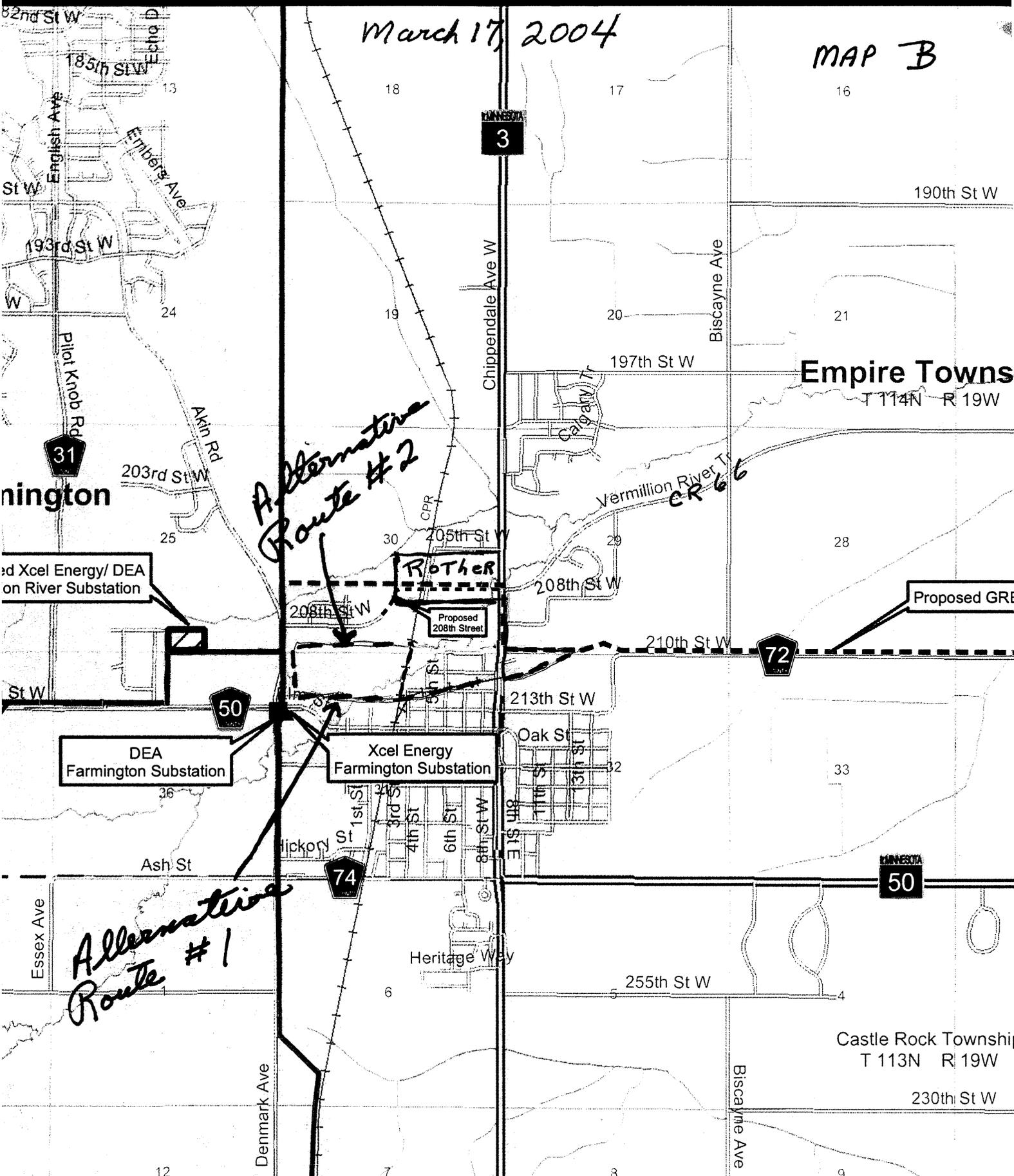


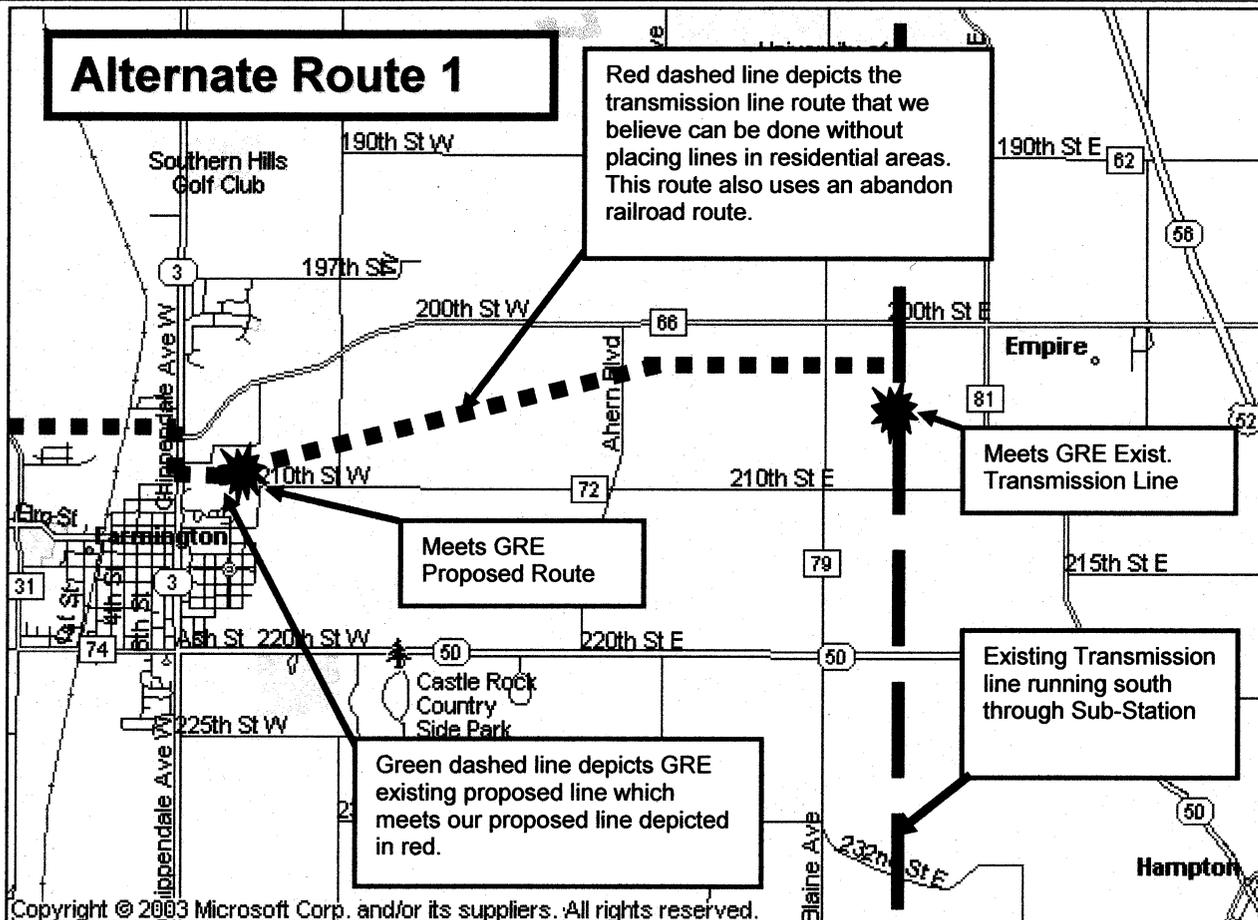
Proposed Power Line Route

March 17, 2004

MAP B



Alternate 1 – Retired Railway route



The route illustrated above should allow GRE to install transmission lines in a way which minimizes the effect to resident's homes. **This route passes behind 3 homes** (does not place a pole or line in front of any of these homes). Whereas the GRE proposed 210th Street route will pass **in front of 37 homes** to get to the same place.

This route runs along many property lines, many are the same land owners as the proposed GRE 210th Street route; placing the lines at the back of the properties, instead of in front of their homes.

This route **minimizes the cutting of trees** as there are only 3 areas where the line would come close to trees. These areas may not even be affected as the trees may fall outside the easement needs.

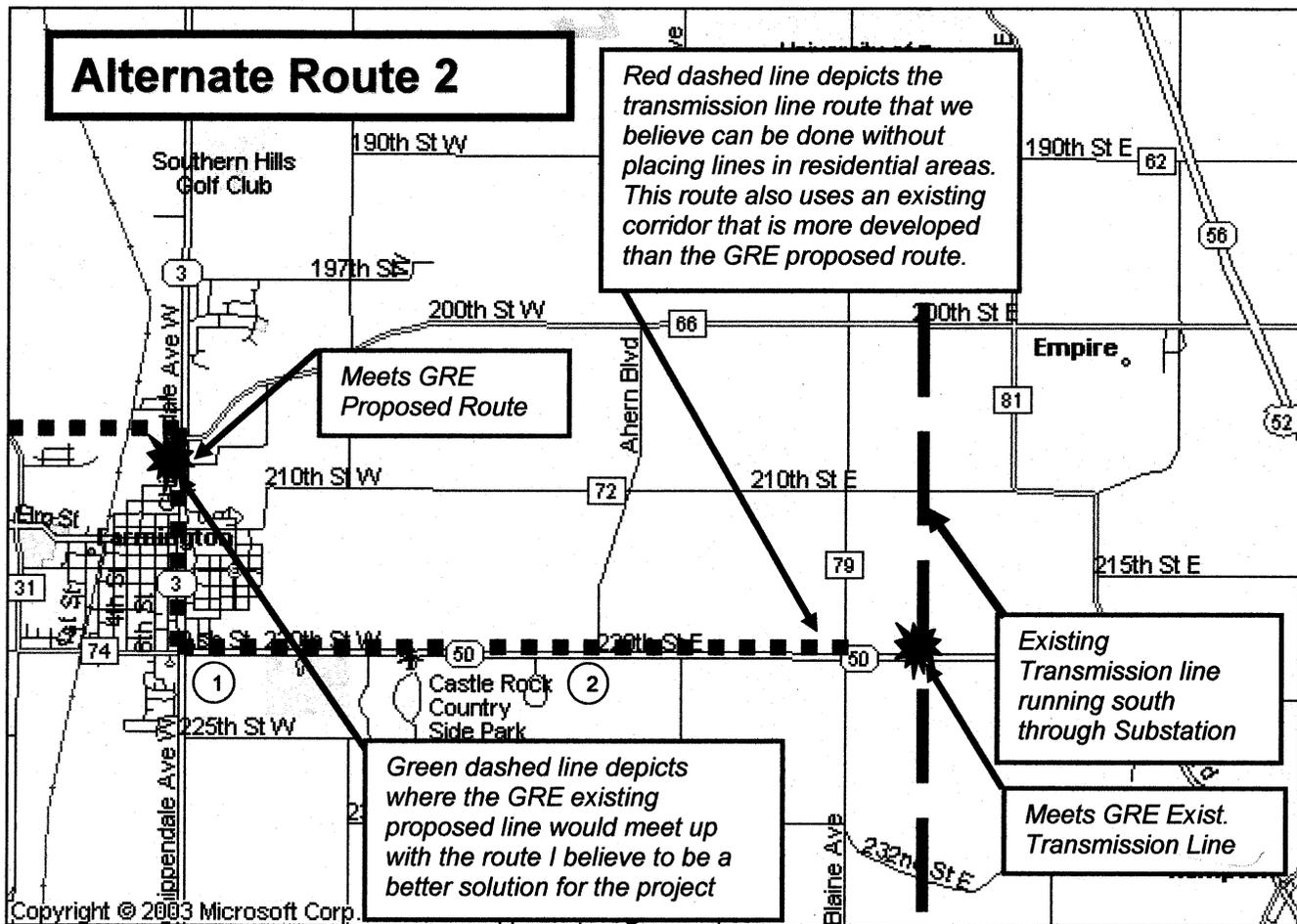
There are two lengths along the railroad that presently have **service roads available**.

The route is **flat land with wide open fields**.

The route shown here is calculated to bring this project to a total of 9.968 miles; under GRE desired 10 mile limit. Linear feet were used from Plat drawings to subtract the 210th Street route from the existing route and add this alternate route to the existing route. (See Figure 9 for additional property information)

1. This proposed route meets the GRE proposed line at the west end of 210th Street where the existing GRE proposed line enters 210th Street.
2. The line could run along a "retired railroad route in a northeasterly direction until just beyond Ahern Boulevard. Where the railroad line heads east and runs directly into the existing GRE transmission line proposal for Farmington, MN.

Alternate 2 – State Highway 50 route

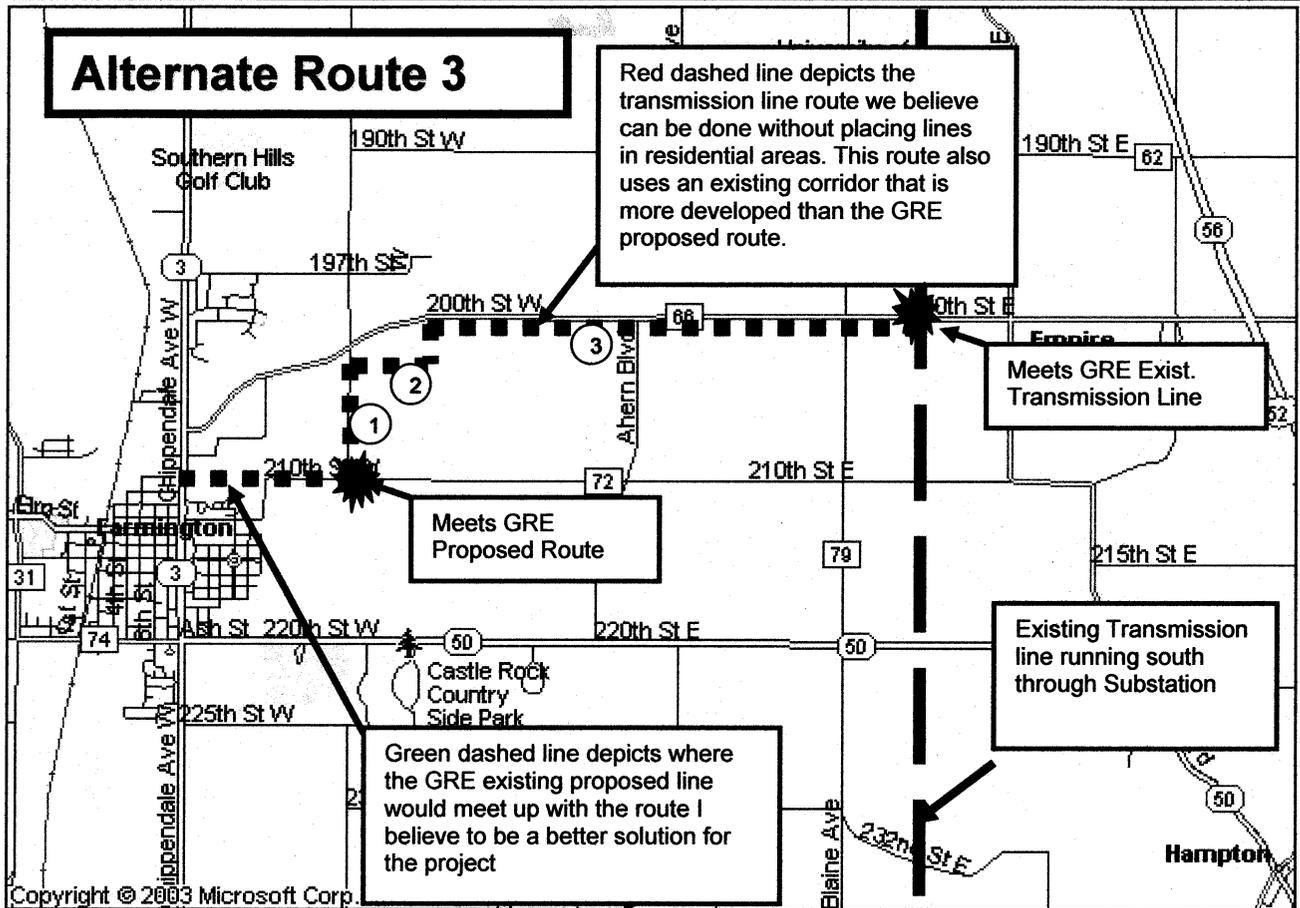


The route illustrated above maintains the transmission line on **State Highway 50, a major thoroughway corridor**. On the route to Highway 3, this route passes 40 home, 2 apartments, 11 business' and 1 temple but does not place a pole or line in front of their homes verses the 37 homes that the line would run by on the GRE proposed route on 210th Street.

1. Our proposed line route would meet the GRE proposed line on Highway 3 east of 210th Street. Our proposed line would then route south to the intersection of **State Highway 50**.
 2. The line would then run east on **State Highway 50** and directly meet the existing transmission line at a location just east of the intersection of **State Highway 50** and County Road 79 (Blaine Avenue).
- o Empire Township Board and Planning members in attendance at the project EQB informational meeting on 24 June, 2004 stated several times that this was the "selected" future route communicated by GRE while getting approval for the Empire Transmission Station only 2 years ago. Bill Wutenberg (Empire Township Planning Committee) and Ed Gerten (Empire Township Board).

State Highway 50 is considered a major corridor with roughly 60 foot existing easement.

Alternate 3 – Modified County Road 66 route



The route illustrated above should allow GRE to install the transmission lines in a way that should not place any pole or power line near a residential home and should eliminate the need to cut groups of trees down. This route passes 17 homes but does not place a pole or line in front of their homes verses the 37 homes that the line would run by on the GRE proposed route on 210th Street.

1. Our proposed line route would meet the GRE proposed line at the intersection of 210th Street and Biscayne Avenue. Our proposed line would then route north just short of County Road 66 (200th Street) and route east.
2. The line could run in a farm field at a respectful distance behind 10 residential homes sites until it is at a respectable distance southeast of the 10 homes and then route north to County Road 66.
3. The line could run along County Road 66 and cross from side to side 2 times to avoid the 7 homes on this stretch. The line would continue east on County Road 66 and meet the existing transmission line just east of County Road 79 (Blaine Avenue).

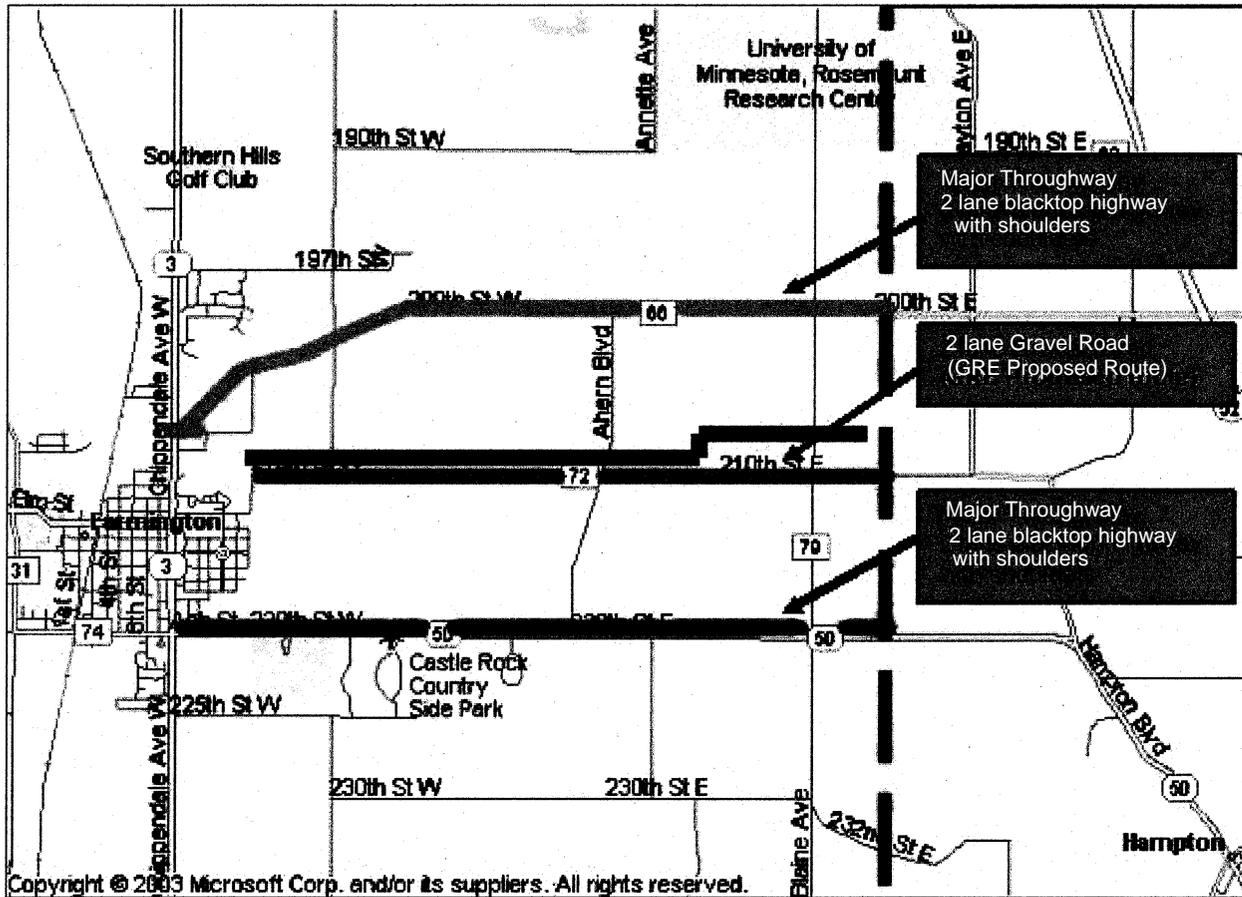
County Road 66 is considered a major corridor with roughly 60 foot existing easement.

210th Street is a township dirt road with 30 foot easements on part of its.

Alternate 4 – 210th Street Diversion

These are primarily agriculture properties to the immediate north of the homes on 210th Street. These properties have been divided as much as possible and are no longer available for division.

- Alternative #4 has the advantage of being less than 10 miles.
- It is less intrusive to residences and properties.
- Where it departs north from 210th, there is very minimal impact to trees.
- It affects 3 farm properties, but bypasses 23 residential properties.



Alternative # 5 – Met Council Interceptor

This new alternative was discovered July 6th at 9pm when the Met Council was presenting its proposal to the Empire Township Planning Commission.

The Met Council is currently presenting a sewer connection (called Interceptor East) from Elko-New Market to the new Empire Sewage treatment plant. Five routing options are being proposed, with 4 of the 5 following 225th Street east out of Farmington and turn north onto a Biscayne corridor extension. The one option that doesn't follow this route is heavily opposed by the city of Farmington and is more costly. Our alternative #5 (see Appendix A and B for route maps) would utilize the same corridor as this pipeline from Denmark to the Biscayne extension. The extensive excavation required to accommodate the pipeline depth can exceed 50 feet, which could exceed 100 feet in width.

This alternative derives from our proposal #2 which follows State Highway 50 to Farmington. This derivative would follow Highway 50 to the Biscayne extension, as proposed by the Met Council. It also blends with the Rother Farm Proposal of 20649 Chippendale Ave West, also submitted against the GRE proposal.

Benefits to this route include, but are not limited to the following:

- It follows the existing north/south GRE 115 kV line between the Empire substation and State Highway 50.
- Large easements already exist along State Highway 50, which is a major artery and transportation corridor.
- Impact to trees is minimal, especially since the sewer line is going to require such a large clearance.
- GRE can piggy-back on the easement and right-of-way procurement expenses, and EIS studies with the Met Council.
- Additional benefits are probably to be realized, but could not be investigated due to the late discovery of this proposal and new corridor.

This alternative route deserves strong consideration and investigation from EQB and GRE.

APPENDIX A

