

Le Sueur County, MN

Tuesday, July 7, 2015 Regular session

ltem 3

MVEC Packet

Staff Contact: Kathy Brockway or Michelle Mettler

June 26, 2015

Ms. Kathy Brockway Planning and Zoning Administrator Le Sueur County Board Planning and Zoning Commission 88 South Park Avenue Le Center MN 56057-1652

Re: Minnesota Valley Electric Cooperative Application for Conditional Use Permit for Tyrone Substation

Dear Board Members, Commission Members and Ms. Brockway,

At the June 11, 2015, Conditional Use Permit (CUP) Hearing, the Planning and Zoning Commission, before continuing the CUP hearings to July 7, 2015, asked Minnesota Valley Electric Cooperative (MVEC) to provide additional information regarding:

- 1) Locations of approximately 12 sites reviewed for proposed substation; criteria how they are chosen, and reasons why they were not chosen
- 2) Reliability
- 3) Work Plans-future growth needs
- 4) Future growth of Industrial Park in Le Sueur and its needs

1) Site Locations Considered

Evaluation of 13 potential substation sites started with a target (*Exhibit A*) based on the ideal location using RUS Bulletin 1724E-300 Design Guide for Rural Substations (*Exhibit B*) considering present and projected future loading, existing feeders, engineering data, Le Sueur County set back requirements, (*Exhibit C*) financial and other relevant criteria. Based on this target, property information was downloaded from the Le Sueur County Beacon system (*Exhibit D*) showing size, topography and aerial views of all nearby property. An additional site owned by Cambria was considered but found to have pre-existing development plans, required excessive transmission extension and was dismissed when adequate unused space was determined not available.

After factoring setbacks, existing uses and visibility issues, a site visit was conducted to determine any obvious environmental issues or other conflicts. Features of each site were extensively evaluated by engineering personnel; sites 5, 6, 7, and 11 were determined to have the greatest potential. It was determined a willing seller should be sought for any one of the four sites. Exhibit D summarizes the property assessment and why properties were chosen over others.

2) Reliability

One of our main focuses each year is find ways to reduce our reliability indices. This may come in multiple ways from crew response time, system improvements, or by adding asset. As you can see

(*Exhibit "E"*) St. Thomas Substation has been above the average outages every year since 2012 with multiple years 3-4 times higher than the system average.

There are many tangibles that contribute to outages such as storms, public accidents, length of exposure, uncontrollable equipment failure, and substation overloading. As seen (*Exhibit "E"*) we've made multiple improvements over the years at the St. Thomas Substation including regulator changes, recloser improvements, and transformer upgrades. Substations upgrades also may require other supporting feeders to be upgraded to support current loading. This will not allow us to back feed in outage contingencies that would increase outage minutes in the event of failure. Increased loading also comes with premature equipment failure, which leads to increased maintenance.

Feeder distance can also contribute to power quality issues and outage exposure. Risk can be reduced by adding underground feeder installations, which are costly to our membership and increases outage time for repair. Secondly, would be to reduce loading. However the member dictates capacities. Lastly would be to reduce length of feeder/exposure. As you see (*Exhibit "E"*) transmission outages historically have minimal outage exposure.

3) Work Plans-Future Growth Needs

Even with significant efforts to moderate or reduce energy consumption by MVEC and Cooperatives around the country thru rebates, CFL's and load shedding, average residential energy consumption continues to climb at 0.5% per year on MVEC's system as demonstrated on the graph shown in *Exhibit "E"*. Additionally, Commercial and Industrial the percentage of load has been growing dramatically on St. Thomas accounting for up to 83% of the overall substation loading as compared to about 50% three years ago.

From the 2008 Long Range Plan, published in 2007, a need for a substation near Cambria was identified by the year 2016. The current 2014 Long Range Plan made the assumption that the substation would be in place by 2018. An amendment to the current Construction Work Plan, which was submitted and approved by the RUS, was added once the growth to the existing substation and feeders exceeded normal capacity requirements. Even after the addition of fans to the substation transformer several years ago, the transformer is projected to reach critical load levels in the fall of 2016.

Exhibit "H" shows the cost of new substation construction at \$3,452,050, compared to Upgrade of Existing Substation at \$6,457,900. This demonstrates not only is it impractical financially to try to serve the entire load off the existing St. Thomas substation, but no improved reliability will be attained and annual kWh line losses result in an additional \$231,152 in expenses annually for members. This increase in line loss equates to the electric usage of 300 homes each year or the equivalent of over 2,100 additional tons of coal consumed annually. Just the line loss due to existing feeder length, if not resolved, will cost our entire membership an additional \$231,000 or about \$6.00 per member per year.

4) Future growth of Industrial Park in Le Sueur and its needs

Members of the public suggested future growth in this region would be minimal and should not be included in planning. Future growth is always difficult to determine with certainty. In addition, the current Comprehensive Plan for the City of Le Sueur has not been updated for fifty years (see *Exhibit "K"* news article dated January 5, 2015.)

The Industrial Park had a slow start, and the previous economic conditions were not favorable. However, 154 acres of property was annexed into the City, is zoned for industrial and commercial purposes and lies adjacent to State Highway 169. Sanitary sewer and water have been extended to the property, with the City having invested \$3.8 million to extend public infrastructure. Plans for a new reduced-conflict intersection are moving forward as noted in the *Exhibit "J"* news article dated June 25, 2014, and January 2, 2015. Although the City of Le Sueur is evaluating its housing needs, as noted in the August

20, 2014 news article, the Industrial Park sites along 169 are being actively marketed, as demonstrated in *Exhibit "L"* dated June 16, 2015, and not as residential lots as stated by a member of the public.

All of the industrial park property is located within MVEC service area, as deemed by the Minnesota Public Utility Commission; MVEC is obligated to plan for and provide adequate service to this area. The proposed Tyrone substation area, as fenced, is designed to be adequate for this future growth with additional equipment upgrades within the footprint as load warrants.

Other questions related to MVEC brought up at the June 11, 2015, CUP hearing

A. <u>SPCC Oil Containment Questions</u>

MVEC only uses non-PCB mineral oil within its substation transformers.

MVEC will develop a Spill Containment Plan for the Tyrone Substation site. Once the equipment is ordered, the gallons of oil will be reviewed for the proper sizing of the containment. Typically for a substation transformer of this size, the following methods would be used for containment:

- 1. A formal SPCC plan and oil flow analysis is completed.
- 2. The 160' x 160' substation site will hold the oil for the transformer with additional spill containment not being needed.
- 3. If required, a water-oil filter blanket will be installed around the transformer pad or along the fence where the oil would drain. This blanket is buried in the ³/₄ inch clean gravel and allows water to pass, and, in event of oil leakage, the blanket plugs and contains the oil.
- 4. Another option is a skimmer design used with an overflow pond. This allows water to leave 12-18 inches below the overflow, keeping any oil in the pond until clean up.
- 5. Another design used is a wall design around the transformer. This contains the oil and water until MVEC comes out for inspection and drains excess water.

On the transformer itself, MVEC requires remote monitoring alarms for oil level alarms, sudden pressure relief devices and other warnings devices. These are monitored at all times by SCADA or MVEC dispatch center. The transformer will be equipped with six-inch pipe to vent all sudden pressure relief discharges to a common point on the transformer pad. This will be for containment and clean up purposes.

B. <u>Typical distance between substations</u>

Loading, need for backup feeds for service reliability and other variable factors determine the frequency of placements. MVEC noted it was not unusual to locate substations within four miles of each other as proposed for the Tyrone and St. Thomas substations. Attached is <u>*Exhibit "N"*</u>, demonstrating the distance between several other installations on MVEC's system, many at equal or lesser distances.

C. <u>Substation property CRP issues addressed (Exhibit "O")</u>

MVEC has been in contact with USDA Farm Service Agency, Le Sueur County FSA, County Executive Director Gary R. Kunz as well as Karen Gibbs, Program Technician, at 181 W Minnesota St., Le Center MN 56057, 507-357-6858 (ext. 104) regarding implications of CRP designation and transfer of the property. Both the owner of the property and MVEC understand there are financial penalties in withdrawing early from the CRP program and as long as terms of the contract are adhered to, the change in use is not an issue. As the terms of the contract are not public data, only portions of the communications are provided.

Tyrone Substation CUP continuation data by Minnesota Valley Electric Cooperative Requested by Le Sueur County Planning

1-Locations of 12 sites and criteria as to how they are chosen or why not:

| Α. | Prime search area targeted for the sub site as directed by engineering | Exhibit A |
|--------|--|-----------|
| В. | Sub site selection standards; see Design Guide for Rural Substations | Exhibit B |
| C. | County Set Backs; Side, Rear and Bluff | Exhibit C |
| D. | Summary actual properties evaluated and reason declined | Exhibit D |
| 2- Rel | ability: | |
| E. | St. Thomas Sub outage and reliability record | Exhibit E |
| 3-Wo | k Plans-future growth needs: | |
| F. | Current St. Thomas Sub loading and future projections | Exhibit F |
| G | Does St. Thomas have existing fans: Yes | |
| | Fan loading impact? 40% additional capacity | Exhibit G |
| H. | Evaluate St. Thomas upgrade vs. adding Tyrone | Exhibit H |
| ١. | Work plan documenting need | Exhibit I |
| 4- Fut | ure growth of Industrial Park in Le Sueur and their needs: | |
| J. | Greater MN Interchange Solicitation Program | Exhibit J |
| К. | News Articles: MNDOT, Comprehensive Plan | Exhibit K |
| L. | Le Sueur Business Park Property for Sale | Exhibit L |
| Other | relevant information: | |
| Μ | . Provide a map of typical distances between existing substations. | Exhibit N |
| N | CRP | Exhibit O |

Exhibit A

Le Sueur County, MN



Date Created: 8/12/2014

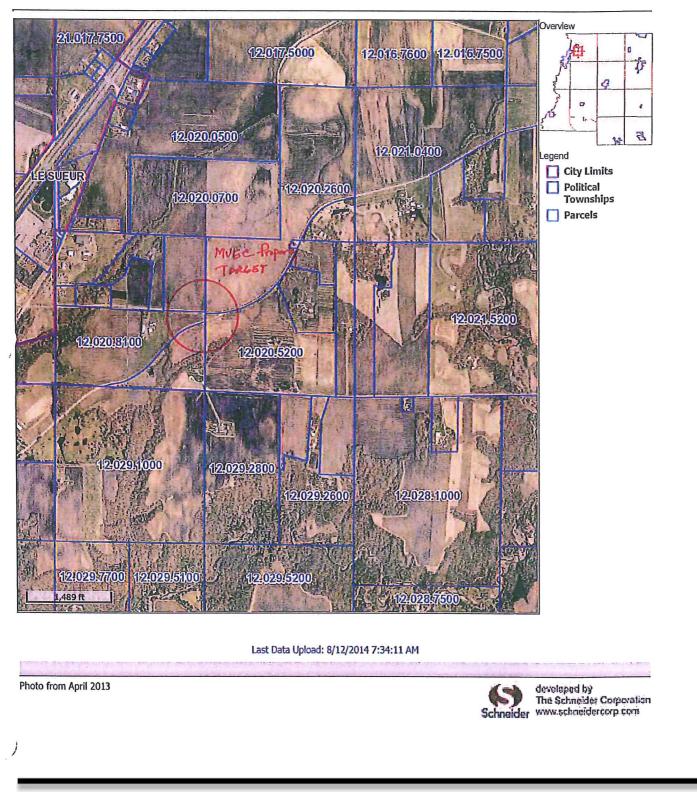


Exhibit B

United States Department of Agriculture

Rural Utilities Service

RUS Bulletin 1724E-300

Issued June 2001

Design Guide for Rural Substations



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CHAPTER 1 INTRODUCTION

1.1 PREFACE

This bulletin provides design guidance for the increasing numbers of substations necessary to meet the increasing electrical demands in areas served by Rural Utilities Service borrowers (here and after called cooperatives). This guide bulletin is intended for the benefit of cooperatives, their consulting and staff engineers, and others interested in rural substation design and construction concerns and considerations.

Substations should be designed, constructed, and operated to meet customers' needs at the lowest possible cost commensurate with the quality of service desired. The typical system may include substations for voltage transformation, sectionalizing, distribution, and metering a number of times between generation and utilization.

1.2 PURPOSE AND SCOPE

This bulletin covers rural transmission and distribution with air-insulated, outdoor substations 345 kV (phase-to-phase) and below.

Possible design responsibilities of the engineer are covered, including preparation of construction drawings, material, equipment and labor specifications, and any other engineering design services that may be required.

The engineering function is generally more than furnishing of design and specifications. Recognition of this function becomes especially important when a cooperative employs an engineering firm to supplement its staff. (See U.S. Code of Federal Regulations, Title 7, Part 1724 (7 CFR 1724), "Electric Engineering, Architectural Services and Design Policies and Procedures.") The contract between a cooperative and an engineering firm should be clear in its definition of the engineering functions to be performed. Within this bulletin, it should be understood that the term "engineer" could mean either a cooperative's staff engineer(s) or a consultant's engineer(s).

The engineer needs to use these guidelines together with experience and knowledge. A list of references at the end of most chapters will aid in the search for more detailed information. It is recommended that, where other resources are referenced, such as those of ANSI, IEEE, RUS, and ASTM, the substation designer obtain and become familiar with the appropriate document.

Use of this publication for substation design will usually result in an economical approach from a system standpoint. This should eventually result in the evolution of standard designs for a given system. Standardization is a desirable and achievable objective that should be pursued.

Technical advances and changes in codes and standards that could cause some of the material in this bulletin to become obsolete continue to proliferate in the electric power industry. Users, therefore, need to continue their own efforts to stay up to date with the changing technologies.

1.3 RELATIONSHIP OF SUBSTATION TO OVERALL POWER SYSTEM

A substation is part of a system and not an entity to itself. Normally, a power system is designed so that

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the effects of an outage (caused by the failure of a single component such as a transformer, transmission line, or distribution line) will result in minimal interruption of service and affect the fewest customers possible.

Failure of one component in a system often forces a greater than normal load to be carried by other components of the system. Such contingencies are normally planned for and incorporated into design criteria.

When evaluating the switching arrangement for a substation, an engineer needs to be aware of the system configuration of which the substation will be a part. System contingency arrangements need to permit the outage of components in a substation for maintenance and unscheduled outages.

Most substations are designed to operate unattended. Remote indication, control, metering, and methods of communication are often provided so that systems and portions of systems can be monitored from a central point. An example of an outage consideration for a substation would include a transmission switching station that operates with a simple main bus. An outage of the bus results in a complete interruption of power through the substation. The engineer will need to consider other equipment in the substation, such as a transfer bus or different multi-bus arrangement. The engineer should also evaluate the adjacent system to determine if the load can be diverted around the substation for outages to minimize the equipment that is installed in a substation.

1.4 IMPORTANCE OF ADEQUATE SUBSTATION PLANNING AND ENGINEERING

(See Bulletins 1724D-101A, "Electric System Long-Range Planning Guide," and 1724D-101B, "System Planning Guide, Construction Work Plans.")

Substation planning considers the location, size, voltage, sources, loads, and ultimate function of a substation. If adequate planning is not followed, a substation may require unnecessary and costly modification.

The engineer's detailed work requires use of valid requirements and criteria, appropriate guidelines, and engineer's own expertise in order to provide construction drawings and associated documents appropriate for needed system improvements. The engineer's ability to meld the diverse constraints into an acceptable design is essential.

During the design phase, the engineer should avoid personal preferences in solving technical problems that diverge from the use of nationally accepted standards, Rural Utilities Service (RUS) standards, or the concept of the cooperative's standard designs.

Adequate engineering design provides direction for construction, procurement of material and equipment, and future maintenance requirements while taking into account environmental, safety, and reliability considerations.

1.5 TYPES OF SUBSTATIONS

1.5.1 General

Substations may be categorized as distribution substations, transmission substations, switching substations, or any combination thereof.

One design tendency is to reduce costs by reducing the number of substations and taking advantage of economies of scale. Conversely, practical system design and reliability considerations tend to include many substations. One function of system studies is to balance these two viewpoints.

1.5.2 Distribution Substations

A distribution substation is a combination of switching, controlling, and voltage step-down equipment arranged to reduce subtransmission voltage to primary distribution voltage for residential, farm, commercial, and industrial loads.

Rural distribution substation capacities vary. Substations generally include one 1.5 MVA to three 5 MVA transformers. These substations may be supplied radially, tapped from a subtransmission line, or may have two sources of supply. Most cooperatives' substations have 12,470Y/7200-volt or 24,490Y/14,400-volt distribution circuits.

A special class of distribution substation would include a dedicated customer substation. This substation would be similar to a distribution substation except that all of its capacity would be reserved for the service of one customer. The secondary voltages of a dedicated substation would also be modified to match special requirements of the customer. Coordination with the customer is of primary importance in A good example of confusion over the definition of terms that can be experienced exists for the term "outage." An industrial firm with a variable-speed drive (VSD) required a minimum number of outages on the incoming feeder since any outage resulted in the drive's going down, several hours' delay in the restart, and possible environmental consequences during the outage. The utility reviewed its own outage criteria and determined it met the customer's requirements. After installation, the customer complained about the large number outages forcing the VSD motor to de-energize. Further discussion revealed the customer's definition of outage was any voltage drop of 20 percent or more for more than three cycles. The utility's definition of outage was any discontinuance of service after all reclosing of a feeder failed. Differing usage of common terms resulted in unacceptable service to the customer, requiring modifications to the installation.

determining the technical requirements. Confirmation of the technical terms being used is likely to be required since electrical engineers in differing industries may use the same terms to describe similar, yet technically different, criteria.

1.5.3 Transmission Substations

A transmission substation is a combination of switching, controlling, and voltage step-down equipment arranged to reduce transmission voltage to subtransmission voltage for distribution of electrical energy to distribution substations. Transmission substations frequently have two or more large transformers.

Transmission substations function as bulk power distribution centers, and their importance in the system often justifies bus and switching arrangements that are much more elaborate than distribution substations.

1.5.4 Switching Substations

A switching substation is a combination of switching and controlling equipment arranged to provide circuit protection and system switching flexibility.

Switching stations are becoming common on cooperatives' transmission systems. Flexible switching arrangements in a transmission network can aid in maintaining reliable service under certain abnormal or maintenance conditions.

CHAPTER 2 GENERAL DESIGN CONSIDERATIONS

2.1 INITIAL AND ULTIMATE REQUIREMENTS

Cooperatives should consider both short- and long-range plans in the development of their systems. Timely development of plans is not only essential for the physical and financial integrity of electrical systems, it is also essential in supplying customers with adequate service.

The long-range plan identifies the requirements of a substation not only for its initial use but also for some years in the future. Consider ultimate requirements during the initial design. Make economic comparisons to discover what provisions are necessary for ease of addition.

Significant considerations for future construction are the outage requirements when equipment is added. These requirements should be considered with the utility's ability to serve the load during any outage.

Remember that development plans embrace philosophies of equipment and system operation and protection before

construction is started. Changes in the cooperative's standard design philosophies should be reviewed by the personnel who design, operate, and maintain the proposed equipment. Departures from standard designs could jeopardize the operation of the system.

Use the Substation Design Summary in Appendix B to Chapter 3 to summarize basic design data.

2.2 SITE CONSIDERATIONS

Two of the most critical factors in the design of a substation are its location and siting. Failure to carefully consider these factors can result in excessive investment in the number of substations and associated transmission and distribution facilities.

It is becoming increasingly important to perform initial site investigations prior to the procurement of property. Previous uses of a property might render it very costly to use as a substation site.

Such previous uses might include its use as a dumping ground where buried materials or toxic waste has to be removed prior to any grading or installation of foundations.

The following factors should be evaluated when selecting a substation site:

- a. Location of present and future load center
- b. Location of existing and future sources of power
- c. Availability of suitable right-of-way and access to site by overhead or underground transmission and distribution circuits
- d. Alternative land use considerations
- e. Location of existing distribution lines
- f. Nearness to all-weather highway and railroad siding, accessibility to heavy equipment under all weather conditions, and access roads into the site
- g. Possible objections regarding appearance, noise, or electrical effects
- h. Site maintenance requirements including equipment repair, watering, mowing, landscaping, storage, and painting
- i. Possible objections regarding present and future impact on other private or public facilities

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Soil resistivity

- j. k. Drainage and soil conditions
- Cost of earth removal, earth addition, and earthmoving 1.
- m. Atmospheric conditions: salt and industrial contamination
- n. Cost of cleanup for contaminated soils or buried materials
- Space for future as well as present use 0.
- Land title limitations, zoning, and ordinance restrictions
- General topographical features of site and immediately contiguous area; avoidance of α. earthquake fault lines, floodplains, wetlands, and prime or unique farmlands where possible
- r. Public safety
- s. Public concern; avoidance of schools, daycare centers, and playgrounds
- Security from theft, vandalism, damage, sabotage, and vagaries of weather t.
- Total cost including transmission and distribution lines with due consideration of environmental factors
- v. Threatened and endangered species and their critical habitat
- w. Cultural resources
- x. Possible adverse effects on neighboring communications facilities

Choose a substation location that precludes placing any communications facilities within the substation 300 V peak ground potential rise (GPR) zone of influence. See ANSI/IEEE Std. 367-1987, "Recommended Practice for Determining the Electric Power Station Ground Potential Rise and Induced Voltage from a Power Fault," and ANSI/IEEE Std. 487-1992, "Communication Facilities Serving Electric Power Stations, Guide for the Protection of Wire Lines."

2.3 ENVIRONMENTAL CONSIDERATIONS

2.3.1 General

2.3.1.1 RUS Environmental Policies and Procedures, 7 CFR 1794: This Regulation specifies RUS environmental requirements pursuant to the implementation of the National Environmental Policy Act of 1969 and Council on Environmental Quality Regulations. It also references additional authorities, directives, and instructions relevant to protection of the environment.

As a general rule, substations requiring greater than 2 hectares (5 acres) of new physical disturbance need an Environmental Assessment (EA), while those below generally require an Environmental Report (ER) (see RUS Bulletins 1794A-600, "Guide for Preparing an Environmental Report for Categorically Excluded Projects" and 1794-601, "Guide for Preparing an Environmental Report for Electric Projects Requiring an Environmental Assessment").

2.3.1.2 Appearance: Appearance is becoming increasingly important to the public. In some areas, zoning regulations and suggestions by civic organizations often mean screening, low-profile designs, or other measures to improve appearance. The absence of such direct influence in rural areas should not be a reason for not considering newer design practices. The general trend is to locate substations in a way that they are not strikingly visible to the public. A substation set back from a heavily traveled road may require little or no architectural treatment to be acceptable.

Coordinate engineering of transmission, distribution, and substation facilities to develop the least overall objectionable layout. Consider underground distribution circuit exits for special applications.

Exhibit C

- 5. All components of an onsite Subsurface Sewage Treatment System (SSTS) shall be twenty (20) feet from all road right-of-ways.
- 6. All components of an onsite Subsurface Sewage Treatment System (SSTS) for a nonconforming Lot of Record shall be ten (10) feet from all road right-of-ways.
- 7. The required front yard of a corner lot shall be unobstructed above a height of three (3) feet in a triangular area, two (2) sides of which are the lines running parallel along the right of way lines between the road intersection and a point fifty (50) feet from the intersection, and the third site of which is the line between the latter two (2) points.
- 8. No trees or shrubs shall be planted within ten (10) feet from any right-of-way.

C. SIDE YARD SETBACKS

- 1. All structures shall have a side yard setback of not less than fifty (50) feet.
- 2. Accessory structures shall have a side yard setback of not less than fifteen (15) feet.

D. REAR YARD SETBACKS

- 1. All structures shall have a rear yard setback of not less than fifty (50) feet.
- 2. Accessory structures shall have a rear yard setback of not less than fifteen (15) feet.

E. BLUFF SETBACKS

- 1. All structures shall be set back from the top and/or toe of the bluff:
 - a. Thirty (30) feet for bluffs with slopes eighteen (18) to thirty (30) percent.
 - b. Fifty (50) feet for bluffs with slopes greater than thirty (30) percent.
 - c. <u>Existing Building Sites</u>. All structures shall be set back thirty (30) feet from the top or toe of the bluff.
- 2. SSTS shall be set back thirty (30) feet from the top or toe of the bluff.
 - a. SSTS upgrade and/or replacement for an existing dwelling:
 - 1. Shall be exempt from bluff setback.
 - 2. May be located within the bluff impact zone.
 - 3. Shall not be located within the bluff.
- 3. If the adjacent bluff is actively eroding, the Department may increase the setback requirement.

Tyrone Sub property Evaluation

Evaluation of 13 potential sub sites started with a target based on the ideal location considering present and future loading, existing feeders, engineering and financial criteria. Based on this target, property information was downloaded from the Le Sueur County Beacon system showing size, topography and aerial views of all nearby property. An additional site belonging to Cambria was considered but found to have pre-existing development plans, required excessive transmission extension and was dismissed when adequate unused space was determined not available.

After factoring setbacks, existing uses and visibility issues, a site visit was conducted to determine any obvious environmental issues or other conflicts. Features of each site were extensively discussed internally by engineering personnel and sites 5, 6, 7, and 11 were determined to have the greatest potential. It was determined a willing seller should be sought for any one of the 4 sites.

The following re-created chart provides an overview of major considerations for the properties closest to the identified target:

| Property | Within | Meets | Feeder / | Visual | Willing | Environ | Existing | site visit |
|----------|--------|---------|----------|---------|---------|---------|----------|------------|
| | target | zoning | Transm. | concern | Seller | mental | Use | evaluation |
| | | setback | access | | | Concern | conflict | |
| 1. | А | Р | А | V | N | V | V | Р |
| 2. | Р | Р | Р | Р | N | Р | A | Р |
| 3. | Р | Р | Р | Р | N | Р | А | Р |
| 4. | Р | Р | Р | Р | N | V | А | Р |
| 5. | A | Α | A | Р | N | A | A | A* |
| 6. | A | A | A | A | A | A | A | A* |
| 7. | А | А | A | A | Р | A | P** | A* |
| 8. | Р | Α | Р | Р | N | V | А | Р |
| 9. | Р | A | Р | V | N | A | A | А |
| 10. | Р | N | Р | Р | N | Α | N | Р |
| 11. | Α | A | A | Р | N | A | А | A* |
| 12. | Р | N | Р | N | N | V | N | Р |
| 13. | Р | N | Р | N | N | V | N | Р |

A DENOTES ACCEPTABLE RATING

- P DENOTES POOR RATING
- N DENOTES NOT EVALUATED
- V VARIES ON THE PROPERTY
- * Sites with best potential

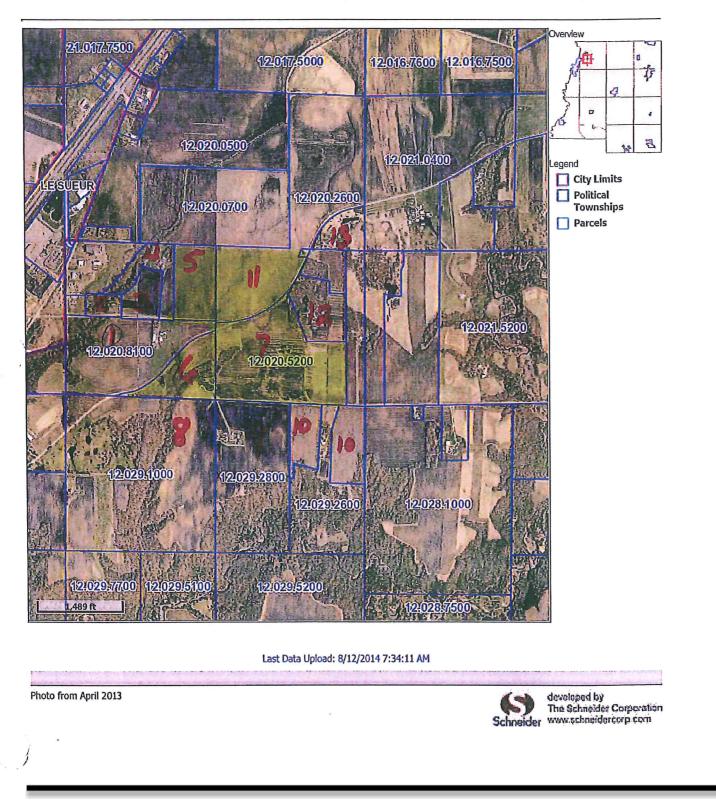
A* Site with most potential

** Site requires relocation of existing nursery stock.

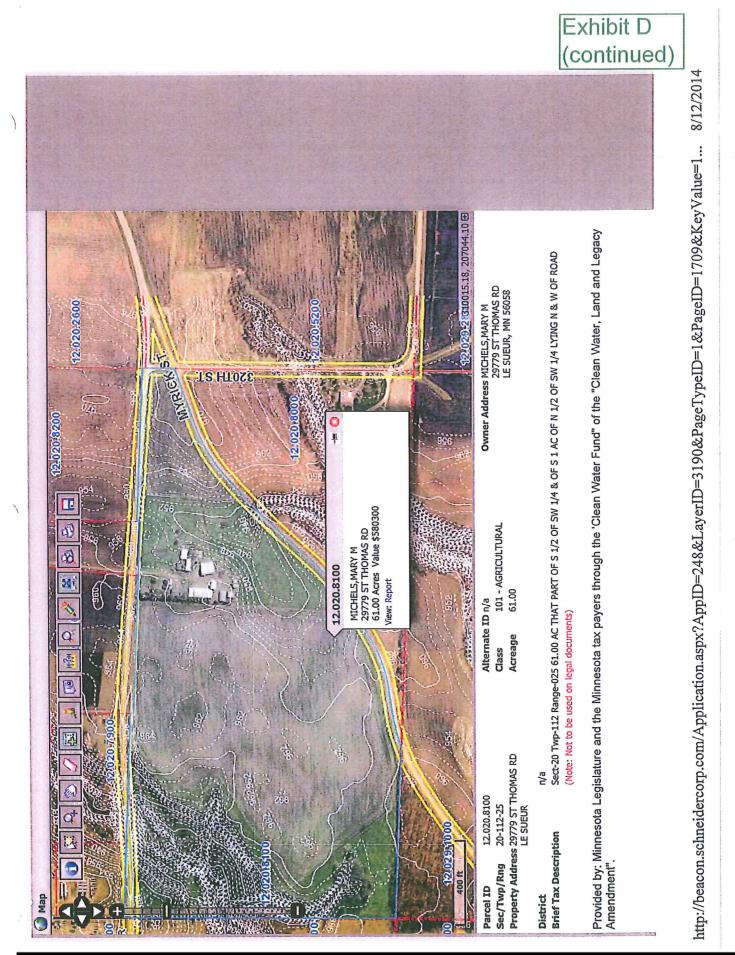
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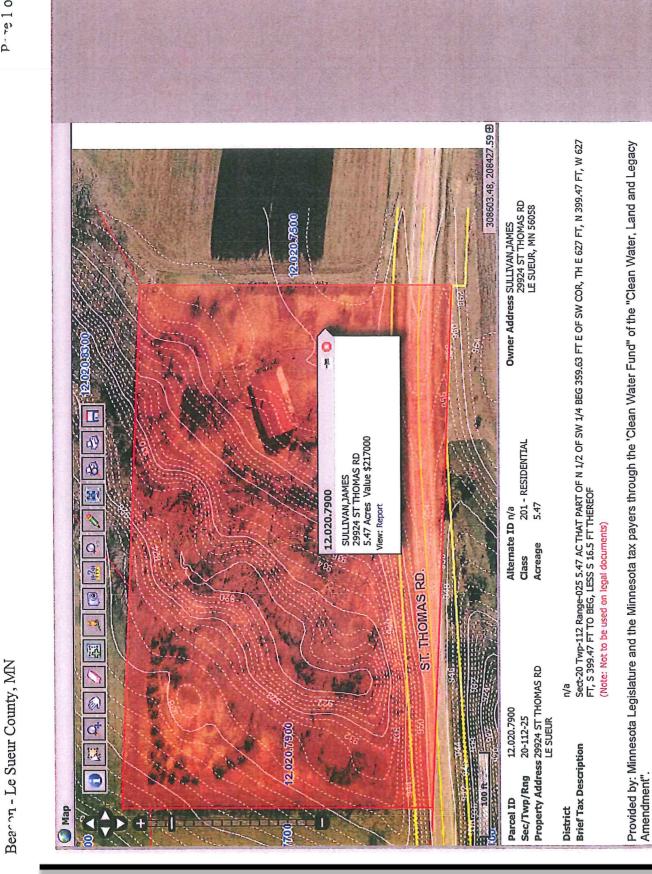
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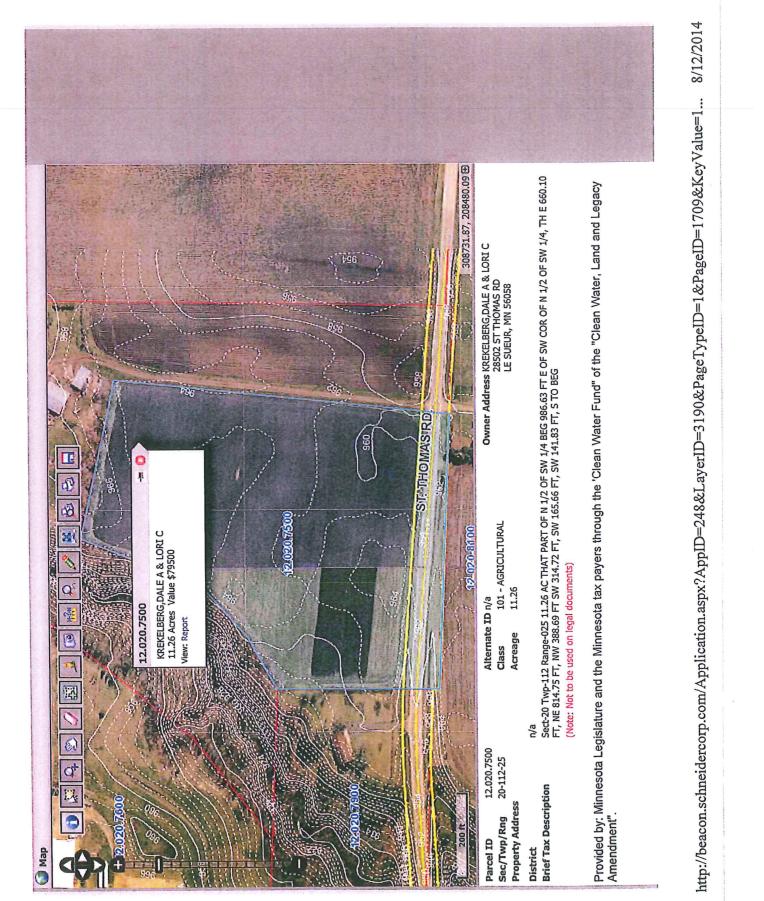
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8/12/2014 http://beacon.schneidercorp.com/Application.aspx?AppID=248&LayerID=3190&PageTypeID=1&PageID=1709&KeyValue=1...

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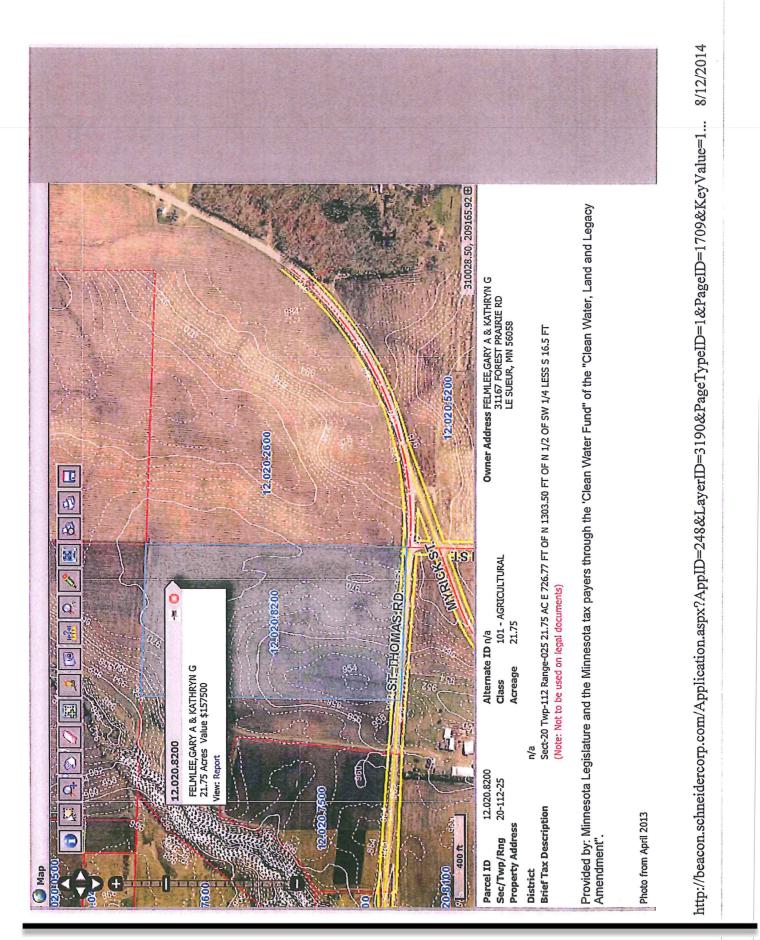


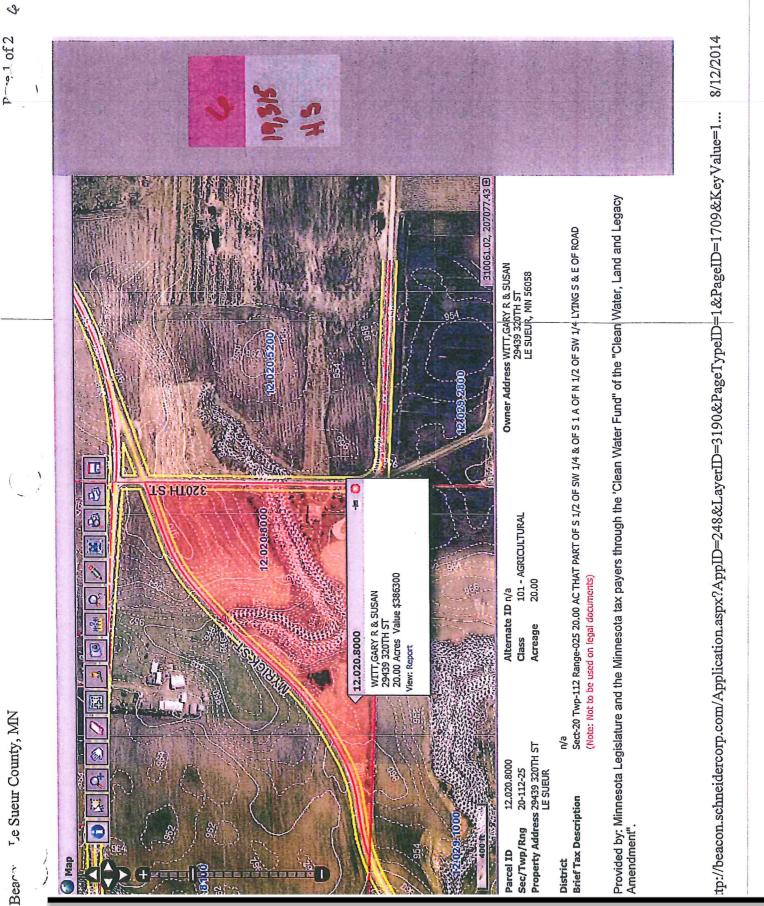


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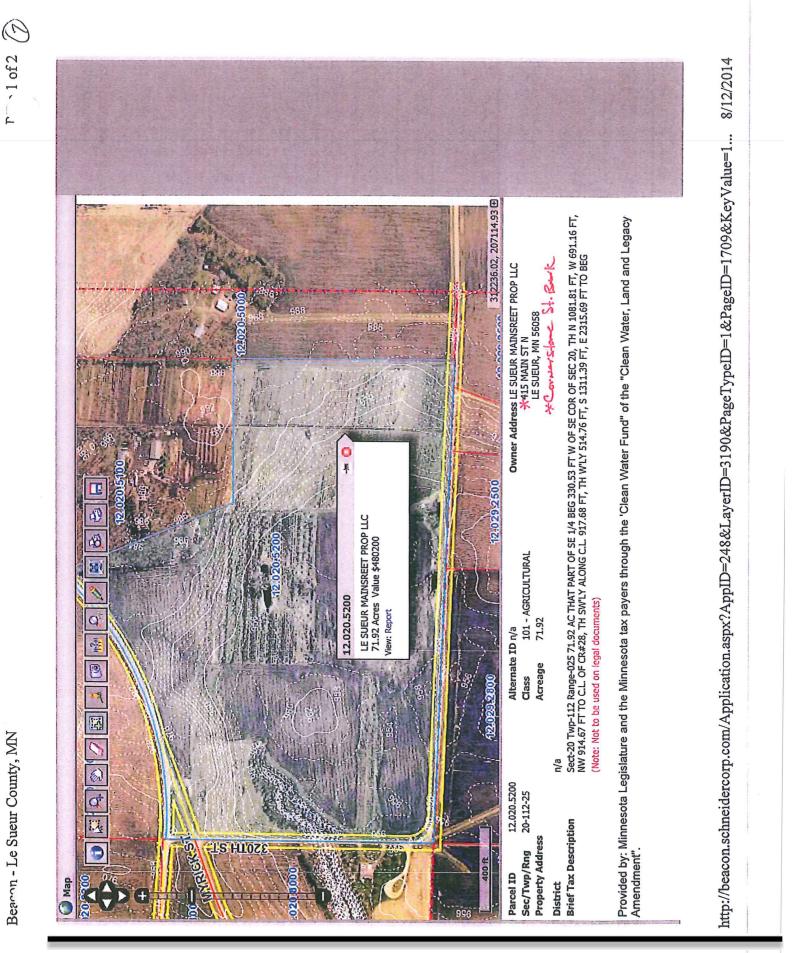
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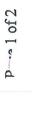


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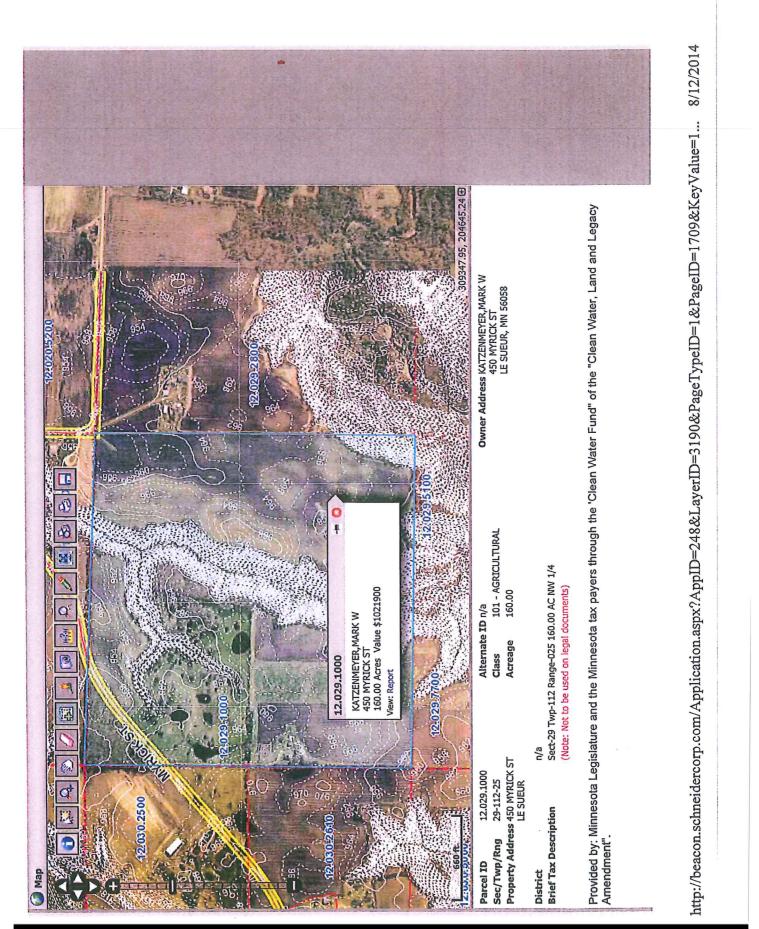
Le Sueur County



Bearry - Le Sueur County, MN



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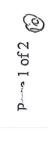
8/12/2014 http://beacon.schneidercorp.com/Application.aspx?AppID=248&LayerID=3190&PageTypeID=1&PageID=1709&KeyValue=1...313138.64, 204206.80 Provided by: Minnesota Legislature and the Minnesota tax payers through the 'Clean Water Fund" of the "Clean Water, Land and Legacy Amendment". Owner Address LIND, JARED & RETA 29401 320TH ST LE SUEUR, MN 56058 12.029.250 Œ 80.00 Acres Value \$554400 đ LIND, JARED & RETA 29401 320TH ST 101 - AGRICULTURAL 80.00 E n/a Sect-29 Twp-112 Range-025 80.00 AC W 1/2 OF NE 1/4 12.029.2800 **/iew:** Report (Note: Not to be used on legal documents) Alternate ID n/a Q, Acreage Class 2 ł Sec/Twp/Rng 29-112-25 Property Address 29401 320TH ST LE SUEUR 12.029.2800 d District Brief Tax Description Parcel ID Map

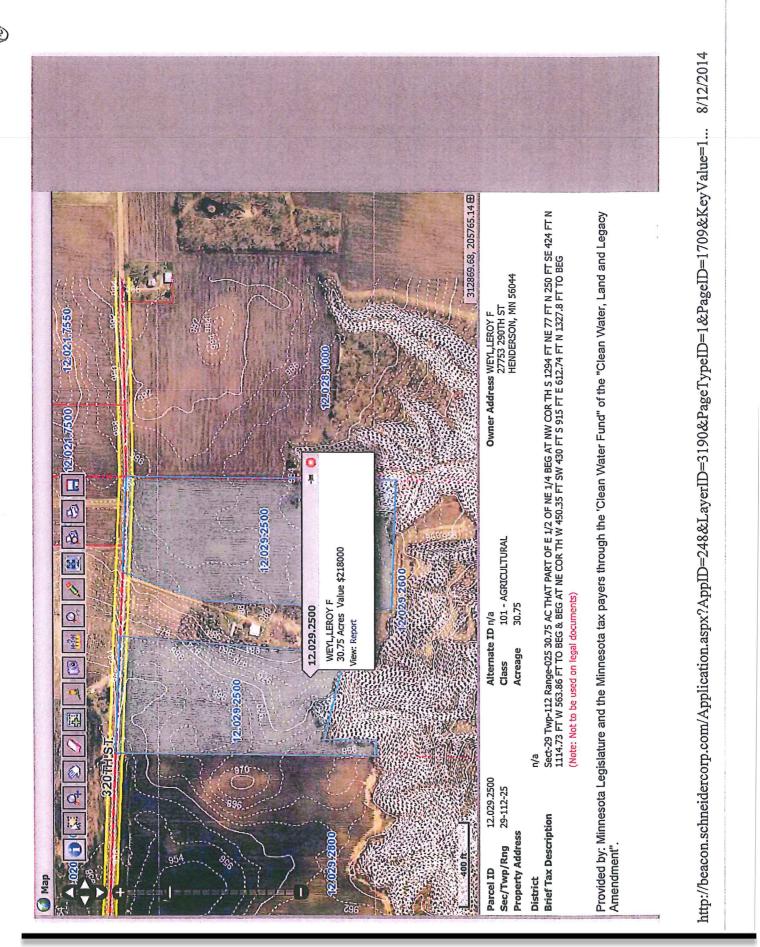
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P--- 1 of 2

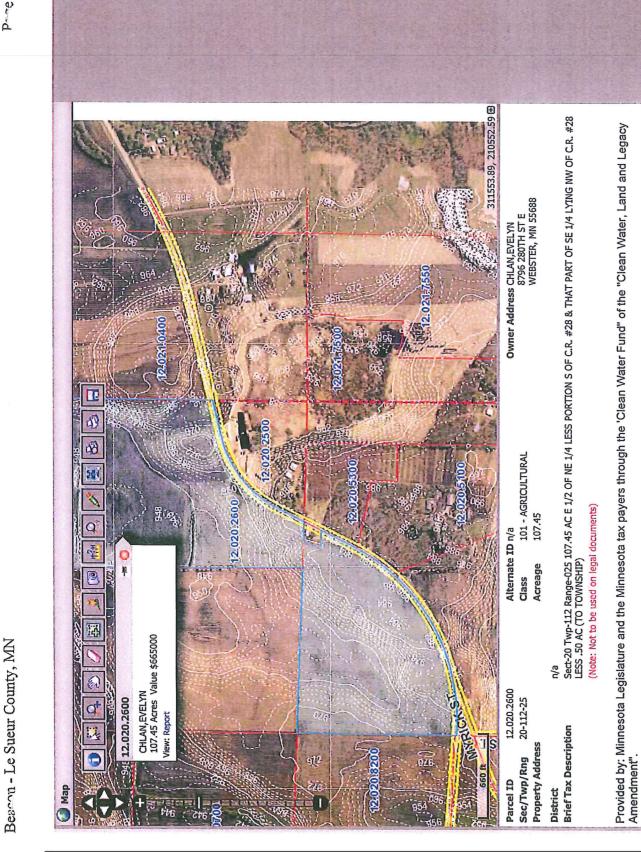
Le Sueur County

Bearry - Le Sueur County, MN

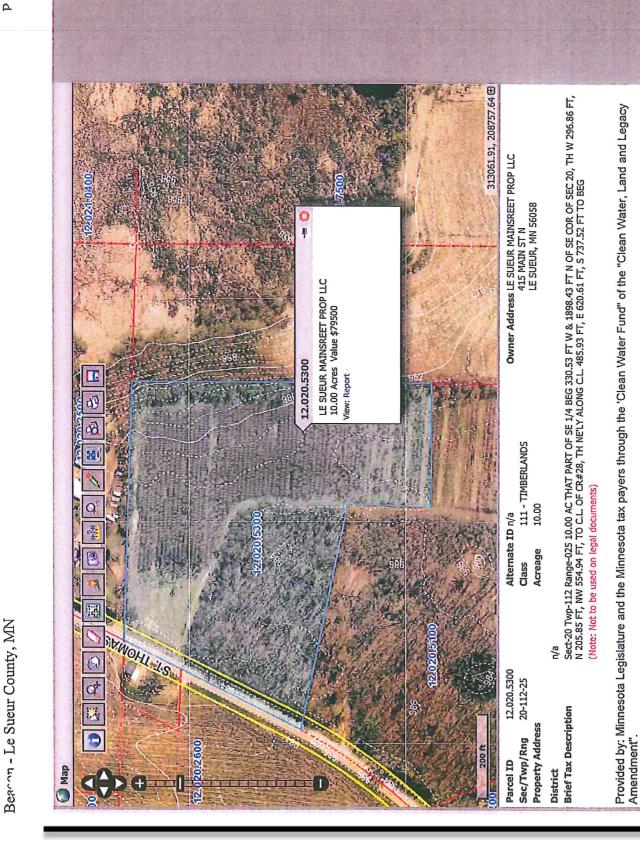




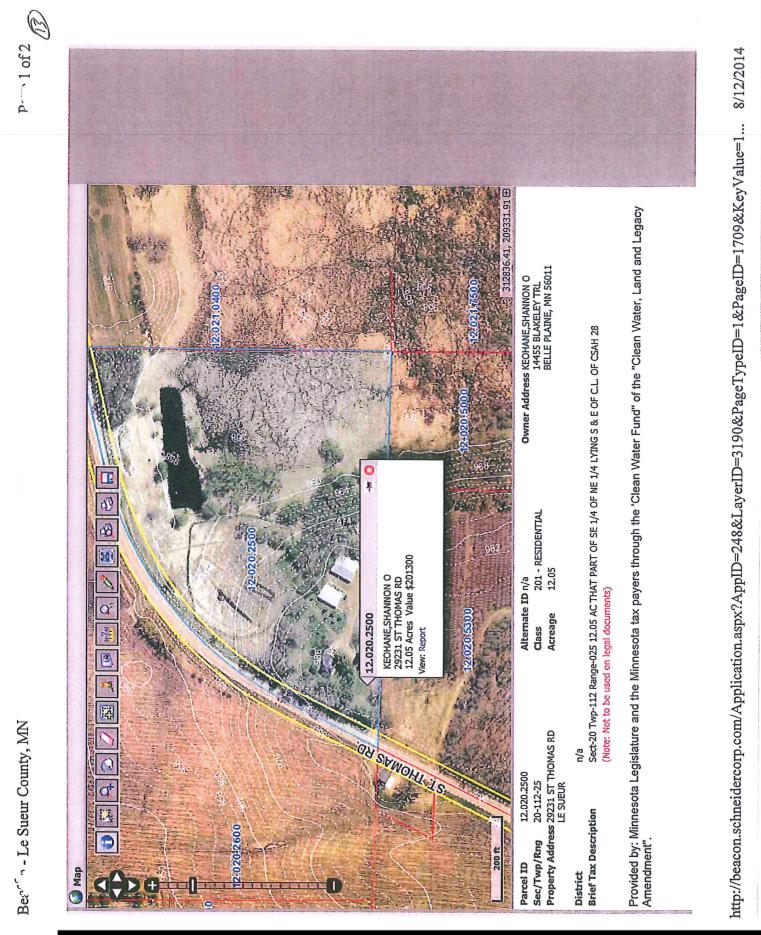
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8/12/2014 http://beacon.schneidercorp.com/Application.aspx?AppID=248&LayerID=3190&PageTypeID=1&PageID=1709&KeyValue=1... P-1 of 2



8/12/2014 http://beacon.schneidercorp.com/Application.aspx?AppID=248&LayerID=3190&PageTypeID=1&PageID=1709&KeyValue=1...



Reliability

- Outages (average)
 - 3 year MVEC outage history
 - 40 minutes
 - St Thomas 2012 outage history
 - 136 minutes
 - St Thomas 2013 Outage history
 - 84 minutes
 - St Thomas 2014 outage history
 - 168 minutes
 - St Thomas 2015 outage history to thru May
 - 44 minutes
 - Transmission Outages
 - 0 minutes
- System improvements/upgrades 2012-2015
 - o New services
 - .7% growth St Thomas Substation
 - 5% growth surrounding substations
 - Rebuild services orders (St Thomas members) 2% service upgrades
 - Transformer change outs (St Thomas members)
 - 8% member loading increase
- Substation abnormalities

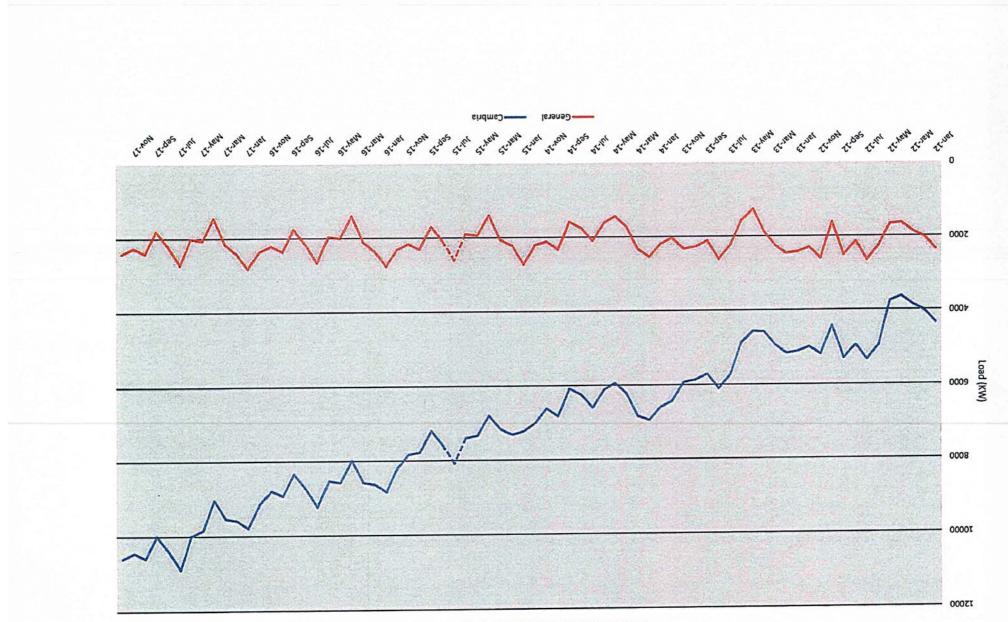
0

- 2004 regulator exchanged for repair
 - Mvec repaired and tested
- o 2011 regulator Exchanged for repair
 - Mvec repaired and tested
- March 2015 Regulator exchanged for repair
 - Degradation to Contacts
 - B&B transformer rebuilt Reg
- April 2015 remaining two regulator starting to show signs of failure
 - Changed out remaining 2 regulators
 - Degradation to contacts
 - B&B transformer (rebuilt regulators)
- o Repair cost 2015
 - \$10,000
- o Infrared testing
 - Connections and switches (ongoing issue)
- Substation upgrades
 - o 2001 upgrade regulators from 328 amp to 437 amp
 - o 2003 transformer upgrade
 - Removed 6 single phase transformer 1250kva rating
 - Installed 7.5/ 10mva
 - o 2015 upgrade regulators from 437 amp to 548 amp
 - Feeder trip levels increasing as load persists

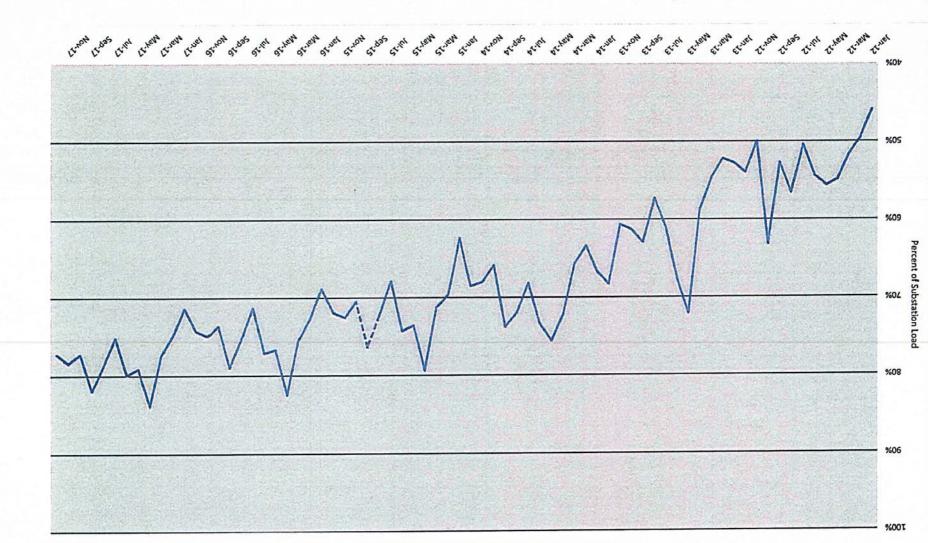
| | | | | | | | | | | | | | | | | | | | | | | | | | | * | | | | | | | | | | | | |
|---------------------------|--------------|------|------|------|--------|------|--------|------|------|------|------|------|------|--------|--------|--------|--------------|--------|--------|--------|--------|--------|--------|--------|--------|-------------|--------|--------|--------|--------|--------|--------|--------|--------|---------|--------|--------|--------|
| | % C&I 46% | 50% | 52% | 55% | 56% | 54% | 50% | 57% | 53% | 63% | 50% | 54% | 53% | 52% | 55% | 23% | 12% | 61% | 57% | 63% | 61% | 61% | 68% | 67% | 63% | 66% 730/ | 75% | 73% | 68% | 72% | 74% | 66% | 68% | 69% | 92% | 710% | 70% | 74% |
| ication | Cambria Load | 2000 | 2000 | 2000 | 2100 | 2700 | 2700 | 2800 | 2800 | 2800 | 2600 | 2700 | 2700 | 2700 | 00/7 | 00/7 | 3300 | 3500 | 3500 | 3600 | 3600 | 3600 | 4400 | 4400 | 4400 | 4500 | 4500 | 4500 | 4500 | 4500 | 4500 | 4500 | 4500 | 4800 | 4500 | 5100 | 2400 | 5400 |
| tion Load Diversification | General Load | 2025 | 1871 | 1643 | 1674 | 2261 | 2649 | 2153 | 2506 | 1628 | 2597 | 2302 | 2416 | 2468 | 1807 | 1075 | 1573 5721 | 2236 | 2613 | 2117 | 2269 | 2333 | 2040 | 2190 | 2543 | 2343 | 1446 | 1627 | 2100 | 1751 | 1591 | 2330 | 2115 | 2200 | 2/13 | 2216 | 1397 | 1933 |
| St. Thomas Substatio | Total Load | 4025 | 3871 | 3643 | 3774 | 4961 | 5349 | 4953 | 5306 | 4428 | 5197 | 5002 | 5116 | 5168 | 4940 | 4575 | 6764 | 5736 | 6113 | 5717 | 5869 | 5933 | 6440 | 6590 | 6943 | 6843 | 5046 | 6127 | 6600 | 6251 | 6091 | 6830 | 6615 | 7000 | 512/ | 7152 | 2629 | 7333 |
| s SI | | | - | - | May-12 | | Jul-12 | | | | | - | | Feb-13 | Mar 12 | CT-JdH | CT-VDIV | Jul-13 | Aug-13 | Sep-13 | Oct-13 | Nov-13 | Dec-13 | Jan-14 | Feb-14 | Mar-14 | Mav-14 | Jun-14 | Jul-14 | Aug-14 | Sep-14 | Oct-14 | Nov-14 | Dec-14 | CT-libt | CT-094 | ADI-15 | May-15 |

Le Sueur County

| Date | Total Load | General Load | Cambria Load | % C&I |
|--------|--|--------------|--------------|-------|
| Jun-15 | 7400 | 1900 | 5500 | 74% |
| Jul-15 | 8100 | 2600 | 5500 | 68% |
| Aug-15 | 7600 | 2100 | 5500 | 72% |
| Sep-15 | 7200 | 1700 | 5500 | 76% |
| Oct-15 | 7800 | 2300 | 5500 | 71% |
| Nov-15 | 7850 | 2150 | 5700 | 73% |
| Dec-15 | 8200 | 2300 | 5900 | 72% |
| Jan-16 | 8850 | 2750 | 6100 | 69% |
| Feb-16 | 8650 | 2350 | 6300 | 73% |
| Mar-16 | 8600 | 2100 | 6500 | 76% |
| Apr-16 | 8000 | 1400 | 6600 | 83% |
| May-16 | 8600 | 2000 | 6600 | 77% |
| Jun-16 | 8550 | 1950 | 6600 | 77% |
| Jul-16 | 9250 | 2650 | 6600 | 71% |
| Aug-16 | 8750 | 2150 | 6600 | 75% |
| Sep-16 | 8350 | 1750 | 6600 | %62 |
| Oct-16 | 8950 | 2350 | 6600 | 74% |
| Nov-16 | 8800 | 2200 | 6600 | 75% |
| Dec-16 | 9150 | 2350 | 6800 | 74% |
| Jan-17 | 9800 | 2800 | 7000 | 71% |
| Feb-17 | 9600 | 2400 | 7200 | 75% |
| Mar-17 | 9550 | 2150 | 7400 | 77% |
| Apr-17 | 9050 | 1450 | 7600 | 84% |
| May-17 | 9850 | 2050 | 7800 | 26% |
| Jun-17 | 10000 | 2000 | 8000 | 80% |
| Jul-17 | 10900 | 2700 | 8200 | 75% |
| Aug-17 | 10400 | 2200 | 8200 | 79% |
| Sep-17 | 10000 | 1800 | 8200 | 82% |
| Oct-17 | 10600 | 2400 | 8200 | 77% |
| Nov-17 | 10450 | 2250 | 8200 | 78% |
| 1 | A DESCRIPTION OF A DESC | | | |



St. Thomas Substation Loading



St. Thomas Substation - Percent Commercial

Ron Jabs

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:tuəs

:mori

2008 LRP - Substation Requirements.pdf :etnemdostta 2008 LRP - Substation Requirements :tosidu2 Ron Jabs MA 20:8 2102 , 71 anul , ysbsanbaW Mike Callies

made the assumption that the substation would be in place by 2018. From the 2008 Long Range Plan (published in 2007), a need for a substation near Cambria was identified by the year 2016. The current 2014 Long Range Plan

Your message is ready to be sent with the following file or link attachments:

2008 LRP - Substation Requirements

settings to determine how attachments are handled. Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security

Ron Jabs

| - AN - 1302 | Letter.pdf; Army Engineers ER Letter.pdf; US Army Corps response.docx; Amendment 6.pdf |
|-------------|---|
| | Enviromental Review Letter.pdf; Witt Map.pdf; Dan Nath - Email.pdf; Farm Agency Services Sheet.pdf; Fish & Wildlife ER |
| :stnembettA | 20150326 MN63 WPA#6.pdf; Cities Ecological - Email.pdf; Fish & Wildlife ER Letter.pdf; Karen Olsen - Email.pdf; Mr. Breaker |
| Subject: | Tyrone Substation - Construction Work Plan Amendment |
| :oT | Ron Jabs |
| :tua2 | Me 32:8 ZIDS, 7I anul yebsanbaW |
| From | Mike Callies |
| | |

This amendment to the current Construction Work Plan, which was submitted and approved by the RUS, was added once the growth to the existing substation and feeders exceeded normal capacity requirements.

The other amendments pertain to the environmental review for the proposed substation site. It shows due diligence on MVEC's part to inform the affected agencies and request feedback.

Your message is ready to be sent with the following file or link attachments:

Amendment

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

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AVEC Exhibit 7 Page 1 of 1

| | Existing | Existing - 2007 | Transition - 2016 | n-2016 | Long Rar | Long Range - 2026 |
|---|----------|-----------------|-------------------|----------|----------|-------------------|
| Substation | Demand | Capacity | Demand | Capacity | Demand | Capacity |
| | (kW) | (MVA) | (KW) | (MVA) | (kW) | (MVA) |
| New Yorks | | | | | | |
| 19. 19. | | | | | | |
| S. A.J. CALMER | | - NILLA | | | | |
| and the second se | | | | | | |
| | | | | | | |
| 7 St. Thomas | 4,379 | 7.5/10.5 | 2,983 | 7.5/10.5 | 3,653 | 7.5/10.5 |
| a Break Late North | 51215 | 146 | Carlo La | 1.00 | bac Bi | |
| Proc Luberdructs | | | | | | |
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| an gars- take | | 2011/2 | | | | |
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| 10 10 1 10 10 10 10 10 10 10 10 10 10 10 | | - | | | | |
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| | | | | | | |
| Of Combrid | | | 1100 | 1044 | 2005 | 10/14 |

MVEC Exhibit 6 Page 1 of 2

2

| Existing - 2 | 2013 | T | Fransition - 2 | 2023 | Lo | ong Range - | 2033 |
|--------------|--------------|-------------------------|--------------------------------|---|--|---|--|
| | | Demand | Capacity | % Capacity | Demand | Capacity | % Capacity |
| | | | (MVA) | (OA/ FA) | (kW) | (MVA) | (OA / FA) |
| an N) | and Capacity | and Capacity % Capacity | and Capacity % Capacity Demand | and Capacity % Capacity Demand Capacity | and Capacity % Capacity Demand Capacity % Capacity | and Capacity % Capacity Demand Capacity % Capacity Demand | and Capacity % Capacity Demand Capacity % Capacity Demand Capacity (NN(A) (MVA) |

| 7 St. Thomas | 6,440 | 7.5/10.5 | 85% / 61% | 4,320 | 7.5/10.5 | 57%/41% | 5,146 | 7.5/10.5 | 68% / 49% |
|--------------|-------|----------|-----------|-------|----------|---------|-------|----------|-----------|
| 7 OL Mondo | | | | | 1 1 | | | | |

| | | | SUBSTA | TION REQU | IREMENTS | | | | |
|------------|--------|--------------|------------|-----------|--------------|------------|--------|-------------|------------|
| | | Existing - 2 | 013 | 1 | Fransition - | 2023 | Lo | ong Range - | 2033 |
| Substation | Demand | Capacity | % Capacity | Demand | Capacity | % Capacity | Demand | Capacity | % Capacity |
| Substation | (kW) | (MVA) | (OA / FA) | (kW) | (MVA) | (OA / FA) | (kW) | (MVA) | (OA / FA) |

| 27 Tyrone | 16,563 | 15/28 | 111% / 59% | 17,419 | 15/28 | 116% / 62% |
|-----------|--------|---|------------|--------|-------|------------|
| 27 Tyrone | | Contra a series a ser | | | | |

¹ Forecasted loads are before municipal acquisition

² MVEC's portion of load only. Capacity calculated with assumed 4 MW of Xcel load max.

•

Ron Jabs

| From: | Mike Callies |
|--------------|---|
| Sent: | Wednesday, June 17, 2015 7:37 AM |
| To: | Ron Jabs |
| Subject: | Tyrone Info - Average Residential Usage |
| Attachments: | Residential Average Usage.xlsx |

Summary: MVEC's residential members continue to increase their electric usage despite national trends. Annual fluctuations are primarily attributed to weather.

Your message is ready to be sent with the following file or link attachments:

Residential Average Usage

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

1

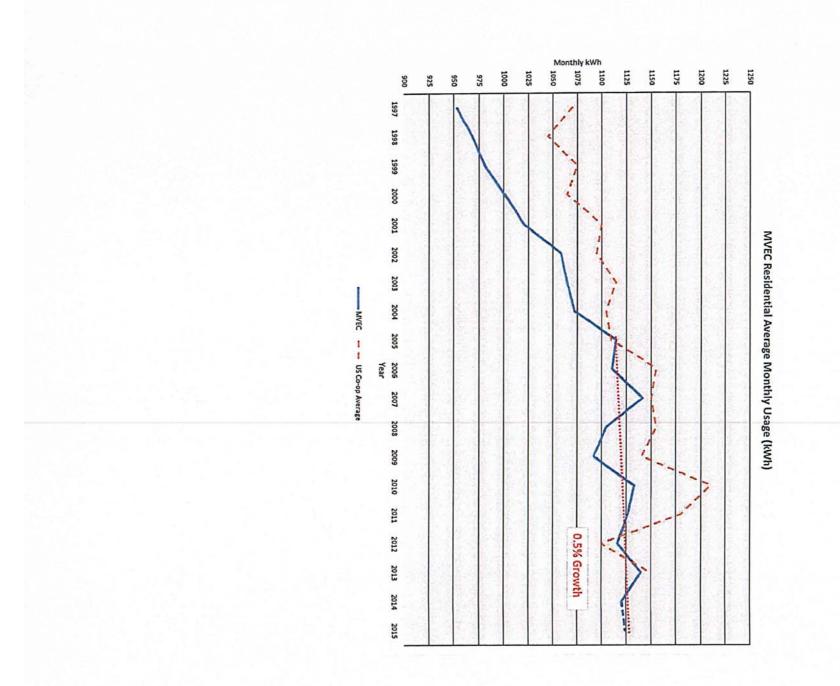
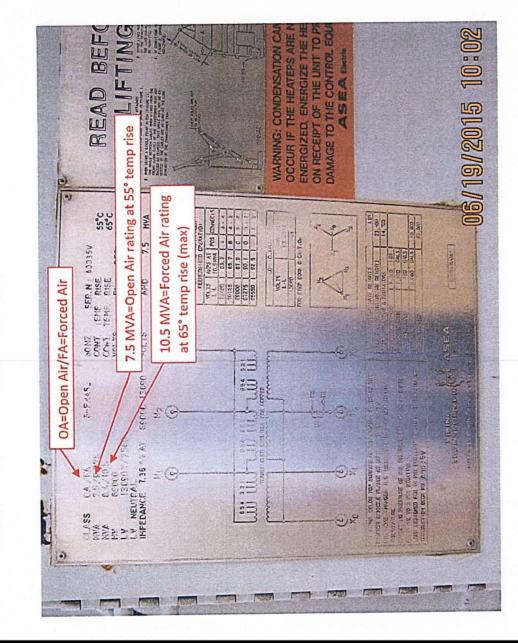


Exhibit G

St. Thomas Substation Transformer Nameplate – Capacity Ratings



Transmission feed-through



| * Source: U.S. Energy Administration Administration (www.eie.gov) | Temporary Substation 6 months \$300,000 |
|--|---|
| Option 2 will not offer any improved reliability. Blended cost of losses will cost the membership \$2.3M more over 10 years with Option 2. Increase in losses in Option 2 is equivalent to the electric usage of 300 homes. Increase of losses in Option 2 is equivalent to over 2,100 additional tons of coal consumed annually. * Added expense of Option 2 will cost the membership \$3M over Option 1. | Noise Other Other <th< td=""></th<> |
| Viemmu2 nosijedmo2 | Option 2: Upgrade Existing Substation Upgrade |
| 219,772 \$ 204,284,4 %07 157 noitstedu2 gniteixa :2 noitqO | (3) New 750 MCM Feeders \$170,500 0.7 mi. ea. \$358,050 (3) New 750 MCM Feeders \$25,000 4 \$100,000 Switchgear \$370,000 3.7 mi. \$1,369,000 Transmission \$370,000 3.7 mi. \$1,369,000 |
| 507,04 \$ 052,427 \$ 000 \$ | Land Unit Cost* Qty Total Cost Land \$125,000 \$1,25,000 \$1,500,000 |
| Line Loss Comparison | Option 1: New Substation Construction |

* Unit costs obtained from MVEC's 2014 Long Range Plan: Exhibit 5 - Unit Cost Estimates.

000'002\$

000**'25†'9\$**

.im I

Exhibit J

MnDOT moves forward with new Hwy. 169 intersection location

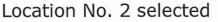
By CJ SIEWERT csiewert@lesueurnews-herald.com | Posted: Wednesday, June 25, 2014 9:00 pm

Plans for a new intersection near the Le Sueur water tower on Hwy. 169 are moving along after its location got approval from the Minnesota Department of Transportation.

According to Ed Tschida, executive director of Le Sueur's Economic Development Authority, the location of the intersection will be where the service road to the water tower and Wolf Motors is now. The new intersection will align with County Road 28 on the east side of the highway.

The intersection will be what is called a reduced conflict intersection, which prohibits drivers from crossing both north and southbound lanes of traffic on the highway. Instead, the driver must turn right on to the highway and then make a U-turn. For commuters driving on either the north or southbound lanes, left turn lanes will cross the





A MnDOT map shows its preference for potential rest stop sites. While unwilling sellers took its first choice off the table, city officials say MnDOT is moving forward with its second choice, city-owned property referred to as the industrial park. (Image courtesy of MnDOT)

highway at the intersection. The intersection will be nearly identical to the intersection in Belle Plaine on Hwy. 169 and County Road 3.

With the location of the intersection now identified, the EDA and Bolton & Menk, the city's engineer, have begun developing conceptual designs for the location of the new rest stop. Tschida said MnDOT prefers direct access to the rest stop from the highway and that there may be some interest from retail outlets.

"I've approached convenience stores such as Kwik Trip and Casey's," Tschida said. "They want to see a design. Nobody has dismissed us yet, but I know locating truck stops is not easy. A lot of truckers with national companies are bound to contracts with certain locations. So you've got trucks driving by that they can't even stop at your place if they want to."

Le Sueur County

http://www.southernminn.com/le_sueur_news_herald/news/article_425a4702-b708-5a90-a... 6/16/2015

EDA Commissioner Bob Oberle said during the EDA meeting June 23 that if the plan comes to fruition, the site would be particularly attractive for commuters and truck drivers who would use the rest stop because of the added services.

"It seems to me by adding a convenience store or truck stop, you would have many more services and you've got a taxpayer instead of a tax costing entity. And there's also job creation," Oberle said.

Engineers at Bolton & Menk are suggesting the rest stop be located to the far north end of the 150acre EDA property referred to as the industrial park. The reason for locating the rest stop on the north end of the property would allow easy access directly from the highway, which is exactly was MnDOT is requesting.

"By moving the rest stop far enough north, you allow for the southbound lanes to have a right-in and right-out that doesn't interfere with the RCUT intersection," Tschida said. "Northbound traffic would have to use the RCUT intersection to access the rest stop."

Funding for the project is still a major question. The city was awarded a \$2.1 million federal grant last June that would cover approximately 30 percent of the project's estimated \$7 million cost. Darrell Pettis, Le Sueur County administrator, said the county anticipates contributing about \$600,000 to the project for the proposed work on County Road 28. The rest of the project is currently unfunded.

Once the rest stop is relocated, Cambria is expected to purchase the site for a planned expansion of the countertop manufacturing plant.

http://www.southernminn.com/le_sueur_news_herald/news/article_425a4702-b708-5a90-a... 6/16/2015

Posted: Friday, January 2, 2015 8:00 am | Updated: 3:47 pm, Mon Jan 5, 2015.

A look at what's to come in 2015 in Le Sueur By JOSIE OLIVER joliver@lesueurnews-herald.com

Hwy. 169 intersection project

A safer intersection will be constructed on Hwy. 169 and Hwy. 28 in Le Sueur in 2015.

A number of open houses were held in Le Sueur and the county before the decision was made final.

Engineers say the project will create a safer intersection by eliminating left turns and instead using a U-turn intersection where vehicles merge onto the highway. This is a joint project between the city of Le Sueur, the city's Economic Development Authority, Le Sueur County and the Minnesota Department of Transportation.

"Construction will start mid-June and will be completed in 2015," Teppen said.

Comprehensive Plan

Currently Teppen said she has no timeline for updating the city's comprehensive plan that has not been updated in 50 years, but she said she believes it's an important tool for the city to have.

she has no preconceived ideas about what that will entail, but said it will be discussed at the goal-setting session on During the council's budget meeting, it was stated that \$25,000 would be set aside for a vision project. Teppen said Jan. 31.

of updating the city's comprehensive plan," Teppen said. "My hope is that the comprehensive plan is updated for the "I think as a group we need to talk about how we might use those dollars to kind of pair that with long-term outcome city. I think it's a necessary tool.

| Le Sueur EDA wants community to discuss housing study - Le Sueur MN: Le Sueur New Page 1 of 1 |
|--|
| Le Sueur EDA wants community to discuss housing study |
| By JOSIE OLIVER joliver@leseuernews-herald.com Posted: Wednesday, August 20, 2014 4:09 pm |
| A housing study of Le Sueur has been developed by Community Partners Research, Economic Development Authority director Ed Tschida said, and is being discussed for final approval by the city's EDA. |
| "The document is prepared and we are planning a work session to discuss the findings," Tschida said. |
| The EDA began seeking outside help last winter to address the city's housing development. The city has a number of undeveloped lots and sought help to analyze the city's housing needs, with the hopes of encouraging more development on these lots. |
| In the past six year, the city has seen six new single-family home permits and there are nearly 40 undeveloped lots available. In St. Peter, 30 single-family homes were constructed from 2008-12, as well as 131 multi-family rental units, and Belle Plaine has added 42 single-family homes since 2008, according to a 2012 housing study update. |
| Steve Greisert of Community Partners Research has prepared the study. Tschida, City Administrator Jennelle Teppen and Mayor Bob Broeder plan to meet with Greisert to discuss the findings of the study and make sure the EDA has an understanding of everything in the study. |
| The EDA is planning a community open meeting sometime mid-September, Tschida said, to present the housing study to the public so that any questions can be answered. |
| "We want to take this opportunity to get the information out to the public," Tschida said. |
| Tschida said he thought the public meeting would be about an hour to an hour and a half long and include discussion of the study. He said he encourages the public to attend the open meeting. |
| |

Exhibit K

6/16/2015

http://www.southernminn.com/le_sueur_news_herald/article_28449f3f-b577-536b-b947-2...

LoopNet - Le Sueur Business Park, Industrial (land), SW Henderson Station Rd Hwy 169... Page 1 of 2

Exhibit L

Land For Sale

Le Sueur Business Park

SW Henderson Station Rd Hwy 169, Le Sueur, MN 56058



| Price: | \$13,000,000 |
|---------------------|---------------------|
| Lot Size: | 6,621,120 <i>SF</i> |
| Total Lot Size: | 6,621,120 <i>SF</i> |
| Property Type: | Land |
| Property Sub-type: | Industrial (land) |
| Additional Sub- | Commercial/ Other |
| types: | (land) |
| Zoning Description: | C-1 |
| Listing ID | 17650827 |
| Last Updated | 12 days ago |
| | |
| Find Out More | |

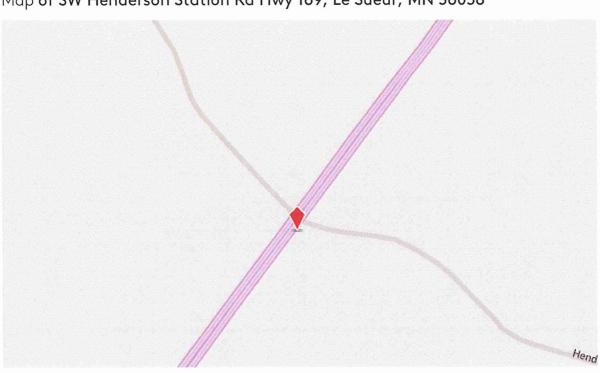
1 Lot Available

| Lot 1 | Price: | \$13,000,000 |
|---------------------|------------------|---------------------|
| Section Company and | Lot Size: | 6,621,120 <i>SF</i> |
| | Price/SF: | \$1.96 |
| | Lot Type: | Industrial (land) |
| | APN / Parcel ID: | 0217300001 |

Description

Halfway point between Minneapolis and Mankato markets. Great accessibility to and from Highway 169. Excellent visibility and advertising opportunities. Strategic location that has already been capitalized by: Davisco International, Inc., General Mills, Unimin Corp. Below market pricing. Diverse, affordable surrounding labor force. Incentives available.

http://www.loopnet.com/xNet/MainSite/Listing/Profile/PrintProfile.aspx?LID=17650827&... 6/16/2015



Map of SW Henderson Station Rd Hwy 169, Le Sueur, MN 56058

http://www.loopnet.com/xNet/MainSite/Listing/Profile/PrintProfile.aspx?LID=17650827&... 6/16/2015

Exhibit H

Greater Minnesota Interchange Solicitation Program



Interchange Construction at TH 169 and Le Sueur County CSAH 28 / Pumpkin Hill Road (CS 4013)

> Mn/DOT District 7 City of Le Sueur Le Sueur County

Funding Request \$3,960,000

June 12, 2009

1.0 Project Background Information

Project Description

The City of Le Sueur has recently run out of developable industrial land and has been planning for growth north of the City to occur as demanded. The IRC management study completed in 2000 identified the need for an interchange at CSAH 28 and TH 169 and subsequent studies continued planning for that need.

The City has annexed land in the project area and has spent nearly \$5 million bringing utilities to this area. This project would construct a new interchange at TH 169 and CSAH 28, in support of the TH 169 Le Sueur Hilltop Business Park. Grade separated access to this area provides a clean slate for industrial and commercial development for the City of Le Sueur over the next 50+ years.

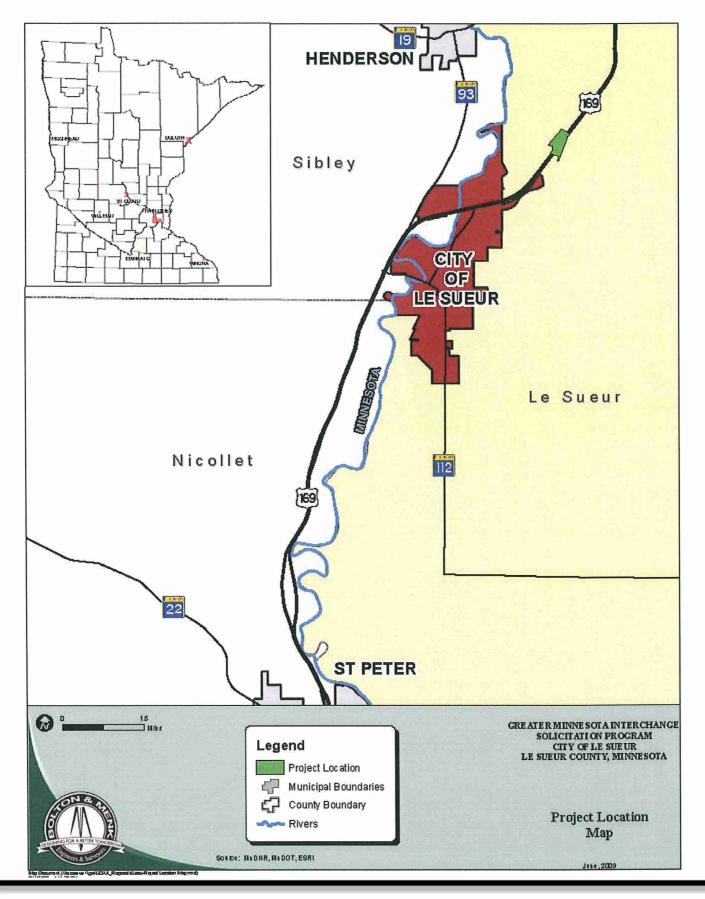
Project Location

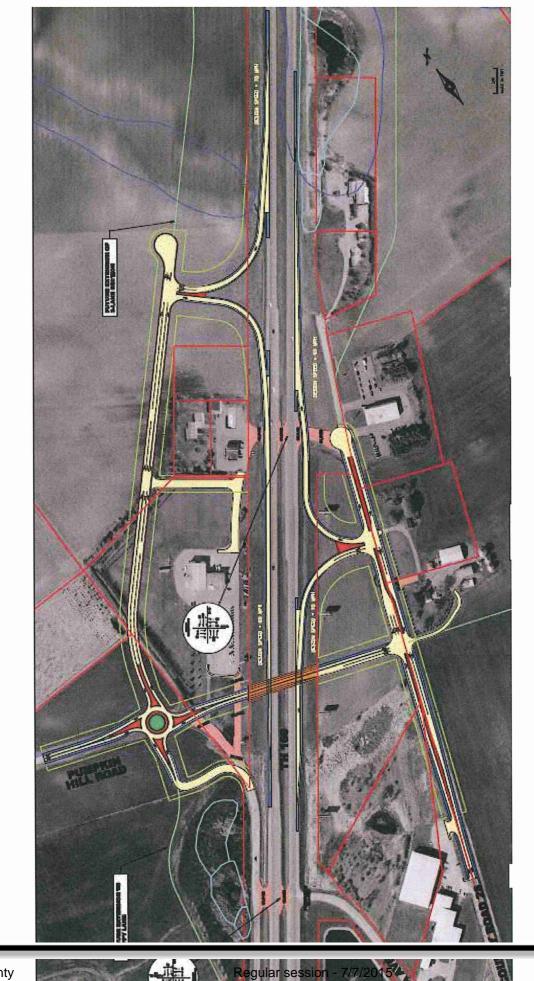
The proposed project is located in the City of Le Sueur, County of Le Sueur, and within Minnesota Department of Transportation's District 7. See the following page for a map displaying the project location. See the proposed layout on the following page of the location map for a graphic of the concept developed that corresponds to this submittal.

The project is located approximately 2 miles north of the existing interchange on TH 169 at TH 112, which serves the City of Le Sueur from the north and approximately 4 miles south of the existing interchange at TH 19. This project is located north of the City, in the city limits, and provides access to the Le Sueur Hilltop Business Park and other planned growth areas. The Le Sueur Hilltop Business Park is 40 miles from the TH 169/I-494 interchange.

Requested Dollar Amount

Together with its area partners, Mn/DOT District 7, along with Le Sueur County and the City of Le Sueur, respectfully request **\$3,960,000** to construct a new interchange on TH 169. The planned improvements promote economic development, increase employment, relieve congestion and promote safety while also implementing access management needs to the corridor for the next 50+ years.





Proposed Layout: Interchange and local supporting roadways at TH 169 and CSAH 28 / Pumpkin Hill Road

ŀ,

Project Cost

The estimated project cost is \$9,560,000 and is summarized in the tables below. The project partners have developed an interchange configuration with bridge and ramp geometrics that have mimimal cost, meet design criteria and will adequately serve future development. This project has been divided into two components. The first component includes work needed on mainline TH 169, entrance and exit ramps, including construction to the intersection with the local roadways along with the bridge construction has been broken out from the rest of the project. This was completed to follow Mn/DOT's cost participation policy. The estimates in the table below takes into account the cost participation of 70% of the interchange costs. It is anticipated that the project would be constructed in 2011.

| | 2009 Dollars | 2011 Dollars | |
|--|------------------------|------------------------|------------------|
| Construction Cost | | | |
| Mn/DOT | \$3,070,000 | \$3,320,000 | |
| Local | \$1,580,000 | \$1,710,000 | |
| Total Construction Cost | \$4,650,000 | \$5,030,000 | |
| Right-of-way Cost | | | |
| Mn/DOT | \$70,000 | \$80,000 | - |
| Local | \$70,000 | \$80,000 | |
| Right-of-way Cost | \$140,000 | \$150,000 | |
| | | | |
| Project Development and Delivery | | | _ |
| Project Development and Delivery Mn/DOT | \$520,000 | \$560,000 | - |
| | \$520,000 \$270,000 | \$560,000 \$290,000 | - |
| Mn/DOT | | | - |
| Mn/DOT Local | \$270,000 | \$290,000 | |
| Mn/DOT Local Project Development and Delivery | \$270,000 | \$290,000 | Amount Requested |
| Mn/DOT Local Project Development and Delivery Total | \$270,000 \$790,000 | \$290,000 \$850,000 | Amount Requested |

Interchange Only

There are many other elements that are needed for completion of the project that are local costs only. These elements include the construction of CSAH 28, Pumpkin Hill Road, and the new supporting roadway on the west side of TH 169. Also included are the access relocations associated with this project. The costs of this part of the project are included below.

Supporting Roadways (Local Costs)

| 009 Dollars | 2011 Dollars |
|-------------|-----------------------|
| \$2,730,000 | \$2,950,000 |
| \$70,000 | \$80,000 |
| \$460,000 | \$500,000 |
| \$3,260,000 | \$3,530,000 |
| | \$70,000 \$460,000 |

The total project, as shown in the layout is the sum of the tables above. Below is a summary displaying the total estimated project costs.

| | 2009 Dollars | 2011 Dollars | |
|----------------------------------|--------------|--------------|--------------------|
| Total Construction Cost | \$7,380,000 | \$7,980,000 | - |
| Right-of-way Cost | \$210,000 | \$230,000 | - |
| Project Development and Delivery | \$1,250,000 | \$1,350,000 | |
| Total | \$8,840,000 | \$9,560,000 | Total Project Cost |

Total Project

2.0 Project Qualifying Criteria

1.) The project must be consistent with adopted regional, county and LGU/economic development plans (submit letters from affected jurisdictions supporting project.)

The proposed interchange project complies with recommendations made in the completion of the TH 169 Interregional Corridor (IRC) Plan that was completed in 2000. Since the IRC plan was completed a smaller area study was conducted in the project area titled the "Le Sueur Hill Area Transportation and Land Use Study," prepared for Mn/DOT by SRF Consulting Group, in June of 2003. The City has a final draft comprehensive plan pending approval which this project is consistent with. Letters from all affected jurisdictions, in support of the project, are attached in the appendix at the end of this document.

2.) With the maximum contribution at \$20 million from Chapter 152 and Chapter 36 funding, the remaining portions of the project must be "fully" funded with matching funds from other sources.

With the requested Chapters 152 & 36 funding, the project would be fully funded. Of the total project costs of \$9,560,000 the local share is \$5,600,000 or 59%.

To date, over \$4,775,000 has already been invested locally in this area bringing improvements to this area which primarily includes utility extensions. With funding support from the Greater Minnesota Interchange Program this project is achievable. Local jurisdictions and partnerships are committed to funding the full project costs less the Greater Minnesota Interchange funds.

Funds and sources are shown in the table below:

| Probable Financing Structure | | | |
|---|-------------|-----------|--|
| Source | Amount | Status | |
| DEED Infrastructure Grant | \$250,000 | Committed | |
| Estimated Present Value of City/County Abatement Program | \$800,000 | Committed | |
| City General Obligation Improvement Bond | \$4,550,000 | Committed | |
| Greater Minnesota Interchange Solicitation Program Funds | \$3,960,000 | Pending | |
| TOTAL | \$9,560,000 | | |

3.) The Project schedule must show that the necessary permits and approvals, complete environmental documents, and information for bid will be accomplished prior to January 1, 2013

Based on the continued work in progress by the City of Le Sueur, the County of Le Sueur and Mn/DOT District 7 staff, the team is confident that if selected, the proposed project will be ready for bid prior to the January 1, 2013 deadline. The partners are already engaged in study of the area and have just completed the preliminary layout and are now working on traffic forecasts for the area. The partners have determined that a single interchange with buttonhooks and two-way access roads will serve existing and future development well. With planned development occurring as shown in the Land Use map in this application, there would be no need for other additional access improvement investment.

It is anticipated that the Environmental Assessment (EA) and development of the Mn/DOT staff approved layout will begin in July of this year. It is estimated that the EA would be completed in about 12 months and the right-of-way would be acquired in conjunction with final design all leading to a late 2011 letting.

4.) Project can not be in current 2009-2012 STIP

The proposed interchange project is not in the current 2009-2012 STIP.

3.0 Project Prioritizing Criteria

1. Business Development / Employment Increase

a. Explain how this project is essential to attracting new businesses and jobs to the area or serving current businesses in the travel shed. Please describe the size of the planned development, the dollar amount associated with the planned development, and the number of jobs created. Please provide a timeline of any phases of work.

Due to the lack of industrial space within the community, the City of Le Sueur believes that development of an industrial property with access to US Highway 169 is the only viable option to ensure future industrial development within the City.

Historically, the City's major industry has been located along North Main Street, which is the route of old U.S. Highway 169 that ran parallel to the railroad line through the City. Industrial growth in this corridor has proven to be difficult due to the lack of available land and proximity to residential properties. Past efforts to locate industry away from the North Main Street corridor resulted in developing an industrial area along State Highway 112, on the southeast corner of the City (South Industrial Park).

The South Industrial Park has proven unsuitable for large industry primarily because of poor transportation access, which requires traffic to pass through the City in order to gain access to U.S. Highway 169. In May 2009 a private party purchased the remaining 42 acres in the South Industrial Park, removing it from the list of developable properties in the City.

Recognizing the need for a new industrial park to accommodate growth, the City, along with Le Sueur Development, Inc. (LSDI – a community development organization) acquired a 154 acre parcel in 2005 on the Le Sueur Hilltop, north of the City and adjacent to U.S. Highway 169, for the creation of the U.S. Highway 169 Le Sueur Hilltop Business Park.

To date, the following progress has been made:

- Completion of boundary and topographic surveys as well as a soils survey for the property
- Annexation of the property by the City of Le Sueur
- Construction of a water tower to serve the planned industrial park and surrounding area with municipal water
- Extension of sanitary sewer to serve the property
- Preliminary engineering report for the Highway 169 Industrial Park completed in November, 2007
- Wetland Investigation of the industrial park completed in June 2008
- Coordination between City, County, LSDI and MnDOT for transportation/land-use planning in order to maximize the potential use and safe ingress/egress to the site

The City and LSDI are focused on attracting new industry to this area because of the availability of city infrastructure. As mentioned above, the planned industrial park consists of approximately 154 acres of land (92 acres developable) and would be developed in two phases. From the Preliminary Engineering Report (completed by I&S Engineers in November of 2007) infrastructure improvements for the industrial park would cost LSDI approximately \$2.5 million (2007 dollars.) From this investment, LSDI believes that it will attain new

development of between 150,000 ft² to 300,000 ft² within three years from the start of development.

Originally, development of Phase 1 (south portion of park) was planned for 2008. The economic downturn coupled with opportunities to substantially improve access to US highway 169 has delayed the timeline to open the business park. However; should LSDI and the City of Le Sueur be successful in attracting a business to this property, development would occur immediately. If development is tied to improved access to US Highway 169 it is likely that the business park would be made available for development in the 2010-11 timeframe.

With this industrial park, LSDI and the City are seeking industries that create a substantial number of new high-paying jobs. Based on the anticipated development described above, the goals for job creation for this project would be between 150 and 300 new jobs within three years from the start of development.

Other areas are being planned to be developed in the next 20 years as shown on the last page of the appendix attached at the end of this submittal. It is assumed that approximately 96 acres of residential, 71 acres of commercial, and 210 acres of industrial land will develop by 2035. This growth will primarily be served by the proposed interchange at CSAH 28 and TH 169.

b. Contributions from other sources besides Mn/DOT. Please provide a list of investments to date and anticipated funding (with sources) needed to complete the roadway infrastructure to support the development.

The City of Le Sueur has invested more than \$3.8 million to extend public infrastructure to the US Highway 169 Hilltop corridor, in order to facilitate industrial development. Additionally, LSDI has invested \$963,705 to acquire property and complete planning and preliminary engineering for the proposed business park. The combined City/LSDI expenditures of nearly \$4.8 million have positioned the community to expand along the important US Highway 169 corridor.

The following table lists these expenditures:

| Improvements and Expenditures | |
|---------------------------------|-------------|
| Property Acquisition | \$963,705 |
| Water Tower | 612,706 |
| Water/Sewer Extension | 1,344,487 |
| Booster Station/Water Extension | 1,020,000 |
| Lift Station Henderson Road | 15,000 |
| Mayo Park Lift Station | 189,568 |
| Elect 3 Phase to Le Sueur | 26,140 |
| WWTF Industry Flow Cast | 180,000 |
| Cambria Avenue | 426,229 |
| TOTAL | \$4,777,835 |

In addition to the \$4,777,835 in local expenditures, an additional \$5,310,000 in local expenditures is expected to be required to complete the roadway infrastructure required to support the business park and the local share for the interchange for a total local investment over \$10 million.

c. Is the project located on an IRC or Principal Arterial:

Yes, TH 169 is an important principal arterial and an IRC route that provides essential connections between southwestern Minnesota and the Twin Cities. It carries commuter traffic, serves as a conduit for commercial, agricultural and manufacturing projects and provides regional access to retail, institutional, recreational and entertainment facilities. The IRC management plan recommended an interchange on TH 169 in this project location.

d. Please describe the current status of the planned development near the interchange (i.e. business established, business district planned, AUAR developed, plan is speculative, etc.) Please provide information such as permits received to date, zoning commission approval, city council approval, building permits secured, etc.

The U.S. Highway 169 Le Sueur Hilltop Business Park property has been annexed by the City of Le Sueur, and a Conditional Use Permit has been approved. The table below shows the Land Use approvals that the business park has received from both the City of Le Sueur and Le Sueur County.

| Land-Use Approval/Timeframe | | | |
|-----------------------------|---|-------------------------------|----------------------|
| Activity | Planning Commission Approval Date | City Council Approval Date | Ordinance/Resolution |
| Annexation | Not Applicable | June 13, 2005 | NO. 484 |
| Zoning | Not Applicable | June 13, 2005 | NO. 484 |
| Plan Unit Development | March 19, 2008 | March 24, 2008 | NO. 08-019 |
| Conditional Use Permit | March 19, 2008 | March 24, 2008 | NO. 08-019 |
| Preliminary/Final Plat | Action pending specific development proposals | | |

2. Safety Assessment

a. Is this project in the top 200 safety problem intersections:

No this project does not contain any of the top 200 safety problem intersections. Although the project area will be seeing much change as this area has been identified and investments already made setting the stage for industrial / commercial growth over the next 50+ years. Truck traffic and other vehicular traffic volumes will be steadily increasing along with conflicts if these land uses are served with at-grade improvements.

- b. Number of crashes from 2003-2007:
 - i. Number Resulting in Fatalities: $0 \ge 5 \text{ pts} = 0 \text{ pts}$

| ii. | Number Resulting in Personal Injury: | $13 \ge 3 \text{ pts} = 39 \text{ pts}$ |
|------|--------------------------------------|---|
| iii. | Number Resulting in Property Damage: | $19 \ge 2 \text{ pts} = 38 \text{ pts}$ |

iv. Total 77points / 32 crashes = 2.4 points

While this project is not fixing a large amount of existing crashes, it will be preventing future problems with the increase in vehicular and truck traffic in the area, which without funding would likely be served with an at-grade intersection. Conflicts between turning trucks and vehicles will grow while conflicting with the through movement of vehicles traveling at 65 mph. The construction of this project will focus this conflicting traffic on TH 169 to the exit and entrance ramps which provide proper acceleration and deceleration lengths to safely serve the growing City of Le Sueur and ensure the safety of the regional travelers on TH 169.

3. Congestion Relief Assessment

- a. *Is this project located on an underperforming corridor?* No the project is not located on an underperforming corridor.
 - i. How was this determined?

TH 169 in this area is posted at 65 mph and there are interchanges at the major intersections to the south (TH 112) and to the north (TH 19) so traffic

is running in a free flow condition. Existing (2006) traffic volumes in the project area on TH 169 are 15,600 vehicles per day.

The project is located on TH 169, which is classified as a Medium Priority Interregional Corridor with a performance goal of an average speed of 55 mph. The IRC plan states that this segment exceeds the minimum goal of 55 mph but also states that volumes are on the rise and the pressure for signals, which degrade performance are a risk in growth areas such as this project area.

- b. Does this project eliminate a current signal: No the project does not eliminate a current signal.
- c. *Will this project prevent the installation of a signal within one year:* No the project does not prevent the installation of a signal within one year, but does prevent the installation of a future signal as growth in the area will be focused to this access point and will have access via the interchange only.
 - i. If yes, what signal warrants are currently being met:
- d. What is the current total ADDT for the intersection? The current (2006) ADDT for the intersection is 15,600 on TH 169 in this area. As previously mentioned this area currently is primarily agricultural but will undergo much development which will be focused to the interchange at CSAH 28 and TH 169. As part of the Le Sueur Hill Access Study that is underway traffic volumes are being studied. Preliminary 2015/2035 forecast suggest the average daily volumes as listed below:

| 2015 / 2035 Traffic Volumes | | |
|--|----------|----------|
| Location | 2015 ADT | 2035 ADT |
| TH 169 north of the proposed interchange | 21,100 | 38,000 |
| TH 169 south of the proposed interchange | 21,000 | 37,300 |
| Bridge over TH 169 | 3,800 | 14,300 |
| NB Exit Ramp | 1,900 | 6,800 |
| NB Entrance Ramp | 1,900 | 7,300 |
| SB Exit Ramp | 2,000 | 7,300 |
| SB Entrance Ramp | 1,900 | 7,200 |
| Frontage Road, east of TH 169 | 3,800 | 14,300 |
| Frontage Road, east of TH 169 | 3,800 | 14,400 |

Appendix

Letters of Support from:

- City of Le Sueur
- Le Sueur County

Previous Studies:

• Land Use Graphic from current study – TH 169 / Le Sueur Hill Access Study



203 South Second Street, P.O. Box 176, Le Sueur, MN 56058-0176

507-665-6401 • Fax 507-665-3813

May 15, 2009

Senator Kevin L. Dahle Capitol Building, Room 320 75 Rev. Dr. Martin Luther King Jr. Blvd. Saint Paul, Minnesota 55155-1606 Representative Laura Brod 291 State Office Building 100 Rev. Dr. Martin Luther King Jr. Blvd. Saint Paul, Minnesota 55155

Re: Greater Minnesota Interchange Solicitation Program

Dear Senator Dahle and Representative Brod:

I would like to take this opportunity to update you on the City of Le Sueur's efforts to secure funding for US Highway 169 Access Improvements. As you are aware, in recent months much has changed regarding the potential for transportation infrastructure financing. The Stimulus Bill, Transportation Investment Generating Economic Recovery (TIGER) Grant Program and Six-Year Surface Transportation Bill are major federal revenue sources that may provide a portion of the funds for this important project. In addition, MnDOT has initiated the <u>Greater Minnesota Interchange Solicitation Program</u>. In 2009 this program provides \$40 million for construction of interchanges involving a trunk highway, where the interchange will promote economic development, increased employment, relieve congestion and promote safety. These federal and state funding sources provide Le Sueur the opportunity to complete major transportation infrastructure improvements that will benefit Le Sueur for years to come. At this time the city is pursuing each program vigorously in the hope that one of the programs will find the project a perfect fit. Of benefit to the city is the fact that the information required to submit for the individual programs is nearly identical; thus, allowing a maximum effort to pursue funding.

The particular purpose of this letter is to request your assistance in pursuing the Greater Minnesota Interchange Solicitation Program. MnDOT District 7 located in Mankato has been supportive of the city's submission of an application for this program. The Le Sueur application will be one of three applications submitted on behalf of MnDOT District 7. The other two applications are for projects in North Mankato and Mankato on the US Highway 14 corridor. These applications, along with other applications statewide will be submitted to MnDOT for final project selection. As only \$20 million is available for projects in greater Minnesota in 2009, funding will be highly competitive. Based upon a review of the program requirements by our city engineer, and as a result of meetings with MnDOT District 7 staff, the city believes that it has a project that not only meets the program requirements but is also competitive.

Le Sueur needs Highway 169 access improvements to serve existing and future development on the Le Sueur Hilltop. U.S. Highway 169, the major highway serving Le Sueur, is located on the west side of the Minnesota River valley and only enters the City after it crosses the river and climbs out of the valley on the City's HIlltop. This odd juxtaposition of City and highway are indicative of the geographic, topographic, and flood plain limitations that have shaped the development of the City. Historically, the City's major industry has been located along North Main Street (the route of old U.S. Highway169 that ran parallel to the railroad line through the City). Modern industrial growth in this corridor has proven to be difficult due to the lack of available land and proximity to residential properties. Past efforts to locate industry away from the North Main Street corridor resulted in developing the South Industrial Park on State Highway 112. Recently, this property has been sold to a private party who is proposing development on the remaining developable portion of the property.

Limited expansion on existing industrial properties coupled with the sale of the South Industrial Park have heightened Le Sueur's need to ensure that the Hilltop area has adequate utilities and access to US Highway 169 to accommodate future growth. The city has already taken the following important steps to meet this need:

- extended sanitary sewer to serve the Hilltop area;
- constructed a water tower to serve the area with municipal water;
- constructed local street improvements and eliminated one direct access onto US Highway 169;
- worked with Le Sueur Development, Inc. to acquire, annex, plan and engineer a 154-acre business park adjoining Us Highway a 169;
- committed significant resources to ongoing planning, design and engineering for US Highway 169 access improvements.

Le Sueur's effort to open the Hilltop area to development has resulted in the expenditure of several million dollars. The needed US Highway 169 access improvements will require the expenditure of several million additional dollars -- funds which are beyond the capability of the city to provide; thus, necessitating federal and/or state participation to complete the project.

The city is available to meet with you at your convenience to explain in detail the current status of the Hilltop area, and to explain how planned US Highway 169 access improvements will assist in bringing to fruition the future of Le Sueur's Hilltop development -- and by extension the success of the community's business and industrial development for many years to come.

Thank you for your consideration of these important issues to the city of Le Sueur.

Sincerely Yours,

Robert Clark

Robert Oberle Mayor, City of Le Sueur

cc: Richard Almich, City Administrator Ed Tschida, Executive Director – Le Sueur Development, Inc.



Le Sueur County Commissioners

 88 SOUTH PARK AVENUE . LE CENTER, MINNESOTA 56057 TEL: 507-357-2251 FAX: 507-357-6375 Joseph Doherty, William Stangler, Joseph Connolly Robert Culhane, John Grimm

June 9, 2009

James Swanson District 7 Transportation Engineer Minnesota Department of Transportation 501 South Victory Drive Mankato, MN 56001

RE: Letter of Support for proposed Le Sueur Hilltop Interchange on Trunk Highway 169

Dear Mr. Swanson:

Trunk Highway 169 is an essential transportation corridor that provides the major connection between southwestern Minnesota and the Twin Cities metropolitan area. So important is this connection that in 2000, the Minnesota Department of Transportation identified Trunk Highway 169 from Mankato to Interstate 494 a High Priority Interregional Corridor. To better address the current needs and to plan for its long-term transportation needs a Corridor Management Plan was developed. Within the Corridor Management Plan a number of additional studies were conducted to better address local issues. One of these studies was the Le Sueur Access Study.

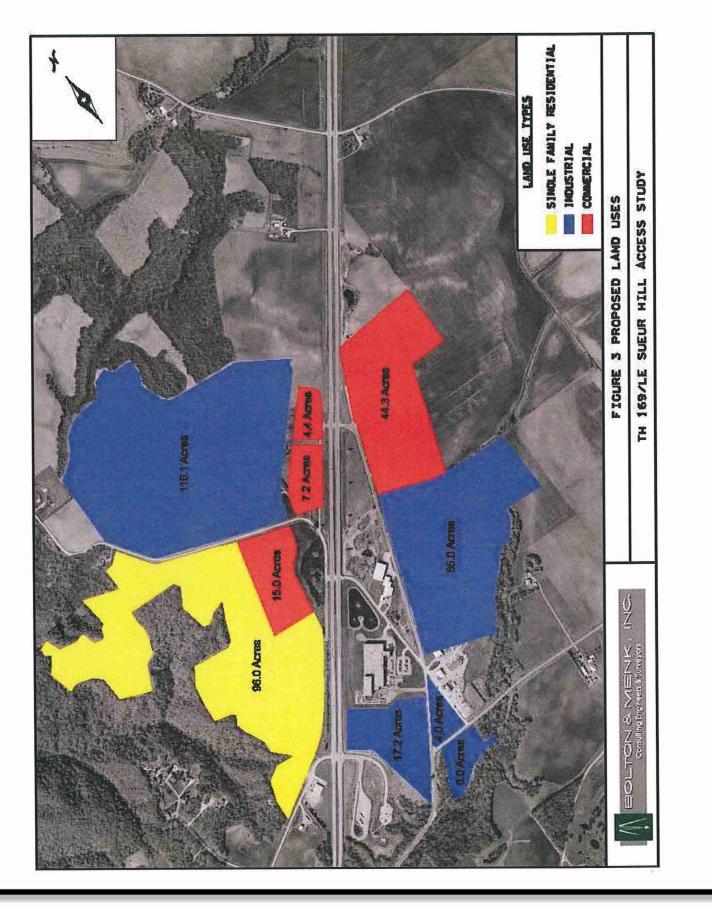
Since the 2000 IRC Study, Le Sueur County, the City of Le Sueur, and Mn/DOT have been jointly working towards the improvement of access in the Le Sueur Hill area. With the creation of the Greater Minnesota Interchange Solicitation Program with funding dedicated to interchanges that would provide economic benefit, Le Sueur County fully supports the submission of an application to utilize funds from this program for the TH 169 / CSAH 28 interchange. With the new industrial development land to the north and the existing industrial development to the south this interchange is critical to the economic growth of Le Sueur County and the City of Le Sueur. This interchange would also increase the safety and mobility of the current TH 169 and CSAH 28 intersection.

In order to generate funding for the development of this important transportation project, Le Sueur County and the City of Le Sueur jointly implemented a Tax Abatement District consisting of the existing industrial area. Funds generated from the tax abatement are dedicated to transportation improvements within the abatement district.

Le Sueur County is excited to be able to participate in the Greater Minnesota Interchange Solicitation Program in partnership with the City of Le Sueur and the Minnesota Department of Transportation. Please feel free to contact Le Sueur County regarding the County's commitment to the critical project.

Sincerely,

Joseph Doherty Le Sueur County Board Chair



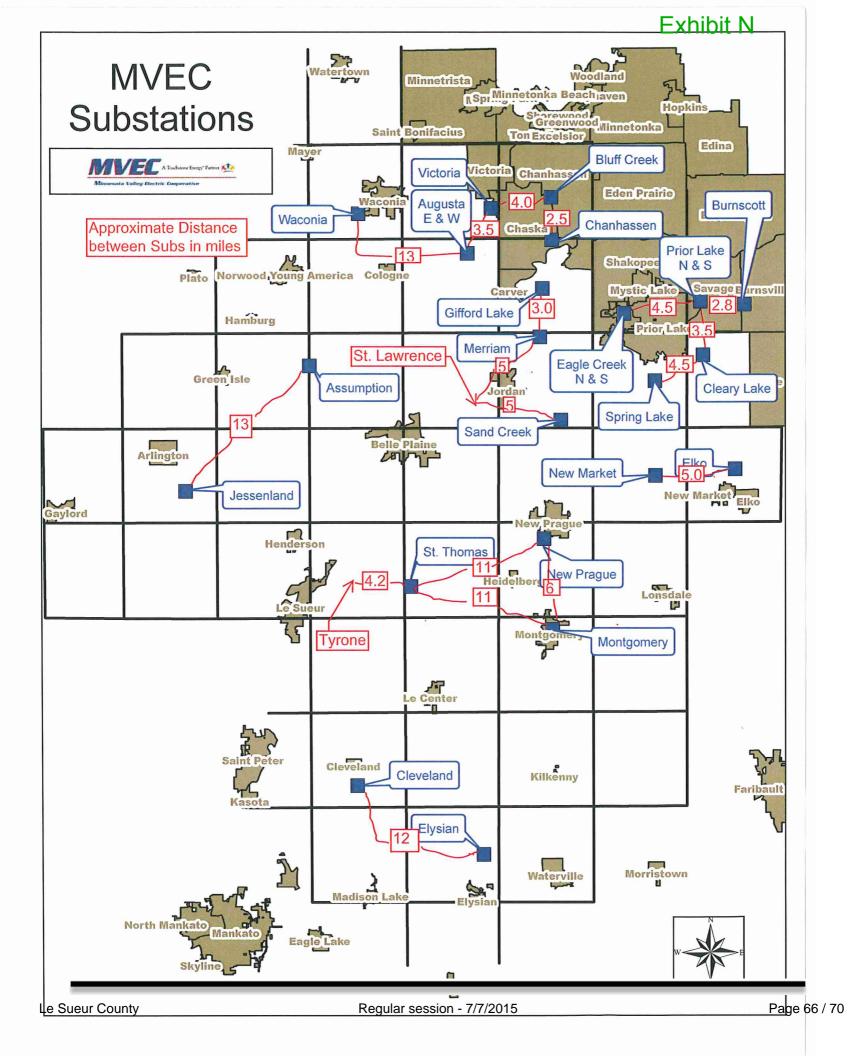


Exhibit O

Sarah Peterson

From: Sent: To: Subject: Attachments: Olson, Karen - FSA, Le Center, MN <Karen.Olson@mn.usda.gov> Friday, February 20, 2015 9:27 AM Sarah Peterson RE: Tyrone Substation AD-1006 form Witt Map.pdf

Sarah

I have attached a map of that property. Our CRP person is currently with someone, but she thinks she may have some information that could be helpful to you. The fact that it is in CRP now means that we had to have some sort of proof that it was cropped in previous years. She asked for your phone number and will call you as soon as she is available.

Sorry I couldn't be more help!

Karen Olson

USDA Farm Service Agency Le Sueur County FSA Program Technician 181 W Minnesota Street Le Center MN 56057-1205 Phone: 507-357-6858 extension 102 FAX 855-823-7649

This e-mail and any files transmitted with it may contain confidential information and is intended solely for use by the individual to whom it is addressed. If you received this e-mail in error, please notify the sender, do not disclose its contents to others and delete it from your system.

From: Sarah Peterson [mailto:sarahp@mvec.net] Sent: Thursday, February 19, 2015 1:27 PM To: Olson, Karen - FSA, Le Center, MN Subject: Tyrone Substation AD-1006 form

Karen,

I have attached the AD-1006 form that I need information on. Section VI needs to be filled out. I have also included the link that explains each section. It begins on page 602 (page 2/3 of the PDF).

7 CFR 658.8 b

Please let me know if you have any questions.

Thank you,

Sarah Peterson

Distribution Planning Engineer | Heartland Engineering Services 125 Minnesota Valley Electric Drive | Jordan, MN 55352 sarahp@mvec.net | Office: (952)482-8267 | Cell: (612)240-7109

| From: | Sarah Peterson |
|--------------|---|
| To: | "Nath, Daniel - NRCS, Rochester, MN" |
| Cc: | "Curtis Cordt, Engineering Manager" |
| Subject: | Tyrone Substation - AD-1006 Form |
| Date: | Tuesday, March 03, 2015 12:01:41 PM |
| Attachments: | Farm Agency Services Sheet.pdf Karen Olsen - Email.pdf Witt Map.pdf |

Good Afternoon, Dan,

Attached is the AD-1006 Form completed to the best of our ability with the help of Karen Gibbs and Karen Olsen at the Le Sueur County Farm Service Agency. I have attached an email sent from Karen Olsen along with two attachments the FSA was able to provide to us. Besides the information attached in this email, the FSA had no other information regarding the history of this farmland.

Please let me know if you have any questions or need more information provided.

Thank you,

Sarah Peterson Distribution Planning Engineer | Heartland Engineering Services 125 Minnesota Valley Electric Drive | Jordan, MN 55352 speterson@heartlandes.com | Office: (952)482-8267 | Cell: (612)240-7109



