

MN EQB Tech Meeting

February 8, 2005

Rother Farm Presentation Presented by Jerry Rother, co-owner

Property:

- Located at 20649 Chippendale Avenue West in Empire Township.
- The farm has been owned and operated by the family for 82 years.
- Current owners are third generation family.
- The farm is currently an active farming operation raising crops and livestock.
- The farming is done by one of the co-owners which is physically handicap from a serious illness several years ago.
- The farm is the sole means of income for the co-owner farmer which is the reason the family continues the farming operations.
- The owners plan to continue to keep the property as an agricultural operation.

Reasons why not residential development property:

- Need to provide means for handicap co-owner to earn a living.
- Economically not feasible – assessment for potential 208th Street and public utilities may exceed the value of the land.
- Inadequate amount of land available for development after set aside for street, drainage area, trails, parks, etc.
- Development cost is projected to be excessive.
- Concern the area will not be attractive for residential house near elevated street.

GRE Proposed Power Line Route a.k.a. Northern Route – Akin Road to Highway 3

- Route goes through open area of tillable agriculture land – see attached photo.
- Route is contrary to public utilities routing guidelines on agriculture land.
- Route doesn't follow existing corridors or property boundaries.

Implications of Proposed Route through the Farm Property

- Corridor will occupy 7.1% of the total property acreage of which 72% will be across tillable land.
- Loss of 10+ acres of tillable land due to pole locations and not being able to operate large agriculture equipment (some 50+ feet wide) around poles and in remaining narrow strip of land.
- Loss of income due to reduced tillable acres.
- The line maybe within 50 feet or less of existing building.
- Corridor will be in an outside livestock holding pen.
- Hazard to GRE employees to access corridor while livestock are in pasture.

Recommendation

- We recommend the EQB Board approve Judge Allan Klein's recommendation in his December 13 report to select the Adaptation Alternative (southern route).
- We recommend the EQB Board follow the recommendation of the EQB Staff and select the route recommended in their January 13 letter.
- Our reasons to for the route recommendation are attached (2 pages).

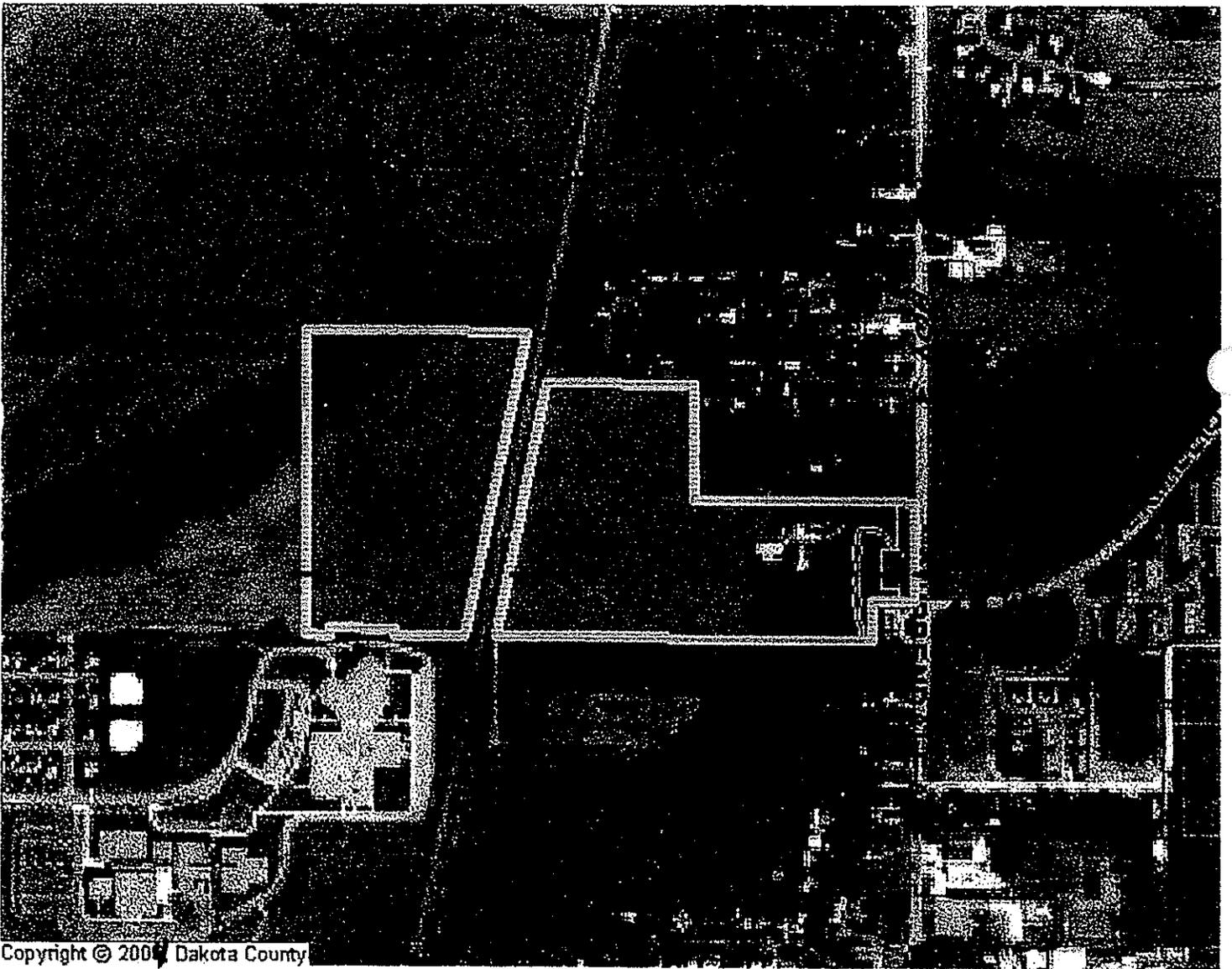
Rother Farm

20649 Chippendale Avenue West

Empire Township, Section 30, Dakota County

Updated June 24, 2004, Source USDA Farm Service & Dakota County

Aerial Photo



Copyright © 2004 Dakota County

- Yellow line outlines the farm property
- Represents GRE's proposed power line route
- _____ Red lines designates Farmington City Boundary

**Reasons why the MEQB should select the Adaptation Alternative Route
a.k.a. Southern Route**

- + Route follows existing corridors, property boundaries and guidelines.
- + Avoids route along Highway 3, right-of-way issues and the removal of numerous trees.
- + Located on more public accessible property.
- + Reduces the crossing of wetland and the number of crossing of the Vermillion River from 3 to 1.
- + Not a big impact on commercial sites and avoids the shopping center.
- + Eliminates the uncertainties surrounding the “maybe” 208th Street extension. The City of Farmington desires to build the extension someday however cost, funding, design, width, location and other issues have not been determined. The engineering design has not been done. It would be difficult to align the power line route with a street that is tentative at the moment. Furthermore the property the City wants to build the street on is outside the City boundaries.
- + Avoids crossing open farm land and the interference with current agricultural operations.
- + It is a shorter route and should be more economical. GRE analysis of the operating and maintaining cost suggests the cost will be no higher and likely to be lower.
- + Avoids the environmental and social impact on 40 to 50 future residential units on the Giles property plus another 15 to 20 existing homes on the Riverside development. This is more total residential units that would be impact then the entire 9.25 mile transmission line or within the City of Farmington.
- + GRE has stated the Adaptation Alternative is a feasible and reasonable route.

**Reasons why the MEQB should not select the original GRE Proposed Route
a.k.a. Northern Route**

Inputs pertains to Akin Road to Highway 3 portion of route

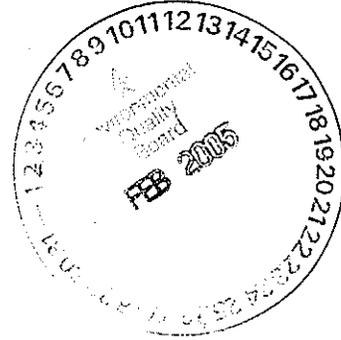
- The proposed route for the line would go through two open fields on farm land. The proposed route is 265 feet from the property line and in fields that are being cultivated for farming purpose. Poles in the fields would necessitate operating large farm equipment around them thus making it more difficult and more expensive to work the land. Also it would prevent the future installation of overhead irrigation system.
- The Rother property is agriculture land and the owners plan to continue to operate the property as an on-going farming operation.
- Route through the Rother agriculture land does not follow public utilities routing guidelines.
- Property west of the Rother Farm is owned by Giles Properties, Inc. The proposed route for the line would also go through their property in open farm fields.
- There are too many issues related to the uncertainty of 208th Street extension to use it as a guide for the transmission line route. Specific route for the street extension has not been developed.
- Better alternative routes are available that were submitted, analyzed by MQEB and GRE and recommended by the ALJ and MQEB Staff.

Jerry Rother
3518 West 100th Street
Bloomington, MN 55431
E-mail: JREZST@aol.com
Tel. 952-893-2255

February 9, 2005

Via e-mail to MEQB

MN Environment Quality Board
300 Centennial Building
658 Cedar Street
St. Paul, MN 55155



Re: Air Lake – Empire 115 kv Transmission Line

Dear Board Members,

This letter is to convey new information about the Rother Farm, located at 20649 Chippendale Avenue West in Empire Township, related to the proposed power line route. The property has been owned and operated as a farm by the family for 82 years. The farm is currently an active farming operation raising crops and livestock. It is operated by one of the co-owners, who is physically handicapped, as his means of income.

Our intent is to continue to keep the property as an agricultural operation for the future rather than pursue residential development. Information we recently received from the City of Farmington, 208th Street Extension Feasibility Report dated February 7, contributed to our conclusion. Factors such as project cost, unidentified funding source, roadway design, land required for roadway, land remaining for our use, assessment and expected contribution from us are major issues that led to our conclusion. Development of the property would not be economically feasible for us. The future of the 208th Street Extension desired by the City is now more uncertain since the development of our property was a major factor in doing the project.

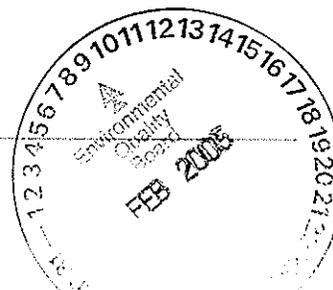
The power line route proposed by GRE, a.k.a. northern route, goes through agriculture land on our property. Also the line may come within 50 feet of existing building. A close up photo has been provided to EQB Staff. The route is contrary to public utilities routing guidelines on agriculture land. The route doesn't follow existing corridors or property boundaries. The 208th Street Extension will not be the route guideline as originally anticipated. The proposed power line corridor would occupy 7.1% of the total property acreage of which 72% of the corridor will cross tillable land. Because the line would be installed in open area of the fields that are cultivated, additional acres of tillable land would not be available for farming (estimate 10+ acres) due to pole location and not being able to operate large agriculture equipment (some 50+ feet wide) around the poles and in remaining narrow strip of land. The result could be a high percentage of our tillable acres would not be usable.

The implications of the route through the property is interruption of farming operations, loss of income due to reduced tillable acres and increased cost of doing business. Also it doesn't contribute to preserving agricultural land. We request the EQB Board to give serious consideration to the implications of routing the power line through agricultural land. We recommend the Board approve Judge Allan Klein's recommendation in his December 13 report to select the Adaptation Alternative and the EQB Staff recommended southern route described in their January 13 letter.

Respectfully yours,

Joint Property Owners: Jerry Rother, Kay Cahill & Larry Rother

cc: David Birkholz – MEQB Staff



From: Neil Perkins [nperkins@perkinsonline.com]
Sent: Monday, February 07, 2005 9:30 AM
To: David Birkholz
Subject: Route Permit Application for 115KV Line between Empire Township and new Vermillion River Substation

Dear Mr. Birkholz:

I have wrote on previous occasions about my objections to the new ROW being granted across my property for installation of the above referenced line. I'm not going to reiterate what has already been said, because that information is on file with your department. However, I feel this whole process has been bias against my objection for the following:

Your letter providing Notice of EQB Board Meeting for the February 17th meeting along with other documentation, notices etc. always refer to MY property as "the railroad corridor". There is no "railroad Corridor"; the former rail property was purchased by me many years ago and it's as much a part of my property as the other 12 acres.

Your on going reference to MY property as "the railroad corridor" has unduly influenced others by describing my property as something other than what it is. It's obvious MY property has become the only part of the line that alternates aren't listed for; it's my contention the reason is because false and misleading information is intentionally being put in front of the board and other decision makers.

I'm prepared to show that from the very beginning, in meetings, in proposals, documents, props and other media that referring to MY property as "the railroad corridor" was an intentional ploy to deceive and influence the public in general, and the board. This is an undeniable fact and those responsible for such a ploy should be admonished for it.

The line which will run from Lakeville to the Vermillion Substation is actually, in what once was, "the railroad corridor". It was never referred to as "the railroad corridor" by line proponents because it could be demonstrated to the board the replacement line would be in the existing highway ROW. My point is; there is no existing ROW across MY property, so proponents are using a description of "the railroad corridor" to give others the impression there is. The board is under legal mandate to not create NEW ROW's when existing ROW's are available to use. Use them.

Sincerely,

--
Neil Perkins

21085 Cambodia Ave.
Farmington, MN 55024
651-460-6161 Res
651-463-4600 Work.

CC:

George.Johnson@state.mn.us
Allan.klein@state.mn.us
Patrick O Reagan
Dale Aukee

2/10/2005

From: Scott A Bennis [birdmanbennis@juno.com]

Sent: Tuesday, February 08, 2005 10:35 PM

To: David.Birkholz@state.mn.us

David,

Here are some pictures of wild life and the stream I talk about at the meeting

Thank you for your consideration.

Sincerely,

Scott Bennis

Stream1

Stream2

Pic#201 is a fox.

Pic#206 are turkey's in upper part of pic.

Pic#0043 two hen pheasants.

Pic#0151 male pheasant.

Pic#0008 two female pheasants.

Pic#0051 female and male pheasant.

Pic#0054 male pheasant. All wild life in this area would be effected by this type of construction.

Many dear as well but was unable to get photos's. I will sent pic in two e-mails.





Giles Properties, Inc.

"Commitment to Excellence"

February 9, 2005

Minnesota Environmental Quality Board
658 Cedar Street
300 Centennial Building
St. Paul, MN 55155
Attn: David Birkholz



Re: In the matter of a Route Permit Application by Xcel Energy and Great River Energy for a 115 kilovolt High Voltage Transmission Line between the Air Lake Substation in Lakeville and the Empire Substation in Empire Township and a new Vermillion River Substation in Farmington, all in Dakota County.

To whom it may concern:

I represent Giles Properties, Inc., a land developer that is acquiring the Murphy property where the original transmission line location was proposed to be located by Great River Energy and Xcel Energy. We are actively working with the City of Farmington at this time to develop this property into residential homes. The concept plan that I have included with this letter, which has been reviewed by the City of Farmington Planning Commission, shows the proposed location of the transmission line in relation to the concept plan. If you notice the proposed transmission line does not follow a corridor through this property but instead bisects through the middle of the property. This is the only major property along the entire route that I am aware of where the transmission line does not follow an existing or proposed corridor. If the transmission line was to be located in this area I would suggest it be moved south to follow our southern property line which lines up with the southern property line on the Rother property. By locating the line in this location, it does not leave a narrow piece of property that would be severely restricted for residential development due to setbacks from the transmission line and property line.

By locating the transmission line along the original proposed location, numerous existing residential homes would be directly affected in the Riverside development as well as along Highway 3. I have spoke with the residents who reside in Riverside and have included a petition signed by these residents with this letter opposing this route location. I do believe the voice of these residents has been left out of the process with focus only going to people along the abandoned railroad right-of-way who have been in contact with the City of Farmington. The petition states that they are NOT in favor of the transmission line in the original location and that they support the Administrative law judge and EQB staff's position to move the transmission line south of the school site and along the abandoned railroad right-of-way.



Giles Properties, Inc.

"Commitment to Excellence"

I personally have been present at numerous meetings regarding the proposed route over the last few months and oppose the original proposed route. I do support the Administrative law judge and EQB staff's recommendation to locate the transmission line south of the school site and along the abandoned railroad right-of-way. By locating the transmission line south of the school site and along the abandoned railroad right-of-way, fewer existing and future residential properties would be affected. I believe transmission line locations should be placed along commercial and industrial properties, wherever possibly because commercial and industrial properties are normally occupied only during regular business hours rather than residential properties which are occupied at all hours of the day, every day of the year. Locating the transmission line along commercial and industrial properties rather than existing and future residential properties can be achieved by the Environmental Quality Board approving the location of the transmission line south of the school site and along the abandoned railroad right-of-way.

If you have any questions you can call me at 952-461-3982.

Sincerely,

A handwritten signature in cursive script that reads "John Anderson".

John Anderson, Giles Properties, Inc.

***CITY
OF
FARMINGTON'S***

**Materials
In Support Of The
“Northern Route” [Yellow]
and
In Opposition To The
“Downtown Route” [Green]**

**Submitted to the Environmental Quality Board
for its meeting on February 17, 2005**



City of Farmington

325 Oak Street, Farmington, MN 55024

(651) 463-7111 Fax (651) 463-2591

www.ci.farmington.mn.us

February 10, 2005

Mr. David Birkholz
Minnesota Environmental Quality Board
300 Centennial Building
658 Cedar Street
St. Paul MN 55155

**RE: Farmington/Empire Township Transmission Line & Substation
EQB Docket No. 04-81-TR-Air Lake-Empire**

Dear Mr. Birkholz:

This letter will reiterate the City of Farmington's position with regard to various aspects of the power line routing decision that the EQB will consider at its meeting on February 17, 2005.

1. The City of Farmington is strongly opposed to the proposed "downtown route" [green].

There was a change in the composition of the Farmington City Council on January 3, 2005, as a result of the November election. The current Council includes three completely new members, and one former Council member has a new position (Mayor). However, both the current Council and the prior Council have consistently indicated their unanimous and strong *opposition* to any and all of the various power line routing proposals that have involved placing the new transmission line through the heart of downtown Farmington. These proposals have included the two "Rother Bypass" alternatives that were included in the Environmental Assessment, the "Adaptation Alternative" that was proposed by the Administrative Law Judge, and the slight modification thereof that was later proposed by EQB staff.

The City Council's opposition to the downtown route is not motivated by a desire to push the power line out of the City and into an adjacent township, as was suggested at the January 20 EQB meeting. If the northern route preferred by the City is adopted, the new Vermillion River Substation will still be located within the City, along with all but approximately 3000 feet of the new transmission line(s) that will run through Farmington (from the City's western border to its eastern border). The 3000 feet of power line that will not be in the City will be in a single parcel of property, and the owner of which has previously indicated an interest in having it annexed into the City (see attached **Exhibit 5**).

Numerous property owners affected by the proposed downtown route have publicly spoken in opposition that route, at the two public hearings that were conducted in Farmington, and at the January 11 "tech reps" meeting, and at the January 20 EQB meeting.

2. The City of Farmington is in favor of the "northern route [yellow].

Two separate City Councils have also indicated their *support* for the northern route that was originally proposed by Great River Energy [GRE]. The City has learned (the hard way, and repeatedly) that the fairest and least problematic course of action is to always complete any potentially controversial installations (including beneficial projects, such as trails) *prior to* the construction of adjacent residential homes. By doing so, the eventual purchasers of those homes "know what they are getting" and are not forced to deal with

unanticipated changes to their neighborhoods. If the EQB chooses the northern route for the power line, the line can be constructed well in advance of the residential construction that will eventually occur in the vicinity. If the EQB chooses the downtown route, GRE and the City will be forced to deal with ongoing objections from the residents and business owners whose *established* neighborhoods and commercial areas will be disrupted by the construction and long-term presence of the transmission line.

The local weekly newspaper, the *Farmington Independent*, has closely followed this issue. An editorial in support of the northern route, and in opposition to the downtown route, appeared in the February 3 issue of the newspaper (see attached **Exhibit 1**).

3. *Independent School District 192 is in favor of the northern route and is opposed to the downtown route.*

Mr. Douglas Bonar, Director of Buildings and Grounds, has indicated in person (as recently as the February 8 “tech reps” meeting) and in writing (his letter dated February 9, 2005 and his prior written submissions) that ISD 192 *supports* the northern route and *opposes* the downtown route. The northern route does not cross any property of ISD 192, and if it was placed within or adjacent to the right-of-way on the south side of the proposed 208th Street extension, it would be at least 150 feet away from the nearest portion of the Farmington Middle School East building (see *Figure 4* in the attached **Exhibit 9**). In contrast, the downtown route does cross a considerable amount of ISD 192 property, including several athletic fields that are used by students and by other Farmington residents.

4. *A power line along the northern route can be constructed within or adjacent to the planned right-of-way for the 208th Street Extension.*

The courts, power companies and the EQB have traditionally shown a preference for placing new power lines within or near existing or planned rights-of-way. After GRE proposed the northern route, City staff indicated to GRE staff that the City would take steps to provide GRE with the information that it would need to place the new transmission line within or adjacent to the future right-of-way for the planned extension of 208th Street from the Farmington Middle Schools (on the west) to State Highway 3 (on the east). The City Council authorized the preparation of, and the City Engineer recently completed, a Feasibility Report for the 208th Street Extension (see attached **Exhibit 9**). EQB staff members have used words such as “tentative” to refer to the street project in question; City staff members consider the future *location of the road* (which is the only real issue with regard to power line routing) to have been determined. Advocates of the downtown route may argue on February 17 that a construction timetable for the 208th Street Extension has not yet been established, but the timing of the project is immaterial if (as is the case here) sufficient information about the road’s eventual location is known to enable GRE to place the transmission line in a location where the line and the road will not be in conflict when the latter is constructed.

5. *The fact that the northern route crosses property that is currently agricultural should not affect the power line routing decision.*

During all of 2004, and right up until the “tech reps” meeting on February 8, 2005, one or more of the owners of the Rother property consistently indicated (in writing and in person) that they intended to “move ahead with [the] development” of the property in question “for implementation within 3 years or less.” (See attached **Exhibits 5, 6 and 7**.) A concept plan for the residential development of the property (see attached **Exhibit 8**) was submitted during the City’s year-long MUSA Review Process, and based upon the representations that were made regarding impending annexation and development, the City Council adopted a Resolution in December of 2004 that indicated that the Rother property would be included within the City’s portion of the Metropolitan Urban Service Area immediately upon annexation. Concept plans for the residential development of the Giles Development property (located adjacent to and west of the Rother property) have also been submitted to the City, and MUSA was approved for the Giles property in December of 2004.

Large portions of Farmington's Comprehensive Plan are devoted to the protection and preservation of agricultural property, for the benefit of property owners who desire to continue their farming operations in the face of encroaching residential development. It would be difficult to find another city in the seven-county metropolitan area that has done more in this regard. However, in the event that arguments are made on February 17 to the effect that the new transmission line must be placed through downtown Farmington to avoid adverse impacts upon the *long-term* agricultural use of the Rother and/or Giles properties, the City hopes that the EQB will reject those arguments in light of the substantial evidence that exists regarding the property owners' plans to convert the land in question to non-agricultural uses in the very near future.

6. *The northern route would have fewer adverse environmental impacts than the downtown route.*

EQB staff members have claimed or implied that the downtown route is better than the northern route because the former involves three river crossing and the latter involves one. However, all of the northern crossings will soon be located within developed, (currently) non-forested residential areas, while the new river crossing for the proposed downtown route will necessitate cutting a path through a heavily wooded portion of a City park. In addition, at least one of the river crossings on the northern route is the site of an *existing* crossing for a power line, and two of the crossings needed for the northern route are located in very close proximity to a major north/south City collector street (Akin Road) and a busy highway (Minnesota Trunk Highway 3). In short, the northern route should be preferred for environmental reason.

7. *Cost figures provided for the first time on February 8, 2005 should not be allowed to dictate the outcome of a power line routing process that has been in progress for nearly a year.*

The northern route (the portion thereof between Akin Road and Highway 3) that is currently under consideration is the same route that GRE originally proposed in March of 2004. Nothing has changed that would affect the cost of that route. The downtown route that is currently being advocated by EQB staff is very similar to the two "Rother Bypass" alternatives that were analyzed by GRE in the Environmental Assessment [EA]. The EA dated September 27, 2004 indicated that the two downtown routes proposed by Mr. Rother were \$276,000 and \$254,000 *more costly* than the northern route (see Exhibit 2-A). The same cost figures (provided by GRE) were reflected in the Administrative Law Judge's *Report and Recommendation* dated December 13, 2004 (see attached Exhibit 2-B).

However, at the "tech reps" meeting that was held on February 8, 2005, a GRE representative publicly indicated (for the first time) that the downtown route was nearly \$500,000 *less costly* than the northern route. Two pages of cryptic figures captioned "United Power Transmission Line Estimate" were provided by GRE at the meeting, but the numbers thereon do not seem to match the "segment cost" figures that appeared on a "Route Segment Comparison Matrix" that was distributed by EQB staff at the "tech reps" meeting. In short, insufficient time has been provided to engage in any meaningful independent analysis of the \$750,000 "swing" that has occurred in the relative cost of the two options – a swing that was publicly mentioned for the first time two business days before "packet" deadline for the EQB meeting at which the power line routing decision is likely to be made. Under the best of circumstances, cost comparisons alone should not dictate the outcome of multi-faceted routing decisions; in circumstances where new and substantially different information that could have been presented much earlier was not provided until it could not be fairly examined, that information should be excluded from the decision-making process.

For the reasons set forth above, and many others, the City of Farmington respectfully requests that the EQB approve or issue a route permit that utilizes the "northern route" (yellow line) originally proposed by GRE and endorsed by the Farmington City Council and ISD 192. Thank you.

Sincerely,


Kevin Carroll

Community Development Director



**Feasibility Report
for
208th Street East
Extension Project**

Farmington, Minnesota

**February 7, 2005
File No. 141-05-230**



2335 West Highway 36 • St. Paul, MN 55113

Office: 651-636-4600 • Fax: 651-636-1311

www.bonestroo.com

February 7, 2005

Honorable Mayor and City Council
City of Farmington
325 Oak Street
Farmington, MN 55024

Re: 208th Street East Extension Project
Our File No. 141-05-230

Dear Mayor and Council:

Enclosed for your review is the Feasibility Report for the 208th Street East Extension Project. The proposed project includes constructing an extension of 208th Street, including two bridges, from its existing easterly terminus point to T.H. 3. City utility improvements will be constructed in accordance with the City's Comprehensive Plans.

This report describes the improvements necessary to provide roadway, bridge and utility improvements. A schedule and cost estimate for the proposed improvements are also presented in the report.

We would be pleased to meet with the City Council and Staff to discuss the contents of the report at any mutually convenient time.

Respectfully submitted,
BONESTROO, ROSENE, ANDERLIK & ASSOCIATES, INC.

Handwritten signature of Lee M. Mann in cursive.

Lee M. Mann, P.E.
Director of Public Works/City Engineer

Handwritten signature of Kevin P. Kielb in cursive.

Kevin P. Kielb, P.E.
Project Engineer

I hereby certify that this Report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota

Handwritten signature of Kevin P. Kielb in cursive, positioned above a horizontal line.

Kevin P. Kielb, P.E.

Date: February 7, 2005

Reg. No. 23211

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Introduction

The City Council has requested this report to determine the feasibility of extending 208th Street from its existing easterly terminus to Trunk Highway 3 (T.H. 3). The extension of 208th Street will require a crossing of the Canadian Pacific railroad and a crossing of the Vermillion River. The proposed alignment will connect to 208th Street in the area of the Middle Schools and follow a straight east-west alignment to the connection with T.H.3. Vermillion River Trail (County State Aid Highway 66) will make up the fourth leg of the intersection at T.H. 3. Figure 1 depicts the general project location.

The proposed improvements include:

- 1) The construction of the 208th Street East Extension and
- 2) construction of bridges over the Canadian Pacific railroad and the Vermillion River.

Discussion

Background

The City of Farmington has determined that the extension of 208th Street is necessary to provide an east-west transportation corridor through the City. Dakota County also views this extension as a portion of an important east-west collector route through this portion of the County. The proposed extension of 208th Street will complete the connection of Akin Road with T.H. 3. The project will require crossings of the Canadian Pacific railroad and Vermillion River, two key challenges to development of an east-west collector system through this portion of the City. The crossings will allow for a contiguous, efficient and pedestrian friendly transportation route across this portion of the City.

The proposed extension crosses an area that is not currently within the City boundary. Farmington considered this area for potential development during the City's recent MUSA allocation process. This report provides an estimate of the costs necessary to extend public infrastructure to this area. The estimates can be utilized in the decision making process related to allocating these costs to developable properties along the corridor.

Environmental Considerations

The Vermillion River is a Minnesota Department of Natural Resources Trout Stream that will require special attention during the design and construction process. Any extension of 208th Street to the east will require a crossing of the Vermillion River and will result in impacts to the adjacent floodplain and wetlands.

The City will need to apply for a Conditional Letter of Map Revision (CLOMR) from the Minnesota Department of Natural Resources and FEMA prior to construction. Upon completion of construction, a Letter of Map Revision will then be submitted which will include As-Built

information for the project. The roadway will be designed to remain at an elevation above the floodplain once the river has been crossed.

Street Improvements

208th Street currently extends from Akin Road to the east approximately one-half mile. 208th Street is shown on the City's Transportation Plan as an east-west connector and will be an important transportation corridor through the city. This project is proposed to provide an extension of the existing roadway to the east to T.H. 3. 208th Street, between Akin Road and the existing terminus, is a Municipal State Aid Street. The proposed extension of 208th Street would be designed to meet State Aid standards and would be constructed to the standards of a City collector street.

The Dakota County East-West Corridor Preservation Study identified this route as an important route through this portion of the County. Based on the findings of the study, the route will be classified as a Collector. The Study indicated that a two lane route would carry the anticipated 20-year traffic volumes, but that a three lane section would be carried through the industrial areas.

Based upon both City and County needs, the extension is proposed to be a combination of two and three lane facilities. A two lane roadway will be carried across the bridges, while a three lane facility will be utilized through the developable area. The proposed street sections are shown on Figure 2.

Street lights in the project area are proposed to be installed in accordance with the decorative street light program. The City may want to consider a separate agreement for the installation and long term maintenance of the street lights.

Alignment Considerations

Balancing the needs of motorists, pedestrians and the environment is a key component of this project. The proposed alignment was chosen for several reasons:

1. The proposed roadway alignment will provide a straight east-west connection which provides the safest geometry for motorists.
2. The route will provide a nearly perpendicular crossing of the railroad, allowing the least length of bridge crossing required.
3. The proposed alignment provides a perpendicular crossing of the Vermillion River, resulting in the minimum amount of environmental impacts associated with the project.

Figures 3, 4 and 5 depict the proposed alignment of the roadway.

Impacts

Wetlands

The proposed alignment will require wetland mitigation. The amount of wetland impact is minimized by crossing the wetlands at a perpendicular angle, which reduces the area impacted. Wetlands must be replaced at a two to one ratio, meaning that for every acre of wetland impacted, two acres must be created. The wetland replacement will be created on-site to the extent practical. Wetland mitigation credits are available for purchase through the Board of Water and Soil Resources (BWSR) wetland bank. For budgeting purposes, an assumption was made that all of the wetland mitigation would occur off-site. The estimated amount of wetland impacts for the project was based upon information provided on the National Wetland Inventory maps. The project cost estimate includes an amount of \$10,000 for replacing approximately 0.5 acres of wetlands that are anticipated to be impacted by construction.

The City will also incur on-going costs for wetland monitoring if the wetlands are created on-site. The costs are estimated at \$1,500 per year and will be required until the created wetlands are established. Generally, once the wetlands are created, the establishment period will range from 2 to 5 years.

Vermillion River Crossing/Floodplain Issues

The proposed alternative will require a crossing of the Vermillion River and will require fill in conjunction with both roadway and bridge construction. The preferred alignment avoids any flood plain impacts beyond those required to cross the Vermillion River.

Bridge / Structural Considerations

The crossing of the Vermillion River will require construction of a bridge just west of T.H. 3. Considerations have been given to maintaining the existing river channel and maintaining flood levels. The crossing of the railroad will also require a bridge. Railroad requirements related to bridge height and clear zones under the bridge were considered when analyzing the type of structure at this location.

Amounts of \$132,000 have been included in the cost estimate for bridge aesthetics for each of the two bridges analyzed. At the time the project moves forward, aesthetic concepts and themes will be presented for the City to consider.

Railroad Issues

Railroad issues will have to be coordinated with both the Canadian Pacific and the Union Pacific railroads. The Canadian Pacific owns the rail lines and right-of-way, however, they have recently turned over the operations of this line to the Union Pacific. Communications will be through the Canadian Pacific railroad. Initial conversations with the Canadian Pacific railroad indicate that standard clearance requirements will apply to this project. Initial design concepts

used for preparing layouts and cost estimates accommodates their typical standards and guidelines.

Trunk Highway 3 Issues

The east terminus of the 208th Street Extension Project will be at Trunk Highway 3. Vermillion River Trail (County State Aid Highway 66) will making up the fourth leg of the intersection. As the project moves forward, MnDOT planning and technical staff will be contacted to determine the requirement for improvements to T.H. 3 as a part of this project.

MnDOT and Dakota County are in the early stages of discussing the future of T.H. 3 through the County. Both left and right turn lanes were included in a recent MnDOT project along T.H. 3 at the location of the proposed intersection. Only minor improvements to T.H. 3 are anticipated for this project.

Storm Sewer/Drainage

A storm drainage system will be constructed along 208th Street to convey storm water away from the roadway and into ponding areas. Final storm water ponding locations will be determined during final design and will coordinated with the ponding requirements for the adjacent development.

Purchase of land required for ponding of storm water associated roadway drainage was not included in the project costs. The City will negotiate with potential developers to obtain this land as a portion of the platting process.

Water Distribution

The City's Water Supply & Distribution Plan includes a 20-inch watermain through this portion of the City. A cost of \$450,000 has been included in the project cost estimate to account for this extension.

Land Acquisition

Property acquisition will be required along the corridor for roadway Right-of-Way and storm water ponding. These costs have not been included in this report. The City will work with developers during the platting process to ensure the necessary dedications are considered.

Easements and Permits

The crossing of the Vermillion River will require careful coordination with the following agencies:

Minnesota Department of Natural Resources (floodplain and Trout Stream impacts)
US Army Corp of Engineers (404 permit for wetland impacts)
Federal Emergency Management Agency (floodplain impacts)
Vermillion River Watershed (wetland, floodplain and Trout Stream impacts)

The MN Department of Natural Resources (DNR) and Army Corp of Engineer (ACOE) permits will be required for the bridge construction and wetland mitigation at the Vermillion River. The MnDNR will also review the project for Trout Stream impacts.

A permit from the MPCA will be required in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES).

A permit from MnDOT will be required for work associated with the connection to T.H. 3.

Coordination with Dakota County will be required for aligning 208th Street with Vermillion River Trail.

The City is the Local Government Agency administering the Wetland Conservation Act (WCA). Wetland impacts and subsequent replacements will be permitted through the City.

The proposed improvements do not appear to meet the thresh-holds for a mandatory EAW in either the roadway or stream crossing categories. As the project continues to move forward, the City may want to consider completing a discretionary EAW. This determination should be made after discussion with the regulatory agencies listed in this section have been completed.

Cost Estimates

The project costs for the proposed alignment is presented below. An itemized cost estimate is provided in the appendix. The cost estimate is based on 2005 construction costs and includes 10% for contingencies and 27% for engineering, legal and administration. The basis for the cost is the Engineering News Record Cost Index of 7297 for January of 2005, related to a base cost of 100 in 1913. The estimated project cost does not include costs for easement or right-of-way acquisition.

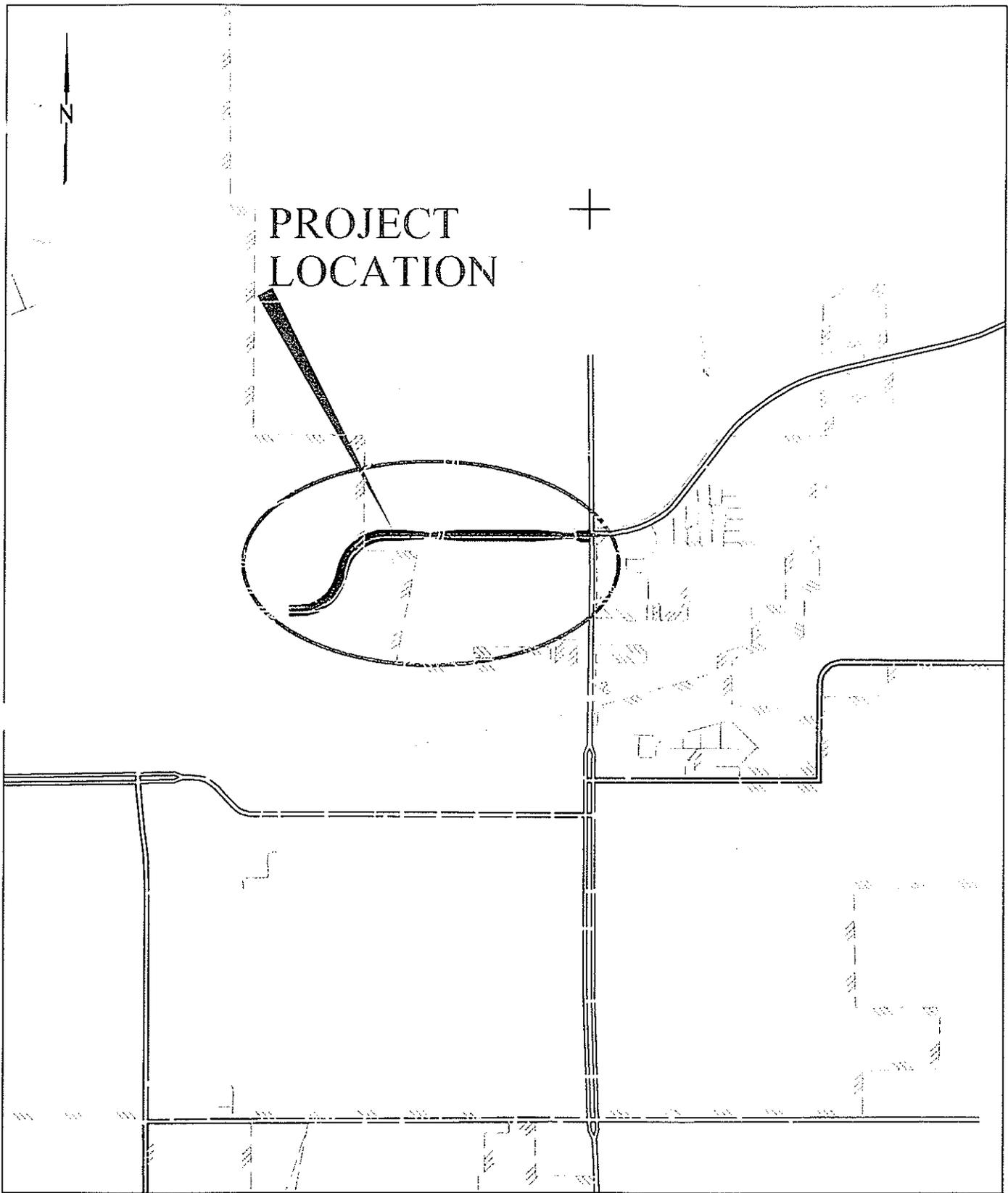
Estimated Project Costs

208th Street Extension	Total Estimated Project Costs
Roadway Cost	\$2,498,900
Storm Sewer Cost	\$194,500
Bridge Cost (Railroad)	\$1,257,300
Railroad Bridge Aesthetics	\$132,000
Bridge Cost (Vermillion River)	\$1,257,300
River Bridge Aesthetics	\$132,000
Wetland Mitigation Cost	\$10,000
Watermain Extension	\$450,000
	Total Preferred Alternative Cost
	\$5,932,000

Conclusions and Recommendations

The proposed improvements in this report are feasible and cost-effective as they relate to general engineering principles and construction procedures. The feasibility of this project as a whole is subject to a financial review. The proposed improvements are necessary to provide a contiguous east/west connection through the south portion of the City. The goal of the City is to provide a safe and continuous extension of 208th Street while minimizing environmental impacts where possible. Based on information contained in this report, it is recommended that:

1. This report be adopted as the guide for the street extension and described utilities;
2. The City conduct a legal and fiscal review of the proposed project;
3. The 208th Street extension be constructed in general conformity with this report;
4. A schedule be considered to implement the improvements when development goes forward in the area or when the connection is deemed necessary.



LOCATION MAP

CITY OF FARMINGTON
 208TH STREET WEST EXTENSION

FIGURE 1



**Bonestroo
 Rosene
 Anderlik &
 Associates**
 Engineers & Architects

Appendix



208TH STREET EAST EXTENSION

BRAA Project No. 141-05-230

February 3, 2005

COST ESTIMATE

NO.	ITEM	UNITS	UNIT PRICE	QUANTITY	PRICE
STORM SEWER					
1	MOBILIZATION	LUMP SUM	\$ 7,200.00	1	\$ 7,200.00
2	POND EXCAVATION	CU YD	\$ 5.00	5,000	\$ 25,000.00
3	18" RC PIPE APRON	EACH	\$ 1,200.00	3	\$ 3,600.00
4	18" RC PIPE SEWER DES 3006	LIN FT	\$ 35.00	1,850	\$ 64,750.00
5	CASTING ASSEMBLY	EACH	\$ 400.00	18	\$ 7,200.00
6	INSTALL CATCH BASIN	EACH	\$ 1,250.00	9	\$ 11,250.00
7	INSTALL MANHOLE	EACH	\$ 1,800.00	9	\$ 16,200.00
8	RANDOM RIPRAP CLASS IV	CU YD	\$ 150.00	27	\$ 4,050.00
SUBTOTAL					\$ 139,250.00
10% CONTINGENCY					\$ 13,925.00
TOTAL CONSTRUCTION					\$ 153,175.00
27% ENG, LEGAL, ADMIN					\$ 41,357.25
TOTAL STORM SEWER PROJECT COST					\$ 194,532.25
STREET IMPROVEMENTS					
9	MOBILIZATION	LUMP SUM	\$ 100,000.00	1	\$ 100,000.00
10	COMMON EXCAVATION	CU YD	\$ 5.00	7,190	\$ 35,950.00
11	SELECT GRANULAR BORROW (CV)	CU YD	\$ 8.50	19,175	\$ 162,987.50
12	COMMON BORROW (CV)	CU YD	\$ 5.00	97,281	\$ 486,405.00
13	AGGREGATE BASE CLASS 5 MOD	TON	\$ 10.00	12,656	\$ 126,560.00
14	TYPE MV 3 WEARING COURSE MIXTURE (F)	TON	\$ 43.00	2,100	\$ 90,300.00
15	TYPE LV 3 NON WEARING COURSE MIXTURE (F)	TON	\$ 40.00	3,150	\$ 126,000.00
16	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	\$ 2.00	807	\$ 1,614.60
17	CONCRETE CURB & GUTTER DESIGN D418	LIN FT	\$ 12.00	5,200	\$ 62,400.00
18	BITUMINOUS TRAIL	LIN FT	\$ 15.00	7,200	\$ 108,000.00
19	RETAINING WALL	SQ FT	\$ 25.00	6,000	\$ 150,000.00
20	STREET LIGHTS	EACH	\$ 4,000.00	60	\$ 240,000.00
21	TRAFFIC CONTROL	LUMP SUM	\$ 2,500.00	1	\$ 2,500.00
22	SIGN PANELS TYPE C	SQ FT	\$ 50.00	50	\$ 2,500.00
23	4" SOLID LINE WHITE-EPOXY	LIN FT	\$ 0.60	450	\$ 270.00
24	4" DOUBLE SOLID LINE YELLOW-EPOXY	LIN FT	\$ 1.00	2,750	\$ 2,750.00
25	BOULEVARD TREES	TREE	\$ 350.00	110	\$ 38,500.00
26	TURF ESTABLISHMENT	ACRE	\$ 10,000.00	5.2	\$ 52,000.00
SUBTOTAL					\$ 1,788,737.10
10% CONTINGENCY					\$ 178,873.71
TOTAL CONSTRUCTION					\$ 1,967,610.81
27% ENG, LEGAL, ADMIN					\$ 531,254.92
TOTAL STREET PROJECT COST					\$ 2,498,865.73
BRIDGE IMPROVEMENTS					
27	MOBILIZATION	LUMP SUM	\$ 100,000.00	1	\$ 100,000.00
28	RAILROAD BRIDGE	LUMP SUM	\$ 850,000.00	1	\$ 850,000.00
29	RIVER BRIDGE	LUMP SUM	\$ 850,000.00	1	\$ 850,000.00
SUBTOTAL					\$ 1,800,000.00
10% CONTINGENCY					\$ 180,000.00
TOTAL CONSTRUCTION					\$ 1,980,000.00
27% ENG, LEGAL, ADMIN					\$ 534,600.00
TOTAL BRIDGE PROJECT COST					\$ 2,514,600.00
TOTAL STORM SEWER STREET AND BRIDGE PROJECT COST					\$ 5,207,997.98



INDEPENDENT EDITORIAL

City's proposed power line route makes sense

On the surface, at least, the choice seems obvious. Great River Energy is making plans to run a new high-voltage power line through Farmington, and the proposed routes take the line through either undeveloped land north of downtown or a busy parking lot and established residential neighborhoods.

There must be something we are missing, though, because as recently as Jan. 20 the state's Environmental Quality Board was considering the downtown route. If not for a vote that was ultimately inconclusive, Farmington residents could have been well on their way to wondering what had happened — how they ended up with large towers and humming cables in their backyards.

THERE
SHOULD BE
NO REASON
FOR GREAT
RIVER
ENERGY TO
RUN A
PROPOSED
POWER LINE
THROUGH
MUCH OF
DOWNTOWN
FARMINGTON,
BUT SUCH A
PROPOSAL IS
UNDER CON-
SIDERATION
BY A STATE
AGENCY

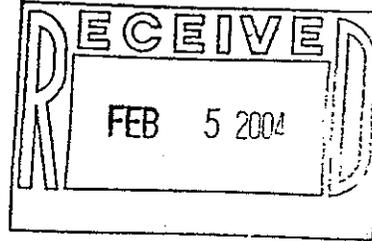
There is still plenty of discussion to come, and the city of Farmington is having its say. Community development director Kevin Carroll and council member David Pritzlaff have presented arguments before the EQB in favor of the northern route. There is reason to believe many members of the 17-person board support that route, but only 11 of those members were at the Jan. 20 meeting.

We suppose some developers might disagree with the city's proposed route. Property under high voltage lines, after all, will likely be harder to sell than land in an otherwise undisturbed area. But at least the residents who ultimately move into those yet-to-be-planned homes will know what is in store for them. Some of the residents who would be affected by one or the other of the proposed downtown routes have been in their homes for years — in some cases decades — with no idea this might be coming.

There will probably be people unhappy with the power line wherever it is installed. Some residents of rural Farmington have already complained about the plans. But there seems to be little question this power line is coming. Having to look up at it every day once it does is one of the prices of progress that we must pay to live in a city where 1,072 new residents constitutes a slow year for growth. The trick now will be to make sure its presence disrupts the lives of as few people as possible. Running the line through downtown Farmington is no way to accomplish that.

Rother Farm
20649 Chippendale Ave. West
Farmington, MN 55024

February 4, 2004



City of Farmington
Planning Department
325 Oak Street
Farmington, MN 55024

Re: Annexation and MUSA Grant

To: Farmington Planning Department

This letter is to inform you that we, as owners of the farm property described below, are interested in annexation into the City of Farmington with MUSA rights in the near future. The property details are as follows:

Name: Rother Farm
Address: 20649 Chippendale Avenue West
Location: One-half mile North of Farmington on Highway 3 in Empire Township of Dakota County
Size: 56.3 acres
Property ID: 12-03000-011-75
Description: The North One-half (N ½) of the Southeast Quarter (SE ¼) of Section Thirty (30), Township One Hundred Fourteen (114), Range Nineteen (19), excepting therefrom the right-of-way of the Chicago, Milwaukee, Saint Paul and Pacific Railway Company, except the North 216 feet lying east of the railroad right-of way; and the South 500 feet of the North 716 feet of the East 946.2 feet; all in Dakota County, Minnesota.

We offer the following facts about the property for your consideration:

1. The walking/bike path from the City of Farmington runs from the South to North end of the property.
2. Current MUSA sewer line runs through the property.
3. MUSA sewer station is located on the SE corner of the property.
4. Direct access onto Highway 3.

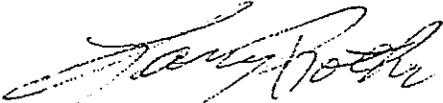
The location of the property could provide the City of Farmington with growth opportunities. If you have any questions, contact Larry Rother at 651-460-6500 or Kay Cahill at 651-463-7444.

A response would be appreciated to enable us to pursue alternatives and plan for the future. We will await your response.

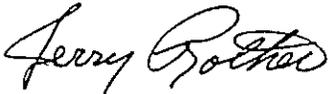
Respectfully yours,



Kay Cahill, co-owner



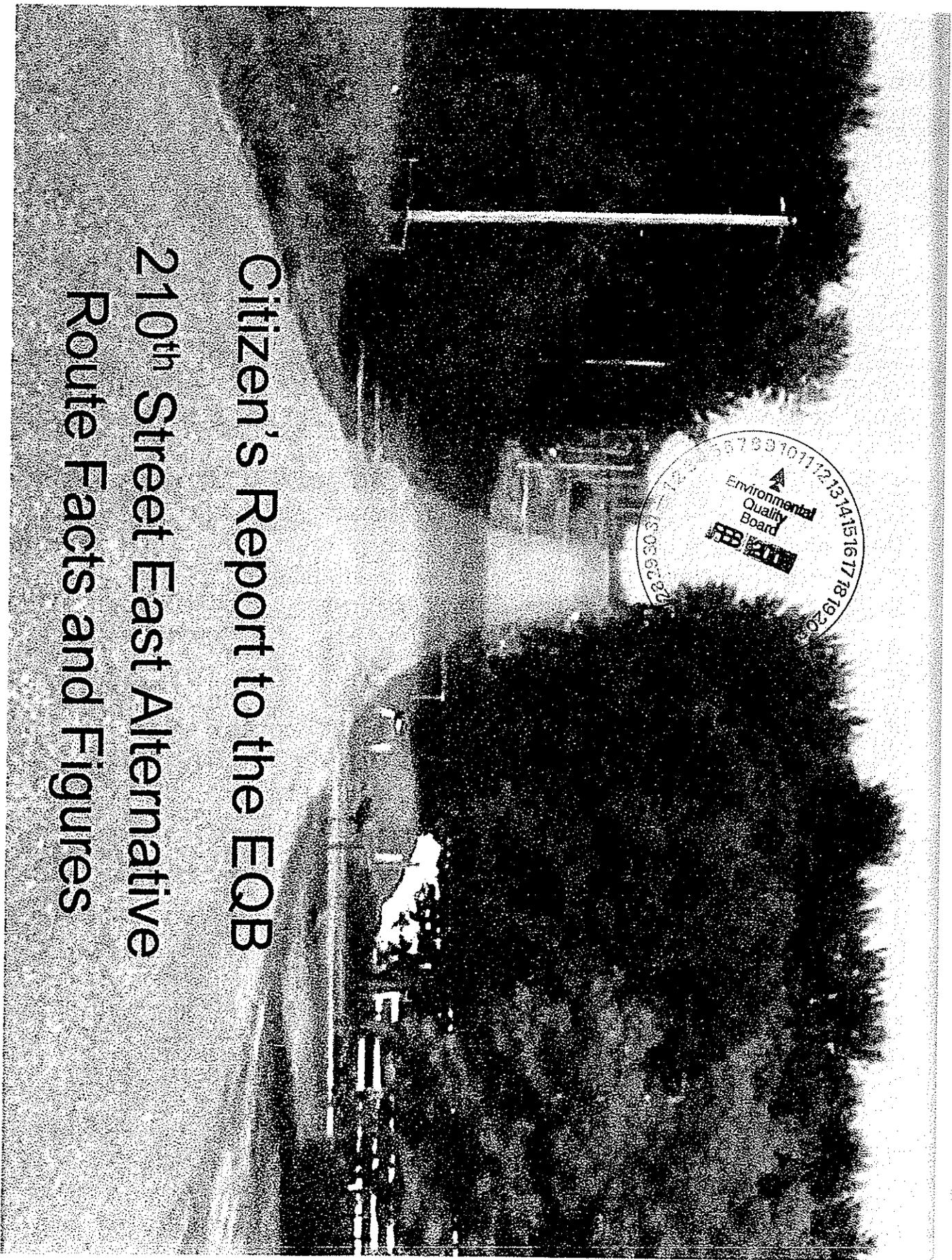
Larry Rother, co-owner

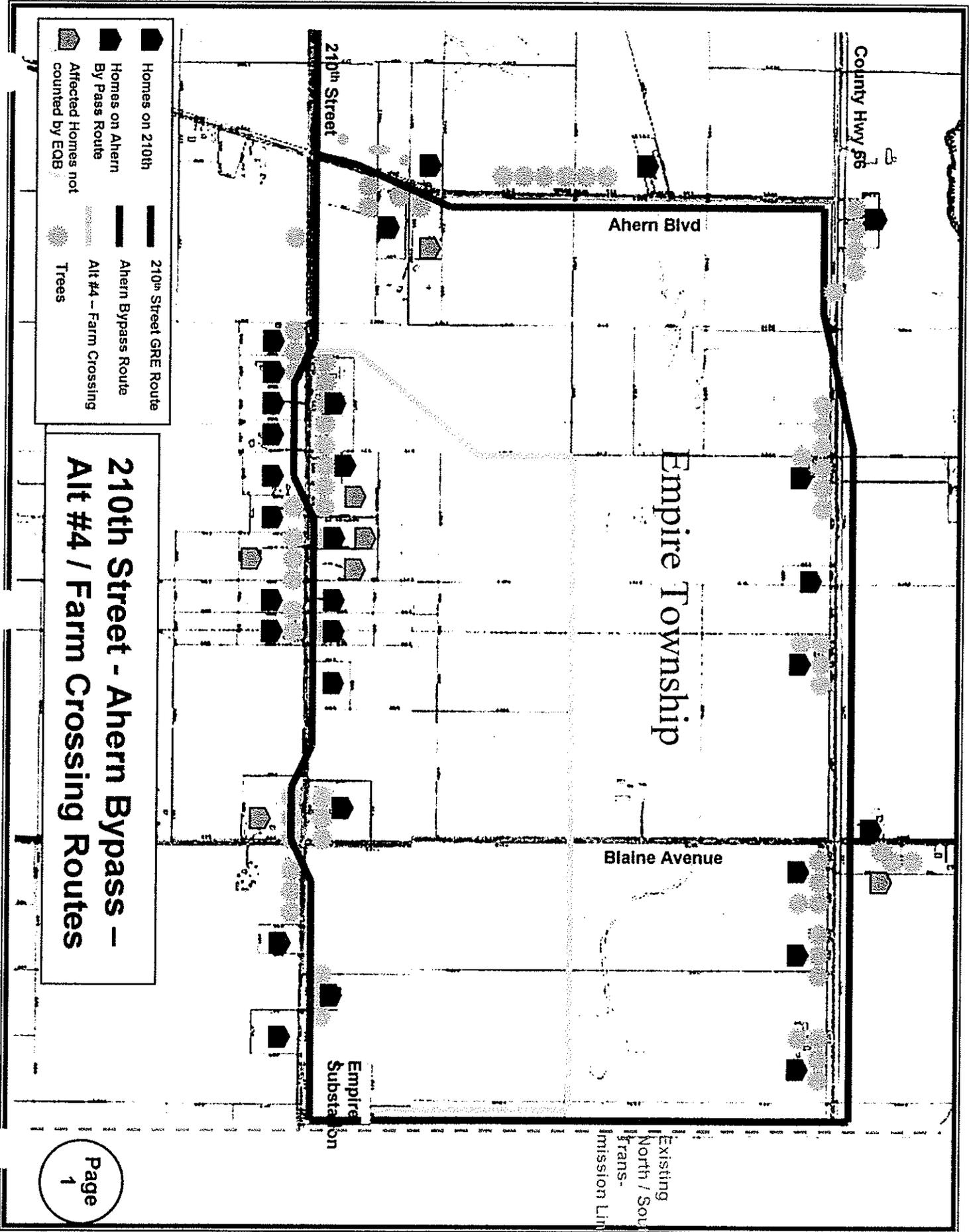


Jerry Rother, co-owner



Citizen's Report to the EQB
210th Street East Alternative
Route Facts and Figures





County Hwy 96

Ahern Blvd

Empire Township

Blaine Avenue

Empire Substation

Existing
North / South
Trans-
mission Lines

-  Homes on 210th
-  Homes on Ahern By Pass Route
-  Affected Homes not counted by EOB
-  210th Street GRE Route
-  Ahern Bypass Route
-  Alt #4 - Farm Crossing
-  Trees

**210th Street - Ahern Bypass -
Alt #4 / Farm Crossing Routes**

Air Lake – Empire Transmission Line Proposal

Routing Comparisons on East 210th Street (Ahern to Empire Substation)

Cost Factor	210 th Street East	Alternative #4 (Farm Crossing)	Ahern Bypass
House count – 400'	18	2	11
House count – 500'	23	2	13
Route distance	1.92 mi	2.60 mi	3.62 mi
Route only subtotal cost	\$ 696,000	\$ 1,060,000	\$ 1,419,000
Land easements and acquisition	\$ 857,000	\$ 219,000	\$ 273,400
Tree reforestation	\$ 169,500	\$ minimal	\$ 2,000
Subtotal route and land costs	\$ 1.78M	\$ 1.28M	\$ 1.69M
Distribution Line burial	\$ 280,000	\$ 47,000	\$ 46,000
Animal Control Temporary fencing	6 horse herds 2320 ft	\$ 0	1 sheep flock 330 ft
Total cost	\$ 2.06M	\$ 1.33M	\$ 1.74M
Applicable Minn. Rule 4400.3150	a – human settlement b – health & safety c - economies e – natural environ j – smaller existing easement l – higher maint. costs	c - economies e – natural environ j – smallest existing easement l – higher maint. costs	a – human settlement e – natural environ j – easement l – maint. costs

Itemization supporting the numbers in the above table

Cost of Line			
Single poles	\$ 306,000	\$ 450,000	\$ 504,000
Double circuit	\$ 0	\$ 160,000	\$ 360,000
Laminate poles	\$ 240,000	\$ 0	\$ 180,000
Steel poles	\$ 150,000	\$ 450,000	\$ 375,000
Distribution line length	9554 linear ft.	2042 linear ft.	1345 linear ft.
Existing easement	33 ft.	0 ft.	60 ft.
Cost for easements	\$ 284,000 resident \$ 68,000 agriculture	\$ 7,000 resident \$ 180,000 agriculture	\$ 5,900 resident \$ 31,500 agriculture
Length of easements	4424 linear ft. res 4200 linear ft. ag	417 linear ft. res 11,176 linear ft. ag	640 linear ft. res 13772 linear ft. ag
Cost of residential property value loss	\$ 505,000 (based on 22 homes)	\$ 32,000	\$ 236,000 (based on 13 homes)

Assumptions:

- Poles are 375 feet apart.
- Laminate poles are needed to cross over to the other side of the street.
- Single pole and lines = \$18,000.
- Double pole and lines = \$28,000.
- Laminate pole and lines = \$30,000.
- Steel pole and lines = \$75,000.
- Distribution line costs \$8/ft for cable, \$15/ft for trenching, and 12 transformers at \$5,000 each (for full length).

- House counts derived from residential property owners who would be compensated.
- 9 houses would be on the side of the street with the line, 9% property value loss. (This is average of 10% loss given by an actual appraisal for one 210th Street property, and 8% given in a Wisconsin study.)
- 12 houses would be on the opposite side of the street, 4.5% property value loss.
- Easement is 70 ft and 43,560 sq ft to an acre.
- Average house and land is worth \$350,000. Most homes on east 210th Street are valued at \$325,000-\$425,000.
- Agricultural land will fetch \$10,000 per acre easement.
- Residential land will fetch \$40,000 per acre easement.

- Re-forestation estimates:
 - Tree counts performed by Scott Johnson, a tree farmer.
 - Trees count as 1, large bushes count as 1/3.
 - Irreplaceable trees still counted as 1.
 - Total tree count is 483 on 210th Street.
 - Average tree replacement cost is \$350.
 - (6' Spruce = \$175 to 6" Maple = \$900)

For further questions, contact:

David Baker

651-460-2778 (home)

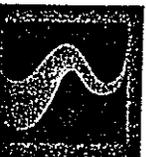
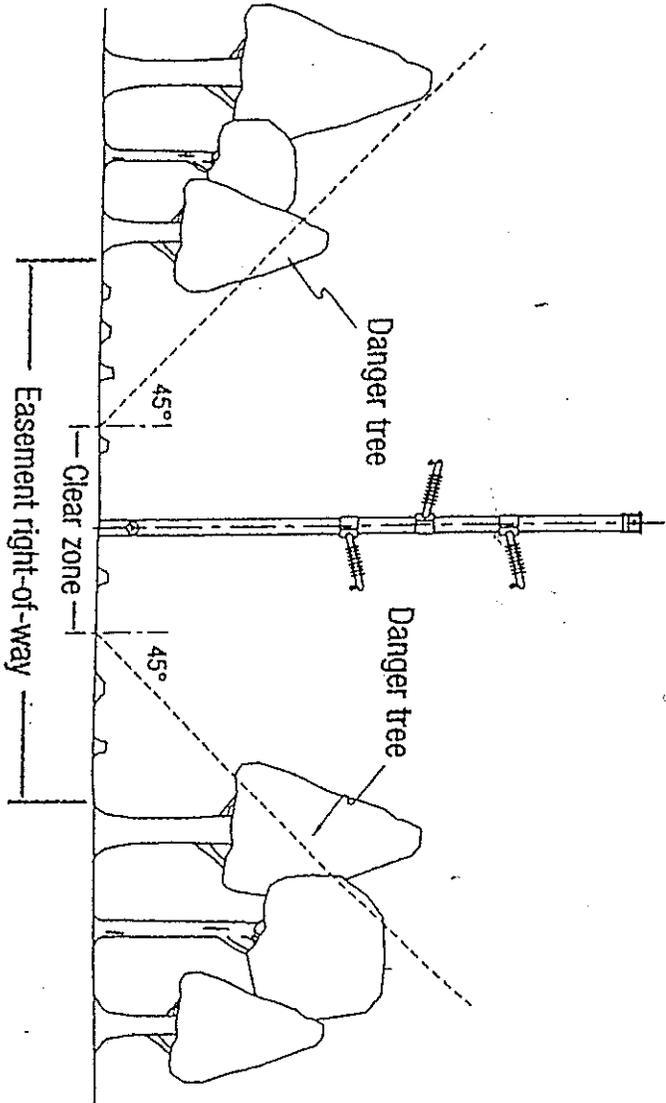
651-261-1570 (cell)

Great River Energy

Right-of-Way

Management

Practices



People, Property and the Power Line



QUESTIONS

and ANSWERS

about the

construction and

maintenance

of power lines

on or near

your property.

Utilities Service* (RUS) in Washington, along with an application for loan funds to build the facilities. RUS must approve the plans before loans are granted.

*formerly Rural Electrification Administration or REA

Q. How are transmission lines routed?

A. For lines under 200 kV, GRE has established a rather lengthy and complex process to choose line routes. GRE has formed a Transmission Facilities Siting Committee made up of engineering, environmental, planning, construction, land rights and communications personnel and representatives of local electric cooperative(s). At a series of in-house meetings, the committee examines the area and identifies several possible routes for the line. One or more public meetings are scheduled by the committee in the project area to answer landowner questions, encourage public discussion and get public preferences for routes. Involved landowners can also suggest possible routes.

The criteria used by the committee for the evaluation and selection of routes are similar to those used by the state for transmission lines over 200 kV. These criteria deal with how we can:

- Minimize the impact on agricultural and residential property;
- Use existing rights-of-way (highways, railroads, pipelines or other power lines) to the fullest extent;
- Minimize impact to human settlement, agriculture, forestry, mining, natural systems, wildlife and recreation, public or culturally significant lands and water; and
- Provide a safe, reliable transmission line at a reasonable cost.

Q. Why not bury the lines underground?

A. Long-distance underground transmission lines are not practical because they are less reliable and because of the high costs involved. These costs are substantially higher than overhead lines because of

State Highways
161 kV and 115 kV

The 161 kV and 115 kV lines are the workhorse of the transmission system. They are responsible for transmitting power from the larger transmission systems and smaller generation facilities throughout the entire service territory. 161 kV and 115 kV transmission lines are the main arteries for electricity, carrying it to and from every geographical

Transmission Nominal Voltage:	161 kV
Type:	Single Pole
Typical Structure Height:	70-85 feet
Typical Right-of-Way Width:	100-150 feet
Span Distance:	400-700 feet

the transmission system in Great River Energy's measured in kilovolts (kV): ±400 kV DC, 500 kV,

area Great River Energy serves. Some large industrial customers and most metro/suburban area distribution substations are served from the 115 kV transmission system. Great River Energy currently operates approximately 50 miles of 161 kV transmission lines and 300 miles of 115 kV transmission lines, connecting more than 60 substations.

Transmission Nominal Voltage:	115 kV
Type:	Single Pole
Typical Structure Height:	55-80 feet
Typical Right-of-Way Width:	70-120 feet
Span Distance:	350-500 feet

17845 East Highway 10 P.O. Box 800 Elk River, MN 55330-0800
www.GreatRiverEnergy.com



From: Steckelberg, Mike GRE/ER [MSteckel@GREnergy.com]
Sent: Thursday, February 10, 2005 11:59 AM
To: Alan.Mitchell@state.mn.us
Cc: Aukee, Dale GRE/ER; Pietsch, Gordon GRE/ER; Grove, Terry GRE/ER; Turner, Craig CO-OP/DEA; Poulson, Randy CO-OP/DEA
Subject: Air Lake--Empire 115kV project

Mr. Mitchell,

I have been asked by Dale Aukee of GRE to provide some information regarding the risk to the transmission system if the Air Lake--Empire project is not completed by Summer of 2006.

The analysis used to support the GRE board decision to implement the project shows that low voltages (voltages below NERC, MAPP, and GRE planning criteria) will occur at the Dakota Heights 115 kV load bus (substation owned by Dakota Electric) starting in the summer of 2006 during the outage of the Black Dog--Riverwood 115 kV line. Other load busses in the area (Burnsville and Kenrick substations) will also see depressed voltages yet within criteria. Those busses will begin to see voltage violations within a year (approximately 2007) unless the Air Lake--Empire line project is completed. The load in this area is growing rapidly.

My previous statements at the EQB hearings included this information.

Please let me know if you have any questions.

Mike Steckelberg
Project Engineer
Great River Energy
17845 East Highway 10
Elk River, MN 55330-0800
work: 763-241-2423
fax: 763-241-6223
cell: 612-219-5763
e-mail: msteckelberg@greenergy.com

From: Aukee, Dale GRE/ER [DAukee@GREnergy.com]
Sent: Thursday, February 10, 2005 11:30 AM
To: Alan.Mitchell@state.mn.us
Cc: Rasmussen, Pamela Jo; SPariseau@dakotaelectric.com
Subject: Great River Energy Distribution estimates

The following estimates are for burial of the existing distribution power. All the costs were provided by Dakota Electric Association.

East Empire route segments

- Blue Route (210th) – All distribution lines on this segment are DEA's. Approximate cost to convert is \$120,000.
- Pink Route (sod fields) – All distribution lines on this segment are DEA's. Approximate cost to convert is \$16,200
- Red Route (Ahern bypass) – Distribution lines are DEA and Xcel. DEA's construction standards require an overhead line on Co Rd 66 and the line on Ahern be tied together to create a looped underground feed. The approximate costs to convert both companies line and create the loop mentioned are \$200,000.

Farmington route segments

- Yellow Route (north) – No electric distribution lines along this route would be converted. Existing communications facilities may be converted along Highway 3 between Willow and 200th Street. The communication companies and Great River would have to design an attachment or underground replacement system to provide an estimated cost to convert this line. These costs are not available at this time.
- Green Route (south) – All distribution lines along this route are Xcel's. The cost to underground or provide from an alternate source of service to Pine Street cul-de-sac west of the river would cost approximately \$40,000 - \$50,000.

Dale Aukee

Great River Energy
Direct 763-241-2229
Cell 612-840-4019
Fax 763-241-6003

February 8, 2005

MN Environmental Quality Board
300 Centennial Building
658 Cedar St.
St. Paul, MN 55155

Re: Great River Energy and Xcel Energy Route Permit

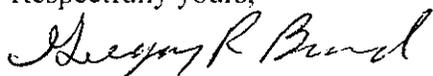
Att. David E. Birkholz

We, Gregory Brand and Glenn Betzold, own and actively farm a total of four hundred (400) acres of land on the north side of 210th St. and south of County Road 66. This land is located in Section 28. We would accept the transmission line if it were located along Co. Rd. 66 or, if necessary, along 210th St.

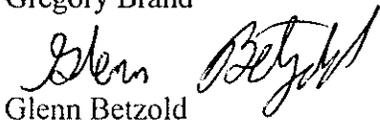
We are extremely concerned about having the line go through the middle (half-section) of Section 28 (between Co. Rd. 66 and 210th St.). In the near future, we would like to install a new center pivot irrigation system on this land. Actually, the well is already there.

Thank you for the consideration of our concerns.

Respectfully yours,



Gregory Brand



Glenn Betzold



February 11, 2005

TO: Board Members

FROM: Alan Mitchell
EQB staff

SUBJECT: **ADDITIONAL DOCUMENTS FOR AIR LAKE TO EMPIRE HVTL**
February 17, 2005, Agenda Item No. IV.

Attached are the following documents relating to the issuance of a route permit for a new transmission line in Dakota County, from the Air Lake Substation to the Empire Substation. This is Agenda Item No. IV.

Map of entire route
Letter from Colin Garvey (Feb. 10, 2005)
Letter from Jirik Sod Farms (Feb. 10, 2005)

These documents were not available in time to include in your regular packet.

The map showing the entire route is included to show those segments of the line that are not contested and for which no alternative routes are under consideration – the Air Lake Substation to the new Vermillion Substation segment on the west end of the line that will be constructed by Xcel Energy, and the Highway 3 to Ahern Road segment to be constructed by Great River Energy. These portions of the route are shown in brown on the map. The other segments where various options are under consideration are shown in the colors identified in the staff memorandum.

Alan Mitchell



David Birkholz

February 10TH, 2005

Re: Power line in Farmington

To Whom It May Concern,

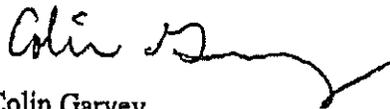
Running a power line through Farmington at this point is not only ridiculous and deceit full and also unethical in how this has been handled. The power line people knew that if this was the route chosen this summer that there would have been 3000 people at the meeting protesting this line instead of a few people up at a office in St. Paul on a Monday during working hours. How convenient for the Power company. If this is the chosen site I think it should be investigated by the State on how this has been handled, because without a doubt this has been handled dishonestly. This area of Farmington has gone through the redevelopment stage and we all know how much it has cost everybody and the hardship endured by the citizens.

This has nothing to do with efficiency at all, and I feel insulted that you believe that I am that naive to believe so. This is nothing more than the cheapest route for the Power Company. Every group that I have talked to and all the groups I listened to at the meetings agree that County Road 66 is the best route, so this is the route that should be taken.

On a personal side of this I own the Landscape Depot and several other properties around it including the Railroad and the rights that go with it. Our contacts with the railroad people said that you need 50 feet on either side of the track for loading and unloading of the rail cars or it would be unsafe. Also in the future we would be adding another track and any poles in our area 50 feet on either side of the track for this type of operation is unsafe, so any poles proposed in our area would be a detriment to the business. We feel that they would have to relocate us with a spur in a new location and nobody has contacted us regarding this. We will need all the square footage for rail cars and storage. I also own a trucking company and know the cost of trucking in product and that is why I purchased the railroad spur for bringing in product in the future. This route would completely devastate my business and my future plans for business.

I hope you do the right thing and put the line on County Road 66 were we all agree it should go.

Sincerely,



Colin Garvey



651-460-8555

651-460-8347 FAX

FAX TRANSMISSION COVER LETTER

RE: Power-line Proposal in Empire Twp crossing the
Fennis Sod Farm property

DATE: 2-10-05

TO:

ATTENTION: David E. Birkholz + Energy Facility Board

FROM: Peter Jirik

NUMBER OF PAGES 2 (INCLUDING COVER LETTER)

JIRIK SOD FARMS

Minnesota Environmental Quality Board

February 10, 2005

Jirik Sod Farms is very concerned with the outcome of the power-line proposals which have been addressed over the past couple of months. Jirik Sod Farm currently operates and has a long term lease on the Ferris Sod Farm owned property located in Empire Township. We are adamantly opposed to the proposal which would involve the direct crossing of the agricultural land owned by Ferris Sod Farms, and believe that it will not only negatively affect the business activities of Jirik Sod Farm but also many of the 50+ local employees livelihoods and families.

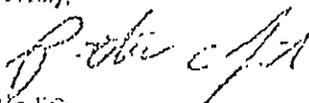
Jirik Sod Farms main concern are the two irrigation pivots which are located on the above mentioned property, both of which would be affected by the crossing of this agricultural land. Currently through the utilization of the two pivot points Jirik Sod Farms is able to irrigate approximately 280 acres of the tillable land located in this section. The irrigation of this land is of dire importance to the successful production and harvesting of sod. For many crops the importance of irrigation is limited to dry times during the heart of the summer and early fall in order to optimize the yield. Sod on the other hand needs to be spoon fed with irrigation throughout its growth cycle in order to obtain a harvestable crop in a productive time frame. In addition to the growth portion, Jirik Sod Farms has many business contracts which have been written and specified that only sod harvested from irrigated fields can be utilized on the contracted projects. Obviously this poses a problem in the event that Jirik Sod Farms possesses a dramatically lower production capability of irrigated sod. Currently entered into contracts may be in jeopardy of being breached along with the award of future contracts.

As mentioned previously, the proposed power-line crossing point of the Ferris Sod owned agricultural land would be directly in the rotation of both center pivot irrigation points. To the best of my knowledge the inability of the pivot irrigation to rotate completely will cause approximately 140 acres of the currently irrigated land to become inaccessible to Jirik Sod Farms current center-pivot irrigation system. From a production standpoint this move could be very detrimental to the business activities of Jirik Sod Farms. The following portrays a realistic effect that Jirik Sod Farms could encounter due to the inability to irrigate 140 acres.

- 140 acres @ 4940sy of sod per acre = 677,600sy of currently irrigated production would become unirrigated.
- 677,600sy of sod production will be either ineffective for sod production, unusable for many contract applications, and/or negatively affected to the point that production cost for that portion are dramatically increased.
- For a dollar amount towards the quantity of sod being referenced, the unharvested wheat straw price for the 677,600sy of sod would be \$.50/sy, totaling 677,600sy x \$.50/sy = \$338,800 of potential production dollars which will be adversely affected by the crossing of the power-line of this agricultural land.

In conclusion, I hope that other less detrimental avenues will be explored for the placement of this powerline, and that agricultural land can remain just that. I believe that existing easements have been placed for none other than this reason, and that this is an instance where they definitely should be utilized.

Sincerely,



Peter Jirik