8.0 ENVIRONMENTAL INFORMATION: ROUTE B

8.1 DESCRIPTION OF ENVIRONMENTAL SETTING

Route B extends from the Lakefield Junction Substation in Section 3 of Hunter Township, Jackson County, to the proposed Huntley Substation in Section 14, Verona Township, Faribault County. Route B then extends south to the Iowa border, with the Minnesota portion of the line ending in Section 36, Pilot Grove Township and Section 31, Elmore Township, Faribault County. Route B would cross generally the same area crossed by Route A, except along a different alignment for most of its length. However, Route B would typically be less than two miles away from Route A. As a result, Route B has generally the same environmental setting as Route A. A detailed description of this environmental setting is provided in **Section 6.1**.

The application alignment for Route B is shown on detailed maps in **Appendix D**. Unlike Route A, Route B would include double-circuiting with an electric transmission line for only approximately 1.25 miles. Route B follows all new transmission alignment, typically following roads, property lines, or field lines but would be double-circuited with the realigned 161 kV Rutland to Winnebago Junction Line along 160th Street to connect this line to the new Huntley Substation. Where Route B follows roadways, the application alignment is proposed to be located approximately ten feet off the edge of the road right-of-way. Minor portions of Route B in the Chain of Lakes area, south of Lake Charlotte, follow the same alignment as Route A. Otherwise, Route B follows a different alignment than Route A.

Route B would introduce a new 345 kV transmission line into an area where no high voltage transmission line previously existed and would require establishing a new 200-foot right-of-way. The route is approximately 73 miles in length, encompassing approximately 10,093 acres.[8] Approximately 56 miles would be between Lakefield Junction and Huntley and 17 miles from Huntley to Iowa. Approximately 1,768 acres of right-of-way would be required for the Project along Route B.

[8] Although slightly longer than Route A, Route B includes one mile only 500 feet wide and, besides the area near the lower border, is otherwise only 1,000 feet wide, so its overall acreage is less than that for Route A.

8.2 LAND COVER

The construction, operation, and maintenance of Route B would be designed to minimize potential adverse impacts to all land cover types. **Table 51** summarizes the land cover and land use considerations for the Project.

Table 51. Land Cover Along Route B

Impacts of Route B	Total
Route Length (miles)	73.4
200-foot Right-of-Way (acres)	1,768
Land Cover	
Cropland in Right-of-Way (acres)	1,465
200-foot Right-of-Way Percent Cropland	83
Aquatic Environments in 200-foot Right-of-Way (acres)	3.9
Grassland in 200-foot Right-of-Way (acres)	286
Lowland Deciduous Forest in 200-foot Right-of-Way (acres)	6.4
Upland Deciduous Forest in 200-foot Right-of-Way (acres)	0
Shrubland in 200-foot Right-of-Way (acres)	0
Upland Conifer Forest in 200-foot Right-of-Way (acres)	0
Upland Deciduous Forest in Right-of-Way (acres)	5.7
Non-Vegetated Right-of-Way (acres)	0

Source: MnDNR, MNDOT, ITC Midwest, NAIP, NWI

The primary land cover in the Study Area is agriculture. Approximately 1,465 acres of cropland would be within the project right-of-way. Several other land cover types comprise the remaining 302 acres of right-of-way that may be impacted by Route B. As summarized in **Table 51**, these include grassland/pasture areas, aquatic environments, lowland deciduous forests, and upland deciduous forested areas, with grassland pasture areas comprising the majority of non-cropland land cover. Of the 302 non-cropland acres of right-of-way, approximately 286 acres is grassland/pasture. The right-of-way would include approximately 6.4 acres of lowland deciduous forest and 5.7 acres of upland deciduous forest. A total of approximately 1215 acres of woodland would need to be cleared for the right-of-way of Route B. Route B would have approximately four acres of aquatic environment within the right-of-way and would not contain any shrubland, upland conifer forest, or non-vegetated areas (**Appendix D** and **Appendix M**).

8.2.1 Impacts and Mitigation

In order to mitigate any undue impacts to land cover, the clearing or otherwise alteration of land cover would be limited to only that necessary for safe operation of the line. Four areas of remnant prairie are within the Route B 200-foot right-of-way. ITC Midwest will coordinate with MnDNR to take measures to avoid disturbance to these areas, many of which can likely be spanned during construction.

Additional measures would be developed with the MnDNR to avoid migration of invasive species into any identified remnant prairie components prior to right-of-way clearing. Any disturbed areas would be restored. ITC Midwest will limit vehicle traffic to the extent practical to roads and pathways along the right-of-way.

There are 17 CRP parcels crossed by Route B. Only 11 of these parcels are within the right-of-way of Route B. There are 11 CREP land parcels within Route B. The right-of-way of Route B includes portions of six CREP parcels. All of these parcels are part of the RIM program.

In agricultural areas, ITC Midwest will inform landowners of construction. Depending on the timing of construction, some crop damage may occur. ITC Midwest will restore disturbed cropland and compensate landowners if crop loses occur.

8.3 SOILS

The soils associated with Route B are similar to those discussed in **Section 6.3** (**Appendix M**). The farmland classifications crossed by Route B are summarized in **Table 52**.

Table 52. Farmland Classifications Crossed by Route B

Farmland Classification	Total
Right-of-Way Acres	1,768
Prime Farmland within the 200-foot Right-of-Way (acres)	578
Percent of Right-of-Way that Crosses Prime Farmland	33
Prime Farmland if Drained within Right-of-Way (acres)	946
Percent of Right-of-Way that Crosses Prime Farmland if Drained	54
Farmland of State Importance within Right-of-Way (acres)	149
Percent of Right-of-Way that Crosses Farmland of State Importance	8.4
Prime Farmland if Protected from Flooding within Right-of-Way (acres)	30
Percent of Right-of-Way that Crosses Prime Farmland if Protected from Flooding	1.7
Right-of-Way Prime Farmland, Prime Farmland if Drained, Farmland of Statewide Importance, Prime Farmland if Protected from Flooding (acres)	1,704
Right of Way Percent Prime Farmland, Prime Farmland if Drained, Farmland of Statewide Importance, Prime Farmland if Protected from Flooding	96

8.3.1 Impacts and Mitigation

The potential impacts and mitigation methods for Route B are similar to those provided for Route A in **Section 6.3.1**.

8.4 LINEAR FEATURE SHARING

Sharing of linear features reduces the amount of disturbance to the surrounding environment, thus reducing overall impacts of a transmission line and mitigating unnecessary environmental disturbances. Route B shares a total of 53 miles of its route with existing linear features, which is 72 percent of the route. Roads account for 35 miles of this total, while the route follows 0.2 mile of existing transmission lines (although it would be double-circuited with an additional 1.25 miles of 161 kV line along new alignment). Field lines are shared for 53 miles. Approximately 20 miles of the Route B application alignment would not share an existing right-of-way or follow a linear feature.

Table 53. Linear Feature Sharing for Route B

Linear Feature Sharing – Type	Total
Length Along Existing Transmission Alignment	0.2
-and also along roads (miles)	0.2
-and also along field lines (miles)*	0.2
Length Not Along Existing Transmission Alignment	72
-but along roads (miles)	35
-but along field lines (miles)	53
No Linear Feature Sharing (miles)	20
Total Linear Feature Sharing (miles)	53
Total Linear Feature Sharing (percent)	72

Source: MNDOT, Energy Velocity, ITC Midwest, Burns & McDonnell
*Field lines also include roads that are along the edge of the field.

8.4.1 Impacts and Mitigation

Opportunities for co-location have been identified and to the greatest extent practicable no impacts to existing linear features are anticipated. Realignment of a small portion of the Lakefield to Border 161 kV Transmission Line into the new Huntley Substation would result in co-location of the new 345 kV line and relocated 161 kV line for approximately 1.25 miles.

8.5 HUMAN SETTLEMENT

8.5.1 Public Health and Safety

Route B extends through the same counties and general area as Route A. Public health and safety characteristics would be essentially the same as those discussed in detail for Route A in **Section 6.5.1**. Police, fire, and ambulance services are provided by the larger communities in the area and the counties. Both volunteer and staffed fire protection services are available to serve the communities and rural fire protection districts. Hospitals are available in Blue Earth, Fairmont, and Jackson.

Route B would be over two miles from the Jackson and Blue Earth airports and over four miles from the Fairmont airport (**Appendix N**). Only one private landing strip is known within approximately one mile of Route B, a short grass strip located north of the existing Lakefield to Border 161 kV Transmission Line that would be rebuilt as part of Route A. Route B is south of this existing line.

(a) *Impacts and Mitigation*

Route B impacts to public health and safety would be generally the same for Route B as those discussed for Route A in **Section 6.5.1**. Route B would likely require slightly less traffic control, and therefore less law enforcement, due to Route B having one crossing of Interstate 90 instead of three proposed for Route A. Route B is not anticipated to impact any ARMER towers or communications between these towers.

8.5.2 Commercial, Industrial, Residential Land Use

Route B extends through the same counties as Route A, through an area that is predominantly agricultural. Commercial, industrial, and residential land uses in the vicinity of Route B are primarily concentrated in the nearby towns. Regulatory land use, zoning, and development considerations for Route B would be the same as described for Route A. Route B is compatible with the current zoning designations through which it extends in Jackson, Martin and Faribault counties. Detailed information about the commercial industrial and residential land use can be found in **Section 6.5.2**.

(a) *Impacts and Mitigation*

Routes were initially identified that maximized distance from residences and minimized the total number of residences in proximity to the application alignments to the extent feasible. In addition, existing linear features were followed to the extent feasible to minimize the amount of new right-of-way required and creation of new linear features in the area, thereby limiting new impacts to property owners. Using existing linear features minimizes impacts to agricultural land, forestland, and wetlands by reducing the amount of new right-of-way required. Landowners would be compensated for all easements obtained.

The Study Area is relatively rural, with little commercial or industrial development. Impacts and mitigation to commercial, industrial, and residential land use for Route B would be similar to that of Route A provided in **Section 6.5.2.**

8.5.3 Displacement

Numerous structures and facilities, including residences, are located within by Route B. There are 38 residences within Route B. A total of 33 homes are within 500 feet of the application alignment of Route B. However, based on the currently

proposed alignment of Route B, no residences or other structures would be within the 200-foot right-of-way for the project. No displacement of any structures is anticipated. **Appendix D** shows the application alignment and residences within 500 feet of the application alignment. Residences within 500 feet of the application alignment are summarized in **Table 54**.

Table 54. Proximity of Residences to Route B Application Alignment

Proximity (Feet)	Lakefield Junction to Huntley	Huntley to Iowa
Residences 0-75	0	0
Residences 75-150	2	0
Residences 150-300	14	2
Residences 300-500	13	2
Total Residences	29	4
Density (homes/mile)	0.5	0.2

(a) *Impacts and Mitigation*

Based on the Route B application alignment, no displacements of any residential structures are anticipated.

8.5.4 Noise

As Route B extends through the same general landscape as Route A, the general noise conditions along Route B are essentially the same as described for Route A. Detailed information about noise in the Study Area can be found in **Section 6.5.4** and **Table 17**.

(a) *Impacts and Mitigation*

Noise generated from the construction and operation of Route B would be similar to that described for Route A in **Section 6.5.4**. Many of the sensitive noise receptors along Route B would not have previously been exposed to noise from transmission lines.

Thirty-three sensitive noise receptors (all residences) would be located within 500 feet of Route B. These receptors would only potentially be exposed to increased construction noise when construction was occurring along those sections of line in proximity to them.

Noise generated from the operation of Route B is expected to be negligible. The primary source of noise as a result of operation of the transmission line would be the corona effect. Corona noise would be irregular and dependent on atmospheric conditions. As shown in **Table 17,** noise levels at sensitive noise receptors resulting from the operation of the Project along Route B would be below MPCA NAC noise limits.

8.5.5 Aesthetics

As Route B generally extends through the same landscape as Route A, the existing aesthetic conditions along Route B are very similar to Route A. Detailed information about the aesthetics of the Study Area can be found in **Section 6.5.5**. Unlike Route A where much of the route would include the rebuilding of an existing 161 kV transmission line as a taller, double-circuit structure, Route B would use all new right-of-way. Route B would introduce a new transmission line feature into the visual landscape where one previously did not exist. The new transmission line would not be an unusual visual feature as other transmission and distribution lines are found throughout the Study Area and in the vicinity of Route B.

(a) *Impacts and Mitigation*

Construction and operation of Route B would introduce a new visual feature into the landscape. Route B would alter the viewshed throughout the Study Area. The structures for Route B would be taller than most of the electric line structures in the Study Area but would be similar in appearance to various steel monopole structures present in the area. They would be considerably shorter than the wind turbines throughout the area and would not create a new type of feature to the landscape as transmission and distribution lines are prevalent within the visual landscape of the area. Where feasible, structures would be placed to take advantage of existing natural screening to reduce the view of the line from nearby residences and roadways and avoid placement in front of residences.

8.5.6 Socioeconomics

Socioeconomic conditions are described and analyzed at the State and county levels. Route B passes through the same counties as Route A and generally within two miles of Route A. As a result, the existing socioeconomic conditions along Route B are very similar to those along Route A. Route B extends through a

few different townships than Route A, and one fewer, resulting in the total population of townships along Route B (3,028 residents[9]) being slightly less than along Route A (3,249 residents) (U.S. Census Bureau 2010b). County level socioeconomic conditions are discussed in detail in **Section 6.5.6**.

As with Route A, the majority of the population (98.5 percent) is white in the townships along Route B. The percentage of the population of townships that is minority is identical for both routes (1.9 percent). For the population along Route B, 0.1 percent is black or African American, 0.3 percent is Asian, 1.1 percent is some other race, and 1.1 percent is Hispanic.[10]

Median household incomes in the townships along Route B are almost identical to those along Route A, ranging from $47,188 to $70,000 (**Table 20**) (U.S. Census Bureau 2010a). The unemployment rate for the population along Route B (3.7 percent) is similar to that along Route A (3.5 percent). The poverty rate is slightly higher for the population along Route B (4.8 percent) compared to Route A (4.4 percent). As with Route A, the top three industries in terms of employment include "educational services, and health care and social assistance," "agriculture, forestry, fishing and hunting, and mining," and "manufacturing" (U.S. Census Bureau 2010a).

(a) *Impacts and Mitigation*

The construction and operation of Route B is not anticipated to create or remove jobs in the Study Area or result in the relocation of individuals. Therefore, the transmission line is not expected to change population trends, economic indicators, or employment, as discussed for Route A, **Section 6.5.6(a)**.

8.5.7 Cultural Values

Cultural values associated with Route B are similar to those described above for Route A. More information about cultural values for the Study Area can be found in **Section 6.5.7**.

---

[9] Includes Jo Daviess, Pilot Grove, and Verona Townships in Faribault County; Belmont, Des Moines, Enterprise, and Hunter Townships in Jackson County, and Center Creek, Elm Creek, Fox Lake, Fraser, and Rutland Townships in Martin County

[10] Total minority is calculated by adding the populations for all non-white races and the population for white-Hispanic.

(a) *Impacts and Mitigation*

Cultural values are not expected to be impacted by Route B and proposed mitigation is similar to that provided for Route A in **Section 6.5.7(a)**. The Study Area is rural in nature with an agriculture-based economy and would remain so after Project construction. Natural amenities, including lakes, rivers, and WMAs, attract local and regional recreational users. None of these aspects of the culture of the area would be significantly impacted or changed.

8.5.8 Recreation

Recreational opportunities in the vicinity of Route B are similar to those for Route A and include hunting, wildlife viewing, fishing and other watersports, and snowmobiling. Portions of three WMAs are within the 200-foot right-of-way for Route B. Route B crosses portions of the Toe WMA in Jackson County, the Caron WMA in Martin County, and the Four Corners WMA in Martin County. Route B is located along the northern edge of Fox Lake Game Refuge, adjacent to the south side of 140th Street for approximately three miles. Route B is located adjacent to one USFWS WPA, Boot Lake WPA in Jackson County. Boot Lake WPA is managed by the USFWS Windom Wetland Management District.

Route B crosses the same snowmobile trails as Route A, although the crossings are in slightly different locations. Route B would also parallel the Prairieland Trail for approximately 4,000 feet. This section of the Prairieland Trail uses 150th Street in Martin County, which is followed by Route B in this area.

Route B crosses the Des Moines River State Water Trail but does not cross the Blue Earth River State Water Trail. The crossing for Route B of the Des Moines River is not an established crossing of an existing transmission line, like that of Route A. More detailed discussion of recreation in the Study Area is included in **Section 6.2.8**.

(a) *Impacts and Mitigation*

Recreational opportunities in the vicinity of Route B include hunting and trapping, wildlife viewing, fishing, canoeing and kayaking, and snowmobiling. Any effects the Project would have on these activities would typically be temporary in nature, such as increased construction noise that would detract from recreational activities. Construction noise and activity could also cause wildlife to temporarily move out of the area. Construction zones may be temporarily off-limits to those using the recreation areas due to safety concerns.

However, such closures and restrictions would be on a case-by-case basis and any impact to these types of activities by the project transmission line would be short term, temporary and minimal. Following the completion of construction activities, wildlife would move back into the area and any closed areas would be re-opened for access and use. As the majority of the Study Area is agricultural and few recreational areas are actually crossed by Route B, the proposed project would not significantly impact recreational opportunities or activities.

8.5.9 Public Services

Public services within the vicinity of Route B are provided by the same agencies as discussed for Route A in **Section 6.5.9**. These include county sheriff's offices, municipal police departments, fire departments, ambulance districts, hospitals, schools, and other public facilities.

(a) *Impacts and Mitigation*

Public services within the Route B vicinity are provided by local law enforcement and emergency response agencies located in nearby communities, public school districts, local hospitals, and others. Impacts and mitigation for these services along Route B would be similar to those provided for Route A in **Section 6.5.9(g)**. There are police forces, fire departments, emergency response teams, and hospitals. These facilities would not be significantly impacted by the construction and operation of the transmission line as discussed previously for Public Health and Safety. Any impacts would be temporary, such as temporary road closures during construction or slightly increased traffic near access roads. ITC Midwest will notify appropriate local emergency service providers of the project and construction activities prior to beginning construction and coordinate any necessary traffic control requirements with appropriate road authorities.

8.5.10 Radio, Television, Cellular Phone and GPS

Radio, television, cellular phone services, and GPS services within the vicinity of Route B are provided by the same companies as discussed for Route A in **Section 6.5.10**. These include Minnesota Public Radio (K222BA and K270AQ), KBEW, approximately 60 television channels that are broadcast in the general area, Midwest Wireless Communications, LLC, and New Cingular Wireless PCS, LLC. GPS equipment is anticipated to be a widely used along Route B within the Study Area.

(a) *Impacts and Mitigation*

Impacts and mitigation would be similar to those provided for Route A in **Section 6.5.10(e)**.

8.5.11 Transportation

As with Route A, the primary roadways within the vicinity of Route B include Interstate 90, U.S. Highway 71, State Highway 4, and State Highway 15. Route B crosses many of the same roads as Route A, and traffic volumes are generally the same. **Table 55** shows AADT volumes on the major roads crossed or paralleled by Route B. **Section 6.5.11** contains further discussion of transportation in the Study Area.

Table 55. AADT on County, State, and US Highways, Roads, and Interstates Crossed or Paralleled by Route B

Road	County	AADT	Traffic Count Year	Distance Paralleled*
County Hwy 17	Jackson	290	2008	-
County Hwy 14	Jackson	620	2008	1
County Hwy 19	Jackson	140	2008	-
County Hwy 16	Jackson	185-245	2008	5
US Highway 71	Jackson	2300	2010	-
County Hwy 23	Jackson	445	2008	-
County Road 85	Jackson	100	2008	0.25
County Hwy 29	Jackson	385	2008	0.75
County Road 103	Martin	55	2010	-
County Hwy 7	Martin	130	2010	-
County Road 132	Martin	50	2010	1.25
State Hwy 4	Martin	2,000	2010	-
County Hwy 32	Martin	135	2010	3.5
County Road 132	Martin	130	2010	2.5
County Hwy 27	Martin	1,950	2010	1.5
County Hwy 33	Martin	160	2010	-
County Hwy 39	Martin	1,550	2010	-
County Road 143	Martin	90	2010	-
State Hwy 15	Martin	5,100	2010	-
County Hwy 53	Martin	730	2010	-
County Road 134	Martin	35	2010	2
County Hwy 59	Martin	Not Available	Not Available	-
County Hwy 1	Faribault	370	2011	-
County Hwy 5	Faribault	95	2011	-
County Hwy 8	Faribault	285	2011	-
Interstate 90	Faribault	9,000	2011	-
County Hwy 16	Faribault	1,700	2011	-
County Hwy 6	Faribault	540	2011	-
County Hwy 4	Faribault	70	2011	-
County Hwy 2	Faribault	260	2011	-
County Hwy 9	Faribault	60	2011	-

Source: MnDOT AADT GIS Shapefile 1992-2011

* "-" entry in this column indicates the roadway is crossed and not paralleled.

Route B crosses the same UP and CP rail lines as Route A, although the crossings are in slightly different locations. Route B crosses the UP rail line near the city of Welcome and again west of Blue Earth. Route B crosses the CP northeast of the town of Granada. The same three airports and two heliports that are within five miles of Route A are also within five miles of Route B, including the Jackson Municipal Airport, Fairmont Municipal Airport, Blue Earth Municipal Airport, Jackson Medical Center Heliport in Jackson, and United Hospital District Heliport in Blue Earth (**Appendix N**).

(a) *Impacts and Mitigation*

The construction of Route B is not expected to permanently impact transportation within the Study Area. The route crosses Highway 71, Highway 4, Interstate 90, and Highway 15. The construction of the transmission line could minimally increase traffic along these and other area roads through the movement of construction vehicles and delivery of materials and equipment along Route B. However, this increase in traffic would be temporary and normal conditions would return upon completion of the construction activities, as discussed in **Section 6.5.11(d)**. Construction and line maintenance at crossing locations could cause temporary delays if equipment and vehicles are present. Roads or lanes may be temporarily closed during the construction process. These closures could range in duration from a few minutes to hours based on the width of the road and the complexity of the crossing. ITC Midwest will coordinate the proposed transmission line construction with the MnDOT, counties, and townships to secure all the required permits and approvals where right-of-way sharing of roads and highways requires approval prior to construction.

No impacts to airports or landing strips are expected for Route B. Route B would be a sufficient distance from the Jackson Municipal Airport, Fairmont Municipal Airport, and Blue Earth Municipal Airport, as well as heliports operating from hospitals in Jackson and Blue Earth. ITC Midwest will coordinate with the FAA for appropriate notifications associated with project construction. ITC Midwest will mail notice of the filing of the Route Permit Application to aerial applicators registered within twenty miles of Jackson, Worthington, Blue Earth, Fairmont, and Windom with the Minnesota Agricultural Aircraft Association.

ITC Midwest will obtain appropriate permits to cross rail lines from the appropriate rail line owner/operator. ITC Midwest will coordinate with the appropriate railroad personnel during construction to coordinate stringing of

conductor over the rail line with the railroad for the safety of construction personnel and rail line operations.

8.5.12 Electric and Magnetic Fields

The discussion of ELF-EF and ELF-MF in Section **6.5.12** for Route A applies to Route B.

(a) *Impacts and Mitigation*

No impacts to human health from ELF-EF or ELF-MF are anticipated. The detailed discussion in **Section 6.5.12(a)** applies to Route B.

8.6 LAND-BASED ECONOMIES

8.6.1 Agriculture

Agriculture considerations associated with Route B would be similar to those described for Route A in **Section 6.6.1**.

(a) *Impacts and Mitigation*

The right-of-way for Route B would include approximately 1,465 acres of cropland. The majority of this land could continue to be farmed following, and potentially during, construction. Only a minor area of land required for placement of pole structures would be removed from agricultural production. New structures placed in agricultural fields would present obstacles to be farmed around. However, Route B is generally located along roads and field edges, minimizing obstruction to agricultural equipment.

Route B extends through the following farmland classifications: Prime Farmland, Prime Farmland if Drained, Farmland of State Importance, and Prime Farmland if Protected from Flooding. The acreages for each of these classification types can be found in **Table 56**. Approximately 96 percent of the right-of-way is located in one of these four farmland classifications: Prime Farmland (32 percent), Prime Farmland if Drained (54 percent), Farmland of State Importance (8 percent), and Prime Farmland if Protected from Flooding (2 percent). A summary of impacts on Land Based Economies is provided in **Table 56**.

A detailed discussion of the nature of project-related impacts and potential measures to minimize impacts to agricultural lands and activities is provided in **Section 6.6.1(a)**.

Table 56. Impacts of Route B on Land Based Economies

Impacts of Route B	Total
Permanent Impacts	
Cropland in 200-foot Right-of-Way (acres)	1,465
Right-of-Way Percent Cropland	83
Route Length (miles)	73
Route (acres)	10,093
Right-of-Way (acres)	1,768
Prime Farmland	
Prime Farmland within Right-of-Way (acres)	578
Percent of 200-foot Right-of-Way that Crosses Prime Farmland	33
Prime Farmland if Drained within Right-of-Way (acres)	946
Percent of Right-of-Way that Crosses Prime Farmland if Drained	54
Farmland of State Importance within Right-of-Way (acres)	149
Percent of Right-of-Way that Crosses Farmland of State Importance	8.4
Prime Farmland if Protected from Flooding within Right-of-Way (acres)	30
Percent of Right-of-Way that Crosses Prime Farmland if Protected from Flooding	1.7
Right-of-Way Prime Farmland, Prime Farmland if Drained, Farmland of Statewide Importance, Prime Farmland if Protected from Flooding (acres)	1,704
Right-of-Way Percent Prime Farmland, Prime Farmland if Drained, Farmland of Statewide Importance, Prime Farmland if Protected from Flooding	96
Forestry	
Commercial Forestry Operations in Route	0
Commercial Forestry Operations in Right-of-Way	0
Tourism	
Water Trails Crossed by Right-of-Way	1
Snowmobile Trails Crossed by Right-of-Way	3
Number of Snowmobile Crossings by Right-of-Way	5
Mining	
Mining Operations in Route	0
Mining Operations in Right-of-Way	0

Source: MnDNR, MNDOT, ITC Midwest, NAIP

8.6.2 Forestry

As with Route A, forestry is not a significant industry in the Study Area, and no commercial forestry operations were identified along Route B.

(a) *Impacts and Mitigation*

Route B extends through an area that is dominated by agricultural land with very minimal forestland. No commercial forestry operations were identified within the Study Area. The 200-foot right-of-way for Route B would require 12.1 acres of woodland clearing, in addition to approximately 1.6 acres of forested wetland. No impacts to commercial forestry operations are anticipated.

8.6.3 Tourism

Tourism in the vicinity of Route B primarily includes outdoor recreational opportunities, which are similar to those described for Route A in **Section 6.6.3**.

(a) *Impacts and Mitigation*

Temporary impacts to tourism for Route B are similar to that discussed for Route A in **Section 6.6.3(a)**. No ongoing impacts to tourism are anticipated due to the Project and no mitigation is necessary.

8.6.4 Mining

The primary mining considerations associated with Route B include MnDOT gravel pits that are present throughout the Study Area. As with Route A, no active mining operations were identified along Route B. Locations of MnDOT gravel pits within the Study Area can be found in **Appendix D**. Bedrock resources in Minnesota are available in **Appendix M**.

(a) *Impacts and Mitigation*

Mining does not comprise a major industry in the Study Area counties, and no active mining operations were identified within the Study Area. Local sand and gravel pits may be used for Project construction materials but no expansion of existing facilities or new operations would result from the Project. Route B is not expected to create any impact on the mining industry and no mitigation is necessary.

8.7 ARCHAEOLOGICAL AND HISTORIC RESOURCES

As discussed in **Section 6.7**, background research was conducted in July 2012 in the SHPO Archaeology Inventory and in the Standing Structures Inventory in St. Paul, Minnesota. Archaeological sites and historic structures, properties, and resources were included in the analysis.

There are 13 NRHP-listed sites, structures, properties, or districts in Faribault County. There are 43 NRHP-listed sites, structures, properties, or districts in Jackson County. There are 23 NRHP-listed sites, structures, properties, or districts in Martin County. Historic properties of various types may be designated as location restricted, for reasons of preservation, protection, or privacy.

An archaeological district is crossed by a 0.4 mile portion of the Route B application alignment in the area of the 161 kV Rutland – Winnebago Junction line reroute to the Huntley Substation. This portion of the line would require new right-of-way through the archaeological district.

8.7.1 Archaeology

(a) *Lakefield Junction to Huntley*

Three archaeological resource artifact scatters are crossed by Route B between the Lakefield Junction Substation and proposed Huntley Substation, summarized in **Table 57**. Two of those resources are NRHP listed and crossed by the application alignment that includes the realignment of the existing 161 kV Rutland – Winnebago Junction transmission line through approximately 0.4 mile of and archaeological district. The third resource is not within the 200-foot right-of-way or the Route B application alignment and is not NRHP listed.

Table 57. Archaeological Resources within the Lakefield Junction to Huntley Segment of Route B

Site Type	Within Route	Crossed by Right-of-Way	Eligible or Listed
Artifact Scatter	3	2	2
Historic Documentation	0	0	0
Total	3	2	2

Source: SHPO Archaeology Inventory and Standing Structures Inventory

(b) *Huntley to Iowa*

The Huntley to Iowa section of Route B includes three archaeological resources. Of those resources, one site, a historic documentation, is crossed by the application alignment of Route B. This area, located immediately east of the Pilot Grove Lakebed and WPA, is formerly the location of a grove of native timber. The grove is documented through historic resources as a landmark and camp

ground for immigrant travelers (Upham 1920). The resources along the Huntley to Iowa portion of Route B are summarized in **Table 58**.

Table 58. Archaeological Resources within the Huntley to Iowa Segment of Route B

Site Type	Within Route	Crossed by Right-of-Way	Eligible or Listed
Artifact Scatter	2	0	0
Historic Documentation	1	1	0
Total	3	1	0

Source: SHPO Archaeology Inventory and Standing Structures Inventory

8.7.2 Architectural History

(a) *Lakefield Junction to Huntley*

Route B between the Lakefield Junction Substation and the proposed Huntley Substation does not include any historic architectural resources. The nearest historic cemetery is Emmanuel Cemetery, approximately 2,500 feet west of the application alignment of Route B.

(b) *Huntley to Iowa*

Route B between the proposed Huntley Substation and the Iowa border includes one historic architectural resource, the Krenke Log House. The Krenke Log House is one mile east[11] of the proposed alignment of Route B, just north of the Iowa State line. The nearest historic cemetery is Pilot Grove Cemetery, approximately 2,560 feet west of the proposed alignment of Route B. These resources are summarized in **Table 59**.

[11] At this location, the Route corridor is 1.25 miles wide to provide for flexibility connecting to the Iowa portion of this line.

Table 59. Historic Architectural Resources within the Huntley to Iowa Segment of Route B

Resource Type	Number Crossed by Route	Number Crossed by Right-of-Way	Eligible or Listed
Log House	1	0	0
Total	1	0	0

Source: SHPO Archaeology Inventory and Standing Structures Inventory

8.7.3 Impacts and Mitigation

Construction of a new alignment typically creates more disturbances to the cultural environment than reconstruction of an existing line. During construction, avoidance is the primary mitigation measure taken and is part of the routing process. Avoidance of resources, historic or prehistoric, may include minor adjustments to the project design and designation of environmentally sensitive areas to be left undisturbed or spanned by the Project. All of the new right-of-way through the identified archaeological district would cross cropland. Avoidance by careful placement of the structures in this area through identification of resources through pedestrian surveys and cooperation with the SHPO will minimize any disturbance of artifacts.

In the event that cultural resources would be discovered during construction, activity on the site would be halted and the SHPO and its State Archaeologist would be notified. Appropriate measures would be implemented to protect any discovered resources before construction would proceed at the site. If any unmarked burials, human remains, or grave goods are discovered during construction of the Project along Route B, the State Archaeologist would be notified before any further construction activities would be allowed to proceed on the site.

8.8 NATURAL ENVIRONMENT

8.8.1 Air Quality

The Route A and Route B have the same general setting. A detailed description of air quality in the Study Area is provided in **Section 6.8.1.**

(a) *Impacts and Mitigation*

No impacts to air quality are anticipated due to the operation of the Project, as discussed for Route A in **Section 6.8.1(a)**. Temporary impacts to air quality are expected to occur because of construction vehicle emissions and fugitive dust associated with right-of-way clearing, construction, and traffic on area roads. ITC Midwest and its crews would implement appropriate dust control measures and properly maintain equipment. Any ozone generated from the operation of the Project would be insignificant.

8.8.2 Primary Water Resources

As defined by the USGS, Route B crosses the Upper Mississippi – Region 7 water resource region. Primary water resources for the Study Area are discussed in detail in **Section 6.8.2**. Within this region, several smaller watersheds, denoted by 8-digit HUC, are crossed by Route B. **Table 60** contains a list of all 8-digit HUC watersheds crossed by Route B.

Table 60. Watersheds (8-digit HUC) Crossed by Route B

Watershed Name	HUC (8-digit)	Crossing Length (miles)
Des Moines Headwaters	07100001	8.7
East Fork Des Moines	07100003	7.6
Blue Earth	07020009	56.9

(a) *Impacts and Mitigation*

Impacts to primary water resources, where anticipated along Route B, and applicable mitigation, are discussed in the sections that follow.

8.8.3 Floodplains

FEMA designates areas that are likely to experience flooding in a 100-year storm event. Approximately 8.8 acres of FEMA-designated 100-year floodplains occur within the Route B right-of-way (FEMA 1981, FEMA 1982, FEMA 1988). Floodplains, where data is digitally available, are depicted on the detailed maps provided in **Appendix O**.

(a) *Impacts and Mitigation*

Some structures may need to be placed within FEMA-designated 100-year floodplains. However, the placement of transmission line structures in floodplains are not anticipated to have an effect on flooding due to the *de minimis* size of individual transmission line structures.

8.8.4 Lakes, Rivers, Streams, and Ditches

According to the NHD database, the Route B application alignment would have 36 crossings of 32 different rivers, streams, and canals/drainage ditches, including 12 intermittent and eight perennial watercourses. Some would be crossed at multiple locations. None of these water bodies are federally-designated navigable waters or State-designated trout waters (Office of the Revisor of Statutes 2011). Streams and rivers crossed by Route B are shown on the detailed maps provided in **Appendix O**.

The Route B application alignment crosses 17 PWI streams. The 200-foot right-of-way for Route B contains 40 streams or rivers, 21 of which are listed as PWI watercourses. Route B crosses 49 streams or rivers and 23 are listed as PWI watercourses. The application alignment of Route B does not cross any PWI lakes or PWI shallow lakes. Route B crosses one PWI wetland. One shallow lake is crossed by Route B, and only seven shallow lakes are located within one mile of Route B. These PWI and shallow lake impacts are summarized in **Table 61**.

Table 61. Impacts to PWI Waters and Shallow Lakes for Route B

Impacts of Route B	Total
Number of Stream and River Crossings by Application Alignment	36
Number of PWI Stream and River Crossings by Application Alignment	21
Number of PWI Lakes within Route (1,000 ft wide)	0
Number of PWI Lakes within Right-of-Way	0
Number of PWI Wetlands within Right-of-Way	0
Number of PWI Wetlands within Route Corridor	1
Number of PWI Waters over 1,000 ft Crossed by Application Alignment	0
Length (ft) of PWI Waters over 1,000 ft Crossed by the Right-of-Way	0
Number of Shallow Lakes within Route	1
Number of Shallow Lakes within one mile of Route	7

Source: MnDNR, MNDOT, ITC Midwest, NAIP, NWI

Seventeen streams and rivers that are listed as PWI watercourses are each crossed by the alignment of Route B once, with the exception of Judicial Ditch 7

(4 crossings) and County Ditch 72 (2 crossings). Streams and rivers listed in the PWI and crossed by the Route B application alignment are summarized below in **Table 62**.

Table 62. Minnesota Designated PWI Streams and Rivers Crossed by Route B Application Alignment

Waterbody Name	Number of Crossings
Badger Creek	1
Center Creek	1
South Creek	1
Elm Creek, South Fork	1
Blue Earth River, West Branch	1
Des Moines River	1
Des Moines River, East Fork	1
Judicial Ditch 7	4
Judicial Ditch 3	1
Judicial Ditch 25	1
Unnamed Streams (five total streams)	5
County Ditch 60	1
County Ditch 72	2

Source: PWI

A review of lakes within Route B was conducted from MnDNR lake data and NHD water body data. According to these datasets, Route B crosses one shallow lake. Additionally, no PWI lakes are within Route B, but review of aerial photography indicates portions of two additional ponds are within the route.

(a) *Impacts and Mitigation*

Mitigation measures that would be employed to protect surface waters, PWI, and shallow lakes will be similar to those discussed in **Section 6.8.4(a)**. These resources would be spanned where feasible. All waterways crossed would be maintained for proper drainage through the use of culverts or other crossing devices, according to BMPs and permit requirements. If tree removal is required along waterways, trees would be cut so that the root system is not disturbed to retain bank stability. Sediment barriers, if deemed necessary, would be used along waterways and slopes during construction to protect stream ways from soil erosion and waterways from sedimentation. Additionally, if new access

roads for vehicles and equipment are required, access roads would be selected to avoid disturbance to stream banks. No permanent impacts to surface water resources are anticipated.

8.8.5 Water Quality

Table 63 contains a list of impaired waters crossed by the Route B application alignment, based on the 2010 MPCA 303(d) list, along with the causes of impairment.

Table 63. Impaired Waters Crossed by Route B

Waterbody Name	Cause(s) of Impairments
Des Moines River	Dissolved oxygen, Ammonia
East Fork Des Moines River	Dissolved oxygen, Turbidity
Judicial Ditch No. 3	Dissolved oxygen
Center Creek	Ammonia, Fish Index of Biotic Integrity ("FIBI"), Turbidity

Source: MPCA 2010

Details regarding the 303(d) list and Section 401 of the CWA were previously provided in **Section 6.8.5.**

(a) *Impacts and Mitigation*

Impacts and mitigation for the construction of the Project along Route B are similar to those provided for Route A in **Section 6.8.5(a)**.

8.8.6 Groundwater Resources

Of the six groundwater provinces in the State of Minnesota, the majority of Route B crosses the Western Province. The remainder of the eastern portion of Route B would cross the South-Central Province. Details regarding these provinces were previously provided in **Section 6.8.6**.

According to the County Well Index, managed by the Minnesota Department of Health, two groundwater wells are located within Route B. The Route B application alignment does not cross any wellhead protection areas.

(a) *Impacts and Mitigation*

No impacts to groundwater resources are anticipated. Details regarding impacts and mitigation to groundwater resources along Route B are similar to those discussed for Route A in **Section 6.8.6(a)**.

8.8.7 Wetlands

NWI data were used to determine the number and types of wetlands and estimate the percentage of wetland acreage occurring within Route B.

Of the total 1,768 acres of right-of-way, only 7.7 acres of wetlands would occur within the required right-of-way for Route B. A total of 18 wetlands would be crossed by the Route B application alignment, including two forested wetlands accounting for 1.6 acres (**Appendix D** and **Appendix O**). All wetlands crossed by Route B are small and could be spanned. No structures are anticipated to be placed in wetlands for Route B. **Table 64** summarizes the wetland impacts associated with Route B.

Table 64. Impacts of Route B on Wetlands

Impacts of Route B	Total
Right-of-Way Acres	1,768
Total Wetlands within the 200-foot Right-of-Way (acres)	7.7
Number of Wetlands within Route	72
Percent of the 200-foot Right-of-Way that Crosses Wetlands	0.1
Forested Wetlands in 200-foot Right-of-Way (Acres)	1.6
Number of Forested Wetlands Within Route	5
Percent of the 200-foot Right-of-Way that Crosses Forested Wetlands	0.1
Number of Wetlands Over 1,000 ft Crossed by Application Alignment	0
Lengths (ft) of Wetlands Over 1,000 ft that are Crossed by Right-of-Way	0
Number of Poles in Wetlands	0
Temporary Wetland Impacts (acres)	0

Source: MnDNR, MNDOT, ITC Midwest, NAIP, NWI

Table 65 includes a summary of data pertaining to NWI wetlands surrounding Route B. The right-of-way for Route B would contain 18 NWI wetlands, including PEM, PFO, palustrine scrub-shrub ("PSS"), and PUB, incorporating 7.7 acres of wetland into the transmission line right-of-way. All of these wetland crossings would be new crossings. Route B contains part of a 5.5-acre PWI wetland. According to the USGS topographic map, this wetland is associated with Elm Creek and is located in a gravel pit.

Further details regarding PWI wetlands, federally jurisdictional wetlands, and NWI wetlands were previously discussed in **Section 6.8.7**. **Table 66** provides a summary of NWI wetlands that would be within the 200-foot right-of-way. There are no PWI wetlands crossed by Route B or the application alignment.

Table 65. NWI Wetlands Crossed by Route B

NWI Wetland Type	Total Wetlands in Route	Acreage in Route B
PEM	53	55.0
PFO	5	10.3
PSS	2	3.2
PUB	10	14.9
Riverine	2	4.1
Total	72	87.54

Source: USFWS NWI

Table 66. NWI Wetlands Crossed by Route B Right-of-Way

NWI Wetland Type	Total Wetlands in Right-of-Way	Acreage in Right-of-Way
PEM	12	3.2
PFO	2	1.6
PSS	1	0.01
PUB	2	1.5
Riverine	1	0.9
Total	18	7.72

Source: USFWS NWI

MnDNR data were reviewed for known occurrences of State-protected calcareous fens. No records of calcareous fens exist along Route B. In addition, land ownership and management data were reviewed for lands managed as natural wetland areas under the control of the USFWS. Route B crosses a portion of the Boot Lake WPA, however, the Route B right-of-way would not be within the WPA. No USDA WRP lands are crossed by Route B.

(a) *Impacts and Mitigation*

Mitigation measures for minimizing impacts to wetlands along Route B would be similar to those discussed for Route A in **Section 6.8.7(a)**. All wetlands crossed by the Route B application alignment are small and could easily be spanned.

Because Route B crosses no wetlands wider than 1,000 feet, no structures are anticipated to be placed in wetlands. Clearing of forested wetlands would be the only permanent impact anticipated to wetlands. ITC Midwest will obtain all permits and approvals from the USACE, MnDNR, and local government unit as necessary for any actions to occur in wetlands.

8.8.8 Flora

The general flora description provided in **Section 6.8.8** for Route A would also be applicable to Route B.

Route B crosses portions of 14 MCBS sites, with only one site having a below minimum biodiversity significance ranking, and 15 RIM land parcels.

(a) *Lakefield Junction to Huntley*

The general flora description provided in **Section 6.8.8** would be applicable to the proposed Route B Lakefield Junction to Huntley segment. This segment of Route B contains portions of 13 RIM lands and 13 MCBS. One MCBS site has a ranking of below biodiversity significance, while twelve sites have moderate rankings and one site has an outstanding ranking. The right-of-way for Route B crosses portions of eight MCBS, including the Center Creek 21 site of outstanding importance, and five RIM land parcels. The Route B application alignment crosses seven MCBS, all but four of which could be spanned. Belmont Bridge South East, Belmont 34, 35, Elm Creek 36, and Center Creek 21 would all likely contain a single pole structure. The application alignment also crosses one RIM site that could easily be spanned.

(b) *Huntley to Iowa Border*

The general flora description provided in **Section 6.5.3** would be applicable to the proposed Huntley to Iowa border segment of Route B. Route B contains a portion of two RIM land parcels. A portion of the Verona 25 MCBS site is also crossed by Route B, and it has a moderate biodiversity ranking. There is a single RIM parcel within the 200-foot right-of-way for Route B, but this portion of the application alignment does not cross any MCBS for RIM lands.

(c) *Impacts and Mitigation*

The construction, operation, and maintenance of Route B would be designed to minimize potential adverse impacts to all wildlife resources, especially threatened and endangered plant and animal species, although no impacts to

listed species are anticipated. The primary impact would be loss of 12.1 acres of woodland habitat, in addition to the conversion of 1.6 acres of forested wetland to non-forested wetland. Clearing of woodland habitat would be limited to the 200-foot right-of-way. Following completion of construction, the right-of-way would be appropriately restored and available for wildlife habitat.

The Route B application alignment crosses the edge of the core of the GBCA around Boot Lake WPA. The application alignment right-of-way, and route all pass through the matrix of this GBCA. Route B also passes through the matrix of the GBCA surrounding the Belmont 27 Plus MCBS site. This MCBS site and the core of this GBCA are not within the Route, however. There are five GBCA sites northwest of Sherburn and south of Big Twin Lake. The Route B application alignment passes between these GBCAs. A small portion of the GBCA core in the Elm Creek 36 MCBS site is within Route B and the right-of-way, but no other GBCAs in this area are within Route B or the right-of-way. The GBCA matrices are available in **Appendix C**.

8.8.9 Fauna

Those resident and migratory wildlife species discussed in **Section 6.5.4** would also be found along Route B.

Route B crosses several areas of high-quality wildlife habitat that occur naturally or are being managed. These areas include the MnDNR Four Corners WMA, Caron WMA, and the Toe WMA

(a) *Lakefield Junction to Huntley*

The general fauna description provided in **Section 6.8.9** would be applicable to the proposed Route B along the Lakefield Junction to Huntley segment. The Lakefield Junction to Huntley segment of Route B crosses of the Four Corners WMA, the Caron WMA, and the Toe WMA.

(b) *Huntley to Iowa Border*

The general fauna description provided in **Section 6.8.9** would be applicable to the proposed Route B Huntley to Iowa segment. The Huntley to Iowa segment of the Route B application alignment would not cross any established WMAs.

(c) *Impacts and Mitigation*

The Route B application alignment crosses the edge of the core of the GBCA around Boot Lake WPA. The right-of-way and route cross this GBCA matrix. Route B also crosses the matrix of the Belmont 27 East MCBS site. The route passes between five GBCAs northwest of Sherburne and south of Big Twin Lake. A small portion of the GBCA care in the Elm Creek 36 MCBS site is crossed by Route B but is not crossed by the proposed right-of-way. Overall, impacts and mitigation measures for Route B would be similar to those discussed in **Section 6.8.9(a)** for Route A, except that Route B crosses WMAs in the Study Area. Crossing of WMAs would be at WMA boundaries or parallel to existing roadways or other infrastructure, where feasible.

8.9 RARE AND UNIQUE NATURAL RESOURCES

8.9.1 Threatened and Endangered Species

The previous discussion in **Section 6.9** regarding rare and unique natural resources for Route A would also generally apply to Route B as both routes cross the same counties in southwestern Minnesota. Prairie bush clover is the only federally-listed threatened or endangered species in Jackson and Martin counties. No federally-listed species are known to occur in Faribault County. No known occurrences of prairie bush clover have been recorded along Route B.

For a summary of State-listed threatened, endangered, and special concern species, see **Section 6.9.1**. The Route B 200-foot right-of-way crosses four known occurrences of remnant prairie.

(a) *Impacts and Mitigation*

ITC Midwest does not foresee any impacts to the prairie bush clover or its habitat in the construction of Route B. ITC Midwest will coordinate with MnDNR and USFWS, as appropriate, to identify potential locations for prairie bush clover and other rare and unique natural resources along Route B.

It is likely that the identified occurrences of remnant prairies along the Route B right-of-way can be spanned. ITC Midwest will coordinate with the MnDNR to ensure proper measures are in place to avoid impacts to the identified remnant prairie type.

No threatened or endangered species have been recorded along the application alignment or within the 200-foot right-of-way. Overall, no adverse impacts to

rare or unique resources, such as loss of habitat or disturbance, are anticipated. ITC Midwest will coordinate with MnDNR and other appropriate agencies to identify rare and unique resources along Route B and concerning any recommendations to minimize or avoid impacts to protected species. If any potential impacts to known species or previously unidentified protected species are identified, the USFWS, MnDNR or other federal or State agency may require measures to be taken to minimize any potential impacts.

8.9.2 Natural Resource Sites

Background information on various natural resource sites within the Study Area is provided in **Section 6.9.2**. Route B crosses portions of 15 MCBS sites, with only one site having a below minimum biodiversity significance ranking (**Appendix D**). Seven are crossed by the application alignment: Belmont 33, Belmont 34 35, Belmont Bridge South East, Center Creek 21, Center Creek 26 North, Elm Creek 36, and Fox Lake 34.

These crossings are summarized in **Table 67**. Further details regarding MCBS and RIM sites were provided in **Section 6.9.2.**

Table 67. MCBS Sites Crossed by Route B

Site Name	Crossed by Application Alignment	Crossed by Route B	Biodiversity Significance Ranking
Belmont 27 East	—	Yes	Moderate
Belmont 33 (crossed twice)	Yes (once)	Yes	Moderate
Belmont 34 35	Yes	Yes	Moderate
Belmont Bridge South East	Yes	Yes	Moderate
Caron WMA plus	—	Yes	Moderate
Center Creek 21	Yes	Yes	Outstanding
Center Creek 21 North	—	Yes	Moderate
Center Creek 26 North	Yes	Yes	Below
Center Creek 28 NW	—	Yes	Moderate
Elm Creek 36 (crossed twice)	Yes (once)	Yes	Moderate
Fox Lake 34	Yes	Yes	Moderate
Verona 25	—	Yes	Moderate

Route B does not cross any SNAs, State parks, or known occurrences of threatened or endangered species. Route B crosses the MnDNR Four Corners WMA, Caron WMA, Bootleg Lake WMA and the Toe WMA. Route B also crosses

the southern boundary of the Boot Lake WPA. Of these sites, only the Four Corners WMA would be crossed by the Route B application alignment. These impacts are summarized in **Table 68**.

Table 68. Summary of Environmental Sites for Route B

Environmental Site Type	Total
Number of MCBS Biodiversity Sites Crossed by Route	15
Number of WMAs in Route B	3
Number of WMAs within one mile of Route B	9
Number of WMAs within Right-of-Way	3
WMA Temporary Impacts (acres)	<1
Lengths (ft) of WMAs over 1,000 ft that are Crossed by Right-of-Way	0
Number of Poles in WMAs	0
Number of SNAs within one mile of Route	0
Number of WPAs in Route B	1
Number of WPAs within one mile of Route	2
Number of WPAs within Right-of-Way	1
Number of State Parks within one mile of Route	0
USFWS WRPs within one mile of Route	1
State-listed Species Observations within Study Area	35
T & E Species Observations within Route	7
Number of Observations of T & E Species within Right-of-Way	5
Number of Observations of T & E Species within Alignment	5
Number of Observations of T & E Species within one mile of Route	19
Number of T & E Species within one mile of Route	16

Source: MnDNR, MnDOT, ITC Midwest, NAIP, NWI

(a) *Impacts and Mitigation*

The general mitigation methods discussed in **Section 6.9.2(a)** are also applicable to Route B. The Route B application alignment crosses one WMA, the Four Corners WMA. The application alignment at this crossing is parallel to 140th Street in Martin County to minimize impacts to the WMA in this area. The Four Corners WMA is located on both sides of 140th Street, but primarily located south of 140th Street. This routing minimizes impacts to the WMA by locating the Project along an existing linear corridor (road right-of-way). ITC Midwest will coordinate the proposed transmission line construction with the MnDNR, USFWS, and any other appropriate natural resource agencies to minimize Project-related impacts in this area and secure all required permits for construction-related activities through natural resource sites.

This Page Intentionally Left Blank