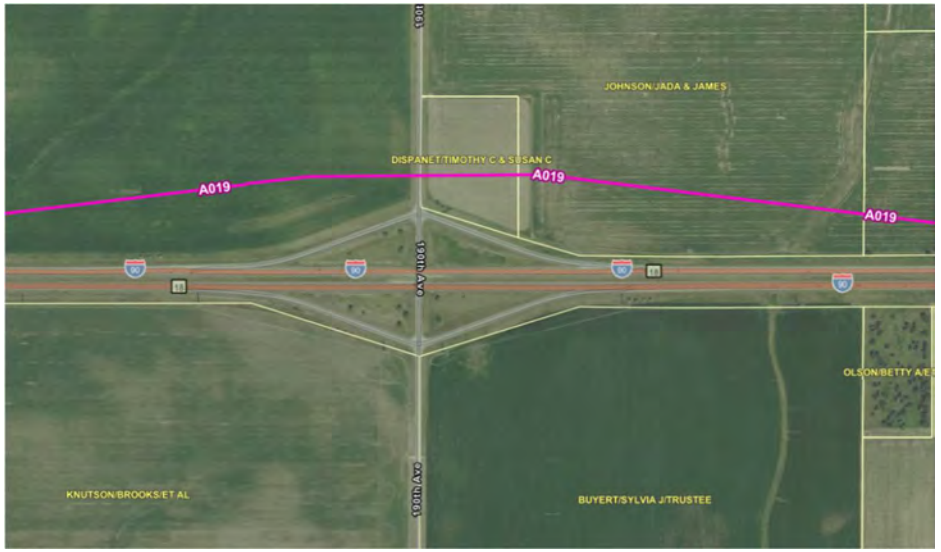
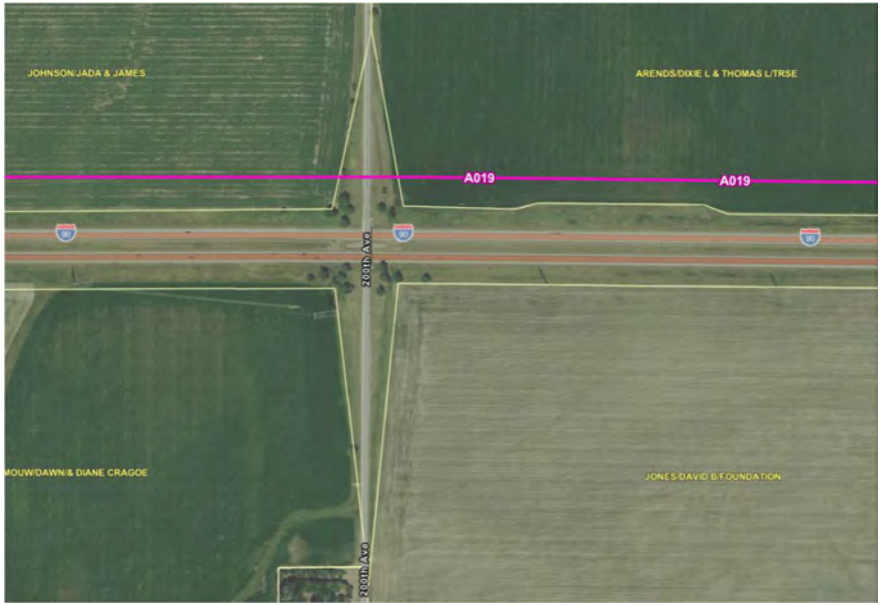
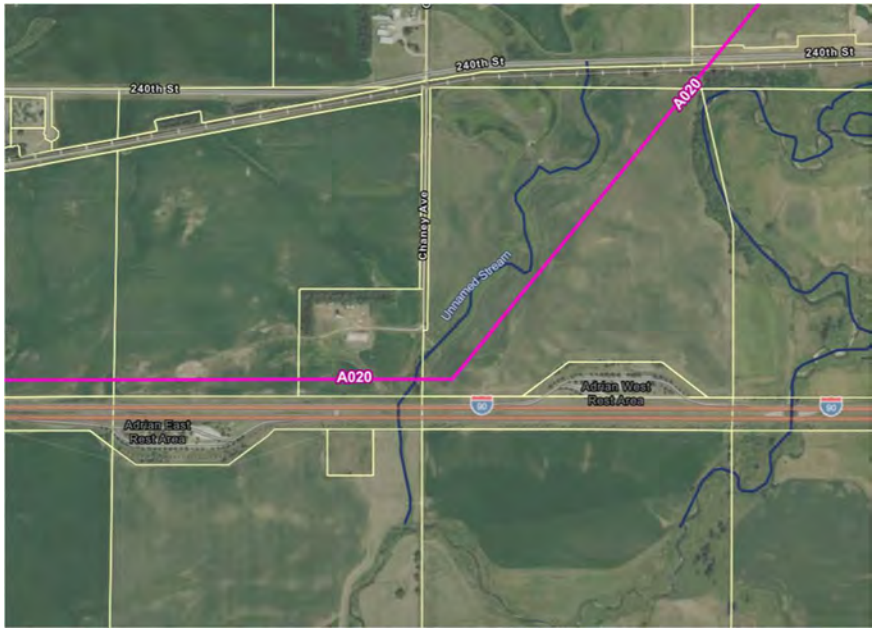
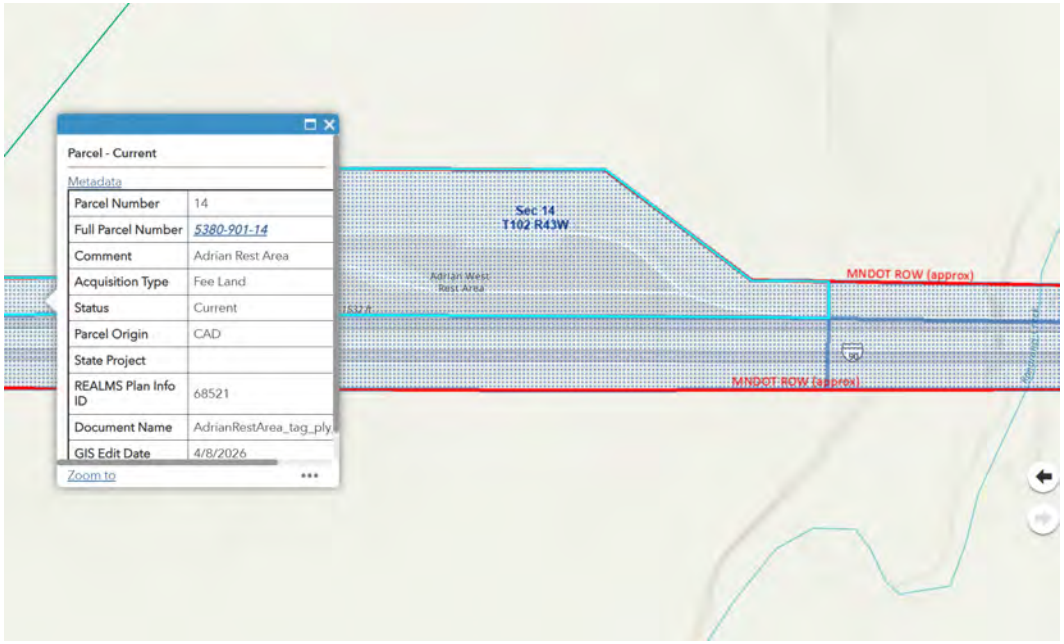
SD-LK Interchanges	
SD-LK Overpass	

SD-LK Rest Area	



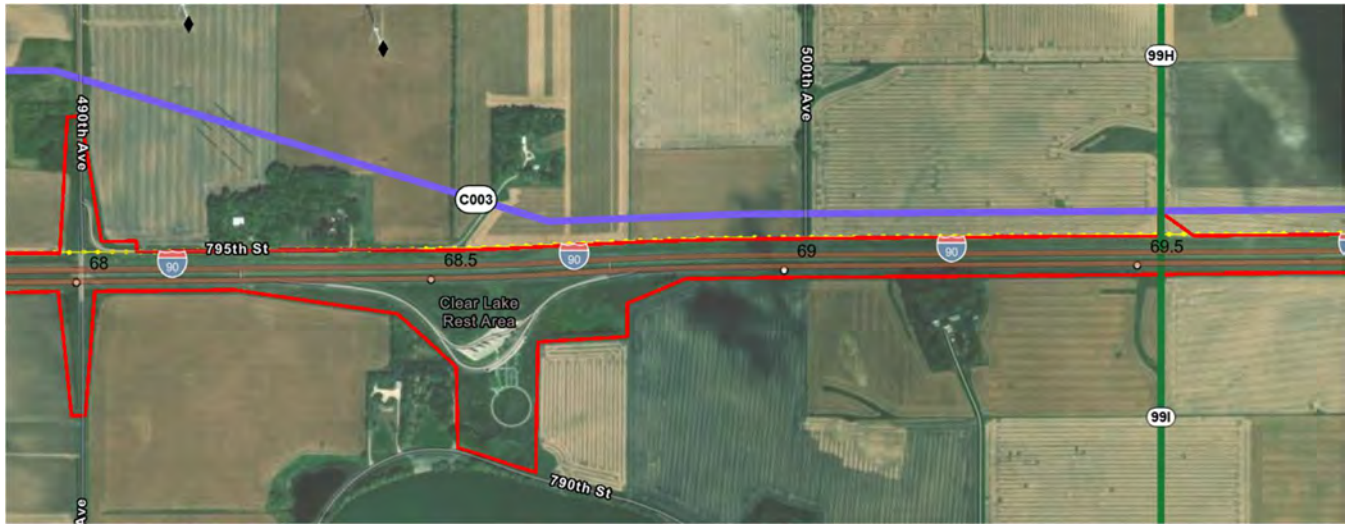
SD-LK

Crossings







SD-LK 9-mile segment where the transmission line would box in the interstate.	
MM 68 – 69.5 Clear Lake Rest Area On the north side of I-90 an existing 161 kV powerline parallels the interstate. The Clear Lake Rest Area is adjacent to the south. The preliminary routing option parallels the existing 161 kV to the north to avoid the rest area. An area of MnDOT right-of-way at MM 69.5 will be crossed.	

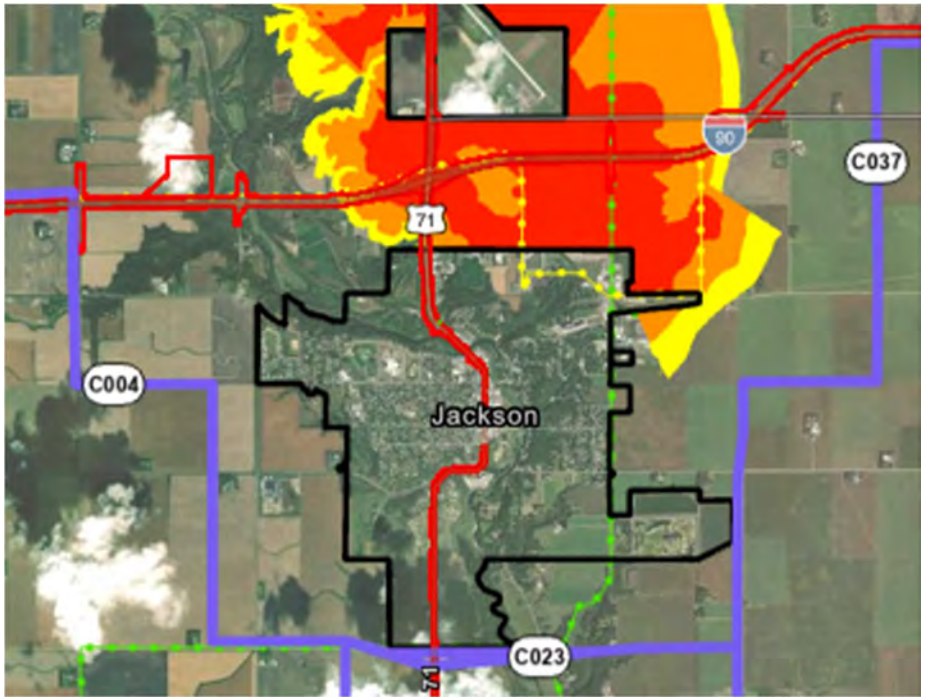
MM 72-74

Jackson

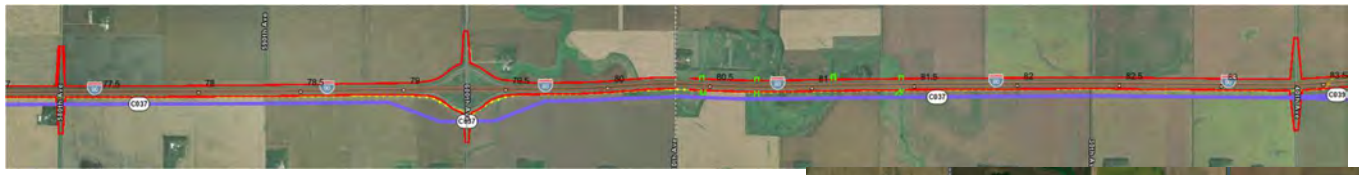
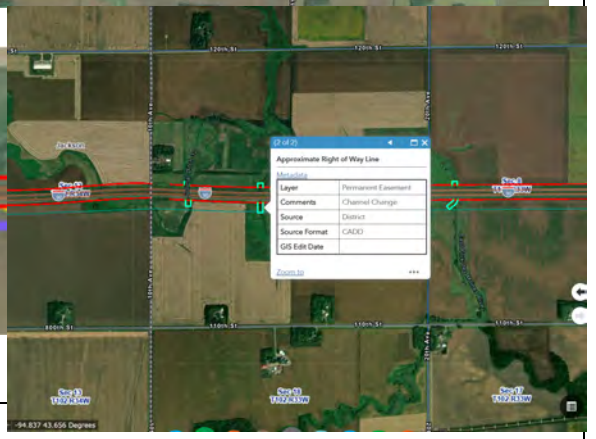
The overpass at 520th Avenue and underpass at 530th Avenue along with the Des Moines River Rest Area are adjacent to I-90 west of Jackson. The Jackson Municipal Airport is within Jackson and east.

These features are avoided by the preliminary routing option that departs the interstate at MM 71 and continues south around Jackson to rejoin the interstate at MM 75.75.

At MM 71, the preliminary routing option would parallel MnDOT right-of-way along 520th Avenue.





MM 77 – 83.5 Transmission/Interchange/Overpass The 580th Avenue Overpass, 600th Avenue Interchange, and 40th Avenue Overpass would be crossed. Several unknown easements exist between MM 80 – 81.5. The transmission line right-of-way would overlap these features. The preliminary routing option would parallel the existing 161 kV transmission line in this area to avoid boxing in the interstate.	  
MM 83.5 – 84.5 Transmission Line The existing 161 kV transmission line crosses north of the interstate for about one mile, then crosses back south. The preliminary routing option does not follow the existing transmission line here. The interstate is boxed in at this location.	

MM 83.5 – 87 Interstate crossings/Interchange The preliminary routing options cross to the north side of the interstate in this location to avoid existing development near Sherburn at the State Highway 4 interchange. The interchange is generally avoided.	
MM 87 – 90 Existing Transmission There is extensive transmission infrastructure buildout in this location. The preliminary routing options would box in the interstate from MM 87.75 – 89.5.	

MM 90 – 97

Interchanges

The preliminary routing option would parallel existing transmission lines north of the interstate generally avoiding interchanges but crossing MnDOT right-of-way.

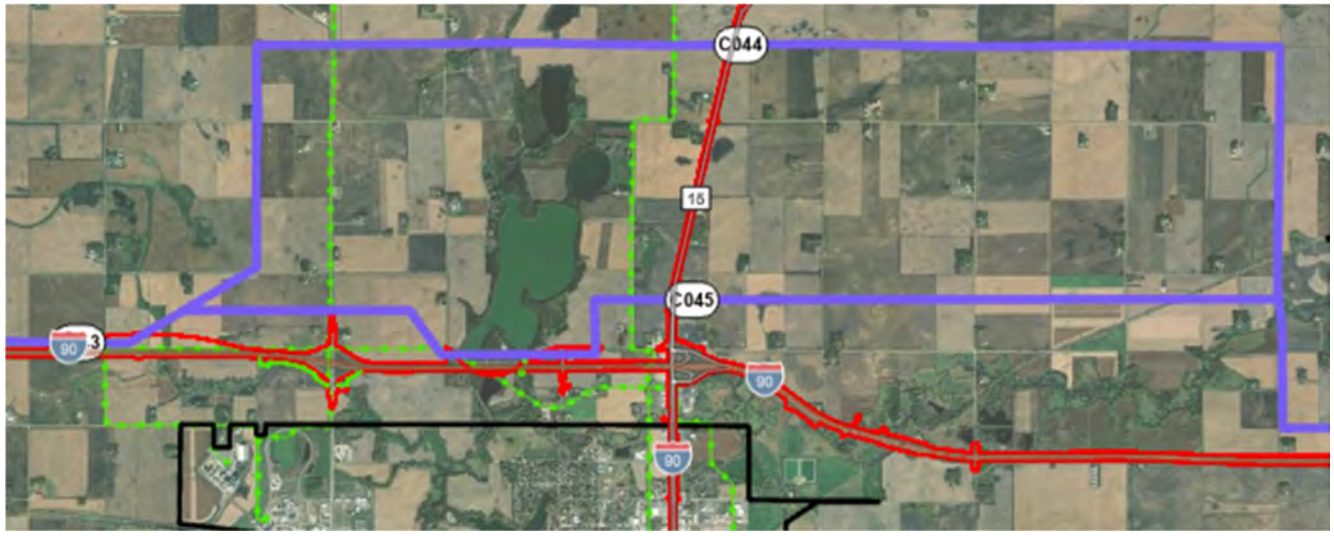


MM 97 – 105.5

Fairmont

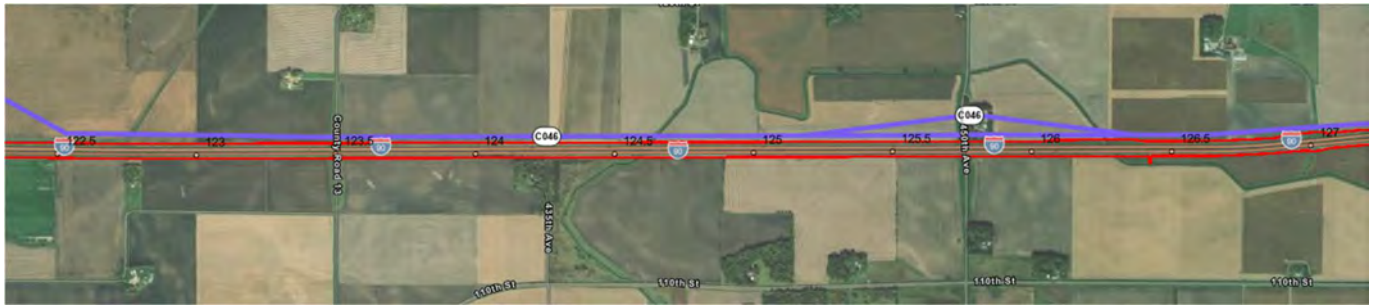
Existing development and the Fairmont Municipal Airport generally preclude routing on the south side of the interstate.

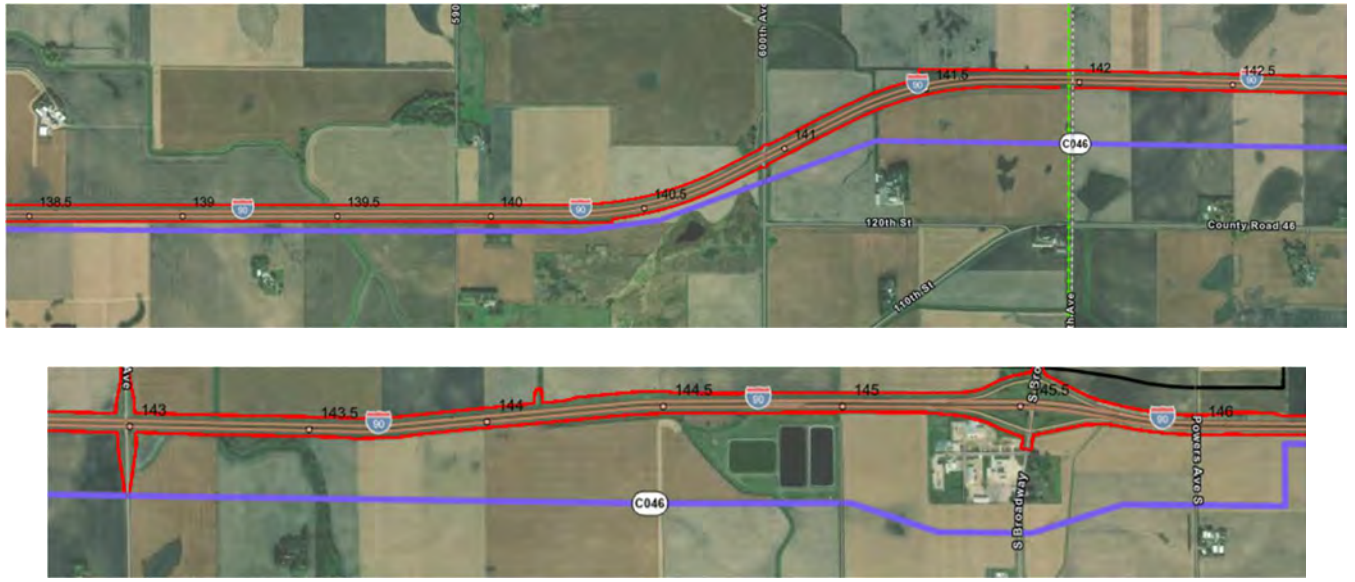
To the north, there are several irregular MnDOT rights-of-way that would be crossed by a potential routing option. Interchanges are generally avoided.





MM 106 – 117 Interchanges/Overpass The preliminary routing option follows the north side of the interstate in this location. It crosses MnDOT right-of-way but generally avoids these interchanges and the overpass. It leaves MnDOT right-of-way and MM 113.	 
MM 117 – 122.5 Blue Earth The preliminary routing option avoids Blue Earth due to existing transmission and the Blue Earth Rest Area on both sides of the interstate. It does not follow MnDOT right-of-way from MM 113 to MM 122.5.	

MM 122.5 – 132 Interchange The preliminary routing option follows the north side of the interstate in this location. It crosses MnDOT right-of-way but generally avoids this interchange.	 
MM 133 – 138.5 Crossing/Interchange The preliminary routing option crosses from north to south prior to reaching a Wildlife Management Area. The routing option rejoins the interstate at MM 135.5 and generally avoids the interchange but crosses MnDOT right-of-way.	

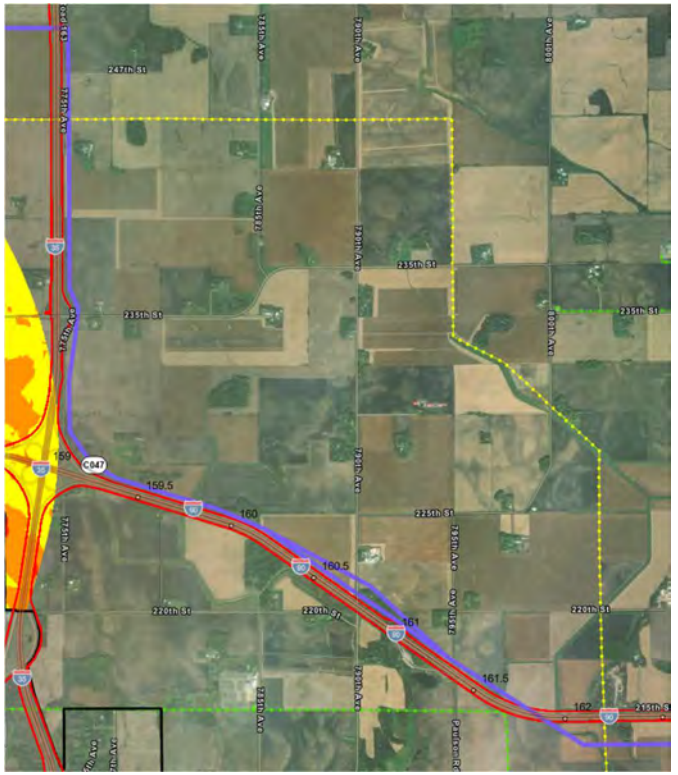
MM 138.5 – 146 Overpass The preliminary routing option follows the interstate on the south side but departs at MM 141 to avoid development associated with Alden and water treatment ponds.	
MM 146 – 151 Overpass The preliminary routing option follows the interstate on the south side but departs at MM 148.5 to avoid farmsteads along the highway. The routing option rejoins the interstate at MM 150.5 and generally avoids the interchange but crosses MnDOT right-of-way.	

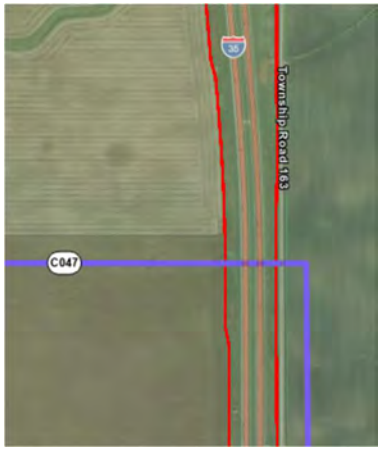
MM 151 – 153.5 Crossings The preliminary routing options cross to the north side of the interstate to avoid Albert Lea Muncipal Airport.	

I-35 to MM 159 – 162

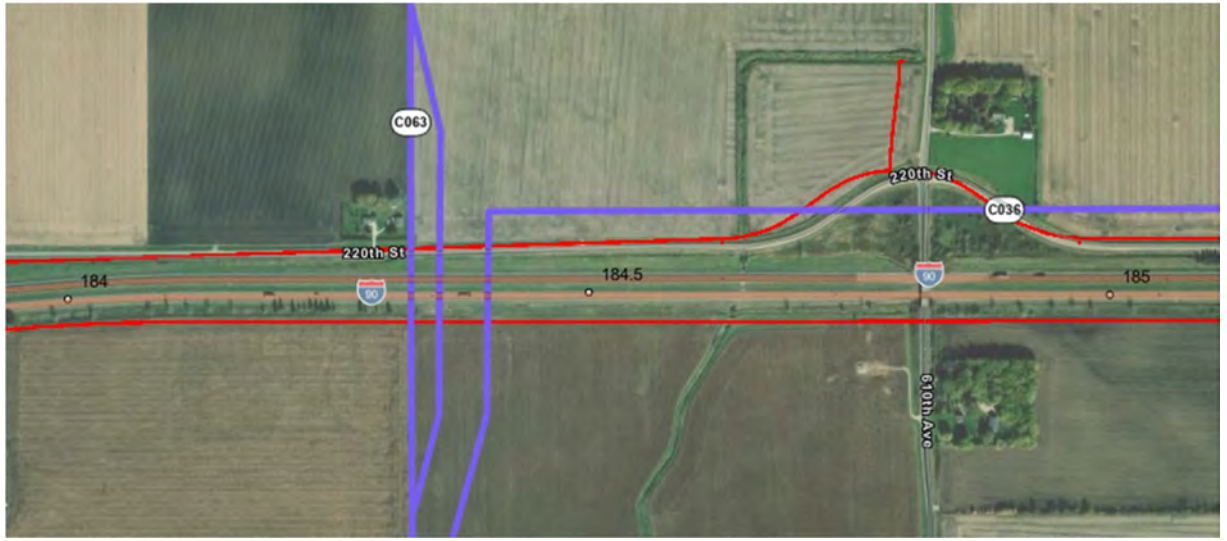
Crossings

The preliminary routing option crosses I-35 then follows it south. Once it reaches I-90 it continues east to MM 161.5 where it crosses to the south of the interstate to avoid constraints associated with Hollandale Junction.







MM 162 – 183.5 Crossings The preliminary routing option is off MnDOT right-of-way in this location due to a variety of constraints including homes, interchanges, rest areas and communication towers. There are, however, crossings of the interstate from other routing options in this area.	 
MM 184 – 185 Crossings/Frontage Road The preliminary routing option is entirely within MnDOT right-of-way at 220th Street. Several different routing options cross the interstate in this location.	

MM 185 – 191

Interchanges

The preliminary routing option follows MnDOT right-of-way on the north side of the interstate crossing, but generally avoiding, an interchange.



MM 191 – 193.75 Crossing The preliminary routing option crosses to the south of the interstate to avoid Dexter. It departs the interstate at approximately MM 191.75 and returns at MM 193.75.	

MM 193.5 – 195 The preliminary routing option follows the south side of the interstate in this area; departing from the interstate at MM 194 to avoid a communications tower to rejoin at MM 195.	

MM 195 – 196 Crossing The preliminary routing option crosses the interstate and continues north to the substation.	