

Large portions of the TTRA are unsuitable due to insufficient proximity to rail lines and other necessary infrastructure.

The portion of DWP track north of Britt is unsuitable due to insufficient proximity to transmission lines.

The portion of DMIR track east and south of the Hoyt Lakes site is unsuitable due to insufficient proximity to transmission lines and/or the lack of water sources.

The crosshatched portion of the TTRA represents the 'Search Area,' as it meets threshold requirements for rail, HVTL and water access. See Figures 2 through 23 for in-depth examination of this region.

Fond du Lac Reservation

MINNESOTA

Map Document: (X:\AE\Exam\0502003\Environmental\gis\Figure 1.1-1 Preferred and Alternative Sites 11x17.mxd) 8/22/2006 - 8:38:13 AM

<p><b>Excelsior Energy Inc.</b></p> <hr/> <p><b>Mesaba Energy Project</b> Energy, Innovation, and Economic Development for Minnesota</p> <p>11100 Wayzata Boulevard Suite 305 Minnetonka, MN 55305 Phone 952.847.2360 Fax 952.847.2373</p>	<p><b>Taconite Tax Relief Area</b></p> <hr/> <p>January 2007</p>	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li>● Cities</li> <li>— Highways</li> <li>— Rivers</li> <li>■ TTRA</li> <li>— BNSF Rail</li> <li>— DMIR Rail</li> <li>— DWP Rail</li> <li>— HVTL_230_kV</li> <li>— HVTL_115_kV</li> <li>— HVTL_345_kV</li> <li>— HVTL_500_kV</li> <li>■ Buffer of BNSF</li> <li>■ Buffer of DMIR</li> <li>■ Buffer of DWP</li> <li>■ Lakes</li> </ul>	<p><b>Figure 1: Overview of TTRA Site Selection</b></p> <p>Source: ESRI, Excelsior Energy, and SEH. © 2006 SEH</p>	<p>UTM Zone 15 Meters NAD83</p> <p>0 9 Miles</p>
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