

**BEFORE THE PUBLIC SERVICE COMMISSION
OF THE STATE OF NORTH DAKOTA**

MONTANA-DAKOTA UTILITIES CO. /)
OTTER TAIL POWER COMPANY 345 kV)
TRANSMISSION LINE – DICKEY COUNTY)
SITING APPLICATION)

Case No. PU-13-840

AFFIDAVIT OF AL KOECKERITZ

STATE OF MINNESOTA)
) ss.
COUNTY OF OTTER TAIL)

Al Koeckeritz, being first duly sworn upon oath, states and alleges as follows:

1. I am the Project Manager for Otter Tail Power Company and Montana Dakota Utilities Co.s’ (jointly, the Applicants) proposed Ellendale, North Dakota to Big Stone South Dakota 345 kV Transmission Line Project (Project), which is the subject of the above-captioned matter.

2. On July 10, 2014, the North Dakota Public Service Commission (Commission) issued its Order granting Certificate of Corridor Compatibility No. 154 (Certificate Order) and Route Permit No. 166 to the Applicants for the Project.

3. The Applicants are proposing a corridor and route modification in the SE/4 of Section 9, Township 129 North, Range 63 West and SW/4 of Section 10, Township 129 North, Range 63 West, in Dickey County, North Dakota, to accommodate a landowner’s route alignment adjustment request. The landowner’s request is to place the route further from their residence located in the NE/4 of SE/4 of Section 9, Township 129 North, Range 63 West. The proposed modification would shift the route and corridor between structures 4 to 8 approximately 1,100 feet northeast to diagonal through the SE/4 of Section 9, Township 129 North, Range 63 West and SW/4 of Section 10, Township 129 North, Range 63 West where it meets up with the originally approved route at Structure 8. In addition to meeting the landowner’s request, the proposed modification will enable the Applicants to reduce the number

of structures and very slightly reduce the length of the Project. The landowners have executed an option for easement in favor of the Applicants consistent with the proposed modification.

4. No new landowners are involved with this route and corridor modification. The landowners in the southeast quarter of Section 9 and southwest quarter of Section 10 have accepted the route shift and structure locations.

5. One of the structures (Structure 5) will now be placed in a wetland. Otherwise, no additional environmental or cultural resource impacts are anticipated. The land use is uniform across the area and there is no increase in structure numbers.

6. The Applicants are proposing a corridor modification between Structure 43 (in North Dakota) and the North Dakota-South Dakota state border to accommodate a route shift in South Dakota.

7. Structure 44 located in South Dakota has shifted about 70 feet to the west. This has caused about a 30 foot shift in the corridor between structure 43 (in North Dakota) and the North Dakota-South Dakota state border. No new landowners are involved with this corridor modification. No additional environmental or cultural resource impacts are anticipated. The land use is uniform across the area and there is no increase in structure numbers.

8. The Applicants are notifying the Commission that all of the transmission line structures have shifted slightly from the locations filed in the Application. With the exception of structures 4 to 8, the remaining structure shifts are inline and on the same landowners property. No new landowners are involved with this route modification.

9. To accommodate the landowner's request, the Applicants request that the Commission approve the route and corridor modification depicted on the map marked as Attachment A to the Consolidated Application for an Amended Certificate of Corridor Compatibility and Route Permit application. Both the corridor and route approved by the Commission in its Order and the proposed corridor and route modification are depicted in Attachment A.

10. The proposed corridor and route modification would be located entirely within the located in the NE/4 of NE/4 of Section 16, Township 129 North, Range 63 West, Dickey County, North Dakota and, as such, would not affect other landowners.

11. The Project is consistent with the Applicants' 2014-2023 Ten-Year Plans. *See* the Applicants' 2014-2023 Ten-Year Plans, Case Nos. PU-14-486 and PU-14-501, filed June 26, 2014 and June 27, 2014 respectively.

12. The proposed route modification is not anticipated to impact the costs of the Project at this stage of the project.

13. The Applicants have begun construction of the Project, and anticipate that the Project will be commissioned and in-service in the fourth quarter of 2018.

14. The Applicants plan to begin clearing activities for the portion of the Project where the proposed corridor and route modification is located as soon as possible, with foundation and structure installation to be completed in 2018.

15. The Applicants need to be able to complete clearing of the right-of-way within the modified portion of the Project route as soon as possible in order to maintain its 2015 construction schedule, which is essential to completing the Project in a timely and efficient manner.

FURTHER AFFIANT SAYETH NOT.

/s/ AL KOECKERITZ
Al Koeckeritz

Subscribed and sworn to before me this 29th
day of September, 2015.

/s/ WENDIA. OLSON
Notary Public