

## Pillsbury to Fargo Generation Outlet Project

### Summary of Route Changes

Subsequent to Minnkota's filing of its amended route application dated April 16, 2008 (Amended Route), six route changes were incorporated into the Proposed Final Line Structure Location maps (Final Route) that was filed with the North Dakota Public Service Commission on May 15, 2008. These route change locations are depicted on the attached route change overview map. A summary of these route changes is provided below:

#### **Route Change A – Reed Township (Sections 8, 16 - 17, 21, 28)**

Beginning at the Maple River Substation, the Final Route was moved about 0.5 mile west of the Amended Route for about the first 1.5 miles. The Final Route leaves the Maple River substation to the west instead of the north and continues west along an existing 69-kV transmission line owned by Minnkota for about 0.5 mile. At that point it turns to the north along a section line (Section 28), continuing to follow an existing 69-kV transmission line owned by Minnkota. In Section 16, the Final Route returns to the Amended Route alignment.

The Final Route change will require that new structures accommodating both the 230-kV and the 69-kV be installed in place of the single 69-kV structures. The Final Route is also within 500 feet of three occupied structures that were not within 500 feet of the Amended Route. Waivers have been obtained for each of these structures. No other exclusion or avoidance areas are present along the portion of the Final Route change.

#### **Route Change B - Rush River (Section 36) and Harmony (Section 2) Townships**

The Final Route shifted slightly from the Amended Route. In particular, the route shifted from just north of the Rush River Section 36 line to just south of the Harmony Section 2 section. No exclusion or avoidance areas are present in the area of the Final Route change.

#### **Route Change C - Rush River (Section 2 - 3)**

The Final Route was shifted slightly from the Amended Route. Instead of traversing west, just north of the ¼ Section line of Section 2, the Final Route will traverse west, just south of the ¼ Section line of Section 2 into Section 3. Just west of the section line (Section 3), the route heads north and connects back into the Amended Route. No exclusion or avoidance areas are present in the area of the Final Route change.

#### **Route Change D - Erie (Section 31, 32, 33) and Rich (Section 25) Townships**

The Final Route was shifted across three sections crossed by the Amended Route. In Erie township, instead of traversing north at the section line (Section 33), the Final Route continues into Section 32 and then traverses north to the section line (Section 32). At the section line (Section 32), the route turns west along the northern edge of Section 31 in Erie Township and continues into Section 36 of Rich Township. At the ¼ section line, the route crosses the section line into Section 25 and continues west into Section 26. Just

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west of the section line (Section 26), the route turns north and connects back into the Amended Route. No exclusion or avoidance areas are present in the area of the Final Route change.

### **Route Change E - Ellsbery Township (Section 16)**

The Final Route was shifted slightly from the Amended Route. Instead of crossing the southern edge of Section 9, the Final Route will cross the northern edge of Section 16. The Final Route is now within 500 feet of one occupied structure that was not within 500 feet of the Amended Route. A waiver has been obtained for this structure. The Final Route also crosses over USFWS wetland easements located in Section 16; however, no poles will be placed within easement boundaries. The USFWS has been consulted and has confirmed that no USFWS compatibility analysis or right-of-way permit will be required for the Final Route and pole locations. No other exclusion or avoidance areas are present along the portion of the Final Route change.

# Pillsbury-Fargo Generation Outlet

**Minnkota Power**  
MPC COOPERATIVE, INC.

Your Touchstone Energy® Partner

GRIGGS COUNTY

STEELE COUNTY

TRAILL COUNTY

Proposed Pillsbury Substation

LUVERNE

PILLSBURY

E

PAGE

D

C

B

BARNES COUNTY

CASS COUNTY

AMENIA

Existing Maple River Substation

NORTH DAKOTA  
MINNESOTA

REILES ACRES

FARGO

26

32

38

18

29

81

94

52

VALLEY CITY

## Legend

- Substation
- Route Change
- Route
- ▨ Corridor
- ▭ County Boundary



Prepared By:  
**HDR**  
May 2008

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Barnes & Cass Counties

NORTH DAKOTA

