

November 19, 2021

HAND DELIVERED

Mr. Steve Kahl
Executive Secretary/Director of Administration
North Dakota Public Service Commission
600 E Blvd Ave Dept 408
Bismarck, ND 58505-0480

**RE: Andeavor Field Services LLC
Case No. PU-18-072
8" and 6" NGL Pipelines
Billings, McKenzie, and Stark
Counties, North Dakota**

Dear Mr. Kahl:

Please find enclosed for filing in the above-referenced matter an original and five (5) copies of the Consolidated Application for Amended Order, Amended Certificates of Corridor compatibility and Amended Route Permits and Exhibit A maps, submitted on behalf of Andeavor Field Services LLC. A disk containing the above-referenced documents in PDF format is also provided.

Should you have any questions, please advise.

Sincerely,



LAWRENCE BENDER

LB/kl
Enclosures

Cc: Brian Johnson (*via electronic mail only*)

74492095.1

Attorneys & Advisors
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Bismarck, North Dakota
58501-1215

**BEFORE THE PUBLIC SERVICE COMMISSION
OF THE STATE OF NORTH DAKOTA**

**Andeavor Field Services LLC
8" & 6" NGL Pipelines – McKenzie, Billings, Stark
Siting Application**

CASE NO. PU-18-072

**CONSOLIDATED APPLICATION FOR AMENDED ORDER, AMENDED
CERTIFICATES OF CORRIDOR COMPATIBILITY AND AMENDED
ROUTE PERMITS**

On February 5, 2018, Andeavor Field Services LLC (“Andeavor”) filed with the North Dakota Public Service Commission (“Commission”) an Application for Waiver or Reduction of Procedures and Time Schedules and Consolidated Application for a Certificate of Corridor Compatibility and Route Permit (“Application”) to authorize the construction of three (3) separate pipeline segments for the transmission of mixed NGLs, commonly called “Y-Grade Product” (the “Project”). *See* Docket No. 1. On June 13, 2018, the Commission entered its Findings of Fact, Conclusions of Law and Order (“Order”) issuing (i) Certificate of Corridor Compatibility Number 205 (“Certificate No. 205”) and Route Permit Number 215 (“Permit No. 215”), (ii) Certificate of Corridor Compatibility Number 206 (“Certificate No. 206”) and Route Permit Number 216 (“Permit No. 216”), and (iii) Certificate of Corridor Compatibility Number 207 (“Certificate No. 207”) and Route Permit Number 217 (“Permit No. 217”) for the Project. *See* Docket No. 64.

Certificate No. 205 designates a corridor for the construction, operation, and maintenance of approximately 17 miles of 8-inch pipeline in McKenzie County, North Dakota, for the transportation of natural gas liquids (the “North Segment”). As set forth in the Order, the designated corridor for the North Segment “is depicted in Hearing Exhibit 1, Appendix A, North Segment Siting Criteria Topography, maps 1 through 5.” Permit No. 215 designates the route for

the North Segment. As set forth in the Order, the designated route for the North Segment “is depicted in Hearing Exhibit 1, Appendix A, North Segment Siting Criteria Topography, maps 1 through 5.”

Certificate No. 206 designates a corridor for the construction, operation, and maintenance of approximately 22 miles of 8-inch pipeline in Billings and Stark Counties, North Dakota, for the transportation of natural gas liquids (the “South Segment”). As set forth in the Order, the designated corridor for the South Segment “is depicted in Hearing Exhibit 1, Appendix A, South Segment Siting Criteria Topography, maps 1 through 6.” Permit No. 216 designates the route for the South Segment. As set forth in the Order, the designated route for the South Segment “is depicted in Hearing Exhibit 1, Appendix A, South Segment Siting Criteria Topography, maps 1 through 6.”

Certificate No. 207 designates a corridor for the construction, operation, and maintenance of approximately 5 miles of four (4) separate 6-inch pipelines in Billings and Stark Counties, North Dakota, for the transportation of ethane, propane, butane and natural gasoline (the “Transfer Line”). As set forth in the Order, the designated corridor for the Transfer Line “is depicted in Hearing Exhibit 1, Appendix A, Transfer Line Siting Criteria Topography, maps 1 through 2.” Permit No. 217 designates the route for the Transfer Line. As set forth in the Order, the designated route for the Transfer Line “is depicted in Hearing Exhibit 1, Appendix A, Transfer Line Siting Criteria Topography, maps 1 through 2.”

On May 13, 2020, Andeavor filed as-built survey maps of the Project with the Commission. *See* Docket No. 83. On September 25, 2020, the Commission filed a Notice of Noncompliance alleging that the as-built route does not coincide with the route designated by the Commission's June 13, 2018 Order. *See* Docket No. 86. Andeavor constructed the Project

intending to match the route set forth in the maps identified in the Commission's Order; however, even the most precise and accurate construction equipment and technology cannot guarantee placement of the pipe exactly on the centerline depicted in said maps.

Accordingly, Andeavor submits the as-built maps of the Project attached hereto and marked as Exhibit A and requests that the Commission amend its June 13, 2018 Order and issue Amended Certificates of Corridor Compatibility Nos. 205, 206 and 207 and Amended Permit Nos. 215, 216 and 217 to Andeavor designating the corridor and route for the Project as depicted on Exhibit A attached hereto.

Andeavor requests that the Commission waive the hearing requirement in its entirety and proceed by virtue of its notice and opportunity for hearing procedure in consideration of this application. In support of this request, Andeavor submits the following:

1. The Project is completed and no further disturbance through additional construction activity or route adjustments are necessary.
2. Andeavor has previously submitted a certification to the Commission identifying certain as-built route and corridor adjustments for the Project ("Certification"). *See* Docket No. 88. The Certification identifies all portions of the Project located outside of the designated corridor for the Project. *Id.* As set forth in the Certification, (i) the length of each route adjustment located outside of the designated corridor was less than one and one-half miles (7,920 feet), and (ii) each route adjustment fell within the one (1) mile study corridor identified in Andeavor's Application (the "Study Area"). *Id.* As set forth in Andeavor's Application, no known exclusion or avoidance areas were identified within the Study Area for the Project and thus no known exclusion or avoidance areas are

affected by the route and corridor adjustments and associated construction activities identified in the Certification. *See* Docket No. 1.

3. Except as set forth in the Certification, the route deviations identified in the Commission's September 25, 2020 Notice of Noncompliance are all located within the corridor designated in the Commission's June 13, 2018 Order.

4. The corridor set forth on Exhibit A is entirely located within the one (1) mile Study Area identified in Andeavor's Application. Accordingly, no known exclusion or avoidance areas are affected by the route and corridor adjustments set forth on Exhibit A attached hereto.

5. The North Dakota State Historic Preservation Office has concurred with the recommendation of "No Historic Properties Affected" for the Project. *See* Andeavor Application, pp. 17-18, Docket No. 1.

6. Andeavor believes that the Commission has all the necessary information available in this application and the prior submissions filed in this case in order to issue a decision, thereby making the formal hearing process unnecessary.

Based on the foregoing, North Dakota Century Code Sections 49-22.1-06 and 49-22.1-07, and North Dakota Administrative Code Section 69-02-02-04, Andeavor requests that the Commission amend its June 13, 2018 Order and issue Amended Certificates of Corridor Compatibility Nos. 205, 206 and 207 and Amended Permit Nos. 215, 216 and 217 to Andeavor designating the corridor and route for the Project as depicted on Exhibit A attached hereto. For the reasons stated herein, Andeavor requests that the Commission waive the hearing requirement in its entirety and proceed by virtue of its notice and opportunity for hearing procedure in consideration of this application.

Dated this 19th day of November, 2021.

FREDRIKSON & BYRON, P.A.

A handwritten signature in blue ink, appearing to be 'LB', is written over a horizontal line. A long, thin blue diagonal stroke extends from the top right of the signature area towards the upper right corner of the page.

By:

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Attorneys for Andeavor Field Services LLC



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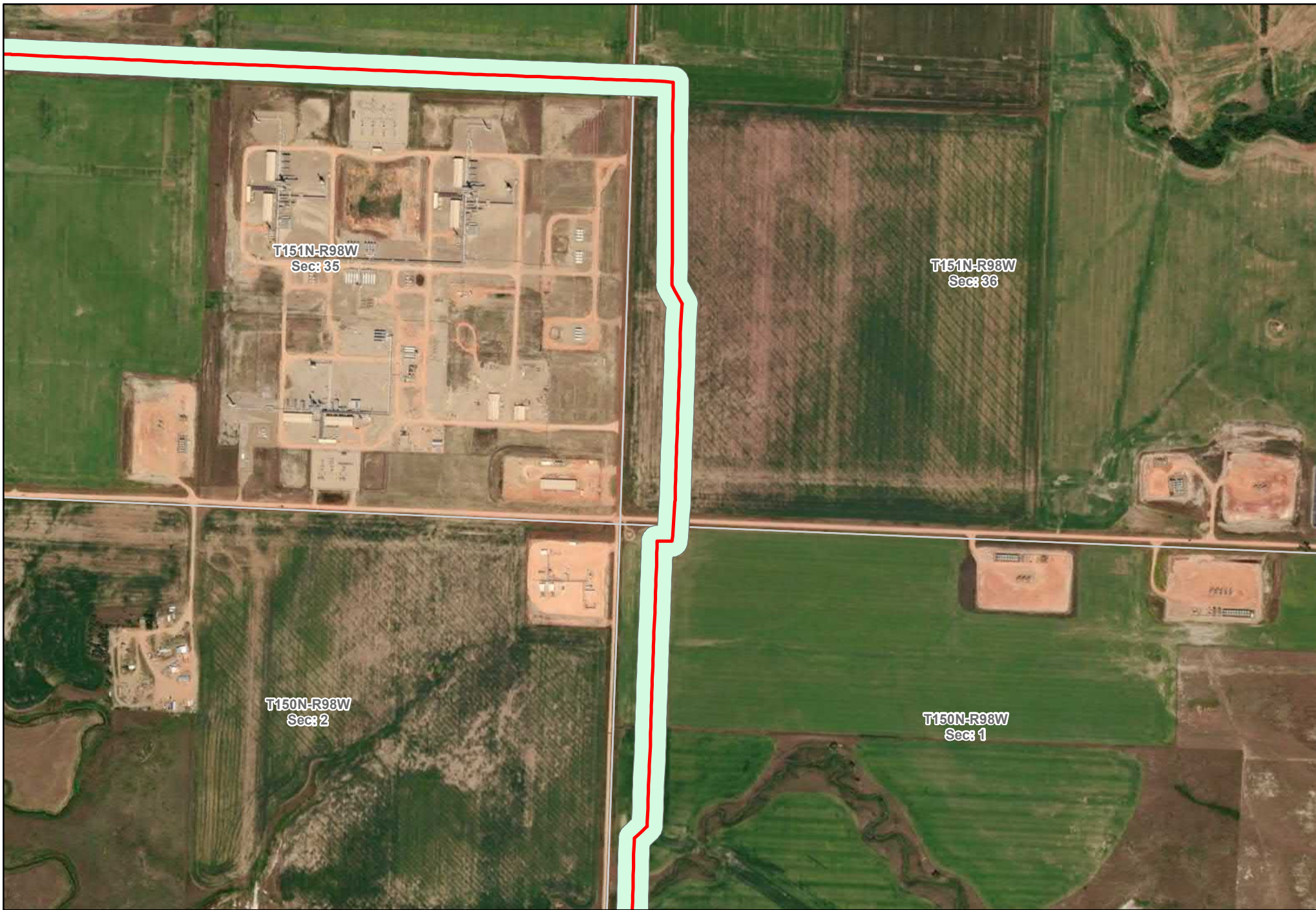
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EXHIBIT A
Case No. PU-18-072

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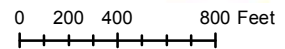
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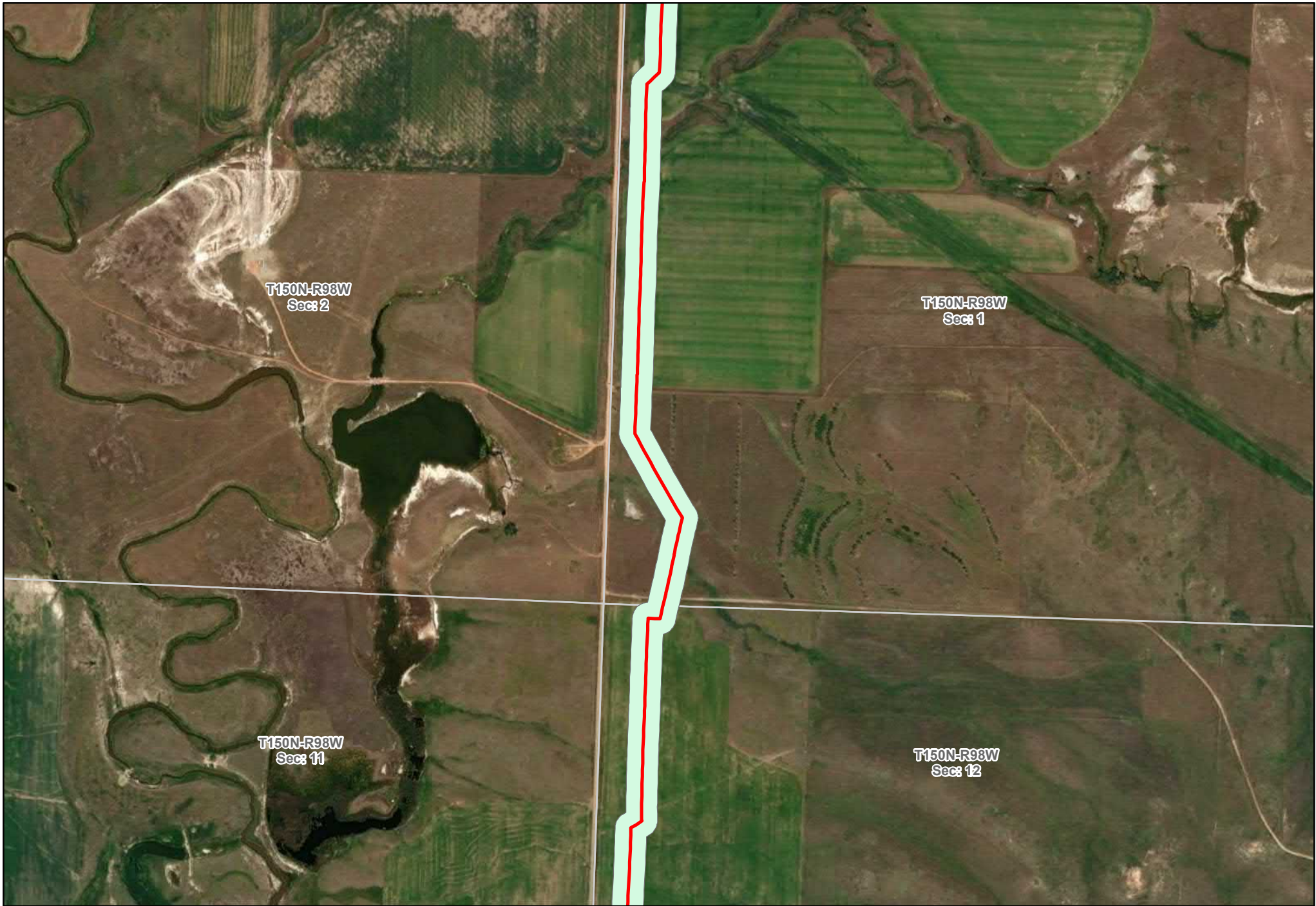




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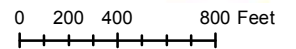
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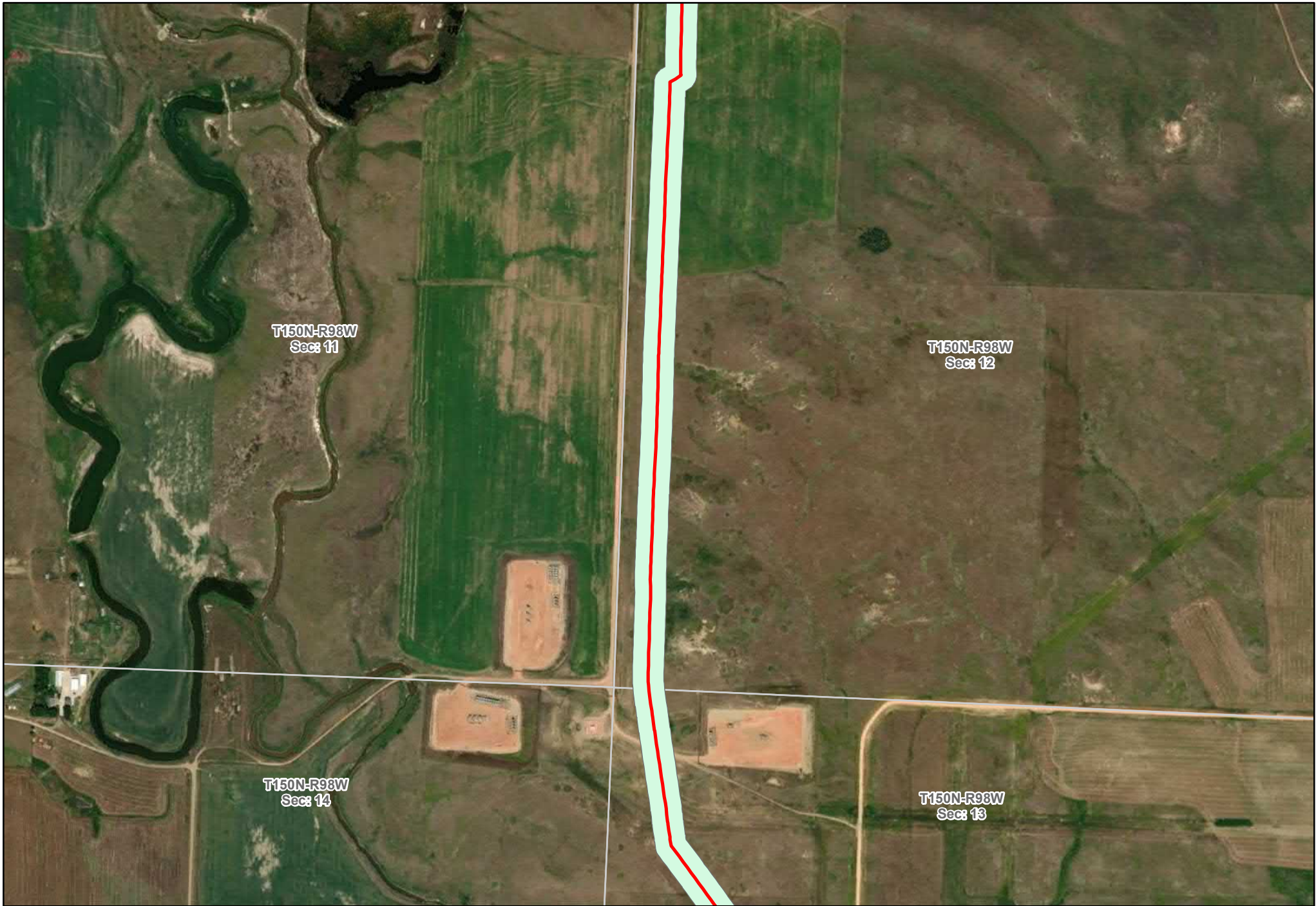




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Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





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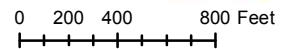
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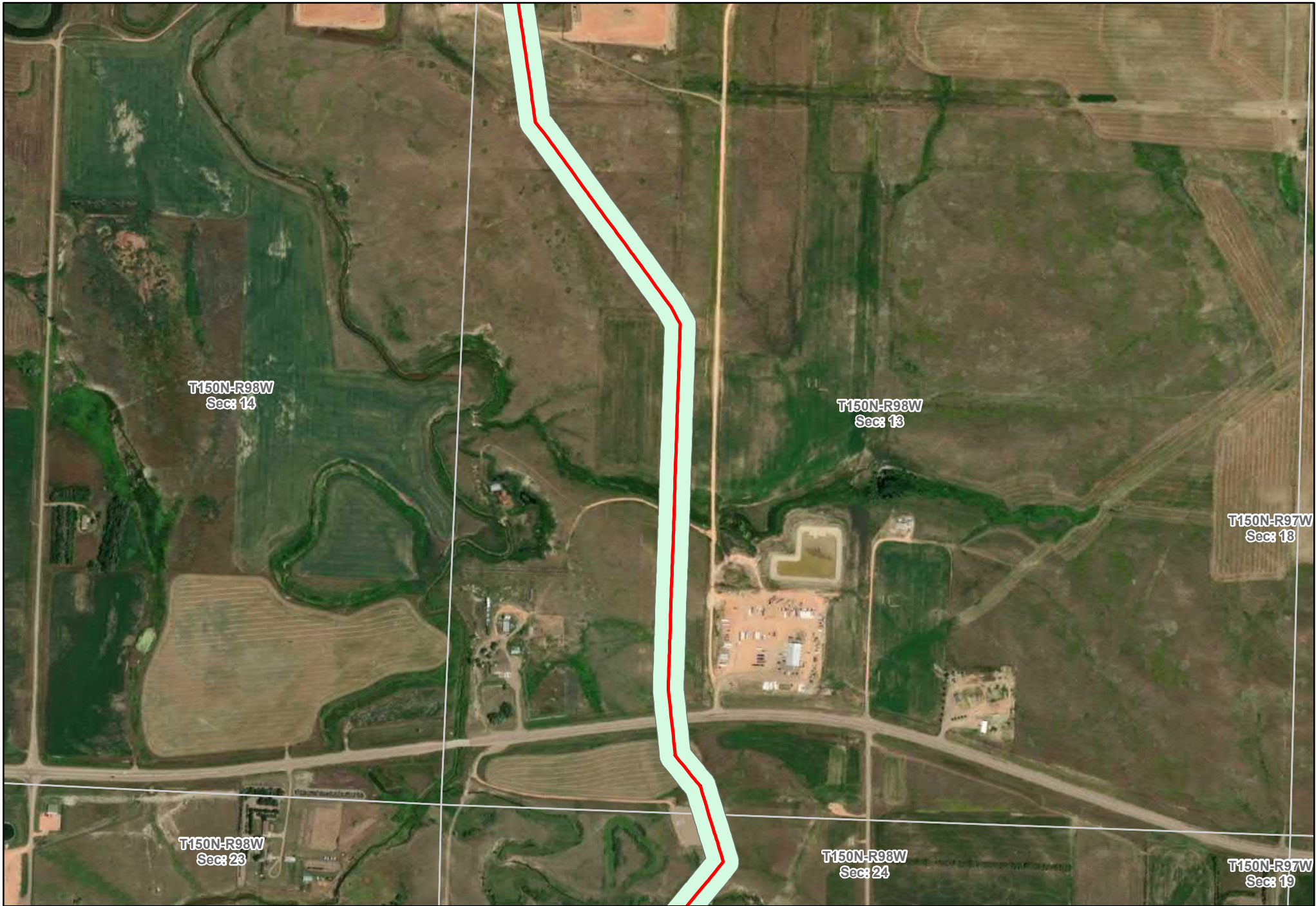
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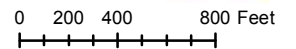
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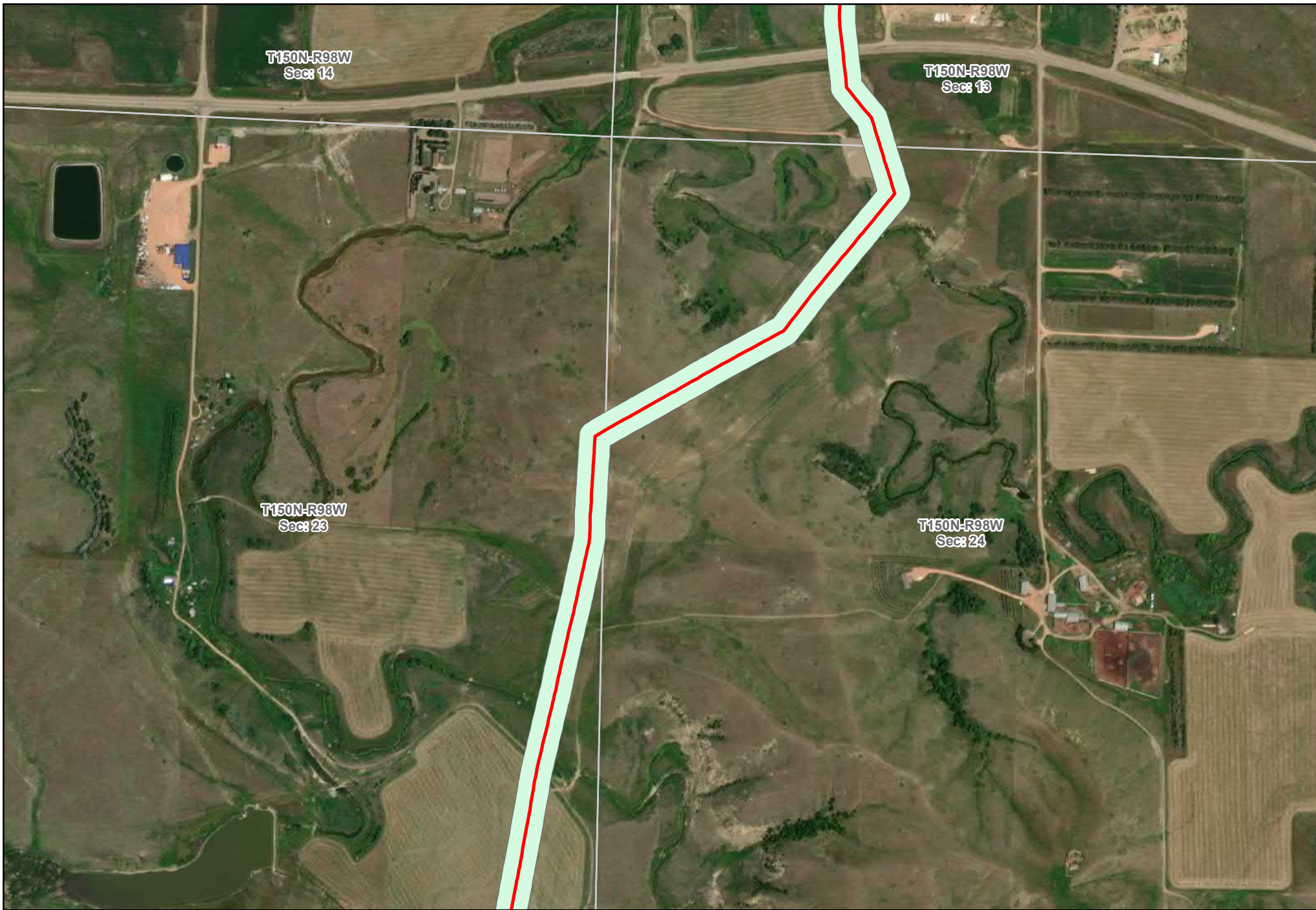




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Corridor (200' width)

Y-Grade Corridor and As Built Centerline





— As Built Centerline
Corridor (200' width)

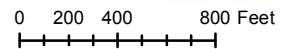
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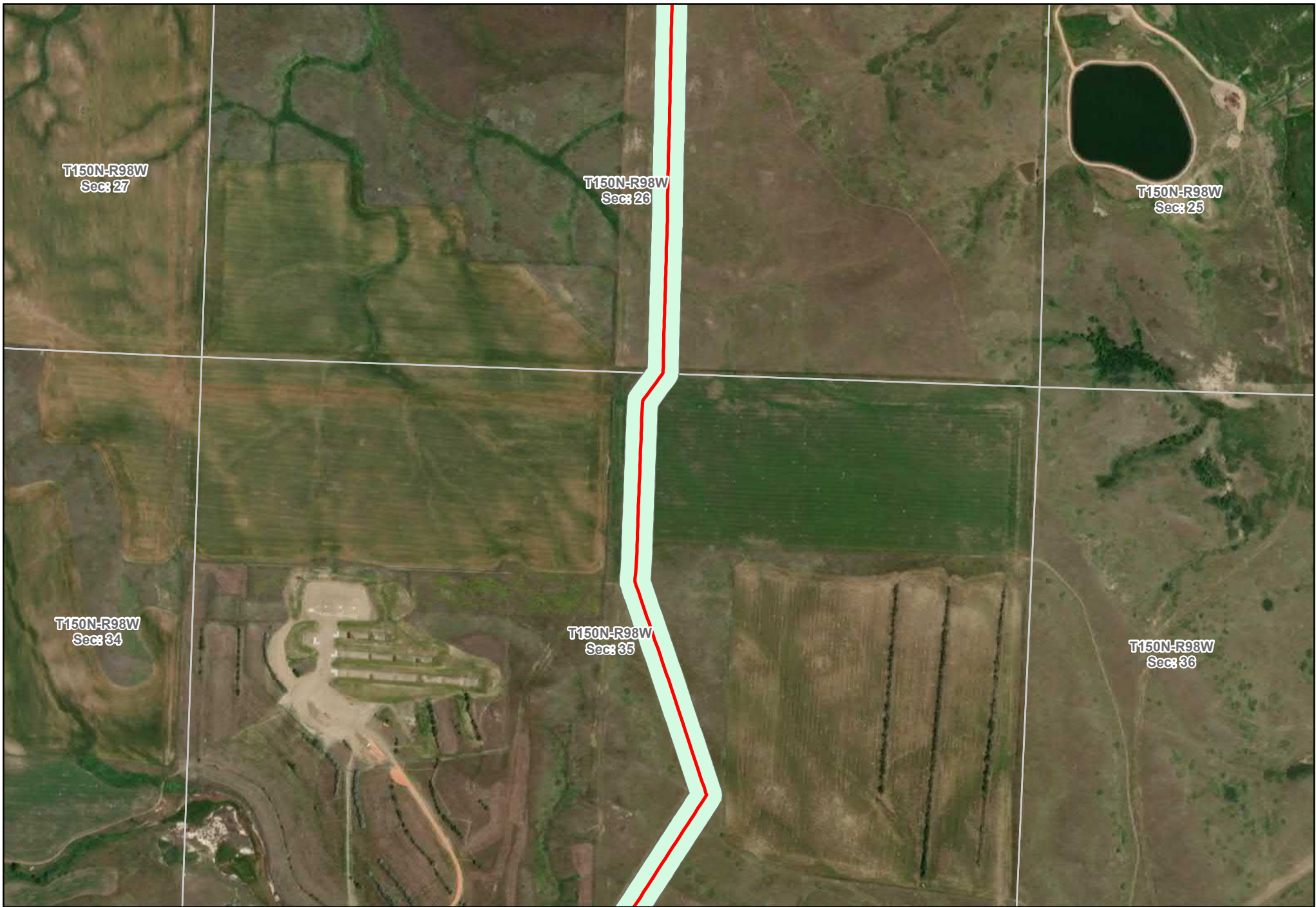




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Corridor (200' width)

Y-Grade Corridor and As Built Centerline





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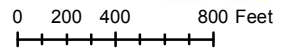
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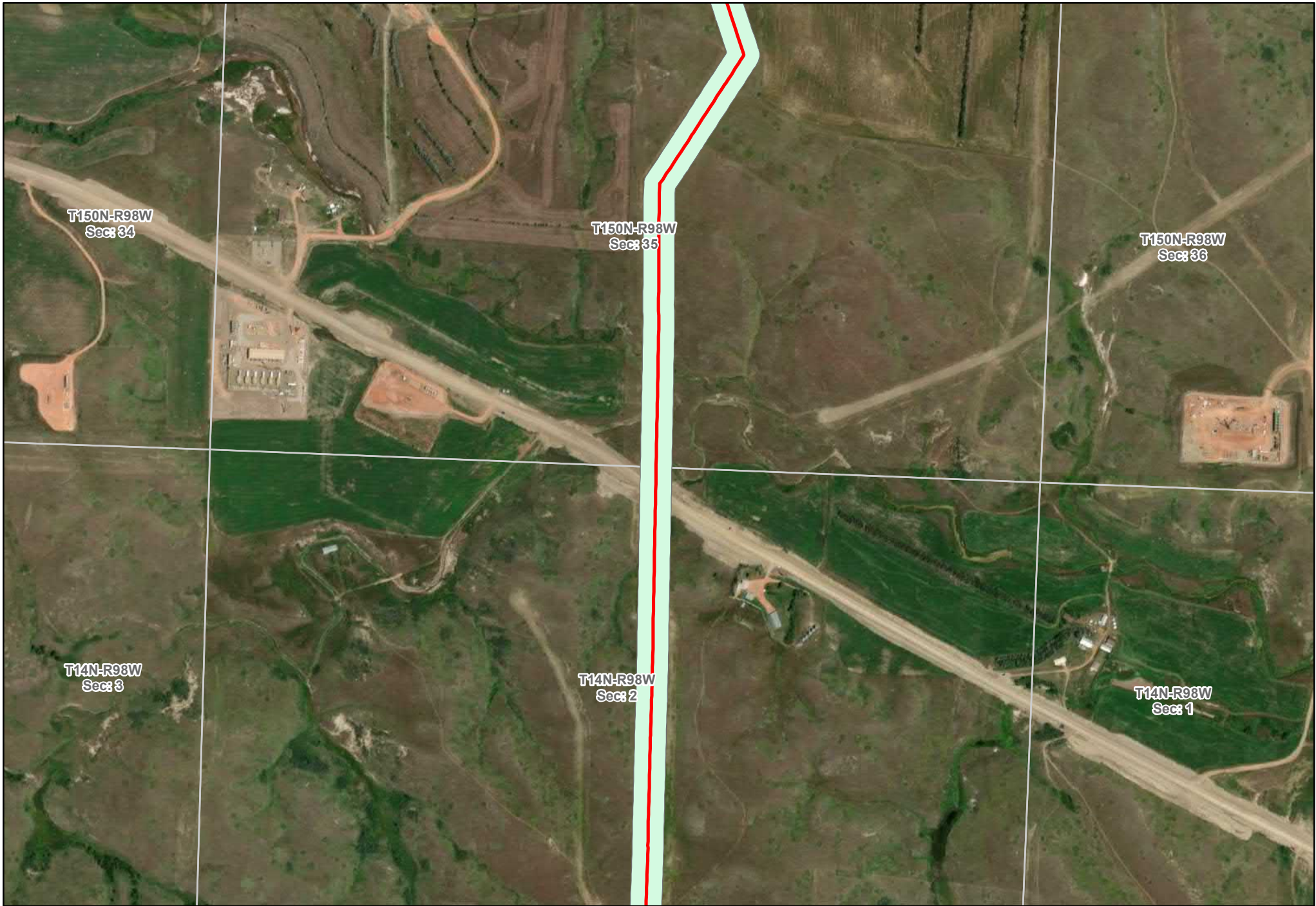
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— As Built Centerline
Corridor (200' width)

Y-Grade Corridor and As Built Centerline

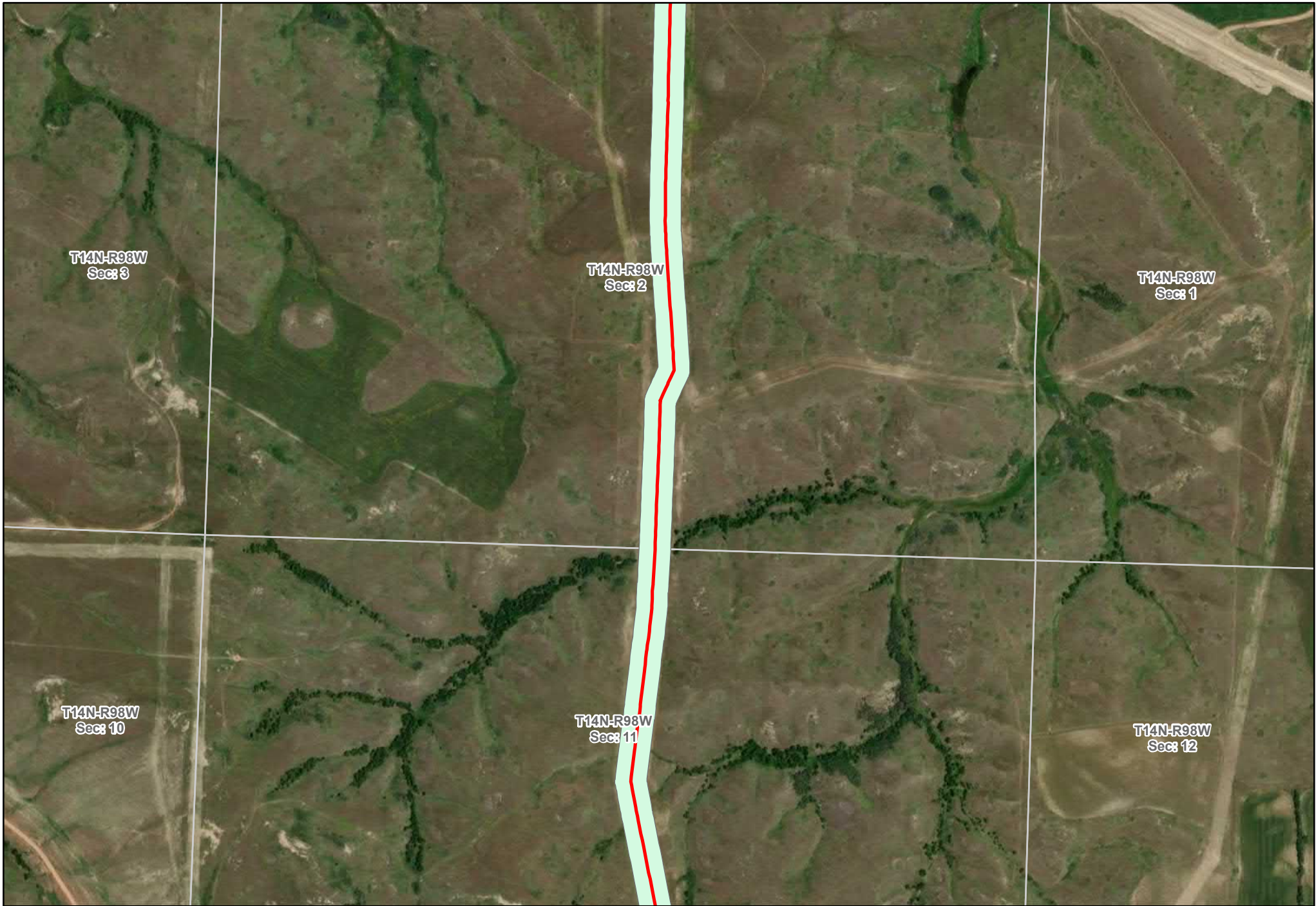




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Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





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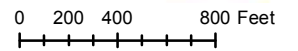
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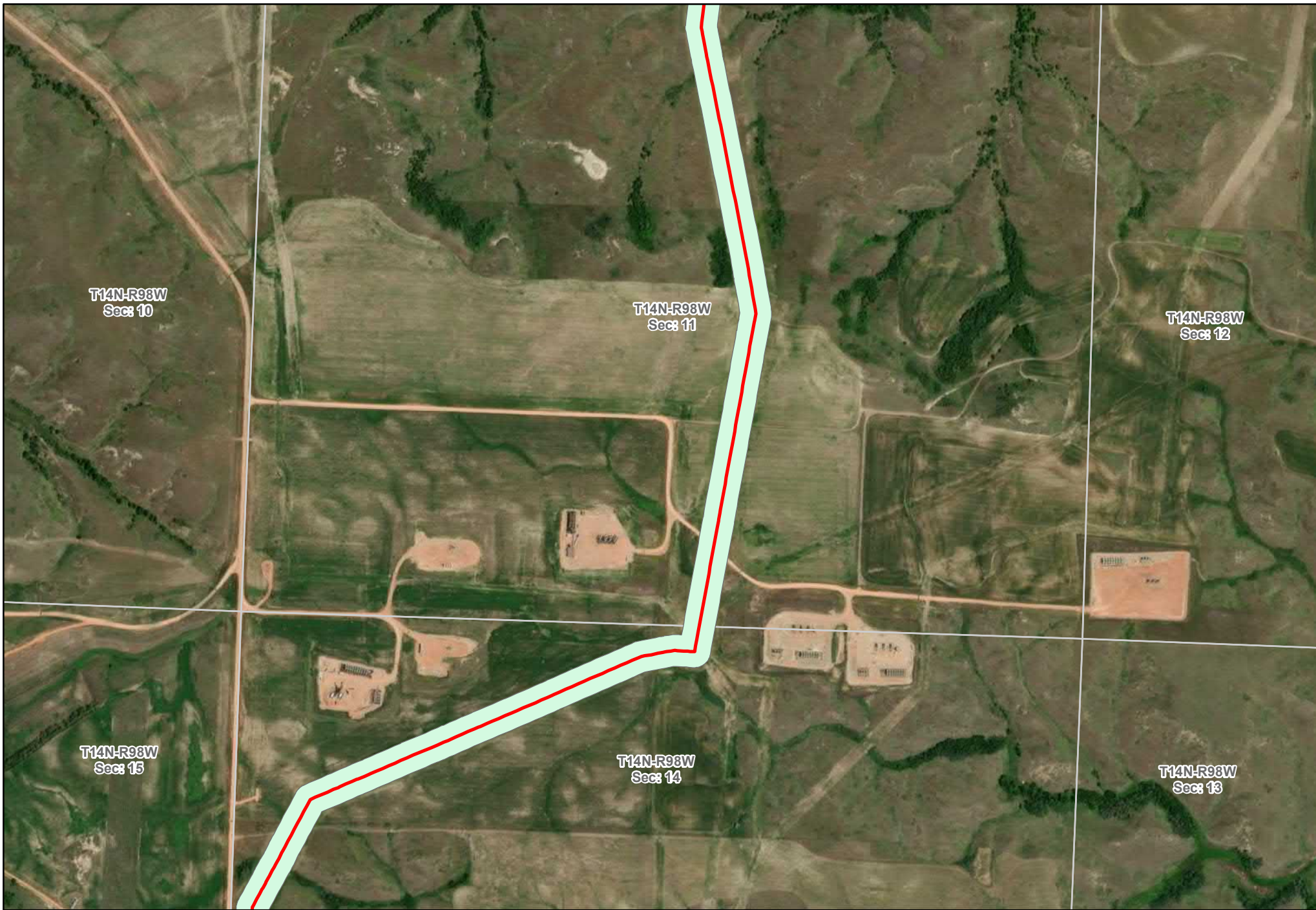
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— As Built Centerline
Corridor (200' width)

Y-Grade Corridor and As Built Centerline





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
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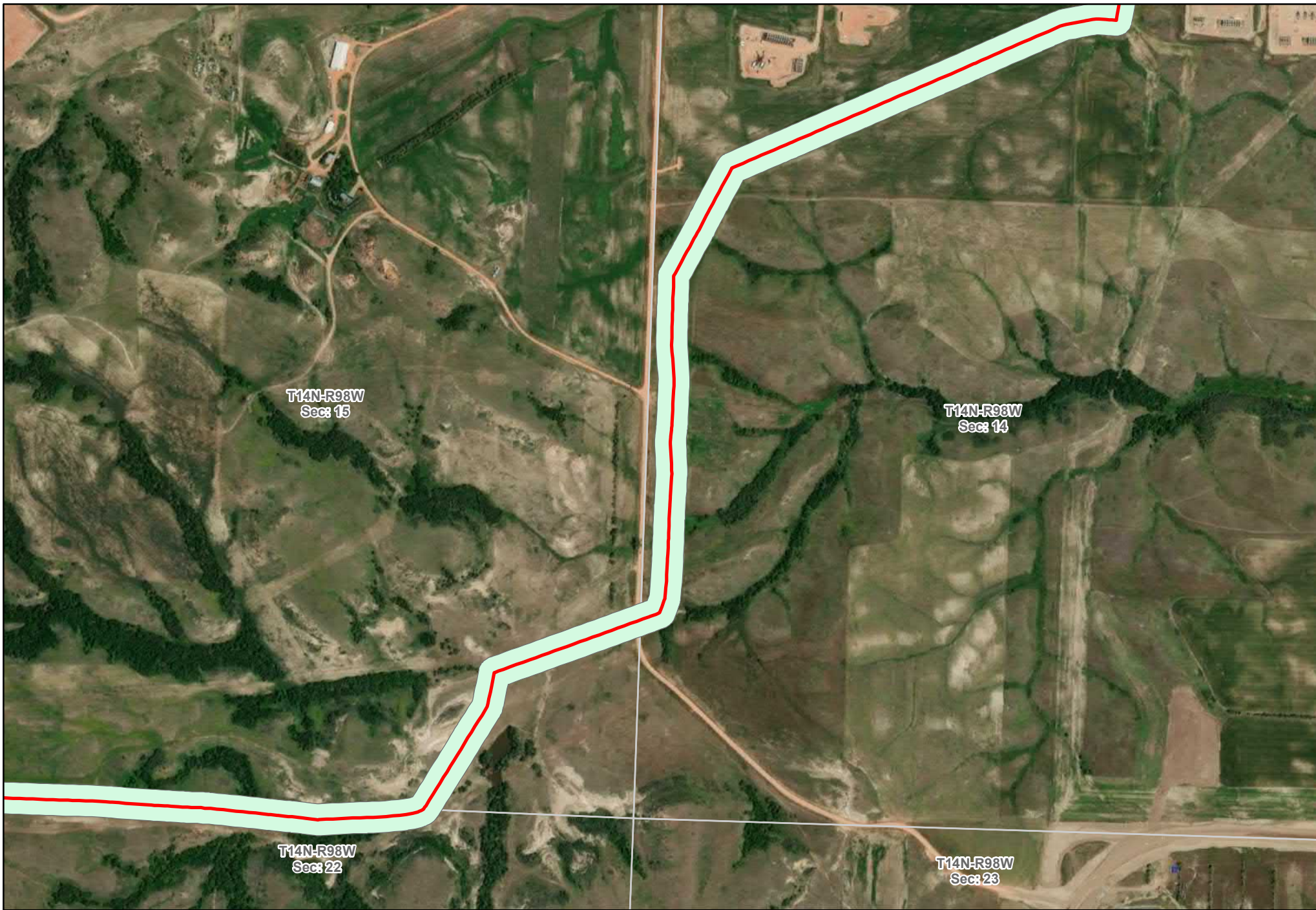
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-  As Built Centerline
-  Corridor (200' width)

Y-Grade Corridor and As Built Centerline





— As Built Centerline
Corridor (200' width)

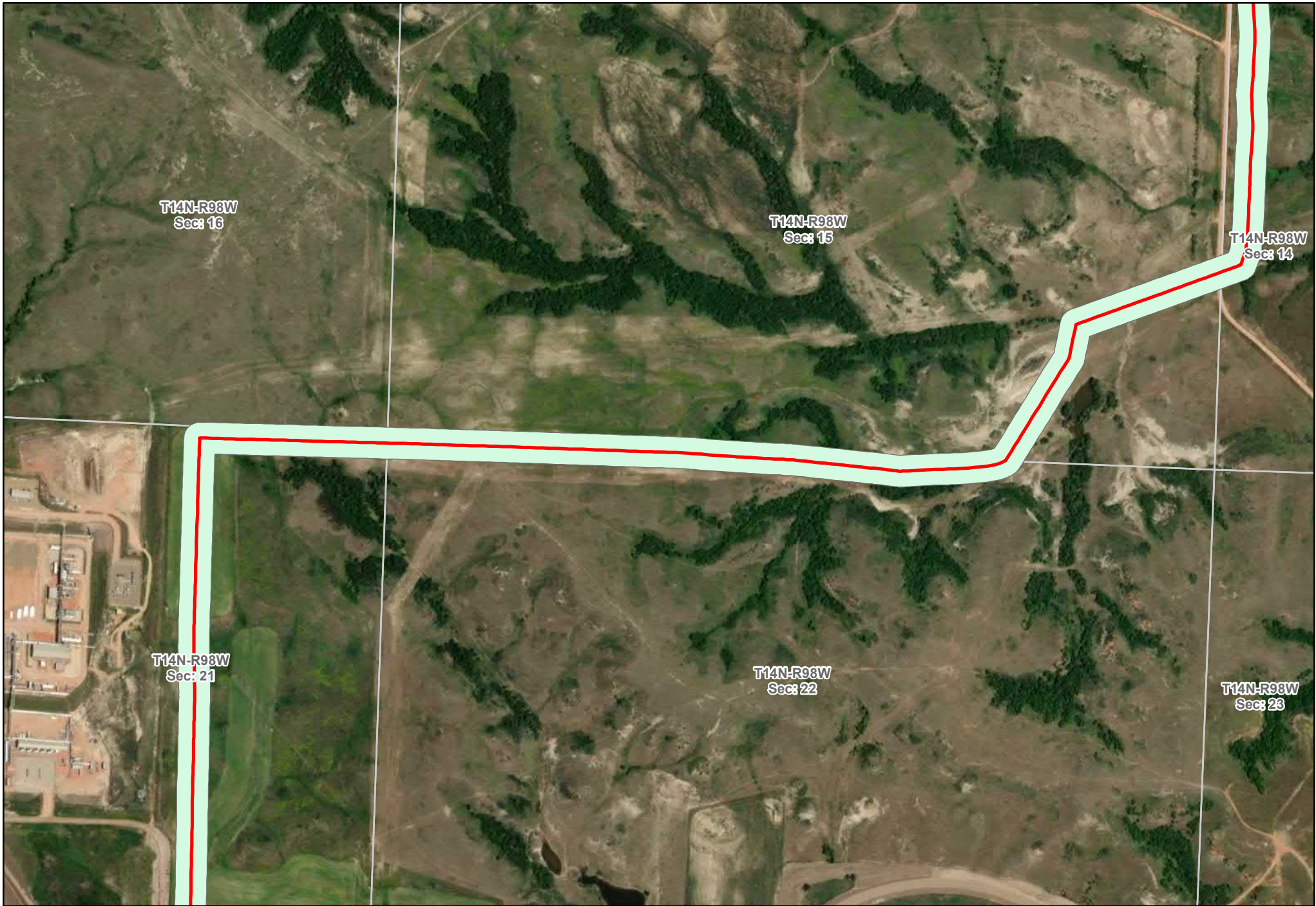
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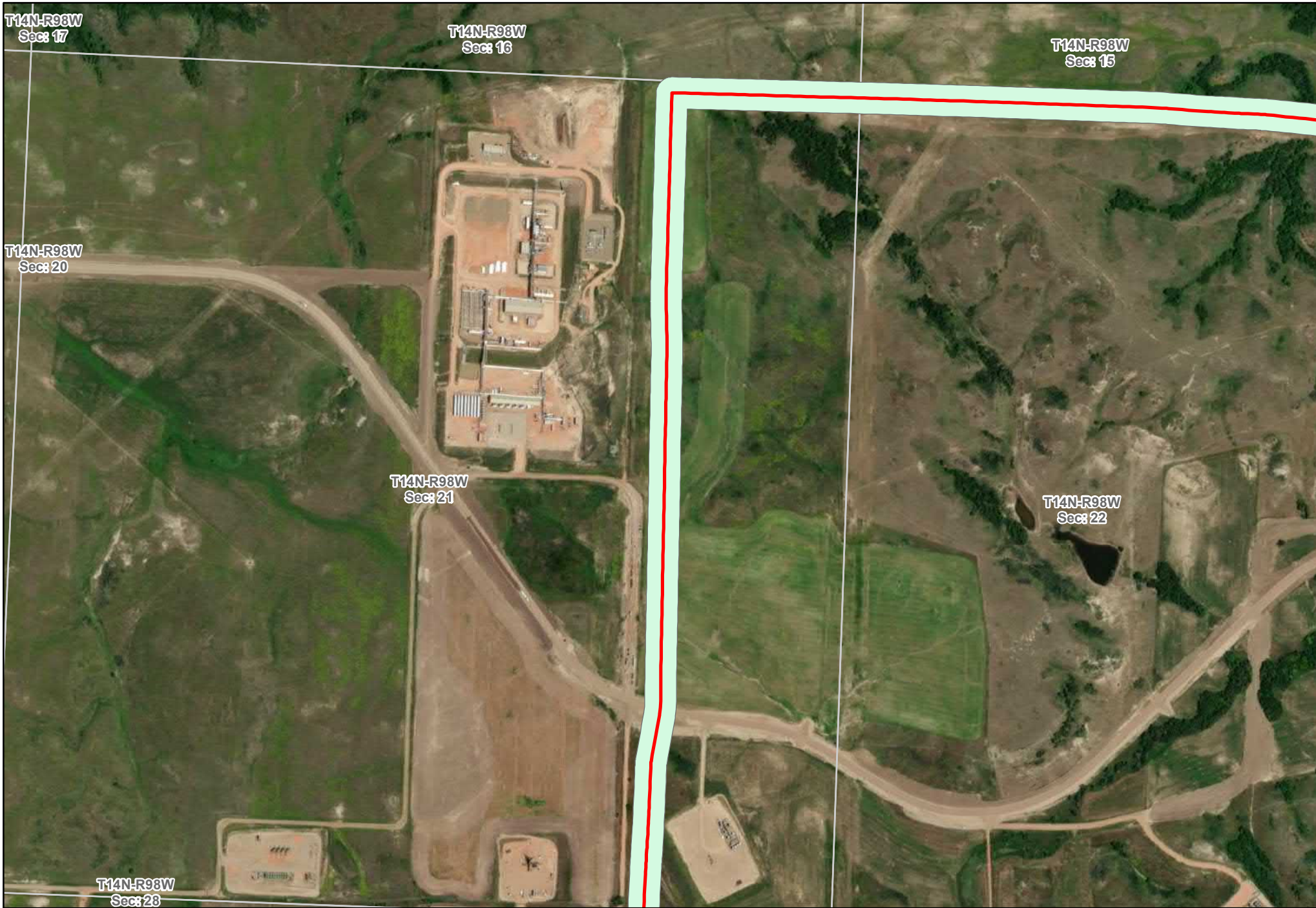
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— As Built Centerline
Corridor (200' width)

Y-Grade Corridor and As Built Centerline





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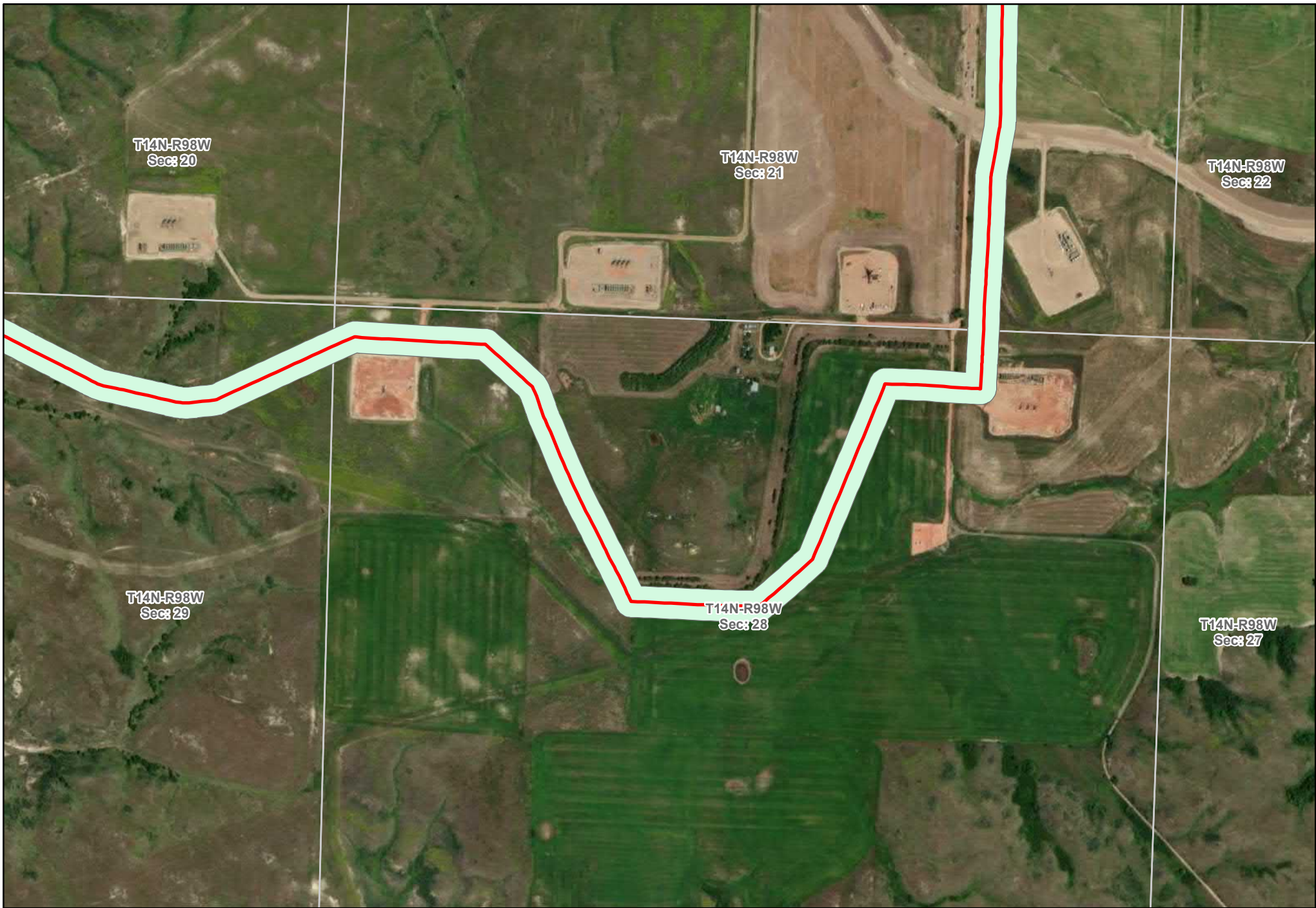
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 ■ Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





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— As Built Centerline
Corridor (200' width)

Y-Grade Corridor and As Built Centerline





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Corridor (200' width)

Y-Grade Corridor and As Built Centerline

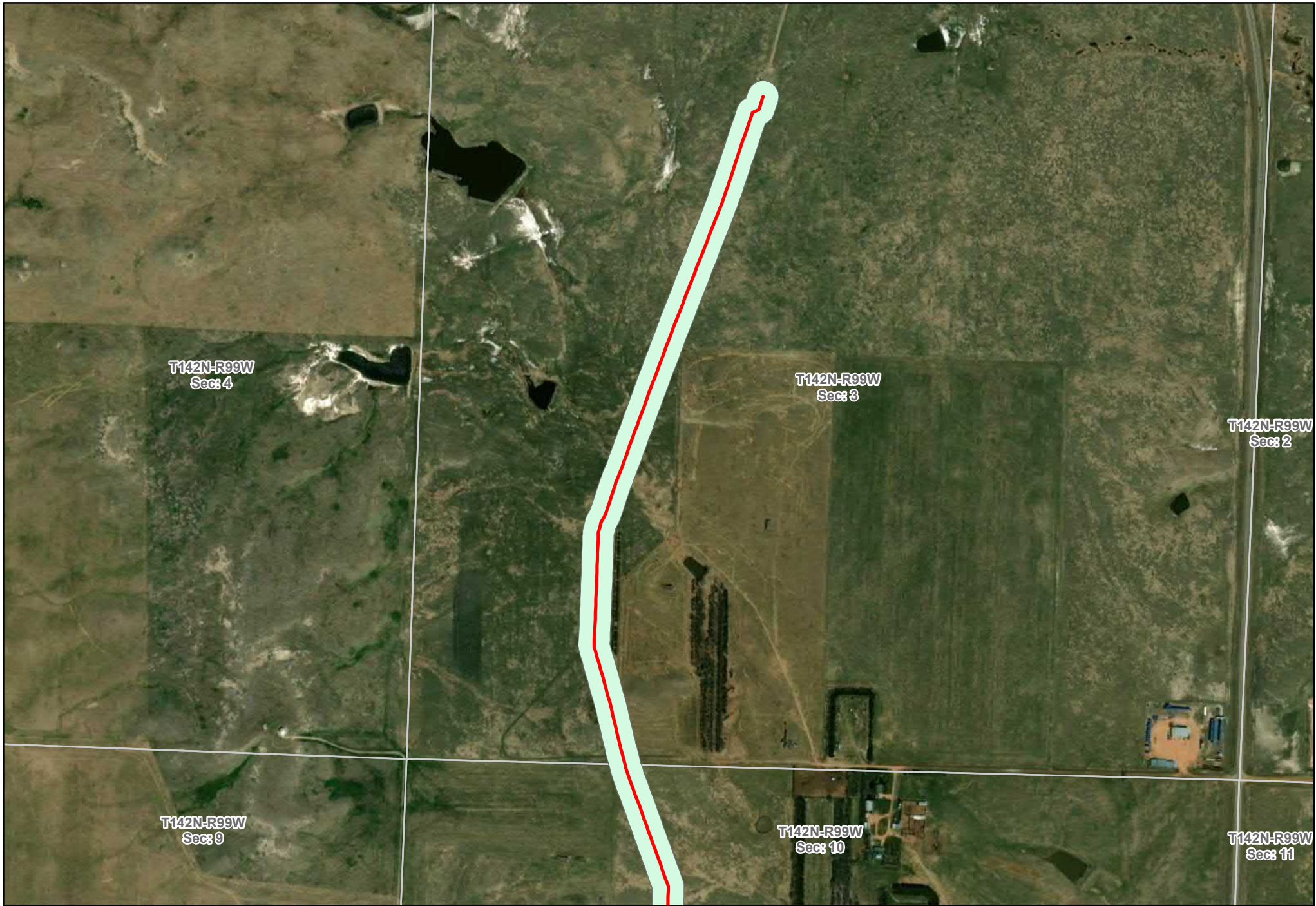




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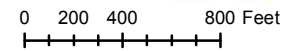
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As Built Centerline**





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Corridor (200' width)

Y-Grade Corridor and As Built Centerline



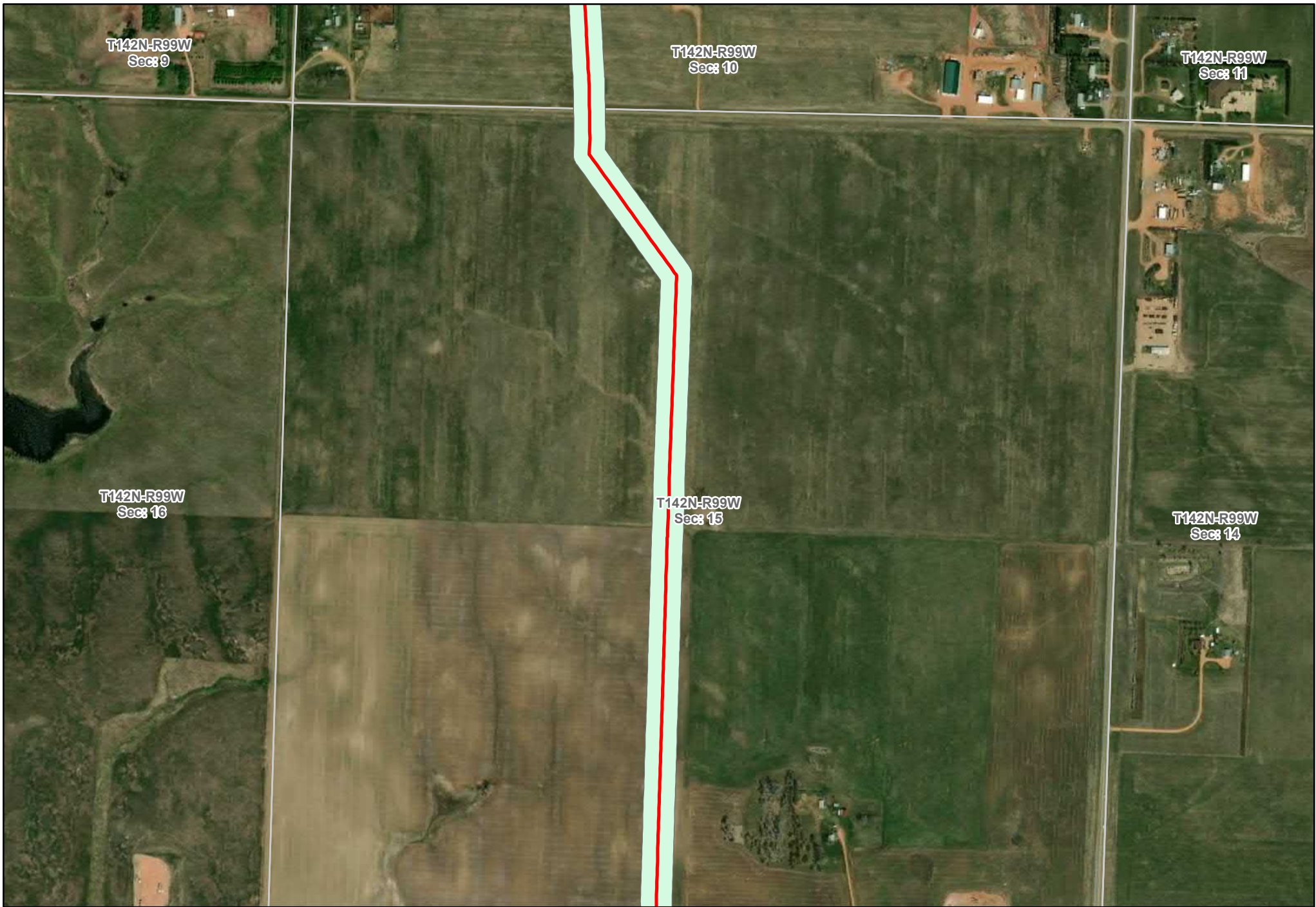


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As Built Centerline

Corridor (200' width)

Y-Grade Corridor and As Built Centerline





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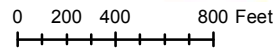
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Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





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
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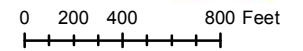
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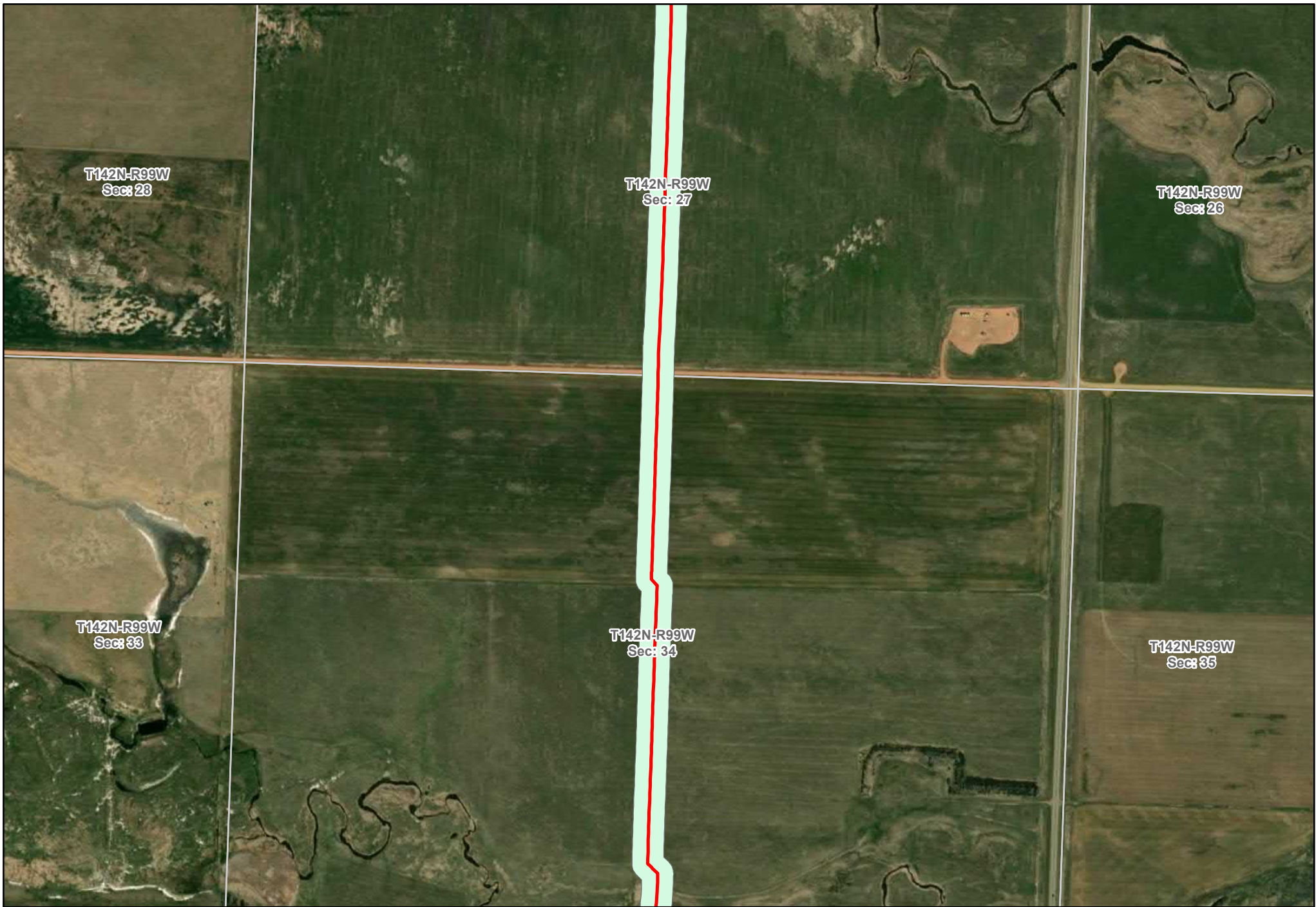
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-  As Built Centerline
-  Corridor (200' width)

Y-Grade Corridor and As Built Centerline

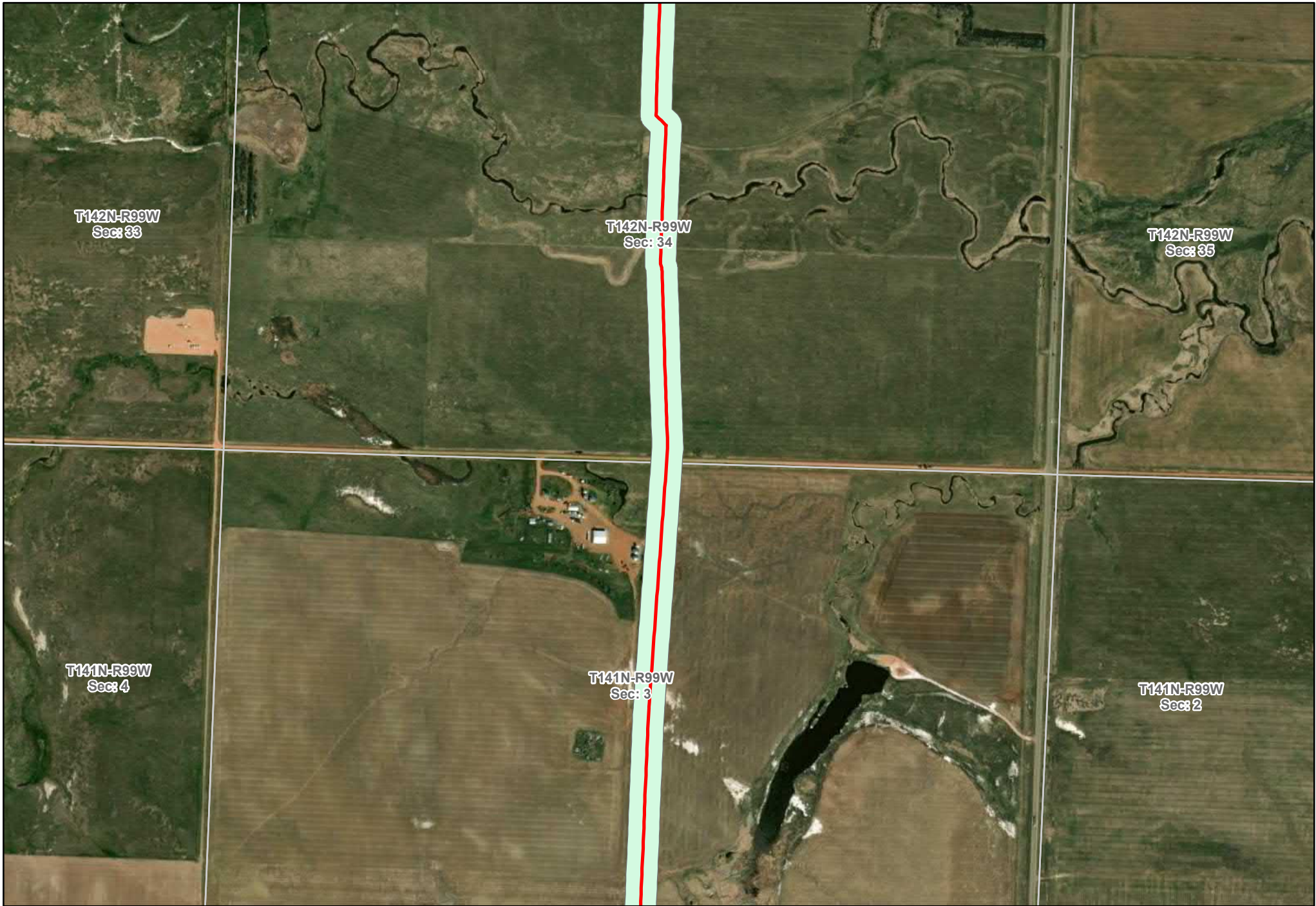




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**Y-Grade Corridor and
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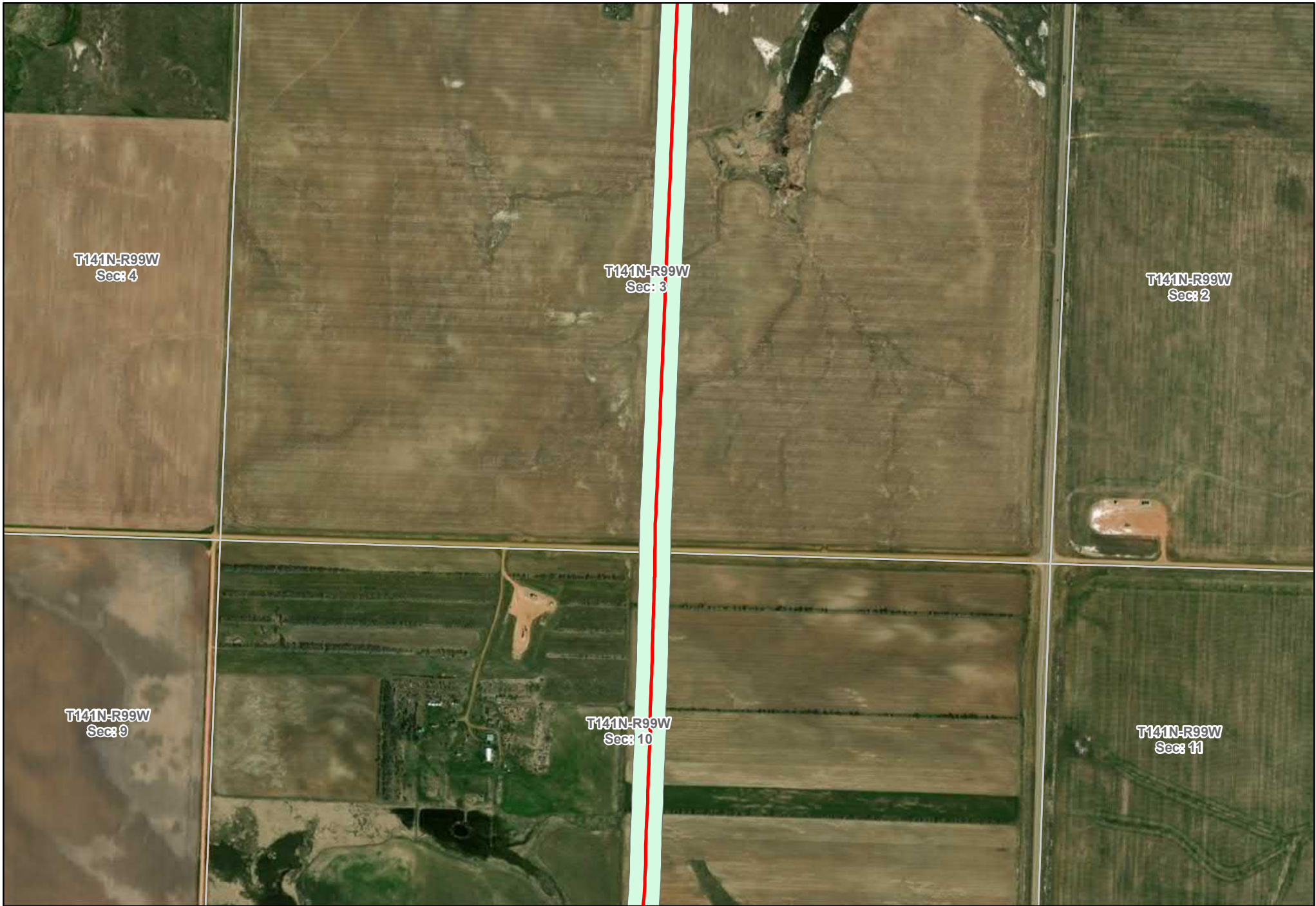




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Corridor (200' width)

**Y-Grade Corridor and
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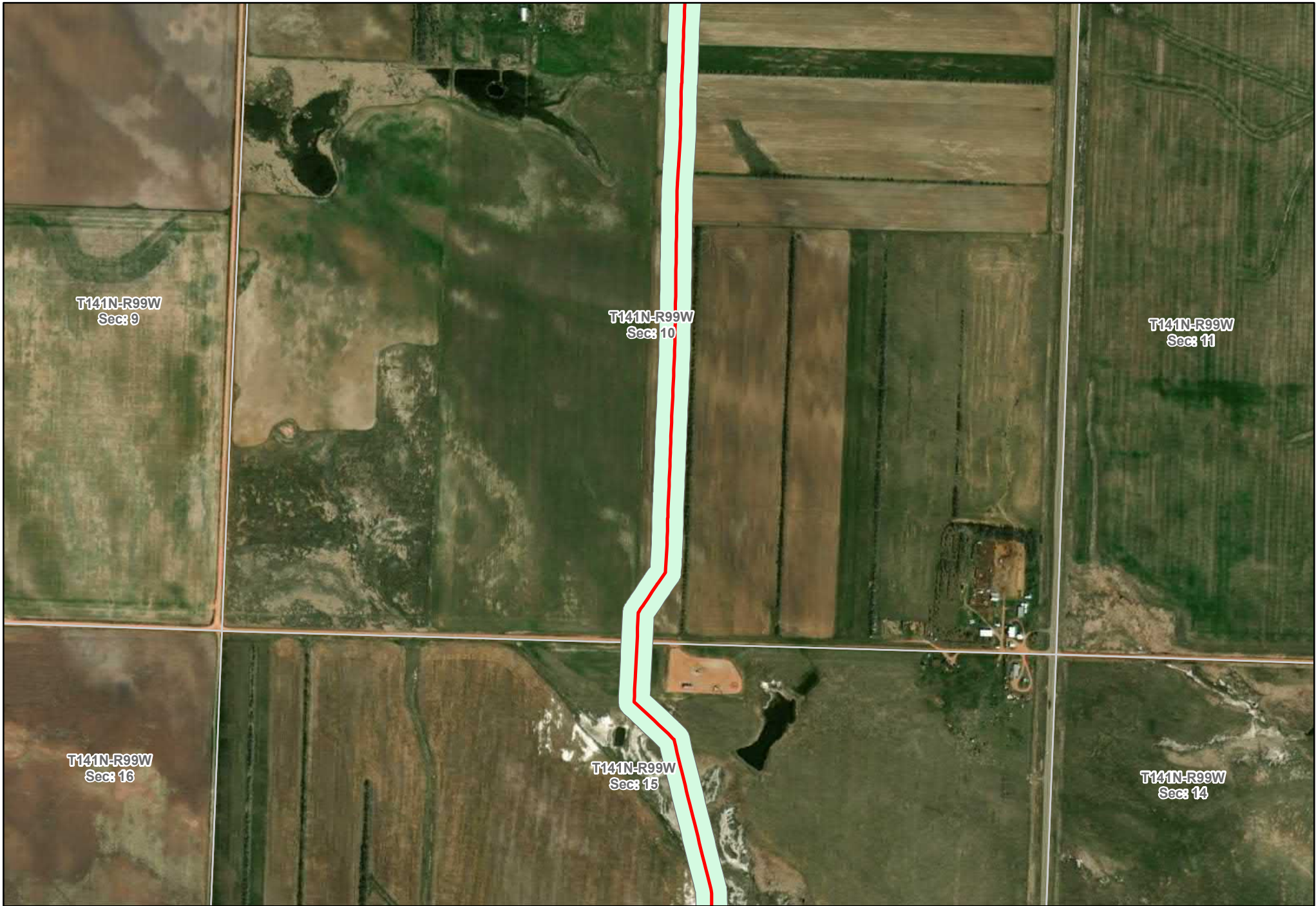
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Y-Grade Corridor and As Built Centerline





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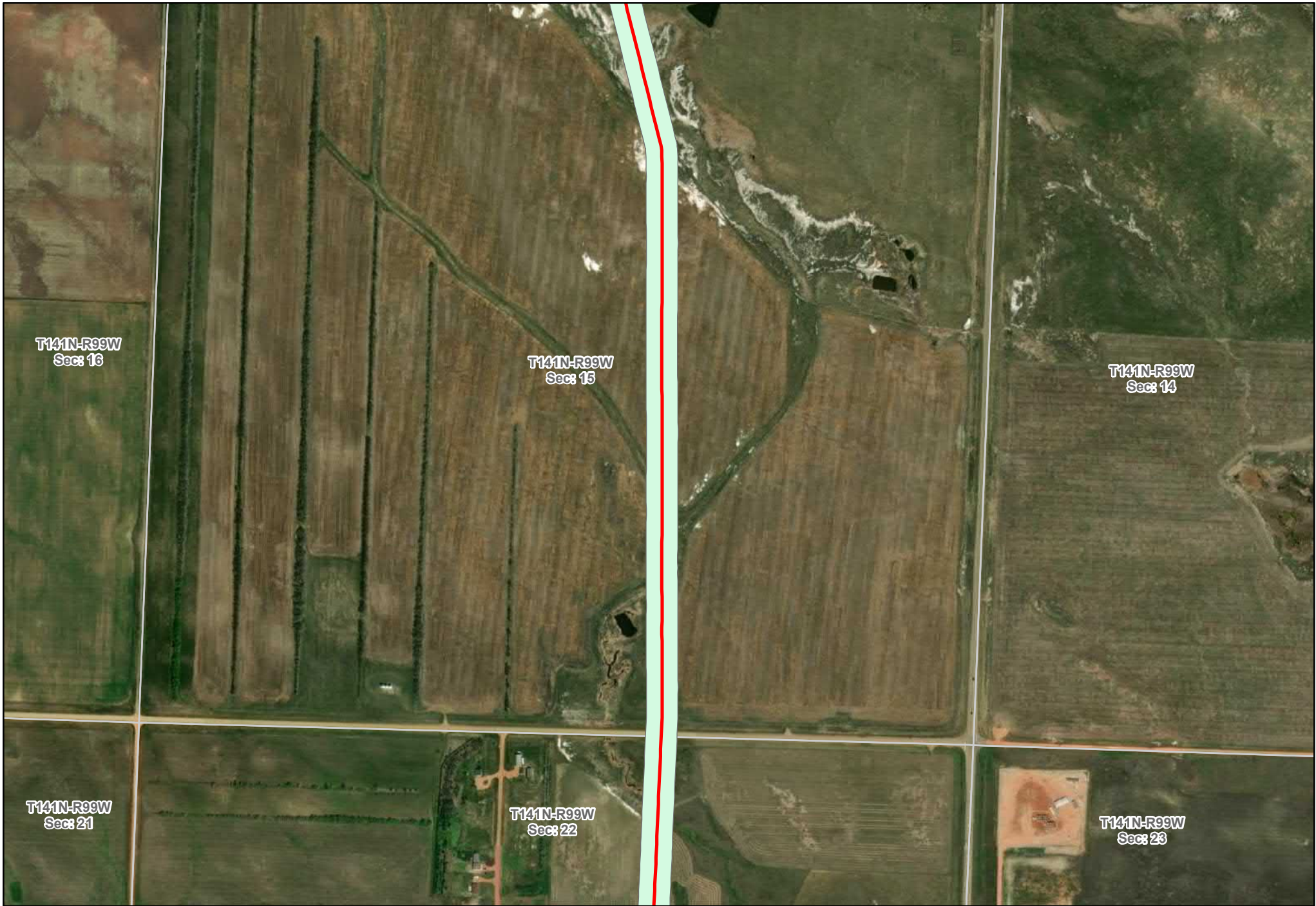
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— As Built Centerline
Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





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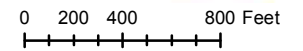
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- As Built Centerline
- Corridor (200' width)

Y-Grade Corridor and As Built Centerline





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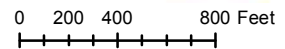
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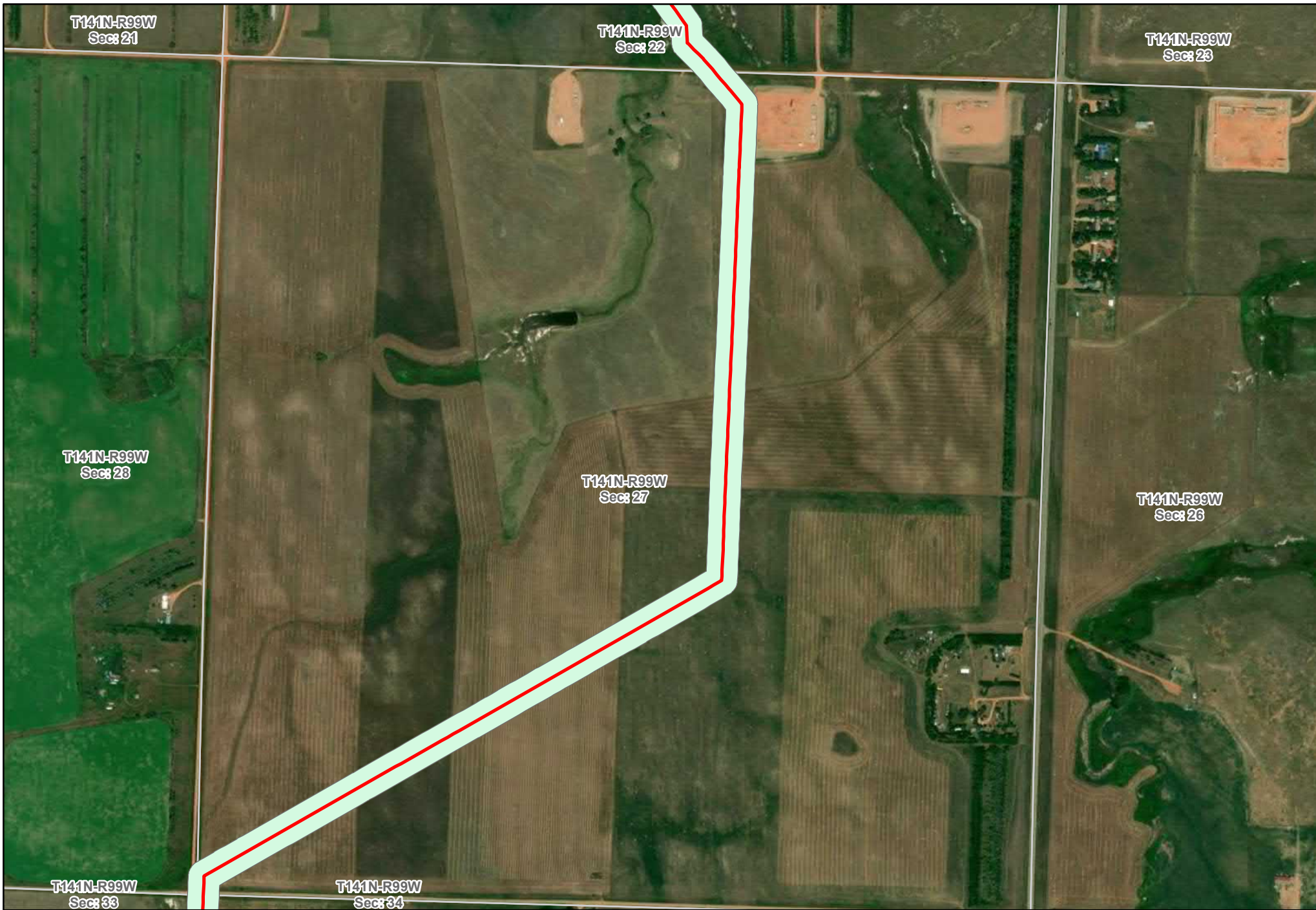
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— As Built Centerline
Corridor (200' width)

Y-Grade Corridor and As Built Centerline





— As Built Centerline

Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





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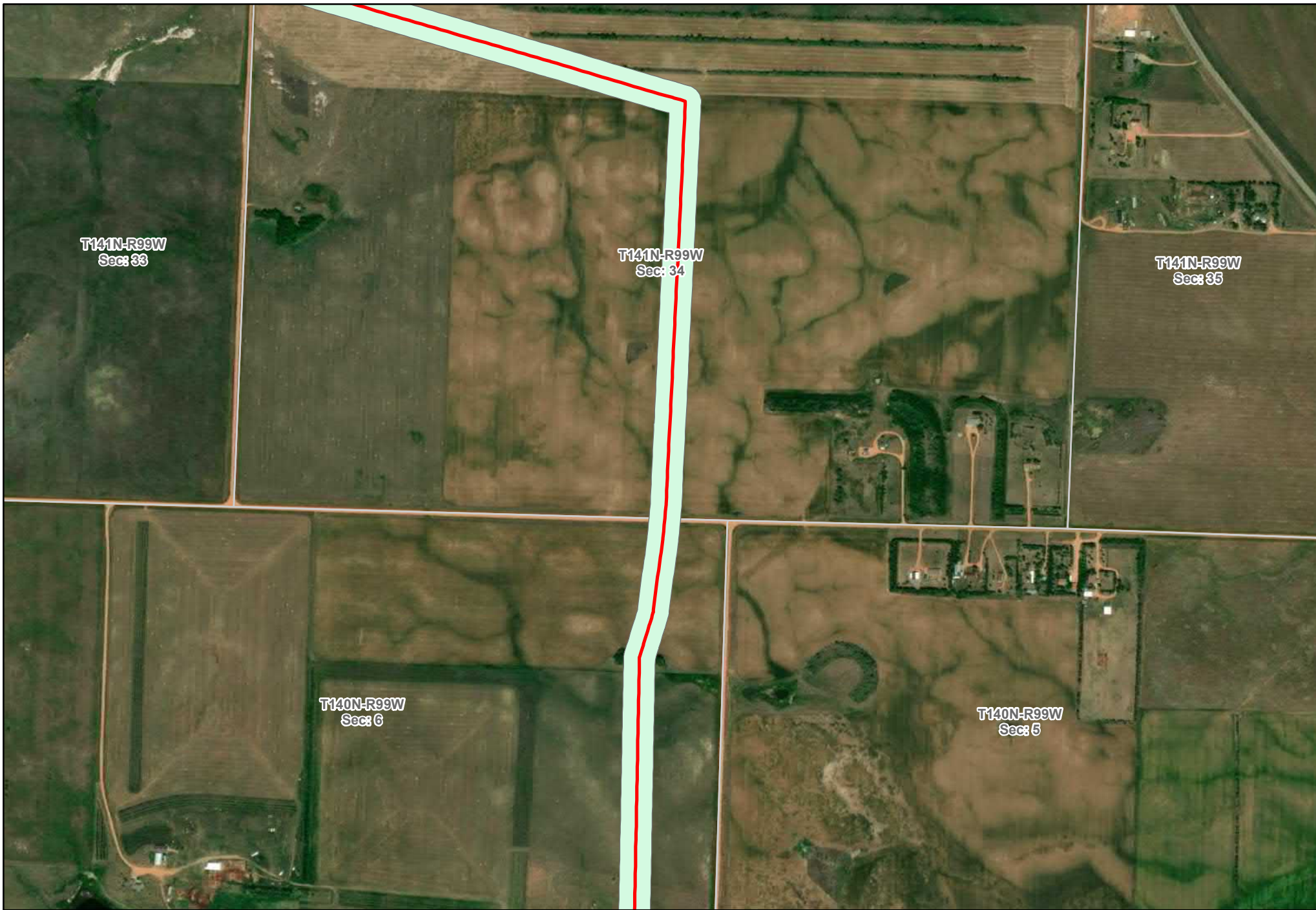
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As Built Centerline

Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





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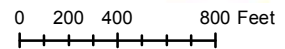
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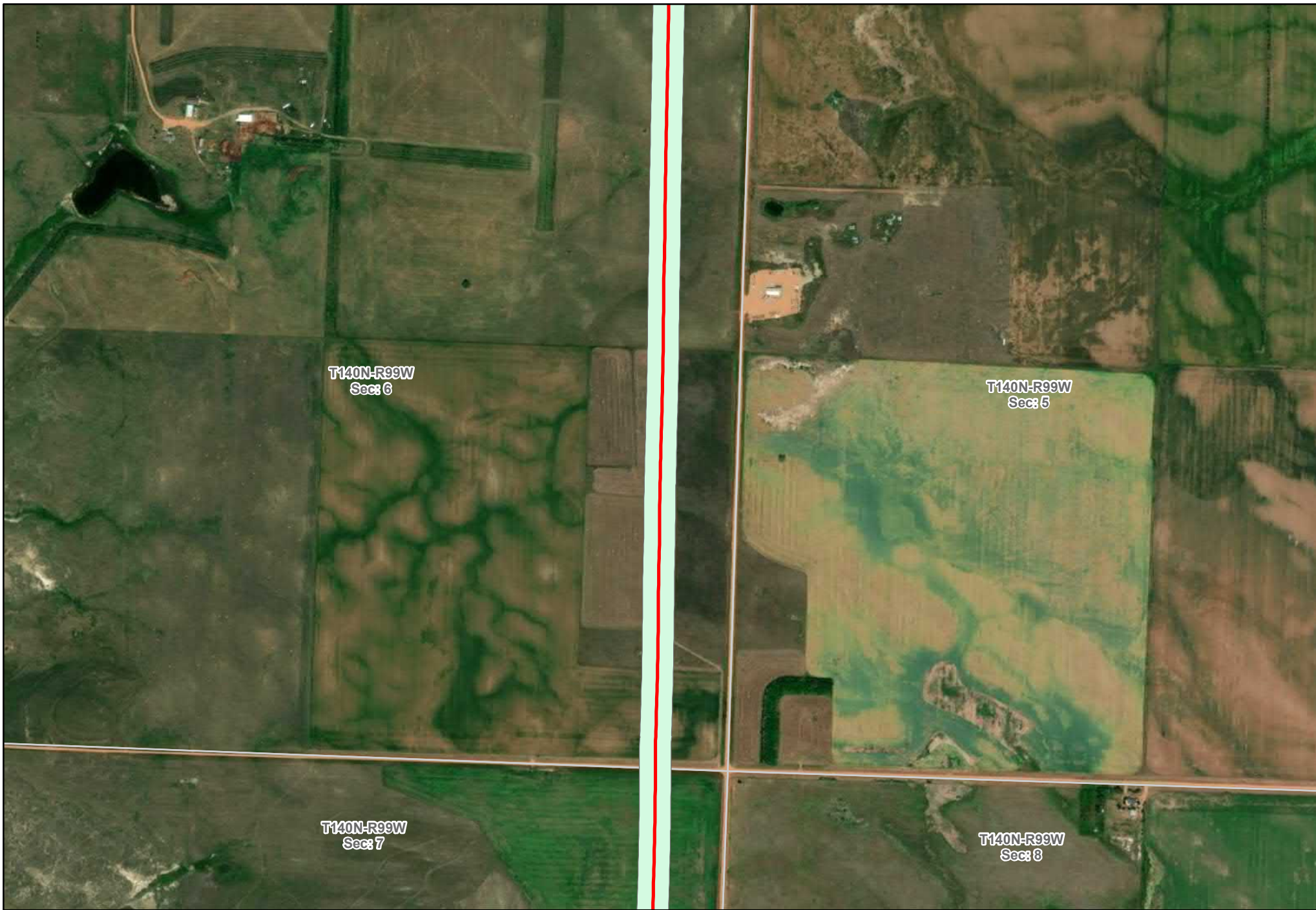
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
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— As Built Centerline
Corridor (200' width)

Y-Grade Corridor and As Built Centerline





 As Built Centerline
 Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**






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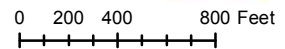
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T140N-R99W
Sec: 18

T140N-R99W
Sec: 17

As Built Centerline
Corridor (200' width)

Y-Grade Corridor and As Built Centerline

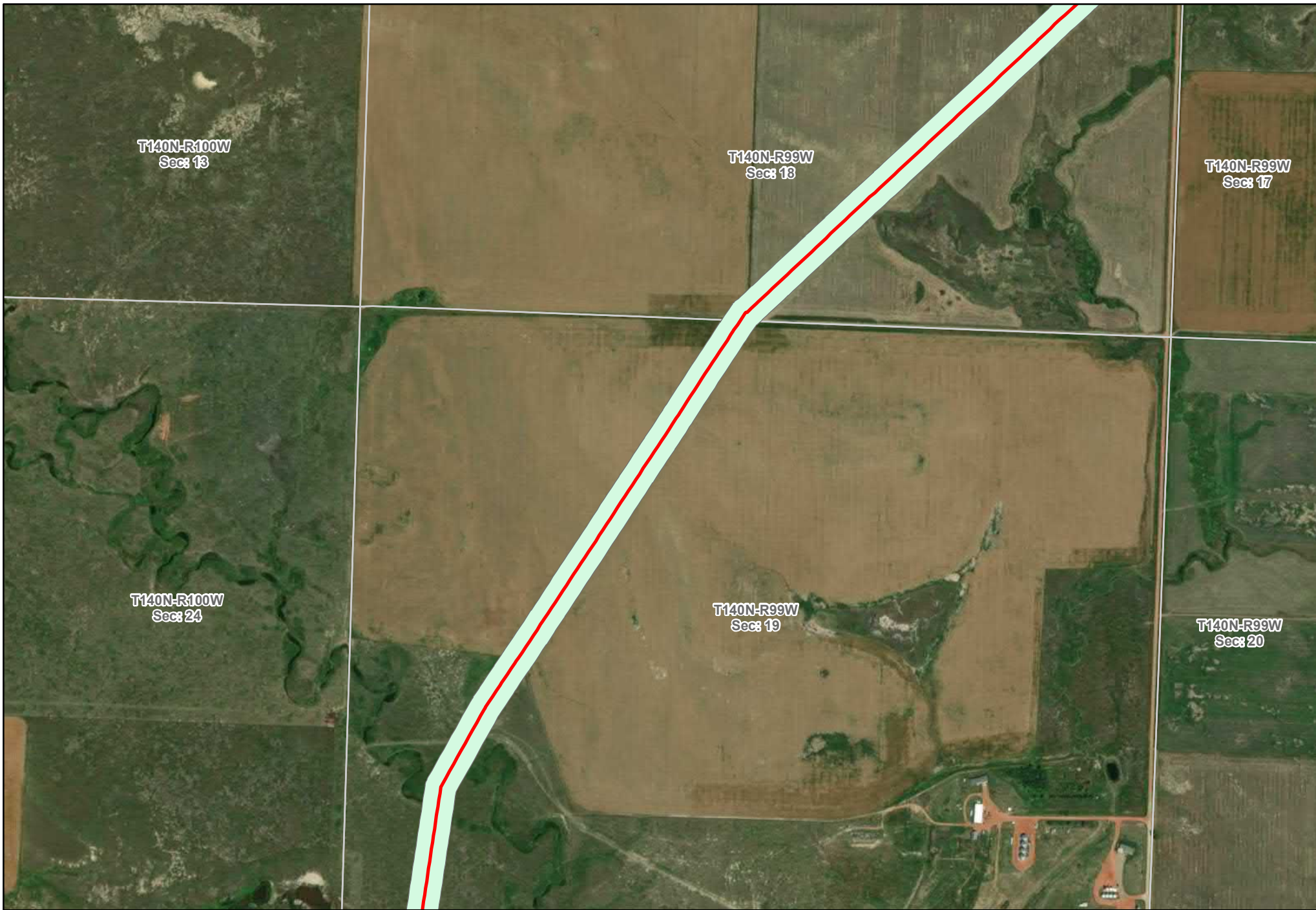




— As Built Centerline
Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





— As Built Centerline
Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





T140N-R100W
Secs 24

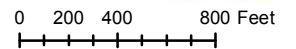
T140N-R99W
Secs 19

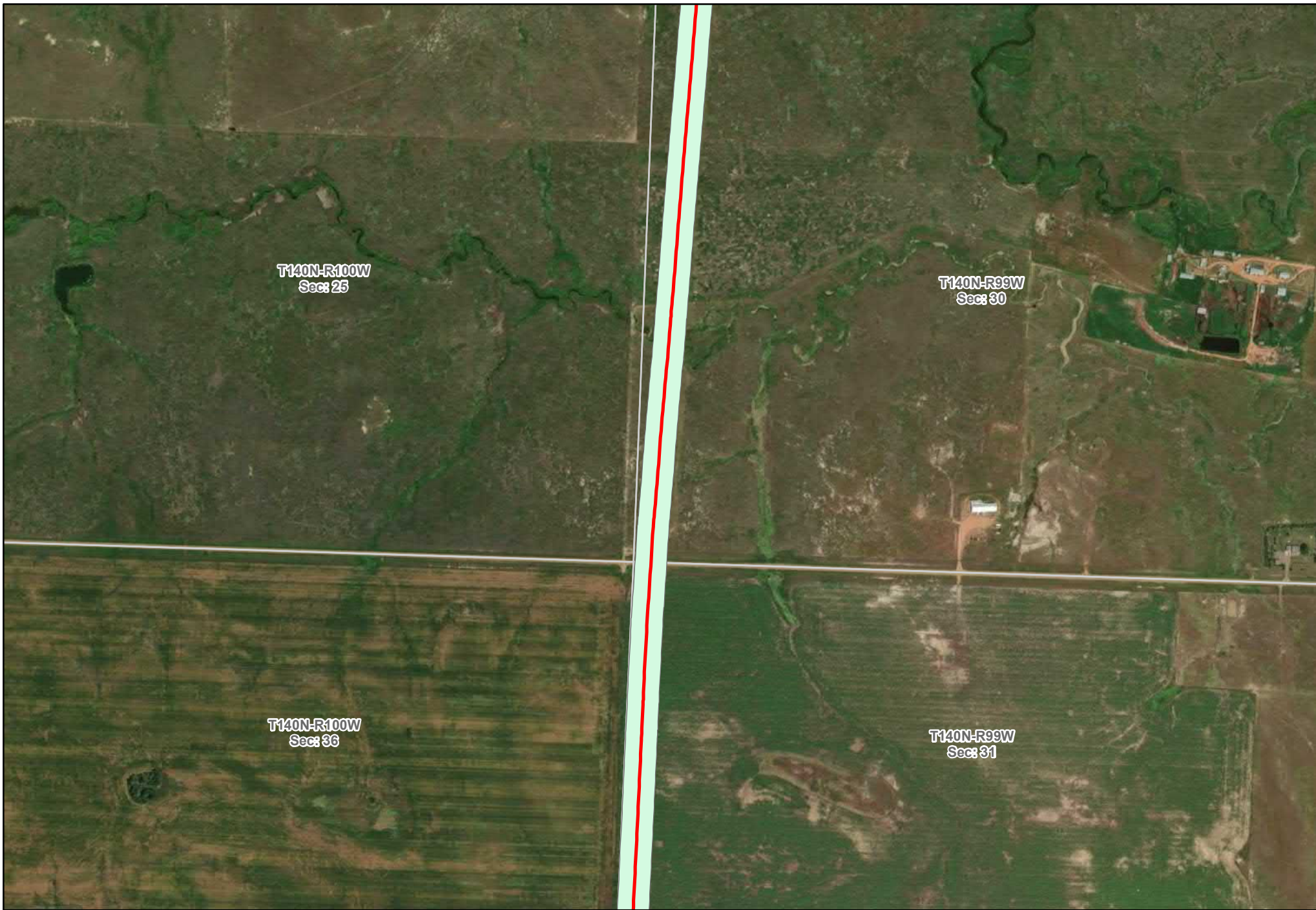
T140N-R100W
Secs 25

T140N-R99W
Secs 30

— As Built Centerline
Corridor (200' width)

Y-Grade Corridor and As Built Centerline





T140N-R100W
Sec: 25

T140N-R99W
Sec: 30

T140N-R100W
Sec: 36

T140N-R99W
Sec: 31

— As Built Centerline
Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





T140N-R100W
Sec: 36

T140N-R99W
Sec: 31

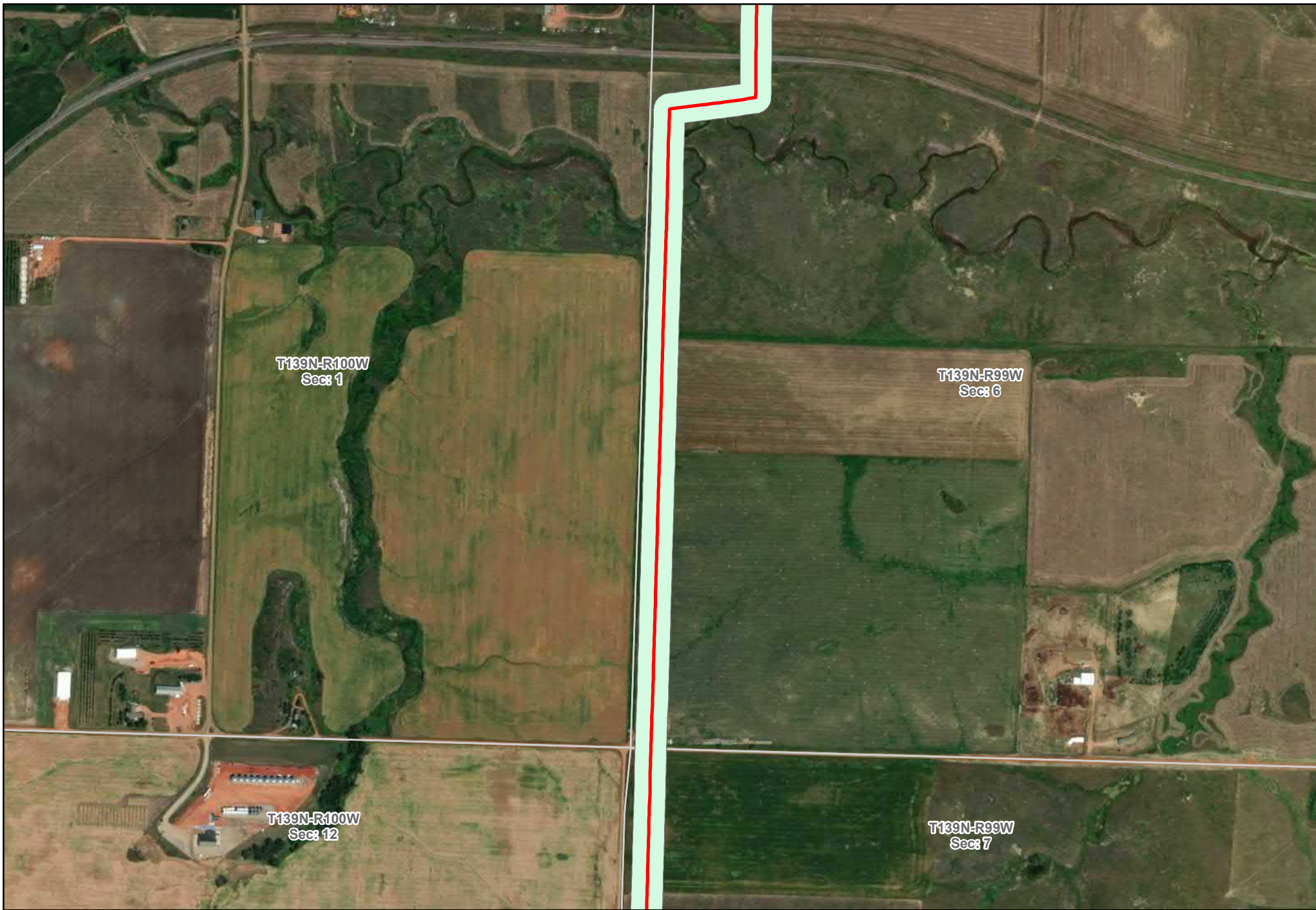
T139N-R100W
Sec: 1

T139N-R99W
Sec: 6

— As Built Centerline
Corridor (200' width)

Y-Grade Corridor and As Built Centerline





— As Built Centerline
Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





T139N-R99W
Sec: 6

T139N-R100W
Sec: 12

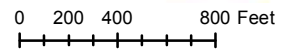
T139N-R99W
Sec: 7

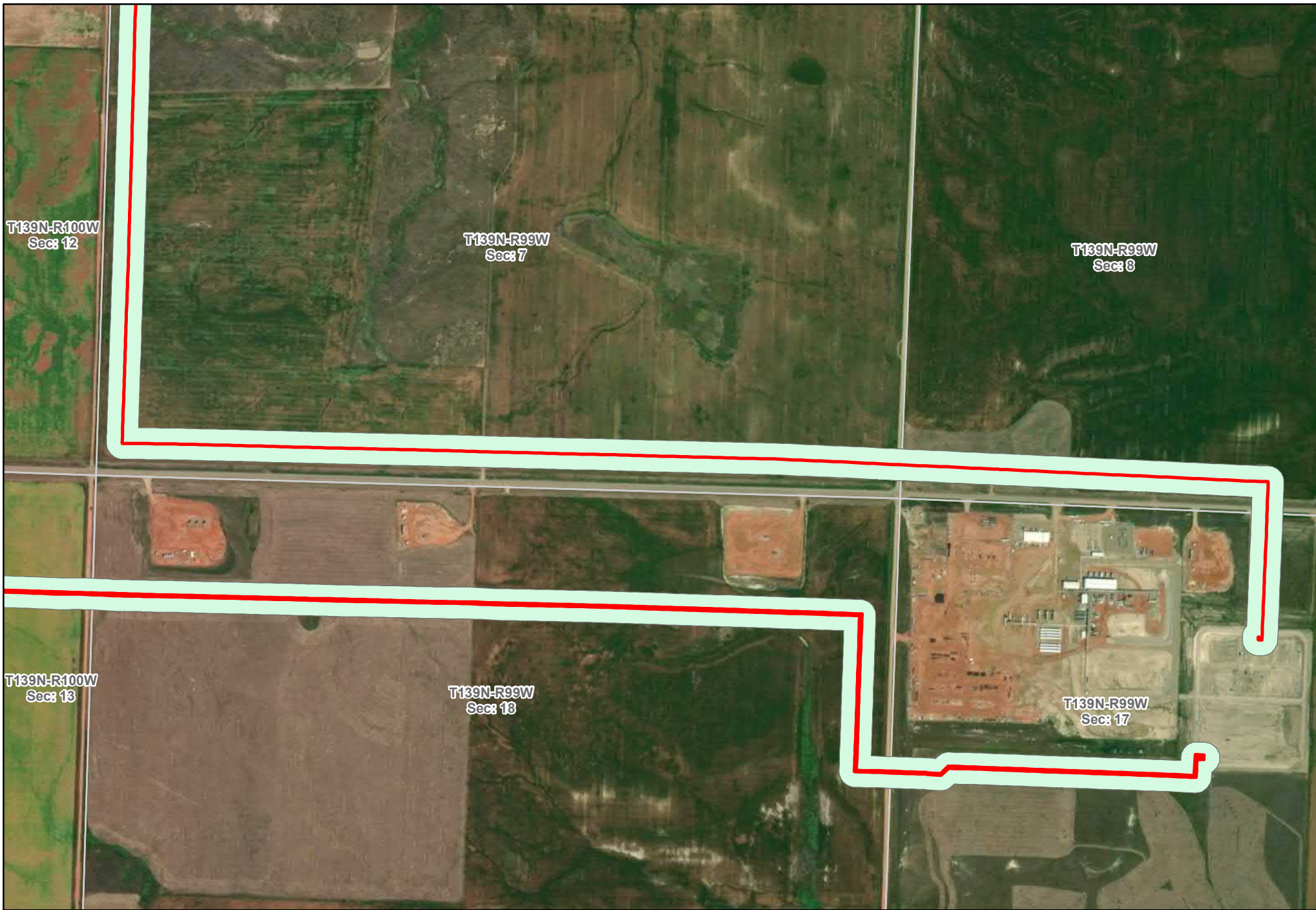
T139N-R100W
Sec: 13

T139N-R99W
Sec: 18

— As Built Centerline
 ■ Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





T139N-R100W
Sec: 12

T139N-R99W
Sec: 7

T139N-R99W
Sec: 8

T139N-R100W
Sec: 13

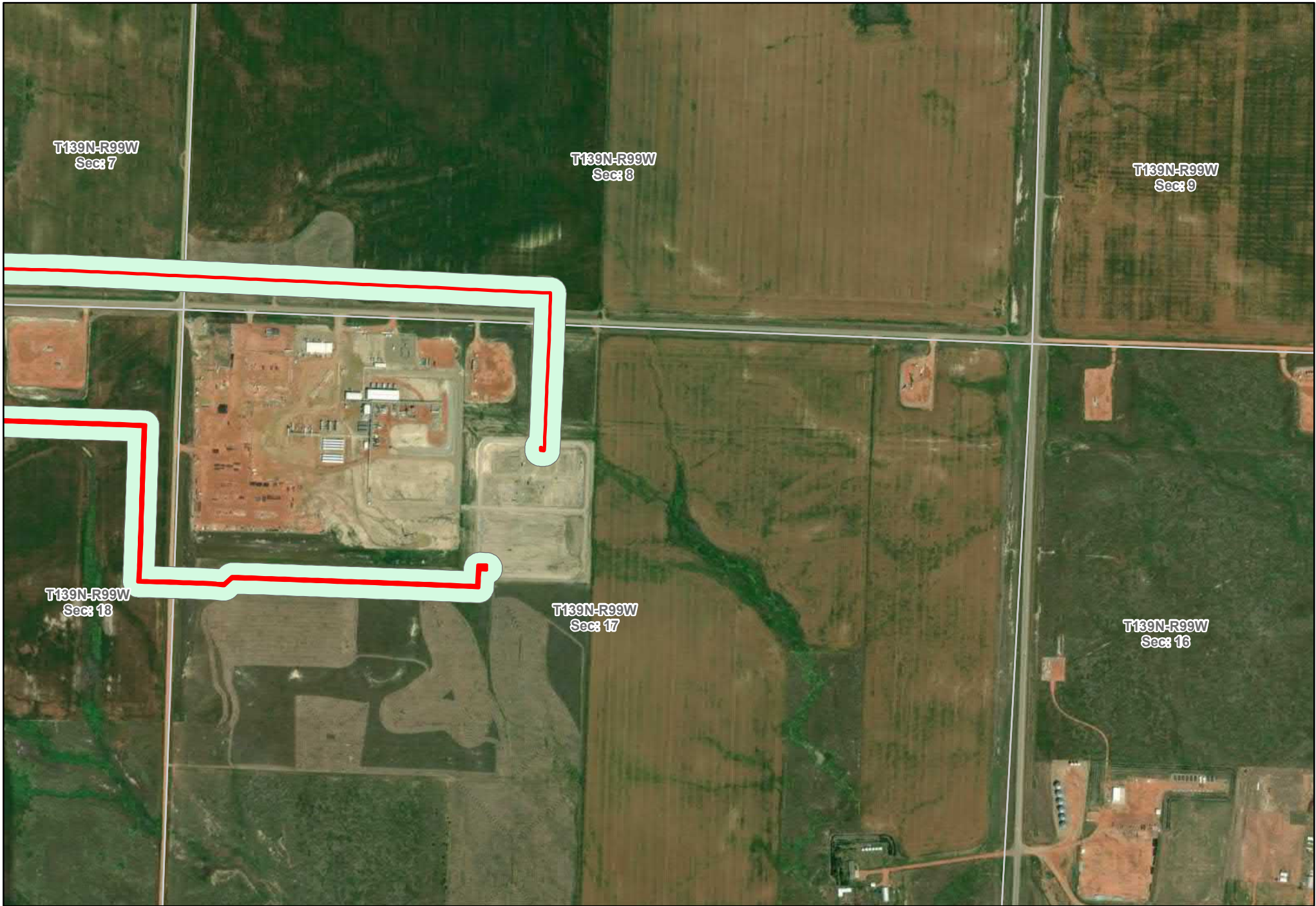
T139N-R99W
Sec: 18

T139N-R99W
Sec: 17

— As Built Centerline
 ■ Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





T139N-R99W
Sect: 7

T139N-R99W
Sect: 8

T139N-R99W
Sect: 9

T139N-R99W
Sect: 18

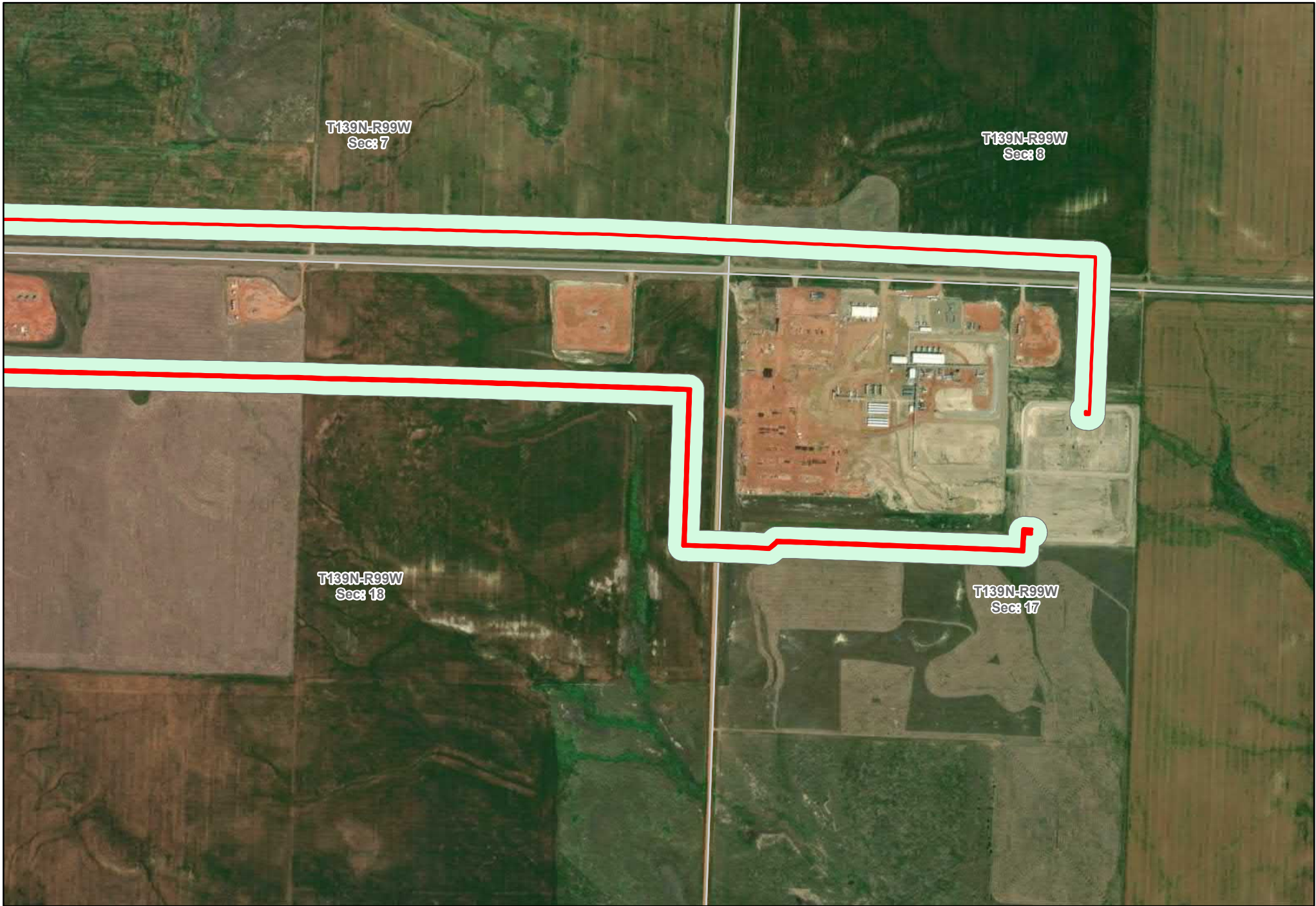
T139N-R99W
Sect: 17

T139N-R99W
Sect: 16

— As Built Centerline
 ■ Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





T139N-R99W
Sec: 7

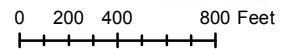
T139N-R99W
Sec: 8

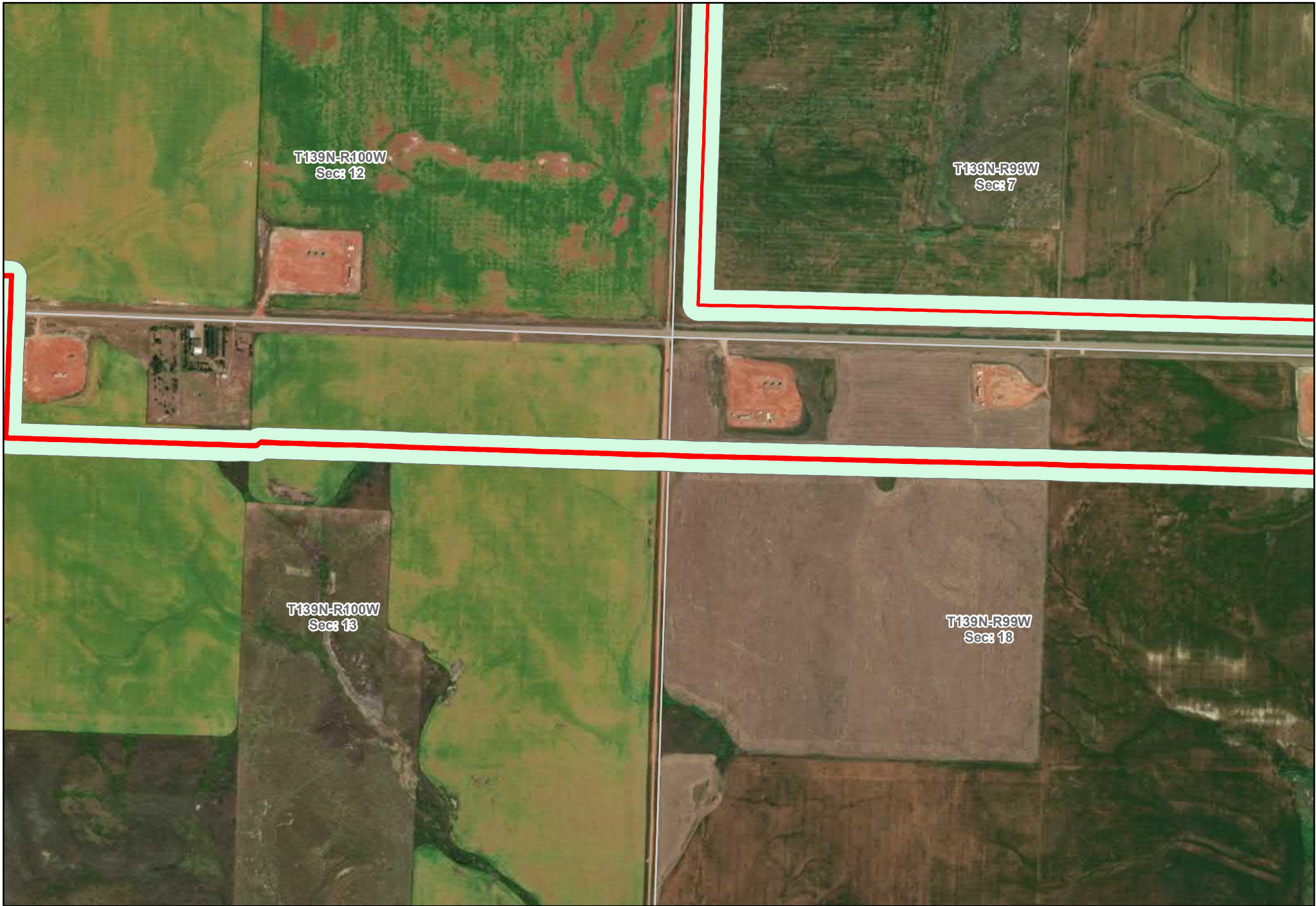
T139N-R99W
Sec: 13

T139N-R99W
Sec: 17

— As Built Centerline
Corridor (200' width)

Y-Grade Corridor and As Built Centerline

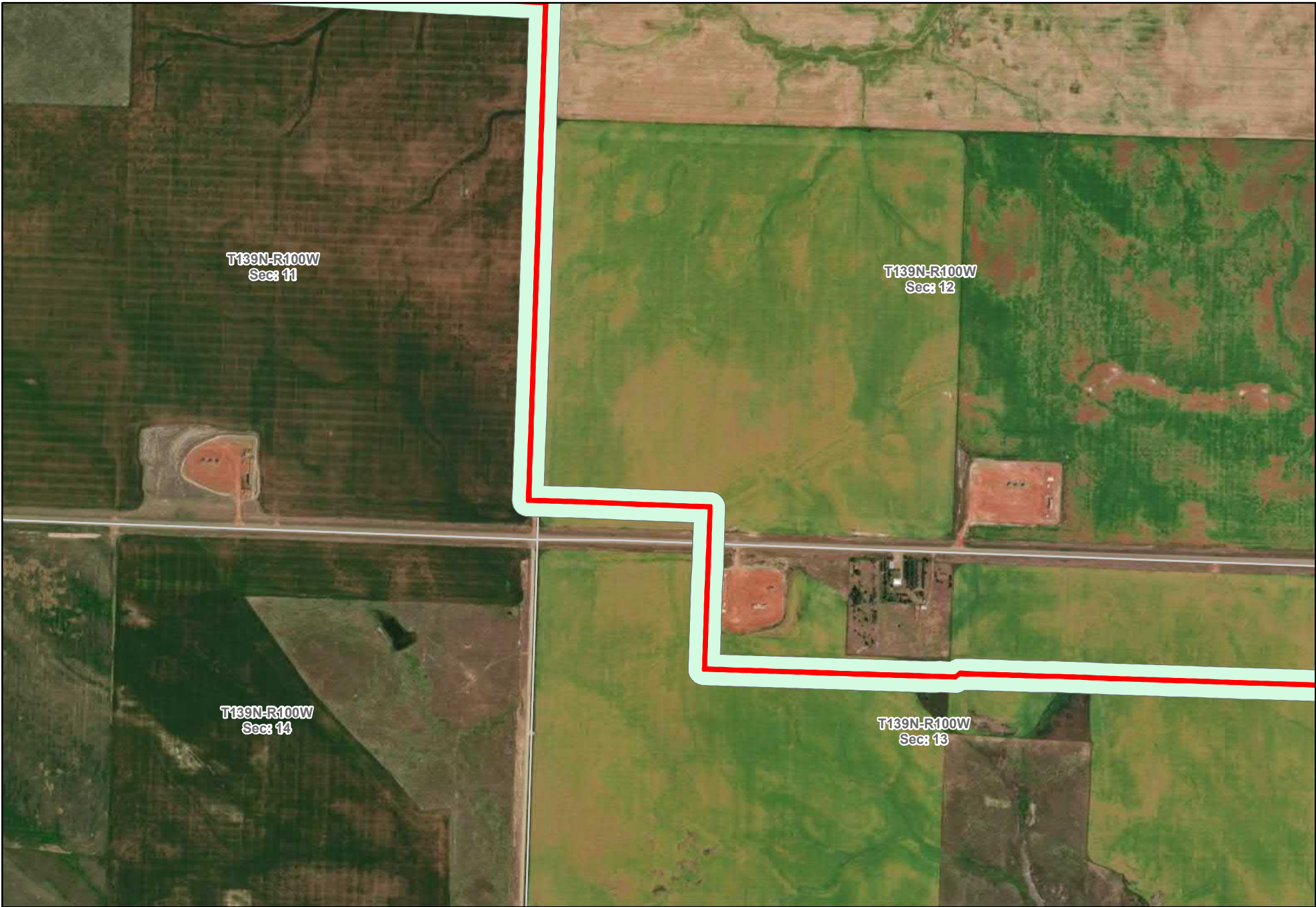




— As Built Centerline
Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**

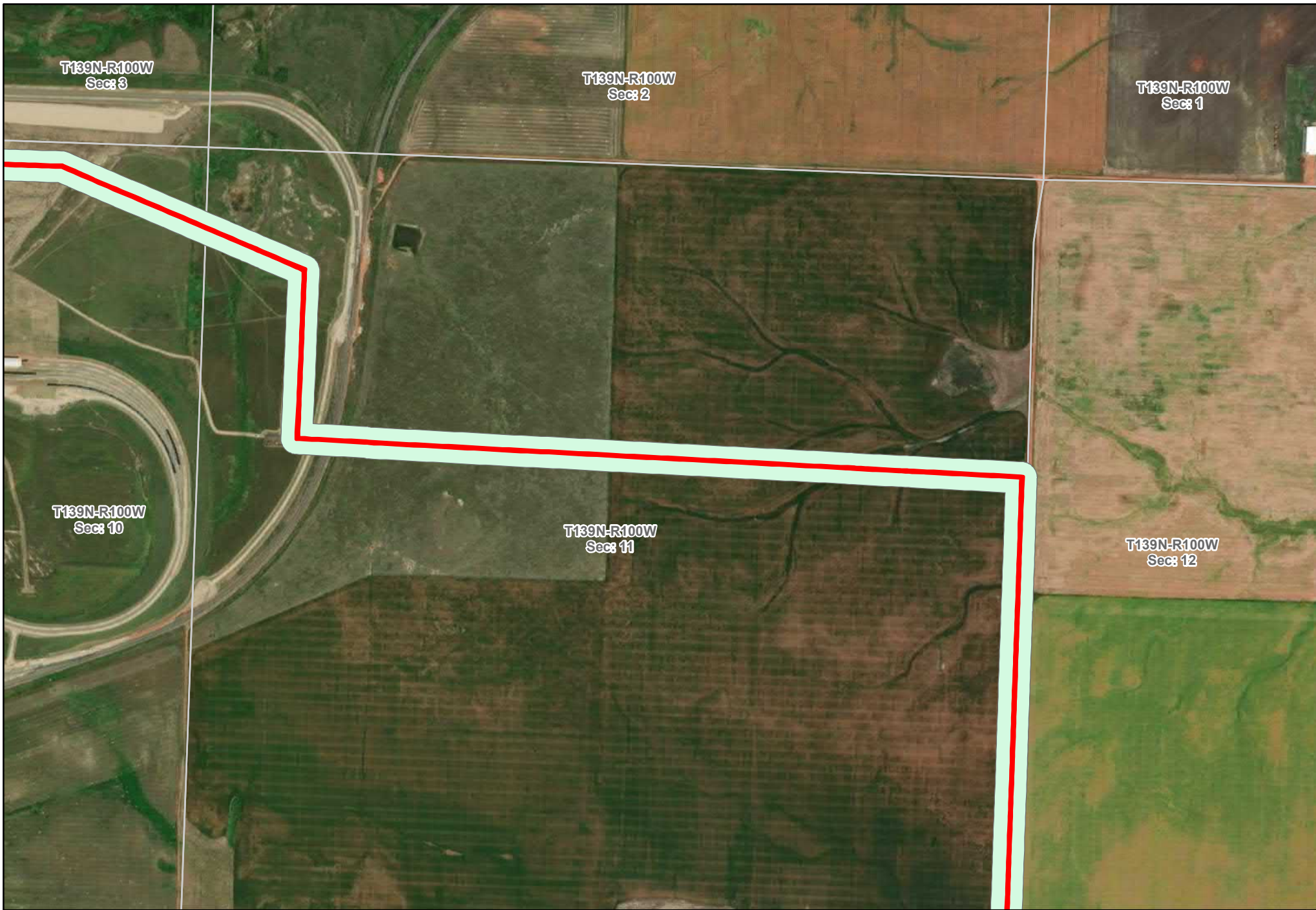




— As Built Centerline
Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**





T139N-R100W
Sec: 3

T139N-R100W
Sec: 2

T139N-R100W
Sec: 1

T139N-R100W
Sec: 10

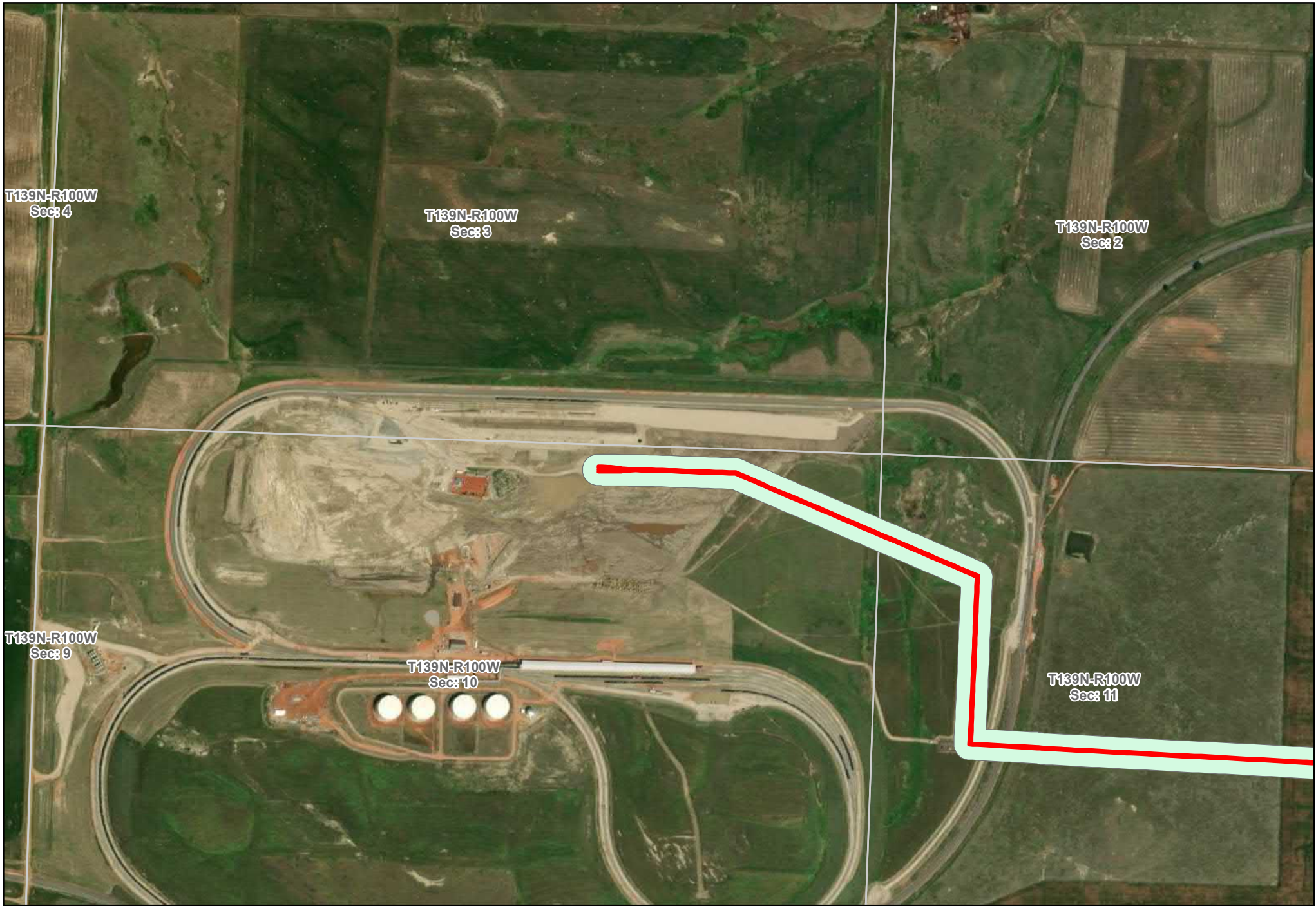
T139N-R100W
Sec: 11

T139N-R100W
Sec: 12

— As Built Centerline
Corridor (200' width)

Y-Grade Corridor and As Built Centerline





T139N-R100W
Sec: 4

T139N-R100W
Sec: 3

T139N-R100W
Sec: 2

T139N-R100W
Sec: 9

T139N-R100W
Sec: 10

T139N-R100W
Sec: 11

— As Built Centerline
 ■ Corridor (200' width)

**Y-Grade Corridor and
As Built Centerline**

