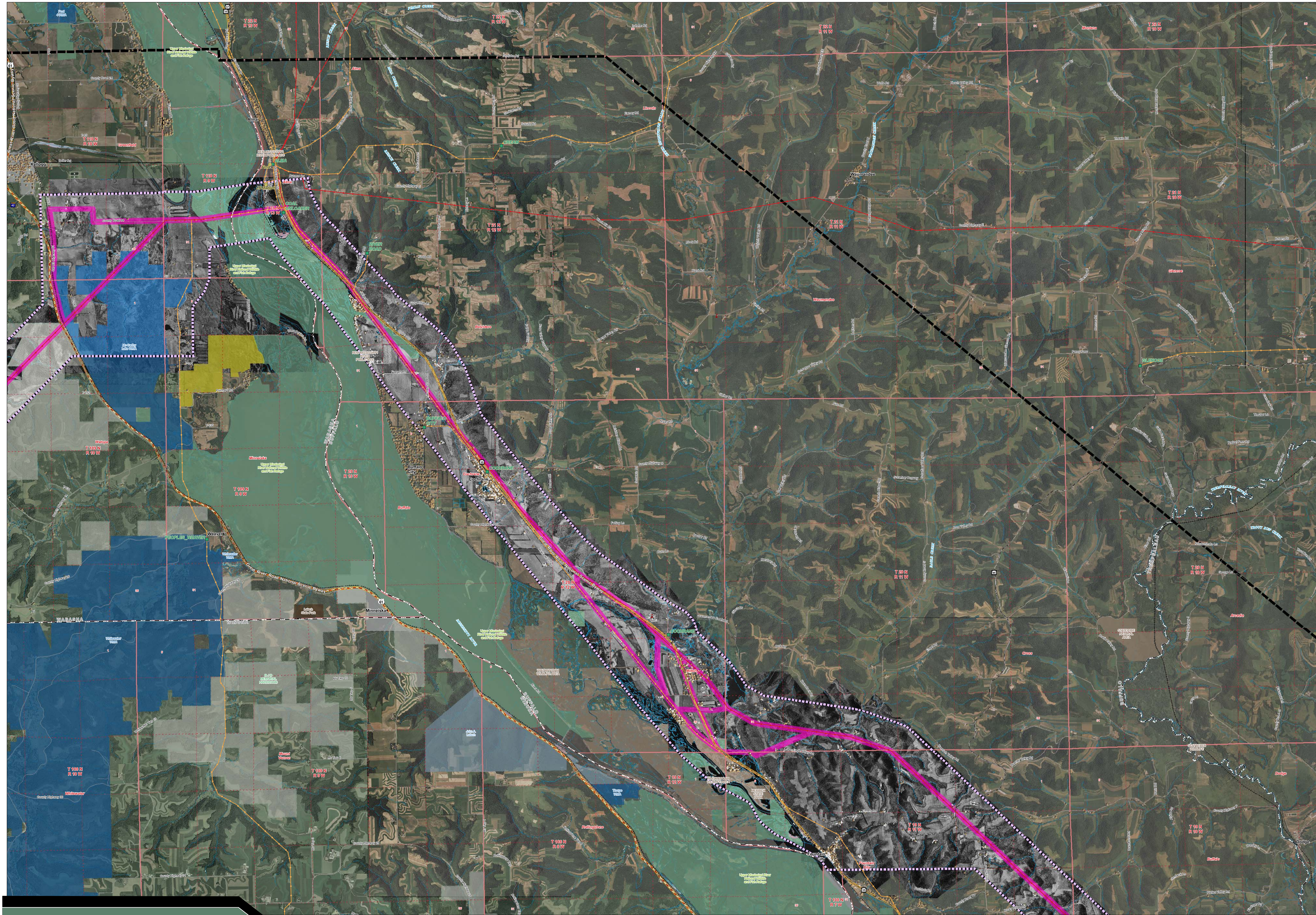




Sheetmap 5

Legend

Project Features

- Twin Cities - Rochester - La Crosse Project Study Area

CapX2020 Narrowed Corridors

- Macro-Corridor

Preliminary Route Options

- 345 kV Route Option
- 161 kV Route Option
- 161/345 kV Route Option
- Brookings - SE Twin Cities 345 kV Route Option
- Occupied Structures

Existing Utilities

(HDR, WI PSC, Platts)

- Substation
- Generation Facility
- Natural Gas Pipeline
- Proposed MinnCan Oil Pipeline
- 69 kV Transmission Line
- 115 kV Transmission Line
- 138 kV Transmission Line
- 161 kV Transmission Line
- 230 kV Transmission Line
- 345 kV Transmission Line

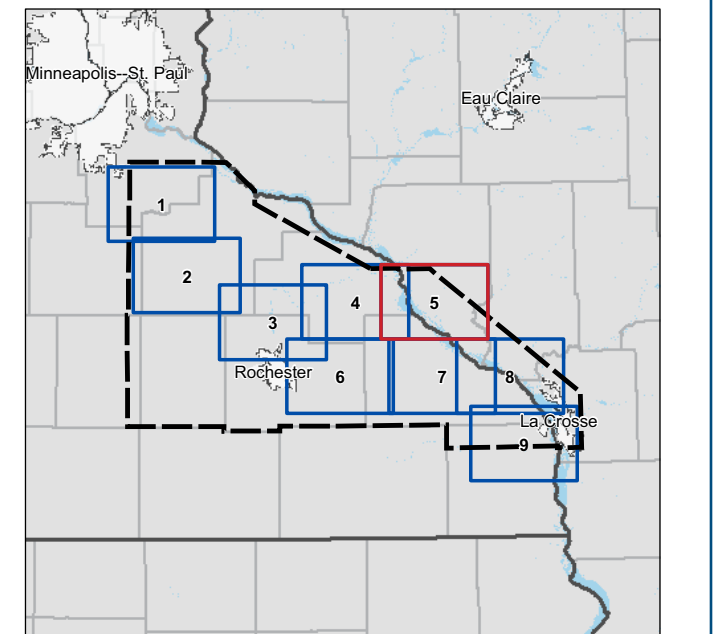
Jurisdiction

(MNDNR, WIDNR, USGS, NPS, TNC, MN Land Trust)

- Municipality
- State
- State Park
- MN Land Trust
- County Park
- Wildlife Management Area
- Minnesota State Forest
- WI Department of Natural Resources
- The Nature Conservancy
- Bureau of Indian Affairs
- National Park Service
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- U.S. Forest Service

0 1 2 Miles

Sheet Map Index



DATA SOURCES: MN DNR, WI DNR, BTS, USGS, TNC
BTS, WIPSC, LMIC, MN LandTrust, FEMA, NWI, FCC, Platts, Census
FILENAME: 081202_24kCorridors_CapX2020Website_Sheets1-8
MXD LOCATION: P:\2007\07180025.00_CAPX\GIS\Layouts\Routing\Dec08
PDF LOCATION: P:\2007\07180025.00_CAPX\GIS\Maps\Routing\Dec08
Aerial Photography Published by
National Agriculture Imagery Program (NAIP), 2006

CapX2020

SE Twin Cities • Rochester • La Crosse 345kV Transmission Project

24k Corridor Sheet Maps December 2008

Xcel Energy • Dairyland Power Cooperative • Rochester Public Utilities • Wisconsin Public Power, Incorporated • Southern Minnesota Municipal Power Agency

This map contains route segments for the SE Twin Cities-Rochester-La Crosse transmission line. Please note this map does not contain any official information and has not been filed with the appropriate state agencies. The pink routes represent the current thoughts about route options. Only two route options will be proposed by the CapX 2020 utilities. Areas outside of these route segments should not be considered exempt from further analysis. A formal application for a Minnesota Route Permit will be filed in 2009. Please continue to be involved with this important project.