

From: apache@web.lmic.state.mn.us
To: [Ek, Scott \(COMM\)](#)
Subject: Dunford Tue Nov 1 22:53:13 2011 E002/TL-11-152
Date: Tuesday, November 01, 2011 10:53:16 PM

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: Hollydale 115 kV Transmission Line Project in the Cities of Plymouth and Medina,
Hennepin County

Docket number: E002/TL-11-152

User Name: Charles Dunford

County: Hennepin County

City: Plymouth

Email: lkcdunford@hotmail.com

Phone: 763-550-0586

Impact: Hello,

I Live in Quail Ridge where the current power line runs and xcel would like to upgrade. I am voicing my concerns of increasing this line to a high voltage line. Children play in this area and homes run along these lines. The potential health risk are not worth putting our kids at risk when a option of using the 494/hwy 55 route exist.

Mitigation: Please reroute these line along the 494 and hwy 55. Even puting the lines underground would make more since from a health reason. Please do not upgrade the current line through Quail ridge and turtle lake park!

Submission date: Tue Nov 1 22:53:13 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

From: apache@web.lmic.state.mn.us
To: [Ek, Scott \(COMM\)](#)
Subject: Dunford Tue Nov 1 22:39:50 2011 E002/TL-11-152
Date: Tuesday, November 01, 2011 10:39:54 PM

This public comment has been sent via the form at:
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Project Name: Hollydale 115 kV Transmission Line Project in the Cities of Plymouth and Medina,
Hennepin County

Docket number: E002/TL-11-152

User Name: Kim Dunford

County: Hennepin County

City: Plymouth

Email: lkcdunford@hotmail.com

Phone: 763-550-0586

Impact: I would like to voice my opinion AGAINST the proposed plan for the Hollydale Transmission Line Project. The current plan has increased high power lines running through residential neighborhoods; VERY close to residential homes and families. According to the measurements provided at the latest community meeting, the proposed lines would not meet the "buffer zone" requirements needed. This is clearly an environmental safety issue. My opinion is that the plan should avoid these areas.

Mitigation: At the very least, the proposed route that has the lines running along the railroad would have a lower impact than through residential neighborhoods. However, a 494/Hwy 55 plan would CLEARLY have a significantly lower impact on residential areas and the environment. In my opinion, it is the clear choice when considering environmental and human impact of the proposed line.

Submission date: Tue Nov 1 22:39:50 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

From: apache@web.lmic.state.mn.us
To: [Ek, Scott \(COMM\)](#)
Subject: Dunlap Fri Nov 4 15:01:10 2011 E002/TL-11-152
Date: Friday, November 04, 2011 3:01:14 PM

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: Hollydale 115 kV Transmission Line Project in the Cities of Plymouth and Medina,
Hennepin County

Docket number: E002/TL-11-152

User Name: William Dunlap

County: Hennepin County

City: Plymouth

Email: dirkone@aol.com

Phone: 612-600-0214

Impact: I am extremely upset that the proposal which apparently was approved to allow this project to even move forward to this point was approved with false information. The Xcel representatives who attended the meeting in Plymouth stated that they had not actually looked at the site and had no actual knowledge of the distance which the home set back as was layed out in the approved proposal. Seems that we should not be even considering this for further action since the original proposal submitted is incorrect, innaccurate and false. I am 100 percent in agreement that the new HIGH powered lines and structures should not be placed in and along our back yards when the coridor along Hwys 55 and 494 is available and has not even been priced out. Pleasae do what is right, do not proceed based on wrong information and preserve our neighborhood.

Thank you for listening and your consideration.

Mitigation: 494 & 55 corridor No or minimal impact on home owners, right of ways already in place.

Submission date: Fri Nov 4 15:01:10 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

From: [Jus D](#)
To: [Ek, Scott \(COMM\)](#)
Subject: Hollydale Project - Bridlewood and Churchill Farms Comments and Proposed Alternatives
Date: Tuesday, November 08, 2011 11:51:13 AM
Attachments: [Bridlewood Churchill Farms Alternate Routes.pdf](#)

November 8, 2011

Mr Scott Ek
State Permit Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
St Paul, MN 55101-2198

Dear Mr Ek,

We live in the Bridlewood Farm community, located west of County Road 101 and South of Medina Road.

We have just been made aware that the pending Hollydale Project, west of the Hollydale Substation, will significantly impact our neighborhood. We are writing to let you know that we do not approve of the Xcel and Great River Energy rebuild west of the Hollydale Substaion, as currently proposed.

The proposed rebuild of the existing power transmission line that cuts across our community and wetlands to a 115kV will introduce many significant adverse impacts including health and safety, noise, aesthetics and the inevitable devaluation of our property.

We are joining with the entire Bridlewood Farm and Churchill Farm neighborhoods to recommend several alternate routes. The current proposal impacts approximately 134 homes. There are alternatives which impact far fewer homes. One of the alternatives, G, impacts as few as 33 homes. This is very significant.

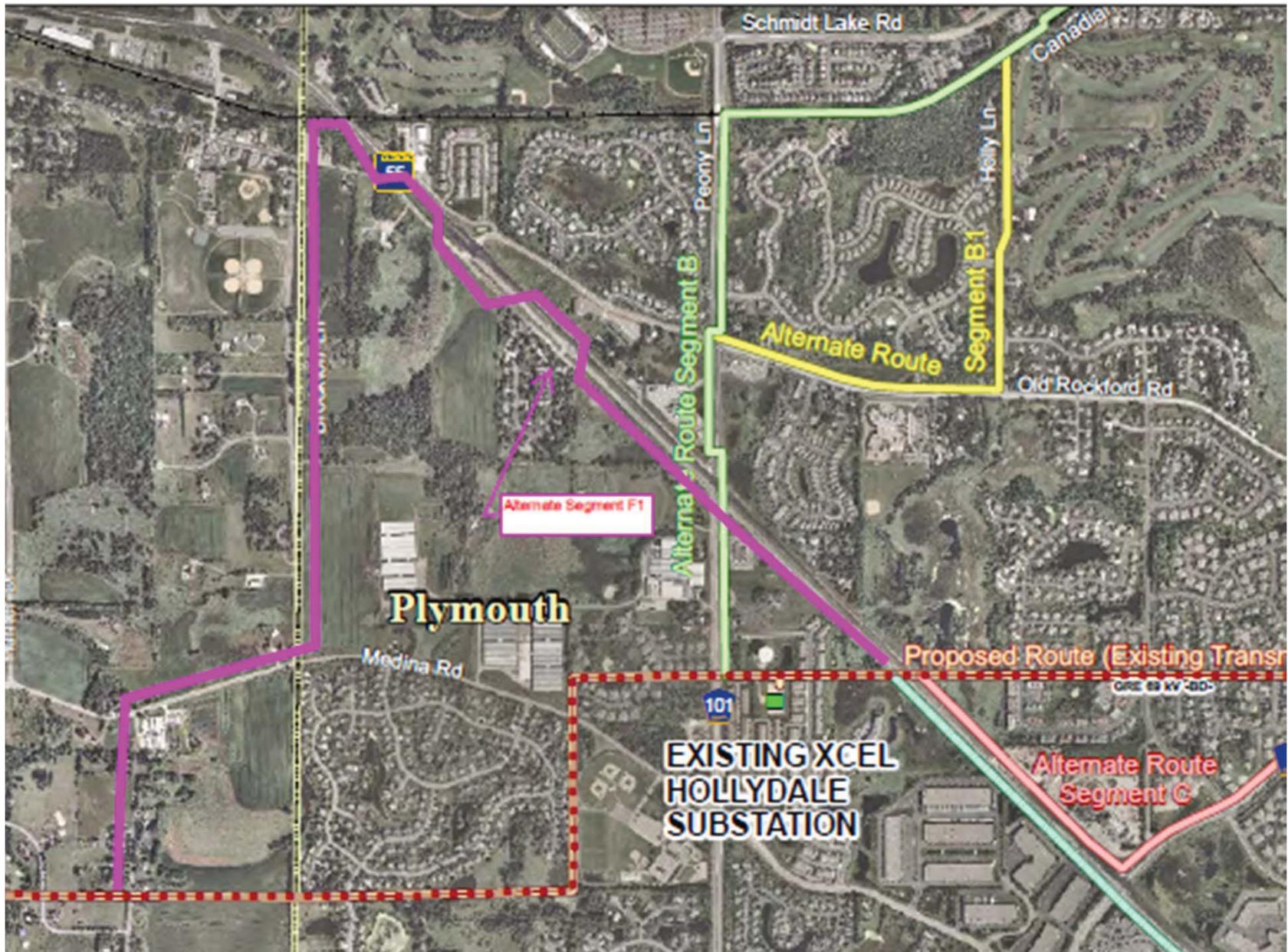
Please find these alternate routes F1, F2, F3 and G, attached. All of these alternatives would use the existing "Proposed Route" from the Hollydale Substaion to Highway 55. From the intersection of Highway 55 and County Road 101, the line would route to Brockton Lane and ultimately to Medina Road on the way to the existing GRE Medina Substation. These alternatives alleviate the need to negatively impact over 100 homes and up to 300 residents.

We trust that you will present our case with all due seriousness and compassion. We consider the significant and sometimes devastating impact to over 100 properties and 300 residents of our community very serious. Thank you for your consideration to this matter.

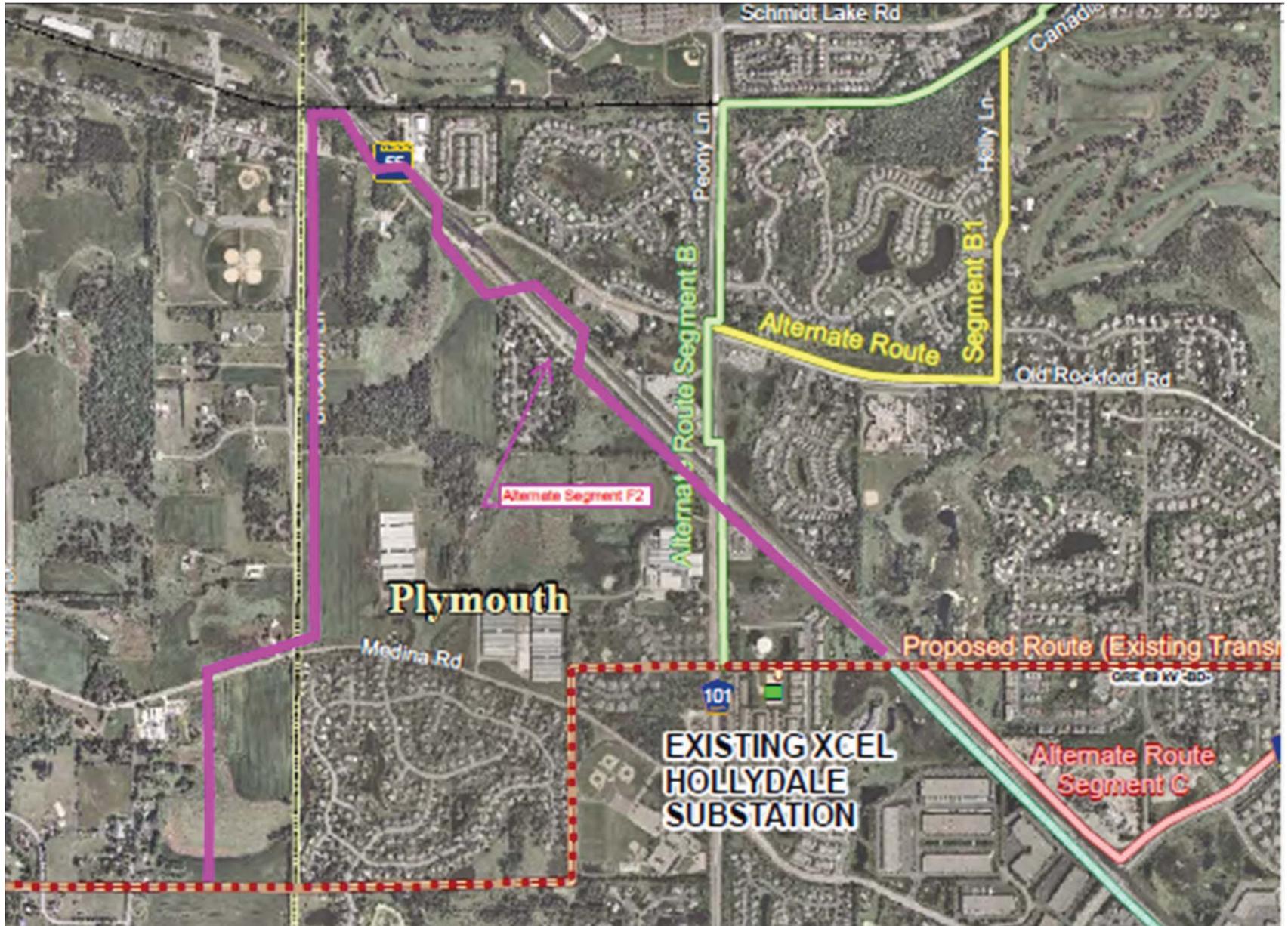
Sincerely,

David and Justine Duong
18625 37th Ave North

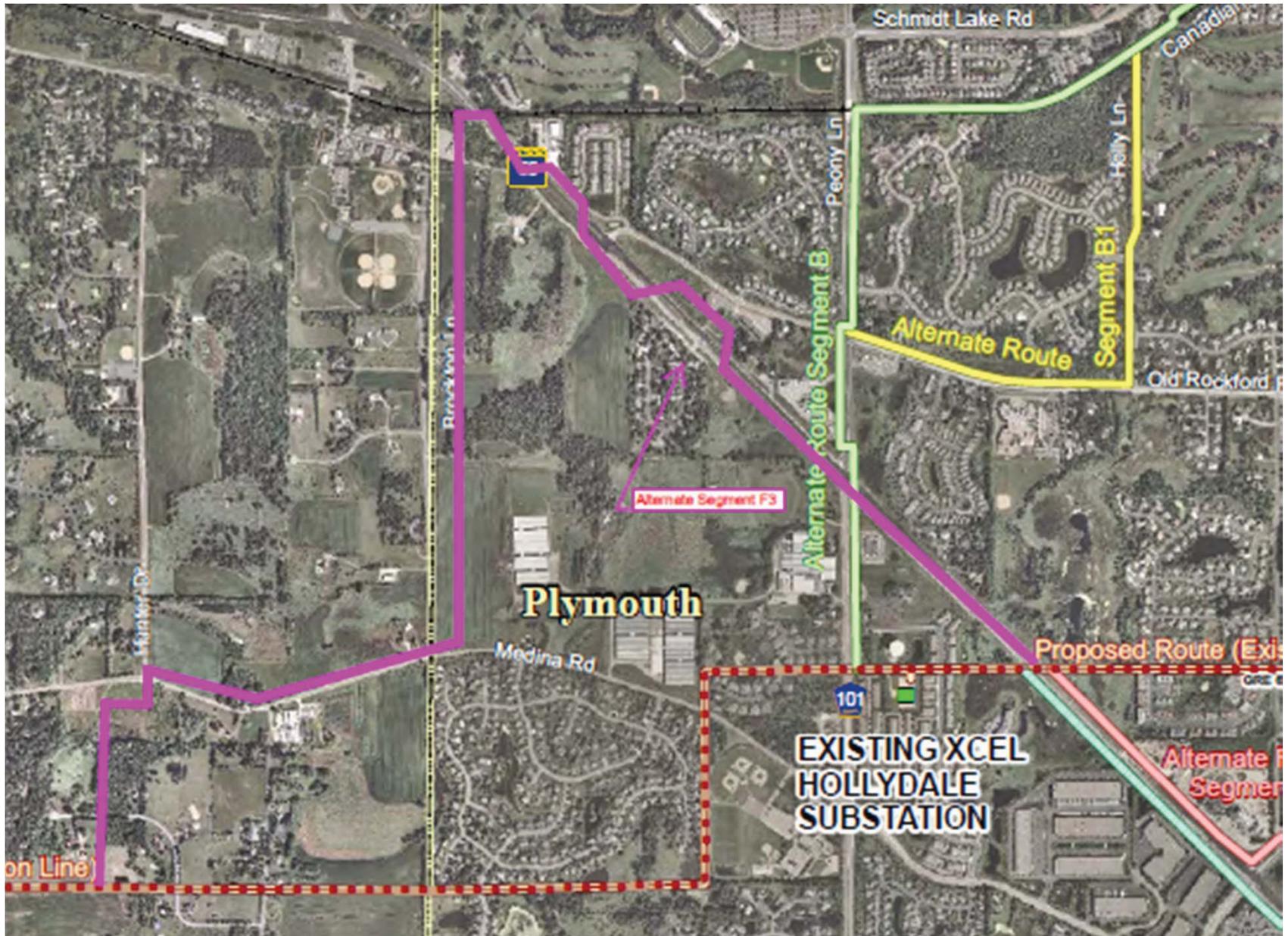
Bridlewood Farms Proposed – Alternate F1



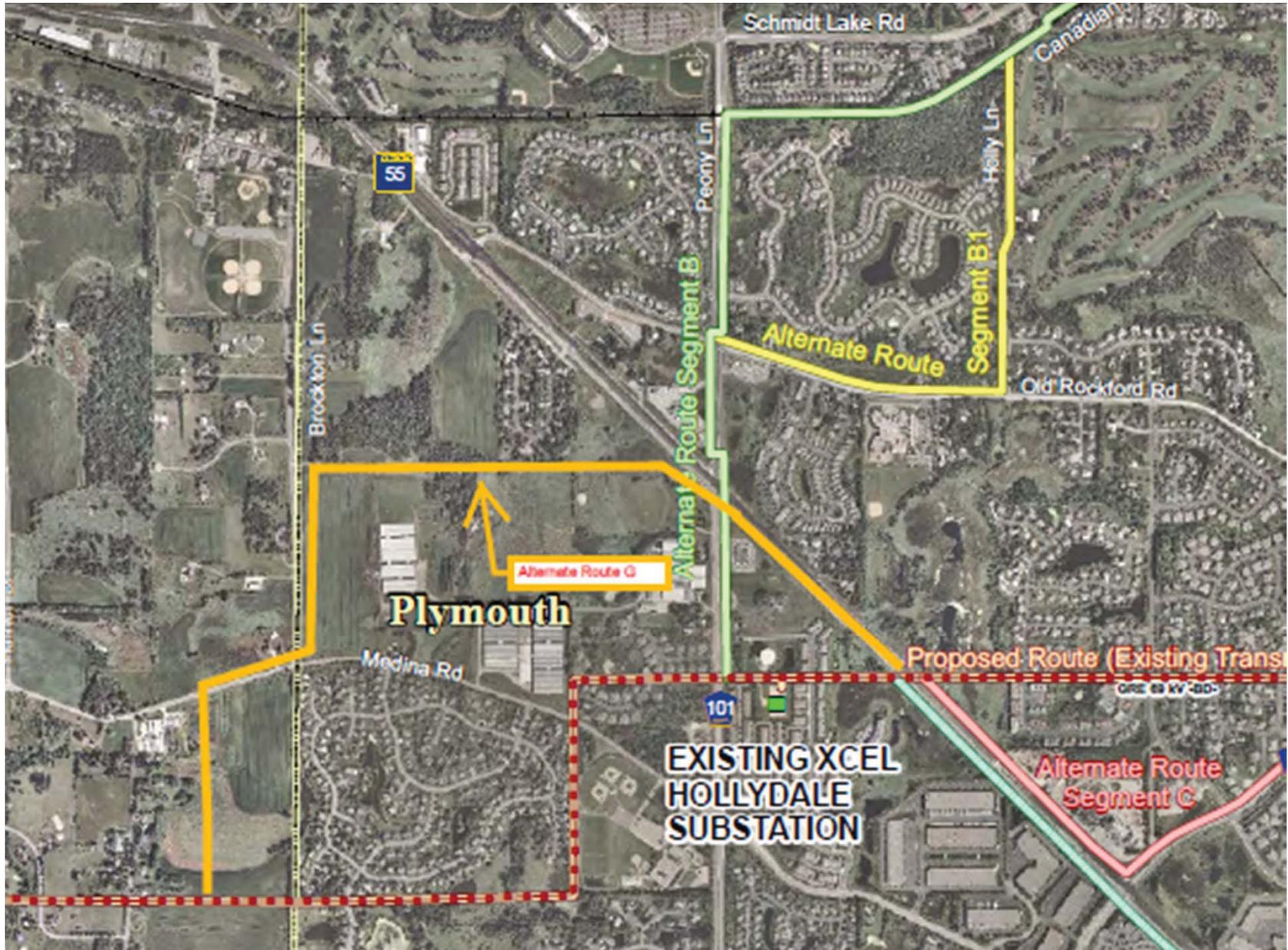
Bridlewood Farms Proposed – Alternate F2



Bridlewood Farms Proposed – Alternate F3



Bridlewood Farms Proposed – Alternate G



From: apache@web.lmic.state.mn.us
To: [Ek, Scott \(COMM\)](#)
Subject: Feneis Thu Nov 3 21:11:09 2011 E002/TL-11-152
Date: Thursday, November 03, 2011 9:11:15 PM

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: Hollydale 115 kV Transmission Line Project in the Cities of Plymouth and Medina,
Hennepin County

Docket number: E002/TL-11-152

User Name: Jeffrey Feneis

County:

City: Plymouth

Email:

Phone:

Impact: Everybody I talk to says "bury those lines!" It's getting out of control. Power lines and poles everywhere!

It's bad enough that we have to see these things while driving down the road, but to put them in someone's front yard is inexcusable! My neighbors already have a huge wood pole in their front yard, now there is a plan to put a much larger metal one in its place - who would do this to any homeowner? It's just not right!

Mitigation: Route these lines along 494 to highway 55 or along the CP Rail corridor!

It's time to start changing policies and procedures - bury all powerlines - I'll pay more on my light bill!!!

Dismantle the existing but unused powerline that runs through Quail Ridge.

Submission date: Thu Nov 3 21:11:09 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

From: apache@web.lmic.state.mn.us
To: [Ek, Scott \(COMM\)](#)
Subject: Ferreira Fri Nov 4 08:38:57 2011 E002/TL-11-152
Date: Friday, November 04, 2011 8:39:05 AM

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: Hollydale 115 kV Transmission Line Project in the Cities of Plymouth and Medina,
Hennepin County

Docket number: E002/TL-11-152

User Name: Nancy Ferreira

County: Hennepin County

City: Maple Grove

Email: nancyaci@comcast.net

Phone: 6122699368

Impact: As a parent of X children who attend Providence Academy and as a member of the Providence Academy Parents Association, I want to begin by expressing deep concern over the proposed Hollydale 115kV Transmission Line Project. Providence Academy is located on Schmidt Lake Road in Plymouth's first ward. Providence is a K-12 College Prep School with over 900 students. My interest in the Hollydale project stems from the fact that the current transmission line proposed to be upgraded runs directly through the east side of our campus. In fact, there are currently 5 poles located on campus. It is my understanding that the current structures would be replaced with taller, wider poles. Even more concerning, are the unknown health and safety impacts stemming from a high voltage power line directly above our playgrounds and sport fields at Providence. It is imperative that the following issues and impacts be considered in the environmental assessment: health and safety, the proximity to homes, schools and playgrounds, right of way and the impact on the environment.

Mitigation: First and foremost, I support the following alternate route for the Hollydale project. The transmission line should begin at proposed substation A, travel south along 494 and then west along Highway 55, connecting with the existing Xcel Hollydale substation and then moving west along the proposed route. In my opinion this alternate route, although more work for Xcel and Great River Energy, would have the fewest environmental impacts.

Submission date: Fri Nov 4 08:38:57 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

From: James.B.Fisher@wellsfargo.com
To: [Ek, Scott \(COMM\)](#)
Subject: Public Comment for Hollydale Transmission Line, Docket # TL-11-152
Date: Friday, November 04, 2011 9:27:11 AM

Dear Mr. Ek:

I am writing today to provide public comment on the Hollydale Transmission Line, Docket # TL-11-152.

I live in Conor Meadows, on the proposed Alternate Route B that runs along the railroad tracks. I understand this upgrade needs to happen, but I would like to see it happen in such a way that it will benefit all of Plymouth. To that end, the line should be relocated so that between the Hollydale Substation and the new Plymouth Substation the line runs through Plymouth's commercial areas along highways 55 and 494 instead of through wetlands and residential areas as it does now.

When this line was first built 40 years ago, Plymouth was mostly rural so the most direct route was used. However today we have a clear commercial corridor in Plymouth along highways 55 and 494 where 90 foot steel towers are more appropriate.

This also isn't only about people and property values - moving this line would dramatically decrease the amount of wetlands impacted as the line presently crosses over a mile of wetlands. We have an abundance of wildlife that use these wetlands and it is not often that we have an opportunity to reduce further impacts like we have now.

If the 55/494 route proves to be unfeasible, I believe the line should **not** be shifted to the railroad tracks. Most of the homes on the existing line were built long after the transmission line was installed in 1971, so the impacts on property values and aesthetics were already present when they purchased their home. Our homes near the railroad tracks already suffer from the burden of their proximity to the railroad tracks, we should not add to it a new burden which was never envisioned when these homes were built five, ten, or even fifteen years ago.

I understand this is a tough decision, and there is never a solution that makes everyone happy, but the vast majority of Plymouth - those on the line and those far removed from the line - want to see the Hollydale Transmission Line relocated to highways 55 and 494. I hope you will give the highway 55/494 route the significant attention it deserves and that you will recommend this route in order to improve the quality of life for Plymouth residents and its wildlife.

Thank you for your time.

James B. Fisher

Vice President

Underwriter

Wells Fargo Capital Finance | 109 South 7th St, 4th Floor | Minneapolis, MN 55402

MAC 9312-040

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From: barbfontaine@comcast.net
To: [Ek, Scott \(COMM\)](#); [Kirsch, Raymond \(COMM\)](#)
Cc: joseph.G.Sedarski@xcelenergy.com; mparlow@GREnergy.com; jjohnson@plymouthmn.gov; [Debbie Stage](#); [Sue Gregerson](#)
Subject: Hollydale 115 kV Transmission Line Project in the Cities of Plymouth and Medina, Hennepin County
Date: Wednesday, November 09, 2011 9:10:43 AM
Attachments: [image002.png](#)
[Appendix H - Summary of Impacts.pdf](#)
[Appendix C - Maps C-1 to C-23.pdf](#)

Dear Mr. Ek and Mr. Kirsch,

I am a homeowner in the Holly Creek Homes Development AND a former homeowner in the Holly Creek Townhome Development, so I urge you to weigh what I feel is the primary reason Xcel is supporting the proposed path versus the alternate paths – COST. While the submitted documents have tables and rationale that would indicate cost is just “one of the factors considered in their decision”, if you take a hard look at each data element, the rationale for the “preferred route” is not supported by the data provided. As a matter of fact, if we truly look at the full table contained in the attached Appendix H and compare all of the data elements, Alternate Route Segment D and Alternate Route Segment B have the LEAST impact in all areas except farmland (impacted in Alternate Route Segment B). Since the preferred Substation Site appears to be Site A and the push is to use Routes A and C, I would like to focus on those areas and ask that Xcel document clear answers to the following questions given their data and associated rationale before these segments are approved. In my view, the data and rationale given for the “preferred routes A & C” do not make sense given the increased property and human impacts associated with these routes.

Let’s look at Preferred Segment C compared to Alternate Segment C as an example: (The arguments for Segment A are similar)

From a simple visual glance given the maps in the attached appendix C, it is clear that there are far more “yellow dots” within as few as 20ft from the proposed path. Every one of those dots represents a family that will be clearly impacted both from a financial and health perspective by the proposed route. If you look at the Alternate Route C, you see FAR FEWER yellow dots. It’s not 0, so clearly there will still be some impact, but let’s look at the facts. As a reference, I have copied the table of data provided by Xcel in the application for Segment C:

I won't even attempt to argue the medial impacts of power lines because each side can find a study to debate either side, but the list below includes just a few of the many studies that are difficult to simply dismiss, so one would argue there is very good reason for health concerns and given this alone, why wouldn't we select a path that minimizes this potential impact if there is no other compelling reason?

List of Studies for Reference:

- According to a study in the [Internal Medicine Journal September 2007](#):— People who lived within 328 yards of a power line up to the age of five were five times more likely to develop cancer. Those who lived within the same range to a power line at any point during their first 15 years were three times more likely to develop cancer as an adult.
- The California Health Department issued their final report on power frequency EMF in October, 2002. This 7-year, \$9 million study concluded EMFs can cause some degree of increased risk of childhood leukemia, adult brain cancer, Lou Gehrig's Disease, and miscarriage. The Evaluation further concludes that magnetic fields may cause suicide and adult leukemia. This study used a standard of **causation**, which is a more rigorous test than the more common standard that seeks to demonstrate of an *association* between EMF and many of these diseases.
- A [major new study](#) which appeared in the June 2005 British Medical Journal, concludes there is a statistical link between EMF from power lines and leukemia. More specifically, this study found that children whose birth address was within 200 meters of an overhead power line had a 70% increased risk of leukemia. Children living 200 to 600 meters away from power lines had a 20% increased risk.
- Most European countries, including the UK and Germany have prohibited the construction of transmission power lines near homes for many years.
- The State of Connecticut passed by overwhelming margins in early May 2004 a law that requires power lines to be buried if they pass near residences, schools, hospitals and other sensitive facilities. As a followup, the Connecticut Council study showed that [burying long lines is feasible](#)

So what are the “other compelling reasons” for the “preferred segment C”? Xcel documented the following points for their rationale and I have added my commentary on each point:

Topic 1 - The route permit application indicates the proposed route is preferable to the Alternate because it maximizes the use of existing utility right of way and minimizes use of new right of way. I am struggling to understand this conclusion since Table 8 suggests that there is no real differential between the proposed route C and the Alternate route C when it comes to right of way. Yes the current route would use an existing transmission right of way, but the alternate route parallels existing highway right of way for 95% of the length. I do not consider either of these “preferred” for this attribute” since they both have right of way access, hence this is not a compelling reason to disrupt more families in my view.

Topic 2 – Impact to Nature - The wet lands impacted with the Alternate route is also marginally smaller. Xcel notes a “negative impact to snowmobile trails” with the alternate route, but this is ridiculous. The “snowmobile trail” is simply the ditch along the highway and since you cannot snowmobile through neighborhoods on either side

of this ditch until you reach the western side of Medina, I'm struggling to understand what snowmobilers would be impacted? (Just for reference, I am an avid snowmobiler and I would LOVE to use this "trail" but tell me – do I part my truck along HWY 55 to unload my sled and so I can access it?? The "sport impact" is not a valid argument for not utilizing the alternate route. Again – NOT a compelling reason for the "preferred" Segment C.

The Application's conclusion versus my conclusion:

On page 33 of the application, it *clearly notes the greater residence impact with the "preferred" versus alternate route C*, but this is offset with the comment that "no new impacts to these residences would occur from using the proposed route segment C". I am frankly insulted by this comment and take great exception to this conclusion. The existing 69kV lines are wood and while I didn't physically measure one, I suspect they fall into the standard 50-70 ft. height. The new poles will be nearly twice the height (75-105 ft), have a larger concrete base and be made of steel. In addition, the EMF values will be different. So I absolutely cannot agree that there is "no new impact". Would you want a 105ft steel pole 20 feet from your back door? Would you consider this "no new impact" on your home? The only real advantage I can see for the proposed route C versus the alternate route C is cost (\$8 million versus \$8.67 million) and this differential should NOT be the driving factor in the disruption of 68 homes versus 19 homes. As an additional point of reference, as I estimate distances looking at the photos in appendix B it would appear that 6 of the 19 homes on the alternate path would be impacted in either route. As a matter of fact, the costs associated with the various routes to Site A per Xcel are as follows:

Proposed Route to Preferred Substation Site A \$8.00
Alternate Route Segment A to Preferred Substation Site A \$8.20
Alternate Route Segment B to Preferred Substation Site A \$9.48
Alternate Route Segment C to Preferred Substation Site A \$8.67
Alternate Route Segment D to Preferred Substation Site A \$8.23

Given the fact that the "preferred" route is the "cheapest" route, is there ANY doubt that the REAL reason for its preference/selection, is cost?

Certainly business revenue is important, but since I can see no viable reason other than cost for Xcel to select the "preferred" segments C and A. Are we truly willing as a society to accept this rationale and look the impacted families in the eye and say - saving Xcel money is more important than their potential future health or home value? Is reasonable to say "we shouldn't make Xcel spend more on this project", given the fact that the Chairman & CEO of Xcel, Mr. Richard Kelly. Has a total compensation in 2010 of \$7,024,885? (Per the Star & Tribune, April 2010) Is it more important to put the profits of Xcel above the health and well being of the very people paying for the services of Xcel? As our government leaders, I urge you to really take each data point used for selecting the preferred paths and ask yourself – is this REALLY a reason to impact the health and well being of MORE families. I feel strongly that if the data elements are evaluated without the cost bias, you will see that the alternate routes are actually the ones that impact the future financial and health well being of FAR FEWER families and hence should be chosen as the "preferred

routes” for this project.

Sincere Regards,

Barbara Fontaine

Criteria or Consideration	Proposed Route Segment C	Alternate Route Segment C
Cost Considerations		
Length (miles)	0.7	1.0
Percent of route sharing existing transmission line route	100%	0%
Percent of route paralleling existing highway right-of-way	0%	95%
Residential Considerations		
Residents within 0-35 feet	2	0
Residents within 35-50 feet	14	0
Residents within 50-100 feet	25	6
Residents within 100-200 feet	27	13
Non-Residential Buildings within 0-35 feet	0	0
Non-Residential Buildings within 35-50 feet	0	0
Non-Residential Buildings within 50-100 feet	0	0
Non-Residential Buildings within 100-200 feet	1	1
Private Schools within one mile	1	1
Public Schools within one mile	3	3
Child Care Centers within one mile	5	5
Communication Towers within 200 feet	0	0
Environmental Considerations		
Archaeological Sites (0.5 mile)	0	0
Historical Sites (0.5 mile)	9 total (8 razed)	8 total (7 razed)
Prime Farmland (acres) within 200 feet	0	0
Total Number of Watercourse Crossings	1	1
Total Number of Public Watercourse Crossings	1	1
Total Number of Public Water Basin Crossings	2	1
Total Length of Wetlands Crossed (feet)	1,513	1,223
Acres of Wetlands within 200 feet	14.1	10.2
FEMA Floodway (acres) within 200 feet	4.6	2.2
NHIS Species within one mile	0	0
NHIS Rare Communities within one mile	0	0
MCBS Site of Biodiversity Significance (acres) within 200 feet	0	0
Scientific & Natural Area (acres) within one mile	0	0
Snowmobile Trails (feet) within 200 feet	479	2,973

Appendix H
Summary of Impacts

H-1

Proposed Route and Proposed and Alternate Route Segments

Feature	Distance from Centerline	Rebuild Portion of 115 kV Line (Medina Substation to Intersection with GRE 115 kV Line WH-PB)	New Portion of 115 kV Line (Intersection with GRE 115 kV Line WH-PB and Preferred Substation Site A)	Proposed Route Segment A	Alternate Route Segment A	Proposed Route Segment B	Alternate Route Segment B	Proposed Route Segment C	Alternate Route Segment C	Proposed Route Segment D	Alternate Route Segment D
Residences (# of features)	35 ft	13	0	7	1	10	0	2	0	0	0
	50 ft	63	0	20	6	44	3	16	0	0	0
	100 ft	167	0	62	11	123	4	41	6	0	0
	200 ft	286	0	90	33	202	105	68	19	0	0
Non-Residential (# of features)	35 ft	6	0	2	1	2	0	0	0	0	0
	50 ft	9	0	2	1	2	0	0	0	0	0
	100 ft	12	1	4	3	4	3	0	0	1	1
	200 ft	22	5	10	5	8	5	1	1	5	1
Private Schools (# of features)	1mi	4	0	3	4	4	2	2	1	1	1
Public Schools (# of features)	1mi	3	0	1	1	3	3	3	3	0	0
Child Care Center (# of features)	1mi	6	4	4	4	6	2	4	4	2	1
Towers (# of features)	35 ft	0	0	0	0	0	0	0	0	0	1
	50 ft	0	0	0	0	0	0	0	0	0	1
	100 ft	1	0	0	0	0	0	0	0	0	1
	200 ft	2	1	1	0	1	0	0	0	1	3
Historical Features (# of features)	0.5 mi	16 total (14 razed)	1 total (1 razed)	1 total (1 razed)	2 total (2 razed)	12 total (11 razed)	7 total (6 razed)	9 total (8 razed)	8 total (7 razed)	1 total (1 razed)	1 total (1 razed)
Archaeological Features (# of features)	0.5 mi	0	0	0	0	0	0	0	0	0	0
Prime Farmland (# of acres)	35 ft	6.08 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac
	50 ft	8.73 ac	0 ac	0 ac	0 ac	0 ac	0.02 ac	0 ac	0 ac	0 ac	0 ac
	100 ft	18.14 ac	0 ac	0 ac	0 ac	0 ac	1.34 ac	0 ac	0 ac	0 ac	0 ac
	200 ft	38.60 ac	0 ac	0 ac	0 ac	0 ac	6.89 ac	0 ac	0 ac	0 ac	0 ac
Watercourses (# of features)	35 ft	10	2	5	1	4	2	2	1	1	1
	50 ft	10	2	5	1	4	2	2	1	1	1
	100 ft	10	2	5	1	4	2	2	1	1	1
	200 ft	10	2	5	1	5	3	2	1	1	2
	Number of crossings	9	2	5	1	3	2	1	1	1	1
PWI Watercourses (# of features)	35 ft	5	2	4	0	3	1	2	1	1	1
	50 ft	5	2	4	0	3	1	2	1	1	1
	100 ft	5	2	4	0	3	1	2	1	1	1
	200 ft	5	2	4	0	4	2	2	1	1	2
	Number of crossings	4	2	4	0	2	1	1	1	1	1
PWI Basins (# of acres)	35 ft	3.92 ac	0 ac	0.95 ac	1.55 ac	2.77 ac	0.38 ac	1.79 ac	1.44 ac	0 ac	0 ac
	50 ft	5.58 ac	0 ac	1.35 ac	2.27 ac	3.93 ac	0.72 ac	2.55 ac	1.94 ac	0 ac	0 ac
	100 ft	11.12 ac	0 ac	2.75 ac	4.82 ac	7.85 ac	1.98 ac	5.04 ac	3.11 ac	0 ac	0 ac
	200 ft	21.63 ac	0 ac	6.04 ac	10.17 ac	15.82 ac	6.15 ac	9.49 ac	5.67 ac	0 ac	0 ac
	Number of crossings	4	0	1	1	3	1	2	1	0	0

Feature	Distance from Centerline	Rebuild Portion of 115 kV Line (Medina Substation to Intersection with GRE 115 kV Line WH-PB)	New Portion of 115 kV Line (Intersection with GRE 115 kV Line WH-PB and Preferred Substation Site A)	Proposed Route Segment A	Alternate Route Segment A	Proposed Route Segment B	Alternate Route Segment B	Proposed Route Segment C	Alternate Route Segment C	Proposed Route Segment D	Alternate Route Segment D
Wetlands (# of acres)	35 ft	17.89 ac	1.40 ac	5.57 ac	3.91 ac	6.81 ac	1.74 ac	2.60 ac	1.58 ac	0.29 ac	0.20 ac
	50 ft	25.03 ac	1.97 ac	7.39 ac	5.40 ac	9.61 ac	2.72 ac	3.68 ac	2.18 ac	0.41 ac	0.28 ac
	100 ft	48.30 ac	3.86 ac	13.43 ac	10.06 ac	18.77 ac	7.67 ac	7.28 ac	4.21 ac	0.89 ac	0.51 ac
	200 ft	93.12 ac	6.72 ac	27.61 ac	18.33 ac	35.47 ac	20.24 ac	14.08 ac	10.18 ac	2.61 ac	1.08 ac
FEMA Floodway (# of acres)	35 ft	7.51 ac	0.02 ac	0.83 ac	0 ac	2.48 ac	0 ac	0.56 ac	0.11 ac	0 ac	0 ac
	50 ft	10.84 ac	0.05 ac	1.17 ac	0 ac	3.61 ac	0 ac	0.82 ac	0.15 ac	0 ac	0 ac
	100 ft	22.46 ac	0.33 ac	2.65 ac	0 ac	7.44 ac	0 ac	1.82 ac	0.33 ac	0 ac	0 ac
	200 ft	48.07 ac	2.19 ac	7.50 ac	0 ac	15.55 ac	0 ac	4.57 ac	2.18 ac	0 ac	0 ac
NHIS - Species (# of acres)	1 mi	6	0	0	2	0	0	18	0	0	0
NHIS - Rare communities (# of features)	1 mi	3	1	2	1	2	3	8	0	1	1
MCBS Site of Biodiversity Significance (# of acres)	35 ft	0.63 ac	0 ac	0 ac	1.45 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac
	50 ft	0.92 ac	0 ac	0 ac	2.04 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac
	100 ft	2.0 ac	0 ac	0 ac	3.83 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac
	200 ft	4.38 ac	0 ac	0 ac	5.62 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac
Scientific & Natural Area (# of acres)	1mi	58.73 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac	0 ac
Snowmobile Trails (# of feet)	35 ft	200 ft		0 ft	0 ft	200 ft	202 ft	76 ft	2538 ft	0 ft	0 ft
	50 ft	285 ft		0 ft	0 ft	285 ft	288 ft	113 ft	2652 ft	0 ft	0 ft
	100 ft	570 ft		0 ft	0 ft	570 ft	576 ft	235 ft	2767 ft	0 ft	0 ft
	200 ft	1139 ft		0 ft	0 ft	1139 ft	1322 ft	479 ft	2973 ft	0 ft	0 ft

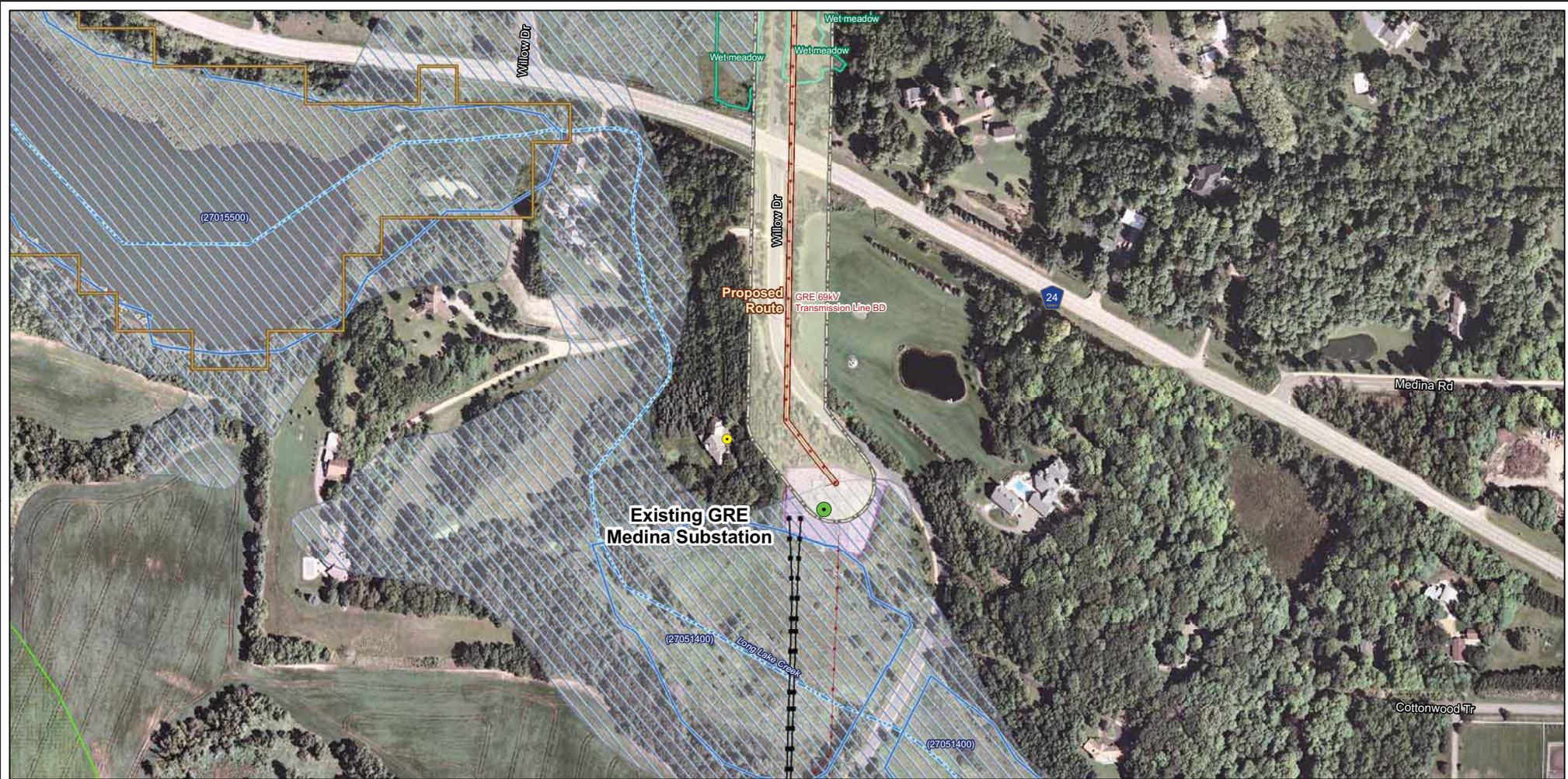
H-2

Substation Sites A and B

Feature	Distance	Substation Site A	Substation Site B
Residences (# of features)	35 ft 50 ft 100 ft 200 ft	0 0 0 0	0 0 0 0
Non-Residential (# of features)	35 ft 50 ft 100 ft 200 ft	0 0 1 3	0 0 0 0
Private Schools (# of features)	1mi	1	2
Public Schools (# of features)	1mi	0	0
Child Care Center (# of features)	1mi	2	0
Towers (# of features)	Within siting Area Within 200 ft	0 0	0 0
Historical Features (# of features)	0.5 mi	2 total (2 razed)	0
Archaeological Features (# of features)	0.5 mi	0	0
Prime Farmland (# of acres)	Within siting Area Within 200 ft	0 ac 0 ac	0 ac 0 ac
Watercourses (# of features)	Within siting Area Within 200 ft	0 0	1 1
PWI Watercourses (# of features)	Within siting Area Within 200 ft	0 0	1 1
PWI Basins (# of acres)	Within siting Area Within 200 ft	0 0.16 ac	0 0
Wetlands (# of acres)	Within siting area	3.5	3.2
FEMA Floodway (# of acres)	Within siting area	0	0
NHIS - Species (# of features)	1 mi	0	0
NHIS - Rare communities (# of features)	1 mi	1	2
MCBS Site of Biodiversity			
Significance (# of acres)	Within siting Area Within 200 feet	0 ac 0 ac	0 ac 0 ac
Scientific & Natural Area (# of acres)	Within siting Area Within 1 mile	0 ac	0 ac
Snowmobile Trails (# of feet)	Within siting Area Within 200 ft	0 ft 0 ft	0 ft 0 ft

Appendix C

Detailed Route Maps



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|---------------------------|--|---|---------------------------|--|--|
| Proposed Route | Existing Xcel Energy Substation | Regional Existing Trail | Church | Public Water Inventory Watercourse | Regionally Significant Ecological Area |
| Alternate Route Segment A | Existing GRE Substation | State Trail | Child Care Center | Public Water Inventory Basin | MCBS Native Plant Community |
| Alternate Route Segment B | Existing GRE Transmission Line | Snowmobile Trail | School | Wetlands (Barr, 2010)
(Clipped to 200 Feet of Centerline) | MCBS Sites of Biodiversity Significance |
| Alternate Route Segment C | 69 kV | Proposed Route Width
(200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line) | Residence* | FEMA Q3 Data | Moderate Significance |
| Alternate Route Segment D | 115 kV | Approximate Mndot ROW | Non-Residential Building* | 100-year Floodplain | MCBS Railroad Rights-of-Way Prairie |
| Proposed Route Segment A | Existing Xcel Energy Transmission Line | Preferred Substation Site A | Tower | 500-year Floodplain | NHIS Rare Natural Features |
| Proposed Route Segment B | 69 kV | Alternate Substation Site B | | 100-year Floodplain | Terrestrial Community |
| Proposed Route Segment C | 345 kV | Existing Substation Site | | 500-year Floodplain | Terrestrial Community - Element Occurance Area |
| Proposed Route Segment D | Railroad | | | | |

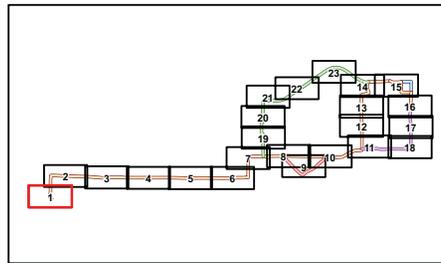


Figure C-1
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.





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|---------------------------|--|---|---------------------------|--|--|
| Proposed Route | Existing Xcel Energy Substation | Regional Existing Trail | Church | Public Water Inventory Watercourse | Regionally Significant Ecological Area |
| Alternate Route Segment A | Existing GRE Substation | State Trail | Child Care Center | Public Water Inventory Basin | MCBS Native Plant Community |
| Alternate Route Segment B | Existing GRE Transmission Line | Snowmobile Trail | School | Wetlands (Barr, 2010)
(Clipped to 200 Feet of Centerline) | MCBS Sites of Biodiversity Significance |
| Alternate Route Segment C | 69 kV | Proposed Route Width
(200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line) | Residence* | FEMA Q3 Data | Moderate Significance |
| Alternate Route Segment D | Existing Xcel Energy Transmission Line | Approximate Mndot ROW | Non-Residential Building* | 100-year Floodplain | MCBS Railroad Rights-of-Way Prairie |
| Proposed Route Segment A | 115 kV | Preferred Substation Site A | Tower | 500-year Floodplain | NHIS Rare Natural Features |
| Proposed Route Segment B | 69 kV | Alternate Substation Site B | | Terrestrial Community | Terrestrial Community - Element Occurance Area |
| Proposed Route Segment C | 345 kV | Existing Substation Site | | | |
| Proposed Route Segment D | Railroad | | | | |

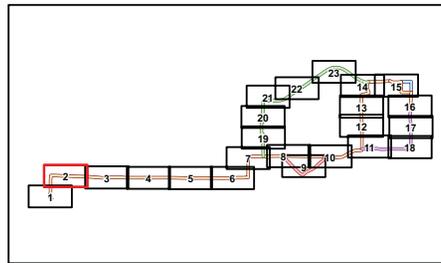


Figure C-2
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.





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|---------------------------|--|---|---------------------------|--|--|
| Proposed Route | Existing Xcel Energy Substation | Regional Existing Trail | Church | Public Water Inventory Watercourse | Regionally Significant Ecological Area |
| Alternate Route Segment A | Existing GRE Substation | State Trail | Child Care Center | Public Water Inventory Basin | MCBS Native Plant Community |
| Alternate Route Segment B | Existing GRE Transmission Line | Snowmobile Trail | School | Wetlands (Barr, 2010)
(Clipped to 200 Feet of Centerline) | MCBS Sites of Biodiversity Significance |
| Alternate Route Segment C | 69 kV | Proposed Route Width
(200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line) | Residence* | FEMA Q3 Data | Moderate Significance |
| Alternate Route Segment D | 115 kV | Approximate Mndot ROW | Non-Residential Building* | 100-year Floodplain | MCBS Railroad Rights-of-Way Prairie |
| Proposed Route Segment A | Existing Xcel Energy Transmission Line | Preferred Substation Site A | Tower | 500-year Floodplain | NHIS Rare Natural Features |
| Proposed Route Segment B | 69 kV | Alternate Substation Site B | | | Terrestrial Community |
| Proposed Route Segment C | 345 kV | Existing Substation Site | | | Terrestrial Community - Element Occurance Area |
| Proposed Route Segment D | Railroad | | | | |

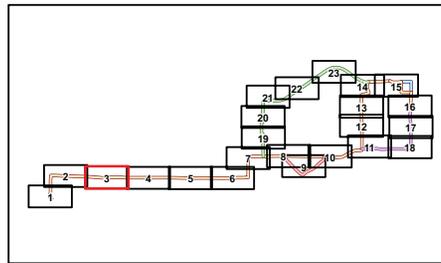


Figure C-3
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.





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|---------------------------|--|---|---------------------------|--|--|
| Proposed Route | Existing Xcel Energy Substation | Regional Existing Trail | Church | Public Water Inventory Watercourse | Regionally Significant Ecological Area |
| Alternate Route Segment A | Existing GRE Substation | State Trail | Child Care Center | Public Water Inventory Basin | MCBS Native Plant Community |
| Alternate Route Segment B | Existing GRE Transmission Line | Snowmobile Trail | School | Wetlands (Barr, 2010)
(Clipped to 200 Feet of Centerline) | MCBS Sites of Biodiversity Significance |
| Alternate Route Segment C | 69 kV | Proposed Route Width
(200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line) | Residence* | FEMA Q3 Data | Moderate Significance |
| Alternate Route Segment D | 115 kV | Approximate Mndot ROW | Non-Residential Building* | 100-year Floodplain | MCBS Railroad Rights-of-Way Prairie |
| Proposed Route Segment A | Existing Xcel Energy Transmission Line | Preferred Substation Site A | Tower | 500-year Floodplain | NHIS Rare Natural Features |
| Proposed Route Segment B | 69 kV | Alternate Substation Site B | | | Terrestrial Community |
| Proposed Route Segment C | 345 kV | Existing Substation Site | | | Terrestrial Community - Element Occurance Area |
| Proposed Route Segment D | Railroad | | | | |

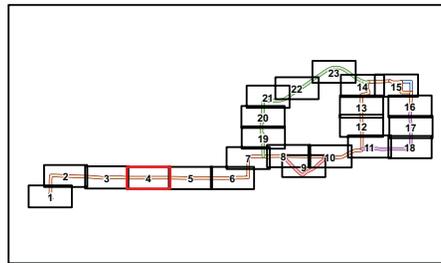


Figure C-4
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.



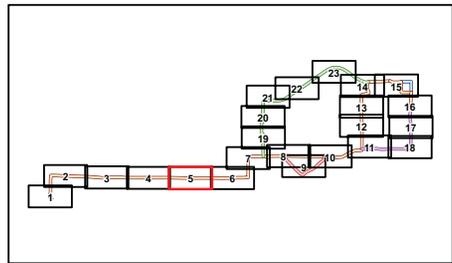


Figure C-5
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.





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|---------------------------|--|---|---------------------------|--|--|
| Proposed Route | Existing Xcel Energy Substation | Regional Existing Trail | Church | Public Water Inventory Watercourse | Regionally Significant Ecological Area |
| Alternate Route Segment A | Existing GRE Substation | State Trail | Child Care Center | Public Water Inventory Basin | MCBS Native Plant Community |
| Alternate Route Segment B | Existing GRE Transmission Line | Snowmobile Trail | School | Wetlands (Barr, 2010)
(Clipped to 200 Feet of Centerline) | MCBS Sites of Biodiversity Significance |
| Alternate Route Segment C | 69 kV | Proposed Route Width
(200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line) | Residence* | FEMA Q3 Data | Moderate Significance |
| Alternate Route Segment D | Existing Xcel Energy Transmission Line | Approximate Mndot ROW | Non-Residential Building* | 100-year Floodplain | MCBS Railroad Rights-of-Way Prairie |
| Proposed Route Segment A | 115 kV | Preferred Substation Site A | Tower | 500-year Floodplain | NHIS Rare Natural Features |
| Proposed Route Segment B | 69 kV | Alternate Substation Site B | | | Terrestrial Community |
| Proposed Route Segment C | 345 kV | Existing Substation Site | | | Terrestrial Community - Element Occurance Area |
| Proposed Route Segment D | Railroad | | | | |

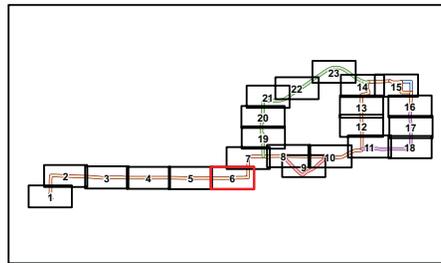


Figure C-6
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.





- Proposed Route
- Alternate Route Segment A
- Alternate Route Segment B
- Alternate Route Segment C
- Alternate Route Segment D
- Proposed Route Segment A
- Proposed Route Segment B
- Proposed Route Segment C
- Proposed Route Segment D
- Existing Xcel Energy Substation
- Existing GRE Substation
- Existing GRE Transmission Line
- 69 kV
- 115 kV
- Existing Xcel Energy Transmission Line
- 69 kV
- 345 kV
- Railroad
- Regional Existing Trail
- State Trail
- Snowmobile Trail
- Proposed Route Width (200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line)
- Approximate Mndot ROW
- Preferred Substation Site A
- Alternate Substation Site B
- Existing Substation Site
- Church
- Child Care Center
- School
- Residence*
- Non-Residential Building*
- Tower
- Public Water Inventory Watercourse
- Public Water Inventory Basin (Clipped to 200 Feet of Centerline)
- Wetlands (Barr, 2010) (Clipped to 200 Feet of Centerline)
- FEMA Q3 Data
- 100-year Floodplain
- 500-year Floodplain
- Regionally Significant Ecological Area
- MCBS Native Plant Community
- MCBS Sites of Biodiversity Significance
- Moderate Significance
- MCBS Railroad Rights-of-Way Prairie
- NHIS Rare Natural Features
- Terrestrial Community
- Terrestrial Community - Element Occurance Area

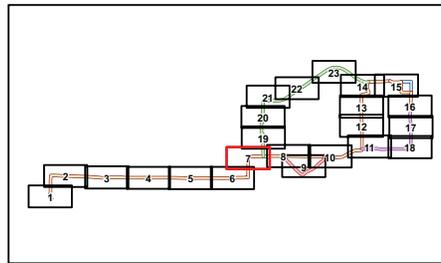
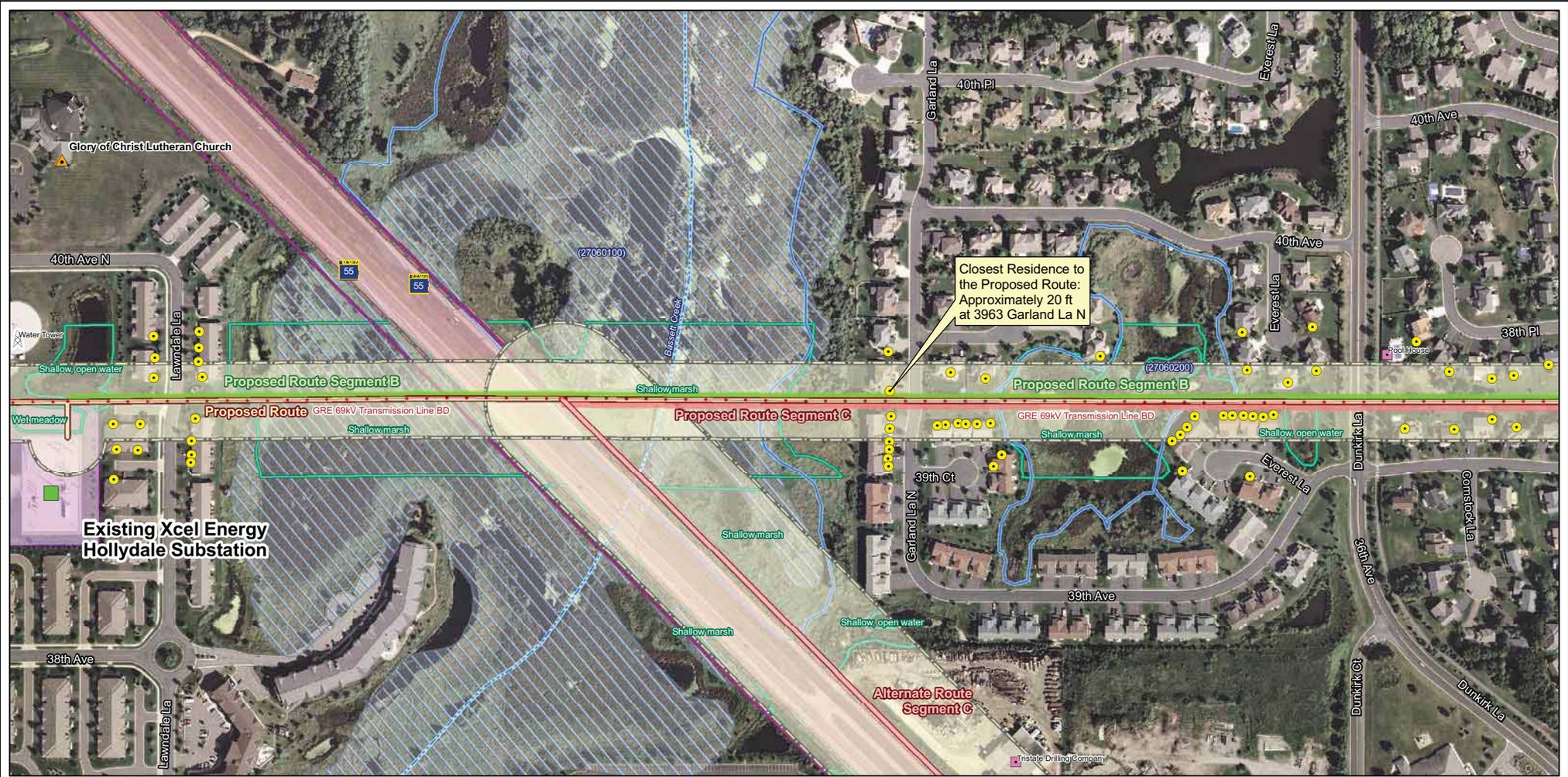


Figure C-7
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
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 Background: 2009 Aerial Express Imagery for the Twin Cities.





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|---|---|---|---|--|---|
| <ul style="list-style-type: none"> Proposed Route Alternate Route Segment A Alternate Route Segment B Alternate Route Segment C Alternate Route Segment D Proposed Route Segment A Proposed Route Segment B Proposed Route Segment C Proposed Route Segment D | <ul style="list-style-type: none"> Existing Xcel Energy Substation Existing GRE Substation Existing GRE Transmission Line 69 kV 115 kV Existing Xcel Energy Transmission Line 69 kV 345 kV Railroad | <ul style="list-style-type: none"> Regional Existing Trail State Trail Snowmobile Trail Proposed Route Width (200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line) Approximate Mndot ROW Preferred Substation Site A Alternate Substation Site B Existing Substation Site | <ul style="list-style-type: none"> Church Child Care Center School Residence* Non-Residential Building* Tower | <ul style="list-style-type: none"> Public Water Inventory Watercourse Wetlands (Barr, 2010) (Clipped to 200 Feet of Centerline) FEMA Q3 Data 100-year Floodplain 500-year Floodplain | <ul style="list-style-type: none"> Regionally Significant Ecological Area MCBS Native Plant Community MCBS Sites of Biodiversity Significance Moderate Significance MCBS Railroad Rights-of-Way Prairie NHIS Rare Natural Features Terrestrial Community Terrestrial Community - Element Occurance Area |
|---|---|---|---|--|---|

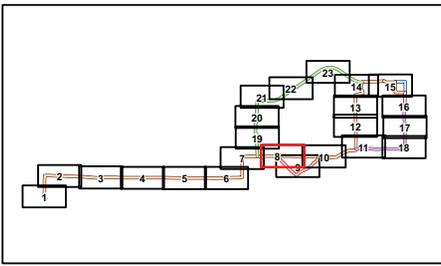
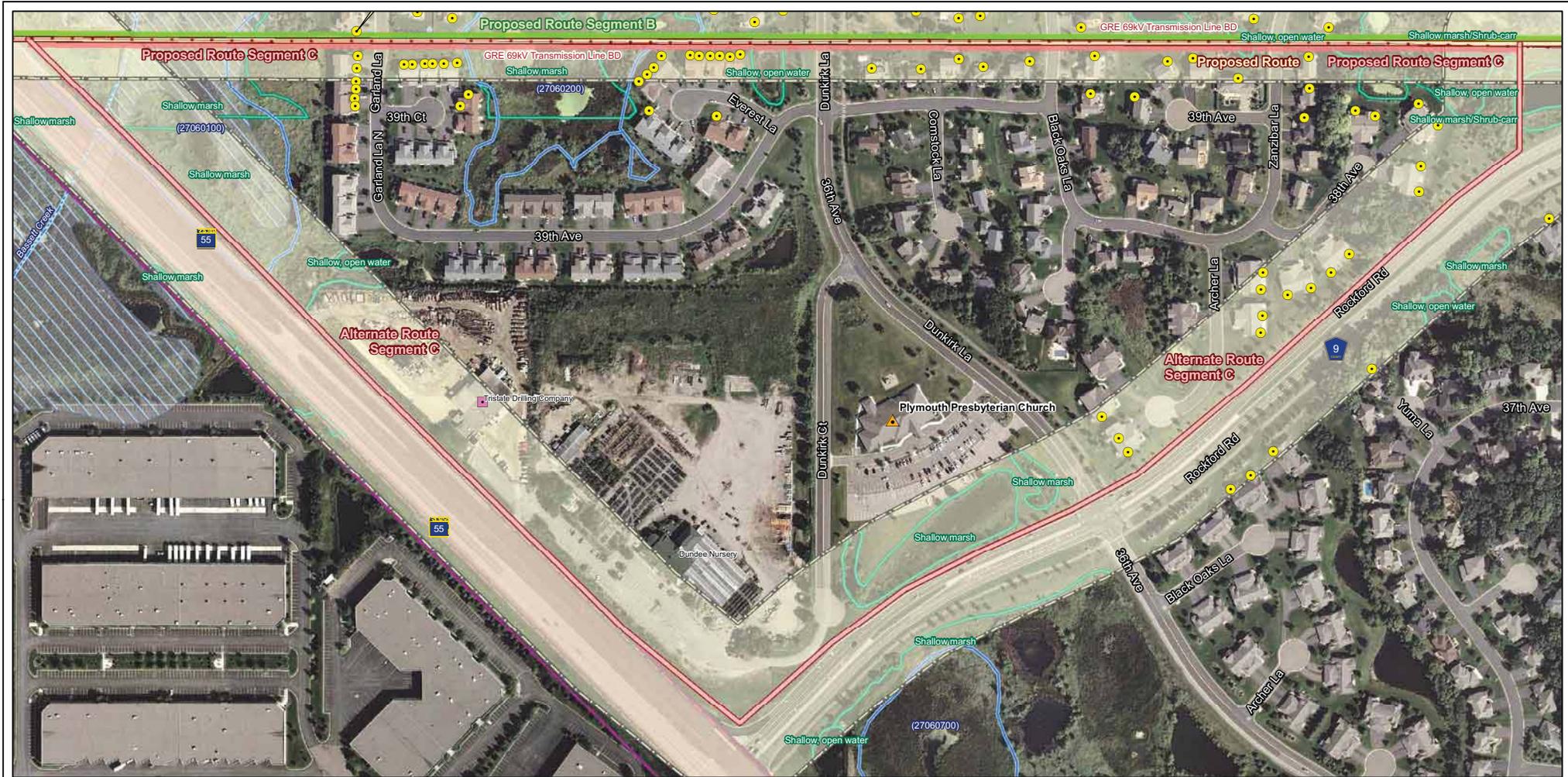


Figure C-8
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
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 Background: 2009 Aerial Express Imagery for the Twin Cities.





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|---------------------------|--|---|---------------------------|--|--|
| Proposed Route | Existing Xcel Energy Substation | Regional Existing Trail | Church | Public Water Inventory Watercourse | Regionally Significant Ecological Area |
| Alternate Route Segment A | Existing GRE Substation | State Trail | Child Care Center | Public Water Inventory Basin | MCBS Native Plant Community |
| Alternate Route Segment B | Existing GRE Transmission Line | Snowmobile Trail | School | Wetlands (Barr, 2010)
(Clipped to 200 Feet of Centerline) | MCBS Sites of Biodiversity Significance |
| Alternate Route Segment C | 69 kV | Proposed Route Width
(200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line) | Residence* | FEMA Q3 Data | Moderate Significance |
| Alternate Route Segment D | Existing Xcel Energy Transmission Line | MCBS Railroad Rights-of-Way Prairie | Non-Residential Building* | 100-year Floodplain | NHIS Rare Natural Features |
| Proposed Route Segment A | 115 kV | Approximate Mndot ROW | Tower | 500-year Floodplain | Terrestrial Community |
| Proposed Route Segment B | 69 kV | Preferred Substation Site A | | | Terrestrial Community - Element Occurance Area |
| Proposed Route Segment C | 345 kV | Alternate Substation Site B | | | |
| Proposed Route Segment D | Railroad | Existing Substation Site | | | |

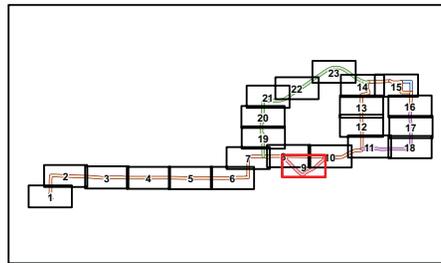
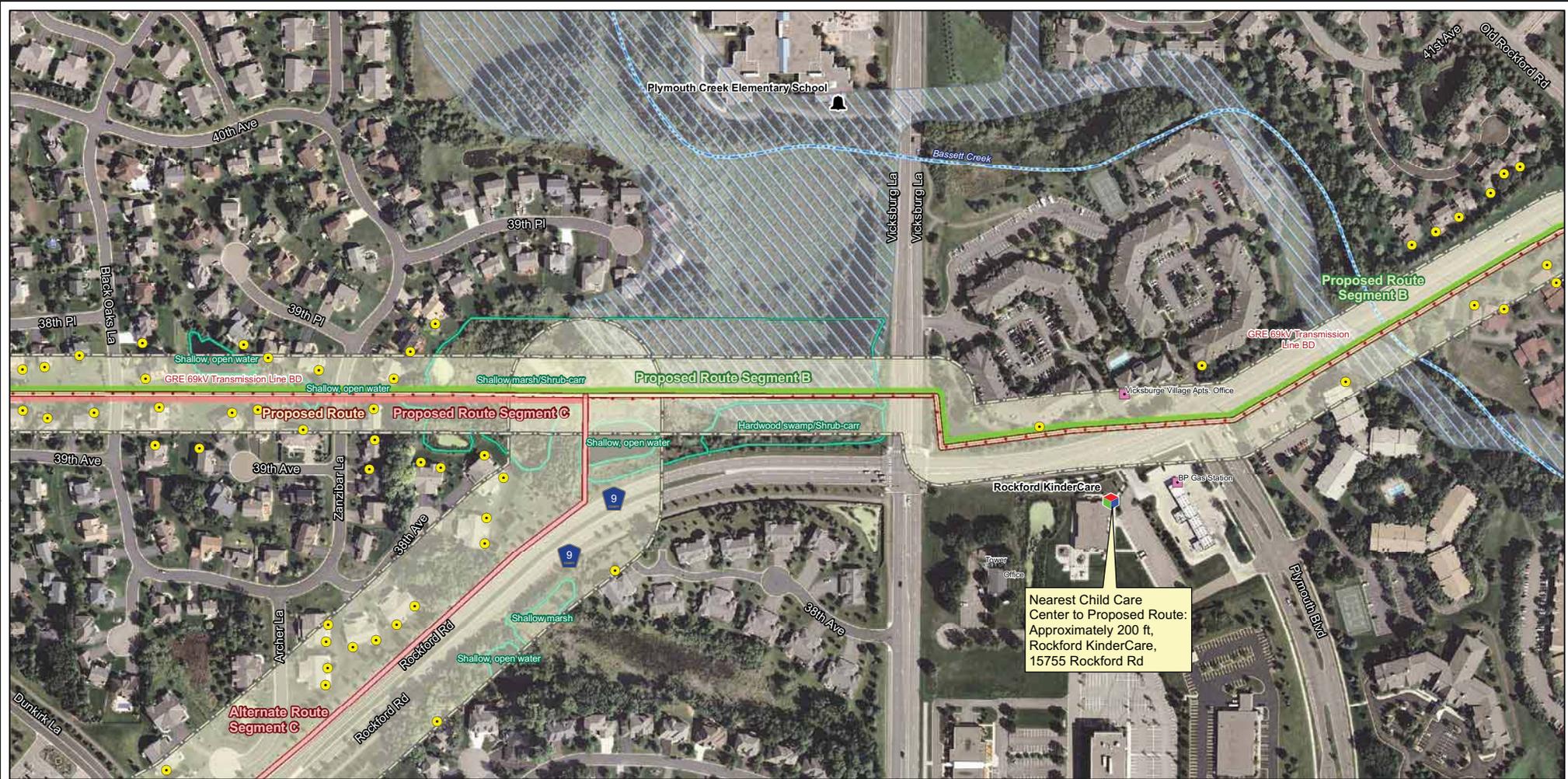


Figure C-9
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
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 Background: 2009 Aerial Express Imagery for the Twin Cities.





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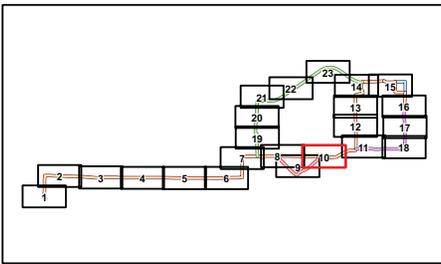


Figure C-10
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.



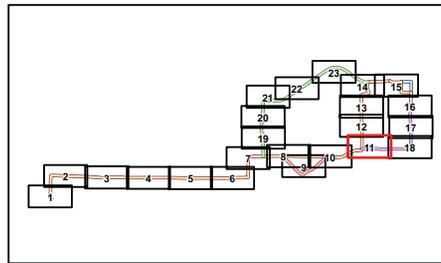
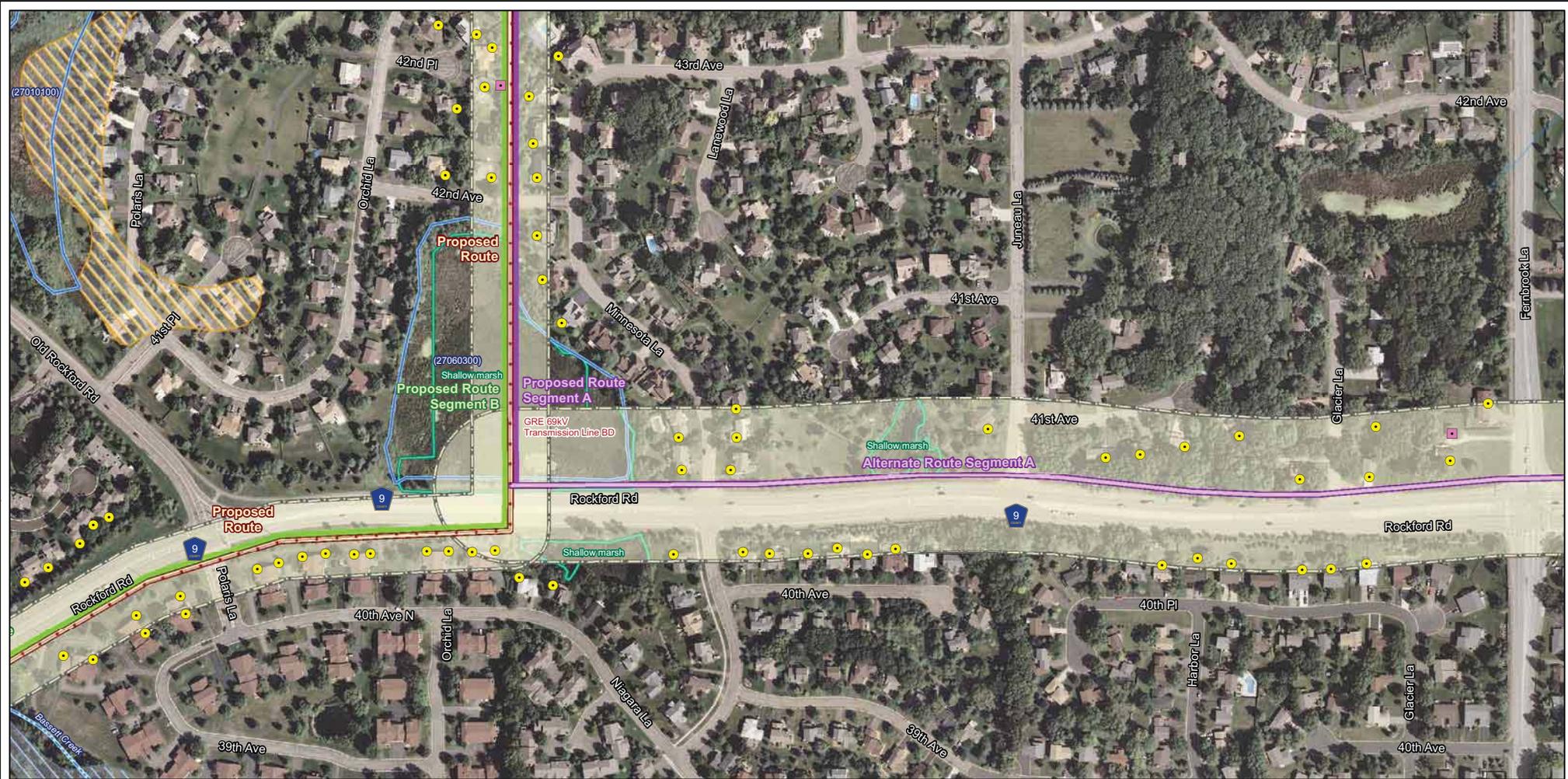
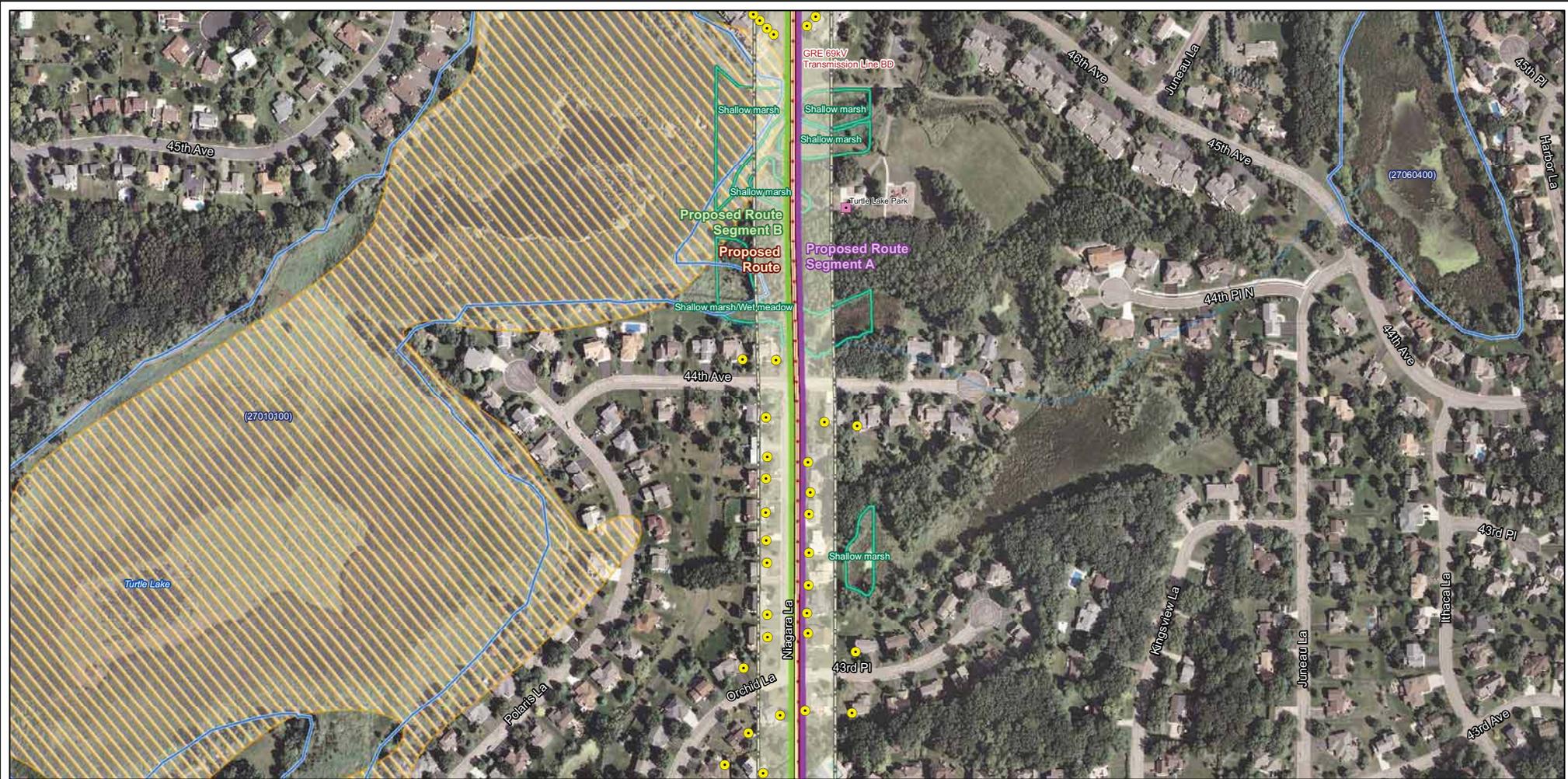


Figure C-11
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
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 Background: 2009 Aerial Express Imagery for the Twin Cities.





- Proposed Route
- Alternate Route Segment A
- Alternate Route Segment B
- Alternate Route Segment C
- Alternate Route Segment D
- Proposed Route Segment A
- Proposed Route Segment B
- Proposed Route Segment C
- Proposed Route Segment D
- Existing Xcel Energy Substation
- Existing GRE Substation
- Existing GRE Transmission Line
- 69 kV
- 115 kV
- Existing Xcel Energy Transmission Line
- 69 kV
- 345 kV
- Railroad
- Regional Existing Trail
- State Trail
- Snowmobile Trail
- Proposed Route Width (200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line)
- Approximate Mndot ROW
- Preferred Substation Site A
- Alternate Substation Site B
- Existing Substation Site
- Church
- Child Care Center
- School
- Residence*
- Non-Residential Building*
- Tower
- Public Water Inventory Watercourse
- Public Water Inventory Basin
- Wetlands (Barr, 2010) (Clipped to 200 Feet of Centerline)
- FEMA Q3 Data
- 100-year Floodplain
- 500-year Floodplain
- Regionally Significant Ecological Area
- MCBS Native Plant Community
- MCBS Sites of Biodiversity Significance
- Moderate Significance
- MCBS Railroad Rights-of-Way Prairie
- NHIS Rare Natural Features
- Terrestrial Community
- Terrestrial Community - Element Occurance Area

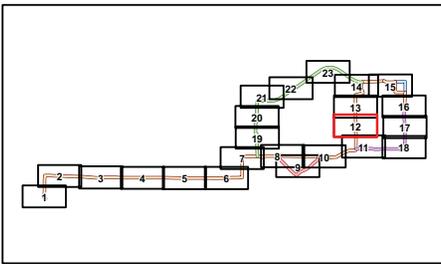
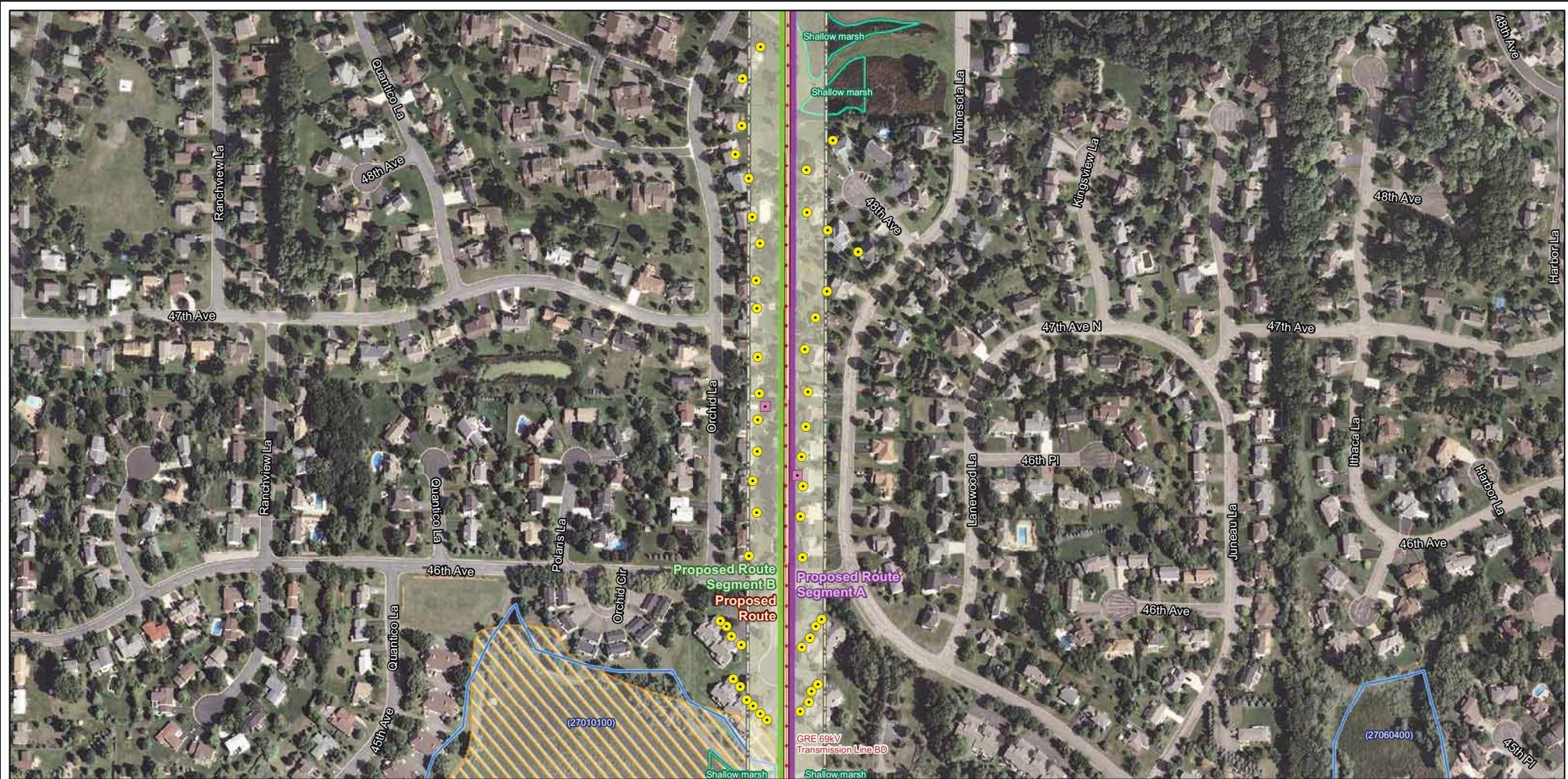


Figure C-12
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
*Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
Background: 2009 Aerial Imagery for the Twin Cities.





- Proposed Route
- Alternate Route Segment A
- Alternate Route Segment B
- Alternate Route Segment C
- Alternate Route Segment D
- Proposed Route Segment A
- Proposed Route Segment B
- Proposed Route Segment C
- Proposed Route Segment D
- Existing Xcel Energy Substation
- Existing GRE Substation
- Existing GRE Transmission Line
- 69 kV
- 115 kV
- Existing Xcel Energy Transmission Line
- 69 kV
- 345 kV
- Railroad
- Regional Existing Trail
- State Trail
- Snowmobile Trail
- Proposed Route Width (200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line)
- Approximate Mndot Row
- Preferred Substation Site A
- Alternate Substation Site B
- Existing Substation Site
- Church
- Child Care Center
- School
- Residence*
- Non-Residential Building*
- Tower
- Public Water Inventory Watercourse
- Public Water Inventory Basin (Clipped to 200 Feet of Centerline)
- Wetlands (Barr, 2010) (Clipped to 200 Feet of Centerline)
- FEMA Q3 Data
- 100-year Floodplain
- 500-year Floodplain
- Regionally Significant Ecological Area
- MCBS Native Plant Community
- MCBS Sites of Biodiversity Significance
- Moderate Significance
- MCBS Railroad Rights-of-Way Prairie
- NHIS Rare Natural Features
- Terrestrial Community
- Terrestrial Community - Element Occurance Area

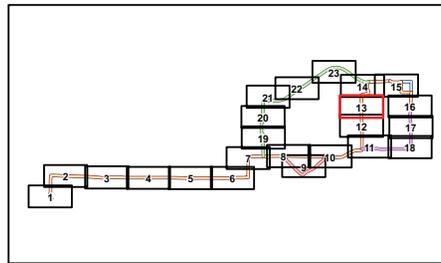
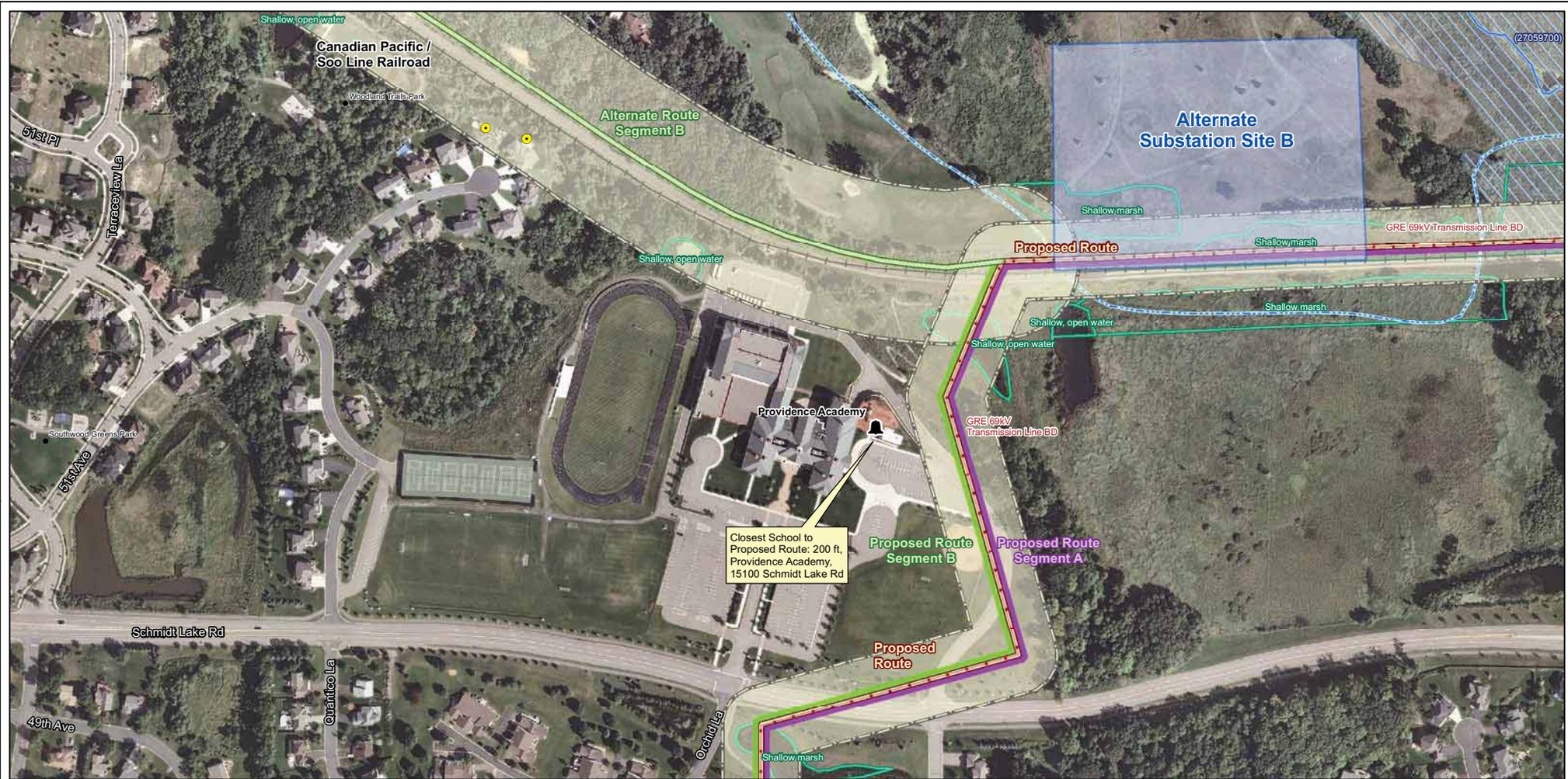


Figure C-13
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.





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|---------------------------|--|---|---------------------------|--|--|
| Proposed Route | Existing Xcel Energy Substation | Regional Existing Trail | Church | Public Water Inventory Watercourse | Regionally Significant Ecological Area |
| Alternate Route Segment A | Existing GRE Substation | State Trail | Child Care Center | Public Water Inventory Basin | MCBS Native Plant Community |
| Alternate Route Segment B | Existing GRE Transmission Line | Snowmobile Trail | School | Wetlands (Barr, 2010)
(Clipped to 200 Feet of Centerline) | MCBS Sites of Biodiversity Significance |
| Alternate Route Segment C | 69 kV | Proposed Route Width
(200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line) | Residence* | FEMA Q3 Data | Moderate Significance |
| Alternate Route Segment D | 115 kV | MCBS Railroad Rights-of-Way Prairie | Non-Residential Building* | 100-year Floodplain | NHIS Rare Natural Features |
| Proposed Route Segment A | Existing Xcel Energy Transmission Line | Approximate Mndot ROW | Tower | 500-year Floodplain | Terrestrial Community |
| Proposed Route Segment B | 69 kV | Preferred Substation Site A | | | Terrestrial Community - Element Occurance Area |
| Proposed Route Segment C | 345 kV | Alternate Substation Site B | | | |
| Proposed Route Segment D | Railroad | Existing Substation Site | | | |

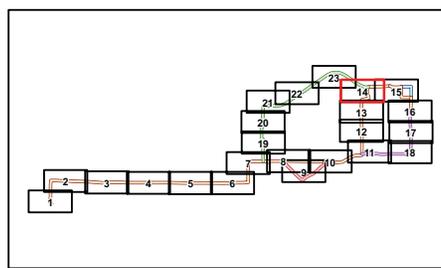


Figure C-14
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.

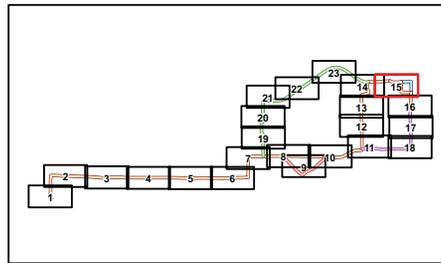
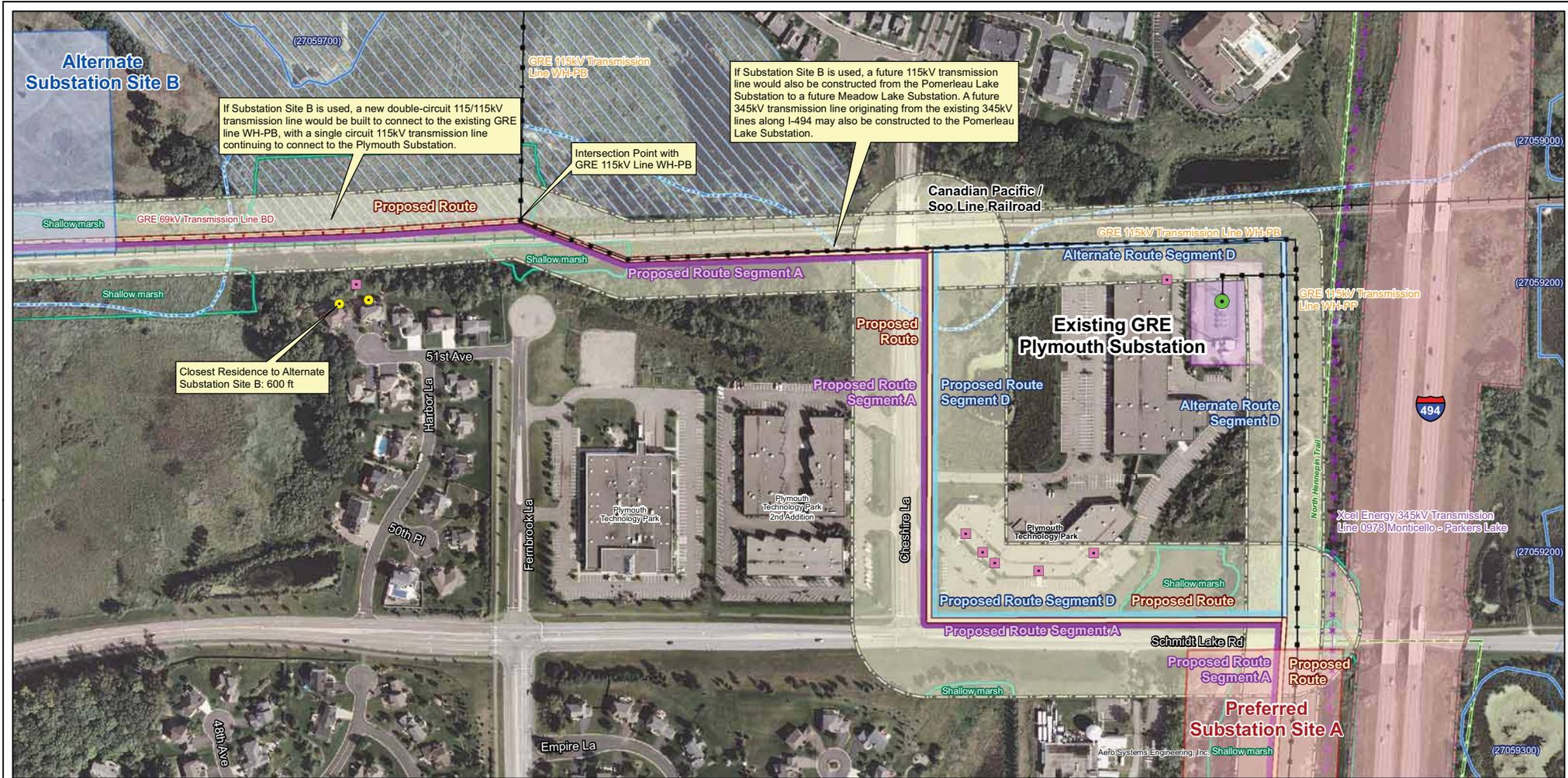
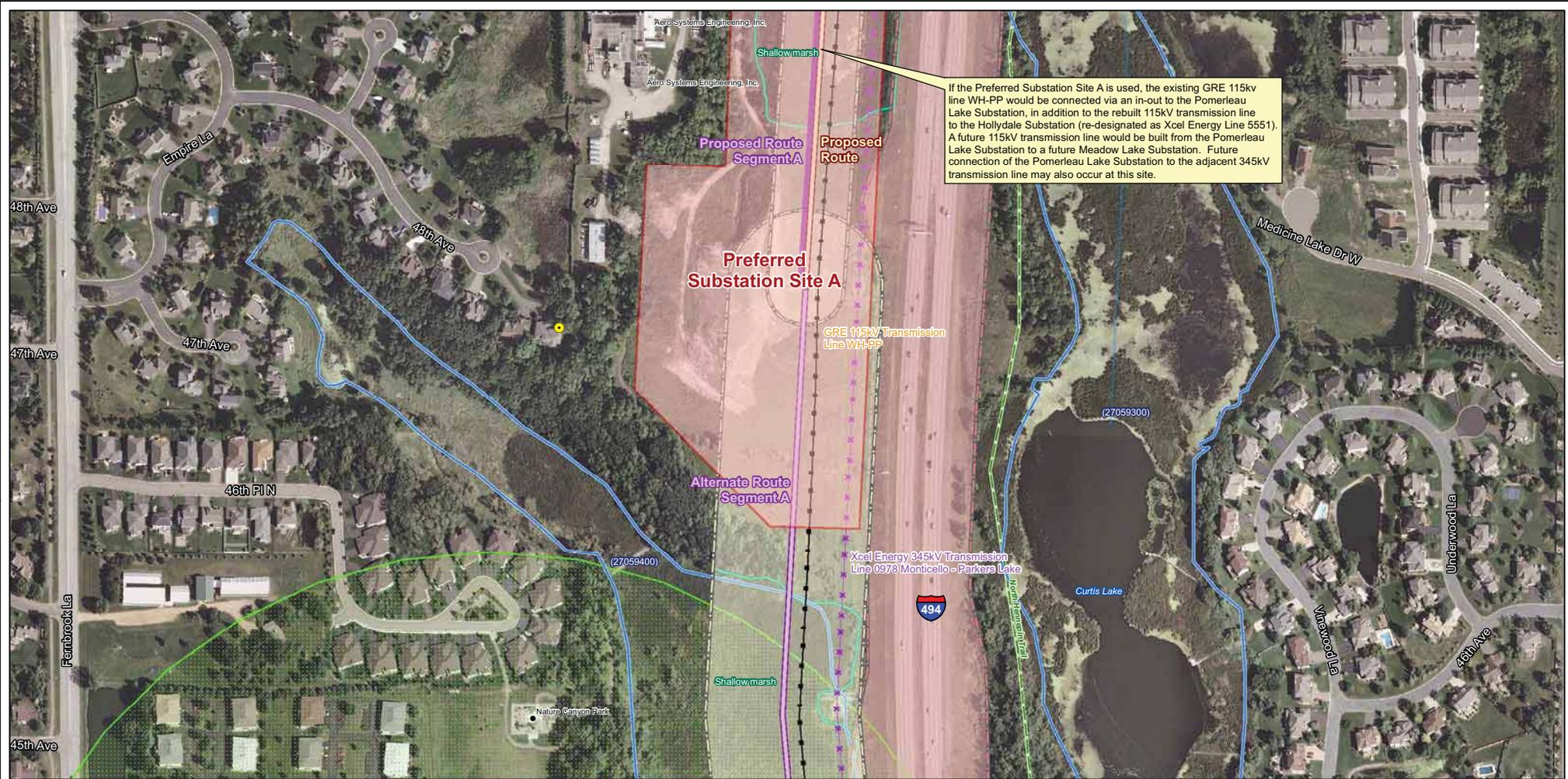


Figure C-15
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.





If the Preferred Substation Site A is used, the existing GRE 115kV line WH-PP would be connected via an in-out to the Pomerleau Lake Substation, in addition to the rebuilt 115kV transmission line to the Hollydale Substation (re-designated as Xcel Energy Line 5551). A future 115kV transmission line would be built from the Pomerleau Lake Substation to a future Meadow Lake Substation. Future connection of the Pomerleau Lake Substation to the adjacent 345kV transmission line may also occur at this site.

- Proposed Route
- Alternate Route Segment A
- Alternate Route Segment B
- Alternate Route Segment C
- Alternate Route Segment D
- Proposed Route Segment A
- Proposed Route Segment B
- Proposed Route Segment C
- Proposed Route Segment D
- Existing Xcel Energy Substation
- Existing GRE Substation
- Existing GRE Transmission Line
- 69 kV
- 115 kV
- Existing Xcel Energy Transmission Line
- 69 kV
- 345 kV
- Railroad
- Regional Existing Trail
- State Trail
- Snowmobile Trail
- Proposed Route Width (200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line)
- Approximate Mndot ROW
- Preferred Substation Site A
- Alternate Substation Site B
- Existing Substation Site
- Church
- Child Care Center
- School
- Residence*
- Non-Residential Building*
- Tower
- Public Water Inventory Watercourse
- Public Water Inventory Basin (Clipped to 200 Feet of Centerline)
- Wetlands (Barr, 2010) (Clipped to 200 Feet of Centerline)
- FEMA Q3 Data
- 100-year Floodplain
- 500-year Floodplain
- Regionally Significant Ecological Area
- MCBS Native Plant Community
- MCBS Sites of Biodiversity Significance
- Moderate Significance
- MCBS Railroad Rights-of-Way Prairie
- NHIS Rare Natural Features
- Terrestrial Community
- Terrestrial Community - Element Occurance Area

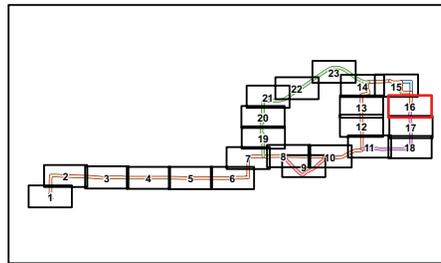


Figure C-16
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.



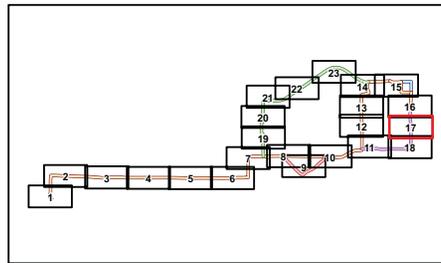
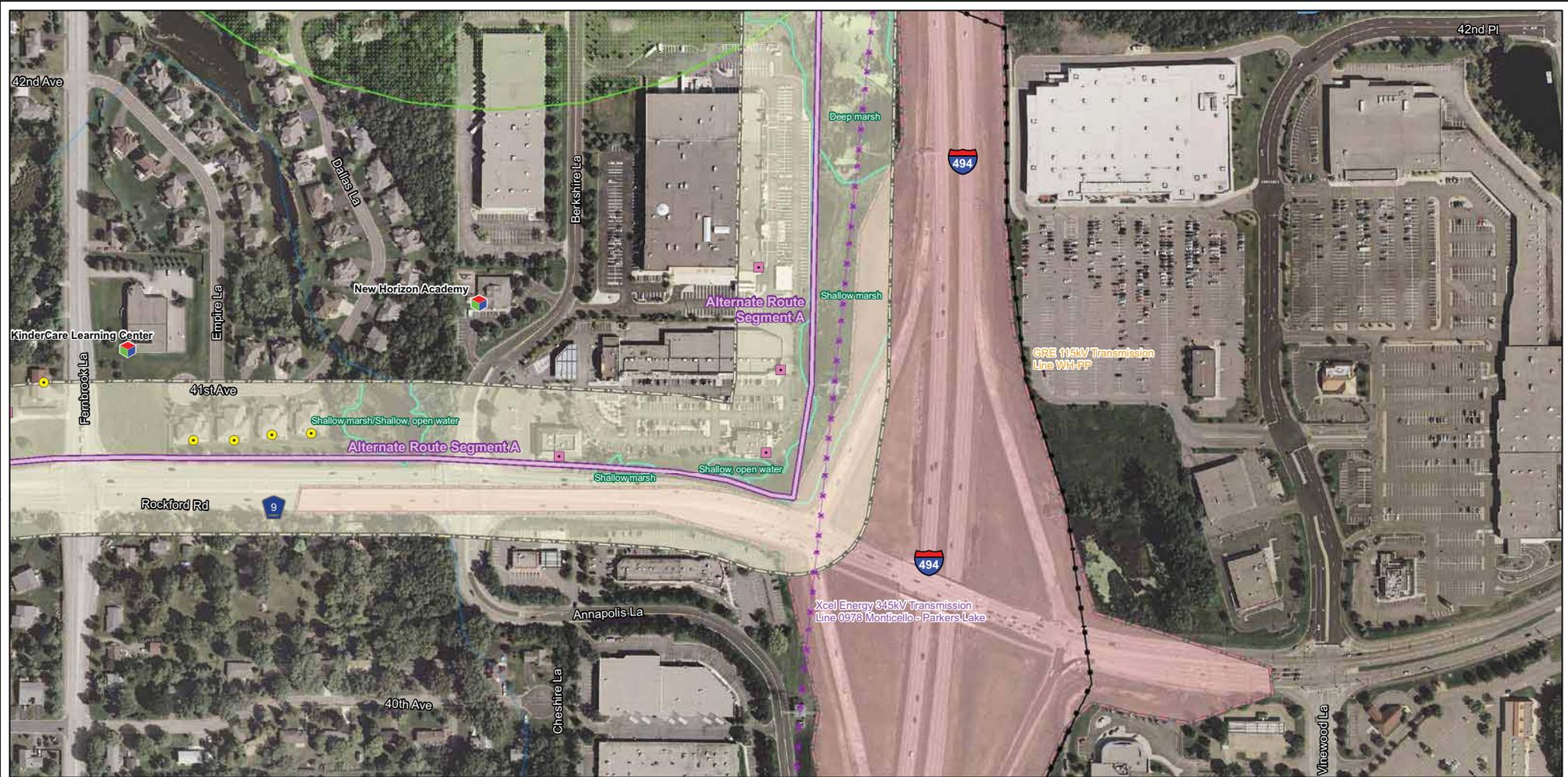


Figure C-17
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.





- Proposed Route
- Alternate Route Segment A
- Alternate Route Segment B
- Alternate Route Segment C
- Alternate Route Segment D
- Proposed Route Segment A
- Proposed Route Segment B
- Proposed Route Segment C
- Proposed Route Segment D
- Existing Xcel Energy Substation
- Existing GRE Substation
- Existing GRE Transmission Line
- 69 kV
- 115 kV
- Existing Xcel Energy Transmission Line
- 69 kV
- 345 kV
- Railroad
- Regional Existing Trail
- State Trail
- Snowmobile Trail
- Proposed Route Width (200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line)
- Approximate Mndot Row
- Preferred Substation Site A
- Alternate Substation Site B
- Existing Substation Site
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- Residence*
- Non-Residential Building*
- Tower
- Public Water Inventory Watercourse
- Public Water Inventory Basin (Clipped to 200 Feet of Centerline)
- Wetlands (Barr, 2010) (Clipped to 200 Feet of Centerline)
- FEMA Q3 Data
- 100-year Floodplain
- 500-year Floodplain
- Regionally Significant Ecological Area
- MCBS Native Plant Community
- MCBS Sites of Biodiversity Significance
- Moderate Significance
- MCBS Railroad Rights-of-Way Prairie
- NHIS Rare Natural Features
- Terrestrial Community
- Terrestrial Community - Element Occurance Area

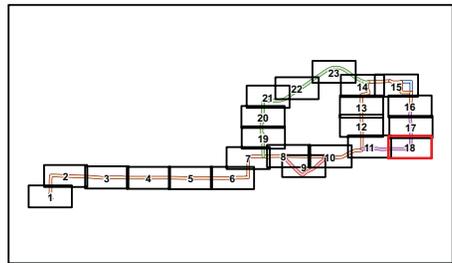
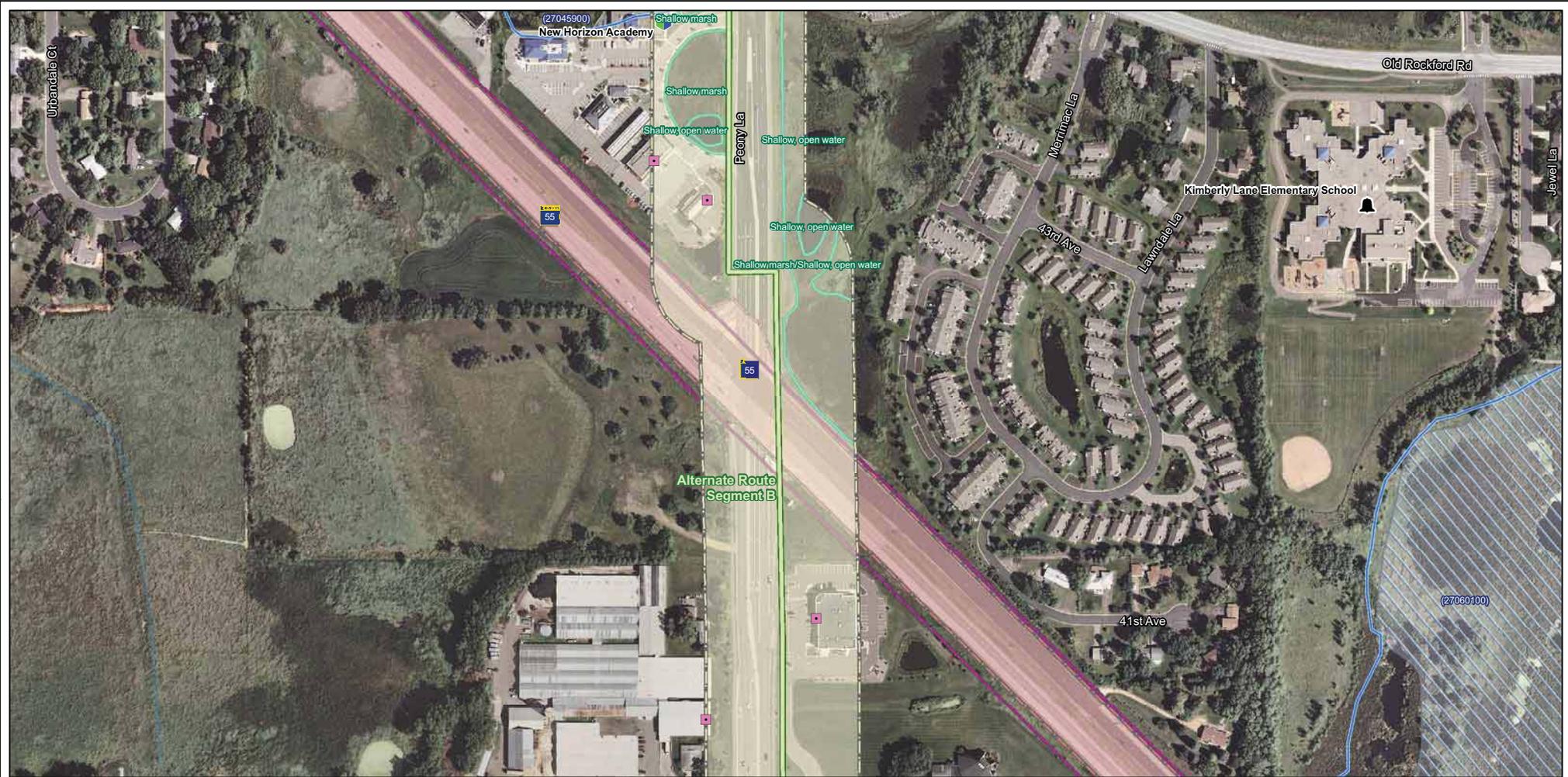


Figure C-18
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.





- | | | | | | |
|---------------------------|--|---|---------------------------|--|--|
| Proposed Route | Existing Xcel Energy Substation | Regional Existing Trail | Church | Public Water Inventory Watercourse | Regionally Significant Ecological Area |
| Alternate Route Segment A | Existing GRE Substation | State Trail | Child Care Center | Public Water Inventory Basin | MCBS Native Plant Community |
| Alternate Route Segment B | Existing GRE Transmission Line | Snowmobile Trail | School | Wetlands (Barr, 2010)
(Clipped to 200 Feet of Centerline) | MCBS Sites of Biodiversity Significance |
| Alternate Route Segment C | 69 kV | Proposed Route Width
(200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line) | Residence* | FEMA Q3 Data | Moderate Significance |
| Alternate Route Segment D | Existing Xcel Energy Transmission Line | Approximate Mndot ROW | Non-Residential Building* | 100-year Floodplain | MCBS Railroad Rights-of-Way Prairie |
| Proposed Route Segment A | 115 kV | Preferred Substation Site A | Tower | 500-year Floodplain | NHIS Rare Natural Features |
| Proposed Route Segment B | 69 kV | Alternate Substation Site B | | | Terrestrial Community |
| Proposed Route Segment C | 345 kV | Existing Substation Site | | | Terrestrial Community - Element Occurance Area |
| Proposed Route Segment D | Railroad | | | | |

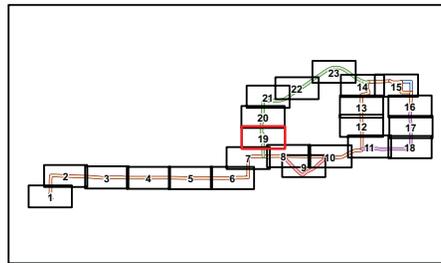


Figure C-19
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
*Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
Background: 2009 Aerial Express Imagery for the Twin Cities.





- Proposed Route
- Alternate Route Segment A
- Alternate Route Segment B
- Alternate Route Segment C
- Alternate Route Segment D
- Proposed Route Segment A
- Proposed Route Segment B
- Proposed Route Segment C
- Proposed Route Segment D
- Existing Xcel Energy Substation
- Existing GRE Substation
- Existing GRE Transmission Line
- 69 kV
- 115 kV
- Existing Xcel Energy Transmission Line
- 69 kV
- 345 kV
- Railroad
- Regional Existing Trail
- State Trail
- Snowmobile Trail
- Proposed Route Width (200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line)
- Approximate Mndot Row
- Preferred Substation Site A
- Alternate Substation Site B
- Existing Substation Site
- Church
- Child Care Center
- School
- Residence*
- Non-Residential Building*
- Tower
- Public Water Inventory Watercourse
- Public Water Inventory Basin
- Wetlands (Barr, 2010) (Clipped to 200 Feet of Centerline)
- FEMA Q3 Data
- 100-year Floodplain
- 500-year Floodplain
- Regionally Significant Ecological Area
- MCBS Native Plant Community
- MCBS Sites of Biodiversity Significance
- Moderate Significance
- MCBS Railroad Rights-of-Way Prairie
- NHIS Rare Natural Features
- Terrestrial Community
- Terrestrial Community - Element Occurance Area

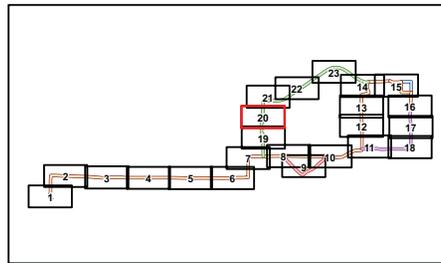


Figure C-20
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
*Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
Background: 2009 Aerial Express Imagery for the Twin Cities.





- Proposed Route
- Alternate Route Segment A
- Alternate Route Segment B
- Alternate Route Segment C
- Alternate Route Segment D
- Proposed Route Segment A
- Proposed Route Segment B
- Proposed Route Segment C
- Proposed Route Segment D
- Existing Xcel Energy Substation
- Existing GRE Substation
- Existing GRE Transmission Line
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- Public Water Inventory Basin
- Wetlands (Barr, 2010) (Clipped to 200 Feet of Centerline)
- FEMA Q3 Data
- 100-year Floodplain
- 500-year Floodplain
- Regionally Significant Ecological Area
- MCBS Native Plant Community
- MCBS Sites of Biodiversity Significance
- Moderate Significance
- MCBS Railroad Rights-of-Way Prairie
- NHIS Rare Natural Features
- Terrestrial Community
- Terrestrial Community - Element Occurance Area

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
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 Background: 2009 Aerial Express Imagery for the Twin Cities.

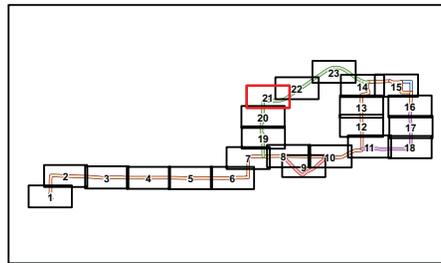


Figure C-21
 DETAILED ROUTE MAP
 Hollydale Project



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|---------------------------|--|---|---------------------------|--|--|
| Proposed Route | Existing Xcel Energy Substation | Regional Existing Trail | Church | Public Water Inventory Watercourse | Regionally Significant Ecological Area |
| Alternate Route Segment A | Existing GRE Substation | State Trail | Child Care Center | Public Water Inventory Basin | MCBS Native Plant Community |
| Alternate Route Segment B | Existing GRE Transmission Line | Snowmobile Trail | School | Wetlands (Barr, 2010)
(Clipped to 200 Feet of Centerline) | MCBS Sites of Biodiversity Significance |
| Alternate Route Segment C | 69 kV | Proposed Route Width
(200 feet total for rebuild section of existing transmission line and 400 feet total for new transmission line) | Residence* | FEMA Q3 Data | Moderate Significance |
| Alternate Route Segment D | 115 kV | MCBS Railroad Rights-of-Way Prairie | Non-Residential Building* | 100-year Floodplain | NHIS Rare Natural Features |
| Proposed Route Segment A | Existing Xcel Energy Transmission Line | Approximate Mndot ROW | Tower | 500-year Floodplain | Terrestrial Community |
| Proposed Route Segment B | 69 kV | Preferred Substation Site A | | | Terrestrial Community - Element Occurance Area |
| Proposed Route Segment C | 345 kV | Alternate Substation Site B | | | |
| Proposed Route Segment D | Railroad | Existing Substation Site | | | |

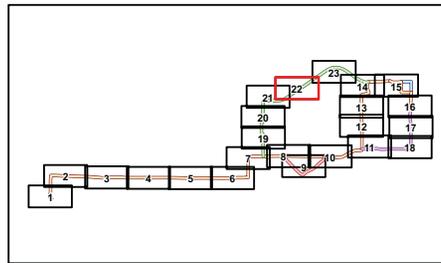
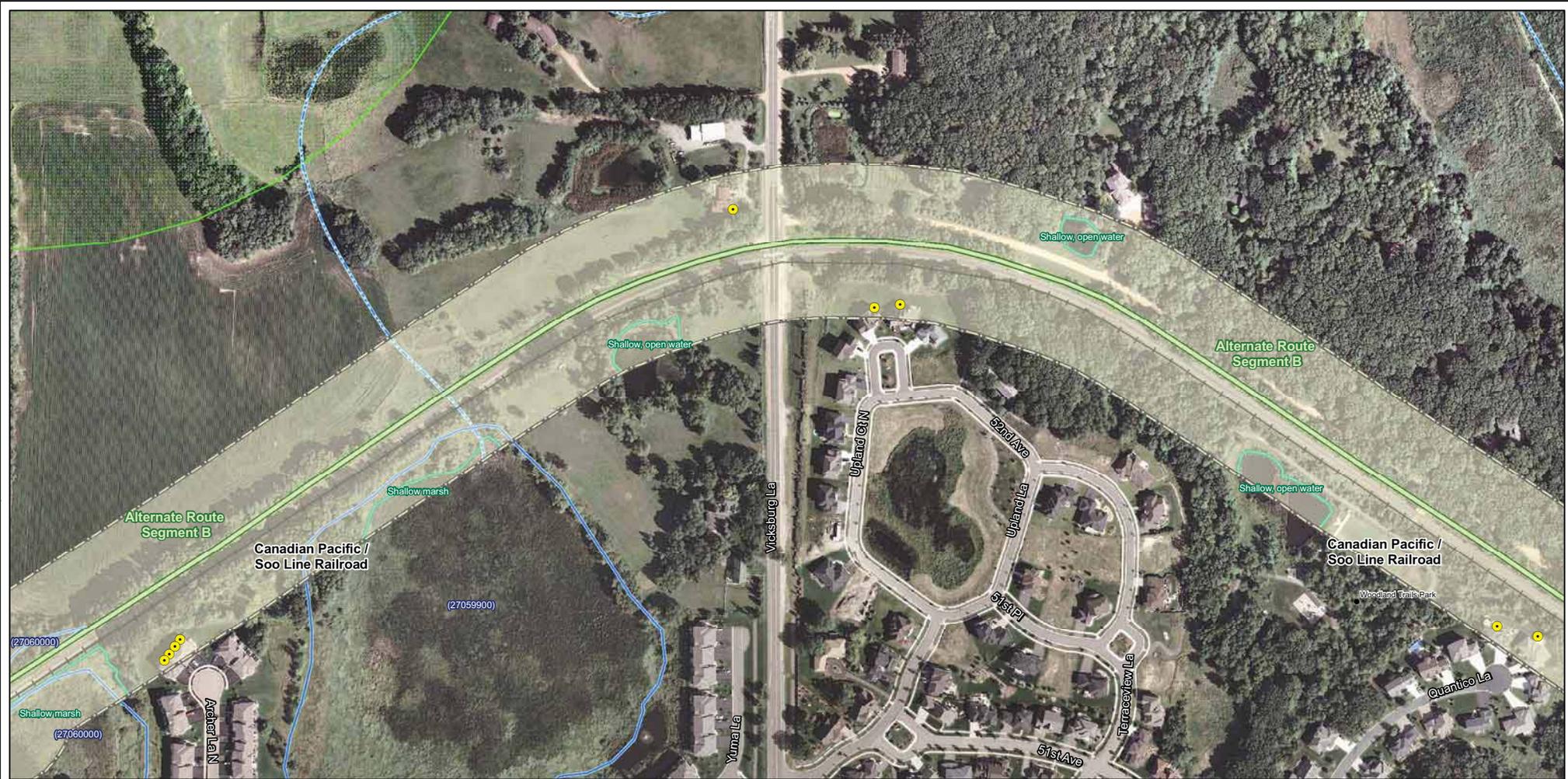


Figure C-22
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
 *Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
 Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
 Background: 2009 Aerial Express Imagery for the Twin Cities.





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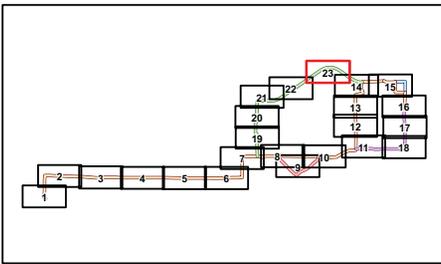


Figure C-23
DETAILED ROUTE MAP
Hollydale Project

Data Source: Barr, Xcel Energy, GRE, MN DNR, MNDOT, USGS.
*Locations of residences and buildings within approximately 200-feet of the proposed rebuild area are shown. Points were placed on the side of the building closest to the existing transmission line.
Natural Heritage Information System (NHIS) Data Copyright (2009), State of Minnesota, Department of Natural Resources. Rare features data included here were provided by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR), and were current as of (2009). These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present.
Background: 2009 Aerial Express Imagery for the Twin Cities.



From: [nfosland Fosland](#)
To: [Ek, Scott \(COMM\)](#)
Subject: PUC Docket No. E002/TL-11-152
Date: Friday, November 11, 2011 7:24:22 AM
Attachments: [ATT00001](#)

Mr. Ek,

Sorry as you'll see below I tried many times to send this letter to the wrong address. I hope it is not too late.

Thank you.

Natalie

Date: Thu, 10 Nov 2011 23:30:50 -0600
From: Postmaster@mail2.state.mn.us
To: nfosland@hotmail.com
CC: Postmaster@mail2.state.mn.us
Subject: Undeliverable mail

Your message was not delivered to the following recipients:

scottek@state.mn.us: User unknown

--Forwarded Message Attachment--

From: nfosland@hotmail.com
To: scottek@state.mn.us
Subject: PUC Docket No. E002/TL-11-152
Date: Thu, 10 Nov 2011 23:30:45 -0600

Dear Mr. Ek,

I am writing to you to let you know that my husband and I strongly object to any consideration of Alternate Route B for the following reasons:

The impact on residents that purchased or built their homes without power lines along their property and without any proposed plans to construct such power lines

The cost associated with acquiring an easement or land rights to relocate the existing transmission lines to property where no such easement or land rights exist

The complications of securing an easement and to acquire land rights to construct power transmission lines to run along (in-line) with the existing railroad lines

The decrease in property value of 15-20% for owners along Alternate Route B, and

The effects on the environment, including the likelihood of cutting down trees and placing towers in marshlands and wetlands along Alternate Route B

We support keeping the power lines in their existing location as the home owners built or purchased their homes with full knowledge of the location of the power lines and have already benefitted from the adjustments in property value.

Thank you for your consideration of this issue.

Sincerely,

Natalie Fosland

Todd & Leslie Foster

16740 40th Avenue North
Plymouth, MN. 55446

Dear Scott,

First of all, I'd like to let you know that it is very comforting knowing that we the people do have a voice and we the people can change the direction of what was presented as the only option. Xcel has made us feel as if they were simply going through the motions with no intention of listening or changing what they felt was in their best interest. An interest that would make them the most money with the least amount of cost, time and effort to complete.

Also, that you stated that we can make a difference and could have the proposed plan changed, gave us all hope.

So, I wish to thank you for that.!!

With that being said, I'd like to submit the following for consideration and for the recored;

- 1) I agree with the proposed option mentioned at the 10-26-11 public meeting--the Hwy 55 & Hwy 494 as the only option for Xcel to consider, pursue and actually implement based on the following issues to be considered;
 - a) There are already power lines that could be used and increased in pole dimensions and voltage capabilities
 - b) Would have minimum impact on housing / developments
 - c) The decreased home values of 10%-40% based on the findings of licensed realstate agents presenting at public meeting
 - d) Would not cause concerns or increased medical issues with occupants—especially smaller children and adults. See all references of medical studies made by Elizabeth Lafrenz at public meeting.
 - e) The level of EMF output and the above studies findings regarding medical concerns and proved increased cases of a variety of different medical conditions associated with power lines.
 - f) Not pit one neighbor(hood) against another as it appears was being done by the options under consideration by xcel and taking what appears to be big money making efforts with very little human health and property devaluation under consideration
 - g) Noise level from the voltage of the power line upgrade. It is well known that it will be present. Especially for how close my home is with it in my back yard As well as for neighbors that are not aware of this issue/topic/concern due to not being informed.
 - h) Concerned with possible personal safety of my children/family and others known/unknown that may arise via down wires due to storms, fires, electrical hazards and other increased hazards that are unknown to me at this time with a fully functioning power lines of this nature
 - i) I would not have paid money/purchased current home had I known that this was an option when the line was a non functioning line.
 - j) I'd also, like to know where I can go to see the proposed poles/lines to get a better understanding of what it will look like vs a picture that simply shows it in an ideal setting alongside an open road and field vs backing up to homes and in a home development.

Let me know if there is anything that I/we may/should be doing with what we submit as well. Since we don't have a clue on what to do or how to do it, we are at the mercy of the process. This has required us to try to become an expert in a matter that we can not and must rely on assistance.

Thanks once again.

Todd & Leslie Foster

From: mswmom@aol.com
To: [Ek, Scott \(COMM\)](#)
Cc: gustard@mac.com
Subject: Xcel Hollydale Power Line project.
Date: Tuesday, November 01, 2011 10:41:00 PM
Attachments: [X-Cell letter](#)

Susan and Harry Garfield
17025 41st PI N
Plymouth, MN. 55446

Dear Scott,

First of all, I'd like to let you know that it is very comforting knowing that we the people do have a voice and we the people can change the direction of what was presented as the only option. Xcel has made us feel as if they were simply going through the motions with no intention of listening or changing what they felt was in their best interest. An interest that would make them the most money with the least amount of cost, time and effort to complete.

Also, that you stated that we can make a difference and could have the proposed plan changed, gave us all hope.

So, I wish to thank you for that.!!

With that being said, I'd like to submit the following for consideration and for the record;

- 1) I agree with the proposed option mentioned at the 10-26-11 public meeting--the Hwy 55 & Hwy 494 as the only option for Xcel to consider, pursue and actually implement based on the following issues to be considered;
 - a) There are already power lines that could be used and increased in pole dimensions and voltage capabilities
 - b) Would have minimum impact on housing / developments
 - c) The decreased home values of 10%-40% based on the findings of licensed real estate agents presenting at public meeting
 - d) Would not cause concerns or increased medical issues with occupants—especially smaller children and adults. See all references of medical studies made by Elizabeth Lafrenz at public meeting.
 - e) The level of EMF output and the above studies findings regarding medical concerns and proved increased cases of a variety of different medical conditions associated with power lines.
 - f) Not pit one neighbor(hood) against another as it appears was being done by the options under consideration by xcel and taking what appears to be big money making efforts with very little human health and property devaluation under consideration
 - g) Noise level from the voltage of the power line upgrade. It is well known that it will be present. Especially for how close my home is with it in my back yard As well as for neighbors that are not aware of this issue/topic/concern due to not being informed.
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us to try to become an expert in a matter that we can not and must rely on assistance.

Thanks once again.

Susan B and Harry A Garfield