ABBREVIATED ENVIRONMENTAL REPORT FOR NJDEP

FLOOD HAZARD AREA INDIVIDUAL PERMIT AND VERIFICATION

For

TRANSCONTINENTAL GAS PIPE LINE COMPANY LLC
NORTHEAST SUPPLY ENHANCEMENT PROJECT
COMPRESSOR STATION 206 – FRANKLIN TOWNSHIP, SOMERSET COUNTY, NJ

January 2020

APPLICANT:

Transcontinental Gas Pipe Line Company
2800 Post Oak Boulevard
Houston, Texas 77056

PREPARED BY:

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368 Pleasant View Drive
Lancaster, NY 14086

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ASGECI #3980

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SECTION 2

NJDEP DIVISION OF LAND USE REGULATION (DLUR) APPLICATION FORM

Attachment for Item #4 – Block & Lot and Watershed Information

APPLICATION FORM - APPENDIX I

Section 1: Please provide the following information for the overall project site. All area measurements shall be recorded **in acres to the nearest thousandth** (0.001 acres).

PROPOSED:	*PRESERVED*	*UNDISTURBED*	*DISTURBED*
RIPARIAN ZONE			2.211
CZMRA FORESTED (CZMRA IP – Only)			
E & T HABITAT Endangered and/or Threatened			
FRESHWATER WETLANDS			6.174

Section 2: Please provide the following information for each permit/authorization requested pursuant to the Freshwater Wetlands Protection Act. All area measurements shall be recorded **in acres to the nearest thousandth** (0.001 acres). Use additional sheets if necessary

PERMIT TYPE	FWW-IP Compressor Station 206	WETLAND TYPE *Emergent, Forest, Shrub, Etc.*	Forested, Emergent, and Scrub-Shrub	RESOURCE CLASSIFICATION *Ordinary, Intermediate, Exceptional, EPA, Etc.*	Intermediate and Exceptional

PROPOSED DISTURBANCE:	*WETLANDS*	*TRANSITION AREA*	*SOW*
FILLED	3.711	3.264	0.006
EXCAVATED			
CLEARED			
TEMPORARY DISTURBANCE	0.149	0.449	

PERMIT TYPE	FWW- IP Madison Loop/Raritan Bay Loop	WETLAND TYPE *Emergent, Forest, Shrub, Etc.*	Forested, Emergent, and Scrub-Shrub	RESOURCE CLASSIFICATION *Ordinary, Intermediate, Exceptional, EPA, Etc.*	Intermediate and Exceptional

PROPOSED DISTURBANCE:	*WETLANDS*	*TRANSITION AREA*	*SOW*
FILLED			
EXCAVATED			
CLEARED	0.327	1.143	
TEMPORARY DISTURBANCE	1.987	4.039	0.157

Existing and Additional Rights Needed for NESE LURP Permitting									
Landowner	Block	Lots	Freshwater Wetlands	Flood Hazard Area	Waterfront Development	Transco's Existing Rights	Survey Access Obtained?	Additional Rights Obtained for Project	Signed DLUR Form or Consent Letter
Trap Rock Access Road									
Trap Rock	5.02 5.02 5.02 5.02 5.02 5.02	1.02 (Formerly 9, 10,12,16 & 17) 11.02	X	X		None	Yes	Option to Acquire Exclusive Permanent Easement (dated April 11, 2017)	Consent Letter dated August 11, 2017

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SECTION 2 (CONT…)

ATTACHMENT FOR ITEM #4 OF DLUR FORM
BLOCK & LOT AND WATERSHED INFORMATION

Block and Lot Information

Compressor Station 206 – Franklin Township, Somerset County, NJ

Block 5.02: Lot 25 (CS206 Site)
Lot 20 (formerly Lot 23) (Transco Pipeline Tie-in)
Lots 1.02 (formerly Lot 9, 10, 12, 16 & 17), 11.02 (Trap Rock Access Road)

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SECTION 3

INTRODUCTION, PROJECT DESCRIPTION AND ALTERNATIVES ANALYSIS

INTRODUCTION

The applicant, Transcontinental Gas Pipe Line Company, LLC (Transco), submits this Abbreviated Environmental Report to supplement its application for a Flood Hazard Area Verification and Individual Permit to the New Jersey Department of Environmental Protection (NJDEP) Division of Land Use Regulation (DLUR) for impacts associated with the expansion of an existing interstate natural gas pipeline system.

This Abbreviated Environmental Report is being submitted specifically for the construction of the access road to the new Compressor Station 206 (Trap Rock access road) in Franklin Township, Somerset County, New Jersey. Impacts to areas regulated under the New Jersey Flood Hazard Area Control Act (FHACA) Rules (N.J.A.C. 7:13) will result at the Compressor Station 206 site for the construction of the Trap Rock access road.

The Trap Rock access road will impact riparian zone, freshwater wetlands, wetland transition area, and state open waters. An Abbreviated Environmental Report describing impacts on freshwater wetlands along the Trap Rock access road associated with Transco's application for a Freshwater Wetlands (FWW) Individual Permit (IP) is also being submitted concurrently under separate cover.

EXISTING ENVIRONMENTAL CONDITIONS

The Trap Rock access road associated with Compressor Station 206 is traversed by two (2) unnamed tributaries to the Delaware and Raritan (D&R) Canal. The D&R Canal and its tributaries have been classified by the *NJ Surface Water Quality Standards (N.J.A.C. 7:9B-1.1 et seq.)* as Freshwater 2, Non-Trout (FW2-NT). The aforementioned waters are not designated as or located upstream of Category 1 (C1) waters, trout production waters, trout maintenance waters, or areas containing habitat for threatened or endangered species that are critically dependent on water for survival; therefore, the riparian zone associated with D&R Canal and its tributaries is anticipated to be 50 feet from the top-of-bank. According to the NJDEP Flood Hazard Area Verification Engineer's Report, prepared by Paulus, Sokolowski and Sartor, LLC (PS&S) and dated January 2020 where the two (2) stream channels converge, approximately 500 feet south of the proposed access road, the tributaries have a combined contributing drainage area of 34 acres per the USGS StreamStats. Since none of the tributaries possess a drainage area of 50 acres, there is no flood hazard area associated with these streams. While a portion of the property is within the Carter's Brook flood hazard area as discussed within the Engineer's Report, it is not in proximity to the Compressor Station 206 Project area. No portions of the proposed Compressor Station 206 Project area, including the Trap Rock access road are located in regulated flood hazard areas.

ANALYSIS OF ALTERNATIVES

See Appendix A to Transco's January 2020 FWW IP Application for the robust alternatives analysis, which addressed different options for avoiding and minimizing impacts to regulated features. As described in the alternatives analysis for the Project and in Transco's January 2020 FWW IP application, Transco is seeking authorization to construct the Higgins Farm access road

to Compressor Station 206 which would eliminate impacts on wetlands and waterbodies associated with access to Compressor Station 206. However, should Transco not receive the necessary authorizations to construct the Higgins Farm access road, the Trap Rock access road would be the only practicable alternative.

MINIMIZATION OF IMPACTS – COMPRESSOR STATION 206 TRAP ROCK ACCESS ROAD

Impacts to regulated features associated with the Compressor Station 206 site will occur as a result of with construction and operation of Trap Rock access road. Transco has evaluated avoidance measures to reduce resource impacts along the Trap Rock access road for Compressor Station 206. In doing so, Transco has redesigned the access road such that the stormwater controls originally designed along the southern boundary of the Trap Rock access road will be incorporated into the design of the road. This has decreased the road construction width from approximately 120 to less than 100 feet along most of the length of the access road.

Transco has also changed the surface of the access road and parking area from asphalt to gravel, which reduces runoff rates and improves the water quality of runoff. Additionally, proposed curb has been provided along the southern edge of the access road to capture runoff from the access road within POI #1 and convey it to the infiltration basin located to the east of the site, which will provide additional water quality treatment. See Section 10 for the Stormwater Management Report and Construction Stormwater Plans. It should also be noted that the facility will typically be staffed with only two (2) employees, thus the amount of vehicular traffic to the site will be minimal.

Further, soil erosion and sediment control measures and best management practices have been incorporated into the Project design. Please refer to the Soil Erosion & Sediment Control Plan for Compressor Station 206, prepared by AECOM and dated January 2020, and the Riparian Zone Permit Plan (Sheet 6) and Construction Details (Sheets 8 through 9) of the Trap Rock access road (alternate access road) Plan Set, prepared by Paulus, Sokolowski and Sartor, LLC (PS&S) and dated January 2020.

SECTION 4

ENVIRONMENTAL REPORT WITH ATTACHMENTS

Attachment i:	Proposed Design and Construction Techniques Narrative
Attachment ii:	Figure Maps – Compressor Station 206
Attachment iii:	Riparian Zone Impacts Table
Attachment iv:	Analysis of Potential Temporary and/or Permanent Adverse Environmental Impacts of the Proposed Regulated Activity
Attachment v:	Analysis of Potential Adverse Impacts and Minimization of Impacts for Resources

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Attachment i

Proposed Design and Construction Techniques Narrative

COMPRESSOR STATION 206

Access Roads

One permanent access road and parking area will be constructed at the same time that Compressor Station 206 is constructed. No waterbodies will be permanently filled or modified within the permanent footprint of Compressor Station 206; however, two (2) stream channels will be crossed by the construction of the Trap Rock access road for Compressor Station 206.

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SECTION 4 (CONT.)

Attachment ii

Figure Maps

Compressor Station 206

Municipal Tax Map
County Road Map
USGS Topographic Map
SSURGO Soils Map
NJDEP Freshwater Wetlands and Streams Map
FEMA Flood Map

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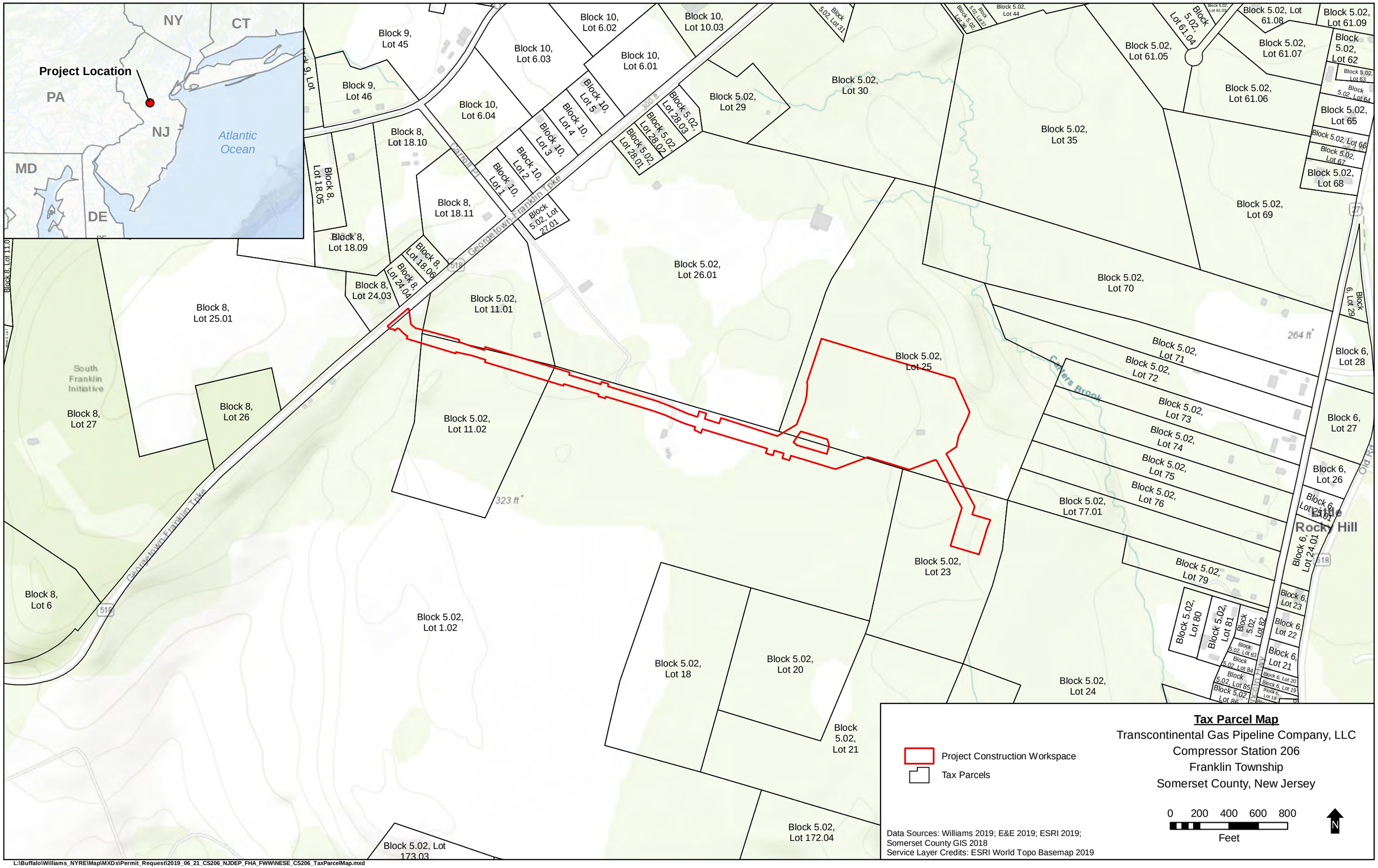
Project Location
NY
CT
PA
NJ
MD
DE
Atlantic Ocean
Block 9, Lot 45
Block 9, Lot 46
Block 10, Lot 6.02
Block 10, Lot 6.03
Block 10, Lot 6.01
Block 10, Lot 10.03
Block 10, Lot 6.04
Block 10, Lot 5
Block 10, Lot 4
Block 10, Lot 3
Block 10, Lot 2
Block 10, Lot 1
Block 5.02, Lot 28.03
Block 5.02, Lot 28.02
Block 5.02, Lot 28.01
Block 5.02, Lot 29
Block 5.02, Lot 30
Block 5.02, Lot 31
Block 5.02, Lot 44
Block 5.02, Lot 61.08
Block 5.02, Lot 61.09
Block 5.02, Lot 61.05
Block 5.02, Lot 61.04
Block 5.02, Lot 61.07
Block 5.02, Lot 62
Block 5.02, Lot 63
Block 5.02, Lot 64
Block 5.02, Lot 61.06
Block 5.02, Lot 65
Block 5.02, Lot 66
Block 5.02, Lot 67
Block 5.02, Lot 68
Block 5.02, Lot 35
Block 5.02, Lot 69
Block 8, Lot 18.10
Block 8, Lot 18.05
Block 8, Lot 18.11
Block 8, Lot 18.09
Block 8, Lot 18.06
Block 8, Lot 24.04
Block 8, Lot 24.03
Block 5.02, Lot 27.01
Block 5.02, Lot 26.01
Block 5.02, Lot 70
Block 8, Lot 25.01
Block 5.02, Lot 11.01
Block 5.02, Lot 25
Block 6, Lot 29
264 ft
Block 5.02, Lot 71
Block 5.02, Lot 72
Block 5.02, Lot 73
Block 5.02, Lot 74
Block 5.02, Lot 75
Block 5.02, Lot 76
Block 5.02, Lot 77.01
Block 5.02, Lot 79
Block 6, Lot 28
Block 6, Lot 27
Block 6, Lot 26
Block 6, Lot 25.01
Block 6, Lot 24.01
Block 6, Lot 23
Block 6, Lot 22
Block 6, Lot 21
Block 6, Lot 20
Block 6, Lot 19
Block 6, Lot 18
Block 5.02, Lot 80
Block 5.02, Lot 81
Block 5.02, Lot 82
Block 5.02, Lot 83
Block 5.02, Lot 84
Block 5.02, Lot 85
Block 5.02, Lot 86
Block 8, Lot 26
Block 8, Lot 27
Block 5.02, Lot 11.02
323 ft
Block 8, Lot 6
Block 5.02, Lot 1.02
Block 5.02, Lot 23
Block 5.02, Lot 18
Block 5.02, Lot 20
Block 5.02, Lot 21
Block 5.02, Lot 24
Block 5.02, Lot 172.04
Block 5.02, Lot 173.03
Cedars Brook
Old Rte
Little Rocky Hill
South Franklin Initiative
Georgetown-Franklin Turnpike
518
Project Construction Workspace
Tax Parcels
Tax Parcel Map
Transcontinental Gas Pipeline Company, LLC
Compressor Station 206
Franklin Township
Somerset County, New Jersey
0 200 400 600 800
Feet
N
Data Sources: Williams 2019; E&E 2019; ESRI 2019;
Somerset County GIS 2018
Service Layer Credits: ESRI World Topo Basemap 2019
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County Road Map
Transcontinental Gas Pipeline Company, LLC
Compressor Station 206
Franklin Township
Somerset County, New Jersey

Project Construction Workspace

0 1,000 2,000
Feet

N

Data Sources: Williams 2019; E&E 2019; ESRI 2019
Service Layer Credits: ESRI World Street Map Basemap 2019

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USGS Topographic Map

Transcontinental Gas Pipeline Company, LLC
Compressor Station 206
Franklin Township
Somerset County, New Jersey

Project Construction Workspace

0 1,000 2,000
Feet

N

Data Sources: Williams 2019; E&E 2019; ESRI 2019
Service Layer Credits: ESRI USA Topo Basemap 2019

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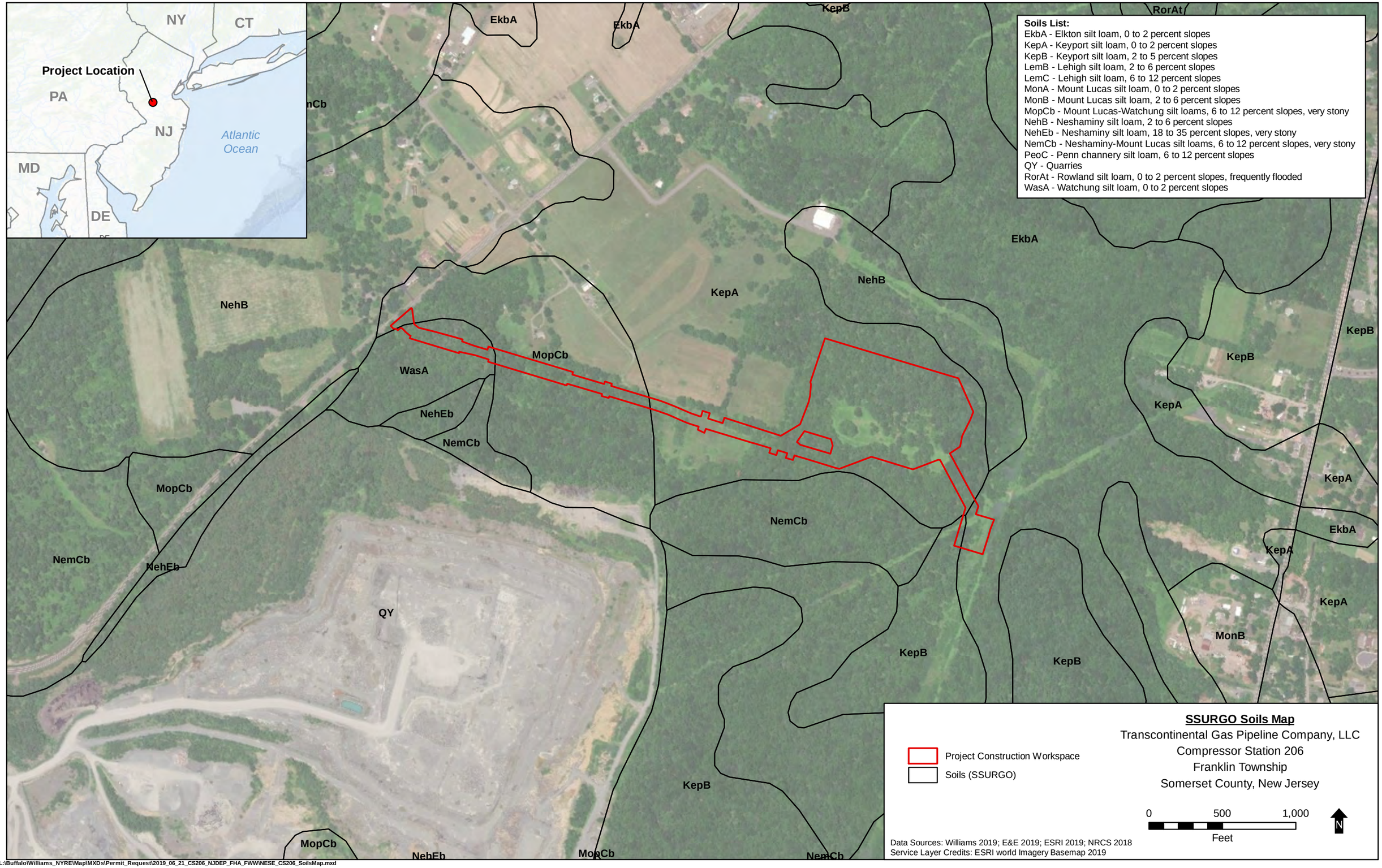

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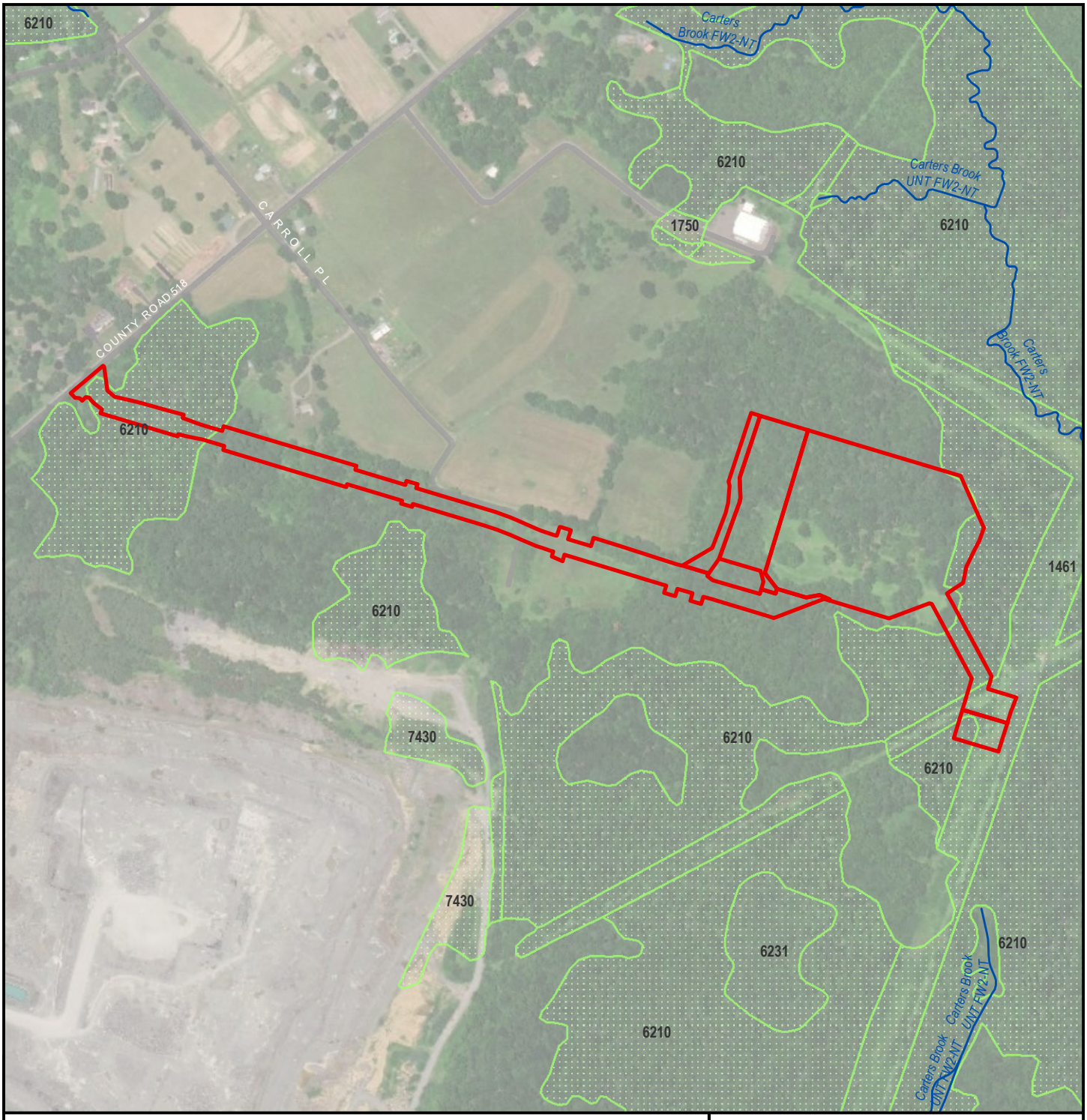

Legend

- Proposed Compressor Station Site
- NJDEP Streams with Water Quality
- NJDEP Freshwater Wetlands

Wetlands List:
1461 -Wetland Rights-of-Way

1750 - Managed Wetland in Maintained Lawn Greenspace

6210 - Deciduous Wooded Wetlands

6231 - Deciduous Scrub/Shrub Wetlands

6234 - Mixed Scrub/Shrub Wetlands (Conifer Dominant)

7430 - Disturbed Wetlands (Modified)

Data Sources: NJDEP Wetlands 2012 Update;
NJ Department of Environmental Protection (NJDEP), Water Monitoring & Standards (WMS),
Bureau of Freshwater and Biological Monitoring (BFBM), 2007;
Williams 2019; E&E 2019; ESRI 2012, 2016; USGS Topographic Map via NGS 2013

NJDEP WETLANDS AND STREAMS MAP

TRANSCONTINENTAL GAS PIPELINE COMPANY LLC
NORTHEAST SUPPLY ENHANCEMENT PROJECT (NESE)
COMPRESSOR STATION 206
FRANKLIN TOWNSHIP
SOMERSET COUNTY, NEW JERSEY

N
W E
S

0 200 400
SCALE IN FEET

Williams

ecology and environment, inc.
Global Environmental Specialists

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Legend

Proposed Compressor Station Site

1% Annual Flood Hazard (100-yr Floodplain)

Data Sources: The National Flood Hazard Layer (NFHL), FEMA 2015;
Williams 2019; E&E 2019; ESRI 2012, 2016; USGS Topographic Map via NGS 2013

FEMA FLOOD MAP

TRANSCONTINENTAL GAS PIPELINE COMPANY LLC
NORTHEAST SUPPLY ENHANCEMENT PROJECT (NESE)
COMPRESSOR STATION 206
FRANKLIN TOWNSHIP
SOMERSET COUNTY, NEW JERSEY

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0 200 400
SCALE IN FEET

Williams

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Attachment iii

Riparian Zone Impacts Table

The Trap Rock Access Road will result in permanent impacts to regulated riparian zone. Please see Attachment i – Proposed Design and Construction Techniques Narrative in Section 4 above for a description of crossing locations, and Section 8 for Trap Rock access road (alternate access road) permit plans. Proposed impacts by crossing are summarized in a table on the following page.

Authorization to disturb riparian zones for the Trap Rock Access Road associated with Compressor Station 206 is being requested as part of this Abbreviated Environmental Report pursuant to the Flood Hazard Area Control Act (FHACA) rules (N.J.A.C. 7:13-10). Construction and operation of the Trap Rock Access Road will result in permanent impacts to a riparian zone. Permanent impacts will be associated with the permanent Trap Rock Access Road in the event that the proposed road (Higgins Farm access road) is not successfully acquired.

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Summary of Riparian Zone Impacts Northeast Supply Enhancement Project
Compressor Station 206 - Trap Rock Access Road Franklin Township, Somerset County, New Jersey

Watercourse ID	Watercourse Name	Actively Disturbed Area[1]	All Other Roadways [N.J.A.C. 7:13-11.2(h)]				Mitigation Required	Mitigation Proposed[4]
			Proposed Disturbance (square feet [acres])			Maximum Allowable Area of Riparian Zone Vegetation Disturbance (50-Foot Riparian Zone)		
		Total	Temporary[2]	Permanent	Total[3]			
Compressor Station 206								
A1	Unnamed Trib. To Delaware & Raritan Canal	0 SF (0 AC)	0 SF (0 AC)	0 SF (0 AC)	0 SF (0 AC)	0 SF (0 AC)	0 SF (0 AC)	NA
A2	Unnamed Trib. To Delaware & Raritan Canal	0 SF (0 AC)	0 SF (0 AC)	2,934 SF (0.067 AC)	2,934 SF (0.067 AC)	2,000 SF (0.046 AC)	934 SF (0 AC)	TBD
A3	Unnamed Trib. To Delaware & Raritan Canal	0 SF (0 AC)	0 SF (0 AC)	7,743 SF (0.178 AC)	7,743 SF (0.178 AC)	4,000 SF (0.092 AC)	3,743 SF (0.086 AC)	TBD
A4	Unnamed Trib. To Delaware & Raritan Canal	0 SF (0 AC)	0 SF (0 AC)	10,089 SF (0.232 AC)	10,089 SF (0.232 AC)	4,000 SF (0.092 AC)	6,089 SF (0.140 AC)	TBD
TOTAL		0 SF (0 AC)	0 SF (0 AC)	20,766 SF (0.477 AC)	20,766 SF (0.477 AC)	10,000 SF (0. 275 AC)	10,766 SF (0.247 AC)	TBD

NOTES:

[1] – Temporary clearing, cutting, and/or removal of riparian zone vegetation within an actively disturbed area [N.J.A.C. 7:13-11.2(f)3] is not subject to the limits set forth in Table 11.2.

[2] – Temporarily cleared, cut, and/or removed riparian zone vegetation will be re-vegetated to extent practicable in consultation with NJDEP.

[3] - Due to the proximity of surface water features, riparian zones of same overlap. Proposed impacts to the riparian zone were adjusted to avoid double counting. See the updated Trap Rock access road (alternate access road) Permit Plans in Attachment 9 for an account of both the adjusted and unadjusted impact values.

[4] – Riparian zone mitigation will be provided in accordance with N.J.A.C. 7:13-13 for the area of vegetation that cleared, cut, and/or removed in excess of the limits set forth in Table 11.2 and will be developed in consultation with the NJDEP; the mitigation plan will be provided at a later date under separate cover.

Key:

AC = acres
ID = identifier
N.J.A.C = New Jersey Administrative Code
NJDEP = New Jersey Department of Environmental Protection
SF = square feet

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SECTION 4 (CONT.)

ATTACHMENT iv

Analysis of Potential Adverse Impacts and Minimization of Impacts for Resources

The Trap Rock access road associated with Compressor Station 206 will cross tributaries, and associated riparian zones, to the Delaware and Raritan (D&R) Canal. The D&R Canal and its tributaries have been classified by the *NJ Surface Water Quality Standards* as FW2-NT and C2. The D&R Canal and its tributaries are not located upstream of C1 waters, trout production waters, trout maintenance waters, or areas containing habitat for threatened or endangered species that are critically dependent on water for survival. Therefore, the riparian zone associated with the above referenced waterbodies is anticipated to be 50 feet from the top-of-bank.

Compliance Statement in accordance with Requirements for a Regulated Activity in a Channel [N.J.A.C. 7:13-11.1]:

(b) The Department shall issue an individual permit for a regulated activity in a channel only if the following requirements are satisfied:

1. The basic purpose of the project cannot be accomplished without the disturbance to the channel.

In general, the size, scope and configuration of the Trap Rock access road has been designed in such a way that it meets the needs of the Project. Reductions to the size and/or configuration of the Trap Rock access road would be such that the basic purpose of the Project could not be reasonably accomplished.

See Appendix A to Transco's January 2020 FWW IP Application for the robust alternatives analysis, which addressed different options for avoiding and minimizing impacts to regulated features. As described in the alternatives analysis for the Project and in Transco's January 2020 FWW IP application, Transco is seeking authorization to construct the Higgins Farm access road to Compressor Station 206 which would eliminate impacts on wetlands and waterbodies associated with access to Compressor Station 206. However, should Transco not receive the necessary authorizations to construct the Higgins Farm access road, the Trap Rock access road would be the only practicable alternative.

The Trap Rock access road will cross two (2) unnamed tributaries to the D&R Canal. Please refer Sections 3 and 5 for details on Avoidance, Minimization, and Justification. All soil erosion and sediment control (SESC) measures will be in place prior to any ground disturbance, including but not limited to the installation of silt fence. Depending on stream flow, turbidity curtains or sediment barrier baffle systems will be installed downstream of crossings at the edge of work corridor. Additionally, temporary stream crossings will be installed to allow for the

movement of equipment and materials. See Sheets 8 and 9, Construction Details, of the Trap Rock access road (alternate access road) Plan Set for further details.

2. **Disturbance to the channel is eliminated where possible; where not possible to eliminate, disturbance is minimized through methods including relocating the project and/or reducing the size or scope of the project.**

The size, scope and configuration of the Trap Rock access road has been designed in such a way that it meets the needs of the Project. Further reductions to the size and/or configuration of the Trap Rock access road would be such that the basic purpose of the Project could not be reasonably accomplished.

Measures to avoid, reduce and/or minimize impacts to regulated areas have been employed to the degree practicable while still allowing for successful Project implementation. Please refer to Section 3 for details on Avoidance, Minimization, and Justification.

3. **All roadway, railroad, pedestrian, utility and other crossings are constructed as nearly perpendicular to the channel as possible.**

Two (2) stream channels will be crossed by the construction of the Trap Rock access road for Compressor Station 206. The Trap Rock access road will be nearly perpendicular to the unnamed tributaries to the D&R Canal. Refer to the included Trap Rock access road (alternate access road) Permit Plan Set (Section 8) for additional information.

5. **If stabilization measures such as rip-rap or scour holes are proposed in the channel, the applicant demonstrates that such measures are necessary to stabilize the channel and/or to withstand scour along a bridge or culvert, and cannot be avoided through alternative designs, such as construction of deeper abutment footings or a larger bridge opening. Any rip-rap shall be embedded in the channel bed in such a way as to provide low-flow aquatic passage and withstand velocities associated with bank-full flows.**

Rip-rap aprons are proposed as outlet protection for culverts associated with the Compressor Station 206 Trap Rock access road. Details are provided on the Soil Erosion Sediment Control Plans included in Section 8.

7. **Aquatic habitat is preserved where possible.**

Existing aquatic habitat will be preserved to the extent practicable.

8. **Aquatic habitat is enhanced where preservation is not possible, such as through the placement of habitat enhancement devices, replacement of vegetation removed during construction, creation of tree canopy along the channel where no canopy exists and/or enhancement of existing tree canopy along the channel.**

Existing aquatic habitat will be preserved to the extent practicable.

9. **The project does not expose unset or raw cement to flowing water within any channel or regulated water during construction.**

Construction of the proposed project will not expose unset/raw cement to flowing water within any channel or regulated water.

(c) The Department shall issue an individual permit for a channel modification only if the applicant demonstrates that the channel modification meets at least one of the following requirements:

1. **The channel modification is necessary to improve the ecological health of the regulated water and its riparian zone, or to control existing flooding or erosion which poses an immediate threat to life, property or a lawfully existing structure.**
2. **The channel modification is necessary for the construction of a bridge or culvert.**

Channels crossed by the Compressor Station 206 Trap Rock access road will be modified only in the areas which are proposed to be conveyed via culvert; no further channel modifications are proposed.

(d) The Department shall issue an individual permit for a channel modification only if the applicant demonstrates that the channel modification meets at least one of the following requirements:

1. **There is no feasible alternative that will result in less environmental damage.**

Please refer to Appendix A of Transco's Application for FWW IP, "Transcontinental Gas Pipe Line Company, LLC, New Jersey Alternatives Analysis, Northeast Supply Enhancement Project" (dated January 2020), under separate cover. As described in the Alternatives Analysis for the Project, Transco is seeking authorization to construct the Higgins Farm access road to Compressor Station 206 which would eliminate impacts on wetlands and waterbodies associated with access to Compressor Station 206. However, should Transco not receive the necessary authorizations to construct the Higgins Farm access road, the Trap Rock access road would be the only practicable alternative. There are no alternate designs to the Trap Rock access road that would avoid or reduce the adverse impact to regulated areas while still accomplishing the basic needs and purpose of the proposed Project. Measures to avoid, reduce and/or minimize impacts to regulated areas have been employed to the degree practicable while still allowing for successful Project implementation. Please refer to Section 3 for details on Avoidance, Minimization, and Justification.

2. **The bed is firm, the approaches are stable and the proposed construction activities will not cause or exacerbate bank erosion.**

The proposed construction activities will not cause or exacerbate bank erosion. As mentioned above, the Project does not propose any significant modification to any of the stream channels

within the Project area, except where culverts are proposed to facilitate crossings of the Trap Rock access road. Details are provided on the Soil Erosion Sediment Control Plans provided in Section 8.

3. **Contact with flowing water is minimized where possible through the use of temporary bridges, culverts, coffer dams and/or sediment control devices, which are removed after completion of the project.**

Contact with flowing water is minimized to the maximum extent practicable. Equipment operating in a waterbody will be limited to that necessary to perform construction of the proposed permanent crossings.

4. **Fording the channel is avoided to the maximum extent practicable.**

Fording onsite channels will be avoided to the maximum extent practicable. Equipment operating in a waterbody will be limited to that necessary to perform construction of the proposed permanent crossings.

5. **Where unavoidable, fording is made as nearly perpendicular to the channel as possible.**

Where fording the channel is required, it will be performed nearly perpendicular to the channel.

6. **Adequate precautions are taken to prevent sediment, petroleum products and other pollutants from entering the channel.**

Best management practices, along with SESC measures, will be utilized to minimize the potential introduction of sediment, petroleum products, and other pollutants into the adjacent environmentally sensitive areas, including regulated waters and wetlands. All equipment will be properly maintained and staged outside of regulated areas. Additionally, Transco will develop a site-specific Spill Plan prior to construction, which will describe measures that will be implemented by Transco personnel and its contractors to prevent and, if necessary, control any inadvertent spill of hazardous materials that could affect water quality. Hazardous materials, lubricating oils, and fuels used during construction will be stored in upland areas at least 100 feet from waterbodies and refueling of construction equipment will take place at least 100 feet from waterbodies. Additional precautions include continual monitoring of fuel transfer and use of spill kits. Disposal of hazardous materials will also be conducted in accordance with applicable regulations.

(e) A person shall not drive or operate a vehicle across a channel except in the following cases:

1. **It is necessary to operate construction equipment in or across a channel as part of a temporary construction activity.**

Equipment will not be operated in or driven across the stream channel unless otherwise necessary to construct the Project.

Compliance Statement in accordance with Requirements for a Regulated Activity in a Riparian Zone, All Other Roadways (New Roadway Crossing a Water) [N.J.A.C. 7:13-11.2(h)]:

Compliance with N.J.A.C. 7:13-11.2(h) has been addressed for the Trap Rock access road that will provide access to Compressor Station 206.

(h) The Department shall issue an individual permit for the construction of a new private roadway, or the expansion, reconstruction, or improvement of a lawfully existing private roadway, which results in clearing, cutting, and/or removal of riparian zone vegetation, only if:

1. **The total area of riparian zone vegetation to be cleared, cut and/or removed does not exceed the limits set forth in Table 11.2 above, unless the applicant demonstrates that safe, adequate access into the site, which meets all Federal, State and local requirements governing roadways, cannot be provided without exceeding these limits;**

Riparian Zone disturbances associated with the Trap Rock access road to Compressor Station 206 exceeds the limits of Table 11.2 by 10,766 square feet (0.247 acre). The disturbance has been determined to be the minimum necessary to accommodate the proposed road. Please refer to Appendix A of Transco's Application for FWW IP, "Transcontinental Gas Pipe Line Company, LLC, New Jersey Alternatives Analysis, Northeast Supply Enhancement Project" (dated January 2020), under separate cover for a discussion of the access road alternatives analysis.

2. **For any construction within a 50-foot or 150-foot riparian zone that exceeds the limits set forth in Table 11.2 , the applicant provides mitigation, in accordance with N.J.A.C. 7:13-13, for the area of vegetation that is cleared, cut, and/or removed in excess of the limits set forth in in Table 11.2;**

The applicant will provide the required riparian zone compensation, to be determined through continued coordination with NJDEP.

3. **For any construction within a 300-foot riparian zone, the applicant provides mitigation, in accordance with N.J.A.C. 7:13-13, for the total area of vegetation that is cleared, cut, and/or removed;**

Not applicable.

4. **The width of disturbance associated with the construction, expansion, reconstruction, or improvement of the roadway is minimized.**

The Trap Rock access road has been designed to provide minimization of width to the degree practicable while still allowing compliance with the applicable standards.

5. **The applicant demonstrated that any proposed expansion, reconstruction, or improvement to the roadway is necessary for the continued safe access to the site;**

Not applicable.

6. **For the construction of a new roadway that serves or accesses a lot that was created or subdivided after November 5, 2007, the applicant demonstrated that:**

    i. **None of the lots created in the subdivision are currently served or accessed by a roadway;**
    ii. **None of the lots created in the subdivision possess a valid authorization from the Department to construct a new roadway in the riparian zone; and**
    iii. **The area of riparian zone vegetation to be cleared, cut, and/or removed to construct the roadway does not exceed the area of riparian zone vegetation that would have been allowed by this chapter to be cleared, cut , and/or removed to construct a roadway to serve or access the original parcel prior to its subdivision.**

The properties in question were not subdivided for the purpose of this project. There are no existing access roads into the site nor are there any existing authorizations to do so.

7. **For the construction of a new roadway that does not cross a regulated water, the applicant demonstrates that there is no other means of constructing a roadway to access the developable area onsite, which would reduce or eliminate the impact to the riparian zone, and**

Not applicable. The Trap Rock access road will cross a regulated water, as described below.

8. **For the construction of a new roadway that crosses a regulated water, the applicant demonstrates that:**

    i. **There is developable land onsite that cannot feasibly be accessed without crossing the regulated water, including accessing the site through neighboring properties; and**
    ii. **The crossing is designed and constructed to be as nearly perpendicular to the channel as possible.**

Please refer to Appendix A of Transco's Application for FWW IP, "Transcontinental Gas Pipe Line Company, LLC, New Jersey Alternatives Analysis, Northeast Supply Enhancement Project" (dated January 2020), under separate cover, for a description of the Compressor Station 206 access road alternatives.

Analysis of Potential Adverse Impacts and Minimization of Impacts to Riparian Zones

The proposed Compressor Station 206 is the subject of this Abbreviated Environmental Report due to its proximity to unnamed tributaries to the Delaware and Raritan (D&R) Canal and riparian zones associated with same. The riparian zone associated with the above referenced waterbodies is anticipated to be 50 feet from the top-of-bank.

Table 11.2 (Maximum Allowable Disturbance to Riparian Zone Vegetation) of the FHACA Rules indicates allowable disturbances to riparian zone vegetation by regulated activity as based upon the width of the applicable riparian zone. In accordance with Table 11.2, up to 4,000 SF of riparian zone vegetation disturbance is permitted per crossing in a 50-foot riparian zone for "All Other Roadways – New Roadway Crossing a Water" [N.J.A.C. 7:13-11.2(h)]. In accordance with N.J.A.C. 7:13-11.2(f)3, any temporary clearing, cutting, and/or removal of riparian zone vegetation within an actively disturbed area is not subject to the limits set forth in Table 11.2 given these areas are stabilized and replanted with similar vegetation. Please refer to Section 4, Attachment iii, for the Riparian Zone Impacts Table for a detailed summary of proposed riparian zone impacts by crossing. See Trap Rock access road (alternate access road) Riparian Zone Permit Plans, Sheet 6, for locations of proposed riparian zone impacts.

The Trap Rock access road, as designed, exceeds the disturbance limitation set forth in Table 11.2 for access to the Project at three (3) waterbody crossing locations. The construction of the Trap Rock access road associated with Compressor Station 206 will result in permanent impacts to the riparian zone. Permanent impacts will be associated with operation and maintenance of the permanent Trap Rock access road.

Transco will provide mitigation, in accordance with N.J.A.C. 7:13-13, for the area of vegetation that is permanently cleared, cut, and/or removed in excess of the limits set forth in Table 11.2 [N.J.A.C. 7:13-11.2(k)]. A mitigation plan will be prepared and provided at a later date under separate cover.

Compliance Statement in accordance with Requirements for a Regulated Activity in a Floodway [N.J.A.C. 7:13-11.3]

The Trap Rock access road will not result in the placement of any aboveground structure in or above the floodway, the placement of fill in a floodway, raising the ground elevation in a floodway, or the obstruction of the passage of floodwaters in a floodway. Please refer to the NJDEP Flood Hazard Area Verification Engineer's Report, prepared by Paulus, Sokolowski and Sartor, LLC (PS&S) and dated January 2020.

Compliance Statement in accordance with Requirements for a Regulated Activity in a Flood Fringe [N.J.A.C. 7:13-11.4]

The Trap Rock access road is not subject to the flood storage volume displacement limit of this section. Please refer to the NJDEP Flood Hazard Area Verification Engineer's Report, prepared by Paulus, Sokolowski and Sartor, LLC (PS&S) and dated January 2020.

Compliance Statement in accordance with Requirements for a Regulated Activity in or Along a Regulated Water with Fishery Resources [N.J.A.C. 7:13-11.5)]:

(c) The Department shall issue an individual permit for a regulated activity in the channel and/or riparian zone of a regulated water containing fishery resources only if the following requirements are satisfied:

1. **The activity will meet the timing restrictions of N.J.A.C. 7:13-11.5(d);**

It is not anticipated that the streams crossed by the Trap Rock access road are capable of supporting fisheries resources, due to their size and ephemeral nature.

2. **No logs or boulders that provide fish habitat are removed from the channel, unless the Department determines that such removal is necessary to accomplish the project;**

No logs, boulders, or other structure that may provide fish habitat will be removed from any stream channel within the Project area.

3. **Low-flow aquatic passage is maintained in the channel throughout the entire area of disturbance during and after the performance of the regulated activity.**

It is not anticipated that the streams crossed by the Trap Rock access road are capable of supporting fisheries resources, due to their size and ephemeral nature.

Compliance Statement in accordance with Requirements for a Regulated Activity in or Affecting a Present or Documented Habitat for Threatened or Endangered Species [N.J.A.C. 7:13-11.6]:

(d) The Department shall issue an individual permit for a regulated activity only if the activity will not destroy, jeopardize, or adversely modify a present or documented habitat for threatened and endangered species, and shall not jeopardize the continued existence of any local population of a threatened or endangered species.

No endangered or threatened species were identified by the NHP on the proposed Compressor Station 206 site in Franklin Township (letter dated July 8, 2019 and contained in Section 7). However, in response to a report of a barred owl at Compressor Station 206, NJDEP biologists conducted an inspection of the site and contiguous forested area on April 29, 2019. The site visit resulted in NJDEP's acceptance of the sighting report as valid due to the presence of suitable forested habitat conditions on site and the larger contiguous forested area. Transco has conducted additional detailed engineering to reduce the impacts to the potential onsite habitat for the barred owl which comprises the exceptional value forested wetlands and transition areas. As a result, Transco has reduced the impacts to exceptional value forested wetland transition areas by 1.882 acres.

In total, the construction and operation of the Compressor Station 206 will result in the removal of 1.587 acres of suitable wetland foraging habitat. To calculate the total area of suitable forested wetland habitat surrounding the Compressor Station 206 site, Transco utilized the Land Use/Land Cover wetland types identified for barred owl in Appendix V of the New Jersey Landscape Project, Version 3.3. This resulted in approximately 381 acres of forested wetlands as suitable barred owl foraging habitat within the contiguous area surrounding the proposed Compressor Station 206 site. Given the placement of the compressor station site on the western edge of the potential habitat, the removal of 1.587 acres of habitat is unlikely to destroy, jeopardize or adversely modify the overall available habitat for the barred owl as the habitat removal will occur along the very edge of the potential habitat. Additionally, the removal of the 1.587 acres of foraging habitat will not jeopardize the continued existence of the local population of the barred owl, as approximately 379 acres of adjacent contiguous habitat will remain available to foraging owls. As described above, Transco has gone through a detailed engineering design process to minimize impacts on PFO wetland sand potential barred owl habitat to the maximum extent practicable.

The U.S. Fish and Wildlife (USFWS), in a letter dated April 17, 2017, indicated that the federally endangered Indiana bat could occur within the Compressor Station 206 Project area during the active season (April 1 through September 30). Therefore, to avoid impacts to the Indiana bat Transco will not clear trees ≥5 inches diameter at breast height during the active season. The federally (threatened) northern long-eared bat could occur within the Compressor Station 206 Project area. However, no documented northern long-eared bat maternity roosts or hibernacula occur near the Project area. Therefore, under the northern long-eared bat 4(d) rule, the Project will not cause prohibited take of the northern long-eared bat. Additionally, the time-of-year restriction for Indiana bats at Compressor Station 206 will also reduce potential impacts on the northern long-eared bat.

(e) The Department shall require a survey and/or a habitat assessment for threatened or endangered species as part of an environmental report, as described at N.J.A.C. 7:13-18.6(b), for an individual permit for any regulated activity which is likely to do either of the following:

1. **Disturb an area known to contain a threatened or endangered species; or**
2. **Disturb any habitat that could support a threatened or endangered species.**

As discussed above under N.J.A.C. 7:13-11.6(d), portions of the Project are mapped as containing habitat for the federally-listed Indiana bat (endangered) and northern long-eared bat (threatened) species. Tree clearing restrictions will be implemented to avoid any potential impact to the federally-listed bat species.

Also as discussed above, in response to a report of a barred owl at Compressor Station 206, NJDEP biologists conducted an inspection of the site and contiguous forested area at the Compressor Station 206 site on April 4, 2019. The site visit resulted in NJDEP's acceptance of the sighting report as valid due to the presence of suitable forested habitat conditions on site and the larger contiguous forested area.

(g) The Department shall restrict a regulated activity during times of the year when a threatened or endangered species is especially sensitive to disturbance, such as mating or migratory periods.

The USFWS recommends a seasonal timing restriction for clearing of trees greater than 5 inches in diameter at breast height from April 1 to September 30 due to the potential presence of Indiana bat at Compressor Station 206, and this timing restriction will be implemented for the Project. This timing restriction at Compressor Station 206 will also benefit the northern long-eared bat, should they occur at the site. To prevent potential impacts on migratory, threatened, and endangered birds, Transco will not clear trees and shrubs form March 1 through August 31 At Compressor Station 206, due to the potential for nesting raptors at the site. Therefore, no tree clearing at Compressor Station 206 will occur between March 1 and September 30.

Analysis of Potential Adverse Impacts and Minimization of Impacts to Threatened or Endangered Species

As indicated above, federally-listed threatened and endangered species habitat has been identified within the limits of disturbance for the Project. However, it is not anticipated that the Project will result in any adverse impacts to threatened or endangered species or their habitat. It is anticipated that the tree and shrub clearing timing restrictions described above will be observed to avoid potential impacts to Indiana bat and migratory and threatened and endangered bird species. No adverse impacts to threatened or endangered species or their habitat are anticipated from Project implementation.

Regulated Waters

Analysis of Potential Adverse Impacts and Minimization of Impacts to Regulated Waters

The use of Best Management Practices (BMP) and the implementation of SESC measures will prevent soil erosion from the site, which will help prevent turbidity, sedimentation and otherwise adverse impacts to the regulated waters that are the subject of this Flood Hazard Area Permit request for the Project.

Activities for the installation of the Trap Rock access road to the Compressor Station 206 site will require the piped culvert crossing of two (2) regulated channels. In addition, underground power utility lines will be installed beneath the proposed access drive. The channels proposed for crossing are described as small ephemeral, intermittent stream channels that are contained within wetland areas. Minimization of disturbance areas and the use of BMP and implementation of SESC measures are anticipated to prevent short-term impacts to the water quality of regulated waters for the installation of the access road and utility lines for the Compressor Station 206 Facility. In addition, stabilization and restoration of disturbed areas is expected to prevent any long-term impacts to water quality of regulated waters for this portion of the Project. Regulated activities proposed for the installation of the Trap Rock access road and water and power utility lines are not anticipated to result in any adverse impacts to regulated waters.

ATTACHMENT v
ACTIVITY SPECIFIC REQUIREMENTS FOR INDIVIDUAL PERMITS

7:13-12.1 Requirements that apply to all regulated activities
7:13-12.2 Requirements for stormwater management
7:13-12.3 Requirements for excavation, fill, and grading activities
7:13-12.6 Requirements for a railroad, roadway, and parking area
7:13-12.7 Requirement for a bridge or culvert
7:13-12.8 Requirements for a utility line

ATTACHMENT v
ACTIVITY SPECIFIC REQUIREMENTS FOR INDIVIDUAL PERMITS

N.J.A.C. 7:13-12.1 Requirements that apply to all regulated activities:

(b) The Department shall issue an individual permit for a regulated activity only if it determines that the regulated activity is not likely to cause significant and adverse effects on the following:

1. Water quality;

Best management practices, along with SESC measures, will be utilized to minimize the potential introduction of sediment, petroleum products, and other pollutants into the adjacent environmentally sensitive areas, including regulated waters and wetlands. All equipment will be properly maintained and staged outside of regulated areas.

2. Aquatic biota;

Aquatic biota will not be adversely affected during the implementation of this Project. Proper soil erosion and sediment control measures, such as silt fence, turbidity curtains, and other soil erosion/sediment control techniques will prevent sediment from being transported to onsite and nearby regulated waters.

4. Flooding;

The Trap Rock access road will not cause or exacerbate flooding within or in the immediate vicinity of the Project area. The Trap Rock access road is not located in regulated flood hazard areas. Please refer to the NJDEP Flood Hazard Area Verification Engineer's Report, prepared by Paulus, Sokolowski and Sartor, LLC (PS&S) and dated January 2020.

5. Drainage

Measures to address stormwater management for Compressor Station 206 have been developed and are outlined in the Stormwater Management Report prepared by AECOM, dated January 2020 and included with this Abbreviated Environmental Report submission. The Stormwater Management Report also reflects all changes and requests for additional information from NJDEP as described in the NJDEP comments. See the attached revised Stormwater Management Report. The proposed Project is in compliance with the Stormwater Management Rules.

6. **Channel Stability**

All disturbed sections of the onsite channels will be properly stabilized in accordance with the Soil Erosion and Sediment Control Plan. Following construction, the banks will be stabilized via seeding and/or by installing erosion control matting. Refer to Sheets 8 and 9, Construction Details, of the Trap Rock access road (alternate access road) Permit Plan Set for further details.

7. **Threatened and endangered species or their current or documented historic habitats;**

The proposed Project is not anticipated to result in any adverse impacts to threatened or endangered species or their habitat. If required, a tree clearing timing restriction of April 1 through September 30 will be observed to avoid potential impacts to Indiana and Northern long-eared bat species as well as migratory, threatened, and endangered bird species. No adverse impacts to threatened or endangered species are anticipated.

Please refer to Section 4, Attachment iv, Compliance Statement in accordance with Requirements for a Regulated Activity in or Affecting a Present or Documented Habitat for Threatened or Endangered Species [N.J.A.C. 7:13-11.6] for further details.

(c) A permittee shall obtain all necessary approvals from the local Soil Conservation District or its designee prior to commencing any activity approved in an individual permit issued under this chapter.

The applicant will obtain all necessary approvals from the Somerset County Soil Conservation Districts.

(d) A permittee shall obtain all necessary approvals from the USDA Natural Resource Conservation Service or its designee prior to commencing any activity designed or overseen by the NRCS, which is approved in an individual permit issued under this chapter.

The proposed activities do not require approval from the USDA NRCS.

(e) If neither the Soil Conservation District nor the USDA Natural Resource Conservation Service has jurisdiction over an activity approved in an individual permit issued under this chapter, the permittee shall commence the activity only if the following soil erosion and sediment control standards, as specified in the Standards for Soil Erosion and Sediment Control in New Jersey at N.J.A.C. 2:90, are implemented:

1. **Sediment control measures shall be installed around the proposed construction sufficient to prevent sediment from entering any riparian zone or channel outside the construction area;**

2. **If construction is proposed in a channel, sediment control measures, such as coffer dams, shall be installed around the activity sufficient to prevent flowing water from coming in contact with construction for the duration of the project where feasible;**

3. **All slopes shall be graded and stabilized to prevent post-construction erosion; and**

4. **Permanent, indigenous, non-invasive vegetation shall be established on all exposed soils immediately following construction. The applicant shall monitor and maintain all such vegetation for at least three growing seasons to ensure proper establishment and survival.**

As mentioned above, the proposed Project will obtain Soil Erosion and Sediment Control Plan Certification from the Somerset County Soil Conservation District. Soil erosion/sediment control measures and best management practices will be implemented and installed prior to any ground disturbance (refer to Section 4, Attachment iv, Compliance Statement in accordance with Requirements for a Regulated Activity in a Channel [N.J.A.C. 7:13-11.1] above for further details). Please refer to Trap Rock access road (alternate access road) Permit Plans and Soil Erosion & Sediment Control Plans included with this Abbreviated Environmental Report submission for additional details.

(f) The Department shall issue an individual permit for a regulated activity that adversely impacts a property not owned by an applicant as set forth in (g) below, only if the applicant demonstrates that one or more of the following requirements are satisfied for each adversely impacted property…

1. **The applicant is a public entity that intends to appropriate the adversely impacted property through its power of eminent domain;**

2. **The applicant has entered into a contract to purchase the adversely impacted property;**

3. **The applicant has obtained an easement that encompasses the entire area that will be adversely impacted by the proposed activity, which specifically allows the applicant to undertake the proposed activity; or**

4. **The applicant has obtained written permission from the owners of the adversely impacted property. Written permission shall include the following:**

   i. **An explanation of the nature and purpose of the project;**

   ii. **An estimate of the length of time regulated activities will occur;**

   iii. **An estimate of the extent to which the adversely impacted property will be affected by flooding or stormwater discharges and the frequency at which these impacts are expected to occur; and**

iv. The notarized signature of all owners of the adversely impacted property.

A permanent easement will be obtained for the construction of the Trap Rock access road and utility lines for the Compressor Station 206. A table detailing the status of all affected landowner rights and agreements is provided in Section 2.

(g) The Department shall consider a regulated activity to adversely impact a property not owned an applicant if the activity meets one or more of the following (g1 through g5).

As stated above, a permanent easement will be obtained for the construction of the Trap Rock access road and utility lines for the Compressor Station 206.

(h) If a project results in a significant change in the cross-sectional area and/or hydraulic capacity of a channel or floodway, the Department shall presume that the project has the potential to adversely impact a property not owned by the applicant, as described at (g) above. In such a case, the Department shall require the applicant to provide hydrologic and/or hydraulic calculations that identify the properties that would be adversely impacted, or which demonstrate that such impacts will not in fact occur. Examples of projects that may require such an analysis include a channel modification, flood control project, the construction or removal of a water control structure and the placement of a significant volume of fill in a floodway.

The Trap Rock access road will not result in a significant change in the cross-sectional area and/or hydraulic capacity of any channels or floodways of waterbodies within the Compressor Station 206 portion of the Project. The Trap Rock access road and compressor station will not be located in regulated flood hazard areas. Please refer to the NJDEP Flood Hazard Area Verification Engineer's Report, prepared by Paulus, Sokolowski and Sartor, LLC (PS&S) and dated January 2020.

(i) Where this chapter requires consideration of potential offsite flooding impacts, the following flood events shall be analyzed:

1. **The flood hazard area design flood;**
2. **The 100-year flood;**
3. **The 50-year flood;**
4. **The 25-year flood;**
5. **The 10-year flood; and**
6. **The two-year flood.**

Not applicable. The Trap Rock access road is not situated in the flood hazard area. The Trap Rock access road will cross two (2) fingers of an untitled tributary to Delaware & Raritan Canal-Tributary located where the proposed access roadway ties into Georgetown-Franklin Turnpike (County Route 518). According to the NJDEP Flood Hazard Area Verification Engineer's Report, prepared by Paulus, Sokolowski and Sartor, LLC (PS&S) and dated January 2020, where the streams converge, approximately 500 feet south of the proposed access road, the tributaries

have a combined contributing drainage area of 34 acres per the USGS StreamStats. Since neither of the tributaries possess a drainage area of 50 acres, there is no flood hazard area associated with these streams. The Trap Rock access road will not result in any changes to the flood hazard area design flood and floodways, both onsite and offsite.

N.J.A.C. 7:13-12.2 Requirements for Stormwater Management

(b) The Department shall issue an individual permit for a regulated activity associated with a major development only if the requirements of the Stormwater Management rules at N.J.A.C. 7:8 are satisfied.

Compressor Station 206 is classified as a "major development" under the Stormwater Management Rules. Measures to address stormwater management for Compressor Station 206 have been developed and are outlined in the Stormwater Management Report prepared by AECOM, dated January 2020 and included with this Abbreviated Environmental Report submission. The Stormwater Management Report also reflects all changes and requests for additional information from NJDEP. See the attached revised Stormwater Management Report. The proposed Project is in compliance with the Stormwater Management Rules.

(c) The Department shall issue an individual permit for a stormwater management basin located within or discharging within a flood hazard area only if the following requirements are satisfied.

An infiltration basin is proposed on the eastern portion of the Compressor Station 206 site. This basin is not located within, nor will it discharge to any regulated flood hazard area.

N.J.A.C. 7:13-12.3 Requirements for Excavation, Fill and Grading Activities:

(b) The Department shall issue an individual permit for excavation, fill and/or grading only if the following requirements are satisfied:

1. **The overland flow of stormwater is not impeded and floodwaters can freely enter and exit the disturbed area, unless the area is graded to impound water for a stormwater management structure that meets the requirements of the Stormwater Management rules at N.J.A.C. 7:8;**

An infiltration basin is proposed on the eastern portion of the Compressor Station 206 site that will address stormwater and floodwaters from the site. This basin is not located within, nor will it discharge to any regulated flood hazard area. The infiltration basin will comply with the Stormwater Management Rules at N.J.A.C. 7:8. Please refer to the Stormwater Management Report, prepared by AECOM and dated January 2020.

2. **Any slope of greater than 50 percent (a ratio of two horizontal to one vertical) is stabilized using soil bioengineering, retaining walls, rip-rap or other appropriate slope protection;**

All slopes will be less than 50 percent (2:1). All disturbed areas, including slopes, will be properly stabilized following construction.

3. The excavation, fill and/or grading does not endanger the integrity of any existing structure; and

Any excavation and grading proposed as part of this Project will not endanger the integrity of any existing structure.

4. All excavated material is disposed of lawfully.

Excavated material will be both reused and disposed of offsite. Any and all excess or undesirable material will be disposed of by the contractor in accordance with applicable State and Federal regulations.

N.J.A.C. 7:13-12.6 Requirements for a railroad, roadway, and parking area

The following section is only applicable to ***Compressor Station 206*** *for Trap Rock access road .*

(b) The Department shall issue an individual permit to construct or reconstruct a railroad or public roadway only if one of the following requirements is satisfied:

1. The travel surface of the railroad or public roadway is constructed at least one foot above the flood hazard area design flood elevation; or

2. The applicant demonstrates that it is not feasible to construct the travel surface of the proposed railroad or public roadway at least one foot above the flood hazard area design flood elevation pursuant to (g) below, and instead constructs the travel surface as close to this elevation as possible.

Not applicable. The Trap Rock access road is not situated in the flood hazard area.

(e) An applicant seeking to demonstrate that it is not feasible to construct the travel surface of a railroad, roadway or parking area at least one foot above the flood hazard area design flood elevation, as is required for various activities in this section, shall:

1. Demonstrate that strict compliance with the elevation requirements of this section would result in one or more of the following:

i. Prohibitively high construction costs;

ii. Construction costs that are disproportionately high compared with any benefit that would be obtained by strict compliance;

iii. A design that necessitates excessive volumes of fill that exceed the flood storage displacement limits at N.J.A.C. 7:13-11.4, for which flood storage cannot feasibly be created in compensation either onsite or offsite; or

iv. A design that causes unavoidable and adverse impacts to the environment (such as to the channel, riparian zone, or fishery resources), or which would cause unavoidable and significant increases in the flood hazard area design flood elevation;

Not applicable. The Trap Rock access road is not situated in the flood hazard area.

2. Demonstrate that every reasonable effort has been taken to situate portions of each proposed roadway or parking area at least one foot above the flood hazard area design flood elevation so that vehicles can move to higher ground during a flood;

Not applicable. The Trap Rock access road is not situated in the flood hazard area.

3. Demonstrate that no extraordinary risk is posed to any person using each proposed roadway or parking area that is constructed at an elevation less than one foot above the flood hazard area design flood elevation; and

Not applicable. The Trap Rock access road is not situated in the flood hazard area.

4. Provide an adequate number of permanent signs are posted in prominent locations indicating which proposed roadways and parking areas are subject to flooding in the following cases:

i. The roadway and/or parking area serves a critical building, a multi-residence building or a residential subdivision of two or more single-family home or duplexes; or

ii. The parking area has 10 spaces or more.

Not applicable. The Trap Rock access road is not situated in the flood hazard area.

N.J.A.C. 7:13-12.7 Requirements for a bridge or culvert

The following section is only applicable to ***Compressor Station 206*** *for Trap Rock access road.*

(b) To demonstrate compliance with this section, all calculations and analyses used in the design of a bridge or culvert shall be submitted to the Department.

Refer to the NJDEP Flood Hazard Area Verification for Compressor Station 206, prepared by Paulus, Sokolowski, and Sartor, LLC (PS&S) and dated January 2020, for calculations and analyses used in the design of the culverts associated with the Trap Rock access road.

(c) The Department shall issue an individual permit to construct a new bridge or culvert or to reconstruct an existing bridge or culvert only if the bridge or culvert and any associated construction, such as embankments, abutments, footings, and travel surfaces, are designed to stable, scour resistant, and resistant to displacement and/or damage during the flood hazard area design flood.

The proposed culverts and all associated construction have been designed to be stable, scour resistant. Please refer to the NJDEP Flood Hazard Area Verification for Compressor Station 206, prepared by Paulus, Sokolowski, and Sartor, LLC (PS&S) and dated January 2020, and the Soil Erosion & Sediment Control Plan for Compressor Station 206, prepared by AECOM and dated January 2020, for further details.

(d) In addition to meeting the requirements at (c) above, the Department shall issue an individual permit to construct a new bridge or culvert only if the following requirements are met:

1. The anticipated impacts to offsite flooding associated with the construction of the bridge or culvert comply with (d)1i and ii below for each flood event described at N.J.A.C. 7:13-12.1(i):

i. The proposed construction does not subject any offsite habitable building, railroad, roadway, or parking area to increased depth or frequency of flooding; and

The proposed Project will not subject any offsite habitable building, railroad, roadway or parking area to increased depth or frequency of flooding. Please refer to the NJDEP Flood Hazard Area Verification for Compressor Station 206, and Engineering Report prepared by Paulus, Sokolowski, and Sartor, LLC (PS&S) and dated January 2020.

ii. For all areas not identified in (d)1i above, the proposed construction does not increase offsite flood depths by more than 0.2 feet at any location;

The Trap Rock access road and associated culverts are not situated within regulated flood hazard areas and the proposed construction will not increase offsite flood depths by more than 0.2 feet. Please refer to the NJDEP Flood Hazard Area Verification for Compressor Station 206, and Engineering Report prepared by Paulus, Sokolowski, and Sartor, LLC (PS&S) and dated January 2020, for details.

2. It is demonstrated, through one or more of the following hydrologic and hydraulic analyses comparing existing and proposed conditions, that the bridge or culvert complies with (d)1 above, unless it is demonstrated that alternate methods would more accurately model the existing and/or proposed conditions:

i. A standard step backwater analysis, which is generally capable of modeling both existing and proposed conditions, provided the area upstream of the

project is not a permanent impoundment of water or would become a level pool during the flood being analyzed;

ii. A hydrologic routing, which is generally capable of modeling only proposed conditions; and

iii. An inlet/outlet control analysis, which is generally capable of modeling only proposed conditions.

Please refer to the NJDEP Flood Hazard Area Verification for Compressor Station 206, and Engineering Report prepared by Paulus, Sokolowski, and Sartor, LLC (PS&S) and dated January 2020, for details.

3. Where a new bridge or culvert and/or the railroad or roadway it serves would cause fragmentation of habitat for terrestrial threatened or endangered species and/or any terrestrial species of special concern, the bridge or culvert incorporates a preserved or restored natural bank of sufficient width to allow the species to pass through the structure. Where a natural bank is not present or feasible to preserve or restore, the applicant shall create an artificial bank or shelf of sufficient width to allow the species to pass through the structure. The applicant shall additionally adopt appropriate measures where necessary to encourage the species to pass through the structure.

Not applicable. Due to the nature and length of proposed culverts beneath the Trap Rock access road, it is unfeasible to create an artificial bank or shelf of sufficient width to allow terrestrial species to pass through the structures. Additionally, the Trap Rock access road is not anticipated to cause fragmentation of habitat for terrestrial threatened or endangered species and/or any terrestrial species of special concern. See Section 4, Attachment iv, N.J.A.C. 7:13-11.6 for further details.

(f) The Department shall issue an individual permit to construct a new bridge or culvert or to reconstruct an existing bridge or culvert only if the new or reconstructed structure is a bridge, arch culvert, or three-sided culvert that meets the requirements of (f)1 through 4 below, unless the applicant demonstrates that a circular, elliptical, or box culvert is acceptable under (g) and (h) below.

1. The bridge or culvert completely spans the regulated water and, to the extent feasible, matches or exceeds the dimensions of the existing channel so that the size and shape of the natural channel is preserved through the structure;

2. The bridge or culvert is adequately sized to convey the flood hazard area design flood without a significant increase in the velocity of water in the channel;

Please also refer to the NJDEP Flood Hazard Area Verification for Compressor Station 206, and Engineering Report prepared by Paulus, Sokolowski, and Sartor, LLC (PS&S) and dated January 2020, for details.

3. **Any existing stable, natural, earthen channel with low-flow aquatic passage is preserved, to the maximum extent practicable, and stable, earthen low-flow aquatic passage is provided within the bridge or culvert as well as any section of channel disturbed to accommodate its construction; and**

The proposed culverts will consist of a circular (18" diameter), reinforced concrete pipes with flared end sections on both inlet and outlet ends. The length of the culverts will range from 30 to 80 feet. Riprap is proposed at both upstream and downstream ends of the culverts to prevent scour and erosion. Low-flow aquatic passage will be preserved to the maximum extent practicable. Please refer to the Soil Erosion and Sediment Control Plan for Compressor Station 206, prepared by AECOM and dated January 2020, for further details.

4. **No armoring is placed under or across the channel bed, unless such armoring is necessary to prevent scour along the proposed abutments or footings. In such a case, the armoring shall be buried beneath at least two feet of native substrate, where placement of the native substrate is feasible and effective in stabilizing the channel and protecting aquatic habitat under expected flood conditions.**

Riprap channel protection and flared end sections will be installed at inlet and discharge locations to prevent or reduce scour and erosion.

(g) The construction or reconstruction of a circular, elliptical, or box culvert is conditionally acceptable where one or more of the conditions listed at (g)1 through 6 below exist and the culvert meets the construction standards at (h) below.

1. **The regulated water does not possess a discernible channel;**

2. **The channel does not contain fishery resources;**

3. **The channel is manmade (not including any water that historically possessed a naturally-occurring, discernible channel, which has been modified by humans);**

4. **The channel is fully lined with manmade impervious material such as cement or concrete;**

5. **The channel is less than 10 feet in width as measured between the top of bank of each side of the channel; or**

6. **Spanning the channel under (f) above would not be practicable due to one or more the following physical constraints:**

    i. **Unstable substrate, which would likely undermine any proposed footing within or adjacent to the channel;**

    ii. **Irregular channel configuration;**

iii. Anticipated adverse hydraulic impact to the channel; or

iv. Anticipated adverse impacts to offsite flooding, the environment, or public safety.

Each of the existing streams being spanned by the proposed culverts at Compressor Station 206 have a top of bank width less than 10 feet. Please refer to the NJDEP Flood Hazard Area Verification for Compressor Station 206, and Engineering Report prepared by Paulus, Sokolowski, and Sartor, LLC (PS&S) and dated January 2020, for details.

(h) Where a circular, elliptical, or box culvert is found acceptable under (g) above, the culvert shall be constructed as follows:

1. The invert of the culvert shall be installed at least two feet below the invert of the natural channel. In order to create a continuous flow path through the culvert that meets and matches the bottom inverts, cross-sections, and profile of the channel beyond the culvert, the culvert shall be filled with native substrate up to the invert of the natural channel; or

2. Where it is demonstrated that the culvert cannot be constructed as described at (h)1 above due to unstable substrate or other physical constraints, the floor of the culvert shall be constructed to incorporate an artificial low-flow treatment, such as a V-notch or key-notch, baffles to hold substrate in place, or a concave floor. For example, an artificial low-flow treatment can be use where the placement of two feet of substrate within the culvert would not be feasible or effective in stabilizing the channel, and protecting aquatic habitat under expected flood conditions.

The proposed circular culverts to be installed at Compressor Station 206 have been sized such that the invert of the culverts can and shall be installed two feet below the invert of the natural channel and notations have been added specifying the culvert shall be filled with native substrate up to the invert of the natural channel. Please refer to the “"Embedded Circular Culvert for Stream Crossings” detail provided in the revised Stormwater Management Plans (provided under separate cover) and the Trap Rock access road (alternate access road) permit plans.

7:13-12.8 Requirements for a utility line

The following section is being addressed for the proposed utility line that will service Compressor Station 206.

(b) The Department shall issue an individual permit to construct or reconstruct a utility line in a regulated area only if the following requirements are satisfied:

1. All disturbed areas in the flood hazard area are restored to pre-construction topography;

Compressor Station 206
Not applicable. The proposed underground utility line is not located within regulated flood hazard areas.

2. The applicant provides an engineering certification confirming that any utility line that conveys a gas or liquid is sealed to ensure that there will be no leakage or discharge in a regulated area; and

Compressor Station 206
A belowground power line is proposed to be installed beneath the Trap Rock access road, which will service the compressor station. The proposed below ground utility line will be constructed in accordance with applicable safety and design standards.

3. Except in the immediate vicinity of a crossing of a regulated water, the utility line shall not be constructed within 10 feet of any top of bank, unless the project lies adjacent to a lawfully-existing bulkhead, retaining wall, or revetment along a tidal water.

Compressor Station 206
Except in the immediate vicinity of a crossing of regulated waters, utility lines will not be constructed within 10 feet of any top of bank. Please refer to the Soil Erosion & Sediment Control Plans for Compressor Station 206, prepared by AECOM and dated January 2020, for further information.

6. A utility line that does not convey a gas or liquid is covered by at least three feet of stable material consisting of native substrate in the channel or water, where is feasible; and

Compressor Station 206
Not applicable. A power utility line is proposed to be installed beneath the Trap Rock access road, which will service the compressor station. The proposed power line will be installed at a sufficient depth below the channel invert. Please refer to the Soil Erosion & Sediment Control Plans for Compressor Station 206, prepared by AECOM and dated January 2020, for further information.

7. The following requirements are satisfied for each utility line that crosses a channel or water, unless the applicant demonstrates that one or more of these requirements is not feasible or that another configuration would pose less risk to life, property and the environment;

a. Each utility line is placed nominally horizontal under the entire channel or water, and remains so beyond each bank for a distance equal to twice the height of the bank, or 10 feet, whichever is greater. If there is no discernible bank, the utility line shall remain nominally horizontal for at least 10 feet beyond the normal edge of water;

b. The inclined portion of each utility line approaching the channel or water has a slope no greater than 50 percent (a ratio of two horizontal to one vertical); and

c. Encasement extends under the entire channel or water and 10 feet beyond each top of bank. If there is no discernible bank, the utility line shall be encased for at least 10 feet beyond the normal edge of water.

Please refer to the Trap Rock access road (alternate access road) Permit Plans, Section 8, for details regarding compliance with these standards.

TRANSCONTINENTAL GAS PIPE LINE COMPANY, LLC

SECTION 7

CORRESPONDENCE

NORTHEAST SUPPLY ENHANCEMENT PROJECT

January 2020

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State of New Jersey
MAIL CODE 501-04
DEPARTMENT OF ENVIRONMENTAL PROTECTION
DIVISION OF PARKS & FORESTRY
NEW JERSEY FOREST SERVICE
OFFICE OF NATURAL LANDS MANAGEMENT
P.O. BOX 420
TRENTON, NJ 08625-0420
Tel. (609) 984-1339 Fax (609) 984-0427

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. McCABE
Commissioner

July 8, 2019

Stephen Czapka
Ecology and Environment, Inc.
200 Bendix Road, Suite 250
Virginia Beach, VA 23452

Re: Compressor Station 206
Franklin Township, Somerset County

Dear Mr. Czapka:

Thank you for your data request regarding rare species information for the above referenced project site.

Searches of the Natural Heritage Database and the Landscape Project (Version 3.3) are based on a representation of the boundaries of your project site in our Geographic Information System (GIS). We make every effort to accurately transfer your project bounds from the topographic map(s) submitted with the Natural Heritage Data Request Form into our Geographic Information System. We do not typically verify that your project bounds are accurate, or check them against other sources.

We have checked the Landscape Project habitat mapping and the Biotics Database for occurrences of any rare wildlife species or wildlife habitat on the referenced site. The Natural Heritage Database was searched for occurrences of rare plant species or ecological communities that may be on the project site. Please refer to Table 1 (attached) to determine if any rare plant species, ecological communities, or rare wildlife species or wildlife habitat are documented on site. A detailed report is provided for each category coded as 'Yes' in Table 1.

We have also checked the Landscape Project habitat mapping and Biotics Database for occurrences of rare wildlife species or wildlife habitat in the immediate vicinity (within ¼ mile) of the referenced site. Additionally, the Natural Heritage Database was checked for occurrences of rare plant species or ecological communities within ¼ mile of the site. Please refer to Table 2 (attached) to determine if any rare plant species, ecological communities, or rare wildlife species or wildlife habitat are documented within the immediate vicinity of the site. Detailed reports are provided for all categories coded as 'Yes' in Table 2. These reports may include species that have also been documented on the project site.

We have also checked the Landscape Project habitat mapping and Biotics Database for all occurrences of rare wildlife species or wildlife habitat within one mile of the referenced site. Please refer to Table 3 (attached) to determine if any rare wildlife species or wildlife habitat is documented within one mile of the project site. Detailed reports are provided for each category coded as 'Yes' in Table 3. These reports may include species that have also been documented on the project site.

For requests submitted as part of a Flood Hazard Area Control Act (FHACA) rule application, we report records for all rare plant species and ecological communities tracked by the Natural Heritage Program that may be on, or in the immediate vicinity of, your project site. A subset of these plant species are also covered by the FHACA rules when the records are located within one mile of the project site. One mile searches for FHACA plant species will only report precisely located occurrences for those wetland plant species identified under the FHACA regulations as being critically dependent on the watercourse. Please refer to Table 3 (attached) to determine if any precisely located rare wetland plant species covered by the FHACA rules have been documented. Detailed reports are provided for each category coded as 'Yes' in Table 3. These reports may include species that have also been documented on, or in the immediate vicinity of, the project site.

NHP File No. 19-4007445-17026

The Natural Heritage Program reviews its data periodically to identify priority sites for natural diversity in the State. Included as priority sites are some of the State's best habitats for rare and endangered species and ecological communities. Please refer to Tables 1, 2 and 3 (attached) to determine if any priority sites are located on, in the immediate vicinity, or within one mile of the project site.

A list of rare plant species and ecological communities that have been documented from the county (or counties), referenced above, can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/countylist.html. If suitable habitat is present at the project site, the species in that list have potential to be present.

Status and rank codes used in the tables and lists are defined in EXPLANATION OF CODES USED IN NATURAL HERITAGE REPORTS, which can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/nhpcodes_2010.pdf.

Beginning May 9, 2017, the Natural Heritage Program reports for wildlife species will utilize data from Landscape Project Version 3.3. If you have questions concerning the wildlife records or wildlife species mentioned in this response, we recommend that you visit the interactive web application at the following URL, https://njdep.maps.arcgis.com/apps/webappviewer/index.html?id=0e6a44098c524ed99bf739953cb4d4c7, or contact the Division of Fish and Wildlife, Endangered and Nongame Species Program at (609) 292-9400.

For additional information regarding any Federally listed plant or animal species, please contact the U.S. Fish & Wildlife Service, New Jersey Field Office at http://www.fws.gov/northeast/njfieldoffice/endangered/consultation.html.

PLEASE SEE 'CAUTIONS AND RESTRICTIONS ON NHP DATA', which can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/newcaution2008.pdf.

Thank you for consulting the Natural Heritage Program. The attached invoice details the payment due for processing this data request. Feel free to contact us again regarding any future data requests.

Sincerely,

Robert J. Cartica
Administrator

c: NHP File No. 19-4007445-17026

Mail Code 501-04
Department of Environmental Protection
New Jersey Forest Service
Office of Natural Lands Management
P.O. Box 420 Trenton, New Jersey 08625-0420
Tel. (609) 984-1339 Fax. (609) 984-1427

Invoice

Date	Invoice #
7/8/2019	17026

Bill to:
Ecology and Environment, Inc.
200 Bendix Road, Suite 250
Virginia Beach, VA 23452

Make check payable to:
DEP - Office of Natural Lands Management
And forward with a copy of this statement to:
Mail Code 501-04
Office of Natural Lands Management
P.O. Box 420 Trenton, New Jersey 08625-0420

Quantity (hrs.)	Description	Rate (per hr.)	Amount
1	Natural Heritage Database search for locational information of rare species and ecological communities. Project: 19-4007445-17026	$ 70.00	$ 70.00
Stephen Czapka Project Name: Compressor Station 206		**Total**	$ 70.00

NHP File No. 19-4007445-17026

Table 1: On Site Data Request Search Results (6 Possible Reports)

Report Name	**Included**	**Number of Pages**
1. Possibly on Project Site Based on Search of Natural Heritage Database: Rare Plant Species and Ecological Communities Currently Recorded in the New Jersey Natural Heritage Database	No	0 pages included
2. Natural Heritage Priority Sites On Site	No	0 pages included
3. Rare Wildlife Species or Wildlife Habitat on the Project Site Based on Search of Landscape Project 3.3 Species Based Patches	No	0 pages included
4. Vernal Pool Habitat on the Project Site Based on Search of Landscape Project 3.3	Yes	1 page(s) included
5. Rare Wildlife Species or Wildlife Habitat on the Project Site Based on Search of Landscape Project 3.3 Stream Habitat File	No	0 pages included
6. Other Animal Species On the Project Site Based on Additional Species Tracked by Endangered and Nongame Species Program	No	0 pages included

Vernal Pool Habitat on the Project Site Based on Search of Landscape Project 3.3

Vernal Pool Habitat Type	Vernal Pool Habitat ID
Potential vernal habitat area	1705
Potential vernal habitat area	1719

Total number of records: 2

Table 2: Vicinity Data Request Search Results (6 possible reports)

Report Name	**Included**	**Number of Pages**
1. Immediate Vicinity of the Project Site Based on Search of Natural Heritage Database: Rare Plant Species and Ecological Communities Currently Recorded in the New Jersey Natural Heritage Database	No	0 pages included
2. Natural Heritage Priority Sites within the Immediate Vicinity	No	0 pages included
3. Rare Wildlife Species or Wildlife Habitat Within the Immediate Vicinity of the Project Site Based on Search of Landscape Project 3.3 Species Based Patches	Yes	1 page(s) included
4. Vernal Pool Habitat In the Immediate Vicinity of Project Site Based on Search of Landscape Project 3.3	Yes	1 page(s) included
5. Rare Wildlife Species or Wildlife Habitat In the Immediate Vicinity of the Project Site Based on Search of Landscape Project 3.3 Stream Habitat File	No	0 pages included
6. Other Animal Species In the Immediate Vicinity of the Project Site Based on Additional Species Tracked by Endangered and Nongame Species Program	No	0 pages included

Rare Wildlife Species or Wildlife Habitat Within the Immediate Vicinity of the Project Site Based on Search of Landscape Project 3.3 Species Based Patches

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection Status	State Protection Status	Grank	Srank
Aves								
	Great Blue Heron	Ardea herodias	Foraging	2	NA	Special Concern	G5	S3B,S4N

Vernal Pool Habitat
In the Immediate Vicinity of
Project Site Based on Search of
Landscape Project 3.3

Vernal Pool Habitat Type	Vernal Pool Habitat ID
Potential vernal habitat area	1705
Potential vernal habitat area	1719

Total number of records: 2

Table 3: Within 1 Mile for FHACA Searches (6 possible reports)

Report Name	Included	Number of Pages
1. Rare Plant Species Occurrences Covered by the Flood Hazard Area Control Act Rule Within One Mile of the Project Site Based on Search of Natural Heritage Database	No	0 pages included
2. Natural Heritage Priority Sites within 1 mile	No	0 pages included
3. Rare Wildlife Species or Wildlife Habitat Within One Mile of the Project Site Based on Search of Landscape Project 3.3 Species Based Patches	Yes	1 page(s) included
4. Vernal Pool Habitat Within One Mile of the Project Site Based on Search of Landscape Project 3.3	Yes	1 page(s) included
5. Rare Wildlife Species or Wildlife Habitat Within One Mile of the Project Site Based on Search of Landscape Project 3.3 Stream Habitat File	No	0 pages included
6. Other Animal Species Within One Mile of the Project Site Based on Additional Species Tracked by Endangered and Nongame Species Program	No	0 pages included

Rare Wildlife Species or Wildlife Habitat Within One Mile of the Project Site Based on Search of Landscape Project 3.3 Species Based Patches

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection Status	State Protection Status	Grank	Srank
Aves								
	Bald Eagle	Haliaeetus leucocephalus	Foraging	4	NA	State Endangered	G5	S1B,S2N
	Grasshopper Sparrow	Ammodramus savannarum	Breeding Sighting	3	NA	State Threatened	G5	S2B,S3N
	Great Blue Heron	Ardea herodias	Foraging	2	NA	Special Concern	G5	S3B,S4N

Vernal Pool Habitat Within One Mile of the Project Site Based on Search of Landscape Project 3.3

Vernal Pool Habitat Type	Vernal Pool Habitat ID
Potential vernal habitat area	1697
Potential vernal habitat area	1705
Potential vernal habitat area	1719
Potential vernal habitat area	1726
Potential vernal habitat area	1728

Total number of records: 5

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TRANSCONTINENTAL GASPIPE LINE COMPANY, LLC

SECTION 8

RIPARIAN ZONE PERMIT PLAN CITATION

PERMIT PLANS SHOWING THE PROPOSED ACTIVITIES AND AREAS OF IMPACT ARE INCLUDED AS A SEPARATE ENCLOSURE WITHIN THIS SUBMISSION PACKAGE.

PLANS ENTITLED:

NJDEP LAND USE PERMIT PLANS
NORTHEAST SUPPLY ENHANCEMENT PROJECT
COMPRESSOR STATION 206 -TRAP ROCK ACCESS ROAD (ALTERNATE ACCESS ROAD)
(FULL PLAN SET INCLUDING FRESHWATER WETLANDS PERMIT PLANS, FLOOD HAZARD AREA PLANS & RELATED DETAILS)

PREPARED BY:

WILLIAM SALMON, PE
PS&S
WALL, NJ

PLANS DATED:

JANUARY 15, 2020 (DATED BY SIGNATURE)

NORTHEAST SUPPLY ENHANCEMENT PROJECT

January 2020

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TRANSCONTINENTAL GAS PIPE LINE COMPANY, LLC

SECTION 10-1

STORMWATER MANAGEMENT REPORT

PROVIDED UNDER SEPARATE COVER

NORTHEAST SUPPLY ENHANCEMENT PROJECT

JANUARY 2020

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TRANSCONTINENTAL GAS PIPE LINE COMPANY, LLC

SECTION 10-2

POST-CONSTRUCTION STORMWATER MANAGEMENT PLAN

PROVIDED UNDER SEPARATE COVER

NORTHEAST SUPPLY ENHANCEMENT PROJECT

JANUARU 2020

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TRANSCONTINENTAL GAS PIPE LINE COMPANY, LLC

SECTION 11

SOIL EROSION AND SEDIMENT CONTROL PLANS FOR COMPRESSOR STATION 206

PROVIDED UNDER SEPARATE COVER

NORTHEAST SUPPLY ENHANCEMENT PROJECT

JANUARY 2020

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TRANSCONTINENTAL GAS PIPE LINE COMPANY, LLC

SECTION 12

FLOOD HAZARD AREA VERIFICATION ENGINEER'S REPORT

PROVIDED UNDER SEPARATE COVER

NORTHEAST SUPPLY ENHANCEMENT PROJECT

JANUARY 2020

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