

Community Monitoring 101

for the Line 5 WI Reroute

Why Monitor

The State outsources monitoring of corporations to for-profit oversight companies, and extractive industries like Enbridge, select and contract the oversight companies--a recipe for corruption.

Watch-dogging takes oversight into our own hands. Through community oversight we can find and report violations, create partnerships, support tribal efforts, and build a relationship with the land--fighting extractive economies and building towards a world based in reciprocity, indigenous sovereignty, and liberation for the land and the water.

Monitoring will be a learning process. It takes practice to spot violations and time to learn the reporting process.

As a first step, get comfortable going to construction areas, taking pictures, and submitting observations to <https://watchline5.com>. Contributing to a publicly accessible oversight program is really important to keep a record of Enbridge's destruction. Finding violations is a secondary benefit.

Monitoring Safety Tips:

- You have a right to observe and record violations on public space, including taking photos and videos.
 - Be careful-- criminal trespass to an energy provider property is a Class H Felony, according to Wisconsin Statute 943.143
- Navigable waterways are public space within the “ordinary high water mark”—you can enter and exit a water-body on public land, and monitor from a canoe, boat, or tube or by wading without trespassing. To be cautious, stay within the actual stream channel.
- The Right of Way (RoW) and construction or temporary RoW are privatized land, you may be trespassing if you cross blue/white flagging boundaries or signage. (See the RoW section below).
- *Note: “Access Roads” are not public*
- **Private security:** Enbridge has hired Critical Infrastructure Protective Services Security (CIPS). CIPS vehicles are usually grey or black Ram or F-150 pickup trucks with a WeBoost cell phone signal booster attachment on the back. Many trucks have the CIPS logo painted on the side, but many are also unmarked. CIPS also has side-by-sides.



Grey CIPS truck with logos



Black CIPS trucks with logos.

- CIPS is especially active and aggressive on the eastern part of the reroute (as of 7/2026).
- CIPS personnel will often tail residents or people monitoring for long periods of time, follow them home, take photos of people and license plates, drive very aggressively, and has even driven close enough to a car parked on the side of the road to knock off the side mirror.
- CIPS employees have been racist and asked people directly if they are from Bad River.
- CIPS often calls the police on people monitoring-- both Iron River and Ashland police have tried to cite people monitoring for “obstruction,” either for walking on public roads or parking on a shoulder. Take care not to park directly in front of an access road and be aware of police approaching while parked.



Figure 1: Unmarked CIPS towing a side-by-side



Figure 2: A Michels work truck and a CIPS side-by-side

- Stay calm and assert your rights to any security personnel or police that might try to remove you. Document these tactics or tense interactions in a safe way.
 - Even if you have a legal right to be somewhere cops or security may order you to move/arrest you if you fail to comply.
- Note that the police in Ashland are known to disproportionately target people of color, and that white supremacy is also enforced by private security, people, and other entities.
- You may be approached if you are at the side of the road by cops or neighbors.
 - It may be beneficial to act like a tourist or birder; bring binoculars or a field guide.
 - The social dynamics among community members are complex; the pipeline has been quite polarizing. Many folks are fighting hard against it; keep this in mind if you are a visitor.
- Know your rights:
 - If you are stopped by cops, ask "Am I free to go?"
 - If you are detained or questioned, you can say "I will not talk without a lawyer present." or "I invoke my 5th amendment right and will remain silent."
- Go with a buddy
- Find maps that indicate observation points on public lands at: <https://watchline5.com/wisconsin-reroute/>
- Note that there are only 2 gas stations along the reroute—in Marengo and Mellen. The Coyote Hills man camp is right behind the Marengo gas station.

What to record:

- Use all of your senses! Feel, smell, hearing, sight, instinct, etc
- Make general observations. Take especially detailed notes and pics about strange/fishy things-- you can review these later with permits in hand or consult with others to identify violations.
- Record:
 - Baseline/pre-construction images at access roads, HDD crossings, easements, etc.
 - GPS Coordinates (on your phone, through apps like Organic Maps or Google Maps)
 - Date
 - Activities observed (logging, grading, trench-digging, dewatering, laying pipe, etc.)
 - Workers/equipment present (numbers and kinds)
 - Permits posted, flagging, signs
 - Gates on access roads
 - Signs of construction (gravel work, silt fences, orange netting)
 - The contracted company and the owners of the project (for submitting potential violations).
 - Detailed observations (ie--"smell of gasoline," rather than "strange smell")
- Take both photos (better for submitting complaints) and videos (better for potential litigation) from as close as safely possible
- Collect samples (in case of suspected oil or chemical spill). Ideally, use specialized equipment, but clean plastic water bottles are better than nothing.

Submit your Observations

Please submit your observations to: <https://watchline5.com/report-form/>

Monitoring works best when information is shared with community!!

A Watch Line 5 team is in the process of putting together a team to review the submissions, work on identifying potential violations, and support people in reporting violations.

Learn to read a construction site:

Much of the following information was found in the Environmental Impact Statement (EIS) issued by the WI DNR and the Environmental Protection Plan (EPP) issued by the US Army Corps of Engineers

1. **The Right of Way (RoW)** is a permanent 50' stretch on each side of the pipeline. It is marked by blue/white flagging or Enbridge signs that say "warning--pipeline" or "no trespassing." There is a wider temporary construction RoW, which is marked in the field by flagging and signs, and is mapped as the "proposed workspace" in Appendix A of the Environmental Impact Statement (EIS). All construction activity should happen within the temporary RoW boundaries. Note that trespassing on the RoW is a Class H felony (Wisconsin Statute 943.143).



The signage, posted on each side of the permanent pipeline right of way, reads "Warning, Petroleum Pipeline," with a no digging image.

2. **Signage and flagging** are used to tell workers where and how to work. Flags mark the boundaries of construction sites (as specified above), or may mark other infrastructure such as underground cables. Signs that mark the waterbody boundaries (they should display the number of corresponding waterbody from the EIS), and "no refueling" signs in wetlands tell workers they need to use secondary containment. For example, a worker told a community member that because workers move sites so frequently, they need signs to delineate the wetland so they don't drive through it and damage their equipment (no mention of damaging the wetland).



The entrances of private access road. See blue and white flagging marking the edges of the construction right-of-way and signage reading "No Trespassing, Occupant Enbridge."

3. **Safety fences** are orange plastic netting used to demarcate construction areas or falling hazards. They are required around residences, at trail crossings, and around the pipeline trench.



4. **Goalpost safety flagging** is colorful overhead safety flagging required to hang over the entrances of access roads or work sites (as a height marker so construction vehicles do not hit power lines).



5. **Erosion control devices (ECDs)** are required in construction areas once ground is broken. Their purpose is to prevent silt, mud, dirt, etc. from eroding off of the construction RoW. They include sandbags, sand stockings, and sediment screens (aka silt fences), which are fine plastic screens (commonly black, orange or sometimes silver) set up to filter sediments out of water or wind that passes through the construction area. They are commonly set up around open dirt, at the edge of the construction RoW, around the pipeline trench, or on slopes. If needed, sediment screens are reinforced with a second layer, such as hay bales on the down-slope side of the screens, or sandbags at the bottom. They often fail by allowing unfiltered/muddy water to flow under the bottom or over the top. Look for failing ECDs after windy or rainy weather (esp after precipitation of over 0.5 in.) The proposed ECDs are in Appendix E of the EIS.



Orange sediment screens and a sand stocking installed to prevent erosion in a wetland area. Note that all the ECDs are inside the construction right of way marked by the blue and white flagging.

6. **Pipeline welding:** The joints of the pipe are welded together on the ground, and then the pipe is lowered into the trench all at once. Once the pipe is in the trench, heavy pillow-like sandbags are put on it to keep it in place until the trench is refilled. As of July, 2026 Enbridge is staging sections of welded pipe on raised pallet-like wooden structures.
7. **Road crossings:** At junctions where heavy equipment crosses roads, workers are supposed to lay down tires to minimize damage. Piles of tires are often stored at entrances to worksites.

8. **Metal piling** (or sheet piling): Metal plates that are 20-25 ft tall are jammed into the ground by cranes with specialized attachments in order to stabilize the pipeline trench. Each plate dovetails into the next one. They are used in sites where the trench may collapse due to the nature of surface material or on sites where the trench is below the water table (sites that require dewatering). The pilings are lined up in a row and then drilled into the ground one after another. This process is extremely loud. In Minnesota during the construction of Line 3, Enbridge pierced multiple groundwater aquifers, causing large volumes of groundwater to continuously flow to the surface. A map of areas likely to use sheet piling is on p 287 of the EIS.



Images show: a crane and a worker installing the metal piling, and the installed piling around the pipeline trench at a dewatering site, with pumps visible.

9. **Dewatering sites:** Some pipeline trenches are below the water table. To enable construction, workers “de-water” the trenches with a series of continuously running pumps and pipes, essentially like bailing out a leaky boat. After the water is pumped up, it is piped to a containment structure made out of hay bales lined with sediment screens. The water filters through the screen and hay and slowly seeps back into the ground. A flow meter on the pumps measures the volume of water that is being taken up. The DNR’s Water Resources Division regulates water withdrawal and soil erosion, and writes the permit that specifies a certain volume of water allowed to be pumped out for the whole project. Pumps must sit in secondary containment (like a bin) to catch equipment leaks or spills during refueling. The hay bale containment structures must be inside of the easement, unless specified in the EIS.



Images show: a hay bale containment structure– note that the water is being pumped faster than it can seep back into the ground; and pumps in secondary containment structures.

10. **Blasting:** The project’s construction involves blasting through hard shallow bedrock using explosives in order to create the trench for the pipeline. The blasting areas are located primarily south of the Bad River Reservation, where the shallow bedrock is igneous rock, including granite. According to Enbridge, blasting would be conducted by drilling holes into the rock and detonating explosives in those holes in a sequential pattern to break the rock into fragments. Special mats are typically used over the trench during blasting to contain rock fragments where rock is particularly hard or where there is something to protect, such as an overhead utility crossing. (P. 67 of the EIS). The locations where blasting is planned are shown in Figure 2.5-3 of the EIS (p 68). See a map of the bedrock geology on p 272 of the EIS (and keep reading thru p 292 for potential effects of blasting/ HDD on the groundwater, aquifers, and artesian wells). According to the Bad River Tribe’s “Will Effect” letter to the EPA, blasting will increase fracturing in the bedrock beyond the trench area. “Blasting has the potential to increase total suspended solids in wetlands, impact groundwater hydrology by creating new bedrock fractures which may dry up or drown wetlands, or change flow rates at seeps.” Blasting residue will be left in the environment. The Blasting Agents as listed in the EIS will include ammonium nitrate and fuel oil (p 45, 58 of Will Effect letter).
11. **Direct Bore:** A method of installing pipe by boring a tunnel rather than digging a trench. Direct bores are used to cross under roads, railroads, and some rivers where the soil is soft. This is not

to be confused with Horizontal Directional Drilling.

According to Enbridge in the EIS, direct bores use a tunnel boring machine (TBM) in combination with a pipe thruster to tunnel the pipeline. The TBM is attached to the front of the pipe and it is pushed forward in a shallow arc by the pipe thruster. Slurry lines (pipes) return the drilling fluid and cuttings to the surface. The pipe is installed in one pass. (EIS, p 70).

Direct boring causes very loud vibrations. Sometimes the road collapses and they need to trench through a road from the top instead. Workers put metal frames (similar to piling) into the cut to keep the sides of the road from collapsing.

Road bore locations are listed on p 70 of the EIS.



Images show: Drone footage showing a worksite from above, while they are boring under a road. Note the pipeline trench on both sides of the road, the metal piling supporting the sides of the trench, the matting on the ground for heavy machinery to drive on, and the orange fencing surrounding the work site. The close-up image shows the shadow of a pipe below the water.

12. **Horizontal Directional Drilling** (HDD, aka “guided bore”): Pipeline companies use HDD to drill a tunnel and insert pipes underneath water bodies, such as streams and rivers. HDD is multi-step process. First, a narrow “pilot” hole is drilled using a smaller “pilot bit”; it is enlarged during “reaming” where a much larger drillbit is pushed through the initial tunnel, and finally during “pullback,” the pre-welded oil pipe is pulled back through the hole. During drilling, a lubricating slurry (drilling fluid or drilling mud) made of bentonite clay, water, and proprietary additives (including dawn dish soap or diesel) is circulated through the borehole from a pool adjoining the entry hole. The pool looks like a mud pit. Drill cuttings (the cut material in the tunnel) are removed by the drilling fluid. The volume of the slurry that is pumped into the ground is not measured or regulated. In many cases, large volumes of the slurry are lost in the ground or water table, and in some geologic settings, the slurry flows into cracks and pre-existing openings in the subsurface. However, only “frac-outs” (or Inadvertent Returns or IRs) are regulated violations and may stop HDD operations. During a frac-out, the

slurry bursts to the surface because pressure inside the tunnel is higher than the “overburden pressure” of the ground above the tunnel. During the construction of Line 3, 12 out of 19 HDD water crossings resulted in frac-outs. Read more about frac-outs on p 320 of the EIS. At HDD sites, frac waste removal trucks are present to dispose of the slurry, and vacuum trucks and backhoes are required to be present in case of a frac-out (p 36 of the EPP).

As of July, 2026 fracouts have already been reported by community monitors.

HDD sites account for 15% of the length of the reroute.

The work areas around HDD sites are large. According to the EIS, at the beginning, or “rig side,” of the drill paths, a 200-foot by 250-foot work area is needed for equipment, drilling fluid management, and material storage. At the exit, or “pipe side”, a 150-foot by 250-foot work area is needed for equipment, drilling fluid management, and hydrostatic testing equipment.

Attached to this work area would be a pipe assembly area in line with the drill path that is 100 feet wide by the length of the drill path plus 200 feet. For example, the shortest HDD drill path along the reroute is 1,774 feet, plus an additional 1,800 feet for assembly of the pullback segment of pipeline (at the pipe side).

HDD work will also take a long time. If work is conducted in 12-hour shifts, durations of 20-98 days are anticipated for each HDD crossing planned for the Line 5 relocation project (See Appendix G of the EIS). These durations may change based on their shifts. Read more about HDD on p70-74 of the EIS. HDD equipment and expertise is very specialized and expensive (at least 3x more expensive than trenching), so there is usually a much higher security and police presence at HDD sites, so that work is not monitored or interrupted. Sometimes the entire site is surrounded by 15’ tall opaque fencing to prevent monitoring and observation. Tools like drones may be useful for community oversight.

HDD sites are listed on p 69 of the EIS and are also marked on the Google map.

Appendices H and AH list specific site information for each HDD site.

Appendix N lists fracout (IR) mitigation and contingency plans for each of the HDD crossings.

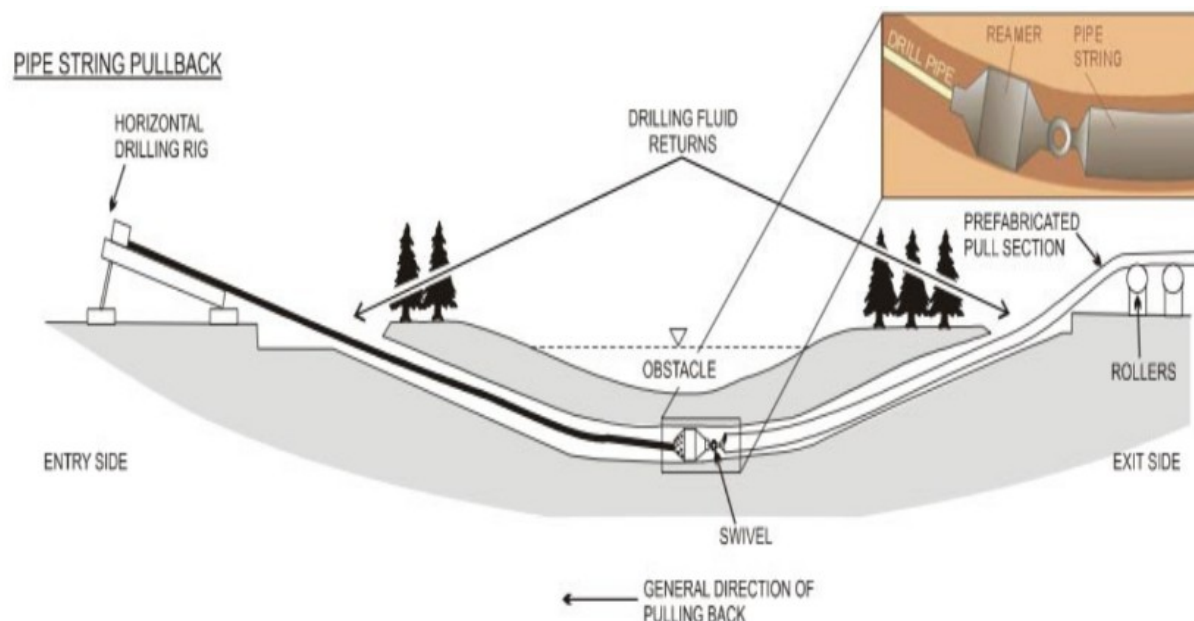


Diagram shows: Pipestring pullback, in which the pipe (right side of the image) is being pulled back towards the drilling side of the tunnel (left side of the image). At this point, the tunnel was already bored. (Courtesy of the Ohio EPA).



Images show: The drone footage shows the “rig side” of an active HDD site. Note the tall metal walls that surround the work site; the large security presence (in the black pickups), the matting that is underneath much of the equipment, and the blue pipeline that is sitting in the trench and the un-assembled pieces of blue pipe sitting on the surface (on the right side).



Figure 3: Images show: More drone footage of the HDD site. Note the pool holding the drilling fluid, surrounded by an orange safety fence; the blue drilling rig and the pile of drill rods next to the rig (they extend the drill bit further into the hole).

13. **Open Cut or Wet Trench (OC):** An open trench method for crossing waterbodies is used in conditions where no water is present at the crossing location. This often involves dredging (the removal of material from the bed of a waterbody). OC trenching typically takes about 24-48 hours to complete one crossing. Read more on p 65 of the EIS.

14. **Dry Crossing (DC):** Open trench method used in conditions where water is present in the waterbody; referred to as the “Dry Crossing” method. The construction zone is isolated and either a dam and pump or a flume pipe are used to route water around the isolated work area. In other words, this would likely be a dewatering site. Read more on p 66-67 of the EIS.

15. **Typical sequence of pipeline construction** (see diagram on p 78 of the EIS):

- a. Survey and Staking
- b. Clearing/front-end grading (includes clear cutting).
- c. Move loose surface material (probably with a bulldozer)
- d. Re-staking the centerline of the trench on the RoW
- e. Installing erosion control and stabilization mats
- f. Stringing pipe (placing the pipe on the RoW, uses side boom tractors, mobile cranes, or vacuum lifting equipment)
- g. Field-bending pipe segments (done by a track-mounted, hydraulic pipe-bending machine)
- h. Production welding (welding the pipe segments together on the side of the trench)
- i. Non-destructive testing of pipe and repair, as required (usually 10% of welds are tested in the field, using x-rays or ultrasounds).
- j. Coating field welds on the pipe (the welds connecting pipe segments are coated on the outside of the pipe with a anti-corrosion coating)
- k. Trenching, using a wheel ditcher
- l. Trenching, using a backhoe
- m. Inspection and repair of pipe coating as required
- n. Inspection of the trench, potential dewatering
- o. Lowering pipe into the trench (using side-boom tractors)
- p. Conducting the as-built survey
- q. Backfilling material into the trench (using angle blade dozers, draglines, or backhoes)
- r. Hydrostatic testing (cleaning the inside of the pipe, then filling the new pipe segments with water, raising the internal pressure level, and holding that pressure to test for leaks)
- s. Final tie-in (attaching the reroute pipe segments to the rest of Line 5)
- t. Spread loose surface material, final grading, cleanup and full remediation

16. Find a useful list of typical construction equipment used on p 80 of the EIS.

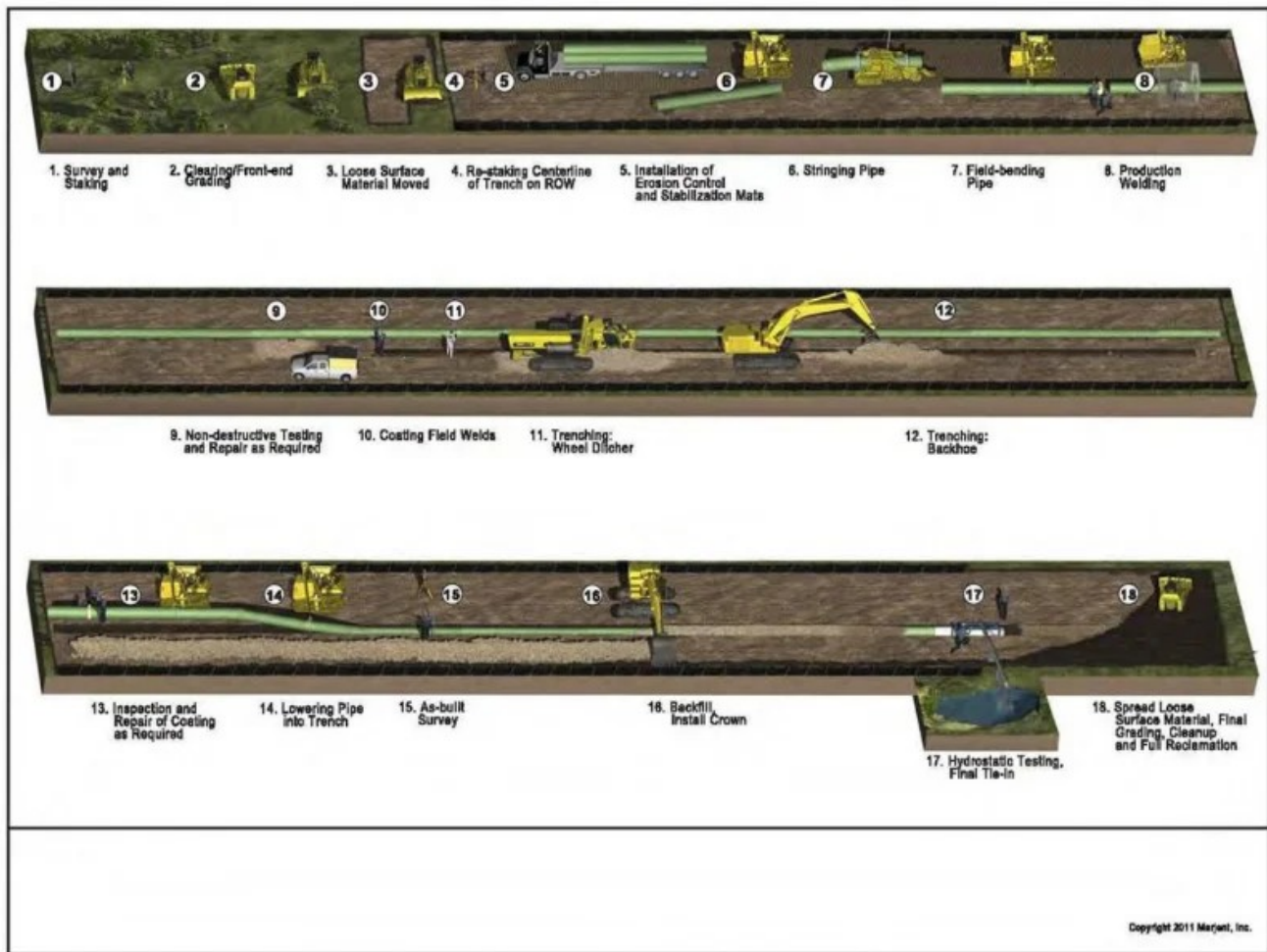


Figure 2.6-1 Typical pipeline construction sequence.

Diagram shows: Typical pipeline construction sequence; from p. 78 of the EIS (DNR, Enbridge; and Marjent, Inc.)

Common Violations

Note that regulations may change by project, project phase, state, and county. The applicable legal documents are hundreds of pages, so we listed the most common/most easily spotted violations below. Reviewing the Environmental Impact Statement (EIS) issued by the WI DNR and the Environmental Protection Plan (EPP) issued by the US Army Corps of Engineers will better prepare you to find violations and how to know which regulatory agency to contact with potential violations.

Find legal documents related to the Line 5 reroute at <https://watchline5.com/wi-legal-documents/>

General Violations

1. Fallen or missing fences, markers, or signage: (images L to R)

- a. There should be signage at the entrance to the construction site. It should specify any endangered species habitat. If you see any endangered species but no signs, take pictures of both. Image shows fallen signage.
- b. Fallen or missing safety fencing.
- c. Fallen or missing goalpost safety flagging



2. Failing ECDs:

- a. ECDs that have fallen (letting through sediments or murky water; first image)
- b. ECDs that are missing (indicated by sediments flowing or blowing off of the RoW).
- c. Silt fences or stockings that are damaged, not secured, or overflowing (second image).
- d. A strategic time to check is after rainfall of 0.5 inches or more, because you will see whether ECDs are functioning.



3. Failing water containment systems at dewatering sites:

- a. Water overflowing from containment structures (like hay bales), puddles downhill of the structures, or water from the structures flowing off the easement. This indicates that they are pumping water more quickly than the containment system can handle. They may be exceeding the water withdrawal limits set by the DNR Water Resources Division. Check the overflow for obvious signs of contamination (smell of gas, oily sheen, etc.)
- b. A strategic time to observe is during/after a rainstorm, to observe runoff patterns (especially if contaminated water is flowing into waterways).



Images show: further-away and close-up of water leaking out of and puddling downstream of the hay bale containment structure.

4. Construction work, driving, or parking happening outside of construction RoW:

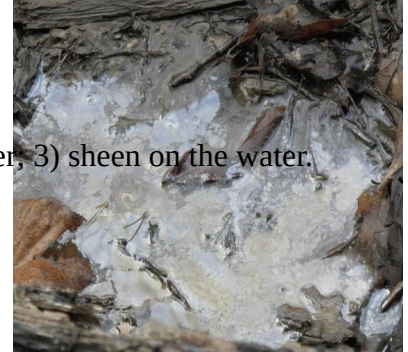
- a. Construction work must happen within the RoW boundaries.
- b. Improper use of access roads. Crews must remain on the designated roads and RoWs. Driving outside the easement with construction equipment is not allowed.
- c. Construction vehicles must be parked in designated construction/parking areas, and not on public property.



Image shows vehicles parking outside of the RoW boundary.

5. Pollution or Waste outside of the permitted areas:

- a. Dust plumes caused by construction activities, like equipment moving. Dust control is required by the Construction Site General Permit, Permit No. WI-S067831-6. (The DNRs Air Quality Division is the regulatory agency, but they likely would not respond to a violation, unless it is disastrous.)
- b. Trucks tracking mud from construction sites to public roads or outside of construction areas
- c. Brush, wood chips, debris, or other waste from excavation site outside of the permitted construction areas. (Regulated by WI DNR Water Resource Division).
- d. Spilled fuel or other fluids. Contaminants may look like a sheen or like turbidity (mud stirred up in water.) (Regulated by WI DNR Remediation and Redevelopment Division).



Images show: (L to R) 1) Dirt tracked over a road; 2) turbidity in the water; 3) sheen on the water.

6. Improper working conditions:

- a. Lack of signalers directing traffic at road or trail crossings
- b. Workers without proper safety gear (such as hard hats) (Regulated by OSHA).

7. Lack of required equipment:

- a. In wetland sites or dewatering sites, there must be containment devices beneath equipment to catch potential fuel or oil leaks, for example a plastic lining or tray beneath equipment. Example: pumps in dewatering sites must have secondary containment so gasoline does not spill into the water table. (p 32 of EPP)
- b. Gas or diesel containers must be in contained areas with "flammable" signage

8. **No endcaps on pipes** welded to the pipeline sitting in the trench. Endcaps are required when work is not actively happening as a safety measure, so no one goes inside of the pipes.

9. **Smell of gasoline**-- it may indicate that pumps have hit a plume of contaminant. (Regulated by WI DNR's Remediation and Redevelopment Division).

10. **Illegal burning**-- it is common. Call the local fire marshal. Be careful, dangerous chemicals may be released into the air. For example, during other pipeline construction, used matting contaminated with toxins and felled trees have been chipped and burned in huge piles.

11. **Contractors harassing or interfering with individuals exercising treaty or public trust rights**. Examples include confronting an individual engaged in lawful hunting, fishing, or trapping; impeding or obstructing a person who is engaged in those activities; or monitoring those individuals through direct personal or indirect electronic means (from <https://midwestadvocates.org/wp-content/uploads/Pipeline-Monitoring-Guide.pdf>)

HDD Sites Violations:

1. **Lack of required construction vehicles.** A vacuum truck and a backhoe must be present in case of a fracout. See p36 of the EPP for more details.

Wetland Violations (only applicable in wetland areas). Read more on p 98-99; and Section 5.8 of EIS

1. **No signage labeling wetland areas** – examples: “Wetland Area 53” or “Waterbody 53.” The name of the waterbody is found in the EIS. The company’s rationale for these signs are required so that workers do not drive through the wetland, in which the equipment would sink, and cause damage to the equipment.



Figure 4: Wetland sign missing the name of the waterbody.

2. **Gas or diesel containers are not allowed in wetland areas** (EIS, p 100)
3. **All equipment parked overnight and/or being fueled has to be at least 100ft from a wetland or waterbody** (EIS, p 100).
4. **No refueling or greasing equipment is allowed in wetland areas** – should be posted on a sign (EIS, p 100)
5. **Lack of required secondary containment:**
 - a. When refueling or maintenance activities are required within 100 feet of streams or wetlands, there must be secondary containment devices beneath equipment to catch potential leaks-- like a plastic lining or tray beneath equipment. Ex: Pumps in dewatering sites must have secondary containment so gasoline does not spill into the water table.
 - b. There must also be adequate amounts of absorbent materials and containment booms on hand to enable the rapid cleanup of any spill which may occur (p 32 EPP).
6. **Driving equipment in the wetlands, or off of equipment ramps**
7. **Lack of or improperly placed sediment curtains (Erosion Control Devices) on creeks.** An ECD should be placed to stop eroding sediments from entering the water body.
8. **Water downstream from construction is stirred up/murky** (i.e. turbidity). This is an erosion problem and indicates the EDCs are not working.
9. **Oil on creeks and wetlands** (may appear as “rainbow” on water surface).
 - a. To differentiate from natural oily sheens caused by decomposition in wetlands, break apart the residue with a twig. If it re-forms it is a petroleum product, if it stays apart it is natural.
 - b. WI DNR Remediation and Redevelopment Division regulates chemical spills.

Reporting Potential Violations

Reporting Quick-Guide:

- For any possible frac-out call the DNR Spills Line: 1 800-405-0016.
- For other issues contact: Kyle McLaughlin/Wisconsin Department of Natural Resources. Phone: (715)-360-6148; Email: Kyle.McLaughlin@Wisconsin.gov
- For oil or chemical spills call the National Response Center hotline at: 1-800-424-8802
 - This line is *only* for reporting emergencies (not frac-outs or other potential violations).

Please submit your observations to: <https://watchline5.com/report-form/>

The Watch Line 5 organizers are in the process of putting together a team to review the submissions, work on identifying potential violations, and support people in reporting violations. However, reporting violations and pressuring regulatory agencies to take action on violations is a question of organizing community power.

Resources if you decide to report violations yourself:

The bureaucracy is HARD to navigate. Report the violation to the person who is legally responsible for taking action. This may change depending if it is during construction or after the pipeline is complete. It is best to create a good relationship with the applicable DNR or USACE workers.

Be persistent and follow up, because they may not respond at first. Agencies are highly compartmentalized, so it is also helpful to contact multiple people within the same agency to get around the red tape and find people who are willing/able to support. Emailing multiple people also makes FOIA-ing easier afterwards (because you know the emails/keywords to reference in the FOIA).

1. Contact the departments responsible for approving the relevant permits and notify the field agents of the violations.
2. Follow up daily until resolved.

WI Department of Natural Resources:

- Regulates the deposit of harmful substances in lakes or rivers or illegal storage or disposal of hazardous waste. The following divisions regulate different kinds of violations.
- Water Resources Division: Wrote permits for Line 5 Permits. Regulates water, has jurisdiction under the CWA, SDWA This agency regulates water withdrawal and soil erosion.
- Remediation and Redevelopment Division: Regulates chemical spills, including oil or gas. Contact them if suspect an oil or chemical spill (including water overflowing from secondary containment or drilling fluid from a frac-out. Be explicit and specific if you see or smell chemicals or gasoline in the water). Collect samples if you are able. Ask a representative to meet you in the field to take their own samples. Note that they are not involved in the permitting process and are often cordoned off from regulation by bureaucracy.
- Air Quality Division: Monitors and regulates air quality concerns. Call them for dust plumes, illegal burning, etc.
- General Reporting:
 - Call or text: 1-800-847-9367; remember it by 1-800-TIP-WDNR
 - Online reporting form: <https://dnr.wisconsin.gov/contact/Hotline.html>
- DNR Emergency Spills Hotline: 1 (800) 405-0016

- DNR R&R Spills Hotline: 1-800-943-0003
- DNR R&R Ashland Regional Manager: Chris Saari; Christopher.Saari@wisconsin.gov; 715-208-4004
- DNR R&R Regional Spills Coordinator (Superior): Ellie Romfoe; Elizabeth.Romfoe@wisconsin.gov; 414-335-4473
- DNR Waterways Program Manager Ben Callan: Benjamin.Callan@wisconsin.gov
- DNR Storm Water Program Section Chief, Madison Office: Shannon Haydin; shannon.dobbinshaydin@wisconsin.gov; (608) 949-0460
- Secretary's Director of the Northern WI Section of the DNR: Ann Kipper; Ann.Kipper@Wisconsin.gov; (608) 733-1336
- DNR Endangered Species contact: Stacy Rowe; stacy.rowe@wi.gov

US Army Corps of Engineers:

- Regulates: Section 404 of the Clean Water Act (regulates discharges of dredged or fill material into waters of the United States, including wetlands,) and Section 10 of the Rivers and Harbors Act (regulates any work or structures in, over, or under navigable waters of the United States), and any activity that may be out of compliance with an existing Corps permit.
- The Line 5 reroute is within the USACE St. Paul District (MVP)
 - Office phone number: (651) 290-5525
 - Office Address:
US Army Corps of Engineers
St. Paul District, Regulatory Division
332 Minnesota Street, Suite E 1500
St. Paul, MN 55101-1678
- Project Lead: Bill Sande; William.M.Sande@usace.army.mil
- Head of St. Paul District: Colonel Matthew B. Chase; Matthew.B.Chase@usace.army.mil
- St. Paul District, Regulatory Branch: Todd Vesperman, todd.m.vesperman@usace.army.mil; 920-448-2824 (phone number may be outdated)
- Regulatory Chief for St. Paul District: Drew Becker; Drew.Becker@usace.army.mil
- General website for reporting violations: <https://rrs.usace.army.mil/rrs>, click "Report Violations"

Environmental Protection Agency:

- Regulates: Section 404 of the Clean Water Act, among many other things. Sometimes only steps in to assist in regulatory duties in case of an emergency or at the request of the WI DNR or USACE.
- General Reporting: call 1-312-353-2000 or submit online at: <https://echo.epa.gov/report-environmental-violations>
- Wetland Regulatory contact for Region 5: Kerryann Weaver; weaver.kerryann@epa.gov; 312-353-9483
- Surface Water Enforcement contact for Region 5: Nefertiti DiCosmo; dicosmo.nefertiti@epa.gov; 312-353-6268
 - works in the Water Enforcement and Compliance Assurance Division

Occupational Safety and Health Administration (OSHA):

- Regulates worker health and safety
- File complaints here: <https://www.osha.gov/workers/file-complaint>

Ashland County Highway Department:

- Regulates seasonal weight restrictions on Ashland County's trunk highways.
- This link shows County trunk highways, differentiated from state highways:
<https://wisconsindot.gov/Documents/travel/road/hwy-maps/county-maps/ashland.pdf>
- Office address: 39181 State Hwy 13, Highbridge, WI 54846
 - Phone: 715-274-3662
 - Highway Commissioner: Matt Erickson; Patrol Superintendent: Kim Rikkola

For instances of contaminants present in water (oil, gasoline etc), the DNR Water Resources Division usually calls the third party oversight company. The company will often use a lower price water test that may not detect contaminants. The DNR Remediation and Redevelopment Division has the ability to do water sample tests, but they are unlikely to be notified because they are not a part of the permitting and regulating process, and the third party oversight companies are in charge of "regulating" Enbridge. See the R&R contacts above in case of contaminants in the water.

The EPA also has the capacity to conduct water tests (even pass/fail on-site testing), but may only come in emergency cases.

Time Restrictions on Construction of the Line 5 Reroute:

Waterway restrictions for Fish spawning seasons:

- Table of waterway crossings with restrictions **March 1-June 15**: <https://watchline5.com/wp-content/uploads/2026/03/Table-water-crossing-impacts-March-1-to-June-15-time-restrictions-2.pdf>
- Table of Waterway crossings with restrictions **September 15-May 15**: <https://watchline5.com/wp-content/uploads/2026/03/Table-water-crossing-impacts-Sept-15-to-May-15-time-restrictions2.pdf>

Interpretations: Enbridge is restricted from conducting work directly in water bodies, or in-stream work, during fish spawning seasons. HDD activities are allowed, the rationale being that they are conducted beneath the water bodies. However, temporary bridges associated with HDD sites are not allowed since they are considered to have in-stream impacts. The tables above can serve as a resource for monitoring construction activity at waterbody crossings during the two periods that represent fish spawning seasons. Viewing these tables can be confusing, especially on mobile devices — however if you print them out and have them handy in your vehicle, they can help immensely while monitoring once you learn to identify the locations of the water bodies based on latitude and longitude and/or on signage present at the locations.

More info:

https://widnr.widen.net/s/j9qdpk8tml/final_enbridge_l5r_ch30_ch.281_permit_decision

WDNR Wetland and Waterway Crossing Permit Condition 129: To minimize adverse impacts on fish movement, fish spawning, and egg incubation periods, the placement and removal of TCSBs and any in-water work shall not occur during the time periods listed in Permit Table 1, unless waived or modified in writing by the Department's regional Fisheries Biologist. The timing restrictions only apply to waterways that have standing or flowing water at the time that the regulated activity occurs.

Restrictions based on water levels:

WDNR Wetland and Waterway Crossing Permit Condition 130: Prior to commencing in-water activities, you shall monitor for changes to water levels and/or flows to avoid working during high flows. You shall not begin in-water work within 24 hours of forecasted rain events exceeding ½ inch and all in-water work and restoration shall be completed prior to any such event.

WDNR Wetland and Waterway Crossing Permit Condition 131: You shall not install temporary bridges or conduct in-water work during periods of high water levels or flooding if the water level or flooding could overwhelm the proposed crossing or construction techniques.

Restrictions related to Bird and bat breeding:

During **Mid April-Mid August**, there are various state-wide restrictions on tree cutting due to bird and bat breeding season. It is unclear to us what restrictions might be enforceable or which laws, policies, or statutes are being used. At this time our understanding is that there are no WDNR protections that prevent tree cutting unless an active roost has been observed. An active roost site would likely lead to an area (maybe a couple hundred feet diameter) around the tree where logging would not be allowed perhaps until June or October (depending on which species of bat). We invite folks with expertise to help us understand these restrictions and how they may be used for monitoring and reporting violations.