

John W. Morrison  
100 West Broadway, Suite 250  
P.O. Box 2798  
Bismarck, ND 58502-2798  
701.224.7534  
jmorrison@crowleyfleck.com



October 20, 2014

*Via Hand Delivery*

Mr. Darrell Nitschke  
Executive Director  
North Dakota Public Service Commission  
600 E. Boulevard, Dept. 408  
Bismarck, ND 58505-0480

In re: Meadowlark Midstream Company, LLC  
Divide Lateral Pipeline Project  
Divide and Williams Counties  
Case No.: PU-14-223  
Our File No.: 88-393-002

Dear Mr. Nitschke:

Enclosed please find the original and ten copies of the following documents in the captioned matter:

1. Affidavit of Dean R. Blikre (with attached exhibit);
2. Late-filed Exhibit 9 (map); and
3. Proposed Findings of Fact, Conclusions of Law and Order.

Please call should you have any questions. Thank you.

Very truly yours,

A handwritten signature in black ink, appearing to read "John W. Morrison".

John W. Morrison

lh  
enc.

cc: Kelsey Krapp (via email)  
Megan Davis (via email)  
William McCarthy (via email)

32 PU-14-223 Filed: 10/20/2014 Pages: 4  
Affidavit of Dean Blikre with map

## AFFIDAVIT

COUNTY OF WILLIAMS §

STATE OF NORTH DAKOTA §

Dean R. Blikre, being duly sworn, deposes and says:

1. I am North Dakota Construction Manager for Summit Midstream Partners, LLC and its subsidiary, Meadowlark Midstream Company, LLC ("Meadowlark"), and I submit this affidavit on behalf of Meadowlark in support of its application for a certificate of corridor compatibility and route permit in North Dakota Public Service Commission Case No. PU-14-223.
2. The photograph attached to this affidavit ("Exhibit A") depicts Meadowlark's existing 8 inch crude oil pipeline (the "Pipeline") as it enters Crestwood's Colt Rail Terminal ("CRT") located in Williams County North Dakota. The route of the existing pipeline is shown in red.
3. In order to utilize the CRT, the Pipeline had to connect to the meter point, selected by the owner of the CRT, that is shown on Exhibit A as the southern terminus of the pipeline ("Terminus").
4. The disturbed area north of the Terminus is a truck unloading facility associated with the CRT. The owner of the CRT would not permit Meadowlark to route the Pipeline through the truck unloading facility.
5. A railroad track runs in an east-west direction south of the truck unloading facility and north of the tank yard depicted on Exhibit A.
6. The only possible alternative for connection to the Terminus explored by Meadowlark is shown in yellow on Exhibit A.
7. The alternative shown in yellow was not a feasible or reasonable alternative for the following reasons:
  - a. It adds about  $\frac{3}{4}$  miles of pipe and right-right-of-way.
  - b. The owners of the CRT prohibited Meadowlark from crossing the truck lanes located on the eastern side of the alternative route.

- c. The railroad that owns the track located between the truck unloading facility and the tank yard discourages the laying of pipeline parallel to railroad tracks, which would have to be done if the yellow alternative route were utilized.
- d. The yellow alternative route would still be within 500 feet of several habitable structures where it enters the Terminus (the same structures that are within 500 feet of the existing route), thus not providing a measurable benefit to impacts on habitable structures when compared to the route of the existing pipeline.

IN WITNESS WHEREOF, the undersigned has executed this affidavit on 10-20,

2014.

Dean R Blikre

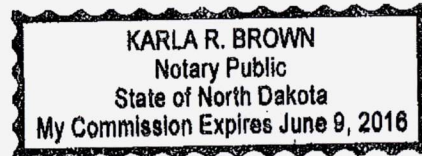
Dean R. Blikre  
North Dakota Construction Manager  
Meadowlark Midstream Company, LLC

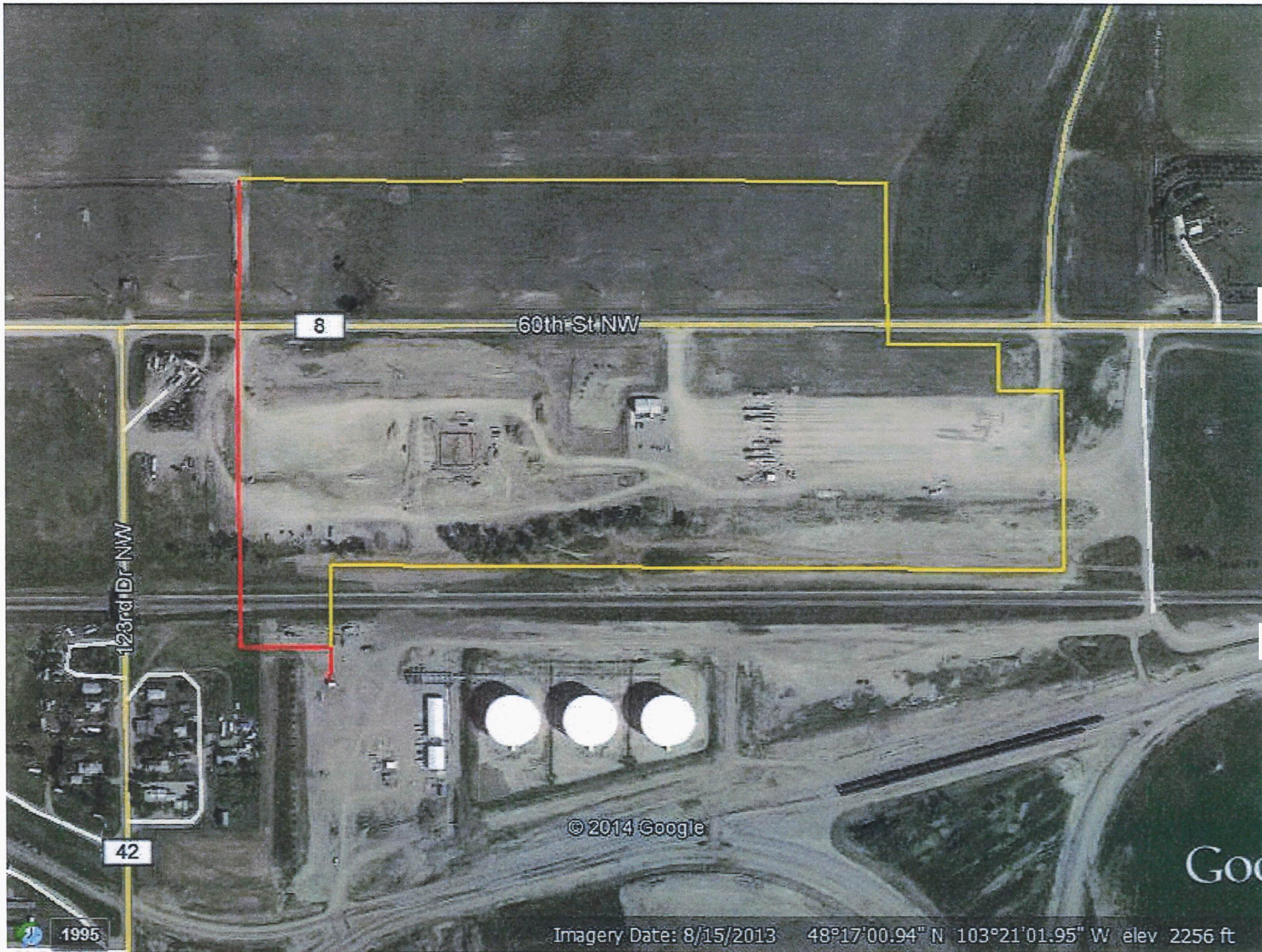
Sworn to and subscribed before me this 20 day of October, 2014.

Karla R Brown

Notary Public

My commission expires: June 9 2016





8

60th St NW

123rd Dr NW

42

© 2014 Google

Imagery Date: 8/15/2013 48°17'00.94" N 103°21'01.95" W elev 2256 ft

1995

Go