David Birkholz

From: Dave Kahly [dkahly@multiband.us]
Sent: Friday, February 13, 2009 10:55 AM
To: David.Birkholz@state.mn.us
Subject: Comments on IP-6687/WS-08-1134; TL-08-988; and CN-08-951

In the Matter of the Noble Flat Hill Windpark I, LLC (Applicant) Applications for a Large Wind Energy Conversion System (LWECS) Site Permit, a 230 kV High Voltage Transmission Line (HVTL) Route Permit and a Certificate of Need (CN) for the Noble Flat Hill Windpark I Project (Project) in Clay County.

PUC Docket Numbers: IP-6687/WS-08-1134; TL-08-988; and CN-08-951

Dear Mr. Birkholz;

I am pleased to submit several comments on the transmission line for this project. I live at 1117 Parke Avenue South in Glyndon, MN 56547. I am an electrical engineer employed by Moorhead Public Service, a municipal utility.

First, the EMF data submitted is obviously incorrect in either Table 4.5.1 or Table 4.5.2 of Appendix B of the filing because they show the exact same data for two different types of transmission structures. Based on the graphs of the magnetic fields, I suspect that Table 4.5.2 is the wrong data.

Please give careful and due consideration to the line routes. I would agree with Noble that Option 1 route is more preferable over Option 2 as proposed. In fact, I would argue that Option 2 route is not properly analyzed as the best alternative to Route 1. It does not make sense to me to route the line into Glyndon and then near to the elementary school.

Route 2 should rather go west a mile and a 1/2 mile while still a mile north of U.S. Hwy 10 and then proceed straight south. This would put the line in the same corridor as an existing Minnkota Power 69kV line. The lines could be put onto one single pole, double circuited structure. This would minimize the impact of the line. It passes far fewer residents and homesteads and the phases of the lines can be arranged to further minimize EMF fields.

My additional comment is about FAA warning lights. With the great numbers of wind turbines being considered across the country, I would like the regulatory bodies to consider the necessity of warning lights on every tower in a wind farm. With the electronic advances in airplane's navigation equipment, I do not believe warning lights are warranted on every wind tower. I also expressly dislike the white strobe lights versus the red warning lights. I find the white strobe lights to be very distracting while driving. Perhaps there is a study on this subject that can be referred to for guidance in the decision making process on balancing safety and other factors.

Sincerely,

David C. Kahly, P.E.

1117 Parke Ave S.

Glyndon, MN 56547