

Why didn't the I-90 route between Lakefield Junction and Pleasant Valley advance?

1

Development along I-90 made following the highway more impactful and/or impractical in many areas

- The cities, airports, and highway interchanges along I-90 often required lengthy deviations from the I-90 corridor. In addition, following the I-90 corridor would cross businesses, public facilities, homes and farms, or require deviations from the I-90 corridor.

2

Environmental and natural resource constraints

- Following the I-90 corridor would result in impacts to wildlife management areas, conservation lands, lakes, and wetlands or require lengthy deviations to avoid impacts. Crossing these features would result in unique environmental impacts and permitting and engineering challenges.

3

The route could only follow I-90 approximately 38% of the time

- Because of the numerous constraints, the route could only follow I-90 for approximately 38% of its length, failing to achieve the primary objective of using the interstate corridor.

4

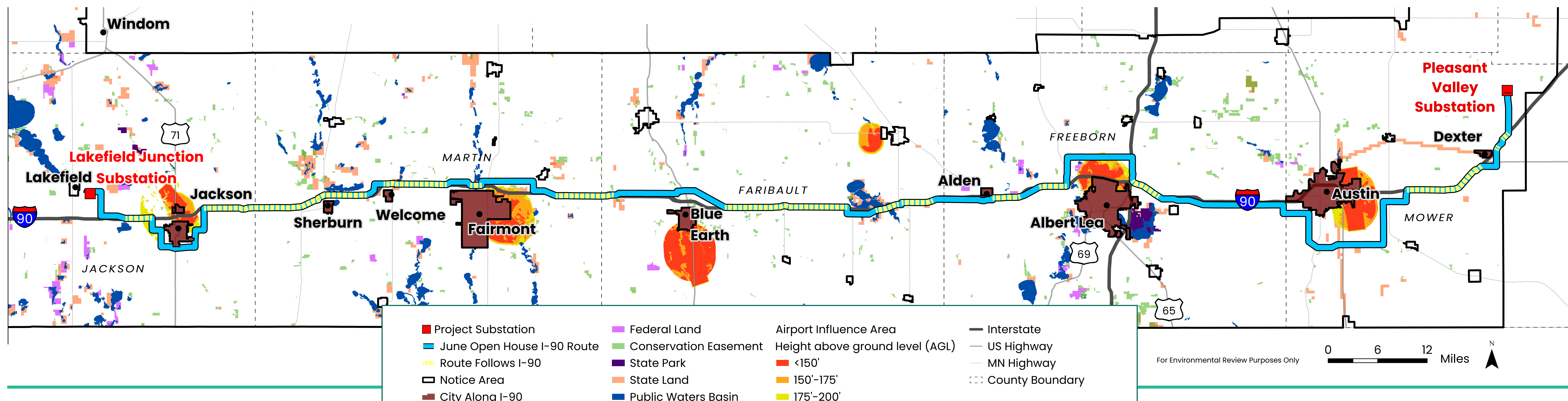
Longer route length increased cost and land impacts

- The I-90 route was 11–22 miles longer than the southern and northern routes, resulting in more impacts to landowners and property, as well as higher costs and greater construction and operational impacts.

5

More engineering complexity and specialty structures

- The I-90 route had substantially more sharp turns than the northern and southern routes, requiring additional specialty structures and increasing construction complexity and cost, as well as structure footprints at heavy angle locations.



Note: Although PowerOn Midwest is not carrying this route forward for further analysis, it will be included in our route permit application as a route considered but rejected. During the state's permitting process, landowners will have an opportunity to propose route alternatives to be studied in the MPUC's environmental impact statement.