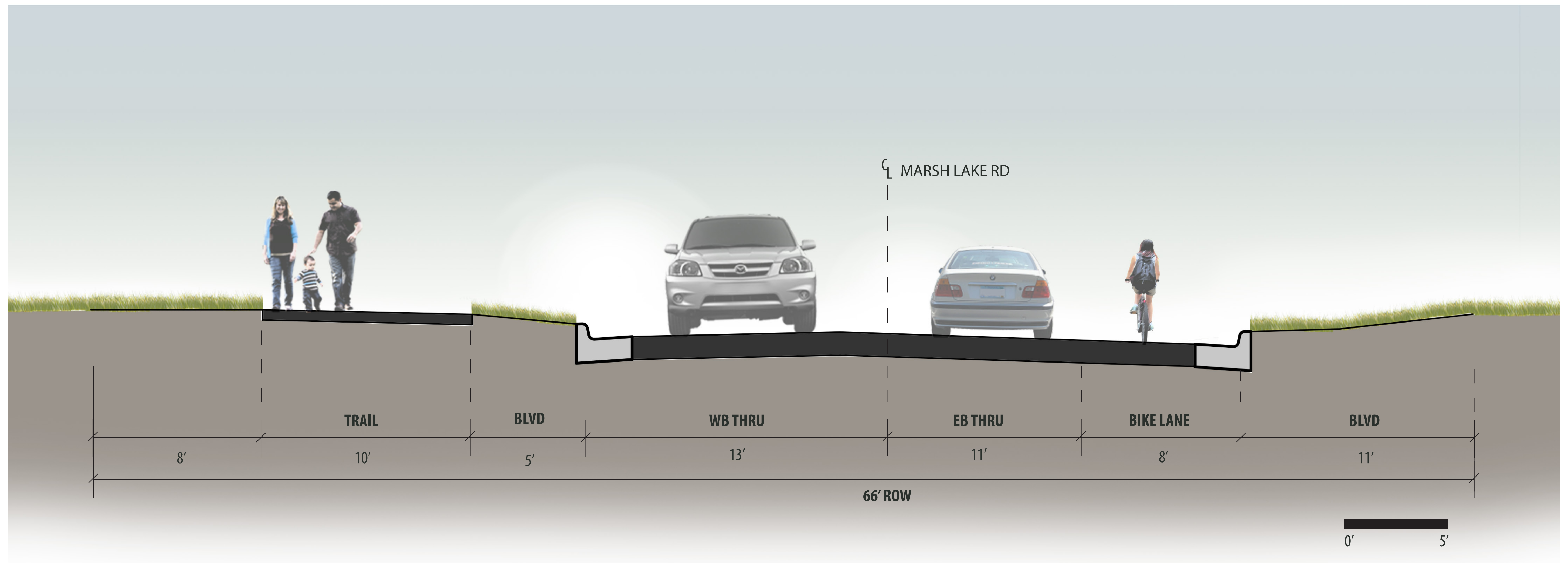


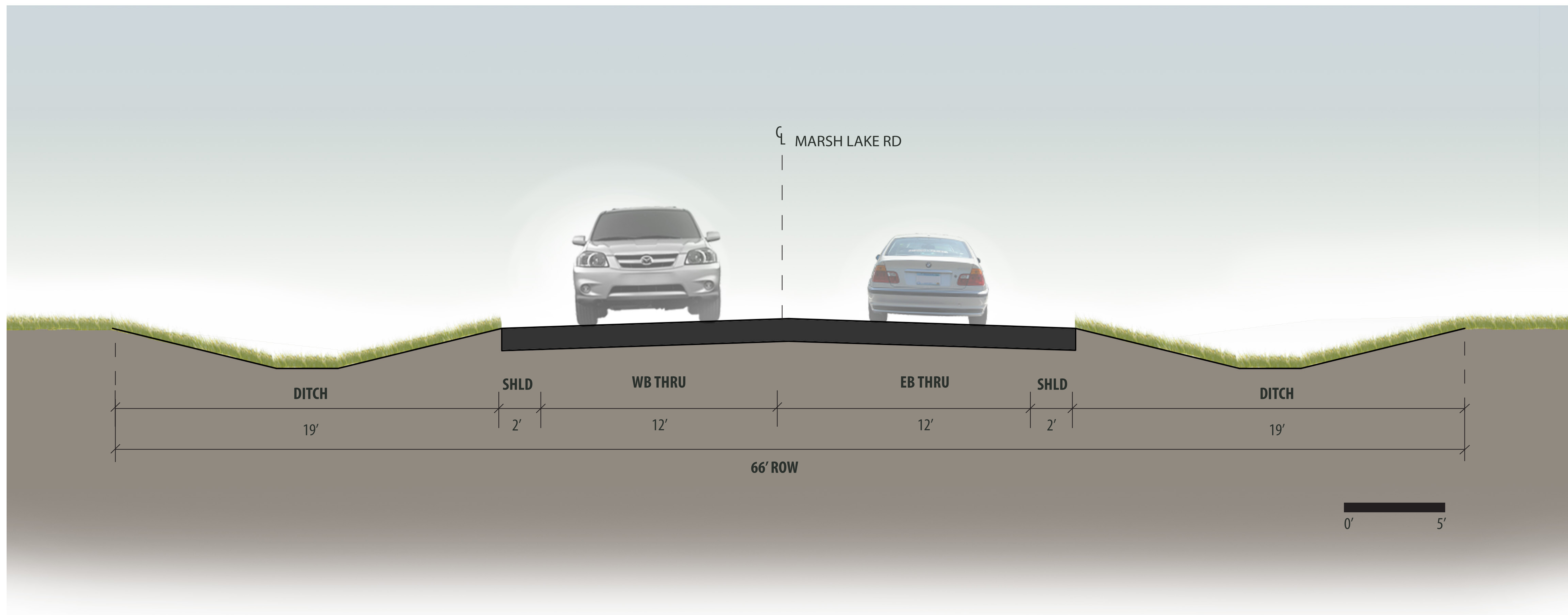
Parameter	Total Cost (not including Roundabouts)	Total City Cost (not including Roundabouts)	City Routine Annual Maintenance Costs	City Pavement Management Costs over 20 years (current \$\$)	Pedestrian and Bike Facility	Design Speed	Traffic Capacity	ROW Acquisition	Property Impacts	Project Schedule	Potential Funding Sources	Potential City Financing Tools
OPTION 1 County Road - two-lane with median + trail on north side	\$8,426,250 + ROW acquisition (est. \$600,000 - \$800,000)	\$2,764,650 + city share ROW acquisition (est. \$300,000 - \$400,000)	\$12,500	\$11,100	Trail	55 mph	17,000	HIGH (TBD - \$600,000 - \$1.2 million)	HIGHEST	2021 (ROW dependent)	County/City/State Aid	Advanced State Aid Funding, Bonding, Special Assessments

Option 1: Right of way (ROW) acquisition costs to be determined through acquisition process so may vary from what is noted.



Parameter	Total Cost (not including Roundabouts)	Total City Cost (not including Roundabouts)	City Routine Annual Maintenance Costs	City Pavement Management Costs over 20 years (current \$\$)	Pedestrian and Bike Facility	Design Speed	Traffic Capacity	ROW Acquisition	Property Impacts	Project Schedule	Potential Funding Sources	Potential City Financing Tools
OPTION 2 City Standard (9-ton) with curb and gutter + trail on north side	\$4,593,000	\$4,593,000	\$12,500	\$425,500	Trail + Bike Lane	35 mph	10,000 (no turn lanes) 13,000 (with turn lanes)	MINIMAL	HIGHER due to Trail	Potential 2020 (Easement dependent)	City/State Aid	Advanced State Aid Funding, Bonding, Special Assessments

Option 2: Based on 32-foot wide street. Overall width could be reduced to save costs. If the trail is removed, estimated cost savings of \$370k.



Parameter	Total Cost (not including Roundabouts)	Total City Cost (not including Roundabouts)	City Routine Annual Maintenance Costs	City Pavement Management Costs over 20 years (current \$\$)	Pedestrian and Bike Facility	Design Speed	Traffic Capacity	ROW Acquisition	Property Impacts	Project Schedule	Potential Funding Sources	Potential City Financing Tools
OPTION 3 7-ton road, no curb and gutter, matching existing width and alignment	\$1,438,000	\$1,438,000	\$6,000	\$420,000	None	35 mph	unknown	NONE	LOW	2020	City	Bonding, Special Assessments

Option 3: Installing new select granular borrow and aggregate to improve pavement performance would result in an estimated cost increase of \$674k.