
Appendix A

Final Scoping Decision Document



Energy Facility Permitting
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October 23, 2009

TO: William Glahn, Director *WLG*
Office of Energy Security
THROUGH: Marya White, Manager *MW*
FROM: William Cole Storm, Staff
OES EFP (Tel: 651-296-9535)
RE: Scoping Decision
NPUC/MP Essar Steel HVTL Route Permit
PUC Docket Number: E280/TL-09-512

ACTION REQUIRED: Signature of the Director on the attached Order, "Environmental Impact Statement Scoping Decision." Once signed, the Department of Commerce (DOC) Office of Energy Security (OES) Energy Facility Permitting (EFP) staff will mail the notice of the order to interested parties.

BACKGROUND: On June 1, 2009, Nashwauk Public Utilities Commission (NPUC) and Minnesota Power (MP) submitted a high voltage transmission line (HVTL) Route Permit application to the Commission for the proposed Essar Steel Transmission Project.

The Commission accepted the Hiawatha HVTL Route Permit Application as complete on June 29, 2009.

In the Order the Commission:

- Accepted the application, initiating the Full Review Process.
- Authorized the OES to name a Public Advisor.
- Authorized the OES to establish an Advisory Task Force.
- Referred the docket to the Office of Administrative Hearings for the contested case hearing.

On Wednesday, July 29, 2009, the Office of Energy Security (OES) Energy Facility Permitting staff (EFP) held a public information meeting at the Taconite Community Center. The meeting started at 6:00 pm. The purpose of the meeting was to provide information to the public about the proposed project, to answer questions, and to allow the public an opportunity to suggest alternatives and impacts that should be considered during preparation of the environmental review document. Written comments were due no later than Friday, August 14, 2009.

Approximately 65 people attended the public information and scoping meeting; fourteen individuals took the opportunity to speak on the record. A court reporter was present to document oral statements. Fifteen written comments were received.

The major areas of concern expressed during the public comment period included: compatibility with existing and future land use plans (including farming and mining); health and safety issues; cost of the project and who pays; and questions concerning easement acquisition (including buy the farm provisions).

The OES assembled an Advisory Task Force (ATF) for the NPUC/MP Essar Steel HVTL Project. The ATF role was to assist OES staff in developing the scope of the Environmental Impact Statement (EIS) and in determining specific impacts and issues of local concern that should be assessed in the EIS.

The ATF met three times: Wednesday, August 5, 2009, Wednesday, September 2, 2009, and Wednesday, September 23, 2009. The meetings were held in the Taconite Community Center from 2:00 pm to 5:30 pm. The ATF, through a facilitated process, 1) discussed potential alternative routes and substation locations, 2) discussed potential impacts and possible mitigations, 3) discussed issues of local concern in consideration of the scope of the environmental review document

The ATF released a report on October 21, 2009.

Relevant documents and other information on this docket can be viewed at the PUC Energy Facilities website:

<http://energyfacilities.puc.state.mn.us/Docket.html?Id=19602>

CC: Deb Pile, Supervisor

STATE OF MINNESOTA

OFFICE OF ENERGY SECURITY

**In the Matter of Nashwauk Public Utility
Commission's Application for a HVTL Route
Permit for the proposed Essar Steel HVTL
Project.**

**EIS SCOPING DECISION
PUC Docket No. E280/TL-09-512**

The above-entitled matter came before the Director of the Office of Energy Security (OES) for a decision on the scope of the Environmental Impact Statement (EIS) to be prepared on the proposed Essar Steel HVTL Project.

Having reviewed the matter, consulted with OES Energy Facility Permitting staff, and in accordance with Minnesota Rule 7850.2500, I hereby make the following Scoping Decision.

I. SUMMARY

On June 1, 2009, Nashwauk Public Utilities Commission (NPUC) and Minnesota Power (MP) submitted a high voltage transmission line (HVTL) Route Permit Application to the Commission for the proposed Essar Steel Transmission Project.

NPUC and MP propose to construct four 230 kV transmission lines and two 230 kV substations. The purpose of the project is to supply reliable electric power to a single source entity - Essar Steel Minnesota (ESM). ESM has obtained state approvals to reactivate the former Butler Taconite mine by developing new facilities, including a taconite pellet plant and steel production plant. The Essar taconite pellet facility is expected to commence initial operation by early 2011, with initial steel plant operation planned for early 2014, at which time the projected demand would be approximately 300 megawatts. Although not committed to, ESM has site approvals for a second steel slab melt line, which would increase the ESM facilities' total electric power requirements to approximately 500-550 megawatts if constructed and at full operation.

The four routes would require approximately 37 miles of new transmission lines.

Minnesota Statute 216B.243, subdivision 2, states that no Large Energy Facility shall be sited or constructed in Minnesota without issuance of a certificate of need by the Commission. The Essar Steel Transmission project meets the definition of a Large Energy Facility under Minn. Stat. 216B.2421, subd. 2. However, the applicants have stated within the route permit application that the proposed project meets the exemption criteria for construction of a high voltage transmission line that serves the demand of a single customer at a single location (Minn. Stat. § 216B.243, subd. 8, item 2), and that, the single customer for this proposed project would be Essar Steel Minnesota (ESM). All four proposed 230 kV transmission lines would terminate at the two proposed 230 kV substations located at the ESM site. Therefore a Certificate of Need would not be required for the proposed project.

The Commission accepted the Essar Steel HVTL Route Permit Application as complete on June 29, 2009. In the Order the Commission:

- Accepted the application, initiating the Full Review Process.
- Authorized the OES to name a Public Advisor, Deborah Pile was named.
- Authorized the OES to establish an Advisory Task Force, with the proposed structure and charge.
- Referred the docket to the Office of Administrative Hearings for the contested case hearing.

II. MATTERS TO BE ADDRESSED IN THE EIS

The applicants' Route Permit Application describes their route analysis and contains the information required by Minnesota Rule 7894.5220, subp. 2, as determined by the Commission. The EIS will summarize the process the applicants' used to identify, evaluate, and select the routes. The EIS will also verify and supplement information provided in the Route Permit Application and will incorporate the information by reference as appropriate.

The EIS on the proposed Essar Steel HVTL project will address and provide information on the following matters:

ABSTRACT

LIST OF PREPARERS

SUMMARY

1.0 INTRODUCTION

Project Description
Purpose of the Transmission Line
Project Location
Route Description
Route Width
Rights-of-Way
Project Cost
Sources of Information

2.0 REGULATORY FRAMEWORK

HVTL Route Permit Process
Questions of Need (size, type, timing, alternative system configurations/voltage) and Implications of Minn. Stat. 216B.243, Subdivision 8, Item 2.
Environmental Review under the Full Review Process

3.0 ENGINEERING AND OPERATION DESIGN

Transmission Line Conductors
Transmission Line Structures
Substations

4.0 CONSTRUCTION

Transmission Line and Structures
Substations
Property/Right-of-Way Acquisition

Contiguous Land Provisions (Minn. Stat. 216E.12, Subdivision 4)
Cleanup and Restoration
Damage Compensation
Maintenance

5.0 AFFECTED ENVIRONMENT, POTENTIAL IMPACTS, AND MITIGATIVE MEASURES

The EIS will include a discussion of the human and environmental resources potentially impacted by the project and its alternatives. Potential impacts, both positive and negative, of the proposed project and each alternative considered will be described. Based on the impacts identified, the EIS will describe mitigative measures that could reasonably be implemented to reduce or eliminate the identified impacts. The EIS will describe any unavoidable impacts resulting from implementation of the proposed project.

Environmental Setting
Socioeconomic Setting
Human Settlement
Noise

HVTL & Substation

Aesthetics

Proximity to Structures

Residences

Businesses

Schools/Daycares

Hospitals

Cemeteries

Displacement

Existing Utilities

Public Health and Safety

Electric and Magnetic Fields

Implantable Medical Devices

Stray Voltage

Recreation

Parks (city, county, state, and federal)

Trails (hiking, snowmobile/ATV)

Transportation and Public Services

Emergency Services

Airports

Highways, Roads and Bike Paths

Interference

Radio and Television (digital and satellite)

Internet

Cellular Phone

Archaeological and Historic Resources

Zoning and Compatibility/Federal, State and Local Government Planning

Commercial/Residential Development

- Land-Based Economies
 - Agriculture
 - Prime Farmland
 - Live Stock
- Property Values
 - Residential
 - Industrial
 - Agriculture
- Air Quality (As it pertains specifically to this transmission line only.)
 - Henshaw Effect
- Natural Resources
 - Surface Water
 - Lakes
 - Surface/stormwater Flows
 - Groundwater
 - Wetlands
 - Floodplains
 - State Wildlife Management Areas/Scientific Natural Areas
 - National Wildlife Refuge/Waterfowl Production Areas
- Flora
- Fauna
- Rare and Unique Natural Resources/Critical Habitat

6.0 ALTERNATIVE ROUTES/SUBSTATION LOCATIONS TO BE EVALUATED IN EIS
The EIS will describe and evaluate the applicant's four proposed routes (Route 1 through Route 4) and the applicant's four proposed alternative routes (Route 1A through Route 4A). The EIS will also identify, describe, and evaluate the following alternatives.

HVTL Route/Segment Alternatives

- ATF Alternative Segment 1 (to applicant's Route 3A)
- ATF Alternative Segment 2 (to applicant's Route 3A)
- ATF Alternative Segment 3 (to applicant's Route 1A)

Substation Location Alternatives

No alternative substation locations have been identified.

7.0 REJECTED ALTERNATIVE ROUTES

8.0 ALIGNMENT ALTERNATIVES

The EIS will evaluate a total of 5 alignment alternatives suggested in comments. These are alternatives that fell within the applicants' requested route widths and generally entail site specific concerns such as building on one side of the road or the other, avoiding tree groves, and avoiding recreational areas or environmentally sensitive areas.

- ATF Group 2 alignment in Route 3
- ATF Group 2 alignment in Route 1
- ATF Group 3 alignment in Route 1

ATF Group 2 alignment in Route 2
ATF Group 3 alignment in Route 2

9.0 REQUIRED PERMITS AND APPROVALS

The EIS will include a list of permits that will be required for the project.

III ISSUES OUTSIDE THE SCOPE OF THE EIS

The following issues will not be considered or evaluated in the EIS:

- Any route or substation alternatives not specifically identified in this scoping decision
- The issue of need, including size, type, and timing; questions of alternative system configurations, or questions of voltage.
- The no-build option regarding the high voltage transmission line.
- The impacts of specific energy sources, such as carbon outputs from coal-generated facilities.
- The manner in which land owners are paid for transmission rights-of-way easements, as that is outside the jurisdiction of Public Utilities Commission.

IV SCHEDULE

Following is the anticipated schedule:

February 20, 2010 – Draft EIS available.

March 20, 2010 – Draft EIS public meetings.

June 12, 2010 – Final EIS available.

The above outline is not intended to serve as a “Table of Contents” for the EIS document, and as such, the organization (i.e., structure of the document) of the information and the data may not be similar to that appearing in the EIS.

Signed this 26th day of October, 2009

STATE OF MINNESOTA
OFFICE OF ENERGY SECURITY



William Glahn, Director
Office of Energy Security

Appendix B

Advisory Task Force Report



Management
Analysis
& Development

- **Minnesota Department of
Commerce**

Essar Steel 230 kilovolt (kV) Transmission Line Project Advisory Task Force Report

PUC Docket No. E-280/TL-09-512

October 20, 2009

Project team

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Other formats

To obtain these materials in an alternative format, — for example, large print or cassette tape — call voice 651-259-3800 or Minnesota relay, 711 or 800-627-3529 (voice, TTY, ASCII).

Copies of this report

For more information or copies of this report, contact the Minnesota Department of Commerce.

Management Analysis & Development

Management Analysis & Development is Minnesota government's in-house fee-for-service management consulting group. We are in our 24th year of helping public managers increase their organization's effectiveness and efficiency. We provide quality management consultation services to local, regional, state, and federal government agencies, and public institutions.

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Methodology	1
Impacts and Issues to Evaluate	2
Identification and Review of Transmission Line Routes, Alternative Routes, and Route Segments	3
Line Alignment in Identified Routes	6
Conclusions	6
Appendices	8

Introduction

On June 1, 2009, Nashwauk Public Utilities Commission (the Applicant) and Minnesota Power (Co-applicant) submitted a route permit application to the Minnesota Public Utilities Commission (Commission) to construct four 230 kilovolt (kV) transmission lines and two 230 kV substations (project). The purpose for the project is to supply reliable electric power to a single source entity – Essar Steel Minnesota. Essar Steel has obtained state approvals to reactivate the former Butler Taconite mine by developing new facilities, including a taconite pellet plant and steel production plant. The existing Shannon, Boswell and Blackberry Substations are the proposed power source connections for the project. The proposed project with its four routes would require approximately 37 miles of new transmission lines. The applicants have identified four route study areas: 1) Shannon end of 94 line to Essar Steel Plant Substation, 2) Boswell end of 94 line to Essar Mine substation, 3) Blackberry substation to Essar Steel plant substation, and 4) Essar mine substation to Essar Steel plant substation. For each study area, the applicant has proposed one preferred route and one alternate route (See Appendix A for a map of the proposed applicant routes).

On June 29, 2009, the Commission authorized the Department of Commerce, Office of Energy Security (OES) to establish and charge, as appropriate, an advisory task force (ATF) to assist OES staff in determining the scope of the environmental impact statement (EIS) to be prepared for the proposed project. The Essar Steel ATF was charged with: (1) reviewing the route permit application, (2) identifying specific impacts and issues of local concern to be assessed in the EIS, and (3) identifying potential alternative transmission line routes and substation locations to be assessed in the EIS (See Appendix B).

On July 24, 2009, the OES appointed ten persons to the Essar Steel ATF (See Appendix C).

Methodology

The Essar Steel ATF met three times – August 12, September 2, and September 23, 2009. The task force, through a facilitated process, discussed the proposed project and the charge given to the task force. Task force meetings were open to the public, and additional people attended to listen to the discussion.

The first task of the ATF was to determine the impacts and issues that should be evaluated in the EIS for the project. This task was the focus for the first meeting. Task force members, through small and large group discussions, identified impacts and issues. Additionally, task force members submitted “homework” identifying specific impacts and issues that would be important to consider for the project.

At the second meeting, task force member reviewed and prioritized the impacts and issues identified at the first meeting. Task force members were asked to vote as to which impacts and issues were most important. Following this prioritization, task force members took up the second part of their charge – identifying alternative routes and substation locations. Task force members

broke into small “brainstorming” groups and identified alternative routes, route segments, and substation locations. The small groups then reported back to the entire task force.

At the third meeting, the task force reviewed the alternatives identified at the second meeting and discussed pros and cons of each alternative including the applicants’ proposed routes. Clarifications, corrections, and variations within a route were discussed. The task force then discussed if there was strong support for one or several route(s), route segment(s), or substation locations, such that the task force wanted to indicate a preference or recommendation

The task force’s work was captured in meeting notes recorded on flip charts by the meeting facilitator. Meeting notes and supporting materials for all meetings are available online:

<http://energyfacilities.puc.state.mn.us/resource.html?Id=24626>

Impacts and Issues to Evaluate

Task force members identified impacts and issues by responding to the following question: “What land use planning or other impacts and issues need to be considered in the evaluation of proposed transmission line routes?” The task force identified and prioritized eight impacts and issues to be evaluated in the EIS (See Appendix D).

Top priority impacts and issues to consider were:

- Impact on real property
- Potential health and safety issues

Second priority impacts and issues to consider were:

- Route impact
- Potential environmental impacts

Other important impact and issues to consider were:

- Potential economic impacts
- Issues and impact on future mining
- Recreation
- Cultural impacts

Identification and Review of Transmission Line Routes, Alternative Routes, and Route Segments

The task force identified three alternative route segments for consideration in the EIS. Maps for these segments are included in the appendices. The task force reviewed the alternatives generated by the ATF and the applicant's proposed routes, and identified pros and cons for each. Pros and cons for each alternative (keyed to map names where appropriate), as well as task force discussion, are noted here:

Applicant Route 1

Pros

- Shortest route
- Easiest route in that it is a straight line
- Fewer number of residents impacted and home farther away from route
- Crosses more corporate land and less residential land
- Less impact on wetlands

[Note: ATF members noted that having the transmission line impact or go through wetlands may be a better option or pro because the better, more stable ground for development and use is the "high ground." Impact on wetlands, however, is still an issue for the EIS to review.]

Cons

- One home in 150 feet of route

Applicant Route 1A

Pros

- Farther from Highway 65 and the home along it
- Route looks to be in a more desolate area; away from farm land, uses vacant land

Cons

- Longer route
- More area is disturbed because of longer route
- Greater impact on wetlands (may also be a pro)
- Impacts more forest and agriculture land

Applicant Route 2

Pros

- Follows existing power line
- Goes through a more remote location
- Impacts one-half of the acres that Applicant Route 2A impacts
- Impacts 21 fewer acres of agriculture land

- Impacts fewer acres of Blandin conservation easement acres

Cons

- Route is close to Reilly Lake (or O'Reilly Lake)

Applicant Route 2A

Pros

- Shorter distance
- Lower route cost for project
- Impacts fewer forest acres
- Impacts fewer future mining activities
- Impacts six fewer structures

Cons

- Close to Big Sucker Lake
- New land used for a majority of the route
- Crosses more roadways
- New intrusion into forest conservation easement area

Applicant Route 3

Pros

- Uses existing corridor
- Shorter distance
- Two fewer transmission structures
- Crosses iron formation at a mined-out area
- Uses a greater percentage of existing right-of-way
- From City of Pengilly on, the route is on old mine or mine dumping land

Cons

- Viewshed from Pengilly would be impacted
- Close to Swan Lake, Pengilly, and Nashwauk
- Crosses more roadways

Applicant Route 3A

Pros

- Impacts 12 fewer homes

Cons

- More of route does not follow existing corridors, new land impacted
- Impacts more private land
- Shares a corridor with Applicant Route 2
- Goes through Trout Lake Township

Applicant Route 4

Pros

- Whole route is on Essar Steel property
- Does not impact wetlands and homes
- Follows existing right-of-way to a greater percentage

Cons – none identified

Applicant Route 4A

Pros – none identified

Cons

- Goes between Big Sucker Lake and Little Sucker Lake
- Five residents impacted, density is 1.06
- Impacts viewshed of five residents
- Route places transmission line in wetland

ATF Alternative Route Segment 1 – to Applicants Route 3A (Blue line on Appendix E map)

Pros

- Shorter than Applicant's Route 3A
- Avoids private lands to the west of 3A
- Puts the route through wetlands rather than highlands

Cons

- Impacts wetlands and brush lands
- Crosses existing and proposed gas lines
- One more line (power and gas) cutting through a single piece of property

ATF Alternative Route Segment 2 – to Applicants Route 3A, slightly further east of previous AFT Segment 1 (Purple line on Appendix E map)

Pros

- Goes farther east and misses all homes
- Shorter than Applicants Route 3A
- Avoids private lands to the west of 3A
- Puts the route through wetlands rather than highlands

Cons

- Impacts wetlands and brush lands
- Crosses existing and proposed gas lines
- One more line (power and gas) cutting through a single piece of property

ATF Alternative Route Segment 3 – to Applicants Route 1A (Red line on Appendix E map)

Pros

- Moves route away from a future building site, site already has water and sewer
- Shorter route

Cons – none identified

Line Alignment in Identified Routes

The charge of the ATF was to review and identify alternatives to transmission line routes, the broad pathway a transmission line may take. The “alignment” or specific area inside the route that a transmission line would actually use was not a charge for this ATF but the members discussed such options and asked that their comments be included so they would not be lost. The following comments correspond to noted areas identified in Appendices E through G.

Appendix E – Alternative Alignments developed by ATF to Routes 3 and 3A

- ATF Group 2 alignment in Route 3 (red dot line) – do not widen corridor along Highway 70 to avoid homes; instead double-hang lines on single pole.

Appendix F – Alternative Alignments developed by ATF to Routes 1 and 1A

- ATF Group 2 alignment in Route 1 (Blue dot line) – go into lowland, then Blandin land to avoid home
- ATF Group 3 alignment in Route 1 (Green dot line – avoid private home not on map (this is the same home as identified by Group 2 above)

Appendix G – Alternative Alignments developed by ATF to Routes 2 and 2A

- ATF Group 2 alignment in Route 2 (Blue dot line) – use property line on east side of right-of-way, off private land
- ATF Group 3 alignment in Route 2 (Green dot line) – use double lines or lines moved to south (south of Island Lake)

Conclusions

- 1. Study all of the alternative line route segments identified by the task force.** A good amount of effort and thought went into the creation of the task force's alternative transmission line route segments. The task force could not find consensus around a particular route segment, or recommend a particular alternative. Thus, the task force recommends that all alternatives be carried forward in the EIS process with the pros and cons identified by the task force.
- 2. All impacts and issues identified by the task force are important.** The impacts and issues identified by the task force are all important and should be evaluated in the EIS. The prioritization of impacts and issues performed by the task force may be helpful in guiding OES staff in the development of the EIS, but is not intended to diminish the importance of all impacts and issues raised and discussed by the task force.

Appendices

A – Map of Applicant Proposed Routes

B – Advisory Task Force Charge

C – Notice of Appointment

D – Impacts and Issues Table

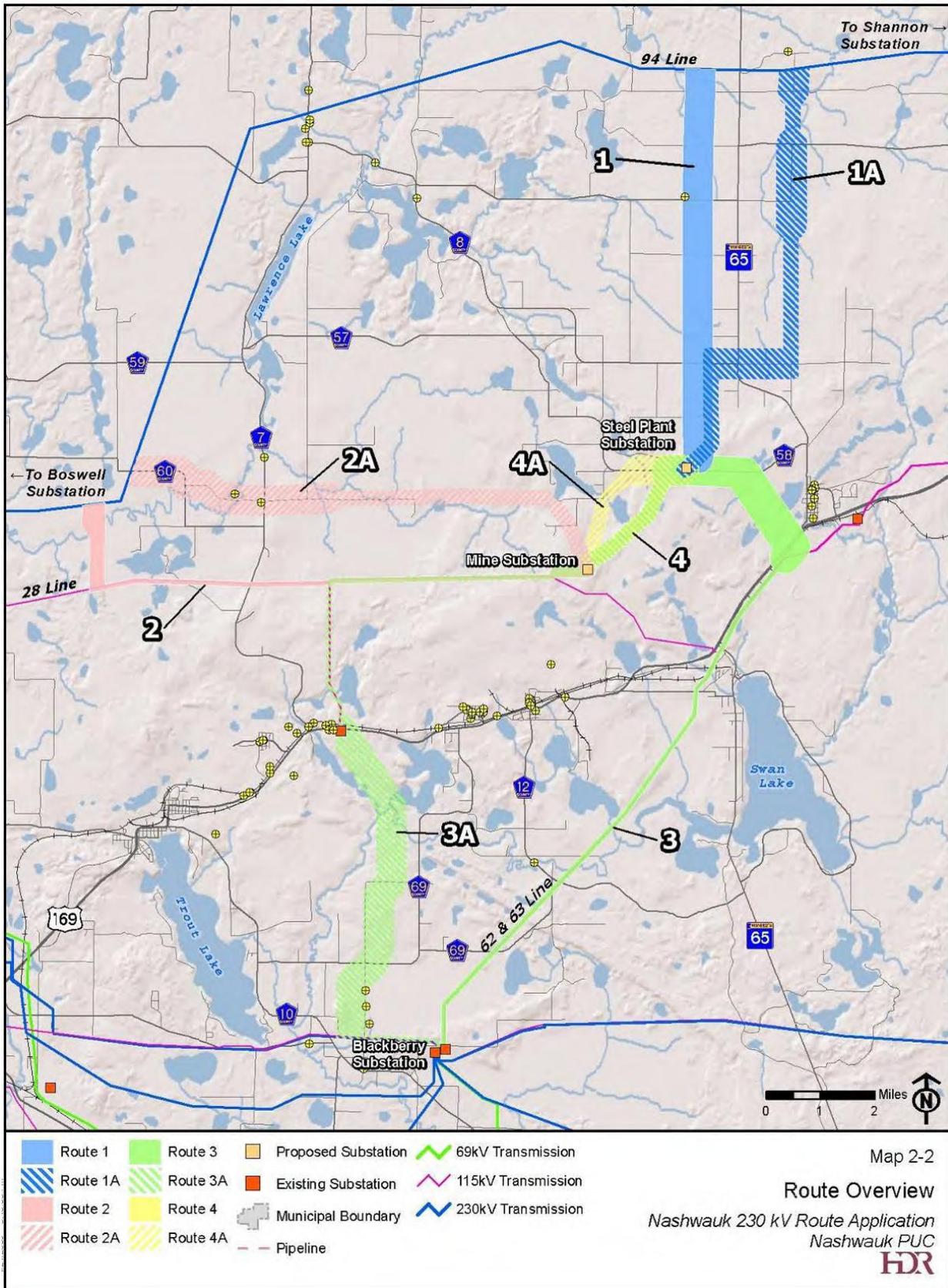
E – Map of Alternative Alignment developed by ATF to Routes 3 and 3A

F – Map of Alternative Alignment developed by ATF to Routes 1 and 1A

G – Map of Alternative Alignment developed by ATF to Routes 2 and 2A

Appendix A

Map 2-2: Route Overview



Appendix B

BEFORE THE MINNESOTA PUBLIC UTILITIES COMMISSION

David Boyd
J. Dennis O'Brien
Phyllis Reha
Thomas Pugh
Betsy Wergin

Chair
Commissioner
Commissioner
Commissioner
Commissioner

Bryan Adams
Nashwauk Public Utilities Commission
301 Central Avenue
Nashwauk, Minnesota 55769

SERVICE DATE: June 29, 2009

DOCKET NO. E-280/TL-09-512

In the Matter of the Application for a HVTL Route Permit for the Essar Steel Transmission Project.

The above entitled matter has been considered by the Commission and the following disposition made:

Accepted the HVTL Route permit application submitted by NPUC/MP for the Essar Steel Transmission project as complete and authorize OES EFP staff to initiate the full review process under Minnesota Rules Chapter 7849.

Authorized the OES EFP staff to name a public advisor in this case.

Authorized OES EFP staff to establish an advisory task force with the proposed structure and charge for the task force.

Referred the NPUC/MP Essar Steel HVTL Route Permit Docket E2802/TL-09-512 to the Office of Administrative Hearings for conduct of the Minn. R. 1405 contested case hearing.

The Commission agrees with and adopts the recommendations of the Office of Energy Security which are attached and hereby incorporated in the Order.

BY ORDER OF THE COMMISSION



Burl W. Haar
Executive Secretary

(S E A L)

This document can be made available in alternative formats (i.e. large print or audio tape) by calling 651.201.2202 (voice). Persons with hearing or speech disabilities may call us through Minnesota Relay at 1.800.627.3529 or by dialing 711.



BEFORE THE MINNESOTA PUBLIC UTILITIES COMMISSION

COMMENTS AND RECOMMENDATIONS OF THE
MINNESOTA OFFICE OF ENERGY SECURITY
ENERGY FACILITY PERMITTING STAFF

DOCKET No. E280/TL-09-512

Meeting Date: June 25, 2009.....Agenda Item # 4

Company: Nashwauk Public Utilities Commission/Minnesota Power

Docket No. PUC Docket Number: E280/TL-09-512
In the Matter of the Application for a HVTL Route Permit for the Essar Steel Transmission Project.

Issue(s): Should the Commission accept or reject the application as substantially complete? If accepted, should the Commission authorize the Department to appoint a public advisor and an advisory task force?

DOC Staff: William Cole Storm.....651-296-9535

Relevant Documents (in Commission Packet).

- NPUC’s HVTL Route Permit Application.....June 1, 2009.

The enclosed materials are work papers of the Department of Commerce (Department) Office of Energy Security (OES) Energy Facility Permitting (EFP) staff. They are intended for use by the Public Utilities Commission (Commission) and are based on information already in the record unless otherwise noted.

This document can be made available in alternative formats; i.e. large print or audio tape by calling (651) 201-2202 (Voice) or 1-800-627-3529 (TTY relay service).

Documents Attached.

1. Site map illustrating the four study areas in which the routes will be located.
2. Site map illustrating applicant's preferred and alternative routes.
3. OES proposed charge and structure for an advisory task force.

(Note: Relevant documents and additional information can be found on eDockets (ET2/GS-07-715) or the PUC Energy Facilities Permitting website

<http://energyfacilities.puc.state.mn.us/Docket.html?Id=19981>

Statement of the Issue

Should the Commission accept or reject the application as substantially complete under the Review Process of the Power Plant Siting Act (Minnesota Statutes 216E.001 to 216E.18)? If accepted, should the Commission authorize the OES to appoint a public advisor and an advisory task force?

If the application is rejected, the Commission must advise the applicant of the deficiencies in the application.

Introduction and Background

On June 1, 2009, Nashwauk Public Utilities Commission (NPUC) and Minnesota Power (MP) submitted a high voltage transmission line (HVTL) Route Permit application to the Commission for the proposed Essar Steel Transmission Project.

Minnesota Statutes Section 216E.03, subd. 2, provides that no person may construct a high voltage transmission line without a route permit from the Commission. An HVTL is defined as a transmission line of 100 kV or more and greater than 1,500 feet in length in Minnesota Statutes Section 216E.01, subd. 4. The proposed transmission lines are HVTLs and therefore a route permit is required prior to construction. The application was submitted pursuant to the provisions of the Full Permitting Process outlined in Minnesota Rules 7849.5200 to 7849.5340.

Minnesota Statute 216B.243, subdivision 2, states that no Large Energy Facility shall be sited or constructed in Minnesota without issuance of a certificate of need by the Commission. The Essar Steel Transmission project meets the definition of a Large Energy Facility under Minn. Stat. 216B.2421, subd. 2. However, the applicant has stated that the proposed project meets the exemption criteria for construction of a high voltage transmission line that serves the demand of a single customer at a single location (Minn. Stat. § 216B.243, subd. 8, item 2). The single customer for this proposed project would be Essar Steel Minnesota (ESM). All four proposed 230 kV transmission lines would terminate at the two proposed 230 kV substations located at the ESM site. Therefore, if the Commission concurs with this position, a Certificate of Need would not be required for the proposed project.

Project Description

NPUC and MP propose to construct four 230 kV transmission lines and two 230 kV substations. The purpose of the project is to supply reliable electric power to a single source entity - Essar Steel Minnesota (ESM). ESM has obtained state approvals to reactivate the former Butler Taconite mine by developing new facilities, including a taconite pellet plant and steel production plant. The Essar taconite pellet facility is expected to commence initial operation by early 2011, with initial steel plant operation planned for early 2014, at which time the projected demand would be approximately 300 megawatts. Although not committed to, ESM has site approvals for a second steel slab melt line, which would increase the ESM facilities' total electric power requirements to approximately 500-550 megawatts if constructed and at full operation.

The four routes would require approximately 37 miles of new transmission lines (**Attachments 1 and 2**).

Study Area 1 – Shannon end of 94 Line to Essar Steel Plant Substation

Study Area 1 is bordered by MP's 230 kV Boswell to Shannon 94 Line (94 Line) to the north and the Steel property to the south. The east boundary is two miles east of Minnesota Trunk Highway (TH) 65 and the west boundary is two miles west of TH 65. The proposed transmission line would cross over rugged northern Minnesota forestland. TH 65 and a number of county and secondary roads cross the study area; no other major linear infrastructure (transmission lines, pipelines or railroads) are present. The transmission line routes within this study area would be approximately eight miles long.

Study Area 2 – Boswell end of 94 Line to Essar Mine Substation

Study Area 2 is bordered by the 94 Line on the north and west. The southern border is MP's 115 kV Boswell to Nashwauk 28 Line (28 Line) and the eastern border is the ESM property. The proposed transmission line would cross over rugged northern Minnesota forestland. There are a number of county and secondary roads within the study area. The 28 Line is the only other infrastructure right-of-way present. The transmission line routes within this study area would be approximately 10 miles long.

Study Area 3 – Blackberry Substation to Essar Steel Plant Substation

Study Area 3 is bordered by the City of Nashwauk on the northeast, 28 Line on the north and CSAH 10 to the west. The Blackberry Substation is located at the southern border and MP's 115 kV 62 and 63 Lines are located on the eastern border. The proposed transmission line would cross over rugged northern Minnesota forestland. U.S. Highway 169 travels east/west within the study area. There are a number of county and secondary roads, transmission lines, and gas pipelines within this study area. The transmission line routes within this study area would be approximately 15-18 miles long.

Study Area 4 – Essar Mine Substation to Essar Steel Plant Substation

Study Area 4 is located entirely within ESM property and would connect the two new substations. The ESM plant utility right-of-way, including a new railroad and several secondary roads are located within the study area. The transmission line routes within this study area would be approximately three miles long.

Essar Mine Substation

The Essar Mine Substation would occupy approximately 1.4 acres of land. This substation would be on the western side of the ESM property. The substation would be connected to the 94 Line, via Route 2 or 2A, and would also be connected to the Essar Steel Plant Substation via Route 4 or 4A.

Essar Steel Plant Substation

The Essar Steel Plant Substation would occupy 4.5 acres of land. This substation would be located on the northern portion of the ESM property. The substation would be connected to the Shannon end of the 94 Line, the Blackberry Substation, and the Essar Mine Substation.

State Regulatory Process and Procedures

Route permit applications must provide specific information about the proposed project including, but not limited to, applicant information, route description, environmental impacts, alternatives, and mitigation measures (Minn. R. 7849.5220). The Commission may accept an application as complete, reject an application and require additional information to be submitted, or accept an application as complete upon filing of supplemental information (Minn. R. 7849.5230).

The review process begins with the determination by the Commission that the application is complete. The Commission has one year to reach a final decision on the route permit application from the date the application is determined to be complete. The Commission may extend this limit for up to three months for just cause or upon agreement of the applicant (Minn. R. 7849.5340).

Environmental Review

Applications for high voltage transmission line route permits are subject to environmental review, which is conducted by EFP staff under Minn. R. 7849.5200. The staff will provide notice and conduct public information and scoping meetings to solicit public comments on the scope of the environmental impact statement (EIS). The Director of the Office of Energy Security (OES) will determine the scope of the EIS. An EIS is a written document that describes the human and environmental impacts of a proposed project (and selected alternative routes) and methods to mitigate such impacts. The public has the opportunity to comment on the scope of the EIS and the draft EIS through public comment periods and at OES sponsored information meetings.

The draft EIS will be completed and made available prior to the public hearing.

Hearing Process

Applications for high voltage transmission line route permits under the full permitting process require a public contested-case hearing upon completion of the draft EIS pursuant to Minn. R. 7849.5330. A portion of the hearing must be held in the counties where the proposed project would be located.

The hearing for the docket (Docket E002/TL-09-512) must be conducted by the OAH pursuant to Minn. R.1405, contested case hearings. However, since the hearings must follow release of the draft EIS, the date for hearings cannot be set until the OES completes the EIS scoping process and determines the schedule for completion of the EIS. The Commission can refer the docket to the Office of Administrative Hearings (OAH) for hearing at this time, with the understanding that the OES will work with the OAH to establish a schedule once the EIS scoping process is complete.

Public Advisor

Upon acceptance of an application for a site or route permit, the Commission must designate a staff person to act as the public advisor on the project (Minnesota Rule 7849.5250). The public advisor is someone who is available to answer questions from the public about the permitting process. In this role, the public advisor may not act as an advocate on behalf of any person.

The Commission can authorize the OES to name a staff member from the EFP staff as the public advisor or assign a Commission staff member.

Advisory Task Force

The Commission may appoint an advisory task force (Minnesota Statute 216E.08). An advisory task force must, at a minimum, include representatives of local governmental units in the affected area. A task force can be charged with identifying additional routes or specific impacts to be evaluated in the EIS and terminates when the OES Director issues an EIS scoping decision.

The Commission is not required to assign an advisory task force for every project. However, in the event that the Commission does not name a task force, the rules allow a citizen to request appointment of a task force (Minnesota Rule 7849.5580). The Commission would then need to determine at its next meeting if a task force should be appointed or not.

The decision whether to appoint an advisory task force does not need to be made at the time of accepting the application; however, it should be made as soon as practicable to ensure its charge can be completed prior to the EIS scoping decision by the OES Director.

OES EFP Staff Analysis and Comments

OES EFP staff conducted a completeness review of the NPUC/MP Essar Steel HVTL Route permit application and concludes that the Application meets the content requirements of Minnesota Rule 7849.5220 and is complete. Application acceptance allows staff to initiate and conduct the public participation and environmental review process.

Advisory Task Force

In analyzing the merits of establishing an Advisory Task Force for the project, EFP staff considered four project characteristics: size, complexity, known or anticipated controversy and sensitive resources.

Project Size. The Essar Steel HVTL project is a moderate length transmission line when compared to the majority of the HVTL applications that come before the Commission; the length would total approximately 37 miles.

Complexity. While the setting for the project is the Minnesota north country, where the population impacts are expected to be lower, residential property does center around county highways and roads. Many of these are the same linear features one considers when routing HVTL in an attempt to minimize the proliferation of new ROWs. Additionally, there are numerous high value natural resources (i.e., wetlands, lakes, forest, minerals, etc.) in the study areas to be evaluated.

Known/Anticipated Controversy. OES staff anticipates a high level of public interest with this project, based on a review of the comments received during NPUC/MP's February 11, 2009, "open house" meeting. Approximately 130 persons attended that meeting.

Sensitive Resource. As stated previously, the four study areas do contain a mixture of high value natural resources (i.e., wetlands, lakes, forest, minerals, etc.); local knowledge would be valuable in identifying features and issues important to the region.

Based on the analysis above, OES staff concludes that an advisory task force is warranted in this case. OES staff has attached a proposed charge and structure for the advisory task force.

Commission Decision Options

A. Application Acceptance

1. Accept the HVTL Route permit application submitted by NPUC/MP for the Essar Steel Transmission project as complete and authorize OES EFP staff to initiate the full review process under Minnesota Rules Chapter 7849.
2. Reject the HVTL Route permit application as incomplete and issue an order indicating the specific deficiencies to be remedied before the Application can be accepted.
3. Find the Application complete upon the submission of supplementary information.
4. Make another decision deemed more appropriate.

B. Public Advisor

1. Authorize the OES EFP staff to name a public advisor in this case.
2. Appoint a Commission staff person as public advisor.
3. Make another decision deemed more appropriate.

C. Advisory Task Force

1. Authorize OES EFP staff to establish an advisory task force with the proposed structure and charge for the task force.
2. Take no action on an advisory task force at this time.
3. Determine that an advisory task force is not necessary.
4. Make another decision deemed more appropriate.

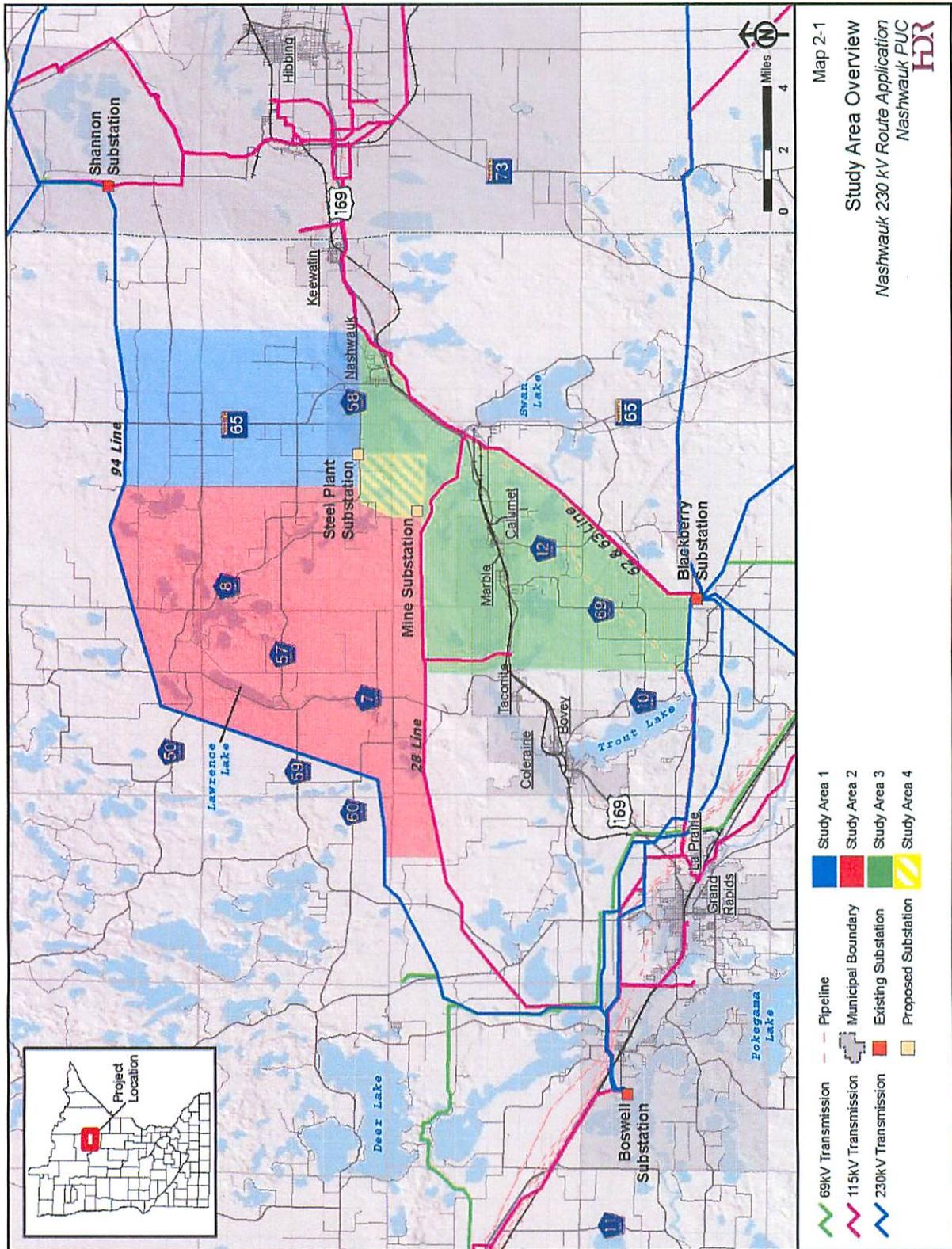
D. Public Hearing

1. Refer the NPUC/MP Essar Steel HVTL Route Permit Docket E2802/TL-09-512 to the Office of Administrative Hearings for conduct of the Minn. R. 1405 contested case hearing.
2. Make another decision deemed more appropriate.

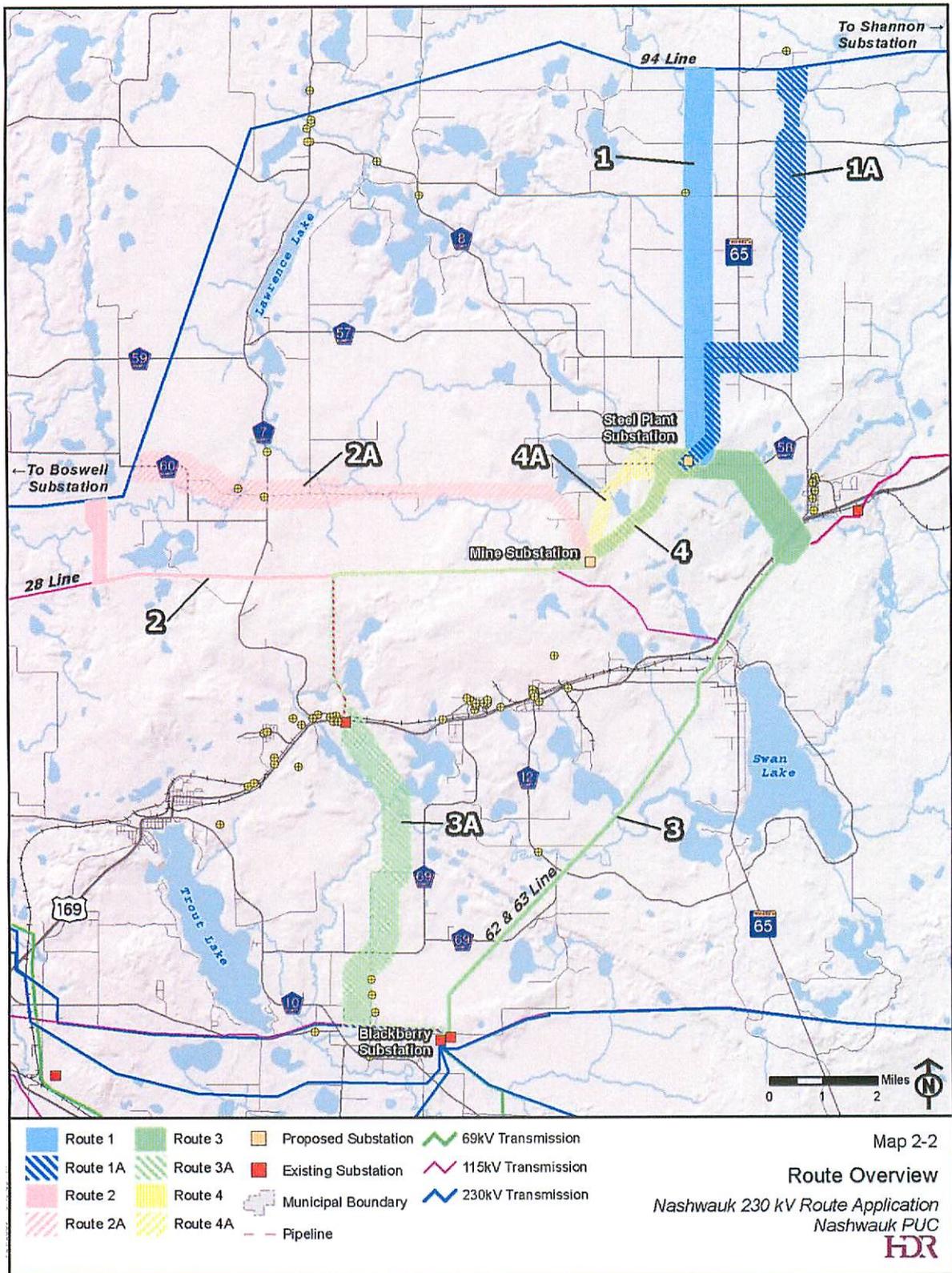
EFP Staff Recommendation

Staff recommends Options A-1, B-1, C-1 and D-1.

Map 2-1: Study Area Overview



Map 2-2: Route Overview



**ADVISORY TASK FORCE
PROPOSED STRUCTURE & CHARGE**

NASHWAUK PUBLIC UTILITIES COMMISSION

MINNESOTA POWER

ESSAR STEEL TRANSMISSION PROJECT

PUC DOCKET #E280/TL-09-512

June 25, 2009

Prepared by the Staff of the



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

INTRODUCTION and BACKGROUND

The OES EFP staff has developed a proposed structure and charge for an advisory task force to assist the Department in the scoping of the environmental review for the Essar Steel Transmission Line Project.

The statutes and rules governing the review of Nashwauk Public Utilities Commission (NPUC) and Minnesota Power's (MP) Application for a high voltage transmission line (HVTL) Route Permit for the Essar Steel HVTL project (PUC Docket E280/TL-09-512) contain provisions for the establishment of an Advisory Task Force; these provisions can be found in Minn. Stat. 216E.08 and Minn. Rule 7849.5270, respectively.

For dockets undergoing review in accordance with the Power Plant Siting Act (Minn. Rule 7849.5270 and Minn. Stat. 216E.08, subdivision 1), the Commission has the authority to appoint a citizen advisory task force, determine its charge and size, and appoint its members.

The ATF may be comprised of as many persons as may be designated by the Commission, but shall include at least one representative from each of the following: Regional Development Commissions, counties and municipal corporations and one town board member from each county in which a site is proposed to be located.

The Commission must specify in writing the charge to the ATF upon appointment. The charge shall include the identification of additional routes or particular impacts to be evaluated in the environmental impact statement.

The ATF expires upon completion of its charge, release of the Scoping Decision, or a date specified by the Commission, whichever occurs first. This termination language was added to Minn. Stat. 216E.08 during the 2001 legislative session (Chapter 212, article 7, section 18, 19).

STRUCTURE

The intent of the legislation in assuring that members of regional and local governments have a seat on the ATF is to ensure that conflicts with, or issues relative to regional and local planning are identified for consideration. The advisory task force members will be solicited from the following local governmental bodies:

- Arrowhead Regional Development Commission
- Itasca County
- City of Taconite
- City of Mable
- City of Calumet
- City of Nashwauk
- Trout Lake Township
- Greenway Township
- Nashwauk Township
- Lawrence Township
- Iron Range Township
- Balsam Township
- Lone Pine Township

The Task Force will be comprised of no more than 13 members.

CHARGE

The Advisory Task Force members will assist the OES EFP staff in developing the scope of environmental review for the EIS being prepared for the Essar Steel HVTL project currently before the Commission (PUC Docket E280/TL-09-512).

Tasks relating to development of the scope of the environmental review will include:

1. Familiarize the membership of the ATF with the proposed project by reviewing the HVTL Route Permit application;
2. Review the Draft Scoping Document produced by the OES EFP staff;
3. Develop potential route or route segment alternatives, and
4. Develop specific impacts and issues of local concern that should be assessed in the EIS by adding detail to the Draft Scoping Document.

The Task Force will expire upon completing the above charge or upon designation by the Director of the OES of Scoping Decision, whichever occurs first.

STATE OF MINNESOTA)
)SS
COUNTY OF RAMSEY)

AFFIDAVIT OF SERVICE

I, Robin Benson, being first duly sworn, deposes and says:

That on the 29th day of June, 2009 she served the attached
ORDER.

MNPUC Docket Number: E-280/TL-09-512

- XX By depositing in the United States Mail at the City of St. Paul, a true and correct copy thereof, properly enveloped with postage prepaid
- XX By personal service
- XX By inter-office mail

to all persons at the addresses indicated below or on the attached list:

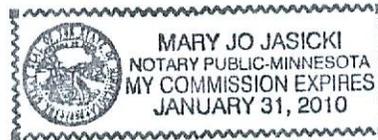
Mike Kaluzniak
Docketing - OES
Julia Anderson - OAG
John Lindell- OAG

Robin Benson

Subscribed and sworn to before me,

a notary public, this 29th day of
June, 2009

Mary Jo Jasicki
Notary Public



10:
MN PUC

Robert Lindholm
Minnesota Power
30 West Superior Street
Duluth MN 55802

Burl W. Haar
MN Public Utilities Commission
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121 7th Place East
St. Paul MN 55101-2147

20:
Dept. of Commerce

Sharon Ferguson
MN Department Of Commerce
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MN Office Of The Attorney General
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Stacy Kotch
Minnesota Department of Transportation
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John Lindell
OAG-RUD
900 BRM Tower
445 Minnesota Street
St. Paul MN 55101-2130

40:
Regular Postal Mail

Bryan Adams
Nashwauk Public Utilities Commission
301 Central Avenue
Nashwauk MN 55769

Appendix C



Energy Facility Permitting

85 7th Place East, Suite 500
 St. Paul, Minnesota 55101-2198
 1.800.657.3794 / 651.296.4026
 FAX 651.297.7891 TTY 651.297.3067
<http://energyfacilities.puc.state.mn.us>

July 24, 2009

PLEASE TAKE NOTICE that the Minnesota Department of Commerce (DOC) Office of Energy Security (OES) has selected the following individuals to serve as members on an Advisory Task Force (ATF) for the NPUC/MP Essar Steel Transmission Line Project. The ATF will assist OES staff in developing the scope of the Environmental Impact Statement (EIS) and in determining specific impacts and issues of local concern that should be assessed in the EIS.

Essar Steel Transmission Line Project - Advisory Task Force

Name	Organization
Karen Burthwick	Itasca County
Pat Henderson	Arrowhead Regional Development Commission
Vacant	City of Taconite
David Lotti	City of Marble
Nick Matanich	City of Calumet
Mary Fragnito	City of Nashwauk
Nick Matanich	Greenway Township
Jeffery Ekholm	Nashwauk Township
Cheryl Bunes	Lawrence Township
Vacant	Iron Range Township
John Kannas	Balsam Township
Vacant	Lone Pine Township
Fred Tanner	Trout Lake Township

The ATF will meet three times, Wednesday, August 12, 2009, Wednesday, September 2, 2009, and Wednesday, September 23, 2009. The meetings will be held in the Taconite Community Center from 2:00 pm to 5:30 pm. The ATF will, through a facilitated process, discuss and make recommendations to the Director of the OES in accordance with its charge. The meetings are open for viewing to the public; however, participation in the discussions is limited to members of the ATF.

The ATF will expire upon completing the above charge or upon designation by the Director of the OES of Scoping Decision, whichever occurs first.

To learn more about the proposed Essar Steel HVTL project, visit the project webpage at:

<http://energyfacilities.puc.state.mn.us/Docket.html?Id=24526>

Questions about the ATF should be directed to Bill Storm (bill.storm@state.mn.us), Department of Commerce, Office of Energy Security, 85 7th Place East, Suite 500, St. Paul, MN 55101. Telephone 651.296.9535, facsimile 651.297.7891 (TTY relay service 800.627.3529).

Appendix D

Future use of land					Other issues		
A. Issues and impact on future mining	B. Impact on real property	C. Potential economic impacts	D. Route impact	E. Recreation	F. Potential health and safety issues	G. Potential environmental impacts	H. Cultural impacts
<i>No votes</i>	<i>Top priority Nine votes</i>	<i>One vote</i>	<i>Second priority Five votes</i>	<i>No votes</i>	<i>Top priority Seven votes</i>	<i>Second priority Five votes</i>	<i>No votes</i>
<ul style="list-style-type: none"> ▪ Mine overlay ▪ Routes should not encumber future expansions and future mining ▪ Stay off minable iron reserves. Watch for underground mines 	<ul style="list-style-type: none"> ▪ Impact on future development for individual homeowner building ▪ Least impact on homeowners ▪ Homes/personal property ▪ Proximity to homes ▪ Residence <ul style="list-style-type: none"> – Residences – Municipalities – Roads – Public utilities (sewer/water) – Railroad – Dams – Bridges – Recreation facilities ▪ When considering various powerline routes utilize land of who benefits most: 1) Essar, 2) City of Nashwauk, 3) County, 4) State, 5) National, 6) Major land owners i.e. Potlach, Blandin, 7) other mining concerns, 8) Last private land owner property 	<ul style="list-style-type: none"> ▪ Impact to agriculture, forest, and wetlands 	<ul style="list-style-type: none"> ▪ Existing corridor versus new ▪ Being flexible on the 130 ft. route within the 3,000 ft. corridor; balance cost and benefit ▪ Shortest route 		<ul style="list-style-type: none"> ▪ Health issues – real or fiction? ▪ Emissions – electromagnetic, air quality issues, impact on humans and animals ▪ Safety and health ▪ Safety – visual pollution 	<ul style="list-style-type: none"> ▪ Natural elements <ul style="list-style-type: none"> – Wetlands – Lakes – Creeks – Nesting habitat – Forests – Hedgerows – Animal habitat – Flora – Fauna ▪ Lakes and wetlands: consider flood plains, farms ▪ Impact on water – disturbance of water bodies 	<ul style="list-style-type: none"> ▪ Historical or archaeological sites

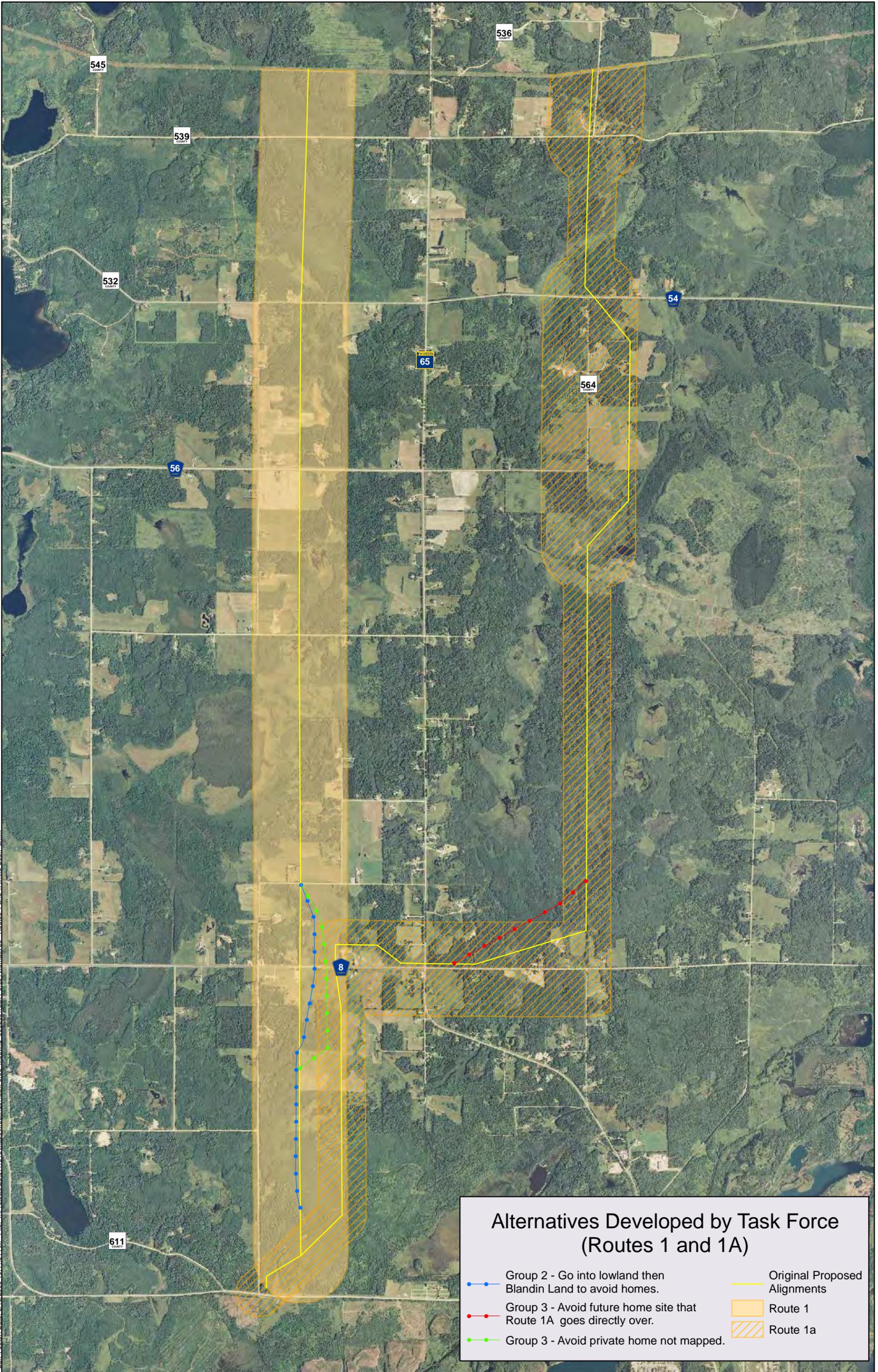
Appendix E



Alternatives Developed by Task Force (Routes 3 and 3A)

	Group 2 - Move line east to avoid homes and highlands		Original Proposed Alignments
	Group 2 - Narrow Corridor along Hwy 70 to avoid homes		Route 3
	Entire Group - To avoid one property having 2 pipelines and a transmission line		Route 3A

Appendix F

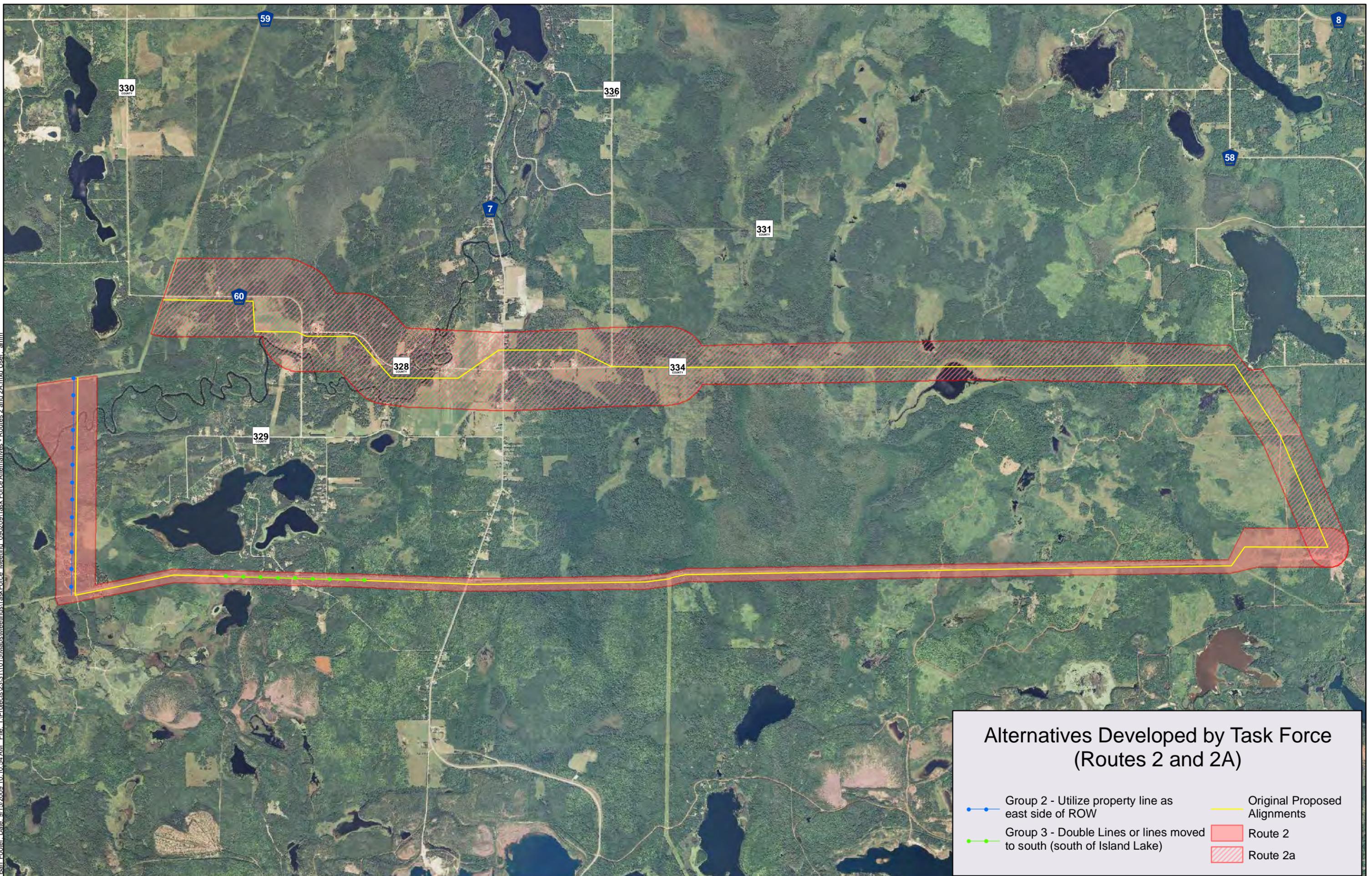


Alternatives Developed by Task Force (Routes 1 and 1A)

- Group 2 - Go into lowland then Blandin Land to avoid homes.
- Group 3 - Avoid future home site that Route 1A goes directly over.
- Group 3 - Avoid private home not mapped.
- Original Proposed Alignments
- Route 1
- Route 1a

Appendix G

Barl Footer: Date: 9/15/2009 10:10:54 AM File: I:\Projects\23\311015\MapInfo\TaskForce_Meeting_090209\Task Force Alternatives - Routes 2 and 2A.mxd User: amm



Alternatives Developed by Task Force (Routes 2 and 2A)

	Group 2 - Utilize property line as east side of ROW		Original Proposed Alignments
	Group 3 - Double Lines or lines moved to south (south of Island Lake)		Route 2
			Route 2a

Appendix C

Example of Approved Route Permit

BEFORE THE MINNESOTA PUBLIC UTILITIES COMMISSION

LeRoy Koppendrayer
Marshall Johnson
Ken Nickolai
Thomas Pugh
Phyllis A. Reha

Chair
Commissioner
Commissioner
Commissioner
Commissioner

In the Matter of the Application for a
Route Permit for the Appleton to Canby
115kV High Voltage Transmission Line
Project

ISSUE DATE: April 18, 2007

DOCKET NO. E017/TL-06-1265

ORDER ISSUING A ROUTE
PERMIT

The above-captioned matter came before the Minnesota Public Utilities Commission (PUC) on March 6, 2007, acting on an application by Otter Tail Power Company (OTP or Company) for a Route Permit to rebuild a 42-mile, 41.6 kilovolt (kV) single circuit transmission line, to 115 kV specifications. The project includes necessary modifications to the Appleton, Louisburg Junction, Dawson, and Canby substations in Swift, Lac Qui Parle, and Yellow Medicine counties, Minnesota.

A joint Public Hearing was held on January 25, 2007, at the Dawson City Hall in Dawson, Minnesota. The hearing was presided over by Judge Raymond Krause, Chief Administrative Law Judge (ALJ) for the Minnesota Office of Administrative Hearings (OAH). The hearing continued until all persons who desired to speak had done so. The comment period closed on February 5, 2007, at 4:30 p.m.

Appearances: Jeffrey T. Haase appeared on behalf of the staff of the Minnesota Department of Commerce (DOC). Al Koeckeritz, Project Manager for Otter Tail Power Company, appeared on behalf of the applicant.

STATEMENT OF ISSUE

Should Otter Tail Power Company be issued a Route Permit to rebuild to 115 kV specifications, a 42 mile, 41.6 kV high voltage transmission line (HVTL) from the Appleton Substation to the Canby Substation and make the necessary modifications to the Appleton, Louisburg Junction, Dawson, and Canby substations in Swift, Lac Qui Parle, and Yellow Medicine counties, Minnesota? If so, what conditions should be imposed?

Based upon all of the proceedings herein, the Commission makes the following:

FINDINGS OF FACT

The Applicant

1. The Applicant is Otter Tail Power Company (OTP), an investor-owned electric utility headquartered in Fergus Falls, MN.

The Project

2. The proposed project consists of the following components, which collectively are referred to as the "Project."

(a) A rebuild to 115 kV specifications of an existing 42-mile, 41.6 kV, single circuit transmission line connecting the Appleton Substation to the Canby Substation.

(b) An expansion of the Dawson Substation to accommodate facilities associated with the new transmission line, and;

(c) Associated facilities required at the Appleton, Louisburg Junction, and Canby substations to accommodate the new transmission line.

3. The Project will use wood transmission structures (poles) with horizontal post insulators. OTP intends to place existing, new, or rebuilt distribution lines onto the 115 kV structures along a portion of the route, a practice called an "underbuild". Specialty transmission line structures including, but not limited to, steel or laminated wood post structures on concrete foundations may be used for long spans, road or waterway crossings, and when circumstances require them.

4. The Project will utilize the conductor that is currently in place on the 41.6 kV transmission line. Currently this is a mix of 266.8 (18/1) aluminum conductor steel reinforced (ACSR), 266.8 (26/7) ACSR and 266.8 (7 str.) all aluminum (AA) conductors.

5. The Project is located in Swift, Lac Qui Parle, and Yellow Medicine Counties, Minnesota.

Procedural History

6. On August 14, 2006, OTP notified the PUC that it intended to apply for a Route Permit under the Alternative Permitting Procedures set forth in Minnesota Rules parts 4400.2000 to 4400.2950. Exhibit 1.

7. On September 7, 2006, OTP filed an Application for a Route Permit for the Appleton to Canby transmission project with the PUC. Exhibit 2.

8. The Application identified OTP 's preferred route for the line and the associated facilities:

- A. Rebuild to 115 kV approximately 42 miles of 41.6 kV transmission line between OTP's Appleton Substation in Appleton, MN and the relocated Canby Substation in Oshkosh Township.
- B. Modify the Appleton, Louisburg Junction, and Canby substations to accommodate the termination of the new line.
- C. Expand the Dawson Substation 5000 ft² (50 feet by 100 feet) on the west side of the current facility to accommodate the new 115 kV substation and associated facilities. A living snow fence consisting of shrubs or trees will be installed on one-acre of land to the north of the facility to control snow issues.

9. The DOC Staff recommended that the PUC accept the Application as complete, appoint a public advisor, and combine the environmental review and public hearings in this docket with the related Certificate of Need proceeding for the Project (E017/CN-06-677) in comments and recommendations dated September 13, 2006. Exhibit 3.

10. On September 12, 2006, OTP mailed a Notice of Proposed Transmission Line and Public Information Meeting to those persons whose name appeared on the PUC's general notification list, local officials and property owners in compliance with Minnesota Rule part 4400.1350, subpart 2. Exhibit 4.

11. OTP published Notice of Proposed Transmission Line and Public Information Meeting in the *Ortonville Independent* (September 13, 2006), the *Granite Falls-Clarkfield Advocate Tribune* (September 14, 2006), the *Montevideo American News* (September 14, 2006), and the *Appleton Press* (September 14, 2006), in compliance with Minnesota Rule 4400.1350. Exhibit 5.

12. On September 22, 2006, the Department of Commerce mailed Notice of Proposed Transmission Line and Public Information Meeting to those persons on the project mailing list. Exhibit 6.

13. On September 25, 2006, a Notice of Proposed Transmission Line and Public Information / EA Scoping Meeting was published in the *EQB Monitor*. Exhibit 7.

14. The PUC accepted the Application as complete, and combined the environmental review and Public Hearings in this docket with the related Certificate of Need docket (E017/CN-06-677) in its Order dated September 28, 2006. Exhibit 8.

15. A Public Information and EA Scoping meeting was held on October 4, 2006, at the Dawson City Hall in Dawson, Minnesota, in accordance with Minnesota Rule 4400.2500. Exhibit 9.

16. The DOC accepted public comments on the Scope of the EA until October 13, 2006. No comment letters were received.

17. On October 19, 2006, the Commissioner of the DOC issued a Scoping Decision establishing the content of and alternatives considered in the EA. Exhibit 11.

18. On October 20, 2006, the DOC mailed the Scoping Decision to persons on the PUC Appleton to Canby service and DOC project mailing lists. Exhibit 12.

19. On December 15, 2006, the DOC filed the EA with the PUC. The EA contained the information and analysis for the Route Permit Application and the Environmental Report required for the related Certificate of Need (E017/CN-06-677) docket. The DOC mailed Notice of Environmental Assessment Availability to the PUC Appleton to Canby service and DOC project mailing lists. Exhibits 13 & 14.

20. On January 9, 2007 DOC EFP staff post the Notice of Public Hearing on the Energy Facilities Permitting Website.

21. Pursuant to Minnesota Rule 4400.2850, OTP published Notice of Public Hearing in *The Canby News* (January 10, 2007), the *Swift County Monitor News* (January 10, 2007), *The Appleton Press* (January 10, 2007), the *Granite Falls-Clarkfield Advocate-Tribune* (January 11, 2007), the *Dawson Sentinel* (January 10, 2007), the *Marshall, MN Independent* (January 12, 2007), the *Morris Sun Tribune* (January 10, 2007), *The Ortonville Independent* (January 9, 2007), *The Montevideo American-News* (January 11, 2007). Exhibit 18.

22. On January 11, 2007, OTP mailed Notice of Public Hearing to those persons on the PUC Appleton to Canby service and DOC project mailing lists in accordance with Minnesota Statute 216E.03. Exhibit 18.

23. A joint Public Hearing was held on January 25, 2007, at the Dawson City Hall in Dawson, Minnesota. Administrative Law Judge Raymond Krause presided over the joint Public Hearing. The hearing considered comments and testimony on the Route Permit Application, and the related Certificate of Need docket (E017/CN-06-677).

24. Jeffrey Haase appeared at the joint Public Hearing on behalf of the DOC staff and pursuant to Minnesota Rule 4400.2850, subpart 3, provided a presentation describing the Certificate of Need and Route Permit process, the proposed Project, and the EA development.

25. Al Koeckeritz appeared at the joint Public Hearing on behalf of OTP and provided a presentation about the need for the Project, the proposed route, and other matters related to the project.

26. ALJ Krause provided a comment period open for receipt of written comments until February 5, 2007.

27. Transcripts of the hearing were filed with the PUC on January 30, 2006. Exhibits 19, 20.

28. On February 8, 2007, ALJ Krause filed a summary of comments at the joint Public Hearing, and written comments received during the comment period. One comment letter was submitted to ALJ Krause by Matt Langan, Environmental Planner for the Minnesota Department of Natural Resources. Exhibits 21.

Environmental Assessment Analysis of Proposed Route and Alternative Route

29. The EA was prepared in accordance with Minnesota Rules Part 4400.2750 and contained an environmental report required in for the related Certificate of Need (E017/CN-06-677) as authorized by the Commission and pursuant to Minnesota Rules 4410.7035. The EA evaluated OTP's proposed route. Exhibit 12.

30. The route for which OTP is requesting a permit from the Commission exits OTP's Appleton Substation in the northwest corner of the city of Appleton, runs south, following section lines for three miles, paralleling MN State Highway 119. The line then cuts diagonally across section 33 of Appleton Township in Swift County and crosses the Minnesota River, where it again travels due south along MN State Highway 119 about twenty miles to the Dawson Substation. From the Dawson substation the line turns due west for about six miles along U.S. Highway 212. The line turns due south at the intersection of highway 212 and U.S. Highway 75. The line parallels U.S. Highway 75 for about twelve miles, where it cuts diagonally through Section 19 of Oshkosh Township in Yellow Medicine County and runs to the Canby Substation.

Potential Impacts and Mitigation

31. The total amount of agricultural land that will be permanently impacted by the Project is approximately 0.18 acres. Permanent impacts will occur due to the placement of the transmission line poles and expansion of the substation. The Project will result in approximately 21.5 acres of temporary impacts to agricultural land. Temporary impacts may include soil compaction and crop damages within the transmission line right-of-way (ROW). Landowners will be compensated for the use of their land through easement payments. By rebuilding along existing transmission ROW, impacts will be minimized. OTP will compensate landowners for crop damage and soil compaction that occur as a result of the Project.

32. The proposed transmission lines will be designed to meet or exceed all requirements of the National Electric Safety Code, which is the utility safety standard that applies to all transmission lines. In addition, the substation facilities will be fenced, and access will be limited to authorized personnel.

33. The Project will create only nominal corona or noise impacts and mitigative measures are not necessary.

34. There are no homes within 100 feet of the centerline of the route. There are five homes within 300 feet of the route. The route will not displace any homes or businesses.

35. The transmission line and structures will follow the existing transmission line route, but will be 10 feet taller than the existing structures along the route.

36. Socioeconomic impacts will be primarily positive. The Project will create short-term construction expenditures in the area and increased electric service reliability in the Project area and the surrounding region.

37. The Project is near several recreational opportunities, including the Minnesota River Valley, U.S. Fish and Wildlife Service Waterfowl Protection Areas and the Lac Qui Parle Wildlife Management Area (WMA). The route will cross the Minnesota River and the Lac Qui Parle WMA at the same location that the existing route currently crosses these features.

38. Traffic levels may be slightly impacted during construction of the Project, with no impacts anticipated during facility operation, and no mitigation will be necessary. The operation of the transmission line will have no impact on traffic patterns or usage.

39. The proposed transmission line will not impact active mining operations.

40. The proposed route and alternative route do not contain prohibited sites, including National Parks; national historic sites and landmarks, national historic districts; national wildlife refuges; national monuments; national wild, scenic and recreational river ways; state wild, scenic, and recreational rivers and their land use districts; state parks; nature conservancy preserves; state scientific and natural areas; and state and national wilderness areas.

41. Construction of the transmission line will result in no disturbances to the bedrock geology beneath the Project route. Soils exposed during construction may be vulnerable to erosion until stabilized. Some compaction of surface soils will result from the use of heavy construction equipment. OTP will implement best management practices (BMP) during construction activities to reduce and minimize soil erosion and compaction.

42. One previously recorded archeological site was identified within 500 feet of the route in Hamlin Township. In addition, 64 previously inventoried standing structures have been recorded within one mile of the route. In the event that an impact to archaeological and historic resources were to occur OTP will consult with SHPO and invited consulting parties on whether or not the resource is eligible for listing in the NRHP. No impacts are anticipated to these resources.

43. There is potential for displacement of wildlife during construction of the Project and the loss of small amounts of habitat from the transmission line route. Displacement of fauna is anticipated to be temporary in nature. Because no long-term population-level effects are anticipated no mitigation will be required.

44. To reduce potential avian power line collisions associated with the Project the Minnesota Department of Natural Resources (DNR) is recommending, through comments submitted to the ALJ in this proceeding, that Swan Flight Diverters (SFDs) be

installed along a 6.5-mile portion of the transmission line. OTP will work closely with the DNR on the appropriate number and placement of SFDs in this area of the line. Additionally, OTP will continue to coordinate with the DNR to address potential avian issues associated with the Project.

45. Electric and magnetic field (EMF) exposure was discussed in the EA. There are no state or federal health-based exposure standards. The Minnesota Department of Health recommends avoiding exposures about which there are questions of safety or health, at least to the extent that an activity can be avoided easily or cheaply. The Department of Health has stated that it is prudent to continue to monitor research in this area. The electric field generated by the Project will not exceed the limits on exposure to magnetic fields previously permitted by the Commission.

46. Impacts to air quality will be minimal, temporary, and associated only with rebuild of the line.

47. Construction of the Project will not directly affect surface water resources. During construction, there is a possibility of sediment reaching surface waters as the ground is disturbed by excavation, grading and construction traffic. Though no permanent impacts to water bodies or wetlands are anticipated, OTP will minimize impacts to wetlands and other water resources by using standard erosion control measures and BMPs. A National Pollution Discharge Elimination System permit and Storm Water Pollution Prevention Plan will be prepared for the Project. Once the Project is complete it will have no impact on surface water quality. No additional mitigation is necessary.

48. The DNR searched the Minnesota Natural Heritage Database and 60 known occurrences of rare species or native plant communities have been identified in the project area. The DNR and the U. S. Fish and Wildlife Service indicate that the Project could affect these species if BMPs are not utilized. OTP will continue to coordinate with the DNR and FWS to ensure that sensitive species associated with the Minnesota River are not impacted by the Project.

49. The route analyzed in the EA is not expected to cause an irreversible or irretrievable commitment of resources.

50. The Project is proposed to resolve existing load serving issues in the Yellow Medicine, Lac Qui Parle, Chippewa, Big Stone, and Swift county areas. Load growth in this area has caused electrical facilities to exceed allowable capacities under certain conditions.

Applicable Statutory Conditions and Rules

51. The project qualifies as a Large Energy Facility under Minnesota Statute 216B.2421, and requires a Certificate of Need from the Commission. The OTP Certificate of Need for this Project is found in PUC docket number E017/CN-06-677. Minnesota Rule 4400.2950, Subpart 3, requires a Certificate of Need to be issued prior to making a final decision a Route Permit application.

52. The Project is eligible for the Alternative Routing Process of the Power Plant Siting Act, Minnesota Statute 216E.04 and Minnesota Rule 4400.2000.

53. Minnesota Statute 216E.03, subdivision 7 and Minnesota Rules 4400.3150 provide considerations in designating sites and routes and determining whether to issue a permit for a large electric power generating plant or a high voltage transmission line.

Costs

54. OTP estimates that the transmission line, Dawson Substation expansion and upgrades at the Appleton, Louisburg Junction, and Canby substations will cost \$2.6 million.

Environmental Assessment

55. The EA addressed the issues identified in the Commissioner's Scoping Decision.

Based on the foregoing Findings of Fact, the PUC makes the following:

CONCLUSIONS

1. Any of the foregoing Findings more properly designated as Conclusions are hereby adopted as such.

2. The PUC has jurisdiction over the subject matter of this proceeding pursuant to Minnesota Statute 216E.03, subdivision 2.

3. The Project is a Large Energy Facility under Minnesota Statute 216B.2421, and requires a Certificate of Need from the Commission.

4. The Project qualifies for review under the Alternative Review Process of Minnesota Statute 216E.04 and Minnesota Rules parts 4400.2000 to 4000.2950.

5. The Applicant, the DOC and the PUC have complied with all procedural requirements required by law.

6. The DOC has completed an Environmental Assessment on this Project as required by Minnesota Statute 216E.04, subdivision 5, Minnesota Rule 4400.2750.

7. The PUC has considered all the pertinent factors relative to its determination of whether a Route Permit should be approved as required by Minnesota Statute 216E.03, subdivision 7 and Minnesota Rule 4410.3150.

8. The conditions included in the Route Permit are reasonable and appropriate.

Based on the Findings of Fact and Conclusions contained herein and the entire record of this proceeding, the PUC hereby makes the following:

ORDER

A Route Permit is hereby issued to OTP to rebuild to 115 kV specifications an existing 41.6kV transmission line from the Appleton Substation to the Canby Substation and to expand the existing Dawson Substation in Swift, Lac Qui Parle and Yellow Medicine Counties, Minnesota. The route shall follow OTP's existing 41.6 kV route, subject to conditions in the attached Route Permit. The route begins at the Appleton Substation in the northwest corner of the city of Appleton, runs south, following section lines for three miles paralleling MN State Highway 119. The line then cuts diagonally across section 33 of Appleton Township in Swift County and crosses the Minnesota River, where it again travels due south along MN State Highway 119 about twenty miles to the Dawson Substation. From the Dawson substation the line turns due west for about six miles along U.S. Highway 212. The line turns due south at the intersection of highway 212 and U.S. Highway 75. The line parallels U.S. Highway 75 for about twelve miles, where it cuts diagonally through Section 19 of Oshkosh Township in Yellow Medicine County and runs to the Canby Substation. The Route Permit shall be issued in the form attached hereto, with a map showing the approved route.

Approved and adopted this _____ day of April, 2007.

BY ORDER OF THE COMMISSION

Burl W. Haar,
Executive Secretary

(SEAL)

**PROPOSED ROUTE PERMIT FOR CONSTRUCTION OF A
HIGH VOLTAGE TRANSMISSION LINE**

IN

**SWIFT, LAC QUI PARLE, & YELLOW MEDICINE
COUNTIES, MINNESOTA**

ISSUED TO

Otter Tail Power Company

PUC DOCKET NO. E017/TL-06-1265

In accordance with the requirements of Minnesota Statutes Chapter 216E and Minnesota Rules Chapter 4400, this Route Permit is hereby issued to:

Otter Tail Power Company

Otter Tail Power Company is authorized by this route permit to rebuild a 42 mile, single circuit, transmission line from 41.6 kilovolts to 115 kilovolts, expand Dawson Substation, and add associated facilities at the Appleton, Louisburg Junction, and Canby Substations to accommodate the new transmission line as proposed in the Company's Route Permit Application, dated September 7, 2006. This Route Permit also authorizes the removal of the Appleton TV Substation, and the removal of approximately two miles of 41.6 kilovolt transmission line east of MN State Highway 119 in Appleton Township.

The transmission line shall be built within the route identified in this permit and as portrayed on the attached official route map, and in compliance with the conditions specified in this permit.

Approved and adopted this _____ day of April, 2007

BY ORDER OF THE COMMISSION

Burl W. Haar,
Executive Secretary

(SEAL)

I. ROUTE PERMIT

The Minnesota Public Utilities Commission (PUC) hereby issues this route permit to Otter Tail Power Company pursuant to Minnesota Statutes Chapter 216E and Minnesota Rules Chapter 4400. This permit authorizes the Otter Tail Power Company (OTP or Permittee) to rebuild a 42 mile, 46.1 kilovolt (kV) high voltage transmission line (HVTL) to 115 kV specifications, expand the Dawson Substation, and add associated electrical equipment necessary for connection of the permitted line at the Appleton, Louisburg Junction and Canby substations.

II. PROJECT DESCRIPTION

OTP is authorized to rebuild a 42 mile, 41.6 kV transmission line to 115 kV specifications, expand its Dawson Substation, and add associated electrical equipment necessary for connection of the permitted line at the Appleton, Louisburg Junction and Canby substations.

The 115 kV route shall follow the same route as the existing 41.6 kV transmission line.

The transmission line authorized by this permit will utilize the conductors that are currently in place on the 41.6 kV HVTL. The existing conductor is a mix of 266.8 (18/1) aluminum conductor steel reinforced (ACSR), 266.8 (26/7) ACSR, and 266.8 (7 str.) all aluminum (AA) conductors. The line will be constructed on wood transmission structures (poles) with horizontal post insulators. OTP is authorized to place existing, new, or rebuilt distribution lines onto the 115 kV structures along the route, a practice called an “underbuild”. Specialty transmission line structures including, but not limited to, steel or laminated wood post structures on concrete foundations are authorized for long spans, road or waterway crossings, and when circumstances require.

III. DESIGNATED ROUTE

The route designated by the Commission in this permit comprises the segments as described in detail below, as analyzed in the EA, and shown on the Official Route Maps attached to this permit. The existing 41.6 kV transmission line represents the centerline for the approved 115 kV route. A route width of 100 feet on either side of the stated route centerline is approved, with the exception of the Lac Qui Parle Wildlife Management Area (WMA) and the Minnesota River Crossing where the route width will be limited to 50 feet on either side of the centerline. The approved right-of-way (ROW) widths for the selected segments are up to 40 feet where the route is adjacent to existing roadway ROW, and up to 80 feet where the route travels “cross-country.”

Segment 1 (Appleton Substation to Dawson Substation): The route follows the same route as the existing 41.6 kV line follows, with the exception of the connection to the relocated Canby substation. The route begins at the Appleton Substation in the northwest corner of the city of Appleton (northeast corner of section 16 in Appleton Township). From the Appleton substation the line follows section lines due south for 3 miles, paralleling MN State Highway 119. The line then intersects with MN State Highway 119, following the Highway where it cuts diagonally across Section 33 of Appleton

Township and crosses the Minnesota River, where it again travels due south along MN State Highway 119 about 20 miles to the Dawson Substation.

Segment 2 (Dawson Substation to Canby Substation): No physical changes will occur along the southern half of the line, with the exception of one mile of the line west of the Dawson substation and east of U.S. Highway 75 and a short segment near the relocated Canby Substation. From the Dawson substation the line turns due west for about 6 miles along U.S. Highway 212, then turns due south at the intersection of Highway 212 and U.S. Highway 75. The line parallels Highway 75 for about 12 miles, where it cuts diagonally through Section 19 of Oshkosh Township in Yellow Medicine County and runs to the relocated Canby Substation located to the west of Highway 75 in the southwest corner of Section 19 of Oshkosh Township.

Associated Facilities: OTP has proposed relocating the Canby Substation as part of the Big Stone Transmission Project, PUC Docket No. 05-1275. The Appleton to Canby HVTL will be routed adjacent to the new substation site for connection with that facility upon its completion. The Dawson Substation will be expanded to accommodate the higher voltage line. Equipment to accommodate the interconnection of the new transmission line at the Appleton and Louisburg Junction substations is permitted.

IV. PERMIT CONDITIONS

The Permittee shall comply with the following conditions during construction of the transmission line and associated facilities and the life of this permit.

A. Plan and Profile. At least 14 calendar days before right-of-way preparation for construction begins, the Permittee shall provide the PUC with a plan and profile of the right-of-way and the specifications and drawings for right-of-way preparation, construction, cleanup, and restoration for the transmission line. The Permittee may not commence construction until the 14 days has expired or until the PUC has advised the Permittee in writing that it has completed its review of the documents and determined that the planned construction is consistent with this permit. If the Permittee intend to make any significant changes in its plan and profile or the specifications and drawings after submission to the PUC, the Permittee shall notify the PUC at least five days before implementing the changes. No changes shall be made that would be in violation of any of the terms of this permit.

B. Construction Practices.

1. Application. The Permittee shall follow those specific construction practices and material specifications described in the OTP application to the PUC for a route permit, dated September 7, 2006, and as described in the associated Environmental Assessment (EA) unless this permit establishes a different requirement in which case this permit shall prevail.

2. Field Representative. At least 10 days prior to commencing construction, the Permittee shall advise the PUC in writing of the person or persons designated to be the field representative for the Permittee with the responsibility to oversee compliance with

the conditions of this Permit during construction. This person's address, phone number, and emergency phone number shall be provided to the PUC, which may make the information available to local residents and public officials and other interested persons. The Permittee may change its field representative at any time upon written notice to the PUC.

3. Cleanup. All waste and scrap that is the product of construction shall be removed from the area and properly disposed of upon completion of each task. Personal litter, including bottles, cans, and paper, from construction activities shall be removed on a daily basis.

4. Vegetation Removal. The Permittee shall minimize the number of trees to be removed in selecting the right-of-way. As part of construction, low growing brush or tree species are allowable at the outer limits of the easement area. Taller tree species that endanger the safe and reliable operation of the transmission facility need to be removed. To the extent practical, low growing vegetation that will not pose a threat to the transmission facility or impede construction should remain in the easement area.

5. Erosion Control. The Permittee shall implement reasonable measures to minimize runoff during construction and shall plant or seed non-agricultural areas that were disturbed where structures are installed.

6. Temporary Work Space. The Permittee shall limit temporary easements to special construction access needs and additional staging or lay-down areas required outside of the authorized ROW.

7. Restoration. The Permittee shall restore all temporary work spaces, access roads, abandoned ROW, and other private lands affected by construction of the transmission line. Restoration must be compatible with the safe operation, maintenance, and inspection of the transmission line. Within 60 days after completion of all restoration activities, the Permittee shall advise the PUC in writing of the completion of such activities.

8. Notice of Permit. The Permittee shall inform all employees, contractors, and other persons involved in the construction of the transmission line of the terms and conditions of this permit.

C. Periodic Status Reports. Upon request, the Permittee shall report to the PUC on progress regarding finalization of the route, design of structures, and construction of the transmission line. The Permittee need not report more frequently than quarterly.

D. Complaint Procedure. Prior to the start of construction, the Permittee shall submit to the PUC the company's procedures to be used to receive and respond to complaints. The procedures shall be in accordance with the requirements set forth in the complaint procedures attached to this permit.

E. Notification to Landowners. The Permittee shall provide all affected landowners with a copy of this permit at the time of the first contact with the landowners after issuance of this permit.

F. Completion of Construction.

1. Notification to PUC. At least three days before the line is to be placed into service, the Permittee shall notify the PUC of the date on which the line will be placed into service and the date on which construction was complete.

2. As-Builts. The Permittee shall submit copies of all the final as-built plans and specifications developed during the project to the PUC.

3. GPS Data. Within 60 days after completion of construction, the Permittee shall submit to the PUC, in a mutually agreeable data format with the PUC, geo-spatial information (GIS compatible maps, GPS coordinates, etc.) for all above ground structures associated with the transmission lines, each switch, and each substation connected.

G. Electrical Performance Standards.

1. Grounding. The Permittee shall design, construct, and operate the transmission line in such a manner that the maximum steady-state short-circuit current shall be limited to five milliamperes rms alternating current between the ground and any non-stationary object within the ROW including but not limited to, large motor vehicles and agricultural equipment. All fixed metallic objects on or off the ROW, except electric fences that parallel or cross the right-of-way, shall be grounded to the extent necessary to limit the short circuit current between ground and the object so as not to exceed one milliamperes rms under steady state conditions of the transmission line and to comply with the ground fault conditions specified in the National Electric Safety Code.

2. Electric Field. The transmission line shall be designed, constructed, and operated in such a manner that the electric field measured one meter above ground level immediately below the transmission line shall not exceed 8.0 kV/m rms.

3. Interference with Communication Devices. If interference with radio or television, satellite or other communication devices is caused by the presence or operation of the transmission line, the Permittee shall take whatever action is prudently feasible to restore or provide reception equivalent to reception levels in the immediate area just prior to the construction of the line.

H. Other Requirements.

1. Applicable Codes. The Permittee shall comply with applicable North American Electric Reliability Council (NERC) construction standards and requirements of the National Electric Safety Code (NESC) including clearances to ground, clearance to crossing utilities, clearance to buildings, ROW widths, erecting power poles, and stringing of transmission line conductors.

2. Other Permits. The Permittee shall comply with all applicable state rules and statutes. The Permittee shall obtain all required permits for the project and comply with the conditions of these permits. A list of the required permits is included in the permit application and the environmental assessment. The Permittee shall submit a copy of such permits to the PUC upon request.

3. Protection of Sensitive Resources. Specific mitigation measures are necessary to protect the sensitive resources that are impacted by the construction and operation of this project as outlined below:

A. Avian Mitigation. Prior to construction the Permittee shall obtain concurrence from the Minnesota Department of Natural Resources on appropriate mitigation measures to address avian impacts during the construction and operation of the transmission line.

B. Rare Species and Natural Plant Communities. The Permittee shall follow Best Management Practices as specified by the Minnesota Department of Natural Resources and the U.S. Fish and Wildlife Service to protect rare species and native plant communities potentially affected by the construction and operation of the transmission line.

4. Pre-emption. Pursuant to Minnesota Statutes 216E.10, subdivisions 1 and 2, this route permit shall be the sole route approval required to be obtained by the Permittee and this permit shall supersede and preempt all zoning, building, or land use rules, regulations, or ordinances promulgated by regional, county, local and special purpose government.

I. Delay in Construction. If the Permittee has not commenced construction or improvement of the route within four years after the date of issuance of this permit, the PUC shall consider suspension of the permit in accordance with Minnesota Rules part 4400.3750.

V. PERMIT AMENDMENT

The permit conditions in Section IV may be amended at any time by the PUC. Any person may request an amendment of the conditions of this permit by submitting a request to the PUC in writing describing the amendment sought and the reasons for the amendment. The PUC will mail notice of receipt of the request to the Permittee. The PUC may amend the conditions after affording the Permittee and interested persons such process as is required.

VI. TRANSFER OF PERMIT

The Permittee may request at any time that the PUC transfer this permit to another person or entity. The Permittee shall provide the name and description of the person or entity to whom the permit is requested to be transferred, the reasons for the transfer, a description of the facilities affected, and the proposed effective date of the transfer. The person to whom the permit is to be transferred shall provide the PUC with such information as the PUC shall require to determine whether the new permittee can comply with the conditions of the permit. The PUC may

authorize transfer of the permit after affording the Permittee, the new permittee, and interested persons such process as is required.

VII. REVOCATION OR SUSPENSION OF THE PERMIT

The PUC may initiate action to revoke or suspend this permit at any time. The PUC shall act in accordance with the requirements of Minnesota Rules part 4400.3950 to revoke or suspend the permit.

**PUBLIC UTILITIES COMMISSION
COMPLAINT REPORT PROCEDURES FOR
HIGH VOLTAGE TRANSMISSION LINES**

1. Purpose

To establish a uniform and timely method of reporting complaints received by the Permittees concerning the permit conditions for right-of-way preparation, construction, cleanup and restoration, and resolution of such complaints.

2. Scope

This reporting plan encompasses complaint report procedures and frequency.

3. Applicability

The procedures shall be used for all complaints received by the Permittees.

4. Definitions

Complaint - A statement presented by a person expressing dissatisfaction, resentment, or discontent as a direct result of right-of-way preparation, construction, cleanup and restoration. Complaints do not include requests, inquiries, questions, or general comments.

Substantial Complaint - Any complaints submitted to the Permittees in writing that, if substantiated, could result in permit modification or suspension pursuant to the applicable regulations.

Person - An individual, partnership, joint venture, private or public corporation, association, firm, public service company, cooperative, political subdivision, municipal corporation, government agency, public utility district, or any other entity, public or private, however organized.

5. Responsibilities

Everyone involved with right-of-way preparation, construction, cleanup and restoration is responsible to ensure expeditious and equitable resolution of all complaints. It is therefore, necessary to establish a uniform method for documenting and handling complaints directed to this project. The following procedures will satisfy this requirement:

- A. The Permittee shall document all complaints by maintaining a record of all applicable information concerning the complaint, including the following:
1. Name of the permittee and project.
 2. Name of complainant, address and phone number.
 3. Precise property description or tract number (where applicable).
 4. Nature of complaint.
 5. Response given.
 6. Name of person receiving complaint and date of receipt.
 7. Name of person reporting complaint to the DOC and phone number.
 8. Final disposition and date.
- B. The Permittee shall assign an individual to summarize complaints for transmittal to the PUC.

6. Requirements

The Permittee shall report all complaints to the DOC according to the following schedule:

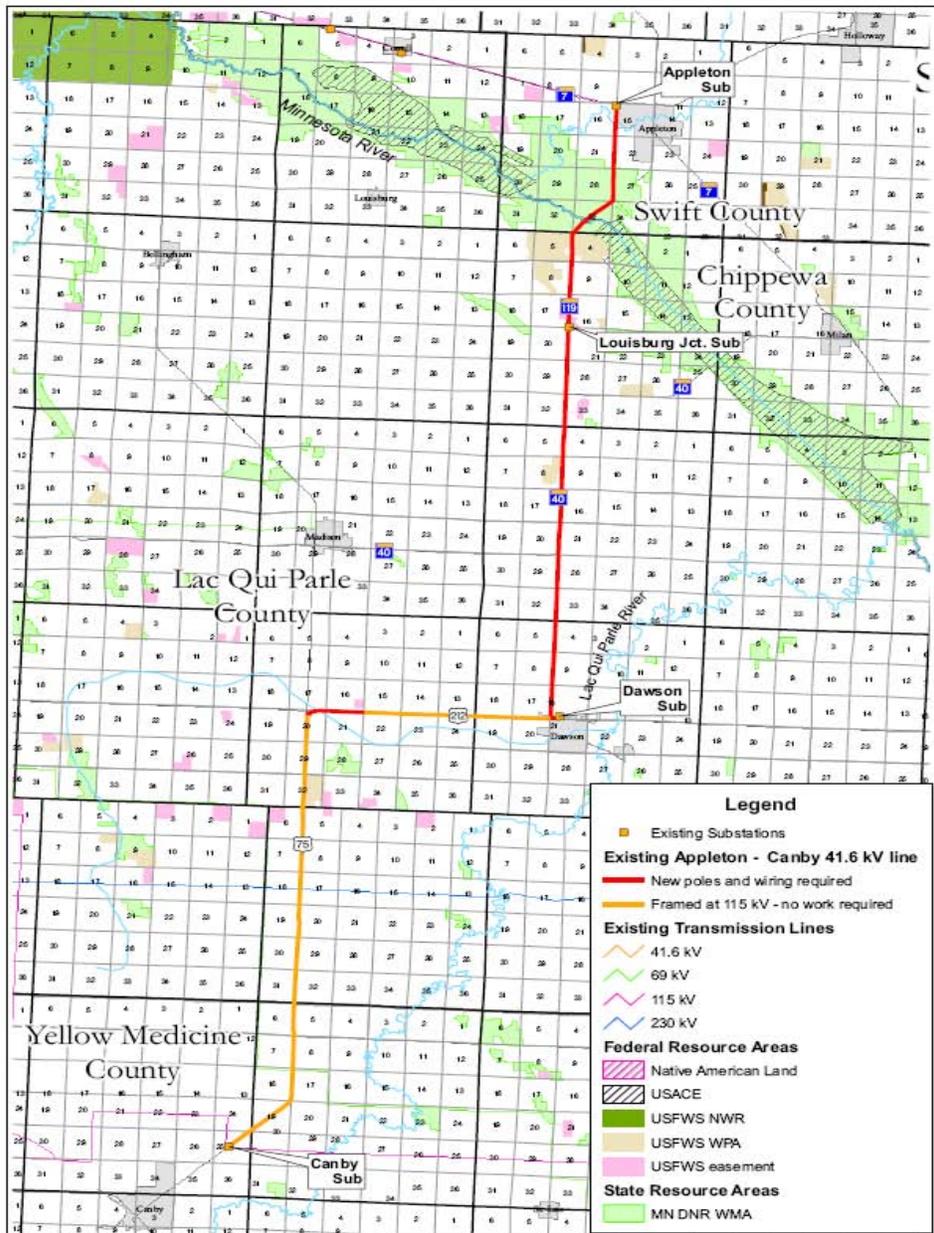
Immediate Reports - All substantial complaints shall be reported to the DOC by phone the same day received (or on the following working day for complaints received after working hours) at 651-296-2096.

Monthly Reports

By the 15th of each month, a summary of all complaints, including substantial complaints received or resolved during the proceeding month, and a copy of each complaint shall be sent to Minnesota Department of Commerce, 85 East 7th Place, Suite 500, Saint Paul, MN 55101.

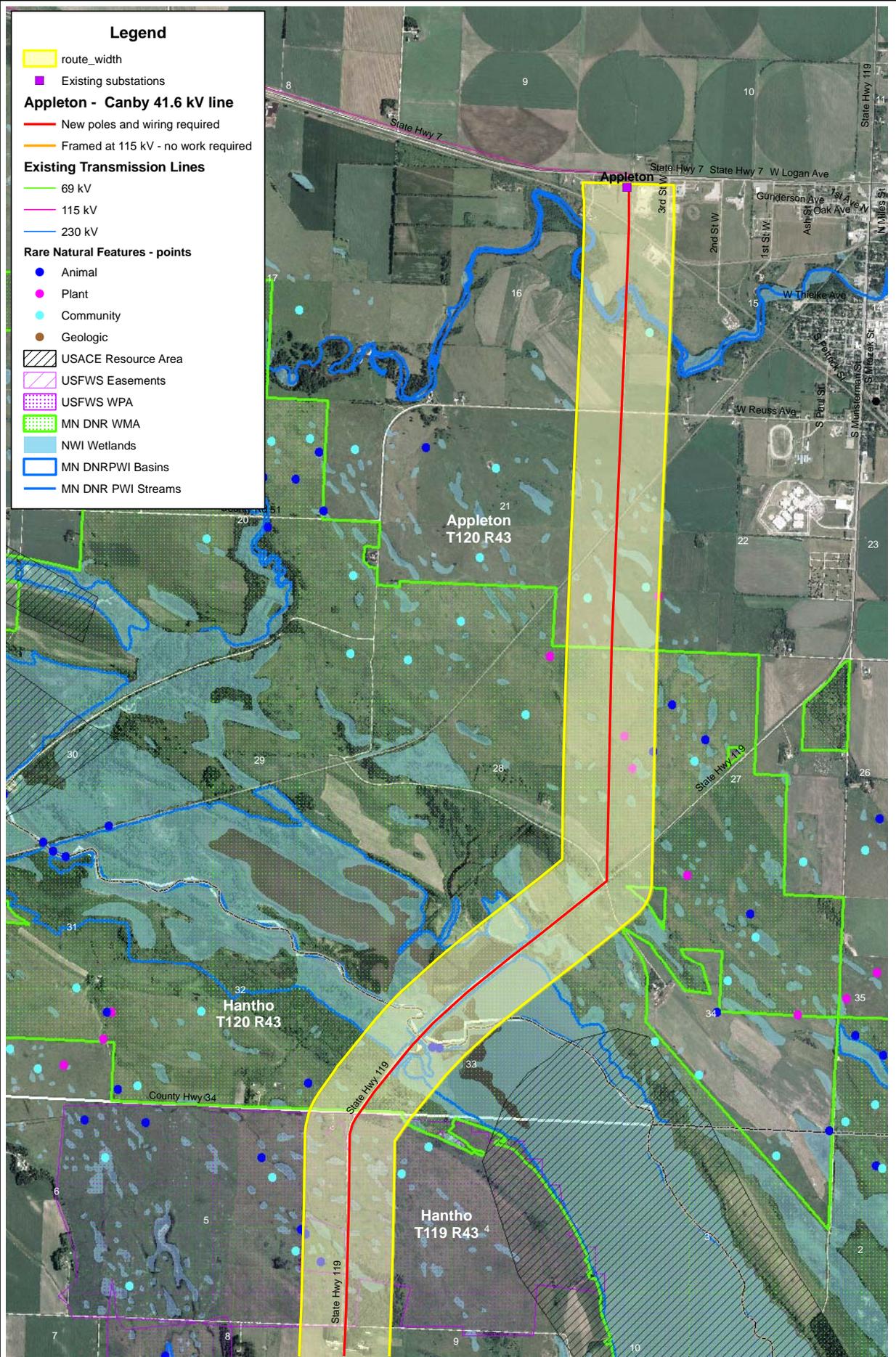
7. Complaints Received by the DOC

Copies of complaints received directly by the DOC from aggrieved persons regarding right-of-way preparation, construction, cleanup and restoration shall be promptly sent to the Permittee.



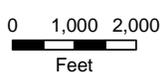
Project Overview Map
 Appleton - Canby
 Transmission Line Project





- Legend**
- route_width
 - Existing substations
 - Appleton - Canby 41.6 kV line**
 - New poles and wiring required
 - Framed at 115 kV - no work required
 - Existing Transmission Lines**
 - 69 kV
 - 115 kV
 - 230 kV
 - Rare Natural Features - points**
 - Animal
 - Plant
 - Community
 - Geologic
 - USACE Resource Area
 - USFWS Easements
 - USFWS WPA
 - MN DNR WMA
 - NWI Wetlands
 - MN DNR PWI Basins
 - MN DNR PWI Streams

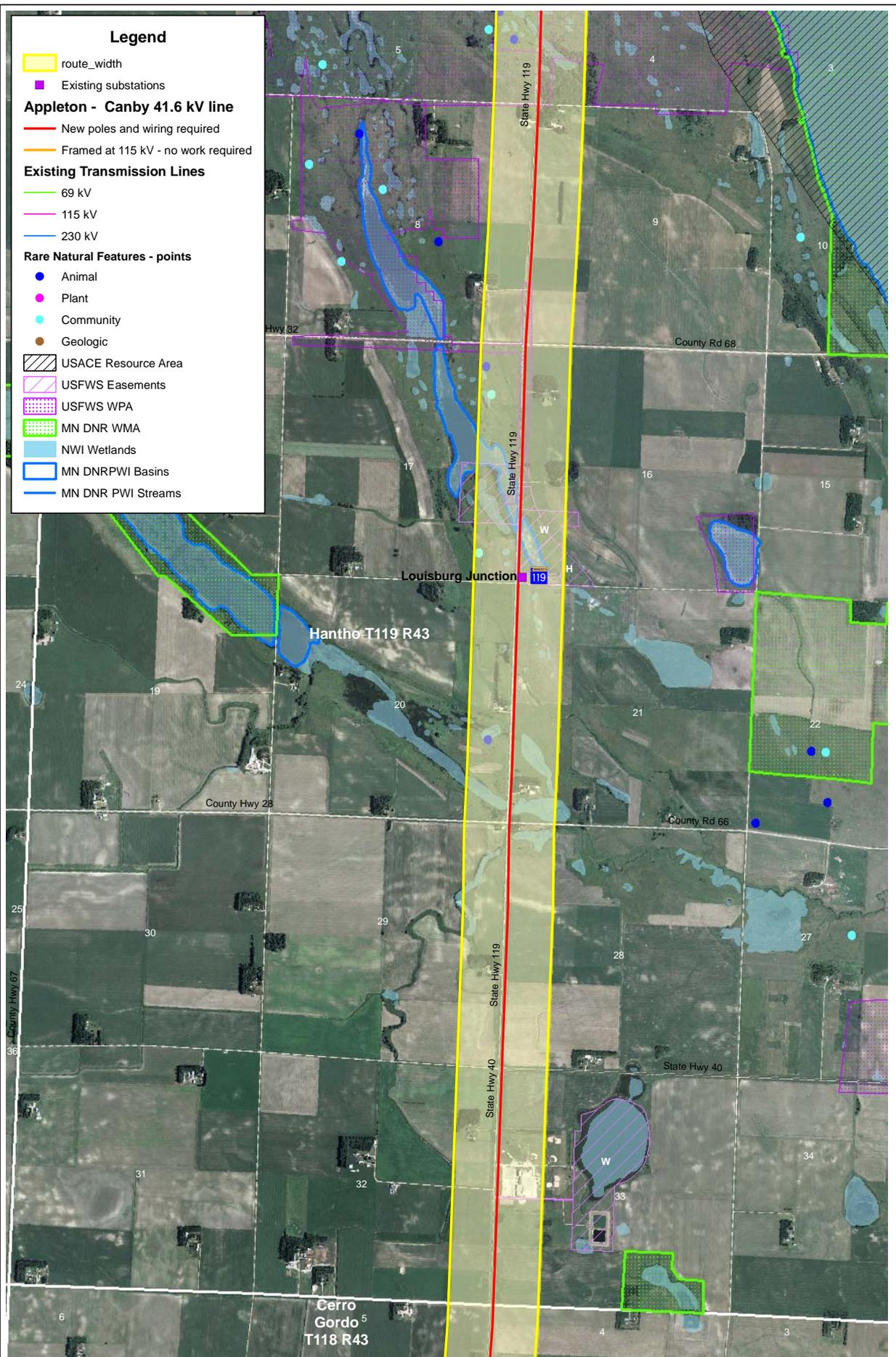
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Detailed Project Maps
Appleton - Canby
Transmission Line Project

Map 1





- Legend**
- route_width
 - Existing substations
- Appleton - Canby 41.6 kV line**
- New poles and wiring required
 - Framed at 115 kV - no work required
- Existing Transmission Lines**
- 69 kV
 - 115 kV
 - 230 kV
- Rare Natural Features - points**
- Animal
 - Plant
 - Community
 - Geologic
- Other Features**
- USACE Resource Area
 - USFWS Easements
 - USFWS WPA
 - MN DNR WMA
 - NWI Wetlands
 - MN DNR PWI Basins
 - MN DNR PWI Streams

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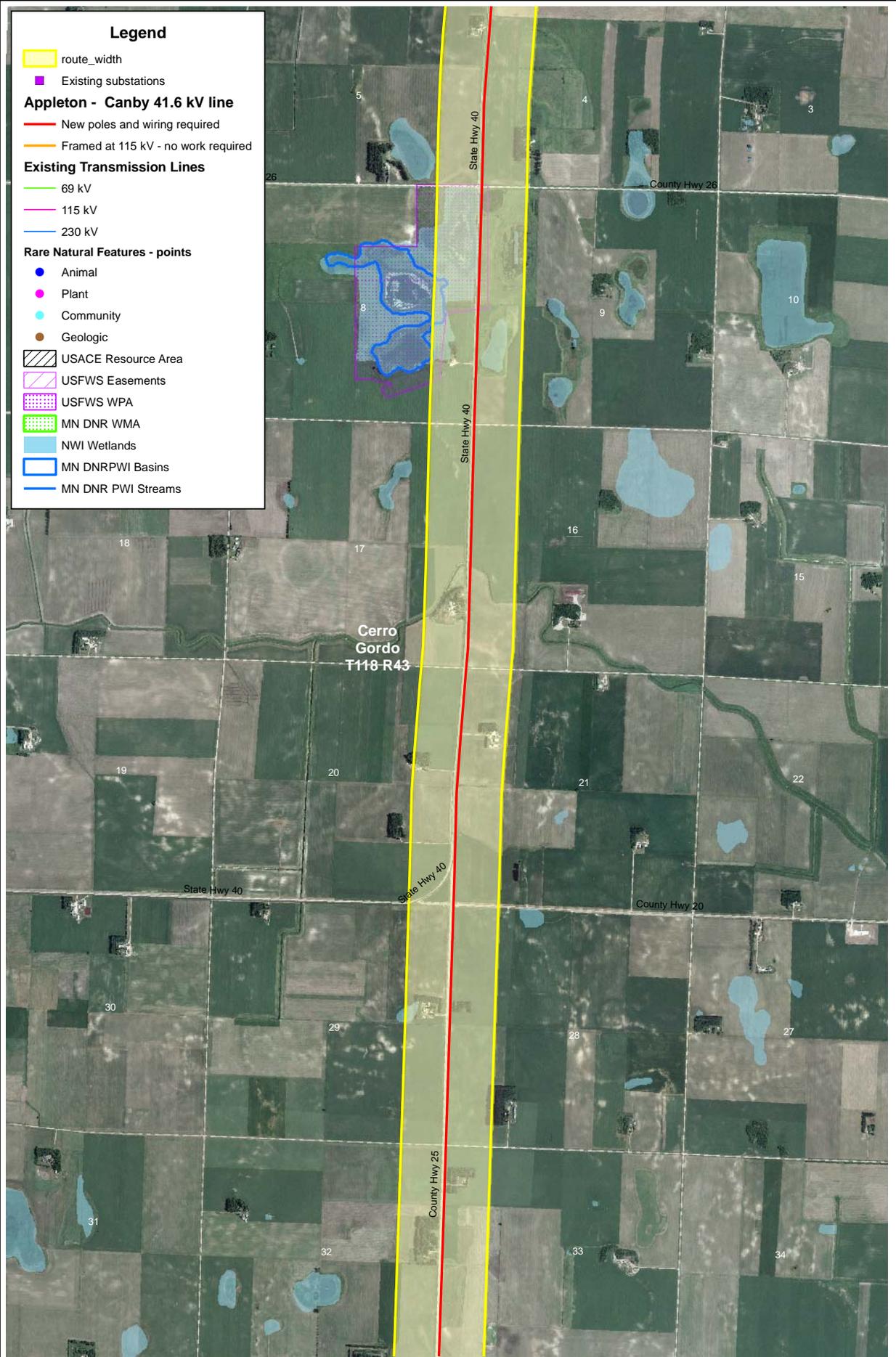
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Detailed Project Maps
Appleton - Canby
Transmission Line Project

Map 2





Legend

- route_width
- Existing substations

Appleton - Canby 41.6 kV line

- New poles and wiring required
- Framed at 115 kV - no work required

Existing Transmission Lines

- 69 kV
- 115 kV
- 230 kV

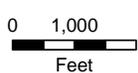
Rare Natural Features - points

- Animal
- Plant
- Community
- Geologic

USACE Resource Area

- USACE Resource Area
- USFWS Easements
- USFWS WPA
- MN DNR WMA
- NWI Wetlands
- MN DNR PWI Basins
- MN DNR PWI Streams

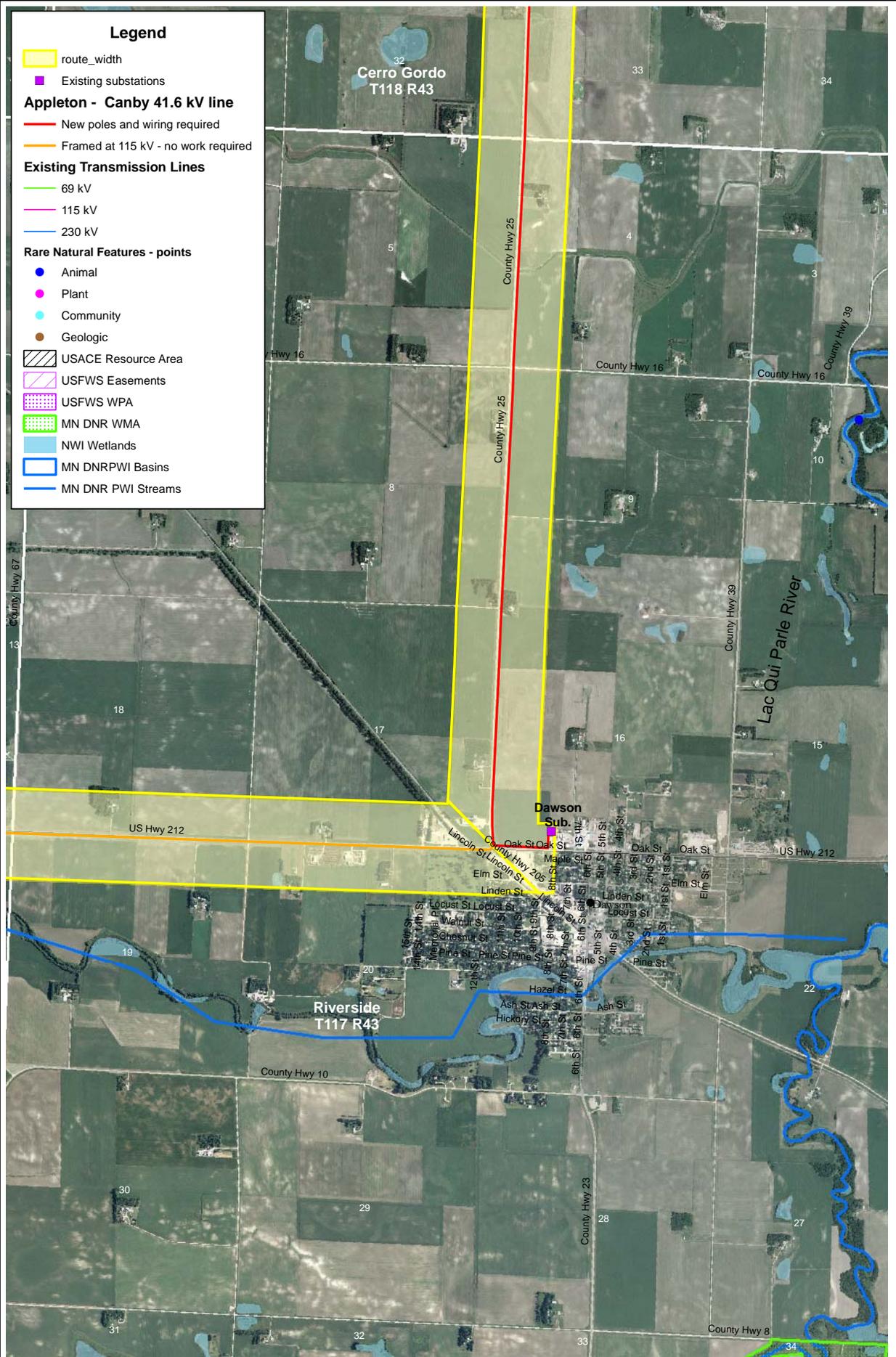
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Detailed Project Maps
Appleton - Canby
Transmission Line Project

Map 3





Legend

- route_width
- Existing substations

Appleton - Canby 41.6 kV line

- New poles and wiring required
- Framed at 115 kV - no work required

Existing Transmission Lines

- 69 kV
- 115 kV
- 230 kV

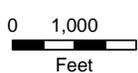
Rare Natural Features - points

- Animal
- Plant
- Community
- Geologic

USACE Resource Area

- USACE Resource Area
- USFWS Easements
- USFWS WPA
- MN DNR WMA
- NWI Wetlands
- MN DNR PWI Basins
- MN DNR PWI Streams

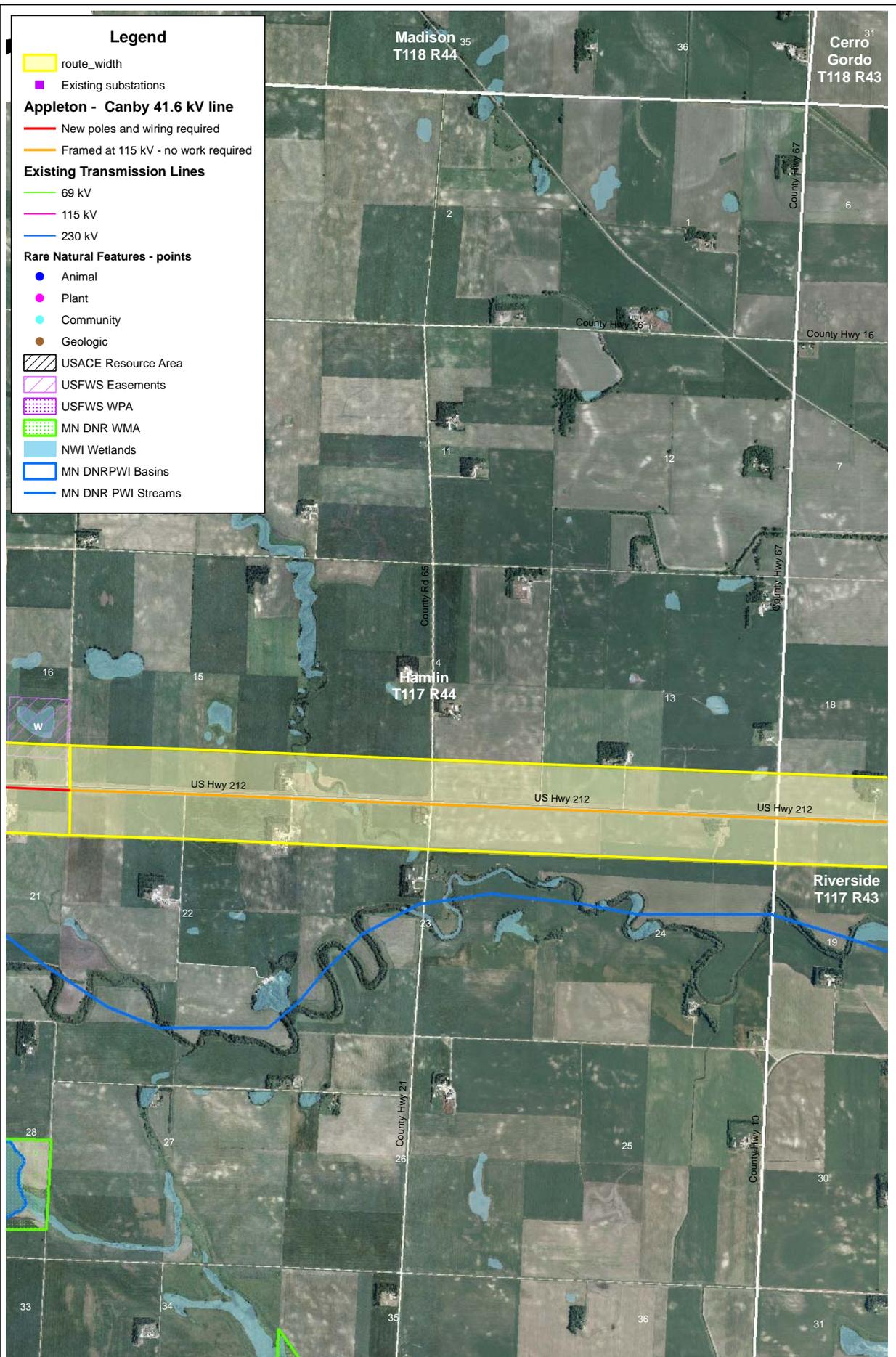
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Detailed Project Maps
 Appleton - Canby
 Transmission Line Project

Map 4





Legend

- route_width
- Existing substations

Appleton - Canby 41.6 kV line

- New poles and wiring required
- Framed at 115 kV - no work required

Existing Transmission Lines

- 69 kV
- 115 kV
- 230 kV

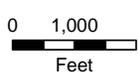
Rare Natural Features - points

- Animal
- Plant
- Community
- Geologic

USACE Resource Area

- USACE Resource Area
- USFWS Easements
- USFWS WPA
- MN DNR WMA
- NWI Wetlands
- MN DNR PWI Basins
- MN DNR PWI Streams

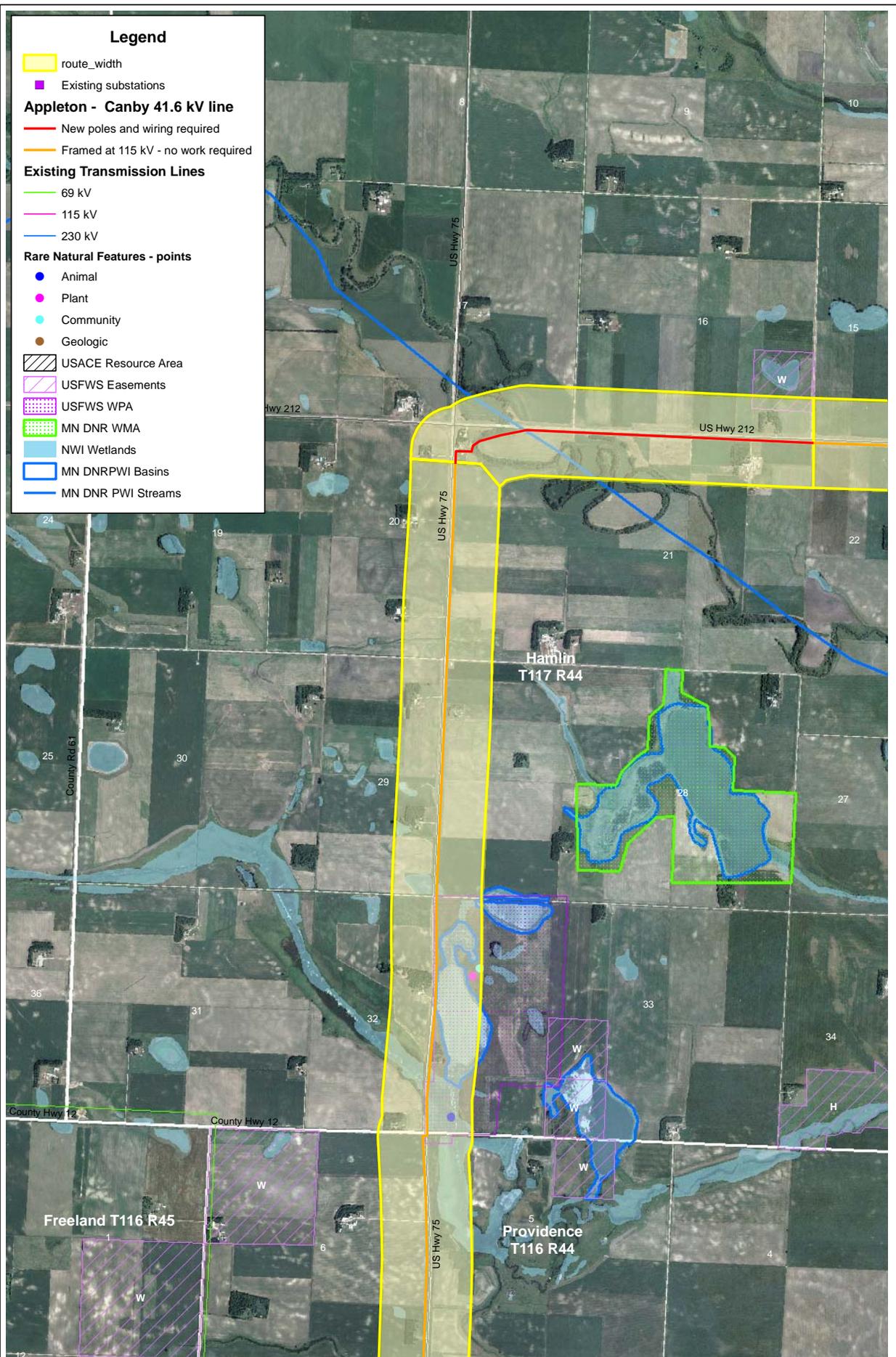
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Detailed Project Maps
Appleton - Canby
Transmission Line Project

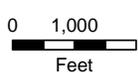
Map 5





- Legend**
- route_width
 - Existing substations
 - Appleton - Canby 41.6 kV line**
 - New poles and wiring required
 - Framed at 115 kV - no work required
 - Existing Transmission Lines**
 - 69 kV
 - 115 kV
 - 230 kV
 - Rare Natural Features - points**
 - Animal
 - Plant
 - Community
 - Geologic
 - USACE Resource Area
 - USFWS Easements
 - USFWS WPA
 - MN DNR WMA
 - NWI Wetlands
 - MN DNR PWI Basins
 - MN DNR PWI Streams

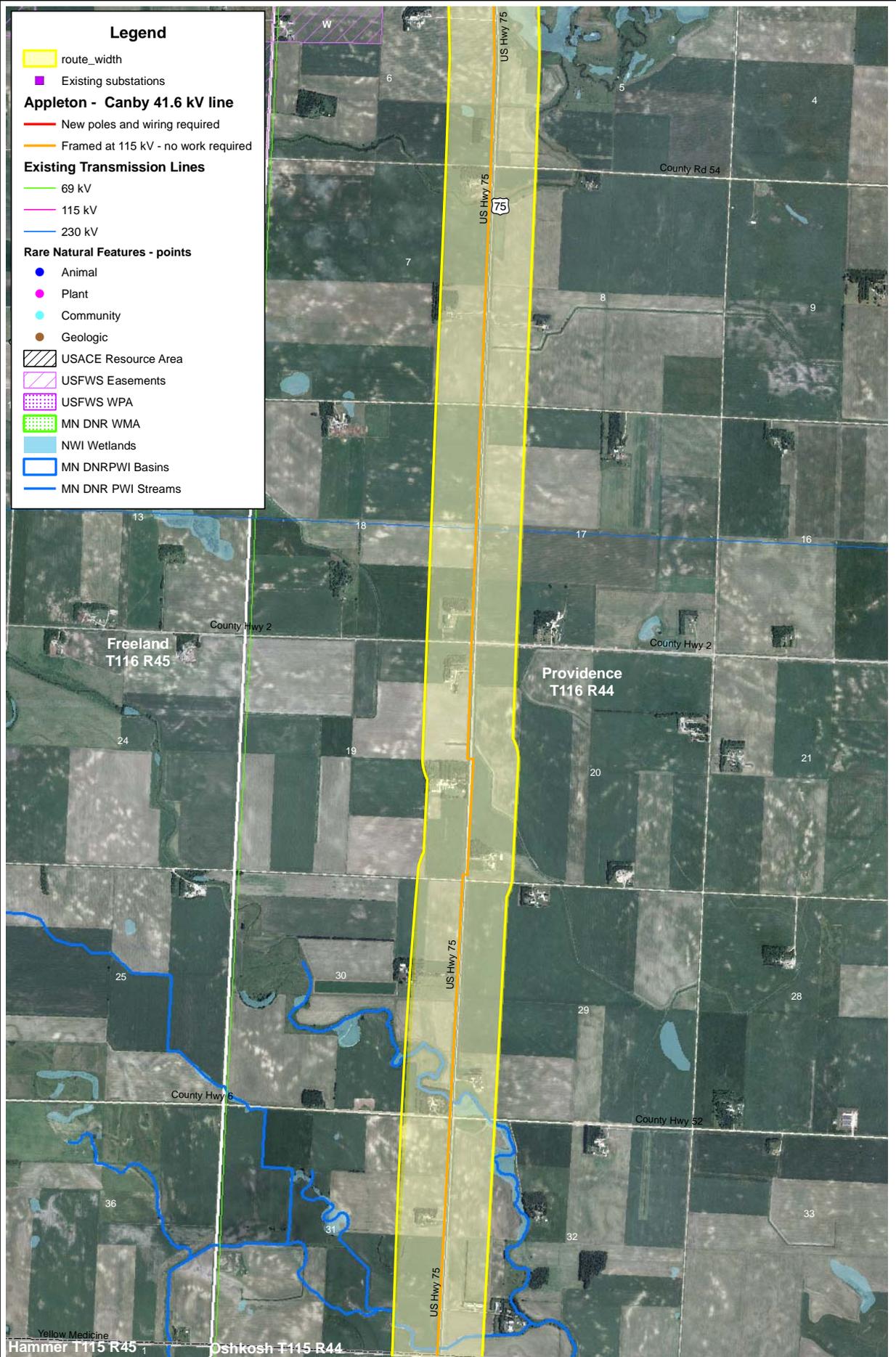
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Detailed Project Maps
Appleton - Canby
Transmission Line Project

Map 6





Legend

- route_width
- Existing substations

Appleton - Canby 41.6 kV line

- New poles and wiring required
- Framed at 115 kV - no work required

Existing Transmission Lines

- 69 kV
- 115 kV
- 230 kV

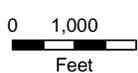
Rare Natural Features - points

- Animal
- Plant
- Community
- Geologic

Rare Natural Features - areas

- USACE Resource Area
- USFWS Easements
- USFWS WPA
- MN DNR WMA
- NWI Wetlands
- MN DNR PWI Basins
- MN DNR PWI Streams

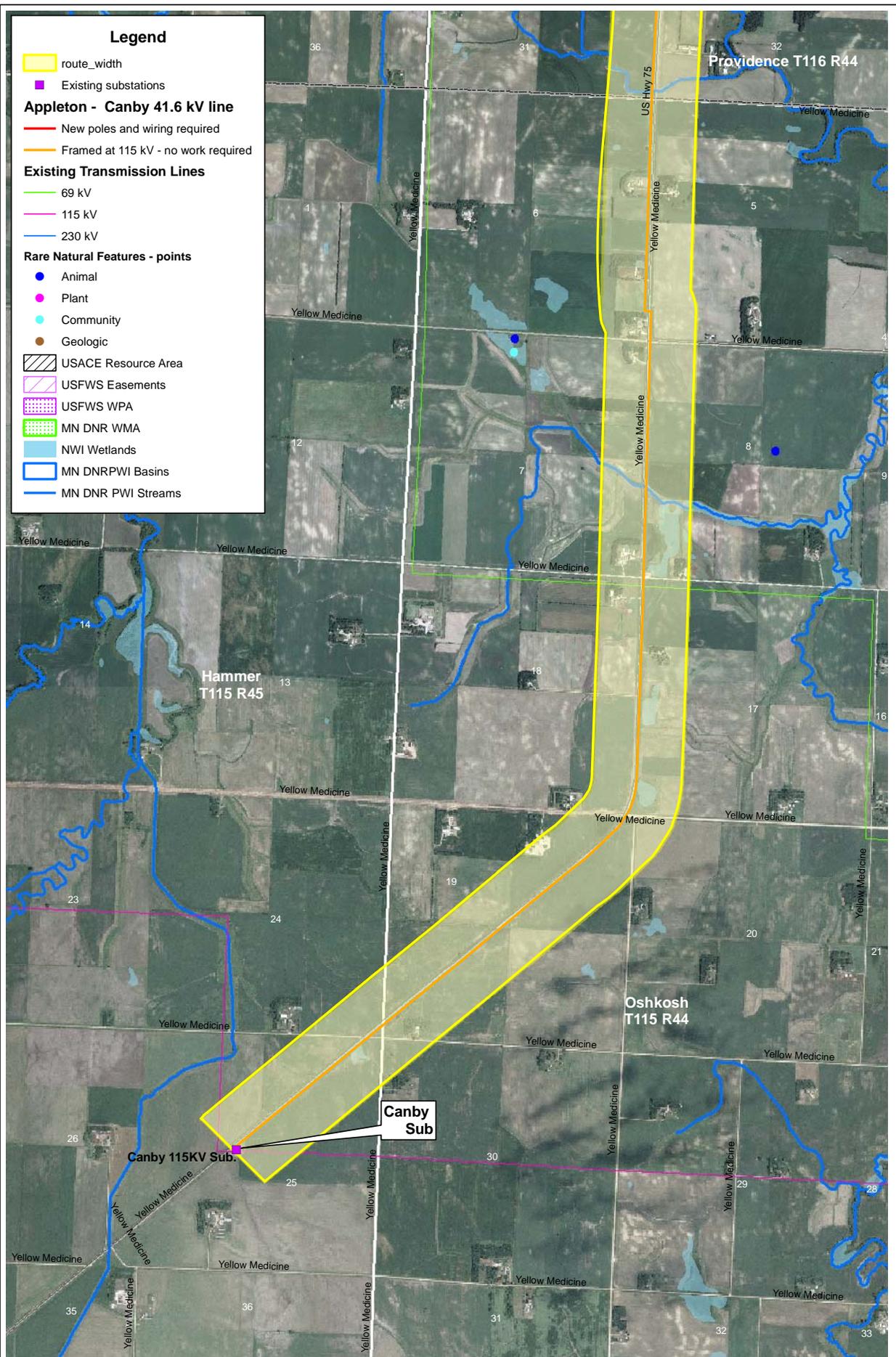
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Detailed Project Maps
Appleton - Canby
Transmission Line Project

Map 7





Legend

- route_width
- Existing substations

Appleton - Canby 41.6 kV line

- New poles and wiring required
- Framed at 115 kV - no work required

Existing Transmission Lines

- 69 kV
- 115 kV
- 230 kV

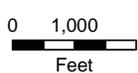
Rare Natural Features - points

- Animal
- Plant
- Community
- Geologic

Environmental Features

- USACE Resource Area
- USFWS Easements
- USFWS WPA
- MN DNR WMA
- NWI Wetlands
- MN DNR PWI Basins
- MN DNR PWI Streams

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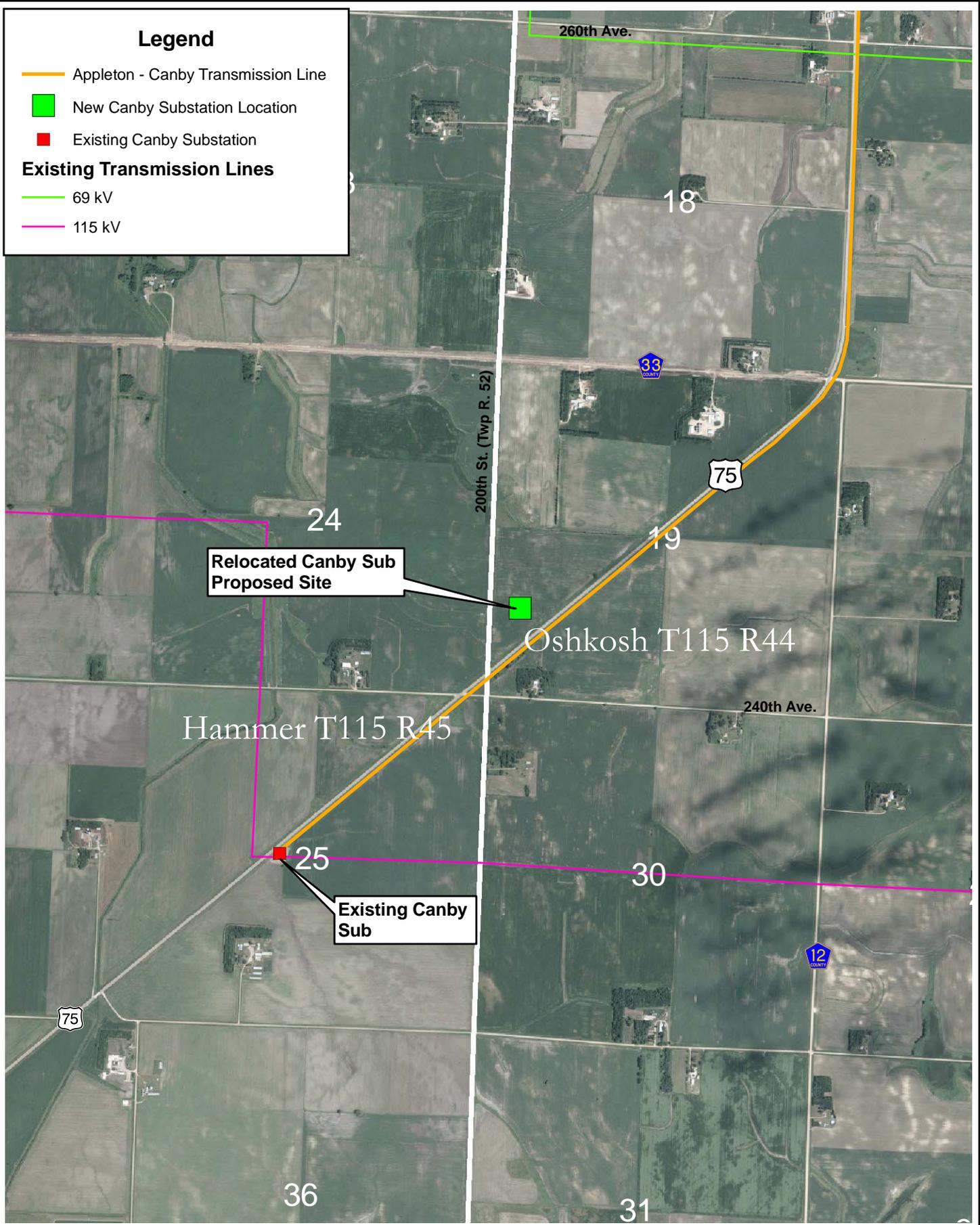
Detailed Project Maps
 Appleton - Canby
 Transmission Line Project

Map 8



Legend

- Appleton - Canby Transmission Line
 - New Canby Substation Location
 - Existing Canby Substation
- Existing Transmission Lines**
- 69 kV
 - 115 kV



Relocated Canby Sub
Proposed Site

Existing Canby
Sub

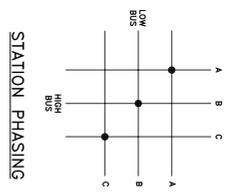
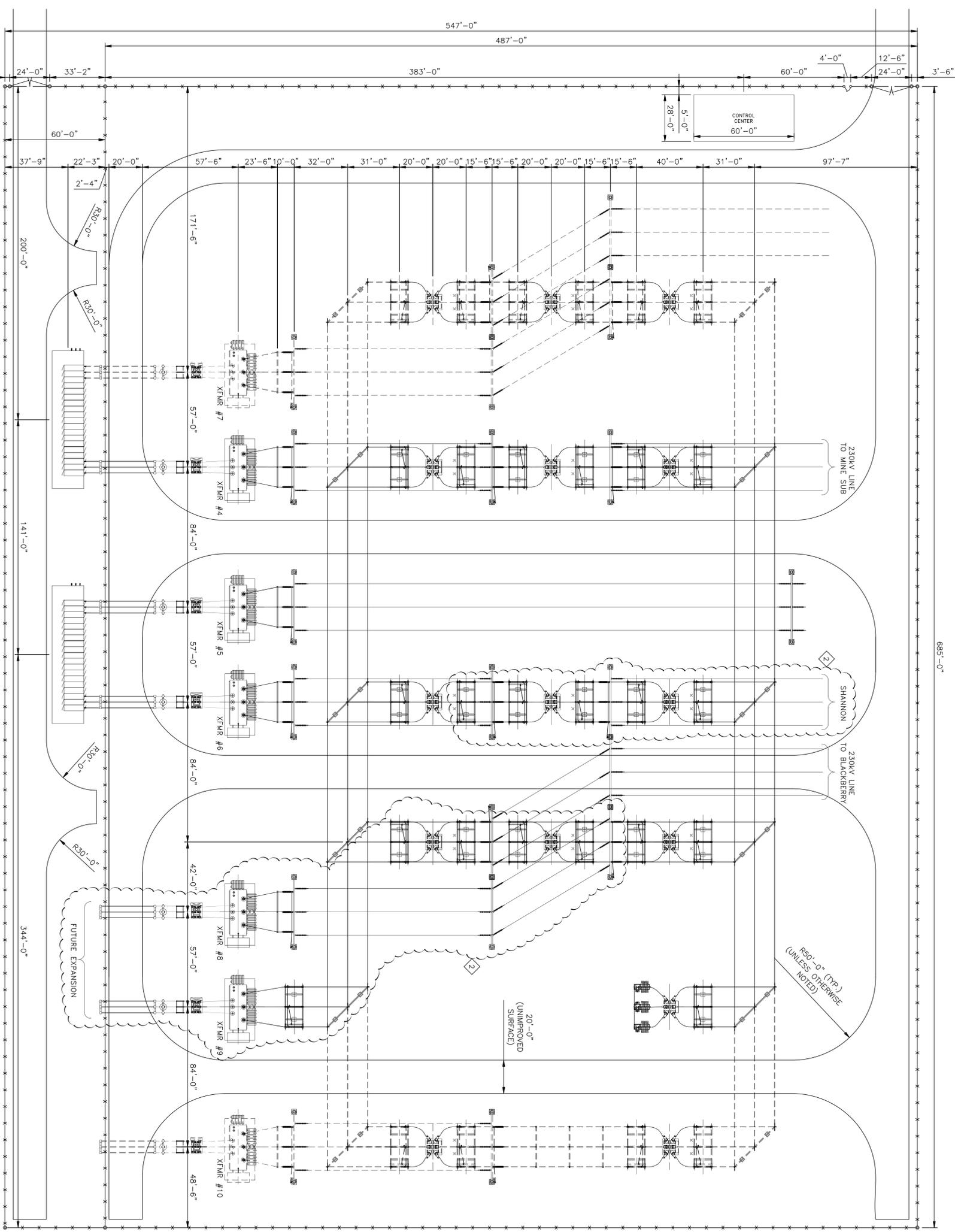
Hammer T115 R45

Oshkosh T115 R44



Appendix D

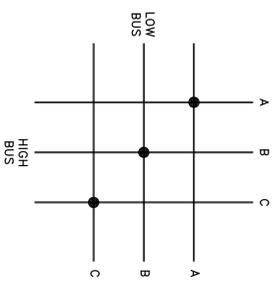
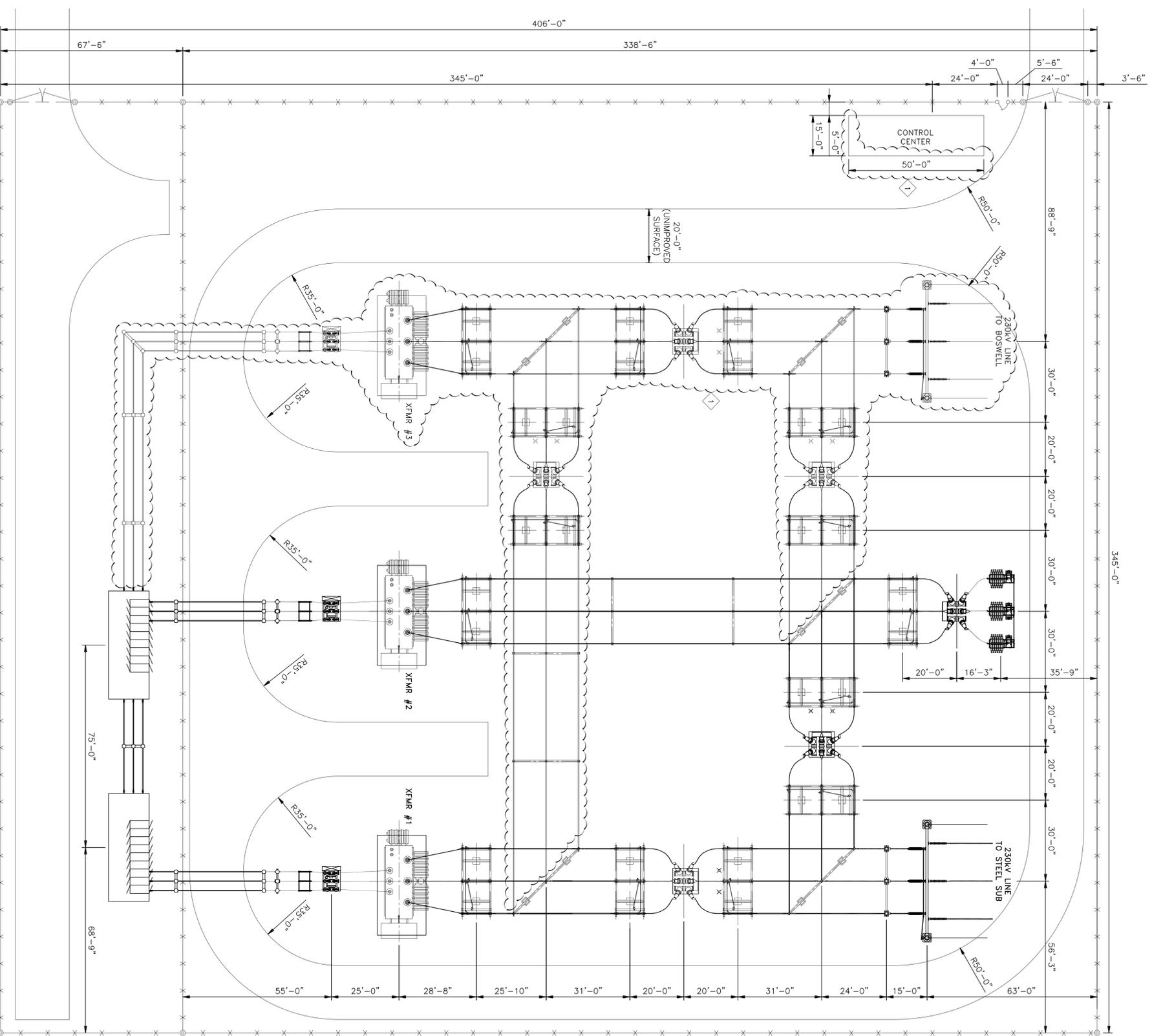
Preliminary Substation Plans



LEGEND
 PHASE 3 - - 2
 FUTURE - - - - -

PRELIMINARY

NO.	DATE	REVISION DESCRIPTION	BY	APPROVED	NO.	DATE	REVISION DESCRIPTION	BY	APPROVED	SHEET	REV.
										1	B
A	09-30-08	PROPOSED SITE LAYOUT	SJD/S&K		B	12-30-08	ISSUED FOR REVIEW	RA/B&K		PHASE 3	
B	12-30-08	ISSUED FOR REVIEW	RA/B&K		NASHWAUK PUBLIC UTILITIES COMMISSION ESSAR STEEL 230KV STEEL SUBSTATION GENERAL SITE ARRANGEMENT NASHWAUK, MN ISSUE DATE: 09-30-09 SCALE: 1" = 30'-0"						



LEGEND
PHASE 3 - ①

STATION PHASING

NO.	DATE	REVISION DESCRIPTION	BY	APPROVED	NO.	DATE	REVISION DESCRIPTION	BY	APPROVED
A	09-30-09	PROPOSED SITE LAYOUT	SJD/S&K		B	12-30-09	ISSUED FOR REVIEW	RA/B&K	

PRELIMINARY

ESSAR STEEL 230KV MINE SUBSTATION
GENERAL SITE ARRANGEMENT

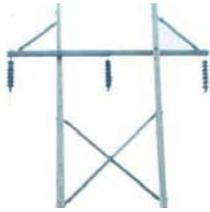
NASHWAUK PUBLIC
UTILITIES COMMISSION
NASHWAUK, MN

SHEET 1 REV. B
PHASE 3

ISSUE DATE: 09-30-09
SCALE: 1" = 20'-0"

Appendix E

Rejected Routes



Nashwauk Public Utilities Commission • Minnesota Power
Electric Power Delivery Project



June 15, 2009

VIA ELECTRONIC FILING

Dr. Burl W. Haar
Executive Secretary
Minnesota Public Utilities Commission
121 7th Place East, Suite 350
St. Paul, MN 55101

RE: Application for a Route Permit for the Essar Steel Minnesota Project 230 kV
Transmission line project (Essar Project)
Docket No. E280/TL-09-512

Dear Dr. Haar:

Nashwauk Public Utilities Commission (Applicant) and Minnesota Power (co-applicant) are filing the enclosed table (Route Segments Considered and Rejected) to supplement the Route Permit Application (“Application”) filed on June 1, 2009. The table was inadvertently omitted from the Application and was intended to be included with Figures A.12 and A.13 in Appendix A. In addition, section 3.4.5 page 3-5 contains a typo that indicates rejected segments can be found in Appendix B. The maps showing the rejected route segments are located in Appendix A figures A.12 and A.13.

We apologize for any confusion this may have caused. Please direct any questions you may have with respect to this supplemental filing to Bob Lindholm at Minnesota Power at (218) 355-3342 or Bryan Adams at Nashwauk Public Utilities Commission at (218) 885-1210.

Sincerely,

Bryan Adams
Nashwauk Public Utilities Commission

Bob Lindholm
Minnesota Power

Attachment

STATE OF MINNESOTA)
) ss
COUNTY OF ST. LOUIS)

AFFIDAVIT OF SERVICE VIA
ELECTRONIC FILING &
U.S. MAIL

Kristie Lindstrom of the City of Duluth, County of St. Louis, State of Minnesota, says that on the 15th day of June, 2009, she served Supplemental Information in Docket No. E280/TL-09-512 to the Minnesota Public Utilities Commission and the Office of Energy Security via electronic filing.

/s/ Kristie Lindstrom

Subscribed and sworn to before
me this 15th day of June, 2009.

/s/ Jodi Nash

Notary Public - Minnesota
My Commission Expires Jan. 31, 2010

Errata

Nashwauk Public Utilities – Minnesota Power

Route Permit Application (June 2009)

The following changes should be included in the Route Permit Application (Docket # E280/TL-09-512).

Page 3-5 section 3.4.5 Route Segments Considered and Rejected, last sentence
Change Appendix B to Appendix A

Tab Appendix A Detailed Route Maps
Change appendix title to Rejected Segments Table and Detailed Route Maps

Tab Appendix A Detailed Route Maps
Add Table titled Route Segments Considered and Rejected (attached)

Route Segments Considered and Rejected

The table below identifies the segments rejected, the reason the segment was eliminated and a description of the location of the segment. The common reasons for eliminating the route segments were to avoid residential impacts, wetlands, lakes, and large forest complexes. A number of segments were also rejected because adjacent segments were eliminated and there was no longer a connection to the route.

Route Segments Considered and Rejected

Segment ID	Length (Miles)	Route	Reason Eliminated	Description
1	1.4	3	Avoid establishment of new corridor and large wetland complex.	A north-south segment between Itasca County Road 69 to the north and existing 115 kV (20 Line) and 230 kV (83 Line) Transmission line ROW to the south. This follows a section line but no existing ROW is present.
2	2.2	3	Avoid establishment of new corridor.	A north-south segment between Birch Rd to the south and the intersection of segments 30 and 39 to the north.
3	1.5	3	Avoid establishment of new corridor and large forest block	A north-south segment between Birch Rd to the north and Itasca County Rd 70 to the south. This segment follows the half section line.
6	1.5	2	Reduce proximity to developments along CR 329 and near Lake O'Reilly.	An east-west segment starting at the 94 line to the west and paralleling CR 329 to Clearwater Rd to the east
7	2.6	2	Avoid establishment of new corridor and large, sensitive wetland area	An east-west segment paralleling the township boundary between T57, R24 to the north and T56,R24 to the south.
10	0.6	2, 3	Reduce proximity to developments near Big Sucker Lake	A North-south segment which parallels South Sucker Lake Rd. The segment runs for approximately 0.6 miles south of Sucker Lake Road.
12	3.9	2	Since Segments 80 and 13 were eliminated, the segment has no connection to a route.	Heads east-west along Itasca County Rd 57 between County Rd 337 and County Rd 58.
13	2.5	2	Reduce proximity of developments along County Rd 58 and Big McCarthy Lake.	Tracks southeast while paralleling County Rd 58. This segment extends between Southview Road and County Rd 57.
14	1.0	2	Reduce proximity to the developments along Little McCarthy Lake and establishment of new corridor	An east-west segment which runs between between Southview & Pleasantville Rd. This segment parallels Little McCarthy Lake Rd along the eastern half ½. The western ½ of this segment follows the section line where no existing ROW is present.
15	0.6	2	Reduce proximity to developments along Little McCarthy Lake.	Heads southeast and south while paralleling County Rd 58.

Segment ID	Length (Miles)	Route	Reason Eliminated	Description
18	0.6	2	Since Segments 13, 20 & 21 have been eliminated, there is no connection to a route.	Heads southeast-northwest along County Rd 58 between County Rds 8 and 57.
19	1.1	2	Adjacent eliminated segments have removed a connection to a route.	An east-west segment which parallels County Rd 57. This segment runs between County Rd 58 and and County Rd 8.
20	1.9	2	Reduce proximity to development and adjacent eliminated segments have removed a connection to a route	Heads east-west and north-south along County Rd 8. This segment runs east west for approximately 1.5 miles before turning south to run approximately 0.4 miles, ending at County Rd 57.
21	2.9	2	Reduce ROW length and proximity to development and to Lakes	Meanders southwest-northeast along County Rd 8. This segment runs between County Rd 56 and County Rd 58.
22	1.0	1	Reduce proximity to development along Northview Rd and establishment of new corridor.	An east-west segment following a section line and Northview Rd. The eastern half of this segment does not follow existing ROW while the west half of the segment follows Northview Rd.
23	0.5	1	Adjacent eliminated segments have removed a connection to a route.	An east-west segment following County Rd 8 between Colverdale Rd and Pleasantville Rd.
27	1.5	1	Reduce proximity to development along State Highway 65.	A north-south segment following State Highway 65. This segment runs between Westwood Rd to the north and Creek Rd to the south.
36	1.0	2	Adjacent eliminated segments have removed a connection to a route.	A north-south segment between the 28 Line to the south and CSAH 60 to the north.
37	0.7	2	Avoid homes along Clearwater Rd.	A north-south segment paralleling CSAH 60 between CR 329 to the south and CR 328 to the north.
38	0.4	2	Adjacent eliminated segments have removed a connection to a route.	An east-west segment paralleling CSAH 60 between Clearwater Rd to the west and the western edge of T56 R24 S4.
40	0.7	1	Avoid homes along CR 539 and adjacent eliminated segments have removed a connection to a route.	An east-west segment along CR 539 between segment 119 to the west and State Highway 65 to the east.
41	1.2	1	Adjacent eliminated segments have removed a connection to a route.	An east-west segment along CR 539 between CR 545 to the west and segment 119 to the east.
42	0.4	1	Adjacent eliminated segments have removed a connection to a route.	A north-south segment between the 94 line to the north and CR 539 to the south.
44	0.9	1	Avoid homes along CR 539.	An east-west segment paralleling CR 539 from State Highway 65 in the west to CR 536 to the east.
46	0.7	1	Avoid homes along CR 532 and adjacent eliminated segments have removed a connection to a route.	An east-west segment paralleling CR 532 from segment 120 to the west to State Highway 65 to the east.

Segment ID	Length (Miles)	Route	Reason Eliminated	Description
47	1.0	1	Adjacent eliminated segments have removed a connection to a route.	An east west segment paralleling CSAH 54 from State Highway 65 to the west to CR 564 to the east.
49	1.2	1	Adjacent eliminated segments have removed a connection to a route.	An east-west segment paralleling CR 564 from State Highway 65 to the west to segment 48 to the east.
50	1.0	1	Avoid large wetland complex and the establishment of new corridor.	Heads north-south along an undeveloped section line. This segment runs along the entire length of the border between T58, R23 Sections 26 & 27. This segment does not follow an existing corridor.
51	1.0	1	Adjacent eliminated segments have removed a connection to a route.	An east-west segment following County Rd 532 and a section line. This segment follows County Rd 532 for the eastern $\frac{3}{4}$ mile and the section line for the western $\frac{1}{4}$ mile.
52	1.0	1	Reduce proximity to Shaol Lake, avoid wetland complexes and the establishment of new corridor.	Heads north-south along an undeveloped section line. This segment runs along the entire length of the border between T58, R23 Sections 34 & 35. This segment does not follow an existing corridor
53	0.7	1	Adjacent eliminated segments have removed a connection to a route.	An east-west segment paralleling CR 564 from Segment 26 in the west to State Highway 65 in the east.
54	1.0	1	Adjacent eliminated segments have removed a connection to a route.	An east-west segment following County Rd 58. This segment runs between Colverdale Rd and Northwood Rd.
55	1.0	1,2	Adjacent eliminated segments have removed a connection to a route.	A north-south segment paralleling Colverdale Rd between County Rd 56 and Westwood Rd.
56	1.0	1	Adjacent eliminated segments have removed a connection to a route.	Heads east-west along Westwood Rd. This segment runs between Cloverdale Rd and Northwood Rd.
57	0.2	1	Adjacent eliminated segments have removed a connection to a route.	An east-west segment paralleling Westwood Rd between segment 58 to the west and segment 63 to the east.
60	1.5	1,2	Adjacent eliminated segments have removed a connection to a route and reduce proximity to development along Cloverdale Rd.	A north-south segment which follows Cloverdale Rd. This segment runs between Westwood Rd to the north and Creek Rd to the south.
61	0.5	1	Adjacent eliminated segments have removed a connection to a route	An east-west segment which parallels Creek Rd. It runs between Meadow Rd and State Highway 65,
62	1.2	1	Avoid cemetery and the establishment of new corridor.	Heads north-south along a section line between Stone Rd and County Rd 58.
63	1.5	1	Avoid homes along Meadow Rd.	A north-south segment paralleling Meadow Rd from Eastwood Rd to the north to Creek Rd to the south.

Segment ID	Length (Miles)	Route	Reason Eliminated	Description
64	0.3	1	Avoid large wetland and adjacent eliminated segments have removed a connection to a route.	A north-south segment running from Creek Rd to the north to Segment 66 to the south.
68	1.0	1,2	Adjacent eliminated segments have removed a connection to a route	A north-south segment which parallels Pleasantville Rd. This segment runs between County Rd 8 to the north and Little McCarthy Lake Rd to the south.
69	0.5	1,2	Adjacent eliminated segments have removed a connection to a route	A north-south segment which follows Cloverdale Rd between County Rd 8 to the south and the half section line to the north.
71	0.8	1	Reduce proximity to development along W Little Sweden Rd. Also, Segment 72 has been eliminated, removing a connection to a route	Heads north-south along W Little Sweden Rd. This segment runs between State highway 65 in the south and N Little Sweden Rd.
72	1.0	1	Adjacent eliminated segments have removed a connection to a route. Avoid establishment of new corridor.	An east-west segment that follows a private drive. This segments eastern terminous is at the intersection between W Little Sweden Rd and State Highway 65. The western end of this segment is near the end of Stone Rd, at the western T57, R22, S19 border. The eastern ½ of this segment follows an unnamed road. The western ½ would establish a new corridor.
73	1.3	1	Adjacent eliminated segments have removed a connection to a route	A north-south segment. This segment follows State Highway 65 for the northern 1/3 before following Stone Rd for the next ½ mile. The southern ¼ mile of this segment does not follow an existing corridor.
76	4.0	2	Adjacent eliminated segments have removed a connection to a route	Heads east-west along County Rd 56 between Cloverdale Rd and County Rd 8.
77	2.3	2	Adjacent eliminated segments have removed a connection to a route	Follows County Rd 8 between Scenic Highway and County Rd 56..
78	1.9	2	Adjacent eliminated segments have removed a connection to a route. Reduce proximity to development along CR 336 Rd.	A north-south segment that follows CR 336 between County Rd 8 and the existing 94 Line.
79	3.6	2	Avoid Lawrence Lake.	A north-south segment which follows a section line for 3.6 miles between County Rd 56 and County Rd 57. This segment parallels County Rd 336 for the southern 1.8 miles. The segment contains a section of undeveloped corridor near the northern section of the lake. The northern mile of this segment parallels Scenic Highway.

Segment ID	Length (Miles)	Route	Reason Eliminated	Description
80	1.5	2	Avoid Lawrence Lake.	This section tracks east-west and north south with a 90 turn at the intersection between County Rd 57 and Scenic Highway. The east-west trend follows County Rd 57 for 1.6 miles, ending at County Rd 336. The north-west segment is 0.25 miles and ends at County Rd 59.
81	2.0	2	Adjacent eliminated segments have removed a connection to a route.	A north-south segment which follows County Rd 336. The northern end of this segment is at County Rd 57. The southern end is at a half section line.
83	1.0	2	Adjacent eliminated segments have removed a connection to a route.	A north-south segment between the 28 line to the south and segment 89 to the north.
84	0.5	2	Adjacent eliminated segments have removed a connection to a route.	A north-south segment between segment 89 to the south and CR 334 to the north.
85	1.1	2	Reduce proximity to development along Scenic Highway	This segment trends north-south along Scenic Highway between County Rd 60 and the existing 28 Line.
86	2.7	2	Reduce proximity to development along Scenic Highway	This segment trends north-south along Scenic Highway between County Rd 59 and County Rd 328.
87	0.5	2	Reduce proximity to development along Scenic Highway.	A north-south segment which parallels Scenic Highway between County Rd 328 and County Rd 60.
89	1.2	2	Avoid establishment of new corridor and difficulty crossing Scenic Highway	An east-west segment between Scenic Highway to the west and Segment 83 to the east.
90	1.0	2	Adjacent eliminated segments have removed a connection to a route.	A north-south segment which parallels Southview Rd between County Rd 8 and County Rd 58.
91	0.2	2	Adjacent eliminated segments have removed a connection to a route.	An east west segment which follows a section line near the intersection between County Rd 8 and Southview Rd. This segment follows the section line where County Rd 8 deviates to the south.
92	1.0	2	Adjacent eliminated segments have removed a connection to a route.	This section tracks north-south and east-west. It makes a 90 turn at the intersection between County Rd 8 and Big McCarthy Lake Dr. This segment generally follows County Rd 8, as this road also makes a 90o turn. The north-south segment runs between County Rd 57 and Big McCarthy Lake Drive. The east-west segment is between Big McCarthy Lake Drive and Northview Rd.

Segment ID	Length (Miles)	Route	Reason Eliminated	Description
94	4.1	3	Reduce proximity to developments withing Nashwauk Municipality	This section is arraged in a u-turn shape to pass around urban development in the City of Nashwauk. There is an east-west section north of Nashwauk that runs along the northern boundary of Sections 31 & 32 of, T 57,R 22. for 1.7 miles. A north-south section runs along the western quarter section of Section 33 (T57, R22) for 0.6 mile. A southerly portion of this segment trends southwest along United States Highway 169 for approximately 1.7 miles.
95	0.3	3	Avoid wetland and adjacent eliminated segments have removed a connection to a route.	An east-west segment paralleling CSAH 70 between the proposed pipeline corridor to the west and segment 97 to the east.
96	0.5	3	Avoid homes along CSAH 70 and adjacent eliminated segments have removed a connection to a route.	An east-west segment paralleling CSAH 70 between segment 97 to the west and where CSAH 70 turns due north.
97	1.4	3	Avoid establishment of new corridor and large wetland complex.	A north-south segment which lies between the existing 28 Line and County Rd 70. This segment follows the half section line in Section 13, T55, R24.
99	0.5	3	Avoid homes along Birch Dr.	An east-west segment paralleling Birch Dr from the point where Birch Dr heads in an east-west direction to the center of the pipeline corridor.
100	0.5	3	Adjacent eliminated segments have removed a connection to a route.	An east-west segment paralleling Birch Dr from the pipeline corridor to the west to CSAH 69 to the east.
102	1.6	3	Avoid homes along CSAH 69.	A north-south segment partially paralleling CSAH 69 from Birch Dr to the south to segment 39 to the north.
103	1.6	3	Avoid homes along Birch Dr.	A north-south segment paralleling Birch Dr from CSAH 70 in the south to where Birch Dr turns to the east.
104	1.0	2	Adjacent eliminated segments have removed a connection to a route.	A north-south segment which follows County Rd 336. This segment runs along the section line between Sections 26/27 & 34/35, T57, R24. A half mile is situated between each section pair.
105	5.5	2	Avoid establishment of new corridor within a large forest block and numerous wetlands.	An east west section primarily following half section lines between County Rd 58 and County Rd 336. The eastern 1.25 miles of this segment generally follow N. Little Sucker Lake Rd. The remaining western portion is situated along the half section line of Sections 29 & 30, T57, R23 and Sections 25 & 26, T57, R24. The western portion is not located along an existing corridor.
106	0.5	2	Adjacent eliminated segments have removed a connection to a route.	A north-south segment which generally parallels County Rd 58. This segment runs between N Sucker Lake Rd and Sucker Lake Rd.

Segment ID	Length (Miles)	Route	Reason Eliminated	Description
107	0.5	2	Adjacent eliminated segments have removed a connection to a route.	An east west segment which generally parallels County Rd 58. This segment lies between the northeast corner of Section 34, T57, R23 and S Sucker Lake Rd.
108	0.6	2	Reduce proximity to developments along Scenic Highway	A north south segment following Scenic Highway between County Rd 8 and the existing 94 Line.
109	1.2	3	Avoid homes along CSAH 69.	A north-south segment paralleling CSAH 69 from CSAH 70 to the south to Birch Dr to the north.
110	0.2	3	Adjacent eliminated segments have removed a connection to a route.	A north-south segment paralleling CSAH 70 between T55 R23 S7 and T55 R24 S12.
111	1.4	3	Reduce proximity to developments along County Rd 70.	An east-west segment which parallels County Rd 70. The eastern extent of this segment begins at the existing 39 & 40 Lines. Its western end is at County Rd 69.
113	0.5	1,2	Adjacent eliminated segments have removed a connection to a route.	An east-west segment which parallels Little McCarthy Lake Rd. This segment is between Hilltop Rd and Pleasantville Rd.
114	1.0	1	Avoid large wetland complex.	Heads east-west along the half section line in Section 14, T57, R23. This segment follows an undeveloped corridor.
115	1.4	2	Adjacent eliminated segments have removed a connection to a route.	An east-west segment which follows County Rd 59. The eastern extent of this segment is at the intersection with Scenic Highway. Its western extent is located at the intersection with the existing 94 Line.
117	0.6	2	Avoid homes along CSAH 60 and Unnamed PWI waterbody (31-229 W)	An east-west segment paralleling CSAH 60 from the western edge of T56 R24 S4 to Segment 142.
122	0.4	1	Avoid homes along State Highway 65.	A north-south segment paralleling State Highway 65 from CR 536 to the north to CR 539 to the south.
123	1.0	1	Reduce proximity to development along State Highway 65.	Trends north-south along State Highway 65. This segment spans the area between County Rd 539 and County Rd 54.
124	1.0	1	Reduce proximity to development along State Highway 65.	A north-south segment which parallels State Highway 65 between County Rd 56 and County Rd 54.
125	1.0	1	Reduce proximity to development along State Highway 65.	A north-south segment which parallels State Highway 65, between County Rd 56 and Westwood Rd.
126	0.2	1	Adjacent eliminated segments have removed a connection to a route.	An east-west segment paralleling Creek Rd from segment 35 to the west to Meadow Rd to the east.
127	0.5	1	Avoid homes along Westwood Rd.	An east-west segment paralleling Eastwood Rd from Meadow Rd to the west to State Highway 65 to the east.
129	0.5	2	Adjacent eliminated segments have removed a connection to a route.	A north-south segment from the south-western corner of T57 R23 S32 north to segment 134.

Segment ID	Length (Miles)	Route	Reason Eliminated	Description
130	0.9	2	Adjacent eliminated segments have removed a connection to a route.	A north-south segment roughly following the western edge of T56 R23 S5 from the 45 line north to the south-east corner of T57 R23 S31.
132	0.5	2	Adjacent eliminated segments have removed a connection to a route.	An east-west segment situated along County Rd 8. This segment runs between Northview Rd and Cloverdale Rd.
133	0.5	1,2	Reduce proximity to developments along County Rd 8.	An east-west segment situated along County Rd 8. This segment is between Pleasantville Rd and Hilltop Rd.
136	1.0	2,3	Avoid Little Sucker Lake.	A north-south segment following an undeveloped section border. This segment is located along the boundary between Sections 34 & 35, T57, R 34.
138	1.9	2	Avoid wetlands and adjacent eliminated segments have removed a connection to a route.	An east-west segment from the south-east corner of T57 R23 S31 to segment 141.
140	0.9	2	Reduce proximity to developments along Big Sucker Lake.	An east-west segment which generally follows Sucker Lake Rd. A short segment (0.15 miles) runs southeast from Sucker Lake Rd to meet with Segment 9.
142	0.4	2	Adjacent eliminated segments have removed a connection to a route.	A north-south segment in T57 R24 S 33 between CSAH 60 to the south and CR 328 to the north.
144	0.4	2	Avoid homes along CSAH 60 and difficulty crossing Scenic Highway.	An east-west segment paralleling CSAH 60 from segment 142 to the west to Scenic Highway to the east.
146	1.0	1	Avoid homes along Eastwood Rd.	An east-west segment partially paralleling Eastwood Rd from State Highway 65 to the west to the southwest corner of T57 R22 S5.
147	0.5	1	Reduce proximity to developments along State Highway 65.	A north-south segment which parallels State Highway 65. This segment spans between Creek Rd and County Rd 8.
151	5.0	1	Avoid crossing large wetland complexes, establishes more new corridor than route 1A.	A north-south segment starting at the 94 line to the north and running south along section lines to the southwest corner of T57 R22 S4 then heading southwest to the southwest corner of T57 R22 S8.