

Visual Quality and Costs

- Involve stakeholders in taking a comprehensive and balanced approach to aesthetic considerations, planning, and design... early and continuously in project development ... develop a "shared vision"
- Build solid relationships and alliances to inform effective decision making and partnership opportunities
- Consistent with Mn/DOT's "Cost Participation Policy", articulate upfront what is negotiable and what is not.

(<http://www.dot.state.mn.us/stateaid>)

Cost Participation Policy Basis

- Constitution, Statutes and Rules limit expenditure of Trunk Highway Funds to Trunk Highway purposes.
- Mn/DOT participation for all (legal) items necessary for Trunk Highway portion of project.
- Local participation based on local roadways, local purposes or requested local items.
- Policy does not determine priorities or commit funding.

Cost Participation Policy

Aesthetic Elements

- An integral component of highway corridors
- Not intended to impede CSS
- Required mitigation is not an aesthetic element
- Design elements considered necessary for a project are not aesthetic elements unless aesthetic considerations were the primary basis for use of the elements
- Basic aesthetic treatments included as a standard component of a project element (standard rustications and surface treatments) are not aesthetic elements
- Etc ...

Cost Participation Policy

Aesthetic Elements

- Bridge: structure by structure, not transferable to other elements, but can be aggregated for uniform treatment on bridges.
- Aesthetics on Retaining/Noise wall treatment is not transferable to other elements.
- Aesthetic elements of the project based on base estimated project cost (less bridges, walls, and local cost items), these may be transferred to bridges and walls.
- Different areas of the project can have different levels and categories.

Cost Participation Policy

Aesthetic Elements

Specific Item Categories:	Level of Impact A	Level of Impact B	Level of Impact C
Bridges	15% not to exceed \$3,000,000 per bridge	7% not to exceed \$300,000 per bridge	5% not to exceed \$200,000 per bridge
Retaining Walls	10%	5%	1% or standard treatments
Noise Walls	7%	4%	1%
Project Type Categories:			
Category 1- Major Construction	5%	3%	2%
Category 2- Reconstruction	3%	2%	1%
Category 3- Preservation, Safety and Maintenance	0%	0%	0%

Bridge Aesthetics Cost Participation Example

Example Based on Impact Level "B" Major Construction
Participation Factor = 7% or \$300,000 as a Maximum

Aesthetic Cost Estimate

Ornamental Railing	\$150,000
Base Railing	- 20,000
Arch. Surface Finish	\$ 60,000
Base Surface Finish	- 20,000
Architectural Lighting	\$ 70,000
Bridge Head Monuments	\$ 25,000
<u>Total Bridge Aesthetics</u>	<u>\$265,000</u>

Aesthetic Cost Calculation

For base standard bridge cost of
\$3,500,000

<u>Participation Factor</u>	<u>7%</u>
<u>Participation Limit</u>	<u>\$245,000</u>
Mn/DOT Cost	\$245,000
<u>Local Cost</u>	<u>20,000</u>
<u>Total Bridge Aesthetics</u>	<u>\$265,000</u>