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ROBERT B. ANDERSON  
TIMOTHY M. ENGEL  
MICHAEL F. SHAW  
BRETT KOENECKE  
CHRISTINA L. KLINGER  
JUSTIN L. BELL  
DOUGLAS A. ABRAHAM  
KARA C. SEMMLER  
A.J. FRANKEN

March 19, 2015

Writer's E-mail: [kcs@mayadam.net](mailto:kcs@mayadam.net)

OF COUNSEL  
DAVID A. GERDES  
CHARLES M. THOMPSON  
GLENN W. MARTENS 1881-1963  
KARL GOLDSMITH 1885-1966  
BRENT A. WILBUR 1949-2006  
TELEPHONE  
605 224-8803  
FAX  
605 224-6289

Patricia Van Gerpen, Executive Director  
Public Utilities Commission  
500 East Capitol Avenue  
Pierre, South Dakota 57501

**RE: In the Matter of the Application of Dakota Access, LLC for an Energy  
Facility Permit to Construct the Dakota Access Pipeline; HP14-002  
Our file: 0300**

Dear Ms. Van Gerpen:

On behalf of the Applicant, Dakota Access, LLC, (DAPL) I'm writing to advise the Commission, staff and intervenors of developments and intended changes to the pipeline route as filed on December 23, 2014. Pursuant to the hearings hosted by the South Dakota Public Utilities Commission ("PUC") on January 21 and 22, 2015, and specifically in regard to several questions raised by the public and the Commissioners at the Sioux Falls meeting held on the 22<sup>nd</sup>, DAPL reviewed the proposed route in Turner, Minnehaha and Lincoln Counties, and subsequently met with local government officials regarding the route.

## ROUTING BACKGROUND

During the Sioux Falls meeting, several questions were raised on how DAPL routed its pipeline from the origin point to the terminus. As explained during the meetings, DAPL developed its route based upon the many codes, standards, specifications, regulatory policies and guidance originating from the various local, state and Federal rules and regulations that govern pipelines. During this evaluation, DAPL utilized a geographic information system ("GIS") that contains multiple tools to quantify and qualify various land features and other information pertinent to selecting a pipeline route. Of importance, DAPL initially gathered and evaluated the various publicly available environmental and demographic data, soil and topographic conditions, location of public utilities, public properties or lands, and also evaluated environmental considerations such as wetlands, streams and rivers, threatened and endangered species, cultural resources, agricultural lands, drainage features and unique land uses or land features just to name a few. DAPL also collected its own data by evaluating the various regions' resources along the pipeline route to determine the feasibility and constructability of the pipeline. DAPL then consolidated the information into the GIS routing tool that, at a "macro" level, provided the shortest route with the least amount of impacts to the various constraints based upon a weighted-basis of importance (e.g. impacts to environmental features

MAY, ADAM, GERDES & THOMPSON LLP  
503 SOUTH PIERRE STREET • P.O. BOX 160  
PIERRE, SOUTH DAKOTA 57501-0160

002075

such as wetlands or threatened or endangered species were weighted with higher routing importance than impacts to roads).

From the computer based route, DAPL then moved into what is called the "micro" routing phase which is based upon driving, walking, surveying and flying the route to shift or adjust the route to avoid as many physical land features and constraints as possible. These include, but are not limited to: the location of residences in proximity to the pipeline, crossing streams and public roads, minimizing and avoiding impacts to wetlands and other sensitive environmental features, considering and routing around future land use for commercial and residential development and many other siting criteria as defined by industry guidelines, standards, specifications and codes, the various state and federal regulations that govern pipelines and criteria specific to crude oil pipelines as part of the hazard analysis for sensitive environmental and water resources.

The last and current step of routing the pipeline is to conduct a detailed civil and environmental survey of the entire route to further avoid and minimize impacts to sensitive land features and environmental resources. This final and critical step is intended to ensure that the route selected has the least impact to as many stakeholders and environmental, demographic and social features as possible while still connecting the pipeline from the supply area to the terminus and market.

Currently, DAPL has completed the majority of the civil and environmental surveys and has consulted with the various rules, codes, standards, specifications, regulations as well as the local planning boards, county and city engineers, regulatory and environmental resource agencies at the state and Federal levels, and as many interested landowners and stakeholders as possible (excluding survey denial properties located along the proposed route).

#### TURNER/MINNEHAHA/LINCOLN COUNTY ROUTE

In direct response to the Lincoln County and PUC Commissioners' comments at the January 22, 2015, meeting, DAPL revisited the route through Turner, Minnehaha and Lincoln Counties, along and around the Cities of Hartford, Sioux Falls, Tea and Harrisburg. After that meeting, DAPL reviewed the route, created alternatives, and presented them to local governments in the area. Affected municipal governments in those counties prefer the December 23 route to the alternatives.

Prior to the PUC public meeting on January 22, 2015, DAPL had re-routed its proposed pipeline (as filed with the Commission on December 23, 2014) around Sioux Falls, Tea, Harrisburg, and Hartford. That rerouting was done in response to Fall 2014 comments about those communities' future development plans, received from several Minnehaha and Lincoln County Commissioners and Sioux Falls City Councilmen, and other interested land-developers and landowners. The December 23, 2014 re-route (the "preferred route") moved the pipeline farther to the west and south to extend the pipeline outside the "known" and published development areas.

After the January 2015 questions and concerns about the preferred route, DAPL hired a local engineering firm to determine and validate the proposed development areas and extended future plans for the Cities of Sioux Falls, Tea, Harrisburg and Hartford. The engineering firm visited with city and county planning and zoning offices, evaluated the preferred route, provided route alternatives and confirmed the development plans of the affected counties and cities. DAPL also hired an environmental firm to evaluate the environmental conditions and constraints along the proposed alternatives for DAPL to consider in its final route planning and confirmed the applicability of the previously documented environmental information obtained from the state and Federal resource agencies. Exhibit A2 provides the preferred route as well as the other route alternatives considered and the Table provided as Exhibit B provides a summary of the conditions along the preferred and alternative routes.

At the conclusion of the work conducted by the engineers and environmental firms, DAPL representatives personally presented the proposed routes to the Sioux Falls City Planning and Engineering Office and City Services Office (specifically for the Sioux Falls landfill and related facilities), the City of Tea Administrative, Planning and Engineering Office, and the City of Harrisburg Administrative, Planning and Engineering Office. DAPL did not meet with the City of Hartford as the route does not cross within or near the respective future economic development zone. However a DAPL representative met with representatives from the City of Hartford.

At the conclusion of the meetings, each group consulted agreed that that preferred route as presented on Exhibit A2 and as filed with the PUC on December 23, 2014, combined with the minor route adjustment near the Sioux Falls landfill (Exhibit A3), has the least impact on the most stakeholders and is the "preferred" route near the Cities of Sioux Falls, Tea, Harrisburg and Hartford. This route is believed to avoid as many impacts as possible to the various stakeholders along the pipeline path, inclusive of current and future residential and commercial development plans and sensitive environmental resources.

DAPL also attempted to revisit with the Lincoln County Commissioner who provided direct comments at the January 22, 2015 PUC public meeting in regard to the preferred route around Sioux Falls and surrounding areas, but the Commissioner did not appear at the scheduled meeting and/or the other meetings in the area to provide additional comments (see attached meeting participant sign-in sheets per the meetings held on February 19, 2015).

Accordingly, I am filing with this letter:

- Exhibit A1, a color map depicting the preferred route and alternative routes overlaid on a grid showing the cities and their expected growth areas;
- Exhibit A2, an aerial photograph of the preferred route;
- Exhibit A3, an aerial photograph depicting the route modification near the Sioux Falls landfill;
- Exhibit B, a summary of the features found along the preferred and alternative routes; and

- Exhibit C, the City of Hartford Future Land Use plans map.

Thank you for your courtesies in this matter.

Very truly yours,

MAY, ADAM, GERDES & THOMPSON, LLP

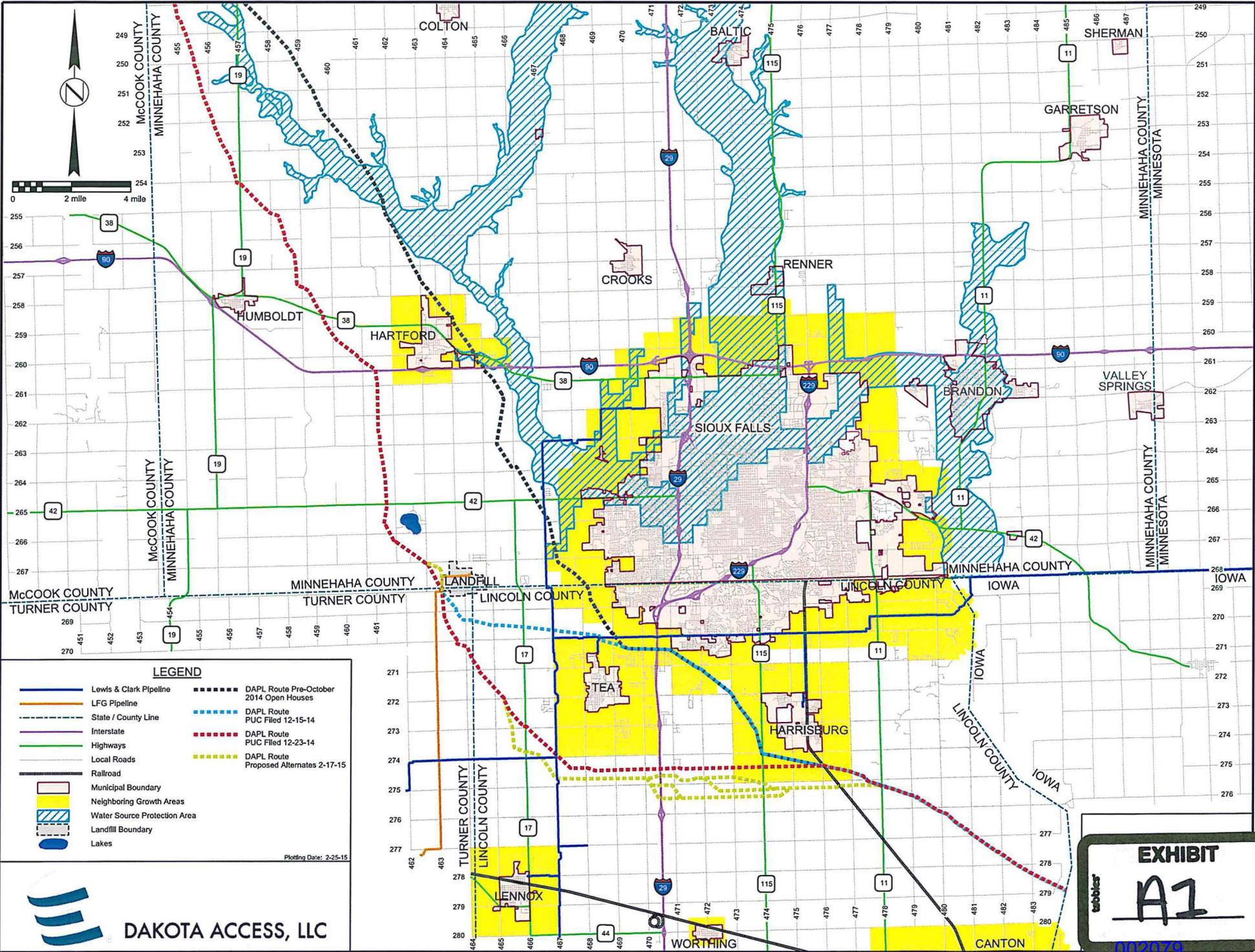
A handwritten signature in cursive script, appearing to read "Kara Semmler".

KARA C. SEMMLER

KCS/sjs

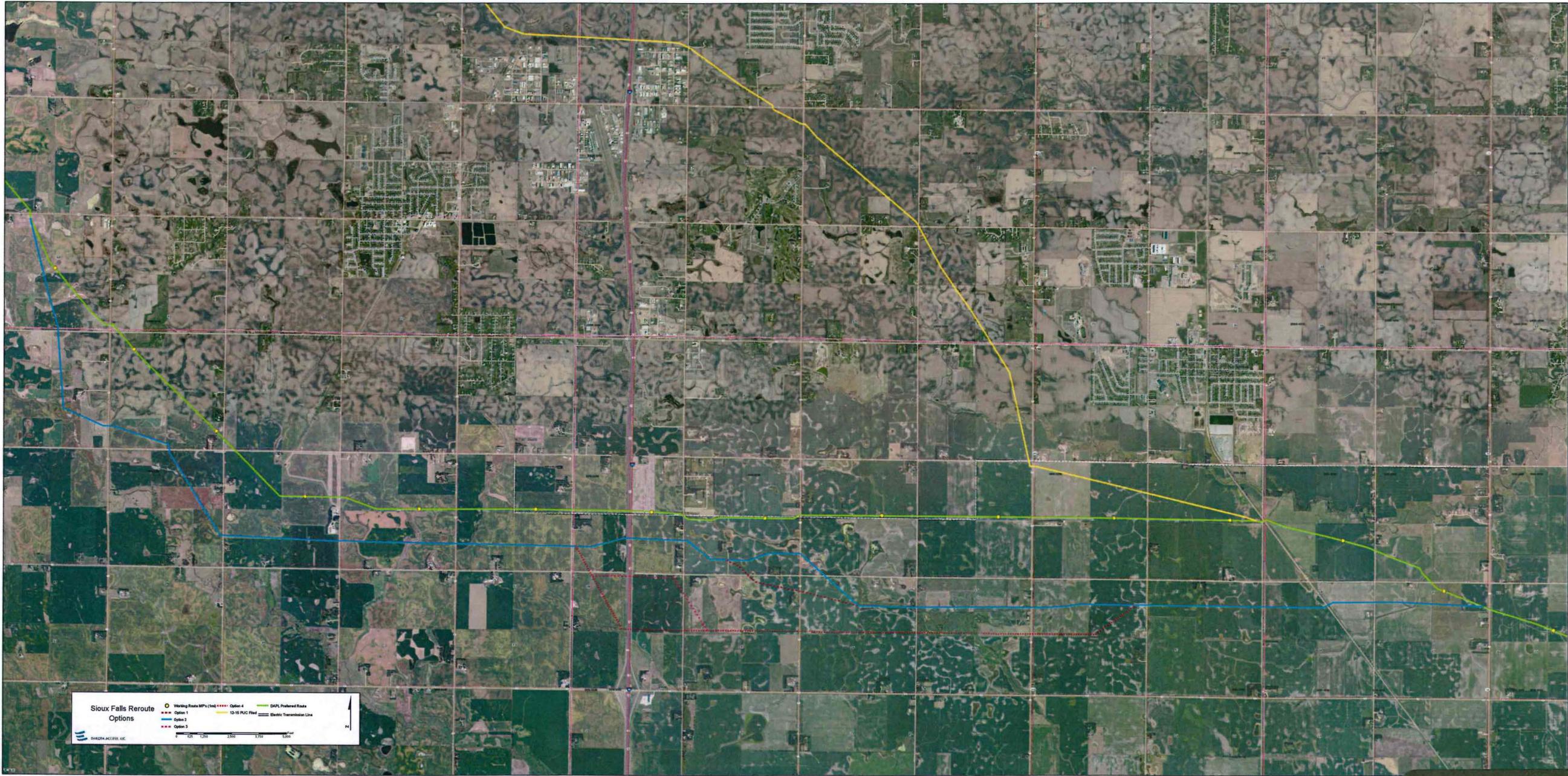
Enclosure

Cc/encl: Service List



**EXHIBIT**  
**A1**

002070



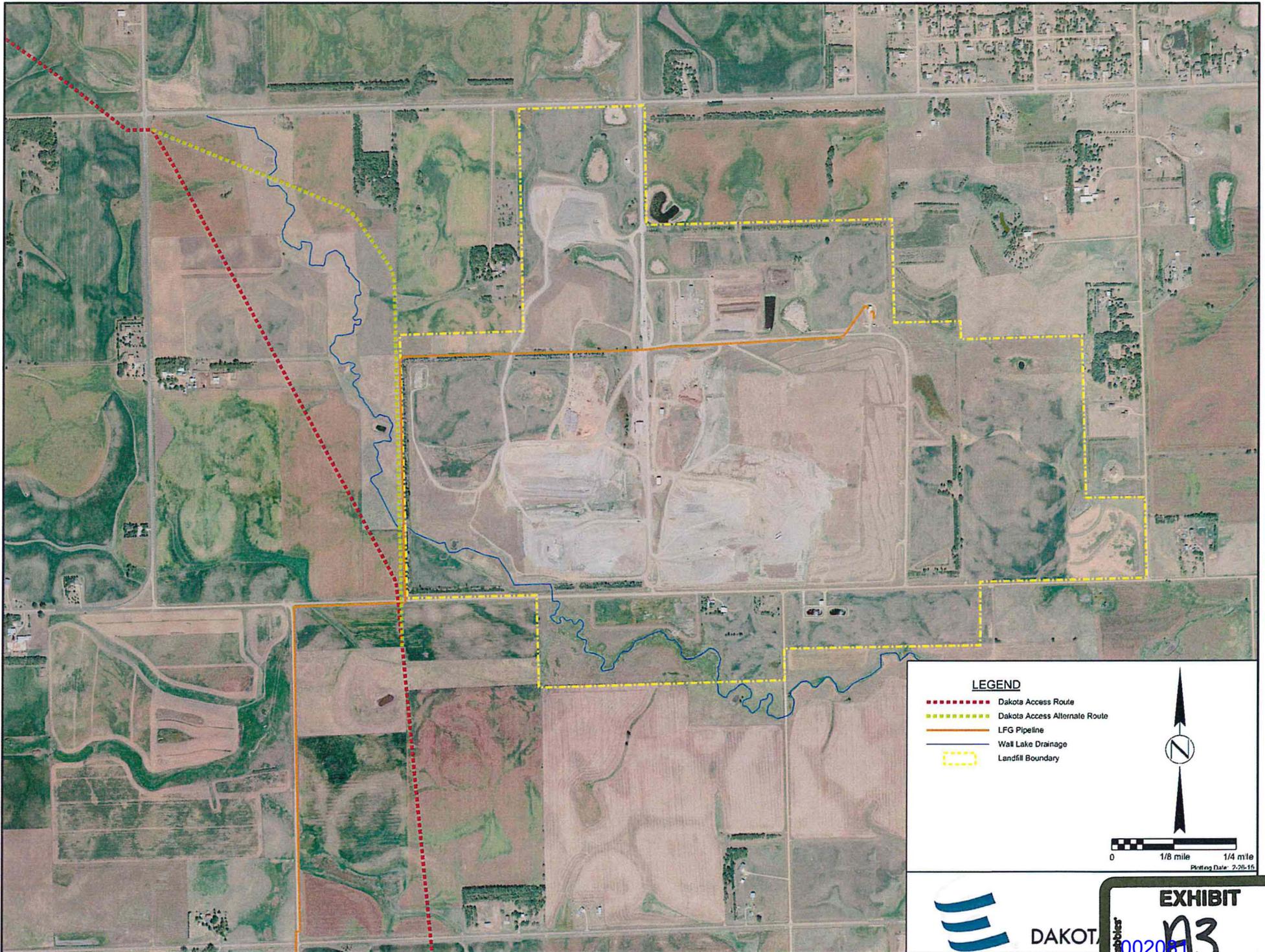
Sioux Falls Reroute Options

Working Route MP's (red dashed) Option 4 DAPL Preferred Route  
Option 1 12-16 PUC Filed Electric Transmission Line  
Option 2  
Option 3

0 500 1000 1500 2000

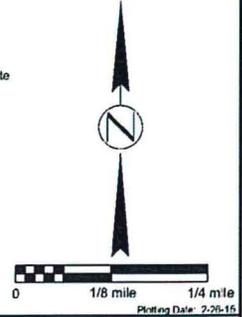
WINDRACERS, LLC

EXHIBIT  
A2  
002080



**LEGEND**

-  Dakota Access Route
-  Dakota Access Alternate Route
-  LFG Pipeline
-  Wall Lake Drainage
-  Landfill Boundary



DAKOTA

**EXHIBIT**  
**A3**  
002051

**Dakota Access Pipeline**  
**South Dakota Reroute Options at/near Sioux Falls**

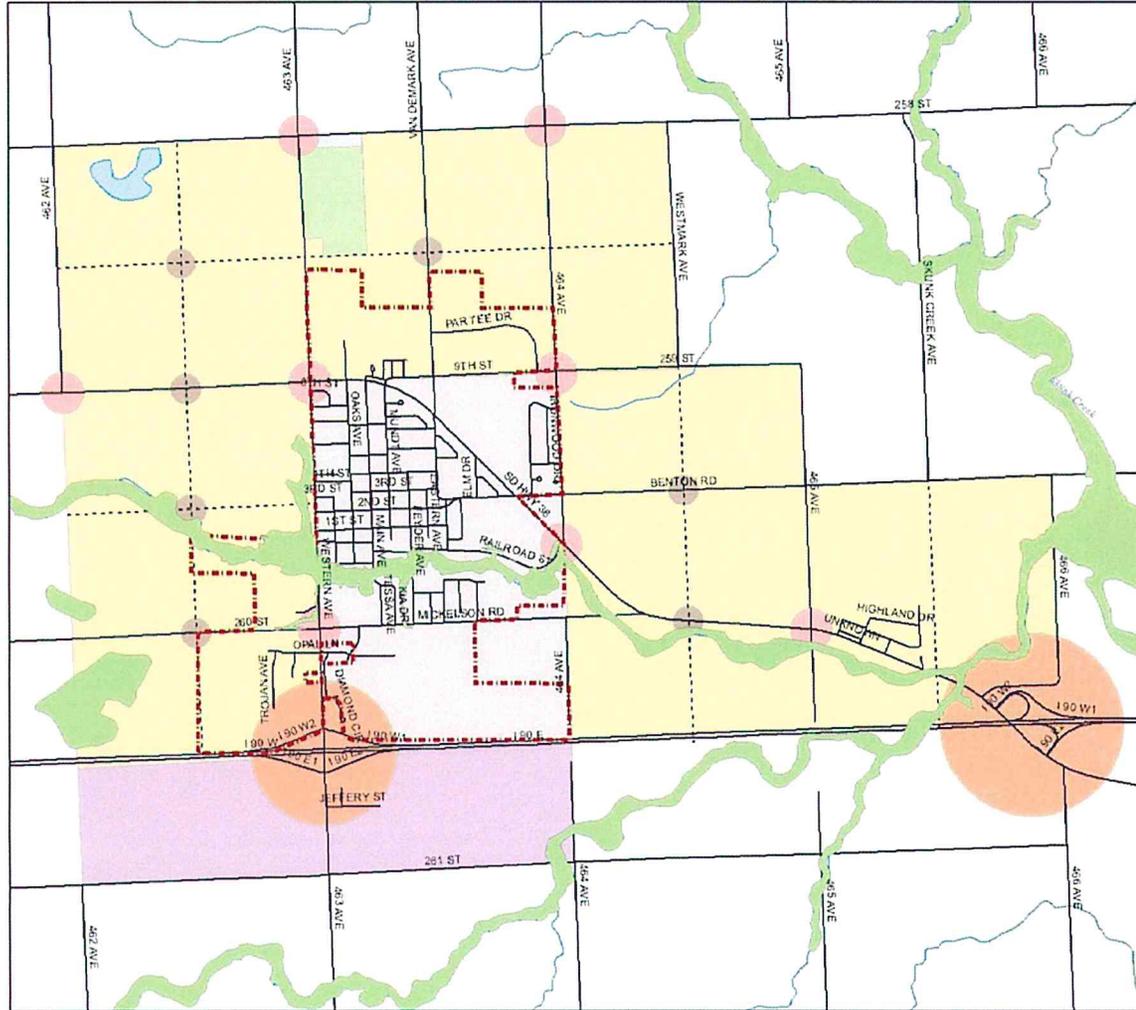
Alternative	Length of Reroute (mi)	Powerline Crossings	Pipeline Crossings	Existing Utilities Colocation Distance (mi)	NHD Lake/Pond Crossings	NHD Lake/Pond Total Distance Crossed (ft)	NHD Stream Crossings	NWI PEM Wetlands Crossed	PEM Wetland Total Crossing Distance (mi)	Cultural Resources	
										Site ID	NRHP Status
Option 1	14.64	6	3	0	0	0	11	17	0.42	None	N/A
Option 2	14.73	6	3	0	1	94	13	19	0.43	39LN2007 (Historic RR)	Eligible
										39LN2013 (Historic RR)	Eligible
Option 3	14.97	6	3	0	2	588	14	25	0.73	None	N/A
Option 4	14.95	6	3	0	1	506	13	21	0.58	None	N/A
Preferred Route	13.90	6	3	3.1	0	0	11	6	0.12	None	N/A
Landfill – Original Route	1.2	0	0	0	0	0	0	0	0	None	N/A
Landfill – Adjusted route	1.4	0	0	0.50	0	0	2	0	0	None	N/A



**Legend**

- Residential
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Light Industrial
- Heavy Industrial
- Parks and Open Space
- Current Land Use
- Roads
- Future Right of Way
- Creeks, Rivers & Lakes
- City Limits

0 750 1,500 3,000 4,500 Feet



Map 5  
**Future Land Use**  
City of Hartford

**SECOG**  
SOUTHERN ENVIRONMENTAL CONSTRUCTION ORGANIZATION

LINE ON LINES: The information has been secured from sources we believe to be reliable. However, we do not warrant the accuracy of the information portrayed here. The map user may require the need for an on-site investigation.

**BEFORE THE PUBLIC UTILITIES COMMISSION  
OF THE STATE OF SOUTH DAKOTA**

<b>IN THE MATTER OF THE</b>	)	
<b>APPLICATION OF DAKOTA ACCESS,</b>	)	<b>HP 14-002</b>
<b>LLC FOR AN ENERGY FACILITY</b>	)	
<b>PERMIT TO CONSTRUCT THE</b>	)	<b>CERTIFICATE OF SERVICE</b>
<b>DAKOTA ACCESS PIPELINE</b>	)	

On the 19 day of March, 2015, Kara C. Semmler of May, Adam, Gerdes & Thompson LLP, electronically served through the PUC filing system or mailed by US First Class Mail, a true and correct copy of the March 19, 2015, filing letter and following exhibits:

- Exhibit A, James River Reroute Options Table;
- Exhibit B, James River Reroute Vicinity Map;
- Exhibit C , James River Reroute General Site/Topographical Map;
- Exhibit D, James River Reroute Hydrology Surface Water Map;
- Exhibit E, James River Reroute SSURGO Soils Map; and
- Exhibit F, James River Reroute USGS Landcover/Land Use Field Data Map.

in the above captioned action to the following:

Ms. Patricia Van Gerpen, Executive Director  
South Dakota Public Utilities Commission  
500 E. Capitol Ave.  
Pierre, SD 57501  
[patty.vangerpen@state.sd.us](mailto:patty.vangerpen@state.sd.us)

Mr. Brian Rounds, Staff Analyst  
South Dakota Public Utilities Commission  
500 E. Capitol Ave.  
Pierre, SD 57501  
[brian.rounds@state.sd.us](mailto:brian.rounds@state.sd.us)

Ms. Kristen Edwards, Staff Attorney  
South Dakota Public Utilities Commission  
500 E. Capitol Ave.  
Pierre, SD 57501  
[Kristen.edwards@state.sd.us](mailto:Kristen.edwards@state.sd.us)

Mr. Darren Kearney, Staff Analyst  
South Dakota Public Utilities Commission  
500 E. Capitol Ave.  
Pierre, SD 57501  
[darren.kearney@state.sd.us](mailto:darren.kearney@state.sd.us)

Mr. Tom Siguaw  
Senior Project Director - Engineering  
Dakota Access, LLC  
1300 Main Street  
Houston, TX 77002  
[tom.siguaw@energytransfer.com](mailto:tom.siguaw@energytransfer.com)

Mr. Keegan Pieper  
Dakota Access, LLC  
1300 Main Street  
Houston, TX 77002  
[keegan.pieper@energytransfer.com](mailto:keegan.pieper@energytransfer.com)

Mr. Stephen Veatch  
Senior Director - Certificates  
Dakota Access, LLC  
1300 Main Street  
Houston, TX 77002  
[Stephen.veatch@energytransfer.com](mailto:Stephen.veatch@energytransfer.com)

Mr. Joey Mahmoud  
Senior Vice President - Engineering  
Dakota Access, LLC  
1300 Main Street  
Houston, TX 77002  
[Joey.mahmoud@energytransfer.com](mailto:Joey.mahmoud@energytransfer.com)

Mr. Jack Edwards  
Dakota Access, LLC  
4401 S. Technology Dr., South Suite  
Sioux Falls, SD 57106  
[Jack.edwards@energytransfer.com](mailto:Jack.edwards@energytransfer.com)

Ms. Jennifer Albrecht  
Kingsbury County Auditor  
PO Box 196  
DeSmet, SD 57231  
[Jennifer.albrecht@state.sd.us](mailto:Jennifer.albrecht@state.sd.us)

Ms. Susan Connor  
Miner County Auditor  
PO Box 86  
Howard, SD 57349  
[minerauditor@minercountysd.org](mailto:minerauditor@minercountysd.org)

Ms. Jennifer Guthmiller  
McPherson County Auditor  
PO Box 390  
Leola, SD 57456  
[mcphersonaud@valleytel.net](mailto:mcphersonaud@valleytel.net)

Mr. Keith Schurr  
Edmunds County Auditor  
PO Box 97  
Ipswich, SD 57451  
[Keith.schurr@state.sd.us](mailto:Keith.schurr@state.sd.us)

Ms. Kelly Toennies  
Faulk County Auditor  
PO Box 309  
Faulkton, SD 57438  
[Kelly.toennies@state.sd.us](mailto:Kelly.toennies@state.sd.us)

Ms. Theresa Hodges  
Spink County Auditor  
210 E. Seventh Ave.  
Redfield, SD 57469  
[spinkcoauditor@nrctv.com](mailto:spinkcoauditor@nrctv.com)

Ms. Jill Hanson  
Beadle County Auditor  
Suite #201  
450 Third St. SW  
Huron, SD 57350  
[auditor@beadlesd.org](mailto:auditor@beadlesd.org)

Ms. Roberta Janke  
Lake County Auditor  
200 E. Center St.  
Madison, SD 57042  
[lakeauditor@lakecountysd.com](mailto:lakeauditor@lakecountysd.com)

Ms. Geralyn Sherman  
McCook County Auditor  
PO Box 190  
Salem, SD 57058  
[Geralyn.sherman@state.sd.us](mailto:Geralyn.sherman@state.sd.us)

Mr. Bob Litz  
Minnehaha County Auditor  
415 N. Dakota Ave.  
Sioux Falls, SD 57104  
[blitz@minnehahacounty.org](mailto:blitz@minnehahacounty.org)

Ms. Sheila Hagemann  
Turner County Auditor  
PO Box 370  
Parker, SD 57053  
[turcoaud@iw.net](mailto:turcoaud@iw.net)

Ms. Marlene Sweeter  
Lincoln County Auditor  
104 N. Main St.  
Canton, SD 57013  
[auditor@lincolncountysd.org](mailto:auditor@lincolncountysd.org)

Ms. Lisa Schaeftbauer  
Campbell County Auditor  
PO Box 37  
Mound City, SD 57646  
[campbellcommission@yahoo.com](mailto:campbellcommission@yahoo.com)

Ms. Karla Engle  
Special Assistant Attorney General  
South Dakota Department of Transportation  
700 E. Broadway Ave.  
Pierre, SD 57501-2586  
[karla.engle@state.sd.us](mailto:karla.engle@state.sd.us)

Mr. Scott Pedersen  
Lake County  
200 E. Center St.  
Madison, SD 57042  
[lakegovt@lakecountysd.com](mailto:lakegovt@lakecountysd.com)

Ms. Cindy Heiberger  
Commission Chairman  
Minnehaha County  
415 N. Dakota Ave.  
Sioux Falls, SD 57104  
[cjepesen@minnehahacounty.org](mailto:cjepesen@minnehahacounty.org)

Mr. Chris S. Giles  
Lake County States Attorney  
200 E. Center St.  
Madison, SD 57042  
[Chris.Giles@lakecountysd.com](mailto:Chris.Giles@lakecountysd.com)

Mr. Steve Harper, General Manager  
WEB Water Development Association, Inc.  
PO Box 51  
Aberdeen, SD 57402  
[sharper@webwater.org](mailto:sharper@webwater.org)

Mr. Randy Kuehn  
17940 389th Ave.  
Redfield, SD 57469  
[rlkfarms@gmail.com](mailto:rlkfarms@gmail.com)

Mr. Jim Schmidt, Chairman  
Lincoln County Board of Commissioners  
104 N. Main, Ste. 110  
Canton, SD 57013-1703  
[Auditor@lincolncountysd.org](mailto:Auditor@lincolncountysd.org)

Mr. Michael F. Nadolski  
Lincoln County  
Ste. 200  
104 N. Main  
Canton, SD 57077  
[mnadolski@lincolncountysd.org](mailto:mnadolski@lincolncountysd.org)

Mr. Bret Merkle  
Merkle Law Firm  
PO Box 90708  
Sioux Falls, SD 57109-0708  
[bret@merklelaw.com](mailto:bret@merklelaw.com)

Mr. Kersten Kappmeyer  
Minnehaha County  
415 N. Dakota Ave.  
Sioux Falls, SD 57104  
[kkappmeyer@minnehahacounty.org](mailto:kkappmeyer@minnehahacounty.org)

Mr. Glenn J. Boomsma  
Breit Law Office, P.C.  
606 E. Tan Tara Circle  
Sioux Falls, SD 57108  
[glenn@breitlawpc.com](mailto:glenn@breitlawpc.com)

Ms. Peggy A. Hoogestraat  
27575 462nd Ave.  
Chancellor, SD 57015  
[gardengalpeggy@gmail.com](mailto:gardengalpeggy@gmail.com)

Ms. Joy A. Hohn  
46178 263rd St.  
Hartford, SD 57033  
[rjnchohn@gmail.com](mailto:rjnchohn@gmail.com)

Ms. Marilyn J. Murray  
1416 S. Larkspur Trl.  
Sioux Falls, SD 57106  
[murraymal@sio.midco.net](mailto:murraymal@sio.midco.net)

Ms. Teresa Sidel  
City Administrator  
City of Hartford  
125 N. Main Ave.  
Hartford, SD 57033  
[cityhall@hartfordsd.us](mailto:cityhall@hartfordsd.us)

Ms. Linda Glaeser, Manager  
Rocky Acres Land Investment, LLC  
27324 91st Ave. E.  
Graham, WA 98338  
[lglaeser@seattlecca.org](mailto:lglaeser@seattlecca.org)  
[lmglaeser@wwdb.org](mailto:lmglaeser@wwdb.org)

Ms. Linda Goulet  
27332 Atkins Pl.  
Tea, SD 57064  
[45Lgoulet@gmail.com](mailto:45Lgoulet@gmail.com)

Mr. Phillip Fett  
PO Box 572  
Lennox, SD 57039  
[vonfett529@gmail.com](mailto:vonfett529@gmail.com)

Mr. Dale E. Sorenson  
Dale E. Sorenson Life Estate  
45064 241st St.  
Madison, SD 57042  
[a77man@msn.com](mailto:a77man@msn.com)

Ms. Kimberly Craven  
Network (IEN)  
3560 Catalpa Way  
Boulder, CO 80304  
[kimecraven@gmail.com](mailto:kimecraven@gmail.com)

Ms. Sabrina King  
Dakota Rural Action  
518 Sixth Street, #6  
Rapid City, SD 57701  
[sabrina@dakotarural.org](mailto:sabrina@dakotarural.org)

Mr. Frank James  
Staff Director  
Dakota Rural Action  
PO Box 549  
Brookings, SD 57006  
[fejames@dakotarural.org](mailto:fejames@dakotarural.org)

Debra K., Duane H. & Dennis S. Sorenson  
24095 451st Ave.  
Madison, SD 57042  
[stubbyfarmer@yahoo.com](mailto:stubbyfarmer@yahoo.com)

Mr. Douglas Sorenson  
24095 451st Ave.  
Madison, SD 57042  
[plowboy@svtv.com](mailto:plowboy@svtv.com)

Mr. William Haugen  
Haugen Investments LP  
PO Box 545  
Hartford, SD 57033  
[wh401889@hotmail.com](mailto:wh401889@hotmail.com)

Ms. Shirley M. Oltmanns  
26576 466th Ave.  
Sioux Falls, SD 57106  
[ssoltm@gmail.com](mailto:ssoltm@gmail.com)

Mr. Bradley F. Williams  
1044 Overlook Rd.  
Mendota Heights, MN 55118  
[bwilliams@bestlaw.com](mailto:bwilliams@bestlaw.com)

Mr. Craig L. & Ms. Dotta-Jo A. Walker  
733 NE 15th St.  
Madison, SD 57042  
[court\\_walker@hotmail.com](mailto:court_walker@hotmail.com)

Mr. Kevin J. Schoffelman  
712 W. Fourth Ave.  
Lennox, SD 57039  
[klschoff@outlook.com](mailto:klschoff@outlook.com)

Ms. Diane Best  
City of Sioux Falls  
224 W. Ninth St.  
Sioux Falls, SD 57117-7402  
[dbest@siouxfalls.org](mailto:dbest@siouxfalls.org)

Mr. Charles J. Johnson  
45169 243rd St.  
Madison, SD 57042  
[c-bjohnson@svtv.com](mailto:c-bjohnson@svtv.com)

Mr. Lorin L. Brass  
46652 278th St.  
Lennox, SD 57039  
[brass@iw.net](mailto:brass@iw.net)

Mr. Tom Goldtooth  
Executive Director  
Indigenous Environmental Network  
[ien@igc.org](mailto:ien@igc.org)

Mr. Dallas Goldtooth  
Community Organizer  
Indigenous Environmental Network  
[goldtoothdallas@gmail.com](mailto:goldtoothdallas@gmail.com)

Ms. Janice E. Petterson  
6401 S. Lyncrest Ave., Apt. 307  
Sioux Falls, SD 57108  
[grmjarp@sio.midco.net](mailto:grmjarp@sio.midco.net)

Ms. Corliss F. Wiebers  
607 S. Elm St.  
PO Box 256  
Lennox, SD 57039  
[wiebersco@gmail.com](mailto:wiebersco@gmail.com)

Mr. Paul A Nelsen  
46248 W. Shore Pl.  
Hartford, SD 57033  
[paul@paulnelsenconstruction.com](mailto:paul@paulnelsenconstruction.com)

Mr. Paul F. Seamans  
27893 244th St.  
Draper, SD 57531  
[jacknife@goldenwest.net](mailto:jacknife@goldenwest.net)

Mr. John Wellnitz  
305 A St.  
Osceola, SD 57353  
[johnwellnitz@gmail.com](mailto:johnwellnitz@gmail.com)

Mr. Matthew L. Rappold  
Rappold Law Office  
PO Box 873  
Rapid City, SD 57709  
[Matt.rappold01@gmail.com](mailto:Matt.rappold01@gmail.com)

Ms. Paula Antoine  
RST-Sicangu Oyate Land Office  
PO Box 658  
Rosebud, SD 57570  
[wopila@gwtc.net](mailto:wopila@gwtc.net)

Mr. Royal Yellow Hawk  
RST- Sicangu Lakota Treaty Office  
PO Box 430  
Rosebud, SD 57570  
[yellowhawkroyal@yahoo.com](mailto:yellowhawkroyal@yahoo.com)

Ms. Thomasina Real Bird  
Attorney  
Fredericks Peebles & Morgan LLP  
1900 Plaza Dr.  
Louisville, CO 80027  
[trealbird@ndnlaw.com](mailto:trealbird@ndnlaw.com)

Ms. Mavis A. Parry  
3 Mission Mtn. Rd.  
Clancy, MT 59634  
[mavisparry@hotmail.com](mailto:mavisparry@hotmail.com)

Mr. Orrin E. Geide  
46134 263rd St.  
Hartford, SD 57033

Delores Andreessen Assid  
3009 South Holly  
Sioux Falls, SD 57105

Mr. John Stratmeyer  
46534 272nd St.  
Tea, SD 57064

  
KARA C. SEMMLER