
Line 5 Wisconsin Segment Relocation Project
Ashland, Bayfield, Douglas, and Iron Counties, Wisconsin

**Water Resources Application for Project Permits
Supplemental Information**

Revised August 2020

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Attachment A Topographic Maps – *updated*
 Attachment B Aerial Route Maps – *updated*
 Attachment C 2019 Wetland Delineation Report – *no change from original filing*
 Attachment C-1 2020 Wetland Delineation Report – *new*
 Attachment D Waterbody Crossing Table – *combined with Attachment F*
 Attachment E Wetland Delineation Report Concurrence Communication – *no change from original filing*
 Attachment F Wetland and Waterbody Crossing Table – *updated*
 Attachment G SSURGO Soil Survey Maps – *updated*
 Attachment H WDNR Mitigation Summary Worksheet – *no change from original filing*
 Attachment I Endangered Resources Review Request and Response, Confidential – *updated*
 Attachment J 2019 Phase 1 Archaeology Report, Confidential – *no change from original filing*
 Attachment J-1 Phase I Archaeological Survey Addendum 1 Report , Confidential– *new*
 Attachment K List of Landowners and Adjacent Landowners – *updated*
 Attachment L Minor Route Adjustment Map – *new*
 Attachment M Traditional Cultural Properties Report, Confidential – *new*

List of Acronyms

| Name | Description |
|----------------|--|
| ATWS | additional temporary workspace |
| Bad River Band | Bad River Band of Lake Superior Chippewa Tribe |
| bpd | barrels per day |
| Company | Enbridge Energy, Limited Partnership |
| Enbridge | Enbridge Energy, Limited Partnership |
| EPP | Environmental Protection Plan |
| NGL | Natural Gas Liquid |
| NHI | Natural Heritage Inventory |
| NHPA | National Historic Preservation Act |
| NRHP | National Register of Historic Places |
| PEM | Palustrine Emergent |
| PFO | Palustrine Forest |
| PSS | Palustrine Scrub-Shrub |
| Project | Line 5 Wisconsin Segment Relocation Project |
| Reservation | Bad River Reservation |
| SSURGO | Soil Survey Geographic Database |
| TCR | Traditional Cultural Resource |
| USACE | U.S. Army Corps of Engineers |
| USFWS | U.S. Fish and Wildlife Service |
| WDNR | Wisconsin Department of Natural Resources |
| WWI | Wisconsin Wetland Inventory |

WATER RESOURCE APPLICATION FOR PROJECT PERMITS
Application Form previously provided with February 11, 2020 filing

EXECUTIVE SUMMARY

On February 11, 2020, Enbridge Energy, Limited Partnership (“Enbridge”) submitted a Water Resources Application for Project Permits for the Line 5 Wisconsin Segment Relocation Project (“Project”) to the Wisconsin Department of Natural Resources (“WDNR”) and U.S. Army Corps of Engineers (“USACE”). Enbridge provided additional information to the WDNR and the USACE on April 1, 2020 in response to a data request from the WDNR.

Enbridge has prepared this Supplemental Application Information to capture updates due to further refinement of the Project route based on landowner input, completion of wetland/waterbody and archaeological surveys, and constructability reviews. New and/or additional materials have been included, where appropriate. New attachments have been added and ordered sequentially continuing from the February 11, 2020 nomenclature. Enbridge has prepared a similar document updating information in the Environmental Information Review (“EIR”), which was submitted along with the application; and additional information on April 1, 2020. The EIR updates are provided under separate cover.

1.0 INTRODUCTION

Enbridge Energy, Limited Partnership (“Enbridge” or “Company”) owns the U.S. portion of the world’s longest liquid petroleum pipeline system. Combined with the Canadian portion, the operationally integrated pipeline system spans approximately 3,200 miles across North America and has been in operation since 1950. Detailed information on Company ownership and structure is included on the Company’s website at www.enbridgepartners.com or www.enbridge.com. Enbridge’s pipeline system transports crude petroleum to serve refineries in the Midwestern states. Enbridge also transports smaller volumes of crude oil from the western U.S. through an interconnection with Enbridge Pipelines (North Dakota) LLC and from the Gulf of Mexico coast via interconnections with other pipeline systems.

In 1953, Enbridge’s existing Line 5 pipeline became operational. The existing Line 5 pipeline is a 645-mile-long, 30-inch outside diameter interstate pipeline that originates at Enbridge’s Superior Terminal, located in Superior, Wisconsin, traverses northern Wisconsin and the Upper and Lower Peninsulas of Michigan, and terminates near Sarnia, Canada. Line 5 is vital energy infrastructure, with an annual average capacity of 540,000 barrels per day (“bpd”), which transports light crude, including light synthetic, light sweet crude oil, and natural gas liquids (“NGL”)¹. Line 5 is a critical conduit for refineries in the region, delivering essential feedstock that is refined into propane, gas, diesel, jet fuel, and other products. Line 5 delivers NGLs to the Plains Midstream Depropanization Facility at Rapid River, Michigan. At the Rapid River facility, much of the NGLs deliveries are converted to propane which is then distributed to heat homes and power industry in the region. The non-propane NGLs are then re-injected back into Line 5 for further downstream processing. In the Lower Peninsula of Michigan, Line 5 accepts light crude oil production at Lewiston, where Line 5 interconnects with the MarkWest Michigan Crude Pipeline System. In the Lower Peninsula of Michigan, Line 5 also delivers crude to the Marysville Crude Terminal that interconnects with the Sunoco Eastern System pipeline, which then transports crude from the Marysville terminal to refineries in Detroit and Toledo. These refineries then produce petroleum products, including gasoline and aviation fuels used by consumers in the surrounding regions. Line 5 throughput is also delivered to the Sarnia terminal where the crude is then delivered to refineries in Ontario, New York State, and Quebec. Line 5 also delivers NGLs to the Plains Fractionation Facility in Sarnia, where it is converted to propane.

2.0 PROJECT PURPOSE AND NEED

In Wisconsin, the existing Line 5 pipeline crosses Douglas, Bayfield, Ashland, and Iron Counties. Within Ashland County, the existing Line 5 pipeline crosses through approximately 12 miles of the Bad River Reservation (“Reservation”) of the Bad River Band of Lake Superior Chippewa Tribe (“Bad River Band”). Enbridge and the Bad River Band have been in discussions for several years regarding renewal of pipeline easement on 15 parcels of land through the Reservation. In January of 2017, the Bad River Tribal Council announced their decision to deny renewal of Enbridge’s easements on Allottee Lands (lands held in trust by the U.S. Government for the benefit of Individual Indian Allottee Landowners established through the General Allotment Act of 1887; also known as the Dawes Act) crossed by the existing Line 5. Enbridge subsequently entered into confidential mediation with the Bad River Band.

In July 2019, the Bad River Band terminated mediation discussions with Enbridge and filed a lawsuit in federal court seeking an order requiring Enbridge to remove its Line 5 pipeline from the Reservation among other claims. In response to this litigation and discussions with the Bad River Band regarding its preferences for Line 5 to be removed from the Reservation, Enbridge developed the Line 5 Wisconsin Segment Relocation Project (“Project”) to reroute the existing Line 5 pipeline around the external boundaries of the Reservation while still maintaining current deliveries. The proposed Project will replace approximately 20 miles of the existing Line 5 pipeline,

¹ Natural gas liquids are hydrocarbons, in the same family of molecules as natural gas and crude oil, composed exclusively of carbon and hydrogen (examples include ethane, propane, and butane).

including the approximate 12 miles of pipeline within the Reservation, with approximately 41.1 miles of a new, 30-inch outside diameter pipeline segment that will be located entirely outside the exterior boundaries of the Reservation (see Figure 2.0-1). Additionally, the Project will include the installation of cathodic protections and AC mitigation facilities, five mainline block valves, and minor modifications to the existing Ino Pump Station.

The Project will allow Enbridge to continue uninterrupted deliveries of propane to the Upper Peninsula of Michigan, as well as to maintain reliable, economic, and secure committed transportation services for its shipping customers. The propane extracted at Rapid River provides propane to both Wisconsin and Michigan residents. After the Project is in service, the pipeline would no longer operate within the Reservation.

Enbridge is submitting this Water Resources Application for Project Permits and requests authorization from the Wisconsin Department of Natural Resources (“WDNR”) and the U.S. Army Corps of Engineers (“USACE”) for permits to construct its Project. Additionally, Enbridge has prepared an Environmental Impact Report for the proposed Project, which provides supplemental information in support of environmental permits and approvals required from the WDNR and the USACE. Enbridge is submitting the Environmental Impact Report as a separate enclosure.

3.0 PROJECT LOCATION AND LAND REQUIREMENTS

The Project is located in Ashland, Bayfield, Douglas, and Iron County, Wisconsin. Figure 2.0-1 provides a general location map depicting the Project route. The route is located within the USACE – St. Paul District and the WDNR Northern Region. Topographic and aerial-based route maps are included in Attachment A and B, respectively. Table 3.0-1 includes a list of township, range, and sections crossed by the Project.

Table 3.0-1: Township, Range, and Sections Crossed

| Township | Range | Section |
|-----------------|--------------|--|
| T45N | R1W | 5, 6, 7, 8, 18 |
| T45N | R2W | 1, 2, 13, 14, 22, 23, 27, 28, 29, 30, 31, 32, 33 |
| T45N | R3W | 6, 7, 8, 9, 14, 15, 16, 22, 23, 24, 25, 36 |
| T45N | R4W | 1, 2 |
| T46N | R1W | 3, 4, 10, 15, 16, 17, 20, 21, 22, 27, 28, 29, 32, 33 |
| T46N | R4W | 5, 6, 7, 8, 17, 18, 19, 20, 27, 28, 29, 34, 35 |
| T47N | R1W | 33, 34, 35 |
| T47N | R4W | 3, 8, 17, 20, 29, 32 |
| T47N | R5W | 8, 10 |
| T48N | R13W | 16 |
| T48N | R4W | 34 |
| T48N | R7W | 29 |

3.1.1 Construction Right-of-Way

Enbridge generally proposes to use a 120-foot-wide construction right-of-way for the new 30-inch outside diameter pipeline segment, which will allow for temporary storage of topsoil and spoil as well as accommodate safe operation of construction equipment. To minimize wetland disturbance, Enbridge proposes to reduce the construction right-of-way to 95-foot-wide in wetlands where practicable based on site-specific conditions. The construction right-of-way includes permanently maintained right-of-way and temporary workspaces. The construction right-of-way consists of the spoil side (area used to store topsoil and excavated materials) and the working side (equipment work area and travel lane) (see Figures 3.1.1-1 and 3.1.1-2). To further reduce resource impacts, Enbridge proposes to restrict clearing along the horizontal directional drill (“HDD”) paths to a 30-foot-wide area centered over the pipeline centerline, and rerouting construction traffic around these areas, where practicable.



Figure 2.0-1: Project Overview Map

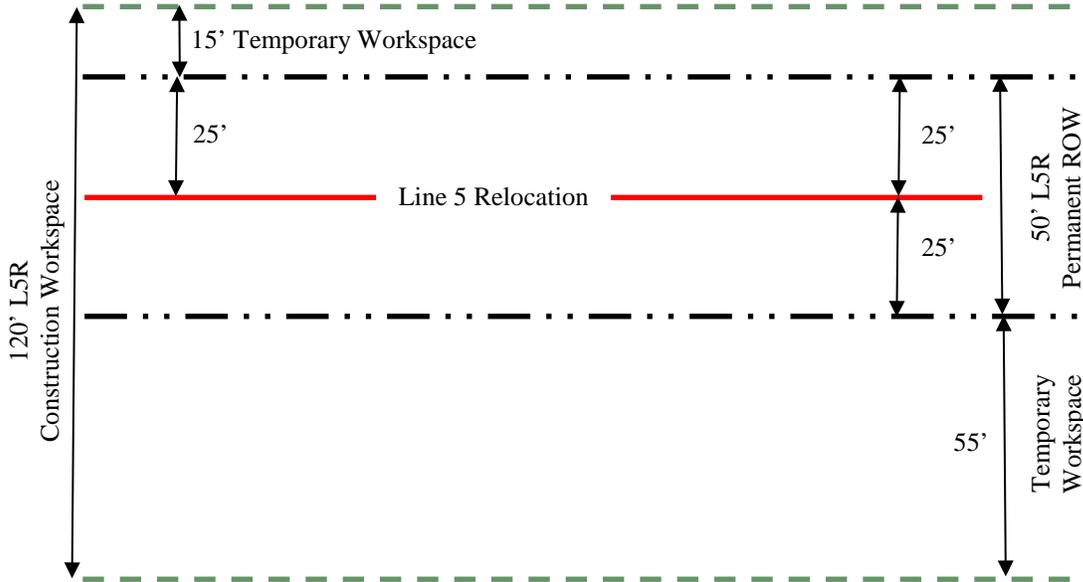


Figure 3.1.1-1: Typical Construction Workspace—Uplands

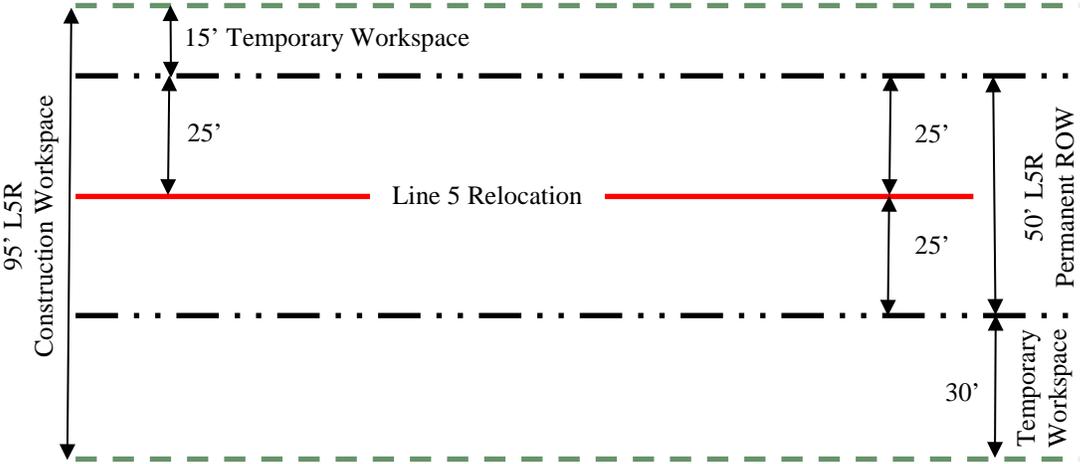


Figure 3.1.1-2: Typical Construction Workspace—Wetlands

3.1.2 Additional Temporary Workspace Areas

Additional temporary workspace (“ATWS”) areas are generally necessary where the proposed route crosses features such as waterbodies, wetlands, roads, railroads, and existing pipelines and utilities. These ATWS areas are construction areas that are temporarily necessary outside the typical construction right-of-way to stage equipment, stockpile spoil material, and conduct material fabrication and assembly. Table 3.1.2-1 below provides the typical dimensions used for ATWS. Enbridge identified known ATWS areas on its Project route maps (refer to Attachment A and B). In some cases, due to site-specific conditions, ATWS may be sited within wetland boundaries.

Enbridge reviewed ATWS size and locations needed to safely accommodate pipeline construction and provide necessary workspace in locations to complete site-specific activities (e.g., road crossings, wetland/waterbody crossings, HDDs). Where practicable, Enbridge has minimized resource impacts due to ATWS prior to submittal of the application. Further reduction of ATWS is not anticipated.

Table 3.1.2-1: Typical Dimensions of Additional Temporary Workspaces

| Feature | Dimensions on Each Side of Feature ^a |
|--|---|
| Open-Cut Road Crossings | 150 feet by 50 feet |
| Bored Road and Railroad Crossings | 150 feet by 50 feet |
| Foreign Pipeline and Utility Crossings | 150 feet by 50 feet |
| Horizontal Directional Drill | 200 feet by 100 feet |
| Waterbody Crossings | 150 feet by 50 feet |
| Wetland Crossings | 150 feet by 50 feet |
| Notes: | |
| ^a Areas are in addition to the typical 120-foot-wide construction right-of-way. | |

3.1.3 Access Roads

Enbridge typically uses existing public and private roads to access the right-of-way and facilities to the extent practicable to limit impacts attributed to construction of new temporary roads. However, Enbridge identified areas where new temporary access roads will be necessary for equipment, material deliveries, and personnel access. In these areas, Enbridge will obtain applicable landowner and regulatory approvals prior to using the new access road. Table 3.1.3-1 includes a list of currently proposed access roads.

Table 3.1.3-1: Proposed Access Roads

| Access Road ID | County (ies) | Approximate Milepost (Intersects with Pipelines) | Length (miles) | Temporary/ Permanent | Public/ Private Road | Improvements |
|----------------|--------------|--|----------------|----------------------|----------------------|--|
| 001 | Ashland | 0.0 | 0.15 | Temporary | Private | Existing, Improvements needed |
| 003.01 | Ashland | 2.7 | 0.32 | Temporary | Private | Existing, Improvements needed |
| 13 | Ashland | 6.0 | 0.08 | Temporary | Private | Existing, Improvements needed |
| 014 | Ashland | 6.9 | 0.41 | Temporary | Private | Existing, Improvements needed |
| 015 | Ashland | 7.7 | 0.15 | Temporary | Private | Existing, Improvements needed |
| 016 | Ashland | 8.1 | 0.09 | Temporary | Private | Existing, Improvements needed |
| 017 | Ashland | 8.6 | 0.07 | Temporary | Private | Existing, Improvements needed |
| 018 | Ashland | 8.8 | 0.12 | Temporary | Private | Existing Approach, Improvements needed |
| 019 | Ashland | 9.3 | 0.06 | Temporary | Private | Existing Approach, Improvements needed |
| 020 | Ashland | 10.3 | 0.15 | Temporary | Private | Existing Improvements needed |
| 021 | Ashland | 11.1 | 0.48 | Temporary | Private | Existing, Improvements needed |

ENBRIDGE LINE 5 WISCONSIN SEGMENT RELOCATION PROJECT
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| Access Road ID | County (ies) | Approximate Milepost (Intersects with Pipelines) | Length (miles) | Temporary/ Permanent | Public/ Private Road | Improvements |
|----------------|--------------|--|----------------|----------------------|----------------------|--|
| 022 | Ashland | 11.4 | 0.16 | Temporary | Private | Existing Approach, Improvements needed |
| 024 | Ashland | 12.9 | 0.22 | Temporary | Private | Existing Approach, Improvements needed |
| 025 | Ashland | 13.5 | 0.14 | Temporary | Private | Existing, Improvements needed |
| 026 | Ashland | 14.0 | 0.11 | Temporary | Private | Existing, Improvements needed |
| 026.01 | Ashland | 14.1 | 0.14 | Temporary | Private | Existing, Improvements needed |
| 027 | Ashland | 14.5 | 0.03 | Temporary | Private | Existing, No Improvements needed |
| 028 | Ashland | 14.7 | 0.07 | Temporary | Private | Existing Approach, Improvements needed |
| 028.1 | Ashland | 15.0 | 0.12 | Temporary | Private | Existing Approach, Improvements needed |
| 029 | Ashland | 16.0 | 0.10 | Temporary | Private | Existing, No Improvements needed |
| 030 | Ashland | 16.7 | 0.08 | Temporary | Private | Existing, Improvements needed |
| 031 | Ashland | 17.1 | 0.02 | Temporary | Private | Existing, Improvements needed |
| 031.01 | Ashland | 17.1 | 0.03 | Temporary | Private | Existing, Improvements needed |
| 034 | Ashland | 18.7 | 0.16 | Temporary | Private | Existing, Improvements needed |
| 039 | Ashland | 20.5 | 1.21 | Temporary | Private | Existing, Improvements needed |
| 040.01 | Ashland | 19.6 | 0.22 | Temporary | Private | Existing, Improvements needed |
| 040.02 | Ashland | 19.5 | 0.20 | Temporary | Private | Existing, Improvements needed |
| 042 | Ashland | 20.0 | 0.76 | Temporary | Private | Existing, Improvements needed |
| 043 | Ashland | 20.5 | 0.18 | Temporary | Private | Existing, Improvements needed |
| 044 | Ashland | 20.7 | 0.02 | Temporary | Private | Existing, Improvements needed |
| 045 | Ashland | 20.7 | 0.52 | Temporary | Private | Existing, Improvements needed |
| 046 | Ashland | 21.4 | 0.16 | Temporary | Private | Existing, Improvements needed |
| 047 | Ashland | 21.8 | 0.20 | Temporary | Private | Existing, Improvements needed |
| 048 | Ashland | 22.1 | 0.18 | Temporary | Private | Existing, Improvements needed |
| 049 | Ashland | 22.6 | 0.24 | Temporary | Private | Existing, Improvements needed |
| 050 | Ashland | 22.9 | 0.11 | Temporary | Private | Existing, Improvements needed |
| 050.01 | Ashland | 23.2 | 0.11 | Temporary | Private | Existing, Improvements needed |
| 050.02 | Ashland | 23.6 | 0.21 | Temporary | Both | Existing, Improvements needed |
| 050.03 | Ashland | 23.8 | 0.10 | Temporary | Private | Existing, Improvements needed |
| 051.01 | Ashland | 23.9 | 0.08 | Temporary | Both | Existing, Improvements needed |
| 052 | Ashland | 24.1 | 0.06 | Temporary | Private | Existing, Improvements needed |
| 053 | Ashland | 24.1 | 0.12 | Temporary | Private | Existing, Improvements needed |
| 054 | Ashland | 24.2 | 0.11 | Temporary | Private | Existing, Improvements needed |
| 055 | Ashland | 24.4 | 0.07 | Temporary | Private | Existing, Improvements needed |
| 058 | Ashland | 25.0 | 0.08 | Temporary | Private | Existing, Improvements needed |
| 060 | Ashland | 25.7 | 0.32 | Temporary | Private | Existing, Improvements needed |
| 061 | Ashland | 26.0 | 0.20 | Temporary | Private | Existing, Improvements needed |
| 062 | Ashland | 26.0 | 0.13 | Temporary | Private | Existing, Improvements needed |
| 063 | Ashland | 27.2 | 0.31 | Temporary | Private | Existing, Improvements needed |
| 064 | Ashland | 27.7 | 0.01 | Temporary | Private | Existing, Improvements needed |
| 065 | Ashland | 28.00 | 0.06 | Temporary | Private | Existing Approach, Improvements needed |
| 066 | Ashland | 28.1 | 0.03 | Temporary | Private | Existing, Improvements needed |
| 067 | Ashland | 28.3 | 0.10 | Temporary | Private | Existing, Improvements needed |
| 068 | Ashland | 28.6 | 0.30 | Temporary | Private | Existing, Improvements needed |
| 069 | Ashland | 28.9 | 0.35 | Temporary | Private | Existing, Improvements needed |
| 070 | Ashland | 29.5 | 0.32 | Temporary | Private | Existing, Improvements needed |
| 071 | Ashland | 30.0 | 0.49 | Temporary | Private | Existing, Improvements needed |

ENBRIDGE LINE 5 WISCONSIN SEGMENT RELOCATION PROJECT
WATER RESOURCES APPLICATION FOR PROJECT PERMITS – SUPPLEMENTAL INFORMATION
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| Access Road ID | County (ies) | Approximate Milepost (Intersects with Pipelines) | Length (miles) | Temporary/Permanent | Public/Private Road | Improvements |
|--------------------|---------------|--|----------------|---------------------|---------------------|---------------------------------------|
| 072 | Ashland | 30.1 | 0.47 | Temporary | Private | Existing, Improvements needed |
| 073 | Iron | 30.9 | 0.12 | Temporary | Public | Existing, Improvements needed |
| 074 | Iron | 30.9 | 1.89 | Temporary | Public | Existing, Improvements needed |
| 075 | Iron | 32.1 | 0.28 | Temporary | Public | Existing, Improvements needed |
| 076 | Ashland, Iron | 32.4 | 1.58 | Temporary | Both | Existing, Improvements needed |
| 077 | Iron | 32.7 | 0.41 | Temporary | Public | Existing, Improvements needed |
| 078 | Iron | 32.5 | 0.32 | Temporary | Public | Existing, Improvements needed |
| 079 | Ashland, Iron | 32.7 | 1.17 | Temporary | Both | Existing, Improvements needed |
| 080 | Iron | 33.0 | 1.00 | Temporary | Public | Existing, Improvements needed |
| 081 | Iron | 33.0 | 0.14 | Temporary | Public | Existing, Improvements needed |
| 082 | Ashland, Iron | 33.2 | 2.39 | Temporary | Both | Existing, Improvements needed |
| 083 | Iron | 33.9 | 0.95 | Temporary | Public | Existing, Improvements needed |
| 084 | Iron | 34.3 | 1.27 | Temporary | Both | Existing, Improvements needed |
| 085 | Iron | 33.4 | 0.21 | Temporary | Both | Existing, Improvements needed |
| 087 | Iron | 36.3 | 1.12 | Temporary | Public | Existing, Improvements needed |
| 088 | Iron | 36.6 | 0.23 | Temporary | Public | Existing, Improvements needed |
| 089 | Iron | 36.9 | 1.60 | Temporary | Both | Existing, Improvements needed |
| 090 | Iron | 37.2 | 0.60 | Temporary | Public | Existing, Improvements needed |
| 091 | Iron | 37.1 | 0.09 | Temporary | Public | Existing, Improvements needed |
| 092 | Iron | 37.6 | 1.47 | Temporary | Both | Existing, Improvements needed |
| 094 | Iron | 38.0 | 0.01 | Temporary | Both | Existing, Improvements needed |
| 095 | Iron | 38.8 | 0.24 | Temporary | Private | Existing, Improvements needed |
| 098 | Iron | 39.3 | 0.43 | Temporary | Private | Existing, Improvements needed |
| 099 | Iron | 39.8 | 0.26 | Temporary | Private | Existing, Improvements needed |
| 101 | Iron | 40.3 | 0.10 | Temporary | Private | Existing, Improvements needed |
| 102 | Iron | 40.8 | 0.02 | Temporary | Private | Existing, Improvements needed |
| 103 | Iron | 40.8 | 0.14 | Temporary | Private | Existing, Improvements needed |
| 104 | Iron | 41.0 | 0.25 | Temporary | Private | Existing, Improvements needed |
| 202 | Ashland | 5.0 | 0.38 | Temporary | Private | Existing, Improvements needed |
| 203.01 | Ashland | 4.8 | 0.33 | Temporary | Private | New, Improvements needed |
| 204 | Ashland | 4.9 | 0.09 | Temporary | Private | Existing, Improvements needed |
| Bayside 1 | Ashland | N/A | 0.17 | Temporary | Private | Existing, No Improvements |
| Bayside 2 | Ashland | N/A | 0.02 | Temporary | Private | Existing, No Improvements |
| MLV 1 | Bayfield | 0.0 | 0.28 | Permanent | Both | Existing and new, Improvements needed |
| MLV 2 | Bayfield | 0.0 | 0.13 | Permanent | Both | Existing and new, Improvements needed |
| MLV 3 | Ashland | 5.6 | 0.11 | Permanent | Both | Existing and new, Improvements needed |
| MLV 4 | Ashland | 9.3 | 0.03 | Permanent | Both | New, Improvements needed |
| MLV 5 | Ashland | 16.1 | 0.10 | Permanent | Both | New, Improvements needed |
| MLV 6 | Iron | 40.0 | 0.39 | Permanent | Private | Existing, Improvements needed |
| MLV 7 | Iron | 41.1 | 0.03 | Permanent | Private | New, Improvements needed |
| South Range 1 Yard | Douglas | N/A | 0.02 | Temporary | Private | Existing, No Improvements |

| Access Road ID | County (ies) | Approximate Milepost (Intersects with Pipelines) | Length (miles) | Temporary/Permanent | Public/Private Road | Improvements |
|--------------------|--------------|--|----------------|---------------------|---------------------|---------------------------|
| South Range 2 Yard | Douglas | N/A | 0.32 | Temporary | Private | Existing, No Improvements |
| South Range 3 Yard | Douglas | N/A | 0.18 | Temporary | Private | Existing, No Improvements |

MLV = mainline block valve; N/A = not applicable

Enbridge may leave newly constructed temporary roads and existing private roads upgraded for use by the Project intact through mutual agreement with the landowner unless otherwise restricted by federal, state, or local regulations. Where temporary access roads are removed, the area will be restored as near as practicable to the original conditions and seeded and stabilized pursuant to the Project’s Environmental Protection Plan (“EPP”). Enbridge’s EPP outlines construction-related environmental policies, procedures, and protection measures Enbridge developed as a baseline for construction. Enbridge developed this EPP based on its experience implementing best management practices during construction, as well as the Federal Energy Regulatory Commission’s Upland Erosion Control, Revegetation, and Maintenance Plan (May 2013 Version) and Wetland and Waterbody Construction and Mitigation Procedures (May 2013 Version). It is intended to meet or exceed federal, state, and local environmental protection and erosion control requirements, specifications, and practices. The EPP addresses typical circumstances that may occur along the Project. Project-specific permit conditions and/or landowner agreements may supersede the general practices described in the EPP. Enbridge’s EPP is included in the Environmental Information Report as Attachment D (the Environmental Information Report has been included as a separate enclosure).

Enbridge will coordinate the use of private roads with the landowners and the use of public roads with the appropriate county or state road authority.

3.1.4 Pipe Storage and Contractor Yards

During construction, Enbridge will temporarily use off-right-of-way areas for pipe and materials storage. In addition, construction contractors will require off-right-of-way contractor yards to park equipment and stage construction activities.

Enbridge has continued to assess the Project needs for offline pipe and material storage yards. Enbridge has revised the locations of the proposed offline yards based on landowner interest in leasing the land, potential resource impacts, and Project-specific needs. The revised locations are presented in Attachments A and B. The four proposed sites have been previously used for commercial/industrial purposes including sand/gravel extraction and timber storage. Enbridge has assessed sensitive environmental features when planning the placement and use of these pipe yards to minimize potential sensitive resource impacts. The proposed workspace at each yard has been designed to avoid resource impacts to the extent practicable. Enbridge and/or the Contractor will lease the sites and will restore them upon the completion of the Project unless the landowner and applicable agencies otherwise permit or authorize.

3.1.5 Aboveground Facilities

As indicated in Enbridge’s April 1, 2020 data request response to the WDNR, Enbridge has continued to analyze the number and location of proposed Project mainline block valves which will also function as Emergency Flow Restricting Devices. Additionally, Enbridge has continued to assess the proximity of the

proposed mainline block valves to public roads and electrical service and to evaluate potential environmental resource impacts.

Enbridge has completed additional Project design analysis, which has modified the number of proposed valves from five to seven. This modification includes the installation of two additional mainline block valves on the existing Enbridge Line 5 pipeline. Enbridge proposes to install two mainline block valves west of the Project and one mainline block valve east of the Project tie-in point to the existing Line 5 pipeline. Proposed mainline block valve locations are shown on the Project route maps (see Attachments A and B).

Enbridge has modified the location of several of the mainline block valves along the proposed new segment included in the February 11, 2020 application to address land availability and landowner preferences for the mainline valve locations. Enbridge has worked with each private landowner at the proposed mainline block valve sites to approve the valve location and to minimize environmental resource impacts. Proposed mainline block valve locations and their proximity to wetlands and waterbodies are shown on the Project route maps (see Attachment B).

Enbridge proposes to use existing access roads and/or existing public road entrances where practicable to minimize overall land disturbance and permanent resource impacts. Each proposed mainline block valve site will be approximately 0.13 acre in size and will include the valve, instrumentation and controls, an electrical service building and grounding, fencing, a permanent access road, and a small graveled parking/turn-around area. The area within the fence will be graveled/rocked. No permanent resource impacts (e.g., wetland fill) will be required for the mainline block valve aboveground facilities; however, approximately 998 square feet (0.02 acre) of total permanent wetland fill will be required for the establishment of the permanent access roads into the valve sites. A table of the proposed valve sites, acreages, and associated impacts is provided in Table 3.1.5-1.

Additionally, Enbridge has made minor modifications to designs at the existing Ino Pump Station. These modifications will include the replacement of the existing drag reducing agent injection system (DRA Injection skid) with a new 40-foot by 8-foot DRA Injection skid containing two new drag reducing agent storage tanks, tank mixers, and associated appurtenances. No other aboveground facilities are required for the Project.

Table 3.1.5-1 Mainline Valves

| Mainline Block Valves | Milepost | Permanent Site Acreage | Temporary wetland impacts (acres) | Permanent wetland impacts (acres) | Access Road length (feet) | Temporary Access Road wetland impacts (acres) | Permanent Access Road wetland fill impacts (acres) | Permanent Access Road wetland fill (sq. feet) |
|------------------------------|-----------------|-------------------------------|--|--|----------------------------------|--|---|--|
| MLV #1 | N/A | 0.13 | 0.32 | 0 | 1,486 | 0.01 | 0.01 | 371 |
| MLV #2 | N/A | 0.13 | 0 | 0 | 683 | 0 | 0 | 0 |
| MLV #3 | 5.03 | 0.13 | 0 | 0 | 573 | 0 | 0 | 0 |
| MLV #4 | 9.32 | 0.13 | 0 | 0 | 168 | 0 | 0 | 0 |
| MLV #5 | 16.09 | 0.13 | 0.01 | 0 | 504 | 0.01 | 0.01 | 627 |
| MLV #6 | 40.00 | 0.13 | 0 | 0 | 2,050 | 0 | 0 | 0 |
| MLV #7 | N/A | 0.13 | 0 | 0 | 144 | 0 | 0 | 0 |

MLV = mainline block valve; N/A = not applicable

3.1.6 Cathodic Protection and AC Mitigation

Enbridge proposes to install a cathodic protection and AC mitigation system on the new pipeline segment. This cathodic protection system would apply a small electric current to the pipeline, which would induce corrosion of a remote, sacrificial anode and inhibit corrosion of the steel comprising the pipeline. AC Mitigation protects the pipeline from potential stray voltage associated with overhead power lines. Workspace associated with installation of cathodic protection and AC mitigation system is shown on the Project route maps (refer to Attachment A and B).

4.0 ALTERNATIVES

While NR 150.03(2) defines “alternatives” as “other actions or activities which may be reasonably available to achieve the same or altered purpose of the proposed action or project, including the alternative of no action,” a “practicable alternative” is defined in Wisconsin Administrative Code § NR 103.07(2) and § NR 350.03(23) as one “available and capable of being implemented after taking into consideration cost, available technology and logistics in light of overall project purpose.” Accordingly, Enbridge evaluated practicable alternatives to determine whether the Project would avoid or minimize impacts on natural resources, reduce or eliminate engineering and constructability concerns, and avoid or minimize conflicts with existing or proposed residential and agricultural land uses.

Enbridge identified and evaluated alternatives to the Project to determine whether the alternatives would be available, reasonable, environmentally preferable, and still fulfill the purpose of the Project. These alternatives include the No-Action Alternative, system alternatives, and route alternatives. Enbridge used the following criteria for considering alternatives:

- Ability to meet the Project purpose and need;
- Significant environmental advantages over the Project; and
- Technical and economic feasibility.

Not all conceivable alternatives have the ability to meet the Project purpose and need. Enbridge will not pursue an alternative that does not meet the Project purpose and need. In addition, not all conceivable alternatives are technically or economically feasible. Some alternatives may be impractical because they are unavailable and/or cannot be implemented after taking into consideration costs and logistics in light of the overall Project purpose. Enbridge focused its analysis on those alternatives that may reduce impacts and/or offer substantial environmental advantages without merely transferring impacts from one area or group of landowners to another.

Enbridge conducted a detailed quantitative analysis of environmental impacts for each of the route alternatives in accordance with Wisconsin Administrative Code §NR 103.07(2) and Wisconsin Administrative Code §NR 350.03(23). Figure 4.0-1 depicts the route alternatives that Enbridge evaluated. A summary of the route alternative comparisons are presented in Table 4.0-1. The full alternatives analysis

is presented in the Section 3.0 of the Environmental Information Report. The analysis uses sources of publicly available environmental data to compare a variety of factors, including:

- Wetlands;
- Forested areas;
- Highly wind erodible soils;
- Agricultural land;
- Perennial waterbodies;
- State, County, or Municipal Forest;
- Sensitive species;
- Area of Special Natural Resource Interest; and
- Roads and railroads crossed.

4.1 MINOR ROUTE ADJUSTMENTS

Enbridge has made minor adjustments to the route proposed in Enbridge’s February 11, 2020 application materials (“Filed Route”) where practicable to incorporate landowner requests, improve constructability, and/or reduce resource impacts (see maps in Attachment L). Enbridge has adopted seven minor route adjustments. Each route adjustment is discussed below.

4.1.1 Route Adjustment #1

Route Adjustment #1 was developed to shift the pipeline onto a land parcel where Enbridge has been able to secure a land agreement. The current proposed route is approximately 0.32, or about 0.03 mile longer than the Filed Route. Route Adjustment #1 begins at approximately milepost (MP) 0.38 and rejoins the Filed Route at approximately MP 0.70. Enbridge completed environmental surveys on both the Filed Route as well as the current proposed route. Both the Filed Route and Route Adjustment #1 cross Bay City Creek (intermittent waterbody sase006); however, Route Adjustment #1 would cross the creek approximately 150 feet upstream of the Filed Route location. One additional ephemeral waterbody (sasa1008e) is within the current workspace, but is not crossed by the pipeline centerline. This waterbody was not impacted by the Filed Route. Route Adjustment #1 will also impact approximately 0.06 additional acre of wetland including about 0.04 acre of Palustrine Emergent (PEM) wetland, <0.01 acre of Palustrine Forested (PFO) wetland, and 0.02 acre of Palustrine Scrub-shrub (PSS) wetland. Approximately 0.03 acre of additional wetland conversion from PFO and PSS to PEM would occur. One Environmentally Sensitive Area (ESA) is within the proposed construction workspace. This site was avoided by the Filed Route. Construction is not anticipated to impact the status of this ESA. Although impacts are slightly greater along the proposed route, Enbridge has adopted Route Adjustment #1 due to landowner agreement.

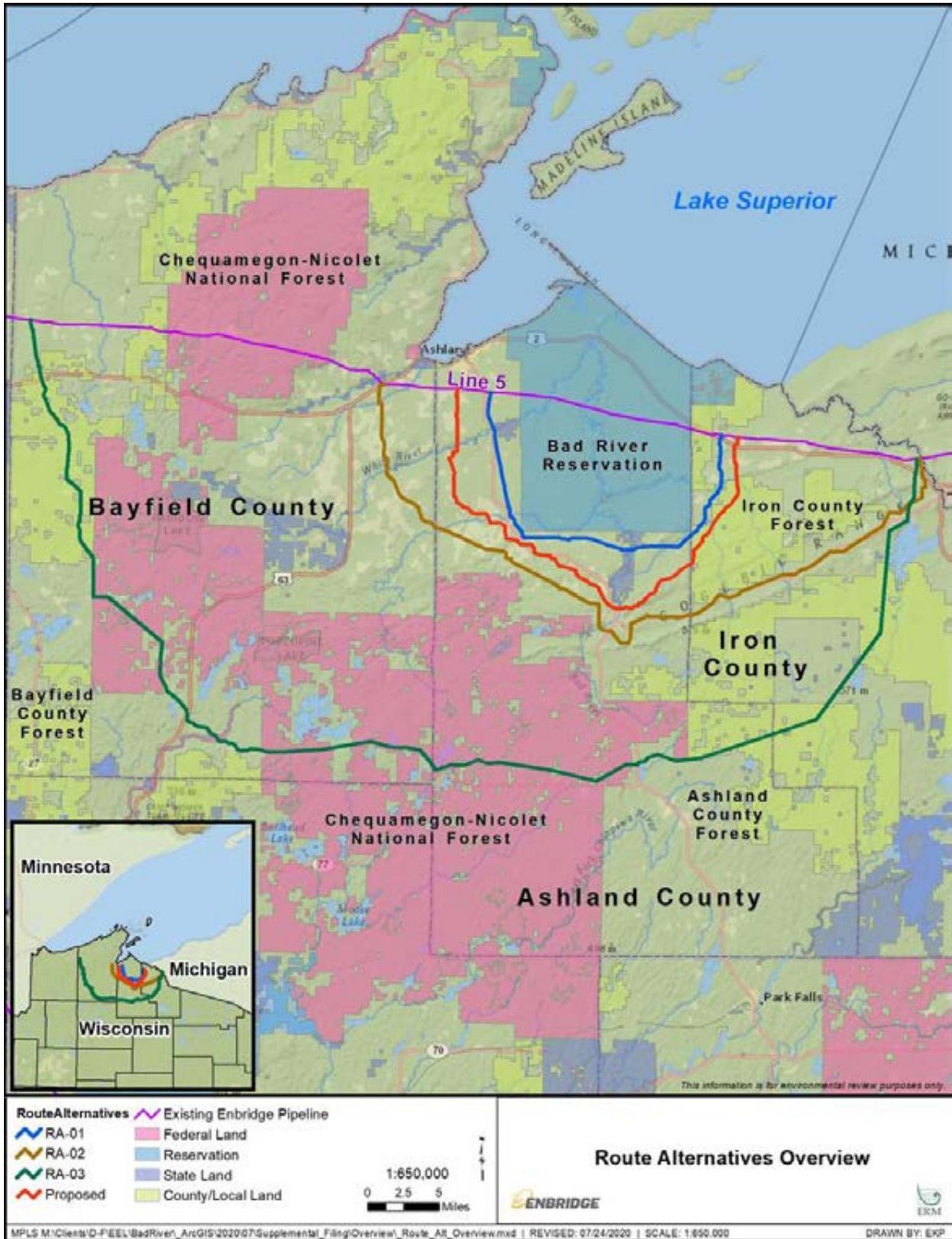


Figure 4.0-1: Overview of Route Alternatives

ENBRIDGE LINE 5 WISCONSIN SEGMENT RELOCATION PROJECT
 WATER RESOURCES APPLICATION FOR PROJECT PERMITS – SUPPLEMENTAL INFORMATION
 REVISED AUGUST 2020

Table 4.0-1: Environmental Features Comparison—Route Alternatives ^a

| Environmental Features | Unit | Proposed Route Length ^a : 41.1 miles Route Corridor ^b : 597.8 acres | Route Alternative RA-01 | Route Alternative RA-02 ^a | Route Alternative RA-03 ^a |
|---|--------|--|---|---|--|
| | | | Route Length: 29.3 miles Route Corridor ^b : 456.5 acres | Route Length: 57.6 miles Route Corridor ^b : 843.6 acres | Route Length: 100.5 miles Route Corridor ^b : 1,476.9 acres |
| Wetland Crossing Length—WWI | miles | 4.2 | 5.3 | 6.5 | 26.2 |
| Wetland Crossed—NWI | | | | | |
| PEM | acres | 2.0 | 1.7 | 1.1 | 7.7 |
| PSS | acres | 2.0 | 2.1 | 9.9 | 50.6 |
| PFO | acres | 26.1 | 22.3 | 40.2 | 304.5 |
| Wetland Crossed—WWI | | | | | |
| emergent/wet meadow | acres | 2.7 | 7.8 | 8.7 | 7.0 |
| scrub/shrub | acres | 2.7 | 2.0 | 2.0 | 21.7 |
| forested | acres | 54.0 | 46.4 | 57.4 | 260.8 |
| State-Listed Species Occurrences ^c | number | 27 | 14 | 87 | 85 |
| Migratory Bird Concentration Areas | number | 1 | 1 | 0 | 0 |
| Agricultural Land ^d | acres | 83.8 | 29.8 | 55.1 | 2.4 |
| Coniferous Forest ^d | acres | 57.5 | 56.5 | 69.0 | 387.4 |
| Broad-leaved Deciduous Forest ^d | acres | 297.2 | 222.8 | 488.2 | 655.7 |
| Prime and Statewide Importance Farmland Soils | miles | 11.5 | 13.9 | 15.1 | 16.6 |
| Hydric Soils | miles | 2.2 | 1.6 | 5.0 | 25.4 |
| Highly Wind Erodible Soils | miles | 7.4 | 4.3 | 2.7 | 28.5 |
| Intermittent Waterbody Crossings—WDH | number | 40 | 29 | 38 | 9 |
| Perennial Waterbody Crossings—WDH | number | 18 | 13 | 36 | 38 |
| Designated Trout Stream Crossings | number | 15 | 12 | 20 | 25 |
| WDNR Priority Navigable Waterways Crossings | number | 15 | 15 | 21 | 17 |
| Wild and Scenic Rivers | number | 0 | 0 | 0 | 1 |
| Wild Rice Production Areas | number | 0 | 0 | 0 | 0 |
| Areas of Special Natural Resource Interest Crossings (WDNR owned) | number | 0 | 1 | 0 | 1 |
| Federal, County, and State-Owned Lands | acres | 107.5 | 34.7 | 21.3 | 875.7 |
| WDNR-Owned Lands | miles | 0 | 0.7 | 0 | 0.1 |
| County Forest Land | miles | 7.4 | <0.1 | 0 | 4.1 |
| Railroad Crossings | number | 4 | 2 | 1 | 1 |
| Road Crossings ^e | number | 39 | 37 | 50 | 98 |

Notes:

- ^a Centerline length.
- ^b A standard 120 foot corridor was used for each route comparison
- ^c Based on NHI data review, includes state threatened and endangered species.
- ^d Wisconsin 2 Land Cover Data (WDNR 2019a).
- ^e Includes county and local roads, and state and U.S. highways.

NLCD2011 = National Land Cover Database 2011; WDH = Wisconsin 24K Hydrography; NHI = Natural Heritage Inventory; NWI = National Wetlands Inventory; PEM = Palustrine Emergent; PFO = Palustrine Forested; PSS = Palustrine Scrub-Shrub; WDNR = Wisconsin Department of Natural Resources; WWI = Wisconsin Wetland Inventory

4.1.2 Route Adjustment #2

Route Adjustment #2 was developed to address a landowner's request to accommodate future farming plans. The proposed route adjustment is approximately 0.46 mile in length, or less than about 0.01 mile shorter than the Filed Route. Route Adjustment #2 begins at approximately MP 8.17 and rejoins the Filed Route at approximately MP 8.62. Enbridge completed environmental surveys on both the Filed Route as well as the proposed route. No sensitive environment resources (i.e., wetlands, waterbodies, or cultural resources) were delineated along the Filed Route. Route Adjustment #2 will cross two PEM wetlands (wase1006e and wase1003e). Two additional PEM wetlands (wase1005e and wase1004e) are within the proposed workspace, but are not crossed by the pipeline centerline. Adoption of Route Adjustment #2 would increase temporary PEM wetland impacts by 0.13 acre. Additionally, one Environmental Sensitive Area (ESA) is within the proposed construction workspace. This site was avoided by the Filed Route. Construction is not anticipated to impact the status of this ESA. Although wetland impacts are slightly greater along Route Adjustment #2, Enbridge has adopted Route Adjustment #2 as the proposed route to accommodate the landowner request.

4.1.3 Route Adjustment #3

Route Adjustment #3 was developed to accommodate a landowner's route adjustment request and to improve constructability of the Marengo River crossing. The proposed route adjustment is approximately 1.51 mile in length, or about 0.14 mile longer than the Filed Route. Route Adjustment #3 begins at approximately MP 11.05 and rejoins the Filed Route at approximately MP 12.51. Enbridge completed environmental surveys along the proposed route; however, limited environmental surveys were completed along the Filed Route due to landowner permission restrictions. Therefore, Enbridge used public information to compare the potential impacts along the Filed Route and Route Adjustment #3. Based on public data (Wisconsin 24K Hydrography), the Filed Route would cross four waterbodies, including the Marengo River. Proposed Route Adjustment #3 would cross two waterbodies identified in public data. Reviewing Wisconsin Wetland Inventory (WWI) data, the Filed Route would temporarily impact about 0.33 acre of wetland (Open Water). To reduce overall PFO impacts and minimize disturbance to the Marengo River, Enbridge proposes to use a trenchless construction technique for the proposed route. Use of the trenchless crossing method reduces the PFO conversion to PEM wetland to approximately 0.28 acre from 0.57 acre. Although wetland impacts are slightly greater along the Route Adjustment #3 route, Enbridge has adopted Route Adjustment #3 as the proposed route to accommodate the landowner request and improve constructability, while minimizing wetland conversion using a trenchless technique to cross the Marengo River.

4.1.4 Route Adjustment #4

Route Adjustment #4 was developed to avoid an ESA identified during 2020 field surveys. The proposed route adjustment is approximately 1.08 miles long, or about 0.02 mile longer than the Filed Route. Route Adjustment #4 begins at approximately MP 16.9 and rejoins the Filed Route at approximately MP 17.70. Enbridge completed environmental surveys on both the Filed Route as well as the proposed route. The Filed Route would temporarily impact approximately 3.78 acres of wetland, including about 2.06 acres of PFO and 0.24 acres of PSS wetland. The Filed Route would also convert approximately 1.26 acre of PFO/PSS wetland to PEM wetland as part of Enbridge's maintained operational right-of-way. Route Adjustment #4 would temporarily impact about 1.37 acres of wetland, including about 0.32 acre of PFO wetland and 0.07 acre of PEM wetland. Adoption of Route Adjustment #4 would reduce temporary wetland impacts by approximately 2.4 acres, including about 1.74 acres of PFO wetland disturbance. Enbridge also proposes to cross Billy Creek and an unnamed tributary to Billy Creek using a trenchless construction technique on the proposed route; thereby minimizing instream disturbance. The Filed Route would pass

through an ESA that is potentially protected under Federal law. Enbridge has avoided this location by adopting Route Adjustment #4 as the preferred route.

4.1.5 Route Adjustment #5

Route Adjustment #5 was developed to shift the pipeline onto a land parcel where Enbridge has been able to secure a land agreement. The proposed route adjustment is approximately 0.66 mile long, or about 0.03 mile shorter than the Filed Route. Route Adjustment #5 begins at approximately MP 27.19 and rejoins the original line at approximately MP 27.78. Enbridge completed environmental surveys along the proposed route, but was not able to complete environmental surveys along the Filed Route due to landowner permission restrictions. Enbridge used public information to assess the potential impacts along the Filed Route and compare those impacts to public information along the proposed route. Based on public information, the Filed Route would cross two intermittent waterbodies. Enbridge's Route Adjustment #5 would not cross any waterbodies based on public information. WWI information does not depict any wetlands along either route. Enbridge has adopted Route Adjustment #5 as the proposed route due to landowner agreement.

4.1.6 Route Adjustment #6

Route Adjustment #6 was developed to improve the constructability of the Vaughn Creek waterbody crossing. The proposed route is approximately 1.35 miles in length, or about 0.13 mile shorter than the Filed Route. Route Adjustment #6 begins at approximately MP 38.9 and rejoins the Filed Route at approximately MP 40.1. Enbridge completed environmental surveys on both the Filed Route as well as the adjusted route. Based on field delineation data, the Filed Route would temporarily disturb approximately 0.72 acre of wetland, including about 0.21 acre of PFO and 0.03 acre of PSS wetland. Route Adjustment #6 would temporarily disturb approximately 1.49 acre of wetlands, including about 1.15 acre of PFO and about 0.04 acre of PSS wetland. The Filed Route would cross four waterbodies (two perennial and two intermittent). Route Adjustment #6 would avoid crossing one of the intermittent streams. Additionally, Route Adjustment #6 would allow Enbridge to complete the crossing of Vaughn Creek using a trenchless crossing technique. Although wetland impacts are greater along Route Alternative #6, the route adjustment would improve the alignment and constructability to complete a trenchless crossing of Vaughn Creek, thereby avoiding direct stream bed and bank disturbance. Enbridge has adopted Route Adjustment #6 as the proposed route to minimize stream disturbance to Vaughn Creek.

4.1.7 Route Adjustment #7

Route Adjustment #7 was developed to address a landowner's request to modify the location of the pipeline on their property. The proposed route adjustment is approximately 0.45 mile in length, or about 0.02 mile shorter than the Filed Route. Route Adjustment #7 begins at approximately MP 40.32 and rejoins the original line at approximately MP 40.67. Enbridge completed environmental surveys on both the Filed Route as well as the proposed route. No wetlands, waterbodies, or ESAs were identified on either route; therefore, there would be no change to resource impacts. Enbridge has adopted Route Adjustment #7 as the proposed route to address a landowner request.

5.0 WATERBODIES AND WETLANDS

The Project will require installation of the pipeline across wetlands and waterbodies. Project activities will also include the installation of temporary bridge crossings over waterbodies for the purpose of moving construction equipment across the feature and the installation of the pipeline beneath the bed of the waterbody. Temporary bridges may also be needed for select access roads.

Enbridge requests the following permits and approvals for the Project:

- Section 404 Clean Water Act / National Environmental Policy Act review
- Temporary Bridges (Wis. Stat. §30.123);
- Grading (Wis. Stat. §30.19);
- Utility Crossing (Wis. Stat. § 30.20 and 30.12);
- Individual Wetland Permit (Wis. Stat. § 281.36); and
- Water Quality Certifications (NR 103 and 299).

Enbridge completed wetland and waterbody surveys on approximately 70 percent of the proposed Project work areas during fall of 2019. Enbridge used Wisconsin Wetland Inventory, National Hydrography Dataset, and WDNR 24K Hydrography data in areas where surveys were not completed in 2019. In 2020, Enbridge has completed wetland and waterbody surveys of the areas not surveyed in 2019 and along the proposed minor route adjustments. The waterbody and wetland delineation report for the 2020 surveys is provided as Attachment C-1. Enbridge has combined the wetland and waterbody tables (Attachment F) into one table.

5.1 WATERBODY CROSSINGS

Field investigators classified each waterbody as perennial, intermittent, or ephemeral based on field data, a review of topographic maps, and other published data. A summary of waterbodies within the proposed Project workspace is provided in Table 5.1-1. Enbridge has also included Table 5.1-2, which lists waterbodies crossed by the pipeline centerline. Attachment F includes a waterbody crossing table with the specific crossing methods Enbridge proposes to implement. Attachment F lists of all waterbodies within the construction work area as well as the proposed waterbody crossing method, as applicable. Waterbody locations are shown on the aerial maps provided as Attachment B. Attachment D includes a waterbody crossing table with the specific crossing methods Enbridge proposes to implement. Waterbody locations based on either field delineated information or WDNR 24K hydrography data are shown on the aerial maps provided as Attachment B. WDNR 24K Hydrography waterbodies was used where field determinations were either of a wetland or of a non-feature; these will require a WDNR navigability determination and have been noted in Attachment F.

Table 5.1-1: Summary of Waterbodies within the Project Workspace

| Waterbody Regime | Number |
|---|------------|
| Delineated Waterbodies | |
| Perennial | 48 |
| Intermittent | 69 |
| Ephemeral | 87 |
| PROJECT TOTAL | 204 |
| Notes: Delineated waterbodies are based on 2019 and 2020 field surveys of rivers, streams, swales, and ditches. Includes one WDNR 24K Hydrography Data waterway (WDH-18) where survey was not permitted in a highway median and 17 WDH waterbodies where a navigability determination by WDNR is requested. | |

Table 5.1-2: Summary of Pipeline Centerline Waterbody Crossings

| Waterbody Regime | Number |
|--|---------------|
| Delineated Waterbodies | |
| Perennial | 29 |
| Intermittent | 37 |
| Ephemeral | 31 |
| PROJECT TOTAL | 97 |
| <p>Notes: Delineated waterbodies are based on 2019 and 2020 field surveys of rivers, streams, swales, and ditches. Includes one WDNR 24K Hydrography Data waterway (WDH-18) where survey was not permitted in a highway median and 17 WDH waterbodies where a navigability determination by WDNR is requested.</p> | |

5.1.1 General Impacts and Mitigation

Pipeline construction across waterbodies could result in short-term or long-term impacts. Installation of a pipeline across a stream or river can temporarily displace stream bottom sediments and increase erosion of soils adjacent to the waterbody. The magnitude and duration of these effects depends on the soils and topography of the site, and the proposed crossing method. Construction (including instream blasting, where necessary) could also change the stream bottom profile, resulting in increased siltation or erosion at the site or further downstream. Enbridge developed the measures outlined in the EPP to minimize short- and long-term impacts on the waterbodies during and following pipeline construction.

Long-term impacts on water quality could result from alteration of stream banks and removal of riparian vegetation. Soil erosion associated with surface runoff and stream bank sloughing could also result in the deposition of sediments in waterbodies. Removal of riparian vegetation could lead to increased light penetration into the waterbody, causing increased water temperature which could potentially impact fisheries.

Enbridge would avoid and minimize impacts on waterbodies by implementing measures described in its EPP. Enbridge would also limit the duration of construction equipment operation within waterbodies to the area necessary to complete the crossing. Enbridge will restore and stabilize disturbed areas at crossings as soon as practical after pipeline installation.

Operation and maintenance of the Project would not be expected to result in long-term effects on water quality. Enbridge would periodically inspect the pipeline right-of-way and perform routine removal of brush and trees; however, little disturbance is expected within the permanent right-of-way.

5.2 WETLAND CROSSINGS

Enbridge based the wetland delineations on the criteria and methods outlined in:

- the *United States Army Corps of Engineers Wetlands Delineation Manual*, Technical Report Y-87-1 (1987) and subsequent guidance documents (COE 1991, 1992);
- Guidelines for Submitting Wetland Delineations in Wisconsin to the St. Paul District Corps of Engineers (COE 1996);
- the *Basic Guide to Wisconsin’s Wetlands and their Boundaries* (Wisconsin Department of Administration Coastal Management Program 1995); and,
- Applicable Regional Supplements to the Corps of Engineers Wetland Delineation Manual.

The Project will cross Palustrine Emergent (“PEM”) wetlands, Palustrine Scrub-Shrub (“PSS”) wetlands, and Palustrine Forested (“PFO”) wetlands. PEM wetlands within the proposed Project area typically include vegetation species such as sedges, Canada bluejoint grass (*Calamagrostis canadensis*), orange jewelweed (*Impatiens capensis*), asters (*Asteraceae* spp.), boneset (*Eupatorium perfoliatum*), rough bedstraw (*Galium asprellum*), marsh fern (*Thelypteris palustris*), arrow-leaved tearthumb (*Persicaria sagittata*), and sensitive fern (*Onoclea sensibilis*).

PSS wetlands in the Project area typically include speckled alder (*Alnus incana*), red-osier dogwood (*Cornus sericea*), willows (*Salix* spp.), and several minor shrub components. Herbaceous vegetation consists of a mix of sedges, cattails, or other hydrophytic species common to emergent wetlands. Widely scattered small, ephemeral pools support a variety of emergent hydrophytes.

PFO wetlands in the Project area are primarily black ash (*Fraxinus nigra*) dominated depressions within the hardwood uplands, discrete aspen groves within shrub-carr wetlands, or isolated hardwoods and conifers in better drained areas adjacent to incised drainageways. Black ash also occurs as a fringe or minor component to larger wetland complexes or as isolated stunted specimens within some wetlands.

Enbridge completed wetland delineations during the 2019 survey season on approximately 70 percent of the Project route. Enbridge completed additional wetland delineations along the Project route during the 2020 survey season. Wetland locations are shown on the aerial maps provided as Attachment B. .

Enbridge is submitting a 2019 delineation report including representative photographs, data sheets, and maps as Attachment C filed on February 11, 2020. Enbridge is submitting the 2020 delineation report including representative photographs, data sheets, and maps as Attachment C-1. Enbridge has begun wetland consultation with the WDNR (see Attachment E filed on February 11, 2020). Attachment F includes a wetland crossing table identifying Project impacts. Attachment G provides soil survey information for the Project route using the Soil Survey Geographic Database (“SSURGO”). The SSURGO database is a digital version of the original county soil surveys developed by the Natural Resources Conservation Service for use with GIS.

The Project will require permanent fill of approximately 0.02 acre of wetland associated with the installation of two mainline block valves and the respective permanent access roads (see section 3.1.5). A summary of wetlands crossed by the Project is provided in Table 5.2-1.

Table 5.2-1: Summary of Project Wetland Impacts

| Wetland Type ^a | Temporary Impacts (acres) ^b | Permanent Conversion (acres) ^c | Permanent Fill (acres) ^d |
|-----------------------------------|---|--|-------------------------------------|
| Delineated Wetlands | | | |
| PEM | 8.5 | 0 | 0.01 |
| PFO | 64.5 | 30.0 | 0 |
| PSS | 10.1 | 3.9 | <0.01 |
| PROJECT TOTAL ^e | 103.1 | 33.9 | 0.02 |

Notes:

- ^a Delineated wetlands are based on 2019 and 2020 field surveys.
 - ^b Includes temporary impacts associated with pipeline workspace, access roads, and pipe yards.
 - ^c Permanent conversion impacts include acreage within PFO and PSS wetlands that will be maintained as PEM within the permanent right-of-way.
 - ^d Permanent fill impacts include wetland acreage that will be impacted by construction of permanent aboveground structures and an associated access road.
 - ^e The sum of the addends may not equal the totals in all cases due to rounding.
- PEM = Palustrine Emergent; PSS=Palustrine Scrub Shrub; PFO = Palustrine Forested; Cowardin et al. 1979.

5.2.1 General Impacts and Mitigation

The primary impact of pipeline construction and right-of-way maintenance activities on wetlands will be the temporary removal of wetland vegetation. Construction also will temporarily diminish the recreational and aesthetic value of the wetlands crossed. These effects will be greatest during and immediately following construction. In emergent wetlands, the impact of construction will be relatively brief, since herbaceous vegetation will typically regenerate within one or two seasons. In forested and shrub-dominated wetlands, the impact will last longer due to the longer recovery period of these vegetation types. Clearing of wetland vegetation will also temporarily remove or alter wetland wildlife habitat.

Typical pipeline construction in most wetlands will be similar to construction in uplands and will consist of clearing, trenching, dewatering, installation, backfilling, cleanup, and revegetation. However, due to the unstable nature of some wetland soils, construction activities may differ somewhat from standard upland procedures. Additional details are provided in the Environmental Information Report and Enbridge's EPP.

5.2.2 Wetland Mitigation

To the maximum extent practicable, Enbridge will restore affected wetlands to preconstruction conditions, which is considered in-place compensation, but not in-kind and not in-advance. Enbridge is proposing to provide compensatory wetland mitigation for unavoidable Project-related wetland type permanent fill and conversion of scrub-shrub and forested wetlands as well as temporal loss. In applying the in-kind and in-advance factors, Enbridge proposes to use baseline compensation ratios for impacts to emergent, forested, and scrub-shrub wetland types used for previous Enbridge pipeline projects. Enbridge will continue to work with the WDNR and the USACE to consider additional factors that may result in adjustment of baseline compensation ratios. The WDNR Mitigation Summary Worksheet has been included in Attachment H filed on February 11, 2020.

Enbridge proposes to use USACE/WDNR approved Compensatory Mitigation Banks and potentially the Wisconsin Wetland Conservation Trust in-lieu fee program to compensate for unavoidable Project wetland impacts. Before deciding to propose use of the in-lieu fee program, Enbridge reviewed the USACE Regulatory In-lieu Fee and Bank Information Tracking System for available wetland mitigation bank options. Based on this information, Enbridge determined there are potential wetland mitigation bank credits available in the Poplar River Mitigation Bank that could at least partially satisfy likely Project compensatory mitigation requirements.

The Project will cross the following hydrologic unit codes ("HUC" 8) in the Lake Superior and Chippewa Bank Service Area in Ashland and Iron Counties:

- 04010301; Beartrap-Nemadji
- 04010302; Bad-Montreal

The Lake Superior Service Area and Chippewa Bank Service Area watersheds, as defined in the in-lieu fee program, are consistent with those utilized for mitigation banking and permittee responsible mitigation. By providing compensatory mitigation within the same Bank Service Area, the Project will meet the goal of providing mitigation "in-place." Enbridge continues to work with the WDNR and USACE on wetland mitigation and post-construction monitoring.

6.0 PROTECTED SPECIES

Enbridge initiated coordination on the Project with the Green Bay Ecological Services Field Office (Region 3) of the U.S. Fish and Wildlife Service (“USFWS”) in September 2019. The USACE will initiate Section 7 informal consultation for the Project. Informal consultations with USACE, USFWS, and Enbridge will continue throughout 2020.

Enbridge conducted preliminary habitat assessments in 2019 and provided the report to the WDNR in January 2020; the report is included as Attachment O of the EIR. Enbridge completed surveys for state-listed species based on WDNR coordination. Enbridge submitted an Environmental Review Request to WDNR on January 15, 2020; and an updated draft endangered resources review was provided to the WDNR on August 3, 2020. The review will require WDNR Endangered Species Review Program approval. A draft of the updated ERR is provided in Attachment I of the EIR.

Enbridge will continue to consult with the USFWS and the WDNR on the status of mitigation strategies for protected species.

7.0 CULTURAL RESOURCES

Enbridge has completed cultural resource surveys during the 2019 survey season on approximately 70 percent of the Project route (Attachment J filed on February 11, 2020). Enbridge has since completed the remaining Phase I archaeological resource surveys as well as conducted a survey to identify archaeological sites and historic standing structures, and evaluate these sites regarding National Register of Historic Properties (“NRHP”) eligibility, and to assess potential Project impacts. Enbridge has prepared an addendum report covering the results of the 2020 surveys, which is included in Attachment J-1. A Traditional Cultural Property survey was also completed for the Project. This report is included in Attachment M.

8.0 LAND OWNERSHIP

The Project route predominantly crosses private lands located outside of municipal areas. The Project will not cross federal, state, or Native American Reservation owned/managed land. The Project will cross approximately 7 miles of land owned by Iron County and managed for forest products. Enbridge will work with the municipalities to obtain all applicable permits. Construction activities through county forestland could temporarily disrupt recreational uses on and adjacent to the right-of-way. Enbridge will work with local, state, and federal agencies to minimize potential impacts associated with construction across county forestland.

Enbridge conducted a 40-year title history review of properties potentially affected by the Project to identify land restrictions associated with conservation agreements, such as Conservation Reserve Program, Conservation Reserve Enhancement Program, or Wetland Reserve Program. Enbridge is working with the individual landowners regarding these conservation agreements and the potential Project effect to those properties.

As discussed above, Enbridge is committed to working with and providing information to landowners about the Project and keeping them informed throughout all phases of the Project. Enbridge notified affected landowners of the Project by mail. In addition, Enbridge’s Land Agents are contacting affected landowners to discuss the Project, acquire survey permission, establish easement options, and document specific concerns they may have. Enbridge will maintain close contact with the landowners along the route before, during, and after construction.

A landowner and abutting landowner list is provided in Attachment K. Enbridge has reached option and/or easement agreements with 100 percent of landowners along the proposed route.

9.0 PERMITTING REQUIREMENTS

Enbridge has reached option and/or easement agreements with 100 percent of landowners along the proposed route; therefore, Enbridge has withdrawn its Public Interest Determination request from the Public Service Commission. Table 9.0-1 provides the status of the required local, state, and federal permits for the Project, and has been revised accordingly.

Table 9.0-1: Preliminary List of Government Authorities and Titles of Permits/Approvals

| Name of Agency | Title of Permit/Approval | Date of Application / Consultation | Anticipated Date of Decision | Status |
|--|--|------------------------------------|------------------------------|-------------|
| United States Army Corps of Engineers—St. Paul District | Clean Water Act Section 404 | February 2020 | | In progress |
| United States Fish and Wildlife Service | Endangered Species Act Consultation | Summer 2020 | | In progress |
| Wisconsin Department of Natural Resources | Chapter 30 Permit / NR 103 Water Quality Certification | February 2020 | | In progress |
| | NR 150 Wisconsin Environmental Policy Act Compliance (joint review with the Line 5 Pipeline Project) | February 2020 | | In progress |
| | State Endangered Resources Review / Incidental Take Permit (joint review with the Line 5 Pipeline Project) | January 2020 | | In progress |
| | Temporary Water Use Permit | Summer 2020 | | |
| | Hydrostatic Test Discharge Permit | First quarter 2021 ^a | | |
| | WPDES General Construction Stormwater Permit—Pipeline Construction | Summer 2020 | | |
| Wisconsin Historical Society—State Historic Preservation Officer (Section 106) | Cultural Resources Consultation, NHPA Section 106 Clearance | Fall 2019 | | In progress |
| Wisconsin Department of Administration | Coastal Zone Management Federal Consistency Review | February 2020 | | In progress |
| Wisconsin Department of Transportation | Road Crossing Permits | Summer 2020 | | |
| Notes: | | | | |
| ^a Enbridge anticipates submitting the Hydrostatic Test Discharge Permit application after the new General Permit is issued in early 2021, per a recommendation from the WDNR. | | | | |
| NHPA = National Historic Preservation Act; WPDES = Wisconsin Pollutant Discharge Elimination System | | | | |

10.0 AGENCY REVIEW

Enbridge understands that the WDNR plans to issue a notice of intent to prepare an Environmental Impact Statement (“EIS”) and that the WDNR may request third-party support for development of the EIS. Enbridge will work with the WDNR regarding development of the EIS using third-party support.