

**Langan, Matthew (COMM)**

**From:** Ed & Paula Gergen [ejgergen@bevcomm.net]  
**Sent:** Thursday, April 28, 2011 9:12 PM  
**To:** Langan, Matthew (COMM)  
**Subject:** PUC Docket No. TL-09-1448

Dear Mr. Langan, the following comments are for the DEIS on the CapX2020 initiative:

Our concern is about the alternate route of Harry Ave, we believe the alternative route is unacceptable for the following reasons:

65A Firstly, many of the houses on the alternate route map are much closer to Harry Avenue than they appear on the map. CapX representatives at the last meeting told how the lines could virtually run right over the top of several of these houses.

65B Secondly, there are two housing developments on Harry Avenue, one of which we are owners, that have unsold lots. CapX lines would greatly decrease the value of these remaining unsold lots. This would cause a significant financial burden in an already declining housing economy.

65C Thirdly, Harry Avenue is a highly travelled road for summer recreation. It is the access road for Lake Byllesby and the Dakota County Park affiliated with it. Lake Byllesby is the only recreational lake in southern Dakota County. Also, it is the road travelled to the Cannon Falls Golf Course and Jim Simon's Horse Arena. A route down Harry Avenue and across Lake Byllesby Dam would greatly disturb the aesthetic beauty of the most visited summer recreational area in Southern Dakota County.

65D Thank you for taking these points into consideration. Would you be available to meet with people in our neighborhood to discuss these matters further? Please let us know.

Sincerely,  
 Ed and Paula Gergen

**65A.**

The locations of three houses along Harry Ave. were updated in the GIS file. These changes are reflected in updated Appendix A maps and in map 8.1-20 Table 8.1.4.3-1.

**65B.**

See Section 7.2 of the EIS.

**65C.**

See Section 7.3.1 of the EIS.

**65D.**

The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**Langan, Matthew (COMM)**

**From:** Gene Gergen [sggergen@gmail.com]  
**Sent:** Thursday, April 07, 2011 7:23 PM  
**To:** Langan, Matthew (COMM)  
**Subject:** Docket No. TL-09-1448

To whom it should concern:

I don't understand how an environmental impact statement can be drafted at this point. I have a piece of property on one of the alternate routes where the line may cross Hwy 63.

My farm which is my only job consists of an 86 acre rotational grazing livestock operation. It is currently in the process of being organic certified. This project would have a huge environmental impact on my property as well as the several years worth of conservation work I have put into it. The affected area as well as a much larger area than predicted would not be hospitable to animals as well as cut down on my grazing area. I do not believe it is possible to have an accurate environmental impact statement when I have not seen or heard from one single person about the effects this project would have on my land. It also seems that the main route is getting the focus of attention when it is also very likely that the path of least resistance (alternate route) will occur.

Eugene Gergen  
38588 573rd St  
Zumbro Falls, MN 55991  
Zumbro Township

66A

66B

**66A.**

See Section 7.5.1.1 of the EIS.

**66B.**

See Section 7.5 of the EIS.

**Langan, Matthew (COMM)**

**From:** Lori Glabe [glabe@pitel.net]  
**Sent:** Tuesday, April 26, 2011 8:47 PM  
**To:** Langan, Matthew (COMM)  
**Subject:** PUC Docket Number E002/TL-09-1448

To Whom it May Concern,

We would like to start by stating that we OPPOSE the findings regarding the 3P-001 to 3-P010 routes and the entire 3P routes. The DEIS does not adequately factor in the effects to our home, a farm north of Oronoco, values in our mostly residential township. Nor does it factor in the effect such a project will have on our future land use. It would decrease the value of my land, because the line would be put on two sides of my property.. The scenic country side would also be destroyed. I strongly feel that this power line will effect my livestock, by stray voltage. We are also concerned on the effects it will have on: cell phones, televisions, and computer reception. Leland and Lori Glabe 12406 County Road 18 NW, Oronoco, MN 55960

67A

67B

67C 67D

67E

**67A.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**67B.**

See Section 7.2 of the EIS.

**67C.**

See Section 7.3.1 of the EIS.

**67D.**

See Section 7.1 of the EIS.

**67E.**

See Section 7.9 of the EIS.



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:** HEATHER & LUKAS GORDON  
**Representing:** 65<sup>th</sup> St NW  
**Address:** 4593 SUMMIT POINTE PL NW  
**Email:** CARTERLOVEJ@GMAIL.COM  
 ROCHESTER, MN 55901  
**Comments:**

68A

68B

68C

We do NOT support this transmission line project. We back up to 65th St NW. We do not want a decrease in property value. We have small children that regularly play in the backyards. Our neighborhood has the potential to expand and grow and this project would be detrimental to the Summit Pointe neighborhood.

Please submit comments by 4:30pm, April 29, 2011 to:

Matthew Langan  
 Minnesota Dept. of Commerce  
 85 7<sup>th</sup> Place East  
 Suite 500  
 St. Paul, MN 55101-2198  
 Email: matthew.langan@state.mn.us  
 Phone: 651-296-2096  
 Fax: 651-297-7891

68A.

The "need" for this transmission line was determined in the separate Minnesota Certificate of Need process. The Commission does not have jurisdiction over this issue as part of the route permit process, and is statutorily prohibited from revisiting this issue as part of this docket. See Minn. Stat. 216E.02, Subd.2.

68B.

See Section 7.2 of the EIS.

68C.

See Section 7.4 of the EIS.

**Langan, Matthew (COMM)**

**From:** Loren & Chris Grev [lcgrev@myclearwave.net]  
**Sent:** Monday, April 25, 2011 11:08 PM  
**To:** Langan, Matthew (COMM)  
**Subject:** CapX Hampton-Rochester-La Crosse DEIS Comments

Mr. Matthew Langan,

I was at the public comment meeting in Plainview on 4/12/2011, but didn't have comments prepared or written ahead of that meeting. I have since reviewed much of the Hampton-Rochester-La Crosse Draft Environmental Impact Study dated March 2011 and believe the following things have not been fully addressed:

69A

1. There are homes just beyond the 500 ft. from center route path that should be listed as impacted. Our home (11724 11<sup>th</sup> Ave NE, Rochester) recently showed up as impacted when the 3P-011 route alternative was added to the scoping process. Whether we're just within or just beyond the 500 ft. line, our home should have been on the maps all along. Three of our neighbors are in a narrow strip of (unimpacted) land between a couple route options, namely 3P-11 and 3P. Their homes should be listed on the maps if they aren't. The three are Greg Pepin at 11885 11<sup>th</sup> Ave NE, Rochester, Brian Schwanke at 11717 11<sup>th</sup> Ave NE, Rochester, and Jason Ottman at 1485 Whitebridge Rd NE, Rochester.

69B

2. Explain why the RoW width of 150 ft. was chosen and how that width assures that the magnetic fields are below the 2mG level at the edge of the RoW.

69C

3. Explain how the EMFs, line noise and/or electronic interference affect hearing aids. We have a child who wears hearing aids. She already has enough developmental challenges with a hearing loss; I want assurance that there will be no additional impact to her hearing.

69D

As many of my neighbors are, I am also concerned about the following:

- The number of homes impacted seems much too high. Route the line where people/homes are not displaced.
- Property value impacts of 10% are too high, especially if the home impacted is your own.
- Section 8.3.4.4 says "Transmission towers and lines also change the visual quality of views within the agricultural landscape; however, due to the relatively low populations densities and small numbers of travelers along most route alternatives, this impact does not affect many people." I guess I am one of the 'not many' travelers/inhabitants along the route and I do care and I am impacted. We moved from Rochester to 15 minutes outside of town for a reason - I want to keep my views of the rolling hills and fields, not power lines.

69E

69F

Thanks for your time and the opportunity to provide comments. I look forward to your reply.

Chris Grev

**69A.**

The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**69B.**

The width of the ROW depends primarily upon structure design, span length and the electrical safety requirements associated with the voltage of the line. There is no standard in Minnesota for magnetic field at the ROW edge. State standards for other states are shown in Table 7.1.1.2-4.

**69C.**

This Project is not expected to impact hearing aids.

**69D.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**69E.**

The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration. See Section 7.2 of the EIS.

**69E.**

See Section 7.3.1 of the EIS.

FEIS ID #70

April 26, 2011

Tom and Marilyn Grossbach  
42931 595<sup>th</sup> St.  
Mazeppa, MN 55956

Matthew Langan  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, MN 55101-2198

RE: CAPX2020 High Voltage Transmission Line, PUC Docket No. TL-19-1448

Dear Matt,

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

The alternate route as it crosses our entire property for 160 rods will not follow section lines, property lines or agricultural field lines. There are no existing easement or right of ways or survey lines that could be used. There is no access to the proposed lines that would facilitate the construction and maintenance of the line. This potentially could cause higher maintenance costs and disruption of power.

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

It is our understanding that the proposed lines will carry approximately 345,000 volts. This 345,000 volts divided by 6,000 would come to 57.5 meters (191.6ft)

The land that you are proposing crossing includes 40 acres of Crp-Safe CP 38E (Back Forth Pheasant Habitat), 56 acres of CP 2, and 65.5 Stewardship acres with 60 Acres in the certified Tree Farm System.

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

Respectfully,

*Thomas C. Grossbach Marilyn J. Grossbach*  
Thomas C. Grossbach and Marilyn J. Grossbach



**WOODLAND STEWARDSHIP PLAN**

Prepared for:

Tom Grossbach  
42931 595<sup>th</sup> Street  
Mazeppa, MN 55956

**Property Location**

NWNW, SWNW, SENW, NWSW, NESW, SEC 17, T109N, R14W,  
Wabasha County  
65.5 Stewardship Acres  
180 Total Parcel Acres

File No.

Prepared By:

Joseph Brown  
MN DNR-Forestry  
1801 South Oak  
Lake City, MN  
651-345-3216

August 4, 2008

**Forest stewardship goals for this property are:**

1. Improve wildlife habitat and maintain recreational opportunities.
2. To grow a healthy forest for personal recreational development.
3. Establish more desirable forest for possible future income.

**Minnesota  
Forest  
Stewardship  
Program**

70A

70B

70C

**Tree Farm Inspection Record**

AFF Form 004 Revised 1/04

Initial Inspection:  Pioneer  Certified  Sold  Subst:  No Interest  Missir

State MN Tree Farm Number 2928

Field Inspection Date 8/4/2008  
Tree Farmer Interview Date 5/9/2008 Type:  Field  Ph

Graduate Pioneer to Certified  Y  N/A  
Tree Farm Sign Needed  Y  N  
Owns Multiple Tree Farms  Y  N

**Tree Farmer**  
Owner Last or Organization Name \_\_\_\_\_ First Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_  
Phone \_\_\_\_\_ E-Mail \_\_\_\_\_

MN-2928 ID: 29154 247/273  
Generated: 02/27/2007

Thomas Grossbach  
RR1  
Mazappa, MN 55956 9801  
(507) 843-3600

CTY: Wabasha AC: 60  
C/P: Certified R/A: Resident TFST: MN  
LOC: N1/2SW1/4S1/2NW1/4 & S1/2NWNW 17 109 14

INSP: JIM R Schroeder ID: 8831  
(920) 832-2747

CERTIFIED: 11/01/1981 LAST INSP: 11/01/2001 DUE: 2007

**Tree Farm**  
Ownership  Non-Industrial Private  Municipal  
 Public  Other \_\_\_\_\_

Acreage \_\_\_\_\_ County \_\_\_\_\_

Location Legal: \_\_\_\_\_  
Local: \_\_\_\_\_

Residence?  Yes  No

**Inspecting Forester**  
Name BROWN JOSEPH R  
Last Name First Name MI

ID # 82503 Phone 651 345 3216

Email joseph.brown@dnr.state.mn.us

Employer Type:  Industry  State  Consultant  Federal  Retired

Employer Name: MN DNR FORESTRY  
Organization Name

**Forest Management Activity (since last inspection)**

Type	Acres / Comments
Harvest Method	
<input type="checkbox"/> Coppice	
<input type="checkbox"/> Even-Aged	<u>NO</u>
<input type="checkbox"/> Uneven-Aged	
<input type="checkbox"/> Other	
• Total Volume MBF	
Stand Improvement	
<input type="checkbox"/> Thinning	
<input type="checkbox"/> Pruning	<u>NO</u>
<input type="checkbox"/> Fertilization	
<input type="checkbox"/> Vegetation Control	
<input type="checkbox"/> Other	
Reforestation	
<input type="checkbox"/> Natural	
<input type="checkbox"/> Seeded/Planted	<u>NO</u>
<input type="checkbox"/> Other	
Protection	
<input type="checkbox"/> Fire	
<input type="checkbox"/> Insect	
<input type="checkbox"/> Disease	
<input type="checkbox"/> Erosion Control	<u>NO</u>
<input type="checkbox"/> Other	
Wildlife	
<input type="checkbox"/> Food Plots	
<input type="checkbox"/> Shelter/Habitat	
<input type="checkbox"/> Other	
Recreation/Access	
<input type="checkbox"/> Trails/Roads	
<input type="checkbox"/> Scenic Value	
<input type="checkbox"/> Other	

**Recommendations (next inspection cycle)**

Harvest Method Thin pine/larch plantations

Stand Improvement TSI - BUCKTHORN

Reforestation \_\_\_\_\_

Protection BUCKTHORN REMOVAL

Wildlife \_\_\_\_\_

Recreation/Access \_\_\_\_\_

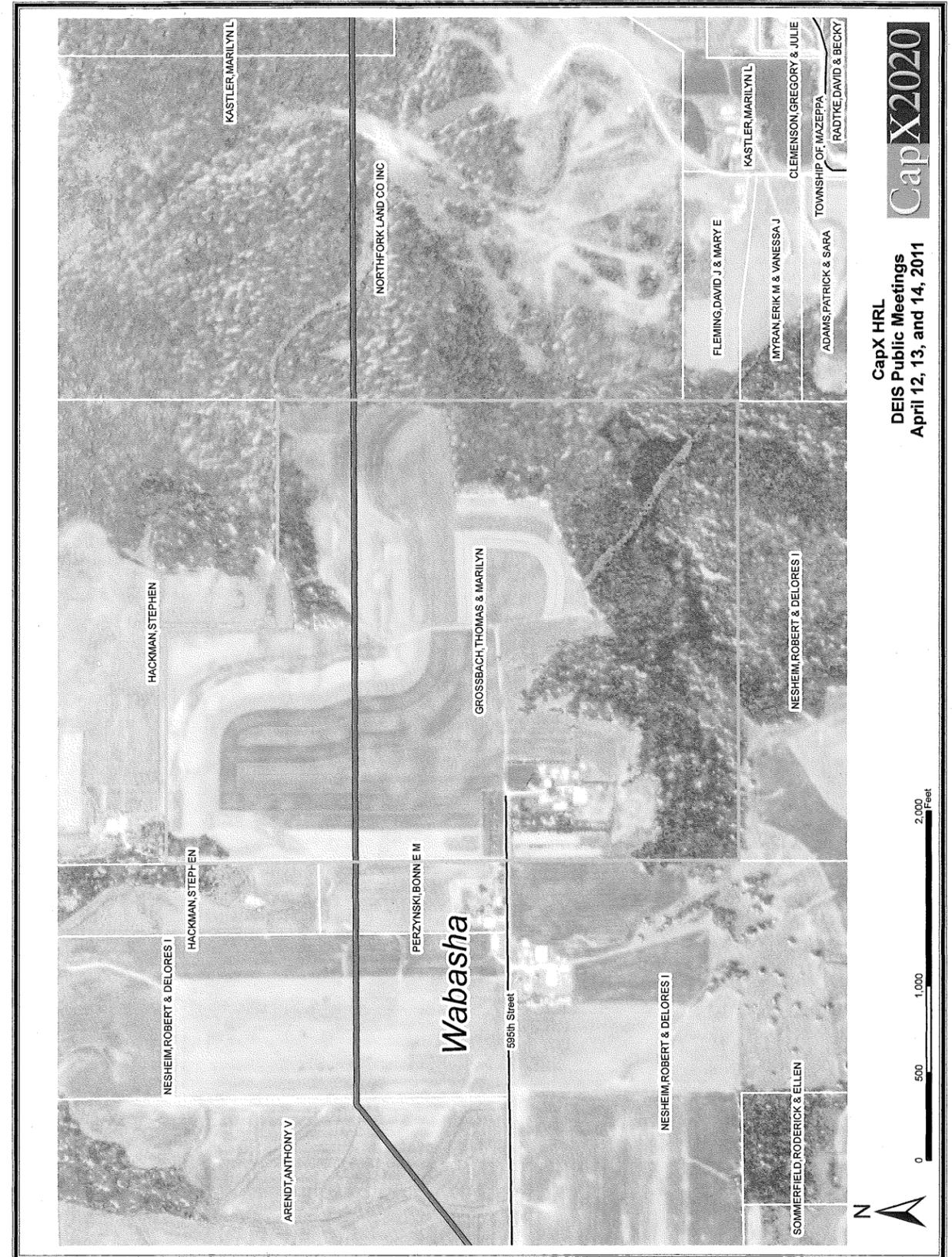
Other \_\_\_\_\_

Notes:

**Authorization**  
State Approval [Signature] Date 8/4/08 Certification Approved:   
Regional Approval \_\_\_\_\_ Date \_\_\_\_\_ Certification Recommended:   
Inspecting Forester<sup>1</sup> \_\_\_\_\_ Date \_\_\_\_\_ Certification Recommended:   
Tree Farmer<sup>2</sup> Thomas C Grossbach Date 5/20/08

1. See last page for AFF Standards of Sustainability Auditor Verification Form.  
2. Signature affirms compliance with all relevant laws/regulations and permits agents of ATFS ingress and egress for inspection/verification purposes.

AFF COPY



CapX 2020

CapX HRL  
DEIS Public Meetings  
April 12, 13, and 14, 2011

## FEIS ID #70

**70A.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**70B.**

The statement made in the technical letter provided by Medtronic states that “Medtronic pacemakers/defibrillators are designed to operate normally in electric fields measuring 6000 volts per meter (6 kV/m). The maximum calculated electric field on the entire length of the Project as presented in Section 7.1.1.1 of the EIS is 3.76 kV/m.

**70C.**

The Minnesota Forest Stewardship Program of the DNR provides technical advice and long range forest management planning to voluntary landowners. A route that crosses land that is part of a Forest Stewardship Plan may be incompatible with that Plan.

**Langan, Matthew (COMM)**

**From:** Grousky, Ronald W. [grousky.ronald@mayo.edu]  
**Sent:** Thursday, April 28, 2011 3:59 PM  
**To:** Langan, Matthew (COMM)  
**Cc:** Grousky, Ronald W.  
**Subject:** PUC Docket No. TL-09-1448

71A Dear Mr. Langan, I would like to offer a few comments related to PUC Docket No. TL-09-1448 and to express concerns regarding the route labeled segment 2 of 2C#-002, 2C3-004 and 2C3-007 including property within the western city limits of Oronoco. We believe that this line should not be located so close to the existing homes along the western edge of the City of Oronoco. We believe that a power line of this magnitude should either follow an existing major corridor or be located in a more rural area. Some specific concerns are outlined below.

- 71B • Segment 2 of these routes does not follow an existing corridor including existing power lines and roadways. There is no reason to approve a randomly selected route located close to private homes in this area. The lines would put our families at much risk for no identifiable purpose. While research on the negative effects of living near major power lines may be inconclusive several studies have highlighted the correlation between living close by power lines and a number of potential serious health risks such as Childhood Leukemia, Cancer, Sleeping Disorders, Anxiety, depression, Alzheimer's disease and Senile Dementia. There seems to be no logical reason or significant need to arbitrarily put our children and grandchildren and other residents at risk by locating these lines in our residential community. Why should these lines be forced on our local community if there is any potential risk at all.
- 71C • The homes in our residential area were designed for low traffic and low noise. The area includes large lots and rolling hills and wooded areas. We believe that the power lines would have a significant impact on the aesthetics and quality of life in the community. The lines would also have a significant impact on property values which have already taken deep cuts due the poor economy.
- 71D • Locating the power lines in this location could also create safety issues for residents. The area is well know for prevailing west and northwest wind and related wind damage to trees and property. The winds could blow ice build up affecting homes and activities of residents. The lines and poles would create additional wind noise and the removal of any trees along the western property range would even further increase noise and increase the chances for property damage from stronger winds.
- 71E • The migration and activities of waterfowl could also be affected as Shady Lake and the Oronoco area is a resting place and home for many migrating geese and other water fowl.
- 71F

We are requesting that the plans of locating these power lines in our neighborhood be re-evaluating in light of the many significant negative impacts on our community. We believe that a power line of this magnitude should either follow an existing corridor or should be located in a more rural route. Thank you for your consideration of this request. Please feel free to contact me at 507-284-4627 or at 507-367-4386. Your help in this matter is greatly appreciated.

Ron and Jan Grousky  
 215 13th Lane SW  
 Oronoco, Mn 55960

**71A.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**71B.**

See Section 7.1 of the EIS.

**71C.**

See Section 7.3.1 of the EIS.

**71D.**

See Section 7.2 of the EIS.

**71E.**

See Section 7.1 of the EIS.

**71F.**

See Section 7.7 of the EIS



**Langan, Matthew (COMM)**

**From:** apache@web.lmic.state.mn.us  
**Sent:** Tuesday, April 26, 2011 11:50 AM  
**To:** Langan, Matthew (COMM)  
**Subject:** Haas Tue Apr 26 11:50:12 2011 E002/TL-09-1448

This public comment has been sent via the form at:  
[www.energyfacilities.puc.state.mn.us/publicComments.html](http://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: Susanne Haas

County: Olmsted County

City: Rochester

Email: [susannenovak@gmail.com](mailto:susannenovak@gmail.com)

Phone: 507-358-0535

73A

Impact: I live next to 65th street with my two children under age 4. Almost every single household within 500 ft. of proposal 2P-002 has multiple small children residing inside. Although no definitive link has been found between brain tumors, leukemia and other cancers and magnetic fields, it hasn't been completely eliminated either(<http://www.cancer.gov/cancertopics/factsheet/Risk/magnetic-fields>). This is extremely important to note given the large amounts of residential homes next to 65th street, especially given the fact that most contain the people most at risk, small children.

73B

Additionally, 65th street is in need of major repair work. The road has several blind hills and I'm shocked that as of yet there have been no fatal accidents because of the poor road surface combined with poor visibility. I can not fathom how difficult it would be to have construction going on for transmission lines in addition to the above factors. The road is in horrible condition to begin with and adding a major construction project would just worsen the problem that is already a public safety issue.

Mitigation: Alternative routes should be utilized as 65th street is not a viable option.

Submission date: Tue Apr 26 11:50:12 2011

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](mailto:andrew.koebrick@state.mn.us)

**73A.**

See Section 7.1 of the EIS. The EIS indicates that although a definitive link between EMF exposure and adverse health effects has not been shown, there is evidence of an association and also uncertainty as to the relationship between EMF and health effects.

**73B.**

See Section 7.11 of the EIS.



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: Stephen Hackman Representing: \_\_\_\_\_

Address: 59919 430th Ave Email: \_\_\_\_\_  
Mazeppa MN 55956

Comments: 8.3.4.5 page 155 of Draft EIS T109N R14W Sect 17+16

currently states "Forest Based economies in this segment are not anticipated to be significant". I believe this to be understated, there are more than one tree farms in this area, and several more with woodland stewardship plans in place including mine and those of my neighbors. I have also enclosed a copy of somewhat recent sale of timber which was a small select cut with more to come in the future. Other tree farms in the area are as follows:

- Thomas Grossbach T109N R14W Section 17
- Dean Rejzner " " section 16 Stewardship
- Stephen Hackman " " section 17

Please submit comments by **4:30pm, April 29, 2011** to: There are several more in the area that will comment separately.

Matthew Langan Email: [matthew.langan@state.mn.us](mailto:matthew.langan@state.mn.us)  
Minnesota Dept. of Commerce Phone: 651-296-2096  
85 7th Place East Fax: 651-297-7891  
Suite 500  
St. Paul, MN 55101-2198

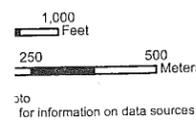
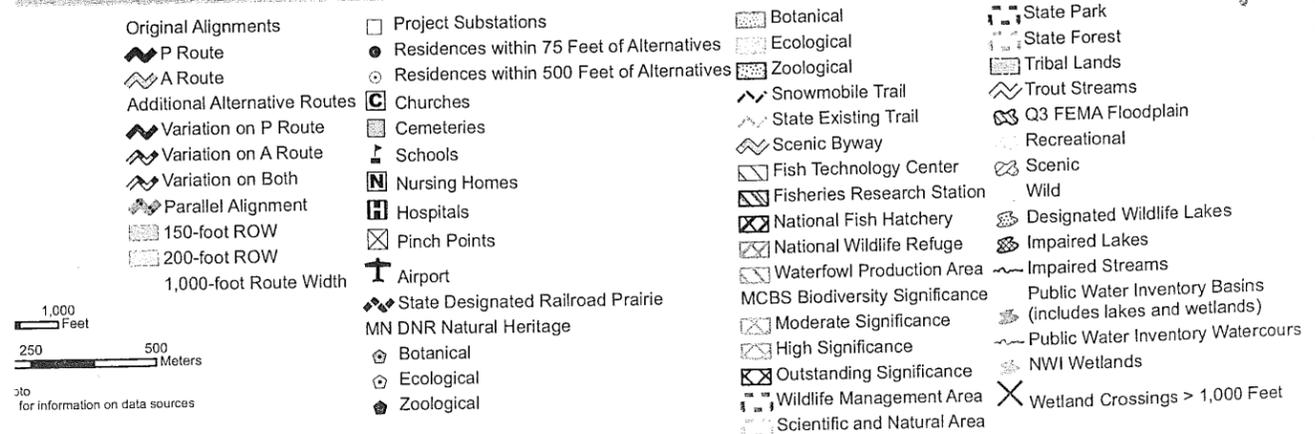
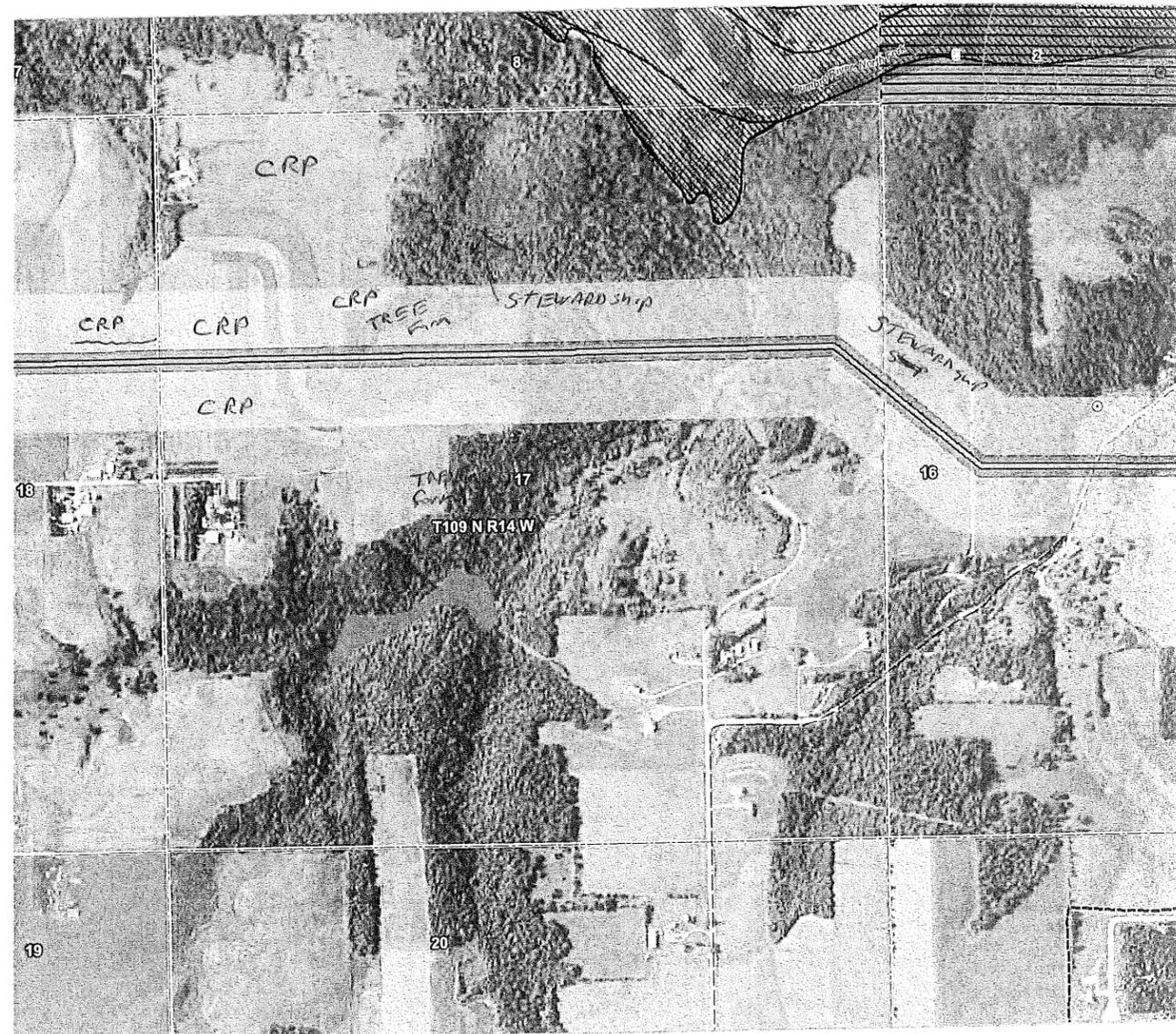
*Thank you*  
*SLM*

OUR PLEASE

74B

*I am also concerned about the slope and grade study of the routes.*

74A



WABASHA SOIL AND WATER CONSERVATION DISTRICT  
 254 WEST MAIN STREET  
 WABASHA, MN 55981  
 612-565-2646

FOREST STEWARDSHIP PLAN PREPARED FOR

Stephen Hackman  
 10 Janice Dr.  
 Chaska, Minn. 55318

NW1/2, NW1/4, NW1/4 & NE1/4, NW1/4, NW1/4 of Sec. 17-TWN 109N-R14W,  
 SW1/2, SW1/4, SW1/4 of Sec. 17-TWN 109N-R14W

Description:

A total of 72 acres of this property has 45.4 acres currently enrolled in CRP. The CRP acreage is rolling hills above and at the edge of the Zumbro River Valley. There is cartway access to the property. The cartway forms the western most boundary and runs along the side of a valley that drains part of this property and adjacent property to the south and west. The northern most boundary is located at the bluff edge that overlooks the Zumbro River Valley. This area is wooded to the CRP land. There is a major valley on the south and east portions of the property. This area is covered with norther hardwoods which have been harvested in the past five years. Wildlife present include: deer, coyote, ruff grouse, wild turkey, and pheasant.

Goals:

Develop property for its wildlife potential while increasing timber production and quality. Develop wildlife shrub and tree planting on areas of CRP land that will not go back into production. Trees will be planted for timber production with an emphasis on black walnut. Shrubs will be planted to enhance wildlife. Any creation of standing water for duck habitat would be great. The land owner will construct a home on this property at some time in the future.

\\\\\\ Site preparation for Natural Regeneration (after harvest)

Area is outlined on the reverse side and is approximately 19 acres.

This area was recently logged and most of the merchantable materials was removed. The trees remaining are mixed areas of smaller or poor quality oak, basswood, maple, bitternut hickory, and some patches of aspen all shading the under story. Oak regeneration and wildlife habitat can be encouraged by releasing desirable trees. Large trees with very small crowns or dead trees or trees with active cavities may be left for wildlife to utilize (leave 4 or 5 trees per acre). Desirable trees with poor shape or showing signs of disease should be felled. Undesirable species should be frilled or felled and have the stumps treated to prevent sprouting (single stem aspen, bitternut

# Randy's Logging & Timber

## Timber Deed and Agreement

I, Steve Hackman (hereinafter seller(s) hereby sell and convey to Randy's Logging and Timber (hereinafter Buyer), the mature timber of land in county of Washington, state of MD, described as follows All Walnut trees

Veneer and sawlogs will be scaled on a per 1000 feet basis. The consideration to be paid for said timber shall be the amounts detailed below:

### Current Market Values Per Thousand Board Feet:

Red Oak Veneer- 4 clear 16"+over.....	Cherry Veneer <u>1000<sup>00</sup></u>	Walnut V-1 <u>14000<sup>00</sup></u>
Red Oak No. 1-3 clear 12"+over.....	Cherry Saw <u>400</u>	Walnut V-2
Red Oak Saw Logs 10"+over.....	Hard Maple Veneer	Walnut No. 1 Saw <u>80</u>
Black Oak..... <u>150<sup>00</sup></u>	Hard Maple Saw	Walnut No. 2 Saw <u>40</u>
White Oak Veneer-4 clear 16"+over.....	Ash Veneer	Butternut
White Oak Stave Logs 12"+over.....	Ash Saw	Misc. V
White Oak Saw Logs.....	Elm	Misc. Saw
Basswood Veneer- 4 clear 16"+over.....	Cottonwood	
Basswood No. 1-12"+over.....	Pallat	
Basswood Saw Logs 10"+over.....	Hickory <u>1300<sup>00</sup></u>	

### Down Payment

\$ X Dollars has been paid down pursuant to this agreement and the balance of the purchase price herein shall be paid after the logs are scaled, but before the logs are removed from the sellers premises.

### Lump Sum Sale

If this is a lump sum sale, \$ X dollars is paid for all timber described as follows: \_\_\_\_\_ timber paid in full.

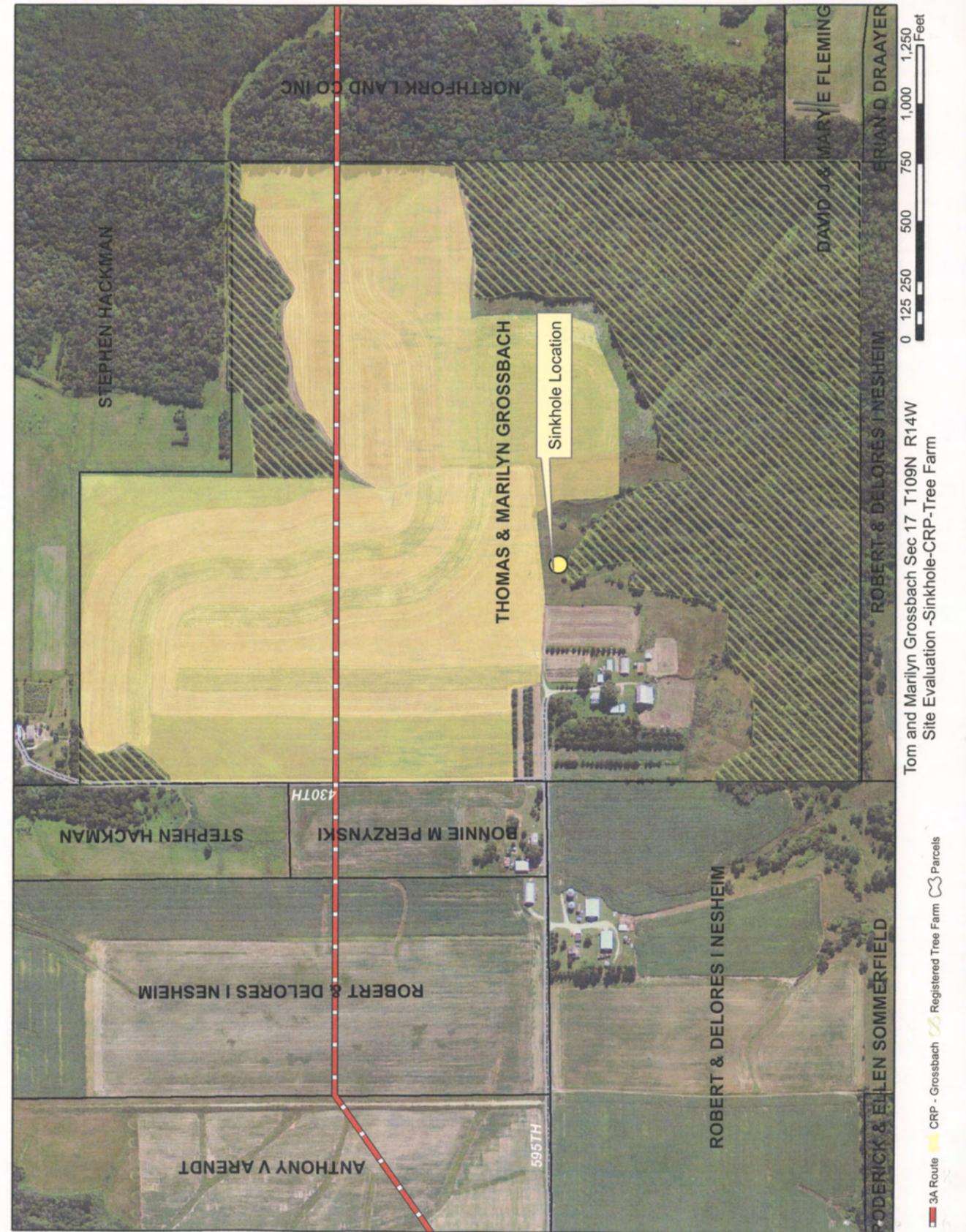
### Guarantee Sale

A guarantee of \$ 1500<sup>00</sup> dollars is made on the above described timber.

## CONDITIONS OF AGREEMENT

- Paragraph Headings:** Paragraph headings used in this agreement are for convenience only, and do not constitute a part of this agreement.
- Seller(s) Not responsible For Injuries.** The seller(s) herein shall not be responsible for any injuries received by the buyer or its agents as a result of the harvesting of timber on seller(s)' land, nor shall the seller(s) be responsible for any damage to buyer's equipment as a result of the harvesting of timber on seller(s)' land
- Length Of Contract And Buyers Use Of Land.** Buyer will make all reasonable efforts to minimize any injury to the land or remaining trees. Seller(s) hereby grant to buyer the free use of piling ground and the right to enter upon said land and cut and remove said timber at any time within 2 months from date of this timber deed and agreement. Seller(s) further grant to buyer the right to cut and remove products, together with a road or right-of-way suitable for trucks to haul loads of logs from timber to public road. It is further agreed that the seller(s) shall not require the buyer to cut up, remove, burn, or otherwise destroy tree tops (which is the natural residue from logging timber) and may leave them where felled.
- Sellers Guaranties And Warrant To Defend.** Seller(s) herein for him/her/themselves, their heirs, executors, administrators and assigns, do hereby warrant and guarantee to buyer and assigns the right to enter upon the land for the cutting and removal of timber and seller(s) further agrees to warrant and defend buyer's right to so enter pursuant to the terms of the agreement. Seller(s) further guarantee title to the forest products covered by this agreement and to defend buyer's right to title of said forest product against all claims at seller(s)' expense. Seller(s) further agree to reimburse buyer for his reasonable attorney's fees in enforcing the provisions of this agreement.
- Security Agreement to Buyer.** It is further agreed by and between the parties hereto that all timber once severed from the ground, shall immediately become the personal property of the buyer herein. Seller shall, however, be granted by this instrument a security interest in said severed timber in an amount equal to the unpaid purchase price of said timber. This security agreement shall be of no further force and effect upon payment by seller to buyer, or his designee, of the full purchase price of said timber pursuant to the terms of this agreement.
- Buyers' Right of Possession Subject To Seller Security Agreement.** Upon the execution of this agreement, buyer shall have the sole right to possession and ownership of all timber sold herein. The parties agree that seller shall have no right to set off or any type of right to maintain possession of severed timber on any basis whatsoever, except for sellers security agreement specifically granted herein.
- Sellers Right To Revoke Contract.** Seller may, prior to buyers actual entry on said land for the purpose of cutting said timber, revoke this contract upon a payment to buyer of \$500.00 as and for liquidated damages for sellers breach of this contract, to compensate buyer for lost time and expenses incurred. All down payments shall also be returned to buyer.
- Resolving Disputes.** In the event of any dispute between buyer and seller concerning the amount actually due under the terms of this agreement, a Minnesota Department of Natural Resources State Forester, Shall do all grading and scaling. The decisions of said State Forester shall be accepted by all the parties to this agreement. The cost of such third party shall be borne equally by the parties hereto.
- Complete Agreement.** The parties hereto agree that this document constitutes the full and final agreement between the parties hereto.

SIGNED THIS 7<sup>th</sup> DAY OF APR 2006



**74A.**

The sentence stating that impacts would be insignificant has been removed from the EIS.

**74B.**

See updated text in Section 7.4, 8.1.4.4, 8.2.4.4, and 8.3.4.4 of the EIS.



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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: Kia Hackman Representing: NRG

Address: 59919 430th AVE Email: \_\_\_\_\_

**Comments:**

I don't understand why you would want to make a new Zumbro River crossing when there are two existing already. You are missing a north route river crossing in the DEIS. Our Zumbro River is a highly used for canoeing & that part was not mentioned in the DEIS. The Dam (Zumbro) to Hammond stretch is the largest canoeing route on the Zumbro River. We would also like the slope/grade of the land terrain studied more. When Winona County made their ordinance for the wind towers slope/grade was a major part of this decision. We also believe economics from selective logging should have more weight in the DEIS, that is part of our

Please submit comments by **4:30pm, April 29, 2011** to: in case. Thank You!  
 Matthew Langan Email: matthew.langan@state.mn.us  
 Minnesota Dept. of Commerce Phone: 651-296-2096  
 85 7th Place East Fax: 651-297-7891  
 Suite 500  
 St. Paul, MN 55101-2198

*Kia Hackman*

75A.

Text discussing the Zumbro River and potential impacts associated with the crossing of the river has been added to the FEIS in Sections 6.3.1, 8.2.4.8, 8.3.4.7 and 8.3.4.8. In addition, existing text in Section 8.4 includes the Zumbro River in the discussion of the Mississippi River crossing.

75B.

Section 8.3.4.8 discusses the Zumbro River crossing for the north route.

75C.

See Section 7.12.6. The Zumbro River is used for boating and recreational canoeing.

75D.

Land cover and terrain are one of many factors considered in assessing the cost and feasibility of a route.

75E.

The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

75A  
75B  
75C  
75D  
75E



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**PUBLIC COMMENT SHEET**

**CapX Hampton-Rochester-La Crosse Transmission Line Project**

PUC Docket Number: E002/TL-09-1448

Name: Kia Hackman Representing: North Route Group

Address: 59915 430th Ave Email: mazex205, mn 55936

Comments:  
I really don't think the north route is the best option for a 345 kv Transmission line. This route would run through the whole R.J. Dore memorial (state Hardwood Forest). Doing so would defeat the purpose of having this state forest. My husband and I have planted 16,000 trees (by hand) in the past 20 yrs, so we do understand the time (years) & work it takes to produce this type of forest. Besides the 16,000 trees we do have 40 acres of woods (mainly hardwoods). How can the PUC even consider this over please →

Please submit comments by **4:30pm, April 29, 2011** to:

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

Email: [matthew.langan@state.mn.us](mailto:matthew.langan@state.mn.us)  
Phone: 651-296-2096  
Fax: 651-297-7891

76A

76B

76C

We also have a duck pond on the north route you want to run the 345 kv line right next to it. 3 yrs ago we had mallard ducks made a nest on land & some animal got the eggs, all of them. Stephen built a duck island out of limestone rocks, so the ducks would be safe. The next spring we had wood ducks, so we put up a wood duck house & a windmill (aerator) to keep the water clean. This year we have had wood ducks & teal ducks & we enjoy them & keep our dogs away from them. Do you really think the ducks will still come with this power line right next to the pond? We have spent our lives making our way away of land our home & a great habitat for the other animals. Over 40 acres is woods, 40 is CRP & the rest is our reservation. Thank you for all your hard work & I know you have a job to do also & we understand that.

Postage Required

76D

PS. There is a sink hole next to the pond also, it showed up about 3 yrs ago.

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

FEIS ID #76

**76A.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**76B.**

See Section 8.3.4.12 of the EIS.

**76C.**

See Section 7.7 of the EIS.

**76D.**

Your comment is noted and will be forwarded to the administrative law judge.

**Langan, Matthew (COMM)**

---

**From:** Duke Harbo [dukeharb@yahoo.com]  
**Sent:** Wednesday, April 27, 2011 7:18 AM  
**To:** Langan, Matthew (COMM)  
**Subject:** Power lines in Oronoco, MN

77A

I am emailing you in regards to the proposed power line thru Oronoco. I dont want to see these going up thru the land I hunt and have hunted since I was a kid. Its a terrible idea to take great land and ruin it by some big mess of poles and wires.

Thanks for your time.

Nicholas Harbaugh

**77A.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**Langan, Matthew (COMM)**

**From:** apache@web.lmic.state.mn.us  
**Sent:** Sunday, April 17, 2011 12:07 PM  
**To:** Langan, Matthew (COMM)  
**Subject:** hart Sun Apr 17 12:07:06 2011 E002/TL-09-1448

This public comment has been sent via the form at:  
[www.energyfacilities.puc.state.mn.us/publicComments.html](http://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: jodi hart

County: Olmsted County

City: oronoco

Email: [oronocohart@aol.com](mailto:oronocohart@aol.com)

Phone: 5072516023

78A	Impact: running the powerline on the white bridge road route would lower property values, impact more individuals than other routes, and cause more health issues to a larger number of people.
78B 78C	

78D	Mitigation: run the powerline on the wabasha county route.
-----	--

Submission date: Sun Apr 17 12:07:06 2011

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](mailto:andrew.koebrick@state.mn.us)

**78A.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**78B.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**78C.**

The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**78D.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**Langan, Matthew (COMM)**

**From:** apache@web.lmic.state.mn.us  
**Sent:** Sunday, April 17, 2011 12:02 PM  
**To:** Langan, Matthew (COMM)  
**Subject:** Hart Sun Apr 17 12:02:26 2011 E002/TL-09-1448

This public comment has been sent via the form at:  
[www.energyfacilities.puc.state.mn.us/publicComments.html](http://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: Randy Hart

County: Olmsted County

City: Oronoco

Email: [oronocohart@aol.com](mailto:oronocohart@aol.com)

Phone: 507 3674747

79A Impact: The Capx2020 345kv power line should not be run along the white bridge road route - it should follow the wabasha county route The wabasha county route would not impact the as many individuals and landowners. The decline in property values would be substantial and this area is slated for development of commercial and residential properties. The route with the least impact to human life needs to be picked to avoid static electricity and stray voltage and the health problems that they produce. In a time when counties need as much property tax base as they can get, running a powerline thru a highly populated area makes no sense due to the lowered property values.

79B

79C

79B

79A Mitigation: run the powerline on the wabasha county route.

Submission date: Sun Apr 17 12:02:26 2011

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](mailto:andrew.koebrick@state.mn.us)

**79A.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**79B.**

See Section 7.2 of the EIS.

**79C.**

See Section 7.1 of the EIS.

**Langan, Matthew (COMM)**

---

**From:** Don Hernke [dhernke@frontier.com]  
**Sent:** Friday, April 29, 2011 10:30 AM  
**To:** Langan, Matthew (COMM)  
**Subject:** Public Comment Sheet

Ref: Docket Number: EOO2/TL-09-1448 (CapX Hampton-Rochester-LaCrosse Transmission Line Project)

From: Don Hernke, 35740 75th Ave Way, Cannon Falls, Minnesota 55009

My residence is in Section 8, Township 111, property ID# R37.008.3200. Cap X2020 is proposed to parallel Highway 52 to the east of highway right-of-way (ROW). There is a state owned service road providing access to my residence. If Cap 2020 requires a 150' of clear cut ROW to the east of highway ROW, the wooded visual and sound barrier will be cut down. I therefore am apposed to this route.

80A	80B
-----	-----

Thank You, Don Hernke

**80A.**

See Section 7.3.1 and 7.3.5 of the EIS.

**80B.**

See Section 7.3.2 of the EIS.



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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: SAM HERTOGS Representing: HIMSELF AND CO-ASSOCIATES

Address: 1350 SO. FRONTAGE RD., HASTINGS, MN. 55033 Email: R.D. Phone #: (651) 437 1818

Comments: *Has consideration been given to go south of Wannamingo so as not be eliminate the new proposed city of wannamingo water tower + wipe out a portion or all of the developments of our 40 acre tract as platted + developed to date.*

*An alternative line is shown so of tower*

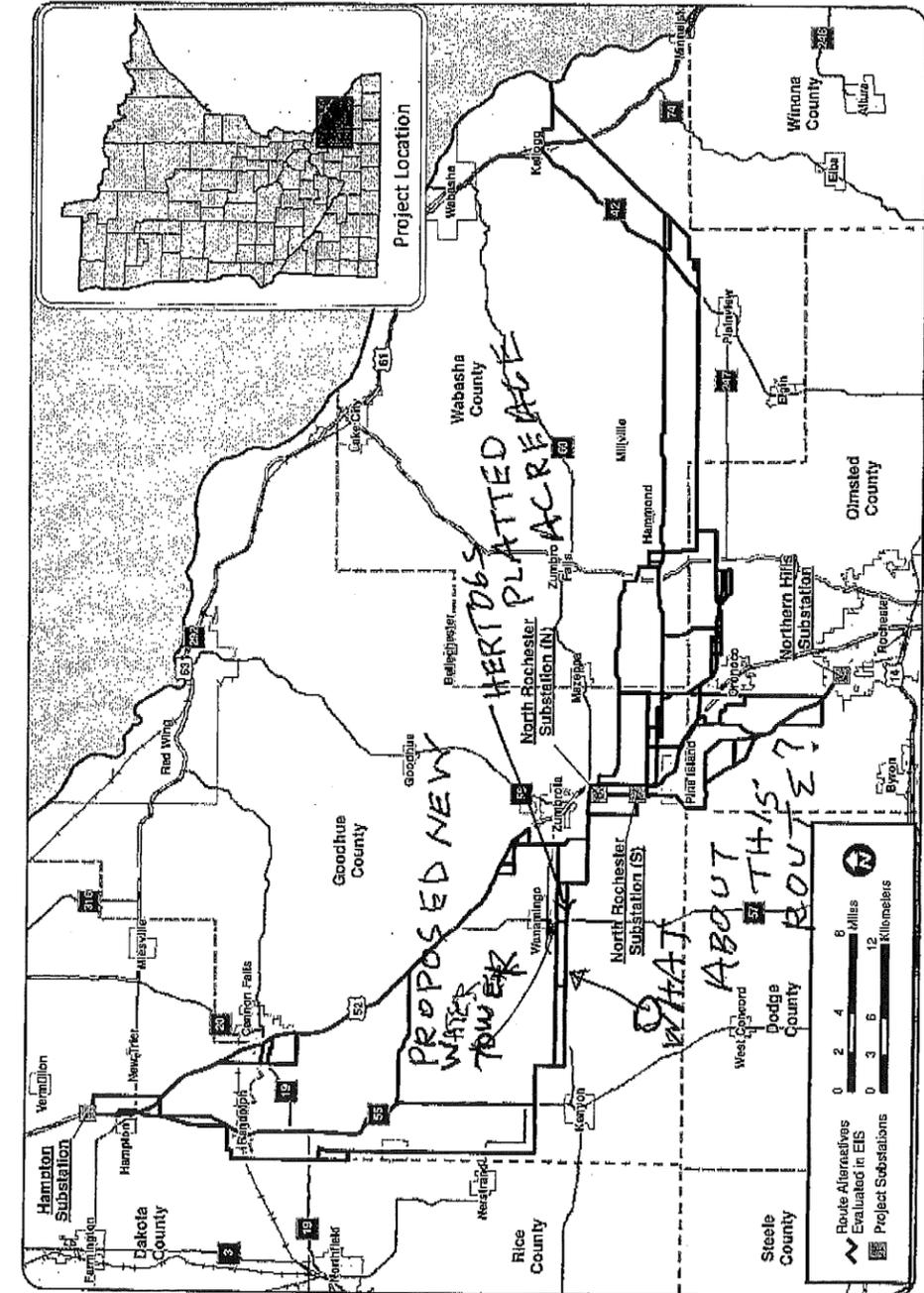
Please submit comments by 4:30pm, April 29, 2011 to:

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

Email: [matthew.langan@state.mn.us](mailto:matthew.langan@state.mn.us)  
Phone: 651-296-2096  
Fax: 651-297-7891

*new Wannamingo water tower.*

*four developments + plat*



81A

81B

81C

FEIS ID #81

LAW OFFICES  
SAM HERTOGS, P.L.C.  
1350 South Frontage Road  
Hastings, Minnesota 55033

Telephone: (651) 437-1818

Fax: (651) 437-8562

DATE: 4-18-11

Please deliver the following page(s) to:

NAME: Ray Kirsch and Matthew Langan

FROM: Sam Hertogs

TELECOPIER NUMBER: 651-297-7891

RE: \_\_\_\_\_

Total Number of Pages including this cover sheet: 4

NOTE: If you do not receive the entire telecopy please call Judy as soon as possible.

HARD COPY TO FOLLOW YES

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Samuel H. Hertogs  
1350 South Frontage Road  
Hastings, MN 55033  
Telephone: 651-437-1818  
Fax: 651-437-8562

April 18, 2011

VIA FAX & U.S. MAIL

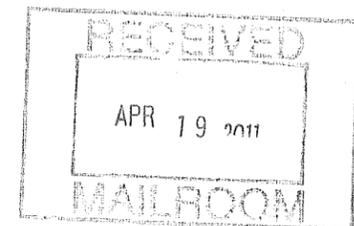
Mr. Ray Kirsch, Energy Facilities Planner  
Mr. Matthew Langan, Planning Director  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, MN 55101-2198

Gentlemen:

Please find enclosed the Public Comment Sheet related to the CapX Transmission Line Project.

c:  
Michael Boulton, City Administrator  
Ron Berg, Mayor  
City of Wanamingo  
PO Box 224W  
Wanamingo, MN 55983-1224

*Sam Hertogs*





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: SAM HERTOGS Representing: HIMSELF AND CO-ASSOCIATES.

Address: 1350 SO. FRONTAGE Email: R.D. Phone #: HASTINGS, MN. 55033 (651) 437 1818

Comments: *Has consideration been given to go south of Wannamingo so as not be eliminate the new proposed City of Wannamingo water tower + wipe out a portion or all of the developed parts of our 40 acre tract as platted + developed to date.*

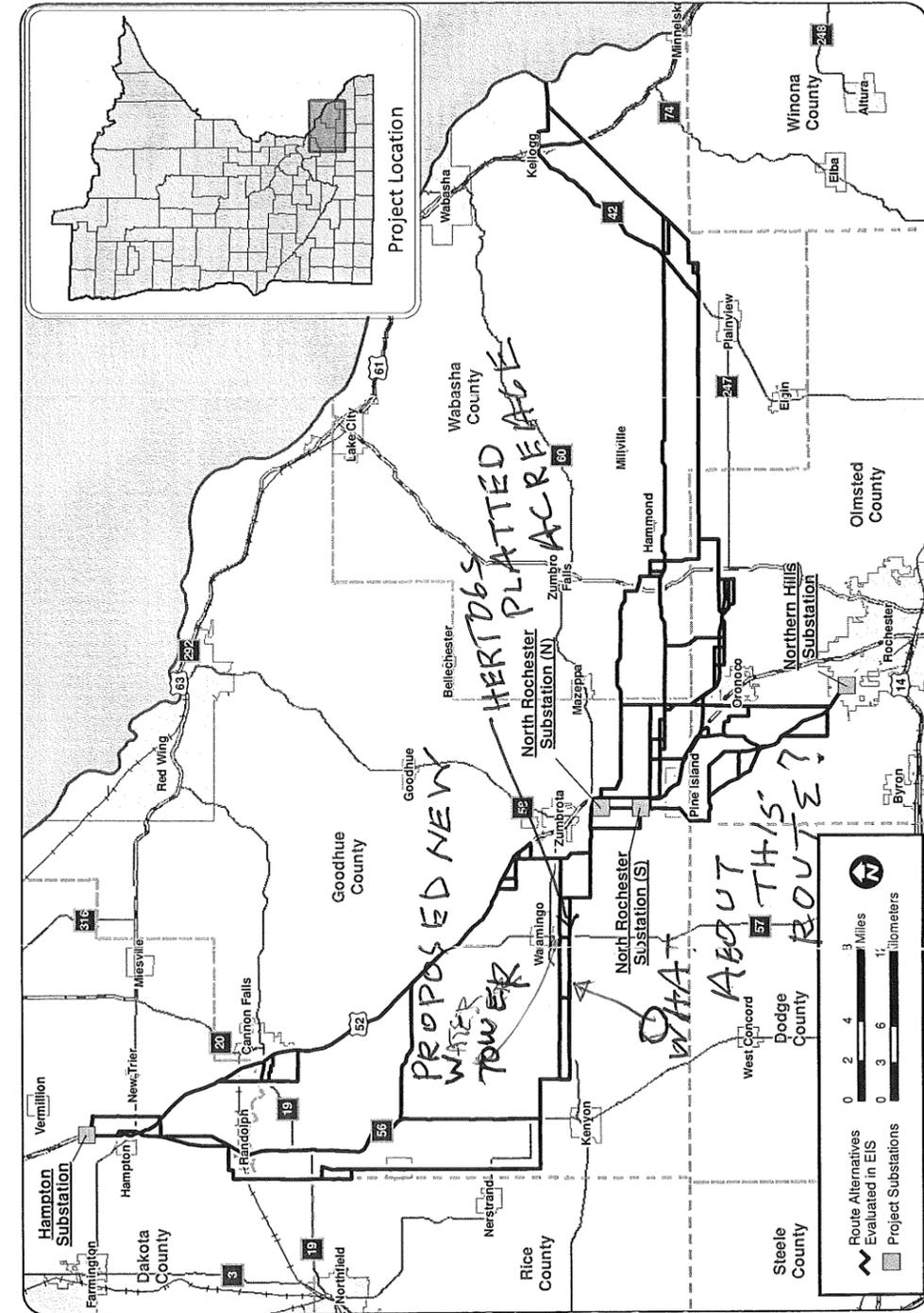
*An alternative line is shown so of town.*

Please submit comments by 4:30pm, April 29, 2011 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

*our developments + plat new Wannamingo water tower.*



## FEIS ID #81

**81A.**

As has been discussed in various locations within the EIS, the effects of transmission lines on human health, property values, and urban growth have not been definitively established as either positive or negative. In addition, please see Section 7.4.1 of the EIS (Local Land Use Control Preempted).

**81B.**

As has been discussed in various locations within the EIS, the effects of transmission lines on human health, property values, and urban growth have not been definitively established as either positive or negative. In addition, please see Section 7.4.1 of the EIS (Local Land Use Control Preempted).

**81C.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**Langan, Matthew (COMM)**

**From:** Dan Hiebert [danhiebert@gmail.com]  
**Sent:** Thursday, April 28, 2011 12:14 AM  
**To:** Langan, Matthew (COMM)  
**Subject:** Alternate Route to 2P or 2P-001  
**Attachments:** alternates.jpg

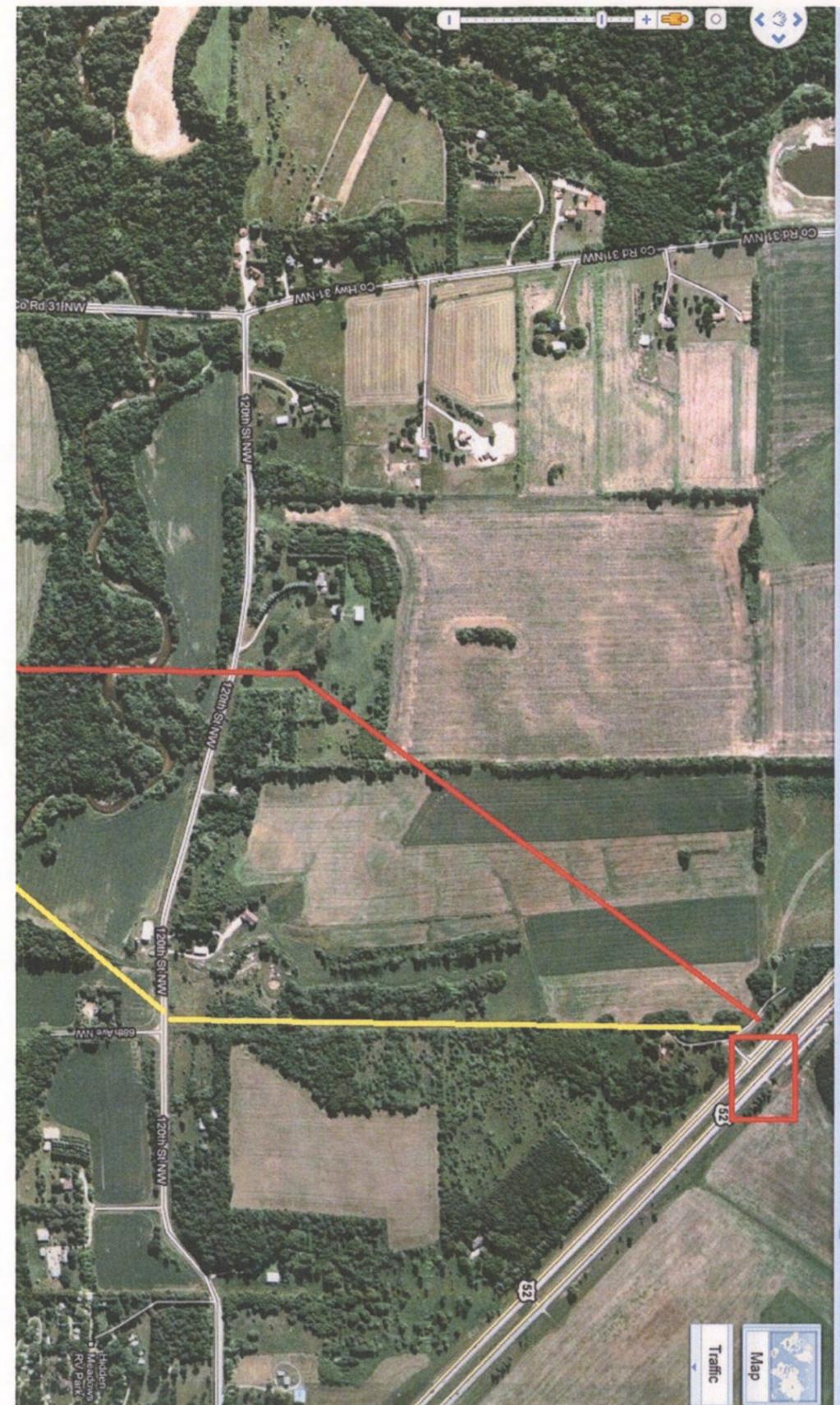
82A

Please consider the my other emails comments 1st, meaning route 2P-002 and 2A would be the most preferential. Alternatively you could consider the alternative route, I attached to this email, to coincide with the new 52 Exit ramp being setup by the DOT.

--  
Dan Hiebert

Keeping Heaven in Mind, Invest in Eternity

<http://www.usdebtclock.org/>



FEIS ID #82

**82A.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**Langan, Matthew (COMM)**

**From:** Dan Hiebert [danhiebert@gmail.com]  
**Sent:** Wednesday, April 27, 2011 11:54 PM  
**To:** Langan, Matthew (COMM)  
**Subject:** Comments - 161 KV routes 2P and 2P-001 - North Rochester to Northern Hills

Hi Matthew,

**I examined all the routes information and content in the section 8.2:**

<http://energyfacilities.puc.state.mn.us/documents/25731/E%20-%20CapX%20Hampton-Rochester-La%20Crosse%20DEIS%20Sec8.2.pdf>

and

[http://energyfacilities.puc.state.mn.us/documents/25731/Segment2\\_MapBook\\_North\\_Rochester\\_to\\_Northern\\_Hills.pdf](http://energyfacilities.puc.state.mn.us/documents/25731/Segment2_MapBook_North_Rochester_to_Northern_Hills.pdf)

- |     |  |
|-----|--|
| 83A | 2P and 2P-001 <b>should not be</b> considered as the route for the 161 kV line for the following environmental reasons, along or near County Road 31 NW, near Pine Island MN.  |
| 83B | 1. 2P and 2P-001 cross large sections of Wetlands, public waterways and rivers/streams   |
| 83C | 2. 2P and 2P-001 are near Zoological area, of MN DNR Natural Heritage.<br>3. 2P and 2P-001 have "State threated species of Tuberous Indian-plantain, Elktoe and Wood turtle with the ROW.  |
| 83B | 4. 2P and 2P-001 have the following species within 1 mile. Glade mallow, Ellipse, Blanding's turtle and Timber rattlesnake   |
| 83D | 5. 2P and 2P-001 have 17 and 10 watercourse crossings respectively.<br>6. 2P and 2P-001 have the large # of archaeological sites of 6 and 14 withing 1/2 mile. and 2p and 2p-001 are only route flagged with the most extensive archaeological sites with 1/2 mile and are inclusive to the beautiful environment around 2P and 2P-001 routes. |
| 83E | 7. 2P and 2P-001 have 108 and 100, respectively homes with-in 500'. This dramatically diminishes the aesthetic value for rural, dramatically effecting the property values for rural homes.  |

Based on all the above reasons, I believe the 2P and 2P-001 route should not be selected. Additionally, any other variant such as 2B-001, 2C3-001-2 that includes the County 31 corridor, should not be selected as the route for the 161 kV, because all the above reasons still apply.

After careful evaluation of the EIS study I think the following routes make the most sense for 161kV.

- |     |   |
|-----|---|
| 83A | <ul style="list-style-type: none"> <li>• 2P-002 makes most sense for 161 kV, follows a route that already has highway 52 established corridor, and least impacts to animal, plants, property values, etc. 2P-002 may impact the most home, because it glances across Oronoco, but given it is on the highway 52 corridor, the property values are already adjusted to accommodate the noise and visual blemish of a highway.</li> <li>• 2A - seems to have little impact on peoples homesteads.</li> <li>• 2C3-002-2</li> <li>• 2C3-003-2</li> <li>• 2C3-004-2</li> </ul> |
|-----|---|

--  
Dan Hiebert

**83A.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**83B.**

See Section 7.8 of the EIS.

**83C.**

Your objection/preference of the specified route is noted. Your comment is now part of the record in this matter by its inclusion in this EIS, and will be submitted to the Office of Administrative Hearings (OAH) and Commission for consideration. See Section 7.6 of the EIS.

**83D.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**83E.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**83F.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**Langan, Matthew (COMM)**

**From:** Dan Hiebert [danhiebert@gmail.com]  
**Sent:** Wednesday, April 27, 2011 11:01 PM  
**To:** Langan, Matthew (COMM)  
**Subject:** My House and 500 ft ROW

Hi Matthew,

That report was very thorough with good information, as soon as I figured out the navigation. Thank-you!

**CapX Hampton-Rochester-La Crosse DEIS Sec8.2 - North Rochester to Northern Hills substation.**  
<http://energyfacilities.puc.state.mn.us/documents/25731/E%20-%20CapX%20Hampton-Rochester-La%20Crosse%20DEIS%20Sec8.2.pdf>  
 pg 16 - Appendix A - Sheet NH15 Detail Map Segment 2, North Rochester Substation to Northern Hills Substation

**Quick Comment:**

If the 2P or 2P-001 are selected, based on the placement I believe my house and my neighbors house will both be impacted by the 500ft ROW. pg. 16. The current 2P, indicates that power lines will go straight down the middle of the road. which I believe to be false they will more than likely select my side of the road. Therefore, I believe both my house and my neighbors house should be marked in the 1000' swath or 500' either side of the power line and included in tallies impacted by 2P or 2P-001.

84A

84B

**My House**

[http://maps.google.com/maps?f=q&source=s\\_q&hl=en&geocode=&q=12150+County+Rd+31+Pine+Island,+MN&aq=&sll=37.0625,-95.677068&sspn=54.401733,79.013672&ie=UTF8&hq=&hnear=12150+County+Road+31+NW,+Pine+Island,+Minnesota+55963&ll=44.17711,-92.583804&spn=0.012173,0.01929&t=h&z=16](http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=12150+County+Rd+31+Pine+Island,+MN&aq=&sll=37.0625,-95.677068&sspn=54.401733,79.013672&ie=UTF8&hq=&hnear=12150+County+Road+31+NW,+Pine+Island,+Minnesota+55963&ll=44.17711,-92.583804&spn=0.012173,0.01929&t=h&z=16)

**Neighbors house with shared Driveway**

[http://maps.google.com/maps?f=q&source=s\\_q&hl=en&geocode=&q=12156+County+Road+31+NW+Pine+Island,+MN&aq=&sll=44.176649,-92.585306&sspn=0.012173,0.01929&ie=UTF8&hq=&hnear=12156+County+Road+31+NW,+Pine+Island,+Minnesota+55963&t=h&z=16](http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=12156+County+Road+31+NW+Pine+Island,+MN&aq=&sll=44.176649,-92.585306&sspn=0.012173,0.01929&ie=UTF8&hq=&hnear=12156+County+Road+31+NW,+Pine+Island,+Minnesota+55963&t=h&z=16)

--  
 Dan Hiebert

Keeping Heaven in Mind, Invest in Eternity

<http://www.usdebtclock.org/>

**84A.**

The scale of the maps make it difficult to determine the side of the road. The GIS shapefile of the routes are aligned on a side of the road and calculations provided in the EIS are based at that alignment.

**84B.**

The houses the commenter suggests are missing are in the GIS file but not shown on Appendix A maps because they are greater than 500 feet from the proposed line.

**Langan, Matthew (COMM)**

**From:** Dan Hiebert [danhiebert@gmail.com]  
**Sent:** Wednesday, April 27, 2011 11:09 PM  
**To:** Langan, Matthew (COMM)  
**Subject:** Re: My House and 500 ft ROW

Hi Matthew,

85A I meant to include this link for the reference of page 16

Segment2\_MapBook\_North\_Rochester\_to\_Northern\_Hills  
[http://energyfacilities.puc.state.mn.us/documents/25731/Segment2\\_MapBook\\_North\\_Rochester\\_to\\_Northern\\_Hills.pdf](http://energyfacilities.puc.state.mn.us/documents/25731/Segment2_MapBook_North_Rochester_to_Northern_Hills.pdf)

On Wed, Apr 27, 2011 at 11:01 PM, Dan Hiebert <danhiebert@gmail.com> wrote:

> Hi Matthew,  
 >  
 > That report was very thorough with good information, as soon as I  
 > figured out the navigation. Thank-you!  
 >  
 > CapX Hampton-Rochester-La Crosse DEIS Sec8.2 - North Rochester to  
 > Northern Hills substation.  
 > <http://energyfacilities.puc.state.mn.us/documents/25731/E%20-%20CapX%20Hampton-Rochester-La%20Crosse%20DEIS%20Sec8.2.pdf>  
 > pg 16 - Appendix A - Sheet NH15 Detail Map Segment 2, North Rochester  
 > Substation to Northern Hills Substation  
 >  
 > Quick Comment:  
 > If the 2P or 2P-001 are selected, based on the placement I believe my  
 > house and my neighbors house will both be impacted by the 500ft ROW.  
 > pg. 16. The current 2P, indicates that power lines will go straight  
 > down the middle of the road. which I believe to be false they will  
 > more than likely select my side of the road. Therefore, I believe  
 > both my house and my neighbors house should be marked in the 1000'  
 > swath or 500' either side of the power line and included in tallies impacted by 2P or 2P-  
 > 001.  
 > My House  
 > [http://maps.google.com/maps?f=q&source=s\\_q&hl=en&geocode=&q=12150+County+Road+31+Pine+Island,+MN&aq=&sll=37.0625,-95.677068&sspn=54.401733,79.013672&ie=UTF8&hq=&hnear=12150+County+Road+31+NW,+Pine+Island,+Minnesota+55963&ll=44.17711,-92.583804&spn=0.012173,0.01929&t=h&z=16](http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=12150+County+Road+31+Pine+Island,+MN&aq=&sll=37.0625,-95.677068&sspn=54.401733,79.013672&ie=UTF8&hq=&hnear=12150+County+Road+31+NW,+Pine+Island,+Minnesota+55963&ll=44.17711,-92.583804&spn=0.012173,0.01929&t=h&z=16)  
 > Neighbors house with shared Driveway  
 > [http://maps.google.com/maps?f=q&source=s\\_q&hl=en&geocode=&q=12156+County+Road+31+NW+Pine+Island,+MN&aq=&sll=44.176649,-92.585306&sspn=0.012173,0.01929&ie=UTF8&hq=&hnear=12156+County+Road+31+NW,+Pine+Island,+Minnesota+55963&t=h&z=16](http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=12156+County+Road+31+NW+Pine+Island,+MN&aq=&sll=44.176649,-92.585306&sspn=0.012173,0.01929&ie=UTF8&hq=&hnear=12156+County+Road+31+NW,+Pine+Island,+Minnesota+55963&t=h&z=16)  
 > --  
 > Dan Hiebert  
 >  
 > Keeping Heaven in Mind, Invest in Eternity  
 >  
 > <http://www.usdebtclock.org/>  
 >  
 >

1

Google maps

To see all the details that are visible on the screen, use the "Print" link next to the map.





To see all the details that are visible on the screen, use the "Print" link next to the map.



[http://maps.google.com/maps?f=a&source=s\\_a&hl=en&geocode=&a=12156+County+Ro](http://maps.google.com/maps?f=a&source=s_a&hl=en&geocode=&a=12156+County+Ro) 4/28/2011

**85A.**

The houses the commenter suggests are missing are in the GIS file but not shown on Appendix A maps because they are greater than 500 feet from the proposed line.

**Langan, Matthew (COMM)**

**From:** T.J. Hiebert [liveforever7@gmail.com]  
**Sent:** Thursday, April 28, 2011 10:23 AM  
**To:** Langan, Matthew (COMM)  
**Subject:** COMMENTS CapX - PUC Docket # E002/TL-09-1448 (Hampton to Rochester to La Crosse 345kV and 161kV Transmission Line)

I am in agreement with the following information and statements Daniel Hiebert has gathered and reiterated from your studies and Draft Environmental Impact Statement information.  
 Theresa Hiebert

**Based on the routing information and content in the section 8.2:**

<http://energyfacilities.puc.state.mn.us/documents/25731/E%20-%20CapX%20Hampton-Rochester-La%20Crosse%20DEIS%20Sec8.2.pdf>

and

[http://energyfacilities.puc.state.mn.us/documents/25731/Segment2\\_MapBook\\_North\\_Rochester\\_to\\_Northern\\_Hills.pdf](http://energyfacilities.puc.state.mn.us/documents/25731/Segment2_MapBook_North_Rochester_to_Northern_Hills.pdf)

- |     |   |
|-----|---|
| 86A | 2P and 2P-001 <b>should not be</b> considered as the route for the 161 kV line for the following environmental reasons, along or near County Road 31 NW, near Pine Island MN:   |
| 86B | 1. 2P and 2P-001 cross large sections of Wetlands, public waterways and rivers/streams  |
| 86C | 2. 2P and 2P-001 are near Zoological area, of MN DNR Natural Heritage.  |
| 86B | 3. 2P and 2P-001 have "State threated species of Tuberous Indian-plantain, Elktoe and Wood turtle with the ROW.   |
| 86D | 4. 2P and 2P-001 have the following species within 1 mile. Glade mallow, Ellipse, Blanding's turtle and Timber rattlesnake  |
| 86E | 5. 2P and 2P-001 have 17 and 10 watercourse crossings respectively.   |
| 86F | 6. 2P and 2P-001 have the largest # of archaeological sites of 6 and 14 within 1/2 mile. 2p and 2p-001 are the only routes flagged with the most extensive archaeological sites with 1/2 mile and are inclusive to the beautiful environment around 2P and 2P-001 routes. |
| 86E | 7. 2P and 2P-001 have 108 and 100, respectively homes with-in 500'. This dramatically diminishes the aesthetic value for rural, dramatically effecting the property values for rural homes.   |

Based on all the above reasons, I believe the 2P and 2P-001 route should not be selected. Additionally, any other variant such as 2B-001, 2C3-001-2 that includes the County 31 corridor, should not be selected as the route for the 161 kV, because all the above reasons still apply.

After careful evaluation of the EIS study the following routes make the most sense for 161kV.

- |     |   |
|-----|---|
| 86A | <ul style="list-style-type: none"> <li>• 2P-002 makes most sense for 161 kV, follows a route that already has highway 52 established corridor, and least impacts to animal, plants, property values, etc. 2P-002 may impact the most home, because it glances across Oronoco, but given it is on the highway 52 corridor, the property values are already adjusted to accommodate the noise and visual blemish of a highway.</li> <li>• 2A - seems to have little impact on peoples homesteads.</li> <li>• 2C3-002-2</li> <li>• 2C3-003-2</li> <li>• 2C3-004-2</li> </ul> |
|-----|---|

**86A.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**86B.**

See Section 7.8 of the EIS.

**86C.**

Your objection/preference of the specified route is noted. Your comment is now part of the record in this matter by its inclusion in this EIS, and will be submitted to the Office of Administrative Hearings (OAH) and Commission for consideration. See Section 7.6 of the EIS.

**86D.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**86E.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.

**86F.**

Your objection/preference of the specified route is noted. The comment is part of the record in this matter by its inclusion in the EIS, and will be submitted to the OAH and Commission for consideration.



414 Nicollet Mall  
 Minneapolis, MN 55401  
 1-800-895-4999  
 xcelenergy.com

April 29, 2011

**VIA ELECTRONIC FILING**

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

**Re: Comments Regarding the Draft Environmental Impact Statement**

*In the Matter of the Application for a Route Permit for the Hampton – Rochester – La Crosse 345 kV Transmission Line Project*  
 MPUC Docket No.: E002/TL-09-1448

Dear Mr. Langan:

Northern States Power Company, a Minnesota corporation ("Xcel Energy" or "Company"), submits the following comments regarding the Draft Environmental Impact Statement ("DEIS") issued by the Department of Commerce, Division of Energy Resources ("Department"), on March 21, 2011 for the Hampton – Rochester – La Crosse 345 kV Project ("Project").

The Company believes the DEIS thoroughly addresses the potential human and environmental impacts associated with the routes under consideration. The Company offers the following suggested additions and clarifications for incorporation into the Final EIS ("FEIS").

**Recommended Additions**

North Rochester – Chester 161 kV Transmission Line

The Minnesota Public Utilities Commission granted a certificate of need for the Project as well as a 161 kV transmission line from the North Rochester Substation to the Chester Substation. In the Certificate of Need proceeding, the Company stated that the North Rochester – Chester 161 kV transmission line could be co-located with a portion of the 345 kV transmission line. Certificate of Need Application at p. 2.2, *In the Matter of the Application of Great River Energy, Northern States Power Company (d/b/a Xcel Energy) and others for Certificates of Need for the Capx 345 kV Transmission Projects*, Docket No. ET-2, E-002, et al./CN-06-1115. The Company will be applying for a route permit and will propose that the 161

Matt Langan  
 April 29, 2011  
 Page 2

kV line be co-located with the 345 kV line from North Rochester to a point just east of the Zumbro River crossing, regardless of what 345 kV route is selected in this proceeding. As a result, the Company believes it may be appropriate for the FEIS to include a discussion regarding the North Rochester – Chester 161 kV line.

Segment 3B-003/Highway 42 Route

The DEIS provides data regarding a route alternative designated as 3B-003 in the DEIS. This route alternative was proposed to avoid impacts to the McCarthy Lake WMA by following State Highway 42 to a point south of Kellogg, Minnesota. The DEIS route width appears to be 1,000 feet. The Company has reviewed this alternative and determined that due to the terrain, an alignment south of the road in one area would be most appropriate. Additional route width would be required to accommodate this alignment. Consequently, the Company requests that the FEIS analyze a wider route width for Segment 3B-003 as shown on the enclosed map which was submitted into the record as Schedule 4 to the Direct Testimony of Tom Hillstrom.

Transmission Line Construction

In the discussion of transmission line construction, Section 5, the Company requests that additional information regarding helicopter construction and implosive devices be added. Xcel Energy may use helicopters for conductor installation and some hardware installation to reduce the time of construction and minimize ground disturbing impacts. Implosive connectors may be used to join conductors and deadend hardware rather than hydraulic splices. Implosive connectors use a specific controlled detonation to fuse the conductors and hardware together. The process creates noise equivalent to a clap of thunder or commercial fireworks, which lasts only an instant. The implosive process provides for a specific engineered connection, which improves the strength and quality of the connections that can be a potential failure point in the transmission system. In addition, it takes less time than installing hydraulically-compressed connectors and reduces the number of set up areas required on the ground. This further reduces ground-disturbing activities.

Both of these construction techniques are currently being used to construct the CapX2020 Monticello to St. Cloud 345 kV Transmission Line Project.

**Recommended Clarifications**

Right-of-Way Requirements

The DEIS states in a callout box on page 7 that "about 60 feet" would be needed for right-of-way if the facilities share right-of-way with existing infrastructure such as roads or highways. This statement should be clarified to state that for the 345 kV transmission line, up to 70 feet of right-of-way can be shared and for the 161 kV line, up to 35 feet of right-of-way can

87A

87A  
(cont)

87B

87C

87D

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Page 3

be shared. In both cases, the poles would be located approximately five feet off of the public right-of-way.

The DEIS also references the overall right-of-way requirements in several places. On pages 7 and 16, it states as follows:

A 150-foot-wide ROW is typically required for 345 kV transmission lines, and an 80-foot-wide ROW is typically required for 161 kV transmission lines. In some limited instances, where specialty structures are required for long spans or in environmentally sensitive areas, up to 180 feet of ROW may be needed for the transmission line.

There is also a discussion on page 19 that does not include references regarding when a right-of-way greater than 150 feet in width may be required. The Company recommends that the discussion on page 19 be revised to conform to the discussion on pages 7 and 16.

#### Avian Impacts at Kellogg/Alma Crossing

Both the Modified Preferred 345 kV Route and Alternative 345 kV Route cross the Mississippi River east of Kellogg, Minnesota across the US Fish and Wildlife Service ("USFWS") managed Upper Mississippi National Wildlife and Fish Refuge, to a location in Alma, Wisconsin. This stretch of the Mississippi River is one of the four primary bird migration routes in North America.

The DEIS discusses potential avian impacts and mitigation at the Kellogg/Alma crossing of the Mississippi River. *See, e.g.*, DEIS pp. 4 and 48. The Company recommends that the FEIS include information regarding the Company's on-going coordination with the Minnesota Department of Natural Resources, USFWS and Wisconsin Department of Natural Resources on designing river crossing structures to minimize potential avian impacts. Based on coordination to date, five potential structure designs have been produced, as set forth in Section 8.4 of the DEIS. The Company and agencies have arrived at an informal and general consensus that the preferable configuration is one that minimizes structure height and consolidates crossing wires in the fewest number of horizontal planes. It is the Company's view that the potential for avian interaction with electrical facilities at the Kellogg Mississippi River crossing area will be reduced because of construction of the Project.

Avian impacts will be reduced by consolidating facilities and placing bird diverter markers on shield wires. Currently, there is a double circuit 161/69 kV transmission line that crosses the river at this location. This existing line has three sets of wires stacked vertically in addition to an unmarked shield wire, thus creating four horizontal planes of wires. Depending on which configuration is selected, the Company's proposed structures would reduce the number of horizontal planes of wires from four to as few as two over the river. Bird diverter markers would

87D  
(cont)

87E

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April 29, 2011  
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also be placed on the new shield wires. The reduction in the number of horizontal planes of wires and placing bird diverter markers on shield wires would reduce the likelihood of bird collisions with river crossing wires at this location.

#### Design of 161 kV and 345 kV Into North Rochester Substation

The DEIS, p. 6, incorrectly states that the 161 kV and 345 kV lines would be co-located on the same poles at the east end of the route alternatives to the North Rochester Substation. The Applicants propose to construct the two lines on separate structures, parallel to each other.

#### Overhead/Underground Costs

The Company recommends that further clarification be provided for the cost comparisons of overhead and underground design at the Mississippi River crossing. The DEIS provides information about costs on pages 18 and 25. The Company suggests that the following paragraph on page 18 be modified as follows and that conforming changes be made to the related discussion on page 25:

This is approximately \$70 million per mile for underground ~~double~~ single circuit 345 kV compared to approximately ~~\$2-\$12~~ million per mile for an overhead triple circuit river crossing. The river crossing costs more per mile than conventional overhead construction because of the triple circuit design and more difficult construction access. (see Appendices E-F of the Route Permit Application (RPA) or Appendix D of the draft EIS).

Also on page 25, the Company suggests that the description of the underground river crossing note that the underground alternative would result in increasing the existing 100 feet of cleared right-of-way by an additional 235 feet and that this entire right-of-way would require vegetation control.

#### Pole Foundations

The DEIS references foundation diameters and depth in a call-out box on page 19. The call-out box should be revised to list the diameters provided in Table 4.1-1 of the DEIS. For depth, the 161 kV poles may be placed at a depth of 12 feet or more depending on soil conditions. The 345 kV facilities may be placed at a depth of 25 feet or more.

#### La Crosse Area Substation

The DEIS, p. 23, notes that three substation siting areas were considered for the La Crosse area substation. The Certificate of Public Convenience and Necessity application filed

87E  
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87J

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 April 29, 2011  
 Page 5

87J  
 (cont)

in Wisconsin proposes a single substation site for the Briggs Road Substation in Onalaska, Wisconsin, near US 53 and Briggs Road.

Severe weather collapse, 7.1.6, p. 34

The DEIS discussion of severe weather should be clarified to reflect the fact that pole failures are a rare occurrence. The transmission lines proposed for the Project will be designed to withstand extreme weather events including an extreme summer weather event (103 mph wind) and a severe winter ice and wind event (1.5" radial ice build up on the pole and conductor accompanied by a 50 mph wind).

87K

Zumbro River Crossings

The DEIS, at page 171, states that routes 3P-Zumbro-N and 3P-Zumbro-S cross the Zumbro River where there is an existing transmission line crossing. This statement should be corrected to note that there are no existing electrical facilities present at any of the crossings. The north Zumbro River crossing (Alternate Route) crosses the Zumbro River at a location where there is no existing infrastructure. The middle Zumbro River crossing (3P-Zumbro-N and 3P-Zumbro-S) crosses the Zumbro River at an existing dam. The south Zumbro River crossing crosses the Zumbro River at the White Bridge Road bridge.

87L

Page 162, paragraph 4, of the EIS provides a narrative of which routes would cross Lake Zumbro that should be clarified. Lake Zumbro is a reservoir in the Zumbro River formed by water pooled in a former river valley behind a dam. The only routes that would cross Lake Zumbro are those routes that would utilize the southern crossing at White Bridge Road (the Applicant's Preferred Route).

87M

**Closing**

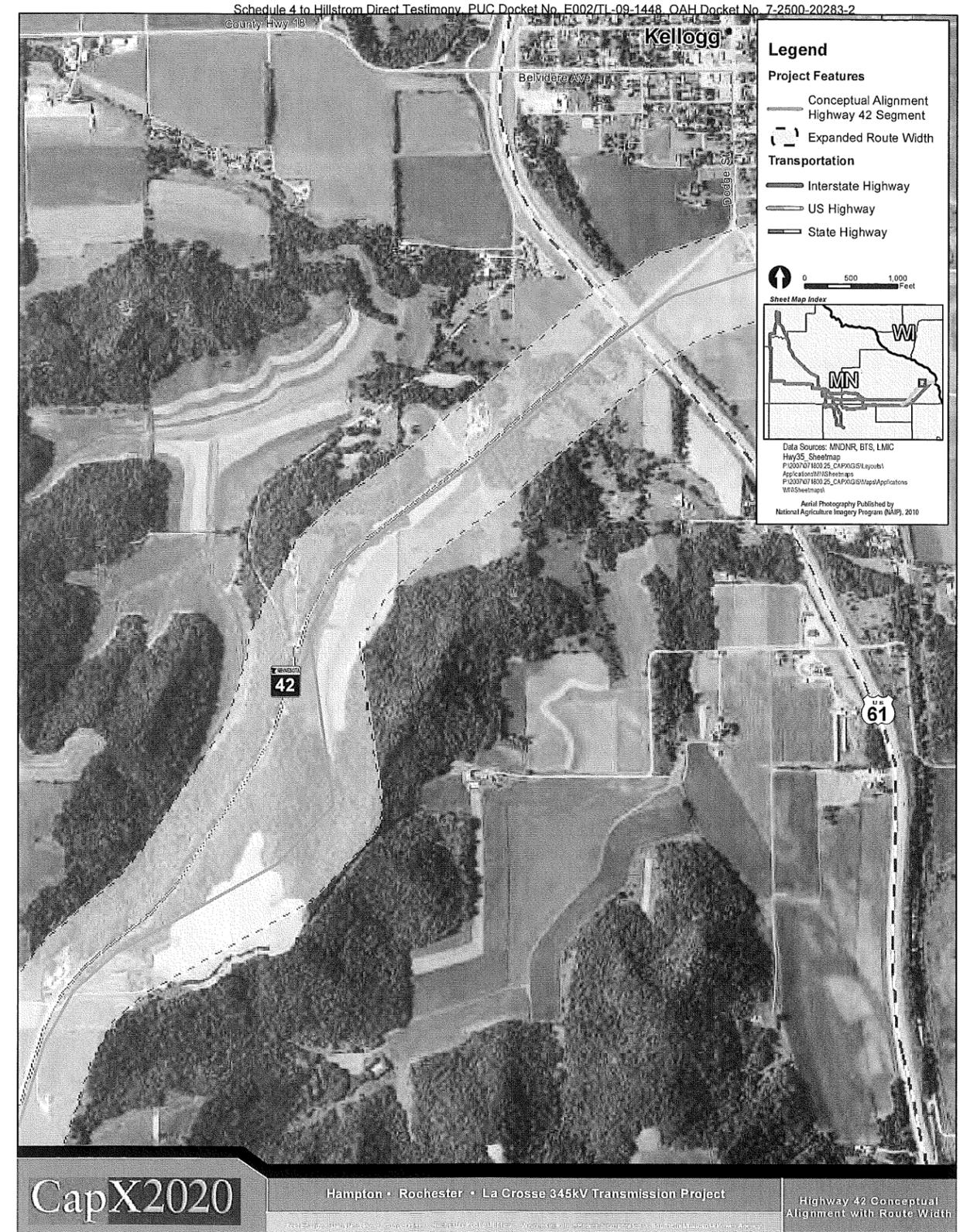
Thank you for considering these comments. Please contact me at (612) 330-6538 or [thomas.g.hillstrom@xcelenergy.com](mailto:thomas.g.hillstrom@xcelenergy.com) if you have any questions.

Sincerely,

/s/ Tom Hillstrom  
 Tom Hillstrom

Xcel Energy  
 414 Nicollet Mall, MP-8A  
 Minneapolis, MN 55402

Enclosure  
 3774960



***In the Matter of the Application  
for a Route Permit for the CapX2020  
Hampton-Rochester-LaCrosse  
High Voltage Transmission Line***

**CERTIFICATE OF SERVICE  
MPUC Docket No. ET-2/TL-09-1448  
OAH Docket No. 7-2500-20283-2MPUC**

Jane Nystrom certifies that on the 29th day of April 2011 she filed a true and correct copy of **Comments Regarding the Draft Environmental Impact Statement**, by posting it on [www.edockets.state.mn.us](http://www.edockets.state.mn.us). Said document was also served via U.S. Mail and e-mail as designated on the Official Service List on file with the Minnesota Public Utilities Commission.

*/s/ Jane Nystrom*  
Jane Nystrom

Assigned Service List Members

MPUC Docket No. ET-2/TL-09-1448  
OAH Docket No. 7-2500-20283-2

Print Close

**Service List Member Information****Electronic Service Member(s)**

Last Name	First Name	Email	Company Name	Delivery Method	View Trade Secret
Agrimonti	Lisa	lagrimonti@briggs.com	Briggs And Morgan, P.A.	Electronic Service	No
Anderson	Julia	Julia.Anderson@state.mn.us	Office of the Attorney General-DOC	Electronic Service	Yes
DeBleekere	Patricia	tricia.debleekere@state.mn.us	Public Utilities Commission	Electronic Service	Yes
Ferguson	Sharon	sharon.ferguson@state.mn.us	Department of Commerce	Electronic Service	Yes
Haar	Burl W.	burl.haar@state.mn.us	Public Utilities Commission	Electronic Service	Yes
Hammel	Karen Finstad	Karen.Hammel@state.mn.us	Office of the Attorney General-DOC	Electronic Service	Yes
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Langan	Matthew	matthew.langan@state.mn.us	Office of Energy Security	Electronic Service	Yes
Lindell	John	agorud.ecf@state.mn.us	Office of the Attorney General-RUD	Electronic Service	Yes
Schlatter	Laura	Laura.Schlatter@state.mn.us	Office of Administrative Hearings	Electronic Service	Yes
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Thompson	SaGonna	Regulatory.Records@xcelenergy.com	Xcel Energy	Electronic Service	No

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Last Name	First Name	Company Name	Address	Delivery Method	View Trade Secret
Hillstrom	Tom	Xcel Energy	7th Floor, 414 Nicollet Mall, Minneapolis, MN-554011993	Paper Service	No
Maccabee	Paula	Just Change Law Offices	1961 Selby Avenue, St. Paul, MN-55104	Paper Service	No
Overland	Carol	Legalelectric, Inc.	P.O. Box 176, Red Wing, MN-55066	Paper Service	No
Sheehy	Kathleen D.	Office of Administrative Hearings	PO Box 64620, St. Paul, MN-551640620	Paper Service	Yes

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<https://www.edockets.state.mn.us/EFiling/filing/filing.do?method=viewPrintUniqueServiceListMembers>[4/29/2011 9:18:29 AM]

**87A.**

Text discussing the North Rochester to Chester 161 kV line has been added at the beginning of Section 8.3.

**87B.**

Updates to maps throughout the EIS reflect the wider route width for route 3B-003. However, routes were not analyzed by route width in this EIS and therefore no updates to numbers were made. All routes were evaluated at several intervals depending on the feature type (i.e. wetlands, PWI streams or airports) being analyzed. Most features were reviewed within the ROW (80 feet, 150 feet or 200 feet depending on the line type/configuration) and within a 500 feet buffer. Routes were not analyzed by their route width because having a wider route width does not mean there is a greater impact.

**87C.**

See revised text in Section 5.3.1 of the EIS.

**87D.**

The final EIS has been updated to clarify the shared ROW requirements as requested.

**87E.**

As noted in the comment letter, the EIS acknowledges the coordination that the Applicant has been conducting with various state and federal agencies to design structures that minimize impacts to local and migratory birds. Additional text in Sections 6.3.1, 8.4.1 and 8.4.4 provides discusses this coordination.

**87F.**

The text in Section 2.6 of the EIS has been updated to correct the error pointed out by this comment.

**87G.**

The cost of the overhead crossing has been corrected per this comment.

**87H.**

See revised text in 6.3.2 of the EIS

**87I.**

See the revised call-out box in Section 5.3 of the EIS.

**87J.**

See revised text in Section 6.1 of the EIS

**87K.**

Powerline towers, particularly the custom engineered monopole structures proposed to be used on this project, are designed to withstand extreme wind and weather conditions and to meet or exceed the

requirements of the NESC. In the past five years, no steel poles have failed in Minnesota due to tornados or other weather conditions. Two of the Applicant's 10,350 structures failed during a tornado in Colorado. In Minnesota, an F3 tornado with wind speeds of up to 150-200 miles per hour passed through the Hugo, Minnesota area, but the wood pole structures and conductors did not fail. See ALJ finding for the route Permit for the Hiawatha Transmission Line Project (OAH Docket No. 15-2500-20599-2, PCU No ET2/TL-09-38) for additional information.

**87L.**

See revised text in Section 8.3.4.12 of the EIS.

**87M.**

See revised text in Section 8.3.4.8 of the EIS.

Page One

April 14, 2011

Matt Langan, state permit manager  
Minnesota Office of Energy Security  
Energy Facility Permitting  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota, 55101  
Fax: 651-297-7891

Reference: DEIS on the proposed CapX 2020 Hampton-Rochester-La Crosse 345 KV and 161 KV transmission lines project.

These comments are submitted by:  
Richard and Ann Hinz  
6480 60<sup>th</sup> Avenue NW  
Oronoco, MN 55960.  
PH - 507-288-4265. r.c.hinz@hotmail.com

Our property is located at the southwest corner of the intersection of 65<sup>th</sup> Street NW and 60<sup>th</sup> Avenue NW in Cascade Township, Olmsted County. This property extends East to 50<sup>th</sup> Avenue NW, south to the Douglas Trail, west along the Douglas Trail to 60<sup>th</sup> Avenue NW then North to 65<sup>th</sup> Street NW.

**Route Segment Alternative 2P-002:** Specifically from Highway 52, west along 65<sup>th</sup> Street Northwest 1.5 miles to the "Preferred Route". This "preferred route" is 60<sup>th</sup> Avenue Northwest, south to the Douglas trail, then along the Douglas Trail to the Northern Hills sub station. This Route Segment surrounds our property on three sides. In addition to possible health hazards, the selection of this route would cause the devaluation of our property. It is anticipated that this property will be subdivided and incorporated into the city of Rochester when the ongoing housing crisis is resolved. This proposed segment will also impact the housing developments that exist along 65 Street Northwest. (attachment #1)

**Preferred Route?:** This route follows 60<sup>th</sup> Avenue Northwest from 100<sup>th</sup> Street Northwest to the Douglas Trail. This route will also impact our property on two sides. The required right of way discussed at he public meeting held at Pine Island on April 13, 2011 will probably render our home uninhabitable. In addition we have been notified that 60<sup>th</sup> Avenue Northwest is scheduled to be expanded to a four lane roadway designated by the Olmsted County Planning Department as the 60<sup>th</sup> AVE - 75<sup>th</sup> ST Corridor. (attachment #2)

Information concerning the corridor project can be obtained from:  
Charlie Reiter  
Rochester - Olmsted Planning Department  
2122 Campus Drive SE  
Rochester, MN 55904  
Phone 507-328-7100 E-mail reiter.charlie@co.olmsted.mn.us

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**Douglas Trail:** Another of the proposed routes follows the Douglas Trail from the vicinity of Pine Island to the Northern Hills Sub Station. This route seems more logical than 60<sup>th</sup> Avenue Northwest for several reasons. First, it is a direct route. Second is the trail is owned and operated by the State of Minnesota. Third there is already an existing right of way associated with the trail.

Along the segment of the trail southeast from 60<sup>th</sup> Avenue NW to the Northern Hills Substation 80 foot towers have already been erected. I spoke to Mr. Joe Hensel from Rochester Public Utilities about these structures. He said that they were placed along the trail to provide electricity to a nearby pumping station. However, 80 foot towers were used "just in case" they were needed for the "other" Transmission lines. I told him that this sounded fishy to me.

Mr. Hensel and I also discussed the right of way. Because of the existing right of way associated with the trail, only a portion of private property was required to meet the right of way requirements.

By using the proposed Douglas Trail route the existing right of way can be taken advantage of. Consequently the properties associated from 100<sup>th</sup> Street Northwest along 60<sup>th</sup> Avenue Northwest to the Douglas Trail will be spared impact.

We are requesting feedback to this correspondence.

Respectively Submitted,

Richard C. Hinz      Ann Marie Hinz

(Attachments Two)