

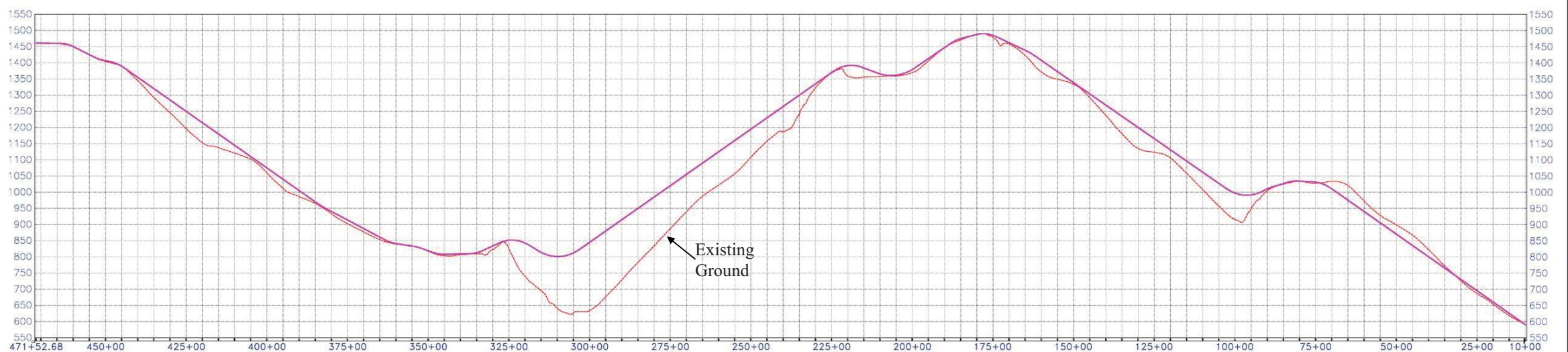
# Why a Realignment? A Closer View

Bringing the existing roadway up to current design standards is easier said than done.

**First, Fix Curves** (there are 41 geometrically deficient curves on the existing alignment that need correction; three areas of example curve corrections are shown below):



**Then, Fix Grades** (due to the ice-rich nature of the existing roadway, a balanced cut/fill profile is not a viable alternative)



**OR... Realign the first 6.5 Miles**  
(See the large poster for the proposed realignment details)

A Quantitative Comparison (estimated values)

	Follow Existing Alignment	Realign the first ~6.5 miles
DNR Land Required (Acres)	37	202
Wetland Impacts (Acres) <sup>(1)</sup>	25	22
Cut Volume (CY)	453,000	871,000
Fill Volume (CY) <sup>(2)</sup>	11,293,000	1,849,000
Cut/Fill Costs <sup>(3)</sup>	\$70,800,000	\$20,100,000

(1). The values shown were derived from the U.S. Fish and Wildlife Service National Wetlands Inventory. Actual field delineation estimates between approximately 34 to 40 acres of impact for the proposed realignment; wetland delineation was not conducted on the existing alignment but for comparison it can be assumed a similar increase in area.

(2). Assumes 25% of excavation is reusable.

(3). Unit prices used for these calculations varied for the economy of scale.