

BEFORE THE MINNESOTA PUBLIC UTILITIES COMMISSION

Beverly Jones Heydinger  
David C. Boyd  
Nancy Lange  
J. Dennis O'Brien  
Betsy Wergin

Chair  
Commissioner  
Commissioner  
Commissioner  
Commissioner

In the Matter of the Application of Xcel Energy  
and Great River Energy for a Route Permit for  
the Southwest Twin Cities Chaska Area 115 kV  
Transmission Line

ISSUE DATE: October 15, 2013

DOCKET NO. E-002/TL-12-401

ORDER ISSUING ROUTE PERMIT AS  
AMENDED

**PROCEDURAL HISTORY**

On July 11, 2012, Northern States Power Company d/b/a Xcel Energy and Great River Energy (Applicants) filed an application for a route permit under Minn. Stat. § 216E.03 to upgrade an existing 69 kilovolt (kV) transmission line and to construct a new 115 kV line in Carver and Scott counties, a project described in the application as the Southwest Twin Cities Chaska Area Project (the Project).

On September 11, 2012, the Commission found the route permit application complete and referred the application to the Office of Administrative Hearings to develop the record.

On March 27, 2013, the Energy Facility Permitting Unit of the Department of Commerce (EFP) filed its Environmental Assessment on the Project.

On May 2, 2013, Administrative Law Judge M. Kevin Snell conducted a joint public hearing at the Chaska City Hall on both the certificate of need application and the accompanying route permit application.<sup>1</sup> On July 23, 2013, he filed his FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS (ALJ's Report) on the Project, recommending that the Commission issue a route permit to the Applicants for the Applicants' preferred route.

On May 24, 2013, the Department of Natural Resources filed comments on the Environmental Assessment and the Route Permit Application, highlighting potential environmental impacts and recommending future mitigation measures.

On August 6, 2013, both the Applicants and the EFP filed exceptions to the ALJ's Report.

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<sup>1</sup> *In the Matter of Xcel Energy and Great River Energy for a Route Permit for the Southwest Twin Cities Chaska Area 115 kV Transmission Line*, Docket No. E-002/TL-12-401.

On September 4, 2013, the case came before the Commission.

## **FINDINGS AND CONCLUSIONS**

### **I. The Proposed Project**

Applicants propose to construct a new 115 kV transmission line and to upgrade an existing 69 kV transmission line to 115 kV. The proposed project area includes cities and townships in Carver and Scott counties, including the cities of Chaska and Carver, as well as Laketown, Dahlgren, and Jackson townships. The Project would also include modifications to associated facilities, including the existing Augusta, Victoria, West Creek, Chaska, and Scott County substations.

### **II. The Legal Standard**

The Project is subject to Minn. Stat. Chapter 216E, which requires that high-voltage transmission lines be routed consistent with the state's goals to locate electric power facilities in an orderly manner compatible with environmental preservation and the efficient use of resources.<sup>2</sup> In addition, the statute requires that route permit determinations be guided by the policy objective to conserve resources, minimize environmental impacts, minimize human settlement and other land use conflicts, and ensure the state's electric energy security through efficient, cost-effective power supply and electric transmission infrastructure.<sup>3</sup>

The Project is also subject to environmental review under Minn. Stat. § 216E.04, subd. 5, which directs the Commissioner of the Department of Commerce (the Department) to prepare an Environmental Assessment on proposed high voltage transmission lines between 100 and 200 kV and to study and evaluate the impacts of the proposed project and alternatives.

Furthermore, in designating a route, the Commission must consider the permitting criteria contained in Minn. Stat. § 216E.03, subd. 7 (b) and Minn. R. 7850.4100.

### **III. Environmental Assessment**

Minn. R. 7850.3700 requires that the Environmental Assessment include:

- A. a general description of the proposed facility;
- B. a list of any alternative sites or routes that are addressed;
- C. a discussion of the potential impacts of the proposed project and each alternative site or route on the human and natural environment;
- D. a discussion of mitigative measures that could reasonably be implemented to eliminate or minimize any adverse impacts identified for the proposed project and each alternative site or route analyzed;
- E. an analysis of the feasibility of each alternative site or route considered;
- F. a list of permits required for the project; and
- G. a discussion of other matters identified in the scoping process.

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<sup>2</sup> Minn. Stat. § 216E.02.

<sup>3</sup> Minn. Stat. § 216E.03, subd. 7 (a) and Minn. Rules, part 7850.4000.

On November 20, 2012, the Department issued a scoping decision, which identified the issues to be addressed in the Environmental Assessment, including a project description; a discussion of the affected environment, potential impacts, and mitigative measures; alternatives to the proposed project; rejected alternative routes; alignment alternatives; and required permits and approvals.

On March 27, 2013, the EFP issued the Environmental Assessment, which contains a comprehensive analysis of the proposed project and the feasibility of project alternatives, including an evaluation of the affected environment, potential impacts, and possible mitigation measures.

The Commission has reviewed the Environmental Assessment under Minn. R. 7850.3900, subp. 2, which requires the Commission to determine whether the Environmental Assessment and the record created at the public hearing address the issues identified in the scoping decision. Based on its review of the Environmental Assessment, the Commission finds that, under Minn. R. 7850.3900, subp. 2, the Environmental Assessment and the record as a whole address the issues identified in the scoping decision.

#### **IV. The ALJ's Report**

The Administrative Law Judge's Report is well reasoned, comprehensive, and thorough. He made some 225 findings of fact and conclusions and recommended that the Commission issue a route permit to the Applicants for the Applicants' preferred route with certain alignment revisions.

Having itself examined the record and having considered the ALJ's Report, the Commission concurs in most of his findings, conclusions, and recommendations. In a few instances, however, the Commission will make clarifications to the ALJ's Report, as delineated and explained below. On all other issues, the Commission accepts, adopts, and incorporates his findings, conclusions, and recommendations.

By the time the Commission met to consider the case, the parties had reached consensus on route alignment revisions within the Applicants' preferred route.

And although the Applicants and the EFP filed exceptions to the ALJ's Report, by the time the Commission met to consider the matter, the parties concurred on recommended clarifications to the ALJ's Report.

The Commission agrees with the parties' recommended modifications to the ALJ's Report and will adopt the ALJ's Report as described below.

#### **V. Modifications to the ALJ's Report**

The following modifications to the ALJ's Report include technical corrections and clarifications, on which the parties concur.

##### **A. Findings 62, 85, and 113**

These Findings address a request by the City of Chaska to widen the route width at U.S. Trunk Highway 212 and County Road 140. The EFP recommended striking the last sentence of Finding 62 and striking Finding 113 because Finding 85 contains the necessary information on this issue.

The Commission concurs with the EFP and will therefore modify Finding 62 and strike Finding 113 as recommended by the EFP.

### **B. Finding 59 - New Findings**

Finding 59 addresses modifications that will be made at four substations as part of the Project. The Applicants recommended that four new Findings be adopted by the Commission to further detail the Project substation work that will be performed at the existing Scott County, West Creek, Victoria, and Augusta substations.

No one objected to these Findings, and the Commission concurs that they are reasonable and will therefore modify the ALJ's Report to include them as follows:

Modifications at the Scott County Substation include a new 115 kV line termination, new 115 kV breakers and associated equipment, a new 115 kV yard, and construction of an electrical equipment enclosure. To accommodate equipment necessary for this Project and future needs, additional site grading and expansion of the substation fence will be necessary.<sup>4</sup>

Certain termination modifications will be required at the West Creek Substation to accommodate the Project, including installation of 115 kV steel structures and switches.<sup>5</sup>

As part of the Project, the existing 69 -12.47 kV transformer at the Victoria Substation will be replaced with a 115-12.47 transformer and the existing 69 kV switch will be retired.<sup>6</sup>

The Augusta Substation 69-12.47 kV transformers will be replaced with a 115-12.47 kV transformer, a larger electrical equipment enclosure will be constructed, and current termination structures will be modified within the substation fence as part of the Project.<sup>7</sup>

### **C. Finding 72 and 126**

The Applicants recommended the following technical corrections to Finding 72:

At the commencement of the May 2, 2013 public hearing, there were brief presentations describing the Project from the following individuals: Ms. Tricia DeBleeckere, on behalf of the Public Utilities Commission; Mr. Bill Storm, representing the Department of Commerce EFP staff; and Ms. Sage Tauber, representing Xcel Energy. During the presentations, questions were entertained by the presenters, as well as the following individuals: Mr. Jeff ~~Putzman~~ Gutzmann, Transmission Engineer for ~~Excel Energy~~ Xcel Energy; and Mr. Chris Rogers, a Land Agent for Xcel Energy.

The Applicants recommended adding the following sentence to the end of Finding 126:

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<sup>4</sup> Ex. 30 at 7 and Schedule 4.

<sup>5</sup> Ex. 2 at 30.

<sup>6</sup> Ex. 2 at 30-31.

<sup>7</sup> Ex. 2. At 31.

The Commission has previously issued Route Permits not identifying an “anticipated alignment” where Applicants have so requested and conditions warrant such approval.<sup>8</sup>

The Commission concurs with the Applicants on these changes and will therefore modify Findings 72 and 126 as recommended by the Applicants.

**D. Findings 89 and 90**

The EFP recommended striking Findings 89 and 90 and replacing them with the following language to more clearly address the City of Chaska’s request to modify proposed route alignments.

With specific regard to the City’s request that the alignment in Segment 3 (along Creek Road between TH212 and Wetzella Lane) and in Segment 4 (along County Road 140 between TH212 and 3990 CR140) be modified to accommodate the expansion of road ROW from 66 feet to 100 feet,<sup>9</sup> the standard permit language regarding process to modify the transmission line alignment after issuance of the Route Permit and the requirement for Applicants to maximize use of existing road right-of-way should be sufficient to allow Applicants to work with the City on designing the final alignment in that area.<sup>10</sup>

With specific regard to the City’s request that the alignment in Segment 3 (approaches to the intersection of Creek Road and TH212) and Segment 5 (Sixth Street to Beech Street) be unassigned in SWTC Chaska HVTL route permit to allow flexibility for the city and the Applicant to site an appropriate locations in these environmentally sensitive areas (Chaska Creek and Fireman’s Park II/East Creek, respectively),<sup>11</sup> the standard permit language requires the permittee to comply with all applicable state rules and statutes.<sup>12</sup> This permit language and compliance with the MnDNR’s license to cross public waters is sufficient oversight to ensure that the City’s concerns are addressed concerning the crossing of Chaska Creek.<sup>13</sup>

With specific regard to the City’s request that the proposed alignment for the rebuild along Creek Road north of Chaska Boulevard (CSAH 61) be moved to the west of Creek Road so that it lies between the road and the concrete flood channel,<sup>14</sup> the City’s request would

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<sup>8</sup> *In the Matter of the Route Permit Application of Great River Energy for the Parkers Prairie 115 kV Transmission Line Project in Otter Tail County, ORDER ISSUING ROUTE PERMIT at Order Points 4 and 5 and Route Permit Map 4 of 4, Docket No.ET-2/TL-11-867 (Aug 28, 2012).* (this finding is also available at Finding 186 in the ALJ’s Report).

<sup>9</sup> City of Chaska Public Hearing Comment Letter, May 28, 2013 (Document ID 20135-87533-01).

<sup>10</sup> EFP Post hearing Arguments/Analysis Comments (EFP Comments), June 7, 2013 (E-docket No. 20136-879-01 and 20136-87953-02).

<sup>11</sup> City of Chaska Public Hearing Comment Letter, May 28, 2013 (Document ID 20135-87533-01).

<sup>12</sup> Ex. 23 at Appendix B Sample HVTL Route Permit, Section IV H.

<sup>13</sup> EFP Post-Hearing Argument/Analysis (eDocket No. 20136-87959-01) EPF Post-Hearing Reply Argument/Analysis (eDocket No. 201136-88368-01).

<sup>14</sup> City of Chaska Public Hearing Comment Letter, May 28, 2013 (Document ID 20135-87533-01).

require the acquisition of a new 75 rights-of-way and would impact one new landowner.<sup>15</sup>  
Based on site observations by the Applicants' engineers, it appears there is not adequate space to construct a structure foundation on the west side of Creek Road between the street and the existing concrete flood channel without adversely impacting that channel and buried utilities.<sup>16</sup>

There is not sufficient information in the record to evaluate these potential constraints, however, language could be incorporated into a HVTL route permit, as a special condition, requiring the Applicant to conduct engineering and design evaluation to determine if this alignment modification is feasible. This evaluation could be a required deliverable along with the plan and profile for this portion of the HVTL.<sup>17</sup>

No one objected to these changes, and the Commission concurs with the EFP that they are reasonable. The Commission will therefore modify the ALJ's Report to include these Findings, as recommended by the EFP.

#### **E. Findings 108 and 110**

The EFP recommended the following technical corrections:

108. The Power Plan Siting Act requires that route permit determinations “be guided by the state’s goals to conserve resources, minimize environmental impacts, minimize human settlement and other land use conflicts, and ensure the state’s electric energy security through efficient, cost-effective power supply and electric transmission infrastructure.” The statute then identifies twelve criteria considerations for the Commission to ~~consider~~ deliberate on when making a route designation:

110. Additionally, by rule, the Commission has established a set of evaluation factors that mirror the criteria items to be considered in ~~established~~ by Minn. Stat. § 216E.03, subd. 7 (b). The Commission is to consider the:

The Commission concurs with the EFP and will make the recommended modifications.

#### **F. Finding 161 – New Findings**

The EFP recommended adding language to specifically address routing issues through Fireman’s Park II, an area located within Segment 5 of the proposed route that will include the new 115 kV transmission line and that deviates from the easement and alignment for the existing 69 kV transmission line. No one objected to the EFP’s recommended language. The Commission concurs with the EFP that the proposed modifications are reasonable and will therefore modify the ALJ’s Report to include the following language.

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<sup>15</sup> Applicants’ Post-Hearing Brief at 15, June 7, 2013 (E-docket No. 20136-87965-04 and 20136-87964-04).

<sup>16</sup> *Id.*

<sup>17</sup> EFP Post hearing Arguments/Analysis Comments (EFP Comments), June 7, 2013 (E-docket No. 20136-879-01 and 20136-87953-02).

Fireman’s Park II is located in Segment 5 where the new 115 kV transmission line deviates from the existing 69 kV line easement/alignment; the proposed route width of 400 feet encompasses Fireman’s Park II.<sup>18</sup> The proposed alignment would be located along the east side of North Maple Street.<sup>19</sup> The construction of the new line along this alignment will require significant trimming and/or removal of trees along the park’s western border, which will result in an aesthetic change for the park.<sup>20</sup>

Along Firemen’s Park II in Segment 5, the City requested that the final alignment of the transmission line from 6th Street to Beech Street be unspecified in the HVTL Route Permit so an appropriate routing through this portion can be worked out between the City and the Applicants.<sup>21</sup>

The Applicants requested, as did the City, that the Route Permit not identify an alignment in Segment 5 so they can work with the City of Chaska to address its concerns and develop an appropriate location for the 115 kV transmission line in this area.<sup>22</sup>

The Commission has previously issued Route Permits not identifying an “anticipated alignment” where Applicants have so requested and conditions warrant such approval.<sup>23</sup> In the cited Parkers Prairie HVTL project, the granting of a route permit for portions of the route with an unspecified alignment was prefaced on specific issues (i.e., multiple potential constraints and stakeholders) and application of permit conditions (i.e., continued coordination among stakeholders and submission of a summary of outcome along with the Plan and Profile for the affected route segments).<sup>24</sup>

## **G. Findings 185-187**

The Applicants and the EFP recommended amending Finding 185 to accurately reflect the Applicants’ position on the route alignment in the area of U.S. Trunk Highway 212 and County Road 140. The EFP further recommended striking Finding 186, modifying Finding 187, and adding two new Findings. No one objected to these modifications, and the Commission concurs that they are reasonable and will therefore adopt them. They include the following:

185. The Route Permit Application and EA discussed construction of the Project approximately five feet from the existing road rights-of-way. ~~Given that the City of Chaska is actively acquiring additional land rights in Segments 3 and 4 for road rights-of-way, Applicants agree that it would be appropriate to not specify the alignment along Creek-~~

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<sup>18</sup> Ex. 2 at pp. 17 (RPA).

<sup>19</sup> *Id.*

<sup>20</sup> Ex. 23 at pp. 47-50 (EA).

<sup>21</sup> City of Chaska Public Hearing Comment Letter, May 28, 2013 (E-docket No. 20135-87533-01).

<sup>22</sup> Applicants’ Post-Hearing Reply Argument/Analysis (eDocket No. 20136-88403-01 to -03).

<sup>23</sup> *In the Matter of the Route Permit Application of Great River Energy for the Parkers Prairie 115 kV Transmission Line Project in Otter Tail County*, Order Issuing Route Permit at Order Points 4 and 5 and Route Permit Map 4 of 4, Docket No. ET2/TL-11-867 (Aug. 28, 2012).

<sup>24</sup> *Id.*

Road (Segment 3) and along County Road 140 (Segment 4), no “anticipated alignment” be identified on Route Permit maps. The Applicants agree with EFP’s proposed permit language and believe it will address the concerns of the City of Chaska and Applicants and included revised route maps for Segment 3 and Segment 4 that show Applicants’ preferred alignment for these areas in their reply comments.<sup>25</sup>

~~186. The Commission has previously issued Route Permits not identifying an “anticipated alignment” where Applicants have so requested and conditions warrant such approval. The Route Permit should include a condition that Applicants will generally place the alignment of the 115 kV transmission facilities in Segment 3 and Segment 4 five feet from the edge of road rights-of-way unless engineering or soil condition considerations require different placement of structures.~~

187. In its post-hearing comment letter, the City requested that the route width for the Project in the area of Highway 212 and County Road 140 (Segments 3 and 4) be revised from what was requested by Applicants in their Route Permit Application to accommodate a future interchange that the City plans to construct in the next six years. The City of Chaska provided additional information on an exhibit detailing the proposed interchange in its post-hearing reply comments. ~~Given the City’s plans to construct the interchange in the next six years, it would be prudent to design the 115 kV transmission facilities to accommodate this interchange.~~ However, standard permit conditions will be adequate to minimize any potential conflicts with this future interchange.

EFP staff stated in its post-hearing comments that the request for a realignment of the proposed HVTL right-of-way (ROW) outside of the proposed route in Segment 3 to accommodate a potential interchange at the intersection of County Road 140 and US Trunk Highway (TH) 212 is not supported in the record.<sup>26</sup> Additionally, EFP stated that standard permit conditions will be adequate to minimize any potential conflicts with the future interchange.

The Applicants agree with EFP that the record information is limited regarding this future interchange and the environmental impacts related to an expansion of a route width in this area. As a result of these concerns, Applicants continue to support their original route width and alignment with the standard permit conditions proposed by EFP in its comments.<sup>27</sup>

## **H. Findings 201 and 202**

The EFP recommended the following technical corrections to Findings 201 and 202 to clarify the Commission’s decision in determining the adequacy of the Environmental Assessment.

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<sup>25</sup> Applicants’ Post-Hearing Reply Argument/Analysis (eDocket No. 20136-88403-01 to -03).

<sup>26</sup> EFP Post-Hearing Argument/Analysis (eDocket No. 20136-87959-01) EFP Post-Hearing Reply Argument/Analysis (e-Docket No. 201136-88368-01).

<sup>27</sup> Applicants’ Post-Hearing Reply Argument/Analysis (eDocket No. 20136-88403-01 to -03).

~~201. The Commission is required to determine the completeness adequacy of the EA. An EA is adequate if the EA and the record created at the public hearing address the issues and alternatives identified in the Scoping Decision and includes the items required by Minnesota Rules 7849.1200 and 7850.3700, subp. 4. The Commission is required to determine the adequacy of the EA.41 An EA is adequate if it addresses the issues and alternatives raised in scoping and includes the items required by Minnesota Rule 7850.3700, subp. 4.~~

202. The evidence on the record demonstrates that the EA is adequate because the EA and the record created at the public hearing address the issues and alternatives raised in the Scoping Decision and includes the items required by Minnesota Rules 7849.1200 and 7850.3700, subp. 4. ~~The evidence on the record demonstrates that the EA is adequate because it addresses the issues and alternatives raised in the Scoping Decision and includes the items required by Minnesota Rule 7850.3700, subp. 4~~

The Commission concurs with the EFP on these changes and will therefore make the recommended modifications.

### **I. Conclusions 11, 16, 17, and 19**

The EFP recommended technical corrections to Conclusions 11, 16, and 17 that would include striking Conclusion 17. Further, the EFP and the Applicants concurred that Conclusion 19, which addresses an alignment within Segment 5 of the Applicants' proposed route, should be clarified. The EFP stated that these changes would eliminate unnecessary or redundant language. The Commission concurs with the EFP on its recommended modifications, with the exception of striking Conclusion 17, which the Commission will leave as it reads. The Commission otherwise concurs that the recommended changes to these Conclusions are reasonable and will therefore make the recommended modifications as follows.

11. EFP has conducted an appropriate environmental analysis (EA) of the Project for purposes of this route permit proceeding. The EA and the record satisfy Minn. R. 7850.3700. Specifically, the EA addresses the issues and alternatives raised in scoping to a reasonable extent considering the availability of information and includes the items required by Minn. R. 7850.3700, subp. 4, and was prepared in compliance with the procedures in Minn. R. 7850.3700.

16. The evidence on the record demonstrates that the Applicants' Route for the Project and Associated Facilities satisfies the route permit considerations and factors ~~criteria~~ set forth in Minn. Stat. § 216E.03, subd. 7, and Minn. R. 7850.4100, respectively.

19. The evidence in the record demonstrates that the proposed Route, ~~(Segment 1, Segment 2, Segment 3 with "no anticipated alignment along Creek road," Segment 4 with "no anticipated alignment along County road 140," and minor realignment near the residence at 404 Creek Lane, Segment 5 with "no anticipated alignment," and Segment 6)~~ with some modifications and standard permit language, is the best alternative on the record for the 115 kV transmission project between Aue Lake, the Victoria Substation, and the Scott County Substation. These modifications are the slight deviation from the existing alignment to accommodate the residence at 404 Creek Lane and an unspecified alignment in that

portion of Segment 5 that transverses Firemen's Park II (Sixth Street to Beech Street). The standard permit language should be included which states that "the Permittee shall minimize the number of trees to be removed in selecting the ROW" to the extent practicable.

**J. Conclusion 21.**

Conclusion 21 addresses specific permit conditions, which the ALJ recommended be included in the Permit. The Applicants and the EFP recommended changes to these conditions, and the EFP also recommended additional permit conditions, on which the parties concurred.

**1 Conclusion 21a.**

At the time the Commission met to consider this case, the Applicants stated that they no longer intend to abandon in place the existing 69 kV line and associated facilities in Route Segment 3a. Instead, they intend to remove those facilities in the same manner as they plan to remove existing facilities in Route Segment 5a. The Commission will therefore strike Conclusion 21a because it is no longer necessary. Further, the Commission will modify 21b, as explained below, to address the removal of facilities in Segment 3a.

**2. Conclusion 21b.**

This Conclusion governs the release of the transmission easements in segment 5a, which the Applicants will release because they plan to remove the existing 69 kV line and associated facilities in Segment 5a.

The Applicants have stated that they now intend to remove the 69 kV transmission line and facilities in Route Segment 3a (rather than abandoning the line in place) as well. As a result, the Applicants will release the transmission easements in Segment 3a; they agree to do so in a manner consistent with the terms and conditions that apply to the removal of facilities in Segment 5a.

The Commission will therefore modify the language in Conclusion 21b to require Applicants to release the transmission easements along Segment 5a *and Segment 3a*. The Commission will also require the Applicants to remove the line in Segment 3a consistent with the terms and conditions that apply to the removal of facilities in Segment 5a.

**3. Conclusion 21 f and g**

The parties recommended and agreed to the following modifications to Conclusion 21 f and g.

21f. When Require placement of the 115 kV transmission facilities are parallel to a roadway, poles will generally be placed 5 feet within the private right-of-way adjacent to the roadway in Segment 3 and Segment 4 five feet from the edge of road rights-of-way unless engineering or soil condition considerations necessitate different placement of structures. Additionally, where the transmission line route parallels existing highway rights-of-way, the transmission line ROW shall occupy and utilize the existing highway right-of-way to the maximum extent possible, consistent with the criteria in Minn. Rule 7850.4100, the other requirements of this permit and the requirements for highways under the jurisdiction of the Minnesota Department of Transportation in accordance with

Mn/DOT rules, policies, and procedures for accommodating utilities in trunk highway rights-of-way.

21g. Require Applicants to replace the existing wooden pole in front of the Ernst property with a cantilever structure, or structures if necessary for design purposes, placing all of the conductors and davit arms on one side of the transmission line poles (e.g. the road side), and located a reasonable distance west of the existing pole.

The Commission concurs with the parties on these changes and will therefore make the recommended modifications.

#### **4. Conclusion 21 - New Conditions**

The EFP recommended modifying the ALJ's Report to include the following two new permit conditions.

Require the Applicants to provide with its Plan and Profile for Segment 4 – Creek Road portion an engineering analysis and a *change in alignment within an approved route* evaluation (if deemed feasible) to determine if the City's request to move the alignment to the west side of Creek Road is constructible.

Require the Applicants to provide with its Plan and Profile for Segment 5 – Firemen's Park II portion a summary of discussions/outcomes on alignment selection with the city and a *change in alignment within an approved route* evaluation (if different that the proposed).

The Commission concurs with the EFP in its recommendations and will therefore make the recommended modifications.

#### **5. Conclusion on Vegetation Management**

The EFP recommended adding a requirement to Conclusion 21 that would require the Applicants to file a Vegetation Management Plan. The Department of Natural Resources, in its May 24, 2013 comments, had recommended that the route permit include a condition that plans for invasive species management, and no one objected to this condition. The Commission concurs that the requirement is reasonable and will therefore modify the ALJ's Report to include as a permit condition the requirement that Applicants file a Vegetation Management Plan describing the methods of invasive species management.

#### **6. Conclusion on Alignment Modification**

In its exceptions to the ALJ's Report, the EFP had recommended that a new permit condition be included in Conclusion 21 to allow the Applicants to make alignment modifications outside the designated route width without further Commission authorization. By the time the Commission met to consider the matter, the Applicants had agreed to file a request for a minor alteration if they concluded that routing outside the designated route width would be required. It is therefore unnecessary to authorize alignment modifications outside the designated route width without further Commission approval.

## VI. Conclusion

With the decisions contained herein, the Commission finds that the Southwest Twin Cities Chaska Area Project satisfies the routing criteria contained in Minn. Stat. § 216E.03 and Minn. R. 7850.4100 and meets the goal set forth in Minn. Stat. § 216E.02 to locate large electric power facilities in an orderly manner compatible with environmental preservation and the efficient use of resources. The Commission will therefore issue the route permit to the Applicants in the form attached.

### ORDER

1. The Commission hereby adopts the ALJ's Report, as modified herein.
2. The Commission hereby determines that the Environmental Assessment and the record created at the public hearing address the issues identified in the scoping decision.
3. The Commission hereby issues the route permit, consistent with the modifications made herein, to Xcel Energy and Great River Energy in the form attached.
4. This Order shall become effective immediately.

BY ORDER OF THE COMMISSION

Burl W. Haar  
Executive Secretary



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**STATE OF MINNESOTA PUBLIC UTILITIES COMMISSION**  
**ROUTE PERMIT FOR CONSTRUCTION OF A HIGH-VOLTAGE TRANSMISSION**  
**LINE AND ASSOCIATED FACILITIES**

**IN**  
**CARVER AND SCOTT COUNTIES**

**ISSUED TO**  
**XCEL ENERGY AND GREAT RIVER ENERGY**

**PUC DOCKET NO. E002/TL-12-401**

In accordance with the requirements of Minnesota Statutes Chapter 216E and Minnesota Rules Chapter 7850, this route permit is hereby issued to:

**XCEL ENERGY AND GREAT RIVER ENERGY**

Xcel Energy and Great River Energy are authorized by this route permit to convert and construct approximately 11.4 miles of 115 kV overhead transmission line and the modification of 4 substations in Carver and Scott Counties, Minnesota.

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

Approved and adopted this 15<sup>th</sup> day of October, 2013

BY ORDER OF THE COMMISSION

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Burl W. Haar,  
Executive Secretary

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**FIGURES**

Route Maps

**ATTACHMENTS**

Complaint Handling Procedures for High Voltage Transmission Lines

Permit Compliance Filings

Compliance Filings Procedures for High Voltage Transmission Line

## **1.0 ROUTE PERMIT**

The Minnesota Public Utilities Commission (Commission) hereby issues this route permit to Xcel Energy and Great River Energy (Permittee) pursuant to Minnesota Statutes Chapter 216E and Minnesota Rules Chapter 7850. This permit authorizes Xcel Energy and Great River Energy to convert and construct approximately 11.4 miles of 115 kV overhead transmission line and the modification of 4 substations in Carver and Scott Counties, Minnesota, and as identified in the attached route permit maps, hereby incorporated into this document.

## **2.0 PROJECT DESCRIPTION**

The Project is comprised of:

- 1) upgrading approximately 6.1 miles of existing 69 kV single circuit transmission line to single circuit 115 kV transmission line;
- 2) changing the operating voltage of approximately 2.9 miles of existing 69 kV transmission line to operate at 115 kV;
- 3) constructing two segments of new 115 kV single circuit transmission line totaling approximately 2.4 miles;
- 4) removing approximately 1.39 mile of existing 69 kV transmission line.

### **2.1 Project Location**

The Project area is within eastern Carver County and northern Scott County, near and within the City of Chaska, and through Dahlgren Township on the west, Laketown Township on the north, and Jackson Township on the east.

### **2.2 Associated Facilities and Substations**

Modifications are to occur at the Scott County, West Creek, Victoria and Augusta Substations, in Carver and Scott Counties, Minnesota, as depicted on the permit map.

### **2.3 Structures and Conductors**

The proposed structures for the 115 kV transmission line will be similar to the other 115 kV transmission lines used on the Xcel Energy system and in the area. The structures will be between 60 and 105 feet tall and will have an average span of 325 feet. The finish of the proposed poles will be self-weathering or galvanized steel.

The transmission line and associated facilities shall be designed to meet or exceed all relevant local and state codes, the National Electric Safety Code (NESC), and North American Electric

Reliability Corporation (NERC) requirements. This includes standards relating to clearances to ground, clearance to crossing utilities, clearance to buildings, strength of materials, clearances over roadways, right-of-way widths, and permit requirements.

### **3.0 DESIGNATED ROUTE**

The route designated by the Commission in this permit is the route described below and shown on the route maps attached to this permit. The Route is made up of six segments for construction and two segments where existing transmission facilities are proposed to be abandoned in place or removed.

- Segment 1 includes rebuilding 2.82 miles of existing 69 kV transmission line (Line #0740) to 115 kV single circuit transmission line from west of Aue Lake (Structure No. 142) to the east along County Road 140 to where it intersects with Guernsey Avenue.
- Segment 2 includes converting the operating voltage of approximately 2.9 miles of 69 kV transmission line to 115 kV on the Great River Energy Victoria tap line (MV-VTT) from the intersection of County Road 140 and Guernsey Avenue to the Victoria Substation.
- Segment 3 includes constructing approximately 1.78 miles of new 115 kV single circuit transmission line along Highway 212 from west of the intersection with County Road 140 extending northerly approximately 0.71 miles to Creek Road, then northwesterly to the intersection of Creek Road and Wetzel Lane. At this point, Segment 3 extends north approximately 0.61 miles to the south side of Engler Boulevard, then extends west for approximately 0.24 miles and turns north, extending approximately 0.22 miles and terminates at the City of Chaska's West Creek Substation.
- Segment 3a is the portion of the Route that involves removing approximately 1.0 mile of existing 69 kV transmission line along County Road 140 between Guernsey Avenue and Highway 212.
- Segment 4 involves rebuilding 1.79 miles of existing 69 kV transmission to 115 kV single circuit transmission line along the south side of County Road 140, then easterly to the site of the current Chaska substation. The beginning point is a structure east of County Road 140 and Highway 212. The Route then proceeds easterly along County Road 140 for 0.70 miles, then, after crossing County Road 140, proceeds east 0.70 miles to a structure east of the intersection of Creek Lane and Creek Road. The Route then follows Creek Road south to Chaska Blvd for a short distance to West 6<sup>th</sup> Street, where it then follows the north side of Chaska Blvd eastward approximately 0.3 miles to the intersection of Chaska Blvd and Walnut Street. At that point, the Route crosses to the south side of Chaska Blvd and then extends east to the intersection of East 6<sup>th</sup> Street and North Oak Street, there terminating at the site of the current Chaska Substation. In addition the Applicants will shift the existing alignment approximately 20 to 25 feet south and taper back to the existing alignment to the east and west to increase the distance between the transmission line and the residential structures at 404 Creek Lane in the City of Chaska.

- Segment 5 includes constructing approximately 0.58 mile of new 115 kV single circuit transmission line from the site of the current Chaska Substation northeast, parallel to the south side of the railroad tracks along Chaska Boulevard, then southeasterly along the easterly side of Maple Street, across Chaska Creek, then continuing south along the east side of Beech Street to 2<sup>nd</sup> Street where the Route intersects the southerly terminus of Segment 5a and the beginning of Segment 6. Segment 5 replaces Segment 5a.
- Segment 5a involves removing approximately 0.39 mile of transmission facilities in downtown Chaska from the current Chaska Substation to the intersection of 2<sup>nd</sup> Street and Beech Street. Where Segment 5a has underbuilt distribution lines, the existing poles will be cut above the distribution lines and the top portion of the pole and transmission conductor will be removed. NSP intends to release its transmission line easements along Segment 5a.
- Segment 6 includes rebuilding approximately 1.46 miles of existing 69 kV transmission line to 115 kV single circuit transmission line. Segment 6 commences at Structure No. 12, south of the intersection of East 2<sup>nd</sup> Street and Beech Street, then proceeds southeast across the Minnesota River, terminating at the Scott County Substation. The Scott County Substation is located 1,600 feet southeast of Fern Lane Terrace along the west edge of U.S. Highway 169.

The identified route widths will provide the Permittee with flexibility for minor adjustments of the specific alignment or right-of-way to accommodate landowner requests and unforeseen conditions. The final alignment (i.e., permanent and maintained rights-of-way) will be located within this designated route unless otherwise authorized below.

### **3.1 Right-of-Way**

The approved right-of-way width for the project is 200 - 400 feet. This permit anticipates that the right-of-way will generally conform to the anticipated alignment as noted on the attached route permit maps unless changes are requested by individual landowners or unforeseen conditions are encountered or are otherwise provided for by this permit. Any alignment modifications within the designated route shall be located so as to have comparable overall impacts relative to the factors in Minn. Rules, part 7850.4100, as does the alignment identified in this permit, and shall be specifically identified and documented in and approved as part of the plan and profile submitted pursuant to section 4.1 of this permit.

Where the transmission line route parallels existing highway and other road rights-of-way, the transmission line right-of-way shall occupy and utilize the existing right-of-way to the maximum extent possible, consistent with the criteria in Minn. Rules, part 7850.4100, the other requirements of this permit, and for highways under the jurisdiction of the Minnesota Department of Transportation (Mn/DOT) rules, policies, and procedures for accommodating utilities in trunk highway rights-of-way.

## **4.0 GENERAL CONDITIONS**

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

### **4.1 Plan and Profile**

At least 30 calendar days before right-of-way preparation for construction begins on any segment or portion of the project, the Permittee shall provide the Commission with a plan and profile of the right-of-way and the specifications and drawings for right-of-way preparation, construction, structure specifications and locations, cleanup, and restoration for the transmission line. The documentation shall include maps depicting the plan and profile including the right-of-way, alignment, and structures in relation to the route and alignment approved per this permit.

The Permittee may not commence construction until the 30 days has expired or until the Commission has advised the Permittee in writing that it has completed its review of the documents and determined that the planned construction is consistent with this permit. If the Permittee intends to make any significant changes in its plan and profile or the specifications and drawings after submission to the Commission, the Permittee shall notify the Commission at least five days before implementing the changes. No changes shall be made that would be in violation of any of the terms of this permit.

### **4.2 Construction Practices**

The Permittee shall follow those specific construction practices and material specifications described in the Route Permit Application to the Commission for a route permit for the SWTC Chaska Area 115 kV Transmission Line Rebuild Project dated July 11, 2012, unless this permit establishes a different requirement in which case this permit shall prevail.

#### **4.2.1 Field Representative**

At least 14 days prior to commencing construction, the Permittee shall advise the Commission in writing of the person or persons designated to be the field representative for the Permittee with the responsibility to oversee compliance with the conditions of this permit during construction.

The field representative's address, phone number, emergency phone number, and email shall be provided to the Commission and shall be made available to affected landowners, residents, public officials and other interested persons. The Permittee may change the field representative at any time upon written notice to the Commission.

#### **4.2.2 Local Governments**

During construction, the Permittee shall minimize any disruption to public services or public utilities. To the extent disruptions to public services or public utilities occur these would be temporary and the Permittee will restore service promptly. Where any impacts to utilities have the potential to occur the Permittee will work with both landowners and local agencies to determine the most appropriate transmission structure placement.

The Permittee shall cooperate with county and city road authorities to develop appropriate signage and traffic management during construction.

#### **4.2.3 Cleanup**

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

#### **4.2.4 Noise**

Construction and routine maintenance activities shall be limited to daytime working hours, as defined in Minn. Rules, part 7030.0200, to ensure nighttime noise level standards will not be exceeded.

#### **4.2.5 Vegetation Removal**

The Permittee shall minimize the number of trees to be removed in selecting the right-of-way specifically preserving to the maximum extent practicable windbreaks, shelterbelts, living snow fences, and vegetation in areas such as trail and stream crossings where vegetative screening may minimize aesthetic impacts, to the extent that such actions do not violate sound engineering principles or system reliability criteria.

Tall tree species located within the transmission line right-of-way that endanger the safe and reliable operation of the transmission facility will be removed. Certain low growing species can be planted in the right-of-way to blend the difference between the right-of-way and adjacent wooded areas, to the extent that the low growing vegetation that will not pose a threat to the transmission facility or impede construction.

The Permittee shall avoid construction and maintenance practices, particularly the use of fertilizer, herbicides or other pesticides, that are inconsistent with the landowner's or tenant's use of the land.

#### **4.2.6 Aesthetics**

The Permittee shall consider input pertaining to visual impacts from landowners or land management agencies prior to final location of structures, rights-of-way, and other areas with the potential for visual disturbance. Care shall be used to preserve the natural landscape, minimize tree removal and prevent any unnecessary destruction of the natural surroundings in the vicinity of the project during construction and maintenance. Structures shall be placed at a distance, consistent with sound engineering principles and system reliability criteria, from intersecting roads, highway, or trail crossings and could cross roads to minimize or avoid impacts.

#### **4.2.7 Erosion Control**

The Permittee shall implement reasonable measures to minimize erosion and sedimentation during construction and shall employ perimeter sediment controls, protect exposed soil by promptly planting, seeding, using erosion control blankets and turf reinforcement mats, stabilizing slopes, protecting storm drain inlets, protecting soil stockpiles, and controlling vehicle tracking. Contours shall be graded as required so that all surfaces provide for proper drainage, blend with the natural terrain, and are left in a condition that will facilitate re-vegetation and prevent erosion. All areas disturbed during construction of the facilities shall be returned to pre-construction conditions.

When utilizing seed to establish temporary and permanent vegetative cover on exposed soil the Permittee shall select specific site characteristic seed certified to be free of noxious weeds.

Where larger areas of one acre or more are disturbed or other areas designated by the Minnesota Pollution Control Agency (MPCA), the Permittee shall obtain a National Pollutant Discharge Elimination System (NPDES)/State Disposal System (SDS) Construction Stormwater permit from the MPCA.

#### **4.2.8 Wetlands and Water Resources**

Wetland impact avoidance measures that shall be implemented during design and construction of the transmission line will include spacing and placing the power poles at variable distances to span and avoid wetlands, watercourses, and floodplains. Unavoidable wetland impacts as a result of the placement of poles shall be limited to the immediate area around the poles. To minimize impacts, construction in wetland areas shall occur

during frozen ground conditions. When construction during winter is not possible, wooden or composite mats shall be used to protect wetland vegetation. Soil excavated from the wetlands and riparian areas shall be contained and not placed back into the wetland or riparian area.

Wetlands and riparian areas shall be accessed using the shortest route possible in order to minimize travel through wetland areas and prevent unnecessary impacts. No staging or stringing set up areas shall be placed within or adjacent to wetlands or water resources, as practicable. Power pole structures shall be assembled on upland areas before they are brought to the site for installation. Areas disturbed by construction activities shall be restored to pre-construction conditions.

All requirements of the U.S. Army Corps of Engineers (wetlands under federal jurisdiction), Minnesota Department of Natural Resources (Public Waters/Wetlands), and County (wetlands under the jurisdiction of the Minnesota Wetland Conservation Act) shall be met.

#### **4.2.9 Temporary Work Space**

The Permittee shall limit temporary easements to special construction access needs and additional staging or lay-down areas required outside of the authorized right-of-way. Temporary space shall be selected to limit the removal and impacts to vegetation. Temporary easements outside of the authorized transmission line right-of-way will be obtained from affected landowners through rental agreements and are not provided for in this permit.

Temporary driveways may be constructed between the roadway and the structures to minimize impact using the shortest route possible. Construction mats should also be used to minimize impacts on access paths and construction areas.

#### **4.2.10 Restoration**

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

The Permittee shall fairly compensate landowners for damage to crops, fences, landscaping, drain tile, or other damages sustained during construction.

#### **4.2.11 Notice of Permit**

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

#### **4.3 Periodic Status Reports**

The Permittee shall report to the Commission on progress regarding finalization of the route, design of structures, and construction of the transmission line. The Permittee need not report more frequently than monthly.

#### **4.4 Complaint Procedures**

Prior to the start of construction, the Permittee shall submit to the Commission the procedures that will be used to receive and respond to complaints. The procedures shall be in accordance with the requirements set forth in the complaint procedures attached to this permit.

#### **4.5 Notification to Landowners**

The Permittee shall provide all affected landowners with a copy of this permit and, as a separate information piece, the complaint procedures at the time of the first contact with the landowners after issuance of this permit. The Permittee shall contact landowners prior to entering the property or conducting maintenance along the route.

The Permittee shall work with landowners to locate the high-voltage transmission line to minimize the loss of agricultural land, forest, and wetlands, and to avoid homes and farmsteads.

#### **4.6 Completion of Construction**

##### **4.6.1 Notification to Commission**

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

##### **4.6.2 As-Builts**

Within 60 days after completion of construction, the Permittee shall submit copies of all final as-built plans and specifications developed during the project.

### **4.6.3 GPS Data**

Within 60 days after completion of construction, the Permittee shall submit to the Commission, in the format requested by the Commission, geo-spatial information (e.g., ArcGIS compatible map files, GPS coordinates, associated database of characteristics) for all structures associated with the transmission line and each substation connected.

## **4.7 Electrical Performance Standards**

### **4.7.1 Grounding**

The Permittee shall design, construct, and operate the transmission line in a manner so that the maximum induced steady-state short-circuit current shall be limited to five milliamperes root mean square (rms) alternating current between the ground and any non-stationary object within the right-of-way, including but not limited to large motor vehicles and agricultural equipment. All fixed metallic objects on or off the right-of-way, except electric fences that parallel or cross the right-of-way, shall be grounded to the extent necessary to limit the induced short-circuit current between ground and the object so as not to exceed one milliamperes rms under steady state conditions of the transmission line and to comply with the ground fault conditions specified in the NESC. The Permittee shall address and rectify any induced current problems that arise during transmission line operation.

### **4.7.2 Electric Field**

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

### **4.7.3 Interference with Communication Devices**

If interference with radio or television, satellite, wireless internet, GPS-based agriculture navigation systems or other communication devices is caused by the presence or operation of the transmission line, the Permittee shall take whatever action is feasible to restore or provide reception equivalent to reception levels in the immediate area just prior to the construction of the line.

## **4.8 Other Requirements**

### **4.8.1 Applicable Codes**

The Permittee shall comply with applicable NERC planning standards and requirements of the NESC including clearances to ground, clearance to crossing utilities, clearance to buildings, right-of way widths, erecting power poles, and stringing of transmission line conductors.

### **4.8.2 Other Permits**

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

### **4.8.3 Pre-emption**

Pursuant to Minn. Stat. § 216E.10, this route permit shall be the sole approval required to be obtained by the Permittee for construction of the transmission facilities and this permit shall supersede and preempt all zoning, building, or land use rules, regulations, or ordinances promulgated by regional, county, local and special purpose government.

### **4.8.4 Archaeological and Historic Resources**

The Permittee shall make every effort to avoid impacts to identified archaeological and historic resources when installing the high-voltage transmission line on the approved route. In the event that a resource is encountered, the State Historic Preservation Office should be contacted and consulted; the nature of the resource should be identified; and a determination should be made on the eligibility for listing in the National Register of Historic Places. Where feasible, avoidance of the resource is required.

### **4.8.5 Avian Mitigation**

The Permittee's standard transmission design shall incorporate adequate spacing of conductors and grounding devices in accordance with Avian Power Line Interaction Committee standards to eliminate the risk of electrocution to raptors with larger wingspans that may simultaneously come in contact with a conductor and grounding devices.

## **4.9 Delay in Construction**

If the Permittee has not commenced construction or improvement of the route within four years after the date of issuance of this permit the Permittee shall file a report on the failure to construct and the Commission shall consider suspension of the permit in accordance with Minn. Rules, part 7850.4700.

## **4.10 Special Conditions**

The Permittee shall provide a report to the Commission as part of the plan and profile submission that describes the actions taken and mitigative measures developed regarding the project and the following special conditions.

### **4.10.1 Release of Transmission Easements**

The Permittee shall release the transmission easements along Segment 3a and 5a.

### **4.10.2 Bird Flight Diverters**

Bird flight diverters will be installed in the locations identified in Appendix B.2. of the Route Permit Application and the additional locations identified in the May 24, 2013 MnDNR Letter.

### **4.10.3 Placement of Transmission Lines in Segment 6**

Applicants shall place the transmission lines in Segment 6 in such a way that will accommodate the extension of Bonnevista Drive in Jackson Township.

### **4.10.4 Metropolitan Council Review**

The Permittee shall provide the Metropolitan Council an opportunity to review design plans before initiating construction of the Project.

### **4.10.5 Road Right-of-Way**

When placement of the 115 kV transmission facilities are parallel to a roadway, poles will generally be placed 5 feet within the private right-of-way adjacent to the roadway unless engineering or soil condition considerations necessitate different placement of structures. Additionally, where the transmission line route parallels existing highway rights-of-way, the transmission line ROW shall occupy and utilize the existing highway right-of-way to the maximum extent possible, consistent with the criteria in Minn. Rule 7850.4100, the

other requirements of this permit and the requirements for highways under the jurisdiction of the Minnesota Department of Transportation in accordance with Mn/DOT rules, policies, and procedures for accommodating utilities in trunk highway rights-of-way.

#### **4.10.6 Ernst Property**

The Permittee shall replace the existing wooden pole in front of the Ernst property with a cantilever structure, placing all of the conductors and davit arms on one side of the transmission line poles (e.g. the road side), and located a reasonable distance west of the existing pole.

#### **4.10.7 Vegetation Management Plan**

The Permittee shall submit a Vegetation Management Plan fourteen (14) days prior to submitting the Plan and Profile describing the methods and use of herbicides, wildlife friendly erosion control mesh and control of invasive species.

#### **4.10.8 Engineering Analysis of Creek Road and the Flood Channel**

The Permittee shall submit with its Plan and Profile an engineering analysis (and a potential change alignment within an approved route) to determine if the City's request to move the alignment to the west side of Creek Road is constructible.

#### **4.10.9 Firemen's Park II Summary**

The Permittee shall submit a summary of the discussion and outcomes on alignment selection with the city with its Plan and Profile.

#### **4.10.10 Compliance with Federal Permits**

The Permittee shall obtain any federal permits or licenses to comply with the terms of those permits or licenses, and to comply with all applicable rules and regulations.

### **5.0 PERMIT AMENDMENT**

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

## **6.0 TRANSFER OF PERMIT**

The Permittee may request at any time that the Commission transfer this permit to another person or entity. The Permittee shall provide the name and description of the person or entity to whom the permit is requested to be transferred, the reasons for the transfer, a description of the facilities affected, and the proposed effective date of the transfer.

The person to whom the permit is to be transferred shall provide the Commission with such information as the Commission shall require to determine whether the new Permittee can comply with the conditions of the permit. The Commission may authorize transfer of the permit after affording the Permittee, the new Permittee, and interested persons such process as is required.

## **7.0 REVOCATION OR SUSPENSION OF THE PERMIT**

The Commission may initiate action to revoke or suspend this permit at any time. The Commission shall act in accordance with the requirements of Minn. Rules, part 7850.5100, to revoke or suspend the permit.

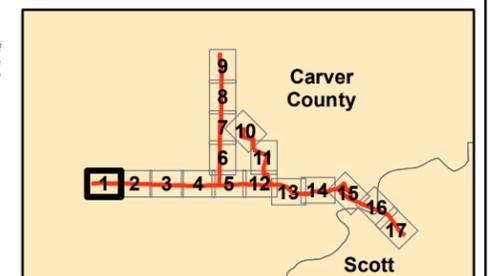


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| Construct New 115 kV Transmission Line                                       | <b>Existing Infrastructure</b>  |
| Existing 69 kV Transmission Line to be Removed                               | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
| West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) | Abandon Existing 69 kV Transmission Line in Place                     |
| Project Route Width (200 - 400 ft)   | Existing Substations  |
| Segment Start and End Location   | Xcel Substations  |
|  | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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: MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



### Proposed Route Maps

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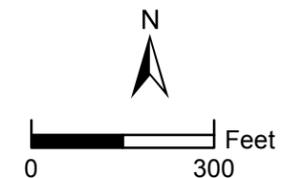
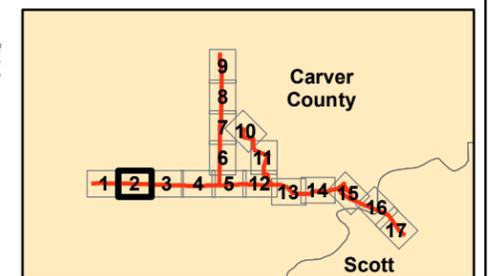


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| Construct New 115 kV Transmission Line                                       | <b>Existing Infrastructure</b>  |
| Existing 69 kV Transmission Line to be Removed                               | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
| West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) | Abandon Existing 69 kV Transmission Line in Place                     |
| Project Route Width (200 - 400 ft)   | Existing Substations  |
| Segment Start and End Location   | Xcel Substations  |
|  | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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; MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



### Proposed Route Maps

SEGMENT 1  
PAGE 2 OF 17

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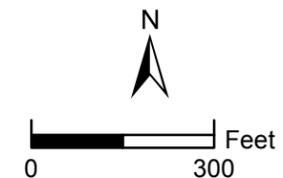
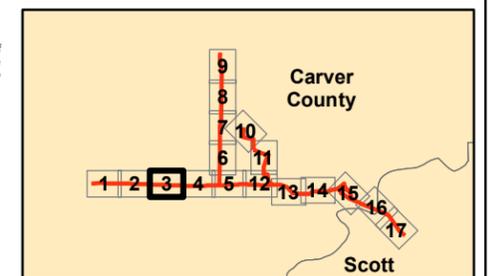


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| Construct New 115 kV Transmission Line                                       | <b>Existing Infrastructure</b>  |
| Existing 69 kV Transmission Line to be Removed                               | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
| West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) | Abandon Existing 69 kV Transmission Line in Place                     |
| Project Route Width (200 - 400 ft)   | Existing Substations  |
| Segment Start and End Location   | Xcel Substations  |
|  | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).

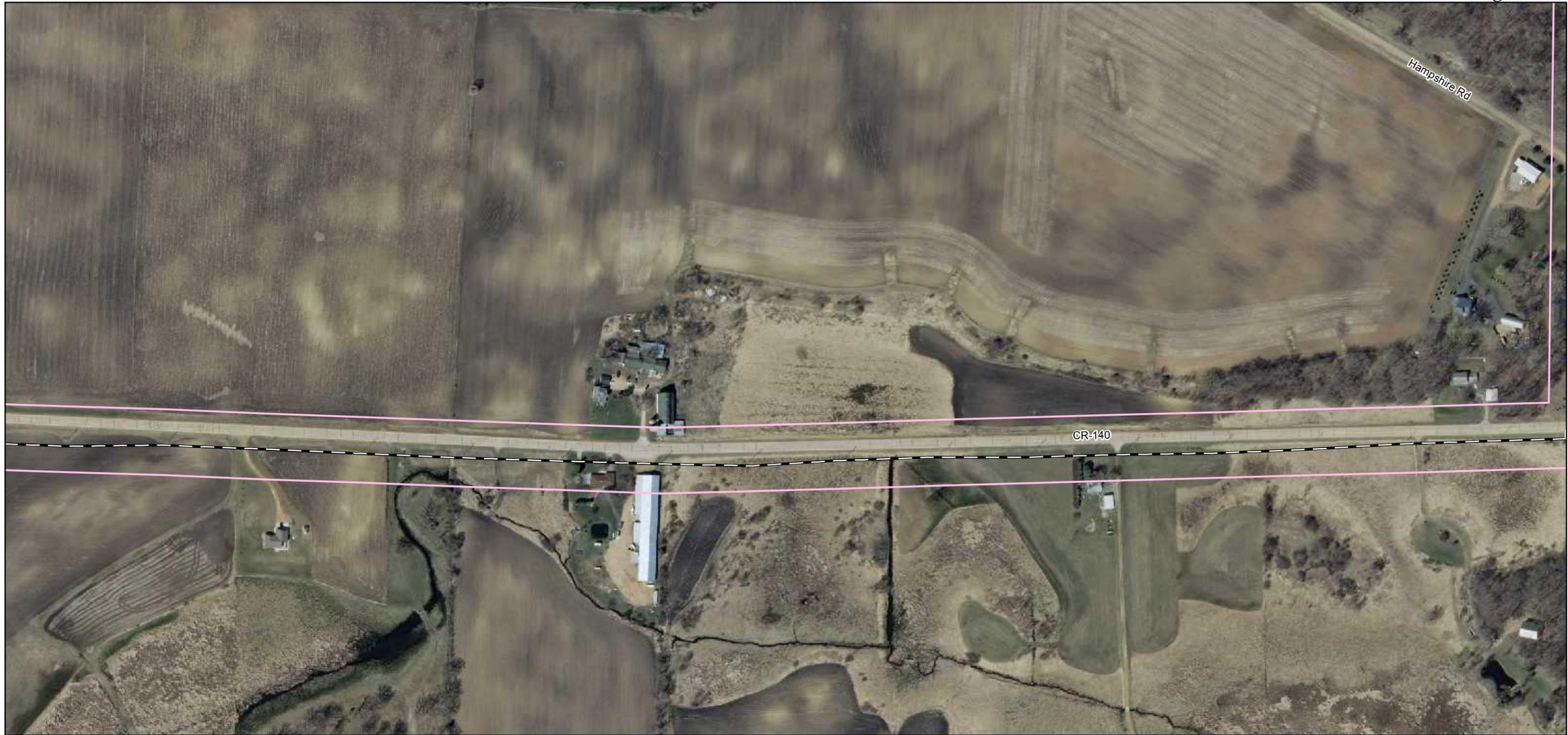


### Proposed Route Maps

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Map Document: P:\2013\GIS\reports\TRPA\2013\2013TRPA01B\_mapbook.mxd 6/7/2013 1:36:18 PM

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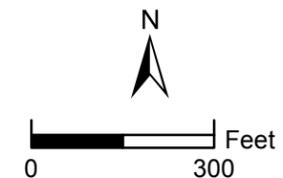
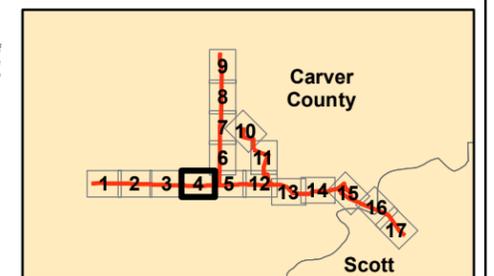


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
|  Construct New 115 kV Transmission Line                                       | <b>Existing Infrastructure</b>  |
|  Existing 69 kV Transmission Line to be Removed                               |  Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
|  West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) |  Abandon Existing 69 kV Transmission Line in Place                     |
|  Project Route Width (200 - 400 ft)   |  Existing Substations  |
|  Segment Start and End Location   |  Xcel Substations  |
|  |  Park, Recreational, or Preserve                                       |

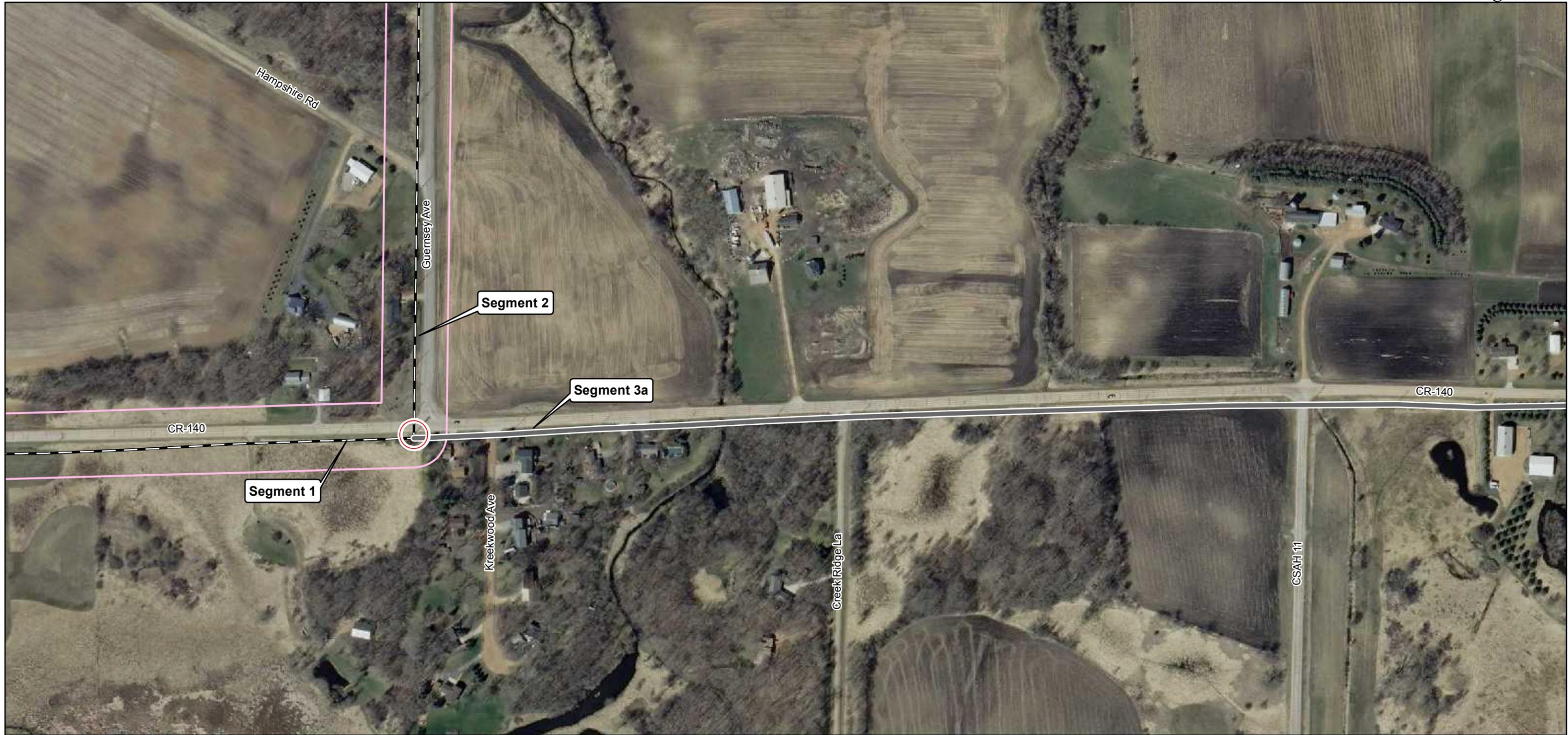
Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



### Proposed Route Maps

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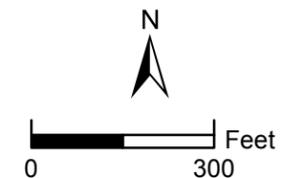
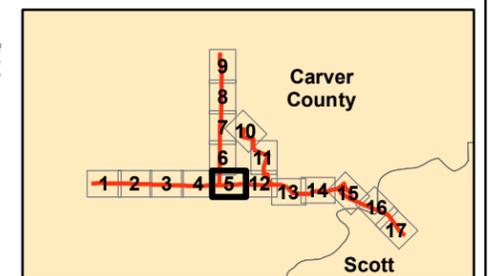


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li><span style="color: magenta;">—</span> Construct New 115 kV Transmission Line</li> <li><span style="color: gray;">-X-X-</span> Existing 69 kV Transmission Line to be Removed</li> <li><span style="color: gray;">- - -</span> West Creek Substation &amp; Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION)</li> <li><span style="border: 1px solid magenta; border-radius: 50%; padding: 2px;"> </span> Project Route Width (200 - 400 ft)</li> <li><span style="border: 1px solid red; border-radius: 50%; padding: 2px;"> </span> Segment Start and End Location</li> </ul> | <p><b>Existing Infrastructure</b></p> <ul style="list-style-type: none"> <li><span style="color: gray;">—</span> Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV</li> <li><span style="color: gray;">—</span> Remove Existing 69 kV Transmission Line</li> <li><span style="border: 1px solid black; padding: 2px;"> </span> Existing Substations</li> <li><span style="border: 1px solid yellow; padding: 2px;"> </span> Xcel Substations</li> <li><span style="border: 1px dashed green; padding: 2px;"> </span> Park, Recreational, or Preserve</li> </ul> |
|---|---|

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



**Proposed Route Maps**  
SEGMENTS 1, 2, & 3a  
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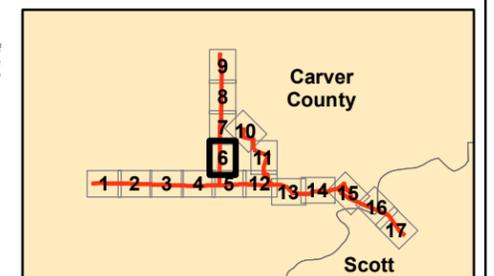


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| Construct New 115 kV Transmission Line                                       | <b>Existing Infrastructure</b>  |
| Existing 69 kV Transmission Line to be Removed                               | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
| West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) | Abandon Existing 69 kV Transmission Line in Place                     |
| Project Route Width (200 - 400 ft)   | Existing Substations  |
| Segment Start and End Location   | Xcel Substations  |
|  | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



### Proposed Route Maps

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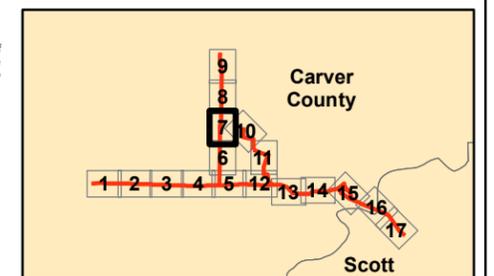


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| Construct New 115 kV Transmission Line                                       | <b>Existing Infrastructure</b>  |
| Existing 69 kV Transmission Line to be Removed                               | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
| West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) | Abandon Existing 69 kV Transmission Line in Place                     |
| Project Route Width (200 - 400 ft)   | Existing Substations  |
| Segment Start and End Location   | Xcel Substations  |
|  | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



### Proposed Route Maps

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Map Document: P:\20101227\gis\report\RA\20101227RPA01B\_maptbook.mxd 6/7/2013 1:36:40 PM

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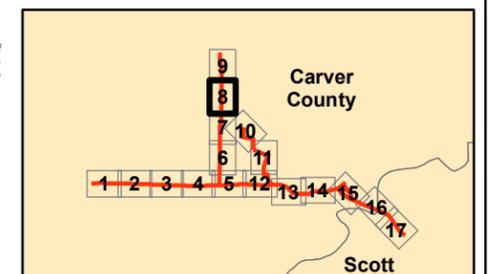


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| Construct New 115 kV Transmission Line                                       | <b>Existing Infrastructure</b>  |
| Existing 69 kV Transmission Line to be Removed                               | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
| West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) | Abandon Existing 69 kV Transmission Line in Place                     |
| Project Route Width (200 - 400 ft)   | Existing Substations  |
| Segment Start and End Location   | Xcel Substations  |
|  | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



### Proposed Route Maps

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Map Document: P:\20101227\gis\report\RA\20101227RPA01B\_maptbook.mxd 6/7/2013 1:36:46 PM

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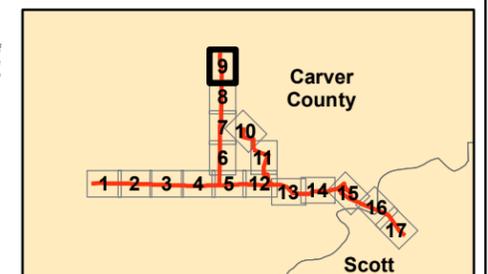


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| Construct New 115 kV Transmission Line                                       | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
| Existing 69 kV Transmission Line to be Removed                               | Abandon Existing 69 kV Transmission Line in Place                     |
| West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) | Existing Substations  |
| Project Route Width (200 - 400 ft)   | Xcel Substations  |
| Segment Start and End Location   | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



### Proposed Route Maps

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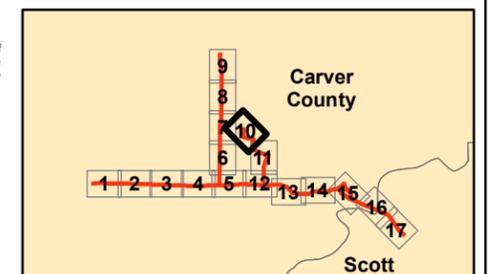
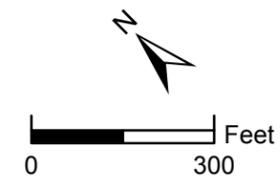


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| Construct New 115 kV Transmission Line                                       | <b>Existing Infrastructure</b>  |
| Existing 69 kV Transmission Line to be Removed                               | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
| West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) | Abandon Existing 69 kV Transmission Line in Place                     |
| Project Route Width (200 - 400 ft)   | Existing Substations  |
| Segment Start and End Location   | Xcel Substations  |
|  | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



**REVISED JUNE 21, 2013**

### Proposed Route Maps

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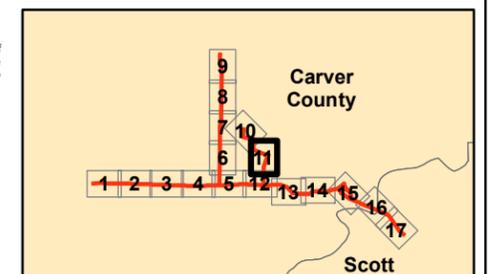


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li> Construct New 115 kV Transmission Line</li> <li> Existing 69 kV Transmission Line to be Removed</li> <li> West Creek Substation &amp; Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION)</li> <li> Project Route Width (200 - 400 ft)</li> <li> Segment Start and End Location</li> </ul> | <p><b>Existing Infrastructure</b></p> <ul style="list-style-type: none"> <li> Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV</li> <li> Abandon Existing 69 kV Transmission Line in Place</li> <li> Existing Substations</li> <li> Xcel Substations</li> <li> Park, Recreational, or Preserve</li> </ul> |
|---|--|

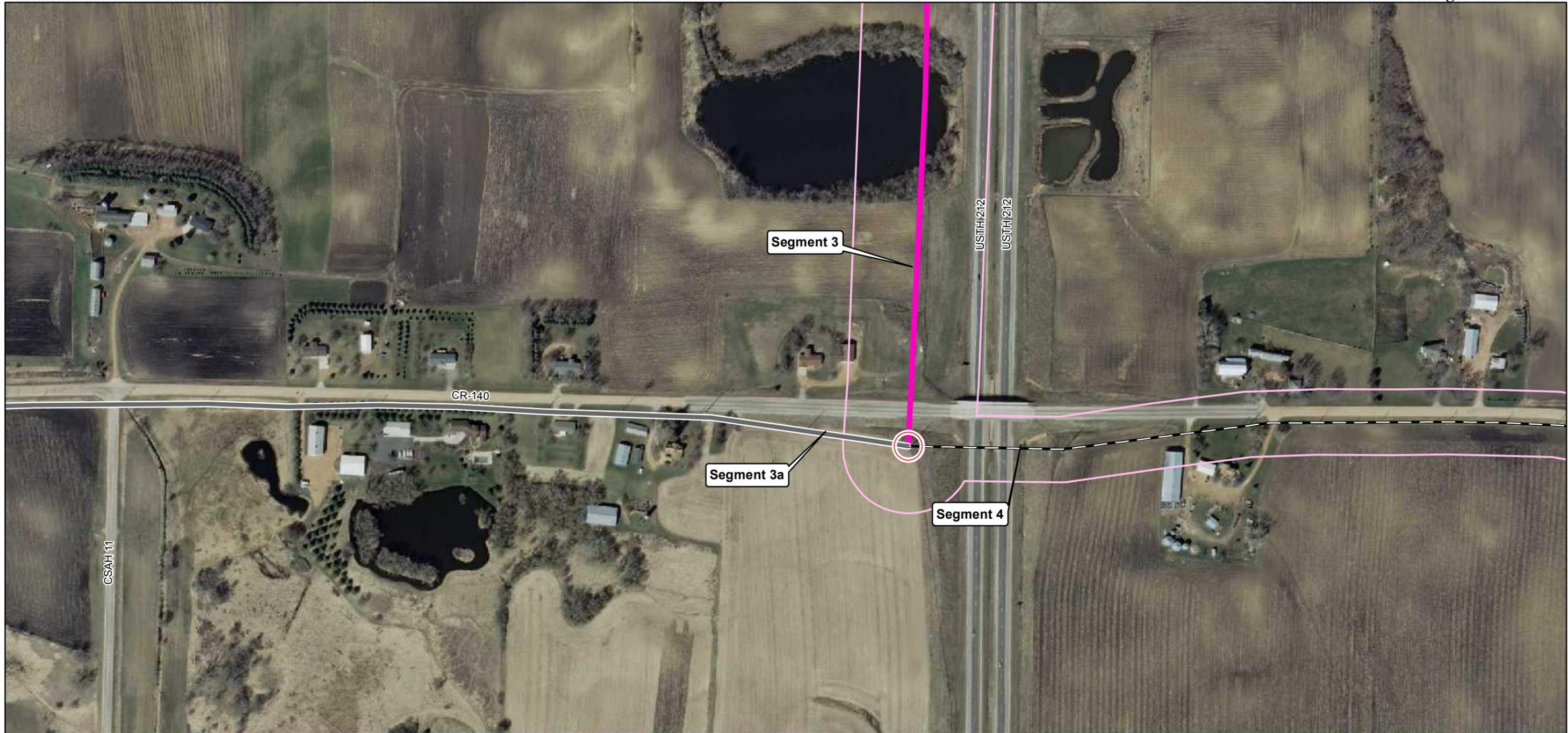
Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



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### Proposed Route Maps

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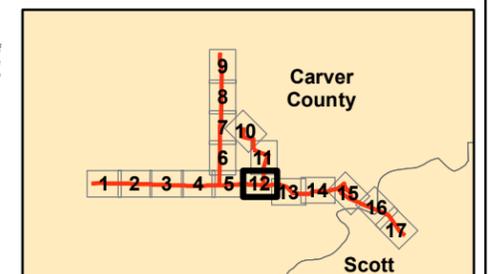
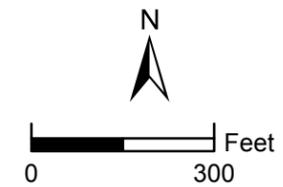


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| Construct New 115 kV Transmission Line                                       | <b>Existing Infrastructure</b>  |
| Existing 69 kV Transmission Line to be Removed                               | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
| West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) | Remove Existing 69 kV Transmission Line                               |
| Project Route Width (200 - 400 ft)   | Existing Substations  |
| Segment Start and End Location   | Xcel Substations  |
|  | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).

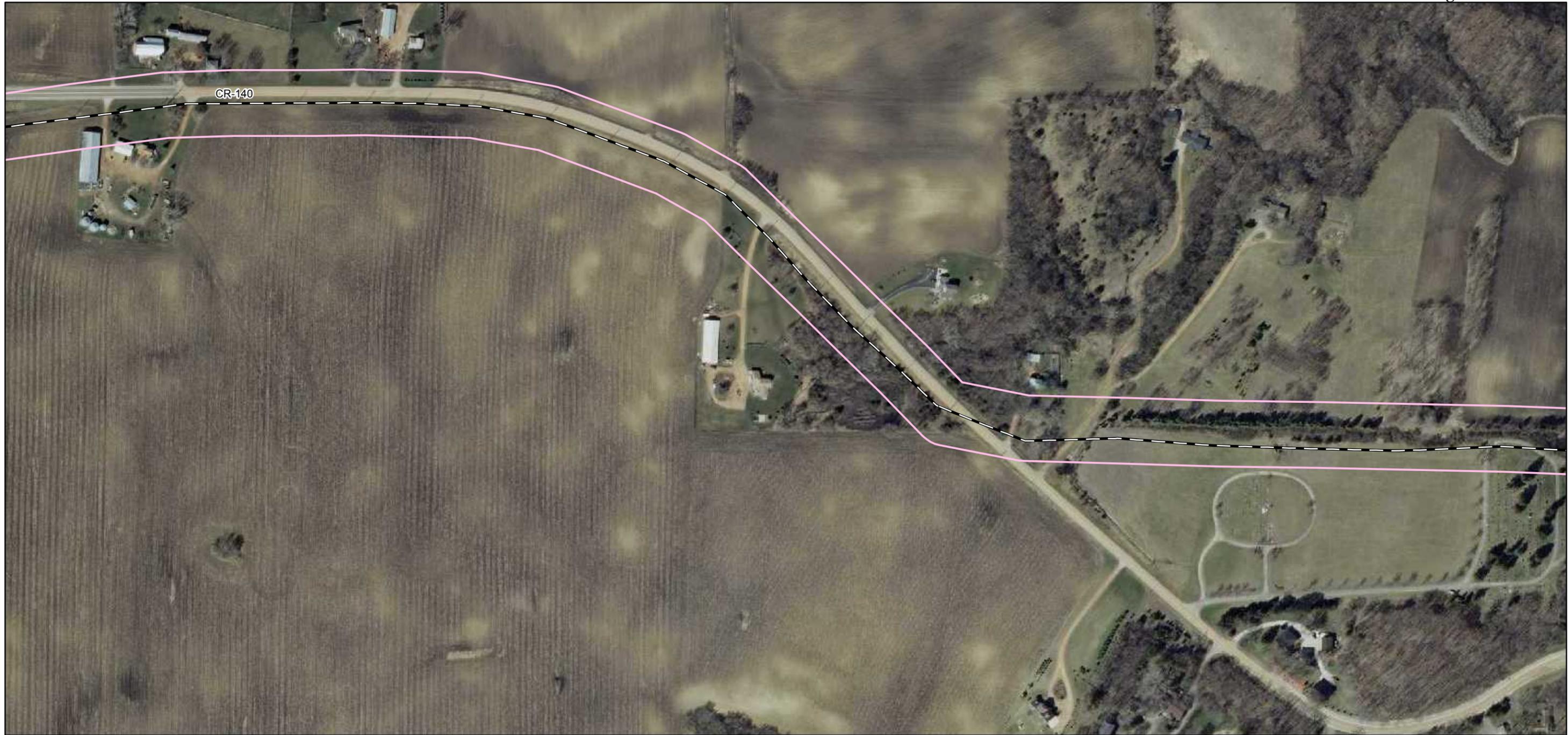


**REVISED Oct 1, 2014**

### Proposed Route Maps

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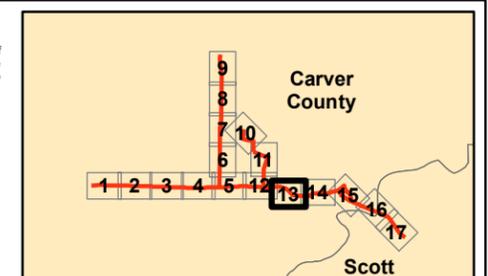
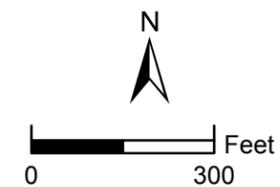


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| Construct New 115 kV Transmission Line                                       | <b>Existing Infrastructure</b>  |
| Existing 69 kV Transmission Line to be Removed                               | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
| West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) | Abandon Existing 69 kV Transmission Line in Place                     |
| Project Route Width (200 - 400 ft)   | Existing Substations  |
| Segment Start and End Location   | Xcel Substations  |
|  | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



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### Proposed Route Maps

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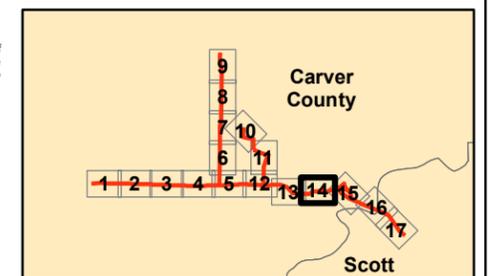
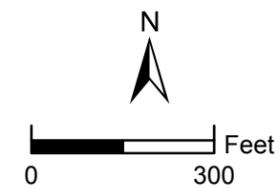


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li> Construct New 115 kV Transmission Line</li> <li> Existing 69 kV Transmission Line to be Removed</li> <li> West Creek Substation &amp; Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION)</li> <li> Project Route Width (200 - 400 ft)</li> <li> Segment Start and End Location</li> </ul> | <ul style="list-style-type: none"> <li><b>Existing Infrastructure</b></li> <li> Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV</li> <li> Abandon Existing 69 kV Transmission Line in Place</li> <li> Existing Substations</li> <li> Xcel Substations</li> <li> Park, Recreational, or Preserve</li> </ul> |
|---|--|

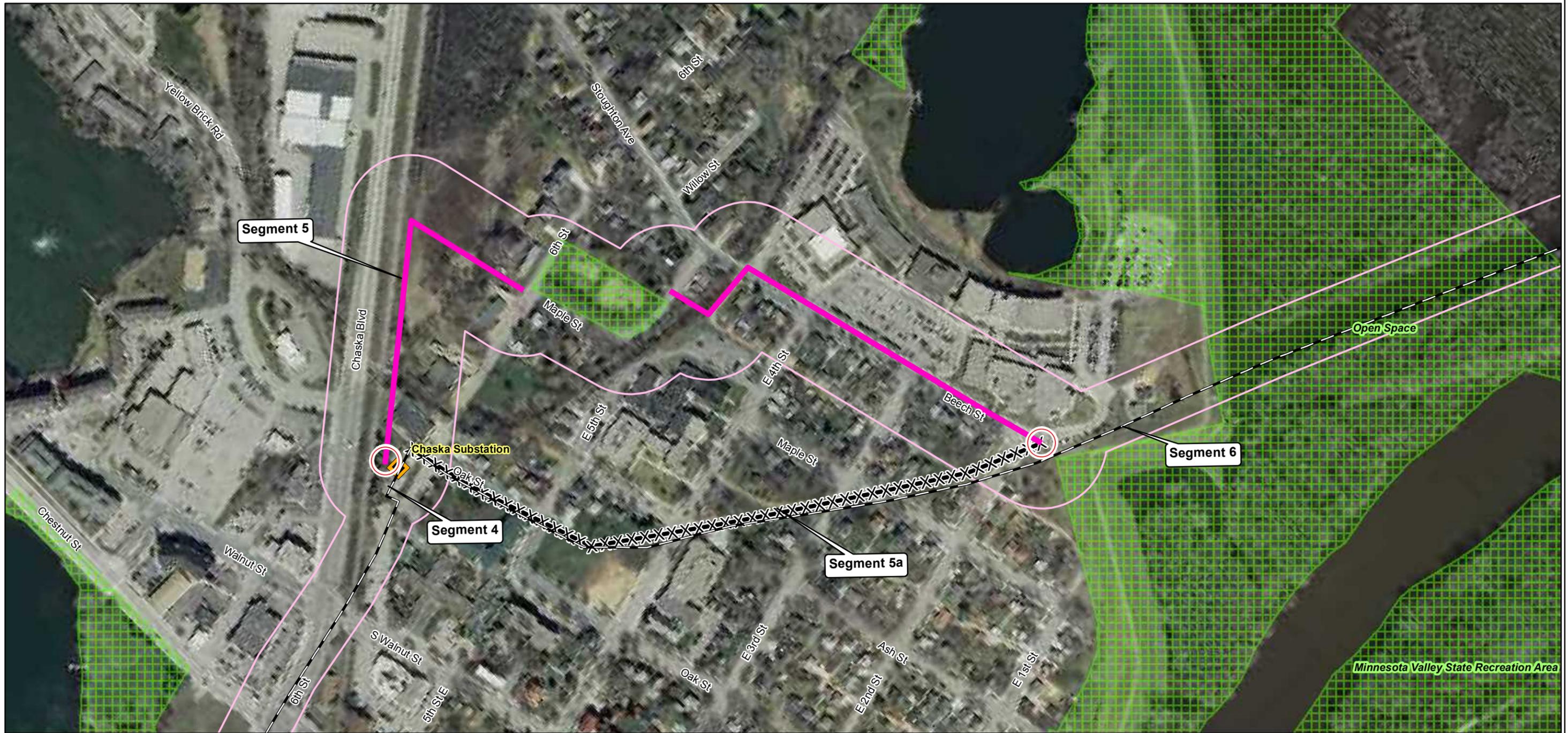
Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. These data are not based on an exhaustive inventory of the state. The lack of data for any geographic area shall not be construed to mean that no significant features are present; MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



### Proposed Route Maps

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**REVISED JUNE 21, 2013**

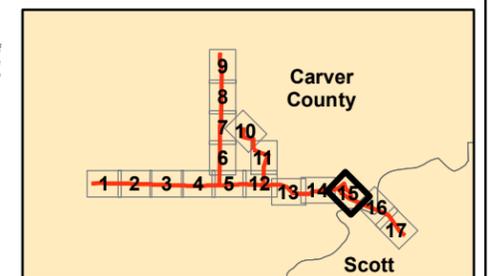
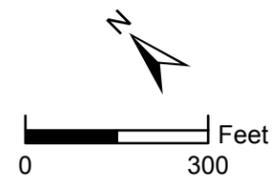


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li><span style="color: magenta;">—</span> Construct New 115 kV Transmission Line</li> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> Existing 69 kV Transmission Line to be Removed</li> <li><span style="border-bottom: 1px dashed grey; width: 20px; display: inline-block;"></span> West Creek Substation &amp; Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION)</li> <li><span style="border: 1px solid magenta; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Project Route Width (200 - 400 ft)</li> <li><span style="border: 1px solid magenta; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Segment Start and End Location</li> </ul> | <p><b>Existing Infrastructure</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV</li> <li><span style="border-bottom: 1px solid grey; width: 20px; display: inline-block;"></span> Abandon Existing 69 kV Transmission Line in Place</li> <li><span style="border: 1px solid black; width: 10px; height: 10px; display: inline-block;"></span> Existing Substations</li> <li><span style="border: 1px solid black; width: 10px; height: 10px; display: inline-block;"></span> Xcel Substations</li> <li><span style="border: 1px solid green; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Park, Recreational, or Preserve</li> </ul> |
|--|---|

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



### Proposed Route Maps

SEGMENTS 4, 5, 5a, & 6

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**REVISED JUNE 21, 2013**

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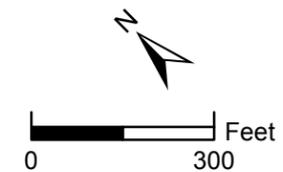
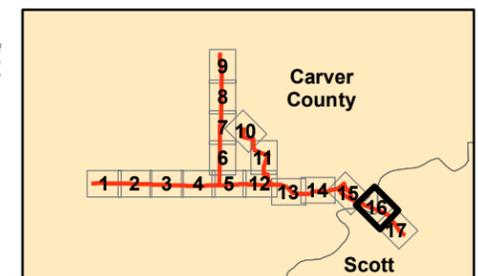


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |  |  |   |
|--|--|--|---|
|  | Construct New 115 kV Transmission Line                                       |  | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
|  | Existing 69 kV Transmission Line to be Removed                               |  | Abandon Existing 69 kV Transmission Line in Place                     |
|  | West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) |  | Existing Substations  |
|  | Project Route Width (200 - 400 ft)   |  | Xcel Substations  |
|  | Segment Start and End Location   |  | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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; MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



### Proposed Route Maps

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Map Document: P:\20101229\gis\report\RA\20101229\RA01B\_maptbook.mxd 6/7/2013 1:37:32 PM

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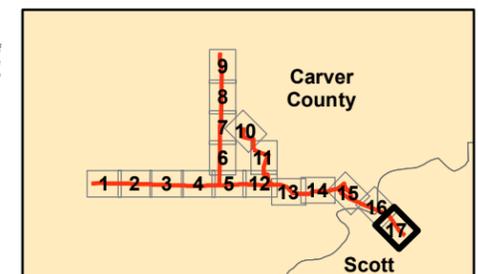


### Upgrade of the Chaska Area 69 kV Transmission Line to 115 kV Capacity

Carver and Scott Counties, MN

- |  |   |
|--|---|
| Construct New 115 kV Transmission Line                                       | <b>Existing Infrastructure</b>  |
| Existing 69 kV Transmission Line to be Removed                               | Existing 69 kV Transmission Line to be Rebuilt or Converted to 115 kV |
| West Creek Substation & Tap Line (NOT PART OF THIS ROUTE PERMIT APPLICATION) | Abandon Existing 69 kV Transmission Line in Place                     |
| Project Route Width (200 - 400 ft)   | Existing Substations  |
| Segment Start and End Location   | Xcel Substations  |
|  | Park, Recreational, or Preserve                                       |

Data Source(s): All data are approximate. Copyright 2010-State of MN DNR Ecological and Waters Division, NHIS (2012) - NHIS rare feature data included here were provided by the Division of Ecological Resources, MN DNR and current as of 2012. 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. MN LMIC Imagery (2011); MN LMIC GNIS (1998); MN SHPO (2009); MN OSA (2009); NHR (2009); MNDNR CBS (2009); MNDOT (2004); MNDNR (various years & multiple datasets on fee lands); FSA CRP (2007); USGS NHD (2008); USFWS NWI (1997); BWSR (2009); Ventyx Velocity Suite (2010); ESRI Transportation (2009); Metropolitan Council (2006); MN DNR, Division of Waters (2008); LMIC WMS (2010); FEMA (2003); WPS (2010); Xcel (2010).



### Proposed Route Maps

SEGMENT 6  
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