

David Birkholz

From: Julie Blomberg [Julie@brettadmix.com]
Sent: Friday, May 01, 2009 4:38 PM
To: David.Birkholz@state.mn.us
Subject: capX2020 files Monticello-St. Cloud Route Permit Application

To Whom It May Concern:

In the matter of the Xcel Energy and Great River Energy Application to the Minnesota Public Utilities Commission for a Route Permit for the Monticello to St. Cloud 345 kV Transmission Line Project.

I am writing with heavy concerns on the placement of this power line by my house. I live in Hasty, MN one of the proposed lines is 100 ft across the road from my house we are having a real concern with this our house is a historical sight it was the old Hasty school house we have lived there 14 years. The one route that we are having a problem with is way to close to us the fact that it is across the street means we would not be compensated but surly reek the consequences.

I am begging you to seriously consider the route across the freeway or closest to it. That I believe would be the one that runs by the old RV place.

Thank you for you consideration.

Mike & Julie Blomberg

3760-150th St. NW

Clearwater, MN 55320

763-497-7351

Julie@brettadmix.com

David Birkholz

From: Julie Blomberg [Julie@brettadmix.com]
Sent: Tuesday, July 14, 2009 9:45 AM
To: David.Birkholz@state.mn.us
Subject: POWER LINE

In regards to the power line going through in Hasty, MN

We strongly object to the power line going on the railroad bed it will be way to close to a lot of houses 100 yards from our front door. This is also across the street and not on our land but we are surely affected. Who would buy our house?

The sand hill cranes come from the river and fly right over our house this power line would definitely be in there path.

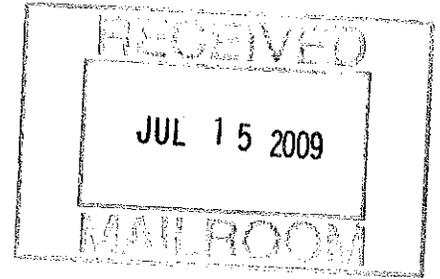
We would like to see it go over by the old RV building were there are no houses and you would not have to clear all of the beautiful trees that also block the freeway noise.

Please push for it to go over by that building closest to the freeway. Thank you!

Mike and Julie Blomberg

3760-150th St. NW

Clearwater, MN 55320



July 12,2009

EnergyFacility Permitting
85 7th Place East, Suite 500
St. Paul, Minn 55101-2198

Dear Mr. Birkholz,

This letter is in regards to the docket number "TL-09-246" project concerning the new power line.

Alternant route B is going directly through Woods Edge Addition which is located in the corner of county roads 41 and 45. This property is all plotted into 25 buildable residential lots. and adjacent to about 25 additional houses. I'm sure you have already heard from some those residents.

As per the buildable lots, they have been in a moritorium for 30 years. That moratorium is due to expire this August and we will be able to sell them and people will be able to build on them. Unfortunately the market is such we probable have to wait a bit before selling them plus the fact that if people are aware of the pending power line they would not buy any of those lots. However, my concern is that if you choose that route the market is depressed and we would not get a decent price from you if we were forced to sell. If the power line did go thro the prices on the lots would be seriously depressed.

We have waited 30 years and were not able to take advantage of the housing boom and now we are threatened by the possibility of a power line going through. I consider that double jeopardy.

It seems to me it would be better to jog the alternane route B to avoid all that housing.

I'm fully aware of the need for new energy infastructure but feel strongly that it need not go through a residential area when so much open land is available around it.

I appreciate your time in considering my letter and was disapointed we were unable to attend the meeting on July 2 as my husband has health problems which keep him pretty much house bound.

Thank you,

Sincerely,

A handwritten signature in cursive script that reads "Dorothy Brannon".

Rod and Dorothy Brannon

PUBLIC COMMENT FORM

**Monticello to St. Cloud 345 kV Transmission Line Project
PUC Docket No. E002, ET2/TL-09-246**

Name: HEIDI AND DONALD COX
Address: 15420 COUNTY ROAD 75 NW
City: CLEARWATER State: MIN ZIP: 55320

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the scoping document and environmental impact statement to be prepared for the proposed Monticello to St. Cloud 345 Kilovolt High Voltage Transmission Line Project.

Turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to David Birkholz, Project Manager at david.birkholz@state.mn.us with **TL-09-246** in the subject line. Faxed comments can be sent to 651.297.7891. **Comments must be received no later than 4:30 p.m., Friday, July 24, 2009.**

I Along with Neighbors have Bought Railroad Right of way in front of our homes. People should realize that the amount of work I and others have done in our front yards would be wiped out in a blink of an eye. It took me 20 years of planting trimming grooming ever thing just so to develop something to beautify the neighborhood. Consider I-94 along It looks like crap, and Crappie looking Power lines would fit Right in.

Signature: Donald Cox Date: 7-21-09

David Birkholz

From: Heidi Cox [heidianncox@yahoo.com]
Sent: Sunday, April 26, 2009 12:20 PM
To: David.Birkholz@state.mn.us
Subject: CapX2020

Hello

Our names are Heidi and Donald Cox and we live in what is part of the Preferred Route. My question for you is where is the documentation on the analysis of the Benton County Line as a viable alternative? We can not find any information in respect to the Benton County Line in the CapX2020 available documentation. Being that the Benton County Line is an existing route and would be a low impact, we don't understand why this wasn't considered as a route, much less the Preferred Route.

The Coxes

David Birkholz

From: Apache [apache@lmic.state.mn.us]
Sent: Saturday, June 20, 2009 12:26 AM
To: David.Birkholz@state.mn.us
Subject: 26545 Jade Road Sat Jun 20 00:26:09 2009 ET-2, E-002/TL-09-246

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name= Monticello to St. Cloud 345 kV Transmission Project

Docket number= ET-2, E-002/TL-09-246

User Name = R. Doug and Sue Fredrickson 26545 Jade Road

County =

City = MN

Email = H 320-363-4709 W 320-356-2331

Phone =

Impact: =

Mitigation = My wife and I own 46 acres of property at the inter-section of Hwy 23 & I-94 west of St Cloud. Your "prefered route travels 2000+ feet of our property and makes an alignment change as it turns to connect to the new Quarry Substation.

Our property has 70,000+ vehicles per day pass by with 23 and 94 combined. My wife and I would prefer you use an alternative route and miss our property. But we know our ability of influence that is cumbersome. Your first route choice will devalue our potential commercial value. Buying it could benefit all parties involved.

You could save millions of dollars if you placed the substation on our property and eliminated the costs associated with placing the substation out of the I-94 corridor.

Save the multiplier of \$1,000,000 per mile of a 345 T-Line leaving the I-94 corridor.

Save the cost of R/W across our property.

It may impact less area environmentally.

Give it some thought

Doug Fredrickson

Submission date = Sat Jun 20 00:26:09 2009

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

David Birkholz

From: Apache [apache@lmic.state.mn.us]
Sent: Sunday, July 05, 2009 8:24 PM
To: David.Birkholz@state.mn.us
Subject: Konz Sun Jul 5 20:24:10 2009 ET-2, E-002/TL-09-246

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Monticello to St. Cloud 345 kV Transmission Project

Docket number: ET-2, E-002/TL-09-246

User Name: Joyce Konz

County: Stearns County

City: St. Cloud

Email: jkjk29@msn.com

Phone: 320-202-0548

Impact: I live along I94 between Clearwater and St. Augusta. Judging by the looks of the map, it appears that it could possibly go through my home. I live in a small housing development of about 20 houses and I think it would cause less disruption to have it on the south side of 94 in this particular spot. There are only a couple homes on the south side in this area.

Mitigation:

Submission date: Sun Jul 5 20:24:10 2009

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

PUBLIC COMMENT FORM

Monticello to St. Cloud 345 kV Transmission Line Project PUC Docket No. E002, ET2/TL-09-246

Name: Jonaine Mader
Address: 15502 Parkwood Circle
City: Aven State: MA ZIP: 56310

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the scoping document and environmental impact statement to be prepared for the proposed Monticello to St. Cloud 345 Kilovolt High Voltage Transmission Line Project.

Turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to David Birkholz, Project Manager at david.birkholz@state.mn.us with **TL-09-246** in the subject line. Faxed comments can be sent to 651.297.7891. **Comments must be received no later than 4:30 p.m., Friday, July 24, 2009.**

I would like the power lines to follow on I-94. I do not appreciate the power poles going thru our farm land. It is much harder to rent the land out with the power poles going thru the fields. I do believe that ~~that~~ will lower the value property.

Signature: Jonaine Mader Date: 7-15-09

July 20, 2009

David Birkholz
Minnesota Department of Commerce
Office of Energy Security
85 7th Place, Suite 500
St Paul, MN 55101-2198

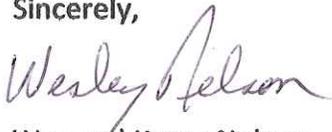
Dear Mr. Birkholz,

As a property and business owner in the affected area of the CAPX 2020 Monticello to St. Cloud 345 kV transmission project my wife and I would encourage you to approve the preferred route thru Lynden Township in the I-94 corridor.

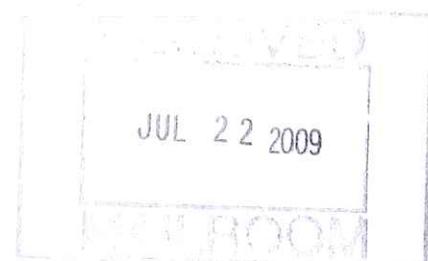
We are definitely against rerouting the line around the way side rest area by Clearwater as this would bring the line close to or thru our property and campground. This would adversely impact our business and livelihood. The alternative route would also impact several more homes and farm lands than the preferred route along I-94. It would also add unnecessary cost to the whole project.

Thank you for taking our concerns into consideration.

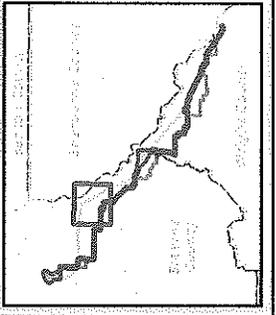
Sincerely,



Wes and Karen Nelson
2454 County Road 143
Clearwater, MN 55320



new route

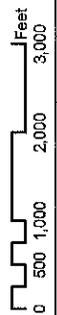


Legend

- Preferred Route
- Alternate Route A
- Alternate Route B
- Quarry Substation
- Siting Area Alternate 1
- Quarry Substation
- Siting Area Alternate 2
- Municipal Boundary
- Township
- Lake
- Stream
- Electric Substation

Transmission Lines (KV)

- 500
- 400
- 345
- 250
- 230
- 115
- 69



Monticello to St. Cloud 345 kV Transmission Line Project

Map For: Keith Klaverkamp

M-SIC_Klaverkamp_Keith_02

Location: Clearwater Date: 7/2/2009

Aerial Imagery Provided by GeoEye, Inc. © 2009

David Birkholz

From: Apache [apache@lmic.state.mn.us]
Sent: Tuesday, July 21, 2009 10:55 PM
To: David.Birkholz@state.mn.us
Subject: Nohava Tue Jul 21 22:54:31 2009 ET-2, E-002/TL-09-246

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Monticello to St. Cloud 345 kV Transmission Project

Docket number: ET-2, E-002/TL-09-246

User Name: Stephen Nohava

County: Wright County

City: Clearwater

Email: snohal@yahoo.com

Phone:

Impact:
Docket Number TL-09-246

The Dwight D. Eisenhower National System of Interstate and Defense Highway, also called the Interstate Highway System at the time of its construction was billed as the largest highway system in the world. It was designed with many functions and purposes. A by-product of this system is the many negative's it produces. Air pollution, noise pollution, sight pollution. It would seem only logical that the primary [preferred] route as proposed in the CapX2020 Monticello-St. Cloud route be the selected route for the project. Placing the route immediately adjacent to an already existing corridor should be the best option for the project.

I reside on the proposed Alternate route A & B in Clearwater Township and am OPPOSED to its selection.

It makes no sense to clutter the pristine countryside with transmission towers when a corridor already exists. Costs of construction and easement acquisition should be an important consideration on Xcel's part. Construction parallel to the existing freeway system is certainly cheaper than jogging transmission towers across the countryside.

Thank You

Stephen Nohava

Mitigation:

Submission date: Tue Jul 21 22:54:31 2009

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

PUBLIC COMMENT FORM

Monticello to St. Cloud 345 kV Transmission Line Project PUC Docket No. E002, ET2/TL-09-246

Name: Marvin + Karen Onnen
Address: 19309-180 Ave
City: Big Lake State: MN ZIP: 55309

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the scoping document and environmental impact statement to be prepared for the proposed Monticello to St. Cloud 345 Kilovolt High Voltage Transmission Line Project.

Turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to David Birkholz, Project Manager at david.birkholz@state.mn.us with **TL-09-246** in the subject line. Faxed comments can be sent to 651.297.7891. **Comments must be received no later than 4:30 p.m., Friday, July 24, 2009.**

Our property is in Silver Creek Township, and, of course, we really don't want a power line on that property. The railroad track would be a great alternative. There can't be that many things built on it - and perhaps you could go around those few areas.

An idea to solve the problem of the magnetic field issue that was brought up at the 7/2/09 Clearwater Twp meeting would be: make it a DC line with invertor/rectifier at key substations (i.e. Monticello, St Cloud, Alfordia, etc.)

Signature: Marvin Onnen Date: 7/4/2009
Karen Onnen

July 5, 2009

Re: Monticello to St. Cloud 345 KV Transmission Line Project
PUC Docket No. E002, ET2/TL-o9-246

David Birkholz, Project Manager
Minnesota Office of Energy Security
85 7th Place East, Suite 500
St. Paul, Mn. 55101, 2198

Dear Mr. Birkholz:

My comments regarding the CAP X2020 transmission line alternate A & B routes are as follows. First, this transmission line would go down the road, 160th St. NW, directly in front of my house.

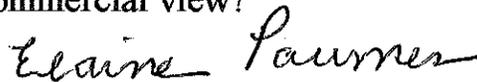
I understand the single steel poles would have a 6-8 foot cement foundation and would be 120-170 feet tall. There would be 1,000 feet between the poles, thus approximately 5 poles per mile.

In June 2009 the zoning and planning administrator from Wright County conducted a meeting at our township hall in regard to redoing zoning in Clearwater Twp. The County decided to leave our strict code in place and agreed Clearwater Twp. was a very scenic and rural area of the county. This was before the poles and a transmission line would desecrate the landscaping. This would definitely impact our environment not to mention the many water areas between Monticello and Hwy. 24 that would be involved.

I feel that our land and water areas would suffer.

The impact it would have on me is a pole would have to be erected on my property and I would have to view the lines directly out my windows. This would decrease the value of my house and 30 acres of property. My neighbor would lose many many trees thus affecting the birds and wildlife habitat. Keep this project out of our rural countryside.

I would vehemently prefer the line going down the I94 corridor. I understand that CAP X2020 has been given specific guidelines by MnDot for this requirement and they have all been met. Why then is this route not the no-brainer solution. This would save \$20 million dollars for the project. I understand that Fuller Rest Area property might be affected but why are you concerned about a rest area scenic view but it is OK to go over our private property to give us a commercial view?



Sincerely,
Elaine Paumen
7044 - 160th St NW
Clearwater, Mn. 55320

PUBLIC COMMENT FORM

Monticello to St. Cloud 345 kV Transmission Line Project PUC Docket No. E002, ET2/TL-09-246

Name: Elaine Paumen
Address: 7044 160th St NW
City: Clearwater State: Minn. ZIP: 55320

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the scoping document and environmental impact statement to be prepared for the proposed Monticello to St. Cloud 345 Kilovolt High Voltage Transmission Line Project.

Turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to David Birkholz, Project Manager at david.birkholz@state.mn.us with **TL-09-246** in the subject line. Faxed comments can be sent to 651.297.7891. **Comments must be received no later than 4:30 p.m., Friday, July 24, 2009.**

See attached letter!

Signature: Elaine Paumen Date: 7-5-2009

David Birkholz

From: jpgator@frontiernet.net
Sent: Monday, June 08, 2009 10:18 PM
To: David.Birkholz@state.mn.us
Subject: CAPX2020 Comments

To : Mr. David Birkholz
Project Manager

6-08-09

As a property owner in the Fish Lake/Fish Creek Basin in Clearwater, MN , I have been following the CAPX2020 project with great interest. The Preferred Route along I-94 through our basin will adversely impact 3 bodies of water: Fish Lake, Fish Creek and the Wild and Scenic Mississippi River. Our wetland and Wild and Scenic River areas have suffered more than their share of cumulative impacts from numerous roadway and railway intrusions over the past 160 years.

Cumulative impacts are not an exact science, but it is a no-brainer that they should be avoided whenever possible. Even the legislature was able to agree on this. There is a reasonable alternative route around our basin. The environmental laws of Minnesota and the will of its residents to protect our state's unique natural resources would seem to dictate that you take that route.

Thank you for your time.

Regards,
John A. Pazik
16415 Gowan Avenue NW
Clearwater, MN 55320

P.S. I might have missed it in the comparative impact analysis, but where did it address the aesthetic impact of the transmission lines and towers on the Wild and Scenic Mississippi River? Not to mention that the preferred route also crosses directly over a part of Fish Lake and Fish Creek.

CAPX2020 - The Wild and Scenic River Segment Between Clearwater and Monticello
Subject : TL-09-246

You take great pains to draw a distinction between the classifications of river segments in the Wild and Scenic River Act. However, "Scenic" and "Recreational" segments are afforded the same protection under the provisions of the Act. The recreational classification merely denotes what has occurred in that particular segment in the past and it is of no value in your scoping process. To refer to this segment as "the Recreational corridor" is to coin a new term that misleads the public and fails to convey that this is indeed a fully protected segment of the Wild and Scenic River.

You also state, "A small portion of the Preferred Route northwest of Monticello, is within the Recreation corridor". The location that you refer to is almost 9 miles from Monticello, but only a few thousand feet from Clearwater. This appears to purposefully mislead the public. If not, why not be more specific in terminology and location?

For example: " A small portion of the Preferred Route, southeast of Clearwater, is within the Wild and Scenic River boundary."

Scoping is supposed to be a full disclosure process. At the meetings, your representatives consistently denied that they had additional information as to where the route would lie within the 1,000 foot study boundary, specifically as it related to the Wild and Scenic River boundary discussed above. However, on page 7-27 dated 4-8-09, it states, "A small portion of the preferred Route, northwest of Monticello, is within the designated Recreation corridor. However, the ultimate location of the proposed 345KV line is intended to be outside the designated Recreational corridor." This statement implies that you have done additional studies in this area, but you are withholding the information from the public.

If you have undisclosed information, I request that you release it to the public and schedule a new scoping meeting, or at least reopen the comment period.

I also request that you study the route of the existing power line between the Benton County substation and Monticello as an alternative route. This route has great potential to minimize the environmental, social and economic impacts of an entirely new route.

The Preferred Route slices through the Fish Lake/Fish Creek basin, southeast of the City of Clearwater and it has the potential to cause great harm to an irreplaceable natural asset. This area is a unique coming together of four water features: The Wild and Scenic Mississippi River, Fish Lake, Fish Creek and the Mississippi River Backwaters. Although this segment of the Wild and Scenic Mississippi River is classified recreational in the Minnesota Rules, it still has the full protection of the legislation.

This area is home to nesting bald eagles and there is a heron rookery on the river. We all know that power lines are a constant threat to bird populations and this impact should be addressed fully in your scoping.

Besides some strained wordsmithing, your scoping process has numerous omissions and errors that tend to minimize the potential impacts on the residents and the environment of the Fish Lake/Fish Creek basin:

1. Your maps fail to identify a number of basin homes that are within the boundary of the Preferred Route.
2. Your zoning maps fail to identify a number of residential areas in the basin and you do not include residential/agricultural zoning, either.
3. There is no mention of the Clearwater Township public landing on Fish Lake, although it is entirely within the boundary of the Preferred Route.

CAPX2020 Scoping Comments.txt

4. Depending on the placement of the towers, they could rise as high as 250 feet above the wild and Scenic Mississippi River. The aesthetic impact of this scenario needs to be studied in depth. Also, as mentioned above, your statements on page 7-27 imply that tower locations within or around the basin have already been studied, but not shared with the public.

John A. Pazik
16415 Gowan Ave. NW
Clearwater, MN 55320
(320) 558-6336

PUBLIC COMMENT FORM

**Monticello to St. Cloud 345 kV Transmission Line Project
PUC Docket No. E002, ET2/TL-09-246**

Name: Rick Phipps
 Address: 13788 Co Rd 75 NW
 City: Monticello State: MN ZIP: 55362

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the scoping document and environmental impact statement to be prepared for the proposed Monticello to St. Cloud 345 Kilovolt High Voltage Transmission Line Project.

Turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to David Birkholz, Project Manager at david.birkholz@state.mn.us with **TL-09-246** in the subject line. Faxed comments can be sent to 651.297.7891. **Comments must be received no later than 4:30 p.m., Friday, July 24, 2009.**

①. The Benton County Transmission Line Corridor
 ↳ rigorously explored ↳ Reasonable Alternative
 Within document information of this project. these two terms were used.

A. I would like to recommend that the Benton County Transmission Line Corridor be considered AS AN Alternate route.

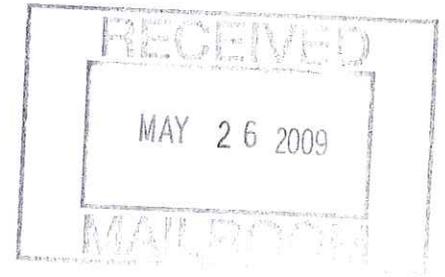
- There is already 230V lines existing on this Corridor with I believe 80 feet of easement making it possible to expand the easement to 150 feet to add the 345V line.

- There has not been any power outages on this line in over 50 years

Signature: Rick Phipps Date: 7/2/09

5/22/09

Mr. David Birkholz
Office of Energy Security
Energy Facility Permitting
85 7th Place East, Suite 500
St. Paul, MN 55101



RE: CapX2020

Dear Mr. Birkholz,

I am writing today to voice the concerns of the Locke Lake Property Owners Association on the proposed power lines on the St. Cloud-Monticello route. Our lake is located east of the intersection of I-94 and County Road 8 in Wright County. It also has a large area of frontage on the south border of the freeway.

Routing: The Association is very much opposed to the Preferred Route and Alternate A, as both will be extremely visible from most residences on the lake, not to mention the people using the lake for recreation. Residents already have to deal with the noise of freeway traffic and to add the unpleasant visual element of high voltage power lines will further degrade the beauty of the area and potentially impact property and resale values. We therefore are requesting you to choose Alternate B.

Currents: Again the Preferred Route and Alternate A will expose our residents and recreational lake users to the current and noise associated with these lines. We again request to choose Alternate B.

In the event that Alternate B is not chosen, we request that a natural living barrier be placed on the south side of the freeway for the entire length of the shoreline. We would recommend coniferous trees spaced as to create an opaque barrier from the power lines. They should have a mature height of no less than 30 feet.

Please keep us informed of progress that is being made on this project. You may use my home mailing and email address:

John Pippert
14570 Devitt Ave NW
Monticello, MN 55362
jpippert@tds.net
763 878 1657

Thank you for your consideration of these requests.

Sincerely,

John Pippert-President
Locke Lake Property Owners Association

PUBLIC COMMENT FORM

Monticello to St. Cloud 345 kV Transmission Line Project PUC Docket No. E002, ET2/TL-09-246

Name: Joe Poirier + Brenda Scherr
Address: 16251 Gowan Ave NW
City: Clearwater State: MN ZIP: 55320

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the scoping document and environmental impact statement to be prepared for the proposed Monticello to St. Cloud 345 Kilovolt High Voltage Transmission Line Project.

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We request that if the transmission lines are in the preferred route, that it go on the North side of I-94 and Hwy 75. The North side in this area has no houses along there. The South side of I-94 and Gowan Ave. is developed with multiple houses around a fishing lake with mature hardwood trees. We appreciate your consideration.

Signature: Joe Poirier + Brenda Scherr

Date: 7-19-09



Legend

- Preferred Route
- Alternate Route A
- Alternate Route B
- Quarry Substation
- Siting Area Alternate 1
- Quarry Substation
- Siting Area Alternate 2
- Municipal Boundary
- Township
- Lake
- Stream
- Electric Substation

Transmission Lines (kV)

- 500
- 400
- 345
- 250
- 230
- 115
- 69



Monticello to St. Cloud 345 kV Transmission Line Project

| |
|----------------------|
| Map For: Joe Poirier |
| M-SIC_Poirier_Joe_01 |
| Location: Clearwater |
| Date: 7/2/2009 |



This information is for environmental review purposes only.

PUBLIC COMMENT FORM

Monticello to St. Cloud 345 kV Transmission Line Project PUC Docket No. E002, ET2/TL-09-246

Name: SylVESTER Prom
Address: 24102 CTY RD 75
City: ST AUGUSTA State: MN ZIP: 5630

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the scoping document and environmental impact statement to be prepared for the proposed Monticello to St. Cloud 345 Kilovolt High Voltage Transmission Line Project.

Turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to David Birkholz, Project Manager at david.birkholz@state.mn.us with **TL-09-246** in the subject line. Faxed comments can be sent to 651.297.7891. **Comments must be received no later than 4:30 p.m., Friday, July 24, 2009.**

I Live on the West side of I-94,
I Planted several Evergreen tree's to
buffer the Highway Noise. If the
Power line goes on my side of I-94
~~is~~ is the state gang to replant
my trees? How much stray Voltage
will I have after the Line is up and
Working, Do I need to sell my Home?
What is the Value of my Property after
a Power Line is crossing my Land?

Signature: Sylvester Prom Date: 7-2-09

David Birkholz

From: Candy Samuelson [candy.samuelson.inw4@statefarm.com]
Sent: Wednesday, April 15, 2009 1:52 PM
To: David.Birkholz@state.mn.us
Subject: CapX2020

I would appreciate notifications of project CapX2020.

My home is on 160th St in Clearwater Township. It is one of the homes that is between Huber Ave and County Rd 7. The alternate routes that are in the plans for this project puts these power lines right in my front yard. Large power lines running through my front yard will seriously reduced the market value of my property. My home sits on 10 acres of land and is surrounded by hundreds more acres that can not be built on at this time. People do not want to buy a home in the country with a view of a power line.

Thank you for your attention to this matter.

Candy Samuelson

Office Manager

David K Nelson, Agent

Providing Insurance & Financial Services

952-546-4240

David Birkholz

From: rondeb_71@netzero.net
Sent: Friday, June 05, 2009 2:18 PM
To: David.Birkholz@state.mn.us; rose.thelen@co.wright.mn.us; tanksinc@frontiernet.net; KarenDurant@frontiernet.net; onemngineer@frontiernet.net
Subject: Route Permit St. Cloud to Monticello 345 kV Transmission Line comment submittal 1.

Route Permit St. Cloud to Monticello 345 kV Transmission Line comment submittal 1.

Dear Mr. Birkholz,

It is my understanding that, as a member of the public reviewing the Route Permit St. Cloud to Monticello 345 kV Transmission Line, I am to send you any comments I have in respect to the document.

Comment number 1-1.

I believe Appendix D D.2 MR 7849.5910 (E)7 Segment 79 is in "error".

Looking at Map 2 of Appendix D.1 it is my guess that segment 79 parallels the north east (NE) side of Interstate-94's (I94's) north-westerly traveled lanes, extending from Clearwater, MN. to some arbitrary point beyond Grover Avenue, 3 miles to the south east. Since segment 79 parallels the NE side, it therefore lies between the Mississippi river and I94. At a point, approximately 2-1/4 miles to the south east of Clearwater, MN., the Mississippi Wild and Scenic Riverway comes with a few hundred

yards of I94. This area, known as the Fish Creek Basin, is an environmentally sensitive area, including the Wild and Scenic Riverway, a large flood plain, the Fish Creek and Fish Lake, along with the recreational contributions of both the Mississippi River and Fish Lake. The Fish Creek Basin has been afflicted with a number of previous accumulative impacts that were imposed entirely across the Basin. These include the railroad berm, constructed in the late 1800's, US Highway 152, in the early 1950's, and Wright County

CSAH 75 and Interstate I94 in the 1970's. There were hundreds of thousands of yards of fill dirt dumped into the Basin to accomplish this.

I believe the All Considered Route Segments Analysis Table Monticello - St. Cloud

Appendix D D.2 MR 7849.5910 (E)7 is in "error". Since Segment 79 is on the Mississippi river side of I94 there should be a numeric value given to the Wild Scenic entry and MNDNR entry. I also believe the value for the USFWS is "low".

Comment number 1-2.

Once the "error" noted in comment 1-1 is corrected, the text in the permit document page 7-27 last paragraph last sentence needs also to be corrected.

"However, the ultimate location of the proposed 345 kV transmission line is intended to be outside the designated Recreation corridor." This statement is not a true statement in the case of the Preferred Route!

Comment number 1-3.

CAPX did not provide a demarcation index that contains an understandable table of the relative starting and ending boundaries of each segment.

At minimum an index should have been provided for those segments in the Preferred and Alternate A&B route category. As an example

for the Preferred Route, they could have used the I94 mileage markers.

Segment 79 boundaries are confusing. Segment 79 is labeled on map 2 of Appendix D.1, as the segment of the Preferred Route lying north east (NE) of I94's north westerly traveled lanes. However, it seemingly extends from near the Monticello, MN. substation on map 1 to the Quarry Substation Siting Area west of Waite Park, MN. on map 11. I could not discern no other segment notation other than 79 in the 500 foot route segment paralleling I94 as defined in the:

All Considered Route Segments Analysis Table Monticello - St. Cloud

Appendix D D.2

Assumptions / Data Sources

1. Route Segments are generally 1,000 feet wide (500 feet each side of the opportunity paralleled). For divided lane highways, 500 feet from the middle of the two lanes each direction traveled.

I believe it is the intent of NEPA that all environmental documents under review by the public be clear and understandable. I surely hope that will be the case for this projects EIS (NEPA-CEQ 40CFR 1502).

Comment number 1-4.

Whether it be intentional or not, including a smaller environmentally sensitive area, such as the Fish Creek Basin, in with larger industrial and agricultural areas, mathematically dilutes the value/sensitivities of the Wild and Scenic Riverway, USFWS and the MNDNR entries in the Analysis table.

Please acknowledge my comment submittal.

Thank you

Ron Schabel

16517 Gowan Ave N.W.
Clearwater, MN 55320

320=558-6195

RonDeb_71@netzero.com

David Birkholz

From: rondeb_71@netzero.net
Sent: Wednesday, June 10, 2009 10:57 PM
To: David.Birkholz@state.mn.us
Cc: rose.thelen@co.wright.mn.us; tanksinc@frontiernet.net; onemnengineer@frontiernet.net; KarenDurant@frontiernet.net; rjhipster@aol.com
Subject: Monticello to St. Cloud 345 kV Transmission Line Project Route Permit Comment Submittal #2

Monticello to St. Cloud 345 kV Transmission Line Project

Comment Submittal #2

Dear Mr. Birkholz,

After reading through the CapX 2020's Application to the Minnesota Public Utilities Commission for a Route Permit for the Monticello to St. Cloud 345 kV Transmission Line Project, I have concluded that all of the Public Informational meetings and Routing Group meetings were setting the stage for CapX to submit a Route Permit Request that incorporated only an analysis of a separate new transmission corridor, paralleling roadways.

Comment 2-1

There was no analysis or mention of the use of "existing transmission corridors", except for on page 2-5 of the Route Permit named above, "Minn. Stat. §216E.02, subd. 1. In furtherance of this objective, the PPSA and the Commission's implementing routing rules call upon the Commission to consider the utilization of existing railroad and highway, including interstate, rights-of-ways, as well as any existing transmission corridors in selecting transmission line routes. *People for Env't & Enlightenment & Responsibility (PEER), Inc. v. Minnesota Env't & Quality Council*, 266 N.W.2d 858 (Minn. 1978). This policy of non-proliferation creates a preference for placing new power lines near existing infrastructure as a way to minimize the proliferation of new corridors. See *PEER*, 266 N.W.2d at 868 (holding that routing authority must "choose a pre-existing route unless there are extremely strong reasons not to do so")"

Comment 2-2

Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations (March 23, 1981)

SUMMARY: The Council on Environmental Quality, as part of its oversight of implementation of the National Environmental Policy Act, held meetings in the ten Federal regions with Federal, State, and local officials to discuss administration of the implementing regulations. The forty most asked questions were compiled in a memorandum to agencies for the information of relevant officials. In order efficiently to respond to public inquiries this memorandum is reprinted in this issue of the Federal Register (*46 Fed. Reg. 18026*).

1a. Range of Alternatives. What is meant by "range of alternatives" as referred to in Sec. 1505.1(e)?

A. The phrase "range of alternatives" refers to the alternatives discussed in environmental documents. It includes all reasonable alternatives, which must be rigorously explored and objectively evaluated, as well as those other alternatives, which are eliminated from detailed study with a brief discussion of the reasons for eliminating them. Section 1502.14. A decision maker must not consider alternatives beyond the range of alternatives discussed in the relevant environmental documents. Moreover, a decision

maker must, in fact, consider all the alternatives discussed in an EIS. Section 1505.1(e).

□ @

Comment 2-3

2a. Alternatives Outside the Capability of Applicant or Jurisdiction of Agency. If an EIS is prepared in connection with an application for a permit or other federal approval, must the EIS rigorously analyze and discuss alternatives that are outside the capability of the applicant or can it be limited to reasonable alternatives that can be carried out by the applicant?

A. Section 1502.14 requires the EIS to examine all reasonable alternatives to the proposal. In determining the scope of alternatives to be considered, the emphasis is on what is "reasonable" rather than on whether the proponent or applicant likes or is itself capable of carrying out a particular alternative. Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant.

Comment 2-4

5b. Is the analysis of the "proposed action" in an EIS to be treated differently from the analysis of alternatives?

A. The degree of analysis devoted to each alternative in the EIS is to be substantially similar to that devoted to the "proposed action." Section 1502.14 is titled "Alternatives including the proposed action" to reflect such comparable treatment. Section 1502.14(b) specifically requires "substantial treatment" in the EIS of each alternative including the proposed action. This regulation does not dictate an amount of information to be provided, but rather, prescribes a level of treatment, which may in turn require varying amounts of information, to enable a reviewer to evaluate and compare alternatives.

Comment 2-5

I believe that it is in the Publics interest that there be an analysis done on the "existing" Benton County Transmission Line Corridor. This transmission corridor extends from the Monticello substation to northeast of St. Cloud, MN., to the Benton County substation.

Comment 2-6

Please enlighten me on what procedures or what avenue(s) the Public must follow in order that the Commission will accept the "existing" Benton County Transmission Line Corridor as a "reasonable alternative" to be included in the "range of alternatives".

□ @

Please acknowledge my comment submittal.

Thank you

Ron Schabel

16517 Gowan Ave N.W.
Clearwater, MN 55320

320=558-6195

8/10/2009

PUBLIC COMMENT FORM

Monticello to St. Cloud 345 kV Transmission Line Project PUC Docket No. E002, ET2/TL-09-246

Name: LARRY SCHROEDER
Address: 20447 728TH AVE.
City: DASSEL ~~MN.~~ ~~PA.~~ State: MN. ZIP: 55325

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the scoping document and environmental impact statement to be prepared for the proposed Monticello to St. Cloud 345 Kilovolt High Voltage Transmission Line Project.

Turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to David Birkholz, Project Manager at david.birkholz@state.mn.us with **TL-09-246** in the subject line. Faxed comments can be sent to 651.297.7891. **Comments must be received no later than 4:30 p.m., Friday, July 24, 2009.**

ABOUT THE POWER LINE

THERE ARE A LOT OF CONCERNS ABOUT STRAY VOLTAGE I HAVE HEARD OF MANY TIMES, FROM OTHER PEOPLE WHICH CAN CAUSE PROBLEMS TO PEOPLE + ANIMALS + CROPS

MY BROTHER WOULD BE CLOSE TO THE LINE, HE'S HAVING HEART PROBLEMS, I WOULD NOT WANT THIS TO CONTRIBUTE

BEFORE INTO THE FUTURE WE NEED TO FIND SAFE WAYS, BEFORE THE LINES ARE RUN, THERE HAS TO BE THROUGH STUDYS DONE FIRST, ON THE SAFTY, BEFORE ANYTHING ELSE IS DONE.

Signature: Larry Schroeder Date: 7/23/09

David Birkholz

From: Paul Schwinghammer [paul@redbarnridge.com]
Sent: Thursday, April 09, 2009 2:22 PM
To: David.Birkholz@state.mn.us
Subject: 345 kv st. cloud

David,

Regarding the 345 KV power line through St. Cloud / St. Augusta.

I would encourage the state to promote following the primary route along I 94 for this high voltage power line. If the line follows option A or B the impact on our family development project will be server. The overall loses would be in the range of 2.5 to 3 million dollars for our family. We created 20 home building sites, 10 acres each, for equine enthusiasts. Option A & B call for the power line to run directly through the middle of the sites. I would be happy to talk about this with you.

Thanks for taking the time to address my concerns.

Paul Schwinghammer
3135 co rd 136
St. Cloud, MN 56301
320.420.4937

Re: CapX2020 Fargo-St. Cloud-Monticello 345-kV project

Power line alternate options (At the point in which County road 136 turns from a north/south route to an east/ west route in St. Augusta) - see attached map)

The "Primary Route" (along I-94) is the preferred route by the vast majority of the citizens of the area. From an environmental impact stand point the "Alternate Routes" have a number of issues that are of great concern to me and I suggest that the alternate options be amended. Listed below are some of those concerns and other possible options. The local community and I are very willing to work within the power line process to help construct this much needed resource.

1. Neenah Creek, a MN state designated trout stream, will be crossed three times in less than a mile due to the small jog in the "Alternate Routes". This is due to the small jog and the two 90 degree turns in the routes. In addition to the trout stream this route would also cross over oak savanna forests, a housing development, historic areas and would pass near Mr. Joe Kenning's home and farm yard twice.

- While it is commendable that the power company is trying to utilize an existing right-of-way, we the citizens of the area would prefer altering the proposed "Alternate Routes" and would be willing to help establish the less intrusive route's right-of-way. The proposed "Alternate Routes" could easily be changed by eliminating the small jog in the route and the two 90 degree turns. The power line would then continue straight west thus following County road 136 at the point in which it turns westward.

2. The proposed "Alternate Routes" will go past Mr. Kenning's house two times. Mr. Kenning is best known as the "Father" of the stray voltage awareness movement. The proposed "Alternate Routes" could be seen as a direct attack on Mr. Kenning for his years of law suits he brought against Northern States Power (NSP) Company. Mr. Kenning argued the impact of stray voltage on his farm animals and his family's health due to a NSP power transmission line over his property. Mr. Kenning had fought with NSP for years before NSP finally agreed to move the power transmission line. When I read the intended "Alternate Routes" my first thought was "are they trying to give Mr. Kenning a heart attack." Given the intensity of the previous on-going court battles, I could easily see a court agreeing with Mr. Kennings heirs should his health fail.

- The proposed alternate routes could easily be changed by eliminating the small jog in the route and the two 90 degree turns. The power line would then continue straight west thus following County Road 136 at the point in which County Road 136 turns westward.. The power lines would still go along Mr. Kenning's property but it would be a significant distance from his home and farm animals. The power line would also go along the edge of our family property instead of thru the middle. This change to the proposed alternate route would eliminate construction cost and environmental impact on the trout stream, oak forest, and people

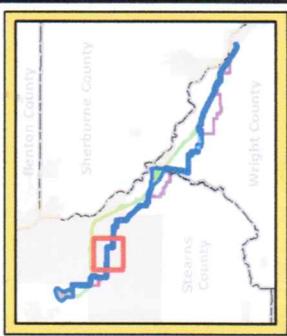
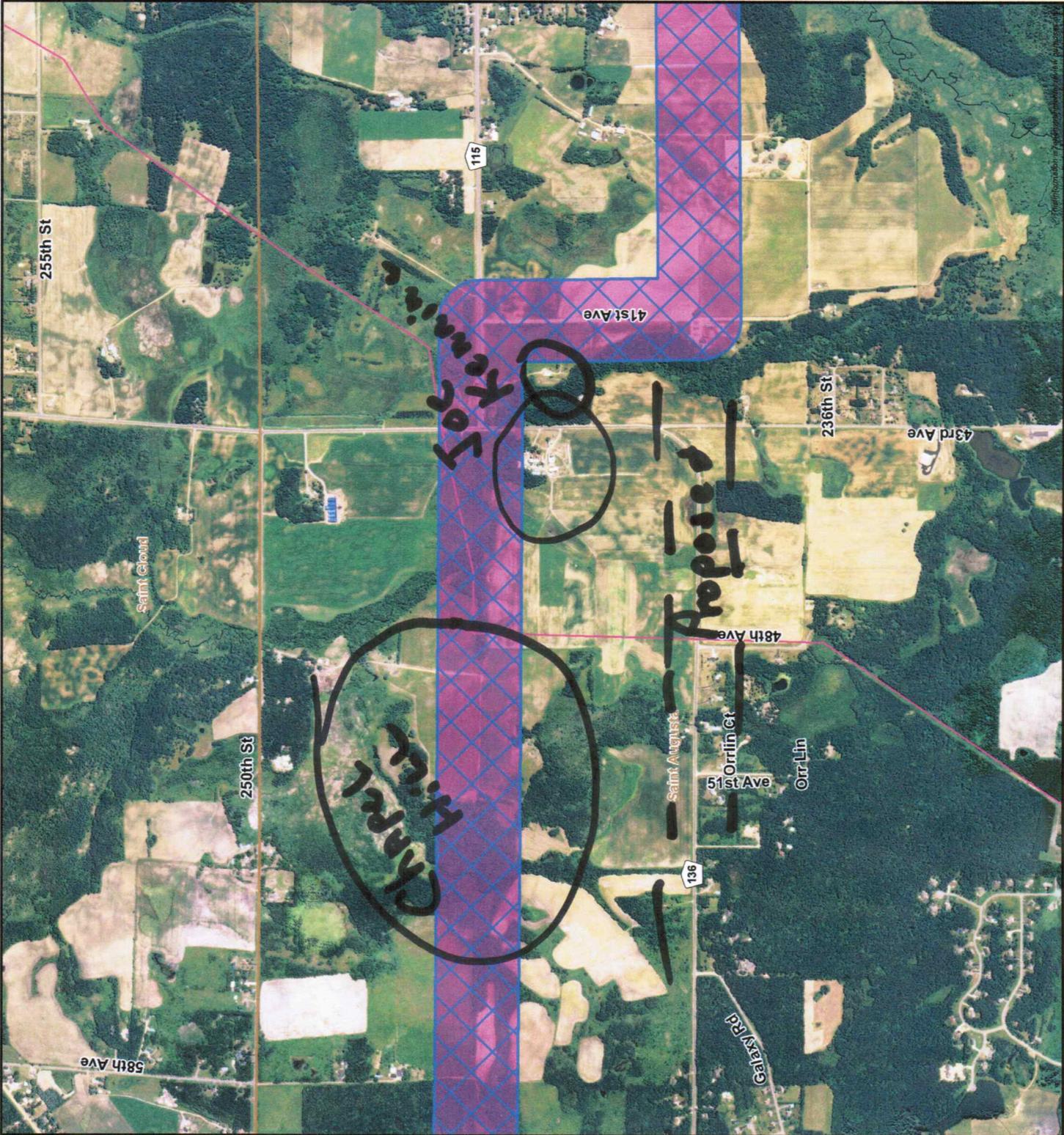
3. The historic St. Boniface Chapel and the historic St. Augusta Trail are located within the Chapel Hill Farm. The Chapel Hill Farm is in the process of being developed into a Village or community that highlights the historical significance of the sites and makes the sites a historical destination. The plans can be seen at www.chapelhillmn.com

- The current "Alternate Routes" with its small jog will cut through the middle of the Chapel Hill Farm thus effectively killing the project. This would result in a loss of a significant opportunity to preserve and highlights one of the areas oldest sites with historical significance and would be a great loss to the area.

Conclusion: As previously stated, the "Primary Route" is the preferred route by the vast majority of the citizens of the area. While it has been stated that the MnDOT is opposed to the "Primary Route", this route will have the least negative impact on the environment and the citizens. As an environmental consultant, I understand many of the possible issues and remedies. The DOT's opposition seems to be stated as a "safety" issue. While safety is the number one priority, it can be used as a "red herring"- who can argue against it. The terrain is such that in much of the area along I-94 the ditch slopes are quite high thus eliminating the possibility of vehicles hitting the poles. It is also my understanding that some poles are designed to accommodate vehicle impact and many additional measures can be put in place to resolve any of the DOT's safety concerns.

Thank You
Paul Schwinghammer
3135 Co. Rd 136
St. Cloud 56301
320.420.4937
Paul@redbarnridge.com

Property location: 4801 250th Street South
St. Cloud, MN 56301



Legend

- Preferred Route
- Alternate Route A
- Alternate Route B
- Quarry Substation
- Siting Area Alternate 1
- Quarry Substation
- Siting Area Alternate 2
- Municipal Boundary
- Township
- Lake
- Stream
- Electric Substation
- Transmission Lines (kV)
 - 500
 - 400
 - 345
 - 250
 - 230
 - 115
 - 69



**Monticello to St. Cloud
345 kV Transmission
Line Project**

Map For: Paul Schwinghammer
 M-STC_Schwinghammer_Paul_01
 Location: Clearwater Date: 7/2/2009

PUBLIC COMMENT FORM

**Monticello to St. Cloud 345 kV Transmission Line Project
PUC Docket No. E002, ET2/TL-09-246**

Name: Jerry Simpson
Address: 14220 CLEMENTA AV NW
City: Monticello State: MN ZIP: 55362

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the scoping document and environmental impact statement to be prepared for the proposed Monticello to St. Cloud 345 Kilovolt High Voltage Transmission Line Project.

Turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to David Birkholz, Project Manager at david.birkholz@state.mn.us with **TL-09-246** in the subject line. Faxed comments can be sent to 651.297.7891. **Comments must be received no later than 4:30 p.m., Friday, July 24, 2009.**

The line needs to go south of the interstate to save 5 houses in ENfield. (Clementa AV). My house is currently outside of Green line area, if the line moves to the North side of ^{Bar} Clementa my shed will be lost.

Signature: Jerry Simpson Date: 7-2-09

July 21, 2009

David Birkholz
Minnesota Department of Commerce
Office of Energy Security
85 7th Place, Suite 500
Saint Paul, MN 55101-2198

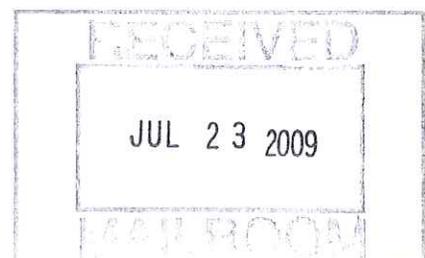
Dear Mr. Birkholz,

As a property owner and resident in the affected area of the CapX2020, Monticello to Saint Cloud 345 kV transmission project we would encourage you to approve the preferred route through Lynden Township in the I-94 corridor.

We are definitely against rerouting the line around the wayside rest area by Clearwater as this would bring the line close to or through our property. The alternative route would also impact several more homes and farm lands than the preferred route along I-94. It would also add unnecessary cost to the entire project.

Thank you for taking our concerns into consideration.

Sincerely, *Charles & Mary Skelton*
2298 Co Rd 143
Clearwater, MN



David Birkholz

From: Rose Thelen [rosethelen@frontiernet.net]
Sent: Friday, April 24, 2009 1:21 PM
To: David.Birkholz@state.mn.us
Subject: CapX 2020

Dear Mr. Berkholz

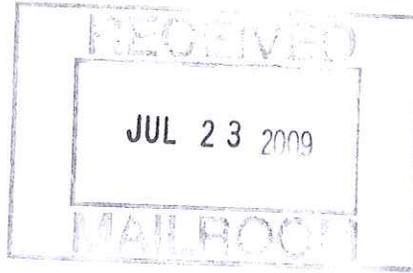
I live in Clearwater Township and have been in contact with a number of residents in the area who are concerned about the recommended and alternative routes for the CAP X 2020 line from Monticello to St. Cloud. . From the point of view of those who will be impacted as well as the natural features in the area, all three options seem adverse.

The good news as we see it is that there is a Benton County Line right across the river that seems like it would be the ideal solution, yet we understand that it was eliminated early in the process from consideration as a route.

I am wondering if it would be possible for you to send me any documentation that you have about the Benton County line and the factors that disqualified it from consideration for the CAPX-2020 project.

Thanks,
Rose Thelen

David Birkholz
Minnesota Department of Commerce
Office of Energy Security
85 7th Place, Suite 500
Saint Paul, MN 55101-2198



July 21, 2009

Dear Mr. Birkholz,

As a property owner and resident in the affected area of the CapX2020, Monticello to Saint Cloud 345 kV transmission project we would encourage you to approve the preferred route through Lynden Township in the I-94 corridor.

We are definitely against rerouting the line around the wayside rest area by Clearwater as this would bring the line close to or through our property. The alternative route would also impact several more homes and farm lands than the preferred route along I-94. It would also add unnecessary cost to the entire project.

Thank you for taking our concerns into consideration.

Sincerely,

James T. Todd

Marian A. Todd

PUBLIC COMMENT FORM

Monticello to St. Cloud 345 kV Transmission Line Project PUC Docket No. E002, ET2/TL-09-246

Name: Patrick & Katherine Walters
Address: 17177 State Hwy 24 NW
City: Clearwater State: MN ZIP: 55320

Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the scoping document and environmental impact statement to be prepared for the proposed Monticello to St. Cloud 345 Kilovolt High Voltage Transmission Line Project.

Turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to David Birkholz, Project Manager at david.birkholz@state.mn.us with **TL-09-246** in the subject line. Faxed comments can be sent to 651.297.7891. **Comments must be received no later than 4:30 p.m., Friday, July 24, 2009.**

The Logical + economical route would be along I-94. It will have the least impact on Natural resources, aesthetics, & human residences. The interstate is already there - so why not use it?!?
MN DOT may not want it along I 94, but all they consider is their own venue. With all the favorable reasons to put it along I-94, why let MN DOT block or oppose it for one reason. Why can't eminent domain apply to MN DOT as it applies to regular people!?

Signature: Katherine Walters Date: 7/2/2009

PUBLIC COMMENT FORM

**Monticello to St. Cloud 345 kV Transmission Line Project
PUC Docket No. E002, ET2/TL-09-246**

Name: Witte Family Limited Partnership Clara ~~Witte~~
Address: 24500 St Hwy 15 Witte
City: St Cloud Mn State: Mn ZIP: 56301

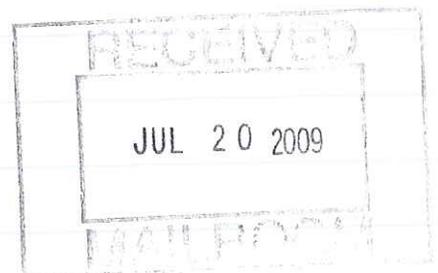
Please share your comments on the potential impacts, mitigation measures and alternative routes to be considered in the scoping document and environmental impact statement to be prepared for the proposed Monticello to St. Cloud 345 Kilovolt High Voltage Transmission Line Project.

Turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to David Birkholz, Project Manager at david.birkholz@state.mn.us with **TL-09-246** in the subject line. Faxed comments can be sent to 651.297.7891. **Comments must be received no later than 4:30 p.m., Friday, July 24, 2009.**

Signature: Clara Witte Date: 7-18-09

My biggest complaint to plan A+B is that it is directly over my house. I object to living anywhere near or much less living underneath a power line of that size. I have lived on the farm for the past 48 years in the same house. I respectfully preferred you use the green highlighted route instead as these new alternate routes, that are now proposed were never discussed ~~before~~ meaning a route going over my house. Routes previous were to the north of my property along 250th St, which wouldn't have affected me to all! We were led to believe that a vote would have taken place on the preferred route last Dec.

Clara Witte



24988 Cty. Rd. 137
St. Cloud, MN. 56301

Mr. David Birkholz:

I am writing to tell you that I oppose a part of the alternate Route B. The part I don't like is in the northwest corner of Saint ~~Augusta~~ Augusta Township, where it leaves county road 137 and turns east to highway #15. Here it is going over fields and swamp land. If it had to be alternate B I would rather have it stay along county Road 137, until it gets to county Rd 47, and then turn east. It would still go by my property but at least it would be along the road.



Respectfully
Herb Wolfgram
Sharon Wolfgram

Mary Wolters
24180 Co Rd 75
St. Augusta, MN. 56301-8708
320- 253-3162

July 22, 2009

Energy Facility Permitting
Minnesota Department of Commerce
85 7th place East, Suite 500
St Paul, Mn 55101-2198

RE: MPUC Docket No. ET-2, E-002/TL-09-246

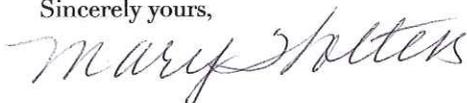
Dear Sirs,

I am writing in concern about the proposed power line placement on or near our property. We were unable to attend the July 2, public meeting. We are very upset with the article that appeared in the St. Cloud Times titled 'April Application likely in CapX Power Line Plan', dated March 24, 2009 (enclosure). Darrin Lahr spoke to the St Cloud City Council. Mr. John C. Pederson, councilman spoke about not placing the power line on the east or north of I-94. His plans are not too place it in the St. Cloud side as least as possible, never mind that they (St. Cloud) are the biggest users in the area. We are not opposed to building this line, but do we need to have it go in our backyard. Maybe Mr. Pederson would like it in his backyard. We built our home in 1977 and paid extra to have the power lines put underground. We live on County Road 75 and I-94 is the back of our lot. We are on the south side of I-94 and the north side is open land and or industrial. Why should this line go through residential, given the voltage and size?

My husband worked for Xcel Energy forty years in the Overhead Department. He worked many times on & under transmission lines less that the 345 KV proposed. He would tell of the hair on his arms standing straight up. He said it was the weirdest feeling. There is also the constance humming sound that is very intolerable. , much alone the interference with electronic and radio equipment. We know farmers whose cattle and other livestock that have been damaged as for milk production and fertility, and this was under a 150 KV line. This certainly can't be healthy for humans? We think not. We do not want to live under this. We were able to go to an earlier meeting that was held in Clearwater and talked to an engineer and he stated that there are plans to double this line to 700 KV. We do not want this in our back/front yard.

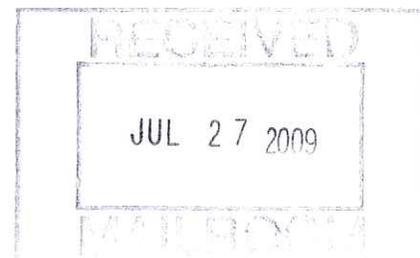
We feel that the CapX 2020 people should go door to door to tell the people about the construction especially if it goes in backyards like ours. The poles are 150 feet tall. What if this fell on our house or garage or sheds, much alone the roadway as MNDOT has concerns about? We don't want to live under this nor want the grandkids to play under it. You can buy our retirement home as our property values would definitely decrease along with our health. Thanks for your consideration.

Sincerely yours,



MARY WOLTERS

enclosure





March 24, 2009

April application likely in CapX power line plan

By Lawrence Schumacher
lschumacher@stcloudtimes.com

Proponents of a 250-mile power line that would run through the St. Cloud area say they'll apply for a permit from the state next month.

CapX 2020 routing lead Darrin Lahr told St. Cloud City Council members on Monday that 11 utility companies will seek a permit to construct a new line between Fargo and Monticello that runs essentially along the Interstate Highway 94 corridor.

The new line is one of four the CapX 2020 project is seeking to create and is the one with the most pressing need, Lahr said.

The line would provide a critical redundancy to the St. Cloud area and build reliability, he said.

"This entire region here has been growing," he told City Council members. "The reality is, we have a hard time keeping the lights on the way we need to. We need a second source of electricity."

But the group must also propose alternate routing for the new line, in case the state rejects the I-94 route.

One alternate would run the lines partly along I-94 and partly through rural St. Augusta, Lynden Township and Clearwater Township, said Lahr, who works for Xcel Energy.

The least preferred alternative would run entirely through countryside in those areas, Silver Creek Township and Monticello Township, he said.

Running the line along I-94 would require the least amount of right-of-way acquisition and cause the least disturbance to private property and natural habitat, Lahr said.

St. Cloud has no official say in the permitting process and has taken no formal position, City Administrator Mike Williams said.

However, City Council member John C. Pederson said the city is generally receptive to the I-94 corridor siting, as long as the towers are placed on the south and west sides of the highway.

"There are more homes on the south side of the highway than the north side right now," Planning Director Matt Glaesman said. "But the future land-use pattern is that we'll see heavier growth on the north side."

Minnesota Department of Transportation officials have indicated concerns that any structures built near I-94 be located far enough away that they would not land in the roadway if they tip over.

The poles would be 150 feet tall and be located within a 150-foot strip of land on either side of the highway, Lahr said.

Any of the proposed routes would connect with an existing transmission line in one of two possible spots in Rockville, near I-94 and Minnesota Highway 23, he said.

David Birkholz

From: bobnanski [bobnanski@clearwire.net]
Sent: Tuesday, July 21, 2009 10:25 PM
To: David.Birkholz@state.mn.us
Subject: TL-09-246
Attachments: scan.jpg

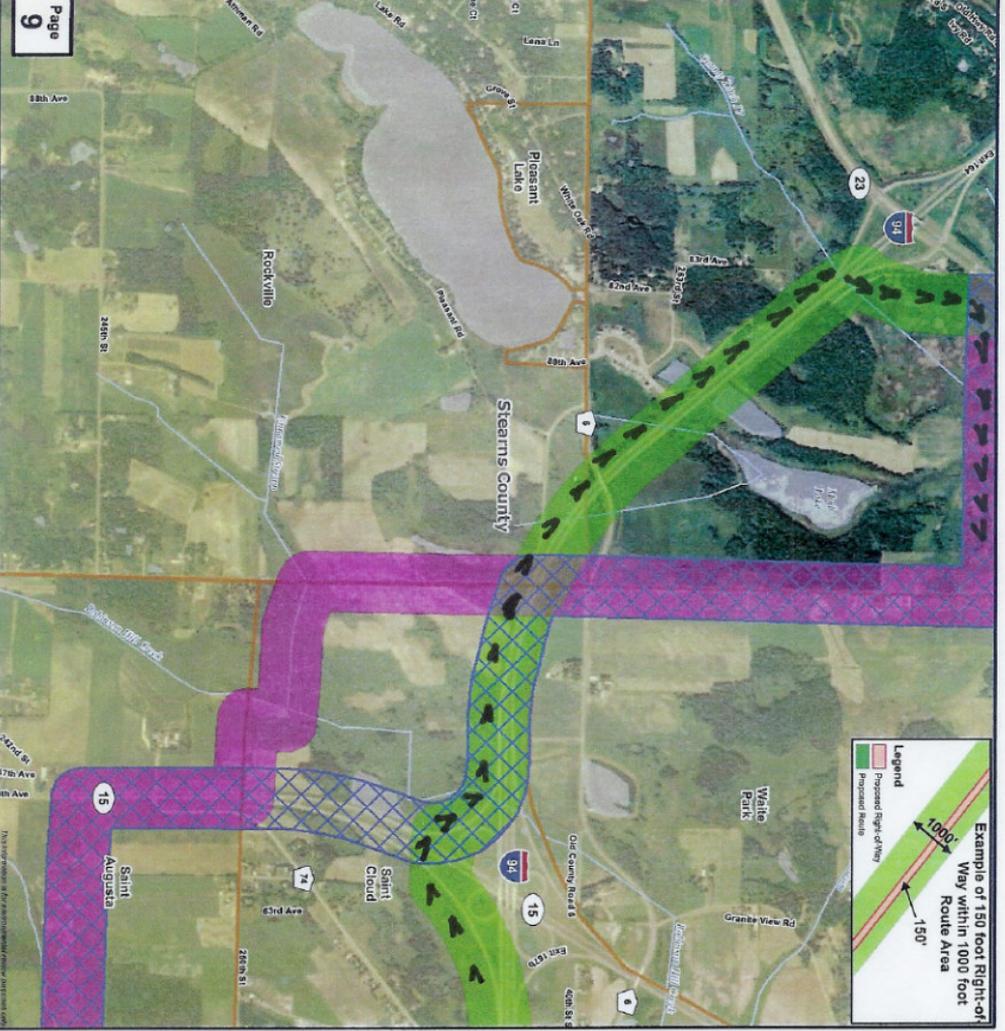
My name is Bob Zabinski and my property lies on Section 31 pf St. Cloud Twp (at intersection of CR6 & CR 137 - N of 6, E of 137).

In my estimation, the best route for the proposed power line is to stay south of I-94 until Hwy 23, then north and east to the substation.

My reasons for this are fairly simple: it would not disrupt residential properties as the area it would follow is not developed. Furthermore, much of the property south of I-94, directly south of my property, is zoned commercial/industrial and when it is developed, would be less offended with the power line overhead. It would also keep a better alignment for the line as I see it.

The other issue that troubles me is that MNDOT wants the power line so far from the freeway ROW. With as much area as is already taken up by the freeway, it seems a little rediculous to keep the line so distant from it. You may be powerless with regard to this issue, but if public opinion helps, my vote would be to keep it as close as possible to the freeway ROW.

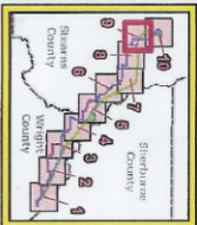
I have sketched my preferred route on the enclosed map. Thank you for your consideration in this matter.



Legend

- Proposed Right-of-Way
- Proposed Route

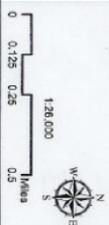
Example of 150 foot Right-of-Way
 Within 1,000 foot Route Area
 150'



Legend

- Preferred Route
- Alternate Route A
- Alternate Route B
- Quarry Substation String
- Avea Alternate 1
- Quarry Substation String
- Avea Alternate 2
- Existing Monticello Substation
- Township
- Municipal Boundary
- Lakes
- Streams

The preferred and alternate routes detailed in this report are subject to change. The Route Permit application, Areas outside these routes are not exempt from further analysis during the state regulatory process.



Monticello to St Cloud Proposed Routes

FLING DATE: 04/29/20
 DRAWN BY: M.Techart
 Sheet 9 of 10
 M:\Drawing\042920\Monticello_Avea\042920.dwg
 Created: April, 2020, CapX2020.dwg

CapX2020
 MINNESOTA TRANSPORTATION INFRASTRUCTURE

Jerome and Kathleen Zabinski
2734 County Rd 6
Waite Park, Mn 56387



July 20, 2009

Dear Mr. Birkholz,

This letter is in regards to the Preferred route of the Power Line.

Our home and property are located in Section 6 in St. Cloud, Section 1 in Rockville and Section 36 in St. Joseph townships.

We believe the Power Line should be located south of I-94 as it would affect far less homes and farms. It is unfair to avoid the wetlands on the south side of I-94 and cut through these farms again.

We would like to utilize the freeway right of way through our land as much as possible. MNDOT should be allowing these poles on the edge of their right of way. By having a set back from the right of way much more land is lost for farming and future land development.

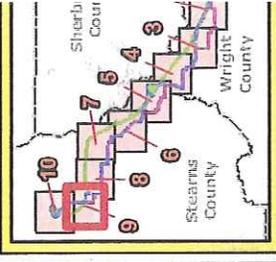
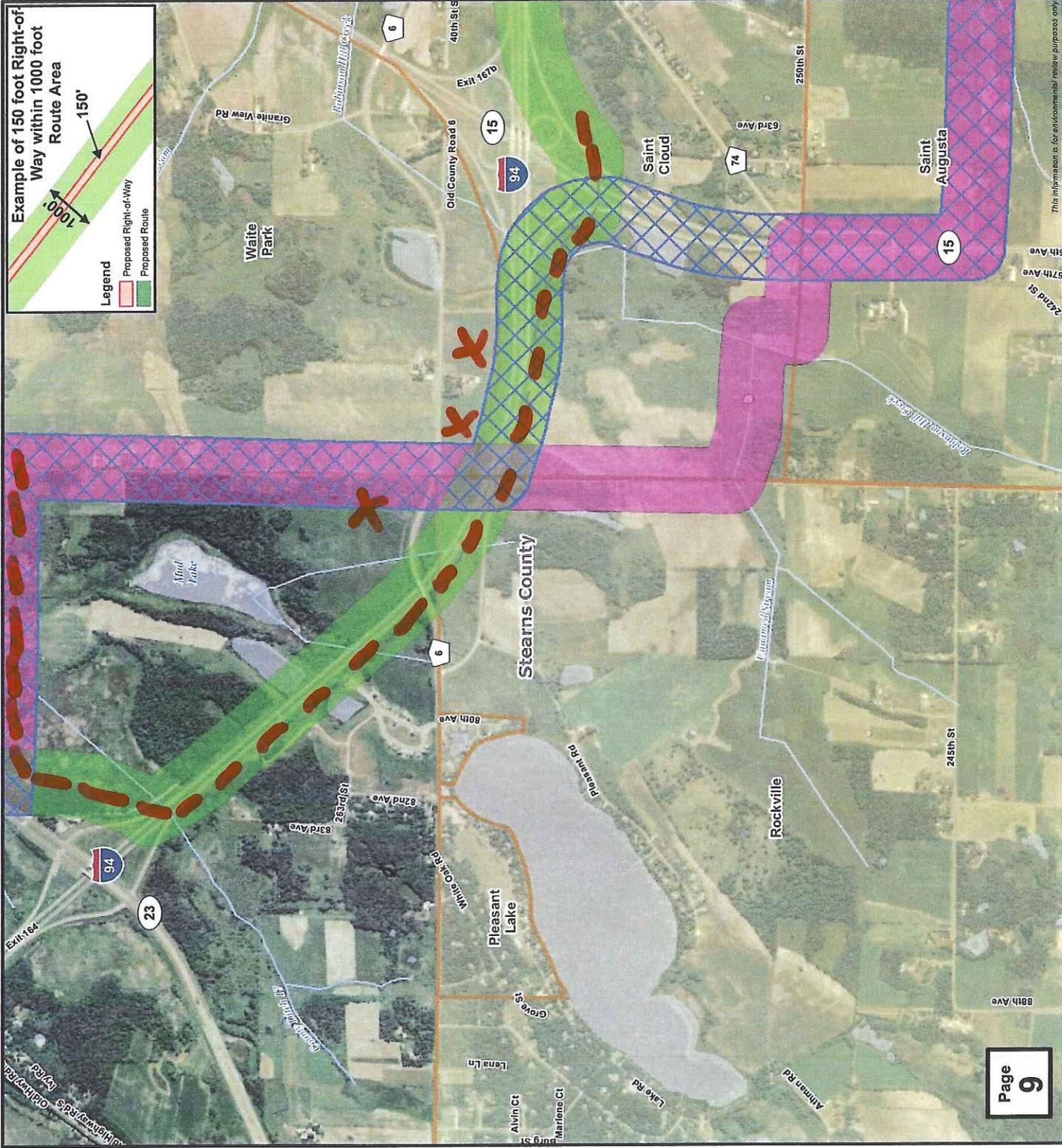
We could not stop the freeway or the Power Line, but we do ask that the corridor already there be used. Use the route least disruptive even if it goes through wetlands.

The route we have marked in red on the map enclosed does not go near any homes between Hwy 15 and Hwy 23. Coming from the west (Hwy 23) to the Quarry Sub Station would be the least disruptive route.

The red x's on the map indicate where our land and home are located.

Thank you.

Jerome and Kathleen Zabinski



- Legend**
- Preferred Route
 - Alternate Route A
 - Alternate Route B
 - Quarry Substation Area Alternate 1
 - Quarry Substation Area Alternate 2
 - Existing Monticello SU
 - Township
 - Municipal Boundary
 - Lakes
 - Streams

The preferred and alternate routes in this map have been filled in a Mitigation Route Permit application. Areas where these routes are not exempt from analysis during the state regulator



Monticello to St C Proposed Route

| | |
|---|---------|
| FILING DATE: 04/08/09 | Sheet 1 |
| DRAWN BY: MLTeichert | Sheet 1 |
| M:\Clients\XCL\CapX\Monticello_AccG\Zoomed_Maps\XCL_CAPX_Zoomed.mxd | |

This information is for environmental review purposes only.

July 21, 2009

Energy Facility Permitting
Minnesota Dept. of Commerce
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

These comments
also submitted
via email 7-22-09.
Lee Zabinski



To Whom:

RE: Monticello to St. Cloud Transmission Project, docket number TL-09-246

This letter is in response to the Notice of Public Information & EIS Scoping Meetings letter of June 15, 2009. I am concerned with the planned transmission line route near the City of Waite Park and St. Joseph Township. I would like my comments considered by the project managers and the MN Department of Commerce.

The proposed route and alternatives near and adjacent to I94 and Stearns County Road 137 near the south edge of Waite Park have the potential to greatly influence future development of the city. The property on the north side of I94 between MN Highway 15 and the Stearns County Road 6 overpass is (mostly) good, buildable real estate. This length of interstate frontage is one of a very limited number of future commercial and/or industrial development sites for the City of Waite Park.

The visibility and accessibility of this area is a key consideration of Waite Park's future development and associated employment and economic growth. The tax revenue generated by key commercial and industrial areas is huge piece of the economic puzzle for small cities. The property between I94 and County Road 6 is a relatively narrow area. The construction of the proposed transmission line and associated setbacks, both from I-94 and the transmission line right-of-way, will essential cripple Waite Park's growth along the interstate – if constructed north of I94.

I encourage routing the transmission line on the south side of I94 in this area. The property south of I94 is largely not buildable. There will be impact to areas identified as wetland. A single tower design and overhead transmission lines will have a minimal impact on wetland areas, particularly if the poles located and installed with good planning. Environmental impact is an important consideration. Future growth, job development and the socioeconomic impact associated with local industry and employment must be weighed fairly with the minimal environment impact of the planned transmission line.

The County Road 137 corridor is an important area for the city's future residential and (possibly) commercial growth. Waite Park is somewhat landlocked, bound by the neighboring cities of St. Cloud and St. Joseph. The area between County Road 137 and MN Highway 15 is one of very few sites well suited to residential development. The planned Southwest Beltway will most certainly spur growth in this area. The planned

interchange at Highway 15 and Granite View Road will provide excellent access to this area and will very likely open the door for both commercial and residential development.

A transmission line and associated setbacks will produce a considerable amount of area restricted from development and, of course, removed from the city's tax base. I believe keeping the transmission line in the Highway 23 corridor is in the best interest of the community. There are currently several residences along County Road 137 directly within the alternative route. The Highway 23 route will essentially have no impact on existing residential areas. It will also have less impact on future residential sites. Constructing a transmission line in a residential area is simply not a good choice, when other reasonable alternatives with less social and economic impact exist.

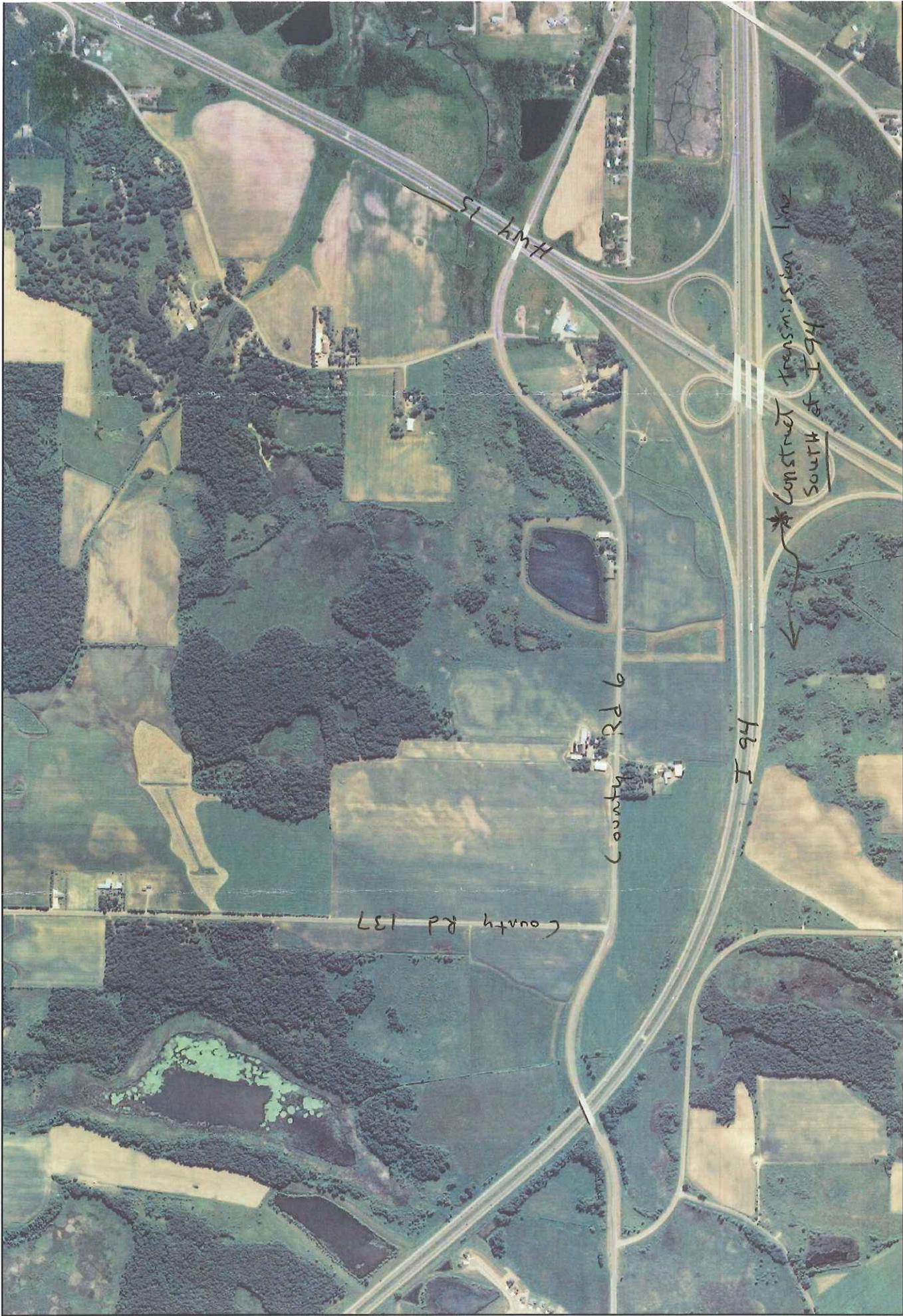
Thank you for your consideration. Please contact me with any questions.

Sincerely,



Lee R. Zabinski
3190 County Road 137
Waite Park, MN 56387
320-240-0364

enclosure: aerial photo
cc: Waite Park City Council



1 inch equals 1,200 feet
1:14,400



Legend
2008_imagery
RGB
Red: Band_1
Green: Band_2
Blue: Band_3