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## Marathon Petroleum Corporation

539 South Main Street  
Findlay, OH 45840

April 10, 2013

Mark Sitek  
Enbridge Energy Company, Inc.  
Vice President, Major Projects Execution  
1409 Hammond Avenue  
Superior, Wisconsin 54880

Re: Enbridge Energy, Limited Partnership  
Docket No. 13-0134  
Line 78 Expansion Project  
Letter of Support

Dear Mr. Sitek:

I am writing to express Marathon Petroleum Company LP's (MPC) support for Enbridge Energy, Limited Partnerships Line 78 Expansion Project. This project will enable Enbridge to increase the capacity of its crude oil pipeline system from the Flanagan hub in central Illinois to Griffith, Indiana, and through a connection with Line 6B will allow additional delivery capacity into MPC's Detroit refinery. MPC is headquartered in Findlay, Ohio and is the fourth-largest crude oil refiner in the United States and the largest in the Midwest. MPC's operations include seven refineries with approximately 1.7 million barrels per day of crude oil refining capacity, including the Detroit refinery.

Almost all of the crude oil refined at the Detroit refinery is delivered by pipeline and MPC expects that pipelines will remain the primary supply route to deliver crude oil to this refinery. The reliability of crude oil pipelines versus other means of transportation is beneficial to both the end consumer and MPC as a means of providing efficient, reliable and cost effective transportation.

Currently, MPC receives a significant amount of its crude oil feedstock from supplies originating in western Canada. In addition, MPC invested in refinery upgrades that increased the ability of our Detroit refinery to process an increased percentage of heavy crude oil, tapping the expected continued supply growth from the nearby North American crude supply region. Another important advantage of this crude supply source is the political stability of Canada and, therefore, the security of supply. MPC expects to increase its demand for Canadian crude due to the price/value of Canadian heavy crude oil versus alternative crude oil supplies and has, therefore, invested \$2.2 billion in upgrading and expanding its Detroit refinery. The Detroit Heavy Oil Upgrade Project (DHOUP) increased the refinery's capacity from approximately 106,000 barrels per day (bpd) to 120,000 bpd, adding more than 400,000 gallons per day of clean transportation fuel to the marketplace, lowering this region's and our nation's reliance on refined products from other regions or countries.

Mark Sitek  
April 10, 2013  
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Following the receipt of approvals and environmental permits, including a new air permit from the state of Michigan, construction on DHOUP began in 2008 and was completed in 2012. MPC entered into a commercial agreement with Enbridge to provide the expanded pipeline transportation capacity to meet the increased heavy crude demand that underpins the DHOUP investment. Without adequate capacity for this heavy crude oil into the Detroit refinery, MPC will be unable to fully optimize its crude slate which will negatively affect MPC's ability to supply the region with incremental gallons of clean transportation fuel.

During the DHOUP construction period, there were thousands of additional jobs associated with direct construction, engineering, planning, inspection and materials. In short, DHOUP enabled the Detroit refinery to process a secure and growing supply of heavy crude from western Canada, increased MPC's capacity to meet more of the region's requirements for petroleum products, and provided a much needed economic investment at a time when the Midwest was facing a severe economic downturn. Additionally, the refinery added 80 new full-time employee and 75 full-time contractor well-paying jobs as a result of this expansion.

While we know Enbridge is well aware of many of these facts, MPC wanted to take this opportunity to emphasize its support for Enbridge's proposed Line 78 Expansion Project. MPC is hopeful this information will be helpful in seeking the various regulatory approvals Enbridge may require to complete its construction of Line 78 in an expeditious manner.

Sincerely,



C. Michael Palmer  
Sr. Vice President, Supply Distribution and Planning

cc: Angela Graves, MPC Public & State Govt Affairs Director  
Brad Shamla, Enbridge Business Development  
Denise Hamsher, Enbridge Major Projects



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**Marathon Petroleum Company LP**

539 South Main Street  
Findlay, OH 45840-3229  
Telephone 419/422-2121  
FAX 419/421-4232

June 8, 2012

Ms. Mary Jo Kunkle  
Executive Secretary  
Michigan Public Service Commission  
4300 W. Saginaw  
Lansing, MI 48917-2171

Re: Enbridge Energy, Limited Partnership  
Docket No. U-17020  
Line 6B Phase 2 Replacement Project  
Letter of Support

Dear Ms. Kunkle:

I am writing to express Marathon Petroleum Company LP's ("MPC") support for Enbridge Energy, Limited Partnership's ("Enbridge") Line 6B – Phase 2 Replacement project, which will enable Enbridge to increase the capacity of its Line 6B from Griffith, Indiana to Marysville, Michigan. This replacement project will allow additional delivery capacity into MPC's Detroit Refinery (the "Detroit Refinery"), as Line 6B is necessary for MPC, its customers and the public. MPC is headquartered in Findlay, Ohio and is the fifth-largest crude oil refiner in the United States and the largest in the Midwest. MPC's operations include six refineries with more than one million barrels per day of crude oil refining capacity, including the Detroit Refinery.

Almost all of the crude oil refined at the Detroit Refinery is delivered by pipeline and MPC expects that pipelines will remain the primary supply route to deliver crude oil to this refinery. The reliability of crude oil pipelines versus other means of transportation is beneficial to both the end consumer and MPC by means of providing efficient, reliable and cost effective transportation.

Currently, MPC receives a significant amount of its crude oil feedstock from supplies originating in Western Canada. In addition, MPC is investing in refinery upgrades that will increase the ability of our Detroit Refinery to process an increased percentage of heavy crude oil, tapping the expected continued supply growth from the nearby North American crude supply region. Another important advantage of this crude supply source is the political stability of Canada and, therefore, the security of supply. MPC expects to increase its demand for Canadian crude due to the price/value of Canadian heavy crude oil versus alternative crude oil supplies and has, therefore, invested \$2.2 billion in upgrading and expanding its Detroit Refinery. The project, called the Detroit Heavy Oil Upgrade Project (DHOUP), will increase the refinery's capacity from approximately 106,000 barrels per day (bpd) to 120,000 bpd, adding more than 400,000 gallons per day of clean transportation fuel to the marketplace, lowering our region and nation's reliance on refined products from other regions or countries.

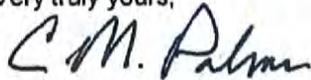
Page Two

Following the receipt of approvals and environmental permits, including a new air permit from the State of Michigan, construction on DHOUP began in 2008 with completion expected to be in the second half of 2012. As you know, MPC entered into a commercial agreement with Enbridge to provide the expanded pipeline transportation capacity to meet the increased heavy crude supply that underpins this upgrade and expansion. Without adequate capacity for this heavy crude oil into the Detroit Refinery, MPC will be unable to fully optimize its crude slate which will negatively affect MPC's ability to supply the region with incremental gallons of clean transportation fuel.

The DHOUP project has resulted in the addition of thousands of jobs in direct construction, engineering, planning, inspection and materials. Upon completion of the expansion, MPC estimates the project will generate \$230 million in tax revenues for the City of Detroit through 2030. In short, the DHOUP project will: (1) enable the Detroit Refinery to process a secure and growing supply of heavy crude from Western Canada; (2) increase MPC's capacity to meet more of the region's requirements for petroleum; and (3) provide a much needed economic investment at a time when Michigan is facing a severe economic downturn.

While we know Enbridge is well aware of many of these facts, MPC wanted to take an opportunity to emphasize its support for Enbridge's proposed Line 6B – Phase 2 Replacement Project. MPC is hopeful this information will be helpful in seeking the various regulatory approvals Enbridge may require to complete its pipeline expansion of Line 6B in an expeditious manner.

Very truly yours,



C. M. Palmer  
Sr. Vice President, Supply Distribution and Planning



**United Refining Company • Petroleum Products**

United Refining Company  
3000, 150 – 6<sup>th</sup> Ave SW  
Calgary, Alberta  
T2P 3E3

June 08, 2012

Ms. Mary Jo Kunkle  
Executive Secretary  
Michigan Public Service Commission  
4300 W. Saginaw  
Lansing, MI 48917-2171

Re: Enbridge Energy, Limited Partnership  
Docket No. U-17020  
Line 6B Phase 2 Replacement Project  
Letter of Support

**RECEIVED**

**JUN 18 2012**

**MICHIGAN PUBLIC SERVICE  
COMMISSION**

Dear Ms. Kunkle:

In support of the currently proposed Line 6B Phase 2 Replacement Project, which was filed with the Michigan Public Service Commission (Commission) on April 16, 2012 in Docket No. U-17020, United Refining Company hereby submits the following context as to why this Project is of high importance to our organization.

### **Background**

United Refining Company is a Pennsylvania Corporation that began business operations in 1902. We are a leading integrated refiner and marketer of petroleum products. We own and operate a 70,000 barrel per day PADD 1 - refinery in Warren, Pennsylvania. Our retail marketing network is comprised of 366 retail sites located throughout western New York State, northwestern Pennsylvania and Ohio. Our core market area encompasses our Warren County base and eight contiguous counties spreading throughout northwestern Pennsylvania and into New York State. We employ over 4,000 people, and in fiscal 2011 had total net sales of \$3.2 billion.

### **Crude Supply**

A reliable supply of crude oil is critical to our operation. Although we do refine a small quantity of locally produced Penn-grade crude oil, our primary and most important supply-source comes from western Canada. All of this crude is delivered to United Refining via the Enbridge Pipeline System. Conventional Canadian crude oil has proven to be the most compatible and economically viable choice for our specific refinery configuration, and accordingly comprises 99% of our feedstock. Over 60% of this crude is heavy-grade, and is transported to United entirely through the existing Enbridge Line

United Refining Company  
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6B. As a result, the proposed Line 6B Phase 2 Replacement Project will provide a stable, long-term delivery method for our raw material

**Need for Line 6B Phase 2 Replacement**

It is our view that a full replacement of Line 6B would have a positive impact on:

**(1) Regional Economics**

A safe, reliable and secure supply of crude oil would help to ensure regional economic stability throughout the geographic business areas operated by United Refining, including western New York State, western Pennsylvania and Ohio. The effect would include the protection of over 4,000 jobs and would help to remove volatility from our primary market areas, providing our customer base with reliable access to fuel supplies under stabilized pricing.

**(2) Corporate Viability**

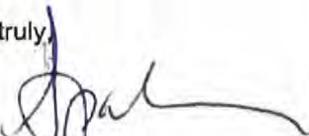
Reliable crude supply from Western Canada is a key component to the success of our organization. This crude is most compatible with our refinery configuration and the cost relative to our other supply options is not only advantageous, but is critical to our bottom line. If additional capacity on Line 6B is not available, we may be faced with increasing risks tied to potential capacity apportionment and/or more frequent operational / supply disruptions, both of which could have a negative impact on our profitability.

**(3) Future Refinery Expansions**

Under the right economic circumstances, a capital expansion or alteration of our current refinery configuration could be contemplated. Sufficient and reliable pipeline capacity is a vital part of the decision-process for the multi-million dollar investment required for future expansion of the refinery. The Line 6B Phase 2 Replacement Project will provide the infrastructure needed for future expansion and regional development of our company, which in turn will provide additional jobs and support regional economic growth generally.

For these reasons, United Refining Company strongly and unequivocally supports the Enbridge Line 6B Phase 2 Replacement Project. If you would like to discuss this matter further, please do not hesitate to contact myself at (403) 269 - 1619,

Yours truly,

  
Chris Spalling  
United Refining Company

**Illinois Commerce Commission**  
**Response to First ICC Data Request dated February 21, 2013**  
**Enbridge Energy, Limited Partnership**  
**Docket No. 13-0134**  
**Page 1 of 59**

ICC Staff Data Request

ENG 1.1      What is the current demand for crude petroleum for the refineries and shippers the Company intends to supply with the proposed Line 78? Provide the source of your estimate (i.e., Company documentation, Federal reports, etc.)

Response prepared by:

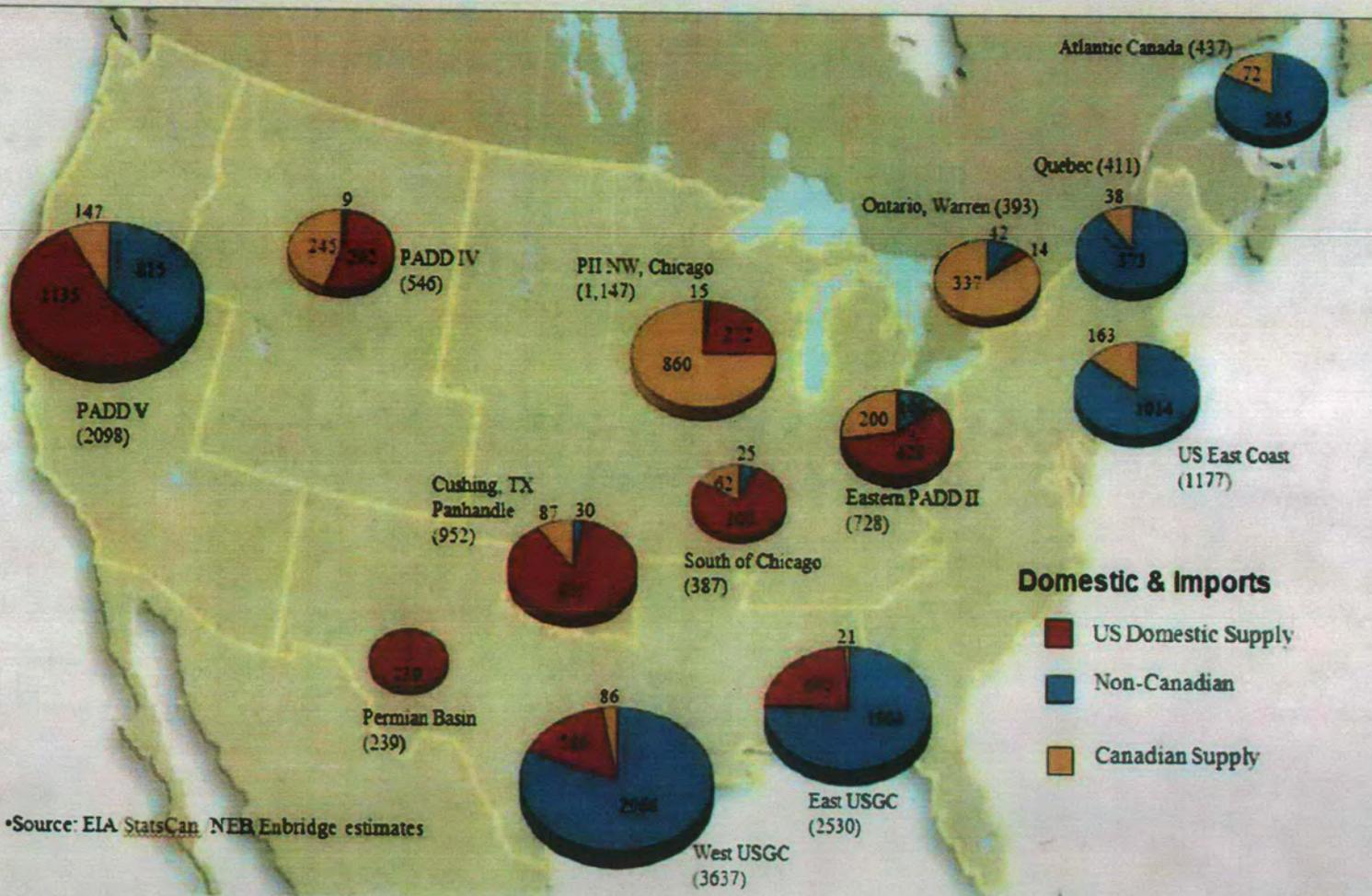
Name:            Mark S. Sitek  
Title:            Vice President – Major Projects Execution  
Address:        1409 Hammond Avenue  
                     Superior, WI 54880

Enbridge is currently in the process of updating internal documentation which outlines best available estimates of current crude oil market demand. Enbridge expects to have this information available no later than April 8, 2013. Upon completion of these updates, Enbridge will provide the Commission a chart that portrays crude oil disposition by market, which depicts markets by PADD regions. The sources of this information will include U.S. Energy Information Administration (EIA), the Canadian National Energy Board (NEB), Statistics Canada and Enbridge's own estimates. In the interim, reference is made to the chart provided in response to this request in Docket No. 12-0347, a copy of which is attached hereto.

**Illinois Commerce Commission  
Response to First Data Request dated May 22, 2012  
Enbridge Pipeline (FSP) L.L.C  
Docket No. 12-0347**

**ATTACHMENT A**  
**Crude Oil Disposition by Market**

# Crude oil disposition by market



•Source: EIA, StatsCan, NEB, Enbridge estimates

# **LINE 78 PIPELINE PROJECT**

## **ROUTE ALTERNATIVES ANALYSIS**

**PREPARED FOR:**



**Enbridge Energy, Limited Partnership**

**PREPARED BY:**



**FEBRUARY 2013**



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## INTRODUCTION

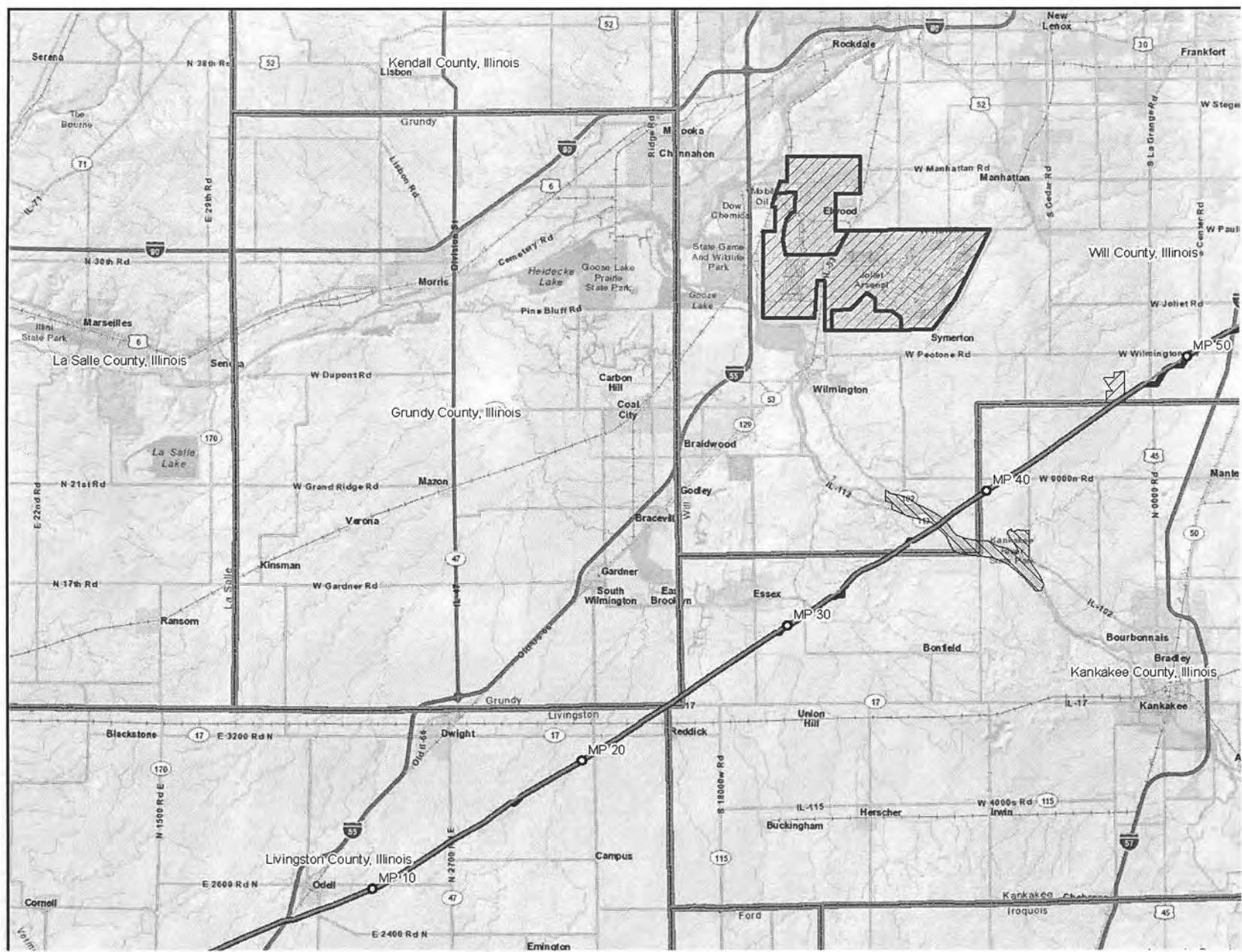
Enbridge Energy, Limited Partnership (Enbridge) is proposing to expand its existing pipeline system in Illinois and Indiana. The Line 78 Pipeline Project (Project) will consist of approximately 77 miles of new crude oil, up to 36-inch-diameter pipeline extending from Enbridge's Flanagan Terminal near Pontiac, Illinois to its terminals located near Griffith and Schererville, Indiana. The Project will expand Enbridge's capacity to transport growing supplies of light and heavy crude oil, produced in the Williston Basin region in North Dakota and western Canada, to the greater Chicago area. Transportation demand has exceeded the capacity of Enbridge's Line 62 and other pipelines to supply crude oil to the Enbridge terminals located near Griffith and Schererville, Indiana where crude oil is stored for further transportation to regional refineries. The new pipeline will allow the regional refineries more opportunities to process United States (U.S.) and western Canadian crude oil and reduce reliance on traditional supplies that are imported from outside of North America. Enbridge's extensive and expanding network of pipelines east of the greater Chicago area is connected directly or indirectly to refineries in mid-West, eastern Canada and Pennsylvania.

The preferred route will generally parallel Enbridge's Line 62 from the Flanagan Terminal through Livingston, Grundy, Kankakee, and Will Counties, Illinois to approximate milepost (MP) 64.4. From MP 64.4 in Will County, the preferred route will turn north and continue on new right-of-way for approximately 7.7 miles through Will and Cook Counties, Illinois. At MP 72.1, the preferred route will turn east and parallel Enbridge's existing pipeline and a railroad right-of-way to the terminus at Enbridge terminals in Griffith and Schererville in Lake County, Indiana. Figure 1 shows the general location of the Line 78 Pipeline Project.

Enbridge considered several options in the development of the preferred route for the Line 78 pipeline using both existing Enbridge and non-Enbridge rights-of-way. Each alternative was initially reviewed to determine if it effectively met market needs, had potential for future expandability, and provided an economically feasible solution for the transportation of an initial 570,000 barrels per day (bpd) of additional product. This report describes the preferred route and the alternatives considered by Enbridge during the development stage of the Project. The analysis identifies the significant environmental features and constraints crossed by each route, and discusses the reasons for selection of the preferred route and elimination of the alternative routes based on a comparison of environmental factors.

Enbridge evaluated both system alternatives and route alternatives to the preferred route in the following sections.

LINE 78 PIPELINE PROJECT  
ROUTE ALTERNATIVES ANALYSIS





## SYSTEM ALTERNATIVES

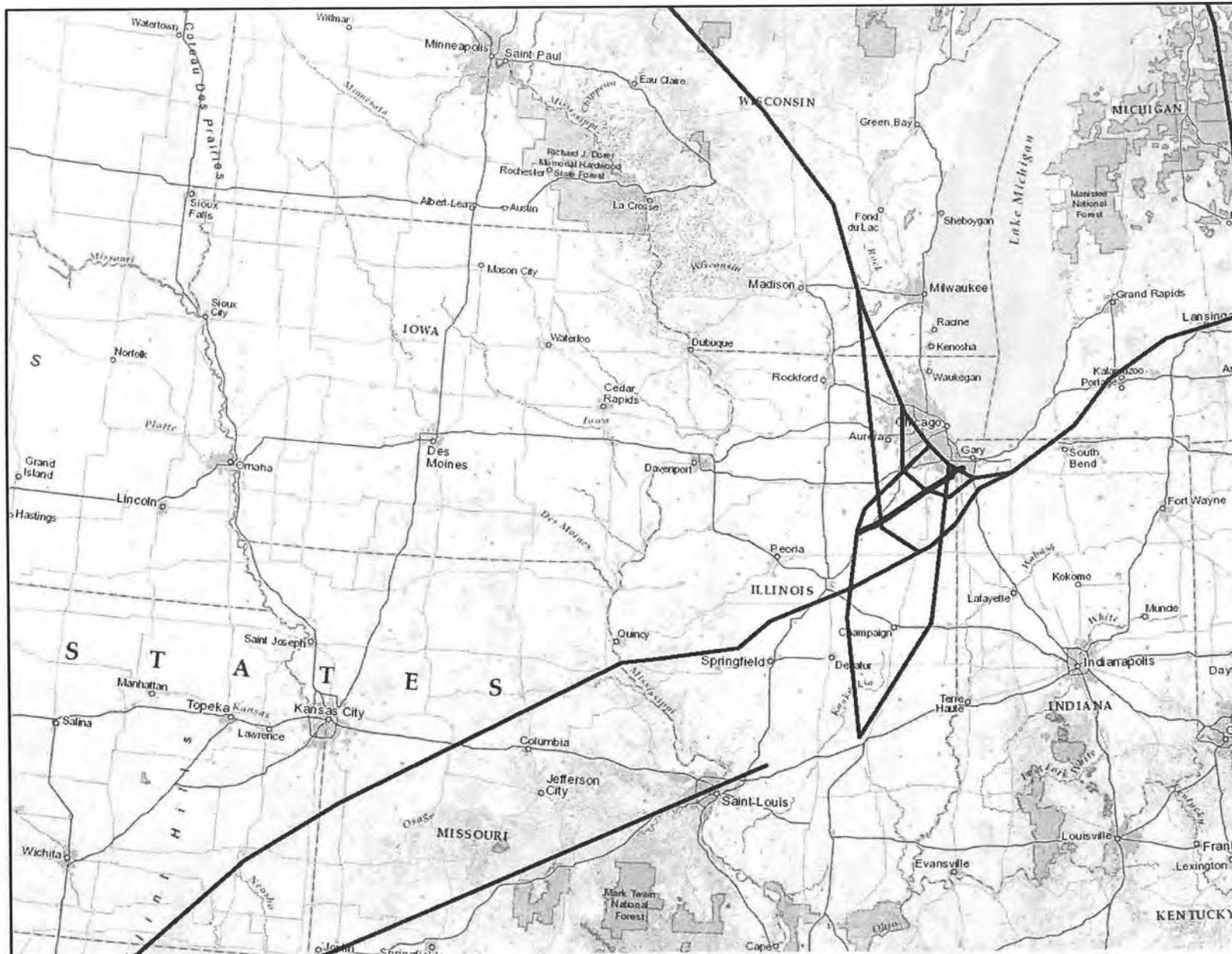
System alternatives are alternatives to the proposed project that would make use of other existing, modified, or proposed pipeline systems to meet the stated objectives of a project. System alternatives would involve the transportation of the equivalent amount of incremental crude oil through existing transportation systems and would make it unnecessary to construct all or most of the proposed Project, although modifications or additions to other existing pipeline system(s) may be required to increase capacity, or another entirely new system may be required. Although these modifications or additions could result in environmental impacts, the impacts may be less, similar to, or greater than those associated with construction of the proposed Line 78 Pipeline Project. Figure 2 provides an overview of the existing pipeline infrastructure in the Project area that could be utilized to provide transportation of the Project's anticipated crude oil volumes.

Enbridge considered a wide range of options for system alternatives that would utilize both Enbridge pipelines and corridors and non-Enbridge pipelines and corridors. The alternatives were initially reviewed to determine if they effectively met market needs, had expandability for the future, and provided an economically feasible solution. Following a review of existing pipelines and corridors, Enbridge determined that alternatives involving existing pipelines were infeasible because they would result in the need to develop solutions for the existing crude deliveries that would be displaced on those lines and would not provide the capacity needed without installing a parallel pipeline for a significant portion of the route.

Enbridge also evaluated the feasibility of design expansions to the Line 62 pipeline between the Flanagan terminal and terminals in Griffith and Schererville, Indiana. However, an assessment of the hydraulics and design capacity of the Line 62 pipeline confirmed that previous optimization activities, including the addition of pump stations over the last several years, had already expanded the pipeline to its optimal average capacity of approximately 130,000 bpd. Therefore, this system alternative was eliminated from further consideration.

Enbridge concluded that no stand-alone existing system or combination of existing systems would meet the objectives of the Project. Although there are several existing pipeline systems in the vicinity of Project, none of them would render the same service sought by the shippers in the proposed Project. Therefore, Enbridge did not consider the use of existing or modified pipeline systems as viable alternatives to the proposed Project and dropped them from further consideration.

LINE 78 PIPELINE PROJECT  
ROUTE ALTERNATIVES ANALYSIS





## USE OF EXISTING RIGHTS-OF-WAY

After determining that the use of existing systems would not be a viable alternative for the Project, Enbridge considered routing that would follow existing rights-of-way and other corridors. Agencies have often requested that utilities give primary consideration to the use, enlargement, or extension of existing rights-of-way to reduce potential impacts on sensitive resources. Installation of a new pipeline along existing cleared rights-of-way (e.g., pipelines, power lines, roads, and railroads) is generally considered to be environmentally preferable to construction of new rights-of-way as construction impacts and cumulative effects can be reduced by using previously cleared corridors. Likewise, long-term or permanent environmental impacts can be reduced by avoiding the creation of new rights-of-way through undisturbed areas.

For the Line 78 Pipeline Project, Enbridge determined that the use of the Line 62 pipeline right-of-way offered a preferred alignment for the segment of the Project from milepost (MP) 0.0 in Livingston County, Illinois to approximately MP 63.4 in Will County, Illinois. This segment of the Project (Segment 1) would utilize a portion of the Line 62 corridor, generally offsetting the new pipeline approximately 50 feet to the south of the existing pipeline. With the exception of some minor deviations to avoid specific features along the existing corridor, this collocation would reduce overall land requirements and impacts by expanding the existing corridor rather than creating an entirely new greenfield route.

The portion of the Line 62 pipeline route from approximate MP 63.4 northeast to the Enbridge terminals near Griffith and Schererville (Segment 2) is congested, making it difficult to collocate the new pipeline without significant construction challenges and impacts to densely developed residential and commercial areas. Therefore, Enbridge evaluated three major route alternates before selecting the preferred route for Segment 2 that would avoid or minimize impacts to areas with significant constraints. The three major route alternatives for Segment 2 that were eliminated from further consideration following a review of environmental and engineering considerations are described in Route Alternatives.



## PREFERRED ROUTE

Enbridge developed a route from approximate MP 63.4 to the Enbridge terminals near Griffith and Schererville that would make use of both existing rights-of-way and new corridors, but would limit the crossings of residential and other developed areas. The preferred route would deviate from the Line 62 corridor at approximate MP 63.4, turn north and parallel the west side of a railroad corridor for approximately 0.5 mile, and then turn east, crossing S. Dixie Highway and open/agricultural lands to approximate MP 66.6 where it would rejoin the Line 62 pipeline corridor.

The preferred route would then follow Line 62 to the northeast for approximately 1.0 mile where it would turn north parallel to the east side of Bishop Ford Highway. At approximate MP 69.0, the preferred route would turn to the east, crossing the highway and open/undeveloped land, turning north to the crossing of 231<sup>st</sup> Street (east of Eastbrook Drive), and then angling to the northeast across agricultural lands for approximately 0.7 mile. The preferred route would then turn east and then north following a stream corridor at the rear of residential properties, crossing East 22<sup>nd</sup> Street, and then angling to the northeast across undeveloped/open and agricultural lands. The preferred route would cross a railroad corridor and then turn to the east, following the existing Enbridge pipeline corridor to the Griffith / Schererville area on the north side of the railroad to approximate MP 76.0, cross to the south side of the railroad, and continue northeasterly to the terminus location..

Table 1 presents a list of the significant environmental factors crossed by the preferred route and the three major route alternatives discussed in the following section.

<b>Environmental Factor</b>	<b>Preferred Route</b>	<b>Route Alternative 1</b>	<b>Route Alternative 2</b>	<b>Route Alternative 3</b>
Total length	14.17	13.10	15.61	21.75
Length Adjacent to existing rights-of-way (percent)	43	100	100	100
Total Land affected (acres)	171.77	158.81	189.23	263.62
Waterbody Crossings (number)	6	3	6	13
NWI Wetland Crossings (feet)	4709.24	2785.62	3897.94	4083.72
Residential land crossed (miles)	0	2.65	0.80	0.26
Open/Agricultural Land crossed (miles)	7.94	4.81	9.01	14.01
Specialty land uses crossed (miles)	0	0.12	0.26	1.64
Road Crossings	24	38	31	31
Railroad Crossings	9	5	5	8



As shown in Table 1, Enbridge established the preferred route to avoid residential properties and specialty land uses in a heavily developed area. While Route Alternative 1 would be approximately 1.0 mile shorter and affect about 12.95 fewer total acres of land than the corresponding segment of the preferred route, the preferred route would be shorter, affect less total acreage during construction, and cross fewer roads and specialty land uses than either Route Alternative 2 or 3. As discussed in the following section, Route Alternative 1 was abandoned due to the significant commercial, parkland, church, industrial and extensive high density residential property which would be impacted along the Line 62 corridor.



## ROUTE ALTERNATIVES

The following section identifies three major route alternatives identified by Enbridge for Segment 2 of the Project from approximately MP 63.4 to its terminus at the terminals near Griffith / Schererville in Lake County, Indiana (see Figure 3). As discussed in section 3.0, Enbridge determined that use of the Line 62 pipeline corridor offered the optimum route for Segment 1, the initial 63.4 miles of the Project, in terms of minimizing environmental impacts and reducing land requirements. For Segment 2, Enbridge identified 3 route alternatives to the preferred route that would extend the Project pipeline from MP 63.4 to the terminal locations:

- Route Alternative 1 – parallel the existing Line 62 Pipeline corridor to the terminal locations;
- Route Alternative 2 – parallel the Vector pipeline corridor easterly to a railroad corridor just east of St. John, Indiana, turn north, and then rejoin the existing Line 62 pipeline corridor into the terminal locations; and
- Route Alternative 3 – parallel the Vector pipeline corridor easterly to the Erie-Lackawanna Trail, and then turn northwest into the terminal locations.

### Route Alternative 1

During the route evaluation phase of Project development, Enbridge evaluated following the Line 62 pipeline corridor to the northeast beginning at approximate MP 63.4. Just east of MP 63.4, Route Alternative 1 would follow the Line 62 Pipeline corridor into a densely developed residential area with structures encroaching along both sides of the right-of-way. After approximately 0.3 mile, Route Alternative 1 would cross an established horse farm, cutting diagonally through a race track/training area and continue northeasterly across agricultural and open lands, crossing a second horse farm with established riding areas and paddocks for numerous horses. This Route Alternative would continue northeasterly parallel to the Line 62 pipeline corridor to the crossing of Calumet Expressway (State Route 394) and then angle to the east, crossing into an area of residential development and undeveloped forest land.

Approximately 1.5 miles east of the Calumet Expressway, this alternative would enter another established residential area with homes constructed very close to the existing pipeline corridor. This residential area would be crossed by Route Alternative 1 for approximately 2.5 miles, cross a small area of open/undeveloped land, and then cross an additional residential/commercial area for approximately 1.8 miles to Wicker Avenue (U.S. Highway 41). East of the Wicker Avenue crossing, Route Alternative 1 would continue easterly, and then turn north to parallel the east side of Alexander Street/Longwood Road for approximately 2.3 miles. This portion of the route would cross residential lands, commercial properties, parkland, a church property, and industrial lands, ultimately turning to the east and ending at the terminal locations.

LINE 78 PIPELINE PROJECT  
ROUTE ALTERNATIVES ANALYSIS

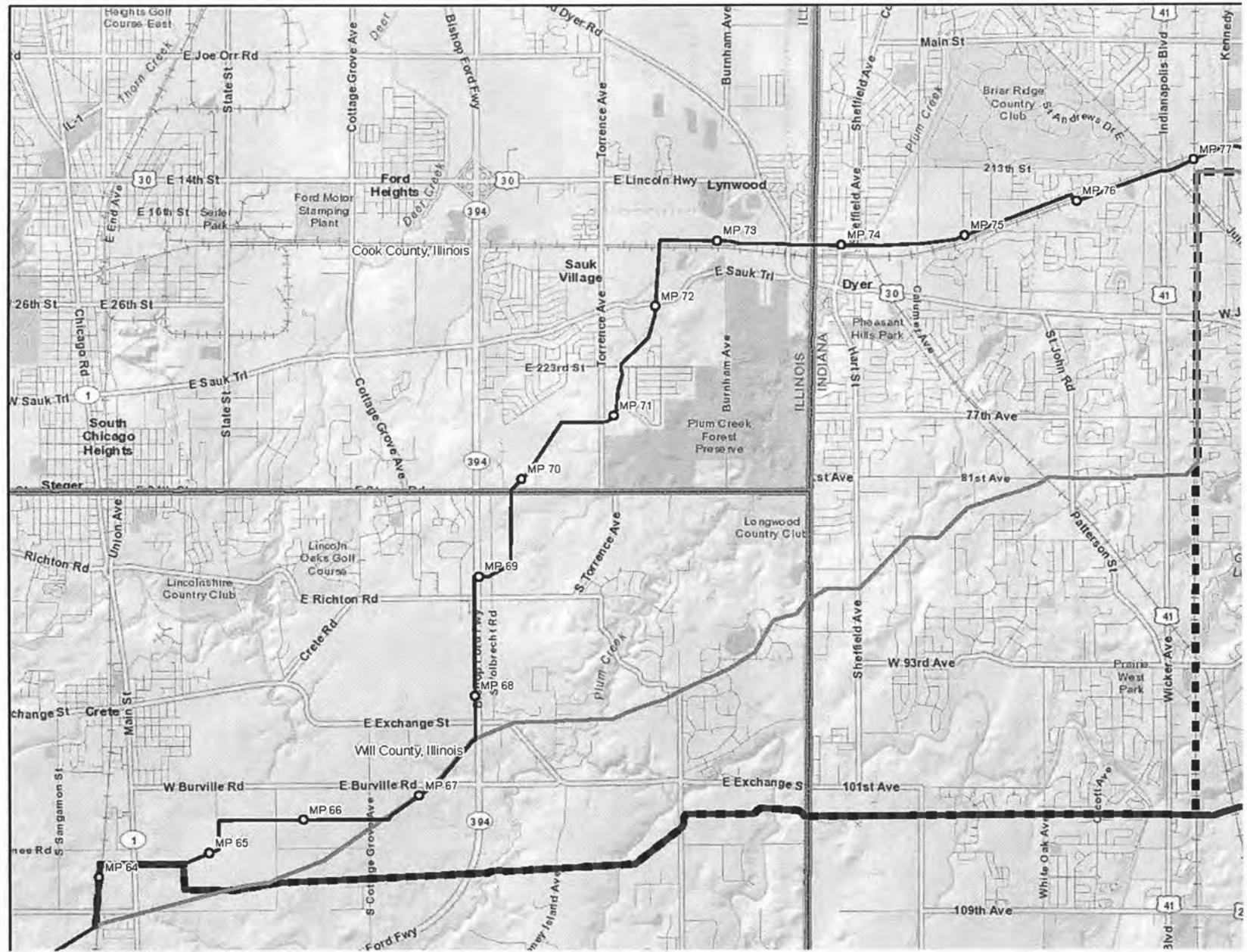




Table 1 presents a summary of the significant environmental characteristics of Route Alternative 1.

While Route Alternative 1 would be shorter and affect the least amount of acreage during construction compared to the other alternatives evaluated, Enbridge determined that construction and operation of the pipeline along the Route Alternative 1 alignment was not feasible due to the significant residential encroachment and the presence of established business uses. Therefore, Enbridge eliminated this alternative from further consideration.

### **Route Alternative 2**

Enbridge also evaluated an alternative route that would follow the existing Vector Pipeline corridor from Will County, Illinois east into Lake County, Indiana and then north to the Enbridge terminals near Griffith / Schererville. Route Alternative 2 would deviate from the Line 62 Pipeline corridor at approximate MP 63.4 in Will County, Illinois and turn to the north parallel to the west side of a railroad for approximately one mile where it would join the existing Vector Pipeline corridor and turn to the east.

This route would extend to the east crossing mainly agricultural and forest lands for approximately 4.5 miles and then angle to the northeast for about 0.5 mile and then turn to the east again crossing mostly agricultural lands for the next 3.0 miles. After passing to the north of the existing ANR Pipeline Company compressor station, Route Alternative 2 would continue east through an area of dense residential development in the town of St. John, Indiana.

Route Alternative 2 would continue east parallel to the Vector pipeline corridor, crossing Wicker Avenue and a railroad corridor. Route Alternative 2 would turn north and parallel the railroad corridor for approximately 2.8 miles, rejoin the existing Line 62 Pipeline corridor, and continue to the terminal locations. Table 1 presents a summary of the significant environmental characteristics of Route Alternative 2.

Construction of Route Alternative 2 would be severely constrained due to commercial and residential development built in close proximity to the railroad right-of-way, limiting access for construction equipment and materials. Due to the significant residential encroachment and additional overall length of this route alternative, Enbridge determined that construction and operation of the pipeline along the Route Alternative 2 alignment was not feasible and eliminated this alternative from further consideration.

### **Route Alternative 3**

Enbridge identified a third route alternative that would also utilize a portion of the Vector Pipeline corridor. Route Alternative 3 would continue east along the Vector pipeline corridor



from the point where Route Alternative 2 would turn north on the east side of Wicker Avenue. From this point, Route Alternative 3 would follow the Vector Pipeline corridor east and then northeasterly crossing predominantly agricultural areas for approximately 4.6 miles to the intersection with the Erie-Lackawanna Trail, a Rails-to-Trails recreational path. Route Alternative 3 would then turn to the northwest within the Erie-Lackawanna trail corridor, continuing for approximately 4.75 miles to the intersection with Enbridge's 6B Pipeline corridor south of the City of Griffith, Indiana. Route Alternative 3 would then turn to the west and follow the Chicago 6B Pipeline corridor for approximately 1.5 miles, terminating at the Enbridge terminals near Griffith / Schererville.

Table 1 presents a summary of the significant environmental characteristics of Route Alternative 3.

Route Alternative 3 would require an additional 12.95 miles of pipeline, affect an additional 91.85 acres of land, and require construction along an established recreational trail corridor when compared to the preferred route. Due to the significant additional length of pipeline required and construction-related impacts along the Erie-Lackawanna Trail, Enbridge determined that construction and operation of the facility along the Route Alternative 3 alignment was not optimum and eliminated this alternative from further consideration.