traverse the Kirks Mill Historic District. Defects of construction, sabotage, corrosion of welds, and earthquakes could lead to an escape of gas, fire and explosion. The currently proposed 28 inch diameter and 2200 psi pressure parameters of the pipeline indicate orders-of-magnitude greater hazard than ordinary natural gas service to homes in populated areas. An engineering study could estimate how many miles between the Historic District and the pipeline would be sufficient to prevent destruction of houses in Kirks Mill. Placing the pipeline on the east side of the Octoraro River would straighten the pipeline and avoid crossing the Octoraro.

Kirks Mill Historic District:

The District is a restored milltown containing ten houses built by Quakers in the latter half of the 18th century and around the turn of the 19th century. The houses in the 249 acre tract of the District are essentially unchanged from the time they were built. Unique features of architecture, fireplaces, bake ovens, joints between logs of the log houses, type of brick used, etc. are of interest. Charles X. Carlson, a famous artist, now deceased, lived in Kirks Mill for about 50 years. -

The Kirks Mill Historic District is located in Little Britain Township in the southern end of Lancaster County, Pennsylvania. Original buildings with their current occupants and addresses

"Patience"	Vernon & Ediene Ringle	324 Kirks Mill Rd.
Kirks Mill	Kerry & Christie O'Malley	348 Kirks Mill Rd.
Brick House	John & Doris Heher	350 Kirks Mill Rd.
Log Swisser Barn	Ethan Edson	347 Kirks Mill Rd.
Josiah Reynolds House	-	410 Kirks Mill Rd.
Eastland Friends Meeting	-	-
Samuel Coale House	-	191 Friends Rd.
Henry Reynolds House	Sander	235 Sleepy Hollow Rd.
Manuel Reynolds House	James & Susan Bullitt	231 Brabson Rd.
Log House	Barton & Carol Bower	220 Brabson Rd.

Recent books mentioning Kirks Mill include

IN13-20

IN13-21

IN13-22

IN13-23

IN13-24

IN13-25

IN13-18

Please see response to comment FA5-2.

IN13-19

We appreciate your interest in being involved in the review of this Project. Mid-Atlantic Express pipeline proposed route maps are contained in appendix B. Route variation maps are contained in section 3.3.3.

IN13-20

Pipeline safety is discussed in section 4.12.9. Comment noted. See IN13-3.

IN13-21

Comment noted.

IN13-22

Pipeline safety is discussed in section 4.12.9. As described in section 4.12, DOT is mandated to provide pipeline safety under title 49, U.S.C. Chapter 601. PHMSA OPS administers that national regulatory program to ensure the safe transportation of natural gas and other hazardous materials by pipeline. Mid-Atlantic Express would comply with all pipeline safety standards and operational requirements. Section 4.1.1.2 contains a discussion on earthquakes along the pipeline route.

IN13-23

Pipeline safety is discussed in section 4.12.9.

IN13-24

Please see response to comment IN13-10.

IN13-25

Comment noted.

20080616-5047 FERC PDF (Unofficial) 6/16/2008 1:27:32 PM

▲ Old Lancaster, Historic Pennsylvania Community from its beginnings to 1865, Frederic Shriver Klein, Charles X. Carlson, 1964.
Lancaster's Heritage, An Historical Preservation Study, 1972.
History of Southern Lancaster County, 1729 to 1991, Elizabeth Logan, 1991.

Historic Registry: After inclusion in the Pennsylvania Inventory of Historic Places (1), the Kirks Mill Historic District was nominated (2) for and granted (3-5) placement on the National Register of Historic Places. Little Britain Township's Comprehensive Plan lists ten Class 1 historic buildings in the Kirks Mill Historic District (6).

IN14 - Steven and Joanne McNaughton

20080616-5051 FERC PDF (Unofficial) 6/16/2008 1:20:17 PM

Steven McNaughton
Joanne McNaughton
 280 Moore Road
 Downingtown, PA 19335

June 16, 2008

FILED

Kimberly Bose, Secretary
 Federal Energy Regulatory Commission
 888 First Street, N.E.
 Room 1A
 Washington, DC 20426

RE: AES Sparrows Point LNG, LLC
 Docket Nos. CP07-62, CP07-63, CP07-64
 Rebuttal of Submittal 20080402-5003 and Submittal #20080326-5003

Dear Ms. Bose,

We are Steve and Joanne McNaughton and are property owners greatly affected by Proposed Route and/or the intended rerouting of the AES pipeline designated as route 12a in the April 2008 Draft Environmental Impact Statement for the AES Sparrows Point LNG project.

Our comments herein pertain to the content of the Sparrows Point Draft Environmental Impact Statement (DEIS) and rebuttal of certain points of Submittal 20080402-5003 and Submittal #20080326-5003 by The Hankin Group of Exton, PA.

Alternate Route 12a

A reroute plan for the Hunter's Ridge development was filed with FERC by Upper Uwchlan Township (UUT) in March of 2007. The DEIS has now incorporated that route, known as Variation 12a, as the preferred candidate. The reroute is depicted in the DEIS on page 3-65, Figure 3.3.3.11. Recently, UUT has filed comment and withdrawn support for route 12a and has taken a "no preference" position on rerouting in the township.

The full Alternate Reroute 12a would traverse about 1,300 feet through our property in 2 segments having a severe impact on its current and future use and value. We are not only affected, as the similarly situated residents of Hunter's Ridge, with inconvenience, construction activities, dust and noise but also a loss of organic grazing and exercise areas for our animals and this would also adversely affect our air drying lumber operation, wildlife sanctuary area and loss of subdivision density.

Safety should be the prime concern, and should be the utmost consideration of pipeline design. Each bend in the route causes heat, movement, wear and demand for higher horsepower to drive the fuel through the lines. All of these factors increase the likelihood of failure and increase the likelihood of disaster. As drawn in both the Proposed Route and Variation 12a, some of these lines are in close proximity to residences increasing the danger to those inhabitants.

280 Moore Road
 Downingtown, PA 19335
 Page 1

IN14-1
 IN14-2
 IN14-3
 IN14-4

IN14-1 Comment noted.

IN14-2 We have updated the discussion of Route Variation 12A in section 3.3.3.

IN14-3 Pipeline safety is discussed in sections 4.12.9, 4.12.10 and 4.12.11.

IN14-4 Section 4.8.1.1 contains a discussion on impacts associated with construction close to residences and mitigation measures that would be employed. Section 4.12.9 of the FEIS addresses pipeline safety standards and section 4.12.11 contains a discussion on public safety.

IN14 - Steven and Joanne McNaughton

IN14-5	<p>20080616-5051 FERC PDF (Unofficial) 6/16/2008 1:20:17 PM</p> <p>Lastly, Variation 12a backtracks on its own route and common sense suggests better, shorter, safer routes exist. During conversations at the public meeting on June 11, 2008 with FERC employees and other officials who looked at Alternate 12a, each one commented there were too many bends to be practical and safe. <u>We urge FERC, DOT and others to further explore other, more sensible, alternatives and not approve either the Proposed Route or Alternate 12a without variation 12b.</u></p>	IN14-5 Comment noted.
IN14-6	<p><u>DEIS Alternate Route 12b</u> In the DEIS, Alternate Route 12b is suggested, which incorporates the beginning of Alternate Route 12a and logically connects to run adjacent to another existing pipeline already present on The Hankin Group's property.</p> <p>The DEIS document states: "... a developer of the property adjacent to Hunters Ridge filed a letter in March 2008 in response to the Hunters Ridge proposed variation and stated that this reroute would affect their ability to develop several commercial lots on their property and would affect more wetlands and forests." In summary, the developer is The Hankin Group. In Submittal 20080402-5003 and Submittal #20080326-5003. The Hankin Group avers the pipeline would:</p> <ol style="list-style-type: none"> 1) inhibit subdivision and have a "negative economic impact", 2) result in more deforestation, 3) need to cross more wetlands. 	IN14-6 See revised discussion of pipeline route variations in section 3.3.3.
IN14-7	<p>The DEIS indicated it did not recommend that route since construction was underway observing yet another old aerial photo versus the actual condition of the property as it exists today. It concludes: "Since we do not know the status of the property adjacent to Variation 12b we do not recommend it." This statement makes little sense. IT IS MID-ATLANTIC'S JOB TO EXPLORE THESE ALTERNATIVES! Furthermore, in review of more recent events since this filing, it is apparent Variation 12b should become the Preferred Route.</p> <p>However, before addressing these points enumerated above, it should be noted that certain residents of Hunter's Ridge (Red Tail Circle) have made filings opposing the Proposed Route in favor of an alternate route to the Proposed Route, and we concur. <u>We support the expanded alternate Route 12a known as variation 12b.</u></p>	IN14-7 Comment noted.
IN14-8	<p><u>Rebuttal of Submittal 20080402-5003 and Submittal #20080326-5003</u></p> <ol style="list-style-type: none"> 1. Subdivision limitation and "negative economic impact": We urge FERC and AES to explore this subject further, and feel there is an obligation to do so. We feel route 12b will not affect the developer as alleged. Most of the route will traverse through areas already developed, or approved for development. In the undeveloped area, Upper Uwchlan Township has granted preliminary approval for Lot 1 development for The Hankin Group, which incorporates most of route 12b. Other plans have been presented to UUT's Planning Commission for further subdivision of this lot and could easily be modified at this stage to accommodate the needs of this pipeline and community with no affect on The Hankin's Group's ability to subdivide or commercially develop as needed, and therefore, there would be no economic impact either to The Hankin Group, or any <p style="text-align: right;">280 Moore Road Downingtown, PA 19335 Page 2</p>	IN14-8 Comment noted.

IN14 - Steven and Joanne McNaughton

loss of jobs as alleged.

IN14-9

2. Deforestation: Since the photos included within the DEIS were taken, The Hankin Group has already deforested scores of acres that was once mature forest. Much of this property and pipeline area previously forested is now open, or under construction, or is parking lot. Additionally, along with the recent approval of Lot 1, The Hankin Group will be deforesting over 10 more acres of mature woodland along the current pipeline Right Of Way which Variation 12b would traverse. Please refer to the exhibit below as The Hankin Group's own depiction as taken from their web site of the same area after their build out is complete. It is clear and without argument, the 12b route offers MUCH LESS deforestation than 12a from the point of departure on variation 12a where 12b begins. Indeed, when assessing the activities of The Hankin Group with respect to this parcel, the deforestation argument is a bit disingenuous.

IN14-9

Thank you for the information.

IN14-10

3. Wetlands: We have overlaid the 12B pipeline alternative route in the exhibit below and further suggest route "12C" that would avoid a wetland and stream crossing and possibly result in an even more direct route. Once across the turnpike, the pipeline could run parallel to the turnpike until rejoining the Proposed Route along Park Road. Due to setback requirements, this route should not affect any activities or future development within those properties.

IN14-10

Comment noted.

IN14-11

4. Wetlands: In comparing 12a without 12b to 12a with 12b, each must cross a similar amount of wetlands when considered from the point of departure. The area along 12b was recently surveyed for hydric soils according to The Hankin Group. In results announced at a public meeting for Lot 1 approval, it was indicated NO hydric soils are present in the disturbance area. AES and Mid-Atlantic have stopped short of this discovery.

IN14-11

Comment noted.

IN14-12

5. Wetlands/Deforestation: Much of the 12a route is engineered with directional drilling disturbing little of the wetlands and forested area while minimizing surface disturbance. This minimal impact needs to be weighed against the potential dangers to those of Red Tail Circle along the Proposed Route.

IN14-12

Comment noted.

IN14-13

6. Safety should be the prime concern. Per the DEIS: "Mid-Atlantic Express has also indicated that the number of bends may be an engineering concern and would be more expensive and more time consuming." We agree. With 12b, there is a significant reduction in the bends and angles, increasing safety and decreasing construction costs and energy needed to operate the line.

IN14-13

Please see response to comment IN14-5.

IN14-14

7. Safety should be the prime concern. Less residential properties will be affected with 12b with larger buffer space between pipelines and occupied buildings.

IN14-14

Please see response to comment IN14-5.

IN14-15

8. Safety should be the prime concern. Having residences just a few feet from the pipe is unacceptable when there are alternatives available. These alternate routes may be more expensive, but public safety should not be sacrificed for the enrichment of a private pipeline company.

IN14-15

Please see response to comment IN14-5.

IN14 - Steven and Joanne McNaughton

IN14-16

9. Lastly, the 12b route will offer considerable savings both in construction cost and construction time in compared to 12a. 12b also offers operational savings in energy required to propel the gas through the line and a reduction of ongoing maintenance costs.



IN14-16

Comments noted.

IN14-17

Given these facts, we strongly encourage FERC to approve the 12b option as the safer, more sensible route and demand AES and Mid-Atlantic to complete the assessment that is missing from the DEIS.

Thank you in advance for your careful consideration of our comments.

Steve McNaughton
Joanne McNaughton

IN14-17

Comment noted. See section 3.3.3.

IN15 - Brian Fenimore

<p>20080617-5018 FERC PDF (Unofficial) 6/16/2008 9:54:23 PM</p> <p>Monday, June 16, 2008</p> <p>Copy of comments & questions from Brian Fenimore, homeowner at 1433 Henry Drive, Downingtown PA, resident of the Victoria Crossing subdivision, Chester County.</p> <p>This document was filed directly with the Mid-Atlantic Express Project Manager, sent via e-mail as directed to info@mid-atlanticexpress.com on June 10, 2008</p> <hr/> <p>Dear Mr. Diaz,</p> <p>As you can imagine, I have serious concerns with the plan I received in the mail regarding the construction of an additional gas pipeline adjacent to my residence. I happen to live along the easement which currently hosts an existing pipeline (owned by Columbia Gas Co.) and a trans-country fiber optic channel. The easement between my home and my neighbor's home is probably one of the tightest easements in the area, and the plan that I received from your organization is wrought with vague terminology, no dates, and contains a drawing superimposed on an aerial photograph that does not reflect reality. I am sure you understand that a project on this scale directly impacts the very essence of our quality of life, the surrounding environment, and makes us feel completely threatened by the lack of detail provided in your single page plan. I would like to address the following points based on the information provided in the letter and plan dated June 5, 2008 and May 27, 2008 respectively.</p> <p>1. We live in a dense neighborhood with high numbers of children that are constantly out playing directly in and adjacent to the proposed impact areas. What specific safety plans do you have to address this? A "safety fence"? How high will it be? How is it to be installed and how close to my home will it be? Who will monitor the safety of the project on-site? Is this going to be 24X7? 9X5 or what?</p> <p>2. The letter mentions you will be in touch in the coming months regarding this plan to work with us. When? Who will contact us? Over the summer? What if we're not available? What if we're not satisfied with the plan? What will be the process for settling disputes? Will this need to be done at my cost?</p> <p>3. In the "Proposed Mitigation Tract 990.1" Plan, please clarify the following:</p> <p>a. What exactly does "prepare access" mean, and from where will the vehicles enter the area next to my home? What hours will they be allowed to work?</p> <p>b. What exactly does "segregate top soil within boundaries of work area" mean? In the previous fiber optic project that came through the easement, the workers did a horrible job restoring the top soil. Because of the elevations adjacent to my home, we suffered for years from runoff onto my property, which was only finally remediated at my expense well after the sub-contractors were long gone. I will not let this happen ever again.</p> <p>c. What exactly is a "road bore"?</p>	<p>IN15-1 Appendix U includes the site-specific residential plans. Mid-Atlantic Express provided landowners having residences within 25 feet of construction workspace with site-specific plans. Please contact Mid-Atlantic Express directly for information specific to your property.</p> <p>IN15-2 FEIS section 4.8.1 discusses existing residences near pipeline facilities. Pipeline construction techniques are discussed in section 2.3.2.</p> <p>IN15-3 Please see response to comment IN15-2.</p> <p>IN15-4 Please see response to comment IN15-2.</p> <p>IN15-5 Please see response to comment IN15-2.</p> <p>IN15-6 Please see response to comment IN15-2.</p>
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IN15 - Brian Fenimore

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IN15-7
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 IN15-15

d. What exactly is a "drag section" and why is this indicated only between my house and my neighbor's house on the other side of the easement?
 e. How deep will the ditches be excavated? How close will this pipeline be to the closest point of my house?
 f. Where will the soil be stored temporarily during the construction, and how will that runoff be contained?
 g. Please clarify the restoration process of all grassy areas, vegetation and top soil that is disturbed. Who signs off that it has been appropriately repaired to pre-construction conditions? Will it be a sod replacement? Top soil and seed? Will they appropriate cover to contain runoff? Who will maintain the area until it has sufficiently matured? I will be taking lots of pictures before, during and after any of these activities occur.
 h. The plan mentions "Establish and maintain access for mainline construction ingress/egress". For how long?
 i. What if trees need to be removed? Who removes them? How will they be removed and disposed of?
 j. How will the safety of my family and integrity of my home's foundation be guaranteed after such a significant disturbance to the soil around us?

4. The letter mentions that the enclosed plan meets the conditions of recommendations by FERC, yet there is no detail provided of precautions and plans to be undertaken due to the environmental impact study conditions.

5. We live directly along a very pristine wooded area where watershed into nearby wetlands would be impacted, trees potentially lost and soil eroded away for sure. In addition, there is a significant population of deer, fox, squirrels, raccoon and many bird species too numerous to mention. How are these factored into the overall plan?

Clearly, you can see that this initial plan leaves many more questions unanswered than answered. Please review them seriously and provide a timely response.

Thank you,

Brian Fenimore
 1433 Henry Drive
 Downingtown PA 19335

IN15-7 Please see response to comment IN15-2.
 IN15-8 Please see response to comment IN15-2.
 IN15-9 Please see response to comment IN15-2.
 IN15-10 Specific restoration methods in residential areas should be discussed as part of the easement negotiations.
 IN15-11 Please see response to comment IN15-2.
 IN15-12 Please see response to comment IN15-2.
 IN15-13 Please see response to comment IN15-2.
 IN15-14 The plans and mitigation measures recommended by FERC are summarized in section 5 of this FEIS. Copies of many of these plans are provided as appendices to the FEIS.
 IN15-15 Anticipated impacts to wetlands resulting from pipeline construction are discussed in section 4.4.3 of the FEIS. Proper implementation of the Mid-Atlantic Express ECP will serve to minimize impacts on these resources as well as compliance with associated federal and state permit requirements (e.g., COE permit and State issued 401 Water Quality Certification). Also, anticipated impacts to terrestrial species are discussed in section 4.6.1.

IN16 - Peter D. Deen

20080617-5077 FERC PDF (Unofficial) 6/17/2008 2:36:33 PM

Comment of Peter Deen in Docket(s)/Project(s) CP07-62-000, CP07-63-000, CP07-64-000, CP07-65-000
Submission Date: 6/17/2008

Peter D. Deen
350 Brown Road
Nottingham, Pennsylvania 19362

June 16, 2008

To:
Kimberly D. Rose
Federal Energy Regulatory Commission
888 First Street, N.E., Room 1A
Washington, D.C. 20426

Dear Ms. Bose

This letter is in reference to Docket nos. CP07-62-000, CP07-63-000, CP07-64-000 and CP07-65-000.

Recently out of curiosity, I looked at the web site Google Earth. My first impression as the picture zoomed in on my home, was one of awe and wonderment. When it became clear to me that I could determine that the car in the driveway belonged to my brother in law, my feelings changed. There was a disconcerting paranoia that our Government has surpassed George Orwell's prophetic, fictional book, 1984.

This uneasy undermining suspicion of our Government's leaders has bothered me throughout the current administration. The oil business and our Government should never have been allowed to become so intertwined. Terrible wrongs have been done already in the name of big business and currently, in my view, I see more injustices done daily, stripping the common citizen of the powers given to us as Americans.

When attending a recent FERC public meeting as a citizen opposed to the AES Sparrows Point LNG terminal and pipeline I once again was subjected to that helpless feeling of loss of rights when the Government's representative for The Department of Transportation said, "The people must get this gas." I believe this statement gave an insight to where the Government stands on this issue. I, as an American individual, must voice an opinion.

Given the substantial safety/security concerns along with detrimental environmental issues that so obviously are attached with the proposed AES Sparrows Point LNG terminal facility and pipeline, I ask most sincerely that FERC recommend denying all and any permits required for this project.

Thank You. Peter Deen

IN16-1

IN16-1

LNG and pipeline safety and security issues are addressed in section 4.12 of the FEIS. Anticipated impacts to the environment are addressed in section 4.0.

IN17 – Lisa Van Houston (Van Houten)

20080618-5010 FERC PDF (Unofficial) 6/17/2008 9:00:07 PM

June 17, 2008

Ms Magalie R. Salas, Secretary
 Federal Energy Regulatory Commission
 888 First St., N.E. Room 1A
 Washington, DC 20426

Re: Docket No. CP07-62
 CP07-63
 CP07-64
 CP07-65

Honorable Commissioners,

It is discouraging to note that previous submissions (20060619-0169 and 20070121-5001) have essentially gone unanswered. Furthermore, the cryptic, vague, incomplete and deceptive rebuttals can hardly be considered appropriate for a Draft Environmental Impact Statement. The DEIS has obviously been assembled via a cut-and-paste operation rather than a critical analysis and response incorporation that specifically addresses the concerns of non-government individuals or entities of AES/Mid-Atlantic submissions.

Property maintained by the Victoria Crossing at Bradford Glen HOA is clearly shown in the satellite imagery in Submission 20070121-5001. Referencing the "Proposed Route Survey Tax Maps", Figure 36, as created by Haley&Aldrich* on 4-10-06, the following parcels are believed to be HOA responsibility:

992	1008.1	1022.1
995	1009.1	1023.1
989	1010.1	1026
1000.1	1011.1	1028.1
1004.1	1014	
1007.1	1021.1	

*Please note, the quality of this Haley&Aldrich map is poor with regards to identification and inaccuracy in street naming and parcel #'s.

As of this submission the HOA has yet to receive the mandatory Site Specific Plan as have most of the members within the 25 foot ROW. Therefore we **strongly request** an extension of the DEIS comment period. We request this period be extended an additional 90 days following the receipt of the Site Specific Plans for both the proposed and alternate route variation #9 as described in the DEIS.

IN17-1

IN17-1

All comments received previously have been reviewed and addressed with equal consideration.

IN17-2

IN17-2

Site-specific residential plans are included as Appendix U of the FEIS. Comments filed after the close of the comment period are included in the Docket for the project. All written and oral comments received prior to the FEIS being sent to the printer were considered and evaluated in the preparation of this FEIS.

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An evaluation of issues directly associated with the HOA and members has been evaluated but not completed. It is strongly recommended numerous items be incorporated into the next EIS. Since Victoria Crossing Homeowners Association has maintained all of the ROW, we feel we are entitled to the following to assure members of safety and inevitable contingencies should this project be initiated:

1. Site Specific Plans (SSP) consisting of a satellite generated overlay of the current "Columbia pipeline" and all utilities (water, storm drainage, phone, cable, sewer, etc.)
2. Specific delineation of the "Easement width" for each SSP.
3. Specific delineation of the "Drag Section" for each SSP and its purpose.
4. Preliminary critical on-sight inspection indicates ATWS and TWS are in riparian and hilly locations. Senseless environmental destruction and safety should be paramount in construction in a densely populated area. As such, ATWS and TWS should be clearly identified in location, purpose and need in consultation with the HOA.
5. The HOA requests a safety fence or not less than 5 feet, in combination with a slit fence be installed around the ATWS and TWS. This will impede trespassers and retain soil erosion during construction.
6. The Environmental Inspector (EI) contact should be registered and updated annually with the HOA and West Bradford Township Government.
7. Notification of inspection and/or maintenance, except for emergency purposes, should be given in writing not less than 30 days prior to anticipated activity. Furthermore, verification should be given within 3 days of activities commencing. This will allow the HOA to notify members of impending "strangers".
8. Each SSP should have a scale in feet identified instead of NTS.
9. The common area of the HOA is not only a Public Interest Area but is used for recreation by residents and visitors throughout the year. It should therefore be included in Table 4.8.5-1.
10. Specific assignment should be given to both Columbia and Mid-Atlantic for maintenance. See General Discussion below.
11. The HOA and members have a high aesthetic quality associated with the common area. As such we recommend A - mandating the segregation of topsoil within the boundaries of the workspace, B - a combination of perennial rye (not annual rye), sod and trees in consultation with HOA for erosion control, re-vegetation and maintenance.
12. Continued restoration efforts for 2 years per HOA recommendation and communication with EI.
13. The HOA strongly recommends HDD technique for streams 9955A.1 and 1011.1SA1A. This is the continuation of one stream and is identified as environmentally valuable in the DEIS. Furthermore these proposed pipeline crossings are located in a storm drain flood plain. HDD will minimize environmental damage and run-off erosion encountered in a trench construction concept.
14. A recent private property SSP, within this subdivision, indicates a "Main Line Tie-In Temp Secured Cap". Is this to mean that the Mid-Atlantic line is to "tie-in" to

IN17-3.1
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 IN17-3.9

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 IN17-3.11

 IN17-3.12
 IN17-3.13

 IN17-3.14

IN17-3.1 Site-specific residential plans are included as Appendix U of the FEIS. These plans were revised to include several items, such as easement width and scale, which were not provided in the first draft of these plans. Some utilities may not be able to be identified until final surveys are completed. See section 4.8.2.

IN17-3.2 Please see response to comment IN17-3.1

IN17-3.3 Please see response to comment IN17-3.1

IN17-3.4 Revised plans for crossing Victoria's Crossing HOA property were filed in the Docket on October 6, 2008. The plans include additional engineering design and construction techniques to minimize impacts to HOA property. Prior to construction, Mid-Atlantic Express would be required to prepare construction alignment sheets that include the details you are requesting. Additional alignment details can be discussed during easement negotiations between the applicant and the HOA.

IN17-3.5 Mid-Atlantic Express must adhere to its ECP regarding silt-fence placement as well as any local/state E&S permitting conditions. FEIS section 2.3.2 discusses specialized construction techniques in residential areas.

IN17-3.6 An EI is only required by FERC throughout a project's construction and restoration phases. Therefore, annual registration seems unwarranted given the short duration of the pipeline installation.

IN17-3.7 See revised discussion in section 4.8.1 for recommendation regarding consultation with the HOA prior to construction.

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the Columbia line? What is a "Secured Cap"? How long is "Temp"? Please clarify in detail these questions in the next EIS..

GENERAL DISCUSSION TOPICS

Earlier this spring "Columbia contractors" were authorize a ROW maintenance along the Columbia line within the Victoria Crossing at Bradford Glen Subdivision. The HOA was assured the "cuttings" would be removed. Instead, this ROW is unmowable, unsightly and hazardous to residents. In addition, the maintenance crew pushed the scrub and cuttings into the HOA property. We have attempted to contact a Columbia gas representative numerous times without success. **If this is the kind of maintenance we can expect, the proposed Mid-Atlantic gas line should be denied.** See Figures 1-3. Furthermore, the poor communication with the gas line industry lends credence for a registered EI with the local Township government, affected residents and HOA.



Figure 1 – Near Property 1022.1

IN17-4

IN17-3.8 Please see response to comment IN17-3.1.

IN17-3.9 Comment noted.

IN17-3.10 Comment noted.

IN17-3.11 The HOA may include these measures in its easement negotiations.

IN17-3.12 Mid-Atlantic Express's ECP requires that follow-up inspections of all disturbed areas after the first and second growing seasons to determine the success of revegetation. In addition, The project sponsor shall file with the Secretary quarterly activity reports documenting problems, including those identified by the landowner, and corrective actions taken for at least 2 years following construction.

IN17-3.13 We disagree that the use of HDD technique would reduce environmental impacts. Crossings of these streams using HDD method would require larger extra workspaces at both the entry and exit points and would require pipe laydown area. This would increase vegetation clearing. We believe that installation of erosion control measures along the storm drain would minimize runoff.

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Figure 2 – Near Stream 9955A.1

IN17-3.14 The proposed pipeline would not “tie-in” to the Columbia mainline. The “mainline tie in” refers to connecting a new pipe joint to the section of the pipe that would already be installed in the ground – see figure 2.3.2-1. The “secured cap” would be installed on the end of the pipeline segment to prevent damage to the pipe or injury to the public. In most cases, the pipe segment would be installed the next day. Section 2.3.2 describes construction techniques in residential areas.

IN17-4 Should a certificate be issued, an environmental inspection and monitoring program would be implemented to ensure all conditions of the Certificate and other requirements by permit-authorizing federal, state and local agencies are met. If an environmental issue is encountered, the landowner should first contact Mid-Atlantic Express to address and resolve the issue. If the landowner is not satisfied, he or she may contact the Commission’s enforcement hotline. We also recommended that Mid-Atlantic Express develop environmental complaint resolution procedures and mail them to affected landowners. The procedures would address construction-related problems encountered for 3 years following completion of the project.

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Figure 3 - Near Stream 9955A.1

The Federal and State Agencies including but not limited to FERC, COE, EPA, PDCNR, PDEP, OPS, MDOT and MDE have authority to create an EIS using the latest technologies. This includes GIS and overlay diagrams for clarification and safety. Additionally, new technology transfers from government to commercial utilization would go a long way in promoting socio-economic improvement for both business and safety. To this end the HOA would like to propose the use of ANGEL for both Pre and Post construction of the proposed Mid-Atlantic gas line. Utilization of ANGEL in pre-construction may identify leaks that a "walk-through" may not. In addition, it may identify leaks outside the construction zone, where the walk-through does not occur and that may cause a back draft detrimental effect. Post-construction would detect newly created leaks due to inadequate construction, damage to current line man-made or by ground settling. Figures 4 and 5 give a brief overview of the ANGEL technology.

IN17-5

IN17-5

Section 4.12.9 addresses Pipeline Safety Standards. OPS regulations do not specify technologies in order to achieve their mandated performance standards.



Figure 4 – ANGEL overview page 1

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Figure 5 - ANGEL overview page 2

Finally, Appendix 1 represents the additional issues presented in the Public Comment of June 11, 2008. Additionally, the HOA requests documented and detailed analysis of comments, requests and answers to previous submissions, current dialog and testimonial presentation. The HOA looks forward to communicating with all entities to minimize and eliminate the effects this project will have, including the denial of this pipeline.

Respectfully,

Lisa Van Houston
Board Member
Victoria Crossing At Bradford Glen HOA

APPENDIX 1
 Comments from Lisa Van Houten, Victoria Crossing at Bradford Glen HOA,
 concerning FERC-DEIS for Sparrow Point LNG Terminal and Pipeline Project
 Docket Nos. CP07-62, CP07-63, CP07-64, CP07-65
 Presented June 11, 2008

SPECIFIC COMMENTS OF SIGNIFICANCE

- 1) Add, "Prior to construction Mid-Atlantic Express shall develop in consultation with Victoria Crossing HOA a site specific plan for Victoria Crossing Subdivision." The HOA maintains some this area as part of the "common area".
- 2) The current proposal implies six Cross-overs of the existing Columbia line within the Victoria Subdivision (~4,000 ft). This is a disaster waiting to happen. It also raises the issue of degradation of either pipeline and the associated testing and maintenance. What if any documentation exists with regards to degradation and installation of multiple cross-over in high population density? Include it in the EIS.
- 3) Utilization of current gas lines are not at full capacity. Why? If some of LNG can be transported through current gas lines than the proposed size of Mid-Atlantic could be reduced. This would address the safety and environment.
- 4) If current gas lines are not used, why? If there is a chemical incompatibility of LNG with current lines what will it take to:
 - a) Treat LNG so it is compatible with current lines or
 - b) Retro fit current line or
 - c) Both 4a and 4b. All three address efficiency, safety and environment and should be presented in this EIS.
- 5) Submissions by AES/Mid-Atlantic of all FERC recommendations should have another comment and public input hearing of not less than 90 days.
- 6) If surveys have identified houses and other structures impacted by ROW and construction, why is this identification not listed in this Draft i.e. Table F?
- 7) If I (HOA) can submit satellite imagery to document the impact and destruction this pipeline will have, that includes the ROW, than Mid-Atlantic can also and in much more detail. The technology is available. Instead Mid-Atlantic has chosen to be deceptive, vague and incomplete in their data.

GENERAL COMMENTS OF SIGNIFICANCE

ITEM	PAGE	ISSUE	COMMENT
1	3-32	Major Route Alternatives 3.3.2	• Absolutely no consideration was given to PA when it is know there is a gas line further west in York County, a much less populated area.
2	3-59 to 3-61	Route variation 9	• Why isn't satellite imagery used for ALL variations? ROW imposed over this type of image would clarify the massive amount of destruction especially in residential areas. Local governments have this availability and capability. • Route variation 9 extremely unlikely due to park destruction.

IN17-6.1
 IN17-6.2
 IN17-6.3
 IN17-6.4
 IN17-6.5
 IN17-6.6
 IN17-6.7
 IN17-7.1
 IN17-7.2

IN17-6.1 FERC has recommended Mid-Atlantic Express develop a site specific plan for the Victoria Crossing HOA "common area" in consultation with the HOA.

IN17-6.2 There is no evidence to support that performing cross-overs is an unsafe practice. Please note that cross-overs are below-grade where, for example, a looping pipeline will cross (typically beneath) the extant pipeline in order to access the other side of the easement. Cross-overs are not to be confused with "aerial crossings" where the pipeline exits the ground.

IN17-6.3 Section 3.3.1 addresses pipeline system alternatives, including the existing Columbia Gas System - which does not have sufficient capacity to transport the volumes proposed by Mid-Atlantic Express. Regardless, an incremental reduction in the diameter of the pipeline would not reduce the workspace/easement needs for the Project as the type of equipment and construction practices are identical.

IN17-6.4 See response IN17-6.3.

IN17-6.5 All analyses and responses filed by the Applicant and reviews and comments by other agencies are publicly available at <http://elibrary.ferc.gov> (Docket #CP07-62, CP07-63, CP07-64 and CP07-65). The docket is constantly expanding as new information becomes available. All written and oral comments received during the formal public comment period and later have been considered and evaluated in the preparation of this FEIS.

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ITEM	PAGE	ISSUE	COMMENT
3	5-3	Water resources-ground water	• MP77.6 who owns the commercial well? It is in a residential area, Chester Water Authority or Aqua PA.
4	5-7	Vegetation	• 2 yr quarterly report on re-vegetation efforts. • Stipulate that there is segregation of topsoil to enhance proper re-vegetation efforts.
5	5-15 to 5-16	Cumulative impacts 5.1.13	• Prior to bullet points should state, "Specific resources to which the project will have a cumulative NEGATIVE contribution." • Bullet point 5 - Define what the benefit is and how much the benefit is on personal income of the local population in lieu of the loss of property value. • Bullet point 5 - How much contribution to the local tax basis in West Bradford, or any other PA Township, and the corresponding projection for decrease in home-owner tax burden.
6	5-18	FERC Staff Recommendation Mitigation	All statements should include: • Prior to the end of DEIS comment period and before denial or approval... • Furthermore, new submission should be subject to a new comment period of not less than 90 days from submission. • Why is PA not included in Forest Stand Delineation, Forest Conservation Plan, Exotic Invasive Species Control Plan, etc?
7	5-19	#4	• Presumes eminent domain has already been approved. Does facilities include pipeline, if Yes, state it.
8	5-19	5.2 #5	• To date is there any documentation of landowner approval? If Yes – why is it not included in the DEIS?
9	5-20	#7 A 30-day response	• Verbiage usage error, first sentence. • Letter to affected landowners and relevant association(s) specifically HOA. • Local environmental inspector contact information, including name, address and phone.
10	5-20	#8	• Separate EI's or same EI's appointed?
11	5-22	#13-b	• Implies AES/Mid-Atlantic Express does not have to comply all applicable conditions.
12	5-22	#20	• Include HOA.

IN17-7.3
 IN17-7.4
 IN17-7.5
 IN17-7.6
 IN17-7.7
 IN17-7.8
 IN17-7.9
 IN17-7.10
 IN17-7.11
 IN17-7.12

IN17-6.6 Table F has been updated to include all residences and other structures within 50 feet of the construction work area for the proposed pipeline route.

IN17-6.7 Comment noted.

IN17-7.1 The alternatives analysis contained in Section 3.3 identifies and discusses the pipeline system alternatives and route variations considered for the Project.

IN17-7.2 Comment noted. Section 3.3.3 includes a discussion on route variation 9.

IN17-7.3 The ownership does not affect how the well is protected.

IN17-7.4 Section 4.2.3 indicates that there will be segregation of topsoil.

IN17-7.5 Comments noted. Sections 4.9.5 and 4.9.6 adequately address property values and tax revenues.

IN17-7.6 Comment noted. See comment IN17-6.5. The Forest Stand Delineation, Forest Conservation Plan, and Exotic Invasive Species Control Plan are Maryland-specific regulatory requirements.

IN17-7.7 The text is not assumptive and is appropriately descriptive.

IN17-7.8 Requirement only relevant if a Certificate is issued.

IN17-7.9 Comments noted. Current text and requirement as written are appropriate.

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ITEM	PAGE	ISSUE	COMMENT
13	5-28	#62	<ul style="list-style-type: none"> Segregate topsoil. Notify residences or property managers (HOA) affected and submit a site specific plan w/township approval. Item E3 include "lack of concurrence".
14	5-28	#63 Septic & Sewer	<ul style="list-style-type: none"> Notification given to owner of septic AND sewer.
15	5-28	#64 Chester Water Authority	<ul style="list-style-type: none"> What about Aqua PA distribution system? What about storm drainage lines? Who, when, how will notification be implemented? Who will clean out the lines due to construction sediment build-up?
16	5-28	#65 Notification	<ul style="list-style-type: none"> To be given to property owners and facilities.
17	5-28	#66 Notification	<ul style="list-style-type: none"> To be registered with local government and incorporated into property disclosure statements.
18	5-19	#147-151 Inspection/testing specify-	<ul style="list-style-type: none"> Entire length of pipeline, how it was done what was done. Results of inspection/test. Non-conformity issues how and when resolved. Through-out the life of the pipeline.
19	Appendix B	Fig B-29	<ul style="list-style-type: none"> High tension wire on ~MP 77.7 deleted.
20	Appendix C Table C-1 C-13	MP 76.97-77.75	<ul style="list-style-type: none"> Six (6) crossovers in <1 mile in a residential area is a significant safety hazard. Definition should be clarified to include both forest and residential. IT IS NOT FOREST ONLY!
21	Table F-1 Pg F-7	MP 77.03 to 77.76	<ul style="list-style-type: none"> Proposed mitigation – see site specification plan. NO PLAN IS RECOMMENDED BY FERC. Should include temporary workspace. Adjacent – does that mean < 10 ft from center line? Does it include TWS? ATWS? Proposed mitigation include - 1A, A combination of one or more consultation w/landowners and relevant associations, i.e. HOA. If it is a residence specify the property number identified from initial survey work.
22	Table I I-10 to I-11	Water body crossed MP 77.19 to 77.49	<ul style="list-style-type: none"> Approximate linear impact is 50 ft in flood plain. Footnote definitions for PA – poor English, incomplete definitions, cannot be used to understand the Table. Rated as exceptional value – see references. It should have more protection for installation.

IN17-7.13
 IN17-7.14
 IN17-7.15
 IN17-7.16
 IN17-7.17
 IN17-7.18
 IN17-7.19
 IN17-7.20
 IN17-7.21
 IN17-7.22

IN17-7.10 Text adequately descriptive.

IN17-7.11 Current text is appropriate.

IN17-7.12 Current text is adequately inclusive.

IN17-7.13 Condition in section 4.8.2, along with other residential construction requirements placed upon Mid-Atlantic Express are adequate.

IN17-7.14 Notification was based on landowner proximity to the proposed pipeline and not the utility service.

IN17-7.15 Please see response to comment IN17-7.16.

IN17-7.16 Section 4.8.1 addresses impacts to Existing and Planned Residences and Developments along the proposed pipeline route, including areas where site specific plans for crossings of individual properties are recommended to be developed in consultation with property owners.

IN17-7.17 This is beyond the scope of FERC authority.

IN17-7.18 Conditions as drafted are appropriate.

IN17-7.19 Comment noted.

IN17-7.20 Please see response to comment IN17-6.2. Forest is the dominant land use type along these MPs.

IN17-7.21 Section 4.8.1 of the FEIS recommends that Mid-Atlantic provides site specific plans for each residence within 50' of the pipeline work space.

IN17 – Lisa Van Houston (Van Houten)

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APPENDIX 1
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 Presented June 11, 2008

ITEM	PAGE	ISSUE	COMMENT
23	Appendix O	Control Plan	<ul style="list-style-type: none"> • Mixture of annual/perennial 15/85% annual/perennial grasses. • Frequency of monitoring? • Specify Who's responsible for "Columbia line", Columbia Gas or Mid-Atlantic. • Include Contact information.

IN17-7.23

IN17-7.22

Comment noted. Table footnotes are as designated by PDEP. Surface water body classifications and sensitive waterbodies are discussed in section 4.3.2.

IN17-7.23

Annual ryegrass was selected as a rapid, non-persistent cover crop. Invasive species will be monitored for a period of 3-5 years. The monitoring entity will be selected in the future.

20080619-0088 FERC PDF (Unofficial) 06/16/2008

ORIGINAL

Federal Energy Regulatory Commission
 Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
 Draft Environmental Impact Statement Meeting Comments
 ☒ June 9, 2008, Baltimore, MD ☐ June 11, 2008, Downingtown, PA ☐ June 12, 2008, Edgewood, MD

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Another copy:
 Gas Group 2, PJ 11.2
 Federal Energy Regulatory Commission
 888 First Street, N.E.
 Washington, DC 20426
 Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

1) I HAVE LIVED IN THE EDMERE - TOPPS FARM AREA FOR 36 YEARS. IN THAT TIME I HAVE SEEN IMPROVEMENT IN THE AREA AS INDUSTRY DECLINED IN SPARROWS POINT. NOW, YOU WANT TO ALLOW DREDGING OF SOME VERY DANGEROUS SLUDGE TO SERIOUSLY DEGRADE THE WATER QUALITY AND SET THE BAY RECOVERY EFFORTS BACK 50 YEARS.
 2) MY WIFE AND I HAVE WORKED 30 YEARS IMPROVING OUR PROPERTY TO GET IT THE WAY WE WANTED IT. THIS PROJECT WILL, I BELIEVE, LOWER MY PROPERTY VALUES AND TRAP ME THERE. NO MATTER HOW MUCH YOU CRY IT IS SAFE PEOPLE KNOW BETTER. WOULD YOU WANT TO MOVE YOUR FAMILY NEXT TO A POTENTIAL BOMB. WHO DO WE GO TO TO GET A FAIR MARKET VALUE FOR OUR PROPERTY IF THIS PROJECT GOES

Commenter's Name and Mailing Address (PLEASE PRINT)

WILLIAM E. MURPHY
 9100 AVENUE C
 BALTIMORE, MD 21219

(OVER PLEASE)

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 JUN 16 P 3:21
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 REGULATORY COMMISSION

IN18-1

IN18-2

IN18-1

IN18-2

Anticipated impacts to the environment are addressed in section 4.0 of the FEIS. Description of sediment sample collection, analysis, and discussion of potential impacts are provided in section 4.3.2 of the FEIS.

Potential project impacts to property values are described in section 4.9.5 of the FEIS.

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THROUGH? PLEASE DON'T EXPECT ME TO SMILE AND BE HAPPY AS A.E.S. SETS ABOUT RUINING MY QUALITY OF LIFE AS WELL AS MY ECONOMIC LIFE.

I AM SURE F.E.R.C. IS AWARE OF THE TERRORIST DANGER SURROUNDING A HIGH VALUE TARGET LIKE AN LNG STORAGE FACILITY. A.E.S. CHOOSES TO IGNORE THIS VERY REAL POSSIBILITY; I DON'T THINK RESPONSIBLE OVERSIGHT COMMISSIONS SUCH AS YOURS CAN AFFORD TO. IF SOMETHING WERE TO HAPPEN DO YOU REALLY THINK YOU WOULD BE HELD BLAMELESS?

DURING THE LATE 1960'S, I SERVED IN THE U.S. ARMY INTELLIGENCE CORP. I WAS ASSIGNED TO CONUS OPERATIONS. OUR MAIN TASK WAS TO SCREEN AND TRACK SUBVERSIVE AND TERRORIST GROUPS OPERATING IN THE U.S.. I AM FULLY AWARE OF THE LEVEL OF COMMITMENT AND DETERMINATION OF OUR ENEMIES. I CAN SAY WITH ALL CANDOR THE FACILITY PLACED WHERE IT IS PROPOSED WOULD BE A SITTING DUCK DESPITE THE BEST SECURITY EFFORTS.

IN18-3

IN18-3

Please see response to comment IN8-1.

IN19 - Nancy and Cliff Pollack

<p>20080619-0055 FERC PDF (Unofficial) 06/17/2008</p> <p style="text-align: center;">ORIGINAL</p> <p style="text-align: center;">Cliff and Nancy Pollack 209 Red Tail Circle Downingtown, Pa 19335</p> <p style="text-align: right;">FILED SECRETARY OF THE COMMISSION 2008 JUN 17 P 12:52 FEDERAL ENERGY REGULATORY COMMISSION</p> <p>June 13, 2008</p> <p>Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 First Street, N.E., Room 1A Washington, DC 20426</p> <p>Docket Nos. CP07-62-000 and CP07-63-000</p> <p>Ms. Bose,</p> <p>I am writing on behalf of my husband and myself to express our strong opposition to the AES Mid-Atlantic Express Pipeline project. I attended the public comment meeting on June 11 in order to obtain more information about the project and how it will adversely affect the environment and the people along its path. I greatly sympathized with all who spoke and I urge you to consider rejecting the entire proposal. If there is an increased demand for energy, please encourage Columbia Gas to utilize the existing pipeline to its capacity or pursue alternative sources of energy.</p> <p>On a more personal level, I want to address my particular concerns about the pipeline and the proposal to run it through my front lawn. I live at 209 Red Tail Circle, Downingtown, PA. My property is within the Hunter's Ridge development. I have been extremely disappointed by the thought that AES would consider running the pipeline through residential properties considering there are options which could avoid this. There seem to be numerous alternatives which could place the pipeline running through the Hankin Property, Eagleview. Please reference the letter filed by my neighbors, Victoria and Richard Channel. Please give their proposed alternatives serious consideration as they are based upon great research and knowledge of this area as well as past experiences with pipelines.</p> <p>In the extremely unfortunate event that the AES pipeline does proceed, I was greatly disturbed to learn (just two days ago at the East Brandywine Firehouse) that AES is proposing to place an MLBV adjacent to my property on a corner of the McHugh property (extremely close to my home). In addition to that</p>	<p>IN19-1 Section 3.1 of the FEIS describes alternative fuels and energy sources considered. Section 3.3.1 discusses Pipeline System Alternatives and specifically addresses the Columbia system.</p> <p>IN19-2 Section 3.3 of the FEIS describes pipeline route alternatives and variations under consideration.</p> <p>IN19-3 AES has committed to moving the MLBV at MP 84.65 away from the houses at the end of Red Tail Circle and closer to the Pennsylvania Turnpike.</p>
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20080619-0055 FERC PDF (Unofficial) 06/17/2008

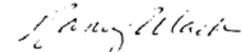
IN19-4

being an eyesore and substantially reducing the value of our home, I do not feel comfortable having my young children and their friends play in close proximity to it. There are numerous other families in the area which will be impacted in a similar manner. Furthermore, considering the post 9/11 world in which we live, I am extremely concerned about monitoring, maintenance and safety issues. I strongly urge you to consider alternative placements for the MLBV as to avoid this residential impact.

Thank you for your thorough consideration of the above issues. I know you take this responsibility very seriously as it has great impact on the lives of others. I am hopeful you will reject the entire AES proposal and confident you will make the right decision to circumvent the Hunter's Ridge Development and relocate the MLBV.

Sincerely,

Nancy Pollack



Cliff Pollack



IN19-4

Section 4.12 of the FEIS describes project reliability and safety. Section 4.12.8 specifically addresses terrorism and security issues.

ORIGINAL

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<p>Two for Official Filing: Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 First Street, N.E., Room 1A Washington, DC 20426</p>	<p>Another copy: Gas Group 2, PJ 11.2 Federal Energy Regulatory Commission 888 First Street, N.E. Washington, DC 20426</p>
<p>Mail your comments to be received in Washington, DC on or before June 16, 2008.</p>	

2008 JUN 16 P 3:38
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COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

MY CONCERN IS OF SECURITY. THESE SHIPS
 COMING FROM PORTS ALL OVER THE WORLD MOSTLY LANDING
 IN THE MID TO FAR EAST, DISCHARGING IN CLOSE PROXIMITY
 TO BALTIMORE. WHO WILL BE THE PILOTS OF THESE SHIPS
 WILL THEY HAVE AMERICAN CREW + OFFICERS ON BOARD
 WHO ARE SCREENED BY THE FBI COAST GUARD + HOME LAND
 SECURITY OR WILL THEY BE FOREIGN WHO WE KNOW VERY
 LITTLE ABOUT. THE LNG GOING INTO BOSTON MUST HAVE AMERICAN
 CREW ON BOARD, WILL IT BE THE SAME OR WILL WE ALLOW UNKNOWN
 SEAMEN HANDLING SUCH DANGEROUS CARGO. PLEASE MANDATE
 FOR U.S. SEAMEN TO BE ABOARD. IT IS THE RIGHT MOVE FOR SECURITY

Commenter's Name and Mailing Address (PLEASE PRINT)

Thomas Sumeson
 1003 Eastern Ave
 Baltimore, M.D. 21202

IN20-1

IN20-2

IN20-1

IN20-2

As discussed in section 4.12.8, ships are required to provide a 96-hour advance notification with a ship manifest to the Coast Guard.

There is no federal mandate requiring the use of U.S. mariners on LNG vessels calling on near-shore or on-shore facilities. Arrangements for the use of U.S. mariners has developed under voluntary agreements between the U.S. Maritime Administration and the on-shore facility operators.

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COMMENTS: *(Please print clearly. Use the back and/or attach additional sheets if necessary.)*

I do not want the LNG terminal to be built at Sparrows Point for the following reasons:
 1) *Security Risks - High Risk of terrorist attack. Danger to thousands of people in the area from an explosion.*
 2) *Environmental Impact - the Chesapeake Bay would be ruined. It will ruin marine life for all people who make their living on the water.*
 3) *Economy - Port of Baltimore would lose business to other ports. Cruise ships, ships loaded with cars, ships loaded with freight, can't sit around and wait 12 hours to get into port and 12 hours to get out of port.*

Commenter's Name and Mailing Address (PLEASE PRINT)

Elizabeth A. Anan
2480 Keyway
Baltimore, MD 21222

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IN21-1
 IN21-2
 IN21-3

IN21-1 Please see response to comment IN8-1.
 IN21-2 Section 4.8.4 contains discussions on boating, fishing and waterfowl hunting.
 IN21-3 Section 4.9 of the FEIS describes anticipated impacts to the social and economic values of the area; section 4.9.4 specifically describes impacts to transportation and vessel traffic, including cruise and cargo ships.

ORIGINAL

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Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments**
 June 9, 2008, Baltimore, MD June 11, 2008, Downingtown, PA June 12, 2008, Edgewood, MD

Comments can be: (1) left at the sign-in table (2) mailed to the addresses below, or (3) electronically filed at <http://www.ferc.gov> under the link to "Documents and Filings" and "e-Filing." New users must first create an account by clicking on "Sign up" or "eRegister." This type of filing is considered a "Comment on Filing." In addition, there is a "Quick Comment" option available, to submit text only comments on a project and does not require registration however, you will be asked to provide a valid email address.

If mailing:
Please send three copies referenced to Docket Nos. CP07-62-000 and CP07-63-000 to the addresses below.

Two for Official Filings: Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 First Street, N.E., Room 1A Washington, DC 20426	Another copy: Gas Group 2, PJ 11.2 Federal Energy Regulatory Commission 888 First Street, N.E. Washington, DC 20426
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Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

IN22-1

*Did your panel review the CNN special about Disasters waiting to happen? LNG was one of those!
I live less than the supposed "to be" distance from the site!!
I live in Turner Station. I have had enough pollution, sickness, etc
I already know an explosion "with fire" will not be extinguishable.*

IN22-2

*We still have no coast guard of fire department details.
How do you overrule citizens and politicians saying No??*

IN22-3

Put your facility somewhere else and closer to the detour site!

Commenter's Name and Mailing Address (PLEASE PRINT)

Carolyn McArthur
210 Walnut Avenue
Baltimore MD 21222

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 SECRETARY OF THE
 COMMISSION
 JUN 18 P 2:59
 FEDERAL ENERGY
 REGULATORY COMMISSION

IN22-1

The proposed design complies with federal siting standards contained in 49 CFR 193. The exclusion zones associated with the Project would not extend beyond land owned by SPS Limited Partnership LLP (the owner of the terminal site).

IN22-2

As discussed in section 4.12.6, AES would be required to develop an Emergency Response Plan. The plan would be developed in consultation with the Coast Guard, state, county, and local emergency planning groups, fire departments and law enforcement agencies. Unless the required measures to ensure safe and secure operations were in place and serving their intended purpose, neither the Commission nor the Coast Guard would allow operation of the proposed facility.

IN22-3

Alternatives to the proposed terminal location are described in detail in section 3.2 of the FEIS.

!0080620-0036 FERC PDF (Unofficial) 06/18/2008

- The moderator has a duty to inquire about organizations and communities being represented by single individuals. One of the speakers acting as a community representative was a stranger. He had been invited by one individual residing in the community.
Make sure credentials are stated loudly, clearly and correctly.

IN23 – Andrew Durkin

<p>October 9, 2008</p> <p>Ms. Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 First Street, N.E., Room 1A Washington, DC 20426</p> <p>RE: Suggested Re-Routing of the AES Sparrows Point Project Docket Nos. CP07-62, CP07-63, CP07-64, CP07-65</p> <p>Dear Ms. Bose,</p> <p>I am writing again to address recent comments I have seen regarding route Variations 12 A, B, & C and 20 A-D. All of these proposed variations, around the Hunters Ridge area, will cross through my property in someway. My property is parcel #1240.2 and it currently has no easements or right of ways attached to it. Comments continue to be made stating that these variations would have less of an impact on residents and the environment, this is simply not true. It is a fact that every concern presented as a reason to look for an alternative route would also exist on all of the alternative routes. At the same time none of the major concerns that face those of us living along the alternative routes exist for those on the proposed route. Simply put there is no property owner along the proposed route, through Hunters Ridge, that can claim as much potential impact from this pipeline as those on the alternative routes. I truly believe the time has come to remove all of the proposed variations, around Hunters Ridge, from your consideration.</p> <p>It is my hope that one of the reasons FERC is involved in issues this volatile is to give citizens and property owners the opportunity to have their voices heard. We as U.S. Citizens should have the right to make choices when it comes to our homes and our property. It can not be understated that each of the property owners along the proposed route spoke loud and clear on this issue when they bought their homes. Each and every one of them was given the choice whether or not to have a gas pipeline running through their yard. Each and every one of them was given the opportunity to say NO to living with a gas pipeline. And each and every one of them had the right to refuse to have a utility right of way on their property. Why should my family and the others along the alternative routes be deprived the same right and opportunity to choose? Every homeowner along the Hunters Ridge Route exercised their right to choose when they purchased their properties. When given their opportunity to speak they all said YES to the pipeline. Each one agreed, when they bought their homes, to the right-of-way attached to the property that granted rights to the pipeline companies. This legal document clearly grants the pipeline owners the right to: "construct, operate, maintain, replace, repair, alter the size of, and remove or abandon a pipeline for transporting gas". Since the proposed route of the new pipeline will travel primarily within the existing right-of-way, I fail to see why the search for alternative routes should continue.</p> <p>1</p>	<p>IN23-1 See revised section 3.3.3 for discussion of route variations considered and analyzed.</p> <p>IN23-2 All written and oral comments received during the public comment period were considered and evaluated in the preparation of this FEIS.</p> <p>IN23-3 Comment noted.</p>
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	<p>Several reasons have been presented as to why alternative routes, around Hunters Ridge, should or should not be considered. I would like to break down each one and show why none of them support altering from the proposed route.</p> <p>The proximity of the pipeline to existing homes As stated in the FERC Filing on October 6, 2008, under Accession #20081006-5088, the number of impacted landowners is basically equal. Twenty One landowners would be affected on the proposed route while twenty are along the alternate routes. The number of homes within 50 feet of the temporary construction work space is listed as three for the proposed route and one along the alternative routes. One key factor to note is that the home on the alternative route is 50 feet from the centerline, the pipe itself. The three homes on the proposed route are located 50 feet from the work space only, meaning each of these homes sits in excess of 50 feet for the actual pipeline. The proximity to the work space should be of little concern since it is adjustable and only temporary. All routes being proposed currently show work space that would fall within a street, which would more than likely need to be adjusted. In addition the engineer I consulted explained that the minimum distance for a pipeline from an existing structure is 25 feet, not 50 feet. There are also two very relevant questions that should be asked on this matter of concern:</p>	
IN23-4		<p>IN23-4 Comments noted. Section 3.3.3 <i>Route Variation 12</i> contains discussion of each of the variations evaluated in this area. Table 3.3.3-11, Table 3.3.3-12, and Table 3.3.3-13 contain a comparison of route variations 12A, 12B, 12C and the proposed route.</p>
IN23-5	<p>Question #1: Of the 21 affected properties on the proposed route, how many were purchased with an existing pipeline right-of-way in place? The very obvious answer to this question is all of them. With this being the case how can home owners along Hunters Ridge claim a great impact on the issue? If the Sparrows Point project is approved and runs along the proposed route, those properties face no fundamental change. A pipeline will be placed where a pipeline exists, it is as simple as that. This is not the case for homes along the route variations. We are the only home owners who are facing a significant change to the configuration of our properties.</p>	<p>IN23-5 Comment noted.</p>
IN23-6	<p>Question #2: Of the homes along the proposed route that are within 50 feet of the construction right of way, how many are already within 50 feet of an existing right of way? Based on the maps I have studied and the site walks I've done the answer again appears to be all of them. This fact appears to be true whether the number of homes in question is 3, 7, or 11. According to the most recent maps and the comments posted by residents on Accession #20081006-5052, the planned route for the AES pipeline is the eastern side of the Columbia Line #1896. This would place the Sparrows Point Pipeline in the area in between Columbia Line #1896 and #1278, clearly within an existing right-of-way. What this fact also tells you is that the AES pipeline would come NO closer to homes than the existing pipelines do. Once again this issue makes for no significant change for homes along the proposed route. Each of these homes was knowingly purchased with a gas pipeline closer to it than the Sparrows Point would be.</p>	<p>IN23-6 Comment noted.</p>
IN23-7	<p>Since the existing right-of-way is going to be utilized the impact to residents along any of the alternative routes would be far greater, we have no existing right-of-ways. Information has also come out that one of the existing Columbia Gas Pipelines no longer carries liquefied natural gas, but is instead used to channel fiber optic cables. This means</p>	<p>IN23-7 We do not have information that indicates fiber optic cables are housed within an existing Columbia Gas Pipeline. Fiber optic cables are often run adjacent to existing pipelines, and it is also known that portions of the pipeline route contain fiber optic cables. The purpose and need for conducting an alternatives analysis is presented in section 3.0.</p>

	<p>↑ that any new pipeline can be placed much closer to that existing pipe. Thus reducing any need for additional new right-of-ways, once again eliminating any tangible impact to the properties along the proposed route.</p> <p>Increased risk of construction around existing pipelines Comments have been posted citing the need to navigate existing pipelines, along the proposed route, as cause for concern. What I have not seen mentioned is that all of the alternative routes being considered would carry equal concerns for existing pipelines. According to pipeline engineers I spoke with, the danger of constructing a pipeline that runs parallel to an existing one is minimal. This fact was acknowledged by residents along the Hunters Ridge Route in comments posted in Accession #20081006-5054. In their comments they reference the fact that “compaction concerns can be mitigated successfully by employing common techniques”. All of the routes being considered require the AES line to run parallel to an existing pipeline. However a greater degree of care is needed when you are crossing over or under an existing pipeline. It is a fact that all of the alternative routes being considered would require at least two pipeline crossings. I have attached a copy of a FERC map showing Variations 12C and 20C with additional markings for the TEPPCO and Buckeye Pipelines. It is clear that both of these existing pipelines would have to be crossed if the Sparrows Point Pipeline is re-routed. This would make it no less hazardous to construct any of the alternative routes.</p> <p>Water Crossings The issue of water crossings has been stated, both in posted comments and comments made during the site visit on August 14, as reason to consider alternate routes. I have attached another copy of the FERC map showing route Variations 12C and 20C to clarify what appears to be a discrepancy. Clearly marked on this map, by FERC, are many of the streams in the area. Posted comments have listed two water crossings along the proposed route and only one along the alternate routes, this is incorrect. It is clear by this map, by more detailed Google Maps aerial photos, and by the walk I took this morning that there are no less than 3 water crossings present on the route variations. This fact certainly adds to the complexity of the alternative routes and may explain the proposed angle for HDD through this area. The area I refer to is located primarily on parcel #1242.2; this area has a winding stream through it, rocky terrain, and a heavy covering of old growth trees. This would clearly be the most complicated area of water to be crossed on any of the routes in question. The water crossings along the Hunters Ridge Route are both a straight lines across and have both been crossed by an existing pipelines. All of the water crossings along the alternative routes are currently unaffected by pipelines and right-of-ways.</p> <p>Impact on Wetlands This one is simple, according to the FERC Filing on October 6, 2008, under Accession #20081006-5088; there are no effected wetlands along the Hunters Ridge Route. According to this environmental comparison the only way wetlands will be impacted is if this pipeline is re-routed. All of the variations under consideration, regardless of where they start and stop, would encroach on the same area of wetlands. ▼ The comments of residents posted on Accession #20081006-5052, which acknowledge</p>	<p>IN23-8 Comment noted.</p> <p>IN23-9 Comment noted. The purpose and need for conducting an alternatives analysis is presented in section 3.0.</p> <p>IN23-10 Comment noted. The purpose and need for conducting an alternatives analysis is presented in section 3.0.</p>
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	<p>the location of the Sparrows Point Pipeline as running between the existing Columbia Pipelines, only serve to back this up. The areas of wetlands in question, along the Hunters Ridge Route, are located on parcel #1243 and sit adjacent to the existing Columbia Lines. If the Sparrows Point Line is placed between the Columbia Lines that would mean the existing lines are closer to the wetlands. Since the existing pipelines have 25 feet of right-of-way on either side the AES line would not encroach further into the wetlands.</p>	
<p>IN23-11</p>	<p>Deforestation and effected trees</p> <p>It appears to be quite simple to evaluate which route would have the largest amount of negative impact with this issue. Just look at any map that has been provide or any aerial picture that is available, the clearest path for the Sparrows Point Pipeline is through Hunters Ridge. This fact is crystal clear and impossible to dispute. Because of the pre existing pipeline right-of-ways there would be far fewer trees affected along that path. Residents have commented about a 300 year old Oak Tree that could be affected along the proposed route. Why should this particular tree carry any more significance than the 200+ year old Oak Tree and the 100+ year old Hickory Tree on my property? The maps for route variations 12B-C and 20B-D have the pipeline going directly under my trees. The maps for variation 12A have the pipeline going directly under a 150+ year old Pear Tree, and the septic field, on my property. The information presented to me stated that even if HDD was utilized, trees in the direct path of the pipeline might still need to be removed. The tree along the proposed route would appear to be in no more danger than it was on previous construction projects. The AES pipeline would certainly run fater from the root system of this tree than the existing pipelines. Columbia Pipeline #1896 runs just outside of the drip line of this tree so placing the AES line on the eastern side of this line keeps it further from the tree. The posted comments of concern are also referring to the pipeline workspace being within the area of this tree. As stated earlier the workspaces are adjustable and only temporary. The reality is anyone of these tree could be gone tomorrow regardless of any pipeline. Local residents only need to look back about two years to recall the 300+ year old Oak that fell over in a wind storm on the property located at the corner of Peregrine and W. Township Line Rd. There were no pipelines located on this property to cause this.</p>	<p>IN23-11</p> <p>Comment noted. The purpose and need for conducting an alternatives analysis is presented in section 3.0.</p>
<p>IN23-12</p>	<p>Reduction in property values for homeowners</p> <p>It is true that any right-of-way or easement placed on a property will in some way affect its value. With that being said the only property owners that face a reduction in property value, as a result of the Sparrows Point Pipeline, are those on the alternative routes. Every home along the Hunters Ridge Route was constructed after the right-of-ways were in place. Therefore the affects of the pipeline easements were calculated into their home values from day one. My home has stood for close to 200 years without a single right-of-way or easement attached to it, to change that now will most certainly impact its value.</p>	<p>IN23-12</p> <p>Comment noted. The purpose and need for conducting an alternatives analysis is presented in section 3.0.</p>
<p>IN23-13</p>	<p>Security and Safety concerns</p> <p>Any concerns that can be raised on issues of safety during the construction of this pipeline would clearly be equal on all routes. Comments have been made about the long</p>	<p>IN23-13</p> <p>Comment noted. The purpose and need for conducting an alternatives analysis is presented in section 3.0.</p>

	<p>term safety and security issues of underground natural gas pipelines. The question I ask is if there are real dangers from living close to a gas pipeline why expose additional residents to that danger? The existing gas pipelines that run through Hunters Ridge are not going anywhere and those living close to them chose to. Each property owner, along the proposed route, had the opportunity to consider the dangers associated with gas pipelines before they bought their home. If they were not comfortable living so close to a pipeline they could have purchased a different lot in the development or bought a home somewhere else altogether. The fact is they volunteered for this “burden” they bare; no one forced a gas pipeline on them. Security concerns were mentioned at one of the meetings relating to 9/11 and a possible terrorist attack on these pipelines. It would be far easier to maintain, monitor, and secure a single corridor of pipelines than a web of them, traveling in and out of multiple neighborhoods. Once again all of those along this pre existing corridor of pipelines chose to live there after the pipes were in place.</p>	
IN23-14	<p>Effects on the township land (Lake Ridge) Comments were posted sighting the proximity of the proposed pipeline to the Lake Ridge processing facility as cause to consider alternative routes. As I know from my own system, the most critical part of any septic or drip irrigation system is the leach field. Processing buildings and containment tanks can be located or relocated with relative ease. It is the disposal field that is the heart of the system and that is what would be impacted by the route variations. It has been made clear by the comments submitted by Upper Uwchlan Township, that use of Lake Ridge land for route variations is not possible. Should the wastewater disposal for hundreds of residents be jeopardized to accommodate a few residents along a proposed pipeline route? The proposed pipeline route would travel within the existing right of way on Lake Ridge and would not impact the disposal area. With available land in our township dwindling, I’m sure I speak for many residents who do not want to see the Lake Ridge disposal area disrupted. I don’t think anyone living around Lake Ridge wants to see that land rendered unusable for drip irrigation and turned into a typical sewage treatment facility.</p>	<p>IN23-14 Comment noted. The purpose and need for conducting an alternatives analysis is presented in section 3.0.</p>
IN23-15	<p>Impact on residential septic systems I have seen no solutions presented by anyone to remedy this issue, other than to keep the pipeline on the proposed route. Several of the homes on the alternative routes have on site wastewater disposal and do not have another option. Variation 12A puts the pipeline right through my leach field and other variations would cross through my neighbors. All of the route variations would impact my ability to relocate my existing leach field if it were to become saturated. I looked into connecting to the public system before I replaced my existing septic and was told it was not possible. I would have gladly used the \$20,000 I spent to replace my system for hooking in if I could have. There is no one on the Hunters Ridge route that faces this potential impact from the Sparrows Point Pipeline. The only solution to this issue is to keep the pipeline on the proposed route.</p>	<p>IN23-15 Comment noted.</p>
IN23-16	<p>Concerns for residential wells and drinking water Once again this is an issue that only faces residents along the considered alternative routes. No homeowner along the Hunters Ridge Route is facing an impact on their families’ drinking water. Misleading comments were posted declaring the solution</p>	<p>IN23-16 Comment noted.</p>
	<p>5</p>	

<p>↑ to this concern would be “to connect them to the public water supply that is just across the street”. I don’t know where they got their information but there is NO public water across the street from my property. I personally spoke with engineers at AQUA, the areas public water supplier. I was told the water main would need to be extended over 400 feet to service my home. I was also told to facilitate an extension would require a right-of-way, road construction and/or at least 200 feet of my property to be dug up. The reported cost I was given for this extension was \$50,000 to \$75,000. These figures do not include the \$10,000 to reimburse me for the investment I have already made in my current well. When the viability of my well was tested it was pumping 11 gallons per minute, by any ones standard that is a strong well. If forced to re-drill my well, for any reason, there is no guarantee I would ever find another water source as strong as what I current have. Comments posted under Accession #20081006-5052 question the AES claims of the potential for frac-out during the HDD process. These comment site a personal engineering resource who claims “there is an extremely slim chance for frac-out”. If you break this engineers opinion down what you get is “there is a chance for frac-out”. Slim or not there is a chance, the only 100% guaranteed route with no possibility of impact from frac-out is through Hunter Ridge. The fact is no study, or survey, or geological analysis can say with 100% certainty that my drinking water would not be adversely affected. My engineering resource informed me that any pipeline construction that is done within 300 feet of a potable water source requires future water monitoring. So while a pipeline on my property might not impact my well today it could make it useless years from now. This is an unfair burden to put on any homeowner considering the proposed route has 0.00% chance of impacting residential drinking water.</p>	
<p>IN23-17</p> <p>General issues of surface disruption and terrain</p> <p>Many comments have been made about the pipelines affects on individuals’ physical property. Disruptions to driveways, sidewalks, flower beds, decorative trees, sprinkler systems, etc. are all temporary issues and are common to all routes. If HDD is used this will also limit these impacts on any of the proposed routes. The affected old growth trees on my property and parcels 1241.3, 1241.4, 1241.5, 1242.2, 1242.3, 1242.4 would stand as the only significant impact on this issue. Five or Six Pine Trees that are maybe ten years old can not even compare to the affected trees on the alternative routes.</p> <p>Repeated comments have been made concerning the need to travel a steep incline along the Hunters Ridge Route. The fact is that this area was chosen as suitable terrain when the original pipes were laid back in the 1950’s. One would have to assume today’s technology for placing pipelines is as least as capable as back then. The pipeline engineer I spoke with stated inclines such as this would have no negative impact on construction and can in some cases be beneficial.</p>	<p>IN23-17</p> <p>Comment noted.</p>
<p>IN23-18</p> <p>Effects to local utilities</p> <p>There is certainly no evidence with this issue that would support any of the pipeline route variations. The comment about a large utility box located in a work area on parcel 1247, along the Hunters Ridge Route, has no merit. For one the exact same type of utility box is located in a work area on parcel 1241.2, along the alternative routes. More importantly as stated before the pipeline workspaces are adjustable and only temporary. It is also important to note that the suggested alternative route that travels the</p> <p>6</p>	<p>IN23-18</p> <p>Comment noted.</p>

IN23-19

↑ outer edge of the Lake Ridge land, along W. Township Line Rd., would impact additional utilities. The Electric, Phone, and Cable lines for the homes on W. Township Line Rd. all run along that outer edge of Lake Ridge. In addition there is PECO Natural Gas Line that runs along the outer edge of Lake Ridge as well. All of these services run right along this proposed route and would need to be moved.

The facts are clear, if the Sparrow Point Pipeline is going to be constructed it should go the Hunters Ridge Route. There simply is no valid argument to support choosing any of the alternative routes. The residents along the Hunters Ridge Route have worked since November of 2006 to construct a legitimate case for FERC to re-route this pipeline. It is now almost two years later and not a single justifiable reason has been presented to move this pipeline from the proposed path. Let no one forget that the "burden" shouldered by these home owners and their "support of the American consumers' energy needs" are ones of choice. No one forced them to buy a home where they did. No one came along and dropped a pipeline in their yards without their approval. Each of them felt the benefits of the property they bought outweighed the negatives of the right-of-way connected to it. Every one of them signed a deed for their property that referenced a pipeline right-of-way which allowed for changes over time.

It is my sincere hope that the facts laid out in this letter put an end to your consideration of the alternative routes around Hunters Ridge. Thank you for your time and consideration on this matter.

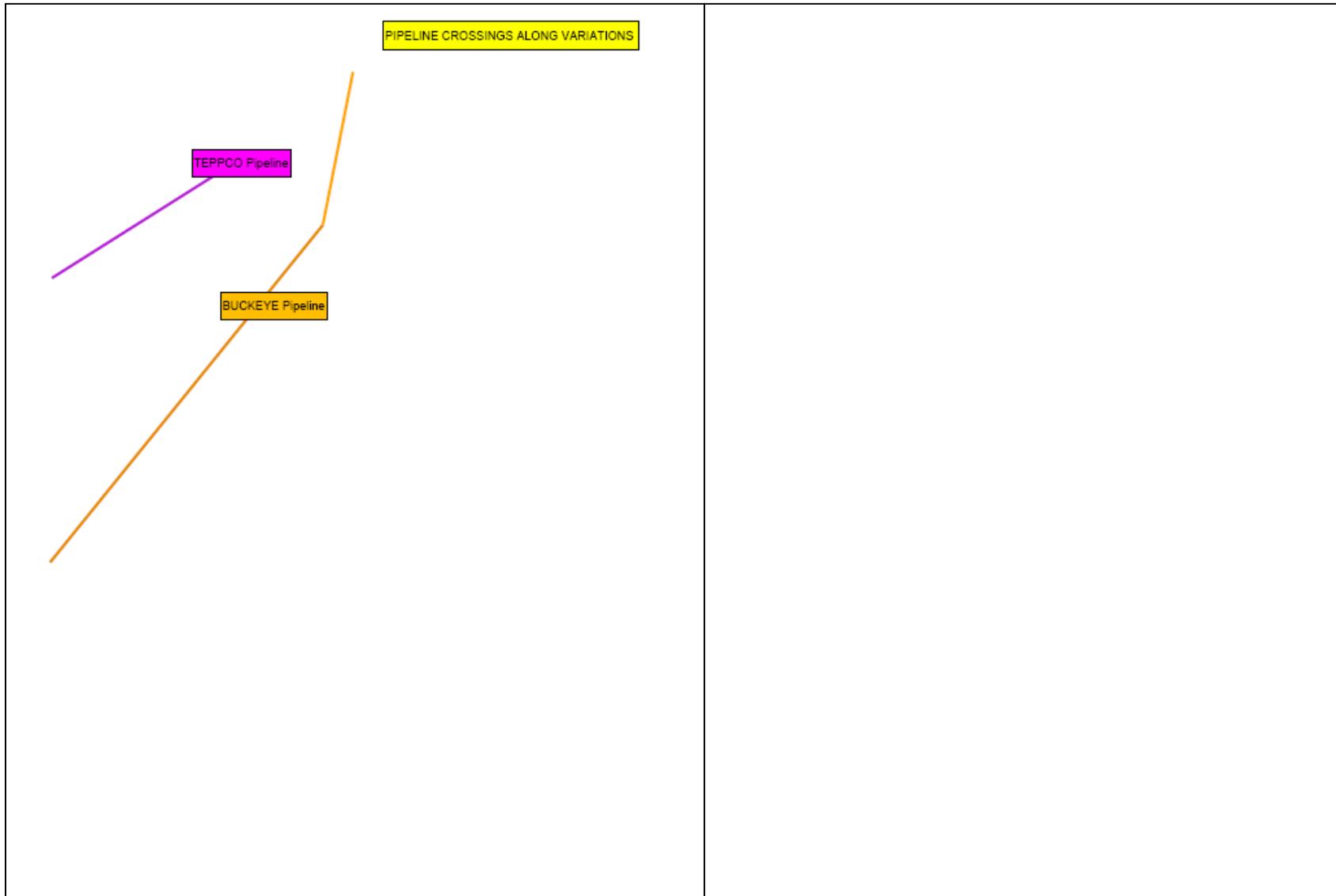
Sincerely,

Andrew Durkin

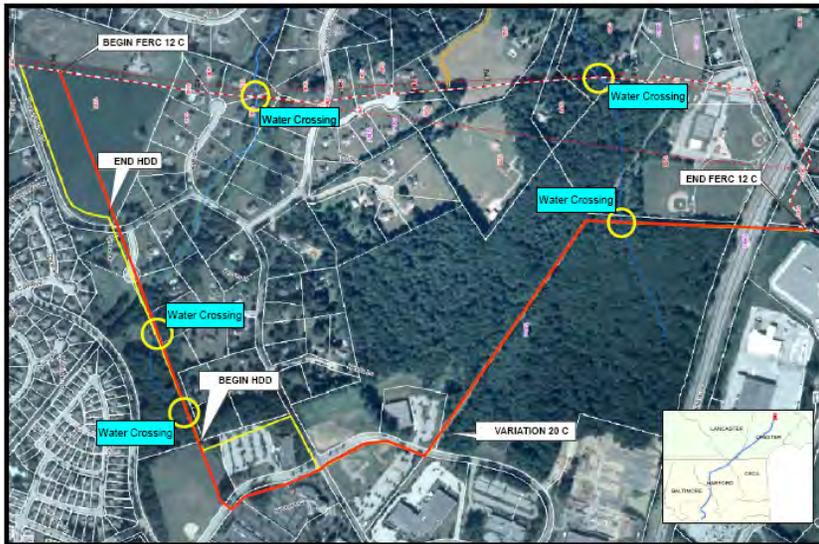
550 W. Township Line Rd.
Downingtown, PA 19335
Upper Uwchlan Township
Chester County

IN23-19

Comments noted.



WATER CROSSINGS ALONG VARIATIONS



Legend	<ul style="list-style-type: none"> TERMINAL DETERMINED FROM SURVEY USGS STREAM WETLAND DETERMINED FROM SURVEY RAW WETLAND UTILITY POLE PARCEL BOUNDARY ACCESS ROAD EXISTING PIPELINE 	<p>PRELIMINARY AND CONFIDENTIAL</p> <p>DATE: 04/22/08</p> <p>FOR REVIEW PURPOSES ONLY NOT FOR PUBLIC RELEASE</p>
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FERC Route Variation 12C

ORIGINAL

**Federal Energy Regulatory Commission
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Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

I do not want the LNG terminal to be built at Sparrows Point for the following reasons:

- 1) Security Risks - High Risk of terrorist attack. Danger to thousands of people in the area from an explosion.*
- 2) Environmental Impact - the Chesapeake Bay would be ruined. It will ruin marine life for all people who make their living on the water.*
- 3) Economy - Part of Baltimore would lose business to other ports. Cruise ships, ships loaded with cars, ships loaded with freight, can't sit around and wait 12 hours to get into port and 12 hours to get out of port.*

Commenter's Name and Mailing Address (PLEASE PRINT)
 Elizabeth A. Anan
 2480 Keyway
 Baltimore, MD 21222

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 COMMISSION
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 FEDERAL ENERGY
 REGULATORY COMMISSION

IN24-1
 IN24-2
 IN24-3

IN24-1 Please see response to comment IN8-1.
 IN24-2 Section 4.8.4. contains discussions on boating, fishing and waterfowl hunting.
 IN24-3 Section 4.9 of the FEIS describes anticipated impacts to the social and economic values of the area; section 4.9.4 specifically describes impacts to transportation and vessel traffic, including cruise and cargo ships.

ORIGINAL

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See back for comments

Commenter's Name and Mailing Address (PLEASE PRINT)

_____ *Rick and Diane MacDougall* _____
_____ *3100 Dunglew Road* _____
_____ *Dundalk, Maryland 21222* _____

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SECRETARY OF THE
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2008 JUN 19 P 3 11
FEDERAL ENERGY
REGULATORY COMMISSION

<p>20080623-0008 FERC PDF (Unofficial) 06/19/2008</p> <p>We are vehemently opposed to the building of an AES/LNG terminal at Sparrows Point or any other nearby locations.</p> <p>The historic community of Dundalk has lived in close proximity to enough dangerous elements for far too long. Just when our precious Chesapeake Bay seems to be making a comeback, AES wants to dredge up years and years of toxic waste and debris that will further endanger the citizens of this area.</p> <p>The notable and extraordinary community of Turner's Station is especially at risk in its' closeness to where the proposed pipeline would be constructed as well as the proximity of this community to the enormous tankers that would come into this area. Turner's Station is one of the oldest and most significant African-American communities in the state of Maryland and to further put this historic area in jeopardy is a travesty.</p> <p>Other factors, among many, that should dissuade FERC from approving this proposed construction include the destruction of rare and diverse foliage, vegetation and animal life. In addition, the boating life of this area would become virtually non-existent due to security and safety issues involved in bringing the LNG tankers to the terminal.</p> <p>In essence, the imminent and forthcoming dangers presented by the building and usage of this terminal are far too exorbitant and the good citizens of Dundalk and the surrounding areas that we have polled are totally and wholly against its' construction.</p> <p>Thank you for your consideration of this request.</p>	<p>IN25-1 AES would employ an environmental bucket for digging all of the soft sediment. The environmental bucket would be equipped with sealing gaskets or overlapping seals at the jaws, and seals or flaps positioned at the vent openings to minimize the loss of sediment during transport through the water column and into the hopper scow. The environmental bucket would also be equipped with a sensor to ensure complete bucket closure prior to hoisting. The use of these and other BMPs with regard to dredging would serve to minimize these temporary and localized anticipated impacts.</p> <p>IN25-2 We address Turners Station in the Environmental Justice discussion in Section 4.9.</p> <p>IN25-3 Section 4.0 of the FEIS describes impacts to the environment. Specifically, sections 4.5 and 4.6 analyze impacts to vegetation and wildlife, respectively.</p> <p>IN25-4 Section 4.8.4 addresses boating and fishing.</p>
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IN26 – Richard J. and Victoria S. Channell

<p>20081008-5052 FERC PDF (Unofficial) 10/8/2008 2:53:49 PM</p>	
<p>203 Red Tail Circle Downingtown, PA 19335</p>	
<p>October 8, 2008</p>	
<p>Ms. Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 1st Street N.E. Washington, D.C. 20426</p>	
<p>Re: AES Sparrows Point Project Docket Nos. CP07-62 CP07-63, CP07-64, CP07-65</p>	
<p>Dear Ms. Bose:</p>	
IN26-1	<p>We are writing in response to the recent AES filing dated October 6, 2008 under Accession #20081006-5088. We find the analysis of Variation 12C to be inaccurate, incomplete, totally lacking in flexibility, and even intentionally misleading at times. We sincerely hope that you agree that a variation similar to what we have outlined is truly the best route through this area.</p>
IN26-2	<p>First, it is imperative to point out that AES has identified 7 residential properties (versus the 3 mentioned in Accession #20081006-5088) whose residences are within 50' of the construction right-of-way of the proposed pipeline route. Referencing table 8.4.3-1 under Accession #20081003-5054, last updated October 3, 2008, the following parcels are within 50' of construction workspace: 1239, 1241, 1242, 1243, 1244, 1245, and 1251. Additionally, that table does not include 4 properties on Red Tail Circle whose residences will realistically be located within, or extremely close to, 50' of the construction work area: parcels 1247, 1248, 1249, and 1250. Referencing Site Specific Plan (SSP) for Mile Post 84.45 (Drawing No. AES-900-84.45) from Accession #20081003-5054, we infer that AES intends to place the construction workspace on the eastern side of Columbia line #1896 in this area. This is neither practical, nor feasible. Due to the westward curving of Red Tail Circle, these properties cannot have the entire workspace fall to the eastern side of Columbia line #1896 unless the workspace may be placed within the road itself. There are also many obstacles that would fall within the workspace. Specifically on our property, the SSP clearly shows 6 mature evergreen trees that provide buffering along Turnstone Way lying within the workspace. Moving the workspace closer to our residence protects 5 of those trees, but places our home within 50' of the construction workspace. We also have a comparable number of mature evergreen trees planted on our northern property border that would be eliminated if the workspace remains east of Columbia line #1896. There is a large utility box within this area that would fall in the workspace, as well as our neighbors' landscaped beds at the front of their properties. Additionally, there is a natural forested cluster of trees on parcels 1250 and 1251 that would fall within this workspace. For these reasons, we believe these 4 properties will realistically fall within 50' of the construction workspace, therefore increasing the number of properties within 50' of residences to 11 residential properties.</p>
IN26-3	<p>Comment noted.</p>
IN26-4	<p>Comment noted.</p>
IN26-5	<p>Comment noted. See section 4.8.1 for a discussion about construction around homes within 50' of the construction work area.</p>
IN26-6	<p>The SSP for Mile Post 84.45 has other unacceptable impacts. Specifically, the workspace would eliminate a natural cluster of trees on parcel 1244 as well as cross the sidewalk surrounding the homeowners' pool. Though the SSP notes that the oak tree on parcel 1245 would be protected, the</p>
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↑ workspace falls within the trees' drip line, which is not permissible. The root system extends beyond the tree canopy and must be completely avoided to protect the tree.

The comparison table of the Proposed Pipeline Route and Variation 12C has several problems in addition to incorrectly reporting the total number of residences that are within 50' of the construction right-of-way.

- The proposed pipeline workspace will almost certainly cross the wetland on parcel 1243. AES has previously identified this wetland under Accession #20060616-4017, in file AES-PP-075(VAR12A).PDF. The Site Specific Plan documented in Accession #20061001-0065 for this parcel indicates "NO SURVEY BEYOND THIS POINT", and we suspect that this is the reason the wetland impacts have not been identified. However, review of map AES-PP-075 leaves little doubt that the wetland will fall within the workspace.
- We have not seen any maps depicting forested wetland with Variation 12C. However, if wetlands exist, we suspect they are near the proposed crossing of the Pennsylvania Turnpike. This can easily be avoided by continuing to follow the Sunoco easement back to the original route at Hickory Park, as depicted in our Attachment 1. Based on our review of map AES-PP-075, wetland 1255WA2 would still be avoided with this variation. This variation would cross the outfield portion of the softball field at the park, as does the proposed route.
- We are unclear as to the location of additional agricultural land for Variation 12C. If it is the Upper Uwchlan property, parcel 1238, traversal near the southern border of that property makes the difference between the proposed route and Variation 12C negligible.

We believe the HDD angle presented in the AES rendering of Variation 12C reflects the worst possible scenario. The HDD angle can be aligned in such a manner as to eliminate crossing of at least 4 of the residential properties in that area, as we have depicted with a simple straight-line rendering in Attachment 1 using the AES map as a base. Our map addresses the majority of AES' claims against pursuing the variation, while factoring in the potential for development on parcel 1243.3. It is important to note that we submitted a very similar map months ago on June 16, 2008 under Accession #20080616-5038. Other benefits of our map include:

- It follows a southern crossing of the Upper Uwchlan Township property (parcel 1238) minimizing impacts to the Lakeridge WWTF. To reiterate our comments from Accession #20081006-5054, the Township was the initial party suggesting a northern crossing of their property, and has agreed to a southern crossing on numerous occasions.
- Unlike the map filed by AES, the HDD exit/entry points are consistent with the FERC map from Accession #20060929-4000. This allows for minimal soil compaction on the Upper Uwchlan property as well as a longer pullback area. The HDD entry is also moved slightly into parcel 1242.2 to further reduce impacts on parcel 1243.3.
- It considers future POSSIBLE development of parcel 1244.3, even though no plan of any sort has been brought before the Uwchlan Planning Commission related to such development.
- It remains on the western side of Stockton Drive eliminating 2 road crossings that AES indicated were a concern from a road-boring standpoint. No building plans have been brought before the Upper Uwchlan Planning Commission to-date for a structure on the land north of Township Line Road and west of Stockton Drive, so the construction of the pipeline along this property border allowing for a road-boring pit to cross Township Line Road would have minimal impacts.
- Once at the Sunoco pipeline easement, it continues along this easement until reconnecting with the original proposed pipeline at Hickory Park. This avoids the forested wetlands and increases the mileage running parallel to existing ROW.

IN26-7

IN26-7

Comment noted.

IN26-8

IN26-8

Comment noted.

IN26-9

IN26-9

Comment noted.

IN26-10

IN26-10

Comment noted.

↑ We are unable to view the privileged information containing affected landowners, so we can only speculate that AES has included all tenants of the office/commercial buildings owned by The Hankin Group. It is our understanding that The Hankin Group still owns the property crossed through Eagleview by Variation 12C. However, if this is not the case, these impacted landowners still are not residential homeowners. Our map also reduces the number of “sub-parcels” impacted within Eagleview.

A major point of concern noted in the AES filing was the potential risk to homeowners’ wells on parcels 1240.2 and 1241.2. AES still has done no actual engineering analysis on the potential impact to the wells on these properties and has only provided you with speculations. Engineering resources we consulted have indicated that there is an extremely slim chance for frac-out to occur with the HDD method, and there are no potability issues. As was discussed during the August 13, 2008 site visit by the FERC representatives, because only an extremely small portion of parcel 1240.2 would be crossed by the HDD, we believe there is no risk to the water supply on that property. We urge you to require AES to perform specific geological analysis on the well locations/depths on these parcels in comparison to the HDD location/depth. This will provide an accurate picture of the potential impacts to the wells on these properties.

If concern still remains for impacts to these wells, we have contacted AQUA Pennsylvania and obtained detailed information as to the water main connection opportunities. Representative Maureen Sapko of the Great Valley Division had the area surveyed and determined that the water main access along Township Line Road ends at the northern corner of parcel 1238.1, thus placing it approximately 125’ short of the start of the parcels in question. Per the AQUA engineering representative, the main water line along Township Line Road can be extended to service parcel 1240.2 and would require NO new rights-of-way to do so. Because the residence on this parcel sits at the southern end of the property, the line extension would be approximately 400’, as was indicated by AES, at an estimated cost of \$125/foot. As for parcel 1241.2, a water main exists at the edge of parcel 1242.2 into which parcel 1241.2 can easily tap along the eastern boundary with only the efforts of a plumber, and can be accomplished by placing a simple phone call to request. Therefore, it is quite viable for these properties to be connected to publicly supplied water if the analysis determines frac-out risks exist.

In conclusion, the information presented in this letter strongly demonstrates that a modified Variation 12C is the best route if this pipeline project is approved. As always, we appreciate your efforts to ensure that all variations are thoroughly evaluated.

Sincerely,

Richard J. Channell
Victoria S. Channell

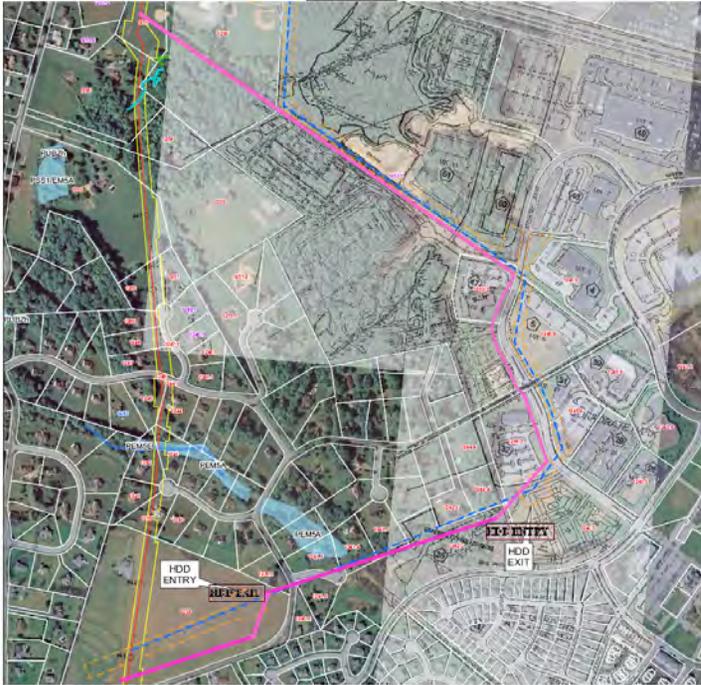
cc: Kent Morton, AES (via email)
John Roughan, Upper Uwchlan Township Manager (via email)
David Leh, Upper Uwchlan Township Engineer (via email)

IN26-11

IN26-11

Comment noted.

Attachment 1



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