

ANR Pipeline Company
700 Louisiana Street
Houston, TX 77002

Re: Intended Use of Town of Clayton Roads During the Wisconsin Reliability Project Construction
FERC Docket Number: CP23-15-000

Dear Town of Clayton,

ANR Pipeline Company (“ANR”), a TC Energy Company, is a natural gas company as defined under the Natural Gas Act engaged primarily in the business of transporting natural gas and operating underground storage fields in interstate commerce under authorizations granted by and subject to the jurisdiction of the Federal Energy Regulatory Commission (“FERC”) in the states in which it is authorized to conduct business and operate facilities. ANR offers storage and transportation services under rate schedules and tariffs authorized by the FERC on an open access basis pursuant to applicable laws and regulations. The Wisconsin Reliability Project includes replacing approximately 48 miles of smaller-diameter pipeline with approximately 51 miles larger-diameter pipeline at three distinct locations in Illinois and Wisconsin:

- **Segment PL-3 (Winnebago, Outagamie, and Waupaca Counties, Wisconsin)** – replace 23.6 miles of 24-inch-diameter pipe with 24.0 miles of 30-inch-diameter pipe from MLV-7 to MLV-9 on ANR ML-226

ANR previously completed an initial haul route review meeting, where proposed routes for transportation of components and equipment for the Wisconsin Reliability Project were reviewed, with Town of Clayton on April 20th, 2023. Based on the feedback we received from Town of Clayton, the proposed haul routes were adjusted accordingly. ANR intends to transport vehicles that are in excess of County and State permissible size and weight limits during the 2025 construction season. ANR has also taken into consideration, where applicable, all “Spring Thaw Limitations” based on Town of Clayton feedback.

What You Can Expect

In Q1 of 2025, ANR will begin transporting pipeline materials and equipment from designated rail sites to ANR’s leased contractor yards. At the beginning of the construction period in 2025, there will be an influx of large truck-traffic on each of the previously agreed-upon haul routes within the jurisdiction of Town of Clayton. These trucks will be moving both pipe and equipment from ANR’s contractor yards to designated pipeline construction access points, based on ANR’s construction needs.

In densely residential areas where hauling will occur, ANR will deliver door hangers notifying residents of increased traffic in their area, as well as providing a phone number to contact ANR’s local field representative with any issues they may have. Additionally, ANR will provide a digital copy of the door hanger, allowing Town of Clayton to upload it to their website or social media page.

Road Surface, Culvert, and Bridge Structure Documentation and Repair

ANR will, at their own expense, video, photograph and document the existing condition of the proposed haul routes, and deliver the video, photographs, and documentation to Town of Clayton prior to the commencement of construction. Preliminary examples were presented to Town of Clayton during the initial haul route meeting. ANR will be responsible for the cost of reasonable agreed upon maintenance, restoration, and repairs to reclaim the Town of Clayton road surfaces, bridges, culverts, signage, and other road fixtures or appurtenances within the Town of Clayton road right-of-way(s), to the condition that existed immediately prior to the commencement of construction. The maintenance, reclamation and repairs will only apply to the proposed haul routes within the “**Haul Route Information**” sheet and Image Maps attached. After completion of the project ANR will provide Town of Clayton an additional set of videos, photographs and documentation of road surfaces, bridges, culverts, drains and other appurtenances within the Town of Clayton road right-of-way(s). The videos, photographs and documentation will help determine ANR’s impacts to Town of Clayton roads during our pipeline construction project. Utilizing the provided documentation, ANR and Town of Clayton will prepare a list of damages that may have been caused by the project and would need repaired to achieve pre-construction condition. Upon completion of agreed upon repairs, ANR will provide a written notice of completion to Town of Clayton. Upon receipt of the completion notice, Town of Clayton will have thirty (30) days to accept or reject the work. If Town of Clayton returns a rejection notice on the work, ANR will make the necessary repairs identified in the rejection notice to the extent agreed upon. In the event that Town of Clayton does not provide a rejection notice within the thirty (30) day period, repairs will be deemed acceptable.

Our Commitment to Safety

ANR is working with local and county law enforcement to ensure all its contractors and subcontractors and each of their respective agents, employees and representatives comply with all local, state, and federal speed limits as posted. ANR is additionally taking proactive precautions designed to protect the traveling public. These precautions include immediate removal of dirt, mud and debris carried onto the roads by trucks and trailers hauling materials to project sites. Implementing “limited hauling” with our contractor to prevent trucking during school bussing hours. In certain hauling situations, ANR must implement temporary road closures at intersections and designated access points to maneuver the oversized trucks. These temporary closures will seldom occur, but when they do, the contractor must not stop traffic for more 15 minutes to meet our traffic control plan requirements. Town of Clayton and its residents will notice the use of safety signage and flaggers, meeting the Wisconsin Manual of Traffic Control Devices standard, during the 2025 construction period.

What ANR is asking of Town of Clayton

This document is intended to provide a commitment to Town of Clayton to only utilize the proposed haul routes mentioned in this document. The attached “**Haul Route Information**” sheet and Image Maps designate the proposed haul routes that ANR will use for construction related hauling.

ANR is committed to working collaboratively with Jurisdiction for the and has made extensive efforts to do so throughout the process of developing these haul routes. ANR has obtained the express consent and permission from Town of Clayton, which has exclusive authority and control over the applicable roads, bridges, culverts, drains and other appurtenant property, to use the previously discussed roads, as stated above. Town of Clayton acknowledges and agrees that ANR may use the proposed haul routes at any time, for the duration of the project and that that such use may include the movement and transportation of overweight and oversized vehicles, equipment, water, loads and other necessary equipment and materials to and from the project.

Town of Clayton acknowledges that ANR may maintain the designated roads to a condition lower than the condition documented prior to construction while the project is in development and/or construction. Town of Clayton acknowledges that they remain responsible for usual, normal, typical, and preventative maintenance of the designated roads, and damages caused by normal road users, climatic conditions, or Acts of God.

SEE NEXT PAGE FOR HAUL ROUTE DETAILS

Construction within Road Right of Way & Jurisdiction Haul Route Information

Winnegamie Drive

Pipeline Crossing Coordinates: N/A

Temporary Construction Driveway Coordinates: N/A

Mileage: 1.18 Miles

Maximum Allowed Weight: 140,000

Lind Lane

Pipeline Crossing Coordinates: 44.239395°, -88.544859°

Temporary Construction Driveway Coordinates: #1 (44.239232°, -88.544900°), **#2** (44.239232°, -88.544792°)

Mileage: 0.54 Miles

Maximum Allowed Weight: LEGAL ONLY (80,000 lbs.)

N Clayton Avenue

Pipeline Crossing Coordinates: 44.239444°, -88.524710°

Temporary Construction Driveway Coordinates: #1 (44.239292°, -88.524758°), **#2** (44.239280°, -88.524644°)

Mileage: 0.34 Miles

Maximum Allowed Weight: LEGAL ONLY (80,000 lbs.)

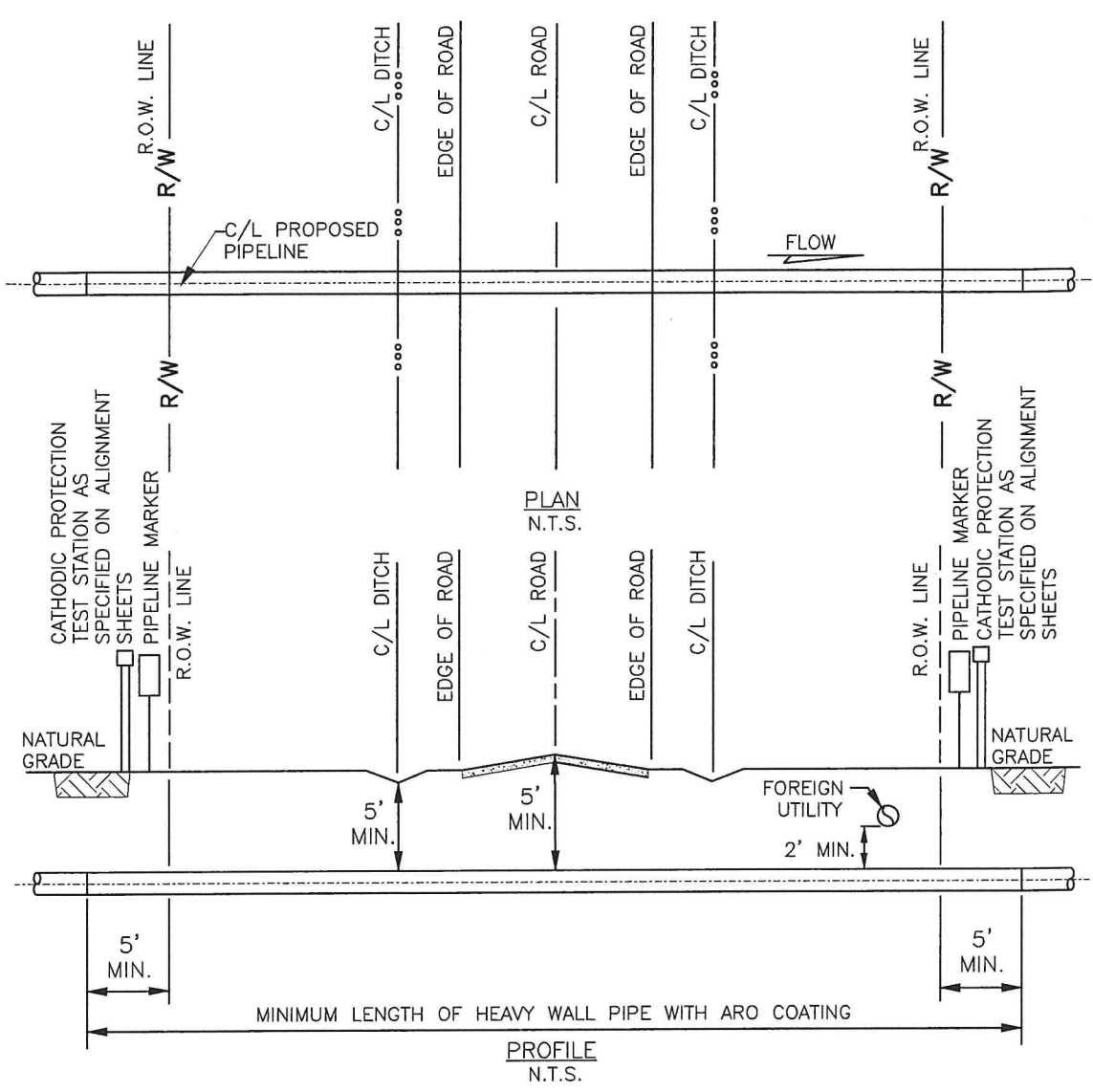
ANR kindly requests that Town of Clayton provide feedback on ANR's intended use of your roads for hauling during their 2024 & 2025 construction activities. Please take time to review the data above, as well as the attached detailed drawings. If there are any objections to our proposed use of your roads as detailed above and attached, Town of Clayton is asked to respond within 30 days of receipt of this letter. For any questions or additional information, you may contact ANR's land representative any time to further discuss.

Tristan Brock - (412) 508-9034 - tristan_brock@tcenergy.com

Town of Clayton

Administrator

Kelly Wisnefske



NOTES:

1. NO BENDS IN THE ROAD RIGHT-OF-WAY.
2. PIPELINE CROSSINGS SHALL BE AS NEAR TO PERPENDICULAR TO THE ROADWAY CENTERLINE AS PRACTICAL.
3. WELDED JOINTS INSIDE RIGHT-OF-WAY SHALL BE 100% X-RAYED FOR WELD QUALITY.
4. MARKERS SHALL BE PLACED AT OR NEAR THE RIGHT-OF-WAY LINE.
5. A COATING INSPECTION OF THE BORED PIPE POST BORE BEFORE TIE-IN SHALL BE COMPLETED PER SPECIFICATION TES-CO-EPU-GL.

NOT TO SCALE

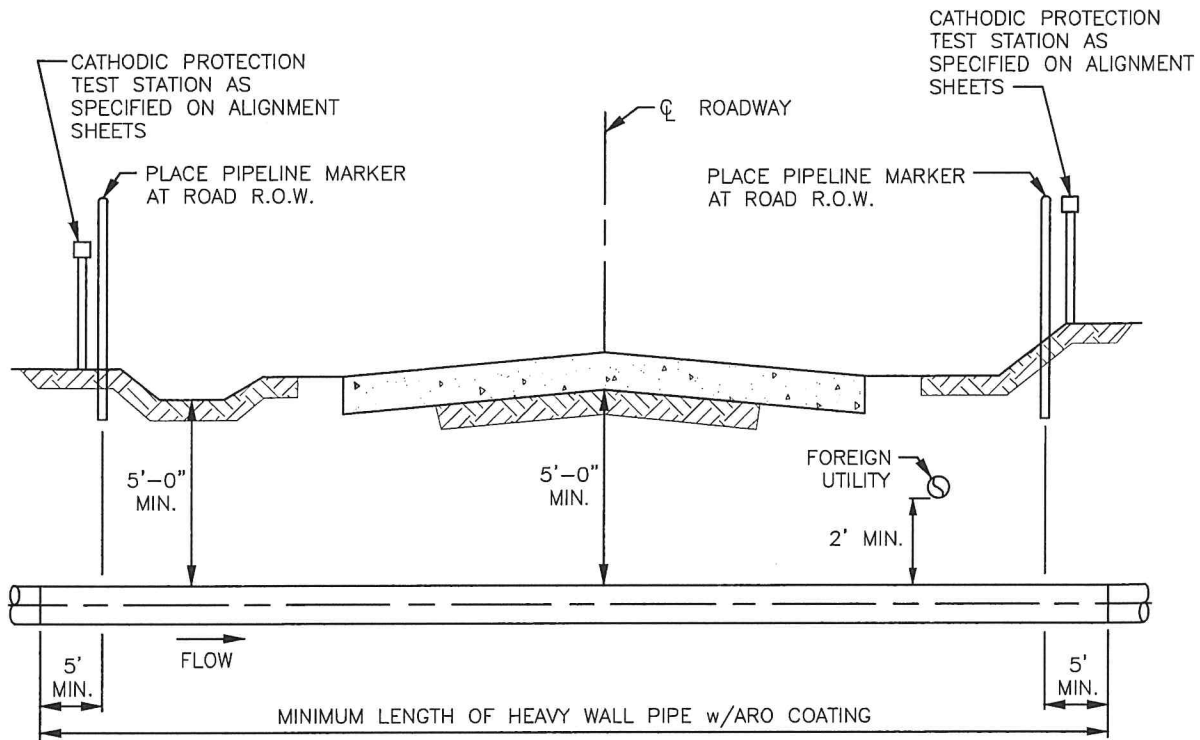


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WISCONSIN RELIABILITY PROJECT

TYPICAL
BORED ROAD CROSSING

NO.	REVISION	APP'D	DATE	DRAWN BY	DATE	SCALE:	DRAWING NUMBER	ISSUE
△				RJR	03/10/2017	NTS		
△ _B	ISSUED FOR REVIEW	CEN	02/18/22	ESG	04/09/2017			
△ _A	ISSUED FOR 30% REVIEW	CEN	12/08/21	ENGINEERS REVIEW DSB	03/15/2019		3845-ROW-15	B

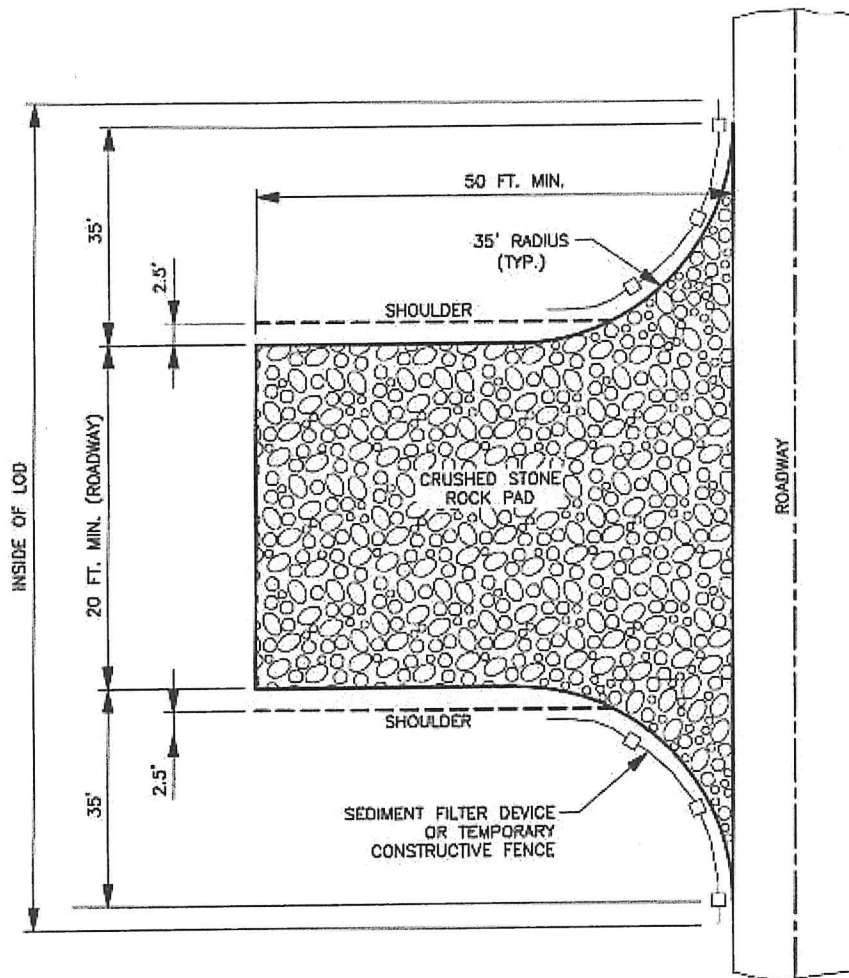


NOTES:

1. CONTRACTOR SHALL INSTALL THE HEAVY WALL STEEL PIPE, BACKFILL AND REPLACE ROAD SURFACE IN ACCORDANCE WITH PERMIT ISSUED BY THE GOVERNMENT BODY HAVING JURISDICTION AND/OR IN ACCORDANCE WITH THE SPECIFICATIONS, WHICHEVER IS THE MOST STRINGENT.
2. THE PIPELINE SHALL CROSS AS NEAR TO RIGHT ANGLE AS POSSIBLE AND ECONOMICALLY PRACTICAL.
3. THE HEAVY WALL STEEL PIPE SHALL BE INSTALLED TO EXTEND A MINIMUM OF FIVE (5) FEET BEYOND THE RIGHT-OF-WAY LIMITS ON EACH SIDE OF ROAD.
4. ANY OPEN CUT TRENCH SHALL BE IN ACCORDANCE WITH STATE OR COUNTY SPECIFICATIONS AS DEFINED IN THE SPECIFICATION AND STANDARD.
5. AS REQUIRED, USE APPROVED WIDOT/ILDOT FLOWABLE FILL SPECIFICATION FOR BACKFILL MATERIAL ABOVE THE PIPE.
6. REPLACE SUB-GRADE AND ROAD SURFACE MATERIAL WITH EQUAL OR GREATER THICKNESS AND WITH EQUAL OR GREATER MATERIAL AND SPECIFICATIONS TO PROVIDE A SMOOTH AND CONTINUOUS ROAD SURFACE.

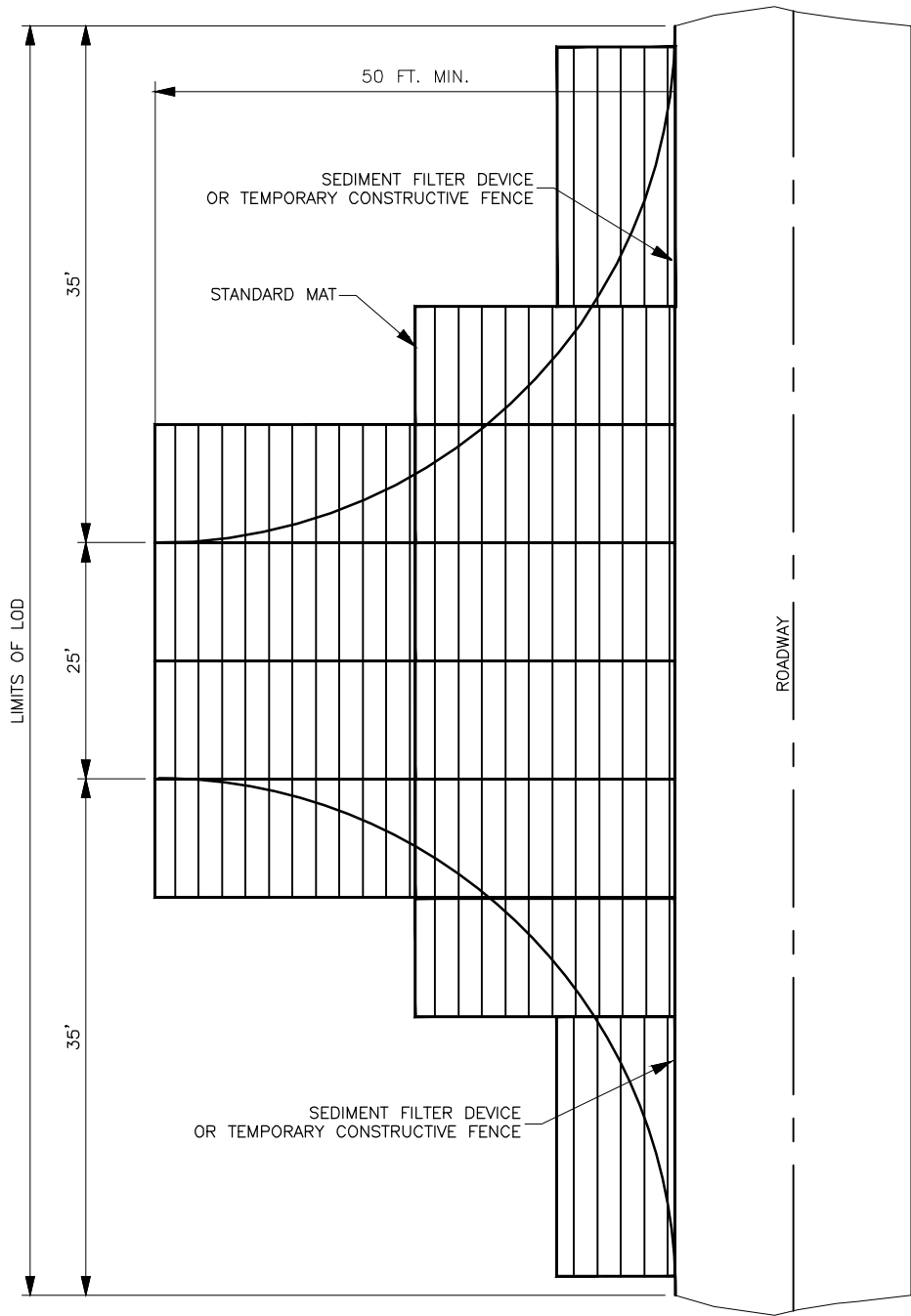
NOT TO SCALE

				TC Energy			M M <small>MOTT MACDONALD</small>		
				WISCONSIN RELIABILITY PROJECT					
				TYPICAL OPEN CUT ROAD					
NO.	REVISION	APP'D	DATE	DRAWN BY	DATE	SCALE	DRAWING NUMBER	ISSUE	
△				RJR	03/10/2017	NTS			
△				ESG	04/09/2017				
△	ISSUED FOR 30% REVIEW	CEN	12/08/21	ENGINEERS REVIEW DSB	03/15/2019		3845-ROW-18	A	



NOTES:

1. CONFIGURATION IS FOR TYPICAL APPLICATION. NON-TYPICAL RCEs ARE POSSIBLE, REFER TO ALIGNMENT SHEETS AND/OR SPECIFIC DRAWINGS.
2. CRUSHED STONE SIZE WILL BE WASHED NUMBER 1 COARSE AGGREGATE OR EQUIVALENT (4 INCH DIAMETER MINIMUM).
3. ROCK PAD WILL BE AT LEAST SIX (6) INCHES THICK.
4. THE ROAD ENTRANCE WILL HAVE A GEOTEXTILE FABRIC BENEATH THE ROCK PAD.
5. IF ROCK PAD BECOMES COVERED WITH MUD SO AS TO BECOME INEFFECTIVE, ADDITIONAL STONE WILL BE ADDED.
6. ALL STONE AND FABRIC MUST BE REMOVED DURING RIGHT-OF-WAY RESTORATION.
7. THE ROCK PAD MAY BE ENLARGED TO INCLUDE A TURNING RADIUS (RADIUS NOT TO EXTEND PAST TEMPORARY WORKSPACE).
8. INSTALL CULVERT AT ROADWAYS IN ACCORDANCE WITH PERMIT CONDITIONS.



NOTES:

1. BOARD ROADS TO BE USED FOR ROADWAY ENTRANCES IN WETLANDS AND FOR TEMPORARY ACCESS ROADS.
2. BOARD ROADS ARE CONSTRUCTED BY LAYERING A BASE OF THE INTERLOCKING MATS PARALLEL TO THE ROAD IN A STAGGERED MANNER. OTHER METHODS OF BOARD ROAD CONSTRUCTION CAN BE USED IF APPROVED BY THE ENVIRONMENTAL AFFAIRS CONSTRUCTION DEPARTMENT.
3. BOARD ROADS WILL BE UNDERLAIN WITH GEOTEXTILE FABRIC WHERE REQUIRED.
4. BOARD ROADS SHOULD BE MAINTAINED SO AS NOT TO ALLOW EXCESS MUD TO ACCUMULATE.

NOT TO SCALE



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ANR WISCONSIN MAIN LINE 301 (NPS 14 18 22 AND 30 1949) WOODSTOCK SECTION

**TEMPORARY ROAD ENTRANCE
BOARD ROAD RIGHT-OF-WAY**

NO.	REVISION	APP'D	DATE				
				DRAWN BY	AKW	DATE	11/17/2021
				DRAFTING CHECK	RJR	DATE	11/17/2021
				ENGINEERS REVIEW	DSB	DATE	11/17/2021
				SCALE:	NTS		
				DRAWING NUMBER		3845-CD-004	
				ISSUE		B	