

Evaluation of Alignment Alternatives

Alt.	Description ¹	Right-of-Way				Wetlands (acres)	Trees (acres)	Overhead Power Poles	Poor Constructability (feet)	Percent of Undeveloped Land
		Strip Taking (acres)	Potential Total Takes ²	Parcels	R/W Cost ^{3,4}					
1	Urban Section - Center	11.2	0	51	\$ 737,876.00	3.1	1.6	50	0	48%
2	Urban Section - West	10.8	4	34	\$ 1,734,310.00	1.8	2.5	32	0	15%
3	Urban Section - East	14.9	2	30	\$ 1,284,423.00	1.9	3.0	36	1,142	69%
4	Urban Section - Mixture (Alts. 1 & 3)	11.8	0	46	\$ 721,289.00	3.0	1.6	32	0	59%

xx/xx **Lowest Impact**
 xx/xx **Highest Impact**

¹ Only Urban Sections (curb and gutter with an underground stormwater collection system) were evaluated as they performed better than Rural Sections (side ditches to collect stormwater) in every comparable measure.

² Assumes \$1 per square foot of undeveloped and \$2 per square foot of developed strip

³ Assumes \$173,200 per total take (average homesteaded property value) multiplied by 1.25 to account for relocation costs

⁴ East alignment would require constructing the roadway in a large pond



County Highway 17 (Lexington Avenue)

Transportation Improvements

from 125 th Avenue to Bunker Lake Boulevard
 Blaine and Ham Lake, Minnesota

