

March 23, 2015

Ms. Pascale Duguay
Manager, Natural Gas Applications
Ontario Energy Board
2300 Yonge Street, 27th Floor
Toronto, ON M4P 1E4

Dear Ms. Duguay:

**Re: Union Gas Limited – EB-2013-0191
Dawn Parkway NPS 26 Replacement Project
Post Construction Financial Report**

Pursuant to Condition 1.5 of the Board's Conditions of Approval for the above-noted project, please find enclosed four copies of the Post Construction Financial Report.

Sincerely,

[Original signed by]

Shelley Bechard
Administrative Analyst Regulatory Projects

Encl.

c.c.: Z. Crnojacki (Chair, OPCC)
G. Collins

TOTAL ESTIMATED PIPELINE CAPITAL COSTS

	DAWN PARKWAY NPS26 REPLACEMENT PROJECT	
	Estimated	Actual
Pipeline and Equipment		
NPS 26 Steel Pipe, Coated 240 metres	\$210,000	\$192,522
Fittings & Miscellaneous Material	\$55,000	\$84,303
Sub-Total	\$265,000	\$276,825
Stores Overhead – Fittings and Misc. Material	\$5,000	\$8,055
Total Pipeline and Equipment	\$270,000	\$284,880
Construction and Labour		
Trenchless Install of 240 metres of NPS 26 Steel Pipe	\$700,000	\$1,069,161
Clearing, Stripping topsoil, Dewatering construction area		
Testing, Dewatering, Drying Pipe		
Grouting & Miscellaneous Contract Labour		
Company Labour, X-Ray, Construction Survey, Legal, Environmental Fees, Mill Inspection and Consultants	\$290,000	\$193,506
Easements, Lands & Damages	\$70,000	\$142,607
Total Construction and Labour	\$1,060,000	\$1,405,274
Total Pipeline and Equipment and Construction and Labour	\$1,330,000	\$1,690,153
Contingencies	\$190,000	0
Total Estimated Pipeline Capital Costs – 2013 Construction	\$1,520,000	\$1,690,153

Includes the Estimated Environmental Costs Identified in Schedule 13.

Explanations

Union was able to transfer pipe to other projects. Suppliers require minimum order to have pipe produced

Additional fittings were required due to a change in installation techniques

Additional overhead due to increased fitting cost

Crossing methodology changed from HDD to bore as a result of geotechnical engineering recommendation.
Permitting delays with CN Rail delayed construction into late fall/winter.

Dewatering was not required. Change in crossing methodology resulted in less X-Ray inspection being required.

Additional temporary land was needed during construction as a result of the bored crossing methodology.