

Minnesota Department of Natural Resources

500 Lafayette Road • St. Paul, MN • 55155-40



July 23, 2009

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

RE: EIS Scoping Comments for Monticello to St. Cloud 345 kV Transmission Project

Mr. Birkholz:

The Environmental Impact Statement (EIS) Draft Scoping Document, Section 5.0 C. does not specifically identify threatened and endangered species for assessment of impacts and identification of mitigation measures. The EIS should identify and assess effects as well as potential mitigation measures to threatened and endangered species that are known to occur in the area of the corridors that are under consideration.

Please contact me at (651) 259-5156 if you have any questions.

Sincerely,

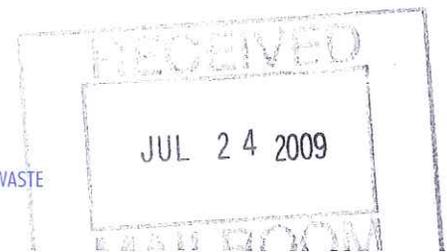
A handwritten signature in blue ink, appearing to read "Randall Doneen". The signature is written in a cursive style and is followed by a long horizontal line.

Randall Doneen
Environmental Review Planning Director



PRINTED ON RECYCLED PAPER CONTAINING A MINIMUM OF 10% POST-CONSUMER WASTE

www.dnr.state.mn.us
AN EQUAL OPPORTUNITY EMPLOYER





Minnesota Department of Transportation

395 John Ireland Boulevard
Mail Stop 120
Saint Paul, MN 55155-1899

Phone: (651) 366-4825
Fax: (651) 366-4795
Michael.Bames@dot.state.mn.us

July 20, 2009

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

RE: CapX 2020 Monticello – St. Cloud Transmission Line Project
PUC Docket No. ET-2, E-002/TL-09-246

Dear Mr. Birkholz:

The Minnesota Department of Transportation (Mn/DOT) has reviewed the Route Permit Application for the CapX 2020 Monticello – St. Cloud Transmission Line Project. Mn/DOT appreciates the opportunity to comment and commends the applicants for their communication efforts throughout this process. Mn/DOT supports the project in general and wishes to participate in the effort to evaluate effects on the state transportation system. We request that the project: 1) not negatively affect the operations or maintenance of the state trunk highway system and 2) not increase or impose additional costs on the state trunk highway fund.

- Our comments focus on route alignments that are within 75' of the trunk highway right of way or roadway clear zone and that may encroach on the trunk highway right of way. Any alignments proposed within 75' of the right of way will have encroachment into the right of way either from the blow out zone or aerial intrusion. Alignments closer than 75' to the roadway right of way will have greater impacts. Mn/DOT is particularly concerned about the proximity of proposed transmission lines to trunk highway right of way and how this might affect Mn/DOT's maintenance, reconstruction, or new construction of roads and interchanges.
- Our comments describe the information that we believe is needed to make the route analysis clear and complete, conform to state and federal regulatory and permitting requirements and meet documentation requirements when permits are necessary.
- The commissioner of transportation is required by Minnesota Statutes, chapter 174, to develop, adopt, revise and monitor a statewide transportation plan that includes all modes of transportation, including highway, rail, air, waterways, transit, trails, bicycles and pedestrians. Therefore, Mn/DOT comments include information about other transportation services (rail, waterways, airports and scenic enhancements) that could be impacted by the proposed routes.
- It should be noted that alignments proposing aerial or blowout zone encroachment, foundation construction access or encroachment and maintenance access from the trunk highway rights of way will require a permit from Mn/DOT in accordance with Mn/DOT's Utility Accommodation Policy. We request a thorough evaluation of all environmental impacts of the proposed alignments within each route that would involve any use of Mn/DOT right of way.

- As required by 23 CFR 645.215, Mn/DOT has adopted a Utility Accommodation Policy to address utility installations in trunk highway right of way. Part 645.215 also requires advance Federal Highway Administration (FHWA) approval for all proposed utility installations that are on the national highway system (NHS) and not in conformance with Mn/DOT's Utility Accommodation Policy. It should also be noted that aerial or blowout zone encroachment on the Federal-aid highway system that is not in conformance with the Mn/DOT Utility Accommodation Policy will require advance approval from the FHWA. This would be considered a Federal action and as such would need to meet all requirements of the National Environmental Policy Act (NEPA [42 U.S.C. 4321 et seq.]) to be in conformance with Federal regulations.

General Comments

As noted above, it is possible, that both Mn/DOT and FHWA will have a role in permitting and approving the location of these transmission lines given the range of alignments that are being considered. It has been indicated that the environmental process undertaken by the Office of Energy Security will be the only environmental study that is completed. As such, it is unclear what Mn/DOT's role and responsibility will be in ensuring conformance with applicable state and federal regulatory requirements if a permit and federal approval are necessary.

- We strongly recommend an inclusive process that engages federal agencies early in the process to aid in expeditious completion of the required documentation. Specifically, the environmental process should identify any locations that would require interaction by the Federal Highway Administration, National Park Service, Fish and Wildlife Service, Advisory Council on Historic Preservation, United States Coast Guard, United States Department of Interior, United States Environmental Protection Agency, Federal Aviation Administration, Natural Resources Conservation Service, Corps of Engineers, Federal Railroad Administration and the United States Department of Energy.
- We request the opportunity to work with you in developing a clear determination of Mn/DOT's role and responsibilities through the environmental process.
- The environmental process and subsequent document will need to evaluate sensitive properties and cultural resource impacts of each proposed route alignment so these can be properly assessed to determine if any resources are within Mn/DOT right of way and would have an impact from the issuance of a Mn/DOT permit.
- We request a thorough evaluation of all environmental impacts of the proposed alignments within each proposed route that would require Mn/DOT to issue a permit for use or encroachment of its right of way.
- It is expected that there may be impacts to non-highway transportation systems in the vicinity of the proposed routes. These systems include riverways and their transportation uses, rail corridors, and airport operations. The environmental process and subsequent document will need to evaluate resource impacts of each proposed route alignment so these can be properly assessed.
- Roadway corridors should be investigated to identify if any of the proposed transmission line routes will impact routes used to move houses or large equipment.
- It is also prudent to identify all requirements for both the Minnesota Environmental Policy Act (MEPA) and NEPA processes in the event a NEPA process is required. The state EIS process may not meet federal regulatory requirements.

State and National Scenic Byways

The Great River Road (GRR) is a national system of roads and parkways along the Mississippi River established by federal and Minnesota statutes. The GRR is a Minnesota Scenic Byway and a National Scenic Byway, part of a multi-state byway between Minnesota and the Gulf of Mexico. The Minnesota Mississippi River Parkway Commission, established by Minnesota Statutes, section 161.1419, is the governing body for the GRR in Minnesota. Minnesota Statutes, section 161.142 requires the commissioner of transportation to construct and improve the GRR. The commissioner of transportation is an ex officio member of the Mississippi River Parkway Commission (MRPC) and, by law, must advise and assist the MRPC in carrying out its functions and duties.

The GRR in Minnesota has six distinct destination areas: please see <http://www.mnmississippiriver.com/>. The destination area impacted by this proposal is called Scenic Mississippi. It extends from Little Falls to Elk River for approximately 92 miles and is described as follows: "Wild and Scenic River is the designation given to this pristine section of Minnesota's Mississippi. The river here is ideal for canoeing, picnicking, fishing and scenic biking. Remarkable main street architecture, historic museums, the boyhood home of aviator Charles Lindbergh, lovely parks, magnificent gardens and scenic rural farmscapes provide a backdrop for a relaxing river experience."

The Great River Road follows Stearns and Wright County Roads 75 between Saint Cloud and Monticello. Between the Highway 77/I-94 junction and Monticello, the Great River Road route is either within the "Preferred Route" corridor or within ½ mile of the corridor. "Alternate B" comes to within ½ mile of the GRR for about 1.5 miles in Silver Creek Township and for about 2 miles in Monticello Township. In this area, the Mississippi River Trail (MRT) follows the GRR. Locating electrical towers in this corridor will impact this wild, scenic and recreational corridor. It is critical to measure the effect of the proposed transmission line corridor on travelers on the Great River Road and Mississippi River Trail, whether they are in vehicles, on foot on the trail, or on the river. Much of the byway experience is enriched by opportunities to get on the river and this area is especially noted for wild and scenic qualities. All historic sites and districts must be analyzed for impacts as the character of the surrounding landscape is critical to the historic integrity of the site or structure.

The current landscape is a rolling oak savannah or oak barrens mixed with hardwood groves and farmland. The requirement to remove vegetation and the elimination of native oak savannahs near the proposed transmission lines and within the sag and blowout zones would create an open and barren landscape that may reduce the attractiveness of the MRT to travelers. Reducing the attractiveness of the GRR and MRT to travelers and users may diminish the potential economic benefit to the State and local communities. The GRR and MRT offer a linear experience where the route is a destination in and of itself. It is a cumulative experience that is enhanced one mile at a time.

Byways are designated because they possess one or more of six intrinsic qualities, including: scenic, cultural, recreational, natural, historic and archaeological qualities. An analysis of the physical and visual impact on each of these six intrinsic qualities should be conducted at each proposed crossing location to determine the route with the least adverse impact on the byway routes and corridors. Mitigation measures should be recommended for unavoidable impacts on intrinsic qualities within the scenic byway corridors. Each scenic byway has a leaders' group and/or stakeholder group; these groups should be contacted as part of the environmental review process. Scenic easements should be investigated to identify any prohibitions or limitations that apply to land uses in the vicinity of the scenic byway. The state and federal regulations governing scenic byways can be found in the Mn/DOT Utility Accommodation Policy and 23 CFR 645.209 (h).

Rest Areas

Fuller Lake Safety Rest Area

Several of the alignments identified in the "Preferred Route" and "Alternate Route A" for the proposed Monticello to St. Cloud transmission line will encroach upon the Fuller Lake Safety Rest Area. The rest area located on westbound I-94 in Stearns County, resides one mile west of the Stearns/Wright county line. Mn/DOT located the rest area at this site to take advantage of the site's scenic qualities, specifically its proximity to Fuller Lake and the adjacent woodlands.

Route alignments shown occurring in the area between the rest area and I-94 would unreasonably constrain future rest area expansion and limit current and future use of the rest area site. Such alignments would cause negative visual impacts to the scenic qualities of the rest area upon entering or leaving the rest area.

Any alignments running between the rest area and Fuller Lake and the adjacent woodlands would cause negative aesthetic impacts to the rest area setting as the transmission lines would require significant clearing and pruning of the existing mature woodland vegetation.

Enfield Safety Rest Area

The alignments for the "Preferred Route" for the proposed transmission line will impact the Enfield Safety Rest Area located on eastbound I-94, 6 miles west of the junction with State Highway 25 in Wright County. Mn/DOT located the rest area at this site to take advantage of the site's scenic qualities, specifically its mature woodland setting.

To minimize negative impacts to the rest area, transmission lines should not be located between the rest area and I-94. Such alignments would cause negative aesthetic impacts by requiring significant woodland clearing and pruning at the rest area. Alignments occurring between I-94 and the rest area would unreasonably constrain future rest area expansion and limit current and future use of the site.

Rail Corridors

Where proposed transmission lines may parallel highway right of way and there is a railroad right of way adjacent to the highway, there may not be enough room for construction of the transmission lines outside of the clear zones for both the railroad and the highway. For highways, the clear zone is an unobstructed, relatively flat area that extends out from the traveled lane to give drivers who run off the road a safe place to stop or to regain control of the vehicle. This area must be free from obstructions or other hazards. The railroads may have concerns with overhead crossings in their right of way, gate clearances, foundations, and electrical buildup on the rails. Railroads that could be affected (depending on route option) are: Burlington Northern Santa Fe (BNSF) and Northern Lines (NLR). At a minimum, all of the railroads noted should be part of the discussions to identify impacts of the proposed routes. Mn/DOT can provide contact information if requested.

Airports

The proposed transmission line routes have the potential to negatively affect airport operations, navigational equipment, and land uses around airports. The commissioner of transportation has general supervision over the statewide system of airports in the state. He must assist political subdivisions, cooperate with federal authorities and promote and protect the utility of all Minnesota public airports and the public investment in them as outlined in Minnesota Statutes, chapter 360. Section 360.063, requires the commissioner to prescribe airport approach and turning standards and authorizes the commissioner to indicate circumstances in which structures would be airport hazards.

The routes proposed are in proximity to a number of public airports. Due to the proximity of an airport, a Notice of Proposed Construction or Alteration to the Federal Aviation Administration will be required. Please review the criteria for which notice must be made at the FAA Website - <http://forms.faa.gov/forms/faa7460-1.pdf>. A "Determination of Hazard" or "No Hazard" from the FAA is not a permit to construct. Independent of the determination, permits from the local airport zoning authority are required. All public airports within five miles of the project must be notified and given an opportunity to comment on compatibility of transmission lines with airport operations and land use compatibility. This project will potentially have an impact on the St. Cloud Regional, Maple Lake Municipal, and Leaders-Clear Lake Airports.

The Mn/DOT Office of Aeronautics establishes, operates and maintains electronic navigation aids to augment the federal system in Minnesota. The Very High Frequency Omnidirectional Radio Range (VOR) system must be protected. The FAA or MN/DOT Office of Aeronautics must be notified to evaluate potential impacts of the proposed routes within five miles of a VOR.

Weather

It is expected that weather events (tornado, ice or blizzard conditions, heavy winds, lightning, etc) that disrupt transmission services due to downed lines could disrupt access to the trunk highway system. This could also impact other uses such as emergency access, large equipment moves, defense actions, evacuation, and emergency landings. In 1998 a severe tornado hit St. Peter, Minnesota and major roadways were closed due to power lines that were down. A similar event that affected Nicollet and St. Peter occurred in 2006 and again required closure of major roadways due to lines on the ground. A third event that affected Hugo required closure of TH 61 to secure the area. The environmental study should collect information on the history of transmission line disruption including specific information on how often lines are down and why to better understand the possible impacts to the transportation system. This would also be helpful in evaluating impacts to the rail corridors and other transportation services that are within the proposed routes.

The location of the blowout zone and/or aerial encroachment may require the removal of or limitation of cost effective snow protection activities such as living snow fences. The study should address specific limitations to vegetation related to the trunk highway use into the future.

Some of the transmission line routes that have been proposed are in the vicinity of transportation corridors that have limited options for alternate highway routes. The environmental study should address impacts to trunk highway system redundancy resulting from transmission line outages that affect the use of the transportation corridors.

Maintenance

Traditional activities to maintain roadways and bridges could be impacted if the work area is within the blowout zone. The study process should include specific information regarding limitations to the trunk highway use if there is aerial or blowout zone encroachment. Items to address should include the use of heavy equipment, construction activities and vertical clear zone requirements to ensure safety.

The location of the blowout zone or aerial encroachment relative to longitudinal ditch sections should be investigated in proposed parallel installations. Mn/DOT uses large equipment for ditch dredging operations; horizontal reach on the equipment can be as long as 60 feet, with a vertical dimension up to 35 feet.

Permits

State law prohibits locating or servicing utility facilities on state highway right of way without first obtaining a permit from the commissioner of transportation. Freeways are a special case; state law requires that utility facilities be located outside the control of access lines, preferably on private property. Control of access is the condition where the rights of owners or occupants of land abutting highways is fully or partially controlled by public authority. This means that preference is given to through traffic by providing access connections with selected public roads and by prohibiting crossings at grade or direct private driveway connections. The Department of Transportation has adopted a utility accommodation policy that governs the location and installation of utility facilities. If the department departs from the policy with respect to the location of a utility facility on a freeway, MNDOT must obtain the prior approval of the Federal Highway Administration. In all cases, the location of utility facilities on federal-aid highway right of way must not adversely affect highway or traffic safety, impair the present or future use of the highway, impair its aesthetic qualities or conflict with federal laws and rules governing the use of highway right of way.

Safety Impacts

Mn/DOT has the responsibility to maintain and preserve Minnesota highways so they are safe, structurally sound, convenient to use and aesthetically pleasing. Location of lines in close proximity to the right of way may impose hazards to construction and maintenance operations such as; mowing, sign placement or replacement, bridge inspection, ditch cleaning and other operations. Many construction and maintenance activities use large equipment that requires large overhead clearances for safe operation. Elimination of these clear areas may not conform to Occupational Safety and Health Administration (OSHA) requirements and may pose a safety hazard for workers within the trunk highway right of way.

Location of lines in close proximity to the right of way may impose hazards to the travelers on the trunk highway system. In areas where the rights of way are narrow, aerial and blow out zone encroachment could extend over the driving lanes limiting the use of the space above the roadway for other transportation purposes.

Location of poles within the clear zone is a safety hazard as the poles for these facilities are fixed objects that would be within the recovery area for vehicles that leave the roadway.

The studies should evaluate risk and overall system safety impacts that may be imposed on Mn/DOT and the State of Minnesota in the event that poles, lines, aerial encroachment, blowout zone, and access are allowed within the Mn/DOT right of way.

Economic Impact to the Transportation System

Location of lines in close proximity to the right of way limits future expansion or reconstruction of highways due to the complex and extremely costly nature of moving the transmission lines. These costs should be part of the economic assessment of the alignments within the routes proposed.

The studies should evaluate risk and overall system and trunk highway funding liabilities that may be imposed on Mn/DOT, the trunk highway fund and the state of Minnesota in the event that poles, lines, aerial encroachment, blowout zone, and access are allowed within the Mn/DOT right of way.

Detailed Comments by Districts

- Future Expansion of I94 - The I94 corridor from Monticello to St. Cloud has a projected traffic volume that will warrant a future six lane highway. At this time, Mn/DOT does not know if the additional lanes would be added to the outside of the existing roadbeds, the inside of the existing roadbeds, or if the roadbeds would be shifted to one side or the other of the existing highway right-of-way.
- Interchanges – Any existing or proposed interchange has the potential for additional intersection lighting and signalization. Power lines must be far enough from the intersection of the ramp/local street intersections to allow for future light and signal poles. Existing interchanges are at Wright County State Aid Highway (CSAH) 8, State Highway 24, Opportunity Drive, Stearns County State Aid Highway 75, State Highway 15, and State Highway 23. Intersections have been proposed by local units of government at Wright County Road 111, and Stearns County Road 136.
- Bridges - In addition to the existing interchange locations, there are six overpass bridges located along the I94 corridor between the Monticello power plant and State Highway 23. The abutments of these bridges are close to the I94 right-of-way line. Encroachment of the transmission line or blowout zone over the I94 right-of-way would impact future maintenance and construction activities on these bridges. Cranes and other large construction equipment would not be able to maintain or reconstruct the bridges.
- I94/TH 10 Interregional Connection (River Crossing) – Preliminary plans have been developed for a new river crossing over the Mississippi River that would connect I94 and US Highway 10. The connection would have a new freeway to freeway interchange located approximately one and one half miles southeast of the State Highway 24 interchange. The routing of the proposed power line should consider how to pass through that area and preserve the ability of Mn/DOT to construct the interchange.

Encroachment of the blowout zone over the highway right-of-way could limit adding additional lanes and construction activities using backhoes, cranes, and dump trucks. It could also limit the placement of permanent structures such as bridges and freeway signing. If the options for expanding I94 are limited by the power line and blowout zone, a more expensive alternative may be required to avoid expanding the highway within the blowout zone.

Mn/DOT does not allow longitudinal utilities within freeway right of way. An exception to the Utility Accommodation Policy would require a federal action as noted above.

Mn/DOT has a continuing interest in working with the Office of Energy Security to ensure that possible impacts to highways, airports, waterways, rail lines and the environmentally significant areas of highway right of way are adequately addressed. We appreciate the opportunity to provide these comments. Please feel free to contact me if you have any questions regarding the information provided.

Sincerely,



Michael A. Barnes, P.E.
Director, Engineering Services Division

Enclosures

Minnesota's Great River Road
[Great River Road -MN Section](#)

Federal Regulations

[Code of Federal Regulations](#)

2008 MN Statutes

Chapter 161. TRUNK HIGHWAYS

[MN Statute 161.45](#)

[MN Statute 161.46](#)

Chapter 161 GREAT RIVER ROAD

[MN Statute 161.1419](#)

Mn/DOT Accommodation Policy

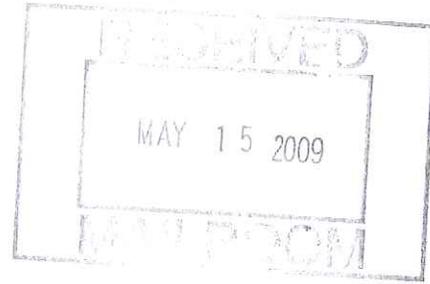
[Mn/DOT Accommodation Policy](#)

Cc: Commissioner Tom Sorel
Khani Sahebjam
Derrell Turner– FHWA, Minnesota Division Administrator
Rima Kawas
Patrick Robben
Joshua Gackle
Deborah Pile -- OES

Bcc: Elizabeth Parker
Tim Henkel
William Lohr – FHWA
Donald Mueting – Attorney General
Robert Winter
Susan Mulvihill
Gary Workman
Cecil Selness
Mike Schadauer
Scott Peterson
Terry Humbert – Mn/DOT District 3
Deb Sorenson
Tim Spenser
Susan Aylesworth
Mukhtar Thakur
Frank Pafko
Valerie Svensson
Marilyn Remer
Stacy Kotch
Mark Anderson
Carol Reamer

 **Minnesota
Historical Society**
STATE HISTORIC PRESERVATION OFFICE

May 13, 2009



Darrin Lahr
Routing Team Lead
Xcel Energy
PO Box 9451
Minneapolis, MN 55440

RE: Monticello – St. Cloud 345 kV Transmission Line Project (Component of CapX2020)
Benton, Sherburne, Wright, Meeker, and Stearns Counties
SHPO Number: 2009-1727

Dear Mr. Lahr:

Thank you for your recent letter initiating consultation with our office regarding the above-referenced project. We appreciate your acknowledgement of our interest in participating in the planning process.

In an attempt to assure that relevant review requirements and consultation are incorporated early in the planning process, we would suggest scheduling a consultation meeting in the near future. Among the items on the agenda should be the following:

1. Clarification of the involvement of federal agencies in the project (including federal funding, permitting, and/or licensing). It is most efficient if the Section 106 responsibilities of one or more federal agencies are integrated at the outset of planning, rather than later. Any involved federal agencies should be invited to the initial consultation meeting.
2. Review of the current efforts in cultural resources planning. While we appreciate the documentation of such efforts in Section 7 of the PUC application, the level of effort is not sufficient to meet our standard review requirements.

We look forward to working with you, the PUC, and other parties in the review of this project. Contact us at (651) 259-3456 with questions or concerns.

Sincerely,



 Dennis A. Gimmestad
Government Programs & Compliance Officer

cc: Deb Pile, Department of Commerce
Bob Cupit, Public Utilities Commission



CITY OF WAITE PARK

City Hall

P.O. BOX 339 • 19 13th AVENUE NORTH
WAITE PARK, MINNESOTA 56387
(320) 252-6822 • (320) 252-6955 FAX
email: cityhall@waitepark.org
website: www.waitepark.org

July 23, 2009

MAYOR

Richard E. Miller

COUNCIL PERSONS

Herman W. Bartz

Michael J. Linquist

Charles S. Schneider

Frank R. Theisen

ADMINISTRATOR

CLERK-TREASURER

Shaunna Johnson

Attorney

Gordon H. Hansmeier

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



**Re: CAP X2020~ Monticello to St. Cloud
Docket Number TL-09-246**

TO WHOM IT MAY CONCERN:

The City of Waite Park would like to provide our written comments regarding the proposed alignment and substation location for the Excel CAP X2020. We support the initiatives of Excel Energy to provide more stable service to our area and appreciate their efforts in keeping our community informed.

We do have some concerns with the preferred location of the Quarry Substation locations proposed for the City of Waite Park. Our concerns relate to our cities overall transportation system plan and also our future land use plan. We believe your proposed locations will be in direct conflict with both of these plans and want to express our concerns to you now.

Our Transportation Plan for the City of Waite Park ties into the overall transportation plan for the entire St. Cloud area. At the present time, the St. Cloud area is in the process of completing a Southwest Beltway Scoping Study to determine future north-south extensions. This beltway will provide a loop around the St. Cloud metro area. In reviewing your alternatives, it appears that your substation and routes would be located in areas we have proposed for the future alignments. The scoping study identifies five alternatives for consideration. Three out of the five show the area of which you intend to locate your facility. We believe this presents many challenges for us with our transportation system given the limited options we have of considering north-south connections. There are many natural limitations for north-south connections given our geography. With your proposed alignment, you present more challenges for our community when attempting to address both the city and the St. Cloud area transportation issues. We have included copies of these plans for your consideration.

Our Future Land Use plan and proposed development for this portion of our community presents another challenge for us based on your proposed locations. This portion of our community is planned for higher end residential with larger lot developments. The area just outside this is our Freeway Entrance Corridor of which we have established stricter development regulations to ensure a higher quality development. We believe your proposal will detract from these types of uses we intend to encourage to develop within this area. We have provided a copy of our Future Land Use Map to illustrate this point.

Recognizing the importance of Excel finding an appropriate location for their facility, we have areas within our community we believe need to be considered as possible locations. We have included a map that shows our proposed locations. It is our belief that these alternative locations are better served for this type of facility. They do not conflict with either our proposed transportation system or our future land use plan.

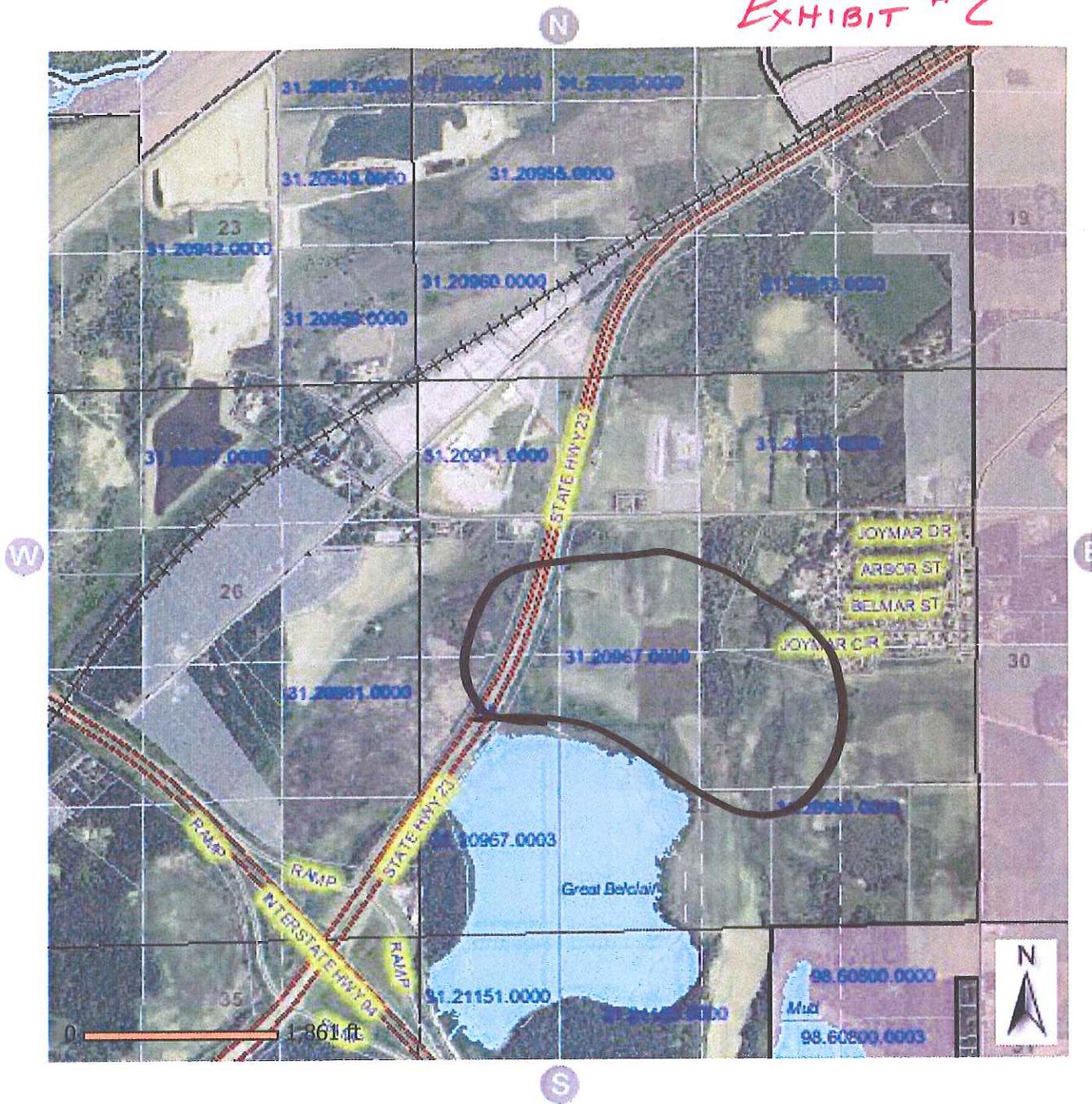
We appreciate the opportunity to express our concerns and understand the importance of balancing the needs of Excel Energy for expanding their services with that of the communities being impacted. We hope you will take into consideration our concerns and look at our alternatives before making a final decision.

Thank you for your time.

Sincerely,



Shaunna Johnson
City Administrator

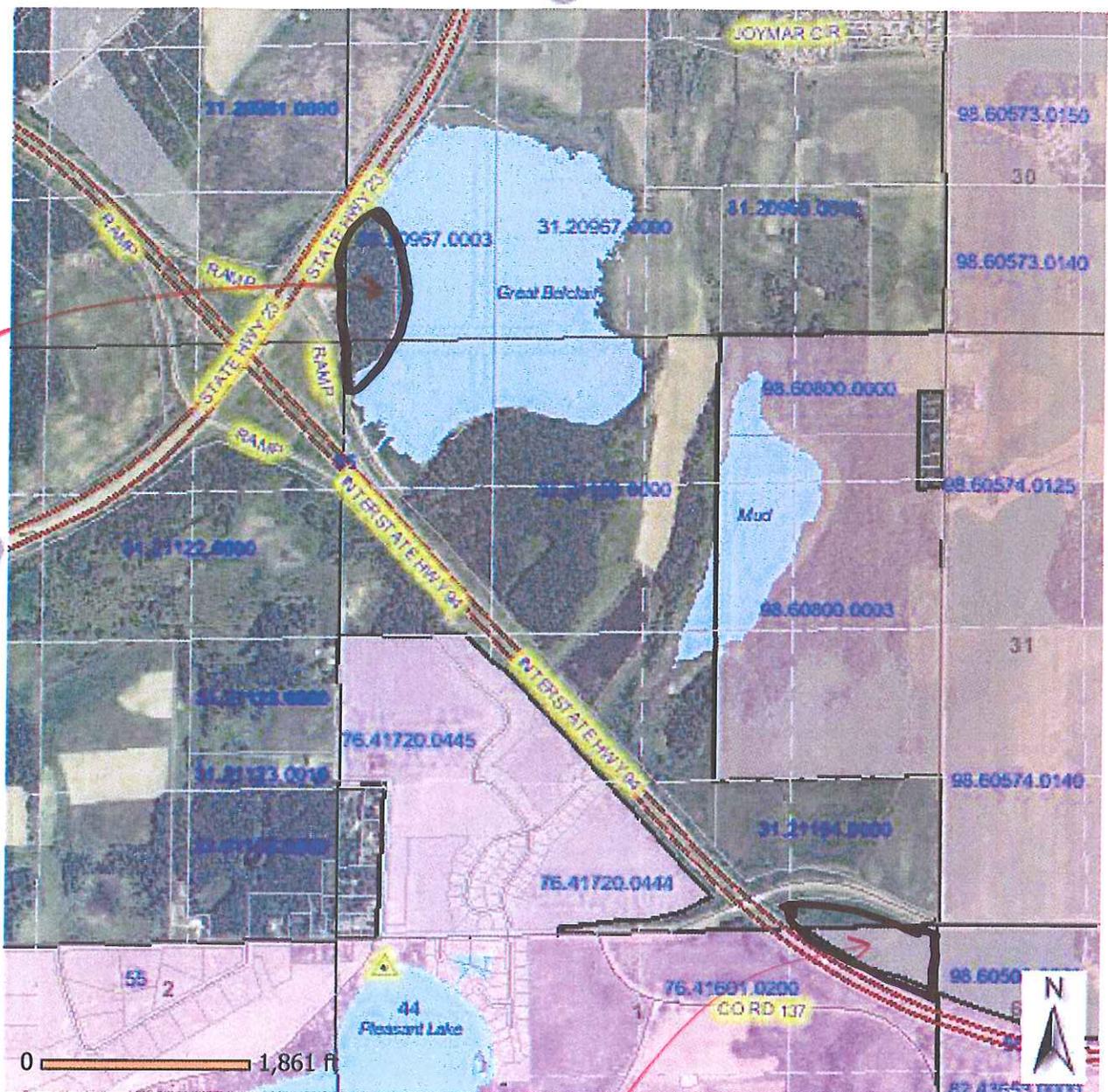


PROPOSED
 SUBSTATION LOCATION
 SITE #1

Last Data Upload: 7/23/2009 6:10:16 AM

EXHIBIT #3

N

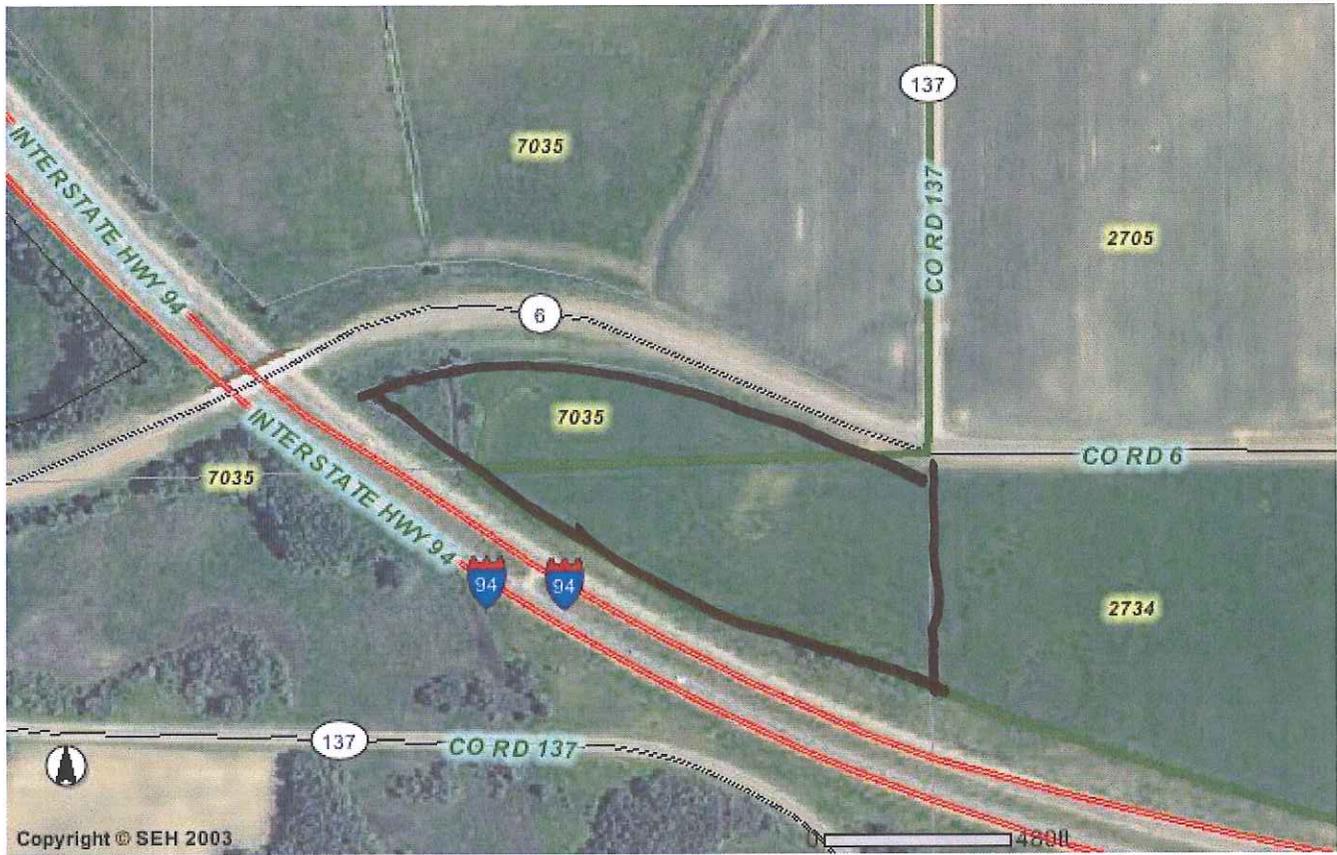


SEE EXHIBIT #5

S

ALTERNATE SITE #1
SEE EXHIBIT #4

Last Data Upload: 7/23/2009 6:10:16 AM

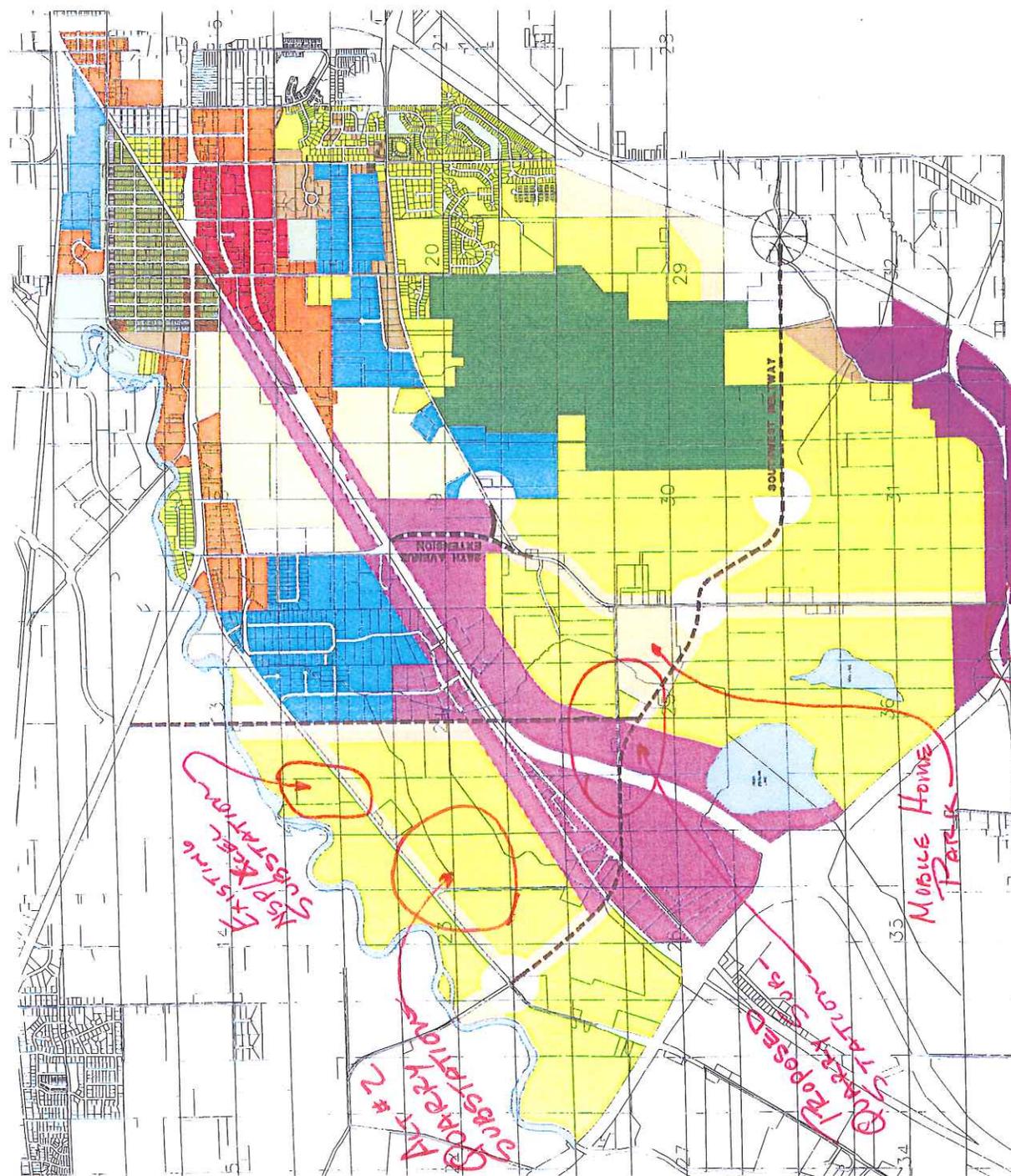


SUGGESTED SUBSTATION
LOCATION - SEE EXHIBIT #3



ALTERNATE SUGGESTED
SUBSTATION LOCATION -
SEE EXHIBIT # 3

FUTURE LAND USE



CITY OF WAITE PARK



Scale 1" = 3000'
February 2005
Revised February 2006

RESIDENTIAL FAMILY - SINGLE

- LOW DENSITY RESIDENTIAL *
- MODERATE DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- PLANNED UNIT RESIDENTIAL/ RECREATIONAL DEVELOPMENT
- LIMITED COMMERCIAL
- GENERAL COMMERCIAL
- 2ND STREET SOUTH COMMERCIAL
- 1947/H. 23 ENTRANCE CORRIDOR *
- FREEWAY BUSINESS PARK
- INDUSTRIAL
- SURFACE H₂O - SAUK RIVER/WETLANDS
- PUBLIC FACILITY
- CITY PARK
- COUNTY PARK
- ⊗ POSSIBLE FUTURE INTERCHANGE
- FUTURE COLLECTOR STREETS APPROXIMATE LOCATION ONLY

EXISTING NSP/RELOC SUBSTATION

PROPOSED SUBSTATIONS

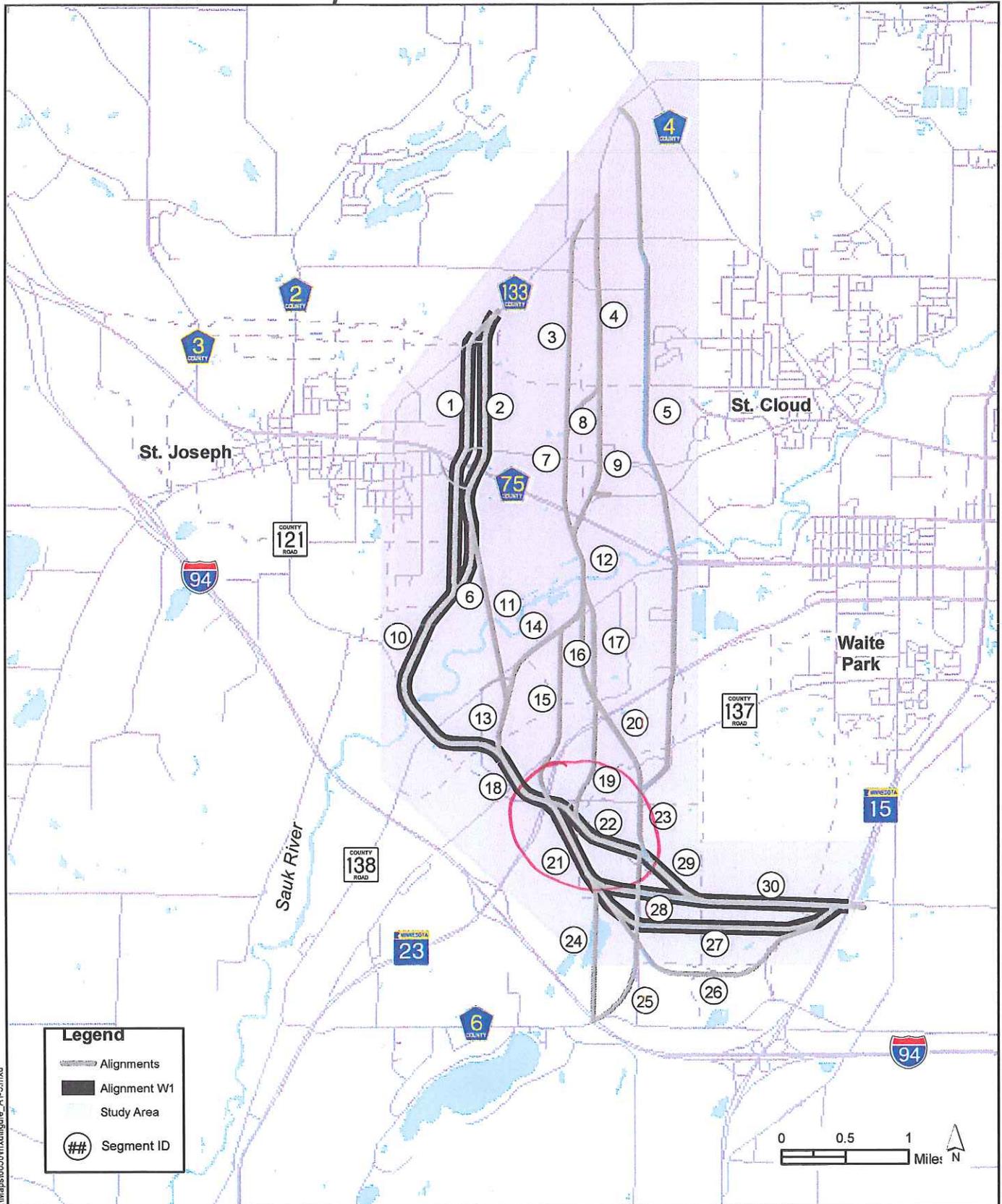
PROPOSED STATION SITES

MOBILE HOME PARK

SUGGESTED SUBSTATION LOCATION

SCOPING STUDY MAPS FOR S.W. BELTWAY

EXHIBIT #7



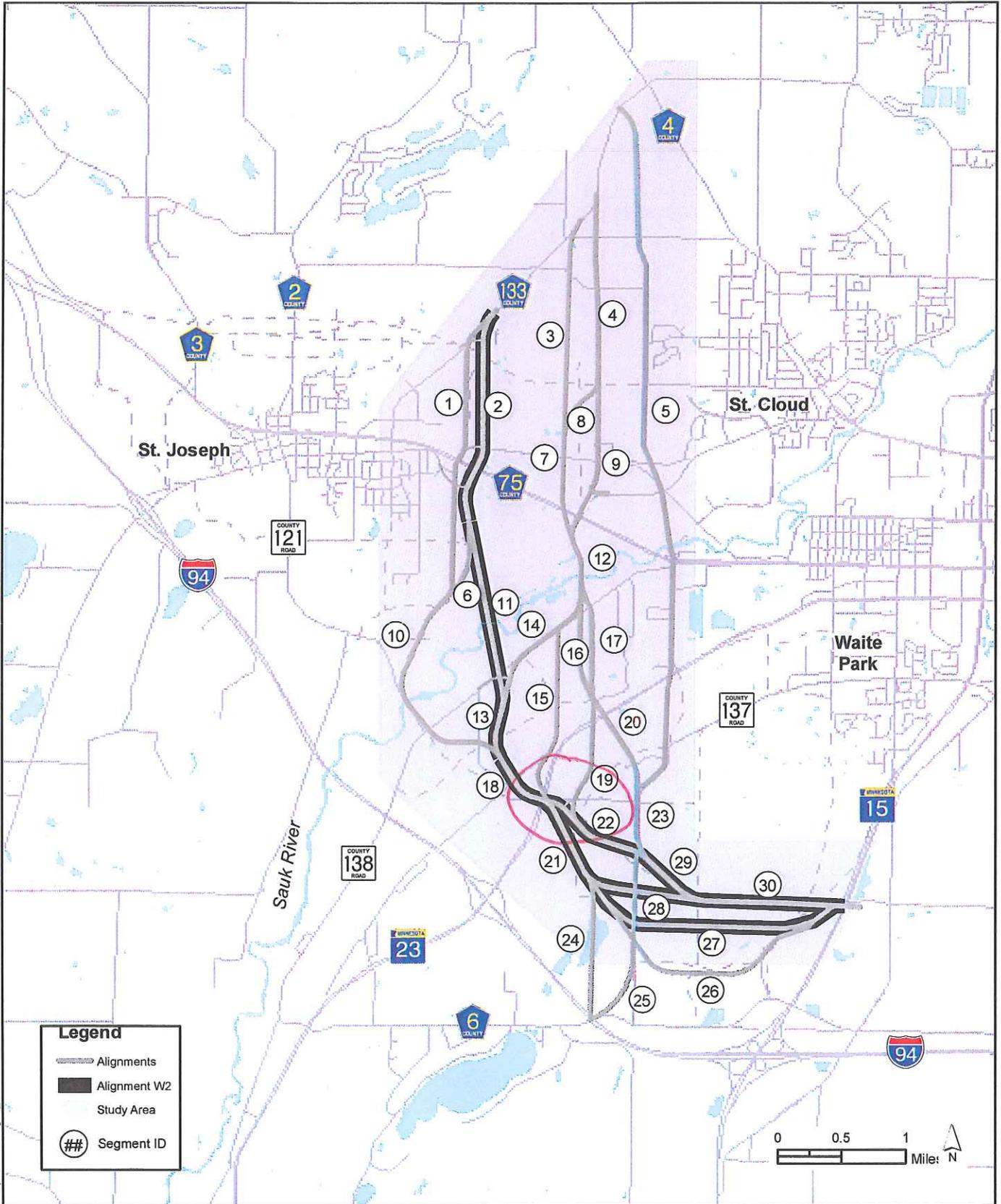
J:\Maps\650m\figure_A1-5.mxd

Scoping Build Alternative - Alignment W1

Figure A-1

Scoping Study Maps For S.W. BELTWAY

EXHIBIT #8



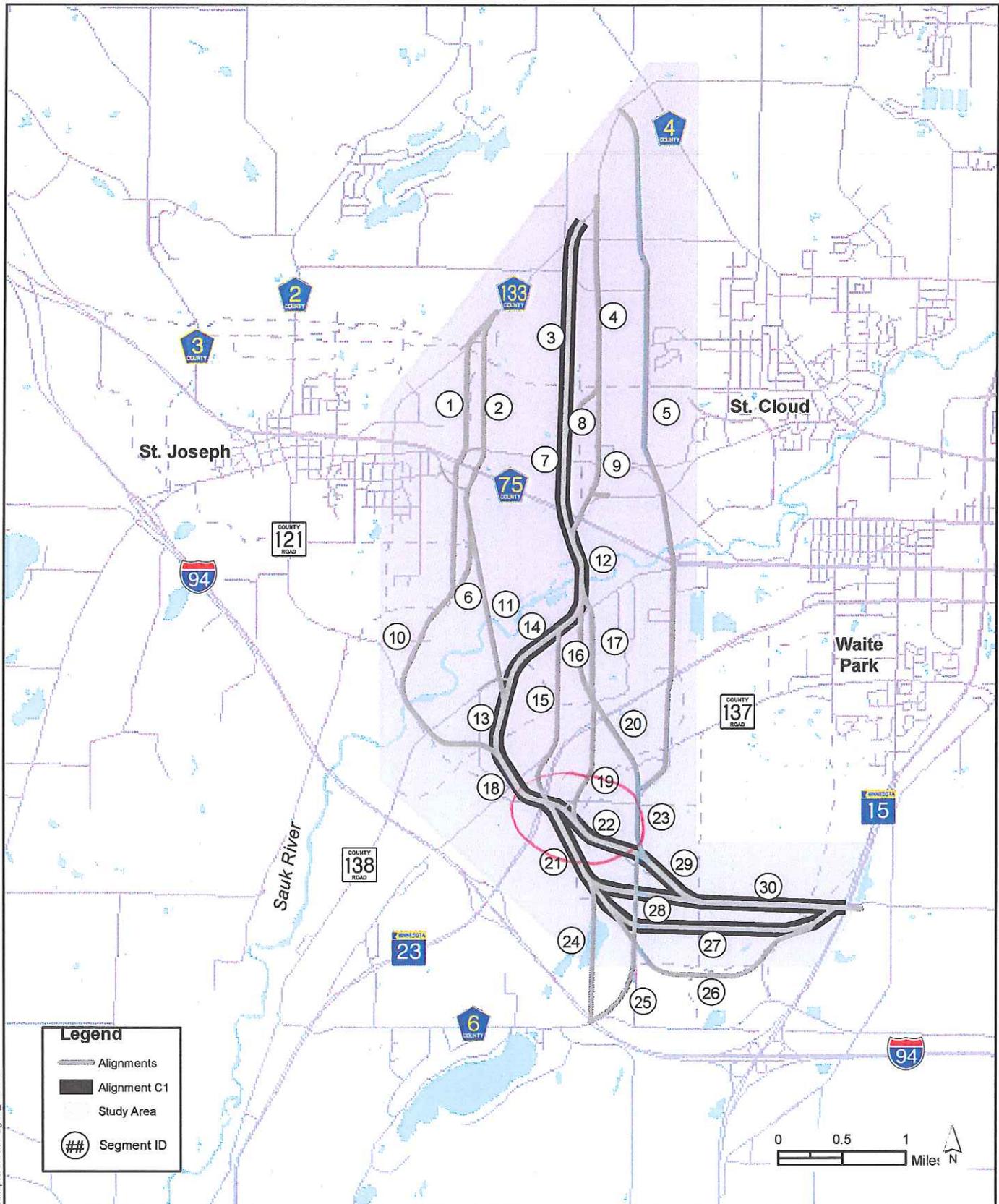
J:\Maps\650\mxd\figure_A1-5.mxd

Scoping Build Alternative - Alignment W2

Figure A-2

Scoping Study Maps For S.W. BELTWAY

EXHIBIT #9



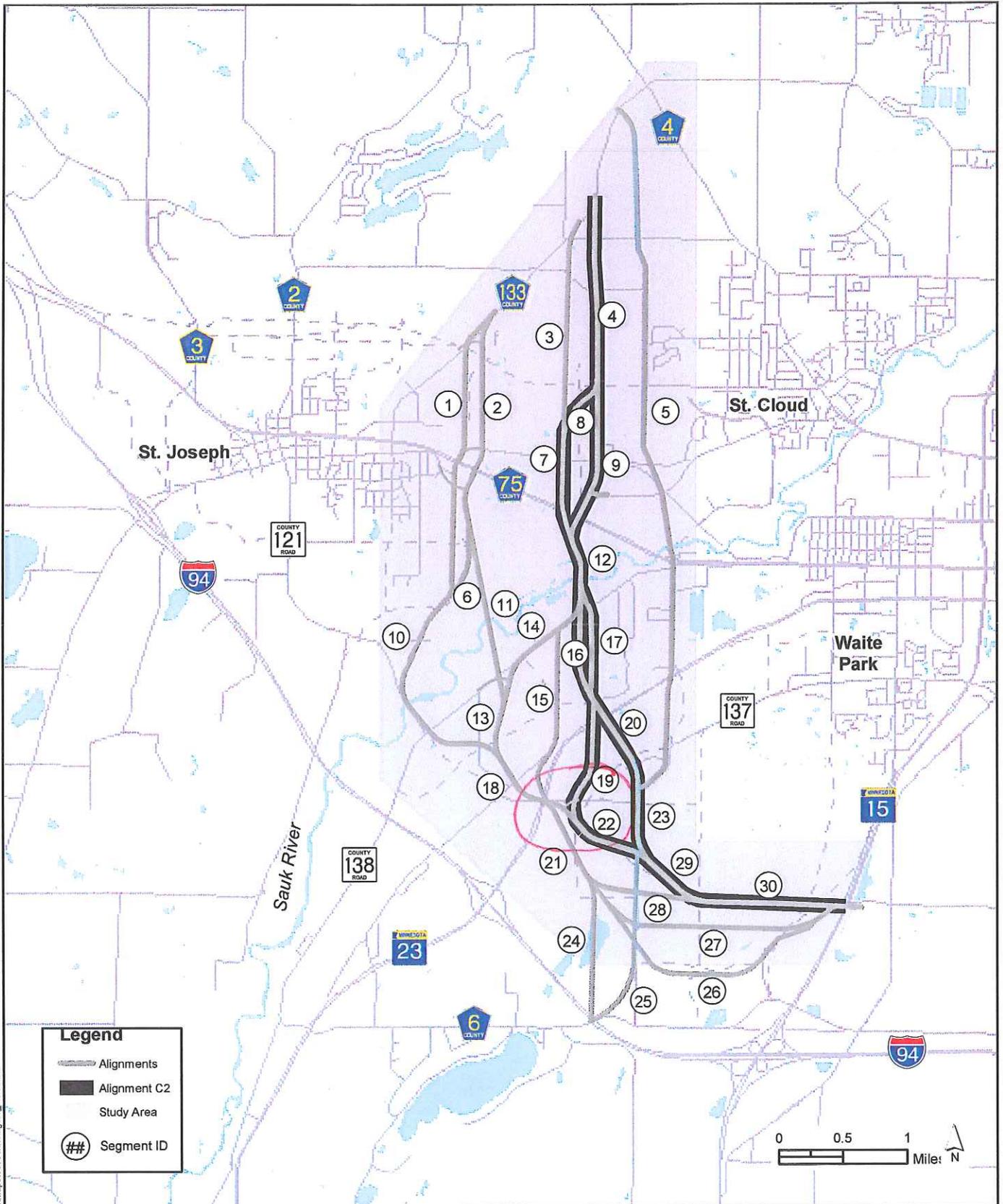
Scoping Build Alternative - Alignment C1

Figure A-3

J:\Maps\6050\mxd\figure_A1-5.mxd

Scoping Study Maps For S.W. BELTWAY

EXHIBIT #10



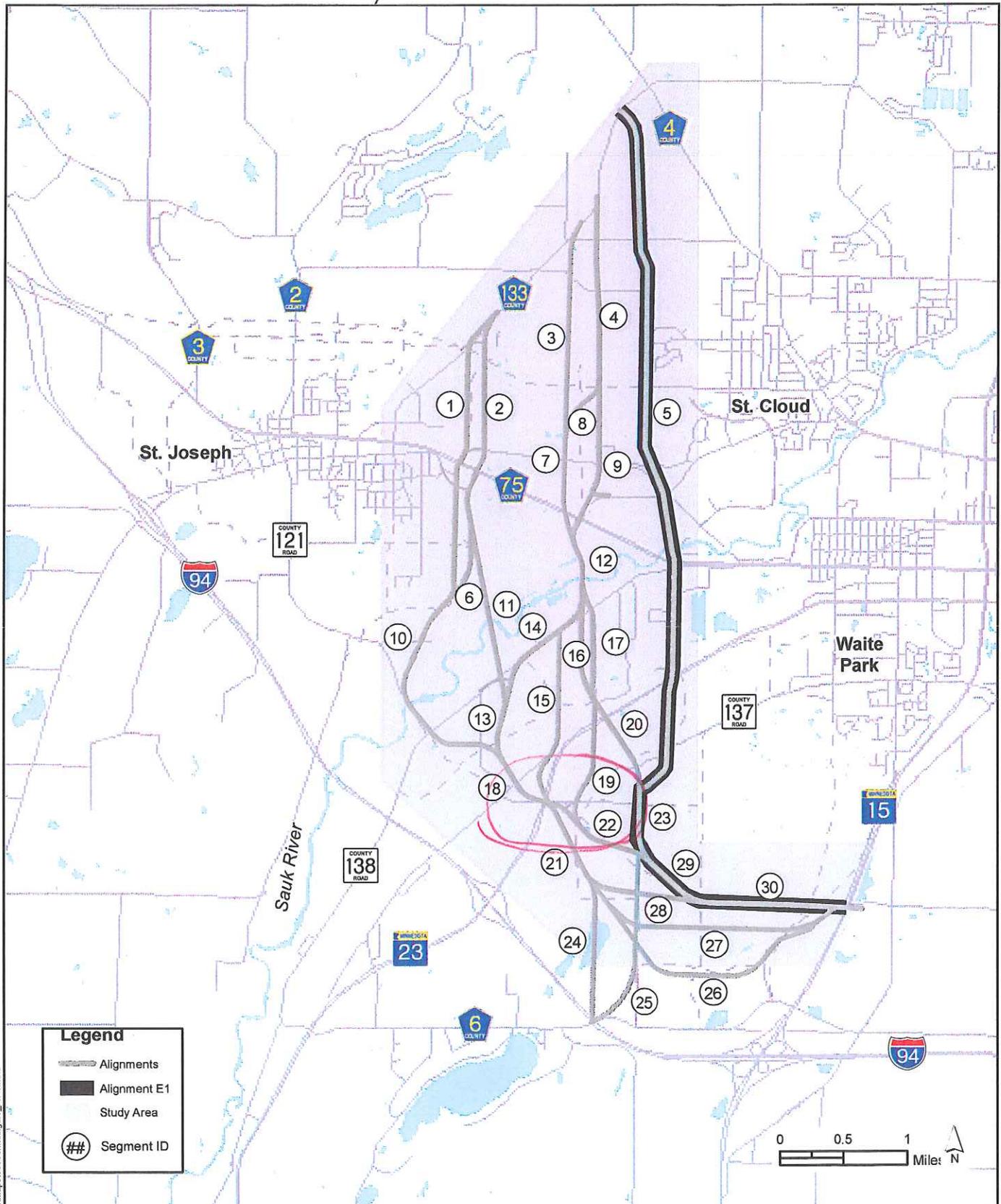
I:\Maps\6050\mxd\figure_A1-5.mxd

Scoping Build Alternative - Alignment C2

Figure A-4

Scoping Study Maps For S.W. BELTWAY

EXHIBIT # 11



\\Maps\6050\mxd\figure_A1-5.mxd

Scoping Build Alternative - Alignment E1

Figure A-5

Options:

Select option...



Property Information:

Pin: 31208160010

Owner Name:
 NORTHERN STATES POWER CO

Street Address:

Owner Address:
 414 NICOLLET MALL
 MINNEAPOLIS MN 55401

Acres: 12.4

Legal Description:
 12.40 A. S 1000' OF SW4SW4 & EOF
 FDL COMM AT NW CORN SEC 24-
 S TO CL OF RD - NE'LY ALG CL978.5'
 TO POB - N PARR TO SECLN
 TO AN INTSECTION OF N LN OFS 1000'
 OF SW4SW4 SEC 13 TERM

Plat Name:

Lot:

Block:

[View Parcel Report](#)

[View Map Layers](#)

NSP/XCEL ALREADY HAS A 15 ACRE SUBSTATION SITE LOCATED IN ST JOSEPH/WHITE PARK LOCATED ALONG THE SAUK RIVER THIS AREA IS A VERY SCENIC AREA + PRIME FOR RESIDENTIAL DEVELOPMENT.

EXHIBIT #12

ADDITIONAL 3 ACRE SITE.

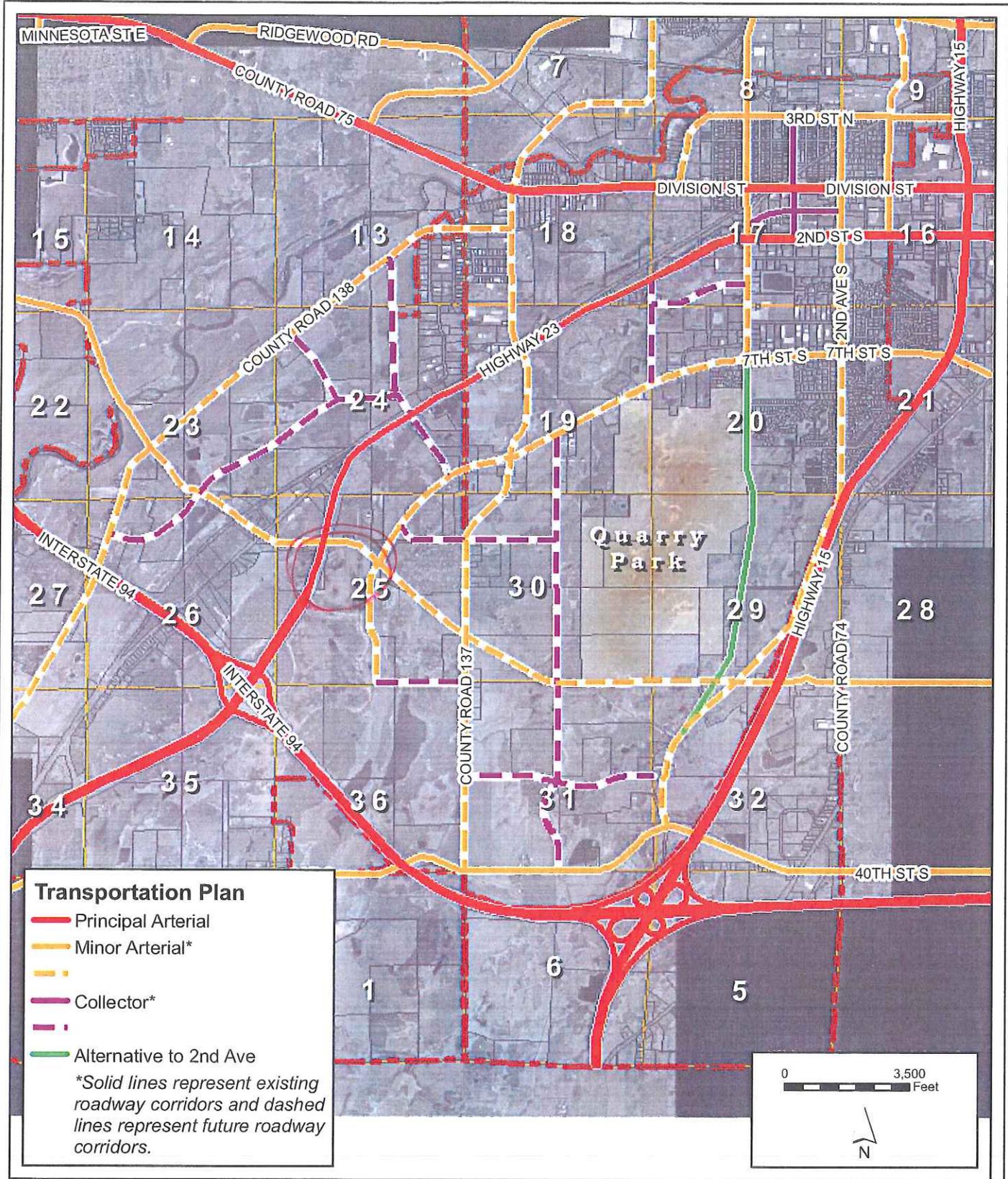
EAST

WEST

8158

8158

Copyright © SEW 2003



Map Document: (C:\Projects\WaitePark\060400\Report\figs\Waite Park - Future Network.mxd) 9/1/2006 -- 11:48:56 AM - dt



1200 25TH AVE SOUTH
ST CLOUD, MN 56301
PHONE: (320) 229-4300
FAX: (320) 229-4301
WATTS: 800-572-0617
www.sehinc.com

FILE NO.
AWAITE0604.00

DATE:
08/29/06

Future Roadway Network
Transportation Plan
Waite Park, Minnesota

Figure
5.4

David Birkholz

From: Adam Backes [Adam.Backes@co.wright.mn.us]
Sent: Monday, May 04, 2009 9:02 AM
To: David.Birkholz@state.mn.us
Subject: Receipt of Monticello-St. Cloud route permit application

David,

We have received your letter and CD-ROM for the proposed Transmission Line Project from Monticello - St. Cloud.
A Right-of-Way Permit will be required for any work within Wright County's Right-of-Way.

Thanks.

Adam Backes
Permit Technician
Wright County Public Works Building
1901 Highway 25 North
Buffalo, MN 55313

763-682-7706
763-291-7706 (cell)
763-682-7313 (fax)