

Good Faith Cost Participation Estimate Summary

S.P. 0207-130 (TH 65 in Columbia Heights)

The City of Columbia Heights' share of construction costs was estimated using Mn/DOT's cost participation policy and the [Cost Participation and Maintenance with Local Units of Government Manual](http://www.dot.state.mn.us/policy/financial/fm011.html) (PDF). You can find both the policy and the manual at <http://www.dot.state.mn.us/policy/financial/fm011.html>. This policy is used statewide to calculate participation of local units of government on Mn/DOT construction projects.

The City of Columbia Heights' cost associated with the proposed construction as shown on the attached Final Geometric Layout is estimated to be as follows:

City of Columbia Heights Estimated Cost for SP 0207-130

City Estimated Cost - \$1,026,000

- City Individual Project Maximum - \$226,000
- Items not covered by Individual Project Maximum
 - 43rd Avenue proposed signal - \$800,000
 - City utility costs – not quantified, these will be at 100% city cost
 - Any aesthetic project elements (such as aesthetic street lighting) in excess of MnDOT standard allowance. These costs are not quantified.

City cost items in excess of the Individual Project Maximum – paid by MnDOT

- \$4,985,666

A breakdown of all city cost elements associated with project construction follows below.

Trunk Highway 65

Mn/DOT is responsible for 100% of the costs associated with the reconstruction of TH 65 through the City of Columbia Heights as is shown on the submitted Final Geometric Layout.

Parking Lanes

Mn/DOT is responsible for 90% of the costs associated with the reconstruction of parking lanes through the City of Columbia Heights as is shown on the submitted Final Geometric Layout, Columbia Heights is responsible for the remaining 10% of costs.

Signals and Lighting

The project proposes the replacement of 2 signalized intersections, 2 signal revisions, and a city proposed signal system. The proposed signal system replacements at 44th and 45th Avenue has an estimated cost of \$1,484,700, of which \$649,556 is Columbia Heights' cost. The signal revision at 41st Avenue has an estimated cost of \$742,350, of which \$371,175 is Columbia Heights' cost. This is based on our cost participation policy and an estimated cost of \$700,000 per signal.

The proposed signal system at 43rd Avenue has an estimated cost of \$800,000, of which all of the cost is Columbia Heights'. Due to the signal system being proposed by the city, MnDOT will not share the cost as the cost is not eligible for the ability to pay cap from the cost participation policy.

MnDOT will be responsible for up to 100% of the costs to furnish and install MnDOT standard lighting as it deems necessary for the trunk highway system. If non-standard lighting is requested, the city of Columbia Heights is responsible for the difference in cost.

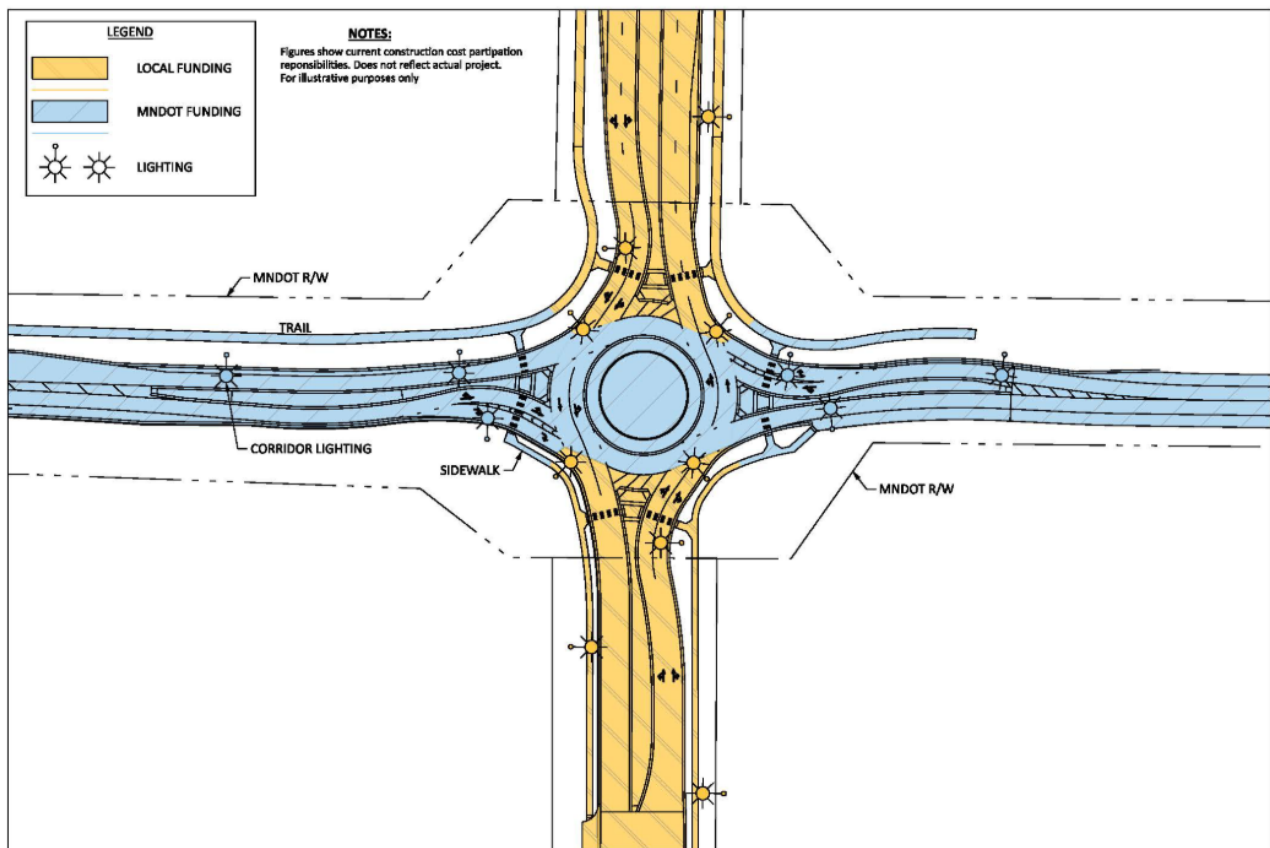
Intersecting City Streets

Mn/DOT is responsible for 100% of costs associated with connecting TH 65 to intersecting side streets to their current width as near as practicable to the existing right of way line. The City would be responsible for 100% of additional costs that extend significantly beyond the right-of-way line or extraneous construction beyond what is required to match into the existing side street.

Roundabout

The project proposes the replacement of five signalized intersections with roundabout intersections. The City's share is estimated at \$2,094,487 at 51st Avenue, \$1,042,825 at 47th Avenue, and \$523,621.88 at 53rd Avenue. This is based on our cost participation policy and based on the number of legs and traffic volume on the City's intersecting roads.

Mn/DOT would be responsible for costs of roundabout construction in accordance with the following figure:



City Utilities

Any city-requested utility construction would be 100% city of Columbia Heights' cost.

Drainage Costs

For MnDOT initiated projects, MnDOT will be responsible for the cost to perpetuate the existing drainage system required for a trunk highway improvement. MnDOT will be responsible for the costs of any improvements to the existing drainage system necessitated by the project, unless a local agency requests improvements or requests changes which the local agency will be responsible for the costs.