

Langan, Matthew (COMM)

From: Carl & Nan [ncapimn@pitel.net]
Sent: Wednesday, May 19, 2010 9:55 AM
To: Langan, Matthew (COMM)
Subject: Comment on the routing of CapX2020

Matthew,

I would suggest the project give serious consideration to a rerouting of the proposed 161KV line from your "preferred" route following Olmsted County route 31 through New Haven township by moving it to the East and follow the eastern property line of the "Klatke's Subdivision".

This would substantially reduce the number of homes in close proximity to the line in that area and eliminate a potential "eyesore" along County 31.

Thank you for your attention.
Nathaniel and Nancy Anderson
PO Box 157
12239 County 31 NW
Pine Island, MN 55963-0157

May 19, 2010

MN Office of Energy Security
Matthew Langen, State Permit Manager
St Paul, MN
Matt.langan@state.mn.us

Re: Scope of Environmental Review for ALTERNATIVE ROUTE for CAPX 2020 Hampton-Alma Line Area between 480th St and 490th Street, Pine Island Township

There are people living close to the Alternate Route that have the following chronic conditions: Heart condition—Defibrillator/Pacemaker, Vasculitis, COPD – possible lung transplant.

Century farms have existed on the proposed Alternate Route and have been kept in their families for generations making them historical, and there is also a historical church site and cemetery.

What energy discharge/waste/unknown factors do to the land? This Alternate Route would be close to some homes, gardens, a water well, and would be right against farming acreage. A farmer with a chronic heart condition would be working right next to it. What does it do to the land—getting in the crops which eventually get into the food system? The USA feeds a lot of the world. What does it do to ground water? The farmers would lose farming acreage – loss of income. (They don't receive a big income from their crops, but still have to pay the same food prices.) What about dairy/beef animals by it which are consumed?

Is there a noise level with the Route? Different pitch levels? (That would be disgusting!) How much maintenance has to be done on them? They are not aesthetically appealing. What happens during storms? Do they draw storms to them (damaging crops)? What happens if there is damage to them (tornado, poor construction, etc)?

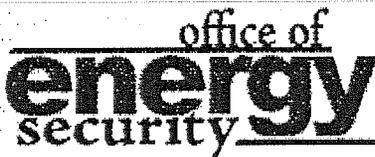
If the electric companies are looking at an expansion of transformers or generating capacity, would even more farmland have to go? Just what is being emitted off these lines? Use existing sites and enlarge the capacity there!

Do the energy companies and their subsidiaries provide you with their employee medical records (along with safety and statistic records)? Are their workers developing medical problems from this? How long do they work around electrical lines/generating stations etc, before they develop any disabilities/deaths/cancer, etc or are they moved around to other areas of the company. Are there long-term medical records kept?

What effect would it have on cell phones, computers, TVs, radios, electrical equipment used to relay medical data to the Mayo Clinic so they can monitor their patients?

The costs of electricity are astronomical. Look at the "Ultimate Answer" of the Nuclear Plants----now they can't get rid of the nuclear waste!

WE DO NOT WANT THIS ALTERNATE ROUTE BY US!



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

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

David A. Arndt

Representing: Marvin + Dianne Arndt
 David + Helen Arndt

Address: 21196 510th St.
 Pine Island, Mn. 55963

Email:

Comments:

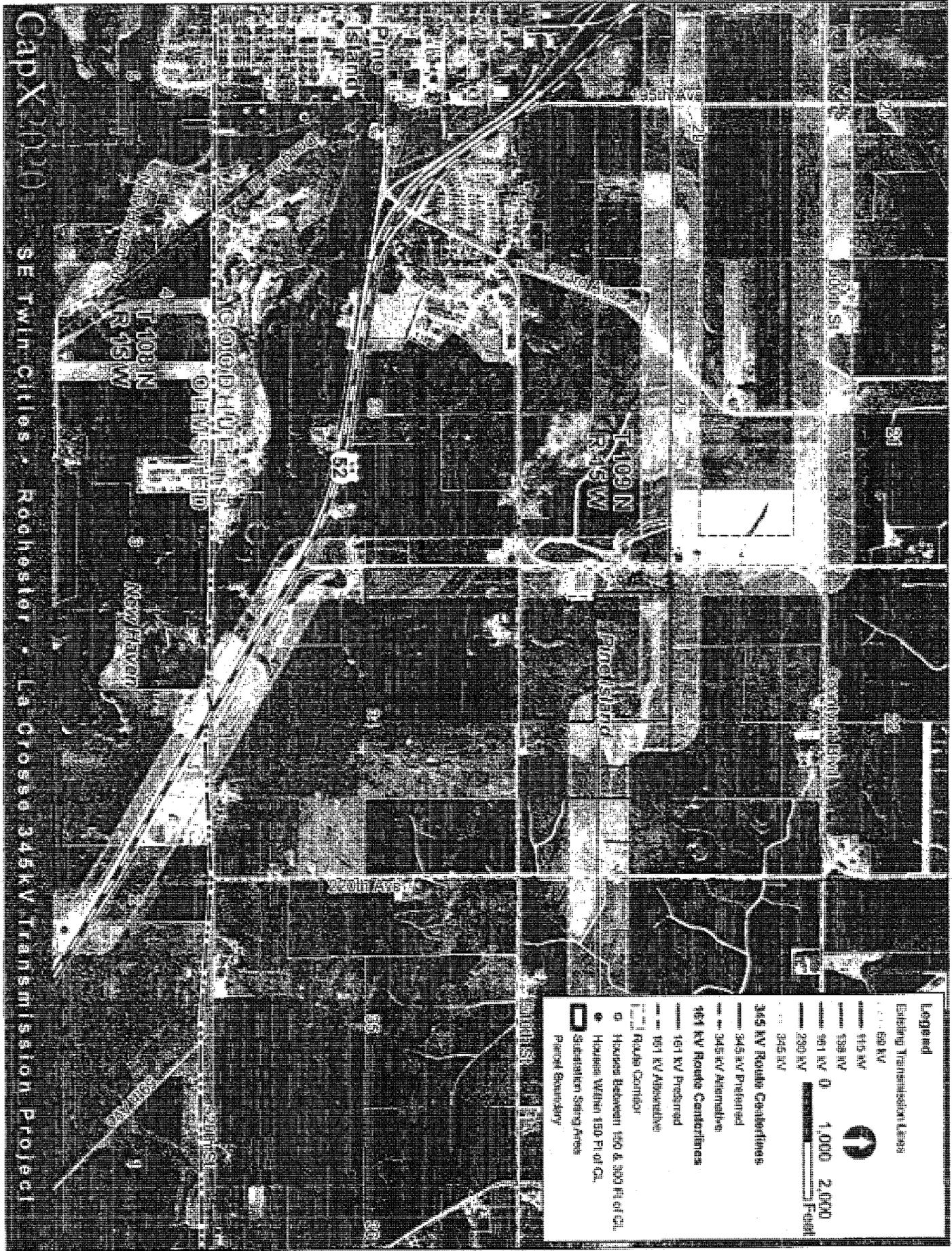
I think the preferred line should be moved further north to the 500th St. and county #11 corridor and then go south at 220th Ave to the half mile of section 26 and 27. This would give the city of Pine Island the added room to grow. The preferred route now is located where the city has designated in the future as residential. If this cannot be done I would at least like to get rid of the jog that occurs in section 27 and keep the line on the north side of the two parcels (the L shaped property outlined in blue on the map). The arrows show where I would like the line to go. Thanks!

My phone # 507-356-8386

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
 Minnesota Dept. of Commerce
 85 7th Place East
 Suite 500
 St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
 Phone: 651-296-2096
 Fax: 651-297-7891



CapX 2020 SE Twin Cities - Rochester - La Crosse 345 kV Transmission Project

Legend

Existing Transmission Lines

- 50 kV
- 115 kV
- 138 kV
- 161 kV
- 200 kV
- 345 kV

349 kV Route Centerlines

- 349 kV Preliminary
- 345 kV Alternative

161 kV Route Centerlines

- 161 kV Preliminary
- 161 kV Alternative

Route Corridor

- Houses Between 150 & 300 Ft. of CL
- Houses Within 150 Ft. of CL
- Stationing String Area
- Parcel Boundary

0 1,000 2,000 Feet

Langan, Matthew (COMM)

From: ERNEST BAKKE [epbakke@prodigy.net]

Sent: Tuesday, May 04, 2010 8:12 PM

To: Langan, Matthew (COMM)

Cc: Ernest P. Bakke

Subject: Hampton-Rochester etc 345KV project

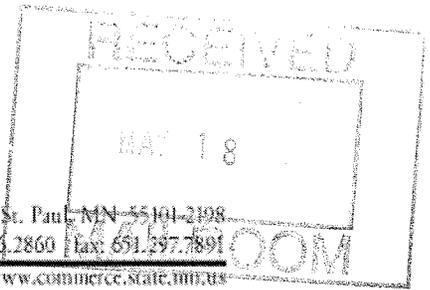
My name is Ernie Bakke and my home is in section 9 of Oronoco, Twp (t-108n, r-14w). I will have two questions at the upcoming meetings.

Why pick the "preferred route" when the "alternative" is cheaper, shorter, and not zig-zaging all over? My property with my home and outbuildings is 40 rods wide (660 ft). The proposed route runs the length of the property with the stated 150 foot right of way only about 200 feet from my buildings. This 345 KV line will have a large impact of the resale as well as sales value. What is the plan to compensate for a home value impact?



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main: 651.296.4026 fax: 651.297.7891

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PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Ernest P Bakke

Representing:

Address:

Email:

May 17, 2010

Ernest P Bakke
3694 White Bridge Rd NW
Oronoco, MN 55960

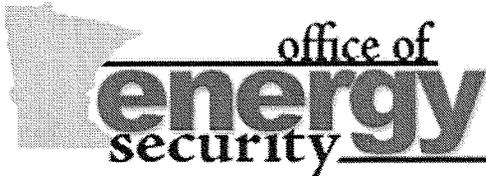
epbakke@prodigy.net

I believe the "alternate" route is a better choice over the "preferred" route due to less cost, straighter, and in my case, no effect on my property.

My home is in the SW1/4 of section 9, Oronoco township (T108N, R14W). As shown on your map, the power line would go the length of my property (north to south) after it jogs south and crosses White Bridge Road NW. As I may sell in a very few years, the power line would more than likely have a very negative effect on the value and sales appeal of the home and property. My property is 40 rods wide (660'). My view is that the line should be considered to continue straight in section 9 (NW 1/4) until it comes to 18th Ave between section 9 and 10 and then job south there.

Ernest P Bakke

Suite 500
St. Paul, MN 55101-2198



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main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
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PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Representing:

Robert & Vivian Bedard

Address:

Email:

22810 LEWISTON BLVD - Hampton, Mn. 55031

Comments:

Bought farm over 40 yrs ago because of good location far enough from Hwy. 52 - to enjoy country living and have income from the crops.

Huge ugly & dangerous power pole & lines would ruin our lovely view & make farming more difficult & less desirable to rent out land.

Crop spraying by helicopter would be more dangerous.

We rely on income from land for our retirement.

Property values would be cut in half.

Put line on Hwy 52 where it belongs!

Please submit comments by **4:30pm, May 20, 2010** to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

What about T.V. reception?



Mr Robert Bedard
22810 Lewiston Blvd
Hampton MN 55031-9698

RECEIVED
MAY 19 11
MAIL ROOM



TO: Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

May 12, 2010

Joel and Meredith Bell
57991 190th Ave
Kellogg, MN 55945

Dear Mr. Langan,

My name is Joel Bell and I live at 57991 190th Ave., Kellogg, MN 55945. My 11 acre hobby farm is located off of County Rd.14 and directly in the path of the proposed CapX power line. My wife and I moved to this location 3 years ago in the hopes of starting a family and enjoying the beauty of country living. That dream will be destroyed by the proposed 345kV power line. The proposed route has the power line cutting directly across our property and it will be less than 250ft from our house. Not only will the 150ft behemoth towers be a scour to the beautiful landscape and view of our home, but we are extremely worried about the effects of EMF on ourselves, our 1 ½ year old daughter, our future children, our animals, and our property value. Regardless of the semantics the power companies choose to use, EMF does affect people and levels are greater than normal at distances of less than 300 ft from high power transmission lines.

I want to be clear that we oppose this line in its entirety and would rather see it placed under ground where it will not have such negative effects. Unfortunately, I am a realist and I understand that whether I like it or not, the power of the electrical companies will prevail. I would like to reduce the effect this line will have on my property as well as my neighbors. Attached is a map of the project in the area affecting our home. Our property is represented by the blue rectangle, the pink line as you know is the proposed transmission line, the blue line on either side of this pink line represents a distance of 250ft, and the yellow squares represent 4 homes within the proposed route area of the transmission line. We propose an alternate route in which the preferred route in pink shifts 250ft to the southeast starting at point 1 on the map. The transmission line would follow this alternate route (blue line) until point 3 on the map, or point 2 if the path across the valley (in between points 2 and 3) can not be altered. The alternate route would keep the transmission line 500ft from our home and 3 other homes in the map area.

The proposed alternate route only shifts the placement of the line for landowners and does not place any part of the line on a new landowner, nor does it cause a different home to come into the route area (1000ft). I have discussed this shift with my neighbors Tom Feils, John and Marty Dietrich, and Paul Flies. They are okay with the proposed alternate route. I hope that the state strongly considers the impact this new transmission line will have on our homes and our lives.

Please let me know if you have any questions or need clarification.

Sincerely,

Joel and Meredith Bell



Legend

Existing Transmission Lines

- 69 kV
- 118 kV
- 138 kV
- 161 kV
- 230 kV
- 345 kV

345 kV Route Centerlines

- 345 kV Preference
- 345 kV Alternative
- 161 kV Route Centerlines
- 161 kV Preference
- 161 kV Alternative

Route Corridor

Substation (500/100kV)

Houses Between 150 & 300 Ft of CL

Houses Within 150 Ft of CL

Substation (230/138kV)

Panel Boundary



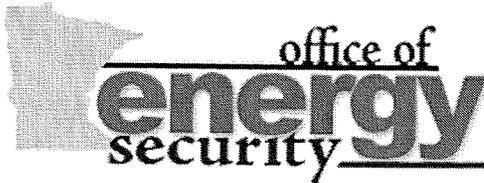
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CapX2020

SE Twin Cities • Rochester • La Crosse 345kV Transmission Project



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main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
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PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

William H. Betcher

Representing:

St Pauls Church & School

Address:

30289 59th Ave Way Cannon Falls, Mn. 55009

Email:

j.betcher@stchrs.com

Comments:

Please move the power line to the west of the preferred route in the vicinity of the church & school. There are approximately 55 students in our school 5 days a week & it is used by 200 people on Sunday. There are also 25 residential units in our area & 1 business. Anywhere to the west between Hwy 52 & Hwy 56 would have less impact. Also if it was moved for whatever reason west of Farmington due to the Temple & residence we would expect the same here.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

Langan, Matthew (COMM)

From: bjorngaard2000@aol.com
Sent: Thursday, May 20, 2010 8:41 AM
To: Langan, Matthew (COMM)
Subject: CAPX 2020 EIS

Subject: CAPX 2020 EIS

My husband and I already live next to the existing 161kV power lines and I realize that we live on the preferred route for the new proposed 345kV lines, but I feel there are some things that should be considered and that I am concerned about.

Our home is now less than 500 feet from the existing lines (probably about 400). If it is necessary to bring the lines closer to our home, (further from US Highway 52), which we have been told is very possible, this will change the easement. It will probably be necessary to remove many large, mature trees that are presently our buffer from a) highway noise b) highway visibility c) stray voltage from the existing power lines. This will expose us to much more stray voltage and noise.

Property values are bound to be adversely affected with 345kV power lines running that close to our home. We have already seen a \$5800 drop in our market value (2.04%) this last year as we are being squeezed between CAPX 2020 and the Goodhue Wind Projects. However, there was still a tax increase even though our value has dropped.

There are concerns that the high voltage lines may affect the transmission of cell phones, internet, radio and television. In addition to simple enjoyment of these conveniences at home, my husband and I sometimes work from home. We need internet and cell phone availability to do so. My cell phone is my 24/7 connection to my patients. I own my business, so I am continuously "on call" and need to be available. My husband is planning to start his own home-based business and is concerned that the new powerlines may affect some of his ability to access technology as he currently is able to.

Lastly, but not least of all, are the potential health problems of exposure to high voltage power lines and EMF. It is known that exposure in children can cause childhood leukemia. I feel we do not yet have a concept of what all the health implications are from living and working in close proximity to this sort of voltage.

Karen and Brent Bjorngaard
42380 Highway 52 Blvd.
Zumbrota, MN 55992
507.732-4689

Langan, Matthew (COMM)

From: STEVEN BOSS [sboss@northlc.com]

Sent: Tuesday, May 18, 2010 6:03 PM

To: Langan, Matthew (COMM)

Subject: CapX2020 :E002/TL-09-1448

Dear Utility Commission,

This is Steve Boss of section 12, Oronoco Township. From previous emails you are aware that the preferred route for the power line runs right along my driveway. After having Tom Hillstrom, and the rest of the engineers from Xcel Energy on my property, I still have many questions as to how they plan on dealing with my driveway and my existing underground power line. The value of my property aesthetically, as well as developmentally will be seriously impacted by this route. I'm talking about hundreds of thousands of dollars of lost revenue. I implore you to choose a alternative route, either 1/4 mile south, or along highway 12(White Bridge Road), or going from Zumbrota straight to Alma following the existing utility corridor. You are all invited to see first hand what my property looks like, and the issues with the power line route as it is proposed. Thank you for your time and effort on this issue. My property means everything to me, and I work everyday trying to improve it.

Steven W. Boss
Forester
Root River Hardwoods
(507)259-5365
sboss@northlc.com

Langan, Matthew (COMM)

From: STEVEN BOSS [sboss@northlc.com]
Sent: Monday, May 10, 2010 12:26 PM
To: Langan, Matthew (COMM)
Subject: CapX2020 Project E002/TL-09-1448 - Steven Boss Property
Attachments: powerline 001.jpg; powerline 003.jpg; powerline 005.jpg; powerline 009.jpg; powerline 011.jpg; powerline 010.jpg; powerline 015.jpg; powerline 016.jpg

Steven W. Boss
12033 11th Ave NE
Rochester, MN 55906

Dear Public Utilities Commission,

My name is Steven Boss, and I own 52 acres in Section 12, Oronoco Township. The proposed 345kV transmission line runs through my property. I purchased this property five years ago, because of its unique characteristics and diversity. Being a Forester, I first realized the uniqueness of the property because it contains both a mature upland forest as well as a lowland forest, along with the corresponding plant communities for both timber types. There are also numerous springs on the property that feed directly into Lake Zumbro. As far as "Biodiversity" is concerned, this property has it all.

My driveway was constructed on my southern most boundary line, and I have spent in excess of \$60,000 on the driveway. I wanted the footprint of the driveway to be as small as possible to minimize the number of trees to be removed and also to prevent erosion on the very steep slopes. I then spent an additional \$10,000 to bury the power in the driveway so I wouldn't have the look at any power lines. I was shocked to learn that the preferred route would go right along my property line encompassing my driveway and removing trees and vegetation in this very steep and highly erodible area. My thoughts are that there has to be a more efficient route to put a power line than this. Just a quarter mile south of my property are gently rolling agricultural fields. The cost of construction, would be far less, as well as the impact to a unique plant and wildlife community.

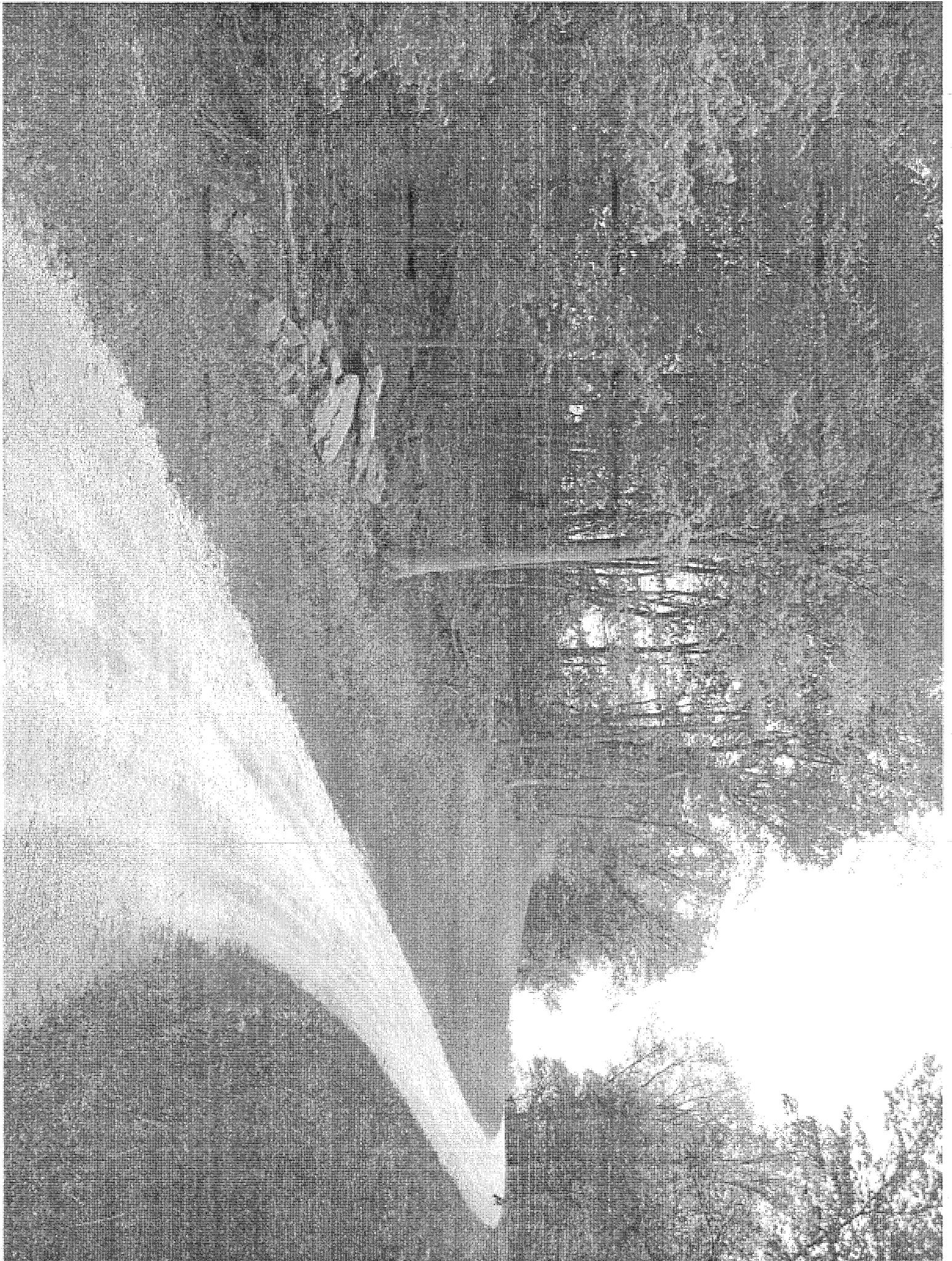
Enclosed is a series of photos beginning with my driveway, showing the property line as the shoulder slope of the driveway. The area to the north of the driveway has slopes exceeding 30%, and the drainage flows directly into Lake Zumbro. Please notice the mature timber that would be removed to accommodate the power line right of way. The next series of photos show the alternate route, just a quarter mile south. The first picture shows an open crop field to the west that would join the power line at White Bridge Rd. The next photo shows the view going east at 11th Ave.. This is clearly a better route, based on your own criteria, and I hope you consider this a viable alternative.

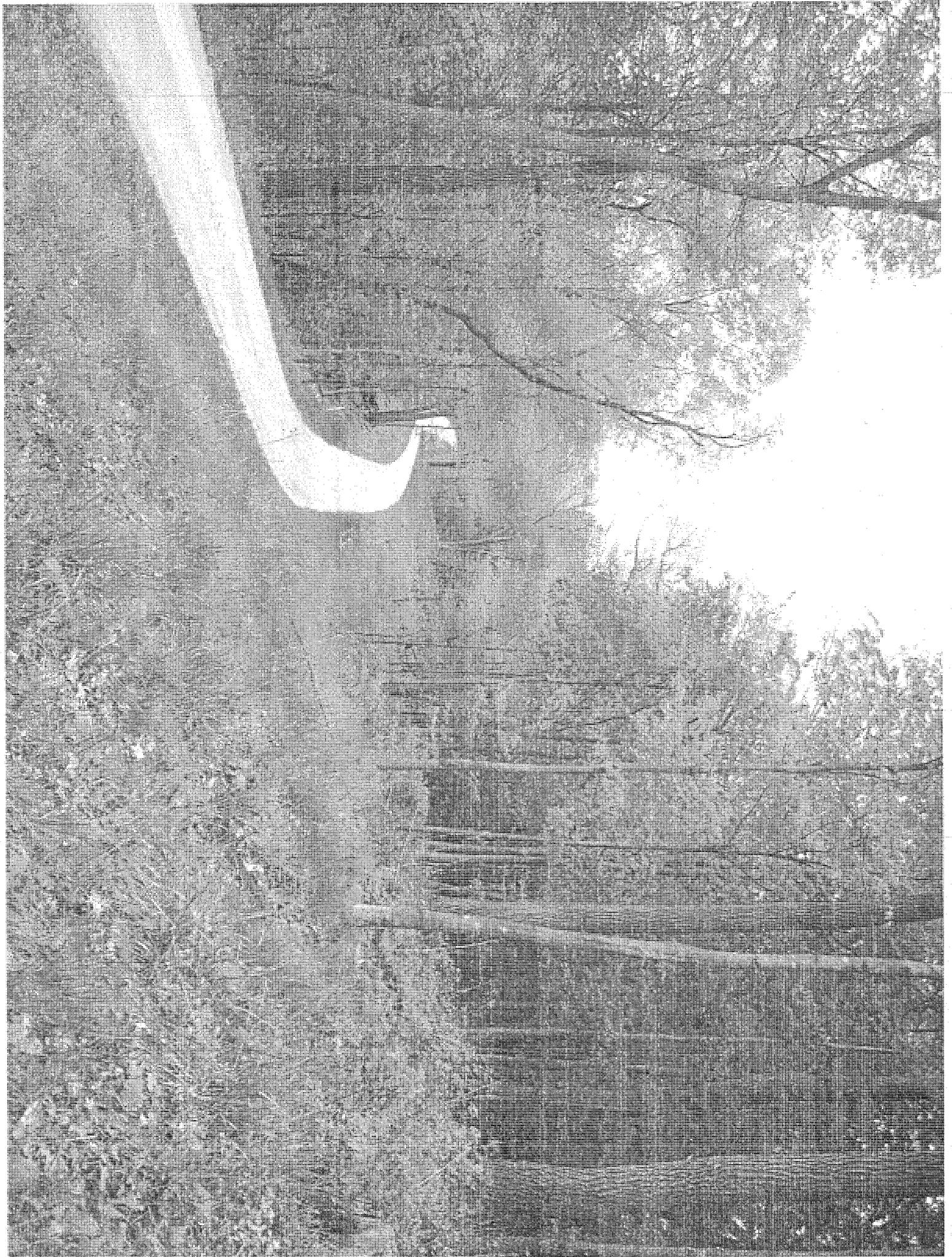
Thank you,

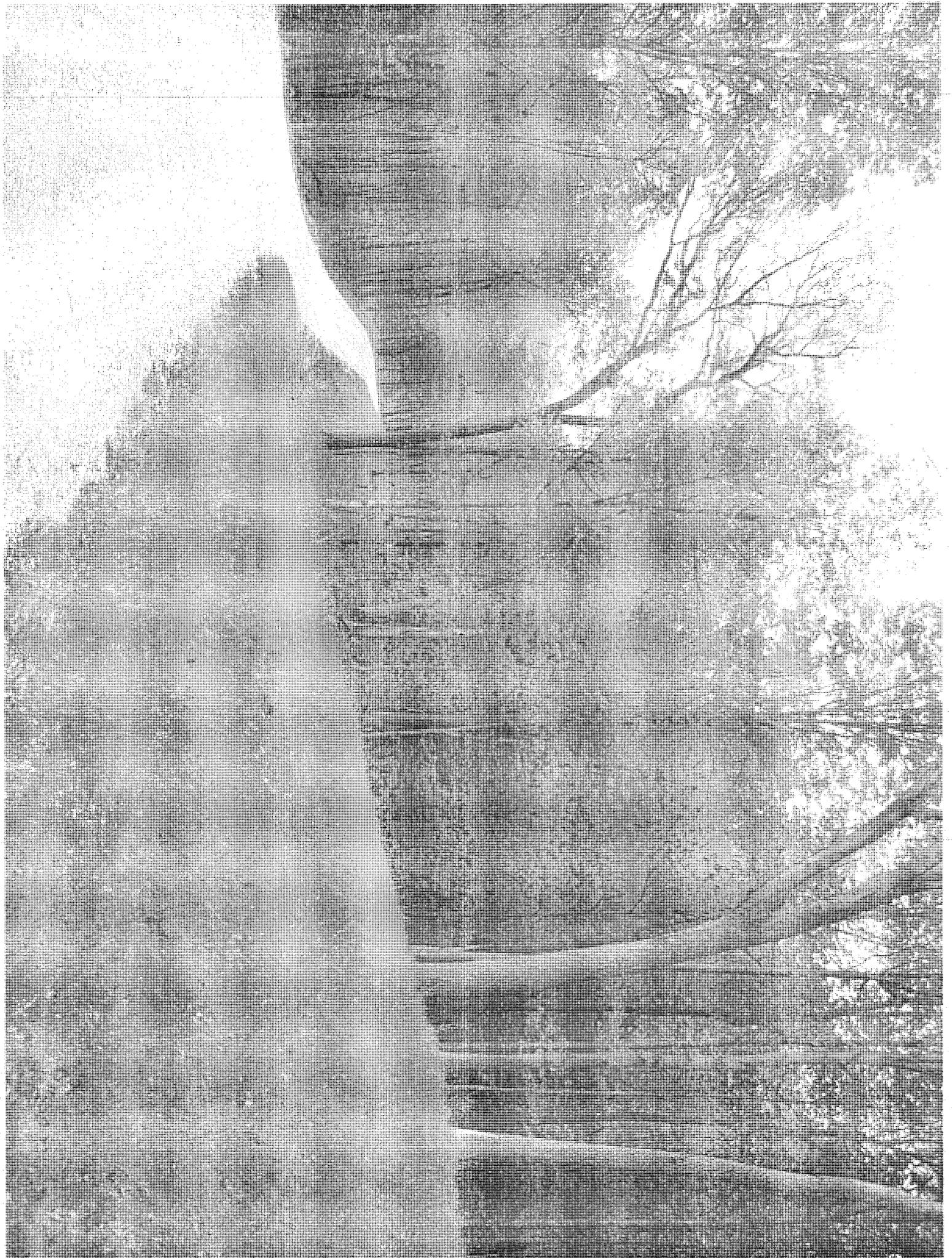
Steven W. Boss

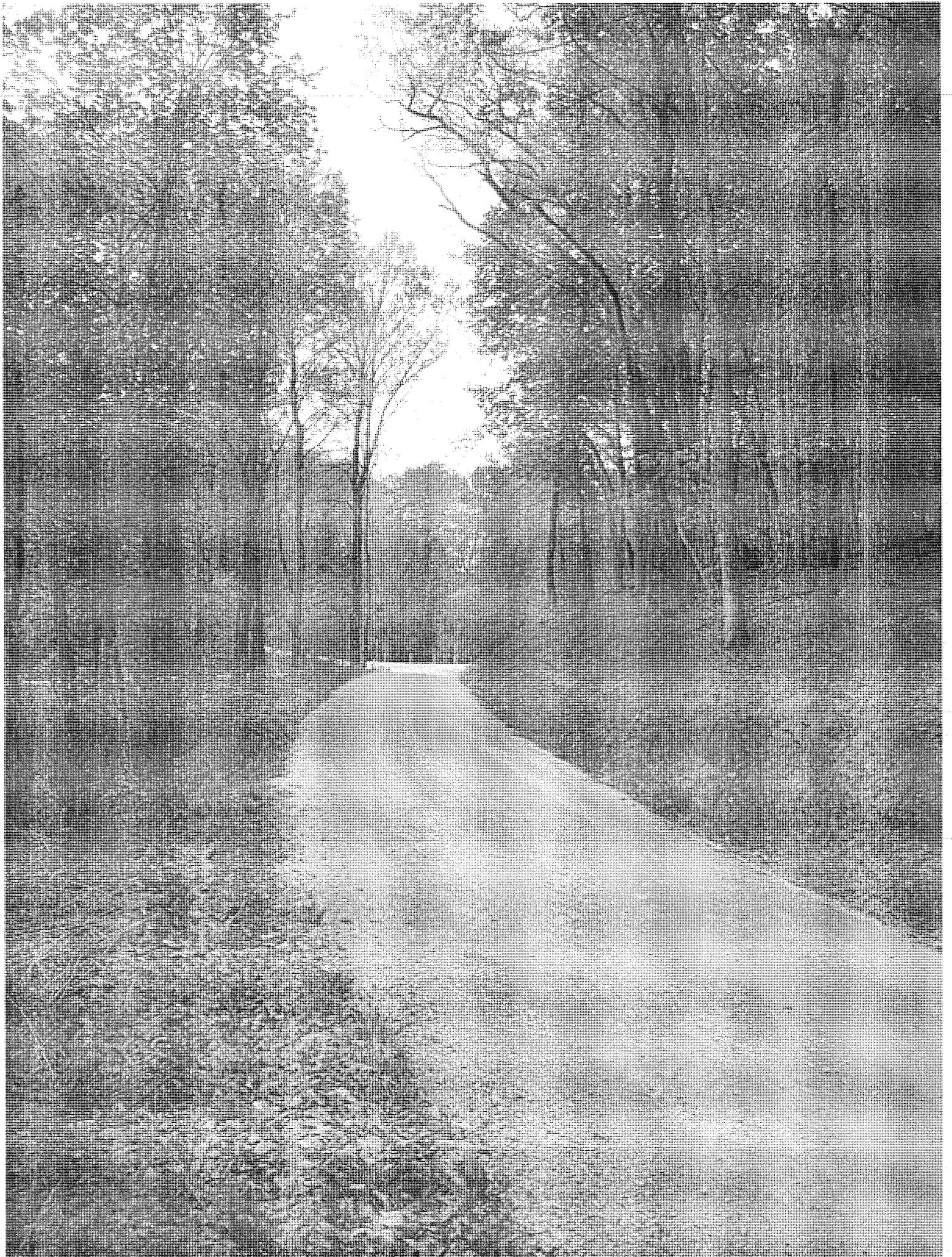
5/10/2010

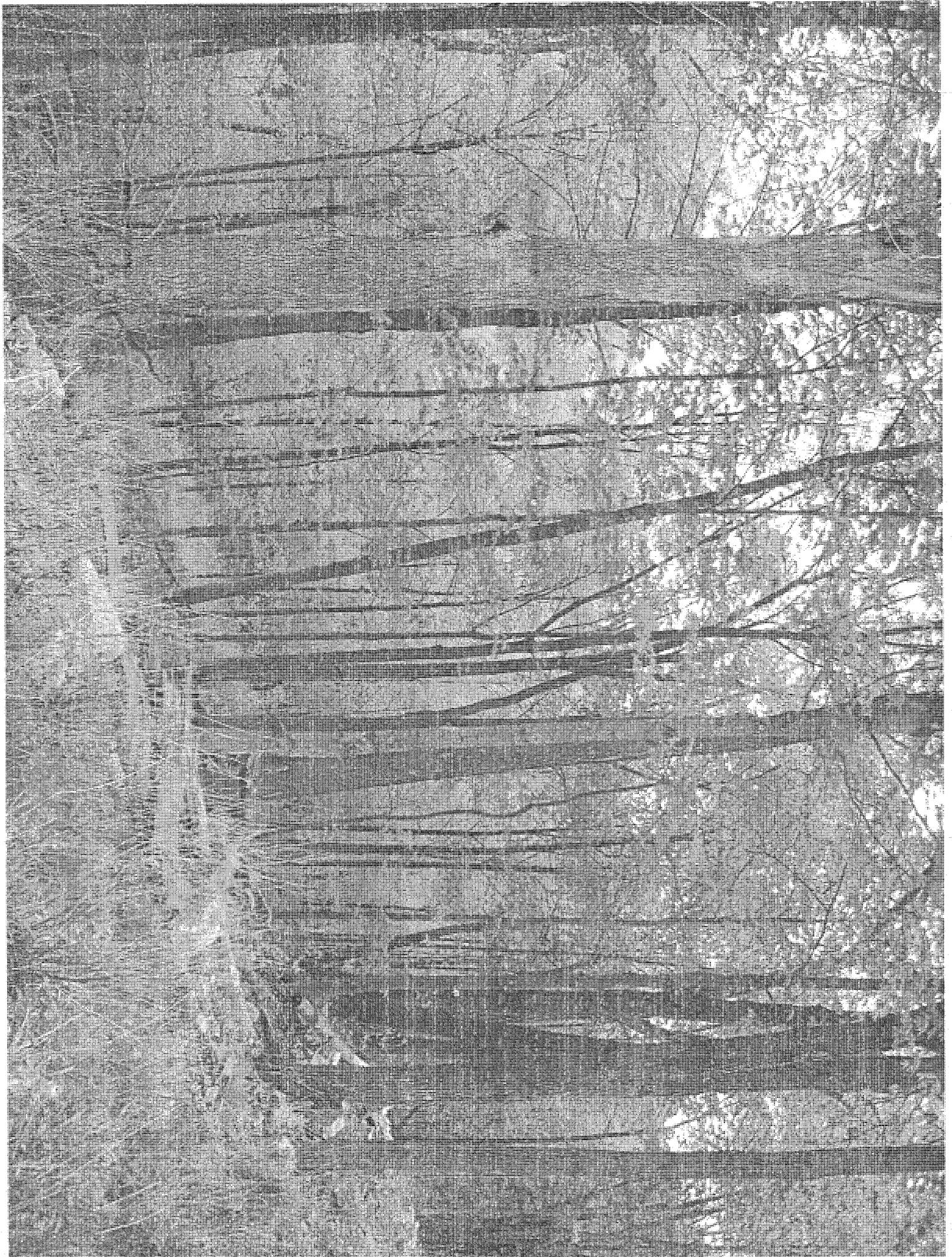




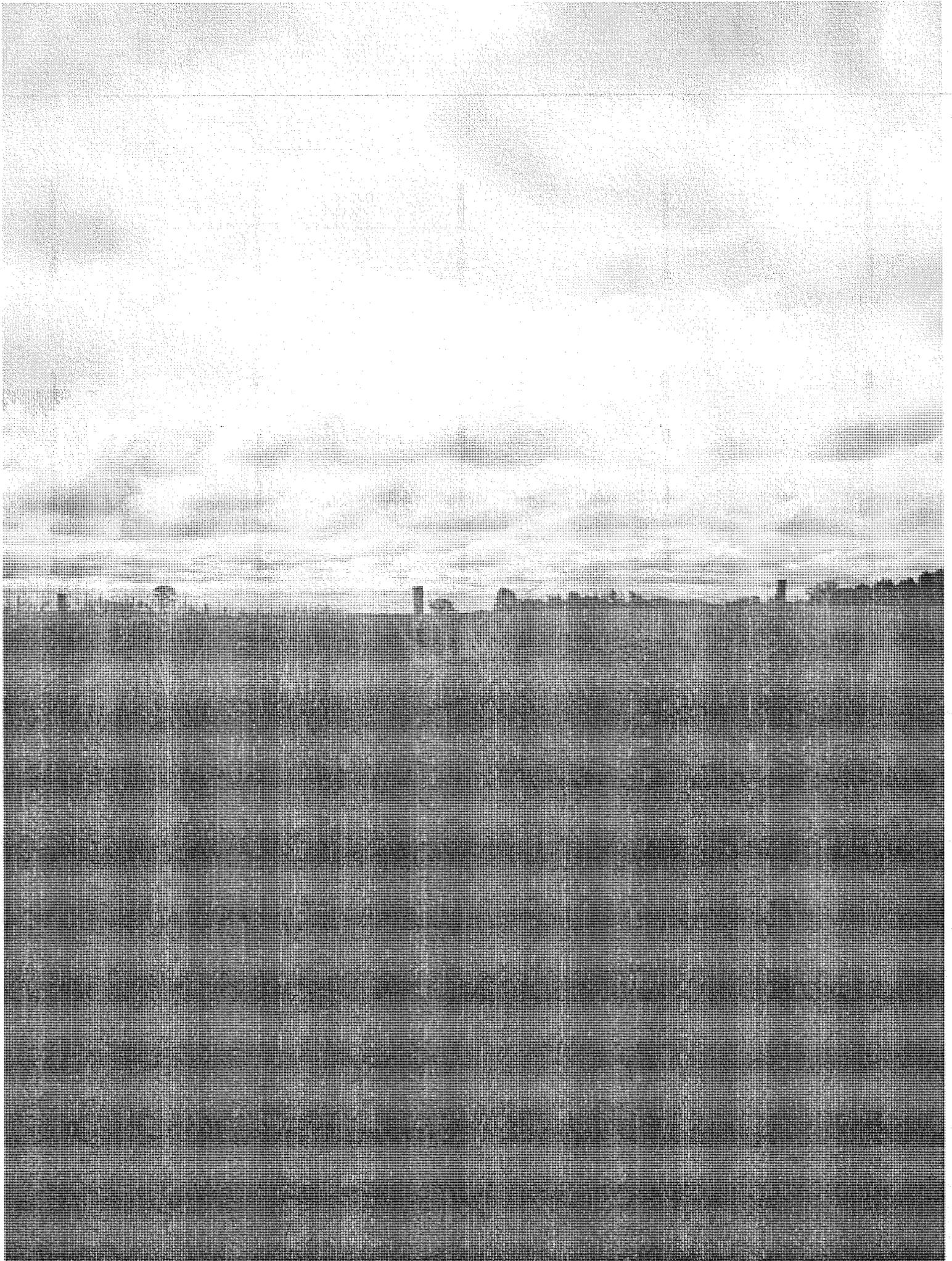












City of Wanamingo

401 Main Street • P.O. Box 224W • Wanamingo, MN 55983

Phone: 507-824-2477 • Fax: 507-824-2061

An Equal Opportunity Employer

DATE: May 17, 2010

Matthew Langan
OES State Permit Manager
Minnesota Department of Commerce, Office of Energy Security
85 7th Place East, Suite 500
St. Paul, MN 55101

Dear Matthew,

The City of Wanamingo would like to weigh in on the public comments for the Cap X 2020 preferred and alternative route options. The City of Wanamingo agrees with the placement of the preferred route. It stays away from the City of Wanamingo and makes the most sense for disrupting the least amount privately held land.

The City of Wanamingo has concerns with the alternative route. First, it touches land currently within the city limits. Specifically a new privately owned residential development on the South side of the community to the east of MN HWY 57 (This has been added into the City limits within the last two years). This development was recently built and the owner fears and City concurs that many of the lots would become impossible to sell with transmission lines less than 500 from them. Adjacent to the residential lots is a commercial future development owned by the City of Wanamingo. This land is directly to the east side of MN Hwy 57 and on the south side of City limits. A portion of this land has a designed location within it for a future water tower. This is detailed within Wanamingo's Comprehensive plans. The transmission lines are to run along side of the property line. That would mean that more than 75 feet could not be built on for commercial development. We make the suggestion, if this is the chosen route, to stay at least 75 feet south of the City limits in order not to interfere with our commercial development and comprehensive plan for placement of a water tower. Also, the City of Wanamingo suggests that the maps be updated to reflect the residential development to be within the City Limits as it has been properly annexed and filed with state and local agencies.

Sincerely,

Michael Boulton
City Administrator
City of Wanamingo
507-824-2477

5/18/2010

To: Matthew Langan, Planning Director, Energy Facility Permitting
Office of Energy Security
85 7th Place E, Suite 500
St. Paul MN 55101-2198
matthew.langan@state.mn.us

Subject: CapX Hampton-Rochester-LaCrosse Transmission Line Project
PUC Docket Number: E002/TL-09-1448

Name: Dan Boykin, Representing: Cannon Golf Club, Inc.
Stockholder PIN #31-01200-012-77

Address: 29918 Heather Lane Email: danboykin@frontiernet.net
Cannon Falls, MN 55009

Comments:

I am a member and stockholder of Cannon Golf Club, Inc., located in Randolph Township, MN south of Dakota County Road 88 and bordered by US Highway 52. In response to the Public Comment period, I attended the May 6th, 2010 session of the Public Information and EIS Scoping meeting and spoke to you briefly concerning the impact of the 345 KV Transmission Line Project to the golf course staff and public recreational users.

As a major recreational facility in the Cannon Falls area, we are extremely concerned about the impact of the transmission line should it be located along the west side of US Highway 52, which would place the line alongside the 13th hole green and 14th hole tee and fairway.

This concern relates to the aesthetics and playability of the course on several levels:

- 1- Maintenance staff personal safety.
- 2- Natural environment including wildlife, flora and fauna, natural streams and ponds.
- 3- Interference represented by an easement of 80' to 150' that will be taken along the right of way.
- 4- Hardship to club members and stockholders. There will be an economic impact because of this utility corridor.

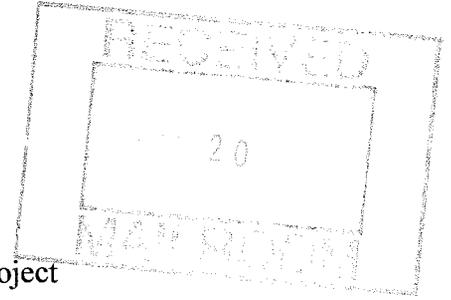
What we propose:

The Cannon Golf Club, Inc. owns property on the east side of US Highway 52 (see attachment) directly east and north of the Cannon River (along the opposite side of the highway from the golf course). By crossing over to the east side of US Highway 52 north of the golf course, and running the transmission line on the easterly side, impact to the golf course would be lessened. I have been in contact with Cannon Golf Club staff and Board members. They are amenable to this idea.

Please consider this request to change the location of the transmission line structure from the westerly side of US Highway 52 to the easterly side, south of 95th Street in Dakota County.

5/18/2010

To: Matthew Langan, Planning Director, Energy Facility Permitting
Office of Energy Security
85 7th Place E, Suite 500
St. Paul MN 55101-2198
matthew.langan@state.mn.us



Subject: CapX Hampton-Rochester-LaCrosse Transmission Line Project
PUC Docket Number: E002/TL-09-1448

Name: Dan Boykin, Stockholder Representing: Cannon Golf Club, Inc.
PIN #31-01200-012-77

Address: 29918 Heather Lane Cannon Falls, MN 55009 Email: danboykin@frontiernet.net

Comments:

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- 4- Hardship to club members and stockholders. There will be an economic impact because of this utility corridor.

What we propose:

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Please consider this request to change the location of the transmission line structure from the westerly side of US Highway 52 to the easterly side, south of 295th Street in Dakota County.

Dakota County Real Estate Inquiry

Data Updated 5/6/2010.

[Need Help?](#) [What's New?](#)

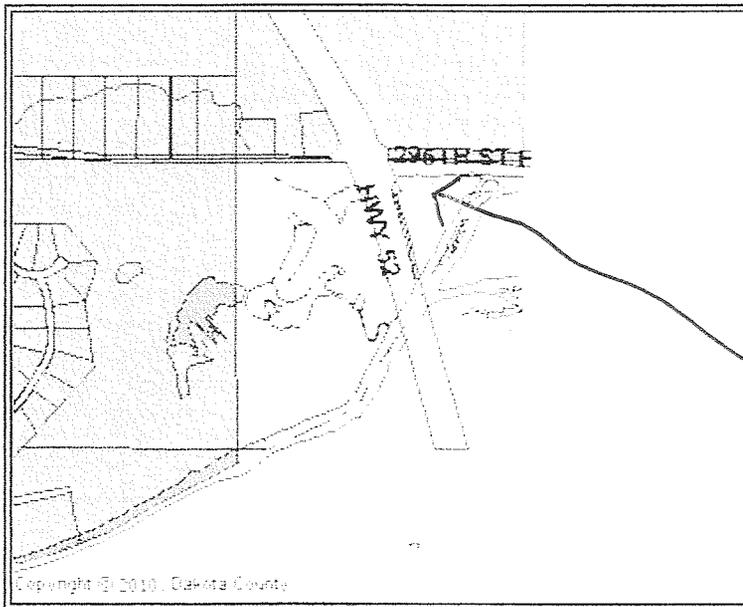
Map navigation

Select option and click on map:

[Zoom In](#) [Zoom Out](#) [Pan](#) [Identify](#)

[Show Full County Map](#)

[Big Map](#)



Legend

- Real Estate Parcels
 - Parcels
 - Common, Ownership
 - Water
 - R/W, Easement
 - Dedicated R/W
- Tax Parcels
- Market Value
- Recent Sales
- Year Built
- Air Photo
- Torrens

[Refresh Map](#)

Choose ONE search method, enter criteria, and click Go or hit enter key.

House #

OR

PIN:

| | |
|------------------------------------|---|
| <u>PIN:</u> 31-01200-012-77 | <u>2010 Est. Value (Payable 2011):</u> \$635,000 |
| <u>Owner:</u> CANNON GOLF CLUB INC | <u>2009 Taxable Value (Payable 2010):</u> \$687,500 |
| <u>Address:</u> | <u>Payable 2010 Tax:</u> \$7,760.98 |
| <u>City:</u> | <u>Total Acreage:</u> 88.86 |
| | <u>Year Built:</u> 0 |

PLEASE READ DISCLAIMER

This application was developed by the Dakota County Office of GIS in cooperation with Assessing Services and the Property Taxation & Records Departments



Click on the Dakota County Logo above to return to the home page

Proposed area



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
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www.commerce.state.mn.us



PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Rodney W BRAATZ

Representing:

Address: 28389 Hender Sun way

Email:

Randolph mn 55065

Comments:

Hi matt I had talked to Grant Stevenson at the meeting at Cannon Falls and I had asked why we could not move the line from right after Goodwin ave to go across to the west side of ~~roadway~~ 52 go down to the next house the cross 52 to the east and the go to Cannon Falls avoiding four houses and the Cannon Falls golf club because the way it states the line will be right over my house. my house is in the blue box. please call me to make sure you got this call 612-816-0923
Home 507-263-4415

I put in red line where to move line

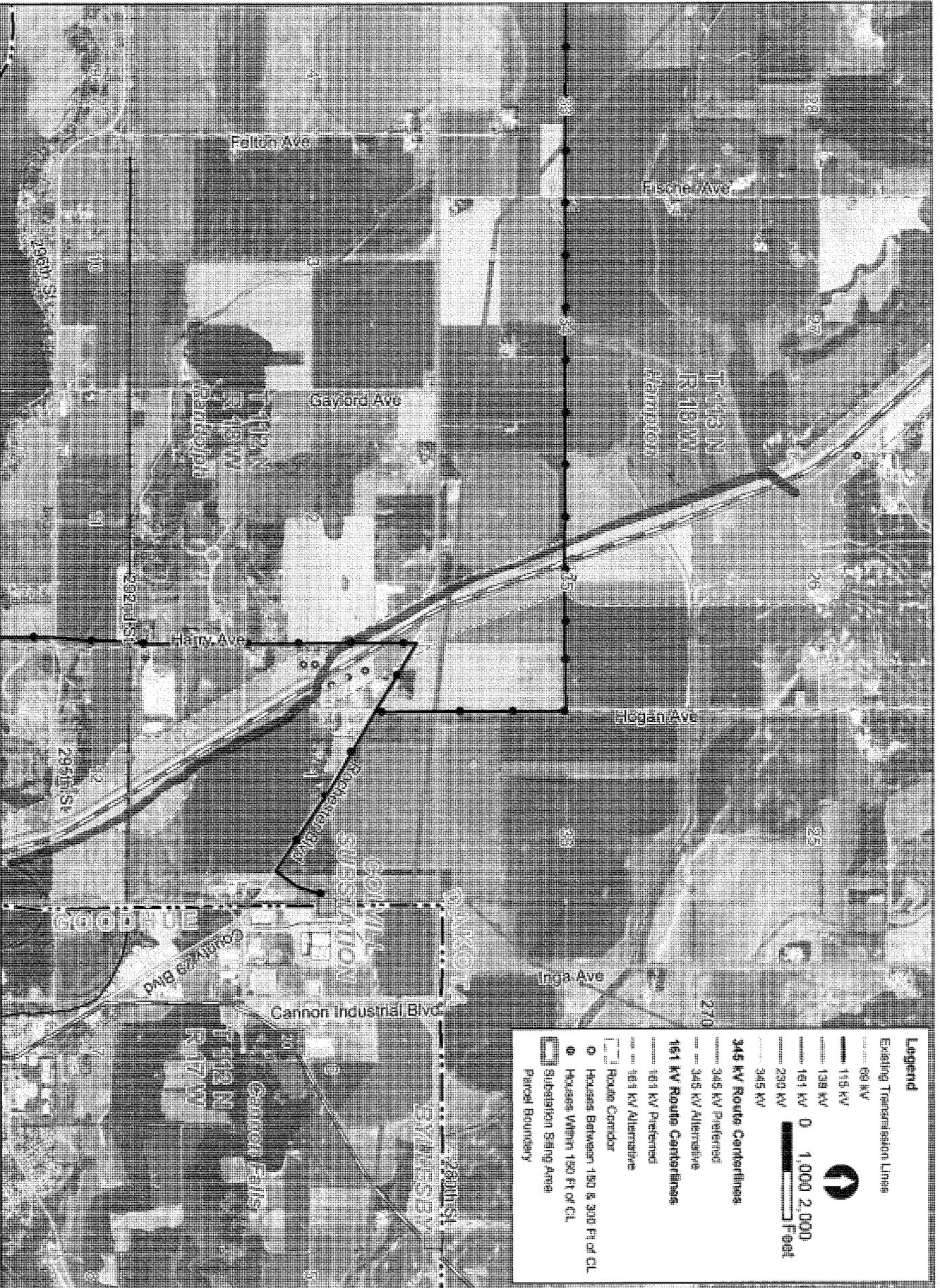
Thanks

Rodney Braatz

Please submit comments by **4:30pm, May 20, 2010** to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891



Legend

Existing Transmission Lines

- 69 kV
- 115 kV
- 138 kV
- 161 kV
- 230 kV
- 345 kV

345 kV Route Centerlines

- 345 kV Preferred
- 345 kV Alternative

161 kV Route Centerlines

- 161 kV Preferred
- 161 kV Alternative

Route Corridor

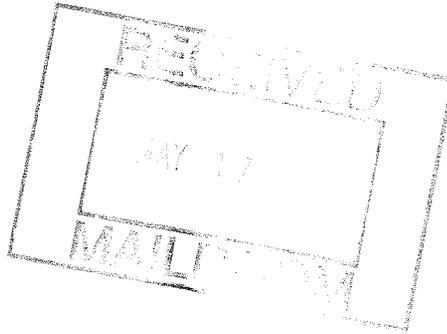
- Houses Between 150 & 300 Ft of CL
- Houses Within 150 Ft of CL

Substation Siting Area

Parcel Boundary

0 1,000 2,000 Feet

8720 75th Avenue NW
Oronoco, MN 55960
May 15, 2010



Mr. Matthew Langan
MN Dept. of Commerce
85 7th Place East Suite 500
St. Paul, MN 55101-2198

Dear Matthew,

Below are some comments and questions regarding the CAPX 2020 project path through New Haven Township to the Rochester substation.

Comments:

1. If the alternate path which is currently on 75th Avenue is selected, we would urge you to make the following change.

Do not leave the Douglas Trail at the north end of 75th Avenue. Instead, continue to follow the Douglas Trail instead of going down 75th Avenue and 65th Avenue. This will be a shorter route, and it will not adversely affect the curb appeal and value of residential properties on those roads.

I wouldn't worry about taking down some of the trees on this stretch of the trail. They are mostly old, junk trees, and they are regularly falling down all by themselves in the wind and rain storms, or just from age. The DNR is unable to keep up with all the refuse they leave behind, and just pulls it to the side of the trail.

2. Our home, at 8720 75th Avenue NW, indicated on your maps with a yellow circle, is incorrectly labeled. It is currently indicated as "between 150 and 300 feet" off the right of way center line. Actually, it is 100 feet from the center of the road, and thus should be labeled with a red circle. The Hochberger's residence at 8048 75th Avenue is closer to the center line than 150 feet, and should also have a red circle.
3. Our yard is bordered at the road by large oaks and cottonwood trees, some of which, according to the DNR, are 150 years old. If the alternative route is chosen please do not place the poles such that these trees are cut down.
4. Our property is comprised of two parcels: approximately 17 acres on the north end with our house, and about 42 acres of pasture south of our home parcel. The 17 acres requires extensive maintenance. At some point as we age, hopefully later rather than sooner, we will be physically unable to care for it, and financially unable to pay someone else to do all the work. At that time, we will have to sell. We will try to sell the pasture at that time also.

Olmsted County's property assessment for the pasture assumes that we will sell it for residential use. That is, as a five+ acre lot and a .35+ acre lot. The assessment for the property in 2010 is \$224,500. When we do sell, we will also have to pay three years back taxes based on the then last three assessments. Even without power lines along the road, we do not believe we can get this much for the property, which includes wet lands, flood plain, and an unusable gully. If the power lines are

on our property there, at least one parcel will no doubt be worth considerably less. Even if the power lines are on the other side of the road, value is diminished.

Questions:

1. Do you work with us and the county in situations like this to get the assessment lowered to a reasonable valuation?
2. Is there any compensation to land owners whose residences or residential lots are just across the road from the power lines and yet within the route corridor? Property value will certainly be negatively impacted.

Thank you for your consideration in this matter.

Art & Lynne Brooks




cc:

Ray Kirsch

MN Dept. of Commerce

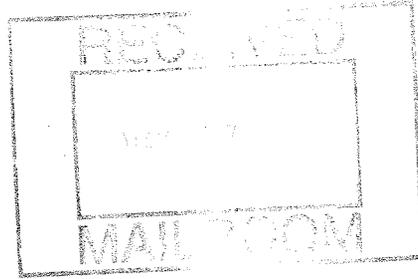
85 7th Place East Suite 500

St. Paul, MN 55101-2198

Raymond.kirsch@state.mn.us

Matthew.langan@state.mn.us

8720 75th Avenue NW
Oronoco, MN 55960
May 15, 2010



Mr. Matthew Langan
MN Dept. of Commerce
85 7th Place East Suite 500
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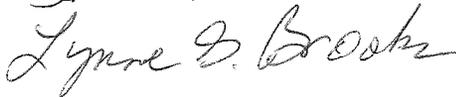
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2. Is there any compensation to land owners whose residences or residential lots are just across the road from the power lines and yet within the route corridor? Property value will certainly be negatively impacted.

Thank you for your consideration in this matter.

Art & Lynne Brooks



cc:

Ray Kirsch

MN Dept. of Commerce

85 7th Place East Suite 500

St. Paul, MN 55101-2198

Raymond.kirsch@state.mn.us

Matthew.langan@state.mn.us

Langan, Matthew (COMM)

From: buchardt [buchardt@frontiernet.net]
Sent: Wednesday, May 19, 2010 5:21 PM
To: Langan, Matthew (COMM)
Subject: comments on Capx2020 to include in study

Leo & Debbie Buchardt
 37465 90th Avenue
 Cannon Falls, Mn 55009
 E-mail: buchardt@frontiernet.net

Comments: We as property owners along the Capx2020 preferred route have some concerns we would like addressed in your study.

- 1) With our property over half is in the shaded area on your map, with the poles being so close to our house we are concerned about how this power line will affect our health? Also how will it affect our horses and dog's health and well being that we have on this property?
- 2) What is this power line going to do to our property values are we ever going to be able to sell?
- 3) We are concerned about the noise and also the electric magnetic field? How will this affect our lives?
- 4) Who is going to end up paying for this project just because Rochester and Lacrosse needs more power is the costs going to be passed on to them or us?
- 5) The farm ground that surrounds our building site is going up for sale soon and we are wondering if we are still going to be able to farm that ground? How much will be left to farm? Also if you offer the owner an easement and they are compensated but we buy the property we are the ones that have to live with the poles on our property how do we find out what the owners were compensated so we can take that into consideration before we buy that ground? Are the crops going to grow under this power line?
- 6) Why is the alternate route not the preferred route when there would be fewer homesteads involved? In the alternate route there is more farm ground involved less harm to actual homes maybe that should be the preferred route – the two should be switched around?
- 7) If there is a home that is close are you going to run the line on the other side of Hwy 52 and then switch back – go back and forth to also eliminate the impact for these homeowners?
- 8) We were told in the public meeting that no houses are going to have to be removed but I do not know how you can state that fact when you do not know exactly where these poles are going yet if they are moved in from the road right away our house maybe to close?
- 9) Is it possible if you do choose the preferred route that we can request that when you go by our property that you put the poles where they are now as close to the road right away as possible? Can you share the road right away with the MN DOT? Like it is now? Or move to the other side of road?
- 10) We want to know what other things do we need to worry about in the future with the line being so close to our house? What is the unknown? Do you have enough information, years of study to honestly say – you'll be safe – no problem? Will you put that in writing so that when we do have issues we can come back to you????

Thank you,

Leo & Debbie Buchardt

Langan, Matthew (COMM)

From: Becky Buck [beckybuck46154@msn.com]
Sent: Thursday, May 20, 2010 8:36 AM
To: Langan, Matthew (COMM)
Subject: PUC Docket No. TL-09-1448

Matthew.

Writing to you in re: to the proposed route for the CapX2020 through Roscoe Twnshp in Goodhue Co.

Our address is 46938 Co 43 Blvd Zumbrota and our home lies within the shaded area on the Sheet Map 15, Sec 2.

Why would you consider running massive power lines over someone's home? We are located approximately 100' off of our property line, and with a 150' easement you would be inside our house! What effects will these lines have on our health, land value, tv/radio reception, etc?? Will we hear the constant "HUMM"?

We could have built our home anywhere on our 45 acres but chose to build on the edge to preserve farmland. It looks like that decision is backfiring.

Why are the lines not continuing down Hwy 52 where right-of-ways are already established or out in the middle of a field away from homes?

We are completely opposed to proposed route.

Brian and Rebecca Buck

The New Busy is not the old busy. Search, chat and e-mail from your inbox. [Get started.](#)

Langan, Matthew (COMM)

From: apache@web.lmic.state.mn.us
Sent: Thursday, May 20, 2010 8:49 AM
To: Langan, Matthew (COMM)
Subject: Buck Thu May 20 08:49:26 2010 E002/TL-09-1448

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

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

Project Name: Hampton to Rochester to La Crosse 345kV and 161kV Transmission Line

Docket number: E002/TL-09-1448

User Name: Rebecca Buck Buck

County: Goodhue County

City: Zumbrota

Email: beckybuck46154@msn.com

Phone: 507-732-7759

Impact: The proposed route through Roscoe Twnshp in Goodhue Co runs within 100' of our home. The powerline will be on top of our house!

Mitigation: Run the lines down Hwy 52 where right-of-ways are already established or in the middle of open fields away from homes.

Submission date: Thu May 20 08:49:26 2010

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

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

Andrew Koebrick
andrew.koebrick@state.mn.us



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

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: RICHARD BUSIAHW

Representing: ST. PAUL'S CHURCH
AND SCHOOL

Address: 6695 CEDAR HILLS DRIVE
CANNON FALLS, MN 55009

Email: [busiahw2@FRONTIERNET.NET](mailto:busiahw2@frontiernet.net)

Comments:

A JUDGE HAS SUGGESTED THAT YOUR LINE BE MOVED AWAY FROM SOME HOMES AND A BUDDHIST TEMPLE. YOUR LINE WILL RUN VERY CLOSE TO ST. PAUL'S LUTHERAN CHURCH AND SCHOOL. WE HAVE A SCHOOL GRADES PREK TO EIGHT WITH MORE THAN 50 IN ATTENDANCE. IT IS OUR PLAN TO GROW THE CHURCH AND SCHOOL AND TO CONSTRUCT ADDITIONAL FACILITIES AT OUR LOCATION. WE AT ST. PAUL'S FEEL YOUR LINE SHOULD NOT BE PLACED WITHIN 200 ~~FEET~~ OR 300 FEET OF OUR BUILDING.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

Langan, Matthew (COMM)

From: Jim Byrne [byrne.jamesr@gmail.com]
Sent: Thursday, May 13, 2010 10:02 AM
To: Langan, Matthew (COMM)
Subject: CapX 2020 Project

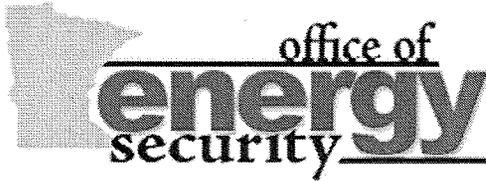
I am writing in regards to the proposed CapX 2020 Project. I have been reluctant to get involved in the debate because a very small portion of my land will be effected and only if the proposed alternate route east of Hampton, MN is used. I understand the importance of the project and realize that it is going to be built somewhere in the area. I don't believe my wish to maintain my property is anymore important than someone else's. No one wants this project in their backyard.

My concern is for two of my neighbors on Lewiston Boulevard. I need to speak up for their rights as property owners. These families work hard to maintain their properties. Both lots are no more than an acre in size. As I understand the proposed project, the power lines will run through their backyards in very close proximity to their houses and buildings. How can that not have significant effect on their ability to enjoy the property they work hard to maintain. How can this not have a significant impact on the value of their properties. I am left to speculate on any health effects the transmissions on these lines may have on the health of everyone in close proximity to the project.

I asked that you take in consideration the effect the alternate route will have on these land owners. It is more than an issue of spoiling someone's view.

Thank you,

James Byrne
23002 Lewiston Blvd
Hampton, MN 55031
651-437-5099
612-385-9267



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

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Representing:

Kermit Christenson

Address:

Email:

11812 New Haven RD NW - Pine Island, MN 55963

Comments:

New Haven Twp (Land in Section 4 + 10)

Recommended

- Route Segment A11 (for A11 161KV Route)

at Section 8, turn south on CR3, then east along

field/property boundaries in or south of Section 16 (3/4 mi south of attached map)

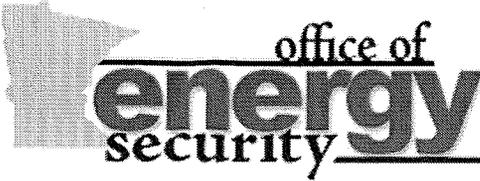
or west of Sect 8

*T108N
R15W*

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891



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

Alan Chrysler
33481 57th Ave.
Cannon Falls, MN 55009

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Representing:

ALAN Chrysler

our family

Address:

Email:

33481 57th A Cannon Falls MN 55009

alchrysler56@gmail

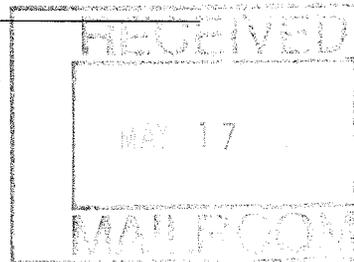
Comments:

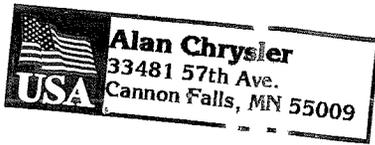
please use alternative route for power line. Cannon falls is planning a new Hospital just off Hwy 52, I don't think it would be a good idea to run a new power line so close to a hospital retire ment facility. also we only live 4 (ONE) mile west of 52, what will noise + stray electricity effects be on our livestock + our family.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891





COMMENT FORM

SCOPE OF ENVIRONMENTAL REVIEW FOR CAPX 2020'S HAMPTON-ALMA LINE

NoCapX 2020 and United Citizen Action Network are intervenors in the CapX 2020 Certificate of Need, Brookings-Hampton route and Hampton-Alma route dockets. We have been to MANY scoping meetings and offer these suggestions to help your comments count.

The Dept. of Commerce/MOES has requested comments regarding the issued to be covered (scope) in their Environmental Impact Statement – and it's important to remember that as far as the Dept. of Commerce, sponsor of this meeting, is concerned, all that matters is what should or should not be included in their EIS. To help keep you on point, we've taken the "factors considered" straight from the rules. Think about the areas and issues that concern you and let these categories trigger your thoughts. You don't need to be an expert or know details – just write down the issues that THEY need to investigate! You know your community and what concerns you – that's the issue today!

Please fill this out as best you can and turn in today or send to: matt.langan@state.mn.us or mail to: MOES, 85 7th Place East, Suite 500, St. Paul, Minnesota, 55101-2198

To MOES: The following specific issues should be addressed in your EIS:

A. effects on human settlement, including, but not limited to, displacement, noise, aesthetics, cultural values, recreation, and public services:

If this project is approved, the line could cross nearby within 1 mile of our house

B. effects on public health and safety;

I'm very worried about the Lacks cost, but more importantly the Health & Safety of our Family

C. effects on land-based economies, including, but not limited to, agriculture, forestry, tourism, and mining;

D. effects on archaeological and historic resources;

E. effects on the natural environment, including effects on air and water quality resources and flora and fauna;

There are possibly Dwarf trout Lillies on our land, will the power line endanger them?

F. effects on rare and unique natural resources;

The north end of The Sogwa Valley (where we live) is one of the most scenic valleys along Hwy 52; shouldn't the power line go underground to protect the view?

G. application of design options that maximize energy efficiencies, mitigate adverse environmental effects, and could accommodate expansion of transmission or generating capacity;

H. use or paralleling of existing rights-of-way, survey lines, natural division lines, and agricultural field boundaries;

Hopefully the line will travel on the EAST side of Hwy 52 to follow existing lines.

I. use of existing large electric power generating plant sites;

J. use of existing transportation, pipeline, and electrical transmission systems or rights-of-way;

Use same routes

K. electrical system reliability;

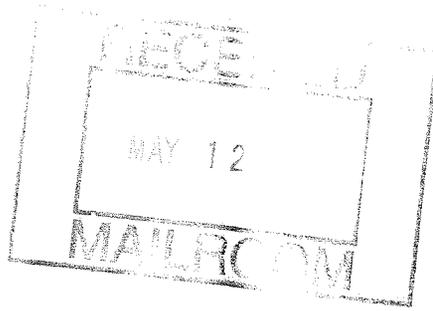
L. costs of constructing, operating, and maintaining the facility which are dependent on design and route;

M. adverse human and natural environmental effects which cannot be avoided; and

N. irreversible and irretrievable commitments of resources.

Produced and paid for by:

Carol A. Overland, Attorney for
NoCapX 2020 and U-CAN
www.nocapx2020.info



59684 415th Ave.
Mazeppa, MN 55956
May 9, 2010

Matt Langan-OES State Permit Manager
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

Dear Mr. Langan:

My husband, David Cocker, and I live at 59684 415th Avenue in Section 16 of Mazeppa township. Our house is built into the hillside with the front facing south. We only have windows on the south and west sides. The proposed alternate route of the CAPX2020 power lines would go just south of our house right across our front yard.

My husband and I have always appreciated and respected nature. Our true passion is locating and identifying native plants of Minnesota. When we purchased our land, we were delighted to find a wide range of Minnesota wildflowers growing on our hillside. Amongst the trillium and jack-in-the-pulpits, we found two very special treasures. We found patches of the Yellow Lady's Slipper and a few showy orchis on our hill. We are extremely protective of the Yellow Lady's Slippers, not allowing any trespassers in the spring. The showy orchis is harder for us to find each year, but the habitat seems to be perfect for them. We would be devastated if the power company came in and cut down a seventy-five foot swath of our trees along our property line as has been explained to us. That would definitely affect the habitat of many plant and animal species that could become irreplaceable.

Just last week we enjoyed a delicious meal of morel mushrooms that we found on our hillside. If our trees are cut down, the fragile habitats of so many organisms such as the morel mushrooms will be destroyed. Each of these special plants requires such a delicate balance that it should not be the right of a power company to destroy it. Hopefully, the power company will take into consideration the devastation it would create if they cut down that many trees on our wooded hillside.

We would appreciate any assistance you might be able to offer to convince the power company the importance of not disturbing this natural habitat. Thank you in

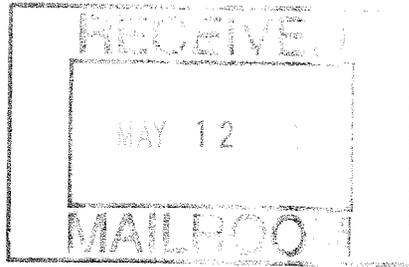
advance for any input. If you need to contact us, it is easiest by e-mail as we are outdoors most of the time. You can contact me at decocker_5@hotmail.com

Sincerely,

Denice Cocker

Denice Cocker





59684 415th Avenue
Mazeppa, MN 55956
May 9, 2010

Ray Kirsch-OES Public Advisor
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

Dear Mr. Kirsch:

My husband, David Cocker, and I live at 59684 415th Avenue in Section 16 of Mazeppa township. Our house is built into the hillside with the front facing south. We only have windows on the south and west sides. The proposed alternate route of the CAPX2020 power lines would go just south of our house right across our front yard.

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We would appreciate any assistance you might be able to offer to convince the power company the importance of not disturbing this natural habitat. Thank you in advance for any input. If you need to contact us, it is easiest by e-mail as we are outdoors most of the time. You can contact me at decocker_5@hotmail.com

Sincerely,

Denice Cocker

Denice Cocker



Sec 12 108 N
R14 West
Oronoco Twp



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

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Michael H. Collins Representing: myself
Address: 12034 11th Ave NE Email: Phone 1-507-753-3158
Rochester, MN 55906 firstbtk@sleepyeyetel.net

Comments: My Home and others are along the
preferred route. your maps are out of date as
they don't show a couple of recently built homes
My address is stated above. my legal
is Section 12 108 North Range 14 West
Oronoco Twp. At this time I object to
this route for obvious reasons.
Health, Property Values, encroachment

My House will be 2-300 feet from this
line
Heading East over the Zumbro River over the existing

power dam where there are power lines currently would be better
for everyone.

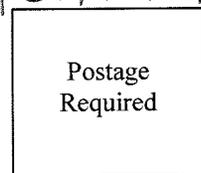
Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

OR South on 52 to I 90
to LaCrosse
over →

There are two structures in place that have affected the environment more than any others in the region and they are Highway 52 and Interstate Highway 90. These easements have been obtained, the landscape has been altered to accommodate these highways and the environment could not be affected more. Why cut across ~~an~~ unaffected farm and residential land from Highway 52 to Plainview, Kellogg and Alma when the route south on 52 to 90 directly to Lacrosse would avoid or greatly reduce further land damage?

Also please note: Steve Bass and Jason Ottman have built homes near me that fall into the Route Right of Way. Please contact them.



TO: Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198



Legend

Existing Transmission Lines

- 69 kV
- 115 kV
- 138 kV
- 161 kV
- 230 kV
- 345 kV



345 kV Route Centerlines

- 345 kV Preferred
- 345 kV Alternative

161 kV Route Centerlines

- 161 kV Preferred
- 161 kV Alternative

Route Corridor

- Houses Between 150 & 300 Ft of CL
- Houses Within 150 Ft of CL

Substation Siting Area

Parcel Boundary

Langan, Matthew (COMM)

From: Mary Dawson [naic123@frontiernet.net]
Sent: Tuesday, May 18, 2010 6:38 PM
To: Langan, Matthew (COMM)
Subject: CapX 2020 Hampton - Alma (f/k/a Hampton-LaX) transmission line

I live in the area of the CapX2020 route that is proposed to go through Eureka Township along 240th Street between Dood Blvd and Highview Ave. The proposed route takes it along a Vermillion River tributary, next to a large pond that is a stop for migrating birds, and water fowl. The route is also only 3 miles from the Air Lake Airport and would be in line with the crosswind runway. The area also contains the homes of nearly 70 families between the area of 240th and 235th St, whose home values and health and safety would be impacted by the EMF from the lines as well as the visual detracton from what is now a pleasant area. I would like to see the route moved further south to the alternate route that goes south of Eureka Township.

Sincerely,
Mary Dawson
24055 Highview Ave
Lakeville, MN 55044

West and Julie Devick
11884 14th Ave NW
Oronoco MN 55960



May 12, 2010

Matthew Langan
State Permit Manager
Minnesota Office of Energy Security
85 7th Place East, Suite 500
St. Paul MN 55101-2198

Dear Mr. Langan:

This letter is in reference to PUC Docket No. TL-09-1448. We are residential property owners in section 10 of Oronoco Township, Parcel R84.10.41.039710. We are concerned with the route segment that passes over 14th Ave NW and runs up to White Bridge Road.

The current center line proposed would involve removing a large portion of trees from our neighbors' land when another 100 feet further south would be at the edge of a field. We would like to propose that the center line be moved further south and angled around the trees. If done correctly all the trees could remain in their present locations and there would be more clearance for the towers.

This would prevent the unnecessary removal of trees. This would save the cost of tree removal and those extra trees would help hide the unsightly power lines from the folks living in this area.

The reroute is slight but with the towers 600-1000 feet apart we think it would be doable.

Sincerely,

Julie and West Devick
11884 14th Ave NW
Oronoco MN 55960



Legend

Existing Transmission Lines

69 kV

138 kV

138 kV

161 kV

230 kV

345 kV



0 125 250 Feet

345 kV Route Corridor

345 kV Preferred

345 kV Alternative

161 kV Route Corridor

161 kV Preferred

161 kV Alternative

Route Corridor

Houses Between 150 & 300 Ft of CL

Houses Within 150 Ft of CL

Substation Siting Area

Parcel Boundary

Langan, Matthew (COMM)

From: Devick, Julie E. [devick.julie@mayo.edu]
Sent: Monday, May 17, 2010 8:28 AM
To: Langan, Matthew (COMM)
Subject: FW: capx2020 route proposal
Attachments: capx2020 route change.PDF

This letter is in reference to PUC Docket No. TL-09-1448. We are residential property owners in section 10 of Oronoco Township, Parcel R84.10.41.039710. We are concerned with the route segment that passes over 14th Ave NW and runs up to White Bridge Road.

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This would prevent the unnecessary removal of trees. This would save the cost of tree removal and those extra trees would help hide the unsightly power lines from the folks living in this area.

The reroute is slight but with the towers 600-1000 feet apart we think it would be doable.

We have attached the sketch of our proposed change.

<<capx2020 route change.PDF>>

West and Julie Devick
11884 14th Ave NW
Oronoco MN 55960

May 12, 2010

Matthew Langan
State Permit Manager
Minnesota Office of Energy Security
85 7th Place East, Suite 500
St. Paul MN 55101-2198

Dear Mr. Langan:

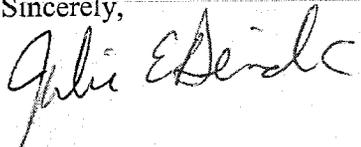
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Sincerely,



Julie and West Devick
11884 14th Ave NW
Oronoco MN 55960



CapX2020

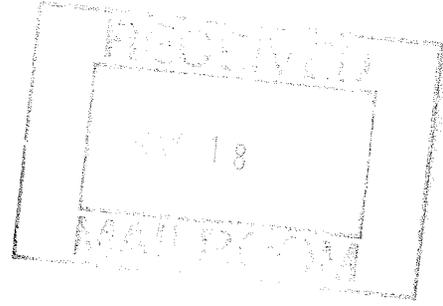
SE Twin Cities • Rochester • La Crosse 344kV Transmission Project

Legend

- Existing Transmission Lines**
- 69 kV
 - 115 kV
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- Houses Between 150 & 300 Ft of CL
 - Houses Within 150 Ft of CL
- Substitution Siting Area**
- Parcel Boundary**

0 125 250 Feet

May 11, 2010



Matthew Langan
EOS State Permit Manager
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

Re: CAPX2020 High Voltage Transmission Lines

Dear Matthew;

We are writing you to address our concerns and to place into record reasons why the CAPX2020 Power Lines should NOT run through the Alternative North 345kv proposed route through Mazeppa and Zumbro townships. We live at 59207 423rd Ave., Mazeppa, Wabasha County, Mazeppa Township, Section 20, then broken down to section 17 of the CAPX Map Route. We are next to the Steeplechase Ski area.

This route should not be chosen for the following reason:

- This route crosses much land that is used for recreational purposes. This area is a great resource for hunting, skiing, hiking, canoeing, bird watching and other outdoor recreational activities. This proposed route crosses the ski hill recreational area. It crosses the Zumbro River in the area that is most heavily used for canoeing and goes past Camp Victory which many groups use for recreational and environmental learning purposes. These businesses will see a loss in tourism viability due to the environmental and aesthetic impacts the line would have in this area.
- Speaking in terms of topography much of the bluff area this proposed route goes through has a very steep grade. Cutting a 150 foot swath through this area is going to cause severe erosion and the earth that it takes will flow directly into the trout stream near Co. Rd. 7 and into the Zumbro River. There is already natural erosion, but destroying these forested areas will quickly lead to major erosion issues.
- There are sink holes along this route. This will affect the integrity of the power lines. Sink holes also have a natural purpose in managing water flow, the power lines would affect the natural workings of these sink holes.
- This wooded land holds a variety of wildlife and plant life. Much of this area because of this steep grade is typically left undisturbed by people making it a great

habitat for deer, wild turkey, eagles, grouse, pheasants and other migrating and nesting birds. A Golden Eagle has been witnessed by us and several other property owners in this area. This is one of the only areas with the potential for the dwarf trout lily. Having the route run through this area fragments forested land and along with the erosion, leaves the area open to invasive plant species including Buckthorn. There are many property owners in our area whose forested land has not been invaded by Buckthorn and fragmenting the forest would result in infestation.

- This route is also concerning because it does not follow an already established corridor. It makes no sense to tear through property and destroy wooded land when existing corridors are already in place and would least impose on people's personal use of their property and environmental impact.
- The North Route crosses an existing pipeline route. This pipeline route crosses through a portion of this steep grade and then low lying forested area. Low flying planes need access to this route in order to ensure the integrity of the pipeline.

The effects of these lines through this area would be irreversible. In a very agricultural area, we have a forested valley that is a wonderful resource for wildlife and recreational purposes. People in this area take great pride in being good stewards of this land and to deface it would be a true tragedy in decision making concerning CAPX development.

I have enclosed pictures showing the ravines that go close to the proposed route. I hope that these pictures can show you perspective on how water erosion will increase, how steep the grade of this area is and to see what a beautiful natural forested resource it truly is.

Thank you for your review of our concerns.

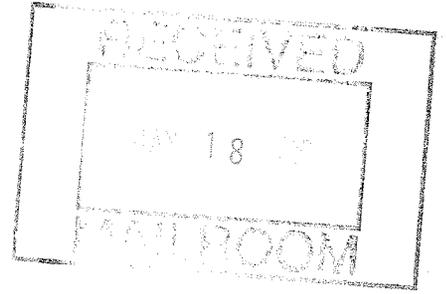
Respectfully submitted,



Brian and Jill Draayer

Cc'd: Melissa Doperalski, Regional Assessment Manager of the DNR
Raymond Kirsch-MOES Public Advisor
Jamie Schrenzel—Ecological Resources of the DNR





May 11, 2010

Matthew Langan
EOS State Permit Manager
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

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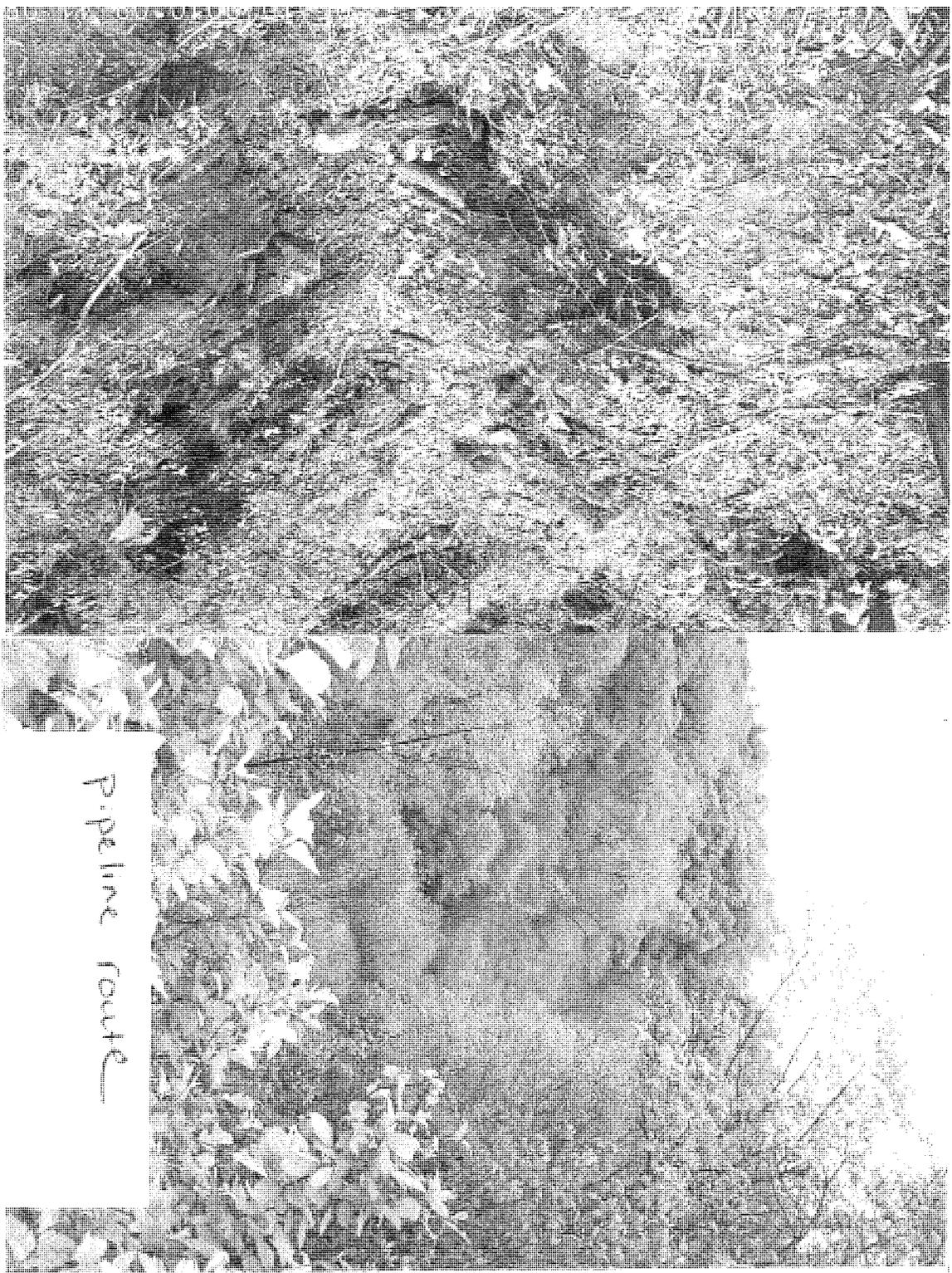
Thank you for your review of our concerns.

Respectfully submitted,

A handwritten signature in cursive script that reads "Brian and Jill Draayer". The signature is written in dark ink and is positioned above the printed name.

Brian and Jill Draayer

Cc'd: Melissa Doperalski, Regional Assessment Manager of the DNR
Raymond Kirsch-MOES Public Advisor
Jamie Schrenzel—Ecological Resources of the DNR



Pipeline route

5.19.2010

Mathew Langan
State Permit Manager
Minnesota Office of Energy Security
PUC Docket No. TL-09-1448

Dear Mr. Langan.

My name is Lori M. Endres. I recently attended the Public Hearing and Scoping Meeting, and sat in the audience at the Task Force Meetings in Cannon Falls, Minnesota for the CapX2020 Proposed Possible Routes from Hampton-Rochester-La Crosse. I have outlined my comments, concerns, issues, and impacts of the proposed routes below-- specifically from the Hampton substation to a point approximately 1.4 miles south of the intersection of Hwy 52 and 240th St.

The Preferred Route the Utility chose behind the businesses east of Hwy 52 in Hampton is the correct route because it causes far less harm. I have outlined major advantages to the Preferred Route below.

- The Preferred Route already goes behind the current businesses and would ultimately not affect their day to day commerce.
- The area east and south of the current businesses is zoned Industrial. The area north of the current businesses is farmland. Residentially zoned areas are not affected by the Preferred Route. Only one home would be affected. In contrast, several homes would be affected with the City's proposed alternate to the Preferred Route.
- In the Preferred Route the power poles would impact the agriculture/ farmland the least by using the existing right of way along Hwy 52.
- The Preferred Route limits the impacts on homes, wetlands, irrigation systems, farming land, natural resources, and a karsts formation as stated on the preferred route map.
- The Preferred Route is the most direct, follows property lines and right of ways.

- The city's alternate to the Preferred Route would be a more costly choice. The Preferred Route would require fewer poles and line—thus being the most cost effective route.

I live at 22745 Northfield Blvd. just northeast of Hampton on County Road 47. My property is in Hampton Township, north of the city of Hampton. The west side of my property aligns with the city of Hampton's east city limit line.

At the Task Force Meetings the city of Hampton is requesting that the Preferred Route be moved to the east city limit line instead of along Hwy. 52. A major concern of this proposed change in the Preferred Route by the City of Hampton is that the west side of my property has one of the few untouched and undeveloped wooded wetlands in Dakota County. The area has rare and unique natural resources including natural springs, ground water, and regions of karsts formations. The karsts formations are especially rare because it is extremely unusual for them to exist as far north as Dakota County. This City of Hampton's proposed change to the Preferred Route would negatively impact and destroy the Karsts geological formations, natural springs, wetland, and ground water in this area, while the Non-altered Preferred Route will not as outlined below.

- The Preferred Route will not impact any karsts geologic formation whereas the proposed change in the Preferred Route would. Please identify the size and location of this Karsts Feature on and near my property.
- Both during construction and after the project is completed, there will be a negative impact on this karsts formation. The footings of the power poles are constructed 30 to 50 feet below grade. This alone will destroy the Karsts features.
- The preferred route will not impact natural springs or ground water. The City's proposed changes to the Preferred Route could impact the natural springs and ground water on and near my property. Please identify the size and location of the natural springs and ground water on and near my property.
- Impacts on the natural springs and ground water are huge because they cannot be rerouted or relocated. The wildlife depends on this

area as its only water source throughout the year, but especially during the dry months.

- The Preferred Route will not negatively impact any undeveloped wooded wetland. The city's alternative to the Preferred Route could impact undeveloped wooded wetland on and near my property. The wetland that would be affected is very unique because it has never been developed. The mature trees and native plant life hundreds of years old that could never be replaced if a route was chosen through this area. I was told that all the trees are cleared and the land must remain treeless on the routes chosen for Capx2020. Please identify the size and location of the undeveloped wooded wetland in and near my property.
- The trees and heavily wooded area currently act as a noise barrier from the hustle and bustle of Highway 52 traffic. A major noise impact to my property would persist if the trees would not be there.

My parents, Melvin and Mary Lou Endres, live at 22075 Northfield Blvd. northeast of Hampton on County Road 47. They have owned and farmed this land for over 50 years. They are now are elderly, 73 and 80 years old respectively and still depend on their prime agricultural land, as necessary rental income during their retirement.

The Utility's Alternate Route would very negatively impact their property.

- The Utility's Alternate Route would essentially split their property. The utilities alternate route would impact and divide two quarter sections of land (NE $\frac{1}{4}$ of section 4 and NW $\frac{1}{4}$ of section 3 in Hampton Township). Please indicate impacts on land value do to division of this property.
- The quarter sections currently have two overlapping, pivot style irrigation systems on them. The two irrigation pivots overlap more than typical because County Road 47 runs at a northeast direction. The two systems currently successfully irrigate approximately 300 acres of prime agricultural land. With this proposed alternate route, the irrigation systems would be relatively useless, and without water, the farmland becomes far from prime. Please identify and include on the Capx2020 maps the two pivot location of the irrigation systems. Also include impact on loss of revenue because not as much land will

be irrigated. In addition, please include impacts on agricultural rent and loss of potential income if the Utility's Alternate Route is chosen.

- Please include impacts on Irrigation system and cost to restore system if this route would be chosen.
- I was told at the Capx2020 meetings that irrigation systems and splitting property lines up were two of the things Capx2020 tried to avoid during the process of determining a route.
- The Utility's Alternate Route is longer and would require more poles and line. As a result of this, the Utility's Alternate Route would be a more costly choice.
- The Utility's alternative Route would impact more homes than the Preferred Route.

Please include a cost comparison of the preferred, alternate and any additional or added routes in the Hampton Area starting at the Hampton Substation. Specifically from Hampton substation to a point approximately 1.4 miles south of the intersection of Hwy 52 and 240th Street.

To summarize my advocacy of the Preferred Route versus alternate routes, I feel it is the most responsible choice based on facts.

- The Preferred Route that runs on the east side of Highway 52 is within the established right of way of Highway 52.
- The Preferred Route would impact property owners the least. It is the most direct, and least expensive of any routes.
- The stretch between County Road 47 and Highway 50 already has an extra wide right of way owned by the state.
- The city of Hampton's homes are primarily located ¼ mile west of Highway 52, and wouldn't be affected by the Preferred Route.
- Land within the city limits on the east side of 52 is zoned industrial, agricultural and relatively undeveloped.
- Zero impact to natural wetlands, karsts formations, woodlands, wildlife, and ground water.

Please add the issues and impacts I have stated above to the EIS.

Thank you for reviewing my comments and concerns. Please contact me or my parents if any other information is needed.

Sincerely,

Lori M. Endres
22745 Northfield Blvd.
Hampton, MN 55031
Home: lme_27@netzero.net
Work: lmendres@pcl.com
Cell: 612-328-1134
Home: 651-437-6825

Melvin and Mary Lou Endres
22075 Northfield Blvd.
Hampton, MN 55031
mendresswtm27@embarqmail.com

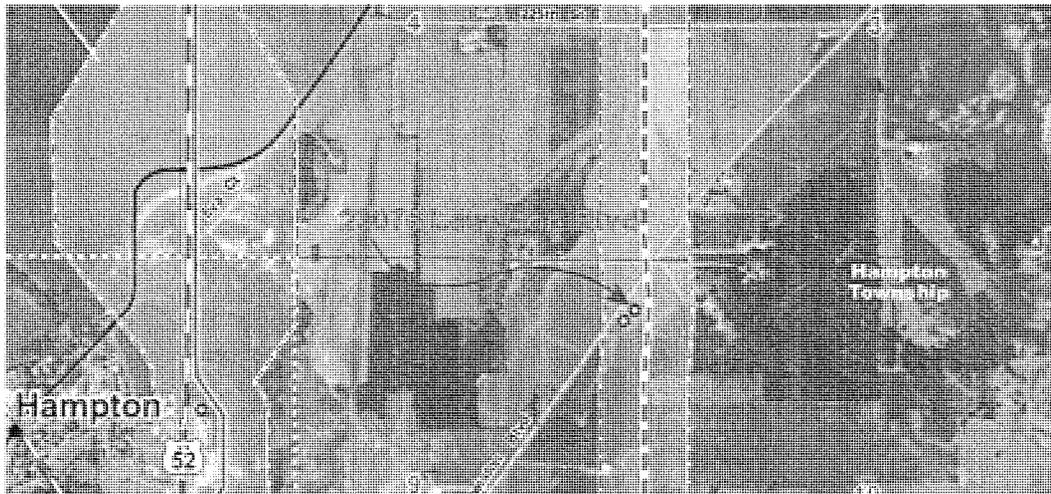
Robert Eney
23076 Lewiston Blvd
Hampton, MN 55031
May 7, 2010

Matt Langan
State Permit manger
Office of energy Security
MOES, 85 7th Place East Suite 500
Saint Paul, Minnesota, 55101-2198

Dear Mr. Langan:

I am writing to express my concern about a number of issues the Hampton- Rochester CAPX2020 permit application. My concerns focus on a particular portion of the proposed alternate route and the impact it may have on my residence.

The section will be referring through out this letter is the area east of Hampton approximately one mile on Lewiston blvd. (Please see reference the illustration below.)



My concerns about the proposed alternate route and its impact on the area around my residence are:

1. Accuracy of map & permit data regarding proximity of proposed alternate route and residential buildings.
2. Accuracy permit study as summarized by table R-3 and impact to species of special concern *Eumeces fasciatus*.
3. Impact of electrical interference and the use of electronics near the proposed alternate route.

Accuracy of map regarding proximity of occupied buildings

After attending the informational & scoping meeting held Thursday night in Cannon Falls and reviewing section 7.2.2 *Displacements* of the application document I understand there are no anticipated instances of displacements due to Right Of Way concerns with the transmission line. (Reference Table 7.2-2: *Residences in Proximity to Preferred and Alternative Route Alignment*)

Table 7.2-2

| Proximity (Feet) | Number of Residences in Proximity | |
|---------------------------------|-----------------------------------|-------------------|
| | Preferred Route | Alternative Route |
| 0-75 (within ROW ¹) | 0 | 0 |
| 75-150 | 8 | 2 |
| 150-300 | 21 | 10 |
| Density (homes/linear mile) | 0.8 | 0.25 |

If it holds true that safety standards require a 75 foot ROW between occupied buildings and the route centerline of a 345 kV transmission line then the proposed alternate route which is to follow property lines and the data in table 7.2-2 from the application is suspect.

My residence includes a 40' x 30' metal kennel and shop building which was constructed over 15 years ago. This building sits approximately 30 feet from the east property boundary.

Farther east of the property boundary is what remains of an abandoned gravel pit which does not seem to be designated on the maps presented on the CAPX 2020 website.

This gravel pit may present an issue to the routing of the transmission line depending on placement of the supporting towers.

Accuracy of permit data regarding impact on species of special concern *Eumeces fasciatus*.

Reviewing table 7.5.11 *Alternate Route: Rare and Unique Species* I see there is no mention of *Eumeces fasciatus* (more commonly known as the five-lined skink), as a species which could possibly be affected by the alternate route for the transmission line.

Table 7.5-11:
 Alternative Route: Rare and Unique Species

| Common Name | Scientific Name | Status |
|--------------------------|--|------------|
| Wildlife Species | | |
| Mollusks | | |
| Creek heelsplitter | <i>Lasmigona compressa</i> | SC |
| Ellipse | <i>Venustaconcha ellipsiformis</i> | ST |
| Spike | <i>Elliptio dilatata</i> | SC |
| Birds | | |
| Bald Eagle | <i>Haliaeetus leucocephalus</i> | SC |
| Loggerhead Shrike | <i>Lanius ludovicianus</i> | ST |
| Upland Sandpiper | <i>Bartramia longicauda</i> | Not Listed |
| Reptiles | | |
| Eastern fox snake | <i>Elaphe vulpina</i> | Not Listed |
| Mammals | | |
| Prains vole | <i>Microtus ochrogaster</i> | SC |
| Plains Pocket Mouse | <i>Perognathus flavescens</i> | SC |
| Western harvest mouse | <i>Reithrodontomys megalotis</i> | Not Listed |
| Plant Species | | |
| Herbaceous Plants | | |
| American ginseng | <i>Panax quinquefolius</i> | SC |
| Dwarf trout lily | <i>Erythronium propullans</i> | FE, SE |
| Glade mallow | <i>Napaea dioica</i> | ST |
| Kitten-tails | <i>Besseyia bullii</i> | ST |
| Long-bearded hawkweed | <i>Hieracium longipilum</i> | Not Listed |
| Plains wild indigo | <i>Baptisia bracteata</i> var. <i>leucophaea</i> | SC |
| Prains bush clover | <i>Lespedeza leptostachya</i> | FT, ST |
| Rattlesnake-master | <i>Eryngium yuccifolium</i> | SC |
| Snow trillium | <i>Trillium nivale</i> | SC |
| White wild indigo | <i>Baptisia alba</i> | SC |

FE Federal Endangered FC Federal Candidate ST State Threatened
 FT Federal Threatened SE State Endangered SC State Concern

According to the Minnesota Herpetological society *Eumeces fasciatus* is listed as a species of special concern, with no known populations in the area of Hampton Minnesota.

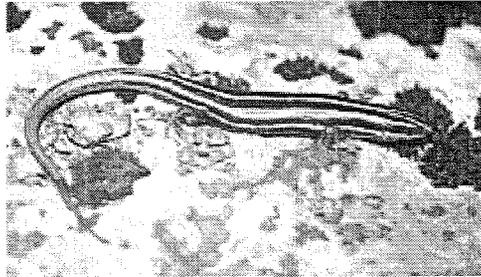
The known population report as posted on the internet hyperlink below is erroneous in that there is a population of this species living on the property in question and in the abandoned gravel pit which sits on the east side of the property line.

Matt Langan, MOES

May 7, 2010

Page 4

My concern is the removal native plant species in the 150 foot ROW would happen directly in the area I have witnessed the largest populations of the skinks, and this disruption of the habitat would wipe out an already marginal population.



For more information regarding *Eumeces fasciatus* access the following link:

[Five-lined Skink - Eumeces fasciatus](#)

Impact of electrical interference and the use of electronics near the proposed alternate route.

My concern relates to the impact a transmission line would have on my personal use of the property.

In particular I am concerned with the effects a transmission line would have on reception of FM, AM, digital broadcast television and reception of GPS enabled devices.

Recognizing there would be an impact on the population in terms of electronic reception regardless of where the transmission line ultimately is located I want to voice my concerns that the application did not seem to address the effects on residential property adjacent in terms of electronic communications.

When I purchased the property I now live on one of the major motivations on selecting the property was it's proximity to areas where I could train competition level hunting dogs.

This training utilizes GPS enabled tracking devices, should there be a transmission line over the property and adjacent areas, my ability to utilize the GPS tracking would be compromised or eliminated.

In addition to the affects on GPS tracking equipment, my broadcast antenna reception for digital television AM & FM broadcast reception would be compromised as well.

Matt Langan, MOES

May 7, 2010

Page 5

Currently I do not have a cable or satellite dish service subscription as the expense has been greater than what we have been willing to bear.

Should the transmission line follow the alternate path route I would be forced to incur a monthly expense which prior to the transmission line being routed next to the property I did not have.

I did not see any provision in the application which would cover reimbursement for the additional expense burdened on the land owners as a result of the transmission line's electrical interference.

Matt, if there are any concerns which I have brought to light that have already been addressed in the application or some other official posting please let me know.

I would also appreciate your written feedback on the three topics listed previously:

1. *Accuracy of map & permit data regarding proximity of proposed alternate route and residential buildings.*
2. *Accuracy permit study as summarized by table R-3 and impact to species of special concern Eumeces fasciatus.*
3. *Impact of electrical interference and the use of electronics near the proposed alternate route.*

Sincerely,

Robert Eney
23076 Lewiston Blvd
Hampton MN 55031
612-327-7114
renedy@msn.com



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



PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Representing:

Annette + Dan Fritz

Address:

Email:

922 7 Ave, Wamamingo Mn 55983

Comments:

See Attached

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

DAN AND ANNETTE FRITZ
922 7 AVENUE
WANAMINGO, MN 55983

May 16, 2010

RE: Public Comment
CapX Hampton-Rochester-La Crosse Transmission Line Project
PUC Docket Number E002/TL-09-1448

The CapX2020 project should proceed along what is labeled as the preferred 345 kV route, Highway 52, instead of the alternate route. In different public notifications in the news it has consistently been referred to as the preferred route. At a public meeting in Pine Island on May 5 a question was asked about the two routes and the response indicated that a more accurate description of the routes would be "route 1 and route 2" instead of preferred and alternate so that the public would have a better representation of the routes.

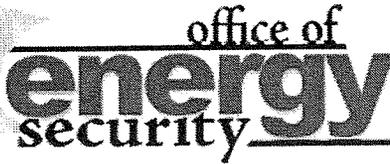
The proposed alternate route is within 570 feet of our home and other homes that are part of a newer subdivision development, Prairie Ridge, and our homes are not represented on the plat map. The route and right of way would be on top of developed lots for single family housing. We are located on the south side of Wanamingo, south of highway 60, section 31 of the plat map. The alternate route should be moved either to the south of the proposed alternate route to run along 460th Street or north of the proposed alternate route to run along state Highway 60 where there is existing utility.

We have not received the past mailings such as those sent to property owners within 1,000 feet of the routes. By chance, we attended a public meeting in Pine Island and learned that the alternate route was close to our home. We would like to receive any future mailings, notices, or information which may be sent to property owners. At the public meeting in Pine Island, we signed up to have our name on the list of people to receive information.

We will be contacting our local elected officials along with state elected officials to assure this is the appropriate process for this decision. State Representative Steve Drazkowski at 651-296-2273 and Wanamingo Mayor at 507-824-2477.

Again, we are submitting this comment: The alternate route should be moved either to the south of the proposed alternate route to run along 460th Street or north of the proposed alternate route to run along state Highway 60 where there is existing utility.

Annette + Dan Fritz



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



PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Representing:

Larry + Iwanita Goodman

Address:

Email:

58370 Hwy 63 Lunkro Falls Sections 19 + 24

Comments:

Concerned about value of our land. Suffering also about when they clear the land of trees the pasture fences will be affected, who will be responsible to replace. Also the line will cross alot of pasture land what aspect that will have on cattle grazing + cattle abortion. Another concern is how they will get equipment + cement to the rough parts. also there is alot of wildlife that may be affected and with that wide of site away will it be able to be farmed or do we loose control of all that land. Can it be bought + under our farm land law.

Larry Goodman

Please submit comments by **4:30pm, May 20, 2010** to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

MARILYN J. GROSSBACH

FACSIMILE TRANSMITTAL SHEET

| | | | |
|---------------|--|-------------------------------------|-------------------|
| TO: | Matt Langan | FROM: | Marilyn Grossbach |
| COMPANY: | OES State Permit Manager | DATE: | 5/12/2010 |
| FAX NUMBER: | 651-297-7891 | TOTAL NO. OF PAGES INCLUDING COVER: | 3 |
| PHONE NUMBER: | 651-296-2096 | | |
| RE: | CAPX2020 High Voltage Transmission Line | | |

NOTES/COMMENTS:

I will be sending you an additional copy by mail.

May 11, 2010

Tom and Marilyn Grossbach
42931 595th St.
Mazeppa, MN 55956

Matt Langan
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

RE: CAPX2020 High Voltage Transmission Line

Dear Matt,

I'm writing in regards to the proposed alternate route in Wabasha County for the CapX2020 transmission lines. If the alternate route is chosen, these lines will run through our property. Our property lies in Section 17, Township 109, Range 014.

My husband has a Medtronic pace maker. According to the spec sheet for this device, the maximum allowable field strength is 6,000 volts per meter.

It is our understanding that the proposed lines will carry approximately 161,000 volts. This 161,000 volts divided by 6,000 would come to 26.83 meters (88 ft).

This raises great concerns about the height of these lines and whether they will sag in the warmer temperatures of spring and summer which is right when my husband will be out in the fields beneath them. We harvest multiple crops on these fields which means a significant amount of time is going to be spent passing under these lines from spring until fall. In addition to the concerns of line height, we are also concerned about the increased seasonal demand on the lines during this particular time.

Thank you, in advance, for your consideration of our concerns.

Respectfully,

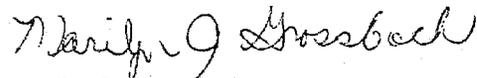

Marilyn J. Grossbach

Table of Maximum Allowable Field Strengths

In cases where a worksite is being evaluated for actual leakage currents and fields, the following table lists the maximum allowable field strengths for Medtronic heart devices:

| Electromagnetic Source | Maximum Allowable Field Strength |
|--|---|
| Electric Field – 50/60 Hz AC Power Frequency Sources such as: power lines, electric service panels, transformers, power plants, electrical substations | Medtronic pacemakers/defibrillators are designed to operate normally in electric fields measuring: 6,000 volts per meter |
| Electric Field - High Frequency 150 kHz and up Radio Frequency (RF) Sources such as: radio transmitter antennas, television transmitter antennas, cellular telephone antennas, RF welding equipment, dielectric heaters, radar | Medtronic pacemakers/defibrillators are designed to operate normally in electric fields measuring: 100 volts per meter Note: Medtronic pacemakers and defibrillators are designed to operate normally within RF levels that meet the government Maximum Permissible Exposure (MPE) limits. |
| Modulated Magnetic Field – 50/60 Hz AC Power Frequency Sources such as: motors, generators, transformers, metal detectors, store security gates, AC/DC welding equipment, and power tools | Medtronic pacemakers/defibrillators are designed to operate normally in modulated magnetic fields: 1 gauss (or <0.1 millitesla or <80 amps per meter) for frequencies up to 10 kilohertz (kHz) |
| Modulated Magnetic Field - High Frequencies above 10kHz Sources such as: radio transmitter antennas, television transmitter antennas, cellular telephone antennas, RF welding equipment, dielectric heaters, radar | Medtronic pacemakers/defibrillators are designed to operate normally in modulated magnetic fields: 1 amp per meter (or <12.5 milligauss) for frequencies greater than 10 kilohertz (kHz) |
| Static Magnetic Field (DC) Sources such as: permanent magnets, DC electromagnets, battery powered tools, DC welding equipment, uninterrupted power supply equipment | Medtronic pacemakers/defibrillators are designed to operate normally in static magnetic fields measuring: 5 gauss |

Measuring an Electromagnetic Field

A survey or measurement of the electromagnetic fields around a source or in a work area can identify the strength of a field. Various meters can be used to survey a field, such as:

1. An extremely low frequency (ELF) meter – measures the AC electric fields at power frequency 50 Hz/60Hz
2. A radio frequency (RF) meter - measures high frequency electric fields of radio and microwave fields
3. A gauss meter - measures AC and/or DC magnetic field strengths
4. An extremely low frequency (ELF) gauss meter – measures AC magnetic field strengths at power frequencies of 50Hz/60 Hz/400Hz

In some cases, a doctor may arrange for a heart device patient to wear an ambulatory heart monitor as a means to assess his/her heart activity while in their work environment.

May 11, 2010

Tom and Marilyn Grossbach
42931 595th St.
Mazeppa, MN 55956

Matt Langan
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

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Thank you, in advance, for your consideration of our concerns.

Respectfully,


Marilyn J. Grossbach

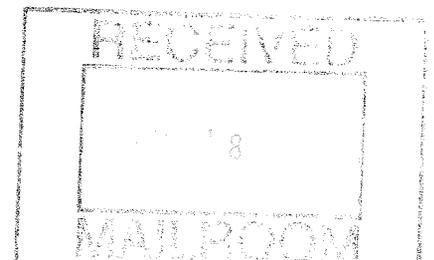


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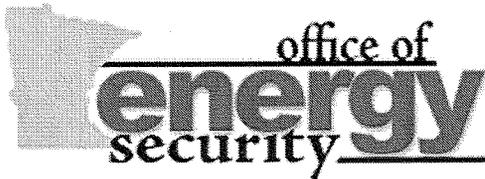
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PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Representing:

Zachary Grove

my self & wife Danielle

Address:

Email:

16016 445th St, Zumbrota near 55222

Comments:

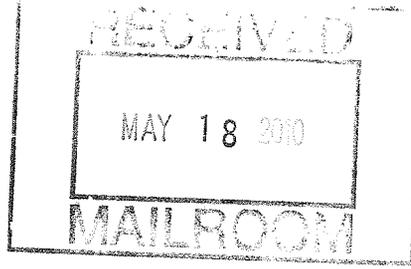
with the trans. line already in the right of way going through Zumbrota i feel the 345 k line should stay along ^{high} 52 through Zumbrota!!! do to the fact that our farm is certified organic and i feel this line will affect our certification.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

Kia Hackman
59919 430 Avenue
Mazeppa, MN 55956



May 10, 2010

Dear Mr. Langan,

My husband and I are part of the North Route. We have many concerns about the 345 KV transmission lines running across our driveway and through our land. We have had this land since 1992. We have planted thousands and thousands of trees, natural prairie grasses, switch grass, purple corn flower, sunflowers, and native prairie for the animal habitat. We also have ginseng. Forty of the acres are contracted in CRP. Where this line is proposed is located right next to a duck pond where we have seen Buffalo Heads. My husband built a duck island because there were eggs on the shore where they got eaten therefore we built an island out of limestone rock. We have numerous other established habitats which include deer, pheasant, turkey, grouse, red headed woodpeckers, hoot owls, golden eagles, hawks, bears, etc. We have forty acres of woodland that adjoin the Steeplechase Ski Hill. Needless to say, it is a very hilly terrain. *we also have red fox, tons of birds + all the small game,*

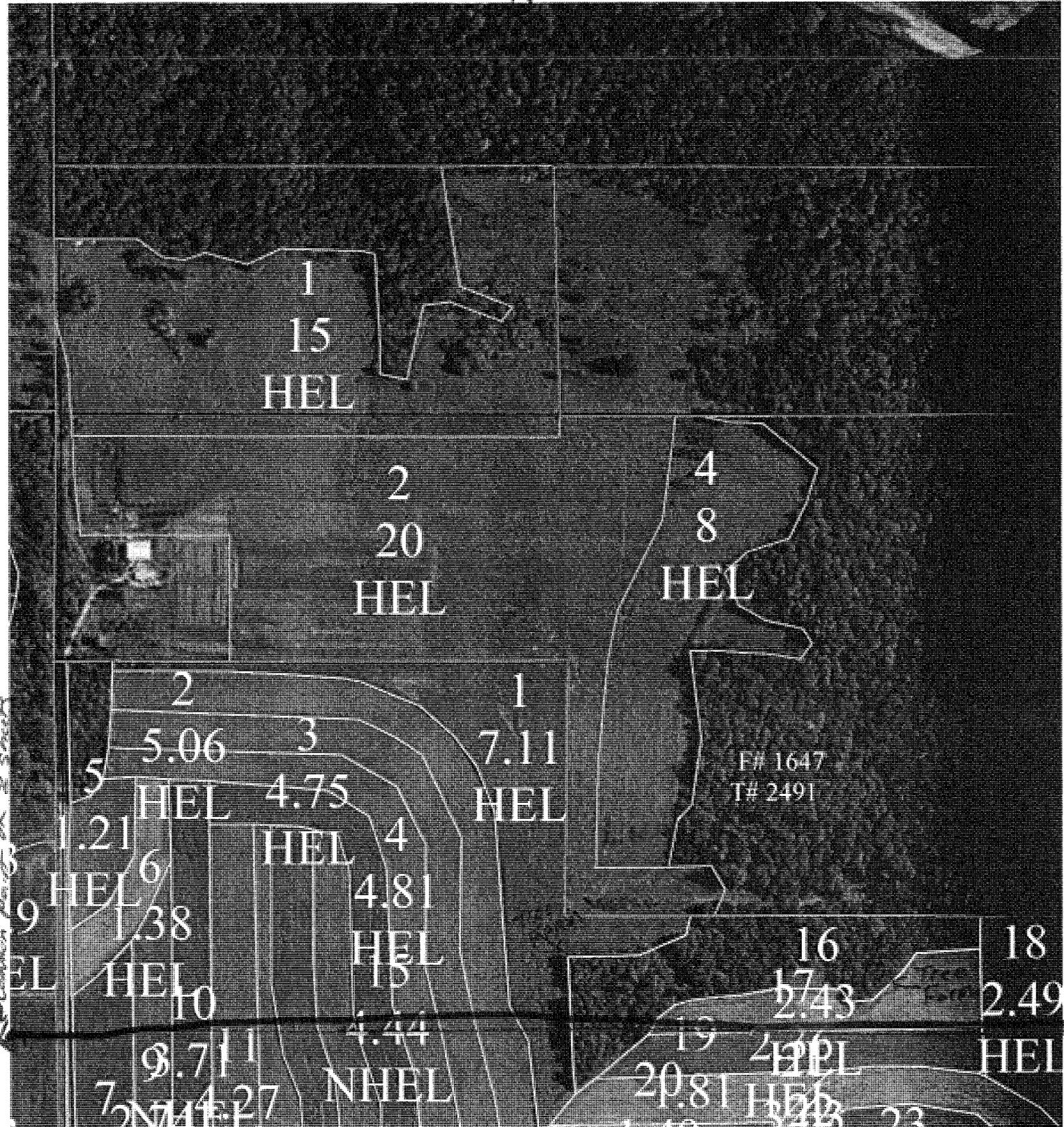
The Wabasha County Agriculture Department has classified all of our land as highly erodible. Maps of this area are included. We have sink holes right next to the pond where you want to put your lines through.

We started building our house August 3, 2008, prior to any notification of this CAP 2020 Project. If we would have known where you wanted your power lines to go, we would not have put our house there. Our house runs exactly east and west; therefore the whole length of the house would face the power line. Also, Wabasha County will see them because we are one of the highest points in Wabasha County. The whole city of Mazeppa will see the line.

I hope that you please consider other route alternatives that use existing corridors. I wrote this letter in hopes that someone listens to my concerns.

Thank you,

Kia Hackman



USDA U.S. Dept. of Agriculture

Highly Erodible LAND N

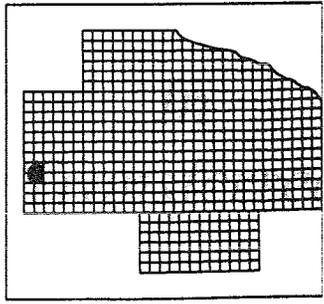
Farm Service Agency

Minnesota

Wabasha County

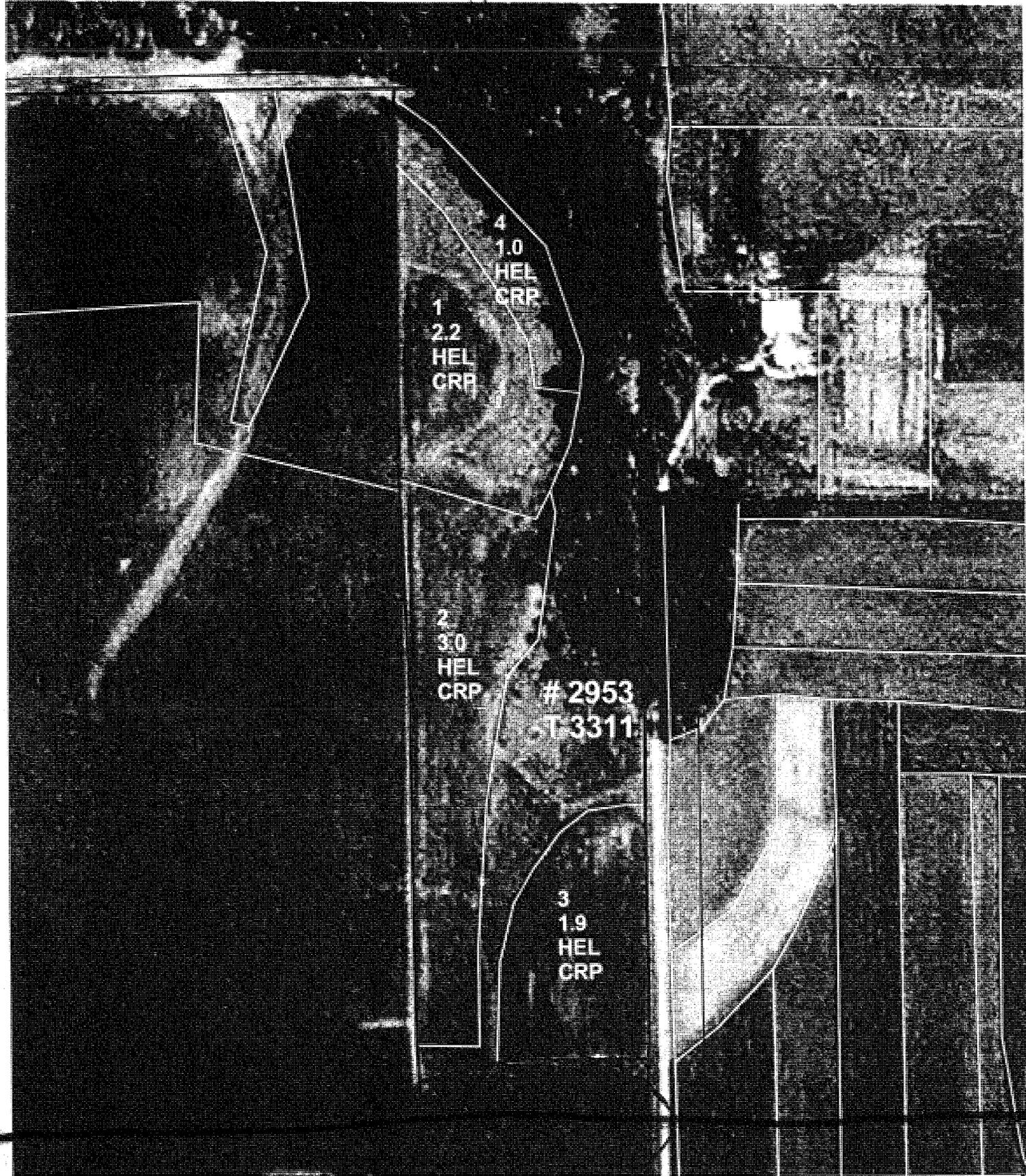
Farm 1647 Tract 2491

-  Wetlands
-  CLU Field Boundary
-  Tract Boundary
-  Section Lines



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March 02, 2006



Common point of 2 sheets

Proposed Alternate Route
2003 Imagery Not to Scale

WABASHA COUNTY

MAZEPPA Township



June 8, 2004

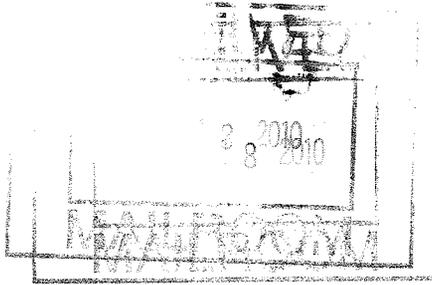
Twp 109 Rg 14W
Section 18
Tract #3311

Key to Features

-  Tract Boundary
-  Common Land Unit
-  Section Boundary
-  Wetland Points



Kia Hackman
59919 430 Avenue
Mazeppa, MN 55956



May 10, 2010

Dear Mr. *Kirsch*

My husband and I are part of the North Route. We have many concerns about the 345 KV transmission lines running across our driveway and through our land. We have had this land since 1992. We have planted thousands and thousands of trees, natural prairie grasses, switch grass, purple corn flower, sunflowers, and native prairie for the animal habitat. We also have ginseng. Forty of the acres are contracted in CRP. Where this line is proposed is located right next to a duck pond where we have seen Buffalo Heads. My husband built a duck island because there were eggs on the shore where they got eaten therefore we built an island out of limestone rock. We have numerous other established habitats which include deer, pheasant, turkey, grouse, red headed woodpeckers, hoot owls, golden eagles, hawks, bears, etc. We have forty acres of woodland that adjoin the Steeplechase Ski Hill. Needless to say, it is a very hilly terrain. *We also have Red Fox + a Ten of different Birds + all the small game. Ten of vegetation ex: mushrooms, Leeks, many Ferns, Flowers ect...*

The Wabasha County Agriculture Department has classified all of our land as highly erodible. Maps of this area are included. We have sink holes right next to the pond where you want to put your lines through.

We started building our house August 3, 2008, prior to any notification of this CAP 2020 Project. If we would have known where you wanted your power lines to go, we would not have put our house there. Our house runs exactly east and west; therefore the whole length of the house would face the power line. Also, Wabasha County will see them because we are one of the highest points in Wabasha County. The whole city of Mazeppa will see the line.

I hope that you please consider other route alternatives that use existing corridors. I wrote this letter in hopes that someone listens to my concerns.

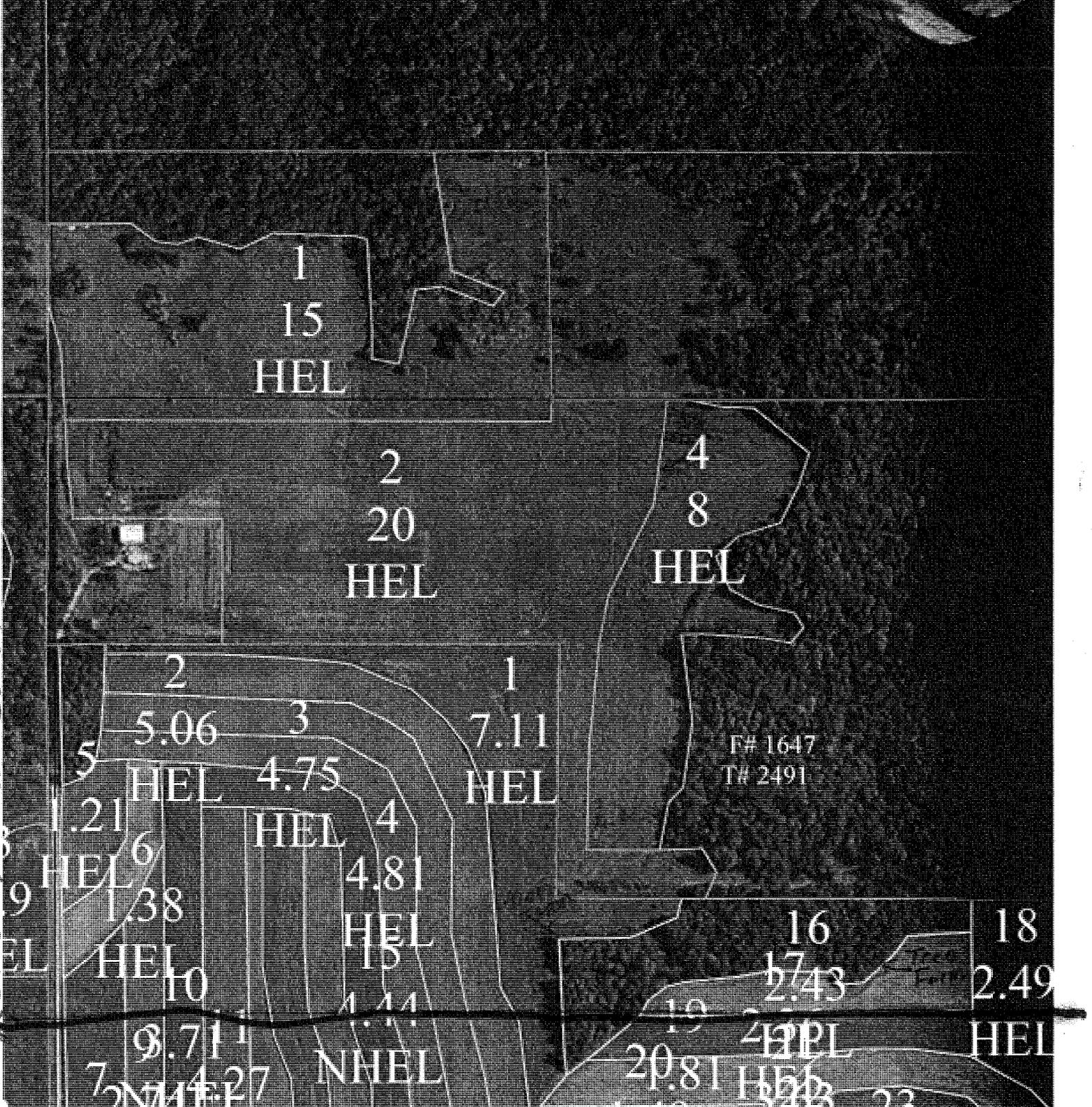
Thank you,

Kia Hackman

Kia Hackman

P.S. sent pictures after a wind storm in 1996 which the proposed alternate route goes.

Common West of 25th St



USDA U.S. Dept. of Agriculture

Highly Erodeable LAND N

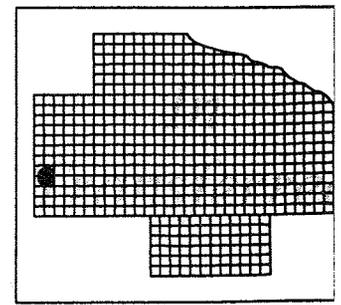
Farm Service Agency

Minnesota

Wabasha County

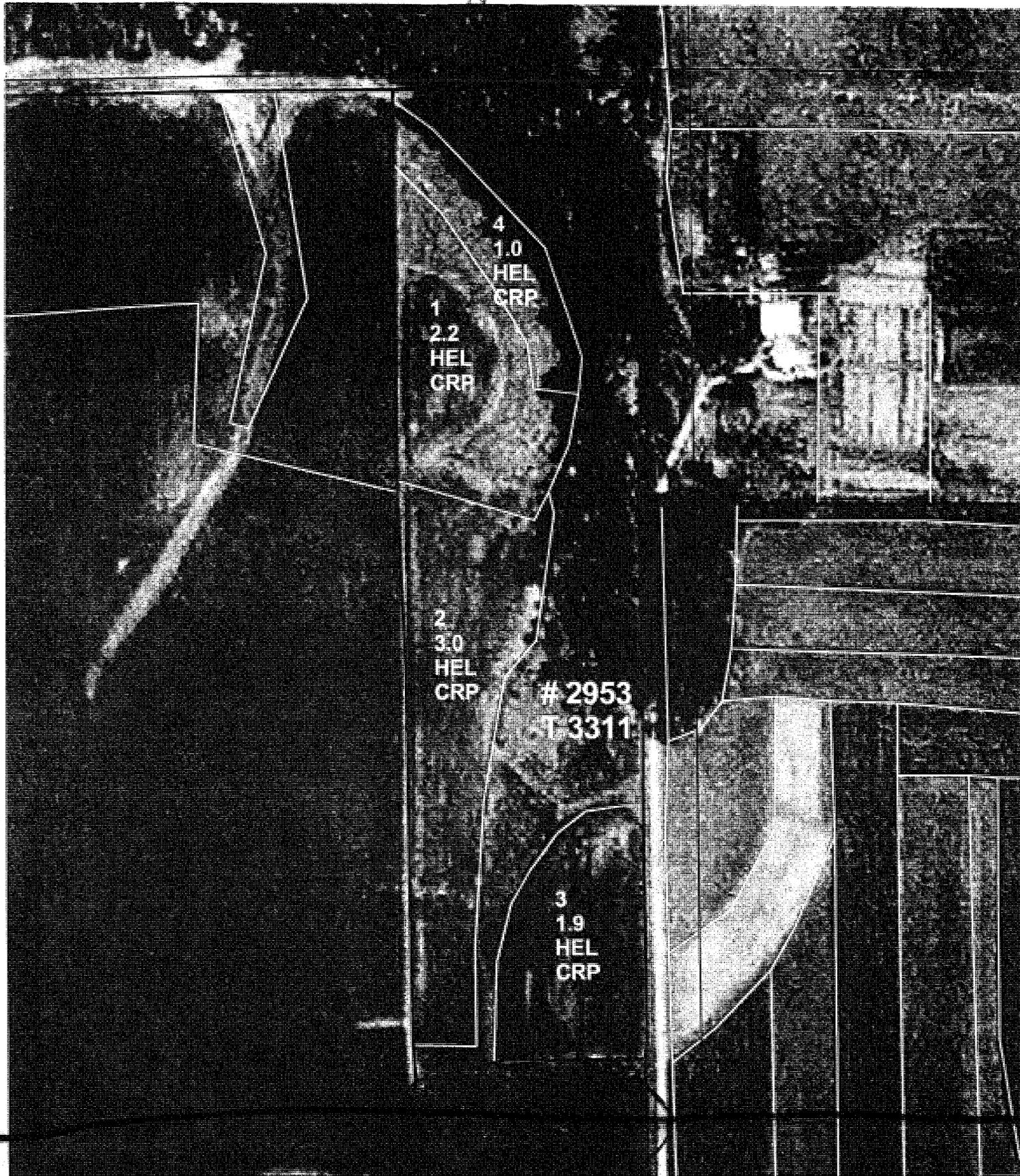
Farm 1647 Tract 2491

- Wetlands
- CLU Field Boundary
- Tract Boundary
- Section Lines



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March 02, 2006



Proposed Alternate Route
2003 Imagery Not to Scale

WABASHA COUNTY

MAZEPPA Township

Twp 109 Rg 14W
Section 18
Tract #3311



June 8, 2004

Key to Features

-  Tract Boundary
-  Common Land Unit
-  Section Boundary
-  Wetland Points





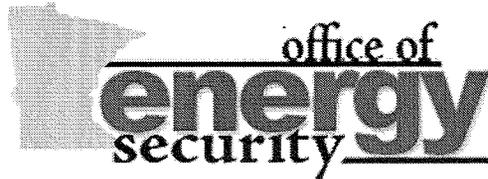


wind storm
1996

1996-1997
1997-1998







85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
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PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Stephen Hackman

Representing:

Mazeppa Area

Address:

59919 430th Ave
Mazeppa MN 55956

Email:

phone 507-843-4024

Comments:

I would like to comment mainly on the North Alternative route, because this is where I made my home. I stress the term home because that is what this land is now, it is not an investment to me, it is my home.

I have spent 20 years working with this land to make it my home and leave it a better place for future generations when I am gone. It is with this thought and in my personal experience on this land, that I am sharing my concerns.

First of which are the linear features of the land and elevation above the area around it. The North Alternative route is extremely high and uneven.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891



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PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Representing:

Stephen Hackman

Address:

Sheet 2

Email:

Comments:

This high elevation will cause the line to be seen for many miles in all directions causing irreversible damage to the aesthetics of the area. It will also expose the line to high wind load, which may have effects on the reliability of the electrical system. I can speak from experience on this point.

In 1994 there was a powerline with 30ft poles built on the very same route proposed in my area of Mazeppa Township. In 1996 the wind came and knocked them down.

I have enclosed photos of that time. Please observe also the long distance visible in these photos to illustrate both the aesthetic and system reliability impacts.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
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PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Stephen Hactman
Sheet 3

Representing:

Address:

Email:

Comments:

In the north facing photo you can see the forested and uneven land on which the Alternative route is proposed. The north photo also happens to catch the area in which a sink hole appeared in very short time some years later, further adding to system reliability concerns.

The irreversible effects to the natural resources on this proposed route are many. Just a few to consider are highly erodable land which most, if not all this route crosses, fragmentation of large hardwood forests, and habitat of many birds, animals and plants. Please feel free to contact me for more information these subjects or the many more factors that I did not talk about at this time.

Thank you
Steph Hactman

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
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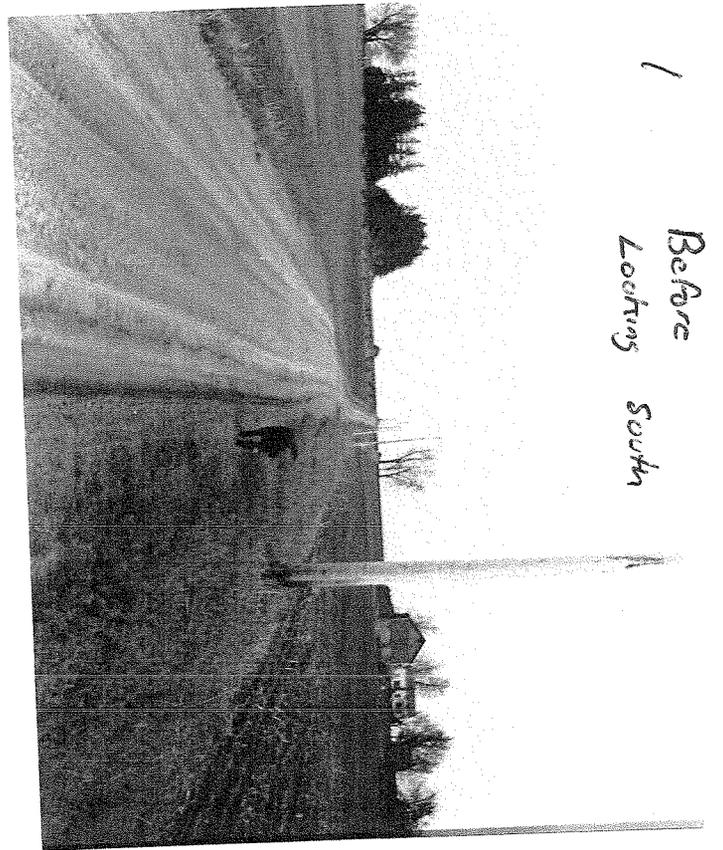
2

After looking North



1

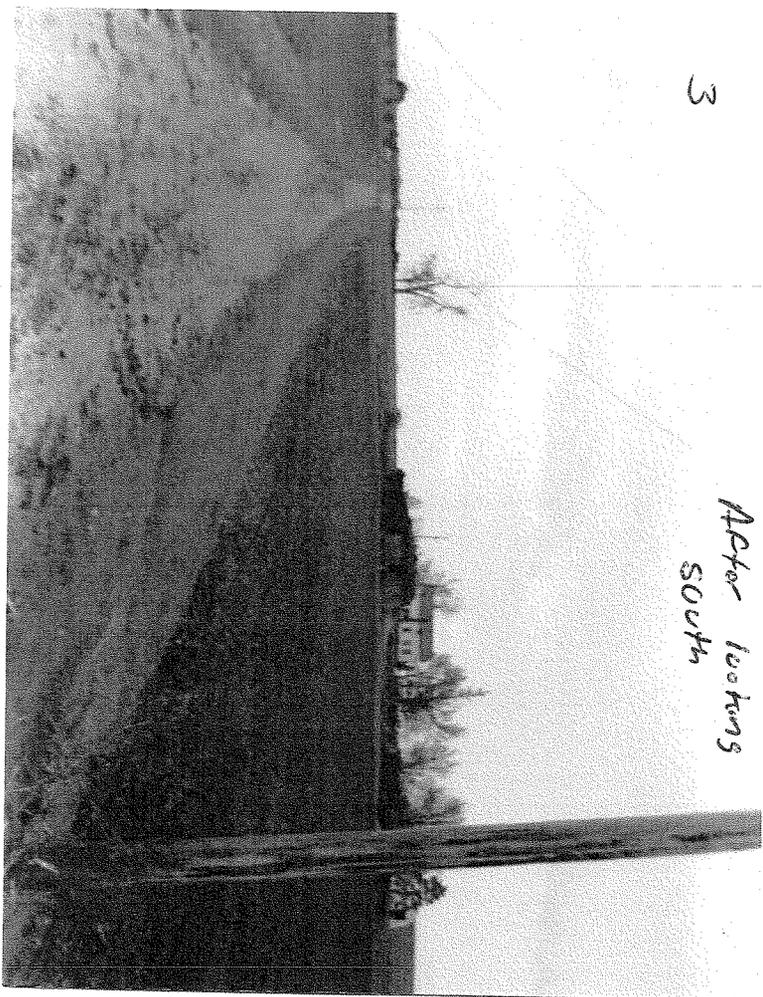
Before Looking South

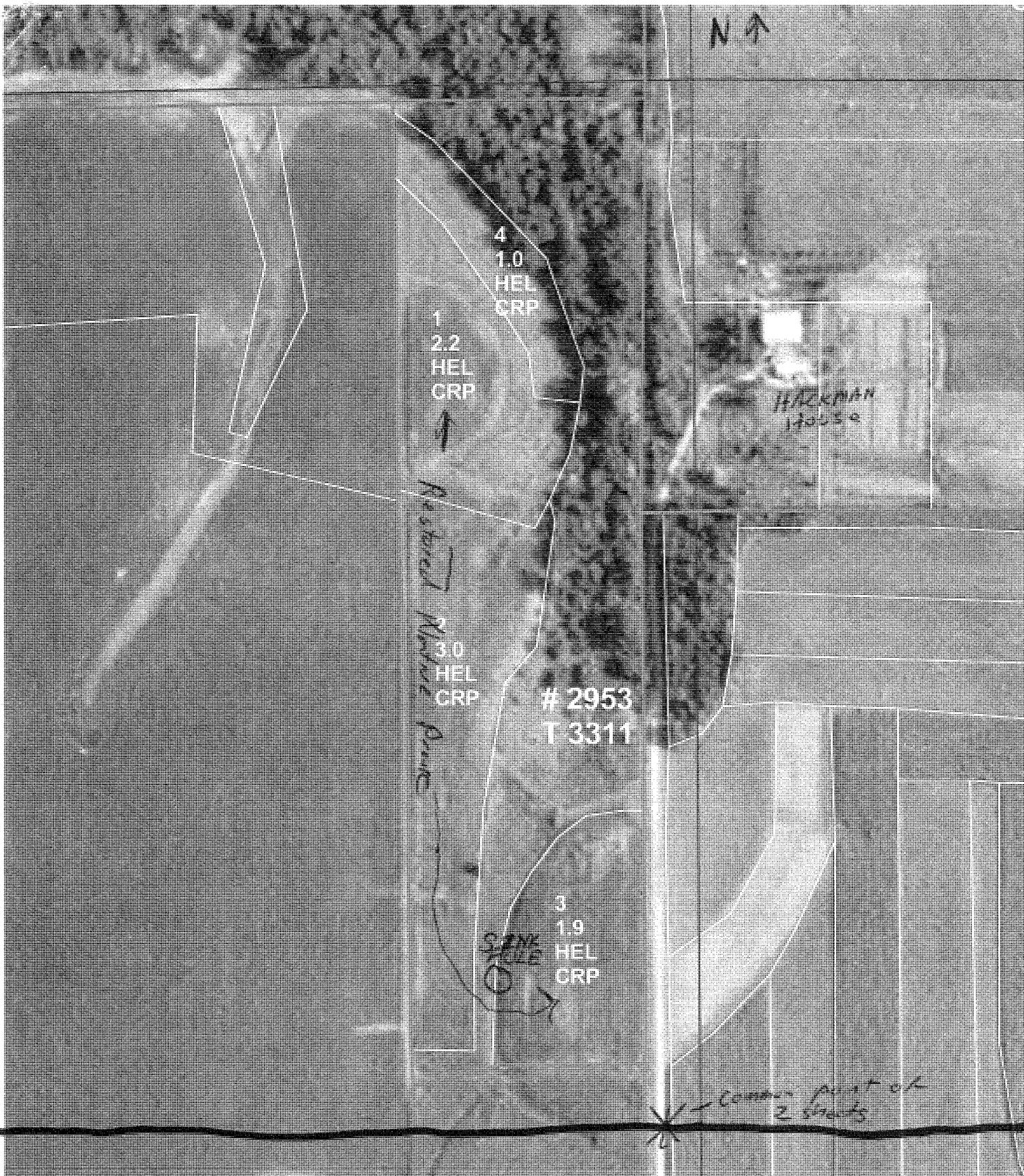


wind storm in 1996

3

After looking South





Proposed Alternate Route
 2003 Imagery Not to Scale

WABASHA COUNTY

MAZEPPA Township



Sheet 1

Twp 109 Rg 14W
 Section 18
 Tract #3311

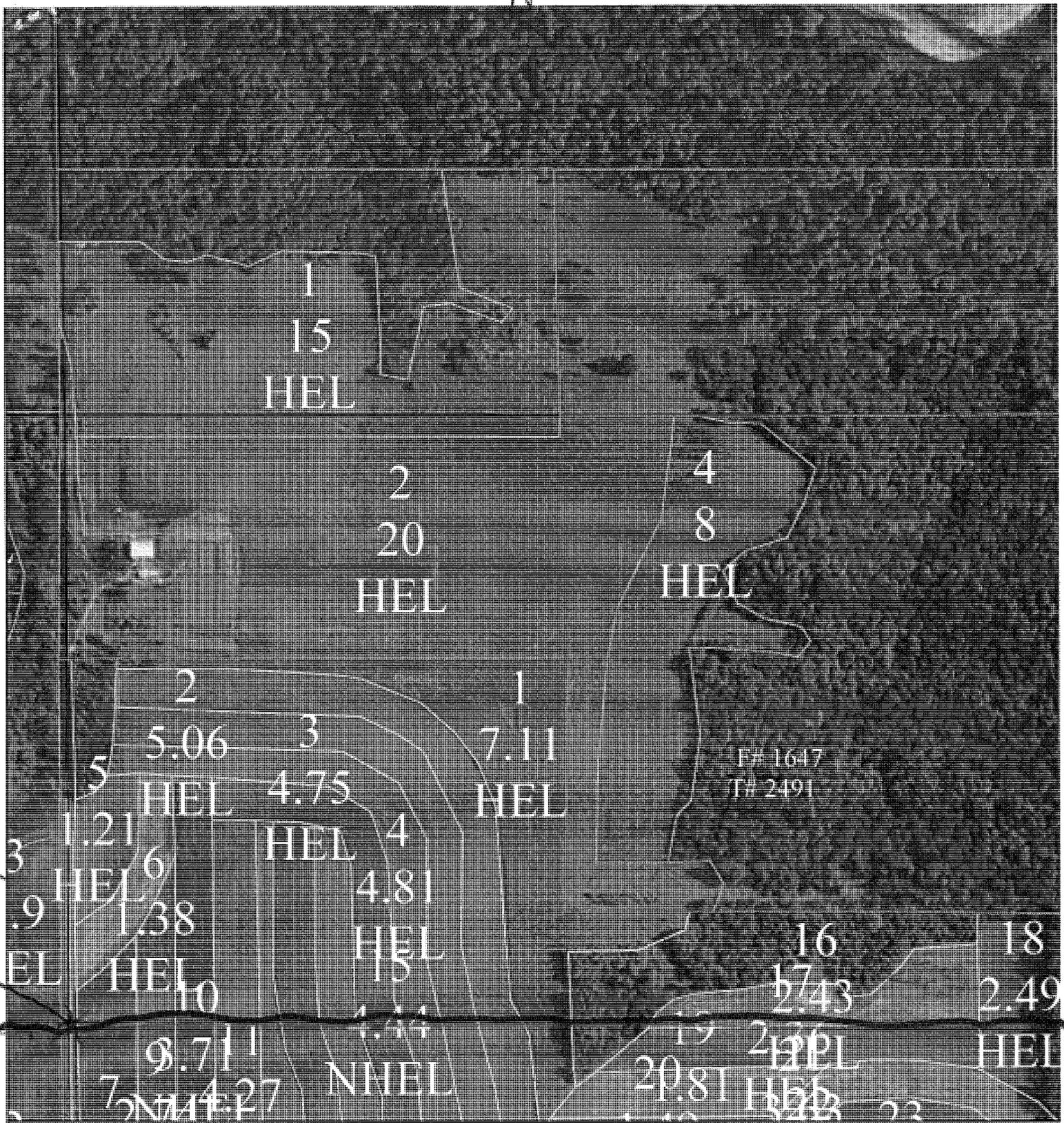
June 8, 2004

Key to Features

-  Tract Boundary
-  Common Land Unit
-  Section Boundary
-  Wetland Points



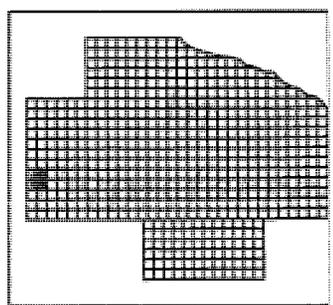
Common point of 2 sheets



USDA U.S. Dept. of Agriculture *Highly Erodible LAND*
 Farm Service Agency *Wetlands*
Minnesota
Wabasha County
 Farm 1647 Tract 2491

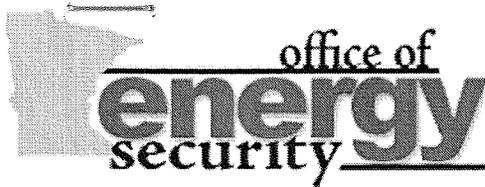
Wetlands
Highly Erodible LAND
CLU Field Boundary
Tract Boundary
Section Lines

Sheet 2

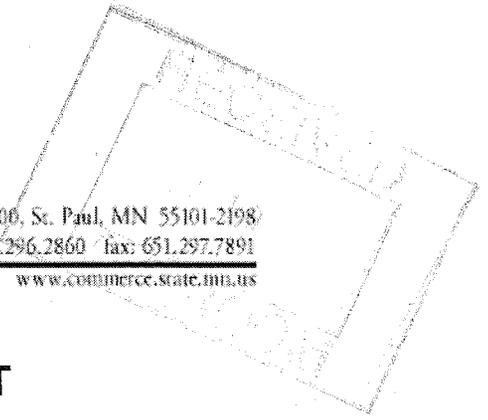


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March 02, 2006



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www.commerce.state.mn.us



PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Michele Hemphill

Representing:

Myself + my family

Address:

22980 Lewiston Blvd. Hampton Township

Email:

—

Comments:

The preferred route along Hwy 52 is the obvious and correct choice. We built out here in Hampton township away from Hwy 52 and Hwy 47 so we would hopefully never have the imposition of power lines, traffic noise etc. My parents have lived out here for 41 years and I am very fortunate to have built a home here too. Please keep the power lines along the major highways - don't ruin the farmlands and the woodlands, and our wonderful view of the sunset.

Thank you, Michele, Bob + Jack

Please submit comments by **4:30pm, May 20, 2010** to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

Please Note: The 2 houses on your map along Lewiston Blvd. are way closer than 150 ft. of the power lines.

Langan, Matthew (COMM)

From: City of Mazeppa [chmaz@sleepyeyetel.net]
Sent: Monday, May 17, 2010 4:08 PM
To: Langan, Matthew (COMM)
Cc: Kirsch, Raymond (COMM); Doperalski, Melissa (DNR); Schrenzel, Jamie (DNR)
Subject: Docket: E002/TL-09-1448

Dear Mr. Langan

I'm writing in regards to the CAPX2020 High Voltage Transmission Lines. I have not paid to much attention to this project because I was to believe that this line would not come close to our city.

I have found out that the 3rd alternate route has come into play which would affect the City of Mazeppa. Much of our city is in the valley, but we do have a new annexation to the city with a new development. Most of the city's future growth will be on our surrounding hill sides. With that in mind the aesthetics of building here will be affected by this line running on the hills just south of our city.

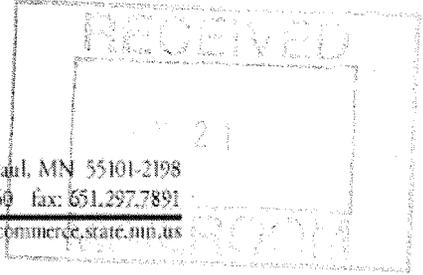
Our housing starts are down, which is the norm anywhere, but with the new power line running within eye site of our new development could really hinder the future growth and economics of our city. With that in mind we whole heartly support the preferred route that has been proposed by the electric companies.

Thank you

Duane "Moon" Hofschulte
City Administrator
City of Mazeppa
P.O. Box 316
Mazeppa, MN 55956
Ph# 507-843-3685
Fax# 507-843-3688



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



PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Ronald Hand

Representing:

Address:

*15873 440th St
Zumbrota Mn 55992*

Email:

Comments:

We would like to see the power line stay on the Highway 57 right of way at Zumbrota, as we have land south of county 7 where they plan to go cross country through the gravel pit, as we have gravel under our land too.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891



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main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

Representing:

~~Jeremy~~ tr Jeremy Irnthum

Address:

Email:

7954 260TH ST East

jirnthum@yahoo.com

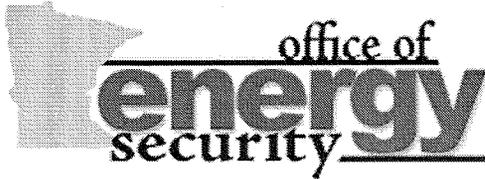
Comments:

My family lives just north of the FNAP Agricultural Easement in section 26. We would be greatly inconvenienced if the power line must skirt around the easment. We would like to avoid this. I am the third generation of my family to live and own this farm. We enjoy the natural beauty - and agricultural beauty of our area. This would be destroyed by power lines carving across our home. ^{The possibilities are} ~~this is~~ all very disturbing and unsettling. If possible we would like to see the impact minimized. I think you would like to employ the most direct route as well.

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891



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main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name:

MARC JACKSON

Representing:

SELF LAND OWNER
FARMER

Address:

5728 100 ST NW ORONO, MN 55960

Email:

Comments:

PLEASE USE ALTERNATE ROUTE FOR 161KV LINE
THIS ROUTE ~~SOMEWHAT~~ FOLLOWS THE "DOUGLAS
TRAIL". THIS CORRIDOR IS ALREADY PUBLIC EASEMENT.
THIS ROUTE WOULD INVOLVE LESS FARM TILLABLE
ACRES THAN THE PREFERRED ROUTE. FARMING/TILLING
AROUND POWER POLES IS CUMBERSOME AND
INEFFICIENT. MY ~~TILLABLE~~ TILLABLE LAND IS ON THE
EAST SIDE OF 60TH AVE NW IN SECTION 19.

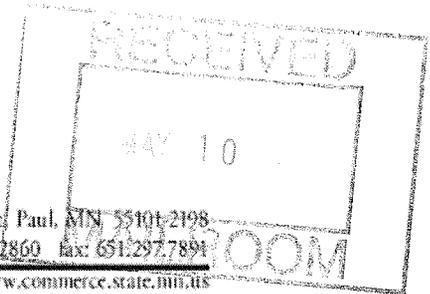
Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891



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main: 651.296.4026 ny: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us



PUBLIC COMMENT SHEET

CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: Gerald Johnson
12033 County Road 31 NW
Pine Island MN 55963-9415

Representing: OURSELVES

Address:

Email: brokencedars@PITEL.NET

Comments: I've written out comments for consideration which ARE ATTACHED

Thank you
Derek Johnson
5-7-2010

Please submit comments by 4:30pm, May 20, 2010 to:

Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Email: matthew.langan@state.mn.us
Phone: 651-296-2096
Fax: 651-297-7891

Postage
Required

TO: Matthew Langan
Minnesota Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Office of Energy Security
Matthew Langan
MN Dept. of Commerce
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Dear Matt.

Re: PUC Docket Number: E002/TL-09-1448

Appreciate your meeting at Pine Island the other day. There are several comments I'd like to offer relating to the CapX Transmission Line Project. All the following comments relate specifically to the 161 KV line from the New Substation to North (of) Rochester. OK? Some may be a little facetious, hope that is alright.

- Relating to the Alternate Route, largely along the Douglas Recreational Trail, my comment is as follows: The DNR and probably Federal Outdoor Recreation funding regulations would almost certainly disapprove the portions of this route on the Douglas trail right of way. Unfortunately then, it is not a viable alternative. This does two things, it puts essentially all the weight on the "preferred route" and it deflects interest toward an alternative that is not viable. Seems to me the only way to salvage it, as alternative route, would be to run the line adjacent to the trail, rather than on it.

Most of the rest of my comments relate to the preferred route for this line, specifically the portion between Highway 52, along County Road 31, and the Zumbro river bridge. It's where I live and the area I'm most knowledgeable about.

- The maps sent to us appear to have missed several of the residences along this mile of route. From Highway 52 to the Zumbro river, along the east side of County Road 31, there are 8 residences, Siegersma, Stock, McCutcheon, Mancilman, Gunther, (Name unknown), Hiebert, and Bugman. Along the West side of County 31 through this same mile there are 5 residences; Traxler, Bannick Anderson, Johnson (Me ☺), and Grabau. 13 in all, more than the map appears to identify.
- When the County 31 bridge over the Zumbro river was built, Olmsted County failed to complete relocation of the Road right of way extending northward. The existing curve in the road in this area is not according to Federal Road Standards. Over the years we've had a few cars end up in the ditch in front of our house, from traveling too fast to negotiate this curve. The last time, a number of years ago, a car ran off the road and hit and broke the power pole holding the transformer for our electrical power! Because of this, I'd recommend, should the

line ultimately run along County 31 in this area, that either the transmission line people work with Olmsted County to relocate County 31 where it's supposed to be, or at least the transmission right of way and transmission line, be located in reference to where County 31 should be located. Olmsted County knows where that is, the project just happens to be one of their low priority projects that regularly is cut because of budget constraints. No one's fault here, it is just the way it is.

- The next comment relates to the number of residences along this mile of proposed route (as mentioned above). Because of this, it might be worthwhile to consider a minor route change. I'd suggest consideration of running the line just to the East of (behind) the residential ownerships on the east (Klatke's Subdivision) of County 31. The line could continue on from there straight across the river and then easterly as planned. This would also move it a bit away from a couple other residential ownerships south of the Zumbro River. Coming down from the North (of Highway 52), the line could just continue to parallel Highway 52 a short way before crossing it and heading due south along this proposed alternative route. The land along Highway 52, and (I believe) all the way to the township road just north of the Zumbro River, is in 1 ownership. It's a part of the Elk Run project owned by Tower Investments. As such it is in transition from an agricultural property to a conglomeration of potential *future* development. This transition status may lend itself better for accommodating the transmission line than the adjacent residential ownerships. Also, the utility would have 1 owner to work with rather than several, and that owner, Towner Investments, as an investment entity, may not have the emotional attachments to the land many of the other owners have.

From the township road across the Zumbro river is 1 owner (Randy Stuckman), the same one that would be impacted by the proposed route crossing the Zumbro river at the County 31 bridge and along the road south of the Zumbro.

I'll try to attach a map of this idea.

Finally, I just need to suggest, it would be nice if the proposed new substation could be identified by any other name than the "North Rochester" substation. Roscoe, North Pine Island, South Zumbrota...anything else, even I guess North of Rochester. We wouldn't want to give anyone cause to suggest Rochester is out for a giant expansion (land grab) along Highway 52. Now that is a scary thought.

Thank you. I'd hope at least some of my comments prove beneficial.

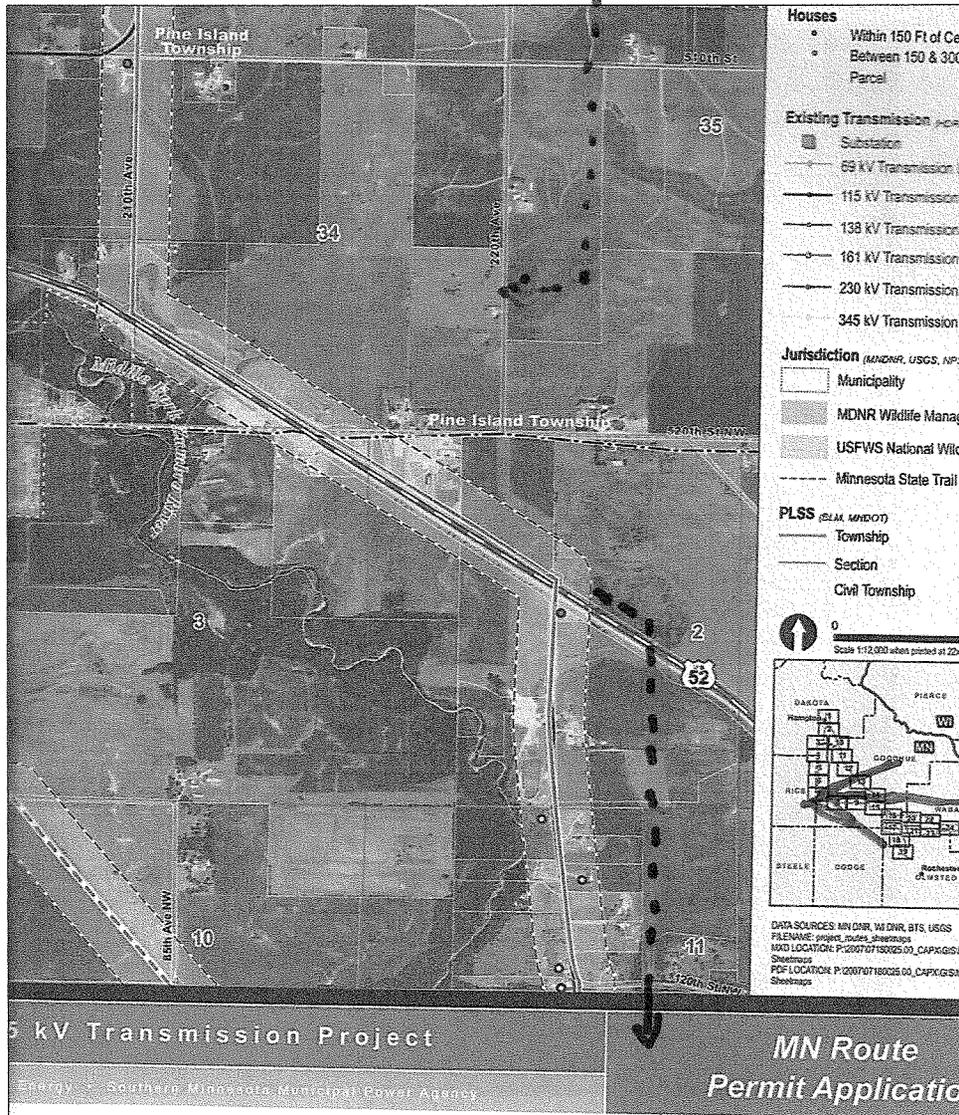
Sincerely



Gerald Johnson
12033 County Road 31 NW
Pine Island MN 55963-9415

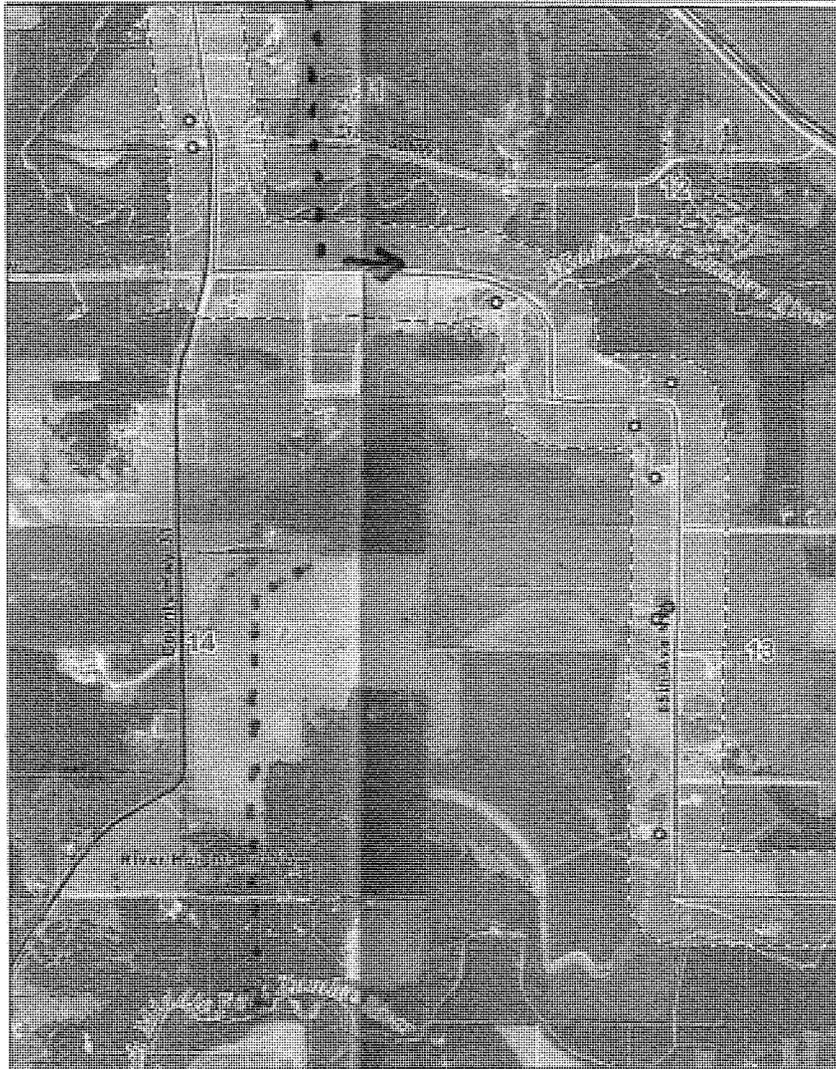
POTENTIAL ROUTE ADJUSTMENT

..... → POSSIBLE ALTERNATIVE



See over also

QPT letter 5-7-2010



I DON'T KNOW IF THIS WOULD BE
MORE ACCEPTABLE TO THE KIATKE SUBDIVISION
FOLKS. I AM THINKING IT WOULD BE
BRJ

Langan, Matthew (COMM)

From: KENT [kentjohn@frontiernet.net]
Sent: Monday, May 17, 2010 1:52 PM
To: Langan, Matthew (COMM)
Cc: Thomas Kuhfeld; Tom Rent; Marilyn Meline; rdonner@amtonline.com; BillSpro@aol.com; borgny; Regina Harris
Subject: CAPX2020
Attachments: CAPX.jpg



CAPX.jpg (1 MB)

May 15, 2010

Mr. Matthew Langan
Minnesota Department of Commerce
Department of Energy Security
85 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198

Subject: CapX Hampton-Rochester-LaCrosse Transmission Line EIS Scoping

Dear Mr. Langan:

Stanton Sport Aviation Inc. is requesting the Department of Energy Security consider the environmental impacts of the Alternate Route 345kv line located to the southwest of our operation. The attached map identifies the airport location and the portion of the alternate route that has a negative environmental impact.

Background.

Stanton Airfield is a privately-owned/publicly-open airport located at the intersection of MN 19 and MN 56. Stanton Sport Aviation owns and operates Stanton Airfield. Additional information on Stanton may be found at www.stantonairfield.com. SSA caters to the recreational flying community through our flight school, light sport aircraft (LSA) sales, hangar rentals, airplane maintenance services and other flying services. It is also been the home of the Minnesota Soaring Club since 1959. The Club's information may be found at www.mnsoaringclub.com.

Stanton Airfield has been in continuous use for flight training since April 1942, when Carleton College bought the Dack farm for use as an airport for the purpose of training pilots for World War II. The property was selected because of its unobstructed approaches, flat terrain, and good drainage, a condition that still exist today.

Stanton Sport Aviation was formed and purchased the facilities in October 1990 when there was fear that the property might be returned to agricultural or other uses. Several active local pilots organized a group of investors most of whom used the field for sport flying. They were committed to keeping the field available for sport aviation purposes. The field is one of the few grass strips available for recreational flying, training and soaring.

In 2004, in cooperation with the Minnesota State Historical Society, Carleton Airport, now Stanton Airfield, was designated as a Historic Place by the National Park Service, and listed on the National Register of Historic Places. This purpose of this designation was to preserve Carleton (Stanton) as a Minnesota Aviation Landmark.

Environmental Factors

As stated in Minnesota Administrative Rule 7849.5910 the Public Utilities Commission must consider certain factors prior to issuing a permit for high voltage transmission lines. CapX2020 acknowledged some of these factors including the proximity to airports in its information piece dated 11-2008.

Effects on Public Health and Safety

Stanton caters to gliders and small general aviation aircraft. Gliders, with only a few exceptions, are not powered by an engine and therefore are severely limited in their ability to alter altitude on final approach. Most powered planes using Stanton have small engines and limited ability to climb steeply. During summer, climbing ability is further limited when density altitudes are high. The line to the southwest though beyond the "landing pattern" of the airport could impact airplanes approaching the airport by creating a hazard.

Effects on Land Based Economic

As mentioned previously SSA is engaged in a variety of business activities including flight training, airplane maintenance, glider towing, airplane sales and plane and hangar rental. We employ flight instructors, aircraft maintenance personnel and other administrative employees.

There are 50 aircraft stored and flown from Stanton. In 2008 aircraft operated by Stanton were flown 1300 hours. The active customer list is over 250. The Soaring Club has almost 100 members.

Any reduction in safety margins at the airport would result significant lost revenues, thereby irreparably damaging SSA's business.

Effects on Historic Resources

Stanton Sport Aviation is made up of 50 plus shareholders. All of the owners are aviation enthusiasts who are dedicated to preserving the unique history of Carleton Airfield now known as Stanton Airfield. The proposed power lines will damage the physical environment around the airport and could ultimately result in SSA being forced to abandon it as airport and sell it for agriculture or other uses thereby losing its National historic designation.

Summary

Stanton Sport Aviation recognizes the need to improve the power distribution system within the Midwest region. Representatives of CapX2020 positively responded to our concerns over the preliminary routing. However it would be our desire to see the line indicated in the attached map relocated further west as indicated on the map. If you have any questions please contact me at 507-645-4030 or KENTJOHN@frontiernet.net

Sincerely,

Kent Johnson
Airport Manager
Stanton Sport Aviation, Inc.

--
Kent Johnson

Stanton Sport Aviation



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