

5. ADDITIONAL COMPONENTS OF THE RIGHT-OF-WAY

5.1 CONNECTION TO AN EXISTING RIGHT-OF-WAY

See Attachment 3 for a series of pipeline route maps.

5.1.1 Existing Components On or Off Public Land

The selected route maximizes the use of existing or officially designated transportation/utility corridors and minimizes new ground disturbances.

5.1.2 Possible Future Components

No additional facilities or components are planned to be added at this time. The addition of tie-ins to the pipeline by future gas sources is a possibility; however, these plans will be developed by the pipeline construction contractor and operator.

5.2 LOCATION OF COMPRESSOR STATIONS

Compressor station needs are currently being evaluated as the pipeline design is optimized. Based upon current design, a maximum of two compressor stations will be required. It is possible that a single compressor station will provide sufficient compressive ability for the gas throughput.

A total of 11 compressor station locations were identified early in the design process. However, three stand-alone compressor stations are currently under evaluation: CS-1 at MP 225.1 and CS-3 at MP 458.1 for a two-station design option and CS-2 at MP 285.6 for a one-station option (Table 5-1). Compressor station components will be modularized to minimize on-site construction and commissioning work in remote locations. Compressor station locations may change slightly if necessary during design optimization. Compressor stations are discussed in more detail in Section 7.3.2.

Table 5-1. Range of Pipeline Compressor Station Locations

COMPRESSOR STATION ID	STATION LOCATION (MILEPOST)	EQUIPPED WITH DISCHARGE CHILLING	NOTES
CS-1	MP 225.1	Yes	Two-compressor option
CS-2	MP 285.6	Yes	One-compressor option
CS-3	MP 458.1	No	Two-compressor option; based upon pipeline hydraulics, chilling is not required for compressor stations located south of Minto Flats.