



Minnesota Department of Transportation

Transportation District 7

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October 7, 2003

Mr. William Cole Storm  
EQB  
Room 300  
658 Cedar Street  
St. Paul, MN 55155



Subject: EAW for NGPP Minnesota Biomass, LLC  
Waseca, MN  
Mn/DOT Ref. S.P.8103-49 (T.H.14)

Dear Mr. Storm:

Mn/DOT District 7 has reviewed this Environmental Assessment Worksheet and offers the following comments.

This EAW is for construction and operation of a biomass electric generating plant south of Waseca. Two sites are evaluated. Although it's not totally clear from the information provided, apparently only one or the other site will ultimately be chosen.

As noted on page 8 of the EAW, proposed T.H. (Trunk Highway) 14 will pass south of Site 1 and north of Site 2. Figures 1, 2 and 3b are of interest to Mn/DOT. Unfortunately, none of these maps show the actual location of proposed T.H.14. I am enclosing a copy of Figure 2 on which I have sketched a rough approximation of the proposed location of future T.H.14. Site 1 is essentially ½ mile north of proposed T.H.14, but Site 2's north edge is only about 500 feet south of proposed T.H.14. Proposed T.H.14 will pass over CSAH (County State Aid Highway) 4 by means of two bridges. The entrance to Site 2 is near the north edge of the site (closest to proposed T.H.14). There should be no direct impact to Site 2 from proposed T.H.14. However, if a southbound right turn lane were constructed on CSAH 4, the northerly end of the turn lane would be very close to being beneath the southerly T.H.14 bridge. This is probably not a significant concern, other than safety clear distance to the bridge piers.

Page 5 says that LLC anticipates that construction will be completed by December 2006 and will begin operating upon completion. That would be before the anticipated construction of T.H.14 in this area, which is currently shown in 2010-2014 (or 2007-2010 with an injection of supplemental funding). Page 20 of this EAW says "MnDOT plans to construct the Waseca bypass between 2008 and 2013, depending upon funding availability."

Page 7 shows some possible MnDOT permits "To be applied for if needed". There probably would not be need for any of these permits, except possibly for the previously mentioned right turn lane on CSAH 4 under T.H.14.

Pages 19 & 20 give information about both construction and operations traffic. Operations traffic would be of more concern to Mn/DOT, unless construction schedules for the Biomass Plant or proposed T.H.14 are changed so that T.H.14 precedes the Biomass Plant. The EAW says there would be 40 vehicle trips per day by the workforce, 3-5 semis per hour for providing fuel and 3 round trips for semis doing ash removal. It notes that access to T.H.14 will be only at the CSAH 2 and T.H.13 interchanges, which is correct. It also notes that both routes require at-grade crossing of the Dakota, Minnesota & Eastern Railroad. Actually, Site 1 would not require crossing of the railroad in the long term if the route is via County Highway 27, then County Highway 2 to the proposed County Highway 2 Interchange with T.H.14.

Page 28 says that the stack will be 150 feet tall and the boiler house 130 feet tall. We wonder if this would have any effect to clearance requirements at the nearby airport.

Thank you for the opportunity to review and comment on this EAW.

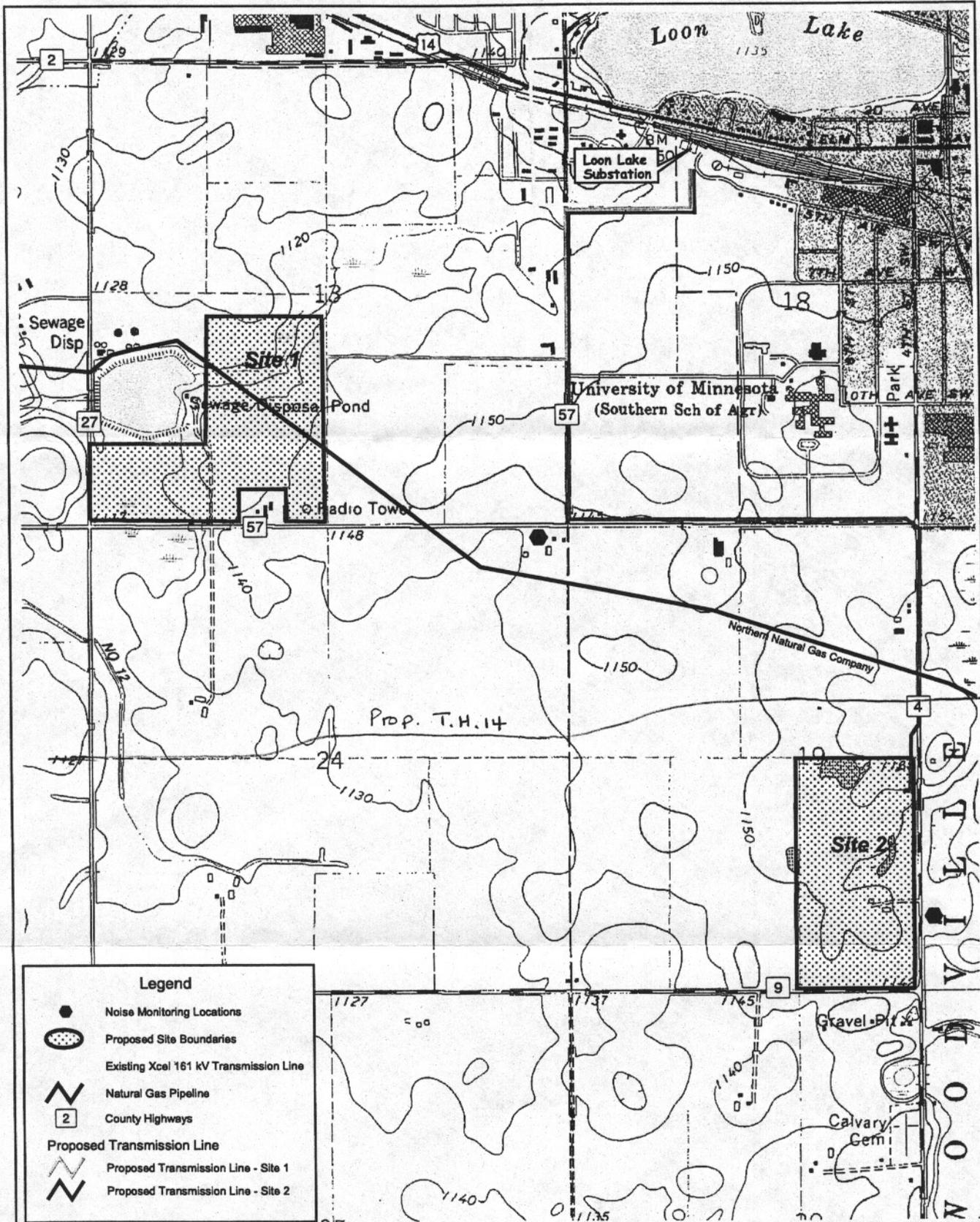
Sincerely,

*Lawrence W. Filter*

Lawrence W. Filter  
District Design Engineer

Enclosure: Figure 2 of EAW with sketched approximation of the proposed location of future T.H.14

Cc: Jeff Blue, Waseca County Highway Engineer  
Fred Salsbury, Waseca City Engineer  
Gerry Larson, Mn/DOT Office of Environmental Services



Legend	
	Noise Monitoring Locations
	Proposed Site Boundaries
	Existing Xcel 161 kV Transmission Line
	Natural Gas Pipeline
	County Highways
	Proposed Transmission Line
	Proposed Transmission Line - Site 1
	Proposed Transmission Line - Site 2

**DRAFT**

0 1000 2000 Feet



Figure 2 - Site Location Map  
 NGP Power MN Biomass  
 Waseca County, MN

**HDR**