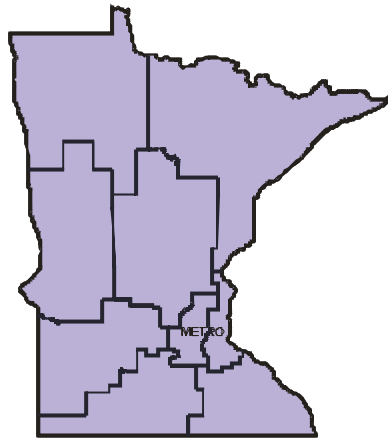


# 2013 MUNICIPAL SCREENING BOARD DATA



**JUNE 2013**



## **2013 MUNICIPAL SCREENING BOARD DATA**

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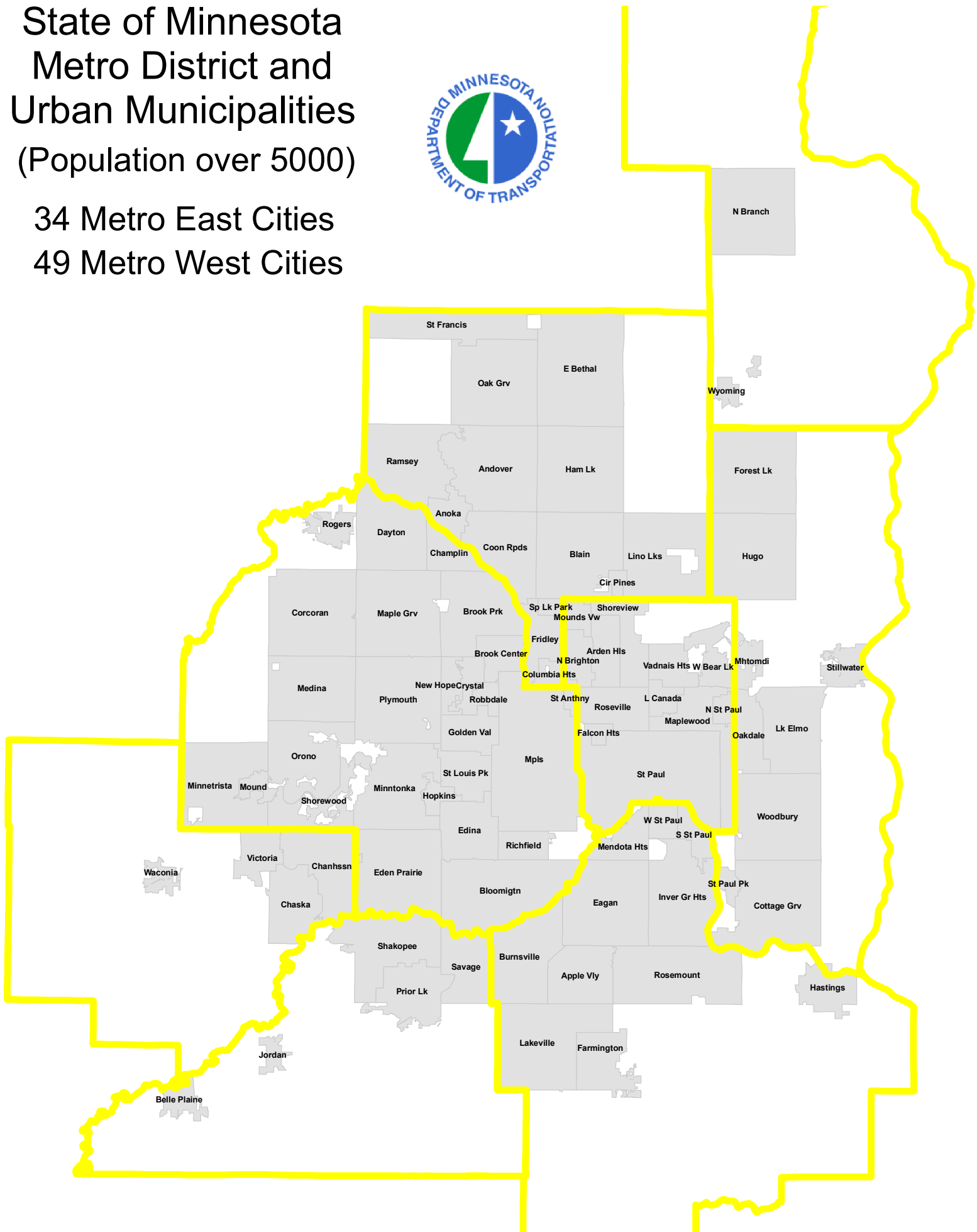
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# State of Minnesota Metro District and Urban Municipalities (Population over 5000)



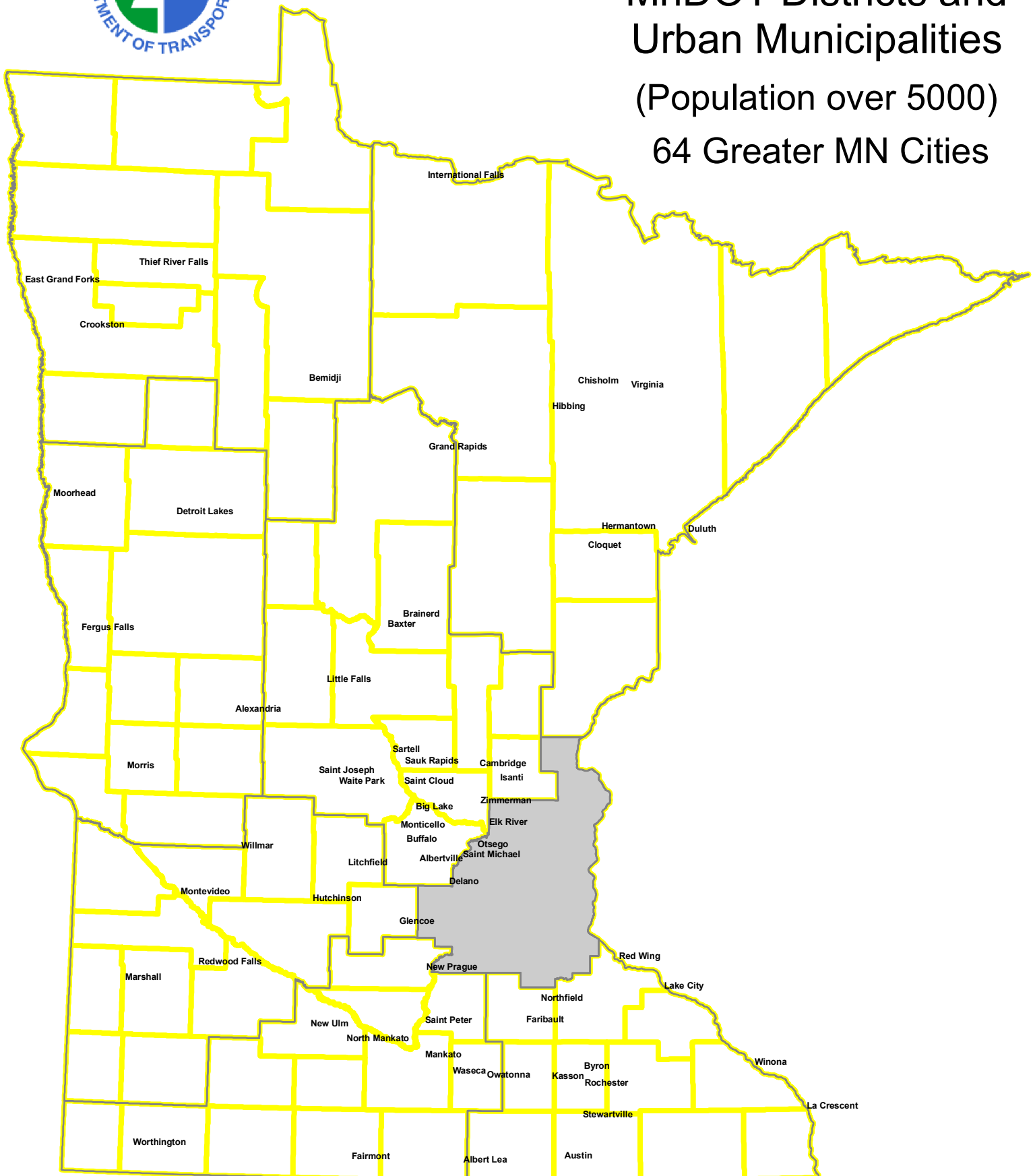
34 Metro East Cities  
49 Metro West Cities







# State of Minnesota MnDOT Districts and Urban Municipalities (Population over 5000) 64 Greater MN Cities



# 2013 MUNICIPAL SCREENING BOARD

N:/MSAS/BOOKS/2013 JUNE BOOK/SCREENING BOARD MEMBERS JANUARY 2013.XLS

01-May-13

OFFICERS			
Chair	Bob Moberg	Coon Rapids	(763) 767-6479
Vice Chair	Steve Bot	St. Michael	(763) 497-2041
Secretary	Klayton Eckles	Woodbury	(952) 912-2600

MEMBERS				
District	Years Served	Representative	City	Phone
1	2011-2013	David Salo	Hermantown	(218) 727-8796
2	2012-2014	Dave Kildahl	Thief River Falls	(218) 281-6522
3	2012-2014	Brad DeWolf	Buffalo	(320) 231-3956
4	2013-2015	Jon Pratt	Detroit Lakes	(218) 847-5607
Metro-West	2013-2015	Rod Rue	Eden Prairie	(952) 949-8314
6	2013-2015	Steven Lang	Austin	(507) 437-9949
7	2011-2013	Troy Nemmers	Fairmont	(507) 238-9461
8	2012-2014	John Rodeberg	Glencoe	(952) 912-2600
Metro-East	2011-2013	Mark Graham	Vadnais Heights	(651) 204-6050
<u>Cities</u>	Permanent	Cindy Voigt	Duluth	(218) 730-5200
<u>of the</u>	Permanent	Don Elwood	Minneapolis	(612) 673-3622
<u>First</u>	Permanent	Richard Freese	Rochester	(507) 328-2426
<u>Class</u>	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES				
District	Year Beginning		City	Phone
1	2014	Jesse Story	Hibbing	(218) 262-3486
2	2015	Rich Clauson	Crookston	(218) 281-6522
3	2015	VACANT		
4	2016	Jeff Kuhn	Morris	(320) 762-8149
Metro-West	2016	Steve Lillehaug	Brooklyn Center	(763) 569-3300
6	2016	Jay Owens	Red Wing	(651) 385-3625
7	2014	Jeff Johnson	Mankato	(507) 387-8640
8	2015	Jared Voge	Willmar	(320) 231-3956
Metro-East	2014	Klayton Eckles	Woodbury	(952) 912-2600

## 2013 SUBCOMMITTEES

The Screening Board Chair appoints one city Engineer, who has served on the Screening Board, to serve a three year term on the Needs Study Subcommittee.

The past Chair of the Screening Board is appointed to serve a three year term on the Unencumbered Construction Fund Subcommittee.

NEEDS STUDY SUBCOMMITTEE	UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE
<p>Russ Matthys, Chair Eagan (651) 675-5635 Expires after 2013</p> <p>Steve Bot St. Michael (763) 497-2041 Expires after 2014</p> <p>Tim Schoonhoven Alexandria (320) 762-8149 Expires after 2015</p>	<p>Jeff Hulsether, Chair Brainerd (218) 828-2309 Expires after 2013</p> <p>Jean Keely Blaine (763) 784-6700 Expires after 2014</p> <p>Kent Exner Hutchinson (320) 234-4212 Expires after 2015</p>

**2012 MUNICIPAL SCREENING BOARD  
FALL MEETING MINUTES  
October 23 & 24, 2012**

**Tuesday Afternoon Session, October 23, 2012**

**I. Opening by Municipal Screening Board Chair Kent Exner**

The 2012 Fall Municipal Screening Board was called to order at 1:00 PM on Tuesday, October 23, 2012.

A. Chair Exner introduced the Head Table and Subcommittee members:

Kent Exner, Hutchinson –Chair, Municipal Screening Board  
Bob Moberg, Coon Rapids – Vice Chair, Municipal Screening Board  
Julie Skallman, Mn/DOT – State Aid Engineer  
Marshall Johnston, Mn/DOT – Manager, Municipal State Aid Needs Unit  
Jeff Hulsether, Brainerd – Past Chair, Municipal Screening Board  
Jean Keely, Blaine – Past Chair, Municipal Screening Board  
Shelly Pederson, Bloomington – Chair – Unencumbered Construction Funds Subcommittee and Past Chair, Municipal Screening Board  
Steve Bot, St. Michael – Secretary, Municipal Screening Board

B. Secretary Bot conducted the roll call of the members present:

District 1	David Salo, Hermantown
District 2	Dave Kildahl, Thief River Falls
District 3	Brad DeWolf, Buffalo
District 4	Tim Schoonhoven, Alexandria
Metro West	Tom Mathisen, Crystal
District 6	David Strauss, Stewartville
District 7	Troy Nemmers, Fairmont
District 8	John Rodeberg, Glencoe
Metro East	Mark Graham, Vadnais Heights
Duluth	Cindy Voigt
Minneapolis	Don Elwood
St. Paul	Paul Kurtz

C. Recognized Screening Board Alternates Present:

Metro West	Rod Rue, Eden Prairie
District 4	Jon Pratt, Detroit Lakes

D. Recognized Department of Transportation personnel:

Rick Kjonaas	Deputy State Aid Engineer
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Steve Kirsch	District 6 State Aid Engineer
Gordy Regenscheid	District 7 State Aid Engineer
Stu Peterson	Acting District 8 State Aid Engineer
Elisa Bottos	Acting Metro State Aid Engineer
Mike Kowski	Assistant Metro State Aid Engineer
Julee Puffer	Assistant Manager, MSAS Needs Unit

E. Recognized others in Attendance:

Lee Gustafson, Minnetonka, Chair Needs Study Task Force (NSTF)  
Larry Veek, Minneapolis  
Mike Vanbeusekom, St. Paul  
Patrick Mlaker, Duluth  
Shane Waterman, Marshall  
Dave Sonnenberg, Chair, CEAM Legislative Committee

## II **Review of the 2012 Municipal Screening Board Data Booklet**

All page numbers within these minutes refer to the above document. Marshall Johnston initiated the review of the entire booklet as outlined below. Introductory information in the booklet (Pages 1-24). Johnston stated that there will be five more Cities sharing in the allocation this year. Upcoming 2013 member changes on the Municipal Screening Board were reviewed by Johnston.

A. May 2012 Spring Screening Board Minutes (Pages 7-21)

Chair Exner stated that the May 2012 Spring Screening Board meeting minutes are presented for approval. Johnston explained that the minutes were reviewed at all the District meetings and at the Screening Board meeting approval was made for the unit price recommendations, direction was given for a unit cost study items evaluation, current payback methods were reaffirmed, and a three year transition period was requested to be reviewed by the NSTF. There were no additional comments or questions; therefore the minutes were not read in full.

**Motion by Mathisen, seconded by Schoonhoven to approve the minutes as presented. Motion carried unanimously.**

B. Population Share of Allocation (Pages 22-30)

Johnston reviewed legislative action taken in 2012 to pass the following three different legislation session laws that pertain to the five cities who fell below 5,000 population in the 2010 federal decennial census.

1. The cities who fall below 5,000 population in the federal decennial census will remain on the state aid system with an assumed population of 5,000 for a period of five years during which time they can potentially raise their population back to or above 5,000 population as reported by the State Demographer. If their populations are not above 5,000 per the State Demographer after five years, they will drop off the Municipal State Aid System (MSAS).
2. Explanation is given for how to catch up the 5 cities who fell below the 5,000 population in the census for MSA allocations they missed.
3. For purposes of State Aid, the population of these cities will be a minimum of 5,000.

Johnston explained that he doubled these five cities 2013 MSA allocation to make up for the year of allocation they missed (2012).

Johnston reviewed the population apportionment and stated that each City will earn approximately \$19.35 per capita in apportionment from the 2013 population apportionment distribution, which is how the first half of the MSAS apportionment is computed.

c. Effects of the 2012 Needs Study Update (Pages 31-35)

Johnston referred to the spreadsheet on Page 32-35 indicating how unadjusted construction needs are calculated. He indicated the phase in percentage that the Needs Study Task Force (NSTF) is referring to and recommending being 5% below or 10% above the statewide average is shown as 5.81% on the bottom of page 35. As such if the phase in was in effect a City's needs could not increase over 15.81% and all Cities would increase at least 0.81% for needs purposes. Some cities increased their needs because they had large annexations and others decreased their needs because of construction projects that were a large percentage of their total with the state aid system.

d. Mileage, Needs and Apportionment (Pages 36-39)

Johnston stated that mileage increased from last year mainly because of annexations and turn backs. The total mileage of the system increased by 25.31 miles in addition to the mileage of the five Cities coming back on the system due to the recent state legislation.

e. Itemized Tabulation of Needs (Page 40-42)

Johnston stated that the spreadsheet indicates an item by item tabulation of all needs that the cities generated for each of the items used in the needs study and it also shows the statewide totals for needs. He noted that the average needs cost per mile is nearly 1.4 million dollars.

f. Tentative 2013 Construction Needs Apportionment (Pages 43-49)

Johnston stated that an estimate of the other half of the apportionment was calculated by using the 2012 adjusted construction numbers and last year's dollars. He said \$1,000 in construction needs generated \$12.85 in actual dollars, based on last year's dollar amounts and this number will change in January of 2013. The five Cities coming back on the system are shown as receiving double allocations in actual dollars adjustments on pages 47-49 based on the state legislation.

g. Adjustments to the Construction Needs (Pages 52-69)

Johnston explained that the excess unencumbered construction fund balance adjustment shown starting on Page 52 is not being proposed to remain in the new needs program by the NSTF. This estimated adjustment is based on the September 1 Construction Fund balance. The final adjustment will be made using the year-end balance.

Johnston explained the excess account balance redistributed as a low balance incentive on Pages 57-60. This adjustment occurs when a city has more than three times their annual construction allotment in their September 1<sup>st</sup> balance and also 1.5 million dollars. This adjustment is being recommended by the NSTF to remain in the new proposed needs program.

On page 62 is the bond account balance adjustment that is not recommended by the NSTF to remain in the new proposed needs program. He said that the adjustment is either a negative or positive adjustment based on the difference between the remaining principal to be paid on the bond schedule and the amount that has not yet been applied to state aid projects.

Johnston explained the After the Fact Non-existing Bridge Adjustment on Page 63. He stated that this is for any newly built bridges. He stated that because of the fluctuations in the cost of bridge construction, an after the fact adjustment is given for 15 years for the amount actually spent on the bridge from local dollars. This adjustment is recommended by the NSTF to remain in the new needs program but in a different form as a rehabilitation after the fact adjustment for 15 years and an after the fact new or reconstructed bridge adjustment for 35 years.

Johnston referred to the right-of-way adjustments on Pages 64-67 and stated that it is the largest adjustment. He said this is also an "after the fact" adjustment for

15 years because of the wide variation in right of way costs. He said the adjustment is recommended to stay as is by the NSTF.

Johnston referred to Page 68 stating that the After the Fact Retaining Wall Adjustment is the newest adjustment. He explained that this adjustment is after the fact for 15 years and is also being recommended to be included in the new proposed Needs program.

Johnston referred to Page 69 and explained the Trunk Highway Turnback Maintenance Allowance. He noted there is only one City (Fergus Falls) currently eligible for this turnback funding.

h. Recommendation to the Commissioner (Pages 70-72)

Johnston stated that a motion will be made tomorrow approving/recommending the adjusted construction needs and the original version of the letter on Page 70 will be distributed for signatures.

i. Tentative 2013 Total Apportionment, Comparisons, and Apportionment Rankings (Pages 73-82)

Johnston referred to the spreadsheet on Pages 73-75 and explained that each municipality's tentative construction needs and population apportionment amounts for 2013 are shown.

Johnston stated that the tentative 2013 apportionment rankings are shown as a comparison to actual 2012 apportionment on Pages 76-78.

Pages 79-82 show each City's rankings for tentative needs apportionment per mile.

j. Other Topics

i. Certification of MSAS System as Complete (Pages 85-87)

Johnston explained the spreadsheet on Page 86 stating that state statute allows a municipality to spend the population half of its allocation on the other 80% of the local roads in the city if the state aid system is built to state aid standards or is determined to have adequate needs. There are five Cities currently considered as certified complete.

ii. Advance Guidelines (Pages 88-89)

Johnston referred to Pages 88-89 and explained that the guidelines for advances allow an advance up to five times the last annual construction allotment or \$4,000,000, whichever is less.



iii. History of the Administrative and Research Accounts (Page 90)

Johnston referred to Page 86 and stated that the history of the administrative and research accounts are shown. He explained that 2% of the total annual allocation is deposited in the administrative account and is used for expenses like screening board meetings, variance meetings, printing of state aid materials, etc. Any amount not spent in the administrative account goes back into the following years distribution. Johnston said a motion would be made tomorrow to take up to ½ of 1% of the preceding apportionment and putting it into a research account for the Local Research Board. He said the amount is \$723,414.

iv. Transportation Revolving Loan Fund (Pages 91)

Johnston reported that action may be taken tomorrow regarding the Transportation Revolving Loan Fund. He referred to Page 91 and stated that a portion of MSA funding may be put in the Transportation Revolving Loan Fund and that those dollars will be leveraged into more dollars to advance low interest loans. However, no screening board has elected to put money into this fund as typically Cities have been able to get lower interest funding by bonding on their own or advancing from their MSA account in accordance with the allowed advancement guidelines.

v. County Highway Turnback Policy (Pages 92-93)

Johnston referred to the County Highway Turnback Policy on Page 92-93 and stated that he or the District State Aid Engineers are available to help municipalities manage their MSA account to the best advantage for the city if you have a County Highway Turnback.

vi. Current Resolutions of the Municipal Screening Board (Pages 94-101)

Johnston noted that Municipal Screening Board did not made any changes to their resolutions on Pages 94-101 at the last screening board meeting. He stated that many of these resolutions may need to be redone to match the new needs system that ultimately gets adopted.

**V. Other Discussion Items**

a. NSTF (Needs Study Task Force) Update – Lee Gustafson

Gustafson made a powerpoint presentation report to the Municipal Screening Board regarding the current recommendations and work of the NSTF. He noted the guiding task force principles and goals of creating a new needs system that is simple, credible, flexible, and equitable. All work of the task force has been well

documented and is available on the CEAM website. Their current recommended concept consists of eight typical sections based on existing ADT with uniform quantities for each section and a continual needs approach. He reviewed the NSTF recommendations to date and detailed their progress since May, which included, preparing current “Test Case E1”, considering a “Mass Transit” need component (currently tabled), meeting with officials from the City of Duluth, and analyzing several phase-in approaches. He cautioned that “Test Case E1” is just an estimate and stated that 71 cities would increase and 76 would decrease their estimated allocation under this test case which increased total adjusted needs by \$579 million. A comparison chart was shown where sample cities were compared based on 2012 population, 2011 MSA construction allocation, and the allocation under “Test Case E1”. The chart showed a large disparity of allocation based on population in 2011 under the current system that would be more closely aligned under “Test Case E1”. After a great deal of discussion and analysis, it is the proposed recommendation of the NSTF that a 5 year phase in with a 10% max increase and a 5% max decrease be implemented and calculated from the average statewide percent change. The NSTF believes this would help moderate the initial effects that the new system allocation changes would have on a particular City.

The NSTF has an aggressive schedule set for full new needs system allocation proposed for the 2014 allocation. This schedule assumes the new need system method is approved by January 2013 and the new software system is ready for deployment.

The Screening Board was asked to provide feedback on the NSTF recommendations. Based on the feedback received, the next steps of the NSTF are assumed to be to resolve pending issues, refine the test case, develop a phase in plan, work with the software designer, and develop a final recommendation for the Board to consider in January 2013.

Handouts showing the estimated effects of the NSTF changes were distributed including allotment changes and the related effects of the recommended phase-in.

The issue of the tight schedule was raised by several members and it was stated that final decisions on the new needs system calculations will need to be decided/approved at the upcoming special winter screening board meeting in order to implement the changes for the 2014 allocation.

Johnston was asked and reported that the May 1<sup>st</sup> annual needs reporting deadline may be able to be pushed back some if needed to give Cities time to work out ADT issues with their DSAE's.

When asked about how the NSTF committee came up with the recommendation of a 5 year phase-in when the MSB had previously stated a preference for a 3 year phase in, Gustafson responded that with a 5 year phase-in, only 7 cities were left

with significant offsetting positive adjustments while many more were greatly impacted and not yet “phased out” with only a 3 year phase-in. As such it is the recommendation of the NSTF to go with a 5 year phase-in. He further stated that of the 7 cities, he felt five of them would likely change their system and would not be so negatively effected by the new system changes following the phase-in period.

DeWolf thanked the NSTF on behalf of District 3 for their great work and indicated that District 3 supports the phase-in as proposed.

Mathisen stated that the Metro District supports the 5 year phase-in as proposed and is fine with the recommendations of the committee thus far.

Strauss also thanked the NSTF and inquired if there could be a payback “grace period” for a City to switch MSA routes without penalty due to the new system implementation. Gustafson responded that the DSAE’s can help with individual case by case situations and potential appeals to the MSB but that it was determined at the last screening board meeting that current payback provisions would and should apply to the new needs system unless there is an unusual circumstance in which case it would be up to the MSB to decide if payback is warranted. Skallman stated she would not feel comfortable having the DSAE’s making a decision on waiving the payback requirement and that decision should be decided by the screening board on a case by case basis in her opinion.

Gustafson was asked what the NSTF recommendation is for how traffic counts should be handled with the new system changes since it will essentially be an ADT based needs system. He stated he believes that each City should work with their DSAE’s to modify their system with an ADT category that makes sense until an accurate count can be taken. Since many cities have questions on how ADT will be implemented with these changes, he feels the screening board should take formal action on how this implementation can take place.

Kildahl stated he would like to see the phase in period until all cities are “phased in”. Gustafson responded that it could be extended but the NSTF liked the 5 year phase-in period.

Voigt stated that while she has studied this a lot and realizes there is no easy answer, Duluth is really hurt by the new proposed system. They have not reconstructed most of their state aid streets. She feels the comments on the slides shown by the NSTF are not accurate for Duluth. Also, soil types in Duluth are different than the rest of the state and that, should be considered, as it costs more to build streets in the northland. Bridges and bridge maintenance is a significant issue for Cities like Duluth with a lot of bridges and should not be dismissed by the NSTF in her opinion as there is no guarantee of federal money for bridges in the future. She feels a regional factor, northland factor, structures factor, or some

other factor needs to be used to make the new system fair and equitable for Duluth.

Kurtz asked how a City Engineer is supposed to answer a political question of “Why are we losing so much money?”. He feels past screening boards dismissed the reinstatement option over continuous needs way too quickly. Because of that decision we now don’t know if these large swings which are issues are being caused by the continuous needs decision. Also, he stated bridges and bridge maintenance is a big issue for cities with bridges like St. Paul and Duluth and shouldn’t have been so quickly thrown out. He believes it is never too late to reconsider a decision and before this new system gets moved forward any further, the MSB should be sure you can answer the political questions that are likely to come. Gustafson responded that the ultimate decision is up to the MSB but the NSTF has come up with what they feel is a fair and equitable system. He agrees that bridge maintenance is an issue that the NSTF can and likely should look at. Kurtz stated he is also concerned about these potential changes taking cities by surprise, especially the ones who are so negatively affected. He asked if it is too late to look at the reinstatement option that he feels could be used to help affirm the decision to go to continuous needs.

Elwood stated that the specifics of big swings, up or down, still hasn’t been looked at by the NSTF and should be addressed (potentially through a longer phase-in period).

Voigt suggested perhaps sections already reconstructed with sand could/should get continuous needs and other sections not yet reconstructed with sand could/should get larger needs until reconstructed with sand.

Mathisen concluded the NSTF discussion by thanking the NSTF and reminding the MSB of the original intent of the new needs system development was to provide fairness for all cities. He feels the NSTF have been fair, smart, and level headed with their recommendations and feels confident they will continue to do so.

c. State Aid Report – Julie Skallman

Skallman requested the board wait until Wednesday’s session to receive her report.

d. Legislative Update – Dave Sonnenberg

Sonnenberg provided a legislative initiatives handout and reviewed a list of potential policies prepared by LMC for the upcoming legislative session which reflect the following CEAM issues:

- Local revenue authority for non-MSAS city streets (LMC Policy LE-30)
- Gas tax increase (LE-30)

- License tab fee increase (LE-30)
- Revision to Chapter 429 to add threshold for benefit test
- State-wide ban on coal tar sealants (SN-56)
- Railroad impacts on Cities (LN-35)

Sonnenberg asked input and continued support for any of these items that could address previous and continued concerns of CEAM.

He also noted the LMC is considering supporting a bill to increase truck weight restrictions on Interstate and Freeway Systems to support a proposed Menards Distribution Center in the City of Frazee, Minnesota. Given the past opposition that LMC and CEAM has had to increased weight limits requests on local roads, the board could take a position on this issue that would need to be expressed to LMC before their policies are adopted.

No other topics were discussed.

**IV. Motion to adjourn until 8:30 AM Wednesday morning by Voigt and seconded by Graham. Motion carried unanimously.**

Meeting was adjourned at 3:45 PM.

**2012 MUNICIPAL SCREENING BOARD  
FALL MEETING MINUTES  
October 23 & 24, 2012**

**Wednesday Morning Session, October 24, 2012**

Chair Exner called the session to order at 8:30 AM.

**I. Review Tuesday's Subjects and Take Action on Specific Items**

**a. Needs and Apportionment Data (Pages 31-72 and Handouts)**

**Motion by Salo, seconded by DeWolf to approve signing the letter to the Commissioner. The motion carried unanimously.**

The letter was circulated for signatures.

**b. Research Account (Page 90)**

**Motion by Rodeberg, seconded by Schoonhoven to approve the recommendation that \$723,414 (not to exceed ½ of 1% of the 2012 Apportionment sum) be set aside from the 2013 Apportionment fund and be credited to the research account. The motion carried unanimously.**

**c. Transportation Revolving Loan Fund (Page 91)**

**Motion by Graham, seconded by Nemmers for no money (\$0.00) to be set aside to fund the Municipal Transportation Revolving Loan fund. The motion carried unanimously.**

**II. Continuation of Other Discussion Items**

**a. NSTF (Needs Study Task Force) Update – Lee Gustafson**

Exner introduced the topic for further discussion and he outlined the decisions that the Municipal Screening Board (MSB) should consider in giving specific direction to the NSTF. He stated that phase in and traffic count guidance direction should specifically be addressed. He further stated and confirmed that the payback issue had been previously addressed and covered the motion that was passed at the last (spring 2012) screening board as detailed in the meeting minutes.

Gustafson opened the discussion by recommending that the phase-in could/should be extended past 5 years, for the few cities that had not completed the phase-in and the rest could be fully phased in during the 5 year period.

Elwood stated he counts 51 cities still not phased in after 5 years which he sees as a problem and a sign of the large major swings this new system would have as currently proposed. He feels this is a larger issue that needs to be addressed.

Kildahl reflected on the whole system going to continuous needs strictly based on ADT's. He feels in general outstate Cities are not growing. He recalls back in the early 1990's it was stated that the MSB should help all Cities build their MSA system and don't forget about the new developing Cities. Basing the system only on ADT's, puts the developing Cities behind until they get traffic counts and then their ADT's will keep them behind but they are the ones who truly have the needs to get their system built. He feels a safeguard should be put in by perhaps using mileage in addition to ADT to better help developing Cities survive in this system. Mathisen commented that he would think larger Cities with higher volume streets would suffer in the method suggested by Kildahl. Kildahl responded that he sees a need for a safeguard like the Counties with an equalization factor based on miles that goes to safeguard the system statewide regardless of needs.

Graham stated we've been working on this for two years and doesn't feel we should be making decisions based on politics. He is prepared to recommend going forward with the NSTF recommendations and doesn't want to move backward at this point.

Kurtz stated he's heard from others regarding concerns for the big swings with the current task force test case E1. He is most concerned about the repercussions of continuous needs and believes reinstatement options should be reevaluated by the NSTF. He also feels the NSTF should re-look at the structures/bridges piece and reconsider elimination of this item. He's concerned about the political element that could come into play when the new system gets rolled out and believes reevaluating some previous decisions could help smooth out some of those swings that everyone is concerned about.

Exner summarized the requests from Kurtz and Kildahl as recommendations to have the NSTF look at a few of the options they brought up. The option for a longer phase in brought up by Gustafson can also be looked at by the NSTF. He stated no motion is needed to have the NSTF evaluate their requests.

Elwood still feels that eliminating the reinstatement option was the wrong decision at the time as large swings bring attention and we still have large swings in the latest test case. His direction/request to the NSTF is to figure it out to more closely balance out the large swings and modify the system so that it doesn't bring so much attention to this process.

Rodeberg stated as a member of the NSTF and representing District 8, he is very comfortable with continuous needs and where the process is. Some previous inequities are now being addressed which is where you're seeing the big swings in his opinion. He agrees that the big swings can draw some unnecessary

attention and some minor tweaks to the system could be looked at to address those big swings.

Mathisen believes the legislature's original intent in setting up the MSAS system was to take 9% of the gas tax and spend it on 20% of your streets. In his opinion, it was not their intent to reward Cities for not spending the money on the 20% of their streets. We have a system that rewards those who spend their money on the County or State system and not the 20%. He believes that the continual needs system that is proposed will help get the MSAS system back to what he feels was the original intent of the legislature.

Schoonhoven is on the task force and believes it has moved slowly and methodically. He feels you simply can't redo the current inequitable system that rewards those who don't spend money on their system, with an equitable system without having large swings. He feels it is reasonable to extend the phase in time to help the big swings but doesn't feel it is necessary to relook at items like reinstatement and bridges that have already been looked at.

Exner noted that the software development is going down a parallel route while the needs system is being developed. He asked Johnston to go over where the software development is at. Johnston stated the software developer is shooting to have a demonstratable product by January 1, 2013. They have been including lots of flexibility into the software system and even have written in parts that the MSB has stated they do not want to use, just in case the MSB changes their mind in the future.

Gustafson stated his belief that the system that is being developed will be the best system for the State as a whole. He recognizes there are still a few items that could and should be addressed. He specifically mentioned bridge maintenance as one item he will have the NSTF look at and consider adding a line item for. He feels the process has been a good one and it would be a mistake to blow it all up at this point after two years of good work. He gave the example of how the NSTF looked at and addressed the concerns about signals. Now he feels the issue with structures can also be addressed, especially when it comes to bridge maintenance. He encouraged the MSB and NSTF members to try to address the things, like structures, that are giving them heartburn, not to change all the good work done to date.

Voigt stated she knew there would be winners and losers but feels the large swings really need to be leveled off. With such large swings, she doesn't feel the equity principle set by the NSTF is being followed.

Strauss feels the winners and losers are just a snapshot in time. He feels strongly that continuous needs is the way to go for an equitable system in the long run. If stretching out the phase in period helps out the heartburn then he is all for it but the system as a whole is what needs to be considered long term.



Voigt pointed out that the phase in still takes away what you were once getting so it ultimately hurts a City like Duluth just as bad.

Kurtz feels the NSTF needs to look at the big swings to figure out why Cities are big losers or winners. Once it is known what is causing the big swings then perhaps it could be helped or fixed. He stated it is not his intent to blow up the work that has been done but he does want to address the big swings. Mathisen asked Johnston what is the biggest reason for the large swings. Johnston stated the single biggest factor in the largest swings is the needs reinstatement of all roads with continuous needs. He also stressed that the numbers are estimates. Many cities will change their systems to put their mileage on higher ADT roadways and may not ultimately be a “loser” in the long run.

Mathisen expressed concern about the software not hanging onto items that ultimately are not needed so that the software doesn’t become cumbersome in the future. Johnston responded that the software designers are designing the system to easily turn items on and off. He mentioned the issues they have had is with designing a system that doesn’t yet have it’s parameters approved. He stated he will make sure they don’t leave orphan programs hanging onto the software.

DeWolf feels as developing Cities move forward in this new system, they will move high ADT roadways built with local dollars onto the system as they should be which will make the system better in the long run under the continuous needs system.

Gustafson stated the NSTF will look at further methods to reduce some of the heart burn. He asked for comments and suggested a motion be made on the “bandwidth” suggested by the NSTF.

Elwood wants the NSTF to look at the potential outcome of extending the bandwidth indefinitely.

Voigt wants the task force to look at leveling out the large swings.

**Motion by Strauss, seconded by Mathisen to give the NSTF direction to look at a possible structure adjustment for bridge maintenance.**

Kjonaas reminded the MSB that the numbers before them are just an estimate. The system being proposed will result in people putting collector roads on the State Aid System as they should be which is a good thing for the State as a whole.

**Hearing no further discussion, Exner called for the vote on the motion. The motion carried unanimously.**

**Motion by DeWolf, seconded by Rodeberg to direct the NSTF to move forward with continual needs.**

Kurtz commented that while he is still concerned about whether or not continual needs was the right way to go and wishes we'd carried the reinstatement option forward so we'd know if continual needs is the cause of the large swings. He still doesn't feel comfortable with the decision but recognizes there is support for continuous needs and does feel we need to move forward so he will support the motion.

Elwood stated he agrees with Kurtz and does wish that the reinstatement option was carried forward but will support the motion as he recognizes a need to move forward and supports the work of the NSTF thus far.

**Hearing no further discussion, Exner called for the vote on the motion. The motion carried on an 11-1 vote with Duluth (Voigt) opposed.**

**Motion by Schoonhoven, seconded by Nemmers to have the NSTF continue development of the phase-in process with the -5% and +10% bandwidth provision and to have the NSTF look at the effect of potentially extending the phase in beyond a five year phase in period.**

Elwood asked that one of the phase-in period options evaluated by the NSTF be an option to make the phase-in permanent.

Graham, Kildahl, and Mathison expressed concerns with looking so far out at an indefinite phase-in timeframe and what unintended consequences might result for new Cities, and unique situations like annexation and turnbacks.

Johnston and Skallman reviewed the bandwidth provisions that have long been used by the Counties. Johnston mentioned that Zimmerman is one City who would have been affected by the bandwidth this year due to an annexation which is a situation that Counties don't deal with. Bot cautioned that an annexation was a great legitimate example of one typical City item that may need to have an exemption from the bandwidth considered based on what the NSTF evaluates.

**Hearing no further discussion, Exner called for the vote on the motion. The motion carried unanimously.**

Exner reviewed the need to provide direction on how the traffic count process should be handled for ADT counts on new MSA segments. Exner summarized the idea brought forth from the previous day where it was discussed that a City Engineer could simply work with their DSAE to come up with a reasonable estimated ADT for each segment if specific counts are not available.

**Motion by Schoonhoven, seconded by DeWolf to have the DSAE's work with Cities to estimate ADT traffic counts during this transition period until such time that they can obtain their regular traffic count.**

It was clarified that different MSAS Cities are on different traffic count schedules. Skallman stated that if an estimated ADT seems suspicious, the DSAE will likely ask for a specific special segment count. However, she felt if not suspicious, an estimate could be used until the segment can be counted with the Cities regular count cycle.

**Hearing no further discussion, Exner called for the vote on the motion. The motion carried unanimously.**

Exner clarified that there will be a special screening board meeting at 1pm on February 1, 2013 at the CEAM Winter Conference and the expectation is the new needs revisions will be approved at that meeting which is the “go” or “no go” date for the full implementation of the new system in 2014. In the meantime, the NSTF will be meeting to address the items and issues raised at this screening board meeting with the expectation of bringing recommendations to the MSB for approval at their special meeting on February 1, 2013.

b. Legislative Update – Dave Sonnenberg

Exner and Sonnenberg clarified the potential concern that CEAM may have with the league supporting increasing truck weight limits even on the interstate and freeway systems as they will likely use a local roadway system at some point. After a brief discussion, Exner summarized that the CEAM Executive Committee will work with Sonnenberg and the Legislative Committee to send a letter to LMC stating our concerns for their potential support for increased truck weight limits.

c. State Aid Report – Julie Skallman, Rick Kjonaas, Mark Gieseke, and Others

Mark Gieseke gave an update on where MnDOT is at with the new MAP-21 federal transportation bill. He chairs MnDOT’s MAP-21 work group which is currently meeting and reviewing a wide variety of options. Steve Bot is the Cities representative on the work group. In general the new MAP-21 bill sends approximately the same amount of money to the State as the old federal transportation bill did but it allocates more money to the National Highway System (NHS) and less to State Transportation Plan (STP) and Transportation Alternatives (STP). Thus far, MnDOT has indicated a commitment to honor the existing STIP projects even if some have to be moved into later years.

d. Other Topics

There were no other topics for discussion.

Chair Exner reminded everyone to get expense reports in to Julie Puffer with a mapping program map included to cover mileage reimbursement.

III. Chair Exner recognized and thanked the following people:

- a. Katy Geller-Hess, outgoing Chair of the Needs Study Subcommittee
- b. Shelly Pederson, outgoing Chair of the Unencumbered Construction Funds Subcommittee
- c. Shelly Pederson, Jeff Hulsether, and Jean Keely, Past Chairs of the Municipal Screening Board
- d. Screening Board Members

Exner noted that this would be the last meeting for Tim Schoonhoven, Tom Mathisen, and David Strauss.

- e. Others

Exner also thanked Lee Gustafson from the NSTF and Dave Sonnenberg for attending on behalf of the CEAM legislative committee. He thanked additional city staff and screening board alternates in attendance. Finally, he thanked Marshall Johnston and Julee Puffer for setting up the meeting.

VII. **Spring 2013 Screening Board Meeting**

Chair Exner stated that the next regularly scheduled Screening Board meeting will be held on May 21-22, 2013, at Arrowwood Resort in Alexandria.

Chair Exner reminded everyone of the special screening board meeting at 1:00 p.m. on February 1, 2013, after the CEAM annual business meeting in Brooklyn Center.

VIII. **Adjournment.**

Chair Exner entertained a motion for adjournment.

**Motion by Mathisen, seconded by Rodeberg to adjourn the meeting at 10:45 AM.  
Motion approved unanimously.**

Respectfully submitted,



Steven G. Bot, P.E.  
Municipal Screening Board Secretary  
St. Michael City Engineer

**2013 MUNICIPAL SCREENING BOARD  
WINTER MEETING MINUTES  
February 1, 2013**

**I. Call Meeting to Order & Welcome by Chair Moberg**

The 2013 Fall Municipal Screening Board was called to order at 1:05 p.m. on February 1, 2013. CEAM President Bob Moberg introduced the head table consisting of CEAM Vice President, Steve Bot, Secretary/Treasurer, Klayton Eckles, Julie Skallman, State Aid Engineer. Moberg thanked all those in attendance.

**II. Roll Call by Secretary Eckles for members present:**

**PRESENT:**

(District 1)	David Salo, Hermantown
(District 2)	David Kildahl, Thief River Falls
(District 3)	Bruce Westby, Monticello for Brad DeWolf
(District 4)	Jon Pratt, Detroit Lakes
(Metro-West)	Rod Rue, Eden Prairie
(Metro-East)	Mark Graham, Vadnais Heights
(District 6)	Steven Lang, Austin for Jon Erichson
(District 7)	Troy Nemmers, Fairmont
(District 8)	John Rodeberg, Glencoe
Duluth	Cindy Voigt
Minneapolis	Don Elwood
St. Paul	Paul Kurtz

**ABSENT:**

Richard Freese	Rochester (1 <sup>st</sup> Class City)
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**MnDOT PERSONNEL:**

Rick Kjonaas  
Kelvin Howieson  
Julee Puffer  
Marshall Johnston  
Ted Schoenecker  
Julie Dresel  
Mel Odens  
Ron Dahlquist

41 other people were in attendance from cities and consulting firms.

### **III. Discuss progress and recommendation of Needs Study Task Force.**

- A. Rick Kjonaas provided an update on the Needs Study Task Force
- Software not ready yet but Rick demonstrated web based viewing
  - Vendor is due to be done in April.
  - Comparisons will be run for each city showing 2013 needs if new program was in place; volunteers will be needed to review and comment on the results.
  - Cities will have until June 1, 2013 to complete system revisions.
- B. Lee Gustafson further discussed the findings and issues addressed by the NSTF:
- Showed a PowerPoint (available on the CEAM website) of the Needs Study Task Force recommendations and findings.
  - The new approach for calculating MSA needs will be based on “continual needs”; meaning the traditional methodology of costing out needed improvements and soil factor cost adjustments will be scrapped, and instead continual needs will be based on the current traffic volumes which will generate a design section and all of the costs/needs will be computed based on the design selection (for that volume).
  - DSAE can help prepare estimated traffic counts due to timing actual ADT may not be possible this year.
  - Continual needs on structures ( railroad bridges over MSAS routes will continue to be calculated as ATF Needs) are proposed.
  - A transition period is proposed to reduce the initial impact to some cities. The proposal is to transition for a period up to 7 years. There are caps on the maximum yearly adjustment in order to avoid major initial and yearly fluctuations. Proposed maximum changes 10% max up, 5% max down.
- C. Guiding Principles
- Simple
  - Credible
  - Flexible
  - Equitable

New system may make it desirable for some cities to make system changes and re-designate some road segments based on ADT.

Lee presented all the detailed recommendations. The key recommendation is that by May 31, 2013 the entire reinstituted program would be in place and the January 2014 state aid needs would be calculated based on continual needs.

A new “run” showing how cities might be affected by the new program and assumptions has been titled “H1”. It was passed out at the meeting.

### **IV. Municipal Screening Board Action Items**

## **A. Discussion of the Needs Study Task Force Recommendations**

Cindy Voigt (Duluth) – Can we add a “Relief” valve to set a max loss; a one-time permanent adjustment may be appropriate to deal with big losers.

Jim Johnson – Why are sidewalks included at all?

Lee Gustafson – The NSTF decision was to use a good average and recognize “Complete Streets”. It does not mean you have to build sidewalks in the design, but rather that pedestrian facilities are generally present, and state aid ought to include needs for these facilities.

Steve Lillehaug – Is this final? Is there an appeal process?

Lee Gustafson – If it is final, then the new calculations would be “set in stone”, but future screening boards can always make Needs adjustments or take action to rectify a special problem.

Don Elwood – He received significant input from member cities that are in favor of the latest computational approach (H1) to calculating continual needs.

Mark Graham – Favors the H1 run the latest computation of continual needs

MOTION by Mark Graham, seconded by Pratt that the latest H1 continuous needs calculation is used as a basis for needs distribution.

Jim Johnson – Soil factor and R value has large variations, new roads ought to be able to use actual soil values and the ADT is too low for the proposed widths.

Lee Gustafson – These are not design criteria, but rather funding computations, so it isn’t meant to be perfect, but typical.

Justin Femrite – Is there consideration for roundabouts vs. signals?

Lee Gustafson – No, that can be added later as roundabouts become more common.

Jeff Hulsether – Is this a tool to encourage or “incentivize” spending down the unencumbered balance?

Lee Gustafson - We did keep the excess balance penalties, so yes we are trying to keep the balance low.

Dave Kildahl – Combination of ADT, Soil Factor & Bridges ADT is hitting rural communities.

No further discussion, vote called; MOTION PASSES 10-2 (Voigt, Kildahl)

**B. Base the January 2014 distribution on NSTF recommendations**

MOTION by John Rodeberg to base the January, 2014 municipal state aid needs distribution on the Needs Study Task Force recommendations, specifically the H1 model run, Seconded by Mark Graham.

MOTION PASSES 11-1

**C. Extending of the May 1<sup>st</sup> deadline for system revisions**

MOTION by Troy Nemmers, seconded by Jon Pratt to extend from May 1 to June 1, the 2013 deadline for system revisions.

MOTION PASSES 12-0

**D. Appoint a representative for District 6**

Marshall Johnston explained that Jon Erichson retired so there is a vacancy for District 6 NSTF

Nominations: David Strauss MOTION by David Salo seconded by Troy Nemmers to appoint David Strauss as the District 6 representative for the NSTF

MOTION PASSES 12-0

**E. Special issue regarding impact of the NSTF recommendations on City of Duluth**

MOTION BY David Salo, seconded by Cindy Voigt, NSTF directed to study and report back in the Spring to the Screening Board on concept of special one- time adjustment from the NSTF recommendations Duluth.

Troy Nemmers – Duluth to meet with NSTF in February to discuss possible adjustments

David Salo – Supports the NSTF recommendations.

Lee Gustafson—a one-time adjustment could occur anytime, but Spring Screening board is a good place to consider it. Final recommendations won't be made until the new software is run with these new criteria.

Steve Bot-- explained that Duluth is not the biggest loser as a percentage of funds received; there are some of the smaller cities that are getting hit much harder than Duluth.

Cindy Voigt agreed that some smaller cities are getting big cuts in the annual allotment. Duluth is seeing major impact, and is the biggest overall dollar cut. She discussed the



unintended consequences of the proposed changes. Some cities seeing major impacts on the state aid funding. Need to look at options for making a one-time adjustment if we go with the NSTF recommendations.

Dave Kildahl – Can't "just make an adjustment, can't just tweak"? We need to have a rational approach. If we start doing adjustments at this early stage, it will compromise the entire process.

MOTION PASSES 11-1

Other Items

May 21, 22 is screening board in Alexandria.

May 9 is Metro Prescreening Board Meeting

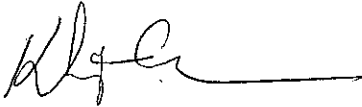
Adjourn Municipal Screening Board Meeting

MOTION made by Cindy Voigt, second by Mark Graham to adjourn the meeting.

MOTION PASSES unanimously.

Meeting adjourned at 2:30.

Respectfully submitted



Municipal Screening Board Secretary  
Woodbury City Engineer

[illegible]

# UNIT PRICES



# AND GRAPHS

## UNIT PRICE STUDY

An annual unit price study was conducted until 1997. In 1996, the Municipal Screening Board made a motion to conduct the Unit Price study every two years, with the ability to adjust significant unit price changes on a yearly basis. There were no changes in the unit prices in 1997. In 1999 and 2001, a construction cost index was applied to the 1998 and 2000 contract prices. In 2003, the Screening Board directed the Needs Study Subcommittee to use the percent of increase in the annual National Engineering News Record Construction Cost Index to recommend Unit Costs to the Screening Board.

In 2007, the Municipal Screening Board made a motion to conduct the Unit Price study every three years with the option to request a Unit Price study on individual items in “off years”.


These prices are applied against the quantities in the Needs Study computation program to compute the 2014 construction (money) needs apportionment.

The average State Aid bridge costs from 2012 are used to determine the unit price.

MN/DOT’s hydraulic office furnished a recommendation of costs for storm sewer construction and adjustment based on 2012 construction costs.

The Engineering Construction Cost Index of +2.6% was used this year.

### Cost Indexes

			
<b>Construction Cost Index</b>			
The CCI increased 0.2% this month, pushing up the annual escalation rate for the index to 2.6% from 2.5%.			
20-CITY: 1913=100	DEC. 2012 INDEX VALUE	% CHG. MONTH	% CHG. YEAR
CONSTRUCTION COST	99412.25	+0.2	+2.6
COMMON LABOR	20056.05	+0.3	+3.0
WAGE \$/HR.	38.11	+0.3	+3.0

**MUNICIPAL STATE AID SCREENING BOARD  
NEEDS STUDY SUBCOMMITTEE  
APRIL 15, 2013**

The Needs Study Subcommittee (NSS) meeting was held on April 15, 2013 at 1:30 p.m. via teleconference. NSS members present were: Russ Matthys – Eagan (Chair), Steve Bot – St. Michael, and Tim Schoonhoven--Alexandria. Also present were: Marshall Johnston, Julie Puffer, Deb Hall-Kuglin, Julie Skallman, Lowell Schafer, and Rick Kjonaas of Mn/DOT State Aid.

The meeting was called together by Chairman Matthys at 1:30 p.m. and turned over to Kjonaas who provided an update on the software design and programming for the new needs system. Kjonaas said that they hoped to have a working run by next week for the Needs Study Task Force meeting. At this point staff is optimistic that the programming will be operational for use in determining the 2014 needs.

Next Johnston presented the needs study subcommittee data packet for review and recommendations of unit costs to the Municipal Screening Board. This year, instead of a full unit price study, a construction cost index inflation factor of 2.6% was applied to last year's approved unit prices as a starting point.

Johnston first presented a summary of revisions to the unit costs which have been approved by the Municipal Screening Board based on recommendations from the Needs Study Task Force. Johnston also presented a spreadsheet of unit price recommendations showing which items had been eliminated from the needs calculations and which were now to be calculated as after-the-fact needs.

Johnston presented information that was prepared by Parsons Brinckerhoff for the Needs Study Task Force regarding pavement design and the basis for determining the quantities used for each of the eight ADT design sections. Johnston presented a table showing the final quantities for each of these sections.

Johnston provided sheets showing the unit price history for all items to be considered including the approved unit price used in 2012 and a projected unit price applying the ENR Construction Cost Index of 2.6%. The subcommittee reviewed this information and following discussion on each item, made the following recommendations:

1. Grading/Excavation, \$6.75 per cubic yard
2. Aggregate Base, \$10.90 per ton
3. All Bituminous, \$59.50 per ton
4. Sidewalk Construction, \$29.24 per square yard or \$3.25 per square foot (it was decided to report this cost in dollars per square foot in all future cost summaries)
5. Curb and Gutter Construction, \$11.45 per linear foot

The subcommittee next reviewed the method for determining storm sewer costs as recommended by the Needs Study Subcommittee. This method uses a determination for cost per mile of storm sewer for the 70-foot wide typical section and prorates the cost for each of the other seven sections.

Johnston presented a memo of April 10, 2013 from Juanita Voigt, State Aid Hydraulic Specialist regarding state aid storm sewer construction costs for 2012. This memo stated the result of an analysis of 2012 storm sewer costs to be approximately \$313,443 per roadway mile of new construction. Following discussion on this item the subcommittee recommended a unit cost of \$313,500 per roadway mile for the 70-foot wide typical section.

The subcommittee next reviewed lighting needs costs and recommended a unit cost of \$100,000 per need mile.

The subcommittee next reviewed traffic signal costs. Johnston presented an email from Michael Gerbensky (DOT) dated March 29, 2012 regarding average traffic signal costs. This email recommended a cost of \$225,000 for a normal 4-legged intersection. (Gerbensky followed up with an email dated April 16, 2013 which stated that the numbers have not changed significantly in the last year and stated that they were still good to use for estimating purposes). Johnston pointed out that signal costs will be calculated differently this year based on the recommendations of the Needs Study Task Force. Needs will be calculated on a per-leg basis this year with each signal leg receiving one fourth of the total cost of a signal. Following discussion the subcommittee recommended a unit cost of \$225,000 per signal.

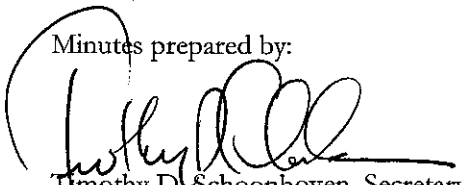
The subcommittee next reviewed information showing 2012 bridge costs from the State Aid Bridge Office. Following discussion the subcommittee recommended a unit cost for Bridges of \$120.00 per square foot.

The subcommittee reviewed the engineering costs and recommended staying with 22%.

**MOTION BY BOT, SECONDED BY SCHOONHOVEN TO RECOMMEND THE  
ABOVE LISTED UNIT COSTS TO THE MUNICIPAL SCREENING BOARD.  
MOTION PASSED UNANIMOUSLY.**

There being no more business for the Needs Study Subcommittee, Chair Matthys adjourned the meeting at approximately 3:00 p.m.

Minutes prepared by:



Timothy D. Schoonhoven, Secretary  
Needs Study Subcommittee

<b>2013 UNIT PRICE RECOMMENDATIONS</b>					
<i>for the January 2014 distribution</i>					
<b>Needs Item</b>		<b>2012 Needs Prices used for 2013 Distribution</b>	<b>2.6% ENR Construction Cost Index</b>	<b>Subcommittee Recommended Prices in 2013 for 2014 Distribution</b>	<b>Screening Board Approved Prices for 2014 Distribution</b>
Grading (Excavation)	Cu. Yd.	\$6.60	\$6.77	\$6.75	
Class 5 Base #2211	Ton	10.65	\$10.93	10.90	
All Bituminous	Ton	58.00	\$59.51	59.50	
Sidewalk Construction	Sq. Ft.	2.83	\$2.91	3.25	
Curb and Gutter Construction	Lin.Ft.	11.15	\$11.44	11.45	
Storm Sewer Adjustment	Mile	97,000		N/A	N/A
Storm Sewer	Mile	307,300		313,500	
Street Lighting	Mile	100,000	102,600	100,000	
Traffic Signals	Per Sig	140,000	143,640	225,000	
<b>Signal Needs Based On Projected Traffic</b>					
Projected Traffic	Percentage	X Unit Price =	Needs Per Mile		
0 - 4,999	.25	\$136,000 =	\$34,000	N/A	N/A
5,000 - 9,999	.50	136,000 =	68,000	N/A	N/A
10,000 & Over	1.00	136,000 =	136,000	N/A	N/A
<b>Right of Way (Needs Only)</b>	Acre	100,000		N/A	N/A
<b>Engineering</b>	Percent	22		22	
<b>Railroad Grade Crossing</b>					
Signs	Unit	2,500		ATF	ATF
Pavement Marking	Unit	2,500		ATF	ATF
Signals (Single Track-Low Speed)	Unit	275,000		ATF	ATF
Signals & Gate (Multiple Track - High & Low Speed)	Unit	325,000		ATF	ATF
Concrete Xing Material(Per Track)	Lin.Ft.	1,800		ATF	ATF
<b>Bridges</b>					
0 to 149 Ft.	Sq. Ft.	125.00		120.00	
150 to 499 Ft.	Sq. Ft.	125.00		120.00	
500 Ft. and over	Sq. Ft.	125.00		120.00	
<b>Railroad Bridges over Highways</b>					
Number of Tracks - 1	Lin.Ft.	10,200		ATF	ATF
Additional Track (each)	Lin.Ft.	8,500		ATF	ATF

## **QUANTITY REVISIONS IN THE NEW PROGRAM**

*The MSB approved unit prices will be applied to the quantities as explained below*

The Municipal Screening Board, based upon recommendations from the Needs Study Task Force, has approved the following revisions to the quantity calculations that are used in the annual Needs Study.

Unit costs will be applied to the quantities on all segments based on the continual Needs concept.

### **ROADWAY QUANTITIES**

All roadway quantities (**Grading/Excavation, Gravel Base, and Bituminous**) are based on an analysis conducted by a consulting engineering firm. The study used the R Value and ESAL Option found in the ESAL Traffic Forecast Calculator and the MnDOT Flexible Pavement Design spreadsheet which can be found on line.

### **SIDEWALK CONSTRUCTION**

If , based on Existing Traffic, the roadway is in Traffic Group 1 or 2 (less than 500 existing ADT), sidewalk is calculated based on a five foot wide sidewalk on one side times segment length times the unit cost.

If, based on Existing Traffic, the roadway is in any Traffic Group >2, sidewalk is calculated based on a five foot wide sidewalk on both sides of the roadway.

### **CURB & GUTTER**

No change. Cost will be calculated on a cost per lineal foot based upon either a Unit Cost study or the CCI (Construction Cost Index).

### **STORM SEWER**

The MSB approved cost per mile recommended by the MnDOT Hydraulic Office will be used in the highest Needs Traffic group and prorated to the lower traffic groups based on a study done by a consulting engineering firm.

### **STREET LIGHTING**

No change to computation method. Cost will be on a cost per mile basis.

### **TRAFFIC SIGNALS**

The city will input the number of signal legs on a segment basis. For Needs purposes, the signal leg cost will be  $\frac{1}{4}$  of the total signal cost. The number of legs input by the city will then be multiplied by  $\frac{1}{4}$  of the signal cost times the unit cost.



**ENGINEERING**

No change. A percentage of the total cost will be added to that cost.

**RAILROAD CROSSINGS**

Have been revised to After the Fact Needs for a 15 year period. ATF Needs are based on actual State Aid and/or local State Aid eligible costs.

**STRUCTURES**

All bridges and box culverts, except railroad bridges over highways (underpasses), have been revised to a cost per square foot based on the Existing Length times the Needs width (based on the traffic group) times the MSB approved cost- which will be based on the recommendation of the State Aid Bridge Office.

Needs for Railroad bridges over MSAS routes will be computed as ATF Needs. The ATF Needs will be based on the actual SA and/or local State Aid eligible costs for a period of 15 years for reconditioning project and 35 years for construction/reconstruction projects.

**MAINTENANCE NEEDS**

No longer included

**GRADING FACTOR**

No longer included

**25 YEAR CONSTRUCTION NEEDS  
FOR EACH INDIVIDUAL CONSTRUCTION ITEM**

10-Apr-13

ITEM	2011 APPORTIONMENT NEEDS COST FOR THE JANUARY 2012 DISTRIBUTION	2012 APPORTIONMENT NEEDS COST FOR THE JANUARY 2013 DISTRIBUTION	DIFFERENCE	2012 % OF THE TOTAL
Grading/Excavation	\$535,836,289	\$708,982,510	\$173,146,221	12.94%
Storm Sewer Adjustment	104,015,668	108,248,120	4,232,452	1.98%
Storm Sewer Construction	339,980,894	353,053,897	13,073,003	6.45%
<b>SUBTOTAL GRADING</b>	<b>\$979,832,851</b>	<b>\$1,170,284,527</b>	<b>\$190,451,676</b>	<b>21.37%</b>

Aggregate Base	\$596,071,892	\$621,836,903	\$25,765,011	11.35%
Bituminous Base	655,550,880	644,884,194	(10,666,686)	11.77%
<b>SUBTOTAL BASE</b>	<b>\$1,251,622,772</b>	<b>\$1,266,721,097</b>	<b>\$15,098,325</b>	<b>23.13%</b>

Bituminous Surface	\$564,168,900	\$548,826,566	(\$15,342,334)	10.02%
Surface Widening	4,863,042	4,273,219	(589,823)	0.08%
<b>SUBTOTAL SURFACE</b>	<b>\$569,031,942</b>	<b>\$553,099,785</b>	<b>(\$15,932,157)</b>	<b>10.10%</b>

Curb and Gutter	\$285,674,528	\$285,442,316	(\$232,212)	5.21%
Sidewalk	345,885,845	351,051,658	5,165,813	6.41%
Traffic Signals	220,788,520	228,365,200	7,576,680	4.17%
Street Lighting	241,827,000	247,051,000	5,224,000	4.51%
<b>SUBTOTAL MISCELLANEOUS</b>	<b>\$1,094,175,893</b>	<b>\$1,111,910,174</b>	<b>\$17,734,281</b>	<b>20.30%</b>

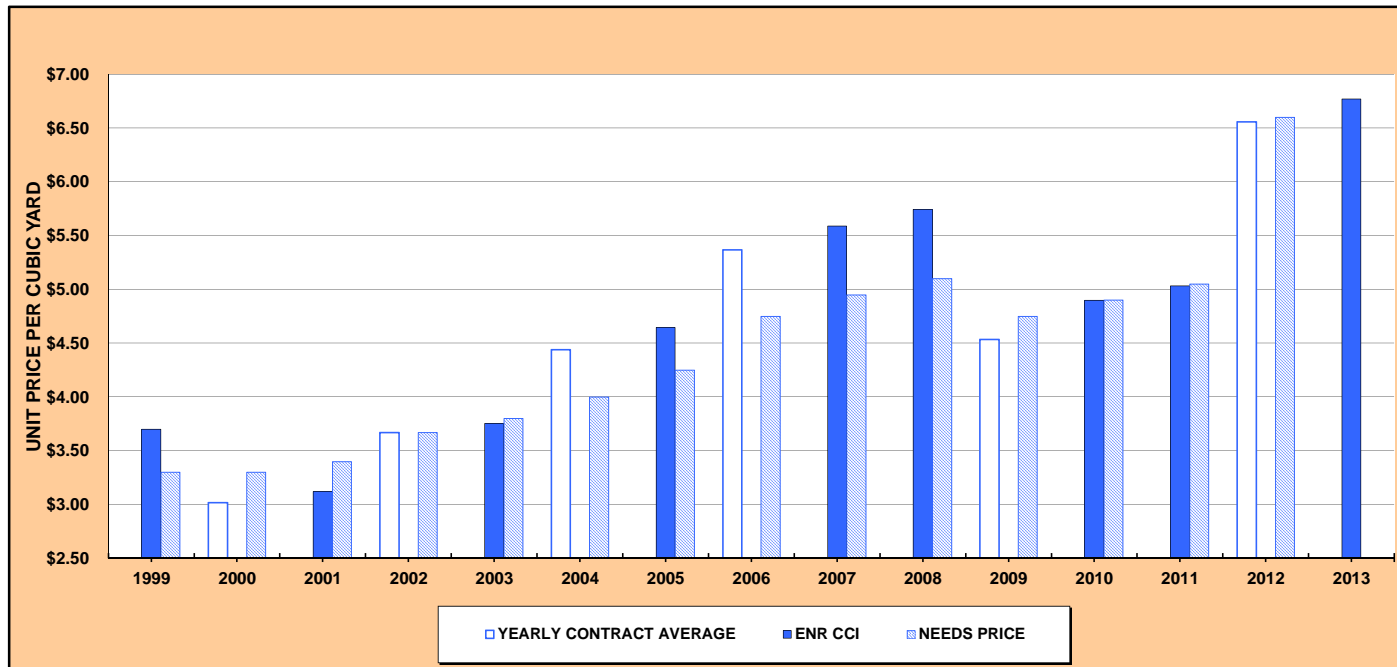
<b>TOTAL ROADWAY</b>	<b>\$3,894,663,458</b>	<b>\$4,102,015,583</b>	<b>\$207,352,125</b>	<b>74.90%</b>
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Structures	\$218,585,283	\$253,413,585	\$34,828,302	4.63%
Railroad Crossings	100,390,350	104,018,000	3,627,650	1.90%
Maintenance	35,252,968	36,425,927	1,172,959	0.67%
Engineering	927,000,627	981,078,389	54,077,762	17.91%
<b>SUBTOTAL OTHERS</b>	<b>\$1,281,229,228</b>	<b>\$1,374,935,901</b>	<b>\$93,706,673</b>	<b>25.10%</b>

<b>TOTAL</b>	<b>\$5,175,892,686</b>	<b>\$5,476,951,484</b>	<b>\$301,058,798</b>	<b>100.00%</b>
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# GRADING/EXCAVATION



Needs Year	Number of Cities	Quantity (Cu.Yd)	Total Cost	Yearly Average Contract Price	Construction Cost Index	Price Used in Needs
1999					\$3.70	3.30
2000	56	1,157,353	3,490,120	3.02	3.12	3.30
2001					3.12	3.40
2002	50	893,338	3,275,650	3.67	3.67	3.67
2003					3.75	3.80
2004	56	1,018,912	4,523,089	4.44	4.00	4.00
2005					\$4.65	\$4.25

Needs Year	Number of Cities	Quantity (Cu. Yd.)	Total Cost	Yearly Average Contract Price	Construction Cost Index	Price Used in Needs
2006	48	587,442	\$3,152,838	\$5.37		4.75
2007					5.59	4.95
2008					5.74	5.10
2009	47	1,334,769	6,052,005	\$4.53		4.75
2010					4.90	4.90
2011					5.03	5.05
2012	83	689,502	4,521,435	\$6.56		6.60
2013					6.77	

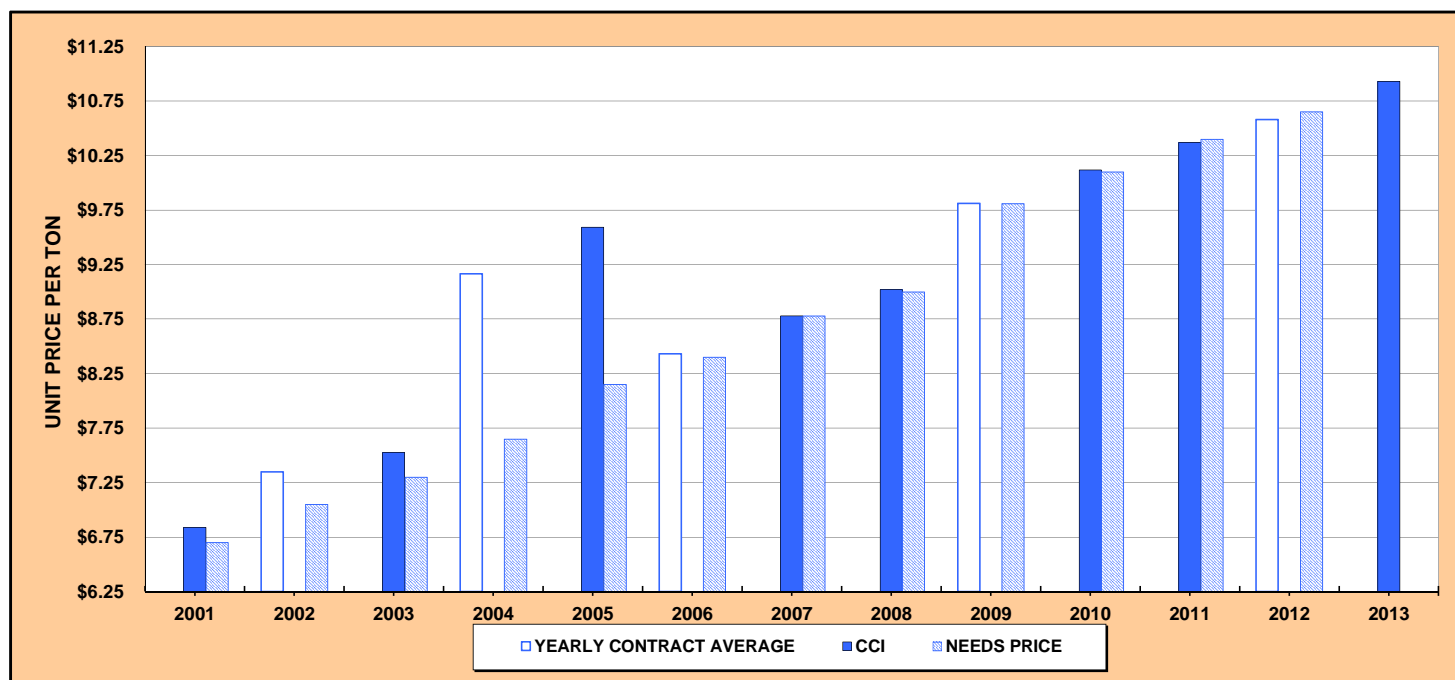
SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2013 NEEDS STUDY IS \$6.75 PER CUBIC YARD

Applying the ENR Construction Cost Index of 2.6% to last years 'Price Used in Needs' will result in an increase of \$0.17 to the 'Price Used in Needs' in 2012 for a 2013 ENR CCI Cost of \$6.77

This item was 12.94% of the total needs last year

Urban and Rural Grading Factors will not be included in the unit cost study beginning this year.

# AGGREGATE BASE



Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Construction Cost Index	Price Used in Needs
2001					\$6.84	\$6.70
2002	52	527,592	\$3,877,688	\$7.35	7.53	7.05
2003					7.53	7.30
2004	58	573,153	5,252,804	9.16	9.59	7.65
2005					9.59	8.15
2006	46	355,866	\$3,000,906	8.43	8.78	8.40
2007					8.78	8.78

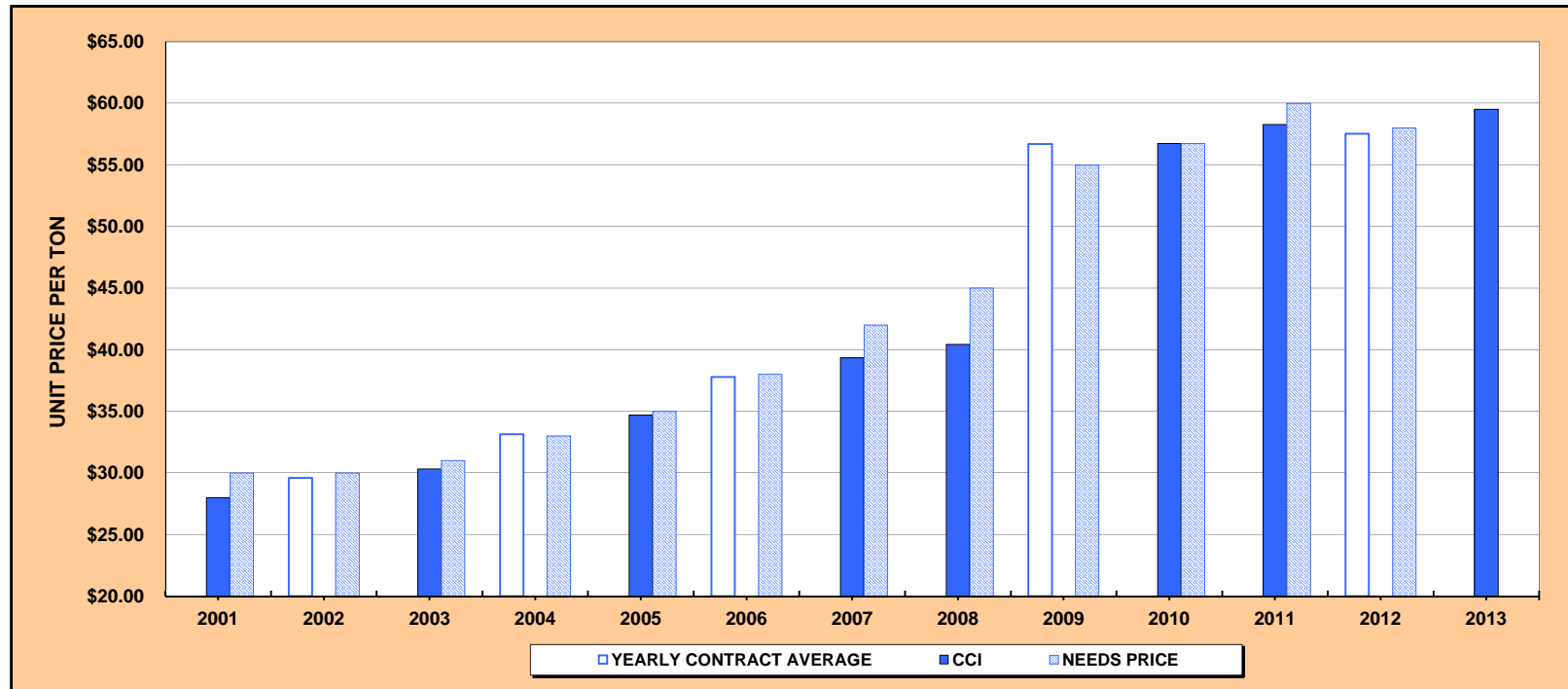
Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Construction Cost Index	Price Used in Needs
2008					\$9.02	\$9.00
2009	45	436,802	\$4,284,174	\$9.81	10.12	9.81
2010					10.12	10.10
2011					10.37	10.40
2012	57	416,725	4,409,415	10.58	10.93	10.65
2013					10.93	

**SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2013 NEEDS STUDY IS \$10.90 PER TON**

Applying the ENR Construction Cost Index of 2.6% to last years 'Price Used in Needs' will result in an increase of \$0.28 to the 'Price Used in Needs' in 2012 for a 2013 ENR CCI Cost of \$10.93

This item was 11.35% of the total needs last year

# ALL BITUMINOUS



Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Construction Cost Index	Price Used in Needs
2001					\$27.99	\$30.00
2002	50	371,198	\$10,989,206	\$29.60		30.00
2003					30.31	31.00
2004	60	459,606	15,229,960	33.14		33.00
2005					34.68	35.00
2006	51	305,073	11,524,574	37.78		38.00
2007					39.33	42.00

Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Construction Cost Index	Price Used in Needs
2008					\$40.42	\$45.00
2009	44	277,797	\$15,744,901	\$56.68		55.00
2010					56.72	56.75
2011					58.27	60.00
2012	65	317,687	18,334,854	57.51		58.00
2013					59.51	

**SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2013 NEEDS STUDY IS \$59.50 PER TON**

Applying the ENR Construction Cost Index of 2.6% to last years 'Price Used in Needs' will result in an increase of \$1.51 to the 'Price Used in Needs' in 2012 for a 2013 ENR CCI Cost of \$59.51

This item was 21.87% of the total needs last year

# SIDEWALK CONSTRUCTION



Needs Year	Number of Cities	Quantity (Sq.Yd)	Total Cost	Yearly Average Contract Price	Construction Cost Index	Price Used in Needs
2001					\$22.40	\$22.00
2002	38	61,390	\$1,596,409	\$26.00		22.50
2003					26.63	23.50
2004	47	123,460	2,937,553	23.79		24.00
2005					25.29	25.00
2006	43	69,500	\$2,004,367	\$28.84		26.00
2007					30.02	28.00

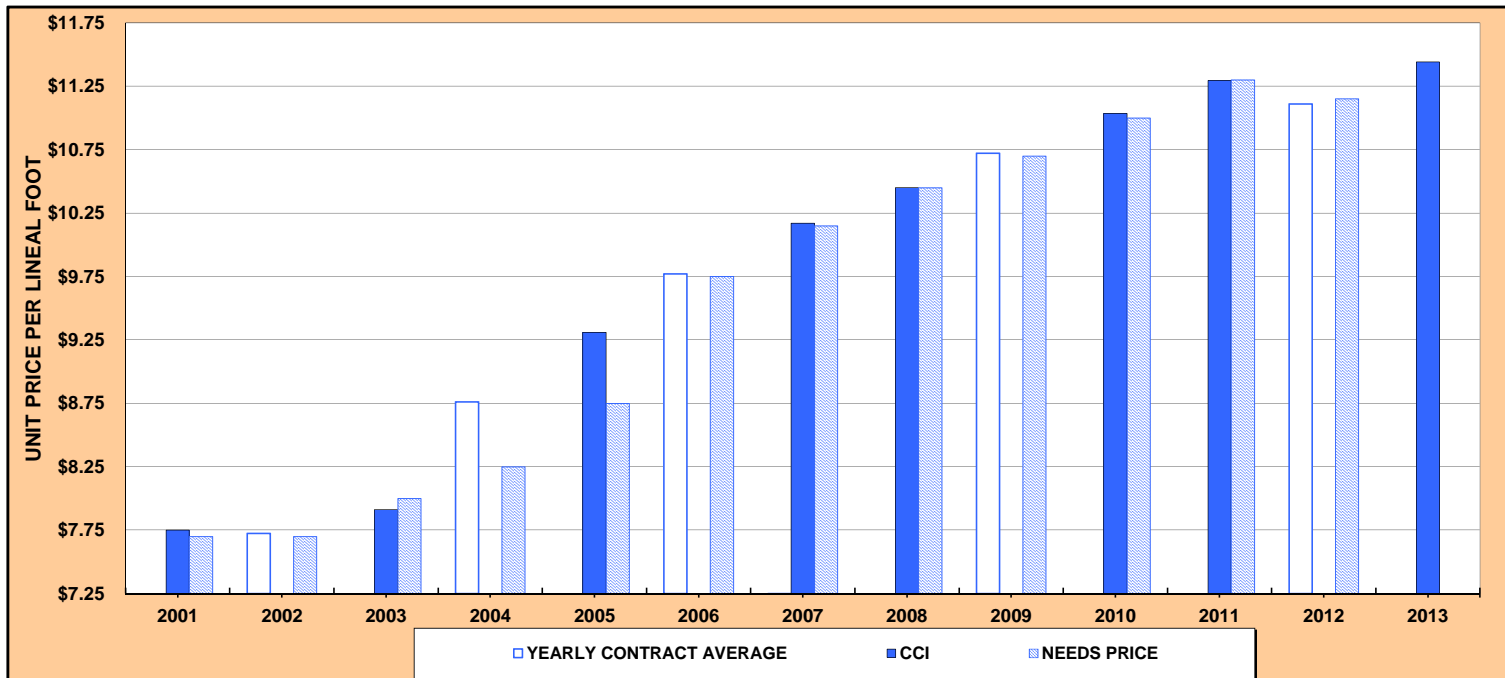
Needs Year	Number of Cities	Quantity (Sq. Yd.)	Total Cost	Yearly Average Contract Price	Construction Cost Index	Price Used in Needs
2008					\$30.86	\$29.00
2009	44	95,689	\$2,482,820	\$25.95		27.00
2010					27.85	27.85
2011					28.60	28.60
2012	51	66,045	1,880,257	28.47		28.50
2013					29.24	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2013 NEEDS STUDY IS \$3.25 PER SQ FT

Applying the ENR Construction Cost Index of 2.6% to last years 'Price Used in Needs' will result in an increase of \$0.74 to the 'Price Used in Needs' in 2012 for a 2013 ENR CCI Cost of \$3.25/sq. ft. or \$29.24/sq. yd.

This item was 6.41% of the total needs last year

# CURB AND GUTTER CONSTRUCTION



Needs Year	Number of Cities	Quantity (Ln. Ft.)	Total Cost	Yearly Average Contract Price	Construction Cost Index	Price Used in Needs
2001					\$7.75	\$7.70
2002	50	363,497	\$2,807,345	\$7.72	7.91	7.70
2003						
2004	59	469,131	4,110,211	8.76	9.31	8.25
2005						
2006	52	327,171	3,195,201	9.77	10.17	9.75
2007						

Needs Year	Number of Cities	Quantity (Ln. Ft.)	Total Cost	Yearly Average Contract Price	Construction Cost Index	Price Used in Needs
2008					\$10.45	\$10.45
2009	43	262,251	\$2,812,246	\$10.72	11.03	10.70
2010						
2011						
2012	63	281,751	3,130,181	11.11	11.29	11.00
2013						

**SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2013 NEEDS STUDY IS \$11.45 PER LN FT**

Applying the ENR Construction Cost Index of 2.6% to last years 'Price Used in Needs' will result in an increase of \$0.29 to the 'Price Used in Needs' in 2012 for a 2013 ENR CCI cost of \$11.44

This item was 5.21% of the total needs last year

N:\MSAS\BOOKS\2013 JUNE BOOK\UNIT PRICES 2013.XLSX C&G CONST GRAPH

# MnDOT State Aid Bridge Office 2012 Calendar Year - - Bridge Cost Report

## General Notes

The CY 2012 Bridge Cost Report reflects the unit cost (\$ per square foot of bridge area) of all of the bridges let in CY 2012.

Pre-cast concrete box culverts have not been included in this report as they do not generally get reviewed (or approved) by the State Aid Bridge Office. Please contact the SALT Office for pre-cast concrete box culvert cost information.

The bridge unit costs are derived from the pay items on the 1<sup>st</sup> sheet of each bridge plan and therefore may include Traffic Control, Guardrail, etc.

We exclude one bridge pay item when calculating the cost of each bridge. That pay item is *Remove Existing Bridge* and it occurs prior to bridge construction and is not eligible for state or federal funding.

If a bridge has expensive aesthetic features, it may result in a higher unit cost for the bridge. Bridges with an unusually high (or low) unit cost will be omitted to ensure we are reporting "average" bridge unit costs.

Please note that the purpose of this report is to provide the approximate costs of building the various types of bridges and to track those cost trends over time.

Please report any missing bridges to the State Aid Bridge Office as soon as possible so we can revise the report. Once the report gets loaded to our website it's considered to be final.

As always we appreciate your comments and feel free to call us if you have any questions or comments.

Dave Conkel  
MnDOT State Aid Bridge Engineer  
Phone: 651-366-4493  
E-Mail: [dave.conkel@state.mn.us](mailto:dave.conkel@state.mn.us)



# MnDOT State Aid Bridge Office

## 2012 Calendar Year - - Bridge Cost Report

Separated per Bridge Length < 150'

SORTED BY BRIDGE LENGTH, DOES NOT INCLUDE OVERLAYS

New Bridge Number	Project Type	Project Number	Length	Beam Type Code	Letting Date	Area	Cost	Unit Cost
R0604	SP	092-090-027	22.00	C-SLAB	1/16/2012	337	\$262,083	\$777.70
28551	SAP	028-996-017	32.00	C-SLAB	7/27/2012	1142	\$159,307	\$139.50
70548	SAP	070-606-010	36.67	INV-T	6/26/2012	1742	\$404,091	\$231.97
R0630	SP	010-090-002	41.33	REHAB	5/1/2012	579	\$40,269	\$69.55
13521	SAP	013-598-008	47.17	INV-T	6/6/2012	1667	\$320,997	\$192.56
78532	SAP	078-598-035	47.50	C-SLAB	10/16/2012	1488	\$231,073	\$155.29
66550	SAP	066-598-016	50.94	PCB	5/7/2012	2208	\$300,707	\$136.19
22612	SAP	022-601-022	51.00	C-SLAB	3/29/2012	2006	\$277,865	\$138.52
11526	SAP	011-598-005	54.00	TTS	8/16/2012	1728	\$384,042	\$222.25
R0631	SP	010-090-002	55.25	REHAB	5/1/2012	873	\$135,500	\$155.21
67563	SAP	067-609-020	56.92	PCB	8/24/2012	2011	\$282,486	\$140.47
24550	SAP	024-634-019	59.92	PCB	6/11/2012	2117	\$346,078	\$163.48
13J13	SAP	013-599-008	60.00	C-ARCH	4/30/2012	2160	\$792,628	\$366.96
43558	SAP	043-599-036	63.92	PCB	11/28/2012	2003	\$216,403	\$108.04
27B31	SP	141-080-033	64.20	PCB	6/6/2012	5300	\$1,129,911	\$213.19
67562	SP	067-608-009	66.67	C-SLAB	6/29/2012	2356	\$345,547	\$146.67
73575	SAP	073-634-006	72.00	PCB	8/24/2012	2544	\$1,120,792	\$440.56
24551	SAP	024-605-006	72.06	PCB	8/14/2012	2547	\$339,679	\$133.36
78530	SP	078-606-024	75.00	C-SLAB	8/21/2012	2950	\$334,889	\$113.52
01532	SAP	001-604-010	76.38	PCB	7/30/2012	2940	\$368,251	\$125.26
R0611	SP	001-090-002	77.00	TRUSS	4/16/2012	770	\$172,034	\$223.42
83549	SAP	083-604-007	78.42	PCB	2/16/2012	3085	\$347,425	\$112.62
32569	SAP	032-628-014	80.25	PCB	1/6/2012	3157	\$367,431	\$116.39
32571	SAP	032-620-022	80.50	C-SLAB	4/6/2012	3166	\$304,968	\$96.33
46574	SAP	123-080-002	81.97	C-SLAB	8/27/2012	4142	\$1,213,507	\$292.98
67564	SP	067-598-010	82.50	PCB	10/12/2012	2721	\$625,358	\$229.83
22614	SAP	022-602-027	82.67	C-SLAB	8/2/2012	2921	\$317,158	\$108.58
31563	SAP	031-649-010	83.94	PCB	5/10/2012	3302	\$360,560	\$109.19
45574	SAP	045-607-009	86.00	C-SLAB	2/21/2012	3039	\$310,795	\$102.27
12552	SAP	012-599-087	87.00	C-SLAB	6/5/2012	2726	\$293,645	\$107.72
24553	SAP	024-601-016	89.92	PCB	10/9/2012	3177	\$353,108	\$111.15
11528	SAP	011-599-014	90.92	PCB	8/16/2012	2849	\$367,162	\$128.87
24546	SAP	024-601-014	90.92	PCB	6/11/2012	3212	\$409,546	\$127.50

NOTE: LIST OF BRIDGES LESS THAN 150' LENGTH CONTINUED ON NEXT SHEET.

# MnDOT State Aid Bridge Office

## 2012 Calendar Year - - Bridge Cost Report

Separated per Bridge Length < 150' (Cont'd)

SORTED BY BRIDGE LENGTH, DOES NOT INCLUDE OVERLAYS

69A03	SAP	069-675-005	97.70	PCB	4/13/2012	3452	\$397,643	\$115.19
24552	SAP	024-634-020	99.50	PCB	10/9/2012	3516	\$500,114	\$142.24
29531	SAP	029-639-012	101.00	C-SLAB	5/14/2012	3974	\$502,020	\$126.33
28554	SP	028-599-075	105.67	C-SLAB	7/16/2012	3311	\$352,104	\$106.34
58553	SAP	058-640-011	105.83	PCB	8/7/2012	3740	\$380,761	\$101.81
45575	SP	045-598-020	106.05	PCB	7/17/2012	3747	\$415,361	\$110.85
74554	SAP	074-609-016	107.67	PCB	5/3/2012	3804	\$412,950	\$108.56
59542	SAP	059-601-029	107.78	C-SLAB	7/3/2012	4242	\$496,790	\$117.11
79553	SAP	079-605-013	108.50	PCB	5/30/2012	4268	\$473,355	\$110.91
70551	SAP	246-080-001	109.58	PCB	7/25/2012	3197	\$769,817	\$240.79
25608	SAP	025-598-020	112.67	C-SLAB	1/9/2012	4920	\$501,667	\$101.96
64583	SAP	064-598-017	113.00	C-SLAB	9/13/2012	3993	\$350,560	\$87.79
69A06	SP	069-637-022	113.92	PCB	10/8/2012	4936	\$695,204	\$140.84
27B80	SP	027-619-019	118.54	C-SLAB	5/8/2012	5244	\$982,343	\$187.33
L0885	SP	056-090-007	123.42	REHAB	4/4/2012	1888	\$389,752	\$206.44
50592	SAP	050-601-029	124.67	C-SLAB	6/7/2012	4405	\$508,158	\$115.36
20560	SP	240-080-001	124.67	PCB	6/6/2012	7544	\$933,617	\$123.76
56538	SP	056-672-004	127.67	C-SLAB	6/6/2012	6149	\$712,204	\$115.82
57525	SP	170-115-012	130.33	STEEL	7/10/2012	2758	\$1,684,343	\$610.71
L6007	SP	118-060-010	131.33	REHAB	9/26/2012	8070	\$377,336	\$46.76
50591	SAP	050-623-002	142.66	C-SLAB	5/3/2012	6919	\$748,717	\$108.21
60560	SP	060-670-003	144.75	PCB	4/20/2012	5283	\$576,238	\$109.07
59541	SAP	059-601-028	148.67	C-SLAB	7/3/2012	5848	\$627,840	\$107.36
36531	SAP	036-599-010	149.50	PCB	2/22/2012	4385	\$731,578	\$166.84

<b>Total Cost</b>	<b>\$27,755,770</b>
<b>Total Deck Area</b>	<b>188,558</b>
<b>Average Cost per Sq Ft</b>	<b>\$147.20</b>
<b>Total No. of Bridges &lt; 150'</b>	<b>57</b>

# MnDOT State Aid Bridge Office

## 2012 Calendar Year - - Bridge Cost Report

Separated per Bridge Length > 150'

SORTED BY BRIDGE LENGTH, DOES NOT INCLUDE OVERLAYS

New Bridge Number	Project Type	Project Number	Length	Beam Type Code	Letting Date	Area	Cost	Unit Cost
43550	SAP	043-615-012	153.00	C-SLAB	5/7/2012	6630	\$619,547	\$93.45
R0634	SP	073-090-008	164.00	REHAB	6/14/2012	2337	\$127,033	\$54.36
35537	SAP	035-601-033	184.42	PCB	9/24/2012	6516	\$802,406	\$123.14
55590	SAP	055-619-009	184.55	PCB	3/15/2012	7260	\$759,513	\$104.62
R0629	SP	010-090-002	190.75	REHAB	5/1/2012	2671	\$284,736	\$106.60
88156	SAP	069-609-037	196.50	REHAB	4/13/2012	8695	\$332,160	\$38.20
14K12	SP	144-090-014	198.00	PED-CUL	6/7/2012	2376	\$270,100	\$113.68
7170	SAP	080-612-007	200.00	REHAB	8/21/2012	7267	\$303,632	\$41.78
69A04	SAP	069-607-047	214.67	C-SLAB	4/26/2012	8479	\$1,204,763	\$142.09
31558	SAP	031-631-005	231.69	C-SLAB	7/10/2012	8186	\$769,556	\$94.01
5875	SAP	103-134-006	294.50	REHAB	3/27/2012	20370	\$686,412	\$33.70
77535	SP	077-596-002	395.17	PCB	3/13/2012	23282	\$3,199,190	\$137.41
27B01	SP	141-080-033	649.43	PT-BOX	6/6/2012	27389	\$6,403,976	\$233.82
27611	SP	141-197-024	934.00	REHAB	5/23/2012	67715	\$5,667,775	\$83.70
55592	SP	159-090-017	958.16	TRUSS	8/1/2012	12900	\$1,876,200	\$145.44
27636	SAP	027-652-036	970.00	REHAB	4/10/2012	104400	\$575,099	\$5.51

<b>Total Cost</b>	<b>\$23,882,096</b>
<b>Total Deck Area</b>	<b>316,473</b>
<b>Average Cost per Sq Ft</b>	<b>\$75.46</b>
<b>Total No. of Bridges &gt; 150'</b>	<b>16</b>

## MnDOT State Aid Bridge Office 2012 Calendar Year - - Bridge Cost Report

### Summary of Structure Type Unit Costs As Compared to Previous Fiscal Years

#### STATE AID BRIDGES SUMMARY OF BRIDGE UNIT COST PER BEAM TYPE

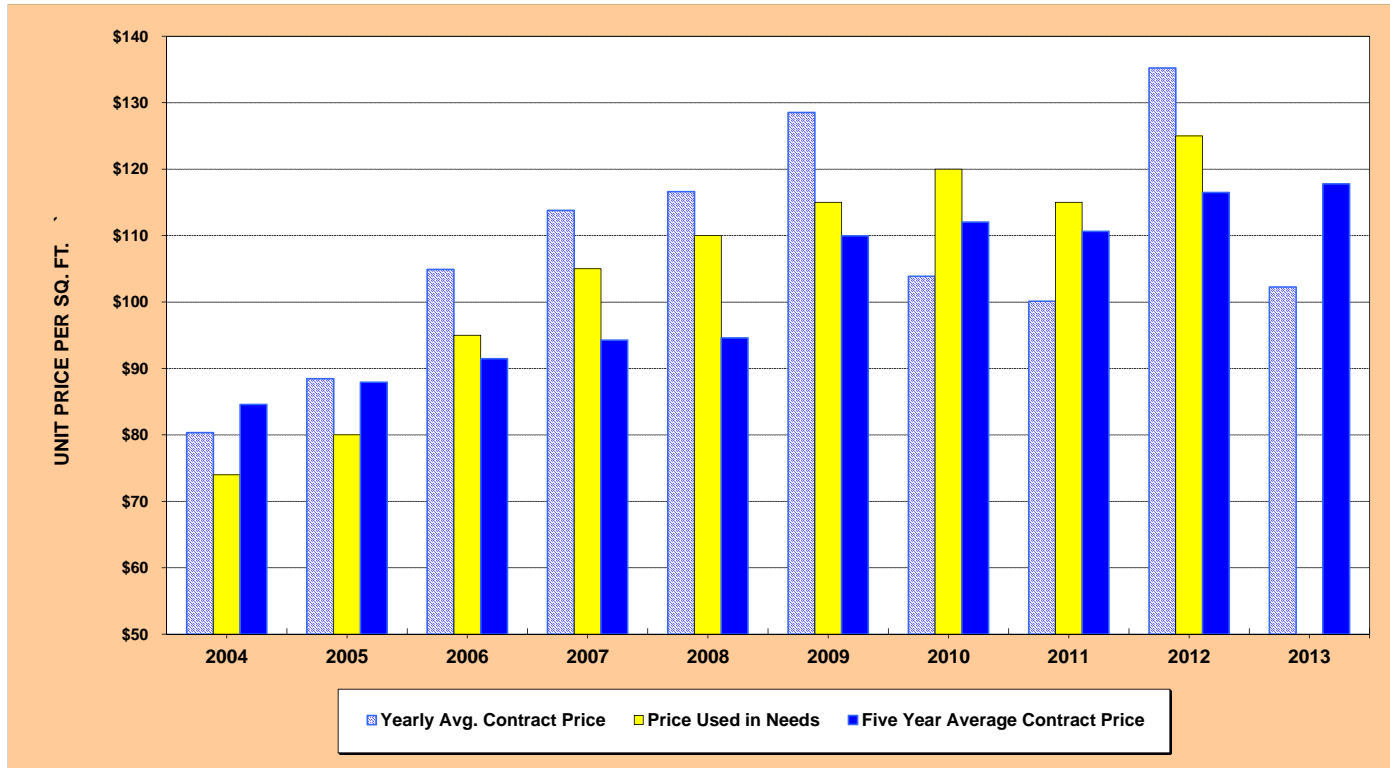
CALENDAR YEAR	2012	2011	2010	2009	2008	2007	2006	2005
TYPE								
C-ARCH	\$366.96	\$126.38	\$434.58		\$396.53		\$669.18	
C-SLAB	\$112.60	\$109.17	\$92.06	\$97.82	\$101.18	\$94.51	\$85.75	\$87.35
DBL T								
GLULAM		\$343.48						
PCB	\$125.39	\$118.83	\$97.08	\$102.52	\$115.16	\$102.41	\$98.46	\$85.93
PCBped					\$173.63			
PT SLAB								
R-FRAME							\$237.50	\$97.17
STEEL	\$610.71	\$1,241.08		\$122.76	\$156.14	\$150.23	\$500.87	\$123.66
TRUSS	\$149.83	\$191.93	\$168.81	\$133.30	\$228.88	\$145.57	\$167.44	\$121.45
TTS	\$222.25		\$117.94			\$92.64	\$127.02	\$123.98
INV-T	\$212.70							

## MnDOT State Aid Bridge Office 2012 Calendar Year - - Bridge Cost Report

### Totals for All Bridges Let in CY 2012

<b>Total Cost for all Bridges</b>	<b>\$51,637,866</b>
<b>Total Deck Area for all Bridges</b>	<b>505,031</b>
<b>Average Cost per Sq Ft</b>	<b>\$102.25</b>
<b>Total Number of Bridges</b>	<b>73</b>

## ALL BRIDGES



NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
2004	126	977,400	\$78,528,140	\$80.34	\$74.00	\$84.58
2005	44	252,713	\$22,351,485	88.45	80.00	87.93
2006	53	533,871	\$55,999,602	104.89	95.00	91.47
2007	49	235,505	\$26,798,183	113.79	105.00	94.26
2008	37	247,120	\$28,815,052	116.60	110.00	94.58

NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
2009	46	301,827	\$38,797,162	\$128.54	\$115.00	\$109.97
2010	56	333,867	\$34,675,259	103.86	120.00	112.02
2011	66	509,552	\$51,008,086	100.10	115.00	110.63
2012	69	475,190	\$64,255,407	135.22	125.00	116.49
2013	73	505,031	\$61,637,866	102.25	\$120.00	\$117.80

SUBCOMMITTEES RECOMMENDED PRICE FOR THE 2013 NEEDS STUDY IS \$120.00 PER SQ. FT.

THE NSTF HAS RECOMMENDED USING 1/2 OF THE APPROVED BRIDGE COST

NIMSAS/JUNE 2013 BOOK/ALL BRIDGES GRAPH.XLSX

### All Structures on the MSAS System

Number of Adequate Structures	Number of Deficient Structures	Structures in Needs for Information	Total Structures	Existing Structure Type
172	137	100	409	1 - Bridge
10	14	0	24	3 - Structural Plate Arch
8	10	8	26	4 - Other
44	19	4	67	5 - Box Culvert Single
21	5	1	27	6 - Box Culvert Double
7	0	0	7	7 - Box Culvert Triple
1	0	0	1	8 - Box Culvert Quad
0	0	23	23	Unknown Structure Type
<b>263</b>	<b>185</b>	<b>136</b>	<b>584</b>	<b>TOTAL</b>

There are 448 Structures on the MSAS system that qualify for Needs

## STORM SEWER, LIGHTING AND SIGNAL NEEDS COSTS

NEEDS YEAR	STORM SEWER ADJUSTMENT (Per Mile)	STORM SEWER CONSTRUCTION (Per Mile)	LIGHTING (Per Mile)	SIGNALS (Per Mile)
1996	71,200	229,700	20,000	20,000-80,000
1998	76,000	245,000	20,000	24,990-99,990
1999	79,000	246,000	35,000	24,990-99,990
2000	80,200	248,500	50,000	24,990-99,990
2001	80,400	248,000	78,000 **	30,000-120,000
2002	81,600	254,200	78,000	30,000-120,000
2003	82,700	257,375	80,000	31,000-124,000
2004	83,775	262,780	80,000	31,000-124,000
2005	85,100	265,780	82,500	32,500-130,000
2006	86,100	268,035	100,000	32,500-130,000
2007	88,100	271,000	100,000	32,500-130,000
2008	89,700	278,200	100,000	32,500-130,000
2009	92,800	289,300	100,000	32,500-130,000
2010	94,200	295,400	100,000	34,000-136,000
2011	95,600	301,300	100,000	34,000-136,000
2012	97,000	307,300	100,000	34,000-136,000
2013				

\*\* Lighting needs were revised to deficient segment only.

### NEEDS STUDY SUBCOMMITTEE'S RECOMMENDED PRICES FOR 2013:

Storm Sewer/Mile	Lighting/Mile	Traffic Signals/per Signal
<u>\$313,500</u>	<u>\$100,000</u>	<u>\$225,000</u>

After the NSS met and approved the above price, the Needs Study Task Force met and is recommending to the MSB that the price be calculated using the following formula: (Storm Sewer Adjustment + Storm Sewer New Construction)/2=Unit Price used in Needs. Using this formula the Storm Sewer Unit Price for the 2013 Needs Study would be **\$205,954**

## RAILROAD CROSSINGS NEEDS COSTS

Will be 'After The Fact' Needs in the new program



## Minnesota Department of Transportation

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# Memo

Bridge Office  
3485 Hadley Avenue North  
Oakdale, MN 55128-3307

Date: April 10, 2013

To: Marshall Johnston  
Manager, Municipal State Aid Street Needs Section

From: Juanita Voigt  
State Aid Hydraulic Specialist *JV*

Phone: (651) 366-4469

Subject: State Aid Storm Sewer  
Construction Costs for 2012

We have completed our analysis of storm sewer construction costs incurred for 2012 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately \$313,443 for new construction, and
- Approximately \$98,465 for adjustment of existing systems

The preceding amounts are based on the average cost per mile of State Aid storm sewer using unit prices. 155 Storm Sewer Plans were submitted during 2012.

CC: Andrea Hendrickson (file)



## TRAFFIC SIGNAL COST DATA

Mike Gerbensky is the Signal Design and Lighting Management Principal Engineer in Metro District Traffic Engineering.

### **Email from Mike Gerbensky dated April 15, 2013**

The numbers listed haven't really changed significantly in the last year so they are still good to use for scoping level estimates.

We are working on our first diverging diamond interchange so it will be interesting to see how the costs come in for those. I hope to have some bid prices to compare in the next year.

As we discussed, these items listed don't include design costs, just F & I for construction. These costs can be bumped a bit higher for fiber optic inter-connect installations as well.

### **Email from Mike Gerbensky dated March 29, 2012**

Average bid prices for traffic signals are lump sum items. The lump sum has many incidental items which vary if they are part of larger road project, are stand-alone signal replacements or new signal installations.

#### Examples

On larger road projects the signal pay item typically doesn't include: Striping, ground mounted signing, concrete work for ADA curb ramps/sidewalk (installs or removals), traffic control, and mobilization since these items are covered elsewhere in the road plan.

On stand-alone signal projects the signal pay item has included the above items plus in place signal removal.

Also, the pay item doesn't include state furnished equipment (cabinets are most typical but other materials are also sometimes furnished by the state)

Just recently the ADA folks have asked for additional pay items on stand-alone signal projects to better track ADA costs.

Signal costs also vary significantly by the size of intersection.

Costs vary by the type of signal (wood pole vs. steel), the type of detection (sonic, microwave, loops or cameras) and the presence of interconnect (wire cable, radio or fiber optic).

The bottom line is that the pay item is not consistent in terms of what it contains for incidental work, it doesn't include state furnished materials, and the size and type of system also affects the cost.

While it is best to consult the signal designer directly for estimates, we created a "rule of thumb" for scoping level estimates for our stand-alone signal projects. It includes all the incidentals listed above:

#### Steel pole systems:

Tee-intersection or ramp signal \$200K

Normal 4-legged intersection \$225K

Large divided 4-legged intersection \$280K

Single point diamond \$250-300K (varies with span length and mono-tube diameter, etc.)

## FY13 Local Road Research Board Program

March 2013

	TITLE	EXPIRATION DATE	PROJECT TOTAL	LRRB \$	Other Source	LRRB Paid to Date	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
645	FY2009-2011 Implementation of Research Findings	2/28/2014	928,366	680,191	248,175	643,751			25,078	6,362			
645	FY2012-2014 Implementation of Research Findings	7/31/2014	765,000	765,000		201,077			482,686	20,000			
645	FY2012-2014 Implementation of Research Findings (estimated; not encumbered)								6,237	25,000			
645	Match for Pedestrian Crossing Safety Training									30,000			
645	Dust Control and Wyoming Gravel Road Projects		75,000	75,000					37,500	37,500			
668	FY2012 Technology Transfer Center, U of M - LTAP Program Base	11/30/2012	516,000	185,000	141,000	185,000							
	FY2012 Circuit Training & Assist Program (CTAP T2 Center)			84,000		84,000							
	FY2012 Mn/DOT Maintenance CTAP Trainer			74,500		74,500							
	FY2012 Minnesota Maintenance Research Expos			26,000		26,000							
	FY2012 Transportation Student Development			5,500		5,500							
668	FY2013 Technology Transfer Center, U of M - LTAP Program Base	9/30/2013	515,000	185,000	140,000				185,000				
	FY2013 Circuit Training & Assist Program (CTAP T2 Center)			84,000						84,000			
	FY2013 Mn/DOT Maintenance CTAP Trainer			74,500		74,500							
	FY2013 Minnesota Maintenance Research Expos			26,000						26,000			
	FY2013 Transportation Student Development			5,500					5,375	125			
668	FY2014 Technology Transfer Center, U of M - LTAP Program Base	This will be a separate contract	525,000	185,000	150,000					185,000			
	FY2014 Circuit Training & Assist Program (CTAP T2 Center)			84,000						84,000			
	FY2014 Mn/DOT Maintenance CTAP Trainer			74,500						74,500			
	FY2014 Minnesota Maintenance Research Expos			26,000						26,000			
	FY2014 Transportation Student Development			5,500						5,500			
675	FY2014 Research Services		160,000	160,000						160,000			
676	FY2013 MnROAD Research: Facility Support (FY11/Half Payment FY12)		500,000	500,000					250,000	250,000			
676	FY2013 MnROAD Research: Tech Transfer & Support		70,000	70,000					35,000	35,000			
676	FY2014 MnROAD Research: Facility Support (FY11/Half Payment FY12)		500,000	500,000						500,000			
676	FY2014 MnROAD Research: Tech Transfer & Support		70,000	70,000						70,000			
745	FY2014 Library Services		70,000	70,000						70,000			
863*	Optimal Timing of Preventive Maintenance for Addressing Environmental Aging in HMA Pavements-Pooled Fund Project	11/30/2013	286,185	57,237	228,948	50,733				6,504			



	TITLE	EXPIRATION DATE	PROJECT TOTAL	LRRB \$	Other Source	LRRB Paid to Date	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
864*	Recycled Asphalt Pavements-Pooled Fund Project	12/31/2012	288,631	75,000	213,631	43,800			13,600				
867*	Composite Pavements - Pooled Fund Project	1/30/2013	438,980	50,000	388,980	50,000							
868*	HMA Surface Characteristics-Pooled Fund Project	7/31/2013	401,384	68,152	333,232	35,604			32,548				
869*	FY2012-13 TERRA Board	11/30/2013	60,000	25,000	35,000	18,750			5,000	1,250			
869*	FY2014-16 TERRA Board									12,500	12,500	12,500	
	FY2013 Program LRRB Contingency Account		50,000	50,000		2,717			47,283				
	FY2014 Program LRRB Contingency Account		50,000	50,000					50,000				
885	Research Test Section Tracking Phase II	12/21/2014	55,000	55,000		5,000			50,000				
886*	Cost-Effective Pavement Preservation Solutions for the Real World	9/30/2013	124,984	69,992	54,992	15,352			50,292	4,248			
887*	Structural Evaluation of Asphalt Pavements with Full-depth Reclaimed Base	3/31/2013	79,808	39,904	39,904	32,460			7,444				
889	Performance of Recycled Asphalt & High RAP Asphalt Mix	8/31/2013	60,000	60,000		44,000			13,000	3,000			
894	Assessing and Improving Pollution Prevention by Swales	9/30/2013	314,000	312,000	2,000	120,000				192,000			
895	Traffic Generating Developments and Roadway Life Consumption	12/31/2012	37,038	37,038		37,038							
896*	Quantifying Moisture Effects in DCP and LWD Tests Using Unsaturated Mechanics	8/31/2013	109,900	54,950	54,950	22,530			32,420				
897	Developing Salt-Tolerant Sod Mixtures for Use as Roadside Turf in Minnesota	8/31/2014	176,516	176,516		88,256			44,570	43,690			
898*	Estimating the Crash Reduction and Vehicle Dynamic Effects of Flashing LED Stop Signs	8/31/2013	74,667	37,334	37,333	18,667			18,666				
899	Performance Monitoring of Olmsted CR 117 and 104 and Aggregate Base Materials	2/28/2015	36,000	36,000					9,500	10,500	5,500	10,500	
900	Hennepin/Minneapolis LED Light Study	1/31/2013	50,000	50,000		50,000							
904	Stripping of Hot Mixed Asphalt Pavements under Chip Seals (Equipment costs were taken out of LRRB funds also = \$316.02 + \$2,427.29)	4/30/2013	42,743	42,743		36,743			6,000				
907	Impact of Garbage Haulers on Pavement Performance	8/31/2013	54,000	54,000		15,000			39,000				
909*	Planning and Implementation of Complete Streets at Multiple Scales	6/30/2013	101,271	54,843	46,428	6,551			25,785	22,507			
910*	Partially Grouted Riprap Lab Flume Study	1/31/2014	124,831	62,416	62,416	7,817			50,263	4,335			
911*	Best Practices Synthesis and Guidance in At-Grade Trail Crossing Treatments	4/30/2013	96,866	48,433	48,433	25,831			22,602				
912*	Improved Approach to Enforcement of Road Weight Restrictions	1/31/2014	90,000	50,000	40,000	15,000			10,000	15,000			
914*	Research using waste shingles for stabilization or dust control for gravel roads and shoulders Equipment paid for by LRRB: \$17,765.01	1/31/2014	94,765	56,265	38,500	20,265			30,000	6,000			
915	Implications of modifying State Aid Standards; Urban, New or Reconstruction (Mn Rules 8820.9936) to accommodate various roadway users.	5/31/2013	117,700	117,700		17,246			100,454				
916	LRRB Technical Transfer Materials Development	9/30/2013	99,892	99,892		71,913			19,553	8,426			



	TITLE	EXPIRATION DATE	PROJECT TOTAL	LRRB \$	Other Source	LRRB Paid to Date	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
916	LRRB Technical Transfer Materials Development		75,000	75,000						75,000			
917	Two-Lane Roundabout Field Research Regarding Signing and Striping	2/28/2014	110,000	110,000		80,000			20,000	10,000			
918	Implementation of TONN 2010	7/31/2013	35,000	17,500	17,500	1,500			16,000				
921*	Frost Video	8/31/2013	80,987	30,987	50,000	17,717			12,024	1,247			
922	Systems Preservation Guide – A Planning Process for Local Government Management of Transportation Networks	11/30/2014	698,876	698,876		101,356			237,493	254,137	105,890		
924	YouTube Video - two under contract	1/31/2013	100,000	31,848		31,848							
924	YouTube Video - amount remaining not under contract			68,152					39,076	29,076			
925	Advanced LED Warning Signs for Rural Intersections Powered By Renewable Energy (ALERT)	6/30/2014	106,192	106,192		50,416			17,596	38,180			
927	LRRB Outreach Web Site RFP	1/31/2014	99,991	99,991		76,224			3,771	19,996			
928	ITS Institute (Addressing Rural Roadway Departure Fatalities)	Contract in process	100,000	100,000					100	91,921	7,979		
929	Investigation and Assessment of Colored Concrete Pavement	4/28/2014	63,498	63,498		18,023			4,309	41,166			
930*	Development and Integration of Advanced Timber Bridge Inspection Techniques for NBIS	1/31/2015	199,786	139,786	60,000				59,903	59,904	19,979		
931*	Lighting levels for Isolated Intersections Leading to Safety Improvements	7/31/2014	94,170	42,185	51,985				13,735	28,450			
932	Determination of Effective Impervious Area in Urban Watersheds	7/31/2015	150,000	150,000					32,100	40,000	70,500	7,400	
933	Building Local Agency Capacity for Public Engagement in Local Road Systems Planning Decision-Making	7/31/2014	140,062	140,062					36,910	103,152			
934	Field Evaluation of Friction Measurement and Applicator Control Systems for Winter Road Maintenance on Low Volume Roads	11/30/2013	40,000	40,000		27,000			8,000	5,000			
935*	Design Consideration for Embankment Protection during Road Overtopping Events	3/31/2015	158,787	79,394	79,394				48,984	25,601	4,808		
936	2012 LRRB Focus Groups	7/31/2013	17,000	17,000		4,257			12,743				
937	Development of Guidelines for Flashing Yellow Arrows for Protected/Permissive Use	6/30/2014	85,000	42,500	42,500				18,000	24,500			
938	Culvert Training		55,000	55,000					55,000				
939	Lightly Surfaced Roads	7/31/2014	40,000	40,000					17,000	23,000			
940	Development of Cost-Effective Timber Bridge Repair Techniques for Minnesota	3/31/2015	299,582	209,582	90,000				16,780	170,068	22,734		
941	On-line Technician Certification/Re-certification Training	1/31/2014	33,133	33,133					24,673	8,460			
942	Is it Effective to Rejuvenate a Road Rather than Re-gravel?	7/31/2014	88,910	88,910					19,500	64,800	4,610		
943	Traffic Sign Life Expectancy	7/31/2014	76,222	76,222					9,457	66,765			
944	Minnesota Steel Pipe Service Life Map		60,678	30,339	30,339					5,751	24,588		
945	Next Generation Bridge Management Tolls and Inspection		68,253	22,751	45,502					22,751			
946	Guidelines for Permeable Pavement Systems		177,414	177,414						63,868	113,546		



	TITLE	EXPIRATION DATE	PROJECT TOTAL	LRRB \$	Other Source	LRRB Paid to Date	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
947	Investigation of Optimal Mix Design of Full Depth Reclamation Stabilization with Cement and Emulsion		110,823	55,412	55,411					10,463	44,949		
948	Flagger Operations: Investigating Their Effectiveness in Capturing Driver Attention		270,351	50,000	220,351					50,000			
949	Tack Coat Testing - Measuring Field Bond Strength		68,000	68,000						40,000	28,000		
950	Major Equipment Life Cycle Cost Analysis		97,904	97,904						71,753	26,151		
951	Transportation Investment and Economic Development in Rural Minnesota		93,468	93,468						45,000	48,468		
952	Best Management Practices for Establishment of Salt-Tolerant Grasses on Roadsides		193,677	193,677						61,076	52,940	54,311	25,350
953	Development of a Digital Highway Framework to Facilitate Crash Avoidance: Serving County Roads		86,489	86,489						86,489			
954	TRS-Pavement Management Resource Centers		15,000	15,000						15,000			
998	FY2012 OPERA - Administration	11/30/2013	20,000	20,000		10,035				9,965			
998	FY2012 OPERA - Projects	11/30/2013	70,000	70,000						70,000			
998	FY2013 OPERA - Administration	6/30/2014	20,000	20,000		20,000			-				
998	FY2013 OPERA - Projects	6/30/2014	25,000	25,000		2,500			22,500				
998	FY2014 OPERA - Administration	6/30/2014	20,000	20,000						20,000			
998	FY2014 OPERA - Projects	6/30/2014	70,000	70,000						70,000			
999	FY2013 Program Administration (includes web & publishing)		156,500	156,500		102,140			54,360				
	<b>TOTALS</b>		12,780,280	9,733,377	3,046,904	2,688,617	-	-	2,454,870	3,891,485	593,142	84,711	25,350

Uncommitted Balance Carryforward	607,617	1,283,015	1,956,672	919,990	45,737	886,095	2,234,884
Apportionment	2,671,499	2,902,378	3,070,770	3,162,232	3,200,000	3,200,000	3,200,000
Amount Available	3,279,116	4,185,393	5,027,442	4,082,222	3,245,737	4,086,095	5,434,884
Less Expended in SWIFT	1,921,601	2,129,552	1,570,957				
CTAP Transfer	74,500	74,500	74,500				
Payments Pending Per ARTS		24,669	7,124				
Less Total Commitments		-	2,454,870	3,891,485	593,142	84,711	25,350

Amount Available	<b>1,283,015</b>	<b>1,956,672</b>	<b>919,990</b>	<b>190,737</b>	<b>2,652,595</b>	<b>4,001,384</b>	<b>5,409,534</b>
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INV668: U of MN LTAP					375,000	375,000	375,000
INV998: Operational Research Program (OPERA)					90,000	90,000	90,000
INV676: MnROAD					500,000	500,000	500,000
INV676: MnROAD Technology Transfer and Support					70,000	70,000	70,000
INV745: Library Services					70,000	70,000	70,000
INV675: Research Services					160,000	160,000	160,000
INV999: Project Administration					145,000	156,500	156,500
INV916: Contract for TSs and TRSs						75,000	75,000

	TITLE	EXPIRATION DATE	PROJECT TOTAL	LRRB \$	Other Source	LRRB Paid to Date	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
	INV869: TERRA Board												
	INV645: RIC										220,000	220,000	220,000
	Contingency Funds										50,000	50,000	50,000
	Total On-going Program Commitments									145,000	1,766,500	1,766,500	1,766,500
	Total Available after On-going Program Commitments						1,283,015	1,956,672	919,990	45,737	886,095	2,234,884	3,643,034

## Notes:

FY13 is from July 1, 2012 to June 30, 2013.

Pending Projects

Canceled Projects

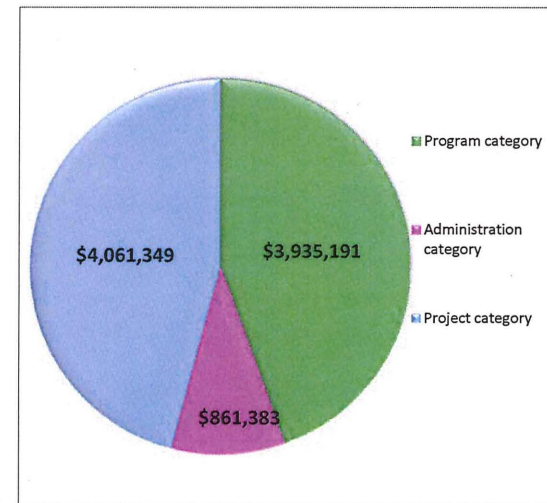
Projects co-funded from other sources are marked with an \*

Projects in green shading are completed.

Projects in green font are not completed, but all of the LRRB funding is spent.

Program category	Total LRRB =	3,935,191
Administration category	Total LRRB =	861,383
Project category	Total LRRB =	4,061,349
Research Category	Total LRRB=	5,089,729
Implementation Category	Total LRRB=	3,735,061

FY13 Contingency: \$2,717 was used for INV "Frost Video" because the equipment cost came in slightly higher than anticipated



## *Municipal (MSAS) Traffic Counting*

The current Municipal State Aid Traffic Counting resolution reads:

That future traffic data for State Aid Needs Studies be developed as follows:

1. The municipalities in the metropolitan area cooperate with the State by agreeing to participate in counting traffic every two or four years at the discretion of the city.
2. The cities in the outstate area may have their traffic counted and maps prepared by State forces every four years, or may elect to continue the present procedure of taking their own counts and have state forces prepare the maps.
3. Any city may count traffic with their own forces every two years at their discretion and expense, unless the municipality has made arrangements with the Mn/DOT district to do the count.

In 1998, cities were given the option of counting on a 2 or 4 year cycle.

In 2008, cities were given the option to revise their 2 or 4 year cycle as well as the count year.

In 2009, cities were given the option to move to a 4 year cycle with the option to count a subset of locations in the “off cycle” or 2<sup>nd</sup> year of a 4 year cycle (they will only receive new count materials if these choose to count)

See Metro and Outstate counting schedules below

(Note that Chisago County MSAS are grouped with the Outstate schedule)



**Metro Municipal Traffic Counting Schedule** (publication year, city name, two or four year cycle)

2010	2011	2012	2013	2014	2015	2016
Andover (4)	Blaine (2)	Anoka (4)	Arden Hills (4)	Andover (4)	Blaine (2)	Anoka (4)
Apple Valley (4)	Brooklyn Center (4)	Bloomington (4)	Blaine (2)	Apple Valley (4)	Brooklyn Center (4)	Bloomington (4)
Belle Plaine (4)	Brooklyn Park (2)	Columbia Heights (4)	Brooklyn Park (2)	Belle Plaine (4)	Brooklyn Park (2)	Columbia Heights (4)
<b>Bloomington (4*^)</b>	Chanhassen (2)	Coon Rapids (4)	Chanhassen (2)	<b>Bloomington (4*^)</b>	Chanhassen (2)	Coon Rapids (4)
Burnsville (4)	Circle Pine (4)	Crystal (4)	Cottage Grove (2)	Burnsville (4)	Circle Pine (4)	Crystal (4)
Champlin (4)	Cottage Grove (2)	Dayton (2)	East Bethel (2)	Champlin (4)	Cottage Grove (2)	Dayton (2)
Chaska (4)	East Bethel (2)	Eden Prairie (4)	Edina (4)	Chaska (4)	East Bethel (2)	Eden Prairie (4)
Corcoran (4)	Farmington (4)	Hopkins (4)	Falcon Heights (4)	Corcoran (4)	Farmington (4)	Hopkins (4)
Dayton (2)	Ham Lake (4)	<b>Minneapolis (4*^)</b>	Fridley (4)	Dayton (2)	Ham Lake (4)	<b>Minneapolis (4*^)</b>
Eagan (4)	Hastings (4)	Mound (4)	Golden Valley (4)	Eagan (4)	Hastings (4)	Mound (4)
Forest Lake (4)	Lake Elmo (2)	Shakopee (4)	Lake Elmo (2)	Forest Lake (4)	Lake Elmo (2)	Shakopee (4)
Hugo (4)	Lakeville (4)	South St. Paul (4)	Mahtomedi (4)	Hugo (4)	Lakeville (4)	South St. Paul (4)
Inver Grove Heights (4)	Mounds View (4)	Spring Lake Park (4)	Maplewood (4)	Inver Grove Heights (4)	Mounds View (4)	Spring Lake Park (4)
Jordan (4)	Orono (4)	<b>St. Paul (4*)</b>	Medina (4)	Jordan (4)	Orono (4)	<b>St. Paul (4*)</b>
Lino Lakes (4)	Prior Lake (2)	<b>Waconia (4^)</b>	New Brighton (4)	Lino Lakes (4)	Prior Lake (2)	<b>Waconia (4^)</b>
Little Canada (4)	Ramsey (2)		New Hope (4)	Little Canada (4)	Ramsey (2)	
Maple Grove (4)	<b>Rogers (4^)</b>		North St. Paul (4)	Maple Grove (4)	<b>Rogers (4^)</b>	
Mendota Heights (4)	Savage (4)		Oak Grove (4)	Mendota Heights (4)	Savage (4)	
<b>Minnetonka (4*)</b>	Shoreview (2)		<b>Plymouth (4^)</b>	<b>Minnetonka (4*)</b>	Shoreview (2)	
Minnetrista (4)	St. Anthony (4)		Prior Lake (2)	Minnetrista (4)	St. Anthony (4)	
Oakdale (4)	Victoria (2)		Ramsey (2)	Oakdale (4)	Victoria (2)	
Rosemount (4)	<b>Woodbury (4^)</b>		Richfield (4)	Rosemount (4)	<b>Woodbury (4^)</b>	
<b>St. Francis (4^)</b>			Robbinsdale (4)	<b>St. Francis (4^)</b>		
Vadnais Heights (4)			Roseville (4)	Vadnais Heights (4)		
Waconia (4)			Shoreview (2)	Waconia (4)		
			Shorewood (4)			
			St. Louis Park (4)			
			St. Paul Park (4)			
			Stillwater (4)			
			Victoria (2)			
			West St. Paul (4)			
			White Bear Lake (4)			

\*Typically takes counts over several years rather than just the publication year

^May choose to have a select set updated and sent to state aid midway through the cycle



***Outstate Municipal Traffic Counting Schedule (publication year, city name, four year cycle)***

2010	2011	2012	2013	2014	2015	2016
Alexandria	Baxter	Albertville	Albert Lea	Alexandria	Baxter	Albertville
Bemidji	Brainerd	Austin	Crookston	Bemidji	Brainerd	Austin
Big Lake	Chisholm	Buffalo	East Grand Forks	Big Lake	Chisholm	Buffalo
Byron	Duluth*	Cambridge	Glencoe	Byron	Duluth*	Cambridge
Cloquet	Fergus Falls	Delano	Grand Rapids	Cloquet	Fergus Falls	Delano
Elk River	Hermantown	Detroit Lakes	Hutchinson	Elk River	Hermantown	Detroit Lakes
Fairmont	Hibbing	Faribault	Little Falls	Fairmont	Hibbing	Faribault
Kasson	Litchfield	International Falls	Mankato	Kasson	Litchfield	International Falls
Lake City	North Mankato	Isanti	Moorhead	Lake City	North Mankato	Isanti
Marshall	Owatonna	La Crescent	Morris	Marshall	Owatonna	La Crescent
New Ulm	Red Wing	Montevideo	New Prague	New Ulm	Red Wing	Montevideo
Rochester **	Redwood Falls	Monticello	North Branch	Rochester **	Redwood Falls	Monticello
Stewartville	Saint Peter	Northfield	Sartell	Stewartville	Saint Peter	Northfield
Willmar	Sauk Rapids	Otsego	St. Cloud	Willmar	Sauk Rapids	Otsego
Zimmerman	Thief River Falls	Saint Michael	Saint Joseph	Zimmerman	Thief River Falls	Saint Michael
	Virginia	Waseca	Waite Park		Virginia	Waseca
	Worthington		Wyoming		Worthington	
	Winona				Winona	

\*Duluth counts approximately 1/4 of the city each year

\*\* Up until 2012 Rochester was counted every two years (rotating between the city and MnDOT)