



**FEDERAL ENERGY REGULATORY COMMISSION
ENVIRONMENTAL COMPLIANCE MONITORING PROGRAM
WEEKLY SUMMARY REPORT**

ROVER PIPELINE, PANHANDLE BACKHAUL, AND TRUNKLINE BACKHAUL PROJECTS

DOCKET Nos.: CP15-93-000, CP15-94-000, and CP15-96-000

For the Period: Ending April 7, 2018

On February 2, 2017, the Federal Energy Regulatory Commission (FERC) published an Order Issuing Certificates (Certificates) to Rover Pipeline LLC (Rover), Panhandle Eastern Pipe Line Company, LP (Panhandle), and Trunkline Gas Company (Trunkline) to construct and operate pipeline, compression, metering facilities, and related infrastructure as part of the Rover Pipeline, Panhandle Backhaul, and Trunkline Backhaul Projects (Projects). The Rover Pipeline Project facilities consist of approximately 700 miles of new natural gas pipeline in 510 miles of new rights-of-way and multiple aboveground facilities located in Pennsylvania, West Virginia, Ohio, and Michigan. The Panhandle Backhaul Project consists of piping modifications at existing facilities located in Indiana and Illinois. The Trunkline Backhaul Project consists of piping modifications at existing facilities in Illinois, Tennessee, and Mississippi. In accordance with its Certificates, Rover, Panhandle, and Trunkline agreed to fund a third-party Compliance Monitoring Program during construction of its Projects.

This report provides a summary of the activities performed by the FERC Compliance Monitors (Compliance Monitors) as well as the construction variances approved for the Projects. This report also provides a summary of rainfall data, selected construction photographs, and a GANTT chart depicting construction progress.

COMPLIANCE REPORT SUMMARY TABLE

Compliance Level	Number of Reports this Reporting Period	Cumulative Number of Reports
Acceptable	12	2,123
Communication	25	1,405
Problem Area	5	426
Noncompliance	4	647
Serious Violation/Stop Work Order	0	2
Level 1 Variance Approvals	1	81
Level 2 Variance Approvals	0	193
Level 3 Variance Approvals	0	19
Total Reports	47	4,896

Report Compliance Level Definitions:

- **Acceptable** – documented activity or area is in compliance with the Project’s environmental requirements and mitigation measures have been adequately implemented.
- **Communication** – documentation of relevant meetings between the Compliance Monitor and landowners, agencies, Rover’s representatives, Els, or other noteworthy conversations or communications.
- **Problem Area** – generally incidents that are accidental or unforeseeable, are not out of compliance with the Project’s environmental requirements, but may become out of compliance if not addressed in a timely manner.
- **Noncompliance** – activity or area that is not in compliance with Project specifications or that places sensitive resources at unnecessary risk.
- **Serious Violation** – activity or area that is not in compliance with Project specifications which results in substantial harm to sensitive resources or poses serious risk to sensitive resources.

Variance Level Definitions:

- **Level 1 Variance** – reviewed and approved or denied by the Compliance Monitor. These requests are for site-specific, minor, performance-based changes to Project specifications or mitigation measures that provide equal or better protection to environmental resource.
- **Level 2 Variance** – reviewed and approved or denied by the FERC Compliance Manager. These requests involve Project changes that would affect an area outside of the previously approved work area and could affect sensitive resources.
- **Level 3 Variance** – reviewed and approved or denied by the FERC. These requests involve Project-wide changes to mitigation measures, areas beyond the previously surveyed corridor, permanent structures, or changes to site specific crossing plans.

SUMMARY OF PROJECT ACTIVITIES

The FERC Compliance Monitors conducted daily inspections of the authorized portions of the construction right-of-way and extra work areas and documented compliance with the Project's environmental requirements. The majority of the compliance activities focused on horizontal directional drill (HDD) activities and cleanup and restoration. The Compliance Monitors and Compliance Manager also coordinated with Rover's environmental management staff, Chief Environmental Inspector (EI), Lead EIs, and EIs to discuss areas of concern and to clarify interpretations of the Project's environmental requirements.

RAINFALL SUMMARY

Gages referenced below are part of the National Oceanic and Atmospheric Administration's (NOAA) Global Historical Climatology Network (GHCN). All daily station data can be found here:

<https://gis.ncdc.noaa.gov/maps/ncei/summaries/daily>. Precipitation amounts listed in inches; N/A represents no data collected, ND represents no data available, T represents Trace.

STATION	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	TOTAL
	4/1/2018	4/2/2018	4/3/2018	4/4/2018	4/5/2018	4/6/2018	4/7/2018	
Middlebourne ¹	0.08	0.58	0.29	1.32	0.00	0.00	0.17	2.44
Wheeling ²	0.06	0.37	0.05	1.58	0.02	0.00	-	2.08
Uhrichsville ³	0.05	0.30	0.08	1.52	0.02	0.00	0.25	2.22
Dover ⁴	N/A	0.20	0.03	N/A	N/A	N/A	N/A	0.23
Wooster ⁵	0.00	0.19	0.43	1.52	0.00	0.00	0.05	2.19
Bucyrus ⁶	0.00	0.25	0.50	1.50	0.00	0.03	0.01	2.29
McClure ⁷	0.02	0.00	0.12	0.63	T	0.00	0.00	0.77
Morenci ⁸	0.10	0.00	0.06	1.05	0.00	0.09	0.00	0.00
Chelsea ⁹	0.07	0.00	0.02	0.59	0.03	0.11	0.00	0.82

¹ – Located in Middlebourne, WV ~3.3 miles northeast of MP 20.1 of Sherwood Lateral (39.470309°, -80.856841°).

² – Located in Wheeling, WV ~5.4 miles north of MP 12.4 of Majorsville Lateral (40.056303, -80.727857).

³ – Located in Uhrichsville, OH ~6.6 miles southwest of MP 18.0 of Mainline Spread 1 (40.405235°, -81.343191°).

⁴ – Located in Dover, OH ~7.4 miles southwest of MP 29.7 of Mainline Spread A (40.530037°, -81.460953°).

⁵ – Located in Wooster, OH ~2.8 miles northeast of MP 68.2 of Mainline Spread B (40.783300°, -81.916594°).

⁶ – Located Bucyrus, OH ~9.8 miles southwest of MP 123.4 of Mainline Spread C (40.811599°, -82.968847°).

⁷ – Located in McClure, OH ~3.9 miles north of MP 184.2 of Mainline Spread D (41.328233°, -83.908801°).

⁸ – Located in Morenci, MI ~1.0 mile west of MP 28.2 of Market Segment Spread 7 (41.721562°, -84.214805°).

⁹ – Located in Chelsea, MI ~3.4 miles from MP 77.0 of Market Segment Spread 8 (42.325942°, -84.013314°).

NONCOMPLIANCES AND PROBLEM AREAS

FERC Issued

Noncompliances:

The FERC issued four noncompliance reports (NCRs) during this reporting period.

Date	Location	Milepost	Report Summary
4/6/2018	Seneca Compressor Station	0.0	No noise survey (interim or full-load) has been filed for the Seneca Compressor Station. On December 15, 2017, FERC authorized Rover Pipeline LLC's request to place into service the Seneca, Cadiz, and Clarington Compressor Stations. On March 23, 2018, Rover filed an affirmative statement that the Seneca Compressor Station was placed in-service as of December 15, 2017. In accordance with environmental condition 43 of the Commission's February 2, 2017 Order Issuing Certificate, a noise survey for the Seneca Compressor Station was due by February 13, 2018.
4/6/2018	Cadiz Compressor Station	0.0	No noise survey (interim or full-load) has been filed for the Cadiz Compressor Station. On December 15, 2017, FERC authorized Rover Pipeline LLC's request to place into service the Seneca, Cadiz, and Clarington Compressor Stations. On March 23, 2018, Rover filed an affirmative statement that the Cadiz Compressor Station was placed in-service as of December 15, 2017. In accordance with environmental condition 43 of the Commission's February 2, 2017 Order Issuing Certificate, a noise survey for the Cadiz Compressor Station was due by February 13, 2018.
4/6/2018	Clarington Compressor Station	0.0	No noise survey (interim or full-load) has been filed for the Clarington Compressor Station. On December 15, 2017, FERC authorized Rover Pipeline LLC's request to place into service the Seneca, Cadiz, and Clarington Compressor Stations. On March 23, 2018, Rover filed an affirmative statement that Clarington Compressor Station was placed in-service as of January 1, 2018. In accordance with environmental condition 43 of the Commission's February 2, 2017 Order Issuing Certificate, a noise survey for the Clarington Compressor Station was due by March 2, 2018.
4/7/2018	Mainline Spread A Pipe B	53.5	Insufficient containment was observed for the fuel cans onsite. The containment was large enough to hold two cans at one time and there were four cans in this containment. Two cans were not completely in the containment. When the cans were removed, it was also observed that the containment was in poor condition with large cracks and pieces missing.

Problem Areas:

The FERC issued five problem area reports (PARs) during this reporting period.

Date	Location	Milepost	Report Summary
4/3/2018	Mainline Spread 1 Pipe B	3.2	The slope failure on the northwest slope above Slab Camp Road (County Road 30) has increased and has not been stabilized. Safety cones and a drain tile have been installed to warn the public and drain runoff along the roadside.
4/4/2018	Burgettstown Lateral	10.9	Sediment migrated down the slope and overwhelmed the sand bag berm that was installed to protect stream S3ES-HA-272. In addition, the erosion control devices (ECDs) have been overwhelmed and buried from the recent slide.

Date	Location	Milepost	Report Summary
4/4/2018	CGT Lateral	2.5	There are two significant slope failures in the vicinity of stream S4H-DO-247 that are off-right-of-way and a third, smaller failure that is within the right-of-way boundary but is threatening the stream. The landslide on the coming-in side of the right-of-way is the result of a failure of a spoil pile that completely overwhelmed installed super silt fencing and inundated an ephemeral drainage that feeds into the delineated stream. The failure/mud slide carried the fencing well downgradient along with several of the supporting posts. The landslide on the going-away side of the stream is a developing failure on the lower corner of the left ascending side of the right-of-way. A large section of the area adjacent to the right-of-way is breaking off and moving downslope. There is no material in the stream at present, but if it fails, it will block the channel. The third failure is on the lower corner on the right ascending side of the right-of-way. Though smaller in size, the failure is overwhelming the installed super silt fence and in close proximity of the stream.
4/5/2018	Sherwood Lateral	16.1	This area has been roughly graded, but not stabilized. There are numerous erosional conditions present and, after the recent rain events, the installed sediment control structures need to be cleaned.
4/7/2018	Sherwood Lateral	6.3	As a result of recent rain events, the sumps at the terminal end of the installed slope breakers have significant accumulations of sediment and need to be cleaned. There are multiple slope failures through this section of right-of-way. Failures have been noted on both sides of stream S1ES-DO-112, as well as a failure on an adjacent ephemeral stream, S2ES-DO-114.

Rover Issued

Noncompliances:

The Environmental Inspectors informed the Compliance Monitors of two self-reported (Rover-issued) NCRs during this reporting period as described in the communications report below.

Problem Areas:

The Environmental Inspectors informed the Compliance Monitors of two self-reported (Rover-issued) PARs during this reporting period as described in the communications report below.

PROJECT COMMUNICATIONS

Below is a summary of the Communication Reports posted by the Compliance Monitors this reporting period.

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/2/2018	CGTLateral_02Apr2018_GH	1.1	4.0	Other (see notes)	<p>A steep slope near station 57+00 was observed. In previous observations, a developing slope failure has been noted. In this inspection, the failure has expanded as a result of the rain event. The failure is encroaching into an adjacent right-of-way, but, at present, is not impacting the small stream at the base of the slope. A second area viewed was the right-of-way on the coming-in side and going-away side of Waldo Run near station 165+12. Rough grading has been completed, but temporary stabilization has not. No issues were found on either slope as a result of the rain event. The final area viewed was the previously noted developing failure on the reroute section of the project near station 209+00. From a distance, the failure did not appear to have expanded, but the potential for additional movement is significant. The failure was present prior to construction, but has noticeably expanded as a result of the pipeline installation. At the conclusion of the inspection, the Compliance Monitor met with the EI to discuss the inspection findings as well as continuing stabilization efforts. Aerial stabilization is to continue, weather permitting, this week.</p>
4/2/2018	SherwoodLateral_02Apr2018_GH	3.5	6.9	Other (see notes)	<p>Beginning at the road and stream crossing at Jockey Camp Run, the restoration of the right-of-way has been completed but re-vegetation is poor. There is no significant erosional concerns. The second area visited was the road and stream crossing at Elijah Smith Road. There are significant erosional issues at this location but no impacts to the stream were found. Rough grading has been completed, but additional restoration is needed. The third area seen was the road and stream crossing at Nutter Fork. The right-of-way has been roughly graded, but not stabilized and there are erosional issues present. The Compliance Monitor did not find any specific impacts to the stream. Lastly, rough cleanup has been completed on the right-of-way at Nutter Fork, but there is little to no re-vegetation and there are erosional problems. In a previous inspection at the location, a PAR was issued for deficiencies with installed sediment control structures. Those deficiencies were corrected. At the conclusion of the inspection, the Compliance Monitor met with the EI to discuss the inspection findings. The EI reported that environmental crews were out checking controls and performing maintenance where needed.</p>

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/2/2018	MarketSpread 8_02Apr2018_SD	66.4	66.4	ECD Installation	<p>During a routine inspection of the right-of-way, the Compliance Monitor noted silt fence on the northern bank of stream S5K-WA-372 that required maintenance. Sediment has built up behind the fence and sections are also frayed and need repair. The Compliance Monitor contacted the Lead EI regarding the silt fence and he said that the stream and associated wetland (W1K-WA-157) are on a revolving schedule of maintenance and repair due to its location; steady winds constantly impact the area and fray the silt fence. Furthermore, the slope above the stream bank is prone to erosion. The Lead EI informed the Compliance Monitor that the ECD maintenance above the stream is scheduled to occur within the next few days. The Compliance Monitor will conduct a follow-up inspection to confirm that the repairs have been made.</p>
4/3/2018	MainlineSpread 1 Pipe B_03Apr2018_BL	6.9	6.9	Cleanup & Restoration	<p>The Compliance Monitor performed a routine inspection of Temporary Access Road (TAR)-4 that enters the right-of-way near station 364+50. A 3-inch pump was left unattended along the bank of stream S4ES-HR-222. The pump was not covered and the secondary containment was overflowing from the ongoing rain event. No sheen was observed on or nearby the pump. The Compliance Monitor contacted the Lead EI and reviewed photographs of the area. The Lead EI agreed to write an Applicant NCR to document the issue. The pump was removed before the end of the day.</p>
4/3/2018	BurgettstownLateral_03Apr2018_B L	16.8	16.8	Cleanup & Restoration	<p>The Compliance Monitor was contacted by the Compliance Manager concerning a landowner complaint of sediment blocking Hale Road. The Compliance Monitor contacted the Lead EI who explained that the slope breakers and ECDs were not replaced properly at the end of the day yesterday. This resulted in sediment flowing down the travel lane and onto Hale Road. The Lead EI said he has written an Applicant NCR for failure to maintain ECDs. Upon arrival, the Compliance Monitor observed the majority of the road has been cleaned off. The Compliance Monitor met with the EI onsite who said that the contractor removed the majority of the material from the road but they were not finished yet. She explained that they still had more material to remove from the edges of road and were in the process of bringing out more silt sock to the site and would be completed before the end of the day.</p>

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/3/2018	SherwoodLateral_03Apr2018_GH	36.1	39.6	Other (see notes)	The Compliance Monitor conducted a driving tour through various sections of the right-of-way during an ongoing rain event. As a result of the heavy precipitation, the Compliance Monitor found significant runoff. In those areas on the right-of-way, sediment controls were in place, but were being overtopped by the sheer volume of runoff at several locations. At the conclusion of the inspection, the Compliance Monitor spoke with the Lead EI to advise him of the inspection findings and of the need for the contractor to conduct inspection/maintenance of installed controls after the rain event passes. The Lead EI advised that his EIs would be conducting the needed inspections and would be in contact with environmental personnel for any deficiencies found.
4/3/2018	SherwoodLateral_03Apr2018_GH	30.6	30.6	Other (see notes)	The Compliance Monitor found a developing slope failure on the cut side of the right-of-way in a side slope area near Starkey Ridge. This general area had been the subject of a variance to repair a previous failure. The failure is not especially wide, but it is long and beginning to impact a driveway to an adjacent residence. At the conclusion of the inspection, the Compliance Monitor spoke with the Lead EI regarding the inspection findings who reported that the failure was known and is under observation for additional movement until soil conditions will permit permanent repair. The status of any variance applications that will be needed to conduct the repairs is unknown.

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/4/2018	BurgettstownLateral_04Apr2018_B L	39.7	39.8	Cleanup & Restoration	<p>The Compliance Monitor performed a variance review of Level 1 Variance Request BG-MP 39.83 requesting permission to retrieve sediment and return it to the right-of-way near station number 2103+30. The request identifies the impacted area as 30 feet by 53 feet and about 1 inch in depth. The associated map depicted the site between station numbers 2103+00 and 2103+50. No material was observed outside of the limit of disturbance (LOD) at this location. Sediment was observed outside of the right-of-way between station numbers 2096+27 and 2099+00 down to the bank of stream S2TB-CA-241. No material was observed in the stream. However, heavy overnight rains have raised the stream level and increased the stream flow. The Compliance Monitor met the EI onsite to review the area who said the station numbers are different on the stakes in the field and don't match the alignment sheets. The sediment identified during today's variance review was observed up to the edge of stream S2TB-CA-241. The Compliance Monitor informed the EI that removal of the material will require a Level 2 Variance Request because the material is within 50 feet of a resource. In addition, the Compliance Monitor informed the EI that the Level 1 Variance Request is denied and a new level 2 Variance Request must be submitted to retrieve the material. The EI will submit a Level 2 Variance Request for the area.</p>
4/4/2018	MainlineSpread C Pipe B_04Apr2018_GA	139.3	142.6	Other (see notes)	<p>The Compliance Monitor conducted a routine inspection of the west side of the Sandy Creek crossing. The contractor continues to clean-up the site and finish demobilizing equipment, including hauling off the drilling mud from the frac tanks and removing the light plants and pumps from the site. The erosion controls on the south side of the right-of-way had water flowing off of the edge as a result of the previous day's rain event. The Compliance Monitor contacted the Lead EI and informed him of the issue. The Lead EI is writing an Applicant PAR for the erosion control issues and will follow-up when repairs are done.</p>

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/4/2018	CGTLateral_04Apr2018_GH	0.0	0.0	Other (see notes)	<p>A landowner reported that on March 31, 2018, "a shower of some type of plugs", impacted the property after a helicopter flew overhead. The Compliance Monitor met with the landowners on April 4, 2018 and the landowner procured photographs of the material, identifying the material as Seed Aide Aero which is being applied to the right-of-way to serve as temporary stabilization. The landowners assumed that the material was associated with a reseeding effort, but were concerned for their property and the possibility that the seeding would be introducing some invasive species. After receiving the complaint, the Lead EI reported that he had learned that the contractor had received reports of the off-right-of-way impacts of the seeding flights and contacted the seeding contractor to change their flight path. The material falling on the property was not being intentionally applied, but likely spilled out of the hopper as it flew overhead. The flight path being taken was simply the shortest route to the right-of-way from the staging area. The landowner was provided with product literature that explained what the material was and a Safety Data Sheet for the product. Rover is also to provide list of the seed mixture being utilized in their stabilization efforts. The landowners were assured that the flights would be restricted to the right-of-way to avoid a similar occurrence. At the conclusion of the visit, the landowners were satisfied that the incident did not represent a threat to their property. In a later conversation with the Lead EI, the Compliance Monitor reiterated that the landowners needed to be provided a seed list of the species being used. The Compliance Monitor further requested a written corrective plan to ensure prevention of a similar incident in the future. The Lead EI reported that both requirements would be met.</p>
4/4/2018	MarketSpread 7_04Apr2018_SD	22.2	22.2	Post-construction Restoration	<p>On March 31, 2018, the Compliance Monitor conducted a general inspection of ECDs within the southern portion of Spread 7. During the inspection, it was noted that silt fence at stream S4H-FU-218 (Old Bean Creek) needed repair. The Compliance Monitor contacted the Lead EI to inform him about the needed maintenance who said it was on the Project punch list for removal. Today, the Compliance Monitor was informed that the silt fence had been removed which was confirmed. The Compliance Monitor will conduct another follow-up to monitor the drainage of stormwater now that the silt fence had been removed.</p>

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/5/2018	BurgettstownLateral_05Apr2018_B L	0.0	0.0	Cleanup & Restoration	The Compliance Monitor spoke with the Lead EI regarding status of the unstable areas who said his environmental team looked at all the slip areas after the last rain event and no changes were observed. The Lead EI said no repairs have been made at any of the other five slip locations. In addition, he said he would put together a list of the areas with a projected timeline for completion.
4/5/2018	MajorsvilleLateral_05Apr2018_BL	12.5	12.5	HDD	The Compliance Monitor met with the Lead EI at the Ohio River HDD. The Lead EI explained that the drill hole collapsed, leaving a crater approximately 10 feet by 20 feet over the trench line. The collapse is within the portion of LOD that will be excavated during tie-in activities. However, it is adjacent to the edge of the LOD. If it progresses further, a United States Fish & Wildlife Service (USFWS) clearance will be required to remove the trees. The site has been used by the town to dispose of large concrete slabs, broken jerseys and boulders. In addition, an upland drain (D4H-BE-572) runs through the collapsed section. Flexible corrugated pipe was previously installed in Drain 572 and continues to function, diverting clear flow across the area. Along the northern portion of the right-of-way, another upland drain (D4H-BE-573) flows within the LOD. The Lead EI explained that the contractor plans on redirecting Drain 572 into Drain 573 to temporarily eliminate flow through the area. The contractor will remove the large concrete slabs, jerseys and boulders and dispose of them. Approved subsoil and topsoil will be imported to the area in order to restore contours to pre-construction condition as best as practicable. After contours area restored, flow will be returned to Drain 572.

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/5/2018	MainlineSpread B Pipe B_05Apr2018_GA	68.6	68.8	HDD	<p>The Compliance Monitor conducted an inspection at the Norfolk Southern Rail Road HDD site that is flooded from a rain event. The Compliance Monitor noted a rainbow sheen on the water of several containments that have filled up with flood water. He contacted the Lead EI and informed him of the observed oily sheen. The Lead EI contacted the environmental crew, as well as upper management to make the proper notifications. The environmental crew arrived onsite and started to remove equipment inside of containments where necessary. They were moving equipment from the site to the contractor yard in Wooster. The crew also started to use diapers to absorb the sheen and installed 160 feet of oil boom in attempt to contain the sheen. The Lead EI mentioned that the Chief EI is going to come up with a plan of action and will submit it to the Compliance Manager. The Lead EI also mentioned that the Ohio Environmental Protection Agency (OHEPA) had contacted him about the spill, confirming that appropriate notifications had been made.</p>

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/5/2018	SherwoodLateral_05Apr2018_GH	15.6	15.9	Other (see notes)	<p>The Compliance Monitor checked the progression of known off-right-of-way landslides. He viewed the most recent slide areas near station 834+00. The failure is relatively new and extends only a short distance beyond the permitted LOD. There are several trees that have already fallen as a result of the slide with the toe of the failure about 50 feet past the LOD. The second of the slides is also the largest at approximate station 831+00. As previously noted, the body of the slide extends an estimated 700 to 800 feet beyond permitted limits and has encroached into an ephemeral stream channel with numerous trees having been toppled by the slide. The stream is actively flowing and significant sediment deposits were found several hundred feet downstream of the toe of the slide. The third area viewed is the location of the original slide that occurred in late 2017 near station 827+00. At that time, and under the premise of needed emergency stabilization, Rover/Precision began work outside of the permitted right-of-way. The entities were advised that while the work could begin, it was still necessary to obtain a variance. To date, the variance has <u>not</u> been acquired and a significant amount of earth-moving has occurred. Landowner approval was obtained before the work began but, as noted, the needed variance was not. There remains significant work to be completed to manage surface/subsurface water and to stabilize the area. This general area of the right-of-way is a side slope. With the slope failures and associated construction related earth-moving activities, the area of soil disturbance is massive. Restoration will be a lengthy undertaking. In conversation with Lead EI, it was reported that the status of the needed variance(s) is not known.</p>

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/5/2018	MarketSpread 8_05Apr2018_SD	72.3	72.4	ECD Installation	<p>The Compliance Monitor noted that silt fence installed at wetland W2K-WA-192 was filled with sediment and was near failure. A minor amount of filtrate has spilled out past the silt fence for about 10 feet into the wetland boundaries. The filtrate within the wetland is less than 1 centimeter thick. The Compliance Monitor contacted the Lead EI and informed him of the silt fence and that it needed to be repaired as soon as possible. The Lead EI acknowledged the need for repair and informed me that he was already aware of the issue. According to the Lead EI, the environmental inspection and construction inspection staff conducted a post rain event inspection today and recorded the issue; the Lead EI has recorded it as a rain event Problem Area. The Lead EI acknowledged that the repair needs to be made as soon as possible and was coordinating with the environmental crews to make the repairs. The Compliance Monitor will conduct a follow-up inspection to confirm the repairs.</p>
4/5/2018	MarketSpread 8_05Apr2018_SD	70.5	70.5	Post-construction Restoration	<p>The Compliance Monitor noted off-right-of-way sediment on tract MI-WA-066. Due to a rain event which impacted the area over the past 36 hours, rilling began within the right-of-way boundaries and carried sediment past the approved limits. The Compliance Monitor contacted the Lead EI and informed him of the off-right-of-way sediment and need for erosion controls at the right-of-way edge. The Lead EI acknowledged the off-right-of-way sediment and need for ECDs and informed me that he was already aware of the issue. According to the Lead EI, the environmental inspection and construction inspection staff conducted a post rain event inspection today and recorded the issue. Furthermore, the Lead EI has already initiated a variance request to perform the cleanup. The Compliance Monitor will conduct a follow-up inspection to confirm ECDs are installed at the right-of-way edge and cleanup once the Level 1 Variance is approved.</p>

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/6/2018	MainlineSpread B Pipe B_06Apr2018_GA	79.1	79.3	Post- construction Restoration	The Compliance Monitor conducted a routine inspection of the right-of-way between Bell Road and Muddy Creek to the east. He noticed rill erosion on the right-of-way. At wetland W4H-WA-469, he noticed that sediment entered the wetland by undermining the silt fence. The Compliance Monitor contacted the Lead EI and found out that this area had already been documented as having sediment off of the right-of-way and awaits a signature to retrieve the sediment. The Compliance Monitor also reminded the Lead EI that the sediment in the wetland needed to be removed. The Lead EI contacted the environmental foreman and a crew was sent to remove the sediment. The Compliance Monitor will check on the repairs in a few days.
4/6/2018	BurgettstownLateral_06Apr2018_B L	12.2	12.2	Cleanup & Restoration	The Compliance Monitor performed a review of Variance Request BG-MP 12.22 between station numbers 645+00 and 645+30. In the Variance, Rover is requesting permission to collect displaced sediment and return it to the right-of-way. The request describes an area that is 30 feet by 42 feet by 1 inch in depth within an upland forest adjacent to the right-of-way. Field observations agree with this description. The alignment sheets show no resources or upland drainage features nearby. The closest resource is stream S4H-HA-675 near station number 652+00 north of Wylie Ridge Road. However, there is a ravine that begins near the eastern end of the sediment location. The Compliance Monitor met with the EI onsite to review the area. The EI said he agreed that the material extends beyond the area identified in the Variance Request and said he would change it to accurately reflect field conditions. In addition, he said he would review documentation and discuss the area with his supervisors. The Compliance Monitor spoke with the Lead EI who said he will dispatch survey crews to identify the location of the ravine and has discussed the area with the Chief EI to determine the status of the ravine.

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/6/2018	SherwoodLateral_06Apr2018_GH	30.5	30.5	Other (see notes)	<p>On April 3, 2018, the Compliance Monitor conducted an inspection on a section of the right-of-way in the vicinity of Starkey Ridge. In that inspection, an off-right-of-way slope failure was found that was beginning to impact the driveway of a private residence. The Lead EI, indicated that the failure was known and was under observation for progressive movement. On April 4, 2018, the Lead EI said that the failure encroaching into the residential driveway had worsened after a significant overnight rain event. After conversations with the Lead EI and consultation with Project Management, it was decided that repairs to the driveway could be undertaken with the acquisition of a Level I variance. On this date, the Compliance Monitor reviewed the submitted variance application, SW-1-20180404, to allow Rover to make repairs to the subject driveway. As per FERC protocol, the variance application was signed by the property owner with the attached map initialed as well. While additional repairs to the failed slope are needed, this variance was only to repair the driveway. The Compliance Monitor approved the variance application on this date.</p>
4/6/2018	MarketSpread 8_06Apr2018_SD	74.3	74.3	ECD Installation	<p>The Compliance Monitor noted that silt fence installed at wetland W7K-WA-156 and stream S7K-WA-157 (Fork Mill Creek) was frayed and in need of maintenance. The Compliance Monitor contacted the Lead EI and informed him of the silt fence and that it needed to be repaired as soon as possible. The Lead EI acknowledged the need for repair and informed me that he was already aware of the issue. According to the Lead EI, the environmental inspection and construction inspection staff conducted a post rain event inspection yesterday and recorded the issue. The Lead EI acknowledged that the repair needs to be made as soon as possible and was coordinating with the environmental crews to make the repairs. The Compliance Monitor will conduct a follow-up inspection to confirm the repairs.</p>
4/6/2018	MainlineSpread D Pipe B_06Apr2018_SD	204.6	205.1	Other (see notes)	<p>The Lead EI informed the Compliance Monitor that a channel was dug from the southern portion of tract OH-DE-016 to the bar-ditch of State Highway 24. The Lead EI noted the channel during general right-of-way inspections. The Compliance Monitor will conduct a field inspection to confirm the location of the channel.</p>

Date	Report #	Start MP	End MP	Construction Method	Report Summary
4/7/2018	MainlineSpread A Pipe B_07Apr2018_GA	53.4	53.6	HDD	<p>The Compliance Monitor conducted a routine inspection of the Highway 241 drill. While onsite, the Compliance Monitor noticed that the contractor had finished the 48-inch reamer pass. The drill crew was in the process of removing the reamer and getting ready to install the 56-inch reamer on the east side of the drill. The drill is going to be down to replace a problematic mud pump. The Compliance Monitor also went to the inadvertent release (IR) site and noticed that the environmental crew continues to clean up the release. They were using a pressure washer to wash down the site and vacuum trucks to remove the water being used. The site is in compliance at this time.</p>

REPRESENTATIVE PHOTOS



Existing, expanding failure on reroute section of right-of-way – Communication (CGT Lateral, MP 4.0 – April 2, 2018).



Slope failure above Slab Camp Road – Problem Area (Mainline 1, MP 3.1 – April 3, 2018).



Damage to driveway from slope failure – Communication (Sherwood, MP 30.6 – April 3, 2018).



Installed sediment controls being overwhelmed by stormwater runoff – Communication (Sherwood, MP 5.0 – April 3, 2018).



Collapse over trench line – Communication (Majorsville, MP 12.5 – April 5, 2018).



Failing silt fence at the edge of wetland W2K-WA-192 – Communication (Market 8, MP 72.3 – April 5, 2018).



Silt fence in need of repair in wetland W7K-WA-156 – Communication (Market 8, MP 74.3 – April 6, 2018).



Close-up of State Highway 109 HDD exit point – Acceptable (Mainline D, MP191.1, April 7, 2018).

VARIANCES

Below is a summary of the variances approved for the Project during this reporting period.

FERC Approval Number	Variance Level	Location (Spread)	Location (MP)	Variance Description	Net Acres	Forest Impacts (Acres)	Date FERC Approved	Stipulations / Comments
L1_SW-1-20180404	1	Sherwood Lateral	30.53	Rover requests a variance to add additional temporary workspace that encompasses slip area in order to arrest and repair slip effecting landowner private drive. Area requested is along private drive that is 400 feet by 12 feet extending along the driveway and widens to 20 feet wide in the location of the slip. This will allow access to slip off of Starkey Ridge Road and a wide enough work area at the slip to make repairs. Failed private drive will be stabilized with rock as a temporary measure to allow landowner access to residence.	0.12	0.0	4/6/2018	None

CONSTRUCTION PROGRESS – Estimated from Compliance Monitor Reports and Contractors’ Scatter Sheets

Milepost	Sherwood Lateral	CGT Lateral	Seneca Lateral	Berne Lateral	Clarrington Lateral	Majorsville Lateral	Burgettstown Lateral	Cadiz Lateral	Mainline Spread 1	Mainline Spread A	Mainline Spread B	Mainline Spread C	Mainline Spread D	Market Spread 7	Market Spread 8	% Complete
Tree Felling																100%
Clearing																100%
Grading																100%
Trenching																99%
Stringing																99%
Bending																99%
Welding																99%
Lowering																99%
Backfilling																99%
Rough Clean-up																87%
Final Clean-up/Restoration																60%
Tie-ins																99%
Compliance Monitor Reports																
Aboveground Facilities ¹ & Specialized Crossings	Sherwood CS CGT Tie-in Sherwood Receipt	CGT Delivery	Seneca CS Sherwood Tie-In 3 New MS	Berne Receipt	Clarrington CS Cadiz Tie-in Majorsville Tie-In	Majorsville CS Majorsville Receipt	Burgettstown CS	Cadiz CS	Mainline CS 1		Mainline CS 2	Mainline CS 3	ANR Delivery	Defiance CS	Consumers Energy Delivery	
Notes: CS = Compressor Station, MS=Meter Station																
¹ MLVs are located along each of the laterals and mainlines																

Legend	Activity This Week/ Incomplete		Activity Complete		Not Applicable		Compliance Monitor Reports
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