



STATE OF MINNESOTA
Minnesota Department of Commerce



Public Meeting Comment Form

Name: Pat Braun
Address: 3058 Deegan Drive SE.
City: Buffalo State: MN ZIP: 55313

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the Environmental Assessment for the proposed Xcel Energy Inc., Mary Lake 115 kilovolt (kV) high voltage transmission line (HVTL). Your comments will be considered in determining the scope of the Environmental Assessment to be conducted by the Minnesota Department of Commerce.

Please turn this form in tonight or mail to the address provided (use additional sheets as necessary). You may also email comments to suzanne.steinbauer@state.mn.us with "E002/TL-07-1365" in the subject line. Comments must be received by March 26, 2008.

I fully support the proposed path as the powerline leaves Marylake substation, crosses Hwy 55 and progresses up the field line.

This route will preserve my treeline between my property and the adjacent field.

(will also send email)

Signature: Pat Braun Date: 3/11/08

Suzanne Steinhauer

From: Joanne & Pat Braun [jopatbraun@bwig.net]
Sent: Wednesday, March 12, 2008 9:06 PM
To: Suzanne.Steinhauer@state.mn.us
Subject: E002/TL-07-1365/support for proposal

Dear Suzanne:

The purpose of this email is to express my support of the proposed new 115V line, as it applies to the exit of the Mary Lake substation, crossing HWY 55 and entering the adjacent agricultural field, as was shown at a public hearing on 3/11/08 in Buffalo, Minnesota.

The reason for my support is it will preserve a very old and natural tree line that exists today between my property and the field adjacent to our property.

We strongly urge that this portion of the proposed line route be kept, as proposed and presented on 3/11/08.

Thank you for your consideration.

Patrick and Joanne Braun

3028 Deegan Drive SE
Buffalo, MN 55313
(763) 682-9040



STATE OF MINNESOTA Minnesota Department of Commerce



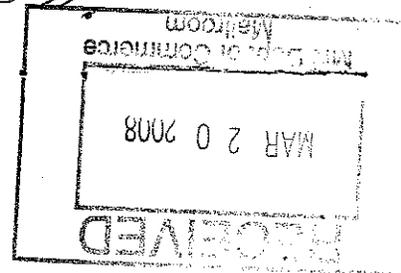
Public Meeting Comment Form

Name: Robert E. Ledin (Property Owner Buffalo Minn)
 Address: 871 Bluehill Pkwy ON Proposed Easement
 City: Buffalo Minn State: MN ZIP: 55306

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the Environmental Assessment for the proposed Xcel Energy Inc., Mary Lake 115 kilovolt (kV) high voltage transmission line (HVTL). Your comments will be considered in determining the scope of the Environmental Assessment to be conducted by the Minnesota Department of Commerce.

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The Best Route For The High Voltage Powerline is the Route Along Side The Railroad Tracks. The Only Reason Xcel Power is Not Using This Route is Because Of The Buffalo Airport, They Can Go Underground Where Their Poles Are In The Approach For The Airport. The Railroad Route will Not Have A Effect On As Many Properties as A Shorter Route. The Route That They Are Proposing is the Cheapest Route AND That is why they Selected it.



Signature: Robert E. Ledin Date: 3/12/2007



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Minnesota Department of Commerce



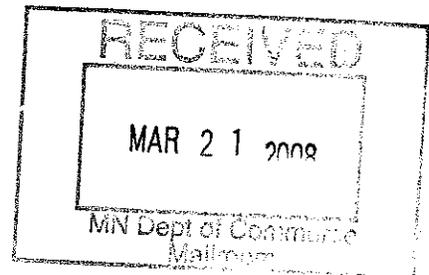
Public Meeting Comment Form

Name: Robin Anderson
Address: 2615 20th ST NE
City: Buffalo State: MN ZIP: 55313

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the Environmental Assessment for the proposed Xcel Energy Inc., Mary Lake 115 kilovolt (kV) high voltage transmission line (HVTL). Your comments will be considered in determining the scope of the Environmental Assessment to be conducted by the Minnesota Department of Commerce.

Please turn this form in tonight or mail to the address provided (use additional sheets as necessary). You may also email comments to suzanne.steinbauer@state.mn.us with "E002/TL-07-1365" in the subject line. Comments must be received by March 26, 2008.

See attached 6 pages



Signature: Robin Anderson Date: 3/20/08

Public Meeting Comment Form
Meeting Date: 3/11/2008
Subject: E002/TL-07-1365

March 20, 2008

First of all I would like to share general comments from this meeting and only meeting I attended. Then I will instill my research and input of this proposed line.

I was only aware of the 3/11/08 meeting when I noticed it in the Wright County Journal Press newspaper, which I felt was a sad way of making the 38 landowners "aware" and attend the meeting. One person commented he was not aware of the meeting except by a telephone call from a neighbor "1" hour prior to the start of it! Now when this meeting date was set, Xcel Energy/Minnesota Department of Commerce knew there were 38 landowners involved. No consideration was given them. A "personal invitation" should have been sent by mail to each one, as you had their names and addresses (per Appendix F of this Docket). Not all people receive the local newspaper, the Wright County Journal Press, and I feel that any announcement in a newspaper for any meeting on this issue is NOT a valid "notice of invitation". There are landowners who do not live in this community and are very concerned about their property. It would have been nice to receive a "personal invitation" for the 3 meetings held in 2007 to ALL landowners who MIGHT be impacted with this project. I think your lack of communication to each and every landowner prior to setting the "proposed route" is unexceptable.

The 115 kV line will initially operate at 69 kV, but all of us landowners have to look at it as operating at its maximum of 115,000 volts. Please do not "down play" this. You are building a 115 kV line and it will be operating at this soon.

This project is underway as the City of Buffalo needs it. The residents/businesses of the city will receive the "benefit", not the rural landowners where these lines are being proposed to run on. Overhead lines **DO** drop the value of property and make land **unappealing** to sell. Please do not tell us differently.

*Now as to my research and comments on the proposed route and alternative route:

I wonder if any of you have actually driven your personal vehicle on ALL the roads this proposed route is set up for? Did you see what lines are already up and what sides of the roads they run on already? Why wasn't a map showing the current existing lines given to the interested public at the first three meetings held in 2007 to educate the public for realistic comments/input and ask more important questions? I personally drove the roads & mapped the current lines so I could educate myself. I've attached a map showing where existing lines are (Example A).

From the comments made at the 3/11/08 meeting by a few landowners, I do feel there would be fewer landowners involved if the line ran parallel with the railroad tracks from the Mary Lake Substation west into Buffalo than there is now. There are lines that run parallel with the tracks going east from Mary Lake Substation plus lines from the corner of County Road 34 & Hwy 55 west to behind Buffalo Ford. So the comments about the townhomes so close to the railroad tracks & hilly land is not an issue as it was portrayed to us at the meeting!

One landowner, James Bonk, commented that he does have an implanted defibrillator. His house is very close to Dague Avenue and the line is proposed to run between his house and the road. Per Medtronic's website on high voltage transmission lines and implanted

pacemakers/defibrillators, it state's: "Avoid high intensity electromagnetic fields. Power lines carrying more than 100,000 volts are likely to interfere with your pacemaker. Transmission power lines can affect how pacemakers and defibrillators work." You do need to consider the landowners who have been on their property for years and have these type of health issues.

Our biggest concern and interest is the current lines up and the aesthetics of the area within 3 miles of our home, which is on the proposed route. Mainly from the Helen Mainquist property on Dague Ave NE, north to the corner of Dague Ave & County Road 35; then east to the corner of County Road 35 & County Road 134 (Caulder Ave NE). As you can see on my map (Example A), there are currently lines on the west side of Dague Ave NE from Helen Mainquist's property north to about County Road 34. This line now jumps to the southeast corner of Dague Ave NE & County Road 34, crosses north over County Road 34 to just north of the first house (Mary Aldrich property) where it jumps over Dague Ave NE to the west side again. Now it continues north on the west side of Dague Ave NE all the way to County Road 35 where it crosses over County Road 35 and heads west to Buffalo on the north side of County Road 35 and the north side of 8th street NE into Buffalo. A smaller line also jumps from the north side of County Road 35 by Eastland Estates development to the south side and just west of the James Sturges driveway and continues on the south side to the corner of County Road 35 & 134.

I feel that you want to be very much in tune to the "aesthetic" looks of these lines as well. The proposed route has the new line jumping back and forth (west side, east side) of Dague Ave NE from Helen Mainquist's property all the way north to Dague & County Road 35. We were told that when the line crosses a road, a steel/metal pole would be placed to avoid using guide wires with wooden poles. To have poles & lines on both sides of the road would not be aesthetically pleasing to the eye, would look crowded and more steel poles used would seem to be more expensive. The new lines should run with the current lines (using the underbuild logic) so that there would only be lines on one side of the road.

This holds true with the lines from the corner of Dague Ave NE & County Road 35 west to Buffalo. The new line should run with the **current line** along the **north side** of County Road 35. Most of this property is already "city owned", who will benefit from this project. The high school is located here & the building itself is about ¼ mile north of County Road 35. The building will NOT be expanded closer to the road. All playing fields are north & northwest of the building. Not near the current lines by the road. School children are never near the current lines and never have a need to be.

Our property is located on the south side of County Road 35 & Dague Ave NE west for ½ mile. This is currently agriculture land, but will be developed in the future. Lines on both sides of the road would make the road crowded – besides lowering the value and interest in selling the property. As I stated in my question at the 3/11/08 meeting, why not have the line run on the north side which is school/city property? I didn't get a detailed answer, only the comment of "we run on un-developed land first". This was before I knew there were current lines running on the north side of County Road 35 already! The Xcel Energy person should have known this & given a better/detailed answer including the current lines on the north side (which everyone on this project knows where all the current lines run, right?).

Example B (attached) is where we feel the proposed route would be best with less impact to less rural landowners. Please look at Example A where current lines are already up to compare!

Example C (attached) is the last option of choice, but the lines should be run on the same side of the roads with existing lines.

All lines should be erected to "underbuild" with existing lines as much as possible. The aesthetics of this is much more pleasing and less resistance with landowners as well.

Thank you for this opportunity.

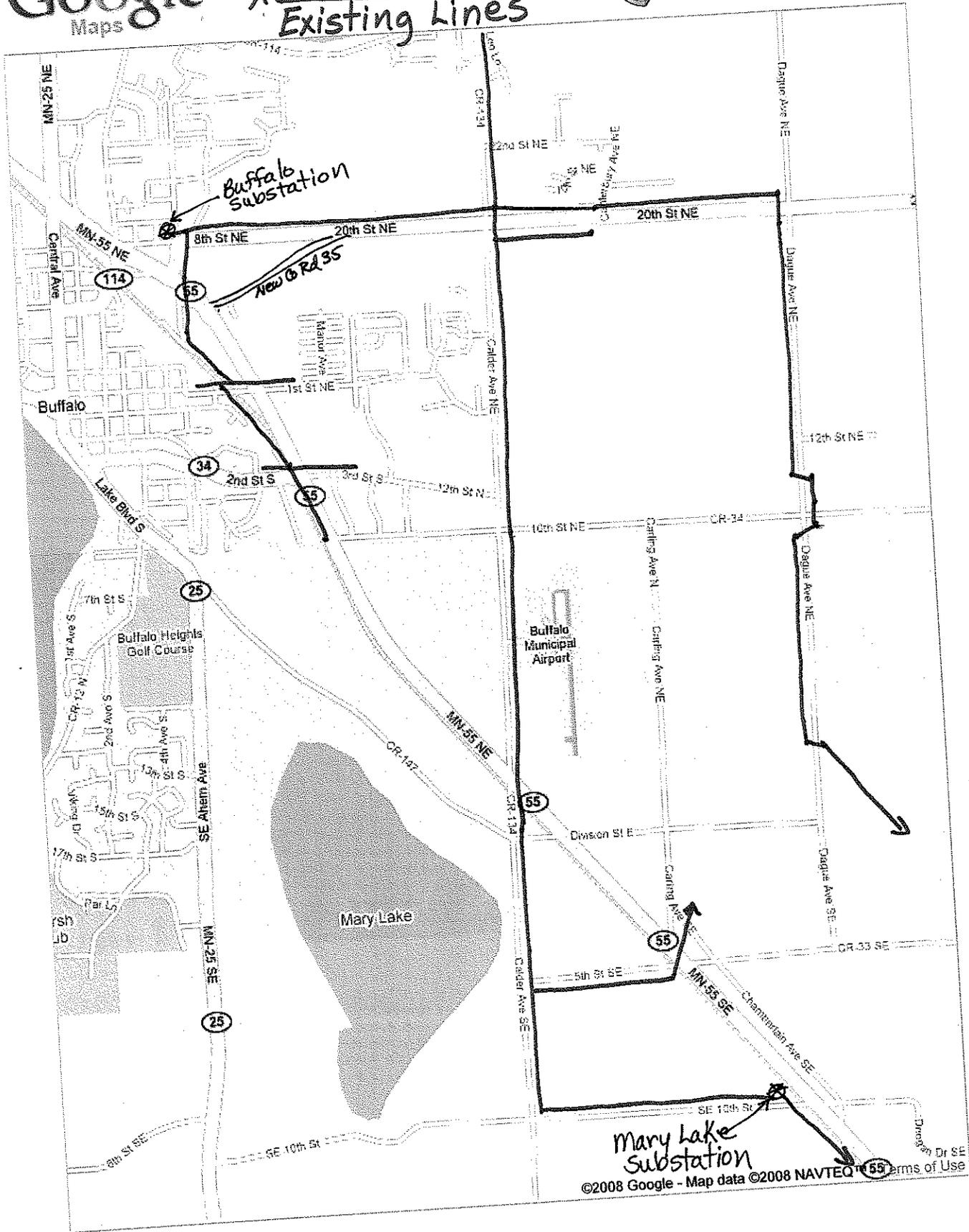
A handwritten signature in cursive script that reads "Robin Anderson". The signature is written in black ink and is positioned above the typed name and address.

David & Robin Anderson
Seth Klatt (brother of Robin Anderson)

* EXAMPLE A *

Existing Lines

Get Google Maps on your phone
Text the word "GMAPS" to 466453

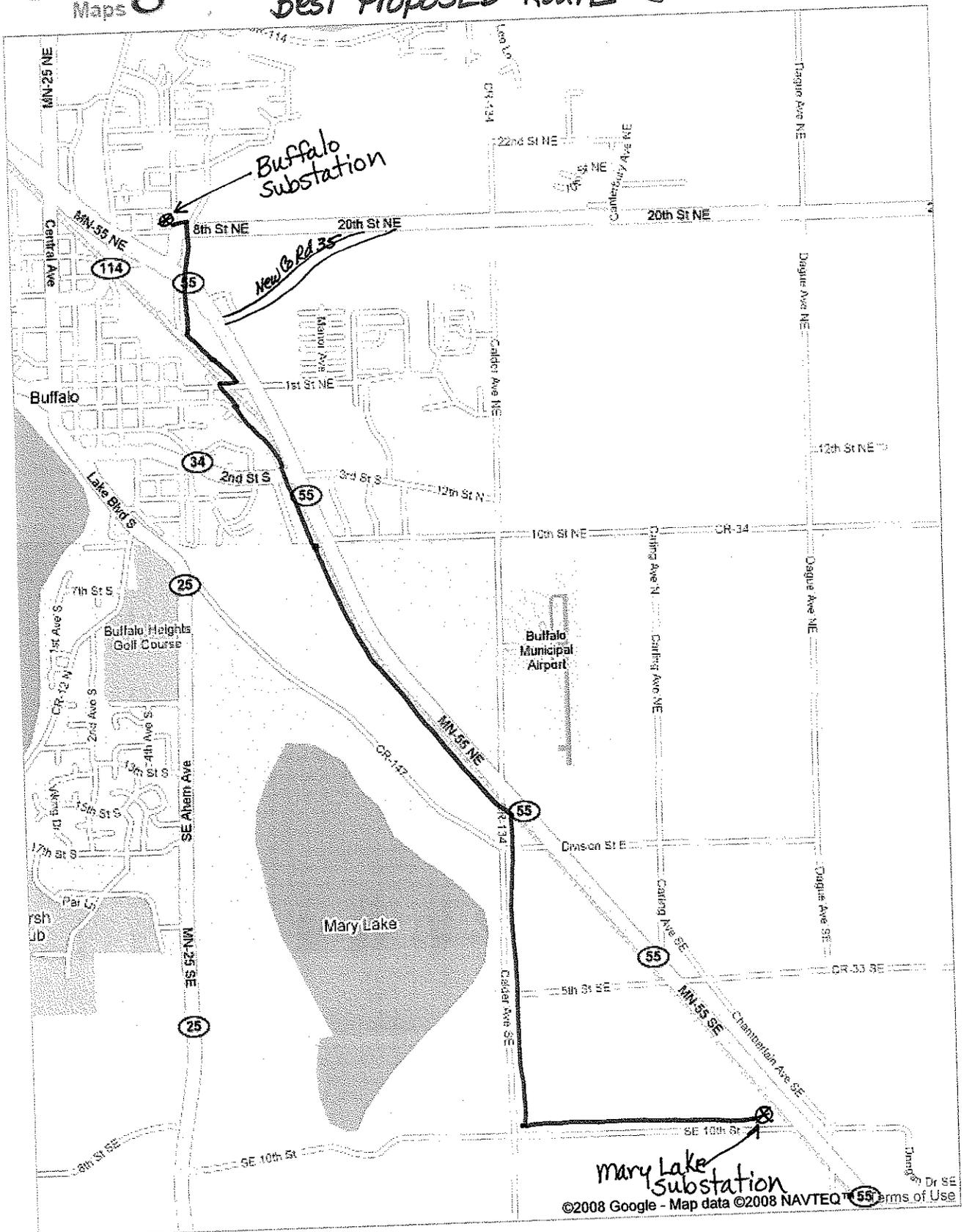


Mary Lake Substation
©2008 Google - Map data ©2008 NAVTEQ

E002/TL-07-1365

** EXAMPLE B **
Best Proposed ROUTE

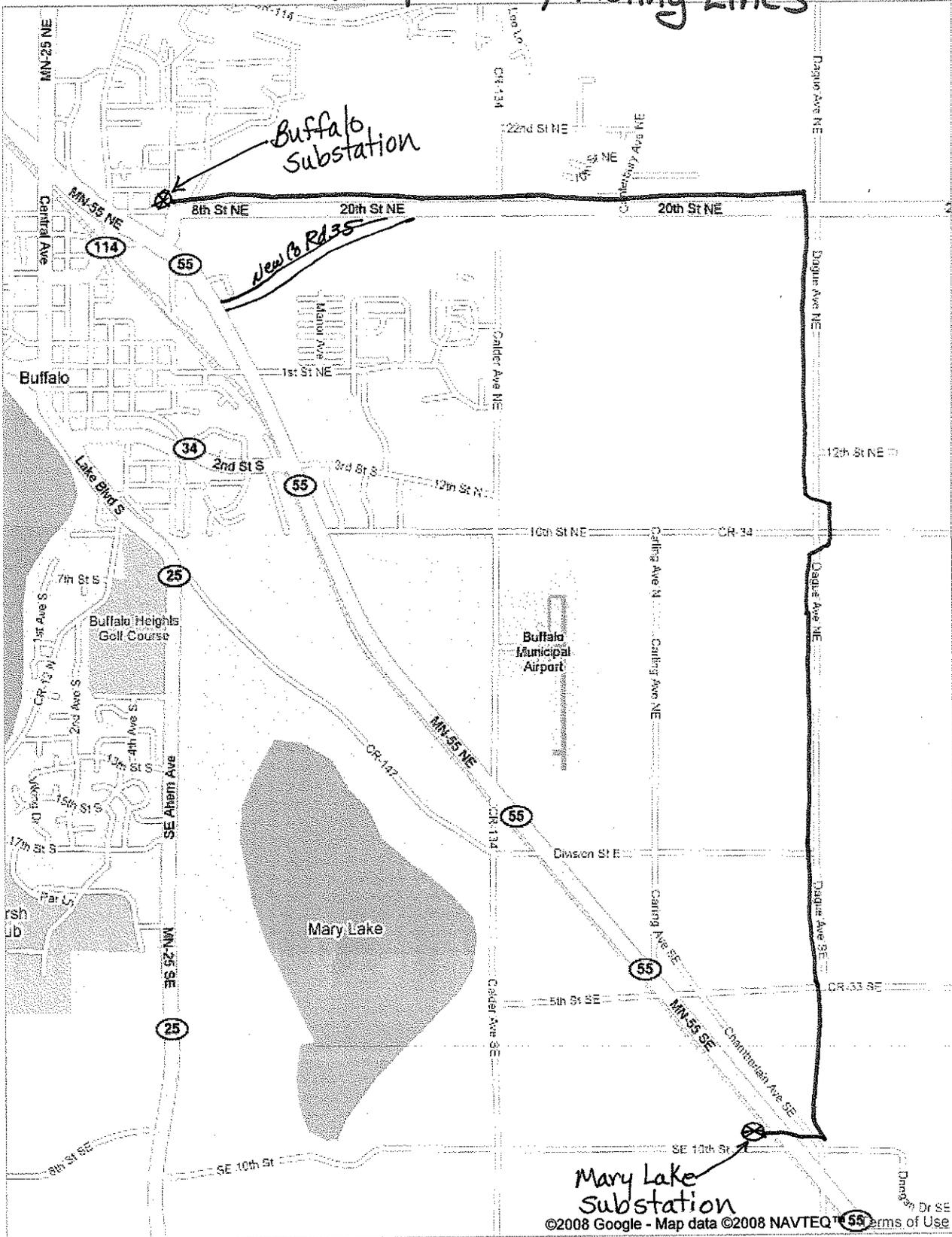
Get Google Maps on your phone
Text the word "GMAPS" to 466453



Mary Lake Substation
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E002/TL-07-1365

Last Option w/ existing Lines



E002/TL-07-1365



STATE OF MINNESOTA
Minnesota Department of Commerce



Public Meeting Comment Form

Name: John Vidmar + Cathy Vidmar
 Address: 262 Dague Ave S.E.
 City: Buffalo State: Ma. ZIP: 55313

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the Environmental Assessment for the proposed Xcel Energy Inc., Mary Lake 115 kilovolt (kV) high voltage transmission line (HVTL). Your comments will be considered in determining the scope of the Environmental Assessment to be conducted by the Minnesota Department of Commerce.

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TO SUZANNE STEINHAYER:

WE HAVE LOOKED AT AN ALTERNATIVE ROUTE ALONG THE SOUTH SIDE OF THE TRACKS WHICH WOULD RUN ON THE BACK SIDE OF THE LANDOWNERS LAND + NOT ALONG AS IS THE PROPOSED DAGUE AVE ROUTE ON THE FRONT OF OUR HOUSES. SOUTH ALONG THE TRACKS IS ALSO 3.5 MILES LONG INSTEAD OF 5 MILES ALONG DAGUE AVE ROUTE.

WHEN YOU GET INTO BUFFALO THERE ARE LINES ALREADY THERE TO UNDERBUILD. WHEN YOU GET TO 6TH AVE NE THE LINE WOULD GO TO THE NORTH TO BUFFALO SUBSTATION.

ALSO THE DICKINSON JCT. TRANSMISSION LINE RUNS ON THE SOUTH SIDE OF THE TRACKS. DOESN'T IT MAKE SENSE TO CONTINUE ALONG THE SHORTEST ROUTE THAT WOULD BE GOOD FOR ALL CONCERNED.

Signature: John Vidmar Date: 3/26/08
Cathy Vidmar

* 500 Attached MAP



8701 Monticello Lane
Maple Grove, MN 55369

March 26, 2008

Sharon Ferguson, Docket Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
Saint Paul, Minnesota 55101-2198

**RE: Comments on Scoping the Environmental Assessment for Mary
Lake 115 kV Transmission Line Tap Project
MPUC Docket No. E002/TL-07-1365**

Dear Ms. Ferguson:

At the Public Information Meeting on March 11, 2008, members of the public mentioned an interest in exploring a route that follows the railroad that parallels Trunk Highway ("TH") 55. Northern States Power Company, a Minnesota corporation ("Xcel Energy" or the "Company") is submitting these comments to provide further information about routing the line along that railroad segment and the Company's rationale for not selecting this route option for the Mary Lake Project.

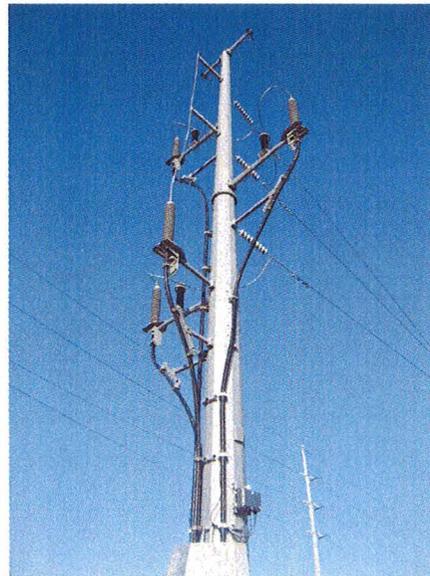
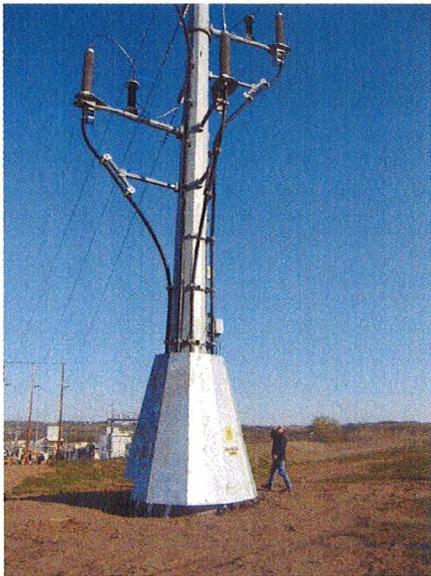
During Xcel Energy's route selection process it reviewed the possibility of routing the proposed transmission line along the railroad at issue and rejected this route option based on several considerations¹, which are summarized in more detail below:

- **Safety Concerns:** The suggested route segment along the railroad would come within close vicinity of the Buffalo Municipal Airport. As a result, Xcel Energy would need to maintain appropriate clearances within the approach zone of the Buffalo Municipal Airport. As demonstrated on the enclosed map, an overhead transmission line would need to be approximately 20 to 40 feet tall to meet Minnesota Department of Transportation ("MnDOT") and Federal Aviation Administration

¹ See Application at Section 4.2 (describing the Company's route selection process, including the rejection of the route segment along the railroad).

(“FAA”) zoning requirements and to accommodate future airport expansion plans. This would make the construction of an overhead 115 kV transmission line difficult and potentially impossible because Xcel Energy requires a minimum ground clearance of 25 feet for 115 kV transmission lines. Xcel Energy has found it prudent to use a minimum ground clearance that exceeds the 20 feet and 1 inch minimum ground clearance required by the National Electric Safety Code in order to account for, among other things, elevation differences below the various conductors, the differences in actual pole depths and conductor tensions, pole deflection, and winter conditions (including snow depth). Therefore, in order to cross the approach zone safely, the transmission line would need to be placed underground for approximately 1,500 feet.

- **Engineering Challenges:** Because the railroad route segment would require underground construction, the Company would need to use physically and visually significant transition structures at the points along the railroad segment where the line would transition from overhead to underground and then again from underground to overhead. Depending on cable size, two underground conductors may be required per phase, which would change the appearance of the transition structures. Below are pictures of such a transition structure:



Also, the additional cost associated with undergrounding the proposed transmission line as described above would be approximately \$1,700,000. This amount would equate to approximately 52 percent of the current estimated cost of the proposal for 1,500 feet of the line, which is less than 10 percent of the project length.

- **Construction and Maintenance Challenges:** The railroad route option presents several construction and maintenance challenges. As the corridor nears the City of Buffalo, the slope of the area around the railroad tracks and the proximity of homes and businesses would make it difficult to gain access to the transmission line site with construction or maintenance equipment. Additionally, if the structures are located on railroad property, the Company would be required to obtain written permission from the railroad each time the Company needed to access the property. Canadian Pacific Railroad, the owner of the railroad at issue here, specifically requires 8 to 10 weeks advance notice prior to any construction work being done and requires 30 to 45 day advance notice prior to any non-emergency maintenance work being done and may require special precautions, such as having a railroad flagman be present while the Company is on site. The scheduling of non-routine maintenance, which is already constrained by outage and load conditions on the electrical system, becomes more challenging when the Company has to also coordinate with a railroad and its notice requirements and sometimes can result in a delay in completing needed maintenance in a timely manner.

- **Environmental and Land Use Impacts:** There are three primary environmental impacts associated with the railroad route option. First, the railroad tracks lead directly into an urban center which makes it difficult to avoid human settlement. There are a greater number of residential structures along the railroad than the proposed route, and the flexibility of working with and accommodating affected landowners is limited by the lack of available land in the area. The table below compares the number of residences impacted by the proposed route and the railroad route option:

Evaluation Criteria	Route	
	Proposed Route	Railroad Alternative
Residences within 0-50 feet	3	1
Residences within 50-100 feet	7	17
Residences within 100-200 feet	31	42
Residences within 200-300	19	33

Second, if the corridor selected followed the west side of the railroad tracks, then the route would likely cross the “H” Eagle Roost Wright County Park Preserve northwest of the Mary Lake Substation. This is one of the only existing parks along the route segments considered for the Project.

Third, if the corridor selected followed the east side of the railroad tracks, then the proximity of the railroad route option to TH 55 would require significant coordination with the MnDOT to ensure that the poles are placed outside of the roadway clear zone. Where the railroad route option will parallel TH 55, the clear zone width is estimated to be between 40 to 93 feet from the traveled lane. A preliminary look at the right-of-way available along TH 55 indicated that in certain areas there would be limited available land for placement of structures between the highway and the railroad to maintain a safe distance for the traveling public and to remain outside of the railroad right-of-way.

Also, MnDOT has plans to widen the highway in the future.² If MnDOT's plans are realized, it is possible that the line would have to be relocated to accommodate the expansion. It is difficult to predict the costs associated with removing and relocating the transmission line. Ultimately, this would likely result in placement of structures on the west side of the railroad tracks on railroad right-of-way and would overlap with private land on the west side of the railroad tracks. As stated above, there are several construction challenges associated with placement of the transmission line in this area.

- **Easements:** The railroad route option would place a majority of the proposed transmission line in the railroad right-of-way and, therefore, make the line subject to potential relocation. Part of prudent transmission siting practice is the consideration of permanent legal rights for the land on which transmission facilities are located. A private property easement provides the certainty desired for the transmission facilities and reduces the long term risks of additional cost of relocation as well as avoids the difficulty of finding a future suitable location for those facilities in a potentially more congested land use.

When Xcel Energy reviewed the railroad route option and considered the various siting challenges that this option posed, Xcel Energy concluded that the railroad option was less suitable than the proposed route. The proposed route remains the best route for the Project. As stated in the Application, the proposed route (1) parallels existing road rights-of-way for approximately 4.5 miles (90 percent) of the route; (2) consolidates utility facilities for approximately 1.3 miles (26 percent) of the route; (3) avoids conflicts associated with the City of Buffalo Municipal Airport; (4) does not conflict with future land use plans south along CSAH 35; and (5) does not interfere with the TH 55 expansion plans.

² See Application at Appendix E.4 (letter from Bob Busch, MnDOT Transportation District Engineer, to Angela Piner of HDR, dated May 21, 2007); Application at Section 7.1.5 (referencing discussion of TH 55 expansion at the meeting that Xcel Energy held with MnDOT on August 21, 2007).

Xcel Energy appreciates the opportunity to comment on the railroad route option suggested at the March 11, 2008 Public Information Meeting and hopes that you find this information helpful. Please call me at (763) 493-1808 if you have any questions regarding this filing.

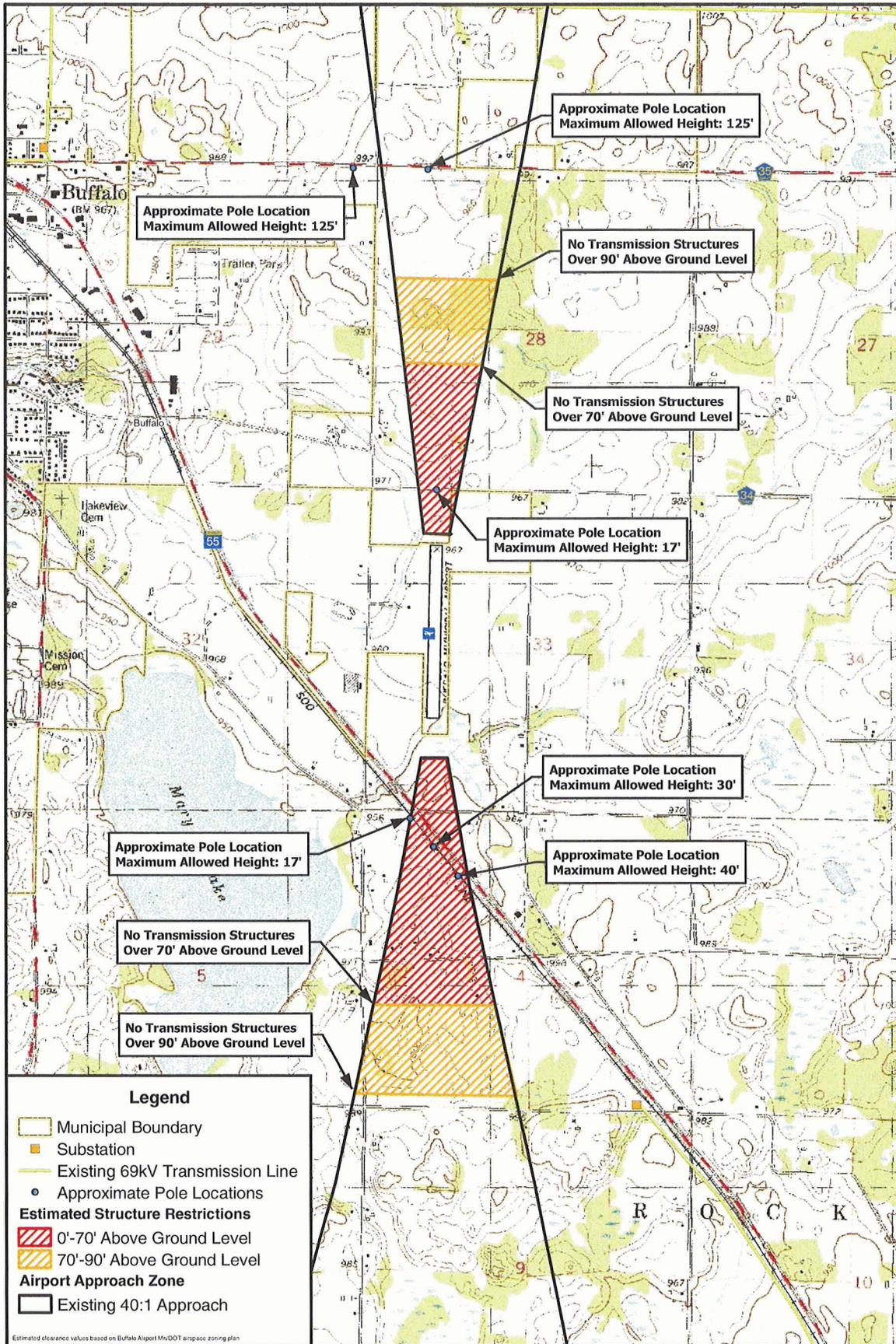
Sincerely,

/s/ Darrin Lahr

Darrin Lahr

Enclosure

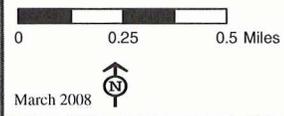
cc: Suzanne Steinhauer, DOC (w/encl.)



Legend

- Municipal Boundary
- Substation
- Existing 69kV Transmission Line
- Approximate Pole Locations
- Estimated Structure Restrictions**
- 0'-70' Above Ground Level
- 70'-90' Above Ground Level
- Airport Approach Zone**
- Existing 40:1 Approach

Estimated clearance values based on Buffalo Airport MxDOT airspace zoning plan



Mary Lake 115kV Transmission Line Tap Project
 Buffalo Municipal Airport
 40:1 Mn/DOT Clearance Study



Map Document: N:\GIS\Projects\2008\MaryLake\Buffalo\40:1.mxd
 7/25/2007 8:16:11 PM

STATE OF MINNESOTA) **AFFIDAVIT OF SERVICE VIA E-MAIL AND U.S. MAIL**
) ss. **MPUC Docket No. E002/TL-07-1365**
COUNTY OF HENNEPIN) **OAH Docket No. _____**

Diane Bailey-Andersen, deposes and states that on the 26th day of March 2008, she served Northern States Power Company's Letter including Comments on EA Scoping upon:

Sharon Ferguson Minnesota Department of Commerce 85 7th Place East, Suite 500 St Paul, MN 55101-2198	Suzanne Steinhauer Minnesota Department of Commerce 85 7th Place East, 500 St Paul, MN 55101-2198
---------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------

via E-mail and U.S. Mail.


Diane Bailey-Andersen

Subscribed and sworn to before me this
26th day of March 2008.


Notary Public

