

FEDERAL ENERGY REGULATORY COMMISSION  
WASHINGTON, D.C. 20426

OFFICE OF ENERGY PROJECTS

In Reply Refer To:  
OEP/DG2E/Gas 4  
Northern Natural Gas Company  
Northern Lights 2019 Expansion/  
Rochester Projects  
Docket No. CP18-534-000

June 4, 2019

Michael T. Loeffler  
Senior Director, Certificates and External Affairs  
Northern Natural Gas Company  
1111 South 103<sup>rd</sup> Street  
Omaha, NE 68124-1000

**Re: Notice to Proceed with Construction and Approval of Variances for the Rockford to Buffalo Greenfield Lateral and Willmar C-line Extension**

Dear Mr. Loeffler:

I grant Northern Natural Gas Company's (Northern) May 31 request to commence construction of the Rockford to Buffalo Greenfield Lateral and the Willmar C-line Extension. Additionally, I approve the requested variances for the Rockford to Buffalo Greenfield Lateral and the Willmar C-line Extension, filed February 27, 2019. The approved variances are identified in the attached table A.

In considering this notice to proceed and approvals, we have reviewed your Implementation Plan, also filed on February 27, 2019, along with your supplemental filings of March 13, 2019, April 1 and 19, and May 31, 2019, which included the information necessary to meet the construction conditions of the Commission's February 21, 2019, *Order Issuing Certificate* (Order) in the above-referenced docket. In addition, we have confirmed the receipt of all federal authorizations relevant to the approved activities herein.

I remind you that Northern must comply with all applicable remaining terms and conditions of the Order. If you have any questions regarding this approval, contact me at 202-502-8130.

Sincerely,

Julia Yuan  
Environmental Project Manager  
Division of Gas – Environment  
and Engineering

<b>Table A: Approved February 27, 2019 Variances (Updated May 31, 2019) for the Northern Lights 2019 Expansion and Rochester Projects</b>		
<b>Project Component</b>	<b>Milepost</b>	<b>Reason for Change</b>
<b>Rockford to Buffalo Greenfield Lateral</b>		
	0.2-1.2	The pipeline centerline was shifted between MP 0.2 and MP 1.2 to accommodate a landowner request. The temporary workspace (TWS), additional temporary workspace (ATWS), access roads and permanent right of way (ROW) also were shifted and revised accordingly to accommodate the centerline shift.
	1.2	The length of the HDD crossing the Soo Line Railroad was extended and the HDD depth was increased to comply with the railroad construction crossing requirements.
	1.7	The HDD under 37th Street SE was extended to allow sufficient workspace at the drill entry location and to increase the distance between the drill entry point and the landowner's house. TWS and ATWS were modified to accommodate the change in the HDD.
	2.0	A new HDD plan and profile was added to reduce environmental impact crossing wetland RBL-47-W2. An access road and additional ATWS also was added between MP 1.92 and MP 2.02 to the southeast of wetland RBL-47-W2 to provide access to the temporary workspace on the southeast side of the wetland during construction.
	2.5	ATWS added at MP 2.55 for additional construction space required at the point of inflection.
	2.9	Access road AR-01A was added at MP 2.95. The ATWS on the east side of the TWS was reduced and additional ATWS was added to the west side of the TWS at MP 2.9 to provide adequate space to complete the HDD.
	3.3	Trimmed off the corner of the ATWS that extended beyond the environmental clearance boundary.
	3.4	Increased the access road width at MP 3.42 from 30 feet to 50 feet to better accommodate construction traffic and equipment.
	3.8	Road approach added at MP 3.82. The road approach is required to access the temporary workspace during construction.
	4.1	Access road was added at MP 4.15 on the north side of Highway 55. The access road is required to access the staging area and ATWS during construction.
	5.05	Access road was added at MP 5.05 on the southwest side of wetland RBL-118-S1. The access road is required to access the permanent ROW and temporary workspace during construction.
	5.4	ATWS added at MP 5.42 and MP 5.5 for required topsoil storage. The additional ATWS does not add any landowners or increase environmental impact.
	6.0	The pipeline centerline was shifted between MP 6.05 and 6.43 to accommodate a landowner request. The temporary workspace, ATWS and permanent ROW were adjusted as necessary and a small section of ATWS was removed based on the centerline shift.
	6.7	The width of the access road at MP 6.73 was increased to 50 feet from 47 feet to better accommodate construction traffic and equipment.

<b>Table A: Approved February 27, 2019 Variances (Updated May 31, 2019) for the Northern Lights 2019 Expansion and Rochester Projects</b>		
<b>Project Component</b>	<b>Milepost</b>	<b>Reason for Change</b>
	7.0	Increased the access road width on the south side of Highway 33 at MP 7.0 from 40 feet to 50 feet to better accommodate construction traffic and equipment and adjusted the ATWS accordingly.
	8.2	The staging area and access road between MP 8.16 and 8.38 were removed to accommodate a landowner request. The ATWS to the west of wetland RBL-155-W1 and 55-foot-wide access road off 10th Street NE was added to provide access to the temporary workspace during construction.
	8.9	Added ATWS at MP 8.95 on the southwest side of the temporary workspace and reduced the ATWS at MP 8.95 on the northeast side of the temporary workspace to provide adequate space to complete the HDD during construction.
	9.4	The exit for the HDD under wetland RBL-P4-22 at MP 9.4 was shifted to the north to shorten the drill. ATWS was added to the west of the temporary workspace at MP 9.4 to provide adequate space to complete the HDD during construction.
	9.9	ATWS was reduced at MP 9.95 along 20th Street to line up the ATWS with the temporary workspace.
	10.1	The length of the HDD crossing County Road 134 was reduced and ATWS was added at MP 10.1 to provide adequate space for the pipe pull section.
<b>Willmar C-line Extension</b>		
	All	In compliance with Condition 12 of the Order, Northern shifted the pipeline centerline to reduce the proposed 50-foot offset to a 25-foot offset from the adjacent 12-inch-diameter Willmar branch line (MNB75601). As a result of the shift in the pipeline alignment, the footprints of the ATWS and staging areas have been revised.
	0.0	The proposed 100 foot by 100 foot valve site has been moved closer to 134 Street to reduce the impact to wetland WLL-1-W.
	0.8	The width of the access roads at MP 0.81 and MP 1.08 from 23 feet was increased to 50 feet.
	2.0	The new pipeline offset from the existing pipeline increased between MP 1.95 and MP 2.35 to avoid a Carver County Public Works business building; this would have created a high-consequence area on the pipeline. The ATWS, temporary workspace and permanent ROW were adjusted, accordingly, based on the increased offset.
	2..3	The temporary workspace at MP 2.32 was reduced to only utilize a 75-foot-wide temporary workspace through the wetland. Additional ATWS was added at MP 2.36 on the southwest side of the temporary workspace to provide adequate space around the PI during construction.
	3.0	The new receiver and valve site and staging area moved from the west side of the County Road 153 to the east side. The ATWS, TWS, and permanent ROW were adjusted as necessary to accommodate the site change.

Document Content(s)

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