MATURE BLACK WALNUT SAWLOGS & VENEER
COVER TYPE NUMBER: 5
Species Description: Mature Black Walnut Sawlogs and Veneer 6 acres
This is a mature Black Walnut large sawlog and veneer cover type growing on rolling to steep lands. Large mature Black Walnut are growing well throughout and have very good quality. These mature trees average 110 years old and have a volume of 4600 board feet per acre with a height of 73 feet and an average diameter of 15 inches. The Black Walnut are healthy and growing well, many trees are producing high quality veneer and sawlogs. Smaller diameter 8-12 inch Basswood, Birch, American Elm, Hard Maple, Aspen, Cherry, Hickory, Oak, and Hackberry trees are also growing throughout with a combined volume of 12 cords per acre with an average height of 50 feet and an average age of 45. The site quality is 70 (based on a range of 0-100, 0 being the worst site for Walnut and 100 being the best). There is a moderate shrub layer growing to a height of 2-3 feet. There are Hard Maple, Black Walnut, Basswood, Ash, and Cherry trees reproducing in this shrub layer (30-50 trees per acre). The type has a long history of livestock grazing and this grazing has damaged the quality of a few butt logs.

The objective of this cover type is to grow high quality hardwoods with a strong Walnut component far into the future. Management activities should be focused on cultivation of small diameter hardwood trees to produce high quality veneer products and protecting the regenerating Oak and Walnut from deer browsing damage.

Recommended Management Activities:
Management activities should be focused on cultivation of small diameter hardwood trees to produce high quality veneer products and protecting the regenerating Oak and Walnut from deer browsing damage.
There is a good density of large diameter high quality Walnut. These high quality Walnut, need to be released from competition of poorer quality trees and other declining Walnut. This is called an improvement harvest. This type of harvest selects poor quality and declining Walnut for removal, this releases the healthy large diameter Walnut to grow to their optimum size. Monitor high value Black Walnut trees and when their health declines mark them for harvest. Walnut trees that are over 22 inches in diameter should be monitored throughout the year. These trees are very valuable and will need to be harvested before they show signs of decline.
Contact a qualified, professional forester to outline the harvest areas and to calibrate timber volume estimates if you decide to sell the large trees.

The next recommendation is to prune and release small diameter Walnut, Oak, Hard Maple, Hickory, Basswood, Ash, and Cherry that are growing where possible. Smaller desirable trees that are less than 6 feet tall need to be sheltered from deer browsing. Establishing a 1-2 foot diameter metal enclosure 6 feet tall around trees will allow these trees to enter the forest canopy. Select trees that are at least 20 feet apart. The Walnut, Oak, Hickory, and Cherry are the most valuable species for wildlife and timber management. Identify your future crop trees and release them for additional sunlight. Prune their lower branches up to 17 feet. When selecting the crop trees (trees allowed to grow into maturity replacing the over mature trees as they are removed) pick the best, straight, and free of stem defect trees of Walnut, Oak, Hard Maple, Hickory, Basswood, Ash, and Cherry. Also, remove any vines growing on these crop trees. When these tree species are competing with each other, give preference to Walnut, Oak, Hickory, and Hard Maple.. Partial funding may be available through Federal or State cost-share programs to help pay for these activities.

BLACK WALNUT SMALL DIAMETER POLES & SMALL SAWLOGS
COVER TYPE NUMBER: 6

Species Description: Black Walnut Poles and Small Sawlogs 1 acre
This cover type is well stocked with natural regenerated Black Walnut. The Walnut are growing on level to rolling ground. Other species growing are Hard Maple, Ash, Basswood, American Elm, Aspen, Boxelder, Cottonwood, with an average diameter of 2-14 inches. The average age is 35years. The general tree form is good. Average diameter is 11 inches and the trees are 20-25 feet tall. The site quality is 60 (based on a range of 0-100, 0 being the worst site and 100 being the best).

The objective of this cover is to produce high quality sawlogs and veneer. Maintaining healthy trees growing in this type will reduce soil erosion and bank sloughing during high rain fall events.

Recommended Management Activities:
Remove grazing livestock from this type. This type has great potential of being financially valuable in the future. It has the potential of producing high quality sawlogs and veneer products. Select crop trees and release them from competing vegetation. Trees with straight stems, with their crown receiving good sunlight should have their lower branches removed. Prune live and dead branches less than 3 inches in diameter up to 17 feet or as high as you can reach. Prune a maximum 150 trees per acre. When selecting the crop trees (trees allowed to grow into maturity) pick the best tree; with straight stems, and free of stem defects. Partial funding may be available through Federal or State cost-share programs.

DENSE SHRUBS AND GRASS MEADOWS
COVER TYPE NUMBER: 7

Species Description: Shrubs and Grass Meadows 11 acres
This type is an abandoned pasture that has been over grown with dense pockets of shrubs and small scattered grass meadows. There Apple trees, Sumac, Red Cedar, Aspen, Plum, Serviceberry, Hazel, and Nine Bark growing. The grasslands are a productive area for a variety of birds and small mammals.

The objective of this type is to stabilize the watershed and decrease soil erosion and stormwater runoff and enhance wildlife habitat.

Recommended Management Activities:
This highly fertile area has many shrubs and trees that benefit wildlife populations. Allow the shrub to grow. The small grassy meadows should be maintained in grass to add diversity to the type. This can be done by mowing or burning the areas every three to four years. Protect the Apple trees from being damaged during the prescribed burns.

LOWLAND HARDWOODS
COVER TYPE NUMBER: 8

Species Description: Boxelder Hardwood Poles 4 acres
This woodland grows on rolling to level lands north of the access road 367th Ave. The trees present are

Formatted: Font color: Black
Formatted: Font color: Black
Formatted: Font color: Black
Formatted: Font color: Black

Boxelder, Elm, Willow, Ash, Hackberry, and Oak. This cover type is even aged with most trees approximately the same age. There are scattered groups of older Burr Oak 20 inches in diameter growing in small groups. The average age of these small diameter trees is 25 years and have a volume of 15 cords per acre with a height of 40 feet and an average diameter of 10 inches. The large diameter Oak are 110 years old, with an average diameter of 20 inches and 55 feet tall. The site quality is 65 (based on a range of 0-100, 0 being the worst site for Elm and 100 being the best). The Elm and Boxelder trees are poor in merchantable quality. During the growing season the forest floor has a dense herbaceous cover growing at times to 3-5 feet tall. There is very little tree regeneration occurring under this dense vegetation.
Before settlement this area was open tall grass prairie, with scattered groups of lowland hardwood trees.

The objective of this cover type is to produce wildlife food and cover.

Recommended Management Activities:
Focus woodland management by releasing from competition and pruning the Burr Oak. All over topping vegetation should be removed to clear an area around the tree of at least 6 feet in diameter. Vines growing on desirable trees should be removed.
The type's soil is very fertile and could grow high quality Black Walnut. The Walnut would have to be hand planted after removal of the Boxelder and Elm.

COVER TYPE NUMBER 9

Species Description: Agricultural Field 57 acres
The fields are in agricultural tillage.

Recommended Management Activities:
Follow the Agricultural Conservation Plan. There is a large sink hole opening in the southern field in Section 20. Sink holes are openings in the surface that allow surface (rain fall and runoff) water to fall directly into the groundwater. Surface water flowing into the sink hole may become contaminated with fertilizers, pesticide, oils, or other manmade chemicals. This contaminated runoff then falls directly into the groundwater with little or no filtering from the soil. To avoid this, protect the edges of the sinkhole with grass buffer strips 30 feet wide or direct the runoff around and away from the sinkhole.
A small plantation of Pine grows north of the fields in Section 21. Release the Pine when your neighbor plans to thin their plantations.

MATURE SAWLOG BURR OAK
COVER TYPE NUMBER: 10
Species Description: Mature Mixed Oak &Black Walnut 6 acres
This is an Burr Oak sawlog cover type growing on level to steep lands. These mature trees average 120 years old and have a volume of 1500 board feet per acre with a height of 60 feet and an average diameter of 22 inches. The Oak are of poor quality and declining in health and are subject to wind and ice damage. The site quality is 45 (based on a range of 0-100, 0 being the worst site for Oak and 100 being the best). Some of the Oak trees are poor in merchantable quality but aid regeneration of the area by producing an abundance of acorns every 3-5 years.

The objective of this cover type is to maintain the Burr Oak growing for food and cover for wildlife, and reduce soil erosion The Burr Oak will provide food in the form of acorns and nuts for various wildlife

species. Nuts not eaten will sprout and grow to regenerate your woodland.

Recommended Management Activities:
Allow the type to grow.

BURR OAK AND CENTRAL HARDWOOD SMALL POLES
COVER TYPE NUMBER: 11

Species Description: Burr Oak with Central Hardwoods Small Poles 3 acres
This woodland grows on dry, south facing, steep rocky lands north of the access road 367th Ave. The trees present are small diameter Burr Oak, Boxelder, Elm, Ash, and Hackberry with scattered large diameter Burr Oak trees. This cover type is even aged, most trees are approximately the same age. Scattered throughout are groups of older 20-22 diameter Bur Oak and Elm growing. The average age of the small diameter trees is 35 years, have a volume of 5 cords per acre with a height of 30 feet, and an average diameter of 8 inches. The site quality is 35 (based on a range of 0-100, 0 being the worst site for Central Hardwoods and 100 being the best). The Burr Oak and Elm trees are poor in form.

The objective of this cover type is to produce wildlife habitat and reduce soil erosion.

Recommended Management Activities:
Allow the trees to grow, no recommendations at this time.

LOWLAND HARDWOODS
COVER TYPE NUMBER: 12

Species Description: Boxelder Hardwood Poles 4 acres
This woodland grows on rolling to steep lands south of the access road 367th Ave. The trees present are Boxelder, Elm, Hackberry, Birch, and Oak. This cover type is even aged with most trees approximately the same age. The average age of the trees is 40 years and a volume of 11 cords per acre with a height of 45 feet and an average diameter of 12 inches. The site quality is 60 (based on a range of 0-100, 0 being the worst site for Oak and 100 being the best). The trees are poor in merchantable quality. During the growing season the forest floor has a moderate herbaceous cover growing at times to 2-3 feet tall. There is very little tree regeneration occurring under this dense vegetation.
Before settlement this area was open tall grass prairie, with scattered groups of lowland hardwood trees.

The objective of this cover type is to reduce soil erosion and wildlife cover.

Recommended Management Activities:
The soil is very fertile and could grow high quality Black Walnut. The Walnut would have to be hand planted after removal of the Boxelder and Elm.

MATURE OAK
COVER TYPE NUMBER: 13

Species Description: Mature Mixed Oak 3 acres
This is an Oak sawlog cover type growing on steep land. Groups of large mature Red Oak are

FEIS ID #140

predominate tree species. These mature Oak average 90 years old and have a volume of 2000 board feet per acre with a height of 70 feet and an average diameter of 14 inches. These Oaks are healthy and grow well. Smaller diameter American Elm, and Basswood trees are also growing throughout with a combined volume of 500 board feet per acre with an average height of 65 feet and 13 inches in diameter and an average age of 90 years. The site quality is 60 (based on a range of 0-100, 0 being the worst site for Oak and 100 being the best). The Oak trees have good merchantable quality and will aid natural regeneration of the type by producing an abundance of acorns every 3-5 years. There is very little understory development.

The objective of this cover type is to maintain a strong Oak component far into the future. This will provide acorns and cover for wildlife populations and valuable timber.

Recommended Management Activities:
As mature Oak lose vigor, conduct a salvage harvest before they lose their merchantability. Trees that have at least one 8'8" log have a 10 inch diameter at the small end, are straight, and relatively free of rot are merchantable. Select and mark the poorest quality trees for removal. The removal of these large trees will increase the sunlight to the forest floor and aid the growth of the small desirable trees. Leave 3-5 large Oak per acre for wildlife trees. The trees with the largest crowns produce the most acorns. Contact a qualified, professional forester to outline the harvest areas and to calibrate timber volume estimates. After the removal of these large trees, cut small damaged residual Oak trees off at the ground line. Many will re-sprout from their roots. To influence growth of the desirable young trees growing within the brush layer, locate the Oak, Hickory, and Cherry and remove the competing vegetation around them. All over topping vegetation should be removed and clear an area around the tree of 4-6 feet wide.

Other Management Options:
In areas that do not have any Oak, Walnut, and Cherry regeneration you may decide to plant these species. Plant these trees under the large trees one year before harvest. When the trees are removed the sunlight will reach the forest floor and release them to grow. Planting trees in areas where none exist will expand the area producing valuable tree species. If you are interested in planting additional trees you can find information on planting techniques and seedling sources in Chapter 4 Planting of your Woodland Stewardship manual. Red Oak and Walnut seedlings are available at rates of $64 for 100, $160 for 500, and $320 for 1000 seedlings (MN DNR 2010 Seedling prices, all species and rates available at http://www.dnr.state.mn.us/forestry/nurseries/pricelist.html). Cherry and Hickory can be located from other private tree nurseries.

OAK/ CENTRAL HARDWOOD
COVER TYPE NUMBER: 14

Species Description: Burr Oak and Central Hardwoods Small Poles 6 acres
This woodland grows on rolling to steep rocky lands with a west facing aspect. The trees present are small diameter Burr Oak, White Oak, Black Oak, Boxelder, Hackberry, Elm, Aspen, and Birch with scattered large diameter Oak trees. This cover type is even aged. Scattered throughout there are scattered groups of older 16 inch diameter Oak growing. The average age is 35 years, and a volume of 8 cords per acre with a height of 30 feet and an average diameter of 7 inches. The site quality is 50 (based on a range of 0-100, 0 being the worst site for Central Hardwoods and 100 being the best). During the growing season the forest floor has a dense herbaceous and shrub cover growing at times to 3-5 feet tall. Non-native Honeysuckle is growing throughout and hampering natural regeneration of native plant species.

Formatted: Font color: Black
Formatted: Font color: Black
Formatted: Font color: Black
Formatted: Font color: Black

The objective of this cover type is to produce wildlife habitat.

Recommended Management Activities:
Remove and control the growth of Honeysuckle in this type and adjacent types. The White Pine seedlings recently planted are still growing but are being badly damaged by browsing deer. Release the trees from the grass competition with an appropriate herbicide. In October bud cap the terminal buds of the White Pine. Continue to bud cap the Pine until they 6 foot tall.

ROAD-WABASHA COUNTY HIGHWAY 70
COVER TYPE NUMBER: 15

Description: Wabasha County Highway 70 1 acre

ZUMBRO RIVER
COVER TYPE NUMBER 16

Description: Zumbro River 10 acres
The objective of this type is to maintain minimal stormwater runoff from the property in high rain fall periods.

Recommended Management Activities: none

BUILDING SITE
COVER TYPE NUMBER 17

Description: Building Site 4 acres

SCHEDULE OF RECOMMENDED ACTIVITIES:

Year 1: 2010
- Release White Pine seedlings in Type 7 in the spring and bud cap them in October.
- Continue release and pruning of Walnut in Type 6.
- Continue construction of the recreational trail in the Zumbro River bottoms.

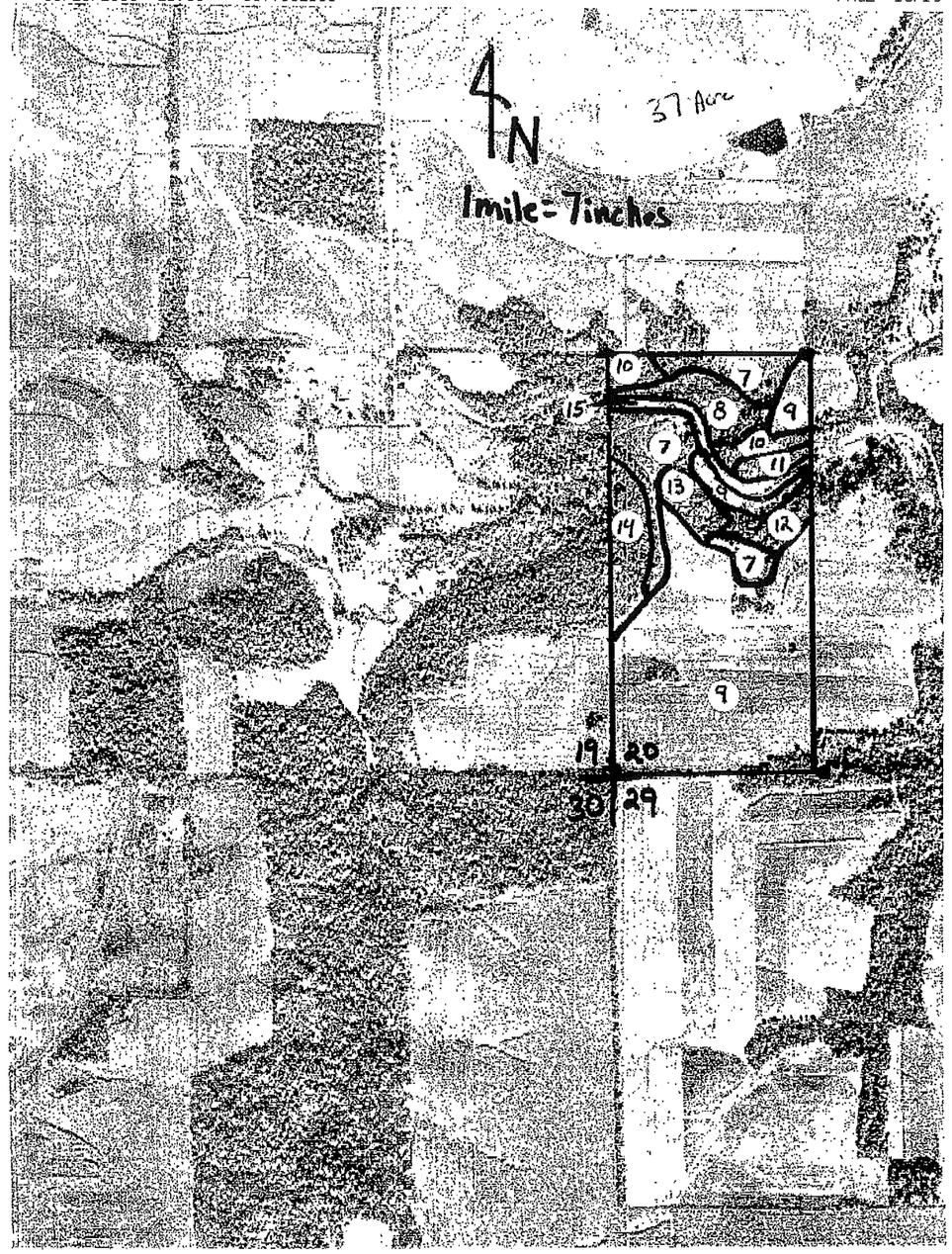
Year 2: 2011
- Begin removal of Honeysuckle in Type 14.
- Release and prune Black Walnut in Types 2,3,5.
- Release White Pine seedlings in Type 7 in the spring and bud cap them in October.
- Continue construction of the recreational trail in the Zumbro River bottoms.
- Appraise the value and health of the large diameter Walnut and other hardwoods in preparation of a salvage/improvement harvest.

Year 3: 2012
- Removal of Honeysuckle in Type 14.
- Continue the release and pruning of Black Walnut in Types 2,3,5.
- Release White Pine seedlings in Type 7 in the spring and bud cap them in October.
- Run a prescribed fire through the remnant prairies in Type 2.

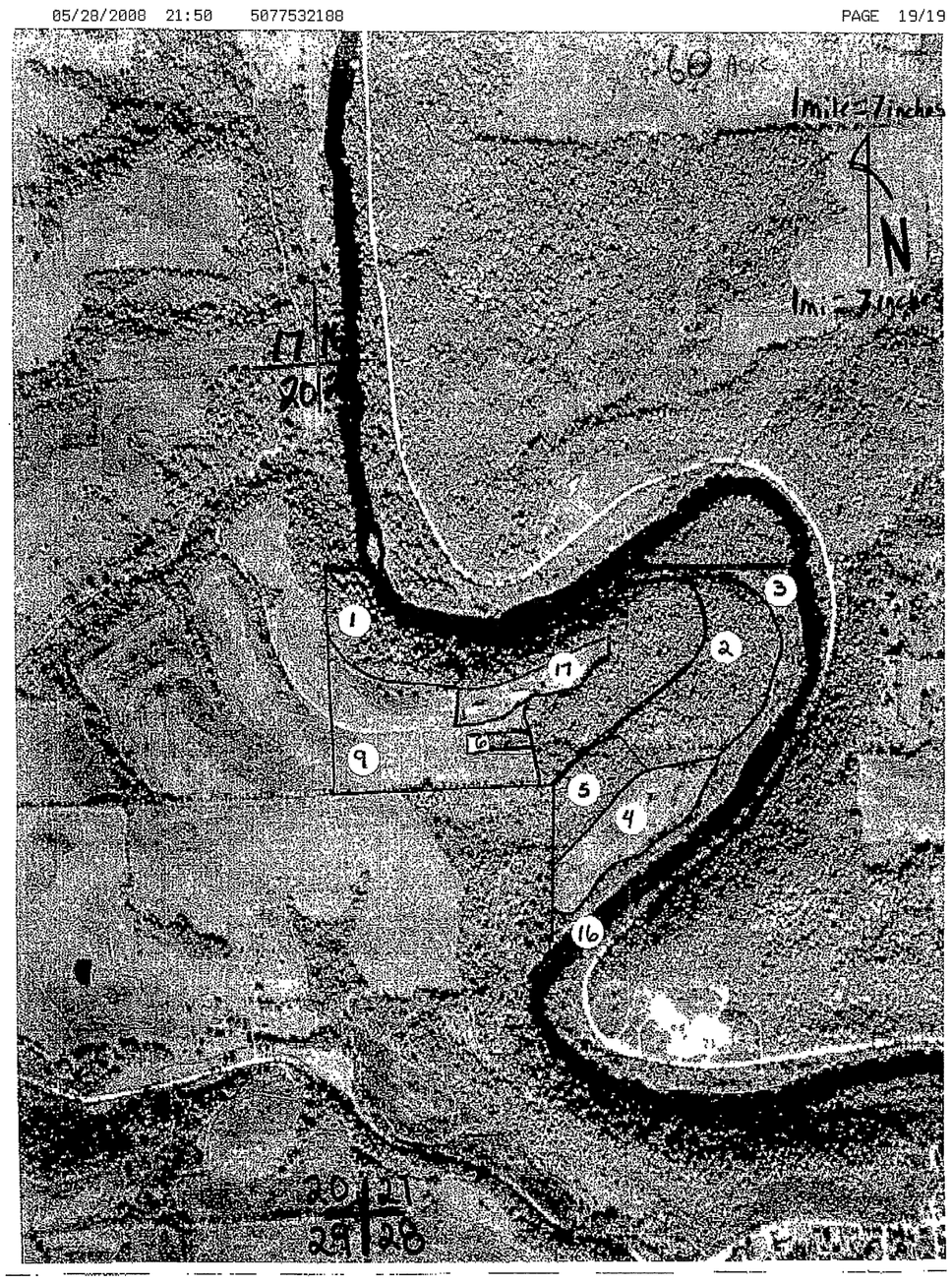
Year 4: 2013
- Monitor health of high value Black Walnut Types 1,2,3,5.
- Maintain recreational trails.
- Continue with Black Walnut pruning and release.
- Release White Pine seedlings in Type 7 in the spring and bud cap them in October

Year 5: 2014
- Monitor health of high value Black Walnut Types 1,2,3,5.
- Maintain recreational trails.
- Continue with Black Walnut pruning and release.
- Release White Pine seedlings in Type 7 in the spring and bud cap them in October
- Run a prescribed fire through the remnant prairies in Type 2.
- Prepare for a softwood harvest of the pine in Type 9.

Years 6 through 15:
- Continue cultivation of Black Walnut and high quality hardwoods.
- Continue with prescribed fire.
- Monitor and selective harvest of Walnut based on vigor and health.
- Maintain recreational trails.



FEIS ID #140



140A.
See Section 7.3.1 of the EIS.

140B.
See Section 7.7 of the EIS.

140C.
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.

140D.
Map 8.3-34 and Section 8.3.4.5 of the EIS have been updated to include this information.

140E.
The need for this transmission line has been previously determined by the Minnesota Public Utilities Commission (Docket No. CN-06-1115). Questions of need for this project cannot be addressed in this document, Minn. Stat. 216E.02, Subp. 2.

140F.
See Section 7.1 of the EIS.

140G.
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.

140H.
The need for this transmission line has been previously determined by the Minnesota Public Utilities Commission (Docket No. CN-06-1115). Questions of need for this project cannot be addressed in this document, Minn. Stat. 216E.02, Subp. 2.

FEIS ID #141

office of energy security

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

RECEIVED
APR 19 2011
MAIL ROOM

PUBLIC COMMENT SHEET

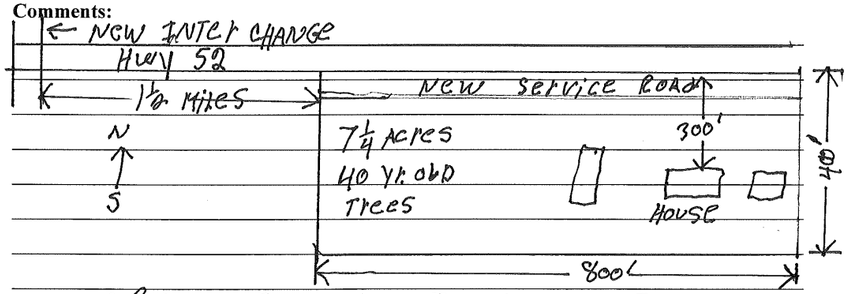
CapX Hampton-Rochester-La Crosse Transmission Line Project

PUC Docket Number: E002/TL-09-1448

Name: KENNETH R. MEYERS **Representing:**

Address: 18243 Hwy 52 NW Pine ISLAND MN. 55963 **Email:**

Comments:



141A would have to take out a lot of trees and be to close to the house and other Buildings

141B

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

141A.
See Section 7.7 of the EIS.

141B.
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.

36885 County 24 Blvd.
Dennison, Mn 55018
April 13, 2011

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

Re: Comments on Draft Environmental Impact Statement
Xcel Energy – Hampton-Rochester-La Crosse - Transmission Line Project

Dear Mr. Langan:

142A

After a review of the Draft Environmental Impact Statement, it appears the study was primarily literature research with a listing of the house locations and the pinch points along the roads. I believe Xcel Energy, through their scoping meetings, did a far superior job of identifying the natural and physical resources along the various routes. At each scoping meeting they had large aerial photos laid out on tables where attendees could identify important locations and physical features they were aware of on the maps. Thereby, Xcel Energy was able to identify most of the privately owned features, including other natural or man-made resources. Many of the items I identified in my letter to you and a second copy for Barr Engineering dated October 14, 2010 have not been included in the draft EIS.

142B

When I talked to you last October, I understood that Xcel Energy was only required to submit their collected data for the preferred and alternate routes. After your advisory committee reintroduced the Highway 56 route, it has created a frustration with land owners along this route. We had developed data for CAPX 2020 on the Highway 56 route and now we have to inform your staff and Barr Engineering about this line a second time. I have discussed this matter with my State Representative and State Senator. They had indicated to me that they would introduce legislation to eliminate this duplication of effort by the local residents and land owners. It would appear only logical the Xcel Energy be required to submit data on all the routes they had explored.

With proper direction to your advisory committee, the Highway 56 route as presently shown on the map, is illogical because the line is placed next to the Stanton Airport. I talked to Mr. Kent Johnson, manager of the Stanton Airport, and he stated that he had met with Xcel Energy staff on two occasions and they agreed and understood the line had to be at a set distance from the airport. Then, why did the advisory committee again propose the line that close to the airport? Why was Highway 56 thrown back in the mix with no representatives on your advisory committee? When you established your committee, many of the people present thought Highway 56 was no longer a preferred or alternate route.

142C

As I wrote to you in a previous letter, I believe the preferred route along Highway 52 is the best location for the transmission line from Hampton to the substation between Zumbrota and Pine Island. This route has the least impact on the rural landscape and farming communities. This route will greatly reduce the concern of following farm boundary lines and consequently cutting across farms. This route is the least environmentally damaging and has the least environmental impact to wildlife, fauna, and flora; because a four lane road presently exists along this corridor. Both the Goodhue and Dakota County commissioners have endorsed the Highway 52 route. It is also the shortest route!

The Highway 52 corridor has already been preparing for the upgrade of the highway to a freeway. Most of the existing farmsteads have been vacated, moved further from the existing road right-of-way, or been put up for sale in anticipation of the construction of the freeway and associated service roads. Because of this fact, this corridor is the logical location for all of the public utilities, which will include the freeway, transmission lines, and any future mass transit facilities. Light rail line proposals from the Twin Cities to Rochester have already been discussed, which someday will likely become a reality. MNDOT has already allocated funds to the city of Rochester to explore possible depot sites in the city for the light rail.

Xcel Energy has constructed the Invenergy peak plant in Cannon Falls. Any connection to the transmission line would be the shortest distance to the preferred line along Highway 52. Invenergy has already donated funds to the Cannon Falls School District and other community organizations in Cannon Falls.

My comments to the draft environmental impact statement are listed on the following sheets.

Sincerely,

Howard C. Midje

Howard C. Midje

cc:
Representative Pat Garofalo
Senator Dave Thompson

Comments on Draft Environmental Impact Statement
Hampton – Rochester – LaCrosse
April 13, 2011

By: Howard C. Midje
Telephone – 507-789-6765
Farm owner – Warsaw Township, Goodhue County
MN State Design Engineer – Retired
Soil Conservation Service, USDA – (NRCS, Natural Resource Conservation Service)

142D

1. (Section 1, page 2) 1.3 Summary of project impacts and route alternatives. (Agricultural activities account for over 70 percent of the land ------ . However, agriculture production would be minimally impacted by the project as a very small amount of land would be removed from agriculture production.

I disagree with this statement. I refer you to my document "Interruption of Farm Practices" which I mailed to you and a copy to Barr Engineering on October 14, 2010. It is obvious the author of this statement does not have farm background or experience.

142E

2. (Section 7, page 29) 7.1.1.2 Magnetic Fields

My I refer you to the research work done in Germany on grazing livestock in pastures affected by the electromagnet field generated by the overhead transmission lines. The research has been done by a team directed by Hynek Burda and Sabine Begall. I understand that grazing cattle are reluctant to pass under the line from one side of the pasture to the other. There are many cattle passes under Highway 56 installed when the road was constructed. If the transmission line is constructed along the right-of-way it will be nearly impossible to get the cattle through the cattle pass.

142F

3. (Section 7, page 33) 7.1.1.4 Implantable Medical Devices

Many large farmers hire older retired farmers to operate their tractors during the busy spring planting and fall tillage periods. These older men enjoy the work because many tractors are controlled by GPS guidance systems. They can ride in the cab and drink coffee and listen to the radio. If one of these operators has a heart pacemaker, this line could cause a major problem.

142G

4. (Section 7, page 33) 7.1.2 Stray Voltage

Dairy farmers are extremely concerned about stray voltage coming to their milking parlors. I do not have dairy cattle on my farm, but I am sure active dairy farmers can produce more data on this problem for a vital industry.

142H

5. (Section 7, page 37) 7.3.1 Visual and Aesthetic Impacts.

Nowhere in the EIS do I see the Nansen Agricultural Historic Duistrict addressed. The Nansen Agricultural Historic District was established as the nation's first rural historic landscape district. Highway 56 forms the west boundary of this historic district. Both the state and federal government have established this as a rural historic landscape district. At the state level it is the Historic Preservation Office which is part of the Minnesota Historical Society. At the federal level it is under the Department of Interior, Department of Parks. The historic district was established in 2000 as one of the first three in the United States. The other two are located on the east and west coasts. The district consists of approximately 4683 acres. Of the 30 plus farms in the district, 190 historic agricultural structures still exist. Many of them were built between 1880 and 1915, and some have Italianate and Queen Anne trimmings. They still shelter descendants of early settlers. When traveling through this district you learn the settlement pattern of the 19th century that is largely intact in a 21st century "growth corridor" between the Twin Cities and Rochester. Many farms along County Road 9 and Highway 56 are or near being "Century Farms" as designated by the State of Minnesota and also exhibit the architectural traits found on farmsteads in the Nansen Agricultural Historic District.

Construction of the electric transmission line along Highway 56, which is along the west boundary of this historical district, would destroy the visual quaint nature of the district and it's rural character. The northerly boundary of the historical district is approximately ½ mile from County Road 9. The line along the right-of-way of Highway 56 would be constructed near the watershed's west divide at the highest elevation in the vicinity. Because of this fact the line would be readily visible from the rural historic district. The county 9 route would be visible from the District as the transmission line traversed up and down the Sogn Valley. Transmission lines along either route would be easily seen from the Nansen District. In either case, the visual integrity of the National and State Historic District would be destroyed for visitors coming to the area to observe an untouched part of rural American history and architecture.

142I

6. (Section 7, page 39) 7.3.5 Tree Groves/Windbreaks

There are several private tree plantations along the Highway 56 and the County 9 corridor that have not been identified in the draft EIS. Several of these are black walnut plantings.

142J

7. (Section 7, page 41) 7.5.1.2 Aerial Crop Spraying/Dusting.

Aerial crop spraying and fungicide application is becoming a very important farm application. It is an effective method of controlling corn smut which is impossible to do with ground application. The smut does not appear until the corn has obtained it's full height and has developed cobs.

142K

8. (Section7, page 41) 7.6 Rare and Unique Natural Resources

The draft EIS does not even mention Native Prairie. Even in Minnesota native prairie is a rare environmental asset. Along the Highway 56 route there are numerous plots of native prairie, which I had identified in my letter of October 14, 2010. Once a plow or construction equipment goes over these rare areas, it is gone forever.

142L

The Wangs fossil site exists within the right-of-way along Highway 56. One fourth mile north of the Wangs corner; intersection of County road #9 and Highway 56, is the location of the Wangs fossil site. The fossils are found on the east cut slope within the highway right-of-way. Numerous times during the year buses of students from Carlton, and St. Olaf Colleges and the University of Minnesota come to the site with their instructor to pick fossils and hold their lab sessions. Numerous other private individuals come throughout the summer season to pick fossils for their private collections. The fossils found are from the Ordovician period, which includes brachiopods, trilobites, crinoids and etc. Additional information can be found when you google "Wangs fossil site".

Institution contacts:
St. Olaf College, Northfield, MN- Physics Department, Chair - Robert Jocobl, tel-507-786-2222 Ext. 3120
Carlton College, Northfield, MN - Geology Department, Chair - Cam Davidson, tel - 507-222-7144, ext - 4407 email - cdavidso@carlton.edu
University of Minnesota, Mpls, MN - Geology and Geophysics Department, Department Head - David Fox, tel - 612-624-6361

There are additional fossil locations: Abandon rock quarry in section 16 and sites in section 21 of Warsaw township and section 16 of Holden township.

9. (Section 7, page 51) 7.9.5 GPS – Based Agricultural Navigation Systems

142M

Quote from EIS: "On rare occasions , a transmission line structure may cause a drop inaccuracy within a GPS device due to blocking a view of a satellite, but this would only occur if the receiver, tower, and satellite are in a line, which is rare. Typically, if there is a EMI present, proper GPS function is usually restored in minutes (IEEE, 2002 as cited in Minnkota Power Cooperation,. Inc., n.d)."

If GPS is restored within a minute, this can be a major problem for a farmer. When one is traveling across a field at from 5 to 7 miles per hour with a tractor pulling an implement 40 feet or greater in width controlled by GPS, this will be very damaging to crop production. One minute can be an eternity for the farming operation, whether it is cultivation, fertilizer application controlled by GPS, or harvest yield determined by the combine as the crop is harvested. May I refer you to my document "Interruption of Farm Practices" of October 14, 2010 for further information.

10. (Section 7, page 54) 7.11.3 Airports

142N

Alternate routes 1B-005 and 1P-009 are not viable options because they do not provide adequate clearance for the Stanton Airport. This is especially true when a glider club is headquartered at this airport. The Stanton Airport has been in existence since before the second world war. I believed the airport was started by Carlton College, where they provided pilot training in the early 1940's. Since that time the airport has been in continuous use and has had very active clubs in sky diving, gliders and other groups associated with aviation. Presently there is a very active glider club associated with the airport. The airport manager is Kent Johnson and can be reached at 507-645-4030 or kentjohn@frontiernet.net. Xcel Energy and the Warsaw township board have held meetings with the airport staff during the early stages of planning for the transmission lines.

11. (Section 7, page 54) 7.12.1 Wildlife Management Areas

142O

There is DNR wildlife land in Section 8 of Warsaw Township, Goodhue County. Pheasants Forever has recently purchased property on both side of Highway 56 in the same section. This 120 acre plot is located in the north half of section 8.

12. (Section 7, Page 55) 7.12.7 Scenic Byways

142P

The Nansen Agricultural Historic District has not been identified in the EIS. (See item 5 above).

FEIS ID #142

142A.
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.

142B.
This route was included because a number of citizens wanted it reviewed in more detail; landowners were identified and notified at that time. The route does appear to conflict with the safe operation of the Stanton Airport.

142C.
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.

142D.
A discussion of the total area of temporary and permanent impacts to agricultural land can be found in Section 7.5.1 of the EIS.

142E.
OES does not know of any reports of cattle not moving under transmission lines; they can apparently graze under them. In fact the study cited demonstrates cows moving/grazing under lines. Thus, the State does not anticipate a significant impact to farming operations from stray voltage or proximity to HVTLs.

142F.
See Section 7.1 of the EIS.

142G.
See Section 7.1 of the EIS.

142H.
The Nansen Agricultural and Historic District is made up of 94 buildings and 43 structures within a 46,8434 acre area in Goodhue County in the vicinity of MN 56 and County Highways 14 and 49 in Holden Township. All historic buildings and structures within one half mile of the proposed routes, including buildings and structures that are part of the Nansen Agricultural and Historic District, have been identified in Sections 8.1.4.10, 8.2.4.10, and 8.3.4.10 of the EIS, and in Appendix G of the EIS. Please also see the updated text in Section 8.1.4.10 that has been revised to include a discussion of the Nansen Agricultural and Historic District.

142I.
Your comment is noted and will be forwarded to the administrative law judge.

142J.
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.

142K.
See Section 7.6 of the EIS.

142L.
Please see updated text in Section 7.10 and 8.1.4.10.

142M.
The document the commenter mentions was not submitted with his comments during scoping and was not attached to this comment. Please see Section 7.9.5 of the EIS.

142N.
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.

142O.
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.

142P.
The Nansen Agricultural and Historic District is made up of 94 buildings and 43 structures within a 46,8434 acre area in Goodhue County in the vicinity of MN 56 and County Highways 14 and 49 in Holden Township. All historic buildings and structures within one half mile of the proposed routes, including buildings and structures that are part of the Nansen Agricultural and Historic District, have been identified in Sections 8.1.4.10, 8.2.4.10, and 8.3.4.10 of the EIS, and in Appendix G of the EIS. Please also see the updated text in Section 8.1.4.10 that has been revised to include a discussion of the Nansen Agricultural and Historic District

Langan, Matthew (COMM)

From: Howard Midje [louisehoward@frontiernet.net]
Sent: Saturday, April 16, 2011 7:48 PM
To: Langan, Matthew (COMM)
Subject: Nansen Agricultural Historic District

Dear Matt,

143A You will also find many references for the Nansen Ag Historic District by googling, (Nansen Agricultural Historical District, Minnesota). You will find references for both Federal and State identification.

Howard Midje

1

143A.

The Nansen Agricultural and Historic District is made up of 94 buildings and 43 structures within a 46,8434 acre area in Goodhue County in the vicinity of MN 56 and County Highways 14 and 49 in Holden Township. All historic buildings and structures within one half mile of the proposed routes, including buildings and structures that are part of the Nansen Agricultural and Historic District, have been identified in Sections 8.1.4.10, 8.2.4.10, and 8.3.4.10 of the EIS, and in Appendix G of the EIS. Please also see the updated text in Section 8.1.4.10 that has been revised to include a discussion of the Nansen Agricultural and Historic District

FEIS ID #144

Langan, Matthew (COMM)

From: Howard Midje [louisehoward@frontiernet.net]
Sent: Friday, April 15, 2011 11:05 AM
To: Langan, Matthew (COMM)
Subject: Wangs fossil site

Dear Matt,

144A To locate the Wangs fossil site on the internet just google, (Wangs fossil site, Minnesota). You will find several pages of references for the Wangs fossil site. It is a popular site for fossil collectors. You had a good meeting last night. If you have any questions feel free to contact me.

Howard Midje

1

144A.

Please see updated text in Section 7.10 and 8.1.4.10.

As I wrote to you in a previous letter, I believe the preferred route along Highway 52 is the best location for the transmission line from Hampton to the substation between Zumbrota and Pine Island. This route has the least impact on the rural landscape and farming communities. This route will greatly reduce the concern of following farm boundary lines and consequently cutting across farms. This route is the least environmentally damaging and has the least environmental impact to wildlife, fauna, and flora; because a four lane road presently exists along this corridor. Both the Goodhue and Dakota County commissioners have endorsed the Highway 52 route. It is also the shortest route!

145A

The Highway 52 corridor has already been preparing for the upgrade of the highway to a freeway. Most of the existing farmsteads have been vacated, moved further from the existing road right-of-way, or been put up for sale in anticipation of the construction of the freeway and associated service roads. Because of this fact, this corridor is the logical location for all of the public utilities, which will include the freeway, transmission lines, and any future mass transit facilities. Light rail line proposals from the Twin Cities to Rochester have already been discussed, which someday will likely become a reality. MNDOT has already allocated funds to the city of Rochester to explore possible depot sites in the city for the light rail.

Xcel Energy has constructed the Invenergy peak plant in Cannon Falls. Any connection to the transmission line would be the shortest distance to the preferred line along Highway 52. Invenergy has already donated funds to the Cannon Falls School District and other community organizations in Cannon Falls.

My comments to the draft environmental impact statement are listed on the following sheets.

Sincerely,

Howard C. Midje

Howard C. Midje

cc:
Representative Pat Garofalo
Senator Dave Thompson

Comments on Draft Environmental Impact Statement
Hampton – Rochester – LaCrosse
April 13, 2011

By: Howard C. Midje
Telephone – 507-789-6765
Farm owner – Warsaw Township, Goodhue County
MN State Design Engineer – Retired
Soil Conservation Service, USDA – (NRCS, Natural Resource Conservation Service)

1. (Section 1, page 2) 1.3 Summary of project impacts and route alternatives. (Agricultural activities account for over 70 percent of the land ------ . However, agriculture production would be minimally impacted by the project as a very small amount of land would be removed from agriculture production.

I disagree with this statement. I refer you to my document "Interruption of Farm Practices" which I mailed to you and a copy to Barr Engineering on October 14, 2010. It is obvious the author of this statement does not have farm background or experience.

2. (Section 7, page 29) 7.1.1.2 Magnetic Fields

My I refer you to the research work done in Germany on grazing livestock in pastures affected by the electromagnet field generated by the overhead transmission lines. The research has been done by a team directed by Hynek Burda and Sabine Begall. I understand that grazing cattle are reluctant to pass under the line from one side of the pasture to the other. There are many cattle passes under Highway 56 installed when the road was constructed. If the transmission line is constructed along the right-of-way it will be nearly impossible to get the cattle through the cattle pass.

3. (Section 7, page 33) 7.1.1.4 Implantable Medical Devices

Many large farmers hire older retired farmers to operate their tractors during the busy spring planting and fall tillage periods. These older men enjoy the work because many tractors are controlled by GPS guidance systems. They can ride in the cab and drink coffee and listen to the radio. If one of these operators has a heart pacemaker, this line could cause a major problem.

4. (Section 7, page 33) 7.1.2 Stray Voltage

Dairy farmers are extremely concerned about stray voltage coming to their milking parlors. I do not have dairy cattle on my farm, but I am sure active dairy farmers can produce more data on this problem for a vital industry.

5. (Section 7, page 37) 7.3.1 Visual and Aesthetic Impacts.

Nowhere in the EIS do I see the Nansen Agricultural Historic Duistrict addressed. The Nansen Agricultural Historic District was established as the nation's first rural historic landscape district. Highway 56 forms the west boundary of this historic district. Both the state and federal government have established this as a rural historic landscape district. At the state level it is the Historic Preservation Office which is part of the Minnesota Historical Society. At the federal level it is under the Department of Interior, Department of Parks. The historic district was established in 2000 as one of the first three in the United States. The other two are located on the east and west coasts. The district consists of approximately 4683 acres. Of the 30 plus farms in the district, 190 historic agricultural structures still exist. Many of them were built between 1880 and 1915, and some have Italianate and Queen Anne trimmings. They still shelter descendants of early settlers. When traveling through this district you learn the settlement pattern of the 19th century that is largely intact in a 21st century "growth corridor" between the Twin Cities and Rochester. Many farms along County Road 9 and Highway 56 are or near being "Century Farms" as designated by the State of Minnesota and also exhibit the architectural traits found on farmsteads in the Nansen Agricultural Historic District.

Construction of the electric transmission line along Highway 56, which is along the west boundary of this historical district, would destroy the visual quaint nature of the district and it's rural character. The northerly boundary of the historical district is approximately ½ mile from County Road 9. The line along the right-of-way of Highway 56 would be constructed near the watershed's west divide at the highest elevation in the vicinity. Because of this fact the line would be readily visible from the rural historic district. The county 9 route would be visible from the District as the transmission line traversed up and down the Sogn Valley. Transmission lines along either route would be easily seen from the Nansen District. In either case, the visual integrity of the National and State Historic District would be destroyed for visitors coming to the area to observe an untouched part of rural American history and architecture.

6. (Section 7, page 39) 7.3.5 Tree Groves/Windbreaks

There are several private tree plantations along the Highway 56 and the County 9 corridor that have not been identified in the draft EIS. Several of these are black walnut plantings.

7. (Section 7, page 41) 7.5.1.2 Aerial Crop Spraying/Dusting.

Aerial crop spraying and fungicide application is becoming a very important farm application. It is an effective method of controlling corn smut which is impossible to do with ground application. The smut does not appear until the corn has obtained it's full height and has developed cobs.

8. (Section7, page 41) 7.6 Rare and Unique Natural Resources

The draft EIS does not even mention Native Prairie. Even in Minnesota native prairie is a rare environmental asset. Along the Highway 56 route there are numerous plots of native prairie, which I had identified in my letter of October 14, 2010. Once a plow or construction equipment goes over these rare areas, it is gone forever.

The Wangs fossil site exists within the right-of-way along Highway 56. One fourth mile north of the Wangs corner; intersection of County road #9 and Highway 56, is the location of the Wangs fossil site. The fossils are found on the east cut slope within the highway right-of-way. Numerous times during the year buses of students from Carlton, and St. Olaf Colleges and the University of Minnesota come to the site with their instructor to pick fossils and hold their lab sessions. Numerous other private individuals come throughout the summer season to pick fossils for their private collections. The fossils found are from the Ordovician period, which includes brachiopods, trilobites, crinoids and etc. Additional information can be found when you google "Wangs fossil site".

Institution contacts:
St. Olaf College, Northfield, MN- Physics Department, Chair - Robert Jocobl, tel-507-786-2222 Ext. 3120
Carlton College, Northfield, MN - Geology Department, Chair - Cam Davidson, tel - 507-222-7144, ext - 4407 email - cdavidso@carlton.edu
University of Minnesota, Mpls, MN - Geology and Geophysics Department, Department Head - David Fox, tel - 612-624-6361

There are additional fossil locations: Abandon rock quarry in section 16 and sites in section 21 of Warsaw township and section 16 of Holden township.

9. (Section 7, page 51) 7.9.5 GPS – Based Agricultural Navigation Systems

Quote from EIS: "On rare occasions , a transmission line structure may cause a drop inaccuracy within a GPS device due to blocking a view of a satellite, but this would only occur if the receiver, tower, and satellite are in a line, which is rare. Typically, if there is a EMI present, proper GPS function is usually restored in minutes (IEEE, 2002 as cited in Minnkota Power Cooperation,. Inc., n.d)."

If GPS is restored within a minute, this can be a major problem for a farmer. When one is traveling across a field at from 5 to 7 miles per hour with a tractor pulling an implement 40 feet or greater in width controlled by GPS, this will be very damaging to crop production. One minute can be an eternity for the farming operation, whether it is cultivation, fertilizer application controlled by GPS, or harvest yield determined by the combine as the crop is harvested. May I refer you to my document "Interruption of Farm Practices" of October 14, 2010 for further information.

10. (Section 7, page 54) 7.11.3 Airports

Alternate routes 1B-005 and 1P-009 are not viable options because they do not provide adequate clearance for the Stanton Airport. This is especially true when a glider club is headquartered at this airport. The Stanton Airport has been in existence since before the second world war. I believed the airport was started by Carlton College, where they provided pilot training in the early 1940's. Since that time the airport has been in continuous use and has had very active clubs in sky diving, gliders and other groups associated with aviation. Presently there is a very active glider club associated with the airport. The airport manager is Kent Johnson and can be reached at 507-645-4030 or kentjohn@frontiernet.net. Xcel Energy and the Warsaw township board have held meetings with the airport staff during the early stages of planning for the transmission lines.

FEIS ID #145

11. (Section 7, page 54) 7.12.1 Wildlife Management Areas

There is DNR wildlife land in Section 8 of Warsaw Township, Goodhue County. Pheasants Forever has recently purchased property on both side of Highway 56 in the same section. This 120 acre plot is located in the north half of section 8.

12. (Section 7, Page 55) 7.12.7 Scenic Byways

The Nansen Agricultural Historic District has not been identified in the EIS. (See item 5 above).

145A.

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.

13442 25th Ave NW
Oronoco, MN
David and Vivien Midthun
April 28, 2011

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

Dear Mr. Langan,

We are writing in response to the request for comments regarding the draft environmental impact statement (DEIS) for the CapX2020 (Hampton-Rochester-Lacrosse 345kV Transmission Improvement) Project. We live on the 3P-009 alternate route for the transmission line proposed and have concerns not addressed in the DEIS.

We carefully reviewed the DEIS regarding the negative impact a transmission line would have if placed on one's private property. We live on Lake Zumbro and the 3P-009 proposed route crosses the lake from north to south at Rusch's bay on to our property and then to the east. As the line would be with 75feet of our home, be between us and the lake, and require removal of all the trees, the impact on our property would be tremendous in both loss of property value and esthetics. We would anticipate the negative impact on waterfront property to be far greater than a decline of 2 to 9% suggested in the DEIS. However, the DEIS does not specifically address the impact on waterfront property.

146A

146B

As a matter of clarification, aside from our primary residence, we have a non-resident homestead on our property that should be added to the homes within 300 feet on the 3P-009 route. This home is currently occupied by Peter Smars a neighbor as he rebuilds after his home was destroyed by fire.

146C

Although the DEIS identifies the length differences between the preferred and the alternate route, it does not address the issue of unnecessary north to south redundancy with the preferred route. Alma is north of the Rochester substation. Essentially any southern direction the line takes from the Rochester substation is in the wrong direction and is an unnecessary environmental impact. Further, the 3P-009 alternate heads north to south only to have the line head back to the north approximately 50% of the distance it traveled within a few miles to the east. This unnecessary environmental impact is drawn on the maps but is not addressed within the DEIS.

146D

146E

Information is provided regarding the health effects of living in proximity to a transmission line, however there is a no specific data regarding living within 75feet of such a line. The controversial nature of the measured health effects is understandable, but calls for quality data and performance of well designed epidemiologic studies if this type of line is to be placed within feet of homes, and within the interest of the public good. Also the specific health risks (such as risk of cancer) are debated, however, no information regarding quality-of-life impact after line placement is provided.

146F

We have additional specific concerns regarding the 3P-009 line proposed. The point of our property to the north is a favorite roosting location for bald eagles as Pine Creek adjacent to our property on the west, remains open all winter due to nearby springs. The eagles currently nest on Peter Smars' property, within 1500 feet of the proposed line. There are innumerable dwarf trout lilies (*Erythronium propullans*) directly under the proposed line and elsewhere on our property. Our understanding is that trout lilies are considered endangered both state and federally. Table 8.3.4.6-1 "a Summary of rare and unique resources within one mile of each route alternative - Segment 3" does not list the trout lily.

146G

We thank you for your consideration or our concerns about the DEIS for what must be a difficult process. Please feel free to contact us if further clarification is needed.

Sincerely,

David E. Midthun

Vivien Williams Midthun

FEIS ID #146

146A.
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 7.3.1 of the EIS.

146B.
Even after additional research, we are not aware of any studies specifically focused on the impact of high-voltage transmission lines on lake front property values. However, there is also no reason that we know of indicating the impact would be greater or less than other property.

146C.
House was added to the GIS shapefile and is shown in updated Appendix A maps and Table 8.3.4.3-1 of the EIS.

146D.
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.

146E.
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.

146F.
No residences can be located with the ROW of the proposed line, and the proposed 345-kV line requires a 150-foot ROW (75-feet on each side). So no residences will be within 75 feet of the 345-kV line. On the broader issue, Section 7.1.1.3 summarizes some of the extensive research completed on the potential heath effects of magnetic fields due to transmission lines. As described, there is little or no evidence of a health effect, even at higher levels seen within 75-150 from transmission lines.

146G.
The location identified in this comment is noted and is available to OAH and Commission as part of the record. The referenced location could not be verified on the DNR NHIS database. Additional survey/ planning will be performed before construction.

13442 25th Ave NW
Oronoco, MN
David and Vivien Midthun
April 28, 2011

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

Dear Mr. Langan,

We are writing in response to the request for comments regarding the draft environmental impact statement (DEIS) for the CapX2020 (Hampton-Rochester-Lacrosse 345kV Transmission Improvement) Project. We live on the 3P-009 alternate route for the transmission line proposed and have concerns not addressed in the DEIS.

We carefully reviewed the DEIS regarding the negative impact a transmission line would have if placed on one's private property. We live on Lake Zumbro and the 3P-009 proposed route crosses the lake from north to south at Rusch's bay on to our property and then to the east. As the line would be with 75feet of our home, be between us and the lake, and require removal of all the trees, the impact on our property would be tremendous in both loss of property value and esthetics. We would anticipate the negative impact on waterfront property to be far greater than a decline of 2 to 9% suggested in the DEIS. However, the DEIS does not specifically address the impact on waterfront property.

147A

147B

As a matter of clarification, aside from our primary residence, we have a non-resident homestead on our property that should be added to the homes within 300 feet on the 3P-009 route. This home is currently occupied by Peter Smars a neighbor as he rebuilds after his home was destroyed by fire.

147C

Although the DEIS identifies the length differences between the preferred and the alternate route, it does not address the issue of unnecessary north to south redundancy with the preferred route. Alma is north of the Rochester substation. Essentially any southern direction the line takes from the Rochester substation is in the wrong direction and is an unnecessary environmental impact. Further, the 3P-009 alternate heads north to south only to have the line head back to the north approximately 50% of the distance it traveled within a few miles to the east. This unnecessary environmental impact is drawn on the maps but is not addressed within the DEIS.

147D

147E

147F

Information is provided regarding the health effects of living in proximity to a transmission line, however there is a no specific data regarding living within 75feet of such a line. The controversial nature of the measured health effects is understandable, but calls for quality data and performance of well designed epidemiologic studies if this type of line is to be placed within feet of homes, and within the interest of the public good. Also the specific health risks (such as risk of cancer) are debated, however, no information regarding quality-of-life impact after line placement is provided.

147G

We have additional specific concerns regarding the 3P-009 line proposed. The point of our property to the north is a favorite roosting location for bald eagles as Pine Creek adjacent to our property on the west, remains open all winter due to nearby springs. The eagles currently nest on Peter Smars' property, within 1500 feet of the proposed line. There are innumerable dwarf trout lilies (*Erythronium propullans*) directly under the proposed line and elsewhere on our property. Our understanding is that trout lilies are considered endangered both state and federally. Table 8.3.4.6-1 "a Summary of rare and unique resources within one mile of each route alternative - Segment 3" does not list the trout lily.

We thank you for your consideration or our concerns about the DEIS for what must be a difficult process. Please feel free to contact us if further clarification is needed.

Sincerely,

David E. Midthun

Vivien Williams Midthun

FEIS ID #147

147A.
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 7.3.1 of the EIS.

147B.
We are not aware of any studies specifically focused on the impact of high-voltage transmission lines on lake front property values. However, there is also no reason that we know of indicating the impact would be greater or less than other property.

147C.
House was added to the GIS shapefile and is shown in updated Appendix A maps and Table 8.3.4.3-1 of the EIS.

147D.
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.

147E.
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.

147F.
Potential human health impacts associated with HVTLs are discussed in Section 7.1 of the EIS. The information included in the EIS targeted a level of detail relevant to a reasoned choice among alternatives. See Minn. Rule 4410.2300, Subpart. H.

147G.
Section 7.7.1 discussed the methods used to identify the vegetation communities.

office of energy security

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: Thomas Mellering **Representing:** Self

Address: P.O.BOX 116 PINEISLAND MN 55963 **Email:**

Comments:

148A

in Regard to T-108 R15 Sec 34 OLMSTED Co.
IN THE S.E. Corner of this property is a small
which is considered a building site which
is a very high priced parcel & the line would
spoil the sale of that parcel of property.

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

148A.
See Section 7.2 of the EIS.

office of energy security

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: Thomas Millering **Representing:**

Address: PO Box 116, Pine Island, MN 55963 **Email:**

Comments: NE ¼ New Haven Township / Section 24, 160 Acre FARM / 60th Ave NW

Place line on east side of ROAD

149A (1) Houses on west side of ROAD

149B (2) Land used for peas & sweet corn. Line would interfere with harvesting equipment

149C (3) Land price cheaper on east side of road.

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

149A.
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.

149B.
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 7.5.1 of the EIS for a discussion of agricultural impacts.

149C.
If this route is selected, the final decision on which side of the road the line would be built will be primarily based on avoiding the most residences, but property values and other issues can affect the final design.

Langan, Matthew (COMM)

From: apache@web.lmic.state.mn.us
Sent: Wednesday, April 27, 2011 2:16 PM
To: Langan, Matthew (COMM)
Subject: Monson Wed Apr 27 14:15:38 2011 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: Marilyn Monson

County: Olmsted County

City: Rochester

Email: marilyn.roch@yahoo.com

Phone: 507 280-9471

150A 150B 150C 150D

Impact: CapX should not use the White Bridge Route as it would exist next to homes in the future residential development property in Rochester School District as well as the transmission lines will exist next to future residential development next to the city of Pine Island. The value of my property would drop in value. Transmission lines are in close proximity to the AT&T tower on my property, interference with AT&T Emergencey 911 system could affect many people and would impact the income generated from the very near-by tower. Health issues is another concern with the transmission lines in close proximity of residential areas.

150E

Mitigation: Using the alternate route, Wabasha County Rt. would impact far less people by running across countryside, avoiding residential developments and it would not be next to so many well traveled road, such as the new County Rd 12, starting in 2011. The alternate Wabasha Co route would be much shorter in length, saving much money. At present, the route drops so far south on the proposed White Bridge Route, only to run back north to connect again and continue on straight east. The route being so close to the AT&T tower, along with other towers on the proposed White Bridge route may be hindered by the transmission lines. The concern of the Emergency 911 grid being put in place across the nation would impact many Emergency situations along Highway 52.

Submission date: Wed Apr 27 14:15:38 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

1

150A.
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.

150B.
See Section 7.2 of the EIS.

150C.
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 7.9 of the EIS for a discussion of impacts to electronic device/communication.

150D.
See Section 7.1 of the EIS.

150E.
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.

FEIS ID #151

COMMENTS ON CapX Hampton-Rochester-LaCrosse
April 27, 2011

151A

First of all, no one likes to see these high power lines come thru their property or near their property. The devaluation of property at a time when property tax is at an all time high will effect both cities and the counties in property tax loss. No one would want to have these lines on or near their property! To sell your home with a path of high voltage wires within a block or two of your home will be difficult at best.

I have personal experience living near these high voltage lines. From Oct. 1985 to Oct. 1989, I lived in Waukegan, Illinois. The apartment I rent was one block over from the block wide high voltage lines coming from the Black Dog plant and the nuclear power plant at Zion, IL. I had no idea the affect they would have on me and my life. I would see people using the green area under the power lines for recreation and though it a great place/space. Little did I know the effect they can and do cause.

While living in this apartment, I began to have problems with my legs and feet. I originally thought I caught a cold in my legs from having a window open to the high power lines. After all the plant was on Lake Michigan and I could see the lake from the apartment. And so began, my long road of ill health and finding the cause of my problems. I went from doctor to doctor. They all gave differing diagnoses. I got no results for recovery. Why aren't others complaining about the symptoms I was having? The stinging, burning, numbness persisted. It spread. I recall when I noticed my left ankle went numb. What was causing this? My feet didn't feel right. No pair of shoes felt right and I had tremendous pain. As the years went by and doctors could not tell me what was wrong, life became unbearable. I had a hard time walking and soon had to think to take each step. I had a chance at a better apartment in Zion about 6 miles north of where I was renting. So after four years near the high voltage lines I moved. I remember being woken up by the vibrations on the building I was living in those four years in Waukegan. You could feel the magnetic field. But the damage was done.

151B

For another two years I lived in Zion and worked for a large corporation at the airport. I continued to get worse. I could not stand the vibrations from neon lights that made vibrations. Even riding in the car or truck, vibrations are still to this day hard on my spinal cord. Finally one day my husband said, "You can't even walk any more, you need to do something about this!" I had been doctoring all this time but now I was really getting worse. So I made an appointment with a chiropractor, the best in that area. Not being able to turn my situation around, he sent me to a back specialist. After two MRIs, I was sent to a neurosurgeon. The Neurosurgeon informed me I had a tumor in my spinal column. The vary day he told me, I was placed in the hospital, May 14, 1992. I had the tumor at least 6 years per the doctor. In total I saw 25 specialists. The tumor in my spine was removed on May 20, 1992. I was never able to go back to work. They gave me "no" hope of recovery. When nerves are damaged in the spine they do not replace themselves, so I was told. While in the hospital the neurosurgeons asked me what I thought caused it. The "high voltage" wires and the magnetic field are what came to mind. Now while I was in the hospital (22 days) recovering, a young mother was in for brain surgery. She live on the other side of the High Voltage Wires in Waukegan, IL. Her brain tumor was removed but she died a year later. How many other people are affected from these is a question to be asked.

The Minnesota Department of Health and the University of Minnesota Medical Dept. need to seek answers as to what the health issues are now, so in the years to come they can point the finger at these high voltage wires that are placed near residential areas. The amount of suffering I experienced is un-imaginable. I could never live near these high power lines ever again. Nor do I recommend others to live near them. Be sure you people who want and support these, live near them.

I feel high powered lines ruined my life. Joyce E. Moorhouse 507-263-4757

Joyce E. Moorhouse
2763 310 St.
Cannon Falls, MN 55009

151A.

See Section 7.2 of the EIS.

151B.

See Section 7.1 of the EIS.

COMMENTS ON CapX Hampton-Rochester-LaCrosse
April 27, 2011

152A

First of all, no one likes to see these high power lines come thru their property or near their property. The devaluation of property at a time when property tax is at an all time high will effect both cities and the counties in property tax loss. No one would want to have these lines on or near their property! To sell your home with a path of high voltage wires within a block or two of your home will be difficult at best.

I have personal experience living near these high voltage lines. From Oct. 1985 to Oct. 1989, I lived in Waukegan, Illinois. The apartment I rent was one block over from the block wide high voltage lines coming from the Black Dog plant and the nuclear power plant at Zion, IL. I had no idea the affect they would have on me and my life. I would see people using the green area under the power lines for recreation and though it a great place/space. Little did I know the effect they can and do cause.

While living in this apartment, I began to have problems with my legs and feet. I originally thought I caught a cold in my legs from having a window open to the high power lines. After all the plant was on Lake Michigan and I could see the lake from the apartment. And so began, my long road of ill health and finding the cause of my problems. I went from doctor to doctor. They all gave differing diagnoses. I got no results for recovery. Why aren't others complaining about the symptoms I was having? The stinging, burning, numbness persisted. It spread. I recall when I noticed my left ankle went numb. What was causing this? My feet didn't feel right. No pair of shoes felt right and I had tremendous pain. As the years went by and doctors could not tell me what was wrong, life became unbearable. I had a hard time walking and soon had to think to take each step. I had a chance at a better apartment in Zion about 6 miles north of where I was renting. So after four years near the high voltage lines I moved. I remember being woken up by the vibrations on the building I was living in those four years in Waukegan. You could feel the magnetic field. But the damage was done.

152B

For another two years I lived in Zion and worked for a large corporation at the airport. I continued to get worse. I could not stand the vibrations from neon lights that made vibrations. Even riding in the car or truck, vibrations are still to this day hard on my spinal cord. Finally one day my husband said, "You can't even walk any more, you need to do something about this!" I had been doctoring all this time but now I was really getting worse. So I made an appointment with a chiropractor, the best in that area. Not being able to turn my situation around, he sent me to a back specialist. After two MRIs, I was sent to a neurosurgeon. The Neurosurgeon informed me I had a tumor in my spinal column. The vary day he told me, I was placed in the hospital, May 14, 1992. I had the tumor at least 6 years per the doctor. In total I saw 25 specialists. The tumor in my spine was removed on May 20, 1992. I was never able to go back to work. They gave me "no" hope of recovery. When nerves are damaged in the spine they do not replace themselves, so I was told. While in the hospital the neurosurgeons asked me what I thought caused it. The "high voltage" wires and the magnetic field are what came to mind. Now while I was in the hospital (22 days) recovering, a young mother was in for brain surgery. She live on the other side of the High Voltage Wires in Waukegan, IL. Her brain tumor was removed but she died a year later. How many other people are affected from these is a question to be asked.

The Minnesota Department of Health and the University of Minnesota Medical Dept. need to seek answers as to what the health issues are now, so in the years to come they can point the finger at these high voltage wires that are placed near residential areas. The amount of suffering I experienced is un-imaginable. I could never live near these high power lines ever again. Nor do I recommend others to live near them. Be sure you people who want and support these, live near them.

I feel high powered lines ruined my life. Joyce E. Moorhouse 507-263-4757

152A.

See Section 7.2 of the EIS.

152B.

See Section 7.1 of the EIS.

Langan, Matthew (COMM)

From: apache@web.lmic.state.mn.us
Sent: Thursday, April 28, 2011 10:37 PM
To: Langan, Matthew (COMM)
Subject: Morey Thu Apr 28 22:36:47 2011 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: Dr. Mitchel and Christin Morey

County: Goodhue County

City: Cannon Falls

Email: cwmorey@comcast.net

Phone: 763-559-0654

Impact: We found out at the last public meeting that the preferred route path for 345kv power lines in southern Cannon Falls along Hwy 52 route is widened a half mile on the west side, which includes our entire 40 acre property, hilltop vineyard and future farm winery! The presence of the 150 ft power lines anywhere but directly next to a major highway or freeway would permanently damage the aesthics of the area with diminished agri-tourism, tax revenue and diminished jobs. Our hilltop view is gorgeous with panoramic views, rolling hills and wooded areas of beautiful Cannon River Valley. Our property is not on the highway. We are the next property over. We are registered as "Encore Vineyards LLC" and have begun legal work to become a Minnesota Farm Winery (Minnesota Farm Wineries Act -Minn. Stat.§ 340A.315) this fall. We are deeply concerned that large industrial power lines will halt the Agri-tourism business in this region and particularly our vineyard. Goodhue County Land Use Management (Zoning Ordinance Dec. 23, 2009) fully supports agri-tourism and farm wineries with wine tasting on premise. We searched years for the perfect property to purchase and develop as a vineyard and winery. We purchased the house and land for this purpose in 2009 and began planting U of MN hybrid cold hardy grapes (www.mngrapes.org). The success of the nascent wine industry in Minnesota depends on the success of operations such as ours. The wine industry is very competitive and it is difficult to maintain viability unless nearly everything is perfect. The ability for grape growing, wine making, wine tasting and sales to occur at the same location, makes for reduced operating expenses and increased revenues. There are five qualities that make this property one of a kind; 1) ideal south facing slopes (which are key to growing quality grapes), 2) ideal soil types co-located on the south facing slopes, (which were tested for optimal vineyard conditions). This property is ideally suited for growing quality grapes and farm winery here within the Upper Mississippi River Valley Appellation (Federal Register 29395 Vol. 74, No. 118 Monday, June 22, 2009). 3) the panoramic view over the vineyard (which is key to providing a wine tasting and sales environment). 4) a large plateau atop the hill capable of holding a wine tasting building, a winery, vineyard operations, a special event center and parking is key. Note: there is cost saving and revenue boosting synergy that occurs when all of these functions are co-located. 5) the vineyard with its appearance, which is visually distinctive from other Minnesota farm

153A

153B

153C

property, is visible from Highway 52 (the vineyard itself serves as a no-cost form of advertising) We believe that there may not exist another tract of land in southern Minnesota which meets all 5 of these key factors! In our years of searching, we were unable to find any property so suited for a vineyard, winery, and wine tasting facility combination. We will have our first small harvest this fall from our test block and more each year. We have plans to fully expand our vineyard throughout the property, add a 2000 case per year winery building, an event plaza and hold wine tasting events in the next few years fully utilizing the 40 acres. However, now there is huge problem - who will want to enjoy wine tasting and the beautiful setting UNDER A HUGE POWER LINE? People come to a vineyard to wine taste for the aesthetics. In addition, harvest workers in this area are usually volunteers who come to enjoy the ambience and help pick grapes, but not so appealing to spend hours under a huge power line! For every acre a minimum of 100 hours of labor out in the vineyard is needed per year (www.kansasfruitgrowers.org). This is a lot of hours to spend working under or near power lines. If placed anywhere through our property it will take away both our sales, which we were going to sell 100% out of our tasting room and our labor source. A 150 ft. power line through our property would render it unsuitable for vineyard labor, wine tasting, or small events. Who would want power lines in their vineyard wedding pictures? Logistically, a vineyard is not conducive to a right of way needed to access the power lines. A vineyard and trellis system is a permanent structure that takes 5 to 6 years to develop, thus access would not be feasible through a vineyard, like it would be with a corn field. The presence of the 150 ft power lines would permanently damage the aesthetics of the area with diminished tax revenue generated locally and diminished jobs. We are not a big company but this is our dream and we will with the help of the 4 lawyers in our family fight to allow us to succeed. Would NAPA Valley allow huge power lines to run through vineyards next to a wine tasting facility? I don't think so. The Minnesota wine industry is growing strong with the introduction of the University of MN hybrids that can grow Pinot Noir quality wine in cold climates, but it's just getting started. However with 150 ft industrial power lines, the appeal for agri-tourism in this quaint area, ideally suited for profitable vineyards and farm wineries is lost in huge power lines dominating the view. I think the best option for this region would be to have it along Hwy 52 as close as is allowed by law by MNDOT and not include our beautiful 40 acre hilltop vineyard and winery agri-tourism business. Again, our property is not on the HWY. We are the next property over. We understand that the route path was widened to accommodate the MNDot proposed highway interchange at intersections of 24 and 320th street, but that is more than a mile north of us. Please run the lines as close to Highway 52 as allowed by law by MNDot. It should not be dictated by the installers at the expense of the aesthetics and the permanent natural beauty of our area. To allow the placement of the power lines through our property when a viable alternative (adjacent to Highway 52) exists would be a demonstration of out dated and uninformed thinking. To decide to run the power line through our property without actually going up to the top of the hill and looking out over our vineyard would be a failure to fully consider the impact of such a decision. If the power lines are so constructed we will likely be forced to abandon our plans and if this occurs we will have no choice and ample time to seek compensation for our entire loss. Please route the power lines as close to Highway 52 as is permissible by law.

153C (cont)

153A

Mitigation: Please route the power lines as close to Highway 52 as is permissible by law to follow the center line and diminish the widened route path to the smallest area possible from center line, which would not include any of our property.

Submission date: Thu Apr 28 22:36:47 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

FEIS ID #153

153A.
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.

153B.
See Section 7.3.1 of the EIS.

153C.
The comment will be forwarded to the administrative law judge for inclusion in the hearing record.

Page 1

office of energy security

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: Brian + Juanita Morris **Representing:** Morris Farms

Address: 20581 490th Street, Pine Island, MN 55963 **Email:** BMorris3790@AOL.com

Comments: See attached document

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

Page 2

April 25, 2011

154A

We live on our registered century farm that has been passed down over the years through our family's generations and having CapX transmissions lines running through our farm will have a negative impact environmentally and socioeconomically. These lines will be clearly visible and unsightly to our otherwise pristine country/farm environment. We want to pass our family farm down to our children and grandchildren in its current pristine condition.

154B

154C

During the winter months, we allow a snowmobile trail to temporarily exist between Pine Island and Mazeppa to allow recreational activities and for others to enjoy the beautiful scenery our farm affords. We have deer that come through because of a small nearby creek that take shelter in our wooded areas and have even had bald eagles enjoying a meal on our farm as recent as this past fall. A site to truly behold.

154D

As I work totally out of the home, it is important that I receive uninterrupted internet access. I cannot "relocate" my house to be able to receive a signal once and if those lines are up and running on our farm. Not having internet access would result in a negative $50,000 per year loss. With ten years till my retirement this would translate to a $500,000 loss in income and revenue that I would expect CapX to compensate for in lost revenue.

154E

My advice is to quit tearing up farmer's lands and resources and use the existing corridor along 52 for the CapX power lines to be erected between Zumbrota and Rochester. Having a few poles that might have to be dug into stone is a lot better than tearing up acres and acres of good farm land and natural resources.

154F

Why are these substations near Pine Island and Zumbrota being called "Rochester" substations? Why are they not called Pine Island and Zumbrota substations? We **are not** Rochester; and if Rochester wants this, let's put them **IN Rochester**, as we have nothing to benefit from having these lines running across farmers' precious resources. Let's put the lines above or along concrete for those who will benefit the greatest from these power lines. They would only have to look at them a couple of hours a day during their commute whereas we have to look at them 24/7.

Sincerely,

Juanita Morris
20581 490th Street
Pine Island, MN 55963

FEIS ID #154

154A.
See Section 7.3.1 of the EIS.

154B.
See Section 7.12 of the EIS.

154C.
See Section 7.7 of the EIS.

154D.
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 7.9 of the EIS for a discussion of impacts to electronic device/communication.

154E.
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.

154F.
The "North Rochester" substation is so named because, in the very early planning stages for this project, it was anticipated that the substation would be closer to Rochester, specifically, North Rochester. As the project progressed and developed, the substation location moved northward to the Pine Island / Zumbrota area. However, the substation name did not change. Thus, the name is a misnomer; it has no relation to its proposed location; it was the original name for this substation that has just trailed along with the project.

Langan, Matthew (COMM)

From: Paul Mulholland [pkm@us.ibm.com]
Sent: Wednesday, April 27, 2011 4:26 PM
To: Langan, Matthew (COMM)
Subject: Comments on the DEIS for Docket #TL-09-1448
Attachments: Bluff Top.bmp

Dear Matt, in sending my earlier note, I somehow did not get the map referenced in the paragraph attached, which you had asked me to be sure to include when we spoke in Plainview.

Effects on archaeological and historical resources;

155A

- Historical/archaeological resources – investigation has been requested on the identification and registration of Native Indian burial sites on the east bluff above the Zumbro River on route 3A. (Section 15, T109N R14SW of Wabasha County) My great-grandfather (original owner/settler of this parcel), grandfather and through my father have passed down to me their understanding of this area (see map) containing burial sites. Route 3A would bisect this area. Three state agencies have been contacted and plan further investigation when their schedules allow. (Mn Historical Soc, Mn Indian Affairs, Mn Office of Arch) Unfortunately, no representative from any of these agencies has been able to fit in an initial survey before this writing, but it is possible David Mathers from the MNHS may be able to do an initial survey in the near future, at least at the proposed transmission line area. Jim Jones from Mn Indian Affairs may be able to come sometime in May. The attached map section shows the bluff top location of the sites.

(my house circled in red, the line in red is the bluff top over the Zumbro River which holds these burial sites.)

Regards...Paul Mulholland

FEIS ID #155

155A.

The location of Native Indian burial sites in section 15 of T109 R14 is noted but was not confirmed in the review of the State Historic Preservation Office records. See Section 7.10.2 of the EIS for further discussion on additional review of cultural resources prior to construction.

FEIS ID #156

Langan, Matthew (COMM)

From: Paul Mulholland [pkm@us.ibm.com]
Sent: Tuesday, April 05, 2011 2:33 PM
To: Langan, Matthew (COMM)
Subject: Comment on the DEIS (PUC Docket No. TL-09-1448).

Dear Matt,

I would like to comment on the DEIS (PUC Docket No. TL-09-1448).

As you know, the northern most route alternative would introduce a new river crossing across the Zumbro River. This factor (with all of the significant environmental impacts) should have been given a very high weighting in developing any possible routing scenarios, just as it was for crossing the Mississippi River. A route that would have created a new river crossing for the Mississippi River was determined to be completely unacceptable do to a variety of environmental impacts. No route across the Mississippi can include a new river crossing. Most, if not all, of the rational for disallowing a new Mississippi river crossing is certainly applicable for the Zumbro River within our own Minnesota boundaries. Since the Zumbro River does not enjoy the protection provided from Federal agencies, protecting our state rivers falls upon us.

We Minnesotans had a chance to express our wish for the state government and it's agencies to actively protect our rivers and streams. We demonstrated our priority for that desire by overwhelmingly voting ourselves an additional tax burden for that very purpose. With this action, the majority of the citizens of Minnesota made it quite clear where they stand - there can be no doubt that we look to our state agencies to preserve our Zumbro River and it's bluffs in a natural state to the extent possible and therefore prefer a route selection with an existing river crossing.

156A

My concern with the draft EIS is that it does not give this new Zumbro River crossing factor the environmental impact weight that Minnesotans have said it deserves. I believe Minnesotans reflected by their vote that a route with a new river crossing for the Zumbro River should have been eliminated from consideration, just as routes were eliminated across the Mississippi River with new river crossings; yet this northern route alternative was submitted and is still considered a possible alternative.

The draft EIS should reflect that Minnesotans have made it clear that they place a very high value on preserving rivers and bluffs in their natural state, that they (by implication) consider the environmental impact of the north route too great, that they prefer the north route be eliminated, and that a route that uses an existing Zumbro River crossing should be chosen.

Respectfully submitted,

Paul Mulholland

1

156A.

There is no existing transmission line crossing the Zumbro River in this area, but there are crossing options at the dam and along existing roads. Additional analysis of the Zumbro crossings has been added to the final EIS Section 7.8 and Section 8.3.4.8 (water resources).

Langan, Matthew (COMM)

From: Paul Mulholland [pkm@us.ibm.com]
Sent: Monday, April 18, 2011 11:27 AM
To: Langan, Matthew (COMM)
Subject: RE: DEIS comment (PUC Docket No. TL-09-1448)

Hi Matt,

157A

Yes, I looked at the two routes 3P-Zumbro-N and 3P-Zumbro-S as described on page 144 and followed the entire length from their starting point at North Rochester Substation (S) to the Mississippi River using the detailed maps from Appendix A - Segment 3. I'm fairly certain that I accurately identified the correct map segments and followed the paths correctly. Counts for other routes I looked at seemed to be consistent with the table (other than a couple of missing homes on 3A that I think you've already been told about), but these two routes appear to be inaccurate.

There are a few cases on various routes I looked at where a home is identified on one map, then shows again on the next map in the sequence for that route (due to a small overlap at the map edges.) However, the table counts for routes I looked at appeared to accurately not double count those homes. If a couple of homes were accidentally double counted in these two routes it still wouldn't account for the differences in numbers for these two in Table 8.3.4.3-1.

I have the route/map sequence for these two routes with the house count per map if you would like those.

Thanks...Paul

From: "Langan, Matthew (COMM)" <matthew.langan@state.mn.us>
To: Paul Mulholland/Rochester/IBM@IBMUS
Date: 04/18/2011 10:50 AM
Subject: RE: DEIS comment (PUC Docket No. TL-09-1448)

Mr. Mulholland-
We will look into this, and if the house count totals are incorrect in the Draft EIS, we will provide the correct information in the Final EIS. Let me ask, though, if I'm understanding your email correctly:

You are comparing the values in Table 8.3.4.3-1 to your own count of homes within 500 feet of the alignment based on the detailed maps in Appendix A?

If I have that part correct, then I want to make sure you are looking at all the right maps in Appendix A. The entire length of routes 3P-Zumbro-N and 3P-Zumbro-S are described and mapped on page 144 of the DEIS. The house counts in the table you refer to are based on their entire length (from the North Rochester Substation to the Mississippi River crossing.) Look at the route descriptions on page 144, and let me know whether your house count was based on the entire length.

An email response works fine. Or, feel free to call me and discuss.

Thanks,
Matt

Matt Langan, Planning Director
Office of Energy Security - Energy Facility Permitting
MN Department of Commerce
85 7th Place, Suite 500
St. Paul, MN 55101-2198
Office: 651-296-2096
Fax: 651-297-7891
matthew.langan@state.mn.us
http://energyfacilities.puc.state.mn.us

From: Paul Mulholland [mailto:pkm@us.ibm.com]
Sent: Friday, April 15, 2011 10:16 AM
To: Langan, Matthew (COMM)
Subject: DEIS comment (PUC Docket No. TL-09-1448)

Hi Matt,

In continuing to look at the DEIS document, I see what I believe to be an inaccuracy in two of the routes regarding the proximity of homes along those routes. I am referring to "Table 8.3.4.3-1 Proximity of homes along each proposed route alternative - Segment 3".

Route 3P-Zumbro-N - the table shows 23 total homes within 500 feet.
Route 3P-Zumbro-S - the table shows 24 total homes within 500 feet.

157A

I've have studied the detailed maps of these two routes and find this:

Route 3P-Zumbro-N - 15 total homes within 500 feet.
Route 3P-Zumbro-S - 16 total homes within 500 feet.

(Of course, this also changes the other cells in the table for the counts of homes within the closer proximity values which would also need correction.)

Could you confirm for me if this table is inaccurate (if I'm reading all this right) and should be changed? Thank you.

Regards...Paul Mulholland[attachment "image001.jpg" deleted by Paul Mulholland/Rochester/IBM]

FEIS ID #157

157A.

Table 8.3.4.3.1 of the EIS has been updated to include missing houses.

Langan, Matthew (COMM)

From: Paul Mulholland [pkm@us.ibm.com]
Sent: Wednesday, April 20, 2011 4:42 PM
To: Langan, Matthew (COMM)
Subject: Comment on DEIS (PUC Docket No. TL-09-1448)

Hi Matt,

I would like to comment on Electrical System Reliability relative to route 3A:

158A

Route 3A crosses the Zumbro River below the Rochester Power Dam in Section 15, T109N R14SW of Wabasha County. The power dam is operated by Rochester Public Utilities and is almost 100 years old now. Last night, Arpil 19th, 2011, the Wabasha County Emergency Management office and RPU conducted a meeting for residents below the dam on the Zumbro River. It was an education session to discuss the new Telephone Notification System and warning sirens for residents below the dam in the case of dam failure. Recent updates to the system have just completed to automate and speed up phone warnings with a "robo-call" system, and the fire/tornado siren has a unique siren pattern for dam failure.

It was quite apparent that Wabasha County and Rochester Public Utilities do not consider dam failure an unrealistic possibility, though they believe there are no current issues with the structural integrity of the dam. They assured us that there is on-site continuous monitoring of the dam when the river is at flood stage. They talked at length on the significant flood last fall (2010), and told us that had the river level risen close to another four feet there would have been very real concern of imminent dam failure. They showed scary pictures depicting the down stream flood levels in the event of dam failure in a "sunny day scenario" when the river level is normal, and even scarier pictures showing downstream levels in the event of failure with the river already at normal flood stage levels.

The transmission line river crossing on Route 3A would be directly in the path of a cataclysmic flood resulting from failure of the dam. Based on the size of the projected flood shown, there's no doubt in my mind that any power line structures would be wiped out with the wall of water and accompanying debris - negating one of the major reason for this project (system reliability). I feel the DEIS should reflect this for Route 3A.

Thanks for your time once again,

Paul Mulholland

1

158A.

The EIS does not include a separate analysis of the risk of dam failure and the associated reliability issues. However, final design of any route that crosses at the dam would evaluate and account for structural requirements in order to comply with NERC requirements. there are numerous transmission line structures placed within floodplains and similar areas near dams throughout the state and U.S.

Langan, Matthew (COMM)

From: Paul Mulholland [pkm@us.ibm.com]
Sent: Wednesday, April 27, 2011 3:49 PM
To: Langan, Matthew (COMM)
Subject: DEIS comment (PUC Docket No. TL-09-1448)

Dear Matt, please forgive me if this is a duplicate sending. My email application crashed as I was sending, so I'm not sure you got this.

Following are comments on the DEIS for Docket #TL-09-1448. I ask that the MN Office of Energy Security review the specific issues or facts listed below for the Final EIS. I feel they are either missing, or should be more completely addressed.

Effects on archaeological and historical resources;

159A

- Historical/archaeological resources – investigation has been requested on the identification and registration of Native Indian burial sites on the east bluff above the Zumbro River on route 3A. (Section 15, T109N R14SW of Wabasha County) My great-grandfather (original owner/settler of this parcel), grandfather and through my father have passed down to me their understanding of this area (see map) containing burial sites. Route 3A would bisect this area. Three state agencies have been contacted and plan further investigation when their schedules allow. (Mn Historical Soc, Mn Indian Affairs, Mn Office of Arch) Unfortunately, no representative from any of these agencies has been able to fit in an initial survey before this writing, but it is possible David Mathers from the MNHS may be able to do an initial survey in the near future, at least at the proposed transmission line area. Jim Jones from Mn Indian Affairs may be able to come sometime in May. The attached map section shows the bluff top location of the sites. (my house circled in red, the line in red is the bluff top over the Zumbro River which holds these burial sites.)

Effects on rare and unique resources;

159B

- Unique resources – route 3A would bisect the Zumbro River below the Rochester Power Dam. The river below the dam remains ice-free in large areas (including at the route 3A crossing site) throughout the winter and is used by many Bald Eagles as a key fishing resource during winter months when waterways of the other routes are ice covered. In the spring the river way is used during water fowl migration and we regularly witness swans, geese, cormorants, and a wide variety of ducks using the river (right at this route's river crossing area) as a stop over on their migration journey.

- Throughout the year, we observe wild turkeys flying from the trees on our property across the river to land on the other side. The 3A route would bisect this very area. We also see piliated woodpeckers, owls, osprey, blue heron, whip-poor-wills, numerous duck species, using the river as a water and food source. The Zumbro River crossing of the 3A route is in the most original state of natural habitat of all the proposed river crossing sites. The 3A route would cause a disruption to this unspoiled habitat.

Effects on the natural environment. Including effects on air and water quality resources, and flora and fauna;

159C

- Air quality - route 3A has the largest impact on national forestry, private tree farms, and private woodland and forest. Clear cutting a path for Route 3A would have the largest impact on air quality due to the destruction of the trees and their air filtration capacity.

159D

- Water quality – route 3A creates a new river crossing of the Zumbro River which would introduce a new land scar on the face of the bluffs on each side of the river, enabling water run off down these paths. Wabasha County's Bluff Top Initiative and regulation of bluff alterations is to preserve the natural environment and natural state of the bluffs. Other key reasons are for erosion control into the river and reduce run-off into the river from farm land. The narrow river crossing of the other routes could span the river without impact to the bluff side itself beyond what has already been done for the dam or road construction and installation of existing transmission lines.

Effects on human settlement, including, but not limited to, displacement, noise, aesthetics, cultural values, recreation and public services;

159E

- Aesthetics – route 3A would create a new Zumbro River crossing disrupting the natural state of the river at this crossing location on 3A. This would be the longest scar across the Zumbro River valley of any of the routes selected. Clear-cutting this route would create a new scar down through the wooded river bluff on the west, a very long scar across the river valley floor, then a scar up through the woodland bluff on the east. (Other river crossing routes have much narrower crossing spans and have an existing crossing infrastructure, with the narrowest route crossing having an existing power generating plant/dam with existing transmission lines.) The Zumbro River below the dam is used by hundreds of canoeists and fishermen throughout the summer, and this route would impact their enjoyment of the natural state of the river below the power dam.

159F

- Aesthetics/recreation – route 3A would cross scenic Wabasha Cty Road 7 winding through the Zumbro River valley. This route is chosen by many dozens of bicyclers on early weekend mornings, many hundreds of motorcyclists on weekends, and of classic car clubs throughout the summer. This route would impact their enjoyment of the natural state of the river with the scenic views of the river and river valley.

159G

- Cultural Values - Route 3A would destroy the natural state of the bluffs of the Zumbro River below the dam. Wabasha County has a Bluff-top Initiative in place that regulates the use of or any alterations to the Zumbro River bluffs, from below the power dam to the Mississippi River, to preserve the natural state of the bluffs. Construction on or alterations of the bluff are not permitted, and not allowed within established parameters back from the bluff top and out from the bluff toe. I would like to see the DEIS include the fact that Wabasha County has these regulations in place for residents and they would ask this same consideration from utility companies.

Electrical system reliability;

- Route 3A crosses the Zumbro River below the Rochester Power Dam in Section 15, T109N R14SW of Wabasha County. The power dam is operated by Rochester Public Utilities and is almost 100 years old now. There is concern about possible dam failure in the future, as described below.

Olmsted County and Wabasha County have considered a joint dredging project on the lake above the dam for a number of reasons, including enlarging the holding capacity of the lake to reduce flood impacts and for dam failure concerns. A portion of the November 30, 2010 Wabasha County Board of Commissioners Special Meeting copied here:
"WHEREAS, on September 23-24, 2010, heavy rains and flooding occurred on Lake Zumbro and in surrounding areas. This event reinforced the need for added depth to the lake to add water storage capacity in peak flow periods to curtail flooding risks including damage to or possible failure of the Lake Zumbro Dam; "

159H

Also, on April 19th, 2011, the Wabasha County Emergency Management office and RPU conducted a meeting for residents below the dam on the Zumbro River. It was an education session to discuss the new Telephone Notification System and warning sirens for residents below the dam in the case of dam failure. Recent updates to the system have just completed to automate and speed up phone warnings with a "robo-call" system, and the fire/tornado siren has a unique siren pattern for dam failure.

It was quite apparent that Wabasha County and Rochester Public Utilities do not consider dam failure an unrealistic possibility, though they believe there are no current issues with the structural integrity of the dam. They assured us that there is on-site continuous monitoring of the dam when the river is at flood stage. They talked at length on the significant flood last fall (2010), and told us that had the river level risen close to another four feet there would have been some concern of dam failure. They showed scary pictures depicting the down stream flood levels in the event of dam failure in a "sunny day scenario" when the river level is normal, and even scarier pictures showing downstream levels in the event of failure with the river already at normal flood stage levels.

The transmission line river crossing on Route 3A would be directly in the path of a cataclysmic flood resulting from failure of the dam. Based on the size of the projected flood shown, there's no doubt in my mind that any power line structures would be wiped out with the wall of water and accompanying debris - negating one of the major reason for this project (system reliability).

Costs of construction, operating, and maintaining the facility which are dependent on design and route;

159I

- Route 3A crosses the Zumbro River valley at a location where there is a wide valley floor span. This valley floor span is a flood plain that regularly sees flooding (at least once, but usually multiple times in a year) with flood water current at high speeds. Some of these floods can be fairly significant. Construction, on-going operations and any needed maintenance of the line through the

159I (cont)

flood plain area of route 3A would be impossible during these very regular flood events.

Use of existing transportation, pipeline, and electrical transmission systems rights-of-way;

159J

- Route 3A has no use of existing electrical transmission system rights-of-way other than at the very east end (where all routes share the common line at the Mississippi River crossing.) Other routes use additional existing transmission line ROW. The DEIS includes the common transmission line ROW at the Mississippi river for all routes in the table 8.4.3.11-1, which sort of disguises the fact that route 3A really uses NO existing electrical transmission system ROW on it's own - other than this common line.

Use of existing large electrical power generating plant sites;

- Route 3A has no existing large electrical power generating sites - there are routes that have an existing large electrical power generating plant (the Rochester hydroelectric Power Dam) with accompanying transmission lines.

Respectfully submitted,

Paul Mulholland

159A.
The location of Native Indian burial sites in section 15 of T109 R14 is noted but was not confirmed in the review of the State Historic Preservation Office records. See Section 7.10.2 of the EIS for further discussion on additional review of cultural resources prior to construction.

159B.
See Section 7.7 of the EIS.

159C.
While trees can absorb certain pollutants from the air, filter it and make it cleaner (see: http://www.pca.state.mn.us/index.php/living-green/living-green-citizen/yard-and-garden/benefits-of-trees.html), the tree removal associated with ROW clearing for this Project is very small relative to the total forested area in south/southeastern Minnesota. Therefore, the removal of trees from the ROW is not anticipated to impact regional air quality. Furthermore, the purpose of the EIS is to assess the human and environmental impacts of the alternative routes identified. Air quality impacts associated with tree clearing are expected to be immeasurably small and, therefore, do not provide a useful metric in weighing the viability of one route versus another.

159D.
As noted in Section 7.8.7 of the EIS, the construction stormwater general permit (MN R 100001) was re-issued by the PCA on August 1, 2008. Under the re-issued permit an NPDES/State Disposal permit would be required for the construction of this transmission line. The types of activities associated with the construction of powerlines which trigger the need for a stormwater construction permit include ROW clearing, staging areas, access roads, landings for storage of equipment and timber, and other types of activities which disturb soil.

The construction stormwater permit requires the preparation of a project specific pollution prevention plan that identifies controls and practices that would be implemented during construction to prevent erosion. Specific strategies and requirements for controlling erosion will be developed during permitting and will be tailored to the unique erosion challenges that the permitted route presents.

159E.
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 7.3.1 of the EIS.

159F.
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.

FEIS ID #159

159G.
Although this ordinance was not specifically mentioned in the EIS, local land use and zoning requirements and plans were provided by the Applicants (Route Permit Application Appendix N), and these plans and ordinances were generally reviewed for consistency with proposed routes.

159H.
The EIS does not include a separate analysis of the risk of dam failure and the associated reliability issues. However, final design of any route that crosses at the dam would have to evaluate the issue and may need to evaluate structural requirements in order to comply with NERC requirements.

159I.
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.

159J.
This comment is correct and a factor for the administrative law judge and others to take into account during final route evaluation.