

Information for File #2013-03024-WAB

Applicant Enbridge Energy, Limited Partnership

Corps Contact William Baer

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Primary County Kittson, Red Lake, St. Louis Counties, MN

Sec/Township/Range Kittson County (Donaldson Station): NW ¼, S25, T159N, R49W
Red Lake County (Plummer Station): SW ¼, S10, T151N, R42W
St. Louis County (Floodwood Station): NE ¼, S1, T51N, R21W

Information Complete On February 3, 2014

Posting Expires On February 17, 2014

Authorization Type LOP-05-MN

This application is being reviewed in accordance with the practices for documenting Corps jurisdiction under Sections 9 & 10 of the Rivers and Harbor Act of 1899 and Section 404 of the Clean Water Act identified in Regulatory Guidance Letter 07-01. We have made a preliminary determination that the aquatic resources that would be impacted by the proposed project are regulated by the Corps of Engineers under Section 404 of the Clean Water Act. Our jurisdictional review and final jurisdictional determination could result in modifications to the scope of the project's regulated waterbody/wetland impacts and compensatory mitigation requirements identified above. An approved jurisdictional determination will be made prior to reaching a permit decision, and will be posted on the St. Paul District web page at <http://www.mvp.usace.army.mil/>.

Project Description and Purpose:

The applicant proposes to expand or optimize the capacity of its existing Line 67 (formerly referred to as the Alberta Clipper) pipeline by upgrading existing pump station facilities that serve Line 67 as well as Enbridge's existing Mainline System pump station facilities that serve pipelines proximate to Line 67. No additional mainline pipe work is proposed. The proposed project would increase capacity of Line 67 from an average of 450,000 barrels per day (bpd) to an average capacity of 800,000 bpd of heavy crude oil (which equates to a full design capacity of approximately 880,000 bpd). The increased pipeline capacity would allow Enbridge to maximize delivery capabilities of its pipeline to meet the rising demands for additional transportation capacity for crude oil produced in western Canada.

Line 67 is fully constructed and operational, currently capable of transporting approximately 450,000 bpd of crude oil from western Canada to Enbridge’s Superior Terminal, from where it is transported to downstream refinery markets in the Midwest, eastern United States, Canada, and the U.S. Gulf Coast areas via other Enbridge or third-party pipelines.

An initial phase of the project would consist of installing additional pumping horsepower and associated facilities at Enbridge’s existing Viking, Clearbrook, and Deer River pump station facilities, which are located in Marshall, Clearwater and Itasca Counties, Minnesota. This initial phase would increase the current capacity of approximately 450,000 bpd to 570,000 bpd. These upgrades utilize the existing footprint of the Viking, Clearbrook and Deer River pump stations and do not require Section 404 authorization from the Corps.

The second phase of the project would increase the capacity of Line 67 from approximately 570,000 bpd to 800,000 bpd. This phase, which is the subject of this permit application, involves the installation of new pump stations and associated station piping, including valves and appurtenances, at four existing Enbridge pump station facilities at Donaldson, Plummer, Cass Lake, and Floodwood pump stations in Kittson, Red Lake, Cass, and St. Louis Counties, Minnesota, respectively. This phase of the project will require additional station modifications at the Viking, Clearbrook, and Deer River pump station facilities.

Name, Area and Types of waters (including wetlands) subject to loss:

Of the work proposed, only three locations require Section 404 authorization from the Corps for proposed discharges of dredged or fill material into waters of the United States. In sum, 2.9 acres of permanent wetland loss is proposed to occur at the Donaldson station (Kittson County), the Plummer station (Red Lake County), and the Floodwood station (St. Louis County) for the second phase of the project. No temporary wetland disturbance will occur at the station sites. A list of impacts proposed at each station is provided below, and is depicted on the attached drawings. The applicant has proposed to compensate for permanent wetland losses through the purchase of wetland credits from the Mississippi Mitigation Bank located in Itasca County, Minnesota. The number of wetland credits proposed for each wetland impact is described in the table below.

Station Name	County	Wetland Impact Acreage	Wetland Community	Mitigation bank credits
Donaldson	Kittson	0.2	Wet ditch shallow marsh	0.50
Plummer	Red Lake	0.9	Fresh (wet) meadow/shrub carr	2.25
Floodwood	St. Louis	1.8	Fresh (wet) meadow	2.70

Alternatives Considered:

NO-ACTION ALTERNATIVE: The no-action alternative assumes that no upgrades would be undertaken. This alternative was dismissed because it fails to meet the purpose and need of the project since shippers will not be provided with additional capacity.

SYSTEM ALTERNATIVES

NEW PIPELINE, TRUCKING, RAIL:

A new 24-inch diameter pipeline generally running parallel to the existing Line 67 was considered, as it would utilize the existing right-of-way and existing facilities to the extent practicable. New pipeline construction would require excavation of the existing right-of-way, construction of new pump stations at existing facility sites or new locations, depending on hydraulics. A new pipeline would be approximately 990 miles long, between Hardisty, Alberta and Superior, Wisconsin. However, the costs, time and environmental impacts associated with construction of a new pipeline is anticipated to be greater than the limited facility expansions proposed by the applicant.

Tanker trucks were considered to accommodate the proposed capacity increase. However, this alternative would require a minimum of 1,150 trucks per day to transport 230,000 bpd. With the possible exception of truck loading/unloading facilities, this alternative may not require Section 404 authorization. The applicant dismissed this alternative because of the number of trucks required, the anticipated effects to roadways and air quality, the reliability (based on weather conditions) of this mode of transport, and the additional costs associated with this alternative.

Rail tanker cars were also evaluated as a way to increase capacity. Considering round trip travel times for rail transport (assuming tanker capacity of 600 barrels), the applicant anticipates that a minimum of 384 rail cars per day would be required to transport 230,000 bpd. Considering round trip travel time and rail travel constraints, total tank car requirements are estimated at 13,824 cars. The applicant dismissed this alternative due to safety, economics, and logistics.

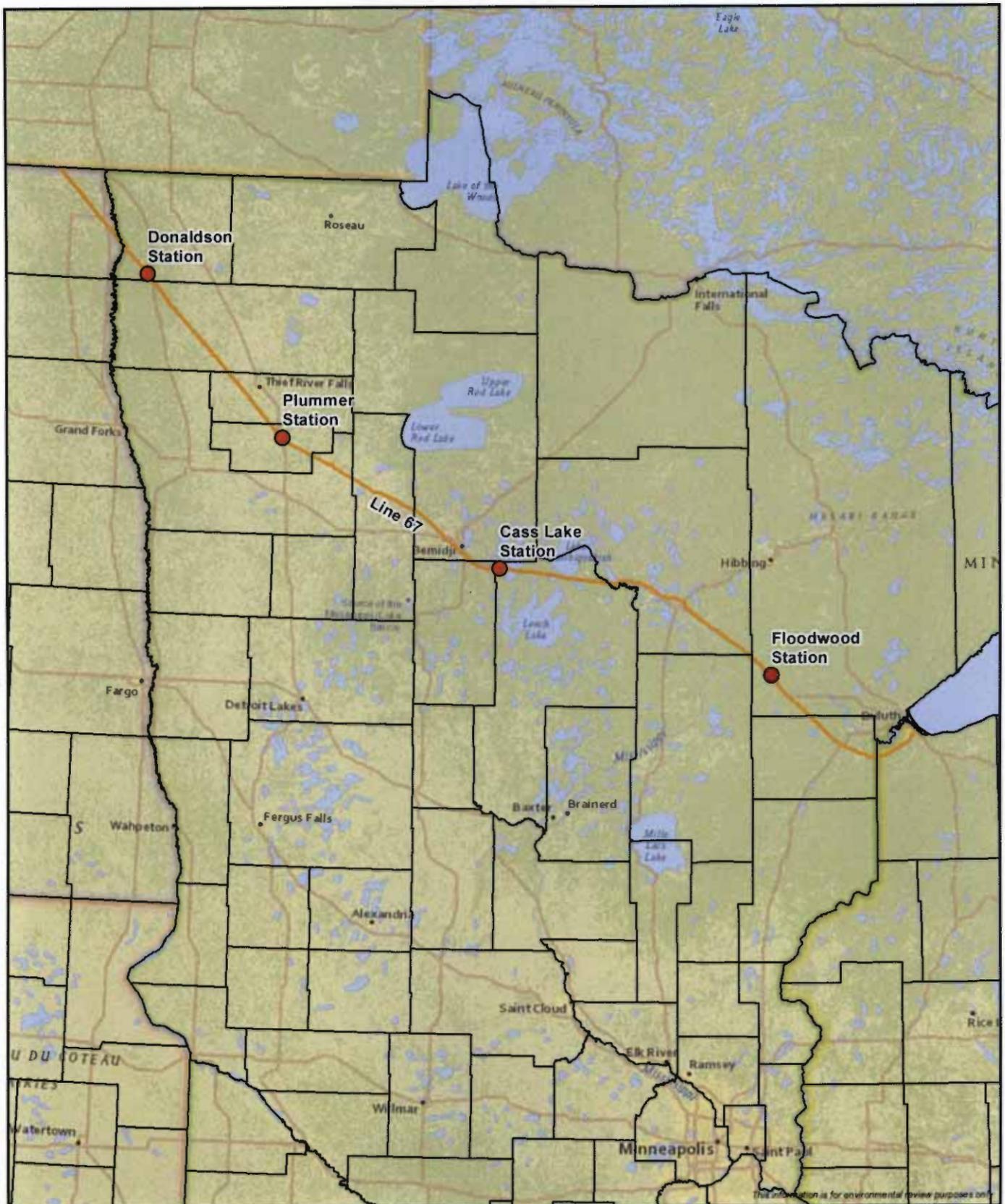
ROUTE ALTERNATIVES:

No alternate pipeline route alternatives were evaluated because the applicant does not propose to install new pipeline, only to optimize existing pipeline.

STATION SITING ALTERNATIVES:

The applicant preferred to upgrade existing stations to accommodate increased pumping capacity. Limits to available unused space at some of the existing stations required that new, nearby sites be considered. Project locations and configurations were determined after considering environmental resources, system hydraulic requirements, availability and acquisition of new properties, site access and security, and proximity to local power supplies. After sites were selected, layout configurations were optimized to reduce impacts to aquatic resources.

Drawings See attached.



- Project Locations
- Enbridge Line 67

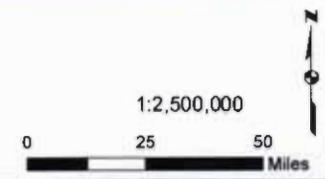
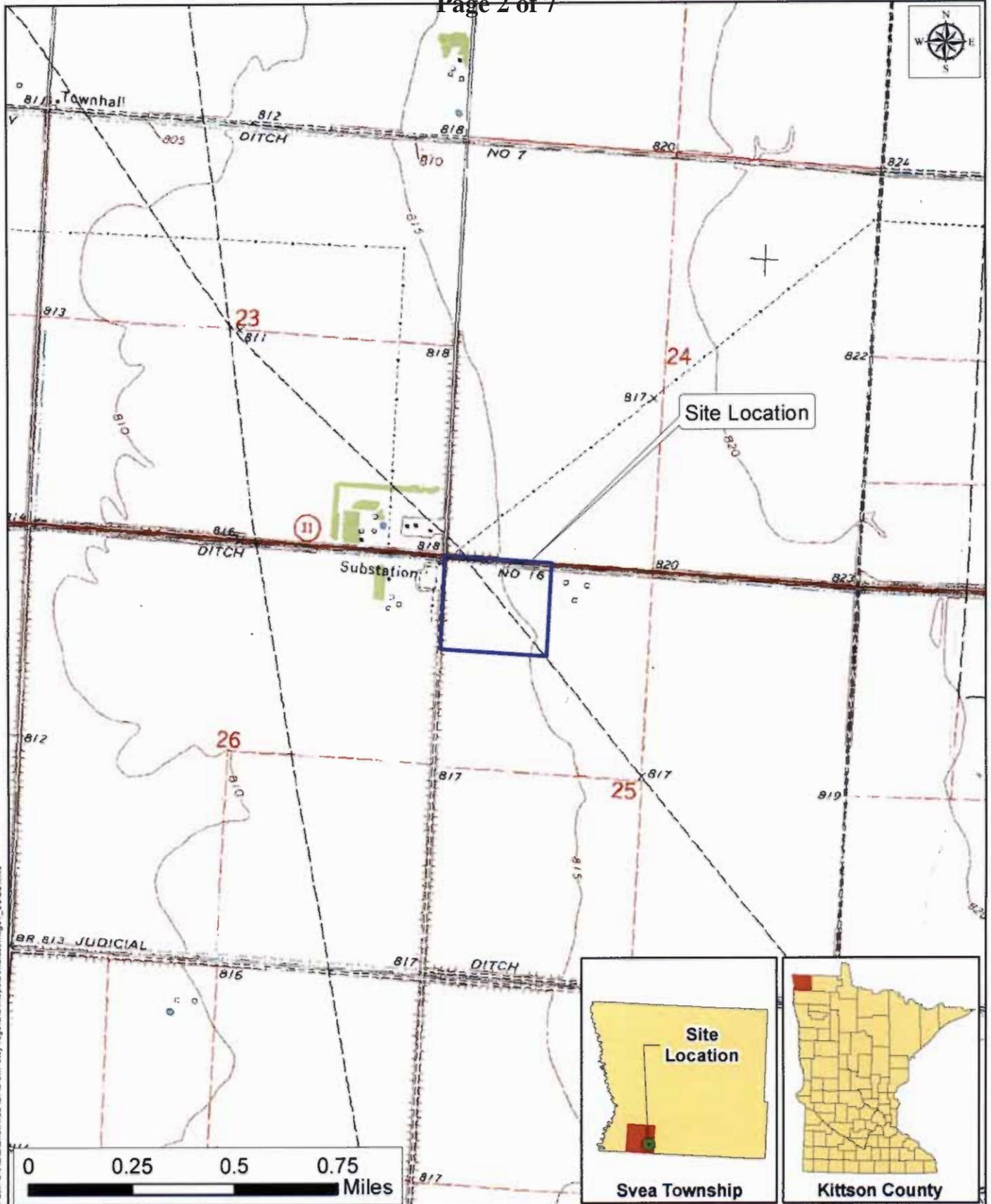


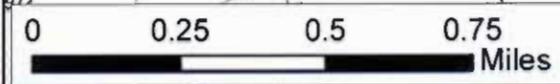
Figure 1
Project Overview Map
Line 67 Station Upgrade Project - Phase 2
Enbridge Energy, LP



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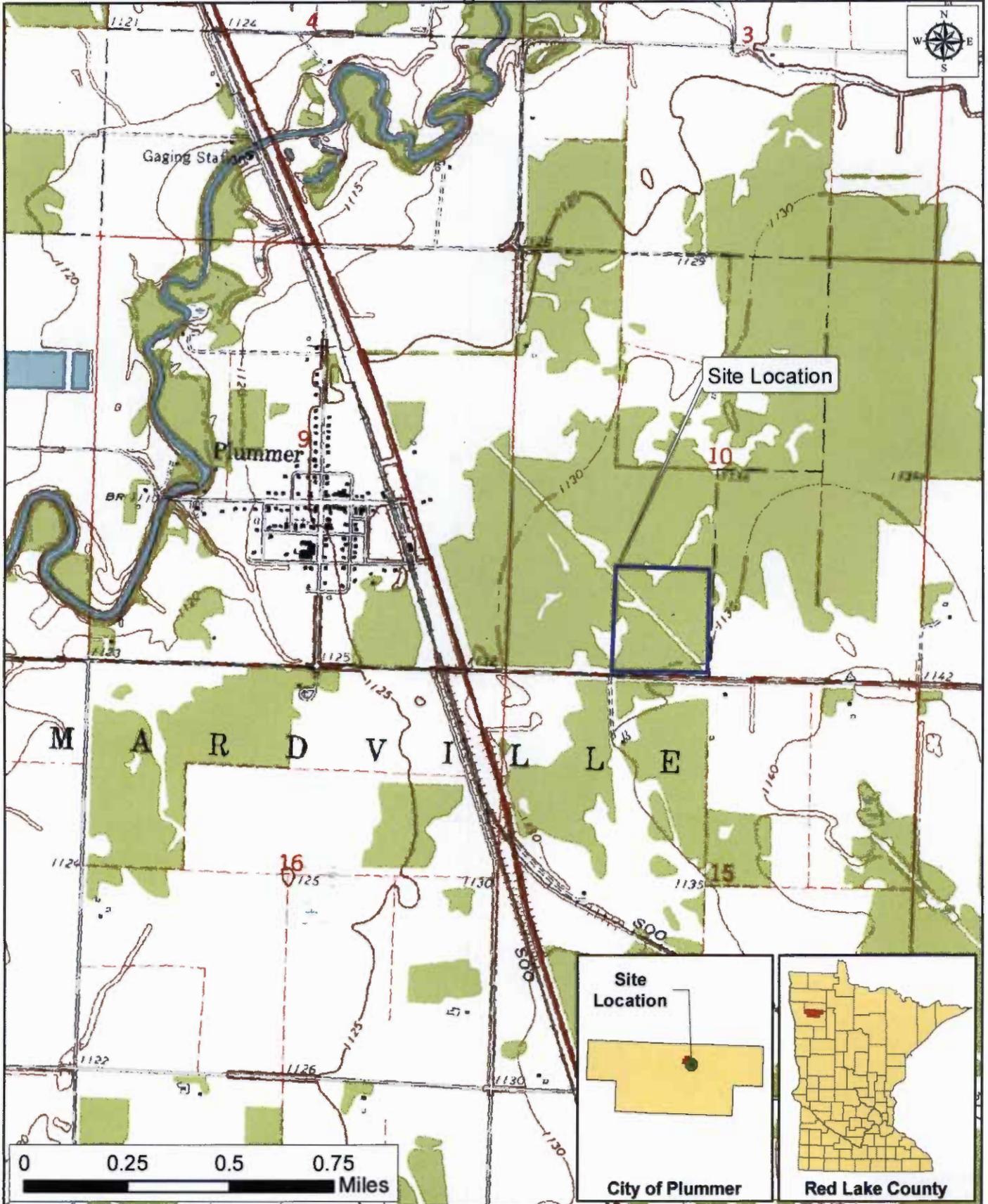


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	<p>3535 VADNAIS CENTER DR ST PAUL, MN 55110 PHONE (651) 490-2000 FAX (888) 908-8106 TF (800) 325-2055 www.sehinc.com</p>	<p>Project ENBRI 122427 Print Date: 8/13/2013</p> <p>Map by: btolcser Projection: NAD83 UTM 15N Source: MnDNR, SEHinc, USGS Background: USGS 24K Topo</p>	<p>SITE LOCATION MAP</p> <p>Donaldson Station - Enbridge Energy, LLC Kittson County, Minnesota</p>	<p>Figure 1</p>
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This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring erasing measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



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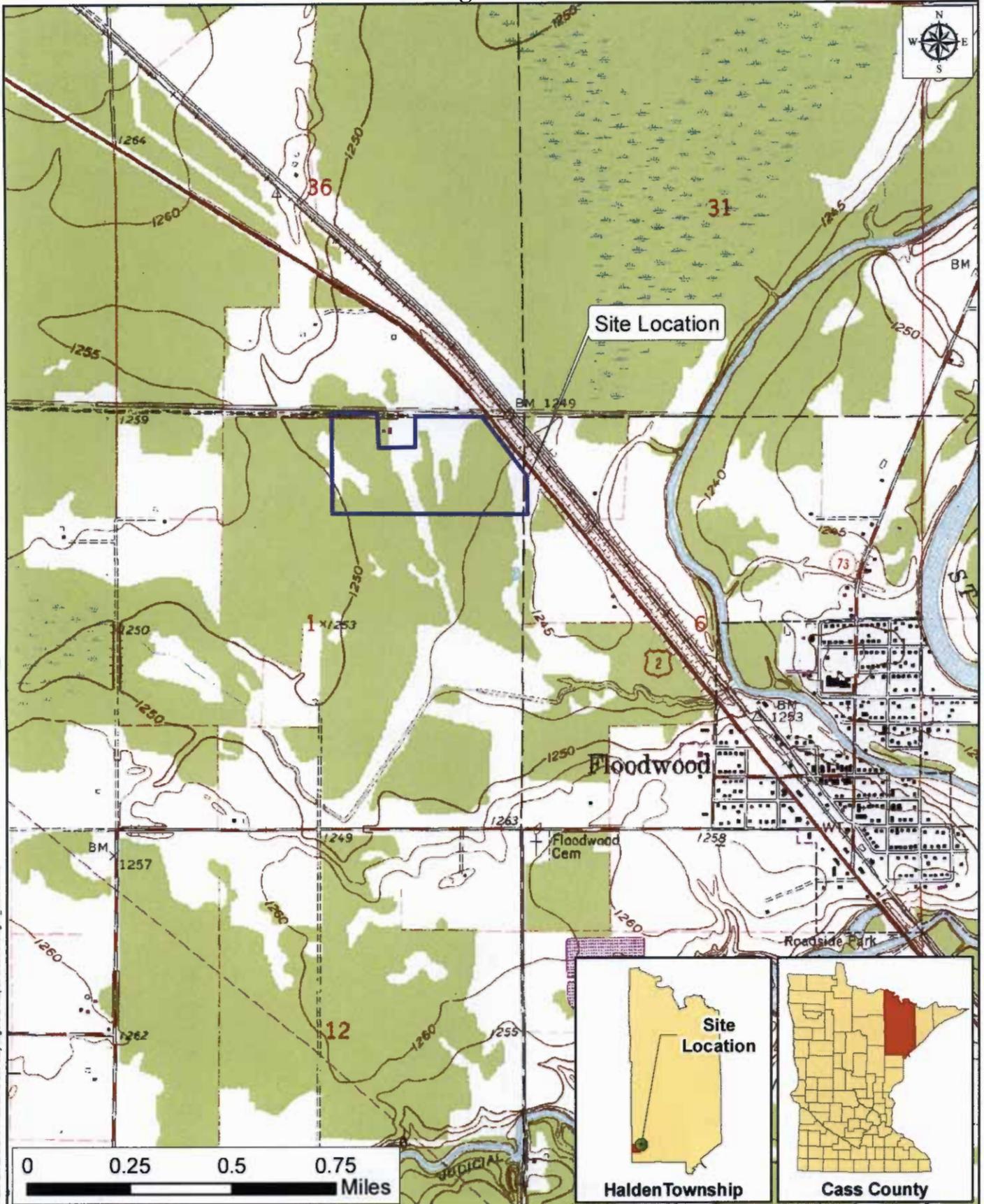
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Map by: btoicaer
Projection: NAD83 UTM 15N
Source: MnDNR, SEHinc, USGS
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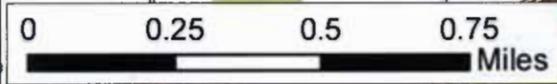
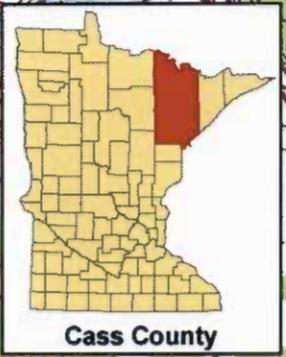
SITE LOCATION MAP
Plummer Station - Enbridge Energy, LLC
Red Lake County, Minnesota

Figure
1

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<ul style="list-style-type: none"> Construction Limits Section Boundary Enbridge Line 67 Enbridge Centerline Delineated Wetland	<p>1:3,600</p> <p>0 100 200 Feet</p> 	<p>Figure 2 Donaldson Station Plan View Kittson County, Minnesota Line 67 Station Upgrade Project - Phase 2 Enbridge Energy, LP</p>  
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-  Construction Limits
-  Section Boundary
-  Enbridge Line 67
-  Enbridge Centerline
-  Delineated Wetland

1:3,600
0 100 200
Feet



Figure 3
Plummer Station Plan View
Red Lake County, Minnesota
Line 67 Station Upgrade Project - Phase 2
Enbridge Energy, LP





- Construction Limits
- Section Boundary
- Enbridge Line 67
- Enbridge Centerline
- Delineated Wetland

1:3,600
0 100 200 Feet



Figure 5
Floodwood Station Plan View
St. Louis County, Minnesota
Line 67 Station Upgrade Project - Phase 2
Enbridge Energy, LP

