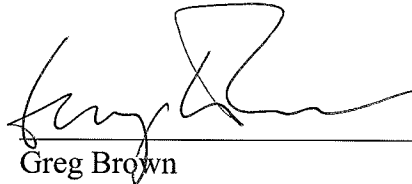


- 4) Each owner of real property on which the adjustment is to be located and any applicable governmental entity with an interest in the same adjustment area do not oppose the adjustment.
 - b. Files detailed field studies indicating exclusion and avoidance areas for an area encompassing the route outside the designated corridor equal to the length of the adjustment of the proposed corridor.
4. Pursuant to the statutory certification procedure set forth above, prior to the construction of the Project, Cenex proposes to adjust the Project route in three locations outside of the Commission approved 200-foot-wide Project corridor. *See*, PU-17-097 Order, Docket No. 100, Order Provision No. 2.
5. Upon issuance of the Order, Cenex moved to finalize the remaining right-of-way agreements. During final negotiations, Cenex agreed three route adjustments in Mountrail, Ward, and Williams Counties to accommodate landowner requests and zoning restrictions.
 - a. The first route adjustment is to satisfy zoning restrictions and the need for increased construction area in Mountrail County. The route adjustment extends 300-feet outside of approved Project corridor.
 - b. The second route adjustment is a result of a landowner request in Ward County. The route adjustment extends 3,520 feet outside of approved Project corridor.
 - c. The third route adjustment is to satisfy a landowner request in Williams County. The route adjustment remains within the approved 200-foot-wide corridor; however, the route adjustment requires additional work area outside of the approved corridor.
6. Cenex analyzed the potential impacts of the three route adjustments pursuant to the Commission's designated Avoidance and Exclusion Areas (N.D. Admin. Code § 69-06-08-02). The analysis did not identify additional Avoidance or Exclusion Areas along the three proposed route adjustments. As a result, construction activities for the adjustments are not anticipated to affect any known Avoidance or Exclusion Areas. N.D.C.C. § 49-22.1-15(3)(a)(1).
7. Attached hereto as Exhibit 1, is a memorandum containing corresponding Project maps that detail the analysis and depict the location of the route adjustments. N.D.C.C. § 49-22.1-15(3)(b). With respect to the route adjustment located in Ward County and depicted in Exhibit 1, the route crosses a delineated wetland. Cenex has committed to boring this wetland to avoid impacts.
8. Attached hereto as Exhibit 2, is concurrence from the State Historical Society of North Dakota regarding Cenex's Class III Cultural Resource Inventory for the route adjustments.

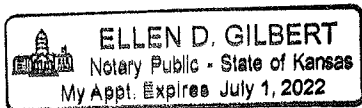
9. The route adjustments outside the approved 200-foot-wide corridor are no longer than one and one-half miles. N.D.C.C. § 49-22.1-15(3)(a)(2).
10. Cenex will continue to comply with the Commission's Order, laws, and rules designating the Project's corridor and route. N.D.C.C. § 49-22.1-15(3)(a)(3).
11. Each owner of real property on which the adjustments are to be located and any applicable governmental entity with an interest in the same adjustment area do not oppose the adjustment. N.D.C.C. § 49-22.1-15(3)(a)(4).



 Greg Brown
 President
 Cenex Pipeline, LLC

STATE OF KANSAS)
) ss.
 COUNTY OF MCPHERSON)

On this 19th day June 2019, before me personally appeared Greg Brown, known to me to be the President of the limited liability company that is described in and that executed the within instrument, and acknowledged to me that such limited liability company executed the same.



Ellen D. Gilbert
 Notary Public