

APPENDIX C
ROUTE ALTERNATIVES ELIMINATED

Appendix C: Route Segments Considered and Eliminated

Table C1 identifies the alternative rejected, the length of the segment, a brief segment description and the rationale for elimination. Alternatives were commonly eliminated in order to avoid impacts to residences, large forest complexes, long river valley crossings, establishment of new corridors and increased route length. Some alternatives were rejected because the connections to adjacent segments were rejected so there was no longer a connection to the route.

Table C1. Alternative Route Segments Considered and Eliminated

Alternative ID	Length (mile)	Description	Reason Eliminated
01	0.8	The segment heads north out of the Byron Substation, turns west along a section line and south along 280th Avenue to the railroad tracks.	Avoid residences along the segment.
02	0.4	The segment heads south out of the Byron Substation, turns west along 280th Avenue.	Avoid residences along the segment.
03	1.2	The segment heads west from 280th Avenue along the railroad right-of-way and turn south along 270th Avenue to CSAH 34.	Avoid residences along the segment. Avoids additional tree removal along existing transmission line right-of-way.
04	1.0	The east-west segment is between 270th Avenue and 280th Avenue.	Avoid residences along the segment.
05	1.0	The northeast-southwest segment is along US 14 between 270th Avenue and 280th Avenue.	Avoid residences along the segment.
06	0.2	The north-south segment is along CSAH 15 between CSAH 34 and US 14.	Avoid residences along the segment.
07	1.3	The north-south segment is along CSAH 15 between US 14 and 650th Street.	Avoid residences along the segment.
08	0.8	The segment heads south out of the Byron Substation across an industrial area and turns west at US 14 to 280th Avenue. The portion through the industrial area is not located along an existing corridor.	Avoids reliability issues with the existing Prairie Island-Byron-Pleasant Valley 345 kV transmission line.
09	15.8	The segment heads south out of the Byron Substation along the existing Prairie Island-Byron-Pleasant Valley 345 kV transmission line to the Pleasant Valley Substation.	Avoids reliability issues with the existing Prairie Island-Byron-Pleasant Valley 345 kV transmission line.

Alternative ID	Length (mile)	Description	Reason Eliminated
10	6.0	The segment heads south from the intersection of 650th Street and 280th Avenue along 280th Avenue and turns west at 700th Street to CSAH 15.	Portions of the route would not use existing corridors such as field or section lines. Avoid large forested tract of land and need for a long span across the river valley.
11	1.0	The east-west segment is between 280th Avenue and CSAH 15 along 682nd Street.	Adjacent rejected segment removes a connection to the route.
12	1.0	The east-west segment is between 280th Avenue and CSAH 15 along 690th Street.	Adjacent rejected segment removes a connection to the route.
13	2.0	The east-west segment is between 110 Avenue SW and CSAH 15 along the previous alignment of the People's Power Cooperative 69 kV transmission line. This was an alternate connector segment.	Avoid residences along the segment.
14	2.0	The east-west segment is between 110 Avenue SW and CSAH 15 along 710th Street (CSAH 4). This was an alternate connector segment.	Avoid residences along the segment.
15	2.0	The east-west segment is between 110 Avenue SW and CSAH 15 along 720th Street. This was an alternate connector segment.	Avoid residences along the segment.
16	8.9	The segment heads west from the intersection of 690th Street and CSAH 15 and then turns south along field and section lines to 330th Street and then west to CSAH 15.	Avoid residences located along the field/section lines. Portions of the route would not use existing corridors such as field or section lines. Increases route length.
17	0.3	The east-west segment is between CSAH 15 and segment 16 along 690th Street.	Adjacent rejected segment removes a connection to the route.
18	0.4	The east-west segment is between CSAH 15 and segment 16 along 700th Street.	Adjacent rejected segment removes a connection to the route.
19	0.2	The east-west segment is between CSAH 15 and segment 16 along 710th Street.	Adjacent rejected segment removes a connection to the route.
20	0.2	The east-west segment is between CSAH 15 and segment 16 along MN 30.	Adjacent rejected segment removes a connection to the route.
21	0.2	The east-west segment is between CSAH 15 and segment 16 along 740th Street.	Adjacent rejected segment removes a connection to the route.

Alternative ID	Length (mile)	Description	Reason Eliminated
22	0.3	The east-west segment is between CSAH 15 and segment 16 along 748th Street.	Adjacent rejected segment removes a connection to the route.
23	0.2	The east-west segment is between CSAH 15 and segment 16 along 755th Street.	Adjacent rejected segment removes a connection to the route.
24	0.2	The east-west segment is between CSAH 15 and segment 16 along Dodge Mower Road.	Adjacent rejected segment removes a connection to the route.
25	1.8	The segment heads west from the intersection of segment 16 and Dodge Mower Road and then south along 670th Avenue to 325th Street.	Adjacent rejected segment removes a connection to the route. Increases route length.
26	3.5	The segment heads west from the intersection of 670th Avenue and 325th Street, turns south on 665th Avenue, east on 310th Street and ends at 680th Avenue.	Adjacent rejected segment removes a connection to the route. Increases route length.
27	1.0	The east-west segment is between CSAH 15 and 670th Avenue along 325th Street.	Adjacent rejected segment removes a connection to the route. Increases route length.
28	1.5	The north-south segment heads south from the intersection of 325th Street and 670th Avenue to 310th Street. This segment is not located along an existing corridor.	Portions of the route would not use existing corridors such as field or section lines. Avoid large forested tract of land. Adjacent rejected segment removes a connection to the route. Increases route length.
29	6.5	The segment heads east for 0.5miles from the intersection of 690th Avenue and 310th Street (CSAH 1), turns north along a field/section line to 110th Avenue SW and ends at MN 30.	Southern portion of the route does not use an existing corridor.
30	0.6	The east-west segment is between CR 149 and segment 30 along MN 30.	Adjacent rejected segment removes a connection to the route.
31	1.5	The north-south segment between 40th Street SW and the intersection of 109 Avenue SW and CSAH 25 along 110th Avenue SW.	Portions of the route would not use existing corridors such as field or section lines. Avoid large forested tract of land and need for a long span across the river valley.
32	6.4	The segment heads east along CSAH 26 from the intersection of 110 Avenue SW and CSAH 26, turns east along CSAH 3, turns west along CSAH 25 and ends at 109th Avenue SW.	Increases route length.

Alternative ID	Length (mile)	Description	Reason Eliminated
33	0.9	The segment heads north from Frontier Road along field/section lines, turns west on US 14 and ends at the Prairie Island-Byron-Pleasant Valley 345 kV transmission line.	Portions of the route would not use existing corridors such as field or section lines.
34	1.0	The east-west segment is between 280th Avenue and CSAH 15 along 670th Street.	Adjacent rejected segment removes a connection to the route.
35	1.0	The east-west segment is between 280th Avenue and CSAH 15 along 665th Street.	Adjacent rejected segment removes a connection to the route.