

Environmental Impact Statement (Basic overview)

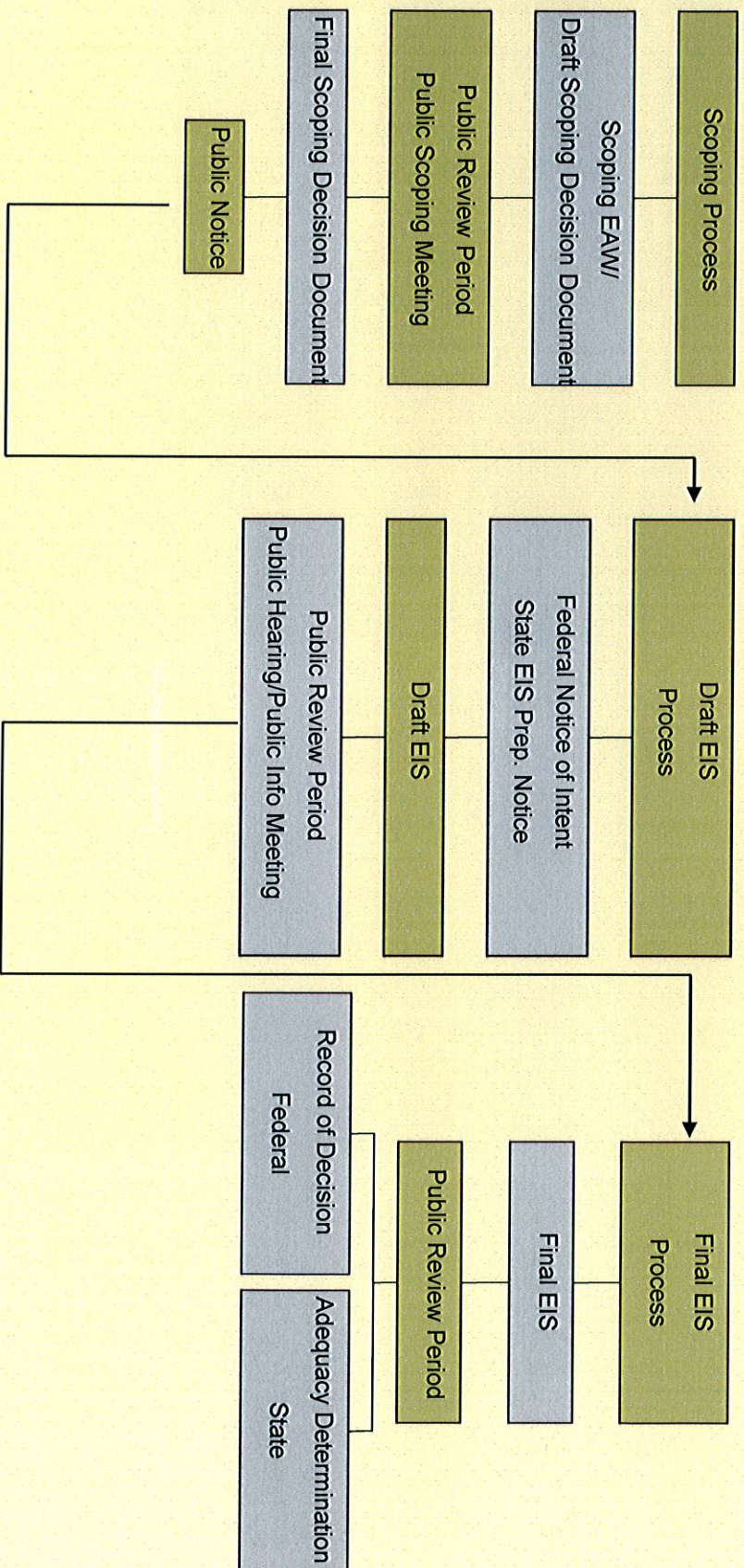


TABLE 1
Assessment of Conceptual TH 53 Realignment Options

Route Length	West		Central		Northeast	
	Alternative 1 1.4 miles	Alternative 2 1.6 miles	Alternative 3 1.6 miles	Alternative 4 3.0 miles	Alternative 5 3.2 miles	Alternative 6 3.2 miles
Utility Impacts	<ul style="list-style-type: none"> Provides no new corridor for utility relocation Provides most 'standard' approach to storm water detention/treatment 	<ul style="list-style-type: none"> Utilities would likely need to relocate along realigned TH 53 corridor Presents potential challenges with storm water retention/treatment (pending to be kept out of the mine) 	<ul style="list-style-type: none"> Utilities would likely need to relocate along realigned TH 53 corridor Presents potential challenges with storm water retention/treatment (pending to be kept out of the mine) 	<ul style="list-style-type: none"> Utilities would likely need to relocate along realigned TH 53 corridor Presents reasonable opportunity for storm water retention/treatment 	<ul style="list-style-type: none"> Utilities would likely need to relocate along realigned TH 53 corridor Presents reasonable opportunity for storm water retention/treatment 	<ul style="list-style-type: none"> Utilities would likely need to relocate along realigned TH 53 corridor Presents reasonable opportunity for storm water retention/treatment
Number of RR Crossing(s)	5	0 (Abandoned)	0 (Abandoned)	0 (Abandoned)	0	0 (Abandoned)
Local Route Connectivity (See note below regarding intersections/interchanges)	<ul style="list-style-type: none"> Alignment uses existing CR 7 corridor for approximately 1 mile Creates numerous at-grade intersections with local roads Costs include 2 new interchanges (likely at TH 37 and CR 101) 	<ul style="list-style-type: none"> New at-grade intersection with 2nd Ave West Intersection with TH 135 moved south 	<ul style="list-style-type: none"> Access to 2nd Ave West achieved via frontage road system/use of old TH 53 corridor Intersection with TH 135 moved south 	<ul style="list-style-type: none"> Access to 2nd Ave West split Intersection with TH 135 in roughly same location 	<ul style="list-style-type: none"> Realigned TH 53 feeds directly into 9th Street North (incompatible functional role and design) Access to 2nd Ave West would occur at north end at-grade. Intersection with TH 135 in roughly same location 	<ul style="list-style-type: none"> 9th Street North connection provided via at-grade intersection Access to 2nd Ave West maintained in roughly same location (at-grade) Intersection with TH 135 in roughly same location
Other	<ul style="list-style-type: none"> Creates alignment that would not require relocation in the future Provides no clear viable utility corridor 	<ul style="list-style-type: none"> Splits site causing mining operational issues Creates Air Boundary Issues Crosses on ore deposit and does not guarantee that relocation would not be required in the future Could provide utility corridor for relocated utilities 	<ul style="list-style-type: none"> Splits site causing operational issues Creates Air Boundary Issues Crosses on Auburn Pillar and does not guarantee that relocation would not be required in the future Could provide utility corridor for relocated utilities 	<ul style="list-style-type: none"> Crosses on ore deposit and does not guarantee that relocation would not be required in the future Could provide utility corridor for relocated utilities 	<ul style="list-style-type: none"> Crosses on ore deposit and does not guarantee that relocation would not be required in the future Could provide utility corridor for relocated utilities 	<ul style="list-style-type: none"> Crosses on ore deposit and does not guarantee that relocation would not be required in the future Could provide utility corridor for relocated utilities

- Assumptions/Notes:
- Using 60 mph design speed (min) for TH 53
 - Intersection and/or interchange types and locations to be determined in future planning and design phases.