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May 19, 2011

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VIA ELECTRONIC FILING AND U.S. MAIL

Hon. Kathleen D. Sheehy
Administrative Law Judge
Office of Administrative Hearings
PO Box 64620
St. Paul, MN 55164-0620

**Re: In the Matter of the Route Permit Application for the CapX2020
Hampton - Rochester - La Crosse 345 kV Transmission Line
MPUC Docket No. E002/TI-09-1448
OAH Docket No. 7-2500-20283-2**

Dear Judge Sheehy:

Enclosed and filed today through www.edockets.state.mn.us please find a revised version of Schedules 3 and 8 to the Direct Testimony of Tom Hillstrom. Redline documents comparing the original and revised version of these schedules are also enclosed. The corrections to these schedules will be described in detail in the Rebuttal Testimony of Tom Hillstrom. A copy of this filing is also being served via e-mail or mail upon the persons on the attached Service List.

Thank you.

Sincerely,

/s/ Valerie T. Herring

Valerie T. Herring

VTH/ts

Enclosures

cc: Service List
Carol Overland
Rod Krass

**Summary Comparison of Impacts for
North Rochester to the Mississippi River
345 kV Modified Preferred and Alternative Routes**

Resource Category	Modified Preferred Route	Alternative Route
Residences²		
Revised Number of Residences 0-75 feet from route centerline	0	0
Revised Number of Residences 76-150 feet from route centerline	1 ³	0
Revised Number of Residences 151-300 feet from route centerline	10 ¹	4
Revised Number of Residences 301-500 feet from route centerline	19	16
Revised Density (residences/linear mile within 500 feet of route centerline)	0.7	0.5
Use or Paralleling of existing ROW (transportation, pipeline, and electrical transmission systems) and property lines		
Total length of route (miles)	44.8	41.9
Length following Transmission Line (miles)	14.4	9.2
Percentage of route following Transmission Line	32%	22%
Length following road but not Transmission Line (miles)	5.4	1.6
Percentage of route following road but not Transmission Line	12%	4%
Length following property line but not transmission line or roads (miles)	17.7	12.4
Percentage of route following property line but not transmission line or roads	40%	29%
Total length following transmission line, roads, or property lines (miles)	37.5	23.3
Percentage of route following transmission line, roads or property lines	84%	55%
Length not following transmission line, roads or property lines (miles)	7.3	18.7
Percentage of route not following transmission line, roads or property lines	16%	45%
Archaeological and Historic Resources Sites Within 1 mile of Route Centerline		
Archaeological	9	9
Architectural		
National Register of Historic Places (NRHP)	0	0
Architectural	29	21
Natural Environment		
Water Resources		
Permanent Wetlands Impacts	<1 acre	<1 acre
Temporary Wetlands Impacts	7 acres	7 acres
Potential Tree Clearing in Wetlands	5.2	5.4

**Summary Comparison of Impacts for
North Rochester to the Mississippi River
345 kV Modified Preferred and Alternative Routes**

Resource Category	Modified Preferred Route	Alternative Route
Stream Crossings	79	72
Permanent Impacts to Floodplains	<1 acre	<1 acre
Flora		
Percent Cropland	62	59
Percent Grassland	23	21
Percent Shrubland	2	2
Percent Forested Land	11	16
Percent Aquatic	2	2
Fauna		
Conservation Reserve Program Lands Crossed	29	19
Conservation Reserve Enhancement Program Lands Crossed	0	0
Length of Important Bird Areas Crossed	1.9 miles	1.9 miles
Length of Grassland Bird Conservation Areas Crossed	0 mile	0 mile
Number of Federal Rare and Unique Species Known to Occur Within 1 mile of Route Centerline		
Threatened	0	0
Endangered	0	0
Candidate	1	1
Number of State Rare and Unique Species Known to Occur Within 1 mile of Route Centerline		
Threatened	12	13
Endangered	2	3
Species of Concern	29	34
DNR Rare Native Communities	1,744	2,724
Length of Outstanding Biodiversity Sites Crossed	0.5 mile	0.5 mile
Length of High Biodiversity Sites Crossed	0.9 mile	0.9 mile
Length of Moderate Biodiversity Sites Crossed	1.2 miles	0.8 mile
Estimated Costs (millions)		
Cost	\$88	\$101

¹ One residence within 0-75 feet of the reference centerline is also counted along the 161 kV Preferred Route and 4 residences within 151-300 feet of the reference centerline are also counted along the 161 kV Preferred Route.

² The house count numbers contained in this chart were revised. See Schedule 8 to Tom Hillstrom's Direct Testimony for additional information.

Residences

Additional Analysis regarding residences 301-500-foot distance has been added to the table above as requested.

Due to a typographical error, house numbers within 76-150 feet of the Alternate Route were revised from 1 to 0. House numbers within 151 to 300 feet of the Alternative Route were revised from 6 to 4.

The Modified Preferred Route revised residence number for the interval 76-150 foot range was revised. One residence was located at approximately 150 feet from the route centerline and counted in both categories (76-150 and 151-300 feet). Using DEIS distance, it would be at 157 feet from the route centerline.

Use or Paralleling of existing ROW

The length of the routes was slightly adjusted to share common endpoints, consistent with Route Permit Application and DEIS. This resulted in minor changes to use or paralleling of existing right-of-way.

SUMMARY OF HOUSE COUNTS WITHIN 300 FEET OF REFERENCE CENTERLINE

The following provides a summary of the Applicant’s analysis of house counts within 300 feet of the reference route centerlines that were presented in the Draft Environmental Impact Statement (“DEIS”) and in the Applicant’s Route Permit Application (“RPA”). Based on review of the DEIS and Applicant’s GIS information, aerial oblique and street view photography and some field checks, the Applicant has revised the house counts for each segment as described in this summary. At the end of each segment discussion there is a chart showing the distance to the houses from the reference centerline. Revised house counts by route are shown in Tables 1-6 at the end of the document.

The point of measurement on each house is an important consideration when determining distance to a route centerline. The DEIS house measuring point was used unless the house was identified only by the Applicant, in which case the Applicant’s measuring location was used.

1.0 Hampton to North Rochester 345 kV Preferred Route

The DEIS lists 46 houses; the RPA lists 29. The Applicant’s revised house count is 37 based on the following:

- The DEIS includes 10 businesses and one church, which were removed from the revised count.
- The DEIS adds 5 houses not included in the Applicant’s count. These houses are located in densely wooded areas and were not visible from aerial photos or from public property. These were included in the revised count.
- The DEIS measuring point moved 3 houses closer to the reference centerline than the Applicant had placed them originally. These were included in the revised count.
- Two houses identified by the Applicant were not included in the DEIS house count. These houses were reconfirmed by the Applicant and included in the revised count. Each is a second house located at a single farmstead.

0'-75'	76'-150'	151'-300'	301-500	Revised Total 0-500 feet
1	12	24	93	130

Additional Analysis regarding 301-500-foot distance

The revised total for this distance has been added to the table above.

The DEIS lists 103 houses; the RPA lists 75. The Applicant's revised house count is 93 based on the following:

- The DEIS includes 11 non-residential buildings such as restaurants, a funeral home, a gas station and other businesses, which were removed from the revised count.
- The DEIS adds 18 houses not included in the Applicant's count. Most of these were houses that had been identified by the Applicant also, but were located more accurately and then fell within the 301-500-foot zone, were newly constructed or otherwise not in the Applicants count. These were included in the revised count.
- One house identified by the Applicant was not included in the DEIS house count. This house was included in the revised count.

2.0 Hampton to North Rochester 345 kV Alternative Route

The DEIS lists 13 houses; the RPA lists 12. The Applicant’s revised count is 13. The additional house in the DEIS is due to measurement margin of error. The Applicant reviewed the measurement and included the additional house in the revised count.

0'-75'	76'-150'	151'-300'	301-500	Revised Total 0-500 feet
1	3	9	9	22

Additional Analysis regarding 301-500-foot distance

The revised total for this distance has been added to the table above.

The DEIS lists 8 houses; the RPA lists 11. The Applicant’s revised house count is 9 based on the following:

- The DEIS identified the location of 4 houses more accurately, and these houses counted by the Applicant then fell outside of the 301-500-foot band.
- One house identified by the Applicant was not included in the DEIS house count. This house/mobile home was included in the revised count.

3.0 North Rochester to Mississippi River 345 kV Preferred Route

The DEIS lists 5 houses; the RPA list 8. The Applicant’s revised house count is 7. The Applicant reviewed these locations and maintained them in the revised house count except for one, which was removed from the count as it was classified as a storage building.

0'-75'	76'-150'	151'-300'	301-500	Revised Total 0-500 feet
0	1	6	22	29

Additional Analysis regarding 301-500-foot distance

The revised total for this distance has been added to the table above.

The DEIS lists 20 houses; the RPA lists 19. The Applicant’s revised house count is 22 based on the following:

- The DEIS identified 1 house not counted by the Applicant.
- Two houses identified by the Applicant were not included in the DEIS house count. These houses were included in the revised count.

4.0 North Rochester to Mississippi 345 kV Alternative Route

The DEIS lists 3 houses; the RPA lists 5. The Applicant’s revised count is 4. The Applicant reviewed these locations and maintained them in the revised house count except for one house where the location of the house on the property is clearly not within the 300-foot buffer.

0'-75'	76'-150'	151'-300'	301-500	Revised Total 0-500 feet
0	0	4	16	20

Additional Analysis regarding 301-500-foot distance

The revised total for this distance has been added to the table above.

The DEIS lists 15 houses; the RPA lists 12. The Applicant’s revised house count is 16 based on the following:

- The DEIS adds 4 houses not included in the Applicant’s count. These were houses that had been identified by the Applicant also, but were located more accurately and then fell within the 301-500-foot zone. These were included in the revised count.
- One house identified by the Applicant was not included in the DEIS house count. This house was included in the revised count.

5.0 North Rochester to Northern Hills 161 kV Preferred Route

The DEIS lists 59 houses; the RPA lists 54. The Applicant’s revised house count is 59. The difference is due to:

- The DEIS includes one business which was removed from the revised count.
- The DEIS measuring point is closer to the reference centerline than where the Applicant had placed it originally and adds a second house to a property where Applicant showed one. This house was included in the revised count.
- The DEIS adds 3 additional houses not included in the Applicant’s count which were included in the revised count.
- Two structures identified as houses by the Applicant were not included in the DEIS house count. Upon further review, one was included in the revised count and one was not because it was classified as a garage.

01-40'	41-75'	76'-150'	151'-300'	301-500	Revised Total 0-500 feet
0	4	15	40	49	108

Additional Analysis regarding 301-500-foot distance

The revised total for this distance has been added to the table above.

The DEIS lists 49 houses; the RPA lists 45. The Applicant’s revised house count is 49 based on the following:

- The DEIS adds 4 houses not included in the Applicant’s count. Most of these were newly constructed houses. These were included in the revised count.

6.0 North Rochester to Northern Hills 161 kV Alternative Route

The DEIS lists 28 houses; the RPA lists 33. The Applicant’s revised house count is 34. The difference is due to 6 houses identified by the Applicant that were not included in the DEIS and 1 house location that was moved closer to the reference centerline in the DEIS being included in the revised count.

01-40'	41'-75"	76'-150'	151'-300'	301-500	Revised Total 0-500 feet
0	1	5	28	49	83

Additional Analysis regarding 301-500-foot distance

The revised total for this distance has been added to the table above.

The DEIS lists 49 houses; the RPA lists 36. The Applicant’s revised house count is 49 based on the following:

- The DEIS adds 4 houses not included in the Applicant’s count and others that were located more accurately and then fell within the 301-500-foot zone. These were included in the revised count.

TABLE 1: Hampton to North Rochester 345 kV Modified Preferred Route

Source	Residences 0-75 feet from Route Centerline	Residences 76-150 feet from Route Centerline	Residences 151-300 feet from Route Centerline	Residences 301-500 feet from Route Centerline	Total Residences 0-500 feet from proposed Route Centerline
Route Permit Application	0	8	21	75	104
DEIS	1	13	32	103	149
Revised House Count	1	12	24	93	130

TABLE 2: Hampton to North Rochester 345 kV Alternate Route

Source	Residences 0-75 feet from Route Centerline	Residences 76-150 feet from Route Centerline	Residences 151-300 feet from Route Centerline	Residences 301-500 feet from Route Centerline	Total Residences 0-500 feet from proposed Route Centerline
Route Permit Application	0	2	10	11	23
DEIS	1	3	9	8	21
Revised House Count	1	3	9	9	22

TABLE 3: North Rochester to Mississippi River 345 kV Modified Preferred Route

Source	Residences 0-75 feet from Route Centerline	Residences 76-150 feet from Route Centerline	Residences 151-300 feet from Route Centerline	Residences 301-500 feet from Route Centerline	Total Residences 0-500 feet from proposed Route Centerline
Route Permit Application	0	2	6	19	27
DEIS	0	1	4	20	25
Revised House Count	0	1	6	22	29

TABLE 4: North Rochester to Mississippi River 345 kV Alternate Route

Source	Residences 0-75 feet from Route Centerline	Residences 76-150 feet from Route Centerline	Residences 151-300 feet from Route Centerline	Residences 301-500 feet from Route Centerline	Total Residences 0-500 feet from proposed Route Centerline
Route Permit Application	0	0	5	12	17
DEIS	0	0	3	15	18
Revised House Count	0	0	4	16	20

TABLE 5: North Rochester to Northern Hills 161 kV Preferred Route

Source	Residences 0-40 feet	Residences 41-75 feet	Residences 41-100 feet	Residences 76-150 feet	Residences 151-300	Residences 101-300	Residences 301-500 feet from Route Centerline	Total Residences 0-300 feet
Route Permit Application	0	0	_____ ¹	14	40	_____	45	99
DEIS	0	_____	7	_____	_____	52	49	108
Revised House Count	0	4	_____	15	40	_____	49	108

¹ The Route Permit Application and the DEIS did not use the same distances for measuring house impacts. A dash is used to signify where there is no count for a particular category.

TABLE 6: North Rochester to Northern Hills 161 kV Alternate Route

Source	Residences 0-40 feet	Residences 41-75 feet	Residences 41-100 feet	Residences 76-150 feet	Residences 151-300	Residences 101-300	Residences 301-500 feet from Route Centerline	Total Residences 0-300 feet
Route Permit Application	0	0	_____	5	28	_____	36	69
DEIS	0	_____	1	_____	_____	27	49	77
Revised House Count	0	1	_____	5	28	_____	49	83

**Summary Comparison of Impacts for
North Rochester to the Mississippi River
345 kV Modified Preferred and Alternative Routes**

Resource Category	Modified Preferred Route	Alternative Route
Residences²		
Revised Number of Residences 0-75 feet from route centerline	0	0
Revised Number of Residences 76-150 feet from route centerline	21 ³	40
Revised Number of Residences 151-300 feet from route centerline	10 ¹	64
<u>Revised Number of Residences 301-500 feet from route centerline</u>	<u>19</u>	<u>16</u>
Revised Density (residences/linear mile within 300 <u>500</u> feet of route centerline)	0. 27 <u>27</u>	0. 45 <u>45</u>
Use or Paralleling of existing ROW (transportation, pipeline, and electrical transmission systems) and property lines		
Total length of route (miles)	4344 .8	41.9
Length following Transmission Line (miles)	14.4	9.2
Percentage of route following Transmission Line	3332 %	22%
Length following road but not Transmission Line (miles)	5.4 ⁹	1.6
Percentage of route following road but not Transmission Line	1112 %	4%
Length following property line but not transmission line or roads (miles)	17. 27	12.4
Percentage of route following property line but not transmission line or roads	3940 %	29%
Total length following transmission line, roads, or property lines (miles)	3637 .5	23.3
Percentage of route following transmission line, roads or property lines	8384 %	55%
Length not following transmission line, roads or property lines (miles)	7.3	18.7
Percentage of route not following transmission line, roads or property lines	1716 %	45%
Archaeological and Historic Resources Sites Within 1 mile of Route Centerline		
Archaeological	9	9
Architectural		
National Register of Historic Places (NRHP)	0	0
Architectural	29	21
Natural Environment		
Water Resources		
Permanent Wetlands Impacts	<1 acre	<1 acre
Temporary Wetlands Impacts	7 acres	7 acres
Potential Tree Clearing in Wetlands	5.2	5.4

**Summary Comparison of Impacts for
North Rochester to the Mississippi River
345 kV Modified Preferred and Alternative Routes**

Resource Category	Modified Preferred Route	Alternative Route
Stream Crossings	79	72
Permanent Impacts to Floodplains	<1 acre	<1 acre
Flora		
Percent Cropland	62	59
Percent Grassland	23	21
Percent Shrubland	2	2
Percent Forested Land	11	16
Percent Aquatic	2	2
Fauna		
Conservation Reserve Program Lands Crossed	29	19
Conservation Reserve Enhancement Program Lands Crossed	0	0
Length of Important Bird Areas Crossed	1.9 miles	1.9 miles
Length of Grassland Bird Conservation Areas Crossed	0 mile	0 mile
Number of Federal Rare and Unique Species Known to Occur Within 1 mile of Route Centerline		
Threatened	0	0
Endangered	0	0
Candidate	1	1
Number of State Rare and Unique Species Known to Occur Within 1 mile of Route Centerline		
Threatened	12	13
Endangered	2	3
Species of Concern	29	34
DNR Rare Native Communities	1,744	2,724
Length of Outstanding Biodiversity Sites Crossed	0.5 mile	0.5 mile
Length of High Biodiversity Sites Crossed	0.9 mile	0.9 mile
Length of Moderate Biodiversity Sites Crossed	1.2 miles	0.8 mile
Estimated Costs (millions)		
Cost	\$88	\$101

¹ One residence within 0-75 feet of the reference centerline is also counted along the 161 kV Preferred Route and 4 residences within 151-300 feet of the reference centerline are also counted along the 161 kV Preferred Route.

² The house count numbers contained in this chart were revised. See Schedule 8 to Tom Hillstrom's Direct Testimony for additional information.

Residences

Additional Analysis regarding residences 301-500-foot distance has been added to the table above as requested.

Due to a typographical error, house numbers within 76-150 feet of the Alternate Route were revised from 1 to 0. House numbers within 151 to 300 feet of the Alternative Route were revised from 6 to 4.

The Modified Preferred Route revised residence number for the interval 76-150 foot range was revised. One residence was located at approximately 150 feet from the route centerline and counted in both categories (76-150 and 151-300 feet). Using DEIS distance, it would be at 157 feet from the route centerline.

Use or Paralleling of existing ROW

The length of the routes was slightly adjusted to share common endpoints, consistent with Route Permit Application and DEIS. This resulted in minor changes to use or paralleling of existing right-of-way.

SUMMARY OF HOUSE COUNTS WITHIN 300 FEET OF REFERENCE CENTERLINE

The following provides a summary of the Applicant’s analysis of house counts within 300 feet of the reference route centerlines that were presented in the Draft Environmental Impact Statement (“DEIS”) and in the Applicant’s Route Permit Application (“RPA”). Based on review of the DEIS and Applicant’s GIS information, aerial oblique and street view photography and some field checks, the Applicant has revised the house counts for each segment as described in this summary. At the end of each segment discussion there is a chart showing the distance to the houses from the reference centerline. Revised house counts by route are shown in Tables 1-6 at the end of the document.

The point of measurement on each house is an important consideration when determining distance to a route centerline. The DEIS house measuring point was used unless the house was identified only by the Applicant, in which case the Applicant’s measuring location was used.

1.0 Hampton to North Rochester 345 kV Preferred Route

The DEIS lists 46 houses; the RPA lists 29. The Applicant’s revised house count is 37 based on the following:

- The DEIS includes 10 businesses and one church, which were removed from the revised count.
- The DEIS adds 5 houses not included in the Applicant’s count. These houses are located in densely wooded areas and were not visible from aerial photos or from public property. These were included in the revised count.
- The DEIS measuring point moved 3 houses closer to the reference centerline than the Applicant had placed them originally. These were included in the revised count.
- Two houses identified by the Applicant were not included in the DEIS house count. These houses were reconfirmed by the Applicant and included in the revised count. Each is a second house located at a single farmstead.

0'-75'	76'-150'	151'-300'	301-500	Revised Total 0-500 feet
1	12	24	93	37130

[Additional Analysis regarding 301-500-foot distance](#)

The revised total for this distance has been added to the table above.

The DEIS lists 103 houses; the RPA lists 75. The Applicant's revised house count is 93 based on the following:

- The DEIS includes 11 non-residential buildings such as restaurants, a funeral home, a gas station and other businesses, which were removed from the revised count.
- The DEIS adds 18 houses not included in the Applicant's count. Most of these were houses that had been identified by the Applicant also, but were located more accurately and then fell within the 301-500-foot zone, were newly constructed or otherwise not in the Applicants count. These were included in the revised count.
- One house identified by the Applicant was not included in the DEIS house count. This house was included in the revised count.

2.0 Hampton to North Rochester 345 kV Alternative Route

The DEIS lists 13 houses; the RPA lists 12. The Applicant’s revised count is 13. The additional house in the DEIS is due to measurement margin of error. The Applicant reviewed the measurement and included the additional house in the revised count.

0'-75'	76'-150'	151'-300'	301-500	Revised Total 0-500 feet
1	3	9	<u>9</u>	<u>1322</u>

Additional Analysis regarding 301-500-foot distance

The revised total for this distance has been added to the table above.

The DEIS lists 8 houses; the RPA lists 11. The Applicant’s revised house count is 9 based on the following:

- The DEIS identified the location of 4 houses more accurately, and these houses counted by the Applicant then fell outside of the 301-500-foot band.
- One house identified by the Applicant was not included in the DEIS house count. This house/mobile home was included in the revised count.

3.0 North Rochester to Mississippi River 345 kV Preferred Route

The DEIS lists 5 houses; the RPA list 8. The Applicant’s revised house count is 7. The Applicant reviewed these locations and maintained them in the revised house count except for one, which was removed from the count as it was classified as a storage building.

0'-75'	76'-150'	151'-300'	<u>301-500</u>	Revised Total <u>0-500 feet</u>
0	1	6	<u>22</u>	<u>729</u>

Additional Analysis regarding 301-500-foot distance

The revised total for this distance has been added to the table above.

The DEIS lists 20 houses; the RPA lists 19. The Applicant’s revised house count is 22 based on the following:

- The DEIS identified 1 house not counted by the Applicant.
- Two houses identified by the Applicant were not included in the DEIS house count. These houses were included in the revised count.

4.0 North Rochester to Mississippi 345 kV Alternative Route

The DEIS lists 3 houses; the RPA lists 5. The Applicant’s revised count is 4. The Applicant reviewed these locations and maintained them in the revised house count except for one house where the location of the house on the property is clearly not within the 300-foot buffer.

0'-75'	76'-150'	151'-300'	301-500	Revised Total 0-500 feet
0	0	4	16	420

Additional Analysis regarding 301-500-foot distance

The revised total for this distance has been added to the table above.

The DEIS lists 15 houses; the RPA lists 12. The Applicant’s revised house count is 16 based on the following:

- The DEIS adds 4 houses not included in the Applicant’s count. These were houses that had been identified by the Applicant also, but were located more accurately and then fell within the 301-500-foot zone. These were included in the revised count.
- One house identified by the Applicant was not included in the DEIS house count. This house was included in the revised count.

5.0 North Rochester to Northern Hills 161 kV Preferred Route

The DEIS lists 59 houses; the RPA lists 54. The Applicant’s revised house count is 59. The difference is due to:

- The DEIS includes one business which was removed from the revised count.
- The DEIS measuring point is closer to the reference centerline than where the Applicant had placed it originally and adds a second house to a property where Applicant showed one. This house was included in the revised count.
- The DEIS adds 3 additional houses not included in the Applicant’s count which were included in the revised count.
- Two structures identified as houses by the Applicant were not included in the DEIS house count. Upon further review, one was included in the revised count and one was not because it was classified as a garage.

01-40'	41'-75'	76'-150'	151'-300'	301-500	Revised Total <u>0-500</u> feet
0	4	15	40	<u>49</u>	<u>59108</u>

Additional Analysis regarding 301-500-foot distance

The revised total for this distance has been added to the table above.

The DEIS lists 49 houses; the RPA lists 45. The Applicant’s revised house count is 49 based on the following:

- The DEIS adds 4 houses not included in the Applicant’s count. Most of these were newly constructed houses. These were included in the revised count.

6.0 North Rochester to Northern Hills 161 kV Alternative Route

The DEIS lists 28 houses; the RPA lists 33. The Applicant’s revised house count is 34. The difference is due to 6 houses identified by the Applicant that were not included in the DEIS and 1 house location that was moved closer to the reference centerline in the DEIS being included in the revised count.

01-40'	41'-75"	76'-150'	151'-300'	301-500	Revised Total <u>0-500</u> <u>feet</u>
0	1	5	28	<u>49</u>	<u>3483</u>

Additional Analysis regarding 301-500-foot distance

The revised total for this distance has been added to the table above.

The DEIS lists 49 houses; the RPA lists 36. The Applicant’s revised house count is 49 based on the following:

- The DEIS adds 4 houses not included in the Applicant’s count and others that were located more accurately and then fell within the 301-500-foot zone. These were included in the revised count.

TABLE 1: Hampton to North Rochester 345 kV Modified Preferred Route

Source	Residences 0-75 feet from Route Centerline	Residences 76-150 feet from Route Centerline	Residences 151-300 feet from Route Centerline	<u>Residences 301-500 feet from Route Centerline</u>	Total Residences 0- 300 <u>500</u> feet from proposed Route Centerline
Route Permit Application	0	8	21	<u>75</u>	29 <u>104</u>
DEIS	1	13	32	<u>103</u>	46 <u>149</u>
Revised House Count	1	12	24	<u>93</u>	37 <u>130</u>

TABLE 2: Hampton to North Rochester 345 kV Alternate Route

Source	Residences 0-75 feet from Route Centerline	Residences 76-150 feet from Route Centerline	Residences 151-300 feet from Route Centerline	<u>Residences 301-500 feet from Route Centerline</u>	Total Residences 0- 300 <u>500</u> feet from proposed Route Centerline
Route Permit Application	0	2	10	<u>11</u>	12 <u>23</u>
DEIS	1	3	9	<u>8</u>	13 <u>21</u>
Revised House Count	1	3	9	<u>9</u>	13 <u>22</u>

TABLE 3: North Rochester to Mississippi River 345 kV Modified Preferred Route

Source	Residences 0-75 feet from Route Centerline	Residences 76-150 feet from Route Centerline	Residences 151-300 feet from Route Centerline	<u>Residences 301-500 feet from Route Centerline</u>	Total Residences 0- 300 <u>500</u> feet from proposed Route Centerline
Route Permit Application	0	2	6	<u>19</u>	<u>827</u>
DEIS	0	1	4	<u>20</u>	<u>525</u>
Revised House Count	0	1	6	<u>22</u>	<u>729</u>

TABLE 4: North Rochester to Mississippi River 345 kV Alternate Route

Source	Residences 0-75 feet from Route Centerline	Residences 76-150 feet from Route Centerline	Residences 151-300 feet from Route Centerline	<u>Residences 301-500 feet from Route Centerline</u>	Total Residences 0- 300 <u>500</u> feet from proposed Route Centerline
Route Permit Application	0	0	5	<u>12</u>	<u>517</u>
DEIS	0	0	3	<u>15</u>	<u>318</u>
Revised House Count	0	0	4	<u>16</u>	<u>420</u>

TABLE 5: North Rochester to Northern Hills 161 kV Preferred Route

Source	Residences 0-40 feet	Residences 41-75 feet	Residences 41-100 feet	Residences 76-150 feet	Residences 151-300	Residences 101-300	<u>Residences 301-500 feet from Route Centerline</u>	Total Residences 0-300 feet
Route Permit Application	0	0	_____ ¹	14	40	_____	<u>45</u>	<u>5499</u>
DEIS	0	_____	7	_____	_____	52	<u>49</u>	<u>59108</u>
Revised House Count	0	4	_____	15	40	_____	<u>49</u>	<u>59108</u>

¹ The Route Permit Application and the DEIS did not use the same distances for measuring house impacts. A dash is used to signify where there is no count for a particular category.

TABLE 6: North Rochester to Northern Hills 161 kV Alternate Route

Source	Residences 0-40 feet	Residences 41-75 feet	Residences 41-100 feet	Residences 76-150 feet	Residences 151-300	Residences 101-300	<u>Residences 301-500 feet from Route Centerline</u>	Total Residences 0-300 feet
Route Permit Application	0	0	_____	5	28	_____	<u>36</u>	<u>3369</u>
DEIS	0	_____	1	_____	_____	27	<u>49</u>	<u>2877</u>
Revised House Count	0	1	_____	5	<u>2928</u>	_____	<u>49</u>	<u>3483</u>

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

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

Theresa Senart certifies that on the 19th day of May, 2011, she filed true and correct copies of the **Revised Schedules 3 and 8 to Hillstrom's Direct Testimony** by posting the same on www.edockets.state.mn.us. Said Revised Schedules 3 and 8 to Hillstrom's Direct was also served via U.S. Mail or e-mail as designated on the Official Service List on file with the Minnesota Public Utilities Commission in the above-referenced docket.

/s/ Theresa Senart
Theresa Senart

Service List Member Information

Electronic Service Member(s)

Last Name	First Name	Email	Company Name	Delivery Method	View Trade Secret
Agrimonti	Lisa	lagrimonti@briggs.com	Briggs And Morgan, P.A.	Electronic Service	No
Anderson	Julia	Julia.Anderson@state.mn.us	Office of the Attorney General-DOC	Electronic Service	Yes
DeBleeckere	Patricia	tricia.debleeckere@state.mn.us	Public Utilities Commission	Electronic Service	Yes
Ferguson	Sharon	sharon.ferguson@state.mn.us	Department of Commerce	Electronic Service	Yes
Haar	Burl W.	burl.haar@state.mn.us	Public Utilities Commission	Electronic Service	Yes
Hammel	Karen Finstad	Karen.Hammel@state.mn.us	Office of the Attorney General-DOC	Electronic Service	Yes
Herring	Valerie	vherring@briggs.com	Briggs and Morgan, P.A.	Electronic Service	No
Langan	Matthew	matthew.langan@state.mn.us	Office of Energy Security	Electronic Service	Yes
Lindell	John	agorud.ecf@state.mn.us	Office of the Attorney General-RUD	Electronic Service	Yes
Schlatter	Laura	Laura.Schlatter@state.mn.us	Office of Administrative Hearings	Electronic Service	Yes
Seykora	David	dave.seykora@state.mn.us	MN Department of Transportation	Electronic Service	Yes
Shaddix Elling	Janet	jshaddix@janetshaddix.com	Shaddix And Associates	Electronic Service	Yes
Thompson	SaGonna	Regulatory.Records@xcelenergy.com	Xcel Energy	Electronic Service	No

Paper Service Member(s)

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